CD Digital Copy

"Connecting NW25th Street to HEFT Study"

(Appendices C & D)

Appendix C

24-Hr Mechanical Counts

NW 12 Street Corridor

(Include NW 79/87/97/ 107 & 114 Ave)

Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, FL 33018
Phone: 305.595.7505
Fax: 305.675.6474

Site Code: 20812
Station ID: # 1
NW 107 AVENUE
BETWEEN NW 25 STREET & NW 41 STREET
Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	44	3	0	0	0	0	0	0	0	0	0	0	47
00:15	0	25	1	0	0	0	0	0	0	0	0	0	0	26
00:30	0	25	6	0	0	0	0	0	0	0	0	0	0	31
00:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	0	115	10	0	0	0	0	0	0	0	0	0	0	125
01:00	0	24	2	0	2	0	0	0	0	0	0	0	0	28
01:15	2	20	6	0	0	0	0	0	0	0	0	0	0	28
01:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19
01:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	2	77	10	0	2	0	0	0	0	0	0	0	0	91
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	5	2	0	2	0	0	0	0	0	0	0	0	9
02:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
02:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	0	28	2	0	3	0	0	0	0	0	0	0	0	33
03:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
03:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
03:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	44	8	0	0	0	0	0	0	0	0	0	0	52
04:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
04:15	0	13	0	0	3	0	0	0	0	0	0	0	0	16
04:30	0	17	5	2	2	0	0	0	0	0	0	0	0	26
04:45	0	32	2	0	2	0	0	0	0	0	0	0	0	36
	0	74	7	2	7	0	0	0	0	0	0	0	0	90
05:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
05:15	0	42	9	0	0	0	0	0	0	0	0	0	0	51
05:30	0	53	3	0	0	0	0	3	0	0	0	0	0	59
05:45	0	58	6	3	0	0	0	0	0	0	0	0	0	67
	0	171	21	3	0	0	0	3	0	0	0	0	0	198
06:00	0	68	10	0	0	2	0	0	0	0	0	0	0	80
06:15	2	103	18	2	4	0	0	0	2	0	0	0	0	131
06:30	3	146	3	0	0	0	0	0	3	0	0	0	0	155
06:45	0	150	16	8	2	0	0	0	0	0	0	0	0	176
	5	467	47	10	6	2	0	0	5	0	0	0	0	542
07:00	0	171	23	0	3	0	0	3	0	0	0	0	0	200
07:15	4	188	21	0	4	4	0	2	0	0	0	0	0	223
07:30	0	234	20	4	4	2	0	4	0	0	0	0	0	268
07:45	0	246	23	0	8	0	0	10	8	0	0	0	0	295
	4	839	87	4	19	6	0	19	8	0	0	0	0	986
08:00	7	263	30	0	2	0	0	0	0	2	0	0	0	304
08:15	0	273	28	0	9	0	0	2	2	7	0	0	0	321
08:30	0	267	23	7	5	0	0	2	2	0	0	0	0	306
08:45	2	228	50	2	2	0	0	0	0	2	0	0	0	286
	9	1031	131	9	18	0	0	4	4	11	0	0	0	1217
09:00	2	220	34	0	5	0	0	2	2	2	0	0	0	267
09:15	0	177	20	0	2	0	0	5	9	0	0	0	0	213
09:30	0	159	29	2	8	0	0	0	6	0	0	0	0	204
09:45	0	178	32	2	7	0	0	2	2	0	0	0	0	223
	2	734	115	4	22	0	0	9	19	2	0	0	0	907
10:00	0	155	28	2	4	0	0	0	11	0	0	0	0	200
10:15	0	147	26	12	6	0	0	0	0	0	0	0	0	191
10:30	0	211	30	9	3	3	0	3	3	0	0	0	0	262
10:45	0	196	18	9	5	0	0	0	5	0	0	0	0	233
	0	709	102	32	18	3	0	3	19	0	0	0	0	886
11:00	0	184	23	5	5	2	0	7	5	0	0	0	0	231
11:15	2	198	24	5	2	0	0	5	0	0	0	2	0	238
11:30	2	236	23	7	7	0	0	5	0	0	0	0	0	280
11:45	0	227	32	0	2	2	0	2	5	2	0	0	0	272
	4	845	102	17	16	4	0	19	10	2	0	2	0	1021
Total	26	5134	642	81	111	15	0	57	65	15	0	2	0	6148
Percent	0.4%	83.5%	10.4%	1.3%	1.8%	0.2%	0.0%	0.9%	1.1%	0.2%	0.0%	0.0%	0.0%	

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Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	233	35	2	0	0	0	0	4	0	0	0	0	274
12:15	2	256	6	6	2	0	0	0	6	2	0	0	0	280
12:30	0	250	39	4	6	2	0	2	2	0	0	0	0	305
12:45	2	255	31	2	4	0	0	7	2	0	0	0	0	303
	4	994	111	14	12	2	0	9	14	2	0	0	0	1162
13:00	0	285	36	2	4	0	0	2	0	0	0	0	0	329
13:15	0	268	16	4	10	0	0	2	2	4	0	0	0	306
13:30	2	256	26	4	8	0	0	6	0	0	0	0	0	302
13:45	2	242	18	2	6	0	0	0	6	0	0	0	0	276
	4	1051	96	12	28	0	0	10	8	4	0	0	0	1213
14:00	0	258	31	5	2	0	0	5	5	0	0	0	0	306
14:15	4	250	26	8	0	0	0	0	2	0	0	0	0	290
14:30	2	200	27	0	0	0	0	2	5	0	0	0	0	236
14:45	0	267	18	8	8	2	0	2	2	0	0	0	0	307
	6	975	102	21	10	2	0	9	14	0	0	0	0	1139
15:00	0	269	31	3	8	0	0	3	0	0	0	0	0	314
15:15	4	259	28	6	2	0	0	2	4	0	0	0	0	305
15:30	0	278	28	0	8	0	0	3	3	0	0	0	0	320
15:45	6	221	11	2	9	0	0	6	6	0	0	0	0	261
	10	1027	98	11	27	0	0	14	13	0	0	0	0	1200
16:00	0	217	40	4	4	0	0	2	4	2	0	0	0	273
16:15	0	202	25	6	4	0	0	8	2	0	0	0	0	247
16:30	2	205	22	2	9	0	0	9	4	0	0	0	0	253
16:45	2	241	16	5	2	0	0	0	2	0	0	0	0	268
	4	865	103	17	19	0	0	19	12	2	0	0	0	1041
17:00	0	261	27	2	5	2	0	2	0	0	0	0	0	299
17:15	2	221	23	0	2	0	0	0	2	0	0	0	0	250
17:30	4	253	13	2	0	0	0	0	2	0	0	0	0	274
17:45	0	224	12	2	3	0	0	2	0	2	0	0	0	245
	6	959	75	6	10	2	0	4	4	2	0	0	0	1068
18:00	2	226	13	4	0	0	0	6	0	2	0	0	0	253
18:15	0	248	8	0	0	0	0	6	0	0	0	0	0	262
18:30	0	215	19	0	2	0	0	2	0	0	0	0	0	238
18:45	0	183	20	2	0	0	0	0	0	0	0	0	0	205
	2	872	60	6	2	0	0	14	0	2	0	0	0	958
19:00	4	206	2	0	2	0	0	4	2	0	0	0	0	220
19:15	2	192	9	0	0	0	0	0	2	0	0	0	0	205
19:30	0	183	14	2	2	0	0	2	0	0	0	0	0	203
19:45	0	193	6	0	2	0	0	0	0	0	0	0	0	201
	6	774	31	2	6	0	0	6	4	0	0	0	0	829
20:00	0	217	8	0	0	0	0	0	0	0	0	0	0	225
20:15	0	168	8	0	0	0	0	0	0	0	0	0	0	176
20:30	0	188	12	2	0	0	0	0	0	2	0	0	0	204
20:45	0	201	4	0	4	0	0	2	0	0	0	0	0	211
	0	774	32	2	4	0	0	2	0	2	0	0	0	816
21:00	2	188	8	0	2	0	0	2	0	2	0	0	0	204
21:15	2	208	12	0	2	0	0	0	0	0	0	0	0	224
21:30	0	184	9	0	0	0	0	4	2	0	0	0	0	199
21:45	0	164	8	0	0	0	0	0	0	0	0	0	0	172
	4	744	37	0	4	0	0	6	2	2	0	0	0	799
22:00	0	136	6	0	0	0	0	2	0	0	0	0	0	144
22:15	0	117	2	0	0	0	0	0	0	0	0	0	0	119
22:30	0	101	7	0	0	0	0	0	0	0	0	0	0	108
22:45	0	83	2	0	0	0	0	0	0	0	0	0	0	85
	0	437	17	0	0	0	0	2	0	0	0	0	0	456
23:00	0	90	2	0	0	0	0	0	0	0	0	0	0	92
23:15	0	63	0	0	0	0	0	0	1	0	0	0	0	64
23:30	1	63	3	0	1	0	0	0	1	0	0	0	0	69
23:45	0	59	3	0	0	0	0	0	2	0	0	0	0	64
	1	275	8	0	1	0	0	0	4	0	0	0	0	289
Total	47	9747	770	91	123	6	0	95	75	16	0	0	0	10970
Percent	0.4%	88.9%	7.0%	0.8%	1.1%	0.1%	0.0%	0.9%	0.7%	0.1%	0.0%	0.0%	0.0%	
Grand Total	73	14881	1412	172	234	21	0	152	140	31	0	2	0	17118
Percent	0.4%	86.9%	8.2%	1.0%	1.4%	0.1%	0.0%	0.9%	0.8%	0.2%	0.0%	0.0%	0.0%	

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SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	48	0	2	0	0	0	0	0	0	0	0	0	50
00:15	0	29	3	0	0	0	0	0	0	0	0	0	0	32
00:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20
00:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	0	118	3	2	0	0	0	0	0	0	0	0	0	123
01:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	42	3	0	0	0	0	0	0	0	0	0	0	45
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	21	1	0	0	0	0	0	0	0	0	0	0	22
03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:45	0	11	0	0	0	2	0	0	0	0	0	0	0	13
	0	26	4	0	0	2	0	0	0	0	0	0	0	32
04:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
04:15	0	6	3	1	0	0	0	0	1	0	0	0	0	11
04:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	9	4	0	1	0	0	0	1	0	0	0	0	15
	0	30	7	1	3	0	0	0	2	0	0	0	0	43
05:00	0	15	0	0	0	0	0	3	0	0	0	0	0	18
05:15	0	17	2	0	0	2	0	0	2	0	0	0	0	23
05:30	0	25	2	0	2	0	0	0	2	0	0	0	0	31
05:45	0	40	7	0	0	0	0	0	0	0	0	0	0	47
	0	97	11	0	2	2	0	3	4	0	0	0	0	119
06:00	2	46	8	2	0	0	0	0	0	0	0	0	0	58
06:15	0	54	7	0	3	0	0	1	1	0	0	0	0	66
06:30	1	66	8	0	1	0	0	0	1	0	0	0	0	77
06:45	0	97	17	2	2	0	0	0	6	0	0	0	0	124
	3	263	40	4	6	0	0	1	8	0	0	0	0	325
07:00	2	131	16	2	5	0	0	2	0	0	0	0	0	158
07:15	0	169	9	0	9	5	0	2	0	0	0	0	0	194
07:30	2	242	11	0	4	4	0	4	2	0	0	0	0	269
07:45	0	250	28	2	5	0	0	2	4	0	0	0	0	291
	4	792	64	4	23	9	0	10	6	0	0	0	0	912
08:00	0	269	9	0	4	0	0	0	0	0	0	0	0	282
08:15	4	264	18	2	0	0	0	0	0	0	0	0	0	288
08:30	0	242	23	0	4	2	0	12	0	2	0	0	0	285
08:45	0	225	20	3	11	2	0	2	0	0	0	0	0	263
	4	1000	70	5	19	4	0	14	0	2	0	0	0	1118
09:00	0	244	23	8	6	0	0	6	0	4	0	0	0	291
09:15	2	220	30	4	9	0	0	2	11	0	0	0	0	278
09:30	0	224	25	4	2	2	0	2	0	2	0	0	0	261
09:45	0	206	33	5	9	0	0	2	2	0	0	0	0	257
	2	894	111	21	26	2	0	12	13	6	0	0	0	1087
10:00	0	186	26	5	5	2	0	2	0	0	0	2	0	228
10:15	2	220	25	7	2	2	0	4	2	0	0	0	0	264
10:30	0	227	20	2	2	0	0	2	2	0	0	0	0	255
10:45	0	200	44	2	2	0	0	0	10	4	0	0	0	262
	2	833	115	16	11	4	0	8	14	4	0	2	0	1009
11:00	0	206	31	3	2	0	0	5	3	0	0	0	0	250
11:15	0	227	12	6	4	0	0	4	6	2	0	0	0	261
11:30	0	243	42	12	2	0	0	2	2	0	0	0	0	303
11:45	0	206	38	12	4	0	0	4	6	2	0	0	0	272
	0	882	123	33	12	0	0	15	17	4	0	0	0	1086
Total	15	4998	552	86	102	23	0	63	64	16	0	2	0	5921
Percent	0.3%	84.4%	9.3%	1.5%	1.7%	0.4%	0.0%	1.1%	1.1%	0.3%	0.0%	0.0%	0.0%	

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SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	4	242	19	17	8	2	0	0	8	0	0	0	0	300
12:15	0	236	32	4	4	2	0	5	0	0	0	0	0	283
12:30	0	276	28	2	4	0	0	6	2	0	0	0	0	318
12:45	0	237	37	0	5	0	0	0	2	3	0	0	0	284
	4	991	116	23	21	4	0	11	12	3	0	0	0	1185
13:00	0	300	32	0	2	0	0	4	4	2	0	0	0	344
13:15	0	276	35	6	2	0	0	0	0	0	0	0	0	319
13:30	0	282	24	0	9	0	2	5	2	0	0	0	0	324
13:45	0	260	39	4	7	0	0	4	4	2	0	0	0	320
	0	1118	130	10	20	0	2	13	10	4	0	0	0	1307
14:00	4	301	39	6	2	0	0	4	0	0	0	0	0	356
14:15	5	298	31	7	0	0	0	2	5	2	0	0	0	350
14:30	2	280	24	4	6	2	0	6	4	4	0	0	0	332
14:45	0	287	30	5	9	0	0	9	7	0	0	0	0	347
	11	1166	124	22	17	2	0	21	16	6	0	0	0	1385
15:00	2	318	19	2	6	0	0	6	2	2	0	0	0	357
15:15	0	362	36	0	2	0	0	2	2	0	0	0	0	404
15:30	0	246	43	2	5	0	0	3	2	2	0	0	0	303
15:45	3	222	24	5	5	0	0	3	5	11	0	0	0	278
	5	1148	122	9	18	0	0	14	11	15	0	0	0	1342
16:00	2	275	22	16	8	0	0	4	4	2	0	0	0	333
16:15	0	251	33	6	0	0	0	4	2	0	0	0	0	296
16:30	2	245	23	3	2	0	0	2	2	0	0	0	0	279
16:45	2	244	26	5	5	2	0	2	0	2	0	0	0	288
	6	1015	104	30	15	2	0	12	8	4	0	0	0	1196
17:00	0	195	16	1	3	0	0	1	1	0	0	0	0	217
17:15	4	157	8	0	4	0	0	3	0	1	0	0	0	177
17:30	4	107	7	5	1	0	0	1	0	4	0	0	0	129
17:45	8	179	17	0	0	0	0	3	0	2	0	0	0	209
	16	638	48	6	8	0	0	8	1	7	0	0	0	732
18:00	0	145	10	0	1	1	0	1	0	0	0	0	0	158
18:15	3	196	15	1	1	0	0	0	0	1	0	0	0	217
18:30	0	260	17	4	6	0	0	0	2	0	0	0	0	289
18:45	0	295	19	0	2	0	0	2	0	0	0	0	0	318
	3	896	61	5	10	1	0	3	2	1	0	0	0	982
19:00	0	204	21	2	7	0	0	2	4	0	0	0	0	240
19:15	2	181	16	2	3	0	0	0	0	2	0	0	0	206
19:30	2	185	12	0	7	0	0	2	0	0	0	0	0	208
19:45	0	165	15	0	2	0	0	0	0	0	0	0	0	182
	4	735	64	4	19	0	0	4	4	2	0	0	0	836
20:00	0	171	8	2	0	0	0	2	0	0	0	0	0	183
20:15	4	174	0	0	0	0	0	0	0	2	0	0	0	180
20:30	0	139	2	0	0	0	0	0	0	0	0	0	0	141
20:45	0	112	8	0	2	0	0	0	0	0	0	0	0	122
	4	596	18	2	2	0	0	2	0	2	0	0	0	626
21:00	0	108	7	2	2	0	0	0	0	0	0	0	0	119
21:15	0	97	5	0	2	0	0	0	0	0	0	0	0	104
21:30	0	86	11	2	0	0	0	0	0	0	0	0	0	99
21:45	0	87	3	0	0	0	0	0	0	0	0	0	0	90
	0	378	26	4	4	0	0	0	0	0	0	0	0	412
22:00	0	96	5	0	0	0	0	0	0	0	0	0	0	101
22:15	0	71	0	2	2	0	0	0	0	0	0	0	0	75
22:30	0	76	7	0	0	0	0	0	0	0	0	0	0	83
22:45	1	62	1	1	0	0	0	0	1	0	0	0	0	66
	1	305	13	3	2	0	0	0	1	0	0	0	0	325
23:00	0	77	1	0	0	0	0	0	1	1	0	0	0	80
23:15	0	46	2	0	0	0	0	0	0	0	0	0	0	48
23:30	2	54	2	0	2	0	0	0	0	0	0	0	0	60
23:45	0	49	2	0	0	0	0	0	2	0	0	0	0	53
	2	226	7	0	2	0	0	0	3	1	0	0	0	241
Total	56	9212	833	118	138	9	2	88	68	45	0	0	0	10569
Percent	0.5%	87.2%	7.9%	1.1%	1.3%	0.1%	0.0%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%	
Grand Total	71	14210	1385	204	240	32	2	151	132	61	0	2	0	16490
Percent	0.4%	86.2%	8.4%	1.2%	1.5%	0.2%	0.0%	0.9%	0.8%	0.4%	0.0%	0.0%	0.0%	

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Site Code: 20811
Station ID: # 2
NW 97 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	19	0	0	0	0	0	0	0	0	0	0	0	19
00:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
00:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	0	50	3	0	0	0	0	0	0	0	0	0	0	53
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	27	0	0	0	0	0	0	0	0	0	0	0	27
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	13	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	13	2	0	0	0	0	0	0	0	0	0	0	15
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	6	1	0	0	1	0	0	0	0	0	0	0	8
04:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
04:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	0	42	7	0	0	1	0	0	0	0	0	0	0	50
05:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
05:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
05:30	0	35	2	0	0	0	0	0	0	0	0	0	0	37
05:45	0	38	6	3	0	0	0	0	0	0	0	0	0	47
	0	107	10	3	0	0	0	0	0	0	0	0	0	120
06:00	0	45	3	0	0	0	0	0	0	0	0	0	0	48
06:15	0	55	14	0	0	2	0	0	0	0	0	0	0	71
06:30	0	88	18	2	0	0	0	0	0	0	0	0	0	108
06:45	0	119	7	2	2	0	0	0	0	0	0	0	0	130
	0	307	42	4	2	2	0	0	0	0	0	0	0	357
07:00	0	111	17	0	0	0	0	0	0	0	0	0	0	128
07:15	0	156	11	0	5	0	0	0	0	0	0	0	0	172
07:30	0	157	14	0	7	0	0	0	0	0	0	0	0	178
07:45	2	201	6	2	2	0	0	2	0	0	0	0	0	215
	2	625	48	2	14	0	0	2	0	0	0	0	0	693
08:00	0	185	15	0	4	0	0	0	0	2	0	0	0	206
08:15	0	247	19	0	0	0	0	0	0	0	0	0	0	266
08:30	0	275	21	6	0	0	0	0	0	0	0	0	0	302
08:45	7	177	20	0	2	0	0	0	0	0	0	0	0	206
	7	884	75	6	6	0	0	0	0	2	0	0	0	980
09:00	0	165	12	0	0	4	0	2	2	0	0	0	0	185
09:15	2	143	15	2	0	0	0	2	0	0	0	0	0	164
09:30	0	139	11	0	0	0	0	2	4	0	0	0	0	156
09:45	2	127	14	0	2	0	0	0	0	0	0	0	0	145
	4	574	52	2	2	4	0	6	6	0	0	0	0	650
10:00	3	122	11	3	0	0	0	0	0	0	0	0	0	139
10:15	2	128	18	0	0	2	0	0	0	0	0	0	0	150
10:30	0	129	12	2	0	0	0	0	0	0	0	0	0	143
10:45	0	121	15	0	0	0	0	6	0	0	0	0	0	142
	5	500	56	5	0	2	0	6	0	0	0	0	0	574
11:00	0	115	23	2	0	0	0	0	2	0	0	0	0	142
11:15	0	121	15	0	4	0	0	0	0	0	0	0	0	140
11:30	0	136	10	5	2	0	0	2	0	0	0	0	0	155
11:45	3	121	9	3	3	0	0	6	0	0	0	0	0	145
	3	493	57	10	9	0	0	8	2	0	0	0	0	582
Total	21	3635	352	32	33	9	0	22	8	2	0	0	0	4114
Percent	0.5%	88.4%	8.6%	0.8%	0.8%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	168	19	0	2	0	0	0	2	0	0	0	0	191
12:15	0	132	12	2	0	0	0	0	0	0	0	0	0	146
12:30	0	140	17	0	0	0	0	0	0	0	0	0	0	157
12:45	2	154	16	0	0	0	0	0	0	0	0	0	0	172
	2	594	64	2	2	0	0	0	2	0	0	0	0	666
13:00	0	171	14	4	4	0	0	0	0	0	0	0	0	193
13:15	0	151	17	0	2	0	0	0	0	0	0	0	0	170
13:30	0	156	16	0	2	0	0	0	0	0	0	0	0	174
13:45	0	134	17	0	0	0	0	2	0	0	0	0	0	153
	0	612	64	4	8	0	0	2	0	0	0	0	0	690
14:00	0	153	14	0	0	0	0	0	0	0	0	0	0	167
14:15	0	150	17	0	2	0	0	0	0	0	0	0	0	169
14:30	0	134	13	2	2	0	0	0	0	0	0	0	0	151
14:45	0	151	15	0	2	0	0	0	0	0	0	0	0	168
	0	588	59	2	6	0	0	0	0	0	0	0	0	655
15:00	2	136	22	2	4	0	0	2	0	0	0	0	0	168
15:15	0	160	25	0	5	2	0	0	2	0	0	0	0	194
15:30	0	179	21	4	7	0	0	2	0	0	0	0	0	213
15:45	0	176	18	2	0	0	0	0	2	0	0	0	0	198
	2	651	86	8	16	2	0	4	4	0	0	0	0	773
16:00	0	183	11	2	0	0	0	2	0	0	0	0	0	198
16:15	0	154	14	2	2	2	0	0	0	0	0	0	0	174
16:30	2	173	24	0	2	0	0	2	0	0	0	0	0	203
16:45	0	182	10	0	0	0	0	0	0	0	0	0	0	192
	2	692	59	4	4	2	0	4	0	0	0	0	0	767
17:00	0	262	11	0	0	0	0	0	0	0	0	0	0	273
17:15	2	213	13	2	0	0	0	2	0	0	0	0	0	232
17:30	0	211	11	0	0	0	0	0	0	0	0	0	0	222
17:45	3	185	5	3	0	0	0	0	0	0	0	0	0	196
	5	871	40	5	0	0	0	2	0	0	0	0	0	923
18:00	4	222	6	0	0	0	0	0	0	0	0	0	0	232
18:15	1	147	4	1	0	0	0	1	0	0	0	0	0	154
18:30	0	188	6	0	2	0	0	2	0	0	0	0	0	198
18:45	0	124	2	0	0	0	0	0	0	0	0	0	0	126
	5	681	18	1	2	0	0	3	0	0	0	0	0	710
19:00	0	129	5	0	0	0	0	0	0	0	0	0	0	134
19:15	0	119	7	0	0	0	0	0	0	0	0	0	0	126
19:30	3	118	0	0	0	0	0	0	0	0	0	0	0	121
19:45	0	95	0	4	0	0	0	0	0	0	0	0	0	99
	3	461	12	4	0	0	0	0	0	0	0	0	0	480
20:00	0	86	7	0	0	0	0	1	0	0	0	0	0	94
20:15	0	82	3	0	0	0	0	0	0	0	0	0	0	85
20:30	0	64	4	0	0	0	0	0	0	0	0	0	0	68
20:45	0	65	3	0	0	0	0	0	0	0	0	0	0	68
	0	297	17	0	0	0	0	1	0	0	0	0	0	315
21:00	0	66	3	0	0	2	0	0	0	0	0	0	0	71
21:15	0	72	0	0	2	0	0	0	0	0	0	0	0	74
21:30	0	53	2	0	1	0	0	1	0	0	0	0	0	57
21:45	0	50	3	0	0	0	0	0	0	0	0	0	0	53
	0	241	8	0	3	2	0	1	0	0	0	0	0	255
22:00	0	36	1	0	0	0	0	0	0	0	0	0	0	37
22:15	0	24	0	0	1	0	0	0	0	0	0	0	0	25
22:30	0	32	4	0	0	0	0	0	0	0	0	0	0	36
22:45	0	28	4	0	0	0	0	0	0	0	0	0	0	32
	0	120	9	0	1	0	0	0	0	0	0	0	0	130
23:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27
23:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
23:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24
23:45	0	27	1	0	0	0	0	0	0	0	0	0	0	28
	0	99	3	0	0	0	0	0	0	0	0	0	0	102
Total	19	5907	439	30	42	6	0	17	6	0	0	0	0	6466
Percent	0.3%	91.4%	6.8%	0.5%	0.6%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	40	9542	791	62	75	15	0	39	14	2	0	0	0	10580
Percent	0.4%	90.2%	7.5%	0.6%	0.7%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

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SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	18	2	0	0	0	0	0	0	0	0	0	0	20
00:15	1	7	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
00:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	1	58	4	0	0	0	0	0	0	0	0	0	0	63
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	25	1	0	0	0	0	0	0	0	0	0	0	26
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	1	0	0	0	0	0	0	0	0	0	0	12
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	16	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
05:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
05:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
	0	49	6	0	0	0	0	0	0	0	0	0	0	55
06:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
06:15	0	27	10	0	5	0	0	0	0	0	0	0	0	42
06:30	0	41	2	0	0	0	0	2	0	0	0	0	0	45
06:45	0	74	7	0	2	0	0	0	0	0	0	0	0	83
	0	162	21	0	7	0	0	2	0	0	0	0	0	192
07:00	0	92	5	0	0	0	0	0	0	0	0	0	0	97
07:15	0	114	9	0	0	2	0	0	0	2	0	0	0	127
07:30	0	146	7	2	4	0	0	0	2	0	0	0	0	161
07:45	0	172	31	0	4	0	0	0	0	0	0	0	0	207
	0	524	52	2	8	2	0	0	2	2	0	0	0	592
08:00	5	243	19	0	2	0	0	5	0	2	0	0	0	276
08:15	0	207	15	0	4	2	0	4	0	0	0	0	0	232
08:30	0	168	15	0	0	0	0	0	0	0	0	0	0	183
08:45	2	226	23	2	0	0	0	2	0	0	0	0	0	255
	7	844	72	2	6	2	0	11	0	2	0	0	0	946
09:00	0	157	15	2	2	0	0	0	2	0	0	0	0	178
09:15	0	152	18	2	0	4	0	0	0	0	0	0	0	176
09:30	0	114	23	0	4	0	0	0	0	0	0	0	0	141
09:45	0	147	21	0	0	0	0	0	0	0	0	0	0	168
	0	570	77	4	6	4	0	0	2	0	0	0	0	663
10:00	0	120	14	0	5	2	0	2	0	0	0	0	0	143
10:15	0	108	22	4	4	0	0	0	2	0	0	0	0	140
10:30	0	128	25	0	5	2	0	0	0	0	0	0	0	160
10:45	2	111	15	0	2	0	0	0	0	0	0	0	0	130
	2	467	76	4	16	4	0	2	2	0	0	0	0	573
11:00	0	142	16	2	7	0	0	2	0	0	0	0	0	169
11:15	0	98	12	2	12	0	0	2	2	0	0	0	0	128
11:30	0	108	26	0	3	0	0	3	0	0	0	0	0	140
11:45	8	126	25	0	0	0	0	8	0	0	0	0	0	167
	8	474	79	4	22	0	0	15	2	0	0	0	0	604
Total	18	3207	389	16	65	12	0	30	8	4	0	0	0	3749
Percent	0.5%	85.5%	10.4%	0.4%	1.7%	0.3%	0.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	

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SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	156	15	2	2	0	0	0	0	0	0	0	0	175
12:15	0	136	22	0	3	0	0	2	0	0	0	0	0	163
12:30	2	139	17	0	7	0	0	0	0	0	0	0	0	165
12:45	0	130	22	0	0	2	0	0	2	0	0	0	0	156
	2	561	76	2	12	2	0	2	2	0	0	0	0	659
13:00	0	120	32	2	2	0	0	2	2	0	0	0	0	160
13:15	0	159	23	2	2	0	0	0	0	0	0	0	0	186
13:30	0	166	16	2	0	0	0	2	0	0	0	0	0	186
13:45	2	160	11	9	4	0	0	2	0	0	0	0	0	188
	2	605	82	15	8	0	0	6	2	0	0	0	0	720
14:00	0	195	21	12	7	0	0	5	0	0	0	0	0	240
14:15	0	141	28	8	2	0	0	0	0	0	0	0	0	179
14:30	2	190	31	2	0	0	0	0	0	2	0	0	0	227
14:45	0	153	25	0	6	2	0	0	0	0	0	0	0	186
	2	679	105	22	15	2	0	5	0	2	0	0	0	832
15:00	2	165	19	0	4	0	0	0	0	0	0	0	0	190
15:15	0	130	21	6	4	0	0	0	0	0	0	0	0	161
15:30	4	194	35	2	2	0	0	0	0	0	0	0	0	237
15:45	2	217	28	2	7	0	0	2	0	0	0	0	0	258
	8	706	103	10	17	0	0	2	0	0	0	0	0	846
16:00	0	193	25	0	9	0	0	0	0	0	0	0	0	227
16:15	0	237	31	4	4	0	0	0	0	0	0	0	0	276
16:30	6	213	34	2	4	0	0	2	0	0	0	0	0	261
16:45	2	207	18	2	0	0	0	4	0	0	0	0	0	233
	8	850	108	8	17	0	0	6	0	0	0	0	0	997
17:00	0	206	11	2	0	0	0	0	0	0	0	0	0	219
17:15	4	174	13	0	4	0	0	0	0	9	0	0	0	204
17:30	0	175	13	13	0	0	0	0	0	13	0	0	0	214
17:45	8	121	40	0	8	0	0	0	0	0	0	0	0	177
	12	676	77	15	12	0	0	0	0	22	0	0	0	814
18:00	0	160	10	0	0	0	0	1	1	0	0	0	0	172
18:15	0	197	5	0	2	0	0	2	0	0	0	0	0	206
18:30	0	198	18	0	2	0	0	0	0	0	0	0	0	218
18:45	2	191	20	0	2	0	0	0	0	0	0	0	0	215
	2	746	53	0	6	0	0	3	1	0	0	0	0	811
19:00	3	166	30	0	3	0	0	3	0	0	0	0	0	205
19:15	0	133	14	2	0	0	0	0	2	0	0	0	0	151
19:30	0	104	8	0	0	0	0	0	0	0	0	0	0	112
19:45	0	102	8	0	2	0	0	0	0	0	0	0	0	112
	3	505	60	2	5	0	0	3	2	0	0	0	0	580
20:00	0	101	2	0	0	0	0	0	0	0	0	0	0	103
20:15	4	81	7	0	0	0	0	0	0	0	0	0	0	92
20:30	1	62	7	0	1	0	0	1	0	0	0	0	0	72
20:45	1	64	3	0	1	0	0	0	0	0	0	0	0	69
	6	308	19	0	2	0	0	1	0	0	0	0	0	336
21:00	0	61	2	0	2	0	0	0	0	0	0	0	0	65
21:15	0	53	1	0	0	0	0	0	0	0	0	0	0	54
21:30	0	58	2	0	0	0	0	0	0	0	0	0	0	60
21:45	0	44	2	0	2	0	0	0	0	0	0	0	0	48
	0	216	7	0	4	0	0	0	0	0	0	0	0	227
22:00	0	49	5	0	2	0	0	0	0	0	0	0	0	56
22:15	0	38	2	0	2	0	0	0	0	0	0	0	0	42
22:30	0	41	2	0	0	0	0	0	0	0	0	0	0	43
22:45	0	49	0	0	0	0	0	0	0	0	0	0	0	49
	0	177	9	0	4	0	0	0	0	0	0	0	0	190
23:00	0	49	4	0	0	0	0	0	0	0	0	0	0	53
23:15	0	33	1	0	0	0	0	0	0	0	0	0	0	34
23:30	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:45	0	26	2	0	2	0	0	2	0	0	0	0	0	32
	0	127	9	0	2	0	0	2	0	0	0	0	0	140
Total	45	6156	708	74	104	4	0	30	7	24	0	0	0	7152
Percent	0.6%	86.1%	9.9%	1.0%	1.5%	0.1%	0.0%	0.4%	0.1%	0.3%	0.0%	0.0%	0.0%	
Grand Total	63	9363	1097	90	169	16	0	60	15	28	0	0	0	10901
Percent	0.6%	85.9%	10.1%	0.8%	1.6%	0.1%	0.0%	0.6%	0.1%	0.3%	0.0%	0.0%	0.0%	

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Site Code: 11143
Station ID: # 3
NW 87 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	61	0	3	3	0	0	0	0	0	0	0	0	67
00:15	0	69	4	4	0	0	0	0	0	0	0	0	0	77
00:30	0	60	0	0	0	0	0	0	0	0	0	0	0	60
00:45	0	36	0	0	0	0	0	0	0	0	0	0	0	36
	0	226	4	7	3	0	0	0	0	0	0	0	0	240
01:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37
01:15	0	28	0	0	7	0	0	0	0	0	0	0	0	35
01:30	0	25	0	0	0	0	0	0	0	0	0	0	0	25
01:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20
	0	110	0	0	7	0	0	0	0	0	0	0	0	117
02:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28
02:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:30	0	8	0	2	0	0	0	0	0	0	0	0	0	10
02:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
	0	63	0	2	0	0	0	0	0	0	0	0	0	65
03:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
03:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
03:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
03:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	0	50	4	0	0	0	0	0	0	0	0	0	0	54
04:00	0	12	0	0	0	6	0	0	0	0	0	0	0	18
04:15	3	11	0	0	3	0	0	0	0	0	0	0	0	17
04:30	0	33	0	0	0	0	0	0	0	0	0	0	0	33
04:45	2	25	2	2	0	0	0	0	0	0	0	0	0	31
	5	81	2	2	3	6	0	0	0	0	0	0	0	99
05:00	0	21	0	4	0	0	0	0	0	0	0	0	0	25
05:15	0	39	0	0	0	0	0	0	0	0	0	0	0	39
05:30	2	54	0	0	5	0	0	0	2	0	0	0	0	63
05:45	0	61	11	0	0	3	0	0	0	0	0	0	0	75
	2	175	11	4	5	3	0	0	2	0	0	0	0	202
06:00	0	64	7	0	0	0	0	0	0	0	0	0	0	71
06:15	5	108	18	0	0	0	0	0	0	0	0	1	0	132
06:30	3	146	25	0	3	3	0	0	0	0	0	0	0	180
06:45	3	175	23	0	0	3	0	0	0	3	0	0	0	207
	11	493	73	0	3	6	0	0	0	3	0	1	0	590
07:00	6	192	22	0	0	3	0	0	0	0	0	0	0	223
07:15	3	219	22	0	10	3	0	6	3	0	0	0	0	266
07:30	0	340	17	0	3	7	0	3	0	0	0	0	0	370
07:45	7	360	29	7	4	0	4	4	4	11	0	0	0	430
	16	1111	90	7	17	13	4	13	7	11	0	0	0	1289
08:00	4	378	13	0	0	4	0	4	0	0	0	0	0	403
08:15	5	358	32	0	0	5	0	0	0	5	0	1	0	406
08:30	0	376	20	0	10	0	0	5	0	0	0	0	0	411
08:45	13	337	36	0	9	0	0	0	0	0	0	0	0	395
	22	1449	101	0	19	9	0	9	0	5	0	1	0	1615
09:00	0	305	45	0	4	4	0	8	0	4	0	0	0	370
09:15	7	319	14	0	0	0	0	0	0	0	0	0	0	340
09:30	0	258	23	3	7	3	3	7	3	0	0	0	0	307
09:45	0	243	38	13	9	0	0	3	6	0	0	0	0	312
	7	1125	120	16	20	7	3	18	9	4	0	0	0	1329
10:00	0	237	57	4	4	0	0	0	4	0	0	0	0	306
10:15	3	224	34	0	17	3	0	0	0	0	0	0	0	281
10:30	6	247	28	0	6	0	0	3	0	3	0	0	0	293
10:45	3	226	17	0	13	7	0	7	0	3	0	0	0	276
	12	934	136	4	40	10	0	10	4	6	0	0	0	1156
11:00	0	253	40	3	3	0	0	0	0	0	0	0	0	299
11:15	0	249	53	3	9	3	0	3	3	0	0	0	0	323
11:30	0	270	27	0	12	0	3	0	0	0	0	0	0	312
11:45	3	259	34	3	6	6	0	0	0	0	0	0	0	311
	3	1031	154	9	30	9	3	3	3	0	0	0	0	1245
Total	78	6848	695	51	147	63	10	53	25	29	0	2	0	8001
Percent	1.0%	85.6%	8.7%	0.6%	1.8%	0.8%	0.1%	0.7%	0.3%	0.4%	0.0%	0.0%	0.0%	

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NW 87 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	317	27	0	9	3	0	6	3	0	0	0	0	365
12:15	6	288	26	0	3	0	3	6	0	3	0	0	0	335
12:30	6	314	24	0	0	0	0	0	3	0	0	0	0	347
12:45	3	286	31	3	6	0	3	3	0	0	0	1	0	336
	15	1205	108	3	18	3	6	15	6	3	0	1	0	1383
13:00	3	313	34	6	9	3	0	0	3	0	0	0	0	371
13:15	6	279	38	0	19	3	3	0	3	0	0	0	0	351
13:30	4	339	30	0	9	0	0	0	0	9	0	0	0	391
13:45	7	303	22	0	7	4	0	7	0	0	0	0	0	350
	20	1234	124	6	44	10	3	7	6	9	0	0	0	1463
14:00	4	297	21	11	0	4	0	7	0	0	0	0	0	344
14:15	0	287	34	0	7	3	3	7	0	13	0	0	0	354
14:30	3	276	33	3	0	3	9	3	0	3	0	0	0	333
14:45	5	265	16	0	2	5	0	2	0	2	0	0	0	297
	12	1125	104	14	9	15	12	19	0	18	0	0	0	1328
15:00	0	261	43	6	3	3	0	0	0	0	0	0	0	316
15:15	6	227	46	3	12	3	0	6	0	3	0	0	0	306
15:30	7	298	42	4	4	0	0	4	0	0	0	0	0	359
15:45	0	256	34	5	3	0	3	0	3	0	0	0	0	304
	13	1042	165	18	22	6	3	10	3	3	0	0	0	1285
16:00	7	286	37	3	3	0	0	7	0	3	0	0	0	346
16:15	0	264	37	3	7	0	0	7	0	3	0	0	0	321
16:30	3	252	34	3	0	3	0	3	3	3	0	0	0	304
16:45	0	237	23	0	6	3	0	12	3	0	0	0	0	284
	10	1039	131	9	16	6	0	29	6	9	0	0	0	1255
17:00	11	377	30	0	4	0	4	7	7	0	0	1	0	441
17:15	4	338	13	4	0	8	0	0	0	4	0	0	0	371
17:30	0	386	12	8	0	0	0	0	0	12	0	0	0	418
17:45	0	315	16	4	0	0	0	4	0	0	0	0	0	339
	15	1416	71	16	4	8	4	11	7	16	0	1	0	1569
18:00	9	305	14	0	3	3	0	0	0	6	0	0	0	340
18:15	0	289	12	0	0	0	4	0	4	4	0	0	0	313
18:30	0	207	12	0	2	0	0	0	2	0	0	0	0	223
18:45	2	194	9	2	2	0	0	0	2	0	0	0	0	211
	11	995	47	2	7	3	4	0	8	10	0	0	0	1087
19:00	0	188	4	2	4	0	0	0	2	0	0	0	0	200
19:15	0	188	3	0	12	3	0	0	6	0	0	0	0	212
19:30	0	189	26	0	0	0	0	0	0	3	0	0	0	218
19:45	0	175	2	0	0	0	0	0	2	0	0	0	0	179
	0	740	35	2	16	3	0	0	10	3	0	0	0	809
20:00	0	178	6	0	0	0	0	0	0	6	0	0	0	190
20:15	2	191	12	0	5	0	0	0	0	0	0	0	0	210
20:30	0	143	8	2	0	0	0	4	0	0	0	0	0	157
20:45	0	145	0	0	0	0	0	0	0	0	0	0	0	145
	2	657	26	2	5	0	0	4	0	6	0	0	0	702
21:00	0	152	5	0	0	0	0	0	0	0	0	0	0	157
21:15	2	119	5	0	0	0	0	0	2	0	0	0	0	128
21:30	0	127	3	0	0	0	0	0	0	0	0	1	0	131
21:45	0	129	7	0	0	0	0	0	0	0	0	0	0	136
	2	527	20	0	0	0	0	0	2	0	0	1	0	552
22:00	0	134	3	3	0	0	0	0	3	0	0	0	0	143
22:15	3	124	0	0	3	3	0	0	0	0	0	0	0	133
22:30	0	101	0	5	2	0	0	0	0	0	0	0	0	108
22:45	2	91	2	0	0	2	0	0	0	0	0	0	0	97
	5	450	5	8	5	5	0	0	3	0	0	0	0	481
23:00	0	91	4	0	0	0	0	0	0	0	0	0	0	95
23:15	4	94	2	0	0	0	0	0	0	0	0	0	0	100
23:30	0	94	0	3	0	0	0	0	0	0	0	0	0	97
23:45	0	94	4	2	0	0	0	0	0	0	0	0	0	100
	4	373	10	5	0	0	0	0	0	0	0	0	0	392
Total	109	10803	846	85	146	59	32	95	51	77	0	3	0	12306
Percent	0.9%	87.8%	6.9%	0.7%	1.2%	0.5%	0.3%	0.8%	0.4%	0.6%	0.0%	0.0%	0.0%	
Grand Total	187	17651	1541	136	293	122	42	148	76	106	0	5	0	20307
Percent	0.9%	86.9%	7.6%	0.7%	1.4%	0.6%	0.2%	0.7%	0.4%	0.5%	0.0%	0.0%	0.0%	

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SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	40	12	0	0	0	0	0	0	0	0	0	0	52
00:15	0	37	6	0	0	0	0	0	0	0	0	0	0	43
00:30	0	36	0	0	0	0	0	0	0	0	0	0	0	36
00:45	3	32	0	0	0	0	0	0	0	0	0	0	0	35
	3	145	18	0	0	0	0	0	0	0	0	0	0	166
01:00	0	39	0	0	0	0	0	0	0	0	0	0	0	39
01:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18
01:30	0	25	0	0	0	0	0	0	0	0	0	0	0	25
01:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	0	103	0	0	0	0	0	0	0	0	0	0	0	103
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	33	0	0	0	0	0	0	0	0	0	0	0	33
03:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
03:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:30	1	5	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	1	35	9	0	0	0	0	0	0	0	0	0	0	45
04:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16
04:45	0	8	4	0	4	0	0	0	0	0	0	0	0	16
	0	38	4	0	4	0	0	0	0	0	0	0	0	46
05:00	5	9	5	0	0	5	0	0	0	0	0	0	0	24
05:15	3	13	3	3	0	0	0	0	0	0	0	0	0	22
05:30	0	24	6	3	0	0	0	3	0	0	0	0	0	36
05:45	4	45	0	0	4	0	0	0	0	0	0	0	0	53
	12	91	14	6	4	5	0	3	0	0	0	0	0	135
06:00	0	26	10	0	3	5	0	0	0	0	0	0	0	44
06:15	6	41	6	3	0	3	0	0	0	0	0	0	0	59
06:30	0	81	0	0	0	3	0	0	0	0	0	0	0	84
06:45	0	110	27	0	0	0	0	0	0	0	0	0	0	137
	6	258	43	3	3	11	0	0	0	0	0	0	0	324
07:00	0	100	18	4	0	4	0	0	4	0	0	0	0	130
07:15	0	129	10	7	10	7	0	3	0	0	0	0	0	166
07:30	3	187	19	3	3	0	0	3	3	0	0	0	0	221
07:45	0	211	24	3	5	0	3	3	3	0	0	0	0	252
	3	627	71	17	18	11	3	9	10	0	0	0	0	769
08:00	3	216	20	0	12	0	3	6	3	0	0	0	0	263
08:15	4	278	34	0	0	0	0	11	0	0	0	0	0	327
08:30	3	299	21	0	6	0	0	6	3	0	0	0	0	338
08:45	3	338	32	3	0	0	0	9	3	0	0	0	0	388
	13	1131	107	3	18	0	3	32	9	0	0	0	0	1316
09:00	0	263	41	5	0	0	0	3	0	3	0	0	0	315
09:15	0	228	27	3	5	0	5	5	0	3	0	0	0	276
09:30	3	215	32	6	3	3	0	6	13	0	0	0	0	281
09:45	0	182	30	0	13	7	0	3	3	3	0	0	0	241
	3	888	130	14	21	10	5	17	16	9	0	0	0	1113
10:00	0	234	53	4	8	0	0	11	4	0	0	0	0	314
10:15	3	217	37	7	13	0	0	10	3	0	0	0	0	290
10:30	0	201	37	3	3	0	3	6	0	0	0	0	0	253
10:45	3	227	32	6	6	0	0	3	3	0	0	3	0	283
	6	879	159	20	30	0	3	30	10	0	0	3	0	1140
11:00	0	180	44	8	8	0	3	0	5	3	0	0	0	251
11:15	0	202	40	2	4	2	0	2	0	0	0	0	0	252
11:30	0	248	22	5	2	0	0	2	2	0	0	0	0	281
11:45	3	280	40	6	3	3	0	3	0	0	0	0	0	338
	3	910	146	21	17	5	3	7	7	3	0	0	0	1122
Total	50	5138	701	84	115	42	17	98	52	12	0	3	0	6312
Percent	0.8%	81.4%	11.1%	1.3%	1.8%	0.7%	0.3%	1.6%	0.8%	0.2%	0.0%	0.0%	0.0%	

Richard Garcia & Associates, Inc.
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Site Code: 11143
Station ID: # 3
NW 87 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	268	40	3	3	6	0	6	0	3	0	0	0	329
12:15	0	329	19	8	8	0	0	3	3	0	0	0	0	370
12:30	0	326	30	3	3	3	0	6	0	0	0	0	0	371
12:45	0	264	40	3	17	0	3	9	0	0	0	0	0	336
	0	1187	129	17	31	9	3	24	3	3	0	0	0	1406
13:00	0	307	23	10	10	0	0	7	3	0	0	0	0	360
13:15	0	296	40	5	8	0	0	0	3	3	0	0	0	355
13:30	0	349	32	4	22	0	0	0	0	0	0	0	0	407
13:45	0	331	47	3	3	0	0	9	0	0	0	0	0	393
	0	1283	142	22	43	0	0	16	6	3	0	0	0	1515
14:00	0	272	44	3	5	0	3	5	0	3	0	0	0	335
14:15	3	295	40	3	12	0	0	6	0	3	0	0	0	362
14:30	3	283	40	3	8	0	0	3	0	0	0	0	0	340
14:45	0	235	31	6	17	3	0	8	0	3	0	0	0	303
	6	1085	155	15	42	3	3	22	0	9	0	0	0	1340
15:00	0	230	20	10	7	2	0	7	0	0	0	0	0	276
15:15	0	206	27	2	7	2	2	0	0	0	0	0	0	246
15:30	0	192	35	2	4	0	2	4	6	0	0	0	0	245
15:45	0	300	37	11	5	0	0	8	3	0	0	0	0	364
	0	928	119	25	23	4	4	19	9	0	0	0	0	1131
16:00	6	396	38	3	6	0	0	0	0	0	0	0	0	449
16:15	8	404	73	0	16	0	0	12	0	0	0	0	0	513
16:30	0	382	43	0	7	4	4	7	4	0	0	0	0	451
16:45	0	355	44	13	10	0	0	10	0	6	0	0	0	438
	14	1537	198	16	39	4	4	29	4	6	0	0	0	1851
17:00	0	380	50	13	4	4	0	8	0	0	0	0	0	459
17:15	0	227	20	2	2	0	0	0	0	0	0	0	0	251
17:30	0	241	18	6	6	0	0	2	2	0	0	0	0	275
17:45	2	231	20	2	2	0	0	0	0	2	0	0	0	259
	2	1079	108	23	14	4	0	10	2	2	0	0	0	1244
18:00	0	287	7	0	7	0	0	0	0	3	0	0	0	304
18:15	4	408	16	4	8	0	0	4	0	0	0	0	0	444
18:30	0	305	16	3	0	0	0	0	0	0	0	0	0	324
18:45	0	276	26	4	4	0	0	0	7	0	0	0	0	317
	4	1276	65	11	19	0	0	4	7	3	0	0	0	1389
19:00	0	221	12	0	0	0	0	3	0	0	0	0	0	236
19:15	0	196	11	0	4	0	0	0	0	2	0	0	0	213
19:30	0	173	16	0	0	0	0	0	0	0	0	0	0	189
19:45	0	180	15	0	0	0	0	0	3	0	0	0	0	198
	0	770	54	0	4	0	0	3	3	2	0	0	0	836
20:00	0	158	12	0	0	0	0	0	0	3	0	0	0	173
20:15	0	134	2	5	0	0	0	0	0	0	0	0	0	141
20:30	0	108	4	0	2	0	0	0	0	0	0	0	0	114
20:45	0	109	11	0	0	0	0	0	0	0	0	0	0	120
	0	509	29	5	2	0	0	0	0	3	0	0	0	548
21:00	0	121	5	0	2	0	0	0	0	0	0	0	0	128
21:15	0	109	0	0	2	0	0	0	0	0	0	0	0	111
21:30	0	122	3	0	0	0	0	0	3	0	0	0	0	128
21:45	0	122	4	0	0	0	0	0	0	0	0	0	0	126
	0	474	12	0	4	0	0	0	3	0	0	0	0	493
22:00	0	81	7	0	0	0	0	0	2	0	0	0	0	90
22:15	0	98	2	0	0	0	0	0	0	0	0	0	0	100
22:30	3	75	8	0	0	0	0	0	3	0	0	0	0	89
22:45	3	77	0	0	0	0	0	0	0	0	0	0	0	80
	6	331	17	0	0	0	0	0	5	0	0	0	0	359
23:00	0	79	3	3	3	0	0	0	0	0	0	0	0	88
23:15	0	79	0	0	4	0	0	0	0	0	0	0	0	83
23:30	0	83	0	0	0	0	0	0	0	0	0	0	0	83
23:45	0	53	5	0	0	0	0	0	0	0	0	0	0	58
	0	294	8	3	7	0	0	0	0	0	0	0	0	312
Total	32	10753	1036	137	228	24	14	127	42	31	0	0	0	12424
Percent	0.3%	86.6%	8.3%	1.1%	1.8%	0.2%	0.1%	1.0%	0.3%	0.2%	0.0%	0.0%	0.0%	
Grand Total	82	15891	1737	221	343	66	31	225	94	43	0	3	0	18736
Percent	0.4%	84.8%	9.3%	1.2%	1.8%	0.4%	0.2%	1.2%	0.5%	0.2%	0.0%	0.0%	0.0%	

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Site Code: 8258
Station ID: # 4
NW 79 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	13	2	0	0	0	0	0	0	0	0	0	0	15
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	48	2	0	0	0	0	0	0	0	0	0	0	50
01:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	5	2	2	0	0	0	0	0	0	0	0	0	9
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	25	2	2	1	0	0	0	0	0	0	0	0	30
02:00	2	0	6	0	0	0	0	0	0	0	0	0	0	8
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	2	17	7	0	0	0	0	0	0	0	0	0	0	26
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	19	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15
04:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	0	32	3	0	0	0	0	0	0	0	0	0	0	35
05:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
05:15	0	4	0	0	1	1	0	0	0	0	0	0	0	6
05:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
05:45	1	9	3	0	0	0	0	0	0	0	0	0	0	13
	1	25	8	1	1	1	0	0	0	0	0	0	0	37
06:00	0	9	5	0	0	2	0	0	0	0	0	0	0	16
06:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31
06:30	0	21	9	0	1	0	0	0	0	0	0	0	0	31
06:45	0	26	13	0	1	0	0	0	0	0	0	0	0	40
	0	84	30	0	2	2	0	0	0	0	0	0	0	118
07:00	0	34	12	0	1	0	0	0	0	0	0	0	0	47
07:15	0	46	8	1	1	1	0	0	0	0	0	0	0	57
07:30	0	62	10	2	0	1	1	0	1	0	0	0	0	77
07:45	1	100	16	1	0	0	3	1	0	0	0	0	0	122
	1	242	46	4	2	2	4	1	1	0	0	0	0	303
08:00	0	73	17	1	1	1	0	2	1	0	0	0	0	96
08:15	1	94	15	4	3	0	0	0	0	0	0	0	0	117
08:30	0	105	28	1	4	1	0	3	1	0	0	0	0	143
08:45	1	87	20	2	3	3	2	1	0	1	0	0	0	120
	2	359	80	8	11	5	2	6	2	1	0	0	0	476
09:00	0	84	15	1	4	0	0	3	1	0	0	0	0	108
09:15	1	68	31	1	5	1	3	1	3	0	0	0	0	114
09:30	0	74	19	1	2	1	0	2	0	1	0	0	0	100
09:45	1	92	32	0	1	1	1	0	0	0	0	0	0	128
	2	318	97	3	12	3	4	6	4	1	0	0	0	450
10:00	0	85	27	1	3	1	4	1	0	0	0	0	0	122
10:15	0	79	18	1	3	0	0	3	1	0	0	0	0	105
10:30	0	94	27	0	5	2	0	3	0	0	0	0	0	131
10:45	1	75	13	3	2	1	2	2	1	0	0	0	0	100
	1	333	85	5	13	4	6	9	2	0	0	0	0	458
11:00	0	87	21	2	4	0	1	2	0	0	0	0	0	117
11:15	0	77	22	1	4	1	1	4	1	0	0	0	0	111
11:30	0	96	18	2	5	0	2	3	0	1	0	0	0	127
11:45	0	74	33	4	5	1	1	5	0	1	0	0	0	124
	0	334	94	9	18	2	5	14	1	2	0	0	0	479
Total	9	1836	454	32	60	19	21	36	10	4	0	0	0	2481
Percent	0.4%	74.0%	18.3%	1.3%	2.4%	0.8%	0.8%	1.5%	0.4%	0.2%	0.0%	0.0%	0.0%	

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Site Code: 8258
Station ID: # 4
NW 79 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	1	106	20	0	5	1	0	3	1	0	0	0	0	137
12:15	0	106	21	4	10	1	0	4	2	0	0	0	0	148
12:30	0	116	28	2	2	4	1	6	0	0	0	0	0	159
12:45	1	123	23	1	3	0	4	5	1	0	0	0	0	161
	2	451	92	7	20	6	5	18	4	0	0	0	0	605
13:00	0	118	17	4	4	1	0	4	3	1	0	0	0	152
13:15	1	119	23	0	2	1	0	4	1	0	0	0	0	151
13:30	1	123	18	1	2	0	0	3	2	0	0	0	0	150
13:45	0	119	20	1	6	1	0	4	1	0	0	0	0	152
	2	479	78	6	14	3	0	15	7	1	0	0	0	605
14:00	0	99	27	1	2	1	0	3	0	2	0	0	0	135
14:15	0	101	34	3	5	0	3	0	0	1	0	0	0	147
14:30	0	123	29	5	5	0	0	5	2	0	0	0	0	169
14:45	1	109	13	4	3	0	0	7	1	1	0	0	0	139
	1	432	103	13	15	1	3	15	3	4	0	0	0	590
15:00	0	113	28	1	3	0	1	6	1	0	0	0	0	153
15:15	1	117	26	1	1	3	0	3	3	0	0	0	0	155
15:30	0	119	24	1	2	2	0	2	1	0	0	0	0	151
15:45	0	116	23	3	5	0	1	3	0	0	0	0	0	151
	1	465	101	6	11	5	2	14	5	0	0	0	0	610
16:00	0	147	26	0	2	0	1	6	0	1	0	0	0	183
16:15	1	127	22	1	3	0	3	1	1	1	0	0	0	160
16:30	0	154	12	0	5	0	1	4	2	0	0	0	0	178
16:45	0	142	15	1	4	0	1	4	0	2	0	0	0	169
	1	570	75	2	14	0	6	15	3	4	0	0	0	690
17:00	0	191	29	0	4	0	1	7	0	0	0	0	0	232
17:15	1	133	16	0	0	1	2	5	0	0	0	0	0	158
17:30	0	181	15	1	0	2	1	2	0	2	0	0	0	204
17:45	0	169	15	1	1	1	1	1	0	0	0	0	0	189
	1	674	75	2	5	4	5	15	0	2	0	0	0	783
18:00	1	154	10	4	5	2	1	4	1	1	0	0	0	183
18:15	0	173	16	2	1	2	0	4	1	0	0	0	0	199
18:30	0	125	3	0	0	0	1	3	3	0	0	0	0	135
18:45	0	97	2	0	0	0	0	1	0	0	0	0	0	100
	1	549	31	6	6	4	2	12	5	1	0	0	0	617
19:00	0	92	6	3	0	0	0	0	0	0	0	0	0	101
19:15	0	70	8	0	0	2	0	2	0	0	0	0	0	82
19:30	0	66	4	0	1	0	1	0	0	0	0	0	0	72
19:45	0	44	5	0	0	1	0	0	0	0	0	0	0	50
	0	272	23	3	1	3	1	2	0	0	0	0	0	305
20:00	0	62	4	0	0	0	0	1	0	0	0	0	0	67
20:15	0	53	3	0	0	0	0	0	0	0	0	0	0	56
20:30	1	47	1	0	1	0	1	0	0	0	0	0	0	51
20:45	0	45	5	0	0	0	0	0	0	0	0	0	0	50
	1	207	13	0	1	0	1	1	0	0	0	0	0	224
21:00	0	44	1	0	0	0	0	0	0	0	0	0	0	45
21:15	0	36	2	0	2	0	0	0	2	0	0	0	0	42
21:30	0	34	0	0	0	0	0	0	0	0	0	0	0	34
21:45	0	48	2	0	0	0	0	0	0	0	0	0	0	50
	0	162	5	0	2	0	0	0	2	0	0	0	0	171
22:00	0	54	3	2	0	0	0	0	0	0	0	0	0	59
22:15	0	26	2	0	1	0	1	1	0	0	0	0	0	31
22:30	0	36	2	0	0	0	0	0	0	0	0	0	0	38
22:45	1	20	2	0	1	0	0	0	0	0	0	0	0	24
	1	136	9	2	2	0	1	1	0	0	0	0	0	152
23:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26
23:15	0	27	0	0	0	0	0	0	0	0	0	0	0	27
23:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:45	0	18	2	0	0	0	0	2	0	0	0	0	0	22
	0	81	3	0	0	0	0	2	0	0	0	0	0	86
Total	11	4478	608	47	91	26	26	110	29	12	0	0	0	5438
Percent	0.2%	82.3%	11.2%	0.9%	1.7%	0.5%	0.5%	2.0%	0.5%	0.2%	0.0%	0.0%	0.0%	
Grand Total	20	6314	1062	79	151	45	47	146	39	16	0	0	0	7919
Percent	0.3%	79.7%	13.4%	1.0%	1.9%	0.6%	0.6%	1.8%	0.5%	0.2%	0.0%	0.0%	0.0%	

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Site Code: 8258
Station ID: # 4
NW 79 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	10	1	0	0	0	0	0	0	0	0	0	0	11
00:15	0	11	0	0	0	0	1	0	0	0	0	0	0	12
00:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
00:45	0	7	0	0	5	0	0	0	0	0	0	0	0	12
	0	41	1	0	5	0	1	0	0	0	0	0	0	48
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
01:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4
	0	12	0	0	2	0	0	0	1	0	0	0	0	15
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:00	4	4	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	4	15	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	13	0	0	0	3	0	0	0	0	0	0	0	16
	0	32	0	0	0	3	0	0	0	0	0	0	0	35
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	6	0	1	0	0	0	0	1	0	0	0	0	8
05:45	1	16	0	0	0	0	0	0	0	0	0	0	0	17
	1	32	0	1	0	0	0	0	1	0	0	0	0	35
06:00	1	12	3	0	0	0	0	0	0	0	0	0	0	16
06:15	0	24	7	0	1	0	0	0	0	0	0	0	0	32
06:30	0	31	1	0	1	0	0	0	1	0	0	0	0	34
06:45	0	46	3	0	0	0	1	0	1	0	0	0	0	51
	1	113	14	0	2	0	1	0	2	0	0	0	0	133
07:00	0	62	3	0	0	1	3	1	0	0	0	0	0	70
07:15	0	70	3	0	1	2	1	1	1	0	0	0	0	79
07:30	3	102	3	0	1	2	5	0	0	0	0	0	0	116
07:45	3	146	9	0	0	1	3	4	0	1	0	0	0	167
	6	380	18	0	2	6	12	6	1	1	0	0	0	432
08:00	0	121	10	0	0	1	1	5	1	1	0	0	0	140
08:15	1	144	11	0	1	4	8	0	0	4	0	0	0	173
08:30	3	193	12	0	5	1	1	1	0	1	0	0	0	217
08:45	4	175	9	0	4	1	5	5	3	7	0	0	0	213
	8	633	42	0	10	7	15	11	4	13	0	0	0	743
09:00	1	138	14	0	3	1	5	5	3	5	0	0	0	175
09:15	0	110	11	0	3	1	3	0	3	1	0	0	0	132
09:30	0	132	8	0	7	1	3	3	0	1	0	0	0	155
09:45	0	100	12	2	7	0	2	3	1	1	0	0	0	128
	1	480	45	2	20	3	13	11	7	8	0	0	0	590
10:00	0	115	6	0	4	0	1	10	3	0	0	0	0	139
10:15	0	127	15	0	3	1	3	1	0	0	0	0	0	150
10:30	1	116	10	0	4	1	2	1	4	0	0	0	0	139
10:45	0	96	15	0	1	0	1	1	1	3	0	0	0	118
	1	454	46	0	12	2	7	13	8	3	0	0	0	546
11:00	0	100	13	0	3	0	1	1	0	1	0	0	0	119
11:15	0	121	13	0	3	4	0	1	1	1	1	0	0	145
11:30	0	117	15	0	6	0	1	4	0	1	0	0	0	144
11:45	1	104	12	1	7	0	1	1	0	3	0	0	0	130
	1	442	53	1	19	4	3	7	1	6	1	0	0	538
Total	23	2645	219	4	72	25	52	48	25	31	1	0	0	3145
Percent	0.7%	84.1%	7.0%	0.1%	2.3%	0.8%	1.7%	1.5%	0.8%	1.0%	0.0%	0.0%	0.0%	

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Site Code: 8258
Station ID: # 4
NW 79 AVENUE
BETWEEN NW 25 STREET & NW 36 STREET
Latitude: 0' 0.000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	133	11	1	3	1	0	4	0	1	0	0	0	154
12:15	0	129	13	0	5	1	1	3	0	1	0	0	0	153
12:30	0	118	11	0	6	6	1	4	1	1	0	0	0	148
12:45	0	122	8	0	7	1	1	2	0	6	0	0	0	147
	0	502	43	1	21	9	3	13	1	9	0	0	0	602
13:00	1	145	13	0	8	1	2	2	0	2	0	0	0	174
13:15	1	144	18	0	4	1	4	3	1	2	0	0	0	178
13:30	3	151	9	0	9	1	6	3	0	3	0	0	0	185
13:45	1	181	12	0	3	3	1	3	1	3	0	0	0	208
	6	621	52	0	24	6	13	11	2	10	0	0	0	745
14:00	2	172	14	0	5	5	0	5	2	2	0	0	0	207
14:15	0	203	23	0	12	4	0	2	0	0	0	0	0	244
14:30	2	173	13	0	11	0	2	9	2	0	0	0	0	212
14:45	2	187	13	0	5	0	2	5	0	2	0	0	0	216
	6	735	63	0	33	9	4	21	4	4	0	0	0	879
15:00	2	190	13	0	11	2	2	2	2	2	0	0	0	226
15:15	1	162	24	0	9	0	1	3	1	3	0	0	0	204
15:30	0	156	25	0	8	3	2	3	3	3	0	0	0	203
15:45	1	150	11	1	7	1	1	4	1	1	0	0	0	178
	4	658	73	1	35	6	6	12	7	9	0	0	0	811
16:00	0	149	11	0	8	1	3	3	3	0	0	0	0	178
16:15	0	168	14	0	8	0	2	3	2	3	0	0	0	200
16:30	5	140	17	0	3	2	3	3	0	2	0	0	0	175
16:45	0	126	6	0	2	1	1	6	1	1	0	0	0	144
	5	583	48	0	21	4	9	15	6	6	0	0	0	697
17:00	0	148	16	0	5	0	3	0	1	1	0	0	0	174
17:15	2	130	6	0	1	1	0	1	1	2	0	0	0	144
17:30	0	148	7	0	1	0	1	1	0	0	0	0	0	158
17:45	0	123	6	0	1	0	3	2	0	1	0	0	0	136
	2	549	35	0	8	1	7	4	2	4	0	0	0	612
18:00	1	127	7	0	2	2	1	2	1	0	0	0	0	143
18:15	1	133	7	0	3	6	4	0	0	1	0	0	0	155
18:30	4	130	12	0	2	4	4	2	2	2	0	0	0	162
18:45	2	113	9	0	2	0	2	0	0	0	0	0	0	128
	8	503	35	0	9	12	11	4	3	3	0	0	0	588
19:00	2	100	4	2	4	0	2	0	2	0	0	0	0	116
19:15	1	65	0	0	0	0	0	0	1	0	0	0	0	67
19:30	0	61	3	0	1	0	0	0	0	0	0	0	0	65
19:45	0	44	3	0	0	0	0	0	0	0	0	0	0	47
	3	270	10	2	5	0	2	0	3	0	0	0	0	295
20:00	0	41	0	0	0	0	0	1	0	0	0	0	0	42
20:15	0	42	0	0	0	0	0	0	2	0	0	0	0	44
20:30	0	35	2	0	0	0	0	0	0	0	0	0	0	37
20:45	0	41	2	0	0	0	0	0	0	0	0	0	0	43
	0	159	4	0	0	0	0	1	2	0	0	0	0	166
21:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
21:15	0	23	2	0	1	0	0	0	0	0	0	0	0	26
21:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24
21:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
	0	89	4	0	1	0	0	0	0	0	0	0	0	94
22:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31
22:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23
22:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24
	0	101	1	0	0	0	0	0	0	0	0	0	0	102
23:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
23:15	2	9	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	2	46	1	0	0	0	0	0	1	0	0	0	0	50
Total	36	4816	369	4	157	47	55	81	31	45	0	0	0	5641
Percent	0.6%	85.4%	6.5%	0.1%	2.8%	0.8%	1.0%	1.4%	0.5%	0.8%	0.0%	0.0%	0.0%	
Grand Total	59	7461	588	8	229	72	107	129	56	76	1	0	0	8786
Percent	0.7%	84.9%	6.7%	0.1%	2.6%	0.8%	1.2%	1.5%	0.6%	0.9%	0.0%	0.0%	0.0%	

Richard Garcia & Associates, Inc.
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Site Code: 8965
Station ID: # 5
NW 12 STREET
BETWEEN NB RAMPS TURNPIKE & DOLPHIN MALL
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	26	0	0	2	0	0	0	0	0	0	0	0	28
00:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17
00:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
00:45	0	13	0	0	0	0	0	1	0	0	0	0	0	14
	0	69	0	0	2	0	0	1	0	0	0	0	0	72
01:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	41	4	0	0	0	0	0	0	0	0	0	0	45
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	26	0	0	0	0	0	0	0	0	0	0	0	26
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14
03:30	0	10	0	0	0	2	0	0	0	0	0	0	0	12
03:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	0	44	0	0	0	2	0	0	0	0	0	0	0	46
04:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
04:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26
04:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26
04:45	0	45	3	0	3	0	0	0	0	0	0	0	0	51
	0	107	6	0	3	0	0	0	0	0	0	0	0	116
05:00	3	21	7	0	0	0	0	0	0	0	0	0	0	31
05:15	0	48	8	0	0	0	0	0	0	0	0	0	0	56
05:30	0	74	4	0	9	0	0	4	0	0	0	0	0	91
05:45	0	134	17	0	4	0	0	0	0	0	0	0	0	155
	3	277	36	0	13	0	0	4	0	0	0	0	0	333
06:00	0	71	24	0	12	0	0	6	0	0	0	0	0	113
06:15	5	109	44	0	5	11	0	0	0	0	0	0	0	174
06:30	0	183	32	0	6	6	0	0	0	0	0	0	0	227
06:45	4	261	47	0	4	4	0	4	7	0	0	0	0	331
	9	624	147	0	27	21	0	10	7	0	0	0	0	845
07:00	0	314	39	0	0	10	0	10	0	5	0	0	0	378
07:15	0	364	96	0	6	0	0	0	6	0	0	0	0	472
07:30	0	403	39	0	6	0	6	6	6	11	0	0	0	477
07:45	12	625	19	0	6	6	0	12	0	0	0	0	0	680
	12	1706	193	0	18	16	6	28	12	16	0	0	0	2007
08:00	0	573	32	0	0	5	0	27	5	0	0	0	0	642
08:15	0	527	60	0	0	7	0	7	0	0	0	0	0	601
08:30	5	513	46	5	5	0	0	31	5	5	0	0	0	615
08:45	0	539	26	0	9	4	0	4	4	13	0	0	0	599
	5	2152	164	5	14	16	0	69	14	18	0	0	0	2457
09:00	0	411	32	0	9	0	0	0	0	5	0	0	0	457
09:15	0	337	43	4	12	0	0	4	0	8	0	0	0	408
09:30	0	334	34	14	0	7	3	0	0	0	0	0	0	392
09:45	0	303	31	10	0	0	5	7	2	2	0	0	0	360
	0	1385	140	28	21	7	8	11	2	15	0	0	0	1617
10:00	3	318	29	3	6	0	0	0	0	0	0	0	0	359
10:15	0	266	28	0	0	0	0	0	0	0	0	0	0	294
10:30	0	275	21	3	6	0	0	0	0	0	0	0	0	305
10:45	2	251	21	0	0	0	0	5	2	0	0	0	0	281
	5	1110	99	6	12	0	0	5	2	0	0	0	0	1239
11:00	0	241	16	0	3	0	3	8	5	3	0	0	0	279
11:15	0	228	28	2	6	0	0	2	2	0	0	0	0	268
11:30	0	241	21	2	0	2	0	2	0	2	0	0	0	270
11:45	0	259	18	4	4	0	0	0	0	2	0	0	0	287
	0	969	83	8	13	2	3	12	7	7	0	0	0	1104
Total	34	8510	872	47	123	64	17	140	44	56	0	0	0	9907
Percent	0.3%	85.9%	8.8%	0.5%	1.2%	0.6%	0.2%	1.4%	0.4%	0.6%	0.0%	0.0%	0.0%	

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NW 12 STREET
BETWEEN NB RAMPS TURNPIKE & DOLPHIN MALL
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	239	13	0	2	2	0	5	0	2	0	0	0	263
12:15	2	235	22	0	2	2	0	4	0	2	0	0	0	269
12:30	0	228	20	4	9	0	0	4	0	2	0	0	0	267
12:45	0	266	17	0	4	2	0	7	0	0	0	0	0	296
	2	968	72	4	17	6	0	20	0	6	0	0	0	1095
13:00	0	231	29	0	6	4	0	0	0	0	0	0	0	270
13:15	0	235	20	0	4	0	0	4	2	0	0	0	0	265
13:30	0	210	21	2	0	0	0	3	0	0	0	0	0	236
13:45	0	240	18	0	2	0	0	8	0	2	0	0	0	270
	0	916	88	2	12	4	0	15	2	2	0	0	0	1041
14:00	0	204	15	0	2	5	0	2	0	2	0	0	0	230
14:15	2	202	24	0	5	2	0	2	0	2	0	0	0	239
14:30	0	207	18	2	6	0	0	2	0	2	0	0	0	237
14:45	0	210	14	0	2	0	0	2	0	0	0	0	0	228
	2	823	71	2	15	7	0	8	0	6	0	0	0	934
15:00	0	201	29	0	0	2	0	0	0	0	0	0	0	232
15:15	0	270	5	2	0	2	0	5	0	2	0	0	0	286
15:30	0	267	14	0	0	0	0	12	0	5	0	0	0	298
15:45	0	230	21	5	2	2	0	12	0	5	0	0	0	277
	0	968	69	7	2	6	0	29	0	12	0	0	0	1093
16:00	0	231	12	0	2	0	0	7	0	5	0	0	0	257
16:15	0	229	16	0	0	4	0	6	0	0	0	0	0	255
16:30	0	274	18	3	0	0	0	3	0	0	0	0	0	298
16:45	0	259	18	0	0	0	0	4	0	4	0	0	0	285
	0	993	64	3	2	4	0	20	0	9	0	0	0	1095
17:00	3	192	21	3	0	3	0	11	3	8	0	0	0	244
17:15	0	222	18	0	5	2	0	7	0	7	0	0	0	261
17:30	0	256	10	0	0	0	0	5	2	12	0	0	0	285
17:45	0	276	12	3	0	0	0	3	0	6	0	0	0	300
	3	946	61	6	5	5	0	26	5	33	0	0	0	1090
18:00	0	224	16	0	0	5	0	7	0	5	0	0	0	257
18:15	3	247	8	0	3	3	0	0	0	11	0	0	0	275
18:30	0	221	8	4	2	0	0	0	0	8	0	0	0	243
18:45	0	213	6	0	2	0	0	0	0	6	0	0	0	227
	3	905	38	4	7	8	0	7	0	30	0	0	0	1002
19:00	0	195	10	0	4	2	0	6	0	6	0	0	0	223
19:15	0	199	10	0	2	0	0	2	0	2	0	0	0	215
19:30	0	200	7	0	1	0	0	3	0	3	0	0	0	214
19:45	0	165	15	0	1	0	0	3	0	1	0	0	0	185
	0	759	42	0	8	2	0	14	0	12	0	0	0	837
20:00	0	159	11	0	0	0	0	1	1	4	0	0	0	176
20:15	1	139	9	0	0	0	0	5	0	3	0	0	0	157
20:30	0	102	2	0	0	0	0	2	0	2	0	0	0	108
20:45	0	127	5	0	1	0	0	1	0	0	0	0	0	134
	1	527	27	0	1	0	0	9	1	9	0	0	0	575
21:00	0	77	6	0	1	0	0	1	0	1	0	0	0	86
21:15	0	88	4	0	0	0	1	0	0	1	0	0	0	94
21:30	0	89	0	0	0	0	0	0	0	0	0	0	0	89
21:45	0	104	6	0	0	0	0	0	0	0	0	0	0	110
	0	358	16	0	1	0	1	1	0	2	0	0	0	379
22:00	0	84	3	0	2	0	0	0	1	0	0	0	0	90
22:15	0	65	3	0	0	0	0	0	0	1	0	0	0	69
22:30	0	66	3	0	0	0	0	0	0	0	0	0	0	69
22:45	0	71	1	0	0	0	0	0	0	0	0	0	0	72
	0	286	10	0	2	0	0	0	1	1	0	0	0	300
23:00	0	64	1	0	0	0	0	0	0	0	0	0	0	65
23:15	0	45	2	0	0	0	0	0	0	0	0	0	0	47
23:30	0	48	6	0	0	0	0	0	0	0	0	0	0	54
23:45	0	41	1	0	1	0	0	0	0	0	0	0	0	43
	0	198	10	0	1	0	0	0	0	0	0	0	0	209
Total	11	8647	568	28	73	42	1	149	9	122	0	0	0	9650
Percent	0.1%	89.6%	5.9%	0.3%	0.8%	0.4%	0.0%	1.5%	0.1%	1.3%	0.0%	0.0%	0.0%	
Grand Total	45	17157	1440	75	196	106	18	289	53	178	0	0	0	19557
Percent	0.2%	87.7%	7.4%	0.4%	1.0%	0.5%	0.1%	1.5%	0.3%	0.9%	0.0%	0.0%	0.0%	

Richard Garcia & Associates, Inc.
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Site Code: 8965
Station ID: # 5
NW 12 STREET
BETWEEN NB RAMPS TURNPIKE & DOLPHIN MALL
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	79	3	0	1	0	0	0	0	0	0	0	0	83
00:15	1	63	1	0	0	0	0	0	0	0	0	0	0	65
00:30	0	49	0	0	1	0	1	0	0	0	0	0	0	51
00:45	1	42	0	0	0	0	0	0	0	0	0	0	0	43
	2	233	4	0	2	0	1	0	0	0	0	0	0	242
01:00	0	32	0	0	0	0	0	0	0	0	0	0	0	32
01:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
01:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24
01:45	0	20	0	0	0	0	0	1	0	0	0	0	0	21
	0	96	3	0	0	0	0	1	0	0	0	0	0	100
02:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
02:15	1	6	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
02:45	2	13	1	0	0	0	0	0	0	0	0	0	0	16
	3	41	3	0	1	0	0	0	0	0	0	0	0	48
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	0	31	1	0	0	0	0	0	0	0	0	0	0	32
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:15	0	8	1	0	0	0	0	0	1	0	0	0	0	10
04:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
04:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19
	0	44	3	0	0	0	0	0	1	0	0	0	0	48
05:00	0	14	1	0	0	1	0	0	0	0	0	0	0	16
05:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19
05:30	0	25	0	0	0	0	1	0	0	0	0	0	0	26
05:45	0	22	5	1	0	0	0	0	0	0	0	0	0	28
	0	78	8	1	0	1	1	0	0	0	0	0	0	89
06:00	1	23	2	1	0	0	0	0	1	0	0	0	0	28
06:15	0	30	4	0	0	2	0	2	4	0	0	0	0	42
06:30	0	25	5	0	1	0	0	0	0	0	0	0	0	31
06:45	1	38	1	0	0	1	0	3	0	1	0	0	0	45
	2	116	12	1	1	3	0	5	5	1	0	0	0	146
07:00	0	38	5	1	0	0	0	2	0	1	0	0	0	47
07:15	0	47	7	1	1	3	0	0	1	0	0	0	0	60
07:30	1	52	6	0	1	1	0	1	3	0	0	0	0	65
07:45	0	65	8	0	2	2	0	2	0	0	0	0	0	79
	1	202	26	2	4	6	0	5	4	1	0	0	0	251
08:00	0	80	11	0	2	0	4	0	4	0	0	0	0	101
08:15	0	81	6	0	0	0	2	0	0	0	0	0	0	89
08:30	0	55	8	1	0	1	0	1	1	0	0	0	0	67
08:45	3	34	11	3	2	2	0	3	3	0	0	0	0	61
	3	250	36	4	4	3	6	4	8	0	0	0	0	318
09:00	0	63	3	3	0	0	2	2	3	2	0	0	0	78
09:15	0	62	5	0	3	0	2	3	2	0	0	0	0	77
09:30	0	63	7	0	0	2	0	2	0	0	0	0	0	74
09:45	3	69	14	1	1	0	0	0	0	0	0	0	0	88
	3	257	29	4	4	2	4	7	5	2	0	0	0	317
10:00	0	95	7	2	0	2	2	0	2	2	0	0	0	112
10:15	0	85	10	0	2	3	0	2	2	0	0	0	0	104
10:30	1	88	24	0	3	0	0	0	1	0	0	0	0	117
10:45	0	94	12	0	1	0	1	4	3	1	0	0	0	116
	1	362	53	2	6	5	3	6	8	3	0	0	0	449
11:00	2	109	11	2	5	2	0	5	0	2	0	0	0	138
11:15	2	110	13	0	0	0	3	5	2	5	0	0	0	140
11:30	0	143	18	0	2	0	2	5	2	0	0	0	0	172
11:45	1	116	18	0	0	0	0	1	3	1	0	0	0	140
	5	478	60	2	7	2	5	16	7	8	0	0	0	590
Total	20	2188	238	16	29	22	20	44	38	15	0	0	0	2630
Percent	0.8%	83.2%	9.0%	0.6%	1.1%	0.8%	0.8%	1.7%	1.4%	0.6%	0.0%	0.0%	0.0%	

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NW 12 STREET
BETWEEN NB RAMPS TURNPIKE & DOLPHIN MALL
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	1	146	13	0	3	1	3	0	0	1	0	0	0	168
12:15	0	166	13	3	0	1	1	9	4	3	0	0	0	200
12:30	3	162	17	2	0	0	0	3	0	3	0	0	0	190
12:45	2	175	8	2	7	3	3	5	2	3	0	0	0	210
	6	649	51	7	10	5	7	17	6	10	0	0	0	768
13:00	2	206	17	2	3	3	0	7	5	3	0	0	0	248
13:15	1	187	20	1	0	1	4	3	0	1	0	0	0	218
13:30	0	217	16	0	3	3	2	0	0	6	0	0	0	247
13:45	3	202	15	0	3	4	0	1	1	0	0	0	0	229
	6	812	68	3	9	11	6	11	6	10	0	0	0	942
14:00	0	176	14	0	0	3	7	6	1	4	0	0	0	211
14:15	2	232	24	0	2	2	3	10	2	2	0	0	0	279
14:30	0	246	25	0	0	3	2	3	3	3	0	0	0	285
14:45	2	237	20	2	2	0	5	8	3	6	0	0	0	285
	4	891	83	2	4	8	17	27	9	15	0	0	0	1060
15:00	3	256	13	0	1	1	4	7	1	4	0	0	0	290
15:15	7	220	28	3	1	4	4	10	4	3	0	0	0	284
15:30	2	303	35	0	2	2	7	9	2	0	0	0	0	362
15:45	0	288	28	2	4	2	6	4	4	4	0	0	0	342
	12	1067	104	5	8	9	21	30	11	11	0	0	0	1278
16:00	1	296	29	0	0	6	3	16	4	9	0	0	0	364
16:15	5	340	32	0	0	2	14	11	0	9	0	0	0	413
16:30	1	295	31	1	1	1	4	8	1	1	0	0	0	344
16:45	2	352	13	0	2	4	4	7	0	11	0	0	0	395
	9	1283	105	1	3	13	25	42	5	30	0	0	0	1516
17:00	2	473	28	2	2	0	11	20	2	0	0	0	0	540
17:15	0	417	35	0	6	2	6	18	2	12	0	0	0	498
17:30	2	375	30	0	0	7	7	5	0	5	0	0	0	431
17:45	4	364	26	0	0	0	5	9	0	7	0	0	0	415
	8	1629	119	2	8	9	29	52	4	24	0	0	0	1884
18:00	4	327	29	0	0	4	14	14	4	4	0	0	0	400
18:15	3	311	32	0	0	8	3	13	2	3	0	0	0	375
18:30	2	300	19	0	2	5	2	11	2	5	0	0	0	348
18:45	2	295	14	0	0	5	2	11	5	9	0	0	0	343
	11	1233	94	0	2	22	21	49	13	21	0	0	0	1466
19:00	2	251	12	0	2	3	5	7	3	8	0	0	0	293
19:15	3	244	19	0	0	1	4	5	0	6	0	0	0	282
19:30	3	222	8	0	0	1	5	4	0	3	0	0	0	246
19:45	1	224	17	0	1	4	3	8	1	5	0	0	0	264
	9	941	56	0	3	9	17	24	4	22	0	0	0	1085
20:00	1	247	11	0	0	1	7	8	1	3	0	0	0	279
20:15	0	222	14	0	1	3	0	4	0	4	0	0	0	248
20:30	0	214	7	0	1	0	3	4	3	7	0	0	0	239
20:45	0	216	10	0	1	3	3	1	0	4	0	0	0	238
	1	899	42	0	3	7	13	17	4	18	0	0	0	1004
21:00	1	215	18	0	1	4	1	7	0	4	0	0	0	251
21:15	0	188	13	0	0	2	11	3	1	3	0	0	0	221
21:30	1	228	10	0	0	3	2	4	0	2	0	0	0	250
21:45	4	242	11	0	1	2	9	0	0	4	0	0	0	273
	6	873	52	0	2	11	23	14	1	13	0	0	0	995
22:00	2	210	13	0	0	1	4	4	0	4	0	0	0	238
22:15	0	154	16	0	2	1	0	1	0	1	0	0	0	175
22:30	0	126	4	0	1	0	2	2	0	1	0	0	0	136
22:45	0	103	4	0	0	1	0	1	0	1	0	0	0	110
	2	593	37	0	3	3	6	8	0	7	0	0	0	659
23:00	0	138	4	0	1	1	2	0	0	2	0	0	0	148
23:15	0	132	3	0	0	0	0	3	0	1	0	0	0	139
23:30	0	111	6	0	0	0	2	2	0	1	0	0	0	122
23:45	0	97	7	0	1	1	3	1	0	0	0	0	0	110
	0	478	20	0	2	2	7	6	0	4	0	0	0	519
Total	74	11348	831	20	57	109	192	297	63	185	0	0	0	13176
Percent	0.6%	86.1%	6.3%	0.2%	0.4%	0.8%	1.5%	2.3%	0.5%	1.4%	0.0%	0.0%	0.0%	
Grand Total	94	13536	1069	36	86	131	212	341	101	200	0	0	0	15806
Percent	0.6%	85.6%	6.8%	0.2%	0.5%	0.8%	1.3%	2.2%	0.6%	1.3%	0.0%	0.0%	0.0%	

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Site Code: 12175
Station ID: # 6
NW 12 STREET
BETWEEN NW 111 AVENUE & NW 107 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	68	3	0	0	0	0	1	0	0	0	0	0	72
00:15	1	55	2	0	1	0	0	0	0	0	0	0	0	59
00:30	0	41	1	0	0	0	0	1	0	0	0	0	0	43
00:45	0	20	5	0	0	0	0	0	0	0	0	0	0	25
	1	184	11	0	1	0	0	2	0	0	0	0	0	199
01:00	0	26	2	4	2	0	0	0	0	0	0	0	0	34
01:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22
01:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:45	0	20	0	0	2	0	0	0	0	0	0	0	0	22
	0	82	3	4	4	0	0	0	0	0	0	0	0	93
02:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	46	6	0	0	0	0	0	0	0	0	0	0	52
03:00	0	8	1	0	0	0	0	1	0	0	0	0	0	10
03:15	0	13	0	0	0	0	0	0	1	0	0	0	0	14
03:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:45	0	4	0	0	0	0	0	0	4	0	0	0	0	8
	0	31	2	0	1	0	0	1	5	0	0	0	0	40
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:15	0	18	1	0	0	0	0	0	1	0	0	0	0	20
04:30	0	18	1	0	0	0	1	0	0	0	0	0	0	20
04:45	0	21	1	0	1	0	0	0	0	0	0	0	0	23
	0	66	4	0	1	0	1	0	1	0	0	0	0	73
05:00	0	18	2	0	1	0	0	0	1	0	0	0	0	22
05:15	0	40	5	0	2	1	0	1	0	0	0	0	0	49
05:30	1	53	10	0	1	1	0	1	0	0	0	0	0	67
05:45	0	75	13	1	0	1	1	2	1	0	0	0	0	94
	1	186	30	1	4	3	1	4	2	0	0	0	0	232
06:00	0	73	9	0	1	0	0	1	1	0	0	0	0	85
06:15	1	100	14	1	1	0	1	1	1	1	0	0	0	121
06:30	1	142	19	1	8	3	4	1	0	0	0	0	0	179
06:45	4	193	18	0	0	2	7	4	2	2	0	0	0	232
	6	508	60	2	10	5	12	7	4	3	0	0	0	617
07:00	2	203	25	2	2	3	8	2	2	2	0	0	0	251
07:15	2	264	28	2	6	2	6	4	2	1	0	0	0	317
07:30	2	262	33	0	0	5	9	2	0	0	0	0	0	313
07:45	3	342	32	1	0	3	0	3	3	3	0	0	0	390
	9	1071	118	5	8	13	23	11	7	6	0	0	0	1271
08:00	3	324	34	3	3	3	2	7	3	0	0	0	0	382
08:15	0	322	21	4	0	7	4	0	0	1	0	0	0	359
08:30	0	356	17	0	7	7	3	0	3	0	0	0	0	393
08:45	0	334	15	0	0	4	0	4	0	0	0	0	0	357
	3	1336	87	7	10	21	9	11	6	1	0	0	0	1491
09:00	0	296	16	3	3	3	8	3	3	3	0	0	0	338
09:15	2	240	24	0	2	2	5	3	3	0	0	0	0	281
09:30	0	204	24	2	7	0	3	3	2	2	0	0	0	247
09:45	1	176	22	3	4	1	5	1	3	3	0	0	0	219
	3	916	86	8	16	6	21	10	11	8	0	0	0	1085
10:00	0	215	22	1	4	4	3	1	1	1	0	0	0	252
10:15	1	181	24	3	6	3	0	3	0	1	0	0	0	222
10:30	1	171	28	0	3	1	1	1	1	3	0	0	0	210
10:45	2	191	16	5	3	0	5	2	0	2	0	0	0	226
	4	758	90	9	16	8	9	7	2	7	0	0	0	910
11:00	3	193	29	0	3	0	3	3	3	3	0	0	0	240
11:15	1	193	21	1	5	3	4	1	0	1	0	0	0	230
11:30	0	186	22	0	1	1	3	1	3	1	0	0	0	218
11:45	2	193	20	1	8	4	4	1	0	1	0	0	0	234
	6	765	92	2	17	8	14	6	6	6	0	0	0	922
Total	33	5949	589	38	88	64	90	59	44	31	0	0	0	6985
Percent	0.5%	85.2%	8.4%	0.5%	1.3%	0.9%	1.3%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%	

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NW 12 STREET
BETWEEN NW 111 AVENUE & NW 107 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	3	225	34	5	2	0	6	2	2	3	0	0	0	282
12:15	1	196	29	3	4	0	0	3	1	1	0	0	0	238
12:30	3	195	23	1	1	1	6	3	0	3	0	0	0	236
12:45	1	209	27	0	1	4	1	1	1	3	0	0	0	248
	8	825	113	9	8	5	13	9	4	10	0	0	0	1004
13:00	2	222	28	2	5	2	8	3	3	2	0	0	0	277
13:15	0	172	21	1	3	0	3	2	1	1	0	0	0	204
13:30	3	174	31	3	1	4	1	1	1	1	0	0	0	220
13:45	1	199	17	0	3	1	7	1	1	3	0	0	0	233
	6	767	97	6	12	7	19	7	6	7	0	0	0	934
14:00	1	219	23	1	1	0	3	3	3	1	0	0	0	255
14:15	0	206	23	0	3	2	6	2	2	2	0	0	0	246
14:30	1	174	21	0	2	1	9	1	0	2	0	0	0	211
14:45	3	207	25	0	3	3	5	2	0	3	0	0	0	251
	5	806	92	1	9	6	23	8	5	8	0	0	0	963
15:00	1	206	16	0	2	5	5	1	1	1	0	0	0	238
15:15	2	233	26	3	5	2	5	3	2	3	0	0	0	284
15:30	1	226	30	1	0	0	7	1	0	1	0	0	0	267
15:45	0	232	33	6	8	5	6	3	3	3	0	0	0	299
	4	897	105	10	15	12	23	8	6	8	0	0	0	1088
16:00	1	235	33	0	1	1	6	3	1	1	0	0	0	282
16:15	2	273	35	0	2	4	9	2	2	2	0	0	0	331
16:30	0	279	35	2	0	2	6	2	2	2	0	0	0	330
16:45	1	249	25	0	6	4	4	1	0	3	0	0	0	293
	4	1036	128	2	9	11	25	8	5	8	0	0	0	1236
17:00	2	292	22	2	0	8	5	3	2	1	0	0	0	337
17:15	0	281	26	0	2	6	2	6	4	2	0	0	0	329
17:30	1	279	26	0	1	1	3	3	1	3	0	0	0	318
17:45	2	266	24	0	5	2	3	2	2	2	0	0	0	308
	5	1118	98	2	8	17	13	14	9	8	0	0	0	1292
18:00	2	273	22	2	0	2	6	2	3	1	0	0	0	313
18:15	0	265	14	0	3	3	3	3	1	3	0	0	0	295
18:30	0	241	19	0	3	3	3	2	0	2	0	0	0	273
18:45	0	228	18	2	2	3	2	2	3	1	0	0	0	261
	2	1007	73	4	8	11	14	9	7	7	0	0	0	1142
19:00	2	206	14	2	2	5	3	2	2	1	0	0	0	239
19:15	0	196	15	0	0	1	4	3	0	3	0	0	0	222
19:30	1	186	7	0	4	1	2	1	1	2	0	0	0	205
19:45	0	167	6	0	1	4	1	1	1	1	0	0	0	182
	3	755	42	2	7	11	10	7	4	7	0	0	0	848
20:00	0	176	17	0	1	3	0	3	0	1	0	0	0	201
20:15	1	168	13	0	0	0	0	1	0	1	0	0	0	184
20:30	0	157	12	0	0	1	3	1	0	0	0	0	0	174
20:45	0	181	5	2	0	2	0	0	0	2	0	0	0	192
	1	682	47	2	1	6	3	5	0	4	0	0	0	751
21:00	1	186	10	0	1	1	0	1	1	0	0	0	0	201
21:15	0	164	10	0	0	5	1	3	0	1	0	0	0	184
21:30	1	191	12	0	0	0	2	1	0	0	0	0	0	207
21:45	0	217	17	0	3	0	4	3	1	1	0	0	0	246
	2	758	49	0	4	6	7	8	2	2	0	0	0	838
22:00	1	221	12	0	0	0	1	1	1	1	0	0	0	238
22:15	0	142	12	0	0	0	1	1	0	0	0	0	0	156
22:30	0	143	7	0	0	0	1	1	0	0	0	0	0	152
22:45	0	105	5	0	1	0	1	0	0	0	0	0	0	112
	1	611	36	0	1	0	4	3	1	1	0	0	0	658
23:00	0	145	5	0	0	2	0	0	2	0	0	0	0	154
23:15	0	123	6	0	0	0	1	0	0	1	0	0	0	131
23:30	0	85	1	0	0	4	0	0	0	0	0	0	0	90
23:45	0	72	5	0	2	2	0	0	0	0	0	0	0	81
	0	425	17	0	2	8	1	0	2	1	0	0	0	456
Total	41	9687	897	38	84	100	155	86	51	71	0	0	0	11210
Percent	0.4%	86.4%	8.0%	0.3%	0.7%	0.9%	1.4%	0.8%	0.5%	0.6%	0.0%	0.0%	0.0%	
Grand Total	74	15636	1486	76	172	164	245	145	95	102	0	0	0	18195
Percent	0.4%	85.9%	8.2%	0.4%	0.9%	0.9%	1.3%	0.8%	0.5%	0.6%	0.0%	0.0%	0.0%	

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Site Code: 12175
Station ID: # 6
NW 12 STREET
BETWEEN NW 111 AVENUE & NW 107 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	43	0	0	0	0	0	0	0	0	0	0	0	43
00:15	0	40	0	0	0	0	0	0	0	0	0	0	0	40
00:30	0	18	0	0	0	0	1	0	0	0	0	0	0	19
00:45	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	0	120	3	0	0	0	1	0	0	0	0	0	0	124
01:00	1	16	2	0	0	0	0	0	0	0	0	0	0	19
01:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:45	0	13	0	0	1	1	0	0	0	0	0	0	0	15
	1	59	4	0	1	1	0	0	0	0	0	0	0	66
02:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	0	34	4	0	0	0	0	0	0	0	0	0	0	38
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:30	0	6	0	0	0	1	0	0	0	0	0	0	0	7
03:45	0	7	0	1	0	0	0	0	0	0	0	0	0	8
	0	30	0	1	0	1	0	0	0	0	0	0	0	32
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
04:30	0	15	0	0	0	1	0	0	0	0	0	0	0	16
04:45	0	26	1	0	1	0	0	0	0	0	0	0	0	28
	0	60	3	0	1	1	0	0	0	0	0	0	0	65
05:00	0	12	0	0	0	0	0	0	1	0	0	0	0	13
05:15	0	14	0	0	0	1	1	0	0	0	0	0	0	16
05:30	1	28	1	0	1	0	0	0	0	0	0	0	0	31
05:45	0	37	5	1	0	0	1	1	1	1	0	0	0	47
	1	91	6	1	1	1	2	1	2	1	0	0	0	107
06:00	1	28	1	1	0	0	0	0	0	0	0	0	0	31
06:15	0	32	4	3	0	0	1	0	0	0	0	0	0	40
06:30	2	40	5	2	3	0	0	2	1	0	0	0	0	55
06:45	0	54	3	0	0	0	0	1	0	1	0	0	0	59
	3	154	13	6	3	0	1	3	1	1	0	0	0	185
07:00	1	48	6	3	0	0	0	1	1	1	0	0	0	61
07:15	0	60	7	1	4	1	0	3	1	0	0	0	0	77
07:30	0	68	2	0	3	2	1	1	1	1	0	0	0	79
07:45	3	118	5	1	0	3	0	1	1	1	0	0	0	133
	4	294	20	5	7	6	1	6	4	3	0	0	0	350
08:00	1	89	9	1	0	1	1	1	0	0	0	0	0	103
08:15	0	93	7	1	1	1	0	1	1	1	0	0	0	106
08:30	0	82	4	0	3	3	1	1	1	1	0	0	0	96
08:45	0	75	5	0	0	0	0	2	2	1	0	0	0	85
	1	339	25	2	4	5	2	5	4	3	0	0	0	390
09:00	1	97	8	0	4	0	3	1	1	0	0	0	0	115
09:15	1	89	6	1	1	1	1	1	1	1	0	0	0	103
09:30	1	108	6	0	1	1	1	1	0	1	0	0	0	120
09:45	3	145	8	2	0	0	2	3	1	2	0	0	0	166
	6	439	28	3	6	2	7	6	3	4	0	0	0	504
10:00	0	145	5	0	0	0	2	2	2	0	0	0	0	156
10:15	3	142	12	1	0	3	3	2	1	0	0	0	0	167
10:30	3	154	10	2	0	7	1	1	2	0	0	0	0	180
10:45	3	159	8	0	3	5	0	1	1	2	0	0	0	182
	9	600	35	3	3	15	6	6	6	2	0	0	0	685
11:00	2	171	10	0	0	3	3	2	2	3	0	0	0	196
11:15	2	180	12	0	0	3	0	3	0	2	0	0	0	202
11:30	2	171	9	3	5	2	3	3	0	2	0	0	0	200
11:45	1	182	12	0	1	0	4	1	1	1	0	0	0	203
	7	704	43	3	6	8	10	9	3	8	0	0	0	801
Total	32	2924	184	24	32	40	30	36	23	22	0	0	0	3347
Percent	1.0%	87.4%	5.5%	0.7%	1.0%	1.2%	0.9%	1.1%	0.7%	0.7%	0.0%	0.0%	0.0%	

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NW 12 STREET
BETWEEN NW 111 AVENUE & NW 107 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	179	13	1	3	4	3	1	1	1	0	0	0	206
12:15	0	163	22	1	0	4	4	1	2	1	0	0	0	198
12:30	0	198	13	0	3	5	2	0	1	2	0	0	0	224
12:45	3	214	11	0	2	3	3	2	2	3	0	0	0	243
	3	754	59	2	8	16	12	4	6	7	0	0	0	871
13:00	3	209	10	0	0	3	3	3	1	2	0	0	0	234
13:15	3	225	11	0	0	0	2	3	0	2	0	0	0	246
13:30	0	220	11	0	2	7	2	3	1	2	0	0	0	248
13:45	2	217	17	0	0	5	2	2	2	2	0	0	0	249
	8	871	49	0	2	15	9	11	4	8	0	0	0	977
14:00	0	199	8	0	0	6	3	0	2	2	0	0	0	220
14:15	3	202	17	3	2	3	3	0	2	3	0	0	0	238
14:30	2	207	9	0	2	3	2	2	1	2	0	0	0	230
14:45	3	208	7	0	3	2	3	2	0	2	0	0	0	230
	8	816	41	3	7	14	11	4	5	9	0	0	0	918
15:00	0	208	13	0	0	4	1	3	1	3	0	0	0	233
15:15	0	231	11	0	2	5	3	3	2	2	0	0	0	259
15:30	3	231	13	1	1	3	3	1	0	1	0	0	0	257
15:45	1	210	22	1	3	4	4	0	1	1	0	0	0	247
	4	880	59	2	6	16	11	7	4	7	0	0	0	996
16:00	3	240	12	0	3	3	3	3	2	2	0	0	0	271
16:15	1	265	17	0	1	3	3	4	1	3	0	0	0	298
16:30	2	278	8	3	2	3	2	2	2	2	0	0	0	304
16:45	3	233	6	0	0	5	3	2	2	3	0	0	0	257
	9	1016	43	3	6	14	11	11	7	10	0	0	0	1130
17:00	3	268	15	0	2	3	3	3	1	2	0	0	0	300
17:15	2	281	19	0	0	6	1	2	2	2	0	0	0	315
17:30	2	277	6	0	2	5	4	3	1	2	0	0	0	302
17:45	5	274	12	2	0	2	3	2	0	2	0	0	0	302
	12	1100	52	2	4	16	11	10	4	8	0	0	0	1219
18:00	3	264	12	0	0	6	2	2	1	3	0	0	0	293
18:15	1	239	8	0	3	1	4	1	0	3	0	0	0	260
18:30	3	232	16	0	0	3	3	3	1	1	0	0	0	262
18:45	3	266	9	0	0	0	5	2	1	2	0	0	0	288
	10	1001	45	0	3	10	14	8	3	9	0	0	0	1103
19:00	2	277	12	0	0	2	2	2	2	2	0	0	0	301
19:15	3	263	3	0	0	0	5	2	0	2	0	0	0	278
19:30	0	230	5	0	0	4	5	2	2	4	0	0	0	252
19:45	4	240	9	0	2	5	4	2	0	2	0	0	0	268
	9	1010	29	0	2	11	16	8	4	10	0	0	0	1099
20:00	4	199	10	0	0	0	0	2	2	2	0	0	0	219
20:15	2	201	9	0	0	2	6	2	2	2	0	0	0	226
20:30	2	189	3	0	0	8	3	2	0	2	0	0	0	209
20:45	2	161	8	0	0	2	3	0	0	0	0	0	0	176
	10	750	30	0	0	12	12	6	4	6	0	0	0	830
21:00	2	166	9	2	3	3	3	0	2	0	0	0	0	190
21:15	1	141	6	0	1	0	1	1	1	1	0	0	0	153
21:30	0	125	6	0	1	0	1	1	0	1	0	0	0	135
21:45	0	111	3	0	0	3	1	0	0	1	0	0	0	119
	3	543	24	2	5	6	6	2	3	3	0	0	0	597
22:00	0	118	4	0	0	0	6	0	0	0	0	0	0	128
22:15	2	99	6	0	0	0	2	3	0	0	0	0	0	112
22:30	2	99	7	0	0	0	2	0	0	0	0	0	0	110
22:45	0	71	0	0	0	0	1	0	0	0	0	0	0	72
	4	387	17	0	0	0	11	3	0	0	0	0	0	422
23:00	0	91	3	0	0	6	0	0	1	0	0	0	0	101
23:15	0	82	0	0	0	0	0	0	0	0	0	0	0	82
23:30	0	94	2	0	0	0	0	0	0	0	0	0	0	96
23:45	0	88	5	3	0	0	0	0	0	0	0	0	0	96
	0	355	10	3	0	6	0	0	1	0	0	0	0	375
Total	80	9483	458	17	43	136	124	74	45	77	0	0	0	10537
Percent	0.8%	90.0%	4.3%	0.2%	0.4%	1.3%	1.2%	0.7%	0.4%	0.7%	0.0%	0.0%	0.0%	
Grand Total	112	12407	642	41	75	176	154	110	68	99	0	0	0	13884
Percent	0.8%	89.4%	4.6%	0.3%	0.5%	1.3%	1.1%	0.8%	0.5%	0.7%	0.0%	0.0%	0.0%	

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Site Code: 13919
Station ID: # 7
NW 12 STREET
BETWEEN NW 107 AVENUE & NW 97 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	22	1	0	1	0	0	0	1	0	0	0	0	25
00:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23
00:30	0	10	0	0	0	0	0	1	0	0	0	0	0	11
00:45	0	7	6	0	0	0	0	0	0	0	0	0	0	13
	0	62	7	0	1	0	0	1	1	0	0	0	0	72
01:00	0	9	2	2	0	0	0	0	0	0	0	0	0	13
01:15	0	7	0	1	0	0	0	0	0	0	0	0	0	8
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:45	0	9	2	0	0	0	0	0	2	0	0	0	0	13
	0	29	5	3	0	0	0	0	2	0	0	0	0	39
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	7	2	0	0	0	0	0	2	0	0	0	0	11
02:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	22	4	0	0	0	0	0	2	0	0	0	0	28
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14
03:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	0	37	3	0	0	0	0	0	0	0	0	0	0	40
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:15	0	19	4	0	0	0	0	0	1	0	0	0	0	24
04:30	0	12	3	0	1	0	0	0	0	0	0	0	0	16
04:45	0	24	1	0	0	0	0	1	0	0	0	0	0	26
	0	60	10	0	1	0	0	1	1	0	0	0	0	73
05:00	0	18	2	0	0	0	0	1	1	0	0	0	0	22
05:15	0	31	5	0	3	0	0	0	0	0	0	0	0	39
05:30	1	58	8	0	4	0	0	0	0	1	0	0	0	72
05:45	1	69	6	0	1	1	0	1	1	1	0	0	0	81
	2	176	21	0	8	1	0	2	2	2	0	0	0	214
06:00	1	71	10	0	1	1	0	1	0	0	0	0	0	85
06:15	1	111	14	0	1	1	1	2	1	1	0	0	0	133
06:30	4	168	33	0	1	3	3	3	1	1	0	0	0	217
06:45	0	203	22	0	3	0	4	1	1	3	0	0	0	237
	6	553	79	0	6	5	8	7	3	5	0	0	0	672
07:00	1	225	35	0	0	1	3	3	1	0	0	0	0	269
07:15	4	262	37	0	1	0	6	1	3	1	0	0	0	315
07:30	4	281	42	0	3	1	3	4	0	1	0	0	0	339
07:45	3	305	24	0	5	5	7	3	3	1	0	0	0	356
	12	1073	138	0	9	7	19	11	7	3	0	0	0	1279
08:00	5	314	46	0	2	8	6	3	0	3	0	0	0	387
08:15	2	362	42	0	0	11	5	5	3	0	0	0	0	430
08:30	7	357	29	0	2	0	5	3	5	3	0	0	0	411
08:45	1	316	34	0	4	3	6	1	3	1	0	0	0	369
	15	1349	151	0	8	22	22	12	11	7	0	0	0	1597
09:00	5	260	25	0	3	6	5	1	1	3	0	0	0	309
09:15	4	173	24	1	9	1	0	2	2	0	0	0	0	216
09:30	4	201	16	0	3	3	3	3	1	1	0	0	0	235
09:45	0	150	19	0	4	1	1	4	0	1	0	0	0	180
	13	784	84	1	19	11	9	10	4	5	0	0	0	940
10:00	6	174	20	0	0	2	3	3	0	0	0	0	0	208
10:15	0	139	30	1	7	1	2	1	1	0	0	0	0	182
10:30	1	123	22	1	5	1	0	4	1	1	0	0	0	159
10:45	0	143	23	3	1	2	1	2	1	2	0	0	0	178
	7	579	95	5	13	6	6	10	3	3	0	0	0	727
11:00	1	157	19	0	3	0	3	3	3	1	0	0	0	190
11:15	1	170	25	1	0	0	7	4	0	1	0	0	0	209
11:30	1	171	24	1	4	1	0	1	3	0	0	0	0	206
11:45	1	180	15	1	5	1	0	3	1	1	0	0	0	208
	4	678	83	3	12	2	10	11	7	3	0	0	0	813
Total	59	5402	680	12	77	54	74	65	43	28	0	0	0	6494
Percent	0.9%	83.2%	10.5%	0.2%	1.2%	0.8%	1.1%	1.0%	0.7%	0.4%	0.0%	0.0%	0.0%	

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Site Code: 13919
Station ID: # 7
NW 12 STREET
BETWEEN NW 107 AVENUE & NW 97 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	169	20	1	3	1	1	3	1	1	0	0	0	200
12:15	3	161	32	3	1	1	1	3	3	0	0	0	0	208
12:30	3	170	21	0	1	0	1	4	0	1	0	0	0	201
12:45	0	191	15	1	5	1	2	3	2	0	0	0	0	220
	6	691	88	5	10	3	5	13	6	2	0	0	0	829
13:00	0	167	26	2	0	2	2	1	1	1	0	0	0	202
13:15	1	161	21	1	5	0	5	2	2	1	0	0	0	199
13:30	1	173	23	0	4	0	3	4	1	0	0	0	0	209
13:45	5	165	20	0	3	2	1	3	2	1	0	0	0	202
	7	666	90	3	12	4	11	10	6	3	0	0	0	812
14:00	1	162	16	5	1	2	4	2	1	1	0	0	0	195
14:15	3	161	20	0	1	0	3	1	3	1	0	0	0	193
14:30	2	148	21	2	1	3	2	2	2	2	0	0	0	185
14:45	0	155	20	1	1	0	1	1	0	1	0	0	0	180
	6	626	77	8	4	5	10	6	6	5	0	0	0	753
15:00	3	174	20	1	4	0	3	4	1	0	0	0	0	210
15:15	1	163	18	2	5	2	4	2	0	1	0	0	0	198
15:30	0	163	19	1	1	3	0	4	3	1	0	0	0	195
15:45	5	160	16	4	1	0	1	2	2	0	0	0	0	191
	9	660	73	8	11	5	8	12	6	2	0	0	0	794
16:00	3	142	20	0	0	3	4	4	3	3	0	0	0	182
16:15	0	141	20	0	3	1	3	1	0	0	0	0	0	169
16:30	1	128	14	0	1	2	2	4	2	0	0	0	0	154
16:45	1	136	14	0	1	2	4	4	1	1	0	0	0	164
	5	547	68	0	5	8	13	13	6	4	0	0	0	669
17:00	0	134	20	0	1	2	4	1	1	1	0	0	0	164
17:15	1	139	23	0	1	1	4	3	0	3	0	0	0	175
17:30	1	121	17	0	2	0	1	1	2	1	0	0	0	146
17:45	0	121	10	0	2	1	1	3	1	1	0	0	0	140
	2	515	70	0	6	4	10	8	4	6	0	0	0	625
18:00	2	106	13	0	4	1	0	3	0	0	0	0	0	129
18:15	1	135	10	0	0	0	1	2	0	0	0	0	0	149
18:30	5	100	9	0	0	0	1	0	0	1	0	0	0	116
18:45	1	112	13	1	1	0	0	1	0	1	0	0	0	130
	9	453	45	1	5	1	2	6	0	2	0	0	0	524
19:00	1	122	13	0	0	0	1	2	0	0	0	0	0	139
19:15	1	119	8	0	0	1	1	1	1	2	0	0	0	134
19:30	3	132	8	0	2	2	0	3	2	2	0	0	0	154
19:45	0	121	7	0	0	0	2	1	0	0	0	0	0	131
	5	494	36	0	2	3	4	7	3	4	0	0	0	558
20:00	0	113	16	0	2	1	2	0	0	0	0	0	0	134
20:15	2	114	11	0	0	0	1	1	0	0	0	0	0	129
20:30	1	109	8	0	0	1	1	1	1	1	0	0	0	123
20:45	1	111	14	0	0	1	0	0	1	0	0	0	0	128
	4	447	49	0	2	3	4	2	2	1	0	0	0	514
21:00	3	127	8	0	1	0	1	1	0	1	0	0	0	142
21:15	1	128	13	0	1	0	0	1	0	1	0	0	0	145
21:30	1	126	7	0	0	0	3	0	0	0	0	0	0	137
21:45	0	130	8	0	2	0	0	2	0	0	0	0	0	142
	5	511	36	0	4	0	4	4	0	2	0	0	0	566
22:00	1	87	9	0	0	0	0	1	1	0	0	0	0	99
22:15	0	64	5	0	0	0	1	0	0	0	0	0	0	70
22:30	0	61	5	0	1	0	2	0	0	0	0	0	0	69
22:45	0	47	6	0	0	0	0	0	0	1	0	0	0	54
	1	259	25	0	1	0	3	1	1	1	0	0	0	292
23:00	0	50	2	0	0	0	0	1	1	0	0	0	0	54
23:15	1	41	7	0	0	0	1	1	0	0	0	0	0	51
23:30	0	31	2	0	0	0	0	0	0	0	0	0	0	33
23:45	0	24	0	0	0	0	0	0	2	0	0	0	0	26
	1	146	11	0	0	0	1	2	3	0	0	0	0	164
Total	60	6015	668	25	62	36	75	84	43	32	0	0	0	7100
Percent	0.8%	84.7%	9.4%	0.4%	0.9%	0.5%	1.1%	1.2%	0.6%	0.5%	0.0%	0.0%	0.0%	
Grand Total	119	11417	1348	37	139	90	149	149	86	60	0	0	0	13594
Percent	0.9%	84.0%	9.9%	0.3%	1.0%	0.7%	1.1%	1.1%	0.6%	0.4%	0.0%	0.0%	0.0%	

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Site Code: 13919
Station ID: # 7
NW 12 STREET
BETWEEN NW 107 AVENUE & NW 97 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	33	2	0	1	0	1	0	1	0	0	0	0	38
00:15	0	41	0	0	0	0	0	0	0	0	0	0	0	41
00:30	0	23	2	0	0	0	0	0	0	0	0	0	0	25
00:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
	0	111	4	0	1	0	1	0	1	0	0	0	0	118
01:00	1	16	1	0	0	1	0	1	0	0	0	0	0	20
01:15	0	21	4	0	0	0	0	0	0	0	0	0	0	25
01:30	0	16	0	0	0	2	0	2	0	0	0	0	0	20
01:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	1	65	5	0	0	3	0	3	0	0	0	0	0	77
02:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15
02:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
02:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:45	0	9	1	0	0	0	0	0	1	0	0	0	0	11
	0	35	1	0	0	0	0	0	3	0	0	0	0	39
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:15	1	4	1	0	0	0	0	0	0	0	0	0	0	6
03:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	3	0	2	0	0	2	0	0	0	0	0	0	7
	1	23	2	2	0	0	2	0	0	0	0	0	0	30
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
04:30	0	15	0	0	0	1	0	0	0	0	0	0	0	16
04:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25
	0	51	1	0	1	1	0	0	0	0	0	0	0	54
05:00	0	18	1	0	0	0	0	0	1	0	0	0	0	20
05:15	0	16	4	0	0	1	0	0	1	0	0	0	0	22
05:30	0	34	2	0	0	0	0	0	0	0	0	0	0	36
05:45	0	45	6	0	0	0	0	2	1	0	0	0	0	54
	0	113	13	0	0	1	0	2	3	0	0	0	0	132
06:00	0	26	4	0	2	1	0	0	0	0	0	0	0	33
06:15	1	35	4	1	1	0	0	1	0	0	0	0	0	43
06:30	1	47	6	0	1	0	1	2	1	0	0	0	0	59
06:45	1	91	5	0	3	0	1	1	0	1	0	0	0	103
	3	199	19	1	7	1	2	4	1	1	0	0	0	238
07:00	0	82	8	0	1	1	0	2	2	0	0	0	0	96
07:15	1	86	10	0	0	1	2	1	1	1	0	0	0	103
07:30	0	103	7	0	1	1	0	3	3	0	0	0	0	118
07:45	1	110	11	0	2	1	1	1	2	0	0	0	0	129
	2	381	36	0	4	4	3	7	8	1	0	0	0	446
08:00	2	121	11	1	1	0	0	2	1	1	0	0	0	140
08:15	1	116	24	1	1	0	1	3	3	0	0	0	0	150
08:30	2	109	16	1	1	1	1	0	2	0	0	0	0	133
08:45	1	132	10	0	1	3	0	1	1	1	0	0	0	150
	6	478	61	3	4	4	2	6	7	2	0	0	0	573
09:00	0	109	5	5	5	2	3	1	2	0	0	0	0	132
09:15	1	123	10	0	2	1	2	2	2	0	0	0	0	143
09:30	0	115	12	0	4	1	1	2	1	0	0	0	0	136
09:45	0	137	17	0	1	0	3	0	2	0	0	0	0	160
	1	484	44	5	12	4	9	5	7	0	0	0	0	571
10:00	0	138	16	0	3	0	0	3	1	1	0	0	0	162
10:15	0	129	21	0	1	0	1	0	2	0	0	0	0	154
10:30	0	164	23	0	6	1	4	3	4	0	0	0	0	205
10:45	3	168	18	0	1	0	1	1	1	0	0	0	0	193
	3	599	78	0	11	1	6	7	8	1	0	0	0	714
11:00	1	185	22	1	3	3	0	3	1	1	0	0	0	220
11:15	2	158	20	0	1	1	2	2	1	1	0	0	0	188
11:30	1	165	23	1	6	4	1	1	3	0	0	0	0	205
11:45	2	173	21	1	2	3	2	2	1	0	0	0	0	207
	6	681	86	3	12	11	5	8	6	2	0	0	0	820
Total	23	3220	350	14	52	30	30	42	44	7	0	0	0	3812
Percent	0.6%	84.5%	9.2%	0.4%	1.4%	0.8%	0.8%	1.1%	1.2%	0.2%	0.0%	0.0%	0.0%	

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Site Code: 13919
Station ID: # 7
NW 12 STREET
BETWEEN NW 107 AVENUE & NW 97 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	4	220	19	0	3	1	0	3	3	1	0	0	0	254
12:15	3	197	14	0	4	7	1	3	1	1	0	0	0	231
12:30	1	226	15	0	5	3	4	1	3	0	0	0	0	258
12:45	1	220	13	0	4	4	3	3	1	3	0	0	0	252
	9	863	61	0	16	15	8	10	8	5	0	0	0	995
13:00	1	209	24	1	0	1	3	3	1	1	0	0	0	244
13:15	1	219	15	0	5	0	4	1	0	1	0	0	0	246
13:30	0	210	24	0	3	3	1	1	3	1	0	0	0	246
13:45	1	183	18	0	1	5	4	1	1	3	0	0	0	217
	3	821	81	1	9	9	12	6	5	6	0	0	0	953
14:00	3	200	10	1	3	0	0	3	3	1	0	0	0	224
14:15	2	191	20	1	2	2	2	2	1	1	0	0	0	224
14:30	1	196	22	1	4	1	2	1	1	1	0	0	0	230
14:45	3	186	16	0	5	5	4	1	3	0	0	0	0	223
	9	773	68	3	14	8	8	7	8	3	0	0	0	901
15:00	0	222	14	1	3	6	3	1	1	0	0	0	0	251
15:15	3	220	19	1	3	5	3	3	1	3	0	0	0	261
15:30	2	208	19	0	4	5	1	2	0	1	0	0	0	242
15:45	1	218	27	0	1	4	3	1	1	1	0	0	0	257
	6	868	79	2	11	20	10	7	3	5	0	0	0	1011
16:00	2	242	25	0	2	5	2	2	2	2	0	0	0	284
16:15	2	226	21	0	1	0	2	1	2	1	0	0	0	256
16:30	1	254	27	1	1	0	4	1	0	1	0	0	0	290
16:45	1	243	25	0	4	6	2	2	1	2	0	0	0	286
	6	965	98	1	8	11	10	6	5	6	0	0	0	1116
17:00	3	351	27	0	3	3	5	3	0	2	0	0	0	397
17:15	0	277	18	5	0	3	5	3	3	3	0	0	0	317
17:30	3	298	19	1	3	4	4	3	1	1	0	0	0	337
17:45	0	292	11	0	1	0	3	1	1	3	0	0	0	312
	6	1218	75	6	7	10	17	10	5	9	0	0	0	1363
18:00	1	257	22	0	1	2	2	1	0	2	0	0	0	288
18:15	3	255	20	0	1	0	1	1	1	1	0	0	0	283
18:30	0	220	18	0	1	1	2	1	0	2	0	0	0	245
18:45	3	223	8	0	3	3	1	3	1	1	0	0	0	246
	7	955	68	0	6	6	6	6	2	6	0	0	0	1062
19:00	0	256	17	0	3	4	0	3	0	1	0	0	0	284
19:15	0	202	15	0	1	1	4	0	1	1	0	0	0	225
19:30	0	203	9	0	1	1	3	3	0	1	0	0	0	221
19:45	1	177	11	0	1	0	1	2	1	2	0	0	0	196
	1	838	52	0	6	6	8	8	2	5	0	0	0	926
20:00	2	150	8	0	0	1	1	1	0	2	0	0	0	165
20:15	3	162	6	0	1	1	0	1	1	0	0	0	0	175
20:30	1	142	10	0	3	4	1	0	0	0	0	0	0	161
20:45	1	128	8	0	0	1	1	1	0	0	0	0	0	140
	7	582	32	0	4	7	3	3	1	2	0	0	0	641
21:00	1	103	3	0	1	1	0	1	0	1	0	0	0	111
21:15	1	88	11	0	0	0	0	0	0	0	0	0	0	100
21:30	0	75	7	0	2	0	0	0	0	0	0	0	0	84
21:45	1	70	2	0	0	0	0	0	0	0	0	0	0	73
	3	336	23	0	3	1	0	1	0	1	0	0	0	368
22:00	0	110	1	0	0	1	0	0	0	0	0	0	0	112
22:15	0	81	5	0	1	1	0	1	0	0	0	0	0	89
22:30	1	60	5	0	0	0	1	0	0	1	0	0	0	68
22:45	1	66	2	0	1	0	0	0	0	0	0	0	0	70
	2	317	13	0	2	2	1	1	0	1	0	0	0	339
23:00	2	84	2	0	0	0	0	0	0	0	0	0	0	88
23:15	1	63	3	0	1	0	1	0	1	0	0	0	0	70
23:30	0	58	4	0	0	0	0	0	0	0	0	0	0	62
23:45	1	49	1	0	0	0	0	0	0	0	0	0	0	51
	4	254	10	0	1	0	1	0	1	0	0	0	0	271
Total	63	8790	660	13	87	95	84	65	40	49	0	0	0	9946
Percent	0.6%	88.4%	6.6%	0.1%	0.9%	1.0%	0.8%	0.7%	0.4%	0.5%	0.0%	0.0%	0.0%	
Grand Total	86	12010	1010	27	139	125	114	107	84	56	0	0	0	13758
Percent	0.6%	87.3%	7.3%	0.2%	1.0%	0.9%	0.8%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%	

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Station ID: # 8
NW 12 STREET
BETWEEN NW 97 AVENUE & NW 87 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	1	28	0	0	0	0	0	0	0	0	0	0	0	29
00:15	0	40	0	0	0	0	0	0	0	0	0	0	0	40
00:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23
00:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	1	102	1	0	0	0	0	0	0	0	0	0	0	104
01:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
01:15	0	14	0	7	0	0	0	0	0	0	0	0	0	21
01:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
01:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	0	56	2	7	0	0	0	0	0	0	0	0	0	65
02:00	2	11	2	0	2	0	0	0	0	0	0	0	0	17
02:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16
02:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
02:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	2	40	6	0	2	0	0	0	0	0	0	0	0	50
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:15	0	15	3	0	0	0	0	0	3	0	0	0	0	21
03:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
03:45	0	16	0	0	0	0	0	0	2	0	0	0	0	18
	0	51	7	0	0	0	0	0	5	0	0	0	0	63
04:00	0	12	2	0	0	0	0	2	2	0	0	0	0	18
04:15	0	15	4	0	2	0	0	0	0	0	0	0	0	21
04:30	1	19	5	1	1	0	0	0	1	0	0	0	0	28
04:45	0	31	6	0	0	0	0	0	0	0	0	0	0	37
	1	77	17	1	3	0	0	2	3	0	0	0	0	104
05:00	0	18	3	1	0	2	0	2	1	0	0	0	0	27
05:15	1	30	1	0	1	0	0	1	0	0	0	0	0	34
05:30	1	47	5	0	0	0	0	2	0	1	0	0	0	56
05:45	1	60	8	0	1	4	0	3	3	0	0	0	0	80
	3	155	17	1	2	6	0	8	4	1	0	0	0	197
06:00	0	66	17	0	0	0	0	1	2	0	0	0	0	86
06:15	0	86	13	0	1	1	0	4	1	1	0	0	0	107
06:30	1	134	14	1	1	1	0	5	4	1	0	0	0	162
06:45	2	131	18	1	2	1	2	2	2	1	1	0	0	163
	3	417	62	2	4	3	2	12	9	3	1	0	0	518
07:00	0	135	28	1	1	1	3	5	1	3	0	0	0	178
07:15	1	194	25	0	0	2	4	4	0	1	0	0	0	231
07:30	1	229	25	0	2	2	5	2	0	2	0	0	0	268
07:45	3	262	29	1	3	3	4	7	1	3	0	0	0	316
	5	820	107	2	6	8	16	18	2	9	0	0	0	993
08:00	3	273	26	1	1	3	3	4	3	1	0	0	0	318
08:15	2	313	35	2	2	3	6	8	2	3	0	0	0	376
08:30	4	272	31	0	4	0	4	6	6	4	0	0	0	331
08:45	1	218	28	0	4	3	1	7	4	1	0	0	0	267
	10	1076	120	3	11	9	14	25	15	9	0	0	0	1292
09:00	1	181	29	0	1	1	5	4	0	1	0	0	0	223
09:15	1	149	26	1	3	1	1	0	2	2	0	0	0	186
09:30	1	139	27	5	5	1	5	0	0	1	0	0	0	184
09:45	0	142	14	1	5	0	1	5	0	1	0	0	0	169
	3	611	96	7	14	3	12	9	2	5	0	0	0	762
10:00	2	150	29	7	5	0	2	3	3	2	0	0	0	203
10:15	0	133	35	3	3	1	1	4	4	1	0	0	0	185
10:30	3	152	27	4	6	0	1	3	3	0	0	0	0	199
10:45	1	142	30	1	4	0	2	5	2	1	0	0	0	188
	6	577	121	15	18	1	6	15	12	4	0	0	0	775
11:00	2	171	31	0	3	2	2	3	3	0	0	0	0	217
11:15	1	145	29	2	4	1	2	4	4	0	0	0	0	192
11:30	1	182	36	1	3	0	4	6	3	0	0	0	0	236
11:45	0	197	22	3	0	1	3	3	3	0	0	0	0	232
	4	695	118	6	10	4	11	16	13	0	0	0	0	877
Total	38	4677	674	44	70	34	61	105	65	31	1	0	0	5800
Percent	0.7%	80.6%	11.6%	0.8%	1.2%	0.6%	1.1%	1.8%	1.1%	0.5%	0.0%	0.0%	0.0%	

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Site Code: 8239
Station ID: # 8
NW 12 STREET
BETWEEN NW 97 AVENUE & NW 87 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	1	167	37	3	4	1	4	4	1	1	0	0	0	223
12:15	3	203	26	3	4	0	1	6	1	1	0	0	0	248
12:30	2	177	20	1	2	1	2	2	1	1	0	0	0	209
12:45	1	162	24	4	2	1	1	5	1	2	1	0	0	204
	7	709	107	11	12	3	8	17	4	5	1	0	0	884
13:00	3	184	24	0	1	0	3	3	3	1	0	0	0	222
13:15	1	174	27	3	4	1	5	5	4	3	0	0	0	227
13:30	1	191	26	4	4	3	1	4	3	1	0	0	0	238
13:45	3	175	21	3	3	4	1	5	1	3	0	0	0	219
	8	724	98	10	12	8	10	17	11	8	0	0	0	906
14:00	0	189	19	1	4	1	0	4	3	1	0	0	0	222
14:15	1	158	22	3	3	3	2	2	2	2	0	0	0	198
14:30	3	174	23	1	4	0	1	4	3	0	0	0	0	213
14:45	1	158	28	1	3	0	5	5	4	1	0	0	0	206
	5	679	92	6	14	4	8	15	12	4	0	0	0	839
15:00	1	190	23	0	1	3	4	1	0	3	0	0	0	226
15:15	2	167	26	1	1	4	2	4	0	1	0	0	0	208
15:30	2	174	19	2	4	1	0	4	0	1	0	0	0	207
15:45	3	182	18	3	4	0	1	1	1	1	0	0	0	214
	8	713	86	6	10	8	7	10	1	6	0	0	0	855
16:00	0	192	29	0	3	0	3	3	3	3	0	0	0	236
16:15	3	169	24	1	4	3	1	4	0	1	0	0	0	210
16:30	1	165	23	0	3	1	1	1	0	0	0	0	0	195
16:45	2	166	16	0	3	1	1	3	0	0	0	0	0	192
	6	692	92	1	13	5	6	11	3	4	0	0	0	833
17:00	1	213	22	0	1	4	4	4	1	1	0	0	0	251
17:15	1	189	20	1	1	3	7	3	4	3	0	0	0	232
17:30	0	176	17	0	2	1	1	1	1	1	0	0	0	200
17:45	0	167	17	0	1	3	4	1	1	1	0	0	0	195
	2	745	76	1	5	11	16	9	7	6	0	0	0	878
18:00	1	165	14	0	2	0	5	2	1	1	0	0	0	191
18:15	0	147	15	0	1	0	0	4	1	2	0	0	0	170
18:30	1	129	12	0	0	1	3	3	0	1	0	0	0	150
18:45	0	127	11	0	2	3	1	2	0	1	0	0	0	147
	2	568	52	0	5	4	9	11	2	5	0	0	0	658
19:00	0	148	14	0	1	0	5	3	1	3	0	0	0	175
19:15	1	139	12	0	0	1	0	1	0	0	0	0	0	154
19:30	0	136	14	0	0	0	0	3	0	1	0	0	0	154
19:45	1	141	7	0	0	0	4	1	0	1	0	0	0	155
	2	564	47	0	1	1	9	8	1	5	0	0	0	638
20:00	0	124	7	0	1	2	4	2	0	0	0	0	0	140
20:15	0	116	11	0	1	0	1	0	0	1	0	0	0	130
20:30	1	125	2	0	1	0	1	2	0	1	0	0	0	133
20:45	0	124	4	0	0	1	2	4	0	0	0	0	0	135
	1	489	24	0	3	3	8	8	0	2	0	0	0	538
21:00	0	148	12	0	2	0	1	0	0	1	0	0	0	164
21:15	0	139	7	0	0	0	1	0	0	1	0	0	0	148
21:30	0	133	4	0	0	0	3	3	0	0	0	0	0	143
21:45	1	125	11	0	0	1	1	1	0	0	0	0	0	140
	1	545	34	0	2	1	6	4	0	2	0	0	0	595
22:00	1	108	3	0	0	0	1	1	0	1	0	0	0	115
22:15	1	72	4	0	0	0	0	0	0	1	0	0	0	78
22:30	0	64	3	0	1	0	0	0	0	0	0	0	0	68
22:45	1	61	0	0	0	0	1	1	0	0	0	0	0	64
	3	305	10	0	1	0	2	2	0	2	0	0	0	325
23:00	0	61	1	0	0	0	0	1	0	0	0	0	0	63
23:15	0	46	4	0	1	0	1	0	0	0	0	0	0	52
23:30	2	32	4	0	0	0	0	0	0	0	0	0	0	38
23:45	0	28	0	0	0	0	1	1	0	0	0	0	0	30
	2	167	9	0	1	0	2	2	0	0	0	0	0	183
Total	47	6900	727	35	79	48	91	114	41	49	1	0	0	8132
Percent	0.6%	84.8%	8.9%	0.4%	1.0%	0.6%	1.1%	1.4%	0.5%	0.6%	0.0%	0.0%	0.0%	
Grand Total	85	11577	1401	79	149	82	152	219	106	80	2	0	0	13932
Percent	0.6%	83.1%	10.1%	0.6%	1.1%	0.6%	1.1%	1.6%	0.8%	0.6%	0.0%	0.0%	0.0%	

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Site Code: 8239
Station ID: # 8
NW 12 STREET
BETWEEN NW 97 AVENUE & NW 87 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	55	2	0	0	0	0	0	0	0	0	0	0	57
00:15	2	50	0	0	0	0	0	0	0	0	0	0	0	52
00:30	0	43	0	0	0	0	0	0	0	0	0	0	0	43
00:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	2	165	3	0	0	0	0	0	0	0	0	0	0	170
01:00	1	17	0	0	1	0	0	0	0	0	0	0	0	19
01:15	0	31	0	0	0	0	0	0	2	0	0	0	0	33
01:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:45	1	16	1	0	0	0	0	0	0	0	0	0	0	18
	2	80	2	0	1	0	0	0	2	0	0	0	0	87
02:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	14	0	0	0	0	0	0	2	0	0	0	0	16
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
	0	47	0	0	0	0	0	0	2	0	0	0	0	49
03:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
03:15	0	11	3	0	0	0	3	0	0	0	0	0	0	17
03:30	2	14	0	0	0	0	0	0	0	0	0	0	0	16
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	2	41	5	0	0	0	3	0	0	0	0	0	0	51
04:00	0	9	0	0	0	1	0	0	0	0	0	0	0	10
04:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18
04:30	2	26	0	0	0	0	0	0	0	0	0	0	0	28
04:45	0	20	2	0	0	3	0	0	1	0	0	0	0	26
	2	73	2	0	0	4	0	0	1	0	0	0	0	82
05:00	0	21	1	0	0	0	1	0	1	1	0	0	0	25
05:15	0	31	5	0	0	0	0	0	0	0	0	0	0	36
05:30	0	49	2	0	0	0	0	1	0	0	0	0	0	52
05:45	1	57	8	0	0	0	1	0	1	0	0	0	0	68
	1	158	16	0	0	0	2	1	2	1	0	0	0	181
06:00	0	51	10	0	1	0	0	0	0	0	0	0	0	62
06:15	1	52	4	0	2	2	0	0	2	0	0	0	0	63
06:30	3	97	11	3	3	1	1	1	3	1	0	0	0	124
06:45	1	138	10	0	0	0	1	2	0	2	0	0	0	154
	5	338	35	3	6	3	2	3	5	3	0	0	0	403
07:00	0	119	15	0	2	0	2	2	2	1	0	0	0	143
07:15	1	156	24	1	1	1	4	1	1	1	0	0	0	191
07:30	1	165	17	0	3	4	3	0	1	1	0	0	0	195
07:45	3	214	21	0	1	0	1	3	4	3	0	0	0	250
	5	654	77	1	7	5	10	6	8	6	0	0	0	779
08:00	1	161	10	1	4	2	2	1	1	1	0	0	0	184
08:15	3	182	20	0	4	0	3	1	3	3	0	0	0	219
08:30	0	139	8	0	1	2	0	1	2	1	0	0	0	154
08:45	2	192	21	0	3	5	3	3	2	3	0	0	0	234
	6	674	59	1	12	9	8	6	8	8	0	0	0	791
09:00	3	186	8	0	2	2	8	2	5	3	0	0	0	219
09:15	2	144	13	1	4	0	2	1	2	1	0	0	0	170
09:30	1	162	19	3	3	3	0	3	4	1	0	0	0	199
09:45	3	208	14	0	5	0	3	0	3	2	0	0	0	238
	9	700	54	4	14	5	13	6	14	7	0	0	0	826
10:00	0	172	19	1	4	4	4	4	1	1	0	0	0	210
10:15	0	157	10	2	2	3	1	2	3	2	0	0	0	182
10:30	0	162	19	0	4	2	4	4	2	2	0	0	0	199
10:45	3	188	16	3	5	1	4	3	4	3	0	0	0	230
	3	679	64	6	15	10	13	13	10	8	0	0	0	821
11:00	0	201	21	1	4	1	3	1	1	0	0	0	0	233
11:15	1	195	33	0	5	3	4	3	3	1	0	0	0	248
11:30	3	205	26	3	4	1	3	1	3	3	0	0	0	252
11:45	0	224	14	0	5	5	0	3	2	2	0	0	0	255
	4	825	94	4	18	10	10	8	9	6	0	0	0	988
Total	41	4434	411	19	73	46	61	43	61	39	0	0	0	5228
Percent	0.8%	84.8%	7.9%	0.4%	1.4%	0.9%	1.2%	0.8%	1.2%	0.7%	0.0%	0.0%	0.0%	

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Site Code: 8239
Station ID: # 8
NW 12 STREET
BETWEEN NW 97 AVENUE & NW 87 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	3	218	15	0	5	3	1	1	3	3	0	0	0	252
12:15	1	213	16	0	3	4	1	3	4	5	0	0	0	250
12:30	0	220	25	1	3	1	4	4	4	4	0	0	0	266
12:45	1	233	22	1	1	2	2	2	2	4	0	0	0	270
	5	884	78	2	12	10	8	10	13	16	0	0	0	1038
13:00	0	241	24	0	5	3	2	0	0	5	0	0	0	280
13:15	1	218	23	3	1	1	4	3	3	3	0	0	0	260
13:30	0	230	19	0	1	0	2	3	1	1	0	0	0	257
13:45	1	196	20	2	5	1	2	2	4	2	0	0	0	235
	2	885	86	5	12	5	10	8	8	11	0	0	0	1032
14:00	0	212	20	2	2	4	4	1	2	2	0	0	0	249
14:15	1	219	17	0	5	5	2	4	2	4	0	0	0	259
14:30	0	183	23	1	2	2	1	2	2	1	0	0	0	217
14:45	1	222	14	1	3	3	4	1	1	3	0	0	0	253
	2	836	74	4	12	14	11	8	7	10	0	0	0	978
15:00	2	236	28	2	5	2	0	2	3	0	0	0	0	280
15:15	1	217	18	0	5	1	2	2	1	4	0	0	0	251
15:30	2	198	22	1	1	2	2	2	2	0	0	0	0	232
15:45	2	212	16	1	1	0	0	1	4	2	0	0	0	239
	7	863	84	4	12	5	4	7	10	6	0	0	0	1002
16:00	1	214	13	1	4	5	2	2	1	3	0	0	0	246
16:15	1	213	12	0	1	1	4	1	1	1	0	0	0	235
16:30	0	217	14	1	2	2	1	3	1	1	0	0	0	242
16:45	0	242	12	2	2	4	4	2	1	2	0	0	0	271
	2	886	51	4	9	12	11	8	4	7	0	0	0	994
17:00	3	244	15	0	1	5	3	1	0	4	0	0	0	276
17:15	1	229	11	0	1	2	4	1	2	0	0	0	0	251
17:30	0	249	11	1	0	2	2	1	0	4	0	0	0	270
17:45	0	215	13	0	0	8	4	3	0	3	0	0	0	246
	4	937	50	1	2	17	13	6	2	11	0	0	0	1043
18:00	1	219	8	1	0	4	3	0	0	3	0	0	0	239
18:15	1	209	8	0	3	1	3	1	0	1	0	0	0	227
18:30	1	206	14	0	2	2	2	1	2	1	0	0	0	231
18:45	1	217	11	0	4	4	1	0	1	0	0	0	0	239
	4	851	41	1	9	11	9	2	3	5	0	0	0	936
19:00	3	195	13	0	3	3	3	1	0	0	0	0	0	221
19:15	3	182	15	0	1	3	3	1	0	3	0	0	0	211
19:30	1	172	11	0	0	0	1	3	0	3	0	0	0	191
19:45	1	158	14	0	0	1	1	1	0	1	0	0	0	177
	8	707	53	0	4	7	8	6	0	7	0	0	0	800
20:00	1	132	10	0	3	2	1	1	0	0	0	0	0	150
20:15	0	164	6	0	2	0	0	2	0	2	0	0	0	176
20:30	2	150	6	2	0	2	2	0	0	0	0	0	0	164
20:45	0	102	9	0	0	3	1	0	0	3	0	0	0	118
	3	548	31	2	5	7	4	3	0	5	0	0	0	608
21:00	0	90	8	0	2	0	1	1	0	0	0	0	0	102
21:15	0	73	3	0	1	0	0	1	0	0	0	0	0	78
21:30	0	72	5	0	0	1	2	1	0	1	1	0	0	83
21:45	0	63	2	0	0	0	1	0	0	0	0	0	0	66
	0	298	18	0	3	1	4	3	0	1	1	0	0	329
22:00	1	98	3	0	0	1	1	1	0	0	0	0	0	105
22:15	1	85	0	0	1	0	1	0	1	0	0	0	0	89
22:30	1	55	4	0	0	0	1	1	0	0	0	0	0	62
22:45	0	67	5	0	0	0	0	0	0	1	0	0	0	73
	3	305	12	0	1	1	3	2	1	1	0	0	0	329
23:00	0	74	5	0	0	0	0	0	0	0	0	0	0	79
23:15	0	63	3	0	0	0	0	1	0	0	0	0	0	67
23:30	1	59	3	0	0	0	0	0	0	0	0	0	0	63
23:45	1	53	0	0	0	0	1	0	0	0	0	0	0	55
	2	249	11	0	0	0	1	1	0	0	0	0	0	264
Total	42	8249	589	23	81	90	86	64	48	80	1	0	0	9353
Percent	0.4%	88.2%	6.3%	0.2%	0.9%	1.0%	0.9%	0.7%	0.5%	0.9%	0.0%	0.0%	0.0%	
Grand Total	83	12683	1000	42	154	136	147	107	109	119	1	0	0	14581
Percent	0.6%	87.0%	6.9%	0.3%	1.1%	0.9%	1.0%	0.7%	0.7%	0.8%	0.0%	0.0%	0.0%	

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Site Code: 7504
Station ID: # 9
NW 12 STREET
WEST OF NW 84 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	2	37	7	0	0	0	0	0	0	0	0	0	0	46
00:15	0	49	0	0	0	0	0	5	0	0	0	0	0	54
00:30	0	17	3	0	0	0	0	0	0	0	0	0	0	20
00:45	0	23	5	0	2	0	0	0	2	0	0	0	0	32
	2	126	15	0	2	0	0	5	2	0	0	0	0	152
01:00	0	16	2	0	0	2	0	0	0	0	0	0	0	20
01:15	0	20	5	0	0	0	0	0	2	0	0	0	0	27
01:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15
01:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20
	0	71	7	0	0	2	0	0	2	0	0	0	0	82
02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:15	0	9	0	0	0	0	0	0	1	0	0	0	0	10
02:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:45	1	9	2	0	1	0	0	0	0	0	0	0	0	13
	1	41	4	0	1	0	0	0	1	0	0	0	0	48
03:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
03:15	1	17	0	0	0	0	0	0	0	0	0	0	0	18
03:30	0	20	1	0	3	0	0	0	0	0	0	0	0	24
03:45	0	28	2	0	0	0	0	0	0	0	0	0	0	30
	1	81	3	0	3	0	0	0	0	0	0	0	0	88
04:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
04:15	0	32	2	2	0	0	0	0	0	0	0	0	0	36
04:30	1	18	3	1	1	1	0	0	1	0	0	0	0	26
04:45	0	41	6	0	1	0	0	0	1	0	0	0	0	49
	1	105	11	3	2	1	0	0	2	0	0	0	0	125
05:00	0	26	7	0	0	1	0	1	1	0	0	0	0	36
05:15	1	42	6	0	1	0	0	0	0	0	0	0	0	50
05:30	0	74	8	0	1	0	0	0	2	0	0	0	0	85
05:45	0	112	13	0	0	0	0	0	0	0	0	0	0	125
	1	254	34	0	2	1	0	1	3	0	0	0	0	296
06:00	0	86	16	0	0	0	0	0	2	0	0	0	0	104
06:15	0	117	20	0	1	0	0	0	0	1	0	0	0	139
06:30	0	197	28	0	1	0	0	4	0	0	0	0	0	230
06:45	6	259	39	0	0	0	0	3	0	0	0	0	0	307
	6	659	103	0	2	0	0	7	2	1	0	0	0	780
07:00	3	256	29	5	5	0	0	3	2	2	0	0	0	305
07:15	2	303	33	0	2	0	0	2	2	2	0	0	0	346
07:30	2	410	50	2	2	0	0	2	2	2	0	0	0	472
07:45	0	470	36	2	8	0	2	8	0	4	0	0	0	530
	7	1439	148	9	17	0	2	15	6	10	0	0	0	1653
08:00	4	430	56	2	4	2	2	11	2	4	0	0	0	517
08:15	2	462	47	0	11	0	0	19	6	4	0	0	0	551
08:30	0	484	31	0	6	0	0	14	2	8	0	0	0	545
08:45	2	497	39	5	9	2	0	11	2	0	0	0	0	567
	8	1873	173	7	30	4	2	55	12	16	0	0	0	2180
09:00	2	420	55	9	7	0	2	11	2	9	0	0	0	517
09:15	0	298	45	2	9	4	2	4	6	2	0	0	0	372
09:30	0	268	41	2	13	2	0	5	2	2	0	0	0	335
09:45	2	253	46	2	5	2	0	2	5	0	0	0	0	317
	4	1239	187	15	34	8	4	22	15	13	0	0	0	1541
10:00	0	247	37	0	7	0	4	2	5	0	0	0	0	302
10:15	0	240	27	3	8	0	2	6	0	0	0	0	0	286
10:30	0	210	41	5	16	0	2	2	3	0	0	0	0	279
10:45	2	243	37	2	13	2	0	3	0	2	0	0	0	304
	2	940	142	10	44	2	8	13	8	2	0	0	0	1171
11:00	0	211	39	0	9	2	2	6	0	0	0	0	0	269
11:15	1	195	36	3	8	0	1	1	3	0	0	0	0	248
11:30	0	199	31	3	7	0	0	1	0	1	0	0	0	242
11:45	0	211	24	4	7	0	0	7	1	0	0	0	0	254
	1	816	130	10	31	2	3	15	4	1	0	0	0	1013
Total	34	7644	957	54	168	20	19	133	57	43	0	0	0	9129
Percent	0.4%	83.7%	10.5%	0.6%	1.8%	0.2%	0.2%	1.5%	0.6%	0.5%	0.0%	0.0%	0.0%	

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NW 12 STREET
WEST OF NW 84 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	239	44	0	5	0	2	0	0	2	0	0	0	292
12:15	0	239	30	2	3	2	2	3	5	0	0	0	0	286
12:30	2	222	26	6	8	0	0	9	2	5	0	0	0	280
12:45	3	244	30	3	3	3	0	0	0	0	0	0	0	286
	5	944	130	11	19	5	4	12	7	7	0	0	0	1144
13:00	0	226	39	0	6	0	0	6	5	0	0	0	0	282
13:15	0	213	46	3	8	0	0	3	0	0	0	0	0	273
13:30	0	226	28	3	5	0	0	7	2	0	0	0	0	271
13:45	0	189	36	3	4	1	0	1	3	0	0	0	0	237
	0	854	149	9	23	1	0	17	10	0	0	0	0	1063
14:00	0	174	31	6	4	4	0	6	4	0	0	0	0	229
14:15	0	173	35	4	10	1	1	1	1	0	0	0	0	226
14:30	0	151	21	4	5	0	0	3	0	0	0	0	0	184
14:45	0	153	27	1	4	0	0	2	0	1	0	0	0	188
	0	651	114	15	23	5	1	12	5	1	0	0	0	827
15:00	1	135	23	4	5	0	1	1	1	0	0	0	0	171
15:15	1	143	18	5	3	1	1	0	4	0	0	0	0	176
15:30	0	147	19	6	3	1	0	0	0	0	0	0	0	176
15:45	3	154	17	3	1	0	0	1	0	0	0	0	0	179
	5	579	77	18	12	2	2	2	5	0	0	0	0	702
16:00	0	136	10	3	3	0	0	0	0	0	0	0	0	152
16:15	1	133	12	2	1	0	0	4	1	0	0	0	0	154
16:30	2	141	15	3	0	2	2	2	0	2	0	0	0	169
16:45	0	134	16	0	2	2	0	2	0	0	0	0	0	156
	3	544	53	8	6	4	2	8	1	2	0	0	0	631
17:00	0	129	22	0	4	1	0	0	0	0	0	0	0	156
17:15	0	115	11	2	1	0	0	2	0	0	0	0	0	131
17:30	3	126	12	2	2	0	0	0	0	0	0	0	0	145
17:45	0	135	8	1	0	0	0	1	1	0	0	0	0	146
	3	505	53	5	7	1	0	3	1	0	0	0	0	578
18:00	0	93	11	2	0	1	0	0	2	0	0	0	0	109
18:15	0	116	14	1	1	0	0	1	4	0	0	0	0	137
18:30	0	115	6	0	0	0	0	0	1	0	0	0	0	122
18:45	0	118	8	2	5	0	0	0	0	0	0	0	0	133
	0	442	39	5	6	1	0	1	7	0	0	0	0	501
19:00	1	101	13	0	1	0	0	0	1	0	0	0	0	117
19:15	0	104	8	0	0	0	0	1	0	0	0	0	0	113
19:30	2	103	7	0	2	0	0	1	0	0	0	0	0	115
19:45	0	88	3	0	0	0	0	0	0	0	0	0	0	91
	3	396	31	0	3	0	0	2	1	0	0	0	0	436
20:00	0	93	11	0	1	0	0	1	0	0	0	0	0	106
20:15	0	93	9	1	0	0	0	0	1	0	0	0	0	104
20:30	0	98	7	0	1	0	0	0	0	0	0	0	0	106
20:45	0	76	3	0	1	0	0	0	1	0	0	0	0	81
	0	360	30	1	3	0	0	1	2	0	0	0	0	397
21:00	0	85	7	0	0	0	0	0	0	0	0	0	0	92
21:15	0	74	7	0	1	0	0	1	1	0	0	0	0	84
21:30	0	76	6	1	4	0	0	1	3	0	0	0	0	91
21:45	0	75	6	0	0	0	0	0	2	0	0	0	0	83
	0	310	26	1	5	0	0	2	6	0	0	0	0	350
22:00	0	80	5	0	0	0	0	0	0	0	0	0	0	85
22:15	0	65	6	0	0	0	0	0	1	0	0	0	0	72
22:30	0	45	5	0	0	0	0	0	0	0	0	0	0	50
22:45	0	36	1	0	0	0	0	0	1	0	0	0	0	38
	0	226	17	0	0	0	0	0	2	0	0	0	0	245
23:00	0	42	1	0	0	0	0	0	0	0	0	0	0	43
23:15	0	47	9	2	0	0	0	0	0	0	0	0	0	58
23:30	0	50	0	2	0	0	0	0	0	0	0	0	0	52
23:45	0	55	2	0	2	0	0	0	0	0	0	0	0	59
	0	194	12	4	2	0	0	0	0	0	0	0	0	212
Total	19	6005	731	77	109	19	9	60	47	10	0	0	0	7086
Percent	0.3%	84.7%	10.3%	1.1%	1.5%	0.3%	0.1%	0.8%	0.7%	0.1%	0.0%	0.0%	0.0%	
Grand Total	53	13649	1688	131	277	39	28	193	104	53	0	0	0	16215
Percent	0.3%	84.2%	10.4%	0.8%	1.7%	0.2%	0.2%	1.2%	0.6%	0.3%	0.0%	0.0%	0.0%	

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WEST OF NW 84 AVENUE
Latitude: 0' 0.000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	24	2	0	0	0	0	0	0	0	0	0	0	26
00:15	1	27	3	0	0	0	0	0	0	0	0	0	0	31
00:30	0	32	3	0	0	0	0	0	2	0	0	0	0	37
00:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24
	1	107	8	0	0	0	0	0	2	0	0	0	0	118
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:15	0	24	5	0	0	0	0	0	0	0	0	0	0	29
01:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16
01:45	0	9	9	0	0	0	0	0	0	0	0	0	0	18
	0	61	15	0	0	0	0	0	0	0	0	0	0	76
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
02:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
02:45	0	9	2	0	0	0	0	2	0	0	0	0	0	13
	0	39	7	0	1	0	0	2	0	0	0	0	0	49
03:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
03:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	0	27	6	0	3	0	0	0	0	0	0	0	0	36
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
04:45	0	17	0	0	3	0	0	3	0	0	0	0	0	23
	0	41	1	0	3	0	0	3	0	0	0	0	0	48
05:00	0	10	10	0	0	0	0	0	0	0	0	0	0	20
05:15	0	10	1	0	0	1	0	0	0	0	0	0	0	12
05:30	0	22	2	2	0	0	0	0	2	0	0	0	0	28
05:45	0	22	7	0	2	0	0	0	0	0	0	0	0	31
	0	64	20	2	2	1	0	0	2	0	0	0	0	91
06:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50
06:15	0	28	9	0	0	0	0	0	1	0	0	0	0	38
06:30	0	59	13	0	2	0	0	2	0	0	0	0	0	76
06:45	0	63	11	0	2	0	0	2	2	0	0	0	0	80
	0	193	40	0	4	0	0	4	3	0	0	0	0	244
07:00	2	62	16	0	0	0	0	0	0	0	0	0	0	80
07:15	2	61	14	2	2	2	0	0	2	0	0	0	0	85
07:30	0	67	11	0	0	0	0	0	0	0	0	0	0	78
07:45	5	88	23	3	3	0	0	0	8	0	0	0	0	130
	9	278	64	5	5	2	0	0	10	0	0	0	0	373
08:00	3	93	14	3	0	0	0	3	0	0	0	0	0	116
08:15	2	94	13	0	2	0	0	0	0	0	0	0	0	111
08:30	2	63	19	2	0	0	0	3	0	0	0	0	0	89
08:45	7	83	41	0	2	0	0	0	0	0	0	0	0	133
	14	333	87	5	4	0	0	6	0	0	0	0	0	449
09:00	0	89	25	2	2	0	0	2	4	2	0	0	0	126
09:15	0	126	13	0	7	0	0	2	0	0	0	0	0	148
09:30	0	122	18	2	9	0	0	0	2	0	0	0	0	153
09:45	0	127	34	7	5	0	0	0	0	0	0	0	0	173
	0	464	90	11	23	0	0	4	6	2	0	0	0	600
10:00	0	133	18	2	5	0	0	0	0	0	0	0	0	158
10:15	2	127	16	0	5	0	0	0	5	0	0	0	0	155
10:30	0	154	32	0	12	0	0	0	2	0	0	0	0	200
10:45	0	156	27	0	0	0	0	2	0	0	0	0	0	185
	2	570	93	2	22	0	0	2	7	0	0	0	0	698
11:00	0	169	34	0	4	0	0	0	2	0	0	0	0	209
11:15	2	144	31	2	11	0	0	2	4	0	0	0	0	196
11:30	0	144	41	2	7	0	0	2	0	0	0	0	0	196
11:45	0	182	21	4	6	0	0	0	2	0	0	0	0	215
	2	639	127	8	28	0	0	4	8	0	0	0	0	816
Total	28	2816	558	33	95	3	0	25	38	2	0	0	0	3598
Percent	0.8%	78.3%	15.5%	0.9%	2.6%	0.1%	0.0%	0.7%	1.1%	0.1%	0.0%	0.0%	0.0%	

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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	234	28	11	2	0	0	5	0	2	0	0	0	282
12:15	0	216	48	2	0	0	0	0	7	0	0	0	0	273
12:30	0	213	25	4	4	0	0	4	4	0	0	0	0	254
12:45	0	209	18	5	2	0	0	2	0	0	0	0	0	236
	0	872	119	22	8	0	0	11	11	2	0	0	0	1045
13:00	0	212	33	0	9	0	0	2	0	0	0	0	0	256
13:15	0	207	34	2	7	0	0	2	4	0	0	0	0	256
13:30	3	195	28	0	3	0	0	2	2	2	0	0	0	235
13:45	2	211	24	6	4	2	0	0	2	0	0	0	0	251
	5	825	119	8	23	2	0	6	8	2	0	0	0	998
14:00	0	223	33	2	0	0	0	2	2	0	0	0	0	262
14:15	0	252	40	2	7	0	0	5	2	0	0	0	0	308
14:30	0	218	44	0	8	0	0	2	2	0	0	0	0	274
14:45	0	275	35	0	5	0	0	0	7	7	0	0	0	329
	0	968	152	4	20	0	0	9	13	7	0	0	0	1173
15:00	0	283	51	3	3	0	0	3	0	0	0	0	0	343
15:15	2	270	54	2	4	0	0	0	0	2	0	0	0	334
15:30	0	296	32	0	8	0	0	4	2	2	0	0	0	344
15:45	0	289	32	4	8	0	0	2	0	0	0	0	0	335
	2	1138	169	9	23	0	0	9	2	4	0	0	0	1356
16:00	0	281	46	2	2	0	0	2	0	2	0	0	0	335
16:15	0	273	37	2	6	0	0	6	0	6	0	0	0	330
16:30	0	304	23	2	4	0	0	4	0	6	0	0	0	343
16:45	0	309	23	4	2	0	0	0	0	2	0	0	0	340
	0	1167	129	10	14	0	0	12	0	16	0	0	0	1348
17:00	0	356	20	3	0	3	0	10	0	7	0	0	0	399
17:15	0	326	33	3	8	0	0	3	0	5	0	0	0	378
17:30	0	296	28	3	6	0	0	11	0	11	0	0	0	355
17:45	0	276	41	0	3	0	0	10	0	3	0	0	0	333
	0	1254	122	9	17	3	0	34	0	26	0	0	0	1465
18:00	0	312	15	0	4	0	0	2	0	4	0	0	0	337
18:15	0	297	25	0	0	0	0	0	0	0	0	0	0	322
18:30	2	331	30	2	0	0	0	2	0	0	0	0	0	367
18:45	0	307	32	0	2	0	0	0	0	0	0	0	0	341
	2	1247	102	2	6	0	0	4	0	4	0	0	0	1367
19:00	0	253	21	0	4	0	0	0	0	2	0	0	0	280
19:15	0	234	19	0	0	0	0	0	0	0	0	0	0	253
19:30	4	195	10	0	10	0	0	0	0	0	0	0	0	219
19:45	2	159	11	0	0	0	0	0	0	0	0	0	0	172
	6	841	61	0	14	0	0	0	0	2	0	0	0	924
20:00	0	136	17	2	0	0	0	0	0	0	0	0	0	155
20:15	2	156	24	2	2	0	0	0	0	0	0	0	0	186
20:30	0	125	12	0	0	0	0	0	0	0	0	0	0	137
20:45	1	110	3	0	0	0	0	0	0	0	0	0	0	114
	3	527	56	4	2	0	0	0	0	0	0	0	0	592
21:00	0	124	3	0	0	0	0	0	0	0	0	0	0	127
21:15	2	99	14	0	0	0	0	0	0	0	0	0	0	115
21:30	1	89	1	0	1	0	0	0	1	0	0	0	0	93
21:45	0	102	7	0	2	0	0	0	0	0	0	0	0	111
	3	414	25	0	3	0	0	0	1	0	0	0	0	446
22:00	0	104	9	0	2	0	0	0	0	0	0	0	0	115
22:15	0	97	4	0	0	0	0	0	0	0	0	0	0	101
22:30	0	69	4	0	0	0	0	0	0	0	0	0	0	73
22:45	0	79	6	0	0	0	0	0	0	0	0	0	0	85
	0	349	23	0	2	0	0	0	0	0	0	0	0	374
23:00	0	64	6	0	1	0	0	0	0	0	0	0	0	71
23:15	1	73	5	0	0	0	0	0	0	0	0	0	0	79
23:30	0	64	3	0	0	2	0	0	0	0	0	0	0	69
23:45	0	64	2	0	0	0	0	0	0	0	0	0	0	66
	1	265	16	0	1	2	0	0	0	0	0	0	0	285
Total	22	9867	1093	68	133	7	0	85	35	63	0	0	0	11373
Percent	0.2%	86.8%	9.6%	0.6%	1.2%	0.1%	0.0%	0.7%	0.3%	0.6%	0.0%	0.0%	0.0%	
Grand Total	50	12683	1651	101	228	10	0	110	73	65	0	0	0	14971
Percent	0.3%	84.7%	11.0%	0.7%	1.5%	0.1%	0.0%	0.7%	0.5%	0.4%	0.0%	0.0%	0.0%	

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Site Code: 20814
Station ID: # 10
NW 12 STREET
BETWEEN NW 84 AVENUE & NW 82 AVENUE
Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	45	0	0	0	0	0	0	0	0	0	0	0	45
00:15	0	46	0	0	0	0	0	0	0	0	0	0	0	46
00:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
00:45	0	32	0	0	0	0	0	0	0	0	0	0	0	32
	0	141	2	0	0	0	0	0	0	0	0	0	0	143
01:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28
01:15	0	24	2	0	0	0	0	0	0	0	0	0	0	26
01:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
01:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	0	76	9	0	0	0	0	0	0	0	0	0	0	85
02:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	15	0	0	2	0	0	0	0	0	0	0	0	17
02:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	51	1	0	2	0	0	0	0	0	0	0	0	54
03:00	0	15	1	0	0	0	0	1	0	0	0	0	0	17
03:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
03:30	0	28	2	0	0	0	0	0	0	0	0	0	0	30
03:45	0	18	0	0	2	0	0	0	0	1	0	0	0	21
	0	81	5	0	2	0	0	1	0	1	0	0	0	90
04:00	0	11	0	0	0	0	0	1	0	0	0	0	0	12
04:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37
04:30	0	26	5	0	0	0	0	0	2	0	0	0	0	33
04:45	0	37	2	0	0	2	0	2	0	0	0	0	0	43
	0	108	10	0	0	2	0	3	2	0	0	0	0	125
05:00	0	31	2	1	1	0	0	0	1	0	0	0	0	36
05:15	1	48	3	0	0	1	0	0	0	0	0	0	0	53
05:30	0	72	9	0	1	0	0	1	0	1	0	0	0	84
05:45	0	111	15	0	0	0	0	0	0	0	0	0	0	126
	1	262	29	1	2	1	0	1	1	1	0	0	0	299
06:00	1	76	11	0	0	0	0	0	0	0	0	0	0	88
06:15	1	116	24	0	0	2	0	0	2	0	0	0	0	145
06:30	0	191	20	0	1	3	0	4	0	3	0	0	0	222
06:45	0	238	15	0	0	1	0	3	3	0	0	0	0	260
	2	621	70	0	1	6	0	7	5	3	0	0	0	715
07:00	0	252	26	1	6	4	0	6	1	1	0	0	0	297
07:15	0	300	29	0	0	0	3	6	1	4	0	0	0	343
07:30	4	387	46	2	0	0	2	4	4	2	0	0	0	451
07:45	2	454	41	5	9	5	0	7	7	0	0	0	0	530
	6	1393	142	8	15	9	5	23	13	7	0	0	0	1621
08:00	0	430	33	0	7	4	4	7	4	0	0	0	0	489
08:15	0	480	37	0	0	0	0	12	6	3	0	0	0	538
08:30	0	463	44	0	5	8	0	0	3	5	0	0	0	528
08:45	0	502	32	6	6	0	0	6	0	0	0	0	0	552
	0	1875	146	6	18	12	4	25	13	8	0	0	0	2107
09:00	4	401	30	2	0	0	2	0	2	4	0	0	0	445
09:15	1	297	28	0	1	1	3	3	6	1	0	0	0	341
09:30	0	266	31	4	4	6	0	6	1	1	0	0	0	319
09:45	0	231	25	3	3	0	0	3	3	1	0	0	0	269
	5	1195	114	9	8	7	5	12	12	7	0	0	0	1374
10:00	2	220	33	0	5	3	5	6	0	0	0	0	0	274
10:15	0	207	26	3	2	2	3	0	0	0	0	0	0	243
10:30	0	196	27	1	6	1	4	3	6	1	0	0	0	245
10:45	0	209	22	1	4	0	1	6	4	3	0	0	0	250
	2	832	108	5	17	6	13	15	10	4	0	0	0	1012
11:00	0	186	28	5	9	3	3	3	1	1	0	0	0	239
11:15	1	198	32	3	3	1	1	1	1	0	0	0	0	241
11:30	2	241	27	2	2	2	0	5	0	2	0	0	0	283
11:45	1	204	23	7	5	0	0	5	0	3	0	0	0	248
	4	829	110	17	19	6	4	14	2	6	0	0	0	1011
Total	20	7464	746	46	84	49	31	101	58	37	0	0	0	8636
Percent	0.2%	86.4%	8.6%	0.5%	1.0%	0.6%	0.4%	1.2%	0.7%	0.4%	0.0%	0.0%	0.0%	

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Latitude: 0' 0.000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	2	261	32	5	3	2	2	3	3	0	0	0	0	313
12:15	3	227	29	4	1	5	3	3	1	0	0	0	0	276
12:30	3	250	26	5	3	3	1	1	0	0	0	0	0	292
12:45	0	265	22	4	1	4	0	5	1	1	0	0	0	303
	8	1003	109	18	8	14	6	12	5	1	0	0	0	1184
13:00	2	253	21	2	0	4	0	4	2	1	0	0	0	289
13:15	0	258	33	3	0	0	2	5	0	0	0	0	0	301
13:30	0	247	42	8	3	6	0	3	5	0	0	0	0	314
13:45	3	221	25	4	5	4	0	1	1	0	0	0	0	264
	5	979	121	17	8	14	2	13	8	1	0	0	0	1168
14:00	1	232	23	3	4	1	1	4	1	0	0	0	0	270
14:15	3	221	28	4	3	3	1	3	4	0	0	0	0	270
14:30	1	167	18	2	1	2	1	0	2	1	0	0	0	195
14:45	4	202	31	4	0	0	0	0	1	0	0	0	0	242
	9	822	100	13	8	6	3	7	8	1	0	0	0	977
15:00	1	164	27	1	1	0	1	3	3	0	0	0	0	201
15:15	1	183	24	5	3	1	1	1	0	0	0	0	0	219
15:30	3	156	34	3	0	1	1	3	0	1	0	0	0	202
15:45	1	148	21	4	3	1	0	2	2	0	0	0	0	182
	6	651	106	13	7	3	3	9	5	1	0	0	0	804
16:00	4	169	18	4	3	1	0	1	3	0	0	0	0	203
16:15	2	175	15	1	2	4	0	2	1	0	0	0	0	202
16:30	0	175	19	3	3	1	1	4	0	0	0	0	0	206
16:45	1	176	18	0	4	0	1	1	0	0	0	0	0	201
	7	695	70	8	12	6	2	8	4	0	0	0	0	812
17:00	1	195	13	0	1	1	0	1	0	0	0	0	0	212
17:15	2	153	15	3	0	2	0	2	1	0	0	0	0	178
17:30	5	183	16	1	0	0	1	4	0	1	0	0	0	211
17:45	5	154	10	2	1	0	0	1	1	0	0	0	0	174
	13	685	54	6	2	3	1	8	2	1	0	0	0	775
18:00	3	169	9	0	0	1	1	0	1	0	0	0	0	184
18:15	1	157	14	0	2	0	0	2	1	0	0	0	0	177
18:30	3	159	9	0	0	3	0	0	0	0	0	0	0	174
18:45	0	151	12	1	4	1	0	3	1	0	0	0	0	173
	7	636	44	1	6	5	1	5	3	0	0	0	0	708
19:00	2	118	9	0	0	0	0	0	0	0	0	0	0	129
19:15	1	118	7	1	1	0	0	1	0	0	0	0	0	129
19:30	0	118	5	0	3	0	0	0	0	0	0	0	0	126
19:45	1	98	8	0	0	1	0	2	0	0	0	0	0	110
	4	452	29	1	4	1	0	3	0	0	0	0	0	494
20:00	0	118	7	0	0	0	0	3	0	0	0	0	0	128
20:15	1	85	3	0	0	0	0	0	0	0	0	0	0	89
20:30	0	98	7	0	2	0	0	0	1	1	0	0	0	109
20:45	0	86	5	0	0	0	0	1	2	0	0	0	0	94
	1	387	22	0	2	0	0	4	3	1	0	0	0	420
21:00	0	96	2	0	1	0	0	1	0	0	0	0	0	100
21:15	1	88	7	0	0	1	0	0	1	0	0	0	0	98
21:30	0	78	3	0	0	0	0	1	0	0	0	0	0	82
21:45	1	69	2	0	0	0	0	0	0	0	0	0	0	72
	2	331	14	0	1	1	0	2	1	0	0	0	0	352
22:00	0	95	6	0	1	0	1	0	0	0	0	0	0	103
22:15	0	64	3	0	0	0	0	0	0	1	0	0	0	68
22:30	0	41	2	0	1	0	0	0	0	0	0	0	0	44
22:45	0	39	2	2	0	0	0	0	0	0	0	0	0	43
	0	239	13	2	2	0	1	0	0	1	0	0	0	258
23:00	0	42	3	0	0	0	0	0	0	0	0	0	0	45
23:15	0	47	2	4	0	0	0	0	0	0	0	0	0	53
23:30	0	49	4	0	0	0	0	0	0	0	0	0	0	53
23:45	0	49	1	0	0	0	0	0	0	0	0	0	0	50
	0	187	10	4	0	0	0	0	0	0	0	0	0	201
Total	62	7067	692	83	60	53	19	71	39	7	0	0	0	8153
Percent	0.8%	86.7%	8.5%	1.0%	0.7%	0.7%	0.2%	0.9%	0.5%	0.1%	0.0%	0.0%	0.0%	
Grand Total	82	14531	1438	129	144	102	50	172	97	44	0	0	0	16789
Percent	0.5%	86.6%	8.6%	0.8%	0.9%	0.6%	0.3%	1.0%	0.6%	0.3%	0.0%	0.0%	0.0%	

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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
04/17/12	0	26	3	0	0	0	0	0	0	0	0	0	0	29
00:15	0	32	3	0	0	0	0	0	0	0	0	0	0	35
00:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30
00:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	0	99	10	0	0	0	0	0	0	0	0	0	0	109
01:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
01:15	0	17	0	0	0	0	0	0	1	0	0	0	0	18
01:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:45	1	9	2	0	0	0	0	0	0	0	0	0	0	12
	1	61	7	0	0	0	0	0	1	0	0	0	0	70
02:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
02:15	0	5	0	0	0	0	0	2	0	0	0	0	0	7
02:30	0	10	3	0	0	0	0	0	1	0	0	0	0	14
02:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	0	47	4	0	0	0	0	2	1	0	0	0	0	54
03:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14
03:15	0	6	2	0	0	0	0	1	0	0	0	0	0	9
03:30	1	4	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	1	29	4	0	2	0	0	1	0	0	0	0	0	37
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
04:30	1	13	3	0	0	0	0	0	0	0	0	0	0	17
04:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
	1	45	8	0	0	0	0	0	0	0	0	0	0	54
05:00	1	12	3	0	1	0	0	0	0	0	0	0	0	17
05:15	0	13	3	0	0	0	0	0	1	0	0	0	0	17
05:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27
05:45	0	22	9	0	0	0	0	0	1	0	0	0	0	32
	1	68	21	0	1	0	0	0	2	0	0	0	0	93
06:00	0	47	12	0	0	1	0	0	0	0	0	0	0	60
06:15	0	35	13	0	0	0	0	2	0	0	0	0	0	50
06:30	1	69	16	1	1	0	0	0	2	0	0	0	0	90
06:45	1	85	19	1	1	0	1	0	0	0	0	0	0	108
	2	236	60	2	2	1	1	2	2	0	0	0	0	308
07:00	0	63	13	0	3	0	0	0	1	0	0	0	0	80
07:15	1	88	19	0	1	0	0	1	1	0	0	0	0	111
07:30	1	107	25	2	3	0	0	2	1	1	0	0	0	142
07:45	0	118	25	1	5	0	0	0	1	1	0	0	0	151
	2	376	82	3	12	0	0	3	4	2	0	0	0	484
08:00	0	142	26	2	0	2	0	0	2	0	0	0	0	174
08:15	0	114	25	1	6	1	1	1	0	0	0	0	0	149
08:30	0	135	25	0	9	3	0	1	0	0	0	0	0	173
08:45	0	123	37	1	7	0	0	3	1	1	0	0	0	173
	0	514	113	4	22	6	1	5	3	1	0	0	0	669
09:00	2	169	40	2	2	0	0	2	2	2	0	0	0	221
09:15	0	132	30	0	6	2	0	0	3	2	0	0	0	175
09:30	0	154	34	3	7	1	0	0	1	1	0	0	0	201
09:45	2	146	31	2	11	0	0	3	0	0	0	0	0	195
	4	601	135	7	26	3	0	5	6	5	0	0	0	792
10:00	0	172	28	1	7	1	0	1	1	0	0	0	0	211
10:15	1	142	37	1	4	1	0	1	0	0	0	0	0	187
10:30	1	154	46	3	6	1	0	3	3	0	0	0	0	217
10:45	1	167	28	3	8	0	0	4	3	0	0	0	0	214
	3	635	139	8	25	3	0	9	7	0	0	0	0	829
11:00	0	167	41	2	0	2	0	3	3	0	0	0	0	218
11:15	2	170	48	3	10	3	0	2	0	0	0	0	0	238
11:30	0	177	39	1	7	3	0	0	1	0	0	0	0	228
11:45	0	211	32	3	8	0	0	3	7	0	0	0	0	264
	2	725	160	9	25	8	0	8	11	0	0	0	0	948
Total	17	3436	743	33	115	21	2	35	37	8	0	0	0	4447
Percent	0.4%	77.3%	16.7%	0.7%	2.6%	0.5%	0.0%	0.8%	0.8%	0.2%	0.0%	0.0%	0.0%	

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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	2	250	42	3	6	2	0	3	6	2	0	0	0	316
12:15	3	237	43	4	4	0	0	1	1	1	0	0	0	294
12:30	0	217	44	1	7	0	0	3	3	1	0	0	0	276
12:45	0	200	51	3	5	0	0	2	0	0	5	5	5	276
	5	904	180	11	22	2	0	9	10	4	5	5	5	1162
13:00	0	231	36	3	7	0	0	3	3	3	0	0	0	286
13:15	2	240	32	2	5	2	0	3	0	2	0	0	0	288
13:30	0	235	45	5	11	0	0	2	3	0	0	0	0	301
13:45	0	203	39	6	13	0	0	1	1	1	0	0	0	264
	2	909	152	16	36	2	0	9	7	6	0	0	0	1139
14:00	3	232	51	3	3	2	0	3	0	0	0	0	0	297
14:15	2	241	44	2	5	2	0	3	2	2	0	0	0	303
14:30	0	253	46	3	8	0	0	5	2	0	0	0	0	317
14:45	2	261	51	5	10	0	0	3	2	2	0	0	0	336
	7	987	192	13	26	4	0	14	6	4	0	0	0	1253
15:00	2	285	58	4	8	2	0	0	2	4	0	0	0	365
15:15	0	266	51	4	10	0	2	0	0	0	0	0	0	333
15:30	2	292	39	5	12	0	0	4	4	0	0	0	0	358
15:45	0	238	36	1	6	0	0	1	1	0	0	0	0	283
	4	1081	184	14	36	2	2	5	7	4	0	0	0	1339
16:00	2	288	42	3	5	2	0	5	2	0	0	0	0	349
16:15	3	272	33	5	7	2	0	3	0	2	0	0	0	327
16:30	2	260	46	2	7	0	0	2	2	0	0	0	0	321
16:45	0	201	51	9	4	0	0	9	9	4	0	0	0	287
	7	1021	172	19	23	4	0	19	13	6	0	0	0	1284
17:00	7	213	29	0	0	7	0	15	0	15	0	0	0	286
17:15	5	211	41	10	5	0	0	0	0	5	0	0	0	277
17:30	0	202	38	6	6	0	0	6	0	13	0	0	0	271
17:45	5	176	36	9	9	0	0	9	0	0	0	0	0	244
	17	802	144	25	20	7	0	30	0	33	0	0	0	1078
18:00	3	228	33	7	3	3	0	0	7	0	0	0	0	284
18:15	0	234	32	3	5	3	0	0	0	0	0	0	0	277
18:30	0	276	26	3	5	0	0	2	3	2	0	0	0	317
18:45	3	241	19	3	1	0	0	4	0	1	0	0	0	272
	6	979	110	16	14	6	0	6	10	3	0	0	0	1150
19:00	3	197	23	1	1	0	0	3	0	3	0	0	0	231
19:15	0	203	17	2	3	0	0	0	2	0	0	0	0	227
19:30	1	196	13	0	3	0	0	0	0	0	0	0	0	213
19:45	1	140	14	0	1	0	0	1	0	0	0	0	0	157
	5	736	67	3	8	0	0	4	2	3	0	0	0	828
20:00	0	159	14	2	0	0	0	3	0	0	0	0	0	178
20:15	0	130	8	1	1	0	0	1	0	0	0	0	0	141
20:30	0	119	14	0	6	0	0	0	0	0	0	0	0	139
20:45	1	95	13	1	4	0	0	0	0	0	0	0	0	114
	1	503	49	4	11	0	0	4	0	0	0	0	0	572
21:00	1	104	9	0	1	0	0	0	0	0	0	0	0	115
21:15	1	85	8	1	1	0	0	2	0	0	0	0	0	98
21:30	1	94	9	0	0	0	0	0	0	0	0	0	0	104
21:45	1	76	7	0	0	0	0	0	1	0	0	0	0	85
	4	359	33	1	2	0	0	2	1	0	0	0	0	402
22:00	0	102	11	0	0	0	0	0	1	1	0	0	0	115
22:15	0	88	9	0	1	0	0	0	0	1	0	0	0	99
22:30	0	60	5	0	2	0	0	1	0	0	0	0	0	68
22:45	0	77	6	0	2	0	0	0	0	0	0	0	0	85
	0	327	31	0	5	0	0	1	1	2	0	0	0	367
23:00	0	66	7	1	0	0	0	0	1	0	0	0	0	75
23:15	0	61	6	0	1	0	0	0	0	1	0	0	0	69
23:30	0	61	3	0	1	0	0	1	0	0	0	0	0	66
23:45	0	48	8	0	0	0	0	0	0	0	0	0	0	56
	0	236	24	1	2	0	0	1	1	1	0	0	0	266
Total	58	8844	1338	123	205	27	2	104	58	66	5	5	5	10840
Percent	0.5%	81.6%	12.3%	1.1%	1.9%	0.2%	0.0%	1.0%	0.5%	0.6%	0.0%	0.0%	0.0%	
Grand Total	75	12280	2081	156	320	48	4	139	95	74	5	5	5	15287
Percent	0.5%	80.3%	13.6%	1.0%	2.1%	0.3%	0.0%	0.9%	0.6%	0.5%	0.0%	0.0%	0.0%	

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 20812
Station ID: # 1
Location 1: NW 107 AVENUE BETWEEN NW 25 STREET & NW 41 STREET

NB

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	44	3	0	0	0	0	0	0	0	0	0	0	47	
4/17/2012	12:15:00 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
4/17/2012	12:30:00 AM	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
4/17/2012	12:45:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	125
4/17/2012	1:00:00 AM	0	24	2	0	2	0	0	0	0	0	0	0	0	28	106
4/17/2012	1:15:00 AM	2	20	6	0	0	0	0	0	0	0	0	0	0	28	108
4/17/2012	1:30:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	96
4/17/2012	1:45:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	91
4/17/2012	2:00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	65
4/17/2012	2:15:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9	46
4/17/2012	2:30:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9	36
4/17/2012	2:45:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	33
4/17/2012	3:00:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	44
4/17/2012	3:15:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11	46
4/17/2012	3:30:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	59
4/17/2012	3:45:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	52
4/17/2012	4:00:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	51
4/17/2012	4:15:00 AM	0	13	0	0	3	0	0	0	0	0	0	0	0	16	56
4/17/2012	4:30:00 AM	0	17	5	2	2	0	0	0	0	0	0	0	0	26	60
4/17/2012	4:45:00 AM	0	32	2	0	2	0	0	0	0	0	0	0	0	36	90
4/17/2012	5:00:00 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	99
4/17/2012	5:15:00 AM	0	42	9	0	0	0	0	0	0	0	0	0	0	51	134
4/17/2012	5:30:00 AM	0	53	3	0	0	0	0	3	0	0	0	0	0	59	167
4/17/2012	5:45:00 AM	0	58	6	3	0	0	0	0	0	0	0	0	0	67	198
4/17/2012	6:00:00 AM	0	68	10	0	0	2	0	0	0	0	0	0	0	80	257
4/17/2012	6:15:00 AM	2	103	18	2	4	0	0	0	2	0	0	0	0	131	337
4/17/2012	6:30:00 AM	3	146	3	0	0	0	0	0	3	0	0	0	0	155	433
4/17/2012	6:45:00 AM	0	150	16	8	2	0	0	0	0	0	0	0	0	176	542
4/17/2012	7:00:00 AM	0	171	23	0	3	0	0	3	0	0	0	0	0	200	662
4/17/2012	7:15:00 AM	4	188	21	0	4	4	0	2	0	0	0	0	0	223	754
4/17/2012	7:30:00 AM	0	234	20	4	4	2	0	4	0	0	0	0	0	268	867
4/17/2012	7:45:00 AM	0	246	23	0	8	0	0	10	8	0	0	0	0	295	986
4/17/2012	8:00:00 AM	7	263	30	0	2	0	0	0	0	2	0	0	0	304	1090
4/17/2012	8:15:00 AM	0	273	28	0	9	0	0	2	2	7	0	0	0	321	1188
4/17/2012	8:30:00 AM	0	267	23	7	5	0	0	2	2	0	0	0	0	306	1226
4/17/2012	8:45:00 AM	2	228	50	2	2	0	0	0	0	2	0	0	0	286	1217
4/17/2012	9:00:00 AM	2	220	34	0	5	0	0	2	2	2	0	0	0	267	1180
4/17/2012	9:15:00 AM	0	177	20	0	2	0	0	5	9	0	0	0	0	213	1072
4/17/2012	9:30:00 AM	0	159	29	2	8	0	0	0	6	0	0	0	0	204	970
4/17/2012	9:45:00 AM	0	178	32	2	7	0	0	2	2	0	0	0	0	223	907
4/17/2012	10:00:00 AM	0	155	28	2	4	0	0	0	11	0	0	0	0	200	840
4/17/2012	10:15:00 AM	0	147	26	12	6	0	0	0	0	0	0	0	0	191	818
4/17/2012	10:30:00 AM	0	211	30	9	3	3	0	3	3	0	0	0	0	262	876
4/17/2012	10:45:00 AM	0	196	18	9	5	0	0	0	5	0	0	0	0	233	886
4/17/2012	11:00:00 AM	0	184	23	5	5	2	0	7	5	0	0	0	0	231	917
4/17/2012	11:15:00 AM	2	198	24	5	2	0	0	5	0	0	0	2	0	238	964
4/17/2012	11:30:00 AM	2	236	23	7	7	0	0	5	0	0	0	0	0	280	982
4/17/2012	11:45:00 AM	0	227	32	0	2	2	0	2	5	2	0	0	0	272	1021
		26	5134	642	81	111	15	0	57	65	15	0	2	0	**6148**	
		0.4%	83.5%	10.4%	1.3%	1.8%	0.2%	0.0%	0.9%	1.1%	0.2%	0.0%	0.0%	0.0%		
														V1-trucks	346	
														T1%	**5.6%**	

PM																
4/17/2012	12:00:00 PM	0	233	35	2	0	0	0	0	4	0	0	0	0	274	
4/17/2012	12:15:00 PM	2	256	6	6	2	0	0	0	6	2	0	0	0	280	
4/17/2012	12:30:00 PM	0	250	39	4	6	2	0	2	2	0	0	0	0	305	
4/17/2012	12:45:00 PM	2	255	31	2	4	0	0	7	2	0	0	0	0	303	1162
4/17/2012	1:00:00 PM	0	285	36	2	4	0	0	2	0	0	0	0	0	329	1217
4/17/2012	1:15:00 PM	0	268	16	4	10	0	0	2	2	4	0	0	0	306	1243
4/17/2012	1:30:00 PM	2	256	26	4	8	0	0	6	0	0	0	0	0	302	1240
4/17/2012	1:45:00 PM	2	242	18	2	6	0	0	0	6	0	0	0	0	276	1213
4/17/2012	2:00:00 PM	0	258	31	5	2	0	0	5	5	0	0	0	0	306	1190
4/17/2012	2:15:00 PM	4	250	26	8	0	0	0	0	2	0	0	0	0	290	1174
4/17/2012	2:30:00 PM	2	200	27	0	0	0	0	2	5	0	0	0	0	236	1108
4/17/2012	2:45:00 PM	0	267	18	8	8	2	0	2	2	0	0	0	0	307	1139
4/17/2012	3:00:00 PM	0	269	31	3	8	0	0	3	0	0	0	0	0	314	1147
4/17/2012	3:15:00 PM	4	259	28	6	2	0	0	2	4	0	0	0	0	305	1162
4/17/2012	3:30:00 PM	0	278	28	0	8	0	0	3	3	0	0	0	0	320	1246
4/17/2012	3:45:00 PM	6	221	11	2	9	0	0	6	6	0	0	0	0	261	1200
4/17/2012	4:00:00 PM	0	217	40	4	4	0	0	2	4	2	0	0	0	273	1159
4/17/2012	4:15:00 PM	0	202	25	6	4	0	0	8	2	0	0	0	0	247	1101
4/17/2012	4:30:00 PM	2	205	22	2	9	0	0	9	4	0	0	0	0	253	1034
4/17/2012	4:45:00 PM	2	241	16	5	2	0	0	0	2	0	0	0	0	268	1041
4/17/2012	5:00:00 PM	0	261	27	2	5	2	0	2	0	0	0	0	0	299	1067
4/17/2012	5:15:00 PM	2	221	23	0	2	0	0	0	2	0	0	0	0	250	1070
4/17/2012	5:30:00 PM	4	253	13	2	0	0	0	0	2	0	0	0	0	274	1091
4/17/2012	5:45:00 PM	0	224	12	2	3	0	0	2	0	2	0	0	0	245	1068
4/17/2012	6:00:00 PM	2	226	13	4	0	0	0	6	0	2	0	0	0	253	1022
4/17/2012	6:15:00 PM	0	248	8	0	0	0	0	6	0	0	0	0	0	262	1034
4/17/2012	6:30:00 PM	0	215	19	0	2	0	0	2	0	0	0	0	0	238	998
4/17/2012	6:45:00 PM	0	183	20	2	0	0	0	0	0	0	0	0	0	205	958
4/17/2012	7:00:00 PM	4	206	2	0	2	0	0	4	2	0	0	0	0	220	925
4/17/2012	7:15:00 PM	2	192	9	0	0	0	0	0	2	0	0	0	0	205	868
4/17/2012	7:30:00 PM	0	183	14	2	2	0	0	2	0	0	0	0	0	203	833
4/17/2012	7:45:00 PM	0	193	6	0	2	0	0	0	0	0	0	0	0	201	829
4/17/2012	8:00:00 PM	0	217	8	0	0	0	0	0	0	0	0	0	0	225	834
4/17/2012	8:15:00 PM	0	168	8	0	0	0	0	0	0	0	0	0	0	176	805
4/17/2012	8:30:00 PM	0	188	12	2	0	0	0	0	0	2	0	0	0	204	806
4/17/2012	8:45:00 PM	0	201	4	0	4	0	0	2	0	0	0	0	0	211	816
4/17/2012	9:00:00 PM	2	188	8	0	2	0	0	2	0	2	0	0	0	204	795
4/17/2012	9:15:00 PM	2	208	12	0	2	0	0	0	0	0	0	0	0	224	843
4/17/2012	9:30:00 PM	0	184	9	0	0	0	0	4	2	0	0	0	0	199	838
4/17/2012	9:45:00 PM	0	164	8	0	0	0	0	0	0	0	0	0	0	172	799
4/17/2012	10:00:00 PM	0	136	6	0	0	0	0	2	0	0	0	0	0	144	739
4/17/2012	10:15:00 PM	0	117	2	0	0	0	0	0	0	0	0	0	0	119	634
4/17/2012	10:30:00 PM	0	101	7	0	0	0	0	0	0	0	0	0	0	108	543
4/17/2012	10:45:00 PM	0	83	2	0	0	0	0	0	0	0	0	0	0	85	456
4/17/2012	11:00:00 PM	0	90	2	0	0	0	0	0	0	0	0	0	0	92	404
4/17/2012	11:15:00 PM	0	63	0	0	0	0	0	0	1	0	0	0	0	64	349
4/17/2012	11:30:00 PM	1	63	3	0	1	0	0	0	1	0	0	0	0	69	310
4/17/2012	11:45:00 PM	0	59	3	0	0	0	0	0	2	0	0	0	0	64	289
		47	9747	770	91	123	6	0	95	75	16	0	0	0	**10970**	
		0.4%	88.9%	7.0%	0.8%	1.1%	0.1%	0.0%	0.9%	0.7%	0.1%	0.0%	0.0%	0.0%		
														V2-trucks	406	
														T2%	**3.7%**	
Grand total		73	14881	1412	172	234	21	0	152	140	31	0	2	0		
Percent		0.4%	86.9%	8.2%	1.0%	1.4%	0.1%	0.0%	0.9%	0.8%	0.2%	0.0%	0.0%	0.0%		
														ADT=	**17118**	
														T-Comb %	**4.4%**	

SB

AM

4/17/2012	12:00:00 AM	0	48	0	2	0	0	0	0	0	0	0	0	0	50	
4/17/2012	12:15:00 AM	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
4/17/2012	12:30:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
4/17/2012	12:45:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	123
4/17/2012	1:00:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	92
4/17/2012	1:15:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	66
4/17/2012	1:30:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	54
4/17/2012	1:45:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	45
4/17/2012	2:00:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	31
4/17/2012	2:15:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	35
4/17/2012	2:30:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	30
4/17/2012	2:45:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	22
4/17/2012	3:00:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	26
4/17/2012	3:15:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19
4/17/2012	3:30:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	23
4/17/2012	3:45:00 AM	0	11	0	0	0	2	0	0	0	0	0	0	0	13	32
4/17/2012	4:00:00 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	7	30
4/17/2012	4:15:00 AM	0	6	3	1	0	0	0	0	1	0	0	0	0	11	38
4/17/2012	4:30:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	41
4/17/2012	4:45:00 AM	0	9	4	0	1	0	0	0	1	0	0	0	0	15	43
4/17/2012	5:00:00 AM	0	15	0	0	0	0	0	3	0	0	0	0	0	18	54
4/17/2012	5:15:00 AM	0	17	2	0	0	2	0	0	2	0	0	0	0	23	66
4/17/2012	5:30:00 AM	0	25	2	0	2	0	0	0	2	0	0	0	0	31	87
4/17/2012	5:45:00 AM	0	40	7	0	0	0	0	0	0	0	0	0	0	47	119
4/17/2012	6:00:00 AM	2	46	8	2	0	0	0	0	0	0	0	0	0	58	159
4/17/2012	6:15:00 AM	0	54	7	0	3	0	0	1	1	0	0	0	0	66	202
4/17/2012	6:30:00 AM	1	66	8	0	1	0	0	0	1	0	0	0	0	77	248
4/17/2012	6:45:00 AM	0	97	17	2	2	0	0	0	6	0	0	0	0	124	325
4/17/2012	7:00:00 AM	2	131	16	2	5	0	0	2	0	0	0	0	0	158	425
4/17/2012	7:15:00 AM	0	169	9	0	9	5	0	2	0	0	0	0	0	194	553
4/17/2012	7:30:00 AM	2	242	11	0	4	4	0	4	2	0	0	0	0	269	745
4/17/2012	7:45:00 AM	0	250	28	2	5	0	0	2	4	0	0	0	0	291	912
4/17/2012	8:00:00 AM	0	269	9	0	4	0	0	0	0	0	0	0	0	282	1036
4/17/2012	8:15:00 AM	4	264	18	2	0	0	0	0	0	0	0	0	0	288	1130
4/17/2012	8:30:00 AM	0	242	23	0	4	2	0	12	0	2	0	0	0	285	1146
4/17/2012	8:45:00 AM	0	225	20	3	11	2	0	2	0	0	0	0	0	263	1118
4/17/2012	9:00:00 AM	0	244	23	8	6	0	0	6	0	4	0	0	0	291	1127
4/17/2012	9:15:00 AM	2	220	30	4	9	0	0	2	11	0	0	0	0	278	1117
4/17/2012	9:30:00 AM	0	224	25	4	2	2	0	2	0	2	0	0	0	261	1093
4/17/2012	9:45:00 AM	0	206	33	5	9	0	0	2	2	0	0	0	0	257	1087
4/17/2012	10:00:00 AM	0	186	26	5	5	2	0	2	0	0	0	2	0	228	1024
4/17/2012	10:15:00 AM	2	220	25	7	2	2	0	4	2	0	0	0	0	264	1010
4/17/2012	10:30:00 AM	0	227	20	2	2	0	0	2	2	0	0	0	0	255	1004
4/17/2012	10:45:00 AM	0	200	44	2	2	0	0	0	10	4	0	0	0	262	1009
4/17/2012	11:00:00 AM	0	206	31	3	2	0	0	5	3	0	0	0	0	250	1031
4/17/2012	11:15:00 AM	0	227	12	6	4	0	0	4	6	2	0	0	0	261	1028
4/17/2012	11:30:00 AM	0	243	42	12	2	0	0	2	2	0	0	0	0	303	1076
4/17/2012	11:45:00 AM	0	206	38	12	4	0	0	4	6	2	0	0	0	272	1086
		15	4998	552	86	102	23	0	63	64	16	0	2	0	**5921**	
		0.3%	84.4%	9.3%	1.5%	1.7%	0.4%	0.0%	1.1%	1.1%	0.3%	0.0%	0.0%	0.0%		
														V1-trucks	356	
														T1%	**6.0%**	

PM																
4/17/2012	12:00:00 PM	4	242	19	17	8	2	0	0	8	0	0	0	0	300	1136
4/17/2012	12:15:00 PM	0	236	32	4	4	2	0	5	0	0	0	0	0	283	1158
4/17/2012	12:30:00 PM	0	276	28	2	4	0	0	6	2	0	0	0	0	318	1173
4/17/2012	12:45:00 PM	0	237	37	0	5	0	0	0	2	3	0	0	0	284	1185
4/17/2012	1:00:00 PM	0	300	32	0	2	0	0	4	4	2	0	0	0	344	1229
4/17/2012	1:15:00 PM	0	276	35	6	2	0	0	0	0	0	0	0	0	319	1265
4/17/2012	1:30:00 PM	0	282	24	0	9	0	2	5	2	0	0	0	0	324	1271
4/17/2012	1:45:00 PM	0	260	39	4	7	0	0	4	4	2	0	0	0	320	1307
4/17/2012	2:00:00 PM	4	301	39	6	2	0	0	4	0	0	0	0	0	356	1319
4/17/2012	2:15:00 PM	5	298	31	7	0	0	0	2	5	2	0	0	0	350	1350
4/17/2012	2:30:00 PM	2	280	24	4	6	2	0	6	4	4	0	0	0	332	1358
4/17/2012	2:45:00 PM	0	287	30	5	9	0	0	9	7	0	0	0	0	347	1385
4/17/2012	3:00:00 PM	2	318	19	2	6	0	0	6	2	2	0	0	0	357	1386
4/17/2012	3:15:00 PM	0	362	36	0	2	0	0	2	2	0	0	0	0	404	1440
4/17/2012	3:30:00 PM	0	246	43	2	5	0	0	3	2	2	0	0	0	303	1411
4/17/2012	3:45:00 PM	3	222	24	5	5	0	0	3	5	11	0	0	0	278	1342
4/17/2012	4:00:00 PM	2	275	22	16	8	0	0	4	4	2	0	0	0	333	1318
4/17/2012	4:15:00 PM	0	251	33	6	0	0	0	4	2	0	0	0	0	296	1210
4/17/2012	4:30:00 PM	2	245	23	3	2	0	0	2	2	0	0	0	0	279	1186
4/17/2012	4:45:00 PM	2	244	26	5	5	2	0	2	0	2	0	0	0	288	1196
4/17/2012	5:00:00 PM	0	195	16	1	3	0	0	1	1	0	0	0	0	217	1080
4/17/2012	5:15:00 PM	4	157	8	0	4	0	0	3	0	1	0	0	0	177	961
4/17/2012	5:30:00 PM	4	107	7	5	1	0	0	1	0	4	0	0	0	129	811
4/17/2012	5:45:00 PM	8	179	17	0	0	0	0	3	0	2	0	0	0	209	732
4/17/2012	6:00:00 PM	0	145	10	0	1	1	0	1	0	0	0	0	0	158	673
4/17/2012	6:15:00 PM	3	196	15	1	1	0	0	0	0	1	0	0	0	217	713
4/17/2012	6:30:00 PM	0	260	17	4	6	0	0	0	2	0	0	0	0	289	873
4/17/2012	6:45:00 PM	0	295	19	0	2	0	0	2	0	0	0	0	0	318	982
4/17/2012	7:00:00 PM	0	204	21	2	7	0	0	2	4	0	0	0	0	240	1064
4/17/2012	7:15:00 PM	2	181	16	2	3	0	0	0	0	2	0	0	0	206	1053
4/17/2012	7:30:00 PM	2	185	12	0	7	0	0	2	0	0	0	0	0	208	972
4/17/2012	7:45:00 PM	0	165	15	0	2	0	0	0	0	0	0	0	0	182	836
4/17/2012	8:00:00 PM	0	171	8	2	0	0	0	2	0	0	0	0	0	183	779
4/17/2012	8:15:00 PM	4	174	0	0	0	0	0	0	0	2	0	0	0	180	753
4/17/2012	8:30:00 PM	0	139	2	0	0	0	0	0	0	0	0	0	0	141	686
4/17/2012	8:45:00 PM	0	112	8	0	2	0	0	0	0	0	0	0	0	122	626
4/17/2012	9:00:00 PM	0	108	7	2	2	0	0	0	0	0	0	0	0	119	562
4/17/2012	9:15:00 PM	0	97	5	0	2	0	0	0	0	0	0	0	0	104	486
4/17/2012	9:30:00 PM	0	86	11	2	0	0	0	0	0	0	0	0	0	99	444
4/17/2012	9:45:00 PM	0	87	3	0	0	0	0	0	0	0	0	0	0	90	412
4/17/2012	10:00:00 PM	0	96	5	0	0	0	0	0	0	0	0	0	0	101	394
4/17/2012	10:15:00 PM	0	71	0	2	2	0	0	0	0	0	0	0	0	75	365
4/17/2012	10:30:00 PM	0	76	7	0	0	0	0	0	0	0	0	0	0	83	349
4/17/2012	10:45:00 PM	1	62	1	1	0	0	0	0	1	0	0	0	0	66	325
4/17/2012	11:00:00 PM	0	77	1	0	0	0	0	0	1	1	0	0	0	80	304
4/17/2012	11:15:00 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	48	277
4/17/2012	11:30:00 PM	2	54	2	0	2	0	0	0	0	0	0	0	0	60	254
4/17/2012	11:45:00 PM	0	49	2	0	0	0	0	0	2	0	0	0	0	53	241
		56	9212	833	118	138	9	2	88	68	45	0	0	0	10569	
		0.5%	87.2%	7.9%	1.1%	1.3%	0.1%	0.0%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%		
														V2-trucks	468	
														T2%	4.4%	
Grand total		71	14210	1385	204	240	32	2	151	132	61	0	2	0		
Percent		0.4%	86.2%	8.4%	1.2%	1.5%	0.2%	0.0%	0.9%	0.8%	0.4%	0.0%	0.0%	0.0%		
														ADT=	**16490**	
														T-Comb %	**5.0%**	

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 20811
Station ID: # 2
Location 1: NW 97 AVENUE BETWEEN NW 25 STREET & NW 36 STREET

NB

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
4/17/2012	12:15:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
4/17/2012	12:30:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
4/17/2012	12:45:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	53
4/17/2012	1:00:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	45
4/17/2012	1:15:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	41
4/17/2012	1:30:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	31
4/17/2012	1:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	27
4/17/2012	2:00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	20
4/17/2012	2:15:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	21
4/17/2012	2:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16
4/17/2012	2:45:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13
4/17/2012	3:00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
4/17/2012	3:15:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4	12
4/17/2012	3:30:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16
4/17/2012	3:45:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15
4/17/2012	4:00:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	19
4/17/2012	4:15:00 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8	23
4/17/2012	4:30:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	37
4/17/2012	4:45:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	16	50
4/17/2012	5:00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	57
4/17/2012	5:15:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	71
4/17/2012	5:30:00 AM	0	35	2	0	0	0	0	0	0	0	0	0	0	37	89
4/17/2012	5:45:00 AM	0	38	6	3	0	0	0	0	0	0	0	0	0	47	120
4/17/2012	6:00:00 AM	0	45	3	0	0	0	0	0	0	0	0	0	0	48	154
4/17/2012	6:15:00 AM	0	55	14	0	0	2	0	0	0	0	0	0	0	71	203
4/17/2012	6:30:00 AM	0	88	18	2	0	0	0	0	0	0	0	0	0	108	274
4/17/2012	6:45:00 AM	0	119	7	2	2	0	0	0	0	0	0	0	0	130	357
4/17/2012	7:00:00 AM	0	111	17	0	0	0	0	0	0	0	0	0	0	128	437
4/17/2012	7:15:00 AM	0	156	11	0	5	0	0	0	0	0	0	0	0	172	538
4/17/2012	7:30:00 AM	0	157	14	0	7	0	0	0	0	0	0	0	0	178	608
4/17/2012	7:45:00 AM	2	201	6	2	2	0	0	2	0	0	0	0	0	215	693
4/17/2012	8:00:00 AM	0	185	15	0	4	0	0	0	0	2	0	0	0	206	771
4/17/2012	8:15:00 AM	0	247	19	0	0	0	0	0	0	0	0	0	0	266	865
4/17/2012	8:30:00 AM	0	275	21	6	0	0	0	0	0	0	0	0	0	302	989
4/17/2012	8:45:00 AM	7	177	20	0	2	0	0	0	0	0	0	0	0	206	980
4/17/2012	9:00:00 AM	0	165	12	0	0	4	0	2	2	0	0	0	0	185	959
4/17/2012	9:15:00 AM	2	143	15	2	0	0	0	2	0	0	0	0	0	164	857
4/17/2012	9:30:00 AM	0	139	11	0	0	0	0	2	4	0	0	0	0	156	711
4/17/2012	9:45:00 AM	2	127	14	0	2	0	0	0	0	0	0	0	0	145	650
4/17/2012	10:00:00 AM	3	122	11	3	0	0	0	0	0	0	0	0	0	139	604
4/17/2012	10:15:00 AM	2	128	18	0	0	2	0	0	0	0	0	0	0	150	590
4/17/2012	10:30:00 AM	0	129	12	2	0	0	0	0	0	0	0	0	0	143	577
4/17/2012	10:45:00 AM	0	121	15	0	0	0	0	6	0	0	0	0	0	142	574
4/17/2012	11:00:00 AM	0	115	23	2	0	0	0	0	2	0	0	0	0	142	577
4/17/2012	11:15:00 AM	0	121	15	0	4	0	0	0	0	0	0	0	0	140	567
4/17/2012	11:30:00 AM	0	136	10	5	2	0	0	2	0	0	0	0	0	155	579
4/17/2012	11:45:00 AM	3	121	9	3	3	0	0	6	0	0	0	0	0	145	582
		21	3635	352	32	33	9	0	22	8	2	0	0	0	**4114**	
		0.5%	88.4%	8.6%	0.8%	0.8%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%		
														V1-trucks	106	
														T1 %	**2.6%**	

PM																
4/17/2012	12:00:00 PM	0	168	19	0	2	0	0	0	2	0	0	0	0	191	
4/17/2012	12:15:00 PM	0	132	12	2	0	0	0	0	0	0	0	0	0	146	
4/17/2012	12:30:00 PM	0	140	17	0	0	0	0	0	0	0	0	0	0	157	
4/17/2012	12:45:00 PM	2	154	16	0	0	0	0	0	0	0	0	0	0	172	666
4/17/2012	1:00:00 PM	0	171	14	4	4	0	0	0	0	0	0	0	0	193	668
4/17/2012	1:15:00 PM	0	151	17	0	2	0	0	0	0	0	0	0	0	170	692
4/17/2012	1:30:00 PM	0	156	16	0	2	0	0	0	0	0	0	0	0	174	709
4/17/2012	1:45:00 PM	0	134	17	0	0	0	0	2	0	0	0	0	0	153	690
4/17/2012	2:00:00 PM	0	153	14	0	0	0	0	0	0	0	0	0	0	167	664
4/17/2012	2:15:00 PM	0	150	17	0	2	0	0	0	0	0	0	0	0	169	663
4/17/2012	2:30:00 PM	0	134	13	2	2	0	0	0	0	0	0	0	0	151	640
4/17/2012	2:45:00 PM	0	151	15	0	2	0	0	0	0	0	0	0	0	168	655
4/17/2012	3:00:00 PM	2	136	22	2	4	0	0	2	0	0	0	0	0	168	656
4/17/2012	3:15:00 PM	0	160	25	0	5	2	0	0	2	0	0	0	0	194	681
4/17/2012	3:30:00 PM	0	179	21	4	7	0	0	2	0	0	0	0	0	213	743
4/17/2012	3:45:00 PM	0	176	18	2	0	0	0	0	2	0	0	0	0	198	773
4/17/2012	4:00:00 PM	0	183	11	2	0	0	0	2	0	0	0	0	0	198	803
4/17/2012	4:15:00 PM	0	154	14	2	2	2	0	0	0	0	0	0	0	174	783
4/17/2012	4:30:00 PM	2	173	24	0	2	0	0	2	0	0	0	0	0	203	773
4/17/2012	4:45:00 PM	0	182	10	0	0	0	0	0	0	0	0	0	0	192	767
4/17/2012	5:00:00 PM	0	262	11	0	0	0	0	0	0	0	0	0	0	273	842
4/17/2012	5:15:00 PM	2	213	13	2	0	0	0	2	0	0	0	0	0	232	900
4/17/2012	5:30:00 PM	0	211	11	0	0	0	0	0	0	0	0	0	0	222	919
4/17/2012	5:45:00 PM	3	185	5	3	0	0	0	0	0	0	0	0	0	196	923
4/17/2012	6:00:00 PM	4	222	6	0	0	0	0	0	0	0	0	0	0	232	882
4/17/2012	6:15:00 PM	1	147	4	1	0	0	0	1	0	0	0	0	0	154	804
4/17/2012	6:30:00 PM	0	188	6	0	2	0	0	2	0	0	0	0	0	198	780
4/17/2012	6:45:00 PM	0	124	2	0	0	0	0	0	0	0	0	0	0	126	710
4/17/2012	7:00:00 PM	0	129	5	0	0	0	0	0	0	0	0	0	0	134	612
4/17/2012	7:15:00 PM	0	119	7	0	0	0	0	0	0	0	0	0	0	126	584
4/17/2012	7:30:00 PM	3	118	0	0	0	0	0	0	0	0	0	0	0	121	507
4/17/2012	7:45:00 PM	0	95	0	4	0	0	0	0	0	0	0	0	0	99	480
4/17/2012	8:00:00 PM	0	86	7	0	0	0	0	1	0	0	0	0	0	94	440
4/17/2012	8:15:00 PM	0	82	3	0	0	0	0	0	0	0	0	0	0	85	399
4/17/2012	8:30:00 PM	0	64	4	0	0	0	0	0	0	0	0	0	0	68	346
4/17/2012	8:45:00 PM	0	65	3	0	0	0	0	0	0	0	0	0	0	68	315
4/17/2012	9:00:00 PM	0	66	3	0	0	2	0	0	0	0	0	0	0	71	292
4/17/2012	9:15:00 PM	0	72	0	0	2	0	0	0	0	0	0	0	0	74	281
4/17/2012	9:30:00 PM	0	53	2	0	1	0	0	1	0	0	0	0	0	57	270
4/17/2012	9:45:00 PM	0	50	3	0	0	0	0	0	0	0	0	0	0	53	255
4/17/2012	10:00:00 PM	0	36	1	0	0	0	0	0	0	0	0	0	0	37	221
4/17/2012	10:15:00 PM	0	24	0	0	1	0	0	0	0	0	0	0	0	25	172
4/17/2012	10:30:00 PM	0	32	4	0	0	0	0	0	0	0	0	0	0	36	151
4/17/2012	10:45:00 PM	0	28	4	0	0	0	0	0	0	0	0	0	0	32	130
4/17/2012	11:00:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	120
4/17/2012	11:15:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	118
4/17/2012	11:30:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	106
4/17/2012	11:45:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28	102
		19	5907	439	30	42	6	0	17	6	0	0	0	0	**6466**	
		0.3%	91.4%	6.8%	0.5%	0.6%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		
														V2-trucks	101	
														T2 %	1.6%	
Grand total		40	9542	791	62	75	15	0	39	14	2	0	0	0		
Percent		0.4%	90.2%	7.5%	0.6%	0.7%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		
														ADT=	**10580**	
														T-comb=	**2.0%**	

SB

AM

4/17/2012	12:00:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
4/17/2012	12:15:00 AM	1	7	0	0	0	0	0	0	0	0	0	0	0	8	
4/17/2012	12:30:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	
4/17/2012	12:45:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	63
4/17/2012	1:00:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	53
4/17/2012	1:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	51
4/17/2012	1:30:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	32
4/17/2012	1:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	26
4/17/2012	2:00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19
4/17/2012	2:15:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16
4/17/2012	2:30:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16
4/17/2012	2:45:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
4/17/2012	3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4/17/2012	3:15:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	10
4/17/2012	3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4/17/2012	3:45:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
4/17/2012	4:00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
4/17/2012	4:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	11
4/17/2012	4:30:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	19
4/17/2012	4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4/17/2012	5:00:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	23
4/17/2012	5:15:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	16	33
4/17/2012	5:30:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	38
4/17/2012	5:45:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	55
4/17/2012	6:00:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	68
4/17/2012	6:15:00 AM	0	27	10	0	5	0	0	0	0	0	0	0	0	42	94
4/17/2012	6:30:00 AM	0	41	2	0	0	0	0	2	0	0	0	0	0	45	126
4/17/2012	6:45:00 AM	0	74	7	0	2	0	0	0	0	0	0	0	0	83	192
4/17/2012	7:00:00 AM	0	92	5	0	0	0	0	0	0	0	0	0	0	97	267
4/17/2012	7:15:00 AM	0	114	9	0	0	2	0	0	0	2	0	0	0	127	352
4/17/2012	7:30:00 AM	0	146	7	2	4	0	0	0	2	0	0	0	0	161	468
4/17/2012	7:45:00 AM	0	172	31	0	4	0	0	0	0	0	0	0	0	207	592
4/17/2012	8:00:00 AM	5	243	19	0	2	0	0	5	0	2	0	0	0	276	771
4/17/2012	8:15:00 AM	0	207	15	0	4	2	0	4	0	0	0	0	0	232	876
4/17/2012	8:30:00 AM	0	168	15	0	0	0	0	0	0	0	0	0	0	183	898
4/17/2012	8:45:00 AM	2	226	23	2	0	0	0	2	0	0	0	0	0	255	946
4/17/2012	9:00:00 AM	0	157	15	2	2	0	0	0	2	0	0	0	0	178	848
4/17/2012	9:15:00 AM	0	152	18	2	0	4	0	0	0	0	0	0	0	176	792
4/17/2012	9:30:00 AM	0	114	23	0	4	0	0	0	0	0	0	0	0	141	750
4/17/2012	9:45:00 AM	0	147	21	0	0	0	0	0	0	0	0	0	0	168	663
4/17/2012	10:00:00 AM	0	120	14	0	5	2	0	2	0	0	0	0	0	143	628
4/17/2012	10:15:00 AM	0	108	22	4	4	0	0	0	2	0	0	0	0	140	592
4/17/2012	10:30:00 AM	0	128	25	0	5	2	0	0	0	0	0	0	0	160	611
4/17/2012	10:45:00 AM	2	111	15	0	2	0	0	0	0	0	0	0	0	130	573
4/17/2012	11:00:00 AM	0	142	16	2	7	0	0	2	0	0	0	0	0	169	599
4/17/2012	11:15:00 AM	0	98	12	2	12	0	0	2	2	0	0	0	0	128	587
4/17/2012	11:30:00 AM	0	108	26	0	3	0	0	3	0	0	0	0	0	140	567
4/17/2012	11:45:00 AM	8	126	25	0	0	0	0	8	0	0	0	0	0	167	604
		18	3207	389	16	65	12	0	30	8	4	0	0	0	**3749**	
		0.5%	85.5%	10.4%	0.4%	1.7%	0.3%	0.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%		
														V1-trucks	135	
														T1 %	**3.6%**	

PM																
4/17/2012	12:00:00 PM	0	156	15	2	2	0	0	0	0	0	0	0	0	175	
4/17/2012	12:15:00 PM	0	136	22	0	3	0	0	2	0	0	0	0	0	163	
4/17/2012	12:30:00 PM	2	139	17	0	7	0	0	0	0	0	0	0	0	165	
4/17/2012	12:45:00 PM	0	130	22	0	0	2	0	0	2	0	0	0	0	156	659
4/17/2012	1:00:00 PM	0	120	32	2	2	0	0	2	2	0	0	0	0	160	644
4/17/2012	1:15:00 PM	0	159	23	2	2	0	0	0	0	0	0	0	0	186	667
4/17/2012	1:30:00 PM	0	166	16	2	0	0	0	2	0	0	0	0	0	186	688
4/17/2012	1:45:00 PM	2	160	11	9	4	0	0	2	0	0	0	0	0	188	720
4/17/2012	2:00:00 PM	0	195	21	12	7	0	0	5	0	0	0	0	0	240	800
4/17/2012	2:15:00 PM	0	141	28	8	2	0	0	0	0	0	0	0	0	179	793
4/17/2012	2:30:00 PM	2	190	31	2	0	0	0	0	0	2	0	0	0	227	834
4/17/2012	2:45:00 PM	0	153	25	0	6	2	0	0	0	0	0	0	0	186	832
4/17/2012	3:00:00 PM	2	165	19	0	4	0	0	0	0	0	0	0	0	190	782
4/17/2012	3:15:00 PM	0	130	21	6	4	0	0	0	0	0	0	0	0	161	764
4/17/2012	3:30:00 PM	4	194	35	2	2	0	0	0	0	0	0	0	0	237	774
4/17/2012	3:45:00 PM	2	217	28	2	7	0	0	2	0	0	0	0	0	258	846
4/17/2012	4:00:00 PM	0	193	25	0	9	0	0	0	0	0	0	0	0	227	883
4/17/2012	4:15:00 PM	0	237	31	4	4	0	0	0	0	0	0	0	0	276	998
4/17/2012	4:30:00 PM	6	213	34	2	4	0	0	2	0	0	0	0	0	261	1022
4/17/2012	4:45:00 PM	2	207	18	2	0	0	0	4	0	0	0	0	0	233	997
4/17/2012	5:00:00 PM	0	206	11	2	0	0	0	0	0	0	0	0	0	219	989
4/17/2012	5:15:00 PM	4	174	13	0	4	0	0	0	0	9	0	0	0	204	917
4/17/2012	5:30:00 PM	0	175	13	13	0	0	0	0	0	13	0	0	0	214	870
4/17/2012	5:45:00 PM	8	121	40	0	8	0	0	0	0	0	0	0	0	177	814
4/17/2012	6:00:00 PM	0	160	10	0	0	0	0	1	1	0	0	0	0	172	767
4/17/2012	6:15:00 PM	0	197	5	0	2	0	0	2	0	0	0	0	0	206	769
4/17/2012	6:30:00 PM	0	198	18	0	2	0	0	0	0	0	0	0	0	218	773
4/17/2012	6:45:00 PM	2	191	20	0	2	0	0	0	0	0	0	0	0	215	811
4/17/2012	7:00:00 PM	3	166	30	0	3	0	0	3	0	0	0	0	0	205	844
4/17/2012	7:15:00 PM	0	133	14	2	0	0	0	0	2	0	0	0	0	151	789
4/17/2012	7:30:00 PM	0	104	8	0	0	0	0	0	0	0	0	0	0	112	683
4/17/2012	7:45:00 PM	0	102	8	0	2	0	0	0	0	0	0	0	0	112	580
4/17/2012	8:00:00 PM	0	101	2	0	0	0	0	0	0	0	0	0	0	103	478
4/17/2012	8:15:00 PM	4	81	7	0	0	0	0	0	0	0	0	0	0	92	419
4/17/2012	8:30:00 PM	1	62	7	0	1	0	0	1	0	0	0	0	0	72	379
4/17/2012	8:45:00 PM	1	64	3	0	1	0	0	0	0	0	0	0	0	69	336
4/17/2012	9:00:00 PM	0	61	2	0	2	0	0	0	0	0	0	0	0	65	298
4/17/2012	9:15:00 PM	0	53	1	0	0	0	0	0	0	0	0	0	0	54	260
4/17/2012	9:30:00 PM	0	58	2	0	0	0	0	0	0	0	0	0	0	60	248
4/17/2012	9:45:00 PM	0	44	2	0	2	0	0	0	0	0	0	0	0	48	227
4/17/2012	10:00:00 PM	0	49	5	0	2	0	0	0	0	0	0	0	0	56	218
4/17/2012	10:15:00 PM	0	38	2	0	2	0	0	0	0	0	0	0	0	42	206
4/17/2012	10:30:00 PM	0	41	2	0	0	0	0	0	0	0	0	0	0	43	189
4/17/2012	10:45:00 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49	190
4/17/2012	11:00:00 PM	0	49	4	0	0	0	0	0	0	0	0	0	0	53	187
4/17/2012	11:15:00 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34	179
4/17/2012	11:30:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21	157
4/17/2012	11:45:00 PM	0	26	2	0	2	0	0	2	0	0	0	0	0	32	140
		45	6156	708	74	104	4	0	30	7	24	0	0	0	**7152**	
		0.6%	86.1%	9.9%	1.0%	1.5%	0.1%	0.0%	0.4%	0.1%	0.3%	0.0%	0.0%	0.0%		
														V2-trucks	243	
														T2 %	**3.4%**	
Grand total		63	9363	1097	90	169	16	0	60	15	28	0	0	0		
Percent		0.6%	85.9%	10.1%	0.8%	1.6%	0.1%	0.0%	0.6%	0.1%	0.3%	0.0%	0.0%	0.0%		
														ADT=	**10901**	
														T-comb=	**3.5%**	

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 11143
Station ID: # 3
Location 1: NW 87 AVENUE
Location 2: BETWEEN NW 25 STREET & NW 36 STREET

NB

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	61	0	3	3	0	0	0	0	0	0	0	0	67	
4/17/2012	12:15:00 AM	0	69	4	4	0	0	0	0	0	0	0	0	0	77	
4/17/2012	12:30:00 AM	0	60	0	0	0	0	0	0	0	0	0	0	0	60	
4/17/2012	12:45:00 AM	0	36	0	0	0	0	0	0	0	0	0	0	0	36	240
4/17/2012	1:00:00 AM	0	37	0	0	0	0	0	0	0	0	0	0	0	37	210
4/17/2012	1:15:00 AM	0	28	0	0	7	0	0	0	0	0	0	0	0	35	168
4/17/2012	1:30:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	133
4/17/2012	1:45:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	117
4/17/2012	2:00:00 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	108
4/17/2012	2:15:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	84
4/17/2012	2:30:00 AM	0	8	0	2	0	0	0	0	0	0	0	0	0	10	69
4/17/2012	2:45:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	65
4/17/2012	3:00:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	55
4/17/2012	3:15:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	56
4/17/2012	3:30:00 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	15	61
4/17/2012	3:45:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	54
4/17/2012	4:00:00 AM	0	12	0	0	0	6	0	0	0	0	0	0	0	18	54
4/17/2012	4:15:00 AM	3	11	0	0	3	0	0	0	0	0	0	0	0	17	59
4/17/2012	4:30:00 AM	0	33	0	0	0	0	0	0	0	0	0	0	0	33	77
4/17/2012	4:45:00 AM	2	25	2	2	0	0	0	0	0	0	0	0	0	31	99
4/17/2012	5:00:00 AM	0	21	0	4	0	0	0	0	0	0	0	0	0	25	106
4/17/2012	5:15:00 AM	0	39	0	0	0	0	0	0	0	0	0	0	0	39	128
4/17/2012	5:30:00 AM	2	54	0	0	5	0	0	0	2	0	0	0	0	63	158
4/17/2012	5:45:00 AM	0	61	11	0	0	3	0	0	0	0	0	0	0	75	202
4/17/2012	6:00:00 AM	0	64	7	0	0	0	0	0	0	0	0	0	0	71	248
4/17/2012	6:15:00 AM	5	108	18	0	0	0	0	0	0	0	0	1	0	132	341
4/17/2012	6:30:00 AM	3	146	25	0	3	3	0	0	0	0	0	0	0	180	458
4/17/2012	6:45:00 AM	3	175	23	0	0	3	0	0	0	3	0	0	0	207	590
4/17/2012	7:00:00 AM	6	192	22	0	0	3	0	0	0	0	0	0	0	223	742
4/17/2012	7:15:00 AM	3	219	22	0	10	3	0	6	3	0	0	0	0	266	876
4/17/2012	7:30:00 AM	0	340	17	0	3	7	0	3	0	0	0	0	0	370	1066
4/17/2012	7:45:00 AM	7	360	29	7	4	0	4	4	4	11	0	0	0	430	1289
4/17/2012	8:00:00 AM	4	378	13	0	0	4	0	4	0	0	0	0	0	403	1469
4/17/2012	8:15:00 AM	5	358	32	0	0	5	0	0	0	5	0	1	0	406	1609
4/17/2012	8:30:00 AM	0	376	20	0	10	0	0	5	0	0	0	0	0	411	1650
4/17/2012	8:45:00 AM	13	337	36	0	9	0	0	0	0	0	0	0	0	395	1615
4/17/2012	9:00:00 AM	0	305	45	0	4	4	0	8	0	4	0	0	0	370	1582
4/17/2012	9:15:00 AM	7	319	14	0	0	0	0	0	0	0	0	0	0	340	1516
4/17/2012	9:30:00 AM	0	258	23	3	7	3	3	7	3	0	0	0	0	307	1412
4/17/2012	9:45:00 AM	0	243	38	13	9	0	0	3	6	0	0	0	0	312	1329
4/17/2012	10:00:00 AM	0	237	57	4	4	0	0	0	4	0	0	0	0	306	1265
4/17/2012	10:15:00 AM	3	224	34	0	17	3	0	0	0	0	0	0	0	281	1206
4/17/2012	10:30:00 AM	6	247	28	0	6	0	0	3	0	3	0	0	0	293	1192
4/17/2012	10:45:00 AM	3	226	17	0	13	7	0	7	0	3	0	0	0	276	1156
4/17/2012	11:00:00 AM	0	253	40	3	3	0	0	0	0	0	0	0	0	299	1149
4/17/2012	11:15:00 AM	0	249	53	3	9	3	0	3	3	0	0	0	0	323	1191
4/17/2012	11:30:00 AM	0	270	27	0	12	0	3	0	0	0	0	0	0	312	1210
4/17/2012	11:45:00 AM	3	259	34	3	6	6	0	0	0	0	0	0	0	311	1245
		78	6848	695	51	147	63	10	53	25	29	0	2	0	**8001**	
		1.0%	85.6%	8.7%	0.6%	1.8%	0.8%	0.1%	0.7%	0.3%	0.4%	0.0%	0.0%	0.0%		
														V1-trucks	380	
														T1%	4.7%	

PM																
4/17/2012	12:00:00 PM	0	317	27	0	9	3	0	6	3	0	0	0	0	365	
4/17/2012	12:15:00 PM	6	288	26	0	3	0	3	6	0	3	0	0	0	335	
4/17/2012	12:30:00 PM	6	314	24	0	0	0	0	0	3	0	0	0	0	347	
4/17/2012	12:45:00 PM	3	286	31	3	6	0	3	3	0	0	0	1	0	336	1383
4/17/2012	1:00:00 PM	3	313	34	6	9	3	0	0	3	0	0	0	0	371	1389
4/17/2012	1:15:00 PM	6	279	38	0	19	3	3	0	3	0	0	0	0	351	1405
4/17/2012	1:30:00 PM	4	339	30	0	9	0	0	0	0	9	0	0	0	391	1449
4/17/2012	1:45:00 PM	7	303	22	0	7	4	0	7	0	0	0	0	0	350	1463
4/17/2012	2:00:00 PM	4	297	21	11	0	4	0	7	0	0	0	0	0	344	1436
4/17/2012	2:15:00 PM	0	287	34	0	7	3	3	7	0	13	0	0	0	354	1439
4/17/2012	2:30:00 PM	3	276	33	3	0	3	9	3	0	3	0	0	0	333	1381
4/17/2012	2:45:00 PM	5	265	16	0	2	5	0	2	0	2	0	0	0	297	1328
4/17/2012	3:00:00 PM	0	261	43	6	3	3	0	0	0	0	0	0	0	316	1300
4/17/2012	3:15:00 PM	6	227	46	3	12	3	0	6	0	3	0	0	0	306	1252
4/17/2012	3:30:00 PM	7	298	42	4	4	0	0	4	0	0	0	0	0	359	1278
4/17/2012	3:45:00 PM	0	256	34	5	3	0	3	0	3	0	0	0	0	304	1285
4/17/2012	4:00:00 PM	7	286	37	3	3	0	0	7	0	3	0	0	0	346	1315
4/17/2012	4:15:00 PM	0	264	37	3	7	0	0	7	0	3	0	0	0	321	1330
4/17/2012	4:30:00 PM	3	252	34	3	0	3	0	3	3	3	0	0	0	304	1275
4/17/2012	4:45:00 PM	0	237	23	0	6	3	0	12	3	0	0	0	0	284	1255
4/17/2012	5:00:00 PM	11	377	30	0	4	0	4	7	7	0	0	1	0	441	1350
4/17/2012	5:15:00 PM	4	338	13	4	0	8	0	0	0	4	0	0	0	371	1400
4/17/2012	5:30:00 PM	0	386	12	8	0	0	0	0	0	12	0	0	0	418	1514
4/17/2012	5:45:00 PM	0	315	16	4	0	0	0	4	0	0	0	0	0	339	1569
4/17/2012	6:00:00 PM	9	305	14	0	3	3	0	0	0	6	0	0	0	340	1468
4/17/2012	6:15:00 PM	0	289	12	0	0	0	4	0	4	4	0	0	0	313	1410
4/17/2012	6:30:00 PM	0	207	12	0	2	0	0	0	2	0	0	0	0	223	1215
4/17/2012	6:45:00 PM	2	194	9	2	2	0	0	0	2	0	0	0	0	211	1087
4/17/2012	7:00:00 PM	0	188	4	2	4	0	0	0	2	0	0	0	0	200	947
4/17/2012	7:15:00 PM	0	188	3	0	12	3	0	0	6	0	0	0	0	212	846
4/17/2012	7:30:00 PM	0	189	26	0	0	0	0	0	0	3	0	0	0	218	841
4/17/2012	7:45:00 PM	0	175	2	0	0	0	0	0	2	0	0	0	0	179	809
4/17/2012	8:00:00 PM	0	178	6	0	0	0	0	0	0	6	0	0	0	190	799
4/17/2012	8:15:00 PM	2	191	12	0	5	0	0	0	0	0	0	0	0	210	797
4/17/2012	8:30:00 PM	0	143	8	2	0	0	0	4	0	0	0	0	0	157	736
4/17/2012	8:45:00 PM	0	145	0	0	0	0	0	0	0	0	0	0	0	145	702
4/17/2012	9:00:00 PM	0	152	5	0	0	0	0	0	0	0	0	0	0	157	669
4/17/2012	9:15:00 PM	2	119	5	0	0	0	0	0	2	0	0	0	0	128	587
4/17/2012	9:30:00 PM	0	127	3	0	0	0	0	0	0	0	0	1	0	131	561
4/17/2012	9:45:00 PM	0	129	7	0	0	0	0	0	0	0	0	0	0	136	552
4/17/2012	10:00:00 PM	0	134	3	3	0	0	0	0	3	0	0	0	0	143	538
4/17/2012	10:15:00 PM	3	124	0	0	3	3	0	0	0	0	0	0	0	133	543
4/17/2012	10:30:00 PM	0	101	0	5	2	0	0	0	0	0	0	0	0	108	520
4/17/2012	10:45:00 PM	2	91	2	0	0	2	0	0	0	0	0	0	0	97	481
4/17/2012	11:00:00 PM	0	91	4	0	0	0	0	0	0	0	0	0	0	95	433
4/17/2012	11:15:00 PM	4	94	2	0	0	0	0	0	0	0	0	0	0	100	400
4/17/2012	11:30:00 PM	0	94	0	3	0	0	0	0	0	0	0	0	0	97	389
4/17/2012	11:45:00 PM	0	94	4	2	0	0	0	0	0	0	0	0	0	100	392
		109	10803	846	85	146	59	32	95	51	77	0	3	0	**12306**	
		0.9%	87.8%	6.9%	0.7%	1.2%	0.5%	0.3%	0.8%	0.4%	0.6%	0.0%	0.0%	0.0%		
														V2-trucks	548	
														T2%	4.5%	
Grand total		187	17651	1541	136	293	122	42	148	76	106	0	5	0		
Percent		0.9%	86.9%	7.6%	0.7%	1.4%	0.6%	0.2%	0.7%	0.4%	0.5%	0.0%	0.0%	0.0%		
														ADT=	**20307**	
														T %Comb	**4.6%**	

SB

AM

4/17/2012	12:00:00 AM	0	40	12	0	0	0	0	0	0	0	0	0	0	52	
4/17/2012	12:15:00 AM	0	37	6	0	0	0	0	0	0	0	0	0	0	43	
4/17/2012	12:30:00 AM	0	36	0	0	0	0	0	0	0	0	0	0	0	36	
4/17/2012	12:45:00 AM	3	32	0	0	0	0	0	0	0	0	0	0	0	35	166
4/17/2012	1:00:00 AM	0	39	0	0	0	0	0	0	0	0	0	0	0	39	153
4/17/2012	1:15:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	128
4/17/2012	1:30:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	117
4/17/2012	1:45:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	103
4/17/2012	2:00:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	72
4/17/2012	2:15:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	63
4/17/2012	2:30:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	47
4/17/2012	2:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	33
4/17/2012	3:00:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	42
4/17/2012	3:15:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	40
4/17/2012	3:30:00 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	7	38
4/17/2012	3:45:00 AM	0	8	6	0	0	0	0	0	0	0	0	0	0	14	45
4/17/2012	4:00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	42
4/17/2012	4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
4/17/2012	4:30:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	44
4/17/2012	4:45:00 AM	0	8	4	0	4	0	0	0	0	0	0	0	0	16	46
4/17/2012	5:00:00 AM	5	9	5	0	0	5	0	0	0	0	0	0	0	24	56
4/17/2012	5:15:00 AM	3	13	3	3	0	0	0	0	0	0	0	0	0	22	78
4/17/2012	5:30:00 AM	0	24	6	3	0	0	0	3	0	0	0	0	0	36	98
4/17/2012	5:45:00 AM	4	45	0	0	4	0	0	0	0	0	0	0	0	53	135
4/17/2012	6:00:00 AM	0	26	10	0	3	5	0	0	0	0	0	0	0	44	155
4/17/2012	6:15:00 AM	6	41	6	3	0	3	0	0	0	0	0	0	0	59	192
4/17/2012	6:30:00 AM	0	81	0	0	0	3	0	0	0	0	0	0	0	84	240
4/17/2012	6:45:00 AM	0	110	27	0	0	0	0	0	0	0	0	0	0	137	324
4/17/2012	7:00:00 AM	0	100	18	4	0	4	0	0	4	0	0	0	0	130	410
4/17/2012	7:15:00 AM	0	129	10	7	10	7	0	3	0	0	0	0	0	166	517
4/17/2012	7:30:00 AM	3	187	19	3	3	0	0	3	3	0	0	0	0	221	654
4/17/2012	7:45:00 AM	0	211	24	3	5	0	3	3	3	0	0	0	0	252	769
4/17/2012	8:00:00 AM	3	216	20	0	12	0	3	6	3	0	0	0	0	263	902
4/17/2012	8:15:00 AM	4	278	34	0	0	0	0	11	0	0	0	0	0	327	1063
4/17/2012	8:30:00 AM	3	299	21	0	6	0	0	6	3	0	0	0	0	338	1180
4/17/2012	8:45:00 AM	3	338	32	3	0	0	0	9	3	0	0	0	0	388	1316
4/17/2012	9:00:00 AM	0	263	41	5	0	0	0	3	0	3	0	0	0	315	1368
4/17/2012	9:15:00 AM	0	228	27	3	5	0	5	5	0	3	0	0	0	276	1317
4/17/2012	9:30:00 AM	3	215	32	6	3	3	0	6	13	0	0	0	0	281	1260
4/17/2012	9:45:00 AM	0	182	30	0	13	7	0	3	3	3	0	0	0	241	1113
4/17/2012	10:00:00 AM	0	234	53	4	8	0	0	11	4	0	0	0	0	314	1112
4/17/2012	10:15:00 AM	3	217	37	7	13	0	0	10	3	0	0	0	0	290	1126
4/17/2012	10:30:00 AM	0	201	37	3	3	0	3	6	0	0	0	0	0	253	1098
4/17/2012	10:45:00 AM	3	227	32	6	6	0	0	3	3	0	0	3	0	283	1140
4/17/2012	11:00:00 AM	0	180	44	8	8	0	3	0	5	3	0	0	0	251	1077
4/17/2012	11:15:00 AM	0	202	40	2	4	2	0	2	0	0	0	0	0	252	1039
4/17/2012	11:30:00 AM	0	248	22	5	2	0	0	2	2	0	0	0	0	281	1067
4/17/2012	11:45:00 AM	3	280	40	6	3	3	0	3	0	0	0	0	0	338	1122
		50	5138	701	84	115	42	17	98	52	12	0	3	0	**6312**	
		0.8%	81.4%	11.1%	1.3%	1.8%	0.7%	0.3%	1.6%	0.8%	0.2%	0.0%	0.0%	0.0%		
														V1-trucks	423	
														T1%	6.7%	

PM																
4/17/2012	12:00:00 PM	0	268	40	3	3	6	0	6	0	3	0	0	0	329	
4/17/2012	12:15:00 PM	0	329	19	8	8	0	0	3	3	0	0	0	0	370	
4/17/2012	12:30:00 PM	0	326	30	3	3	3	0	6	0	0	0	0	0	371	1070
4/17/2012	12:45:00 PM	0	264	40	3	17	0	3	9	0	0	0	0	0	336	1406
4/17/2012	1:00:00 PM	0	307	23	10	10	0	0	7	3	0	0	0	0	360	1437
4/17/2012	1:15:00 PM	0	296	40	5	8	0	0	0	3	3	0	0	0	355	1422
4/17/2012	1:30:00 PM	0	349	32	4	22	0	0	0	0	0	0	0	0	407	1458
4/17/2012	1:45:00 PM	0	331	47	3	3	0	0	9	0	0	0	0	0	393	1515
4/17/2012	2:00:00 PM	0	272	44	3	5	0	3	5	0	3	0	0	0	335	1490
4/17/2012	2:15:00 PM	3	295	40	3	12	0	0	6	0	3	0	0	0	362	1497
4/17/2012	2:30:00 PM	3	283	40	3	8	0	0	3	0	0	0	0	0	340	1430
4/17/2012	2:45:00 PM	0	235	31	6	17	3	0	8	0	3	0	0	0	303	1340
4/17/2012	3:00:00 PM	0	230	20	10	7	2	0	7	0	0	0	0	0	276	1281
4/17/2012	3:15:00 PM	0	206	27	2	7	2	2	0	0	0	0	0	0	246	1165
4/17/2012	3:30:00 PM	0	192	35	2	4	0	2	4	6	0	0	0	0	245	1070
4/17/2012	3:45:00 PM	0	300	37	11	5	0	0	8	3	0	0	0	0	364	1131
4/17/2012	4:00:00 PM	6	396	38	3	6	0	0	0	0	0	0	0	0	449	1304
4/17/2012	4:15:00 PM	8	404	73	0	16	0	0	12	0	0	0	0	0	513	1571
4/17/2012	4:30:00 PM	0	382	43	0	7	4	4	7	4	0	0	0	0	451	1777
4/17/2012	4:45:00 PM	0	355	44	13	10	0	0	10	0	6	0	0	0	438	1851
4/17/2012	5:00:00 PM	0	380	50	13	4	4	0	8	0	0	0	0	0	459	1861
4/17/2012	5:15:00 PM	0	227	20	2	2	0	0	0	0	0	0	0	0	251	1599
4/17/2012	5:30:00 PM	0	241	18	6	6	0	0	2	2	0	0	0	0	275	1423
4/17/2012	5:45:00 PM	2	231	20	2	2	0	0	0	0	2	0	0	0	259	1244
4/17/2012	6:00:00 PM	0	287	7	0	7	0	0	0	0	3	0	0	0	304	1089
4/17/2012	6:15:00 PM	4	408	16	4	8	0	0	4	0	0	0	0	0	444	1282
4/17/2012	6:30:00 PM	0	305	16	3	0	0	0	0	0	0	0	0	0	324	1331
4/17/2012	6:45:00 PM	0	276	26	4	4	0	0	0	7	0	0	0	0	317	1389
4/17/2012	7:00:00 PM	0	221	12	0	0	0	0	3	0	0	0	0	0	236	1321
4/17/2012	7:15:00 PM	0	196	11	0	4	0	0	0	0	2	0	0	0	213	1090
4/17/2012	7:30:00 PM	0	173	16	0	0	0	0	0	0	0	0	0	0	189	955
4/17/2012	7:45:00 PM	0	180	15	0	0	0	0	0	3	0	0	0	0	198	836
4/17/2012	8:00:00 PM	0	158	12	0	0	0	0	0	0	3	0	0	0	173	773
4/17/2012	8:15:00 PM	0	134	2	5	0	0	0	0	0	0	0	0	0	141	701
4/17/2012	8:30:00 PM	0	108	4	0	2	0	0	0	0	0	0	0	0	114	626
4/17/2012	8:45:00 PM	0	109	11	0	0	0	0	0	0	0	0	0	0	120	548
4/17/2012	9:00:00 PM	0	121	5	0	2	0	0	0	0	0	0	0	0	128	503
4/17/2012	9:15:00 PM	0	109	0	0	2	0	0	0	0	0	0	0	0	111	473
4/17/2012	9:30:00 PM	0	122	3	0	0	0	0	0	3	0	0	0	0	128	487
4/17/2012	9:45:00 PM	0	122	4	0	0	0	0	0	0	0	0	0	0	126	493
4/17/2012	10:00:00 PM	0	81	7	0	0	0	0	0	2	0	0	0	0	90	455
4/17/2012	10:15:00 PM	0	98	2	0	0	0	0	0	0	0	0	0	0	100	444
4/17/2012	10:30:00 PM	3	75	8	0	0	0	0	0	3	0	0	0	0	89	405
4/17/2012	10:45:00 PM	3	77	0	0	0	0	0	0	0	0	0	0	0	80	359
4/17/2012	11:00:00 PM	0	79	3	3	3	0	0	0	0	0	0	0	0	88	357
4/17/2012	11:15:00 PM	0	79	0	0	4	0	0	0	0	0	0	0	0	83	340
4/17/2012	11:30:00 PM	0	83	0	0	0	0	0	0	0	0	0	0	0	83	334
4/17/2012	11:45:00 PM	0	53	5	0	0	0	0	0	0	0	0	0	0	58	312
		32	10753	1036	137	228	24	14	127	42	31	0	0	0	**12424**	
		0.3%	86.6%	8.3%	1.1%	1.8%	0.2%	0.1%	1.0%	0.3%	0.2%	0.0%	0.0%	0.0%		
														V2-trucks	603	
														T2%	4.9%	
Grand total		82	15891	1737	221	343	66	31	225	94	43	0	3	0		
Percent		0.4%	84.8%	9.3%	1.2%	1.8%	0.4%	0.2%	1.2%	0.5%	0.2%	0.0%	0.0%	0.0%		

ADT=	**18736**
T %Comb	**5.5%**

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 8258
Station ID: # 4
Location 1: NW 79 AVENUE BETWEEN NW 25 STREET & NW 36 STREET

NB

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
4/17/2012	12:15:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
4/17/2012	12:30:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
4/17/2012	12:45:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	50
4/17/2012	1:00:00 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12	47
4/17/2012	1:15:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	37
4/17/2012	1:30:00 AM	0	5	2	2	0	0	0	0	0	0	0	0	0	9	35
4/17/2012	1:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	30
4/17/2012	2:00:00 AM	2	0	6	0	0	0	0	0	0	0	0	0	0	8	26
4/17/2012	2:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	30
4/17/2012	2:30:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	27
4/17/2012	2:45:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	26
4/17/2012	3:00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20
4/17/2012	3:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	20
4/17/2012	3:30:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	18
4/17/2012	3:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	19
4/17/2012	4:00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	20
4/17/2012	4:15:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	18
4/17/2012	4:30:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	29
4/17/2012	4:45:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13	35
4/17/2012	5:00:00 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	10	42
4/17/2012	5:15:00 AM	0	4	0	0	1	1	0	0	0	0	0	0	0	6	44
4/17/2012	5:30:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8	37
4/17/2012	5:45:00 AM	1	9	3	0	0	0	0	0	0	0	0	0	0	13	37
4/17/2012	6:00:00 AM	0	9	5	0	0	2	0	0	0	0	0	0	0	16	43
4/17/2012	6:15:00 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	31	68
4/17/2012	6:30:00 AM	0	21	9	0	1	0	0	0	0	0	0	0	0	31	91
4/17/2012	6:45:00 AM	0	26	13	0	1	0	0	0	0	0	0	0	0	40	118
4/17/2012	7:00:00 AM	0	34	12	0	1	0	0	0	0	0	0	0	0	47	149
4/17/2012	7:15:00 AM	0	46	8	1	1	1	0	0	0	0	0	0	0	57	175
4/17/2012	7:30:00 AM	0	62	10	2	0	1	1	0	1	0	0	0	0	77	221
4/17/2012	7:45:00 AM	1	100	16	1	0	0	3	1	0	0	0	0	0	122	303
4/17/2012	8:00:00 AM	0	73	17	1	1	1	0	2	1	0	0	0	0	96	352
4/17/2012	8:15:00 AM	1	94	15	4	3	0	0	0	0	0	0	0	0	117	412
4/17/2012	8:30:00 AM	0	105	28	1	4	1	0	3	1	0	0	0	0	143	478
4/17/2012	8:45:00 AM	1	87	20	2	3	3	2	1	0	1	0	0	0	120	476
4/17/2012	9:00:00 AM	0	84	15	1	4	0	0	3	1	0	0	0	0	108	488
4/17/2012	9:15:00 AM	1	68	31	1	5	1	3	1	3	0	0	0	0	114	485
4/17/2012	9:30:00 AM	0	74	19	1	2	1	0	2	0	1	0	0	0	100	442
4/17/2012	9:45:00 AM	1	92	32	0	1	1	1	0	0	0	0	0	0	128	450
4/17/2012	10:00:00 AM	0	85	27	1	3	1	4	1	0	0	0	0	0	122	464
4/17/2012	10:15:00 AM	0	79	18	1	3	0	0	3	1	0	0	0	0	105	455
4/17/2012	10:30:00 AM	0	94	27	0	5	2	0	3	0	0	0	0	0	131	486
4/17/2012	10:45:00 AM	1	75	13	3	2	1	2	2	1	0	0	0	0	100	458
4/17/2012	11:00:00 AM	0	87	21	2	4	0	1	2	0	0	0	0	0	117	453
4/17/2012	11:15:00 AM	0	77	22	1	4	1	1	4	1	0	0	0	0	111	459
4/17/2012	11:30:00 AM	0	96	18	2	5	0	2	3	0	1	0	0	0	127	455
4/17/2012	11:45:00 AM	0	74	33	4	5	1	1	5	0	1	0	0	0	124	479
		9	1836	454	32	60	19	21	36	10	4	0	0	0	2481	
		0.4%	74.0%	18.3%	1.3%	2.4%	0.8%	0.8%	1.5%	0.4%	0.2%	0.0%	0.0%	0.0%		
														V1-trucks	182	
														T1%	**7.3%**	

PM																
4/17/2012	12:00:00 PM	1	106	20	0	5	1	0	3	1	0	0	0	0	137	
4/17/2012	12:15:00 PM	0	106	21	4	10	1	0	4	2	0	0	0	0	148	
4/17/2012	12:30:00 PM	0	116	28	2	2	4	1	6	0	0	0	0	0	159	
4/17/2012	12:45:00 PM	1	123	23	1	3	0	4	5	1	0	0	0	0	161	605
4/17/2012	1:00:00 PM	0	118	17	4	4	1	0	4	3	1	0	0	0	152	620
4/17/2012	1:15:00 PM	1	119	23	0	2	1	0	4	1	0	0	0	0	151	623
4/17/2012	1:30:00 PM	1	123	18	1	2	0	0	3	2	0	0	0	0	150	614
4/17/2012	1:45:00 PM	0	119	20	1	6	1	0	4	1	0	0	0	0	152	605
4/17/2012	2:00:00 PM	0	99	27	1	2	1	0	3	0	2	0	0	0	135	588
4/17/2012	2:15:00 PM	0	101	34	3	5	0	3	0	0	1	0	0	0	147	584
4/17/2012	2:30:00 PM	0	123	29	5	5	0	0	5	2	0	0	0	0	169	603
4/17/2012	2:45:00 PM	1	109	13	4	3	0	0	7	1	1	0	0	0	139	590
4/17/2012	3:00:00 PM	0	113	28	1	3	0	1	6	1	0	0	0	0	153	608
4/17/2012	3:15:00 PM	1	117	26	1	1	3	0	3	3	0	0	0	0	155	616
4/17/2012	3:30:00 PM	0	119	24	1	2	2	0	2	1	0	0	0	0	151	598
4/17/2012	3:45:00 PM	0	116	23	3	5	0	1	3	0	0	0	0	0	151	610
4/17/2012	4:00:00 PM	0	147	26	0	2	0	1	6	0	1	0	0	0	183	640
4/17/2012	4:15:00 PM	1	127	22	1	3	0	3	1	1	1	0	0	0	160	645
4/17/2012	4:30:00 PM	0	154	12	0	5	0	1	4	2	0	0	0	0	178	672
4/17/2012	4:45:00 PM	0	142	15	1	4	0	1	4	0	2	0	0	0	169	690
4/17/2012	5:00:00 PM	0	191	29	0	4	0	1	7	0	0	0	0	0	232	739
4/17/2012	5:15:00 PM	1	133	16	0	0	1	2	5	0	0	0	0	0	158	737
4/17/2012	5:30:00 PM	0	181	15	1	0	2	1	2	0	2	0	0	0	204	763
4/17/2012	5:45:00 PM	0	169	15	1	1	1	1	1	0	0	0	0	0	189	783
4/17/2012	6:00:00 PM	1	154	10	4	5	2	1	4	1	1	0	0	0	183	734
4/17/2012	6:15:00 PM	0	173	16	2	1	2	0	4	1	0	0	0	0	199	775
4/17/2012	6:30:00 PM	0	125	3	0	0	0	1	3	3	0	0	0	0	135	706
4/17/2012	6:45:00 PM	0	97	2	0	0	0	0	1	0	0	0	0	0	100	617
4/17/2012	7:00:00 PM	0	92	6	3	0	0	0	0	0	0	0	0	0	101	535
4/17/2012	7:15:00 PM	0	70	8	0	0	2	0	2	0	0	0	0	0	82	418
4/17/2012	7:30:00 PM	0	66	4	0	1	0	1	0	0	0	0	0	0	72	355
4/17/2012	7:45:00 PM	0	44	5	0	0	1	0	0	0	0	0	0	0	50	305
4/17/2012	8:00:00 PM	0	62	4	0	0	0	0	1	0	0	0	0	0	67	271
4/17/2012	8:15:00 PM	0	53	3	0	0	0	0	0	0	0	0	0	0	56	245
4/17/2012	8:30:00 PM	1	47	1	0	1	0	1	0	0	0	0	0	0	51	224
4/17/2012	8:45:00 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50	224
4/17/2012	9:00:00 PM	0	44	1	0	0	0	0	0	0	0	0	0	0	45	202
4/17/2012	9:15:00 PM	0	36	2	0	2	0	0	0	2	0	0	0	0	42	188
4/17/2012	9:30:00 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	34	171
4/17/2012	9:45:00 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50	171
4/17/2012	10:00:00 PM	0	54	3	2	0	0	0	0	0	0	0	0	0	59	185
4/17/2012	10:15:00 PM	0	26	2	0	1	0	1	1	0	0	0	0	0	31	174
4/17/2012	10:30:00 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	38	178
4/17/2012	10:45:00 PM	1	20	2	0	1	0	0	0	0	0	0	0	0	24	152
4/17/2012	11:00:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26	119
4/17/2012	11:15:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	115
4/17/2012	11:30:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	88
4/17/2012	11:45:00 PM	0	18	2	0	0	0	0	2	0	0	0	0	0	22	86
		11	4478	608	47	91	26	26	110	29	12	0	0	0	**5438**	
		0.2%	82.3%	11.2%	0.9%	1.7%	0.5%	0.5%	2.0%	0.5%	0.2%	0.0%	0.0%	0.0%		
														V2-trucks	341	
														T2%	**6.3%**	
Grand total		20	6314	1062	79	151	45	47	146	39	16	0	0	0		
Percent																
														ADT=	**7919**	
														T-comb%	**6.6%**	

SB

AM

4/17/2012	12:00:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
4/17/2012	12:15:00 AM	0	11	0	0	0	0	1	0	0	0	0	0	0	12	
4/17/2012	12:30:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
4/17/2012	12:45:00 AM	0	7	0	0	5	0	0	0	0	0	0	0	0	12	48
4/17/2012	1:00:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	42
4/17/2012	1:15:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	35
4/17/2012	1:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23
4/17/2012	1:45:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	15
4/17/2012	2:00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
4/17/2012	2:15:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	11
4/17/2012	2:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
4/17/2012	2:45:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	11
4/17/2012	3:00:00 AM	4	4	0	0	0	0	0	0	0	0	0	0	0	8	18
4/17/2012	3:15:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
4/17/2012	3:30:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16
4/17/2012	3:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	19
4/17/2012	4:00:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16
4/17/2012	4:15:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	21
4/17/2012	4:30:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	26
4/17/2012	4:45:00 AM	0	13	0	0	0	3	0	0	0	0	0	0	0	16	35
4/17/2012	5:00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	34
4/17/2012	5:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	33
4/17/2012	5:30:00 AM	0	6	0	1	0	0	0	0	1	0	0	0	0	8	34
4/17/2012	5:45:00 AM	1	16	0	0	0	0	0	0	0	0	0	0	0	17	35
4/17/2012	6:00:00 AM	1	12	3	0	0	0	0	0	0	0	0	0	0	16	47
4/17/2012	6:15:00 AM	0	24	7	0	1	0	0	0	0	0	0	0	0	32	73
4/17/2012	6:30:00 AM	0	31	1	0	1	0	0	0	1	0	0	0	0	34	99
4/17/2012	6:45:00 AM	0	46	3	0	0	0	1	0	1	0	0	0	0	51	133
4/17/2012	7:00:00 AM	0	62	3	0	0	1	3	1	0	0	0	0	0	70	187
4/17/2012	7:15:00 AM	0	70	3	0	1	2	1	1	1	0	0	0	0	79	234
4/17/2012	7:30:00 AM	3	102	3	0	1	2	5	0	0	0	0	0	0	116	316
4/17/2012	7:45:00 AM	3	146	9	0	0	1	3	4	0	1	0	0	0	167	432
4/17/2012	**8:00:00 AM**	**0**	**121**	**10**	**0**	**0**	**1**	**1**	**5**	**1**	**1**	**0**	**0**	**0**	**140**	**502**
4/17/2012	8:15:00 AM	1	144	11	0	1	4	8	0	0	4	0	0	0	173	596
4/17/2012	8:30:00 AM	3	193	12	0	5	1	1	1	0	1	0	0	0	217	697
4/17/2012	8:45:00 AM	4	175	9	0	4	1	5	5	3	7	0	0	0	213	743
4/17/2012	9:00:00 AM	1	138	14	0	3	1	5	5	3	5	0	0	0	175	778
4/17/2012	9:15:00 AM	0	110	11	0	3	1	3	0	3	1	0	0	0	132	737
4/17/2012	9:30:00 AM	0	132	8	0	7	1	3	3	0	1	0	0	0	155	675
4/17/2012	9:45:00 AM	0	100	12	2	7	0	2	3	1	1	0	0	0	128	590
4/17/2012	10:00:00 AM	0	115	6	0	4	0	1	10	3	0	0	0	0	139	554
4/17/2012	10:15:00 AM	0	127	15	0	3	1	3	1	0	0	0	0	0	150	572
4/17/2012	10:30:00 AM	1	116	10	0	4	1	2	1	4	0	0	0	0	139	556
4/17/2012	10:45:00 AM	0	96	15	0	1	0	1	1	1	3	0	0	0	118	546
4/17/2012	11:00:00 AM	0	100	13	0	3	0	1	1	0	1	0	0	0	119	526
4/17/2012	11:15:00 AM	0	121	13	0	3	4	0	1	1	1	1	0	0	145	521
4/17/2012	11:30:00 AM	0	117	15	0	6	0	1	4	0	1	0	0	0	144	526
4/17/2012	11:45:00 AM	1	104	12	1	7	0	1	1	0	3	0	0	0	130	538
		23	2645	219	4	72	25	52	48	25	31	1	0	0	**3145**	
		0.7%	84.1%	7.0%	0.1%	2.3%	0.8%	1.7%	1.5%	0.8%	1.0%	0.0%	0.0%	0.0%		
														V1-trucks	258	
														T1%	**8.2%**	

PM																
4/17/2012	12:00:00 PM	0	133	11	1	3	1	0	4	0	1	0	0	0	154	
4/17/2012	12:15:00 PM	0	129	13	0	5	1	1	3	0	1	0	0	0	153	
4/17/2012	12:30:00 PM	0	118	11	0	6	6	1	4	1	1	0	0	0	148	
4/17/2012	12:45:00 PM	0	122	8	0	7	1	1	2	0	6	0	0	0	147	602
4/17/2012	1:00:00 PM	1	145	13	0	8	1	2	2	0	2	0	0	0	174	622
4/17/2012	1:15:00 PM	1	144	18	0	4	1	4	3	1	2	0	0	0	178	647
4/17/2012	1:30:00 PM	3	151	9	0	9	1	6	3	0	3	0	0	0	185	684
4/17/2012	1:45:00 PM	1	181	12	0	3	3	1	3	1	3	0	0	0	208	745
4/17/2012	2:00:00 PM	2	172	14	0	5	5	0	5	2	2	0	0	0	207	778
4/17/2012	2:15:00 PM	0	203	23	0	12	4	0	2	0	0	0	0	0	244	844
4/17/2012	2:30:00 PM	2	173	13	0	11	0	2	9	2	0	0	0	0	212	871
4/17/2012	2:45:00 PM	2	187	13	0	5	0	2	5	0	2	0	0	0	216	879
4/17/2012	3:00:00 PM	2	190	13	0	11	2	2	2	2	2	0	0	0	226	898
4/17/2012	3:15:00 PM	1	162	24	0	9	0	1	3	1	3	0	0	0	204	858
4/17/2012	3:30:00 PM	0	156	25	0	8	3	2	3	3	3	0	0	0	203	849
4/17/2012	3:45:00 PM	1	150	11	1	7	1	1	4	1	1	0	0	0	178	811
4/17/2012	4:00:00 PM	0	149	11	0	8	1	3	3	3	0	0	0	0	178	763
4/17/2012	4:15:00 PM	0	168	14	0	8	0	2	3	2	3	0	0	0	200	759
4/17/2012	4:30:00 PM	5	140	17	0	3	2	3	3	0	2	0	0	0	175	731
4/17/2012	4:45:00 PM	0	126	6	0	2	1	1	6	1	1	0	0	0	144	697
4/17/2012	5:00:00 PM	0	148	16	0	5	0	3	0	1	1	0	0	0	174	693
4/17/2012	5:15:00 PM	2	130	6	0	1	1	0	1	1	2	0	0	0	144	637
4/17/2012	5:30:00 PM	0	148	7	0	1	0	1	1	0	0	0	0	0	158	620
4/17/2012	5:45:00 PM	0	123	6	0	1	0	3	2	0	1	0	0	0	136	612
4/17/2012	6:00:00 PM	1	127	7	0	2	2	1	2	1	0	0	0	0	143	581
4/17/2012	6:15:00 PM	1	133	7	0	3	6	4	0	0	1	0	0	0	155	592
4/17/2012	6:30:00 PM	4	130	12	0	2	4	4	2	2	2	0	0	0	162	596
4/17/2012	6:45:00 PM	2	113	9	0	2	0	2	0	0	0	0	0	0	128	588
4/17/2012	7:00:00 PM	2	100	4	2	4	0	2	0	2	0	0	0	0	116	561
4/17/2012	7:15:00 PM	1	65	0	0	0	0	0	0	1	0	0	0	0	67	473
4/17/2012	7:30:00 PM	0	61	3	0	1	0	0	0	0	0	0	0	0	65	376
4/17/2012	7:45:00 PM	0	44	3	0	0	0	0	0	0	0	0	0	0	47	295
4/17/2012	8:00:00 PM	0	41	0	0	0	0	0	1	0	0	0	0	0	42	221
4/17/2012	8:15:00 PM	0	42	0	0	0	0	0	0	2	0	0	0	0	44	198
4/17/2012	8:30:00 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	37	170
4/17/2012	8:45:00 PM	0	41	2	0	0	0	0	0	0	0	0	0	0	43	166
4/17/2012	9:00:00 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	154
4/17/2012	9:15:00 PM	0	23	2	0	1	0	0	0	0	0	0	0	0	26	136
4/17/2012	9:30:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	123
4/17/2012	9:45:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	94
4/17/2012	10:00:00 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	31	95
4/17/2012	10:15:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	92
4/17/2012	10:30:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	92
4/17/2012	10:45:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	102
4/17/2012	11:00:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	91
4/17/2012	11:15:00 PM	2	9	0	0	0	0	0	0	0	0	0	0	0	11	79
4/17/2012	11:30:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	65
4/17/2012	11:45:00 PM	0	7	1	0	0	0	0	0	1	0	0	0	0	9	50
		36	4816	369	4	157	47	55	81	31	45	0	0	0	**5641**	
		0.6%	85.4%	6.5%	0.1%	2.8%	0.8%	1.0%	1.4%	0.5%	0.8%	0.0%	0.0%	0.0%		
														V2-trucks	420	
														T2%	**7.4%**	
Grand total		59	7461	588	8	229	72	107	129	56	76	1	0	0		
Percent																
														ADT=	**8786**	
														T-comb%	**7.7%**	

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 8965
Station ID: # 5
Location 1: NW 12 STREET
Location 2: BETWEEN NB RAMPS TURNPIKE & DOLPHIN MALL

EB

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	26	0	0	2	0	0	0	0	0	0	0	0	28	
4/17/2012	12:15:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
4/17/2012	12:30:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
4/17/2012	12:45:00 AM	0	13	0	0	0	0	0	1	0	0	0	0	0	14	72
4/17/2012	1:00:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	61
4/17/2012	1:15:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	51
4/17/2012	1:30:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	46
4/17/2012	1:45:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	45
4/17/2012	2:00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	32
4/17/2012	2:15:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	38
4/17/2012	2:30:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	32
4/17/2012	2:45:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	26
4/17/2012	3:00:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	32
4/17/2012	3:15:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	33
4/17/2012	3:30:00 AM	0	10	0	0	0	2	0	0	0	0	0	0	0	12	43
4/17/2012	3:45:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	46
4/17/2012	4:00:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	49
4/17/2012	4:15:00 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	26	61
4/17/2012	4:30:00 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26	75
4/17/2012	4:45:00 AM	0	45	3	0	3	0	0	0	0	0	0	0	0	51	116
4/17/2012	5:00:00 AM	3	21	7	0	0	0	0	0	0	0	0	0	0	31	134
4/17/2012	5:15:00 AM	0	48	8	0	0	0	0	0	0	0	0	0	0	56	164
4/17/2012	5:30:00 AM	0	74	4	0	9	0	0	4	0	0	0	0	0	91	229
4/17/2012	5:45:00 AM	0	134	17	0	4	0	0	0	0	0	0	0	0	155	333
4/17/2012	6:00:00 AM	0	71	24	0	12	0	0	6	0	0	0	0	0	113	415
4/17/2012	6:15:00 AM	5	109	44	0	5	11	0	0	0	0	0	0	0	174	533
4/17/2012	6:30:00 AM	0	183	32	0	6	6	0	0	0	0	0	0	0	227	669
4/17/2012	6:45:00 AM	4	261	47	0	4	4	0	4	7	0	0	0	0	331	845
4/17/2012	7:00:00 AM	0	314	39	0	0	10	0	10	0	5	0	0	0	378	1110
4/17/2012	7:15:00 AM	0	364	96	0	6	0	0	0	6	0	0	0	0	472	1408
4/17/2012	7:30:00 AM	0	403	39	0	6	0	6	6	6	11	0	0	0	477	1658
4/17/2012	7:45:00 AM	12	625	19	0	6	6	0	12	0	0	0	0	0	680	2007
4/17/2012	8:00:00 AM	0	573	32	0	0	5	0	27	5	0	0	0	0	642	2271
4/17/2012	8:15:00 AM	0	527	60	0	0	7	0	7	0	0	0	0	0	601	2400
4/17/2012	8:30:00 AM	5	513	46	5	5	0	0	31	5	5	0	0	0	615	2538
4/17/2012	8:45:00 AM	0	539	26	0	9	4	0	4	4	13	0	0	0	599	2457
4/17/2012	9:00:00 AM	0	411	32	0	9	0	0	0	0	5	0	0	0	457	2272
4/17/2012	9:15:00 AM	0	337	43	4	12	0	0	4	0	8	0	0	0	408	2079
4/17/2012	9:30:00 AM	0	334	34	14	0	7	3	0	0	0	0	0	0	392	1856
4/17/2012	9:45:00 AM	0	303	31	10	0	0	5	7	2	2	0	0	0	360	1617
4/17/2012	10:00:00 AM	3	318	29	3	6	0	0	0	0	0	0	0	0	359	1519
4/17/2012	10:15:00 AM	0	266	28	0	0	0	0	0	0	0	0	0	0	294	1405
4/17/2012	10:30:00 AM	0	275	21	3	6	0	0	0	0	0	0	0	0	305	1318
4/17/2012	10:45:00 AM	2	251	21	0	0	0	0	5	2	0	0	0	0	281	1239
4/17/2012	11:00:00 AM	0	241	16	0	3	0	3	8	5	3	0	0	0	279	1159
4/17/2012	11:15:00 AM	0	228	28	2	6	0	0	2	2	0	0	0	0	268	1133
4/17/2012	11:30:00 AM	0	241	21	2	0	2	0	2	0	2	0	0	0	270	1098
4/17/2012	11:45:00 AM	0	259	18	4	4	0	0	0	0	2	0	0	0	287	1104
		34	8510	872	47	123	64	17	140	44	56	0	0	0	**9907**	
		0.3%	85.9%	8.8%	0.5%	1.2%	0.6%	0.2%	1.4%	0.4%	0.6%	0.0%	0.0%	0.0%		
														V1-Trucks	491	
														T1%=	5.0%	

PM																
4/17/2012	12:00:00 PM	0	239	13	0	2	2	0	5	0	2	0	0	0	263	
4/17/2012	12:15:00 PM	2	235	22	0	2	2	0	4	0	2	0	0	0	269	
4/17/2012	12:30:00 PM	0	228	20	4	9	0	0	4	0	2	0	0	0	267	
4/17/2012	12:45:00 PM	0	266	17	0	4	2	0	7	0	0	0	0	0	296	1095
4/17/2012	1:00:00 PM	0	231	29	0	6	4	0	0	0	0	0	0	0	270	1102
4/17/2012	1:15:00 PM	0	235	20	0	4	0	0	4	2	0	0	0	0	265	1098
4/17/2012	1:30:00 PM	0	210	21	2	0	0	0	3	0	0	0	0	0	236	1067
4/17/2012	1:45:00 PM	0	240	18	0	2	0	0	8	0	2	0	0	0	270	1041
4/17/2012	2:00:00 PM	0	204	15	0	2	5	0	2	0	2	0	0	0	230	1001
4/17/2012	2:15:00 PM	2	202	24	0	5	2	0	2	0	2	0	0	0	239	975
4/17/2012	2:30:00 PM	0	207	18	2	6	0	0	2	0	2	0	0	0	237	976
4/17/2012	2:45:00 PM	0	210	14	0	2	0	0	2	0	0	0	0	0	228	934
4/17/2012	3:00:00 PM	0	201	29	0	0	2	0	0	0	0	0	0	0	232	936
4/17/2012	3:15:00 PM	0	270	5	2	0	2	0	5	0	2	0	0	0	286	983
4/17/2012	3:30:00 PM	0	267	14	0	0	0	0	12	0	5	0	0	0	298	1044
4/17/2012	3:45:00 PM	0	230	21	5	2	2	0	12	0	5	0	0	0	277	1093
4/17/2012	4:00:00 PM	0	231	12	0	2	0	0	7	0	5	0	0	0	257	1118
4/17/2012	4:15:00 PM	0	229	16	0	0	4	0	6	0	0	0	0	0	255	1087
4/17/2012	4:30:00 PM	0	274	18	3	0	0	0	3	0	0	0	0	0	298	1087
4/17/2012	4:45:00 PM	0	259	18	0	0	0	0	4	0	4	0	0	0	285	1095
4/17/2012	5:00:00 PM	3	192	21	3	0	3	0	11	3	8	0	0	0	244	1082
4/17/2012	5:15:00 PM	0	222	18	0	5	2	0	7	0	7	0	0	0	261	1088
4/17/2012	5:30:00 PM	0	256	10	0	0	0	0	5	2	12	0	0	0	285	1075
4/17/2012	5:45:00 PM	0	276	12	3	0	0	0	3	0	6	0	0	0	300	1090
4/17/2012	6:00:00 PM	0	224	16	0	0	5	0	7	0	5	0	0	0	257	1103
4/17/2012	6:15:00 PM	3	247	8	0	3	3	0	0	0	11	0	0	0	275	1117
4/17/2012	6:30:00 PM	0	221	8	4	2	0	0	0	0	8	0	0	0	243	1075
4/17/2012	6:45:00 PM	0	213	6	0	2	0	0	0	0	6	0	0	0	227	1002
4/17/2012	7:00:00 PM	0	195	10	0	4	2	0	6	0	6	0	0	0	223	968
4/17/2012	7:15:00 PM	0	199	10	0	2	0	0	2	0	2	0	0	0	215	908
4/17/2012	7:30:00 PM	0	200	7	0	1	0	0	3	0	3	0	0	0	214	879
4/17/2012	7:45:00 PM	0	165	15	0	1	0	0	3	0	1	0	0	0	185	837
4/17/2012	8:00:00 PM	0	159	11	0	0	0	0	1	1	4	0	0	0	176	790
4/17/2012	8:15:00 PM	1	139	9	0	0	0	0	5	0	3	0	0	0	157	732
4/17/2012	8:30:00 PM	0	102	2	0	0	0	0	2	0	2	0	0	0	108	626
4/17/2012	8:45:00 PM	0	127	5	0	1	0	0	1	0	0	0	0	0	134	575
4/17/2012	9:00:00 PM	0	77	6	0	1	0	0	1	0	1	0	0	0	86	485
4/17/2012	9:15:00 PM	0	88	4	0	0	0	1	0	0	1	0	0	0	94	422
4/17/2012	9:30:00 PM	0	89	0	0	0	0	0	0	0	0	0	0	0	89	403
4/17/2012	9:45:00 PM	0	104	6	0	0	0	0	0	0	0	0	0	0	110	379
4/17/2012	10:00:00 PM	0	84	3	0	2	0	0	0	1	0	0	0	0	90	383
4/17/2012	10:15:00 PM	0	65	3	0	0	0	0	0	0	1	0	0	0	69	358
4/17/2012	10:30:00 PM	0	66	3	0	0	0	0	0	0	0	0	0	0	69	338
4/17/2012	10:45:00 PM	0	71	1	0	0	0	0	0	0	0	0	0	0	72	300
4/17/2012	11:00:00 PM	0	64	1	0	0	0	0	0	0	0	0	0	0	65	275
4/17/2012	11:15:00 PM	0	45	2	0	0	0	0	0	0	0	0	0	0	47	253
4/17/2012	11:30:00 PM	0	48	6	0	0	0	0	0	0	0	0	0	0	54	238
4/17/2012	11:45:00 PM	0	41	1	0	1	0	0	0	0	0	0	0	0	43	209
		11	8647	568	28	73	42	1	149	9	122	0	0	0	**9650**	
		0.1%	89.6%	5.9%	0.3%	0.8%	0.4%	0.0%	1.5%	0.1%	1.3%	0.0%	0.0%	0.0%		
														V2-Trucks	424	
														T2%=	4.4%	
															ADT	**19557**
															Comb T %	4.7%

WB

AM

4/17/2012	12:00:00 AM	0	79	3	0	1	0	0	0	0	0	0	0	0	83	
4/17/2012	12:15:00 AM	1	63	1	0	0	0	0	0	0	0	0	0	0	65	
4/17/2012	12:30:00 AM	0	49	0	0	1	0	1	0	0	0	0	0	0	51	
4/17/2012	12:45:00 AM	1	42	0	0	0	0	0	0	0	0	0	0	0	43	242
4/17/2012	1:00:00 AM	0	32	0	0	0	0	0	0	0	0	0	0	0	32	191
4/17/2012	1:15:00 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	149
4/17/2012	1:30:00 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	122
4/17/2012	1:45:00 AM	0	20	0	0	0	0	0	1	0	0	0	0	0	21	100
4/17/2012	2:00:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	84
4/17/2012	2:15:00 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	7	68
4/17/2012	2:30:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9	53
4/17/2012	2:45:00 AM	2	13	1	0	0	0	0	0	0	0	0	0	0	16	48
4/17/2012	3:00:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	39
4/17/2012	3:15:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	43
4/17/2012	3:30:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	39
4/17/2012	3:45:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	32
4/17/2012	4:00:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	33
4/17/2012	4:15:00 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	10	32
4/17/2012	4:30:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	38
4/17/2012	4:45:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	48
4/17/2012	5:00:00 AM	0	14	1	0	0	1	0	0	0	0	0	0	0	16	56
4/17/2012	5:15:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	65
4/17/2012	5:30:00 AM	0	25	0	0	0	0	1	0	0	0	0	0	0	26	80
4/17/2012	5:45:00 AM	0	22	5	1	0	0	0	0	0	0	0	0	0	28	89
4/17/2012	6:00:00 AM	1	23	2	1	0	0	0	0	1	0	0	0	0	28	101
4/17/2012	6:15:00 AM	0	30	4	0	0	2	0	2	4	0	0	0	0	42	124
4/17/2012	6:30:00 AM	0	25	5	0	1	0	0	0	0	0	0	0	0	31	129
4/17/2012	6:45:00 AM	1	38	1	0	0	1	0	3	0	1	0	0	0	45	146
4/17/2012	7:00:00 AM	0	38	5	1	0	0	0	2	0	1	0	0	0	47	165
4/17/2012	7:15:00 AM	0	47	7	1	1	3	0	0	1	0	0	0	0	60	183
4/17/2012	7:30:00 AM	1	52	6	0	1	1	0	1	3	0	0	0	0	65	217
4/17/2012	7:45:00 AM	0	65	8	0	2	2	0	2	0	0	0	0	0	79	251
4/17/2012	8:00:00 AM	0	80	11	0	2	0	4	0	4	0	0	0	0	101	305
4/17/2012	8:15:00 AM	0	81	6	0	0	0	2	0	0	0	0	0	0	89	334
4/17/2012	8:30:00 AM	0	55	8	1	0	1	0	1	1	0	0	0	0	67	336
4/17/2012	8:45:00 AM	3	34	11	3	2	2	0	3	3	0	0	0	0	61	318
4/17/2012	9:00:00 AM	0	63	3	3	0	0	2	2	3	2	0	0	0	78	295
4/17/2012	9:15:00 AM	0	62	5	0	3	0	2	3	2	0	0	0	0	77	283
4/17/2012	9:30:00 AM	0	63	7	0	0	2	0	2	0	0	0	0	0	74	290
4/17/2012	9:45:00 AM	3	69	14	1	1	0	0	0	0	0	0	0	0	88	317
4/17/2012	10:00:00 AM	0	95	7	2	0	2	2	0	2	2	0	0	0	112	351
4/17/2012	10:15:00 AM	0	85	10	0	2	3	0	2	2	0	0	0	0	104	378
4/17/2012	10:30:00 AM	1	88	24	0	3	0	0	0	1	0	0	0	0	117	421
4/17/2012	10:45:00 AM	0	94	12	0	1	0	1	4	3	1	0	0	0	116	449
4/17/2012	11:00:00 AM	2	109	11	2	5	2	0	5	0	2	0	0	0	138	475
4/17/2012	11:15:00 AM	2	110	13	0	0	0	3	5	2	5	0	0	0	140	511
4/17/2012	11:30:00 AM	0	143	18	0	2	0	2	5	2	0	0	0	0	172	566
4/17/2012	11:45:00 AM	1	116	18	0	0	0	0	1	3	1	0	0	0	140	590
		20	2188	238	16	29	22	20	44	38	15	0	0	0	**2630**	
		0.8%	83.2%	9.0%	0.6%	1.1%	0.8%	0.8%	1.7%	1.4%	0.6%	0.0%	0.0%	0.0%		
														V1-Trucks	184	
														T1%=	7.0%	

PM																
4/17/2012	12:00:00 PM	1	146	13	0	3	1	3	0	0	1	0	0	0	168	620
4/17/2012	12:15:00 PM	0	166	13	3	0	1	1	9	4	3	0	0	0	200	680
4/17/2012	12:30:00 PM	3	162	17	2	0	0	0	3	0	3	0	0	0	190	698
4/17/2012	12:45:00 PM	2	175	8	2	7	3	3	5	2	3	0	0	0	210	768
4/17/2012	1:00:00 PM	2	206	17	2	3	3	0	7	5	3	0	0	0	248	848
4/17/2012	1:15:00 PM	1	187	20	1	0	1	4	3	0	1	0	0	0	218	866
4/17/2012	1:30:00 PM	0	217	16	0	3	3	2	0	0	6	0	0	0	247	923
4/17/2012	1:45:00 PM	3	202	15	0	3	4	0	1	1	0	0	0	0	229	942
4/17/2012	2:00:00 PM	0	176	14	0	0	3	7	6	1	4	0	0	0	211	905
4/17/2012	2:15:00 PM	2	232	24	0	2	2	3	10	2	2	0	0	0	279	966
4/17/2012	2:30:00 PM	0	246	25	0	0	3	2	3	3	3	0	0	0	285	1004
4/17/2012	2:45:00 PM	2	237	20	2	2	0	5	8	3	6	0	0	0	285	1060
4/17/2012	3:00:00 PM	3	256	13	0	1	1	4	7	1	4	0	0	0	290	1139
4/17/2012	3:15:00 PM	7	220	28	3	1	4	4	10	4	3	0	0	0	284	1144
4/17/2012	3:30:00 PM	2	303	35	0	2	2	7	9	2	0	0	0	0	362	1221
4/17/2012	3:45:00 PM	0	288	28	2	4	2	6	4	4	4	0	0	0	342	1278
4/17/2012	4:00:00 PM	1	296	29	0	0	6	3	16	4	9	0	0	0	364	1352
4/17/2012	4:15:00 PM	5	340	32	0	0	2	14	11	0	9	0	0	0	413	1481
4/17/2012	4:30:00 PM	1	295	31	1	1	1	4	8	1	1	0	0	0	344	1463
4/17/2012	4:45:00 PM	2	352	13	0	2	4	4	7	0	11	0	0	0	395	1516
4/17/2012	5:00:00 PM	2	473	28	2	2	0	11	20	2	0	0	0	0	540	1692
4/17/2012	5:15:00 PM	0	417	35	0	6	2	6	18	2	12	0	0	0	498	1777
4/17/2012	5:30:00 PM	2	375	30	0	0	7	7	5	0	5	0	0	0	431	1864
4/17/2012	5:45:00 PM	4	364	26	0	0	0	5	9	0	7	0	0	0	415	1884
4/17/2012	6:00:00 PM	4	327	29	0	0	4	14	14	4	4	0	0	0	400	1744
4/17/2012	6:15:00 PM	3	311	32	0	0	8	3	13	2	3	0	0	0	375	1621
4/17/2012	6:30:00 PM	2	300	19	0	2	5	2	11	2	5	0	0	0	348	1538
4/17/2012	6:45:00 PM	2	295	14	0	0	5	2	11	5	9	0	0	0	343	1466
4/17/2012	7:00:00 PM	2	251	12	0	2	3	5	7	3	8	0	0	0	293	1359
4/17/2012	7:15:00 PM	3	244	19	0	0	1	4	5	0	6	0	0	0	282	1266
4/17/2012	7:30:00 PM	3	222	8	0	0	1	5	4	0	3	0	0	0	246	1164
4/17/2012	7:45:00 PM	1	224	17	0	1	4	3	8	1	5	0	0	0	264	1085
4/17/2012	8:00:00 PM	1	247	11	0	0	1	7	8	1	3	0	0	0	279	1071
4/17/2012	8:15:00 PM	0	222	14	0	1	3	0	4	0	4	0	0	0	248	1037
4/17/2012	8:30:00 PM	0	214	7	0	1	0	3	4	3	7	0	0	0	239	1030
4/17/2012	8:45:00 PM	0	216	10	0	1	3	3	1	0	4	0	0	0	238	1004
4/17/2012	9:00:00 PM	1	215	18	0	1	4	1	7	0	4	0	0	0	251	976
4/17/2012	9:15:00 PM	0	188	13	0	0	2	11	3	1	3	0	0	0	221	949
4/17/2012	9:30:00 PM	1	228	10	0	0	3	2	4	0	2	0	0	0	250	960
4/17/2012	9:45:00 PM	4	242	11	0	1	2	9	0	0	4	0	0	0	273	995
4/17/2012	10:00:00 PM	2	210	13	0	0	1	4	4	0	4	0	0	0	238	982
4/17/2012	10:15:00 PM	0	154	16	0	2	1	0	1	0	1	0	0	0	175	936
4/17/2012	10:30:00 PM	0	126	4	0	1	0	2	2	0	1	0	0	0	136	822
4/17/2012	10:45:00 PM	0	103	4	0	0	1	0	1	0	1	0	0	0	110	659
4/17/2012	11:00:00 PM	0	138	4	0	1	1	2	0	0	2	0	0	0	148	569
4/17/2012	11:15:00 PM	0	132	3	0	0	0	0	3	0	1	0	0	0	139	533
4/17/2012	11:30:00 PM	0	111	6	0	0	0	2	2	0	1	0	0	0	122	519
4/17/2012	11:45:00 PM	0	97	7	0	1	1	3	1	0	0	0	0	0	110	519
		74	11348	831	20	57	109	192	297	63	185	0	0	0	**13176**	
		0.6%	86.1%	6.3%	0.2%	0.4%	0.8%	1.5%	2.3%	0.5%	1.4%	0.0%	0.0%	0.0%		
														V2-Trucks	923	
														T2%=	7.0%	
															ADT	**15806**
															Comb T %	7.0%

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 12175
Station ID: # 6
Location 1: NW 12 STREET BETWEEN NW 111 AVENUE & NW 107 AVENUE

Eastbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	68	3	0	0	0	0	1	0	0	0	0	0	72	
4/17/2012	12:15:00 AM	1	55	2	0	1	0	0	0	0	0	0	0	0	59	
4/17/2012	12:30:00 AM	0	41	1	0	0	0	0	1	0	0	0	0	0	43	
4/17/2012	12:45:00 AM	0	20	5	0	0	0	0	0	0	0	0	0	0	25	199
4/17/2012	1:00:00 AM	0	26	2	4	2	0	0	0	0	0	0	0	0	34	161
4/17/2012	1:15:00 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	22	124
4/17/2012	1:30:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	96
4/17/2012	1:45:00 AM	0	20	0	0	2	0	0	0	0	0	0	0	0	22	93
4/17/2012	2:00:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	74
4/17/2012	2:15:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	67
4/17/2012	2:30:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	61
4/17/2012	2:45:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	52
4/17/2012	3:00:00 AM	0	8	1	0	0	0	0	1	0	0	0	0	0	10	47
4/17/2012	3:15:00 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	14	46
4/17/2012	3:30:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8	45
4/17/2012	3:45:00 AM	0	4	0	0	0	0	0	0	4	0	0	0	0	8	40
4/17/2012	4:00:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	40
4/17/2012	4:15:00 AM	0	18	1	0	0	0	0	0	1	0	0	0	0	20	46
4/17/2012	4:30:00 AM	0	18	1	0	0	0	1	0	0	0	0	0	0	20	58
4/17/2012	4:45:00 AM	0	21	1	0	1	0	0	0	0	0	0	0	0	23	73
4/17/2012	5:00:00 AM	0	18	2	0	1	0	0	0	1	0	0	0	0	22	85
4/17/2012	5:15:00 AM	0	40	5	0	2	1	0	1	0	0	0	0	0	49	114
4/17/2012	5:30:00 AM	1	53	10	0	1	1	0	1	0	0	0	0	0	67	161
4/17/2012	5:45:00 AM	0	75	13	1	0	1	1	2	1	0	0	0	0	94	232
4/17/2012	6:00:00 AM	0	73	9	0	1	0	0	1	1	0	0	0	0	85	295
4/17/2012	6:15:00 AM	1	100	14	1	1	0	1	1	1	1	0	0	0	121	367
4/17/2012	6:30:00 AM	1	142	19	1	8	3	4	1	0	0	0	0	0	179	479
4/17/2012	6:45:00 AM	4	193	18	0	0	2	7	4	2	2	0	0	0	232	617
4/17/2012	7:00:00 AM	2	203	25	2	2	3	8	2	2	2	0	0	0	251	783
4/17/2012	7:15:00 AM	2	264	28	2	6	2	6	4	2	1	0	0	0	317	979
4/17/2012	7:30:00 AM	2	262	33	0	0	5	9	2	0	0	0	0	0	313	1113
4/17/2012	7:45:00 AM	3	342	32	1	0	3	0	3	3	3	0	0	0	390	1271
4/17/2012	8:00:00 AM	3	324	34	3	3	3	2	7	3	0	0	0	0	382	1402
4/17/2012	8:15:00 AM	0	322	21	4	0	7	4	0	0	1	0	0	0	359	1444
4/17/2012	8:30:00 AM	0	356	17	0	7	7	3	0	3	0	0	0	0	393	1524
4/17/2012	8:45:00 AM	0	334	15	0	0	4	0	4	0	0	0	0	0	357	1491
4/17/2012	9:00:00 AM	0	296	16	3	3	3	8	3	3	3	0	0	0	338	1447
4/17/2012	9:15:00 AM	2	240	24	0	2	2	5	3	3	0	0	0	0	281	1369
4/17/2012	9:30:00 AM	0	204	24	2	7	0	3	3	2	2	0	0	0	247	1223
4/17/2012	9:45:00 AM	1	176	22	3	4	1	5	1	3	3	0	0	0	219	1085
4/17/2012	10:00:00 AM	0	215	22	1	4	4	3	1	1	1	0	0	0	252	999
4/17/2012	10:15:00 AM	1	181	24	3	6	3	0	3	0	1	0	0	0	222	940
4/17/2012	10:30:00 AM	1	171	28	0	3	1	1	1	1	3	0	0	0	210	903
4/17/2012	10:45:00 AM	2	191	16	5	3	0	5	2	0	2	0	0	0	226	910
4/17/2012	11:00:00 AM	3	193	29	0	3	0	3	3	3	3	0	0	0	240	898
4/17/2012	11:15:00 AM	1	193	21	1	5	3	4	1	0	1	0	0	0	230	906
4/17/2012	11:30:00 AM	0	186	22	0	1	1	3	1	3	1	0	0	0	218	914
4/17/2012	11:45:00 AM	2	193	20	1	8	4	4	1	0	1	0	0	0	234	922
		33	5949	589	38	88	64	90	59	44	31	0	0	0	**6985**	
		0.5%	85.2%	8.4%	0.5%	1.3%	0.9%	1.3%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%		
													V_1-trucks	414		
													T_1%	**5.9%**		

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	3	225	34	5	2	0	6	2	2	3	0	0	0	282	
4/17/2012	12:15:00 PM	1	196	29	3	4	0	0	3	1	1	0	0	0	238	
4/17/2012	12:30:00 PM	3	195	23	1	1	1	6	3	0	3	0	0	0	236	
4/17/2012	12:45:00 PM	1	209	27	0	1	4	1	1	1	3	0	0	0	248	1004
4/17/2012	1:00:00 PM	2	222	28	2	5	2	8	3	3	2	0	0	0	277	999
4/17/2012	1:15:00 PM	0	172	21	1	3	0	3	2	1	1	0	0	0	204	965
4/17/2012	1:30:00 PM	3	174	31	3	1	4	1	1	1	1	0	0	0	220	949
4/17/2012	1:45:00 PM	1	199	17	0	3	1	7	1	1	3	0	0	0	233	934
4/17/2012	2:00:00 PM	1	219	23	1	1	0	3	3	3	1	0	0	0	255	912
4/17/2012	2:15:00 PM	0	206	23	0	3	2	6	2	2	2	0	0	0	246	954
4/17/2012	2:30:00 PM	1	174	21	0	2	1	9	1	0	2	0	0	0	211	945
4/17/2012	2:45:00 PM	3	207	25	0	3	3	5	2	0	3	0	0	0	251	963
4/17/2012	3:00:00 PM	1	206	16	0	2	5	5	1	1	1	0	0	0	238	946
4/17/2012	3:15:00 PM	2	233	26	3	5	2	5	3	2	3	0	0	0	284	984
4/17/2012	3:30:00 PM	1	226	30	1	0	0	7	1	0	1	0	0	0	267	1040
4/17/2012	3:45:00 PM	0	232	33	6	8	5	6	3	3	3	0	0	0	299	1088
4/17/2012	4:00:00 PM	1	235	33	0	1	1	6	3	1	1	0	0	0	282	1132
4/17/2012	4:15:00 PM	2	273	35	0	2	4	9	2	2	2	0	0	0	331	1179
4/17/2012	4:30:00 PM	0	279	35	2	0	2	6	2	2	2	0	0	0	330	1242
4/17/2012	4:45:00 PM	1	249	25	0	6	4	4	1	0	3	0	0	0	293	1236
4/17/2012	5:00:00 PM	2	292	22	2	0	8	5	3	2	1	0	0	0	337	1291
4/17/2012	5:15:00 PM	0	281	26	0	2	6	2	6	4	2	0	0	0	329	1289
4/17/2012	5:30:00 PM	1	279	26	0	1	1	3	3	1	3	0	0	0	318	1277
4/17/2012	5:45:00 PM	2	266	24	0	5	2	3	2	2	2	0	0	0	308	1292
4/17/2012	6:00:00 PM	2	273	22	2	0	2	6	2	3	1	0	0	0	313	1268
4/17/2012	6:15:00 PM	0	265	14	0	3	3	3	3	1	3	0	0	0	295	1234
4/17/2012	6:30:00 PM	0	241	19	0	3	3	3	2	0	2	0	0	0	273	1189
4/17/2012	6:45:00 PM	0	228	18	2	2	3	2	2	3	1	0	0	0	261	1142
4/17/2012	7:00:00 PM	2	206	14	2	2	5	3	2	2	1	0	0	0	239	1068
4/17/2012	7:15:00 PM	0	196	15	0	0	1	4	3	0	3	0	0	0	222	995
4/17/2012	7:30:00 PM	1	186	7	0	4	1	2	1	1	2	0	0	0	205	927
4/17/2012	7:45:00 PM	0	167	6	0	1	4	1	1	1	1	0	0	0	182	848
4/17/2012	8:00:00 PM	0	176	17	0	1	3	0	3	0	1	0	0	0	201	810
4/17/2012	8:15:00 PM	1	168	13	0	0	0	0	1	0	1	0	0	0	184	772
4/17/2012	8:30:00 PM	0	157	12	0	0	1	3	1	0	0	0	0	0	174	741
4/17/2012	8:45:00 PM	0	181	5	2	0	2	0	0	0	2	0	0	0	192	751
4/17/2012	9:00:00 PM	1	186	10	0	1	1	0	1	1	0	0	0	0	201	751
4/17/2012	9:15:00 PM	0	164	10	0	0	5	1	3	0	1	0	0	0	184	751
4/17/2012	9:30:00 PM	1	191	12	0	0	0	2	1	0	0	0	0	0	207	784
4/17/2012	9:45:00 PM	0	217	17	0	3	0	4	3	1	1	0	0	0	246	838
4/17/2012	10:00:00 PM	1	221	12	0	0	0	1	1	1	1	0	0	0	238	875
4/17/2012	10:15:00 PM	0	142	12	0	0	0	1	1	0	0	0	0	0	156	847
4/17/2012	10:30:00 PM	0	143	7	0	0	0	1	1	0	0	0	0	0	152	792
4/17/2012	10:45:00 PM	0	105	5	0	1	0	1	0	0	0	0	0	0	112	658
4/17/2012	11:00:00 PM	0	145	5	0	0	2	0	0	2	0	0	0	0	154	574
4/17/2012	11:15:00 PM	0	123	6	0	0	0	1	0	0	1	0	0	0	131	549
4/17/2012	11:30:00 PM	0	85	1	0	0	4	0	0	0	0	0	0	0	90	487
4/17/2012	11:45:00 PM	0	72	5	0	2	2	0	0	0	0	0	0	0	81	456
		41	9687	897	38	84	100	155	86	51	71	0	0	0	**11210**	
		0.4%	86.4%	8.0%	0.3%	0.7%	0.9%	1.4%	0.8%	0.5%	0.6%	0.0%	0.0%	0.0%		
														V_2-trucks	585	
														T_2%	**5.2%**	
Grand total		74	15636	1486	76	172	164	245	145	95	102	0	0	0		
Percent		0.4%	85.9%	8.2%	0.4%	0.9%	0.9%	1.3%	0.8%	0.5%	0.6%	0.0%	0.0%	0.0%		
															ADT_1 =	**18195**
															T_1-comb=	**5.5%**

Westbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	43	0	0	0	0	0	0	0	0	0	0	0	43	
4/17/2012	12:15:00 AM	0	40	0	0	0	0	0	0	0	0	0	0	0	40	
4/17/2012	12:30:00 AM	0	18	0	0	0	0	1	0	0	0	0	0	0	19	
4/17/2012	12:45:00 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	22	124
4/17/2012	1:00:00 AM	1	16	2	0	0	0	0	0	0	0	0	0	0	19	100
4/17/2012	1:15:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	77
4/17/2012	1:30:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	73
4/17/2012	1:45:00 AM	0	13	0	0	1	1	0	0	0	0	0	0	0	15	66
4/17/2012	2:00:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	62
4/17/2012	2:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	51
4/17/2012	2:30:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	43
4/17/2012	2:45:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	38
4/17/2012	3:00:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	31
4/17/2012	**3:15:00 AM**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**34**
4/17/2012	3:30:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	7	34
4/17/2012	3:45:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8	32
4/17/2012	4:00:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	33
4/17/2012	4:15:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	36
4/17/2012	4:30:00 AM	0	15	0	0	0	1	0	0	0	0	0	0	0	16	45
4/17/2012	4:45:00 AM	0	26	1	0	1	0	0	0	0	0	0	0	0	28	65
4/17/2012	5:00:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	69
4/17/2012	5:15:00 AM	0	14	0	0	0	1	1	0	0	0	0	0	0	16	73
4/17/2012	5:30:00 AM	1	28	1	0	1	0	0	0	0	0	0	0	0	31	88
4/17/2012	5:45:00 AM	0	37	5	1	0	0	1	1	1	1	0	0	0	47	107
4/17/2012	6:00:00 AM	1	28	1	1	0	0	0	0	0	0	0	0	0	31	125
4/17/2012	6:15:00 AM	0	32	4	3	0	0	1	0	0	0	0	0	0	40	149
4/17/2012	6:30:00 AM	2	40	5	2	3	0	0	2	1	0	0	0	0	55	173
4/17/2012	6:45:00 AM	0	54	3	0	0	0	0	1	0	1	0	0	0	59	185
4/17/2012	7:00:00 AM	1	48	6	3	0	0	0	1	1	1	0	0	0	61	215
4/17/2012	7:15:00 AM	0	60	7	1	4	1	0	3	1	0	0	0	0	77	252
4/17/2012	**7:30:00 AM**	**0**	**68**	**2**	**0**	**3**	**2**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**79**	**276**
4/17/2012	7:45:00 AM	3	118	5	1	0	3	0	1	1	1	0	0	0	133	350
4/17/2012	8:00:00 AM	1	89	9	1	0	1	1	1	0	0	0	0	0	103	392
4/17/2012	8:15:00 AM	0	93	7	1	1	1	0	1	1	1	0	0	0	106	421
4/17/2012	8:30:00 AM	0	82	4	0	3	3	1	1	1	1	0	0	0	96	438
4/17/2012	8:45:00 AM	0	75	5	0	0	0	0	2	2	1	0	0	0	85	390
4/17/2012	9:00:00 AM	1	97	8	0	4	0	3	1	1	0	0	0	0	115	402
4/17/2012	9:15:00 AM	1	89	6	1	1	1	1	1	1	1	0	0	0	103	399
4/17/2012	9:30:00 AM	1	108	6	0	1	1	1	1	0	1	0	0	0	120	423
4/17/2012	9:45:00 AM	3	145	8	2	0	0	2	3	1	2	0	0	0	166	504
4/17/2012	10:00:00 AM	0	145	5	0	0	0	2	2	2	0	0	0	0	156	545
4/17/2012	10:15:00 AM	3	142	12	1	0	3	3	2	1	0	0	0	0	167	609
4/17/2012	10:30:00 AM	3	154	10	2	0	7	1	1	2	0	0	0	0	180	669
4/17/2012	10:45:00 AM	3	159	8	0	3	5	0	1	1	2	0	0	0	182	685
4/17/2012	11:00:00 AM	2	171	10	0	0	3	3	2	2	3	0	0	0	196	725
4/17/2012	11:15:00 AM	2	180	12	0	0	3	0	3	0	2	0	0	0	202	760
4/17/2012	11:30:00 AM	2	171	9	3	5	2	3	3	0	2	0	0	0	200	780
4/17/2012	11:45:00 AM	1	182	12	0	1	0	4	1	1	1	0	0	0	203	801
		32	2924	184	24	32	40	30	36	23	22	0	0	0	**3347**	
		1.0%	87.4%	5.5%	0.7%	1.0%	1.2%	0.9%	1.1%	0.7%	0.7%	0.0%	0.0%	0.0%		
														V_1-trucks	207	
														T_1%	**6.2%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	0	179	13	1	3	4	3	1	1	1	0	0	0	206	811
4/17/2012	12:15:00 PM	0	163	22	1	0	4	4	1	2	1	0	0	0	198	807
4/17/2012	12:30:00 PM	0	198	13	0	3	5	2	0	1	2	0	0	0	224	831
4/17/2012	12:45:00 PM	3	214	11	0	2	3	3	2	2	3	0	0	0	243	871
4/17/2012	1:00:00 PM	3	209	10	0	0	3	3	3	1	2	0	0	0	234	899
4/17/2012	1:15:00 PM	3	225	11	0	0	0	2	3	0	2	0	0	0	246	947
4/17/2012	1:30:00 PM	0	220	11	0	2	7	2	3	1	2	0	0	0	248	971
4/17/2012	1:45:00 PM	2	217	17	0	0	5	2	2	2	2	0	0	0	249	977
4/17/2012	2:00:00 PM	0	199	8	0	0	6	3	0	2	2	0	0	0	220	963
4/17/2012	2:15:00 PM	3	202	17	3	2	3	3	0	2	3	0	0	0	238	955
4/17/2012	2:30:00 PM	2	207	9	0	2	3	2	2	1	2	0	0	0	230	937
4/17/2012	2:45:00 PM	3	208	7	0	3	2	3	2	0	2	0	0	0	230	918
4/17/2012	3:00:00 PM	0	208	13	0	0	4	1	3	1	3	0	0	0	233	931
4/17/2012	3:15:00 PM	0	231	11	0	2	5	3	3	2	2	0	0	0	259	952
4/17/2012	3:30:00 PM	3	231	13	1	1	3	3	1	0	1	0	0	0	257	979
4/17/2012	3:45:00 PM	1	210	22	1	3	4	4	0	1	1	0	0	0	247	996
4/17/2012	4:00:00 PM	3	240	12	0	3	3	3	3	2	2	0	0	0	271	1034
4/17/2012	4:15:00 PM	1	265	17	0	1	3	3	4	1	3	0	0	0	298	1073
4/17/2012	4:30:00 PM	2	278	8	3	2	3	2	2	2	2	0	0	0	304	1120
4/17/2012	4:45:00 PM	3	233	6	0	0	5	3	2	2	3	0	0	0	257	1130
4/17/2012	5:00:00 PM	3	268	15	0	2	3	3	3	1	2	0	0	0	300	1159
4/17/2012	5:15:00 PM	2	281	19	0	0	6	1	2	2	2	0	0	0	315	1176
4/17/2012	5:30:00 PM	2	277	6	0	2	5	4	3	1	2	0	0	0	302	1174
4/17/2012	5:45:00 PM	5	274	12	2	0	2	3	2	0	2	0	0	0	302	1219
4/17/2012	6:00:00 PM	3	264	12	0	0	6	2	2	1	3	0	0	0	293	1212
4/17/2012	6:15:00 PM	1	239	8	0	3	1	4	1	0	3	0	0	0	260	1157
4/17/2012	6:30:00 PM	3	232	16	0	0	3	3	3	1	1	0	0	0	262	1117
4/17/2012	6:45:00 PM	3	266	9	0	0	0	5	2	1	2	0	0	0	288	1103
4/17/2012	7:00:00 PM	2	277	12	0	0	2	2	2	2	2	0	0	0	301	1111
4/17/2012	7:15:00 PM	3	263	3	0	0	0	5	2	0	2	0	0	0	278	1129
4/17/2012	7:30:00 PM	0	230	5	0	0	4	5	2	2	4	0	0	0	252	1119
4/17/2012	7:45:00 PM	4	240	9	0	2	5	4	2	0	2	0	0	0	268	1099
4/17/2012	8:00:00 PM	4	199	10	0	0	0	0	2	2	2	0	0	0	219	1017
4/17/2012	8:15:00 PM	2	201	9	0	0	2	6	2	2	2	0	0	0	226	965
4/17/2012	8:30:00 PM	2	189	3	0	0	8	3	2	0	2	0	0	0	209	922
4/17/2012	8:45:00 PM	2	161	8	0	0	2	3	0	0	0	0	0	0	176	830
4/17/2012	9:00:00 PM	2	166	9	2	3	3	3	0	2	0	0	0	0	190	801
4/17/2012	9:15:00 PM	1	141	6	0	1	0	1	1	1	1	0	0	0	153	728
4/17/2012	9:30:00 PM	0	125	6	0	1	0	1	1	0	1	0	0	0	135	654
4/17/2012	9:45:00 PM	0	111	3	0	0	3	1	0	0	1	0	0	0	119	597
4/17/2012	10:00:00 PM	0	118	4	0	0	0	6	0	0	0	0	0	0	128	535
4/17/2012	10:15:00 PM	2	99	6	0	0	0	2	3	0	0	0	0	0	112	494
4/17/2012	10:30:00 PM	2	99	7	0	0	0	2	0	0	0	0	0	0	110	469
4/17/2012	10:45:00 PM	0	71	0	0	0	0	1	0	0	0	0	0	0	72	422
4/17/2012	11:00:00 PM	0	91	3	0	0	6	0	0	1	0	0	0	0	101	395
4/17/2012	11:15:00 PM	0	82	0	0	0	0	0	0	0	0	0	0	0	82	365
4/17/2012	11:30:00 PM	0	94	2	0	0	0	0	0	0	0	0	0	0	96	351
4/17/2012	11:45:00 PM	0	88	5	3	0	0	0	0	0	0	0	0	0	96	375
		80	9483	458	17	43	136	124	74	45	77	0	0	0	**10537**	
		0.8%	90.0%	4.3%	0.2%	0.4%	1.3%	1.2%	0.7%	0.4%	0.7%	0.0%	0.0%	0.0%		
														V_2-trucks	516	
														T_2%	**4.9%**	
Grand total		112	12407	642	41	75	176	154	110	68	99	0	0	0		
Percent		0.8%	89.4%	4.6%	0.3%	0.5%	1.3%	1.1%	0.8%	0.5%	0.7%	0.0%	0.0%	0.0%		
															ADT_2 =	**13884**
															T_2-comb=	**5.2%**

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 13919
Station ID: # 7
Location 1: NW 12 STREET
Location 2: BETWEEN NW 107 AVENUE & NW 97 AVENUE

Eastbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	22	1	0	1	0	0	0	1	0	0	0	0	25	50
4/17/2012	12:15:00 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	46
4/17/2012	12:30:00 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	11	22
4/17/2012	12:45:00 AM	0	7	6	0	0	0	0	0	0	0	0	0	0	13	26
4/17/2012	1:00:00 AM	0	9	2	2	0	0	0	0	0	0	0	0	0	13	26
4/17/2012	1:15:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8	16
4/17/2012	1:30:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	10
4/17/2012	1:45:00 AM	0	9	2	0	0	0	0	0	2	0	0	0	0	13	26
4/17/2012	2:00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
4/17/2012	2:15:00 AM	0	7	2	0	0	0	0	0	2	0	0	0	0	11	22
4/17/2012	2:30:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14
4/17/2012	2:45:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12
4/17/2012	3:00:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12
4/17/2012	3:15:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	28
4/17/2012	3:30:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	18
4/17/2012	3:45:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	22
4/17/2012	4:00:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14
4/17/2012	4:15:00 AM	0	19	4	0	0	0	0	0	1	0	0	0	0	24	48
4/17/2012	4:30:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16	32
4/17/2012	4:45:00 AM	0	24	1	0	0	0	0	1	0	0	0	0	0	26	52
4/17/2012	5:00:00 AM	0	18	2	0	0	0	0	1	1	0	0	0	0	22	44
4/17/2012	5:15:00 AM	0	31	5	0	3	0	0	0	0	0	0	0	0	39	78
4/17/2012	5:30:00 AM	1	58	8	0	4	0	0	0	0	1	0	0	0	72	144
4/17/2012	5:45:00 AM	1	69	6	0	1	1	0	1	1	1	0	0	0	81	162
4/17/2012	6:00:00 AM	1	71	10	0	1	1	0	1	0	0	0	0	0	85	170
4/17/2012	6:15:00 AM	1	111	14	0	1	1	1	2	1	1	0	0	0	133	266
4/17/2012	6:30:00 AM	4	168	33	0	1	3	3	3	1	1	0	0	0	217	434
4/17/2012	6:45:00 AM	0	203	22	0	3	0	4	1	1	3	0	0	0	237	474
4/17/2012	7:00:00 AM	1	225	35	0	0	1	3	3	1	0	0	0	0	269	538
4/17/2012	7:15:00 AM	4	262	37	0	1	0	6	1	3	1	0	0	0	315	630
4/17/2012	7:30:00 AM	4	281	42	0	3	1	3	4	0	1	0	0	0	339	678
4/17/2012	7:45:00 AM	3	305	24	0	5	5	7	3	3	1	0	0	0	356	712
4/17/2012	8:00:00 AM	5	314	46	0	2	8	6	3	0	3	0	0	0	387	774
4/17/2012	8:15:00 AM	2	362	42	0	0	11	5	5	3	0	0	0	0	430	860
4/17/2012	8:30:00 AM	7	357	29	0	2	0	5	3	5	3	0	0	0	411	822
4/17/2012	8:45:00 AM	1	316	34	0	4	3	6	1	3	1	0	0	0	369	738
4/17/2012	9:00:00 AM	5	260	25	0	3	6	5	1	1	3	0	0	0	309	618
4/17/2012	9:15:00 AM	4	173	24	1	9	1	0	2	2	0	0	0	0	216	432
4/17/2012	9:30:00 AM	4	201	16	0	3	3	3	3	1	1	0	0	0	235	470
4/17/2012	9:45:00 AM	0	150	19	0	4	1	1	4	0	1	0	0	0	180	360
4/17/2012	10:00:00 AM	6	174	20	0	0	2	3	3	0	0	0	0	0	208	416
4/17/2012	10:15:00 AM	0	139	30	1	7	1	2	1	1	0	0	0	0	182	364
4/17/2012	10:30:00 AM	1	123	22	1	5	1	0	4	1	1	0	0	0	159	318
4/17/2012	10:45:00 AM	0	143	23	3	1	2	1	2	1	2	0	0	0	178	356
4/17/2012	11:00:00 AM	1	157	19	0	3	0	3	3	3	1	0	0	0	190	380
4/17/2012	11:15:00 AM	1	170	25	1	0	0	7	4	0	1	0	0	0	209	418
4/17/2012	11:30:00 AM	1	171	24	1	4	1	0	1	3	0	0	0	0	206	412
4/17/2012	11:45:00 AM	1	180	15	1	5	1	0	3	1	1	0	0	0	208	416
		59	5402	680	12	77	54	74	65	43	28	0	0	0	**6494**	
		0.9%	83.2%	10.5%	0.2%	1.2%	0.8%	1.1%	1.0%	0.7%	0.4%	0.0%	0.0%	0.0%		
														V_1-trucks	353	
														T_1%	**5.4%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	0	169	20	1	3	1	1	3	1	1	0	0	0	200	400
4/17/2012	12:15:00 PM	3	161	32	3	1	1	1	3	3	0	0	0	0	208	416
4/17/2012	12:30:00 PM	3	170	21	0	1	0	1	4	0	1	0	0	0	201	402
4/17/2012	12:45:00 PM	0	191	15	1	5	1	2	3	2	0	0	0	0	220	440
4/17/2012	1:00:00 PM	0	167	26	2	0	2	2	1	1	1	0	0	0	202	404
4/17/2012	1:15:00 PM	1	161	21	1	5	0	5	2	2	1	0	0	0	199	398
4/17/2012	1:30:00 PM	1	173	23	0	4	0	3	4	1	0	0	0	0	209	418
4/17/2012	1:45:00 PM	5	165	20	0	3	2	1	3	2	1	0	0	0	202	404
4/17/2012	2:00:00 PM	1	162	16	5	1	2	4	2	1	1	0	0	0	195	390
4/17/2012	2:15:00 PM	3	161	20	0	1	0	3	1	3	1	0	0	0	193	386
4/17/2012	2:30:00 PM	2	148	21	2	1	3	2	2	2	2	0	0	0	185	370
4/17/2012	2:45:00 PM	0	155	20	1	1	0	1	1	0	1	0	0	0	180	360
4/17/2012	3:00:00 PM	3	174	20	1	4	0	3	4	1	0	0	0	0	210	420
4/17/2012	3:15:00 PM	1	163	18	2	5	2	4	2	0	1	0	0	0	198	396
4/17/2012	3:30:00 PM	0	163	19	1	1	3	0	4	3	1	0	0	0	195	390
4/17/2012	3:45:00 PM	5	160	16	4	1	0	1	2	2	0	0	0	0	191	382
4/17/2012	4:00:00 PM	3	142	20	0	0	3	4	4	3	3	0	0	0	182	364
4/17/2012	4:15:00 PM	0	141	20	0	3	1	3	1	0	0	0	0	0	169	338
4/17/2012	4:30:00 PM	1	128	14	0	1	2	2	4	2	0	0	0	0	154	308
4/17/2012	4:45:00 PM	1	136	14	0	1	2	4	4	1	1	0	0	0	164	328
4/17/2012	5:00:00 PM	0	134	20	0	1	2	4	1	1	1	0	0	0	164	328
4/17/2012	5:15:00 PM	1	139	23	0	1	1	4	3	0	3	0	0	0	175	350
4/17/2012	5:30:00 PM	1	121	17	0	2	0	1	1	2	1	0	0	0	146	292
4/17/2012	5:45:00 PM	0	121	10	0	2	1	1	3	1	1	0	0	0	140	280
4/17/2012	6:00:00 PM	2	106	13	0	4	1	0	3	0	0	0	0	0	129	258
4/17/2012	6:15:00 PM	1	135	10	0	0	0	1	2	0	0	0	0	0	149	298
4/17/2012	6:30:00 PM	5	100	9	0	0	0	1	0	0	1	0	0	0	116	232
4/17/2012	6:45:00 PM	1	112	13	1	1	0	0	1	0	1	0	0	0	130	260
4/17/2012	7:00:00 PM	1	122	13	0	0	0	1	2	0	0	0	0	0	139	278
4/17/2012	7:15:00 PM	1	119	8	0	0	1	1	1	1	2	0	0	0	134	268
4/17/2012	7:30:00 PM	3	132	8	0	2	2	0	3	2	2	0	0	0	154	308
4/17/2012	7:45:00 PM	0	121	7	0	0	0	2	1	0	0	0	0	0	131	262
4/17/2012	8:00:00 PM	0	113	16	0	2	1	2	0	0	0	0	0	0	134	268
4/17/2012	8:15:00 PM	2	114	11	0	0	0	1	1	0	0	0	0	0	129	258
4/17/2012	8:30:00 PM	1	109	8	0	0	1	1	1	1	1	0	0	0	123	246
4/17/2012	8:45:00 PM	1	111	14	0	0	1	0	0	1	0	0	0	0	128	256
4/17/2012	9:00:00 PM	3	127	8	0	1	0	1	1	0	1	0	0	0	142	284
4/17/2012	9:15:00 PM	1	128	13	0	1	0	0	1	0	1	0	0	0	145	290
4/17/2012	9:30:00 PM	1	126	7	0	0	0	3	0	0	0	0	0	0	137	274
4/17/2012	9:45:00 PM	0	130	8	0	2	0	0	2	0	0	0	0	0	142	284
4/17/2012	10:00:00 PM	1	87	9	0	0	0	0	1	1	0	0	0	0	99	198
4/17/2012	10:15:00 PM	0	64	5	0	0	0	1	0	0	0	0	0	0	70	140
4/17/2012	10:30:00 PM	0	61	5	0	1	0	2	0	0	0	0	0	0	69	138
4/17/2012	10:45:00 PM	0	47	6	0	0	0	0	0	0	1	0	0	0	54	108
4/17/2012	11:00:00 PM	0	50	2	0	0	0	0	1	1	0	0	0	0	54	108
4/17/2012	11:15:00 PM	1	41	7	0	0	0	1	1	0	0	0	0	0	51	102
4/17/2012	11:30:00 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33	66
4/17/2012	11:45:00 PM	0	24	0	0	0	0	0	0	2	0	0	0	0	26	52
		60	6015	668	25	62	36	75	84	43	32	0	0	0	**7100**	
		0.8%	84.7%	9.4%	0.4%	0.9%	0.5%	1.1%	1.2%	0.6%	0.5%	0.0%	0.0%	0.0%		
														V_2-trucks	357	
														T_2%	**5.0%**	
Grand total		119	11417	1348	37	139	90	149	149	86	60	0	0	0		
Percent		0.9%	84.0%	9.9%	0.3%	1.0%	0.7%	1.1%	1.1%	0.6%	0.4%	0.0%	0.0%	0.0%		
															ADT_1 =	**13594**
															T_1-comb%	**5.2%**

Westbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	33	2	0	1	0	1	0	1	0	0	0	0	38	
4/17/2012	12:15:00 AM	0	41	0	0	0	0	0	0	0	0	0	0	0	41	
4/17/2012	12:30:00 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
4/17/2012	12:45:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	118
4/17/2012	1:00:00 AM	1	16	1	0	0	1	0	1	0	0	0	0	0	20	100
4/17/2012	1:15:00 AM	0	21	4	0	0	0	0	0	0	0	0	0	0	25	84
4/17/2012	1:30:00 AM	0	16	0	0	0	2	0	2	0	0	0	0	0	20	79
4/17/2012	1:45:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	77
4/17/2012	2:00:00 AM	0	14	0	0	0	0	0	0	1	0	0	0	0	15	72
4/17/2012	2:15:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	52
4/17/2012	2:30:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	40
4/17/2012	2:45:00 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	11	39
4/17/2012	3:00:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	34
4/17/2012	3:15:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6	35
4/17/2012	3:30:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	34
4/17/2012	3:45:00 AM	0	3	0	2	0	0	2	0	0	0	0	0	0	7	30
4/17/2012	4:00:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	26
4/17/2012	4:15:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7	27
4/17/2012	4:30:00 AM	0	15	0	0	0	1	0	0	0	0	0	0	0	16	36
4/17/2012	4:45:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	54
4/17/2012	5:00:00 AM	0	18	1	0	0	0	0	0	1	0	0	0	0	20	68
4/17/2012	5:15:00 AM	0	16	4	0	0	1	0	0	1	0	0	0	0	22	83
4/17/2012	5:30:00 AM	0	34	2	0	0	0	0	0	0	0	0	0	0	36	103
4/17/2012	5:45:00 AM	0	45	6	0	0	0	0	2	1	0	0	0	0	54	132
4/17/2012	6:00:00 AM	0	26	4	0	2	1	0	0	0	0	0	0	0	33	145
4/17/2012	6:15:00 AM	1	35	4	1	1	0	0	1	0	0	0	0	0	43	166
4/17/2012	6:30:00 AM	1	47	6	0	1	0	1	2	1	0	0	0	0	59	189
4/17/2012	6:45:00 AM	1	91	5	0	3	0	1	1	0	1	0	0	0	103	238
4/17/2012	7:00:00 AM	0	82	8	0	1	1	0	2	2	0	0	0	0	96	301
4/17/2012	7:15:00 AM	1	86	10	0	0	1	2	1	1	1	0	0	0	103	361
4/17/2012	7:30:00 AM	0	103	7	0	1	1	0	3	3	0	0	0	0	118	420
4/17/2012	7:45:00 AM	1	110	11	0	2	1	1	1	2	0	0	0	0	129	446
4/17/2012	8:00:00 AM	2	121	11	1	1	0	0	2	1	1	0	0	0	140	490
4/17/2012	8:15:00 AM	1	116	24	1	1	0	1	3	3	0	0	0	0	150	537
4/17/2012	8:30:00 AM	2	109	16	1	1	1	1	0	2	0	0	0	0	133	552
4/17/2012	8:45:00 AM	1	132	10	0	1	3	0	1	1	1	0	0	0	150	573
4/17/2012	9:00:00 AM	0	109	5	5	5	2	3	1	2	0	0	0	0	132	565
4/17/2012	9:15:00 AM	1	123	10	0	2	1	2	2	2	0	0	0	0	143	558
4/17/2012	9:30:00 AM	0	115	12	0	4	1	1	2	1	0	0	0	0	136	561
4/17/2012	9:45:00 AM	0	137	17	0	1	0	3	0	2	0	0	0	0	160	571
4/17/2012	10:00:00 AM	0	138	16	0	3	0	0	3	1	1	0	0	0	162	601
4/17/2012	10:15:00 AM	0	129	21	0	1	0	1	0	2	0	0	0	0	154	612
4/17/2012	10:30:00 AM	0	164	23	0	6	1	4	3	4	0	0	0	0	205	681
4/17/2012	10:45:00 AM	3	168	18	0	1	0	1	1	1	0	0	0	0	193	714
4/17/2012	11:00:00 AM	1	185	22	1	3	3	0	3	1	1	0	0	0	220	772
4/17/2012	11:15:00 AM	2	158	20	0	1	1	2	2	1	1	0	0	0	188	806
4/17/2012	11:30:00 AM	1	165	23	1	6	4	1	1	3	0	0	0	0	205	806
4/17/2012	11:45:00 AM	2	173	21	1	2	3	2	2	1	0	0	0	0	207	820
		23	3220	350	14	52	30	30	42	44	7	0	0	0	**3812**	
		0.6%	84.5%	9.2%	0.4%	1.4%	0.8%	0.8%	1.1%	1.2%	0.2%	0.0%	0.0%	0.0%		
														V_1-trucks	219	
														T_1%	**5.7%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	4	220	19	0	3	1	0	3	3	1	0	0	0	254	
4/17/2012	12:15:00 PM	3	197	14	0	4	7	1	3	1	1	0	0	0	231	
4/17/2012	12:30:00 PM	1	226	15	0	5	3	4	1	3	0	0	0	0	258	950
4/17/2012	12:45:00 PM	1	220	13	0	4	4	3	3	1	3	0	0	0	252	995
4/17/2012	1:00:00 PM	1	209	24	1	0	1	3	3	1	1	0	0	0	244	985
4/17/2012	1:15:00 PM	1	219	15	0	5	0	4	1	0	1	0	0	0	246	1000
4/17/2012	1:30:00 PM	0	210	24	0	3	3	1	1	3	1	0	0	0	246	988
4/17/2012	1:45:00 PM	1	183	18	0	1	5	4	1	1	3	0	0	0	217	953
4/17/2012	2:00:00 PM	3	200	10	1	3	0	0	3	3	1	0	0	0	224	933
4/17/2012	2:15:00 PM	2	191	20	1	2	2	2	2	1	1	0	0	0	224	911
4/17/2012	2:30:00 PM	1	196	22	1	4	1	2	1	1	1	0	0	0	230	895
4/17/2012	2:45:00 PM	3	186	16	0	5	5	4	1	3	0	0	0	0	223	901
4/17/2012	3:00:00 PM	0	222	14	1	3	6	3	1	1	0	0	0	0	251	928
4/17/2012	3:15:00 PM	3	220	19	1	3	5	3	3	1	3	0	0	0	261	965
4/17/2012	3:30:00 PM	2	208	19	0	4	5	1	2	0	1	0	0	0	242	977
4/17/2012	3:45:00 PM	1	218	27	0	1	4	3	1	1	1	0	0	0	257	1011
4/17/2012	4:00:00 PM	2	242	25	0	2	5	2	2	2	2	0	0	0	284	1044
4/17/2012	4:15:00 PM	2	226	21	0	1	0	2	1	2	1	0	0	0	256	1039
4/17/2012	4:30:00 PM	1	254	27	1	1	0	4	1	0	1	0	0	0	290	1087
4/17/2012	4:45:00 PM	1	243	25	0	4	6	2	2	1	2	0	0	0	286	1116
4/17/2012	5:00:00 PM	3	351	27	0	3	3	5	3	0	2	0	0	0	397	1229
4/17/2012	5:15:00 PM	0	277	18	5	0	3	5	3	3	3	0	0	0	317	1290
4/17/2012	5:30:00 PM	3	298	19	1	3	4	4	3	1	1	0	0	0	337	1337
4/17/2012	5:45:00 PM	0	292	11	0	1	0	3	1	1	3	0	0	0	312	1363
4/17/2012	6:00:00 PM	1	257	22	0	1	2	2	1	0	2	0	0	0	288	1254
4/17/2012	6:15:00 PM	3	255	20	0	1	0	1	1	1	1	0	0	0	283	1220
4/17/2012	6:30:00 PM	0	220	18	0	1	1	2	1	0	2	0	0	0	245	1128
4/17/2012	6:45:00 PM	3	223	8	0	3	3	1	3	1	1	0	0	0	246	1062
4/17/2012	7:00:00 PM	0	256	17	0	3	4	0	3	0	1	0	0	0	284	1058
4/17/2012	7:15:00 PM	0	202	15	0	1	1	4	0	1	1	0	0	0	225	1000
4/17/2012	7:30:00 PM	0	203	9	0	1	1	3	3	0	1	0	0	0	221	976
4/17/2012	7:45:00 PM	1	177	11	0	1	0	1	2	1	2	0	0	0	196	926
4/17/2012	8:00:00 PM	2	150	8	0	0	1	1	1	0	2	0	0	0	165	807
4/17/2012	8:15:00 PM	3	162	6	0	1	1	0	1	1	0	0	0	0	175	757
4/17/2012	8:30:00 PM	1	142	10	0	3	4	1	0	0	0	0	0	0	161	697
4/17/2012	8:45:00 PM	1	128	8	0	0	1	1	1	0	0	0	0	0	140	641
4/17/2012	9:00:00 PM	1	103	3	0	1	1	0	1	0	1	0	0	0	111	587
4/17/2012	9:15:00 PM	1	88	11	0	0	0	0	0	0	0	0	0	0	100	512
4/17/2012	9:30:00 PM	0	75	7	0	2	0	0	0	0	0	0	0	0	84	435
4/17/2012	9:45:00 PM	1	70	2	0	0	0	0	0	0	0	0	0	0	73	368
4/17/2012	10:00:00 PM	0	110	1	0	0	1	0	0	0	0	0	0	0	112	369
4/17/2012	10:15:00 PM	0	81	5	0	1	1	0	1	0	0	0	0	0	89	358
4/17/2012	10:30:00 PM	1	60	5	0	0	0	1	0	0	1	0	0	0	68	342
4/17/2012	10:45:00 PM	1	66	2	0	1	0	0	0	0	0	0	0	0	70	339
4/17/2012	11:00:00 PM	2	84	2	0	0	0	0	0	0	0	0	0	0	88	315
4/17/2012	11:15:00 PM	1	63	3	0	1	0	1	0	1	0	0	0	0	70	296
4/17/2012	11:30:00 PM	0	58	4	0	0	0	0	0	0	0	0	0	0	62	290
4/17/2012	11:45:00 PM	1	49	1	0	0	0	0	0	0	0	0	0	0	51	271
		63	8790	660	13	87	95	84	65	40	49	0	0	0	**9946**	
		0.6%	88.4%	6.6%	0.1%	0.9%	1.0%	0.8%	0.7%	0.4%	0.5%	0.0%	0.0%	0.0%		
														V_2-trucks	433	
														T_2%	**4.4%**	
Grand total		86	12010	1010	27	139	125	114	107	84	56	0	0	0		
Percent		0.6%	87.3%	7.3%	0.2%	1.0%	0.9%	0.8%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%		
															ADT_1 =	**13758**
															T_1-comb%	**4.7%**

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 8239
Station ID: # 8
Location 1: NW 12 STREET BETWEEN NW 97 AVENUE & NW 87 AVENUE

Eastbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	1	28	0	0	0	0	0	0	0	0	0	0	0	29	
4/17/2012	12:15:00 AM	0	40	0	0	0	0	0	0	0	0	0	0	0	40	
4/17/2012	12:30:00 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
4/17/2012	12:45:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	104
4/17/2012	1:00:00 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	92
4/17/2012	1:15:00 AM	0	14	0	7	0	0	0	0	0	0	0	0	0	21	73
4/17/2012	1:30:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	68
4/17/2012	1:45:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	65
4/17/2012	2:00:00 AM	2	11	2	0	2	0	0	0	0	0	0	0	0	17	65
4/17/2012	2:15:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	60
4/17/2012	2:30:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8	50
4/17/2012	2:45:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	50
4/17/2012	3:00:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	44
4/17/2012	3:15:00 AM	0	15	3	0	0	0	0	0	3	0	0	0	0	21	49
4/17/2012	3:30:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13	54
4/17/2012	3:45:00 AM	0	16	0	0	0	0	0	0	2	0	0	0	0	18	63
4/17/2012	4:00:00 AM	0	12	2	0	0	0	0	2	2	0	0	0	0	18	70
4/17/2012	4:15:00 AM	0	15	4	0	2	0	0	0	0	0	0	0	0	21	70
4/17/2012	4:30:00 AM	1	19	5	1	1	0	0	0	1	0	0	0	0	28	85
4/17/2012	4:45:00 AM	0	31	6	0	0	0	0	0	0	0	0	0	0	37	104
4/17/2012	5:00:00 AM	0	18	3	1	0	2	0	2	1	0	0	0	0	27	113
4/17/2012	5:15:00 AM	1	30	1	0	1	0	0	1	0	0	0	0	0	34	126
4/17/2012	5:30:00 AM	1	47	5	0	0	0	0	2	0	1	0	0	0	56	154
4/17/2012	5:45:00 AM	1	60	8	0	1	4	0	3	3	0	0	0	0	80	197
4/17/2012	6:00:00 AM	0	66	17	0	0	0	0	1	2	0	0	0	0	86	256
4/17/2012	6:15:00 AM	0	86	13	0	1	1	0	4	1	1	0	0	0	107	329
4/17/2012	6:30:00 AM	1	134	14	1	1	1	0	5	4	1	0	0	0	162	435
4/17/2012	6:45:00 AM	2	131	18	1	2	1	2	2	2	1	1	0	0	163	518
4/17/2012	7:00:00 AM	0	135	28	1	1	1	3	5	1	3	0	0	0	178	610
4/17/2012	7:15:00 AM	1	194	25	0	0	2	4	4	0	1	0	0	0	231	734
4/17/2012	7:30:00 AM	1	229	25	0	2	2	5	2	0	2	0	0	0	268	840
4/17/2012	7:45:00 AM	3	262	29	1	3	3	4	7	1	3	0	0	0	316	993
4/17/2012	8:00:00 AM	3	273	26	1	1	3	3	4	3	1	0	0	0	318	1133
4/17/2012	8:15:00 AM	2	313	35	2	2	3	6	8	2	3	0	0	0	376	1278
4/17/2012	8:30:00 AM	4	272	31	0	4	0	4	6	6	4	0	0	0	331	1341
4/17/2012	8:45:00 AM	1	218	28	0	4	3	1	7	4	1	0	0	0	267	1292
4/17/2012	9:00:00 AM	1	181	29	0	1	1	5	4	0	1	0	0	0	223	1197
4/17/2012	9:15:00 AM	1	149	26	1	3	1	1	0	2	2	0	0	0	186	1007
4/17/2012	9:30:00 AM	1	139	27	5	5	1	5	0	0	1	0	0	0	184	860
4/17/2012	9:45:00 AM	0	142	14	1	5	0	1	5	0	1	0	0	0	169	762
4/17/2012	10:00:00 AM	2	150	29	7	5	0	2	3	3	2	0	0	0	203	742
4/17/2012	10:15:00 AM	0	133	35	3	3	1	1	4	4	1	0	0	0	185	741
4/17/2012	10:30:00 AM	3	152	27	4	6	0	1	3	3	0	0	0	0	199	756
4/17/2012	10:45:00 AM	1	142	30	1	4	0	2	5	2	1	0	0	0	188	775
4/17/2012	11:00:00 AM	2	171	31	0	3	2	2	3	3	0	0	0	0	217	789
4/17/2012	11:15:00 AM	1	145	29	2	4	1	2	4	4	0	0	0	0	192	796
4/17/2012	11:30:00 AM	1	182	36	1	3	0	4	6	3	0	0	0	0	236	833
4/17/2012	11:45:00 AM	0	197	22	3	0	1	3	3	3	0	0	0	0	232	877
		38	4677	674	44	70	34	61	105	65	31	1	0	0	**5800**	
		0.7%	80.6%	11.6%	0.8%	1.2%	0.6%	1.1%	1.8%	1.1%	0.5%	0.0%	0.0%	0.0%		
														V_1-trucks	411	
														T_1%	**7.1%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	1	167	37	3	4	1	4	4	1	1	0	0	0	223	
4/17/2012	12:15:00 PM	3	203	26	3	4	0	1	6	1	1	0	0	0	248	
4/17/2012	12:30:00 PM	2	177	20	1	2	1	2	2	1	1	0	0	0	209	
4/17/2012	12:45:00 PM	1	162	24	4	2	1	1	5	1	2	1	0	0	204	884
4/17/2012	1:00:00 PM	3	184	24	0	1	0	3	3	3	1	0	0	0	222	883
4/17/2012	1:15:00 PM	1	174	27	3	4	1	5	5	4	3	0	0	0	227	862
4/17/2012	1:30:00 PM	1	191	26	4	4	3	1	4	3	1	0	0	0	238	891
4/17/2012	1:45:00 PM	3	175	21	3	3	4	1	5	1	3	0	0	0	219	906
4/17/2012	2:00:00 PM	0	189	19	1	4	1	0	4	3	1	0	0	0	222	906
4/17/2012	2:15:00 PM	1	158	22	3	3	3	2	2	2	2	0	0	0	198	877
4/17/2012	2:30:00 PM	3	174	23	1	4	0	1	4	3	0	0	0	0	213	852
4/17/2012	2:45:00 PM	1	158	28	1	3	0	5	5	4	1	0	0	0	206	839
4/17/2012	3:00:00 PM	1	190	23	0	1	3	4	1	0	3	0	0	0	226	843
4/17/2012	3:15:00 PM	2	167	26	1	1	4	2	4	0	1	0	0	0	208	853
4/17/2012	3:30:00 PM	2	174	19	2	4	1	0	4	0	1	0	0	0	207	847
4/17/2012	3:45:00 PM	3	182	18	3	4	0	1	1	1	1	0	0	0	214	855
4/17/2012	4:00:00 PM	0	192	29	0	3	0	3	3	3	3	0	0	0	236	865
4/17/2012	4:15:00 PM	3	169	24	1	4	3	1	4	0	1	0	0	0	210	867
4/17/2012	4:30:00 PM	1	165	23	0	3	1	1	1	0	0	0	0	0	195	855
4/17/2012	4:45:00 PM	2	166	16	0	3	1	1	3	0	0	0	0	0	192	833
4/17/2012	5:00:00 PM	1	213	22	0	1	4	4	4	1	1	0	0	0	251	848
4/17/2012	5:15:00 PM	1	189	20	1	1	3	7	3	4	3	0	0	0	232	870
4/17/2012	5:30:00 PM	0	176	17	0	2	1	1	1	1	1	0	0	0	200	875
4/17/2012	5:45:00 PM	0	167	17	0	1	3	4	1	1	1	0	0	0	195	878
4/17/2012	6:00:00 PM	1	165	14	0	2	0	5	2	1	1	0	0	0	191	818
4/17/2012	6:15:00 PM	0	147	15	0	1	0	0	4	1	2	0	0	0	170	756
4/17/2012	6:30:00 PM	1	129	12	0	0	1	3	3	0	1	0	0	0	150	706
4/17/2012	6:45:00 PM	0	127	11	0	2	3	1	2	0	1	0	0	0	147	658
4/17/2012	7:00:00 PM	0	148	14	0	1	0	5	3	1	3	0	0	0	175	642
4/17/2012	7:15:00 PM	1	139	12	0	0	1	0	1	0	0	0	0	0	154	626
4/17/2012	7:30:00 PM	0	136	14	0	0	0	0	3	0	1	0	0	0	154	630
4/17/2012	7:45:00 PM	1	141	7	0	0	0	4	1	0	1	0	0	0	155	638
4/17/2012	8:00:00 PM	0	124	7	0	1	2	4	2	0	0	0	0	0	140	603
4/17/2012	8:15:00 PM	0	116	11	0	1	0	1	0	0	1	0	0	0	130	579
4/17/2012	8:30:00 PM	1	125	2	0	1	0	1	2	0	1	0	0	0	133	558
4/17/2012	8:45:00 PM	0	124	4	0	0	1	2	4	0	0	0	0	0	135	538
4/17/2012	9:00:00 PM	0	148	12	0	2	0	1	0	0	1	0	0	0	164	562
4/17/2012	9:15:00 PM	0	139	7	0	0	0	1	0	0	1	0	0	0	148	580
4/17/2012	9:30:00 PM	0	133	4	0	0	0	3	3	0	0	0	0	0	143	590
4/17/2012	9:45:00 PM	1	125	11	0	0	1	1	1	0	0	0	0	0	140	595
4/17/2012	10:00:00 PM	1	108	3	0	0	0	1	1	0	1	0	0	0	115	546
4/17/2012	10:15:00 PM	1	72	4	0	0	0	0	0	0	1	0	0	0	78	476
4/17/2012	10:30:00 PM	0	64	3	0	1	0	0	0	0	0	0	0	0	68	401
4/17/2012	10:45:00 PM	1	61	0	0	0	0	1	1	0	0	0	0	0	64	325
4/17/2012	11:00:00 PM	0	61	1	0	0	0	0	1	0	0	0	0	0	63	273
4/17/2012	11:15:00 PM	0	46	4	0	1	0	1	0	0	0	0	0	0	52	247
4/17/2012	11:30:00 PM	2	32	4	0	0	0	0	0	0	0	0	0	0	38	217
4/17/2012	11:45:00 PM	0	28	0	0	0	0	1	1	0	0	0	0	0	30	183
		47	6900	727	35	79	48	91	114	41	49	1	0	0	**8132**	
		0.6%	84.8%	8.9%	0.4%	1.0%	0.6%	1.1%	1.4%	0.5%	0.6%	0.0%	0.0%	0.0%		
														V2-trucks	458	
														T2%	**5.6%**	
Grand total		85	11577	1401	79	149	82	152	219	106	80	2	0	0		
Percent		0.6%	83.1%	10.1%	0.6%	1.1%	0.6%	1.1%	1.6%	0.8%	0.6%	0.0%	0.0%	0.0%		
															ADT_1 =	**13932**
															T_1-comb=	**6.2%**

Westbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	55	2	0	0	0	0	0	0	0	0	0	0	57	
4/17/2012	12:15:00 AM	2	50	0	0	0	0	0	0	0	0	0	0	0	52	
4/17/2012	12:30:00 AM	0	43	0	0	0	0	0	0	0	0	0	0	0	43	
4/17/2012	12:45:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	170
4/17/2012	1:00:00 AM	1	17	0	0	1	0	0	0	0	0	0	0	0	19	132
4/17/2012	1:15:00 AM	0	31	0	0	0	0	0	0	2	0	0	0	0	33	113
4/17/2012	1:30:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	87
4/17/2012	1:45:00 AM	1	16	1	0	0	0	0	0	0	0	0	0	0	18	87
4/17/2012	2:00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	82
4/17/2012	2:15:00 AM	0	14	0	0	0	0	0	0	2	0	0	0	0	16	65
4/17/2012	2:30:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	53
4/17/2012	2:45:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	49
4/17/2012	3:00:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	50
4/17/2012	3:15:00 AM	0	11	3	0	0	0	3	0	0	0	0	0	0	17	51
4/17/2012	3:30:00 AM	2	14	0	0	0	0	0	0	0	0	0	0	0	16	62
4/17/2012	3:45:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	51
4/17/2012	4:00:00 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	10	46
4/17/2012	4:15:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	47
4/17/2012	4:30:00 AM	2	26	0	0	0	0	0	0	0	0	0	0	0	28	59
4/17/2012	4:45:00 AM	0	20	2	0	0	3	0	0	1	0	0	0	0	26	82
4/17/2012	5:00:00 AM	0	21	1	0	0	0	1	0	1	1	0	0	0	25	97
4/17/2012	5:15:00 AM	0	31	5	0	0	0	0	0	0	0	0	0	0	36	115
4/17/2012	5:30:00 AM	0	49	2	0	0	0	0	1	0	0	0	0	0	52	139
4/17/2012	5:45:00 AM	1	57	8	0	0	0	1	0	1	0	0	0	0	68	181
4/17/2012	6:00:00 AM	0	51	10	0	1	0	0	0	0	0	0	0	0	62	218
4/17/2012	6:15:00 AM	1	52	4	0	2	2	0	0	2	0	0	0	0	63	245
4/17/2012	6:30:00 AM	3	97	11	3	3	1	1	1	3	1	0	0	0	124	317
4/17/2012	6:45:00 AM	1	138	10	0	0	0	1	2	0	2	0	0	0	154	403
4/17/2012	7:00:00 AM	0	119	15	0	2	0	2	2	2	1	0	0	0	143	484
4/17/2012	7:15:00 AM	1	156	24	1	1	1	4	1	1	1	0	0	0	191	612
4/17/2012	7:30:00 AM	1	165	17	0	3	4	3	0	1	1	0	0	0	195	683
4/17/2012	7:45:00 AM	3	214	21	0	1	0	1	3	4	3	0	0	0	250	779
4/17/2012	8:00:00 AM	1	161	10	1	4	2	2	1	1	1	0	0	0	184	820
4/17/2012	8:15:00 AM	3	182	20	0	4	0	3	1	3	3	0	0	0	219	848
4/17/2012	8:30:00 AM	0	139	8	0	1	2	0	1	2	1	0	0	0	154	807
4/17/2012	8:45:00 AM	2	192	21	0	3	5	3	3	2	3	0	0	0	234	791
4/17/2012	9:00:00 AM	3	186	8	0	2	2	8	2	5	3	0	0	0	219	826
4/17/2012	9:15:00 AM	2	144	13	1	4	0	2	1	2	1	0	0	0	170	777
4/17/2012	9:30:00 AM	1	162	19	3	3	3	0	3	4	1	0	0	0	199	822
4/17/2012	9:45:00 AM	3	208	14	0	5	0	3	0	3	2	0	0	0	238	826
4/17/2012	10:00:00 AM	0	172	19	1	4	4	4	4	1	1	0	0	0	210	817
4/17/2012	10:15:00 AM	0	157	10	2	2	3	1	2	3	2	0	0	0	182	829
4/17/2012	10:30:00 AM	0	162	19	0	4	2	4	4	2	2	0	0	0	199	829
4/17/2012	10:45:00 AM	3	188	16	3	5	1	4	3	4	3	0	0	0	230	821
4/17/2012	11:00:00 AM	0	201	21	1	4	1	3	1	1	0	0	0	0	233	844
4/17/2012	11:15:00 AM	1	195	33	0	5	3	4	3	3	1	0	0	0	248	910
4/17/2012	11:30:00 AM	3	205	26	3	4	1	3	1	3	3	0	0	0	252	963
4/17/2012	11:45:00 AM	0	224	14	0	5	5	0	3	2	2	0	0	0	255	988
		41	4434	411	19	73	46	61	43	61	39	0	0	0	**5228**	
		0.8%	84.8%	7.9%	0.4%	1.4%	0.9%	1.2%	0.8%	1.2%	0.7%	0.0%	0.0%	0.0%		
														V_1-trucks	342	
														T_1%	**6.5%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	3	218	15	0	5	3	1	1	3	3	0	0	0	252	
4/17/2012	12:15:00 PM	1	213	16	0	3	4	1	3	4	5	0	0	0	250	
4/17/2012	12:30:00 PM	0	220	25	1	3	1	4	4	4	4	0	0	0	266	1023
4/17/2012	12:45:00 PM	1	233	22	1	1	2	2	2	2	4	0	0	0	270	1038
4/17/2012	1:00:00 PM	0	241	24	0	5	3	2	0	0	5	0	0	0	280	1066
4/17/2012	1:15:00 PM	1	218	23	3	1	1	4	3	3	3	0	0	0	260	1076
4/17/2012	1:30:00 PM	0	230	19	0	1	0	2	3	1	1	0	0	0	257	1067
4/17/2012	1:45:00 PM	1	196	20	2	5	1	2	2	4	2	0	0	0	235	1032
4/17/2012	2:00:00 PM	0	212	20	2	2	4	4	1	2	2	0	0	0	249	1001
4/17/2012	2:15:00 PM	1	219	17	0	5	5	2	4	2	4	0	0	0	259	1000
4/17/2012	2:30:00 PM	0	183	23	1	2	2	1	2	2	1	0	0	0	217	960
4/17/2012	2:45:00 PM	1	222	14	1	3	3	4	1	1	3	0	0	0	253	978
4/17/2012	3:00:00 PM	2	236	28	2	5	2	0	2	3	0	0	0	0	280	1009
4/17/2012	3:15:00 PM	1	217	18	0	5	1	2	2	1	4	0	0	0	251	1001
4/17/2012	3:30:00 PM	2	198	22	1	1	2	2	2	2	0	0	0	0	232	1016
4/17/2012	3:45:00 PM	2	212	16	1	1	0	0	1	4	2	0	0	0	239	1002
4/17/2012	4:00:00 PM	1	214	13	1	4	5	2	2	1	3	0	0	0	246	968
4/17/2012	4:15:00 PM	1	213	12	0	1	1	4	1	1	1	0	0	0	235	952
4/17/2012	4:30:00 PM	0	217	14	1	2	2	1	3	1	1	0	0	0	242	962
4/17/2012	4:45:00 PM	0	242	12	2	2	4	4	2	1	2	0	0	0	271	994
4/17/2012	5:00:00 PM	3	244	15	0	1	5	3	1	0	4	0	0	0	276	1024
4/17/2012	5:15:00 PM	1	229	11	0	1	2	4	1	2	0	0	0	0	251	1040
4/17/2012	5:30:00 PM	0	249	11	1	0	2	2	1	0	4	0	0	0	270	1068
4/17/2012	5:45:00 PM	0	215	13	0	0	8	4	3	0	3	0	0	0	246	1043
4/17/2012	6:00:00 PM	1	219	8	1	0	4	3	0	0	3	0	0	0	239	1006
4/17/2012	6:15:00 PM	1	209	8	0	3	1	3	1	0	1	0	0	0	227	982
4/17/2012	6:30:00 PM	1	206	14	0	2	2	2	1	2	1	0	0	0	231	943
4/17/2012	6:45:00 PM	1	217	11	0	4	4	1	0	1	0	0	0	0	239	936
4/17/2012	7:00:00 PM	3	195	13	0	3	3	3	1	0	0	0	0	0	221	918
4/17/2012	7:15:00 PM	3	182	15	0	1	3	3	1	0	3	0	0	0	211	902
4/17/2012	7:30:00 PM	1	172	11	0	0	0	1	3	0	3	0	0	0	191	862
4/17/2012	7:45:00 PM	1	158	14	0	0	1	1	1	0	1	0	0	0	177	800
4/17/2012	8:00:00 PM	1	132	10	0	3	2	1	1	0	0	0	0	0	150	729
4/17/2012	8:15:00 PM	0	164	6	0	2	0	0	2	0	2	0	0	0	176	694
4/17/2012	8:30:00 PM	2	150	6	2	0	2	2	0	0	0	0	0	0	164	667
4/17/2012	8:45:00 PM	0	102	9	0	0	3	1	0	0	3	0	0	0	118	608
4/17/2012	9:00:00 PM	0	90	8	0	2	0	1	1	0	0	0	0	0	102	560
4/17/2012	9:15:00 PM	0	73	3	0	1	0	0	1	0	0	0	0	0	78	462
4/17/2012	9:30:00 PM	0	72	5	0	0	1	2	1	0	1	1	0	0	83	381
4/17/2012	9:45:00 PM	0	63	2	0	0	0	1	0	0	0	0	0	0	66	329
4/17/2012	10:00:00 PM	1	98	3	0	0	1	1	1	0	0	0	0	0	105	332
4/17/2012	10:15:00 PM	1	85	0	0	1	0	1	0	1	0	0	0	0	89	343
4/17/2012	10:30:00 PM	1	55	4	0	0	0	1	1	0	0	0	0	0	62	322
4/17/2012	10:45:00 PM	0	67	5	0	0	0	0	0	0	1	0	0	0	73	329
4/17/2012	11:00:00 PM	0	74	5	0	0	0	0	0	0	0	0	0	0	79	303
4/17/2012	11:15:00 PM	0	63	3	0	0	0	0	1	0	0	0	0	0	67	281
4/17/2012	11:30:00 PM	1	59	3	0	0	0	0	0	0	0	0	0	0	63	282
4/17/2012	11:45:00 PM	1	53	0	0	0	0	1	0	0	0	0	0	0	55	264
		42	8249	589	23	81	90	86	64	48	80	1	0	0	**9353**	
		0.4%	88.2%	6.3%	0.2%	0.9%	1.0%	0.9%	0.7%	0.5%	0.9%	0.0%	0.0%	0.0%		
														V_2-trucks	473	
														T_2%	**5.1%**	
Grand total		83	12683	1000	42	154	136	147	107	109	119	1	0	0		
Percent		0.6%	87.0%	6.9%	0.3%	1.1%	0.9%	1.0%	0.7%	0.7%	0.8%	0.0%	0.0%	0.0%		
															ADT_2 =	**14581**
															T_2-comb=	**5.6%**

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 7504
Station ID: # 9
Location 1: NW 12 STREET WEST OF NW 84 AVENUE
Location 2: WEST OF NW 84 AVENUE

Eastbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	2	37	7	0	0	0	0	0	0	0	0	0	0	46	
4/17/2012	12:15:00 AM	0	49	0	0	0	0	0	5	0	0	0	0	0	54	
4/17/2012	12:30:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
4/17/2012	12:45:00 AM	0	23	5	0	2	0	0	0	2	0	0	0	0	32	152
4/17/2012	1:00:00 AM	0	16	2	0	0	2	0	0	0	0	0	0	0	20	126
4/17/2012	1:15:00 AM	0	20	5	0	0	0	0	0	2	0	0	0	0	27	99
4/17/2012	1:30:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	94
4/17/2012	1:45:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	82
4/17/2012	2:00:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	76
4/17/2012	2:15:00 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10	59
4/17/2012	2:30:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	55
4/17/2012	2:45:00 AM	1	9	2	0	1	0	0	0	0	0	0	0	0	13	48
4/17/2012	3:00:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	50
4/17/2012	3:15:00 AM	1	17	0	0	0	0	0	0	0	0	0	0	0	18	58
4/17/2012	3:30:00 AM	0	20	1	0	3	0	0	0	0	0	0	0	0	24	71
4/17/2012	3:45:00 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	30	88
4/17/2012	4:00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	86
4/17/2012	4:15:00 AM	0	32	2	2	0	0	0	0	0	0	0	0	0	36	104
4/17/2012	4:30:00 AM	1	18	3	1	1	1	0	0	1	0	0	0	0	26	106
4/17/2012	4:45:00 AM	0	41	6	0	1	0	0	0	1	0	0	0	0	49	125
4/17/2012	5:00:00 AM	0	26	7	0	0	1	0	1	1	0	0	0	0	36	147
4/17/2012	5:15:00 AM	1	42	6	0	1	0	0	0	0	0	0	0	0	50	161
4/17/2012	5:30:00 AM	0	74	8	0	1	0	0	0	2	0	0	0	0	85	220
4/17/2012	5:45:00 AM	0	112	13	0	0	0	0	0	0	0	0	0	0	125	296
4/17/2012	6:00:00 AM	0	86	16	0	0	0	0	0	2	0	0	0	0	104	364
4/17/2012	6:15:00 AM	0	117	20	0	1	0	0	0	0	1	0	0	0	139	453
4/17/2012	6:30:00 AM	0	197	28	0	1	0	0	4	0	0	0	0	0	230	598
4/17/2012	6:45:00 AM	6	259	39	0	0	0	0	3	0	0	0	0	0	307	780
4/17/2012	7:00:00 AM	3	256	29	5	5	0	0	3	2	2	0	0	0	305	981
4/17/2012	7:15:00 AM	2	303	33	0	2	0	0	2	2	2	0	0	0	346	1188
4/17/2012	7:30:00 AM	2	410	50	2	2	0	0	2	2	2	0	0	0	472	1430
4/17/2012	7:45:00 AM	0	470	36	2	8	0	2	8	0	4	0	0	0	530	1653
4/17/2012	8:00:00 AM	4	430	56	2	4	2	2	11	2	4	0	0	0	517	1865
4/17/2012	8:15:00 AM	2	462	47	0	11	0	0	19	6	4	0	0	0	551	2070
4/17/2012	8:30:00 AM	0	484	31	0	6	0	0	14	2	8	0	0	0	545	2143
4/17/2012	8:45:00 AM	2	497	39	5	9	2	0	11	2	0	0	0	0	567	2180
4/17/2012	9:00:00 AM	2	420	55	9	7	0	2	11	2	9	0	0	0	517	2180
4/17/2012	9:15:00 AM	0	298	45	2	9	4	2	4	6	2	0	0	0	372	2001
4/17/2012	9:30:00 AM	0	268	41	2	13	2	0	5	2	2	0	0	0	335	1791
4/17/2012	9:45:00 AM	2	253	46	2	5	2	0	2	5	0	0	0	0	317	1541
4/17/2012	10:00:00 AM	0	247	37	0	7	0	4	2	5	0	0	0	0	302	1326
4/17/2012	10:15:00 AM	0	240	27	3	8	0	2	6	0	0	0	0	0	286	1240
4/17/2012	10:30:00 AM	0	210	41	5	16	0	2	2	3	0	0	0	0	279	1184
4/17/2012	10:45:00 AM	2	243	37	2	13	2	0	3	0	2	0	0	0	304	1171
4/17/2012	11:00:00 AM	0	211	39	0	9	2	2	6	0	0	0	0	0	269	1138
4/17/2012	11:15:00 AM	1	195	36	3	8	0	1	1	3	0	0	0	0	248	1100
4/17/2012	11:30:00 AM	0	199	31	3	7	0	0	1	0	1	0	0	0	242	1063
4/17/2012	11:45:00 AM	0	211	24	4	7	0	0	7	1	0	0	0	0	254	1013
		34	7644	957	54	168	20	19	133	57	43	0	0	0	**9129**	
		0.4%	83.7%	10.5%	0.6%	1.8%	0.2%	0.2%	1.5%	0.6%	0.5%	0.0%	0.0%	0.0%		
														V_1 trucks	494	
														T_1%	**5.4%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	0	239	44	0	5	0	2	0	0	2	0	0	0	292	1036
4/17/2012	12:15:00 PM	0	239	30	2	3	2	2	3	5	0	0	0	0	286	1074
4/17/2012	12:30:00 PM	2	222	26	6	8	0	0	9	2	5	0	0	0	280	1112
4/17/2012	12:45:00 PM	3	244	30	3	3	3	0	0	0	0	0	0	0	286	1144
4/17/2012	1:00:00 PM	0	226	39	0	6	0	0	6	5	0	0	0	0	282	1134
4/17/2012	1:15:00 PM	0	213	46	3	8	0	0	3	0	0	0	0	0	273	1121
4/17/2012	1:30:00 PM	0	226	28	3	5	0	0	7	2	0	0	0	0	271	1112
4/17/2012	1:45:00 PM	0	189	36	3	4	1	0	1	3	0	0	0	0	237	1063
4/17/2012	2:00:00 PM	0	174	31	6	4	4	0	6	4	0	0	0	0	229	1010
4/17/2012	2:15:00 PM	0	173	35	4	10	1	1	1	1	0	0	0	0	226	963
4/17/2012	2:30:00 PM	0	151	21	4	5	0	0	3	0	0	0	0	0	184	876
4/17/2012	2:45:00 PM	0	153	27	1	4	0	0	2	0	1	0	0	0	188	827
4/17/2012	3:00:00 PM	1	135	23	4	5	0	1	1	1	0	0	0	0	171	769
4/17/2012	3:15:00 PM	1	143	18	5	3	1	1	0	4	0	0	0	0	176	719
4/17/2012	3:30:00 PM	0	147	19	6	3	1	0	0	0	0	0	0	0	176	711
4/17/2012	3:45:00 PM	3	154	17	3	1	0	0	1	0	0	0	0	0	179	702
4/17/2012	4:00:00 PM	0	136	10	3	3	0	0	0	0	0	0	0	0	152	683
4/17/2012	4:15:00 PM	1	133	12	2	1	0	0	4	1	0	0	0	0	154	661
4/17/2012	4:30:00 PM	2	141	15	3	0	2	2	2	0	2	0	0	0	169	654
4/17/2012	4:45:00 PM	0	134	16	0	2	2	0	2	0	0	0	0	0	156	631
4/17/2012	5:00:00 PM	0	129	22	0	4	1	0	0	0	0	0	0	0	156	635
4/17/2012	5:15:00 PM	0	115	11	2	1	0	0	2	0	0	0	0	0	131	612
4/17/2012	5:30:00 PM	3	126	12	2	2	0	0	0	0	0	0	0	0	145	588
4/17/2012	5:45:00 PM	0	135	8	1	0	0	0	1	1	0	0	0	0	146	578
4/17/2012	6:00:00 PM	0	93	11	2	0	1	0	0	2	0	0	0	0	109	531
4/17/2012	6:15:00 PM	0	116	14	1	1	0	0	1	4	0	0	0	0	137	537
4/17/2012	6:30:00 PM	0	115	6	0	0	0	0	0	1	0	0	0	0	122	514
4/17/2012	6:45:00 PM	0	118	8	2	5	0	0	0	0	0	0	0	0	133	501
4/17/2012	7:00:00 PM	1	101	13	0	1	0	0	0	1	0	0	0	0	117	509
4/17/2012	7:15:00 PM	0	104	8	0	0	0	0	1	0	0	0	0	0	113	485
4/17/2012	7:30:00 PM	2	103	7	0	2	0	0	1	0	0	0	0	0	115	478
4/17/2012	7:45:00 PM	0	88	3	0	0	0	0	0	0	0	0	0	0	91	436
4/17/2012	8:00:00 PM	0	93	11	0	1	0	0	1	0	0	0	0	0	106	425
4/17/2012	8:15:00 PM	0	93	9	1	0	0	0	0	1	0	0	0	0	104	416
4/17/2012	8:30:00 PM	0	98	7	0	1	0	0	0	0	0	0	0	0	106	407
4/17/2012	8:45:00 PM	0	76	3	0	1	0	0	0	1	0	0	0	0	81	397
4/17/2012	9:00:00 PM	0	85	7	0	0	0	0	0	0	0	0	0	0	92	383
4/17/2012	9:15:00 PM	0	74	7	0	1	0	0	1	1	0	0	0	0	84	363
4/17/2012	9:30:00 PM	0	76	6	1	4	0	0	1	3	0	0	0	0	91	348
4/17/2012	9:45:00 PM	0	75	6	0	0	0	0	0	2	0	0	0	0	83	350
4/17/2012	10:00:00 PM	0	80	5	0	0	0	0	0	0	0	0	0	0	85	343
4/17/2012	10:15:00 PM	0	65	6	0	0	0	0	0	1	0	0	0	0	72	331
4/17/2012	10:30:00 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50	290
4/17/2012	10:45:00 PM	0	36	1	0	0	0	0	0	1	0	0	0	0	38	245
4/17/2012	11:00:00 PM	0	42	1	0	0	0	0	0	0	0	0	0	0	43	203
4/17/2012	11:15:00 PM	0	47	9	2	0	0	0	0	0	0	0	0	0	58	189
4/17/2012	11:30:00 PM	0	50	0	2	0	0	0	0	0	0	0	0	0	52	191
4/17/2012	11:45:00 PM	0	55	2	0	2	0	0	0	0	0	0	0	0	59	212
		19	6005	731	77	109	19	9	60	47	10	0	0	0	**7086**	
		0.3%	84.7%	10.3%	1.1%	1.5%	0.3%	0.1%	0.8%	0.7%	0.1%	0.0%	0.0%	0.0%		
														V_2.trucks	331	
														T_2%	**4.7%**	
Grand total		53	13649	1688	131	277	39	28	193	104	53	0	0	0		
Percent		0.7%	192.6%	23.8%	1.8%	3.9%	0.6%	0.4%	2.7%	1.5%	0.7%	0.0%	0.0%	0.0%		
															$ADT_{1=}$	**16215**
															T_1-comb%	**5.1%**

Westbound

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
4/17/2012	12:15:00 AM	1	27	3	0	0	0	0	0	0	0	0	0	0	31	
4/17/2012	12:30:00 AM	0	32	3	0	0	0	0	0	2	0	0	0	0	37	
4/17/2012	12:45:00 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	118
4/17/2012	1:00:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	105
4/17/2012	1:15:00 AM	0	24	5	0	0	0	0	0	0	0	0	0	0	29	103
4/17/2012	1:30:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	82
4/17/2012	1:45:00 AM	0	9	9	0	0	0	0	0	0	0	0	0	0	18	76
4/17/2012	2:00:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	79
4/17/2012	2:15:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9	59
4/17/2012	2:30:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	54
4/17/2012	2:45:00 AM	0	9	2	0	0	0	0	2	0	0	0	0	0	13	49
4/17/2012	3:00:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	13	46
4/17/2012	3:15:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	44
4/17/2012	3:30:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5	38
4/17/2012	3:45:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	36
4/17/2012	4:00:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	31
4/17/2012	4:15:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	32
4/17/2012	4:30:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	36
4/17/2012	4:45:00 AM	0	17	0	0	3	0	0	3	0	0	0	0	0	23	48
4/17/2012	5:00:00 AM	0	10	10	0	0	0	0	0	0	0	0	0	0	20	60
4/17/2012	5:15:00 AM	0	10	1	0	0	1	0	0	0	0	0	0	0	12	64
4/17/2012	5:30:00 AM	0	22	2	2	0	0	0	0	2	0	0	0	0	28	83
4/17/2012	5:45:00 AM	0	22	7	0	2	0	0	0	0	0	0	0	0	31	91
4/17/2012	6:00:00 AM	0	43	7	0	0	0	0	0	0	0	0	0	0	50	121
4/17/2012	6:15:00 AM	0	28	9	0	0	0	0	0	1	0	0	0	0	38	147
4/17/2012	6:30:00 AM	0	59	13	0	2	0	0	2	0	0	0	0	0	76	195
4/17/2012	6:45:00 AM	0	63	11	0	2	0	0	2	2	0	0	0	0	80	244
4/17/2012	7:00:00 AM	2	62	16	0	0	0	0	0	0	0	0	0	0	80	274
4/17/2012	7:15:00 AM	2	61	14	2	2	2	0	0	2	0	0	0	0	85	321
4/17/2012	7:30:00 AM	0	67	11	0	0	0	0	0	0	0	0	0	0	78	323
4/17/2012	7:45:00 AM	5	88	23	3	3	0	0	0	8	0	0	0	0	130	373
4/17/2012	8:00:00 AM	3	93	14	3	0	0	0	3	0	0	0	0	0	116	409
4/17/2012	8:15:00 AM	2	94	13	0	2	0	0	0	0	0	0	0	0	111	435
4/17/2012	8:30:00 AM	2	63	19	2	0	0	0	3	0	0	0	0	0	89	446
4/17/2012	8:45:00 AM	7	83	41	0	2	0	0	0	0	0	0	0	0	133	449
4/17/2012	9:00:00 AM	0	89	25	2	2	0	0	2	4	2	0	0	0	126	459
4/17/2012	9:15:00 AM	0	126	13	0	7	0	0	2	0	0	0	0	0	148	496
4/17/2012	9:30:00 AM	0	122	18	2	9	0	0	0	2	0	0	0	0	153	560
4/17/2012	9:45:00 AM	0	127	34	7	5	0	0	0	0	0	0	0	0	173	600
4/17/2012	10:00:00 AM	0	133	18	2	5	0	0	0	0	0	0	0	0	158	632
4/17/2012	10:15:00 AM	2	127	16	0	5	0	0	0	5	0	0	0	0	155	639
4/17/2012	10:30:00 AM	0	154	32	0	12	0	0	0	2	0	0	0	0	200	686
4/17/2012	10:45:00 AM	0	156	27	0	0	0	0	2	0	0	0	0	0	185	698
4/17/2012	11:00:00 AM	0	169	34	0	4	0	0	0	2	0	0	0	0	209	749
4/17/2012	11:15:00 AM	2	144	31	2	11	0	0	2	4	0	0	0	0	196	790
4/17/2012	11:30:00 AM	0	144	41	2	7	0	0	2	0	0	0	0	0	196	786
4/17/2012	11:45:00 AM	0	182	21	4	6	0	0	0	2	0	0	0	0	215	816
		28	2816	558	33	95	3	0	25	38	2	0	0	0	**3598**	
		0.8%	78.3%	15.5%	0.9%	2.6%	0.1%	0.0%	0.7%	1.1%	0.1%	0.0%	0.0%	0.0%		
														V_1.trucks	163	
														T_1%	**4.5%**	

PM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 PM	0	234	28	11	2	0	0	5	0	2	0	0	0	282	889
4/17/2012	12:15:00 PM	0	216	48	2	0	0	0	0	7	0	0	0	0	273	966
4/17/2012	12:30:00 PM	0	213	25	4	4	0	0	4	4	0	0	0	0	254	1024
4/17/2012	12:45:00 PM	0	209	18	5	2	0	0	2	0	0	0	0	0	236	1045
4/17/2012	1:00:00 PM	0	212	33	0	9	0	0	2	0	0	0	0	0	256	1019
4/17/2012	1:15:00 PM	0	207	34	2	7	0	0	2	4	0	0	0	0	256	1002
4/17/2012	1:30:00 PM	3	195	28	0	3	0	0	2	2	2	0	0	0	235	983
4/17/2012	1:45:00 PM	2	211	24	6	4	2	0	0	2	0	0	0	0	251	998
4/17/2012	2:00:00 PM	0	223	33	2	0	0	0	2	2	0	0	0	0	262	1004
4/17/2012	2:15:00 PM	0	252	40	2	7	0	0	5	2	0	0	0	0	308	1056
4/17/2012	2:30:00 PM	0	218	44	0	8	0	0	2	2	0	0	0	0	274	1095
4/17/2012	2:45:00 PM	0	275	35	0	5	0	0	0	7	7	0	0	0	329	1173
4/17/2012	3:00:00 PM	0	283	51	3	3	0	0	3	0	0	0	0	0	343	1254
4/17/2012	3:15:00 PM	2	270	54	2	4	0	0	0	0	2	0	0	0	334	1280
4/17/2012	3:30:00 PM	0	296	32	0	8	0	0	4	2	2	0	0	0	344	1350
4/17/2012	3:45:00 PM	0	289	32	4	8	0	0	2	0	0	0	0	0	335	1356
4/17/2012	4:00:00 PM	0	281	46	2	2	0	0	2	0	2	0	0	0	335	1348
4/17/2012	4:15:00 PM	0	273	37	2	6	0	0	6	0	6	0	0	0	330	1344
4/17/2012	4:30:00 PM	0	304	23	2	4	0	0	4	0	6	0	0	0	343	1343
4/17/2012	4:45:00 PM	0	309	23	4	2	0	0	0	0	2	0	0	0	340	1348
4/17/2012	5:00:00 PM	0	356	20	3	0	3	0	10	0	7	0	0	0	399	1412
4/17/2012	5:15:00 PM	0	326	33	3	8	0	0	3	0	5	0	0	0	378	1460
4/17/2012	5:30:00 PM	0	296	28	3	6	0	0	11	0	11	0	0	0	355	1472
4/17/2012	5:45:00 PM	0	276	41	0	3	0	0	10	0	3	0	0	0	333	1465
4/17/2012	6:00:00 PM	0	312	15	0	4	0	0	2	0	4	0	0	0	337	1403
4/17/2012	6:15:00 PM	0	297	25	0	0	0	0	0	0	0	0	0	0	322	1347
4/17/2012	6:30:00 PM	2	331	30	2	0	0	0	2	0	0	0	0	0	367	1359
4/17/2012	6:45:00 PM	0	307	32	0	2	0	0	0	0	0	0	0	0	341	1367
4/17/2012	7:00:00 PM	0	253	21	0	4	0	0	0	0	2	0	0	0	280	1310
4/17/2012	7:15:00 PM	0	234	19	0	0	0	0	0	0	0	0	0	0	253	1241
4/17/2012	7:30:00 PM	4	195	10	0	10	0	0	0	0	0	0	0	0	219	1093
4/17/2012	7:45:00 PM	2	159	11	0	0	0	0	0	0	0	0	0	0	172	924
4/17/2012	8:00:00 PM	0	136	17	2	0	0	0	0	0	0	0	0	0	155	799
4/17/2012	8:15:00 PM	2	156	24	2	2	0	0	0	0	0	0	0	0	186	732
4/17/2012	8:30:00 PM	0	125	12	0	0	0	0	0	0	0	0	0	0	137	650
4/17/2012	8:45:00 PM	1	110	3	0	0	0	0	0	0	0	0	0	0	114	592
4/17/2012	9:00:00 PM	0	124	3	0	0	0	0	0	0	0	0	0	0	127	564
4/17/2012	9:15:00 PM	2	99	14	0	0	0	0	0	0	0	0	0	0	115	493
4/17/2012	9:30:00 PM	1	89	1	0	1	0	0	0	1	0	0	0	0	93	449
4/17/2012	9:45:00 PM	0	102	7	0	2	0	0	0	0	0	0	0	0	111	446
4/17/2012	10:00:00 PM	0	104	9	0	2	0	0	0	0	0	0	0	0	115	434
4/17/2012	10:15:00 PM	0	97	4	0	0	0	0	0	0	0	0	0	0	101	420
4/17/2012	10:30:00 PM	0	69	4	0	0	0	0	0	0	0	0	0	0	73	400
4/17/2012	10:45:00 PM	0	79	6	0	0	0	0	0	0	0	0	0	0	85	374
4/17/2012	11:00:00 PM	0	64	6	0	1	0	0	0	0	0	0	0	0	71	330
4/17/2012	11:15:00 PM	1	73	5	0	0	0	0	0	0	0	0	0	0	79	308
4/17/2012	11:30:00 PM	0	64	3	0	0	2	0	0	0	0	0	0	0	69	304
4/17/2012	11:45:00 PM	0	64	2	0	0	0	0	0	0	0	0	0	0	66	285
		22	9867	1093	68	133	7	0	85	35	63	0	0	0	**11373**	
		0.2%	86.8%	9.6%	0.6%	1.2%	0.1%	0.0%	0.7%	0.3%	0.6%	0.0%	0.0%	0.0%		
														V_2.trucks	391	
														T_2%	**3.4%**	
Grand total		50	12683	1651	101	228	10	0	110	73	65	0	0	0		
Percent		0.4%	111.5%	14.5%	0.9%	2.0%	0.1%	0.0%	1.0%	0.6%	0.6%	0.0%	0.0%	0.0%		
															$ADT_{2=}$	**14971**
															T_2-comb%	**3.7%**

Start Date: 4/17/2012
Start Time: 12:00:00 AM
Site Code: 20814
Station ID: # 10
Location 1: NW 12 STREET BETWEEN NW 84 AVENUE & NW 82 AVENUE

EB

AM

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
4/17/2012	12:00:00 AM	0	45	0	0	0	0	0	0	0	0	0	0	0	45	
4/17/2012	12:15:00 AM	0	46	0	0	0	0	0	0	0	0	0	0	0	46	
4/17/2012	12:30:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
4/17/2012	12:45:00 AM	0	32	0	0	0	0	0	0	0	0	0	0	0	32	143
4/17/2012	1:00:00 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	28	126
4/17/2012	1:15:00 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26	106
4/17/2012	1:30:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	101
4/17/2012	1:45:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	85
4/17/2012	2:00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	71
4/17/2012	2:15:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	58
4/17/2012	2:30:00 AM	0	15	0	0	2	0	0	0	0	0	0	0	0	17	60
4/17/2012	2:45:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	54
4/17/2012	3:00:00 AM	0	15	1	0	0	0	0	1	0	0	0	0	0	17	57
4/17/2012	3:15:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	66
4/17/2012	3:30:00 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	30	79
4/17/2012	3:45:00 AM	0	18	0	0	2	0	0	0	0	1	0	0	0	21	90
4/17/2012	4:00:00 AM	0	11	0	0	0	0	0	1	0	0	0	0	0	12	85
4/17/2012	4:15:00 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	37	100
4/17/2012	4:30:00 AM	0	26	5	0	0	0	0	0	2	0	0	0	0	33	103
4/17/2012	4:45:00 AM	0	37	2	0	0	2	0	2	0	0	0	0	0	43	125
4/17/2012	5:00:00 AM	0	31	2	1	1	0	0	0	1	0	0	0	0	36	149
4/17/2012	5:15:00 AM	1	48	3	0	0	1	0	0	0	0	0	0	0	53	165
4/17/2012	5:30:00 AM	0	72	9	0	1	0	0	1	0	1	0	0	0	84	216
4/17/2012	5:45:00 AM	0	111	15	0	0	0	0	0	0	0	0	0	0	126	299
4/17/2012	6:00:00 AM	1	76	11	0	0	0	0	0	0	0	0	0	0	88	351
4/17/2012	6:15:00 AM	1	116	24	0	0	2	0	0	2	0	0	0	0	145	443
4/17/2012	6:30:00 AM	0	191	20	0	1	3	0	4	0	3	0	0	0	222	581
4/17/2012	6:45:00 AM	0	238	15	0	0	1	0	3	3	0	0	0	0	260	715
4/17/2012	7:00:00 AM	0	252	26	1	6	4	0	6	1	1	0	0	0	297	924
4/17/2012	7:15:00 AM	0	300	29	0	0	0	3	6	1	4	0	0	0	343	1122
4/17/2012	7:30:00 AM	4	387	46	2	0	0	2	4	4	2	0	0	0	451	1351
4/17/2012	7:45:00 AM	2	454	41	5	9	5	0	7	7	0	0	0	0	530	1621
4/17/2012	8:00:00 AM	0	430	33	0	7	4	4	7	4	0	0	0	0	489	1813
4/17/2012	8:15:00 AM	0	480	37	0	0	0	0	12	6	3	0	0	0	538	2008
4/17/2012	8:30:00 AM	0	463	44	0	5	8	0	0	3	5	0	0	0	528	2085
4/17/2012	8:45:00 AM	0	502	32	6	6	0	0	6	0	0	0	0	0	552	2107
4/17/2012	9:00:00 AM	4	401	30	2	0	0	2	0	2	4	0	0	0	445	2063
4/17/2012	9:15:00 AM	1	297	28	0	1	1	3	3	6	1	0	0	0	341	1866
4/17/2012	9:30:00 AM	0	266	31	4	4	6	0	6	1	1	0	0	0	319	1657
4/17/2012	9:45:00 AM	0	231	25	3	3	0	0	3	3	1	0	0	0	269	1374
4/17/2012	10:00:00 AM	2	220	33	0	5	3	5	6	0	0	0	0	0	274	1203
4/17/2012	10:15:00 AM	0	207	26	3	2	2	3	0	0	0	0	0	0	243	1105
4/17/2012	10:30:00 AM	0	196	27	1	6	1	4	3	6	1	0	0	0	245	1031
4/17/2012	10:45:00 AM	0	209	22	1	4	0	1	6	4	3	0	0	0	250	1012
4/17/2012	11:00:00 AM	0	186	28	5	9	3	3	3	1	1	0	0	0	239	977
4/17/2012	11:15:00 AM	1	198	32	3	3	1	1	1	1	0	0	0	0	241	975
4/17/2012	11:30:00 AM	2	241	27	2	2	2	0	5	0	2	0	0	0	283	1013
4/17/2012	11:45:00 AM	1	204	23	7	5	0	0	5	0	3	0	0	0	248	1011
		20	7464	746	46	84	49	31	101	58	37	0	0	0	**8636**	
		0.2%	86.4%	8.6%	0.5%	1.0%	0.6%	0.4%	1.2%	0.7%	0.4%	0.0%	0.0%	0.0%		
														V1-trucks	406	
														T1%	**4.7%**	

PM																
4/17/2012	12:00:00 PM	2	261	32	5	3	2	2	3	3	0	0	0	0	313	
4/17/2012	12:15:00 PM	3	227	29	4	1	5	3	3	1	0	0	0	0	276	
4/17/2012	12:30:00 PM	3	250	26	5	3	3	1	1	0	0	0	0	0	292	
4/17/2012	12:45:00 PM	0	265	22	4	1	4	0	5	1	1	0	0	0	303	1184
4/17/2012	1:00:00 PM	2	253	21	2	0	4	0	4	2	1	0	0	0	289	1160
4/17/2012	1:15:00 PM	0	258	33	3	0	0	2	5	0	0	0	0	0	301	1185
4/17/2012	1:30:00 PM	0	247	42	8	3	6	0	3	5	0	0	0	0	314	1207
4/17/2012	1:45:00 PM	3	221	25	4	5	4	0	1	1	0	0	0	0	264	1168
4/17/2012	2:00:00 PM	1	232	23	3	4	1	1	4	1	0	0	0	0	270	1149
4/17/2012	2:15:00 PM	3	221	28	4	3	3	1	3	4	0	0	0	0	270	1118
4/17/2012	2:30:00 PM	1	167	18	2	1	2	1	0	2	1	0	0	0	195	999
4/17/2012	2:45:00 PM	4	202	31	4	0	0	0	0	1	0	0	0	0	242	977
4/17/2012	3:00:00 PM	1	164	27	1	1	0	1	3	3	0	0	0	0	201	908
4/17/2012	3:15:00 PM	1	183	24	5	3	1	1	1	0	0	0	0	0	219	857
4/17/2012	3:30:00 PM	3	156	34	3	0	1	1	3	0	1	0	0	0	202	864
4/17/2012	3:45:00 PM	1	148	21	4	3	1	0	2	2	0	0	0	0	182	804
4/17/2012	4:00:00 PM	4	169	18	4	3	1	0	1	3	0	0	0	0	203	806
4/17/2012	4:15:00 PM	2	175	15	1	2	4	0	2	1	0	0	0	0	202	789
4/17/2012	4:30:00 PM	0	175	19	3	3	1	1	4	0	0	0	0	0	206	793
4/17/2012	4:45:00 PM	1	176	18	0	4	0	1	1	0	0	0	0	0	201	812
4/17/2012	5:00:00 PM	1	195	13	0	1	1	0	1	0	0	0	0	0	212	821
4/17/2012	5:15:00 PM	2	153	15	3	0	2	0	2	1	0	0	0	0	178	797
4/17/2012	5:30:00 PM	5	183	16	1	0	0	1	4	0	1	0	0	0	211	802
4/17/2012	5:45:00 PM	5	154	10	2	1	0	0	1	1	0	0	0	0	174	775
4/17/2012	6:00:00 PM	3	169	9	0	0	1	1	0	1	0	0	0	0	184	747
4/17/2012	6:15:00 PM	1	157	14	0	2	0	0	2	1	0	0	0	0	177	746
4/17/2012	6:30:00 PM	3	159	9	0	0	3	0	0	0	0	0	0	0	174	709
4/17/2012	6:45:00 PM	0	151	12	1	4	1	0	3	1	0	0	0	0	173	708
4/17/2012	7:00:00 PM	2	118	9	0	0	0	0	0	0	0	0	0	0	129	653
4/17/2012	7:15:00 PM	1	118	7	1	1	0	0	1	0	0	0	0	0	129	605
4/17/2012	7:30:00 PM	0	118	5	0	3	0	0	0	0	0	0	0	0	126	557
4/17/2012	7:45:00 PM	1	98	8	0	0	1	0	2	0	0	0	0	0	110	494
4/17/2012	8:00:00 PM	0	118	7	0	0	0	0	3	0	0	0	0	0	128	493
4/17/2012	8:15:00 PM	1	85	3	0	0	0	0	0	0	0	0	0	0	89	453
4/17/2012	8:30:00 PM	0	98	7	0	2	0	0	0	1	1	0	0	0	109	436
4/17/2012	8:45:00 PM	0	86	5	0	0	0	0	1	2	0	0	0	0	94	420
4/17/2012	9:00:00 PM	0	96	2	0	1	0	0	1	0	0	0	0	0	100	392
4/17/2012	9:15:00 PM	1	88	7	0	0	1	0	0	1	0	0	0	0	98	401
4/17/2012	9:30:00 PM	0	78	3	0	0	0	0	1	0	0	0	0	0	82	374
4/17/2012	9:45:00 PM	1	69	2	0	0	0	0	0	0	0	0	0	0	72	352
4/17/2012	10:00:00 PM	0	95	6	0	1	0	1	0	0	0	0	0	0	103	355
4/17/2012	10:15:00 PM	0	64	3	0	0	0	0	0	0	1	0	0	0	68	325
4/17/2012	10:30:00 PM	0	41	2	0	1	0	0	0	0	0	0	0	0	44	287
4/17/2012	10:45:00 PM	0	39	2	2	0	0	0	0	0	0	0	0	0	43	258
4/17/2012	11:00:00 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	45	200
4/17/2012	11:15:00 PM	0	47	2	4	0	0	0	0	0	0	0	0	0	53	185
4/17/2012	11:30:00 PM	0	49	4	0	0	0	0	0	0	0	0	0	0	53	194
4/17/2012	11:45:00 PM	0	49	1	0	0	0	0	0	0	0	0	0	0	50	201
		62	7067	692	83	60	53	19	71	39	7	0	0	0	**8153**	
		0.8%	86.7%	8.5%	1.0%	0.7%	0.7%	0.2%	0.9%	0.5%	0.1%	0.0%	0.0%	0.0%		
														V2-trucks	332	
														T2%	**4.1%**	
Grand total		82	14531	1438	129	144	102	50	172	97	44	0	0	0		
Percent		0.5%	86.6%	8.6%	0.8%	0.9%	0.6%	0.3%	1.0%	0.6%	0.3%	0.0%	0.0%	0.0%		
															ADT_1 =	**16789**
															T_1-comb%	**4.4%**

WB

AM

4/17/2012	12:00:00 AM	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
4/17/2012	12:15:00 AM	0	32	3	0	0	0	0	0	0	0	0	0	0	35	
4/17/2012	12:30:00 AM	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
4/17/2012	12:45:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	109
4/17/2012	1:00:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	103
4/17/2012	1:15:00 AM	0	17	0	0	0	0	0	0	1	0	0	0	0	18	86
4/17/2012	1:30:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	73
4/17/2012	1:45:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	12	70
4/17/2012	2:00:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	67
4/17/2012	2:15:00 AM	0	5	0	0	0	0	0	2	0	0	0	0	0	7	56
4/17/2012	2:30:00 AM	0	10	3	0	0	0	0	0	1	0	0	0	0	14	53
4/17/2012	2:45:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	54
4/17/2012	3:00:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14	48
4/17/2012	3:15:00 AM	0	6	2	0	0	0	0	1	0	0	0	0	0	9	50
4/17/2012	3:30:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6	42
4/17/2012	3:45:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8	37
4/17/2012	4:00:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	28
4/17/2012	4:15:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	33
4/17/2012	4:30:00 AM	1	13	3	0	0	0	0	0	0	0	0	0	0	17	44
4/17/2012	4:45:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	54
4/17/2012	5:00:00 AM	1	12	3	0	1	0	0	0	0	0	0	0	0	17	66
4/17/2012	5:15:00 AM	0	13	3	0	0	0	0	0	1	0	0	0	0	17	69
4/17/2012	5:30:00 AM	0	21	6	0	0	0	0	0	0	0	0	0	0	27	79
4/17/2012	5:45:00 AM	0	22	9	0	0	0	0	0	1	0	0	0	0	32	93
4/17/2012	6:00:00 AM	0	47	12	0	0	1	0	0	0	0	0	0	0	60	136
4/17/2012	6:15:00 AM	0	35	13	0	0	0	0	2	0	0	0	0	0	50	169
4/17/2012	6:30:00 AM	1	69	16	1	1	0	0	0	2	0	0	0	0	90	232
4/17/2012	6:45:00 AM	1	85	19	1	1	0	1	0	0	0	0	0	0	108	308
4/17/2012	7:00:00 AM	0	63	13	0	3	0	0	0	1	0	0	0	0	80	328
4/17/2012	7:15:00 AM	1	88	19	0	1	0	0	1	1	0	0	0	0	111	389
4/17/2012	7:30:00 AM	1	107	25	2	3	0	0	2	1	1	0	0	0	142	441
4/17/2012	7:45:00 AM	0	118	25	1	5	0	0	0	1	1	0	0	0	151	484
4/17/2012	8:00:00 AM	0	142	26	2	0	2	0	0	2	0	0	0	0	174	578
4/17/2012	8:15:00 AM	0	114	25	1	6	1	1	1	0	0	0	0	0	149	616
4/17/2012	8:30:00 AM	0	135	25	0	9	3	0	1	0	0	0	0	0	173	647
4/17/2012	8:45:00 AM	0	123	37	1	7	0	0	3	1	1	0	0	0	173	669
4/17/2012	9:00:00 AM	2	169	40	2	2	0	0	2	2	2	0	0	0	221	716
4/17/2012	9:15:00 AM	0	132	30	0	6	2	0	0	3	2	0	0	0	175	742
4/17/2012	9:30:00 AM	0	154	34	3	7	1	0	0	1	1	0	0	0	201	770
4/17/2012	9:45:00 AM	2	146	31	2	11	0	0	3	0	0	0	0	0	195	792
4/17/2012	10:00:00 AM	0	172	28	1	7	1	0	1	1	0	0	0	0	211	782
4/17/2012	10:15:00 AM	1	142	37	1	4	1	0	1	0	0	0	0	0	187	794
4/17/2012	10:30:00 AM	1	154	46	3	6	1	0	3	3	0	0	0	0	217	810
4/17/2012	10:45:00 AM	1	167	28	3	8	0	0	4	3	0	0	0	0	214	829
4/17/2012	11:00:00 AM	0	167	41	2	0	2	0	3	3	0	0	0	0	218	836
4/17/2012	11:15:00 AM	2	170	48	3	10	3	0	2	0	0	0	0	0	238	887
4/17/2012	11:30:00 AM	0	177	39	1	7	3	0	0	1	0	0	0	0	228	898
4/17/2012	11:45:00 AM	0	211	32	3	8	0	0	3	7	0	0	0	0	264	948
		17	3436	743	33	115	21	2	35	37	8	0	0	0	**4447**	
		0.4%	77.3%	16.7%	0.7%	2.6%	0.5%	0.0%	0.8%	0.8%	0.2%	0.0%	0.0%	0.0%		
														V1-trucks	251	
														T1%	**5.6%**	

PM																
4/17/2012	12:00:00 PM	2	250	42	3	6	2	0	3	6	2	0	0	0	316	1046
4/17/2012	12:15:00 PM	3	237	43	4	4	0	0	1	1	1	0	0	0	294	1102
4/17/2012	12:30:00 PM	0	217	44	1	7	0	0	3	3	1	0	0	0	276	1150
4/17/2012	12:45:00 PM	0	200	51	3	5	0	0	2	0	0	5	5	5	276	1162
4/17/2012	1:00:00 PM	0	231	36	3	7	0	0	3	3	3	0	0	0	286	1132
4/17/2012	1:15:00 PM	2	240	32	2	5	2	0	3	0	2	0	0	0	288	1126
4/17/2012	1:30:00 PM	0	235	45	5	11	0	0	2	3	0	0	0	0	301	1151
4/17/2012	1:45:00 PM	0	203	39	6	13	0	0	1	1	1	0	0	0	264	1139
4/17/2012	2:00:00 PM	3	232	51	3	3	2	0	3	0	0	0	0	0	297	1150
4/17/2012	2:15:00 PM	2	241	44	2	5	2	0	3	2	2	0	0	0	303	1165
4/17/2012	2:30:00 PM	0	253	46	3	8	0	0	5	2	0	0	0	0	317	1181
4/17/2012	2:45:00 PM	2	261	51	5	10	0	0	3	2	2	0	0	0	336	1253
4/17/2012	3:00:00 PM	2	285	58	4	8	2	0	0	2	4	0	0	0	365	1321
4/17/2012	3:15:00 PM	0	266	51	4	10	0	2	0	0	0	0	0	0	333	1351
4/17/2012	3:30:00 PM	2	292	39	5	12	0	0	4	4	0	0	0	0	358	1392
4/17/2012	3:45:00 PM	0	238	36	1	6	0	0	1	1	0	0	0	0	283	1339
4/17/2012	4:00:00 PM	2	288	42	3	5	2	0	5	2	0	0	0	0	349	1323
4/17/2012	4:15:00 PM	3	272	33	5	7	2	0	3	0	2	0	0	0	327	1317
4/17/2012	4:30:00 PM	2	260	46	2	7	0	0	2	2	0	0	0	0	321	1280
4/17/2012	4:45:00 PM	0	201	51	9	4	0	0	9	9	4	0	0	0	287	1284
4/17/2012	5:00:00 PM	7	213	29	0	0	7	0	15	0	15	0	0	0	286	1221
4/17/2012	5:15:00 PM	5	211	41	10	5	0	0	0	0	5	0	0	0	277	1171
4/17/2012	5:30:00 PM	0	202	38	6	6	0	0	6	0	13	0	0	0	271	1121
4/17/2012	5:45:00 PM	5	176	36	9	9	0	0	9	0	0	0	0	0	244	1078
4/17/2012	6:00:00 PM	3	228	33	7	3	3	0	0	7	0	0	0	0	284	1076
4/17/2012	6:15:00 PM	0	234	32	3	5	3	0	0	0	0	0	0	0	277	1076
4/17/2012	6:30:00 PM	0	276	26	3	5	0	0	2	3	2	0	0	0	317	1122
4/17/2012	6:45:00 PM	3	241	19	3	1	0	0	4	0	1	0	0	0	272	1150
4/17/2012	7:00:00 PM	3	197	23	1	1	0	0	3	0	3	0	0	0	231	1097
4/17/2012	7:15:00 PM	0	203	17	2	3	0	0	0	2	0	0	0	0	227	1047
4/17/2012	7:30:00 PM	1	196	13	0	3	0	0	0	0	0	0	0	0	213	943
4/17/2012	7:45:00 PM	1	140	14	0	1	0	0	1	0	0	0	0	0	157	828
4/17/2012	8:00:00 PM	0	159	14	2	0	0	0	3	0	0	0	0	0	178	775
4/17/2012	8:15:00 PM	0	130	8	1	1	0	0	1	0	0	0	0	0	141	689
4/17/2012	8:30:00 PM	0	119	14	0	6	0	0	0	0	0	0	0	0	139	615
4/17/2012	8:45:00 PM	1	95	13	1	4	0	0	0	0	0	0	0	0	114	572
4/17/2012	9:00:00 PM	1	104	9	0	1	0	0	0	0	0	0	0	0	115	509
4/17/2012	9:15:00 PM	1	85	8	1	1	0	0	2	0	0	0	0	0	98	466
4/17/2012	9:30:00 PM	1	94	9	0	0	0	0	0	0	0	0	0	0	104	431
4/17/2012	9:45:00 PM	1	76	7	0	0	0	0	0	1	0	0	0	0	85	402
4/17/2012	10:00:00 PM	0	102	11	0	0	0	0	0	1	1	0	0	0	115	402
4/17/2012	10:15:00 PM	0	88	9	0	1	0	0	0	0	1	0	0	0	99	403
4/17/2012	10:30:00 PM	0	60	5	0	2	0	0	1	0	0	0	0	0	68	367
4/17/2012	10:45:00 PM	0	77	6	0	2	0	0	0	0	0	0	0	0	85	367
4/17/2012	11:00:00 PM	0	66	7	1	0	0	0	0	1	0	0	0	0	75	327
4/17/2012	11:15:00 PM	0	61	6	0	1	0	0	0	0	1	0	0	0	69	297
4/17/2012	11:30:00 PM	0	61	3	0	1	0	0	1	0	0	0	0	0	66	295
4/17/2012	11:45:00 PM	0	48	8	0	0	0	0	0	0	0	0	0	0	56	266
		58	8844	1338	123	205	27	2	104	58	66	5	5	5	**10840**	
		0.5%	81.6%	12.3%	1.1%	1.9%	0.2%	0.0%	1.0%	0.5%	0.6%	0.0%	0.0%	0.0%		
														V2-trucks	600	
														T2%	**5.5%**	
Grand total		75	12280	2081	156	320	48	4	139	95	74	5	5	5		
Percent		0.5%	80.3%	13.6%	1.0%	2.1%	0.3%	0.0%	0.9%	0.6%	0.5%	0.0%	0.0%	0.0%		
															ADT_2 =	**15287**
															T_2-comb%	**5.6%**

County: 87
Station: 5500
Description: NW 114 AVE _ SOUTH OF NW 41 ST
Start Date: 06/06/2012
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	23	9	11	64	5	7	4	6	22	86
0100	7	6	4	0	17	5	1	3	1	10	27
0200	1	4	2	0	7	1	0	2	0	3	10
0300	0	0	2	1	3	1	3	1	0	5	8
0400	3	1	3	2	9	2	1	4	7	14	23
0500	3	4	5	2	14	3	6	9	10	28	42
0600	8	21	25	34	88	12	18	28	66	124	212
0700	48	48	52	74	222	68	100	109	147	424	646
0800	77	95	85	83	340	162	160	162	196	680	1020
0900	70	64	75	54	263	149	117	125	99	490	753
1000	48	43	54	50	195	98	85	84	84	351	546
1100	50	59	79	98	286	73	91	78	97	339	625
1200	105	81	116	107	409	97	108	109	128	442	851
1300	104	96	87	99	386	140	121	117	99	477	863
1400	88	84	76	80	328	117	99	123	110	449	777
1500	93	95	103	92	383	110	99	104	115	428	811
1600	107	79	96	118	400	92	101	85	117	395	795
1700	105	95	91	84	375	101	117	139	103	460	835
1800	87	76	99	83	345	99	110	114	100	423	768
1900	81	84	65	42	272	90	76	63	59	288	560
2000	55	54	42	52	203	40	29	32	35	136	339
2100	47	35	42	36	160	34	29	21	26	110	270
2200	21	33	20	27	101	22	20	13	14	69	170
2300	16	9	17	15	57	14	14	11	4	43	100
24-Hour Totals:					4927					6210	11137

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	400	0800	680	0800	1020
P.M.	1230	423	1245	506	1230	921
Daily	1230	423	0800	680	0800	1020

Truck Percentage 12.54 6.59 9.22

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	176	3698	434	171	197	100	2	28	90	23	0	0	7	0	1	618	4927
S	36	5228	529	113	182	34	2	19	51	6	0	1	1	0	8	409	6210

NW 25 Street Corridor

County: 87
Station: 0064
Description: NW 25 ST - EAST OF TURNPIKE
Start Date: 04/18/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	5	2	6	21	16	11	8	4	39	60
0100	3	1	3	5	12	3	3	4	3	13	25
0200	0	0	5	3	8	5	1	4	5	15	23
0300	2	5	6	0	13	2	2	4	8	16	29
0400	4	10	10	18	42	0	4	10	11	25	67
0500	13	22	48	64	147	12	8	11	25	56	203
0600	65	93	106	150	414	20	34	39	43	136	550
0700	189	188	223	237	837	38	72	54	85	249	1086
0800	241	237	230	238	946	68	91	68	64	291	1237
0900	185	145	111	113	554	73	46	57	46	222	776
1000	80	81	64	84	309	41	47	41	45	174	483
1100	81	59	67	67	274	42	50	61	57	210	484
1200	93	77	104	75	349	65	59	65	67	256	605
1300	73	100	77	86	336	71	83	87	82	323	659
1400	84	99	73	74	330	72	88	125	79	364	694
1500	75	87	100	79	341	79	72	152	116	419	760
1600	76	67	82	72	297	143	138	159	184	624	921
1700	95	60	86	63	304	261	244	228	234	967	1271
1800	81	71	40	53	245	218	167	141	129	655	900
1900	48	47	46	42	183	91	72	79	65	307	490
2000	35	30	29	29	123	59	45	31	43	178	301
2100	14	16	38	24	92	45	22	30	27	124	216
2200	21	22	19	18	80	31	26	35	28	120	200
2300	12	7	5	7	31	14	18	15	9	56	87
24-Hour Totals:					6288					5839	12127

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	946	0745	312	0745	1257
P.M.	1230	352	1700	967	1700	1271
Daily	0800	946	1700	967	1700	1271

Truck Percentage 10.61 12.35 11.45

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	83	5477	45	3	142	64	72	127	144	98	1	0	16	0	16	667	6288
W	292	4763	41	7	127	64	92	121	152	133	1	0	24	0	22	721	5839

County: 87
Station: 0052
Description: NW 25 ST _EAST OF NW 112 AVE
Start Date: 05/30/2012
Start Time: 1200

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	11	5	5	38	23	12	12	16	63	101
0100	7	4	7	2	20	7	9	3	4	23	43
0200	5	7	6	6	24	5	9	4	8	26	50
0300	6	7	10	8	31	7	9	4	5	25	56
0400	6	12	21	13	52	8	6	10	17	41	93
0500	23	24	42	56	145	8	10	23	54	95	240
0600	56	83	116	169	424	21	29	58	96	204	628
0700	211	253	221	256	941	80	83	85	121	369	1310
0800	232	208	206	179	825	110	128	117	87	442	1267
0900	178	139	122	104	543	73	77	67	60	277	820
1000	110	99	104	105	418	74	76	71	72	293	711
1100	111	89	106	101	407	64	79	100	89	332	739
1200	104	93	119	123	439	91	106	103	106	406	845
1300	116	113	129	105	463	98	112	105	113	428	891
1400	110	104	122	110	446	106	129	143	132	510	956
1500	96	131	134	110	471	121	139	189	200	649	1120
1600	114	108	95	85	402	158	171	217	229	775	1177
1700	136	87	135	79	437	292	325	292	302	1211	1648
1800	80	92	58	53	283	263	258	214	152	887	1170
1900	49	63	56	45	213	121	114	82	87	404	617
2000	35	36	33	36	140	67	46	49	40	202	342
2100	33	29	20	29	111	42	30	43	29	144	255
2200	19	22	27	24	92	54	35	24	24	137	229
2300	13	8	13	13	47	30	13	19	18	80	127
24-Hour Totals:					7412					8023	15435

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	962	0745	476	0745	1378
P.M.	1515	489	1700	1211	1700	1648
Daily	0715	962	1700	1211	1700	1648

Truck Percentage 15.93 10.52 13.12

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	537	4655	970	227	426	105	8	81	203	91	0	0	40	0	69	1181	7412
W	130	6204	826	175	173	142	46	92	171	34	1	0	10	0	19	844	8023

County: 87
Station: 0051
Description: NW 25 STREET _ WEST OF NW 107AVE
Start Date: 05/30/2012
Start Time: 1500

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	20	9	15	71	27	14	11	13	65	136
0100	11	10	10	3	34	13	8	6	2	29	63
0200	10	8	10	5	33	6	8	9	6	29	62
0300	8	6	13	10	37	5	10	6	6	27	64
0400	9	13	20	27	69	7	10	11	19	47	116
0500	26	24	55	63	168	15	18	38	75	146	314
0600	77	107	133	179	496	41	45	83	107	276	772
0700	205	265	272	304	1046	106	120	135	183	544	1590
0800	281	301	259	236	1077	131	166	145	143	585	1662
0900	254	198	182	167	801	137	124	116	115	492	1293
1000	190	156	156	179	681	119	121	138	100	478	1159
1100	178	204	203	212	797	112	124	143	156	535	1332
1200	205	254	200	230	889	140	140	123	152	555	1444
1300	206	218	189	174	787	150	144	154	157	605	1392
1400	184	191	209	211	795	149	176	150	156	631	1426
1500	136	164	199	186	685	184	224	216	209	833	1518
1600	211	187	211	201	810	175	237	243	249	904	1714
1700	206	188	227	182	803	296	323	298	290	1207	2010
1800	205	161	141	135	642	274	246	226	166	912	1554
1900	142	143	129	112	526	157	127	106	112	502	1028
2000	102	87	90	79	358	93	66	62	63	284	642
2100	91	70	62	91	314	59	37	54	41	191	505
2200	65	37	56	29	187	48	47	32	28	155	342
2300	24	30	18	36	108	32	20	19	26	97	205
24-Hour Totals:					12214					10129	22343

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1158	0745	625	0730	1773
P.M.	1215	890	1700	1207	1700	2010
Daily	0730	1158	1700	1207	1700	2010

Truck Percentage 13.84 9.60 11.92

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	393	8191	1670	312	528	397	29	60	181	149	1	0	34	0	269	1691	12214
W	174	7963	995	212	268	115	47	94	200	24	2	4	6	0	25	972	10129

County: 87
Station: 0061
Description: NW 25 ST _ WEST OF NW 102 PL
Start Date: 04/17/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	26	17	14	84	16	29	16	11	72	156
0100	17	6	7	9	39	11	11	13	5	40	79
0200	11	5	13	4	33	10	3	8	7	28	61
0300	6	5	10	4	25	7	7	7	7	28	53
0400	12	19	20	21	72	4	7	9	12	32	104
0500	24	29	53	88	194	12	21	29	50	112	306
0600	73	128	141	185	527	46	48	60	98	252	779
0700	187	231	224	257	899	84	79	118	118	399	1298
0800	237	241	187	202	867	127	124	117	106	474	1341
0900	205	190	178	165	738	127	122	117	131	497	1235
1000	159	156	174	171	660	130	119	132	138	519	1179
1100	141	145	166	154	606	125	157	139	164	585	1191
1200	187	179	180	200	746	157	176	159	152	644	1390
1300	193	162	188	209	752	170	169	164	199	702	1454
1400	173	183	181	175	712	194	193	192	206	785	1497
1500	161	158	189	161	669	221	194	205	196	816	1485
1600	158	163	169	150	640	212	214	205	204	835	1475
1700	178	153	157	145	633	231	222	223	211	887	1520
1800	148	137	133	122	540	223	213	169	179	784	1324
1900	113	113	104	94	424	147	140	131	107	525	949
2000	95	88	100	93	376	100	95	67	60	322	698
2100	95	89	80	78	342	65	50	83	64	262	604
2200	88	50	64	54	256	64	55	46	36	201	457
2300	37	23	20	0	80	31	34	31	16	112	192
24-Hour Totals:					10914					9913	20827

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	959	1145	656	0730	1446
P.M.	1330	753	1700	887	1345	1524
Daily	0730	959	1700	887	1345	1524

Truck Percentage 11.58 10.06 10.86

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	464	9037	86	11	210	121	163	227	220	230	3	0	79	0	63	1264	10914
W	145	8637	85	6	167	105	134	157	212	150	1	2	63	0	49	997	9913

County: 87
Station: 0082
Description: NW 25 ST WEST OF NW 97 AVE
Start Date: 04/12/2012
Start Time: 1415

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	37	41	23	20	121	36	25	22	23	106	227
0100	12	23	19	20	74	13	21	19	11	64	138
0200	22	11	16	21	70	12	4	14	9	39	109
0300	10	11	19	21	61	10	9	19	17	55	116
0400	22	25	42	33	122	11	16	22	28	77	199
0500	32	43	65	80	220	28	37	55	63	183	403
0600	80	120	172	216	588	70	78	125	155	428	1016
0700	235	319	354	381	1289	198	206	221	226	851	2140
0800	316	303	327	334	1280	237	223	204	191	855	2135
0900	280	232	234	222	968	186	177	194	192	749	1717
1000	211	209	216	212	848	202	203	170	215	790	1638
1100	225	227	215	166	833	208	204	221	156	789	1622
1200	133	141	244	241	759	213	225	225	229	892	1651
1300	193	172	173	234	772	212	217	202	233	864	1636
1400	222	228	234	220	904	241	215	229	235	920	1824
1500	231	226	211	203	871	231	231	258	241	961	1832
1600	231	246	248	256	981	285	321	331	301	1238	2219
1700	265	260	204	196	925	279	300	271	261	1111	2036
1800	229	203	147	175	754	250	237	237	190	914	1668
1900	160	142	144	121	567	194	170	156	142	662	1229
2000	134	113	119	130	496	139	116	99	71	425	921
2100	126	119	110	127	482	97	79	71	66	313	795
2200	97	96	72	80	345	71	77	63	53	264	609
2300	80	69	46	45	240	75	47	68	46	236	476
24-Hour Totals:					14570					13786	28356

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1370	0730	907	0730	2261
P.M.	1630	1029	1600	1238	1615	2247
Daily	0715	1370	1600	1238	0730	2261

Truck Percentage 10.44 12.10 11.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	768	11935	172	33	236	135	193	251	268	245	4	0	156	0	174	1521	14570
W	165	11639	172	27	271	147	254	265	315	253	2	1	133	0	142	1668	13786

County: 87
Station: 0080
Description: NW 25 ST _WEST OF NW 82 AVE
Start Date: 04/12/2012
Start Time: 1100

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	71	53	50	35	209	34	20	27	21	102	311
0100	33	43	36	28	140	29	26	30	20	105	245
0200	36	27	22	28	113	16	9	10	16	51	164
0300	25	23	32	34	114	13	9	30	21	73	187
0400	22	27	39	39	127	21	21	39	46	127	254
0500	37	41	66	70	214	45	38	68	82	233	447
0600	87	115	197	194	593	64	111	129	213	517	1110
0700	187	175	266	275	903	198	197	271	261	927	1830
0800	277	318	318	336	1249	285	285	283	293	1146	2395
0900	231	217	202	212	862	286	322	240	296	1144	2006
1000	199	230	241	242	912	289	234	262	231	1016	1928
1100	218	213	228	232	891	309	250	251	258	1068	1959
1200	224	227	232	230	913	293	279	236	241	1049	1962
1300	252	238	220	234	944	243	214	254	263	974	1918
1400	234	232	233	240	939	218	247	313	293	1071	2010
1500	208	240	239	205	892	266	258	200	272	996	1888
1600	282	346	306	329	1263	322	302	319	295	1238	2501
1700	349	278	272	288	1187	282	306	291	252	1131	2318
1800	233	231	157	137	758	254	332	318	293	1197	1955
1900	178	156	154	159	647	278	268	234	229	1009	1656
2000	153	133	126	133	545	238	208	165	166	777	1322
2100	123	137	110	137	507	170	150	100	112	532	1039
2200	126	147	104	98	475	74	60	38	50	222	697
2300	108	80	84	59	331	61	50	53	43	207	538
24-Hour Totals:					15728					16912	32640

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1249	0830	1184	0800	2395
P.M.	1615	1330	1600	1238	1615	2528
Daily	1615	1330	1600	1238	1615	2528

Truck Percentage 11.51 8.43 9.92

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	411	13180	117	72	257	151	222	291	317	276	7	4	214	0	209	1811	15728
W	1259	13798	148	411	382	15	12	188	92	248	0	0	78	0	281	1426	16912

County: 87
Station: 2221
Description: NW 25 ST _WEST OF SR 826
Start Date: 06/13/2012
Start Time: 0000

	Direction: W					Direction: E					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	53	42	51	15	161	58	53	37	50	198	359
0100	23	17	18	18	76	34	28	17	39	118	194
0200	17	14	14	13	58	40	19	23	30	112	170
0300	16	22	13	25	76	30	25	20	36	111	187
0400	28	37	37	39	141	33	42	49	55	179	320
0500	51	51	151	161	414	38	53	73	91	255	669
0600	159	221	326	365	1071	98	96	152	163	509	1580
0700	380	359	405	424	1568	179	210	261	297	947	2515
0800	381	390	430	441	1642	268	311	317	394	1290	2932
0900	412	382	351	352	1497	360	319	314	325	1318	2815
1000	343	358	354	318	1373	313	334	357	342	1346	2719
1100	319	346	391	346	1402	377	345	366	296	1384	2786
1200	376	341	322	331	1370	338	287	405	406	1436	2806
1300	309	325	313	327	1274	449	424	423	401	1697	2971
1400	306	334	337	333	1310	417	410	409	434	1670	2980
1500	322	309	309	278	1218	413	429	510	448	1800	3018
1600	324	300	265	222	1111	483	498	516	506	2003	3114
1700	284	250	304	256	1094	524	391	422	433	1770	2864
1800	255	210	227	221	913	405	437	395	319	1556	2469
1900	186	160	162	142	650	332	274	267	272	1145	1795
2000	140	119	122	127	508	218	187	189	165	759	1267
2100	109	92	85	107	393	195	147	130	127	599	992
2200	86	96	97	66	345	144	97	99	100	440	785
2300	53	54	54	38	199	78	64	62	58	262	461
24-Hour Totals:					19864					22904	42768

Peak Volume Information

	Direction: W		Direction: E		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0815	1673	1045	1430	0830	3055
P.M.	1200	1370	1615	2044	1530	3150
Daily	0815	1673	1615	2044	1530	3150

Truck Percentage 15.60 12.17 13.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	755	13412	2364	623	940	423	39	127	526	292	5	0	124	0	234	3099	19864
E	535	17495	2053	562	852	254	54	300	507	190	6	0	62	0	34	2787	22904

County: 87
Station: 0093
Description: ON RAMP TO SR 826_N FROM NW 25 ST
Start Date: 04/11/2012
Start Time: 0000

	Direction: N					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	73	47	47	42	209	0	0	0	0	0	209
0100	47	35	31	41	154	0	0	0	0	0	154
0200	47	52	42	41	182	0	0	0	0	0	182
0300	61	47	64	61	233	0	0	0	0	0	233
0400	61	58	43	28	190	0	0	0	0	0	190
0500	29	25	32	51	137	0	0	0	0	0	137
0600	67	49	73	73	262	0	0	0	0	0	262
0700	94	99	93	89	375	0	0	0	0	0	375
0800	95	110	116	109	430	0	0	0	0	0	430
0900	110	118	137	118	483	0	0	0	0	0	483
1000	135	129	131	135	530	0	0	0	0	0	530
1100	129	136	137	128	530	0	0	0	0	0	530
1200	144	126	127	129	526	0	0	0	0	0	526
1300	123	140	131	118	512	0	0	0	0	0	512
1400	142	145	126	148	561	0	0	0	0	0	561
1500	180	144	156	136	616	0	0	0	0	0	616
1600	139	133	147	156	575	0	0	0	0	0	575
1700	178	159	144	148	629	0	0	0	0	0	629
1800	131	146	140	120	537	0	0	0	0	0	537
1900	126	114	127	108	475	0	0	0	0	0	475
2000	99	92	99	98	388	0	0	0	0	0	388
2100	102	97	73	82	354	0	0	0	0	0	354
2200	102	64	71	59	296	0	0	0	0	0	296
2300	106	103	103	97	409	0	0	0	0	0	409
24-Hour Totals:					9593					0	9593

Peak Volume Information

	Direction: N		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1115	545	1145	0	1115	545
P.M.	1630	640	2345	0	1630	640
Daily	1630	640	1145	0	1630	640

Truck Percentage 14.87 NaN 14.87

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	198	7707	103	32	146	109	116	209	296	287	11	6	214	0	159	1426	9593
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0091
Description: WB VIADUCT RAMP ON SR 826 N
Start Date: 04/12/2012
Start Time: 0000

	Direction: N					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	12	4	7	14	37	0	0	0	0	0	37
0100	10	7	9	5	31	0	0	0	0	0	31
0200	6	4	3	1	14	0	0	0	0	0	14
0300	3	3	9	5	20	0	0	0	0	0	20
0400	5	2	4	4	15	0	0	0	0	0	15
0500	8	3	11	8	30	0	0	0	0	0	30
0600	9	14	18	10	51	0	0	0	0	0	51
0700	12	4	13	9	38	0	0	0	0	0	38
0800	10	8	12	7	37	0	0	0	0	0	37
0900	11	11	10	11	43	0	0	0	0	0	43
1000	15	13	15	14	57	0	0	0	0	0	57
1100	16	16	22	13	67	0	0	0	0	0	67
1200	20	16	18	15	69	0	0	0	0	0	69
1300	22	32	33	22	109	0	0	0	0	0	109
1400	33	52	43	36	164	0	0	0	0	0	164
1500	35	28	33	37	133	0	0	0	0	0	133
1600	43	34	38	22	137	0	0	0	0	0	137
1700	43	30	33	31	137	0	0	0	0	0	137
1800	42	27	32	29	130	0	0	0	0	0	130
1900	27	31	19	18	95	0	0	0	0	0	95
2000	14	11	18	13	56	0	0	0	0	0	56
2100	16	15	25	17	73	0	0	0	0	0	73
2200	16	13	31	16	76	0	0	0	0	0	76
2300	23	6	10	12	51	0	0	0	0	0	51
24-Hour Totals:					1670					0	1670

Peak Volume Information

	Direction: N		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1130	71	1145	0	1130	71
P.M.	1415	166	2345	0	1415	166
Daily	1415	166	1145	0	1415	166

Truck Percentage 14.19 NaN 14.19

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	30	1388	14	0	116	9	0	32	51	13	0	0	16	0	1	237	1670
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0090
Description: VIADUCT RAMP EB FROM NW 25 ST EB
Start Date: 04/12/2012
Start Time: 0000

	Direction: E					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	5	4	4	18	0	0	0	0	0	18
0100	3	3	1	5	12	0	0	0	0	0	12
0200	1	5	3	8	17	0	0	0	0	0	17
0300	3	4	6	6	19	0	0	0	0	0	19
0400	14	19	25	23	81	0	0	0	0	0	81
0500	21	32	48	57	158	0	0	0	0	0	158
0600	35	39	44	42	160	0	0	0	0	0	160
0700	35	45	59	54	193	0	0	0	0	0	193
0800	42	44	52	70	208	0	0	0	0	0	208
0900	71	51	45	49	216	0	0	0	0	0	216
1000	31	34	42	41	148	0	0	0	0	0	148
1100	36	33	21	54	144	0	0	0	0	0	144
1200	38	28	39	40	145	0	0	0	0	0	145
1300	46	53	46	47	192	0	0	0	0	0	192
1400	43	45	42	57	187	0	0	0	0	0	187
1500	50	35	36	37	158	0	0	0	0	0	158
1600	34	34	29	42	139	0	0	0	0	0	139
1700	36	19	43	33	131	0	0	0	0	0	131
1800	43	17	28	36	124	0	0	0	0	0	124
1900	25	20	10	8	63	0	0	0	0	0	63
2000	14	9	15	19	57	0	0	0	0	0	57
2100	16	17	16	24	73	0	0	0	0	0	73
2200	13	12	12	14	51	0	0	0	0	0	51
2300	3	3	1	10	17	0	0	0	0	0	17
24-Hour Totals:					2711					0	2711

Peak Volume Information

	Direction: E		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0830	244	1145	0	0830	244
P.M.	1415	194	2345	0	1415	194
Daily	0830	244	1145	0	0830	244

Truck Percentage 20.29 NaN 20.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	69	2066	25	8	258	14	0	119	141	10	0	0	0	0	1	550	2711
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0097
Description: OFF RAMP SR 826 _S TO NW 25 ST
Start Date: 04/11/2012
Start Time: 0000

	Direction: S					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	34	27	27	119	0	0	0	0	0	119
0100	22	12	22	25	81	0	0	0	0	0	81
0200	18	28	10	40	96	0	0	0	0	0	96
0300	23	17	57	40	137	0	0	0	0	0	137
0400	43	50	77	81	251	0	0	0	0	0	251
0500	71	87	154	203	515	0	0	0	0	0	515
0600	193	188	253	288	922	0	0	0	0	0	922
0700	308	321	347	359	1335	0	0	0	0	0	1335
0800	332	302	286	273	1193	0	0	0	0	0	1193
0900	254	261	255	247	1017	0	0	0	0	0	1017
1000	259	285	271	281	1096	0	0	0	0	0	1096
1100	298	248	287	190	1023	0	0	0	0	0	1023
1200	252	283	314	300	1149	0	0	0	0	0	1149
1300	300	284	207	201	992	0	0	0	0	0	992
1400	239	285	305	254	1083	0	0	0	0	0	1083
1500	270	276	252	168	966	0	0	0	0	0	966
1600	219	215	197	178	809	0	0	0	0	0	809
1700	121	118	119	113	471	0	0	0	0	0	471
1800	134	115	150	207	606	0	0	0	0	0	606
1900	204	100	120	121	545	0	0	0	0	0	545
2000	103	74	79	79	335	0	0	0	0	0	335
2100	101	93	76	87	357	0	0	0	0	0	357
2200	66	65	49	60	240	0	0	0	0	0	240
2300	48	40	55	52	195	0	0	0	0	0	195
24-Hour Totals:					15533					0	15533

Peak Volume Information

	Direction: S		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1359	1145	0	0715	1359
P.M.	1230	1198	2345	0	1230	1198
Daily	0715	1359	1145	0	0715	1359

Truck Percentage 10.33 NaN 10.33

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	845	12661	385	145	340	174	7	209	470	200	8	0	51	0	38	1604	15533
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0096
Description: ON RAMP TO SR 826_S FROM NW 25 ST_EB
Start Date: 04/12/2012
Start Time: 0000

	Direction: E					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	23	15	14	26	78	0	0	0	0	0	78
0100	15	8	8	12	43	0	0	0	0	0	43
0200	11	9	10	14	44	0	0	0	0	0	44
0300	8	12	7	12	39	0	0	0	0	0	39
0400	19	27	34	40	120	0	0	0	0	0	120
0500	30	38	54	65	187	0	0	0	0	0	187
0600	51	47	67	63	228	0	0	0	0	0	228
0700	59	86	112	109	366	0	0	0	0	0	366
0800	86	104	123	135	448	0	0	0	0	0	448
0900	139	111	105	105	460	0	0	0	0	0	460
1000	87	96	130	133	446	0	0	0	0	0	446
1100	136	114	110	40	400	0	0	0	0	0	400
1200	36	34	147	158	375	0	0	0	0	0	375
1300	153	143	151	155	602	0	0	0	0	0	602
1400	149	151	150	156	606	0	0	0	0	0	606
1500	145	142	135	171	593	0	0	0	0	0	593
1600	170	176	177	178	701	0	0	0	0	0	701
1700	190	146	159	184	679	0	0	0	0	0	679
1800	185	168	157	124	634	0	0	0	0	0	634
1900	130	113	106	94	443	0	0	0	0	0	443
2000	99	80	72	77	328	0	0	0	0	0	328
2100	68	58	65	61	252	0	0	0	0	0	252
2200	67	34	35	26	162	0	0	0	0	0	162
2300	34	27	19	23	103	0	0	0	0	0	103
24-Hour Totals:					8337					0	8337

Peak Volume Information

	Direction: E		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1030	513	1145	0	1030	513
P.M.	1615	721	2345	0	1615	721
Daily	1615	721	1145	0	1615	721

Truck Percentage 13.17 NaN 13.17

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	331	6777	130	70	418	54	2	173	266	99	6	0	10	0	1	1098	8337
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NW 36/41 Street Corridor

County: 87
Station: 0052
Description: ON Ramp TURNPIKE SB FROM NW 41 ST EB
Start Date: 04/04/2012
Start Time: 0000

	Direction: E					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	2	1	1	8	0	0	0	0	0	8
0100	1	1	1	0	3	0	0	0	0	0	3
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	1	0	0	0	0	0	1
0400	0	0	1	0	1	0	0	0	0	0	1
0500	0	4	0	3	7	0	0	0	0	0	7
0600	2	3	9	8	22	0	0	0	0	0	22
0700	18	5	2	5	30	0	0	0	0	0	30
0800	16	3	3	4	26	0	0	0	0	0	26
0900	3	4	4	6	17	0	0	0	0	0	17
1000	7	1	3	6	17	0	0	0	0	0	17
1100	4	2	7	5	18	0	0	0	0	0	18
1200	9	4	3	12	28	0	0	0	0	0	28
1300	10	4	3	11	28	0	0	0	0	0	28
1400	8	8	9	22	47	0	0	0	0	0	47
1500	23	7	7	8	45	0	0	0	0	0	45
1600	14	15	11	8	48	0	0	0	0	0	48
1700	25	18	26	19	88	0	0	0	0	0	88
1800	7	5	3	4	19	0	0	0	0	0	19
1900	4	7	2	2	15	0	0	0	0	0	15
2000	5	2	2	2	11	0	0	0	0	0	11
2100	2	2	3	5	12	0	0	0	0	0	12
2200	4	4	4	3	15	0	0	0	0	0	15
2300	19	2	4	1	26	0	0	0	0	0	26
24-Hour Totals:					532					0	532

Peak Volume Information

	Direction: E		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	40	1145	0	0630	40
P.M.	1700	88	2345	0	1700	88
Daily	1700	88	1145	0	1700	88

Truck Percentage 12.78 NaN 12.78

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	12	445	6	0	6	31	22	2	4	3	0	0	0	0	1	68	532
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0042
Description: NW 41 ST WEST OF TURNPIKE
Start Date: 04/04/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	49	18	8	4	79	32	19	22	18	91	170
0100	7	7	1	7	22	13	10	6	12	41	63
0200	2	4	5	0	11	2	5	2	5	14	25
0300	4	2	2	3	11	4	5	7	5	21	32
0400	4	1	3	12	20	5	11	5	12	33	53
0500	8	17	22	43	90	7	8	9	32	56	146
0600	52	71	134	161	418	27	54	75	87	243	661
0700	270	303	322	372	1267	78	77	148	139	442	1709
0800	418	457	503	394	1772	137	115	114	126	492	2264
0900	312	247	163	159	881	109	111	95	96	411	1292
1000	123	115	94	88	420	93	107	80	92	372	792
1100	97	97	101	103	398	97	90	103	97	387	785
1200	138	120	88	101	447	100	110	118	107	435	882
1300	93	90	74	88	345	120	127	110	116	473	818
1400	94	76	93	116	379	129	133	175	144	581	960
1500	122	88	106	94	410	151	168	202	238	759	1169
1600	134	117	105	105	461	250	257	273	248	1028	1489
1700	130	99	126	105	460	297	252	221	218	988	1448
1800	90	83	79	66	318	210	198	173	158	739	1057
1900	53	44	41	40	178	160	125	136	99	520	698
2000	53	48	28	29	158	93	115	78	93	379	537
2100	29	26	28	31	114	72	66	49	68	255	369
2200	35	26	20	23	104	66	62	59	59	246	350
2300	50	20	29	18	117	61	34	56	46	197	314
24-Hour Totals:					8880					9203	18083

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1772	0730	539	0800	2264
P.M.	1600	461	1615	1075	1615	1532
Daily	0800	1772	1615	1075	0800	2264

Truck Percentage 10.83 4.81 7.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	117	7648	73	3	143	104	178	110	213	154	1	2	54	0	80	962	8880
W	30	8575	152	3	58	149	30	30	99	62	0	0	12	0	3	443	9203

County: 87
Station: 0041
Description: NW 41 ST _ EAST OF TURNPIKE
Start Date: 03/29/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	43	23	29	160	46	35	32	18	131	291
0100	24	22	14	15	75	16	14	19	15	64	139
0200	14	10	13	10	47	14	14	10	16	54	101
0300	10	12	23	9	54	8	11	10	8	37	91
0400	8	18	25	35	86	8	9	6	12	35	121
0500	29	56	91	118	294	12	14	19	33	78	372
0600	136	220	302	413	1071	36	76	111	99	322	1393
0700	516	555	558	684	2313	116	159	216	194	685	2998
0800	692	620	658	625	2595	183	181	192	154	710	3305
0900	543	417	347	310	1617	171	173	160	159	663	2280
1000	270	233	215	231	949	143	131	183	140	597	1546
1100	221	193	225	199	838	141	151	147	161	600	1438
1200	230	222	229	221	902	172	174	168	189	703	1605
1300	227	204	213	203	847	216	174	187	178	755	1602
1400	189	228	230	237	884	198	207	252	217	874	1758
1500	217	235	211	202	865	258	259	309	358	1184	2049
1600	233	220	224	239	916	457	471	501	500	1929	2845
1700	245	231	263	254	993	525	20	521	562	1628	2621
1800	250	204	193	185	832	430	327	294	296	1347	2179
1900	171	161	159	127	618	261	226	191	186	864	1482
2000	118	160	131	116	525	185	178	146	123	632	1157
2100	103	112	89	109	413	146	117	127	103	493	906
2200	113	97	98	91	399	103	99	109	104	415	814
2300	93	76	61	59	289	87	65	89	64	305	594
24-Hour Totals:					18582					15105	33687

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	2654	0730	774	0745	3404
P.M.	1715	998	1615	1997	1615	2925
Daily	0745	2654	1615	1997	0745	3404

Truck Percentage 9.43 10.51 9.92

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	443	16059	185	20	261	142	215	292	368	343	4	2	106	0	142	1753	18582
W	315	12969	102	11	203	194	144	229	321	347	1	0	138	0	131	1588	15105

County: 87
Station: 4400
Description: NW 41 ST_EAST OF NW 112 AVE
Start Date: 06/06/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	49	34	23	146	67	31	55	43	196	342
0100	24	22	12	12	70	35	26	21	17	99	169
0200	11	13	10	7	41	11	16	11	10	48	89
0300	11	13	15	11	50	10	9	7	7	33	83
0400	12	12	27	25	76	3	14	12	19	48	124
0500	28	34	52	71	185	6	6	20	36	68	253
0600	79	111	146	155	491	34	66	74	76	250	741
0700	161	212	214	257	844	93	147	130	124	494	1338
0800	238	221	229	241	929	134	127	133	134	528	1457
0900	203	187	172	184	746	129	132	134	144	539	1285
1000	154	144	144	120	562	139	148	155	152	594	1156
1100	132	127	161	155	575	134	154	152	177	617	1192
1200	163	161	169	158	651	232	221	212	222	887	1538
1300	167	160	158	135	620	217	191	210	198	816	1436
1400	132	136	159	121	548	230	214	243	203	890	1438
1500	148	100	124	107	479	215	215	224	237	891	1370
1600	139	111	121	116	487	276	260	250	284	1070	1557
1700	124	143	109	138	514	336	292	286	287	1201	1715
1800	130	136	121	107	494	288	281	266	232	1067	1561
1900	103	111	94	75	383	221	197	186	173	777	1160
2000	87	95	116	92	390	142	138	135	133	548	938
2100	96	93	62	74	325	136	129	106	112	483	808
2200	65	79	91	79	314	106	111	93	105	415	729
2300	58	44	35	49	186	89	61	80	74	304	490
24-Hour Totals:					10106					12863	22969

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	945	1145	842	1145	1490
P.M.	1215	655	1700	1201	1700	1715
Daily	0745	945	1700	1201	1700	1715

Truck Percentage 5.25 7.65 6.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	73	8433	887	54	130	73	72	50	63	79	0	0	10	0	182	531	10106
W	87	9825	1796	117	383	158	30	69	101	95	1	0	30	0	171	984	12863

County: 87
Station: 0021
Description: NW 41 ST _ WEST OF NW 102 AVE
Start Date: 03/27/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	52	23	22	161	69	57	26	31	183	344
0100	17	19	18	13	67	26	24	14	14	78	145
0200	15	8	6	3	32	11	10	9	10	40	72
0300	2	10	20	17	49	7	8	14	8	37	86
0400	13	16	23	49	101	8	15	14	18	55	156
0500	45	71	80	122	318	17	22	34	61	134	452
0600	121	143	220	294	778	67	94	125	185	471	1249
0700	334	458	543	554	1889	213	214	279	327	1033	2922
0800	544	569	587	558	2258	339	299	304	319	1261	3519
0900	485	374	338	318	1515	284	249	251	252	1036	2551
1000	336	304	272	298	1210	251	233	219	246	949	2159
1100	293	292	306	328	1219	227	260	279	302	1068	2287
1200	302	325	353	359	1339	299	326	312	299	1236	2575
1300	371	309	342	329	1351	308	297	333	304	1242	2593
1400	308	299	316	336	1259	298	330	307	303	1238	2497
1500	310	282	272	335	1199	326	397	352	361	1436	2635
1600	392	461	413	347	1613	467	484	491	521	1963	3576
1700	356	324	327	316	1323	542	505	513	487	2047	3370
1800	273	292	259	262	1086	426	395	375	349	1545	2631
1900	261	220	198	235	914	345	324	289	244	1202	2116
2000	245	258	212	189	904	240	245	217	205	907	1811
2100	184	185	188	172	729	181	195	148	144	668	1397
2200	164	143	123	101	531	127	126	131	97	481	1012
2300	99	86	69	48	302	108	94	83	64	349	651
24-Hour Totals:					22147					20659	42806

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	2258	0745	1269	0745	3523
P.M.	1600	1613	1645	2081	1615	3615
Daily	0800	2258	1645	2081	1615	3615

Truck Percentage 5.86 8.58 7.17

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	539	20127	122	12	253	98	166	216	240	250	2	0	60	0	62	1297	22147
W	347	18313	116	45	250	148	256	264	350	381	0	0	79	0	110	1773	20659

County: 87
Station: 0022
Description: NW 41 ST_EAST OF NW 97 VE
Start Date: 03/27/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	71	51	30	24	176	83	59	34	33	209	385
0100	21	14	19	12	66	24	28	16	22	90	156
0200	20	12	10	12	54	14	13	11	12	50	104
0300	6	8	18	21	53	9	10	21	12	52	105
0400	20	21	24	44	109	10	18	21	30	79	188
0500	36	40	70	104	250	30	25	51	74	180	430
0600	100	152	209	273	734	73	91	127	169	460	1194
0700	290	394	430	476	1590	170	191	241	248	850	2440
0800	485	474	476	511	1946	272	307	250	275	1104	3050
0900	427	396	375	376	1574	236	258	244	273	1011	2585
1000	358	309	309	303	1279	239	249	252	281	1021	2300
1100	329	323	318	321	1291	280	299	338	342	1259	2550
1200	350	319	354	381	1404	315	342	321	351	1329	2733
1300	357	325	351	367	1400	357	345	339	305	1346	2746
1400	340	339	343	332	1354	355	331	321	309	1316	2670
1500	326	314	297	279	1216	340	348	349	332	1369	2585
1600	290	286	264	240	1080	359	366	392	376	1493	2573
1700	307	274	245	270	1096	291	299	357	356	1303	2399
1800	239	286	239	240	1004	389	364	396	338	1487	2491
1900	251	221	216	232	920	368	312	267	243	1190	2110
2000	209	218	208	182	817	239	205	226	200	870	1687
2100	182	154	175	172	683	171	186	163	161	681	1364
2200	150	146	142	111	549	140	130	125	115	510	1059
2300	109	121	88	62	380	106	99	90	69	364	744
24-Hour Totals:					21025					19623	40648

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1946	1130	1337	0800	3050
P.M.	1230	1417	1745	1505	1245	2806
Daily	0800	1946	1745	1505	0800	3050

Truck Percentage 8.55 11.17 9.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	115	18849	185	13	284	131	271	233	328	455	2	0	81	0	78	1798	21025
W	438	16636	138	35	253	156	257	296	406	606	5	1	177	0	219	2192	19623

County: 87
Station: 0031
Description: NW 36 STREET EAST OF NW 87 AVE
Start Date: 03/28/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	96	73	49	49	267	51	48	45	36	180	447
0100	28	24	31	22	105	32	17	18	32	99	204
0200	17	13	13	11	54	12	16	19	20	67	121
0300	14	22	25	23	84	21	17	21	24	83	167
0400	24	24	32	19	99	32	26	37	47	142	241
0500	33	34	70	81	218	51	48	107	137	343	561
0600	91	113	192	218	614	125	157	238	270	790	1404
0700	282	312	368	387	1349	276	303	376	416	1371	2720
0800	379	421	456	413	1669	362	419	389	357	1527	3196
0900	362	360	373	355	1450	355	393	302	352	1402	2852
1000	348	272	262	293	1175	285	317	321	337	1260	2435
1100	299	328	305	336	1268	308	308	301	358	1275	2543
1200	367	310	348	320	1345	348	371	366	373	1458	2803
1300	328	374	336	344	1382	357	410	347	369	1483	2865
1400	361	331	343	320	1355	344	339	322	347	1352	2707
1500	333	358	332	317	1340	354	377	355	363	1449	2789
1600	333	319	362	324	1338	410	389	378	386	1563	2901
1700	404	287	333	350	1374	359	361	401	368	1489	2863
1800	315	348	311	306	1280	374	293	284	260	1211	2491
1900	285	256	249	233	1023	243	256	229	195	923	1946
2000	242	211	191	192	836	199	220	200	183	802	1638
2100	188	189	165	151	693	154	162	149	125	590	1283
2200	175	128	140	122	565	160	137	126	114	537	1102
2300	119	107	97	87	410	120	92	87	73	372	782
24-Hour Totals:					21293					21768	43061

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1669	0745	1586	0745	3229
P.M.	1315	1415	1600	1563	1615	2921
Daily	0800	1669	0745	1586	0745	3229

Truck Percentage 9.74 9.65 9.69

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	683	18294	120	18	278	141	369	284	337	539	1	0	107	0	122	2074	21293
W	740	18505	329	66	320	197	248	277	383	505	2	0	102	0	94	2100	21768

County: 87
Station: 0032
Description: ON RAMP SR 826 N FROMNW 36 ST_EB
Start Date: 03/28/2012
Start Time: 0000

	Direction: E					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	39	16	15	110	0	0	0	0	0	110
0100	8	4	7	11	30	0	0	0	0	0	30
0200	8	3	7	7	25	0	0	0	0	0	25
0300	2	8	9	10	29	0	0	0	0	0	29
0400	7	10	7	8	32	0	0	0	0	0	32
0500	13	8	16	28	65	0	0	0	0	0	65
0600	33	27	55	44	159	0	0	0	0	0	159
0700	81	65	87	78	311	0	0	0	0	0	311
0800	91	102	113	115	421	0	0	0	0	0	421
0900	98	115	132	126	471	0	0	0	0	0	471
1000	114	121	103	124	462	0	0	0	0	0	462
1100	137	128	116	139	520	0	0	0	0	0	520
1200	152	142	140	166	600	0	0	0	0	0	600
1300	148	160	152	157	617	0	0	0	0	0	617
1400	154	150	139	179	622	0	0	0	0	0	622
1500	176	182	216	186	760	0	0	0	0	0	760
1600	257	218	238	246	959	0	0	0	0	0	959
1700	254	240	248	226	968	0	0	0	0	0	968
1800	220	234	208	145	807	0	0	0	0	0	807
1900	182	139	138	103	562	0	0	0	0	0	562
2000	111	89	85	69	354	0	0	0	0	0	354
2100	90	104	74	71	339	0	0	0	0	0	339
2200	84	50	51	51	236	0	0	0	0	0	236
2300	46	47	32	39	164	0	0	0	0	0	164
24-Hour Totals:					9623					0	9623

Peak Volume Information

	Direction: E		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	573	1145	0	1145	573
P.M.	1645	988	2345	0	1645	988
Daily	1645	988	1145	0	1645	988

Truck Percentage 6.20 NaN 6.20

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	58	8856	112	2	188	58	1	56	239	48	0	0	5	0	0	597	9623
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0034
Description: ON RAMP SR 826_SB FROM NW 36 ST_EB
Start Date: 04/18/2012
Start Time: 0000

	Direction: E					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	19	15	15	70	0	0	0	0	0	70
0100	12	12	11	9	44	0	0	0	0	0	44
0200	8	4	9	5	26	0	0	0	0	0	26
0300	2	5	5	4	16	0	0	0	0	0	16
0400	6	12	11	10	39	0	0	0	0	0	39
0500	15	23	29	33	100	0	0	0	0	0	100
0600	22	40	56	57	175	0	0	0	0	0	175
0700	61	68	82	99	310	0	0	0	0	0	310
0800	96	91	94	111	392	0	0	0	0	0	392
0900	89	96	102	90	377	0	0	0	0	0	377
1000	92	115	109	109	425	0	0	0	0	0	425
1100	103	96	142	128	469	0	0	0	0	0	469
1200	134	111	114	141	500	0	0	0	0	0	500
1300	126	131	130	125	512	0	0	0	0	0	512
1400	151	137	118	122	528	0	0	0	0	0	528
1500	96	112	136	88	432	0	0	0	0	0	432
1600	113	129	112	140	494	0	0	0	0	0	494
1700	188	186	150	176	700	0	0	0	0	0	700
1800	170	157	123	121	571	0	0	0	0	0	571
1900	108	107	110	84	409	0	0	0	0	0	409
2000	89	82	74	90	335	0	0	0	0	0	335
2100	76	79	64	54	273	0	0	0	0	0	273
2200	73	71	91	44	279	0	0	0	0	0	279
2300	44	40	33	26	143	0	0	0	0	0	143
24-Hour Totals:					7619					0	7619

Peak Volume Information

	Direction: E		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1130	515	1145	0	1130	515
P.M.	1700	700	2345	0	1700	700
Daily	1700	700	1145	0	1700	700

Truck Percentage 2.35 NaN 2.35

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	85	7299	50	0	28	13	20	28	44	46	0	0	0	0	6	179	7619
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0043
Description: ON RAMP SR 826 N FROM NW 36 ST_WB
Start Date: 04/05/2012
Start Time: 1500

	Direction: N					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	39	47	57	26	169	0	0	0	0	0	169
0100	18	18	17	19	72	0	0	0	0	0	72
0200	13	23	33	20	89	0	0	0	0	0	89
0300	24	19	23	19	85	0	0	0	0	0	85
0400	24	20	19	21	84	0	0	0	0	0	84
0500	24	11	23	20	78	0	0	0	0	0	78
0600	36	35	39	42	152	0	0	0	0	0	152
0700	48	48	55	59	210	0	0	0	0	0	210
0800	46	58	63	65	232	0	0	0	0	0	232
0900	68	66	68	76	278	0	0	0	0	0	278
1000	73	90	82	74	319	0	0	0	0	0	319
1100	89	89	100	106	384	0	0	0	0	0	384
1200	113	115	120	119	467	0	0	0	0	0	467
1300	124	122	121	127	494	0	0	0	0	0	494
1400	124	117	122	132	495	0	0	0	0	0	495
1500	131	148	160	161	600	0	0	0	0	0	600
1600	128	137	160	135	560	0	0	0	0	0	560
1700	136	104	108	108	456	0	0	0	0	0	456
1800	98	89	117	102	406	0	0	0	0	0	406
1900	93	80	66	65	304	0	0	0	0	0	304
2000	70	55	59	48	232	0	0	0	0	0	232
2100	53	51	61	62	227	0	0	0	0	0	227
2200	62	54	49	47	212	0	0	0	0	0	212
2300	61	44	33	43	181	0	0	0	0	0	181
24-Hour Totals:					6786					0	6786

Peak Volume Information

	Direction: N		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	454	1145	0	1145	454
P.M.	1500	600	2345	0	1500	600
Daily	1500	600	1145	0	1500	600

Truck Percentage 5.14 NaN 5.14

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	110	6254	72	0	74	44	5	37	155	26	1	2	5	0	1	349	6786
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 0038
Description: OFF RAMP SR 826_S TO NW 36 ST _WB (FF)
Start Date: 04/18/2012
Start Time: 0000

	Direction: S					Direction:					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	8	11	4	29	0	0	0	0	0	29
0100	10	1	1	5	17	0	0	0	0	0	17
0200	7	7	1	4	19	0	0	0	0	0	19
0300	4	3	8	8	23	0	0	0	0	0	23
0400	10	16	25	30	81	0	0	0	0	0	81
0500	29	35	55	85	204	0	0	0	0	0	204
0600	69	89	140	158	456	0	0	0	0	0	456
0700	172	183	212	251	818	0	0	0	0	0	818
0800	227	220	230	198	875	0	0	0	0	0	875
0900	199	191	197	168	755	0	0	0	0	0	755
1000	153	162	182	163	660	0	0	0	0	0	660
1100	158	141	148	128	575	0	0	0	0	0	575
1200	132	126	141	142	541	0	0	0	0	0	541
1300	153	126	146	128	553	0	0	0	0	0	553
1400	141	144	164	175	624	0	0	0	0	0	624
1500	202	180	186	184	752	0	0	0	0	0	752
1600	194	177	190	172	733	0	0	0	0	0	733
1700	147	117	105	100	469	0	0	0	0	0	469
1800	134	161	127	56	478	0	0	0	0	0	478
1900	55	72	55	73	255	0	0	0	0	0	255
2000	69	51	43	64	227	0	0	0	0	0	227
2100	48	41	36	35	160	0	0	0	0	0	160
2200	35	31	33	31	130	0	0	0	0	0	130
2300	25	25	23	15	88	0	0	0	0	0	88
24-Hour Totals:					9522					0	9522

Peak Volume Information

	Direction: S		Direction:		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	928	1145	0	0745	928
P.M.	1500	752	2345	0	1500	752
Daily	0745	928	1145	0	0745	928

Truck Percentage 6.90 NaN 6.90

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	153	8600	96	14	169	61	1	71	251	68	2	0	20	0	16	657	9522
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County: 87
Station: 4400
Description: NW 41 ST_EAST OF NW 112 AVE
Start Date: 06/06/2012
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	49	34	23	146	67	31	55	43	196	342
0100	24	22	12	12	70	35	26	21	17	99	169
0200	11	13	10	7	41	11	16	11	10	48	89
0300	11	13	15	11	50	10	9	7	7	33	83
0400	12	12	27	25	76	3	14	12	19	48	124
0500	28	34	52	71	185	6	6	20	36	68	253
0600	79	111	146	155	491	34	66	74	76	250	741
0700	161	212	214	257	844	93	147	130	124	494	1338
0800	238	221	229	241	929	134	127	133	134	528	1457
0900	203	187	172	184	746	129	132	134	144	539	1285
1000	154	144	144	120	562	139	148	155	152	594	1156
1100	132	127	161	155	575	134	154	152	177	617	1192
1200	163	161	169	158	651	232	221	212	222	887	1538
1300	167	160	158	135	620	217	191	210	198	816	1436
1400	132	136	159	121	548	230	214	243	203	890	1438
1500	148	100	124	107	479	215	215	224	237	891	1370
1600	139	111	121	116	487	276	260	250	284	1070	1557
1700	124	143	109	138	514	336	292	286	287	1201	1715
1800	130	136	121	107	494	288	281	266	232	1067	1561
1900	103	111	94	75	383	221	197	186	173	777	1160
2000	87	95	116	92	390	142	138	135	133	548	938
2100	96	93	62	74	325	136	129	106	112	483	808
2200	65	79	91	79	314	106	111	93	105	415	729
2300	58	44	35	49	186	89	61	80	74	304	490
24-Hour Totals:					10106					12863	22969

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	945	1145	842	1145	1490
P.M.	1215	655	1700	1201	1700	1715
Daily	0745	945	1700	1201	1700	1715

Truck Percentage 5.25 7.65 6.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	73	8433	887	54	130	73	72	50	63	79	0	0	10	0	182	531	10106
W	87	9825	1796	117	383	158	30	69	101	95	1	0	30	0	171	984	12863

4-Hr Turning Movement Counts

NW 12 Street Corridor

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

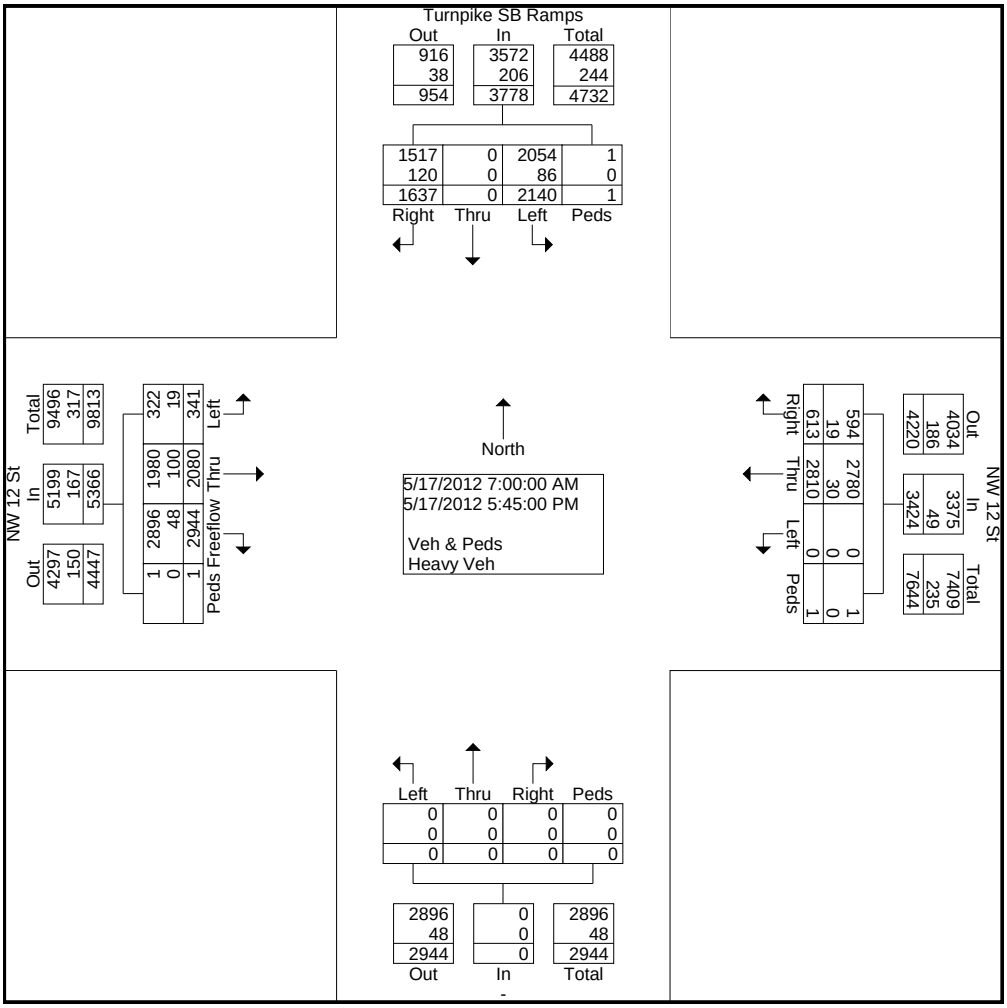
File Name : NW 12 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	Turnpike SB Ramps Southbound					NW 12 St Westbound					- Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Freefl ow	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	51	0	10	0	61	0	48	3	0	51	0	0	0	0	0	20	123	145	0	288	400
07:15 AM	95	0	31	0	126	0	47	6	0	53	0	0	0	0	0	23	141	238	0	402	581
07:30 AM	116	0	28	0	144	0	43	8	0	51	0	0	0	0	0	32	205	278	0	515	710
07:45 AM	197	0	21	0	218	0	57	13	0	70	0	0	0	0	0	52	183	311	0	546	834
Total	459	0	90	0	549	0	195	30	0	225	0	0	0	0	0	127	652	972	0	1751	2525
08:00 AM	217	0	40	0	257	0	62	15	0	77	0	0	0	0	0	29	222	323	0	574	908
08:15 AM	191	0	26	0	217	0	72	17	0	89	0	0	0	0	0	34	211	286	0	531	837
08:30 AM	207	0	35	0	242	0	75	12	0	87	0	0	0	0	0	26	174	271	0	471	800
08:45 AM	200	0	36	0	236	0	66	8	0	74	0	0	0	0	0	25	167	286	0	478	788
Total	815	0	137	0	952	0	275	52	0	327	0	0	0	0	0	114	774	1166	0	2054	3333
04:00 PM	64	0	134	0	198	0	267	56	0	323	0	0	0	0	0	17	88	107	0	212	733
04:15 PM	98	0	176	1	275	0	287	71	0	358	0	0	0	0	0	12	88	103	0	203	836
04:30 PM	93	0	149	0	242	0	252	54	0	306	0	0	0	0	0	15	77	112	1	205	753
04:45 PM	114	0	189	0	303	0	266	67	0	333	0	0	0	0	0	13	77	109	0	199	835
Total	369	0	648	1	1018	0	1072	248	0	1320	0	0	0	0	0	57	330	431	1	819	3157
05:00 PM	121	0	185	0	306	0	309	70	0	379	0	0	0	0	0	11	55	93	0	159	844
05:15 PM	138	0	216	0	354	0	314	86	0	400	0	0	0	0	0	10	94	90	0	194	948
05:30 PM	116	0	184	0	300	0	328	64	0	392	0	0	0	0	0	16	87	101	0	204	896
05:45 PM	122	0	177	0	299	0	317	63	1	381	0	0	0	0	0	6	88	91	0	185	865
Total	497	0	762	0	1259	0	1268	283	1	1552	0	0	0	0	0	43	324	375	0	742	3553
Grand Total	2140	0	1637	1	3778	0	2810	613	1	3424	0	0	0	0	0	341	2080	2944	1	5366	12568
Apprch %	56.6	0.0	43.3	0.0		0.0	82.1	17.9	0.0		0.0	0.0	0.0	0.0		6.4	38.8	54.9	0.0		
Total %	17.0	0.0	13.0	0.0	30.1	0.0	22.4	4.9	0.0	27.2	0.0	0.0	0.0	0.0	0.0	2.7	16.5	23.4	0.0	42.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

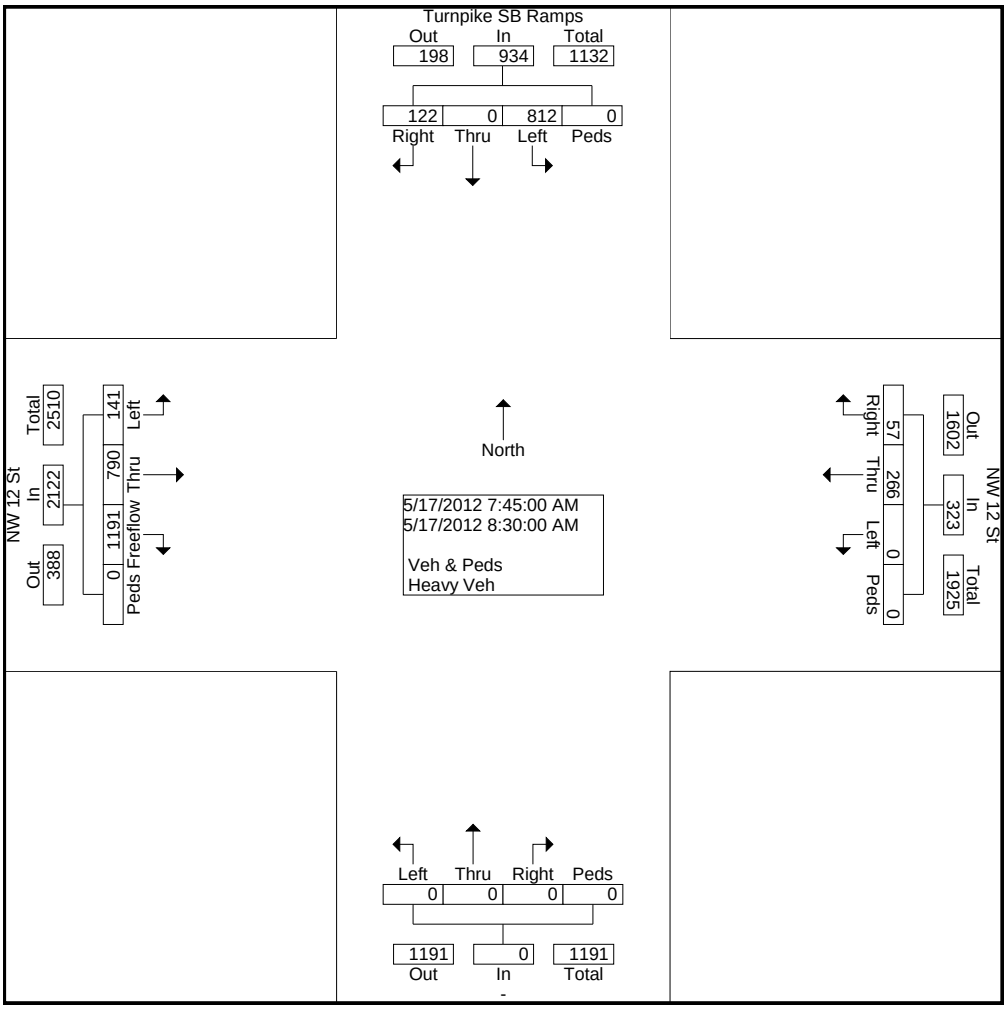
File Name : NW 12 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 3

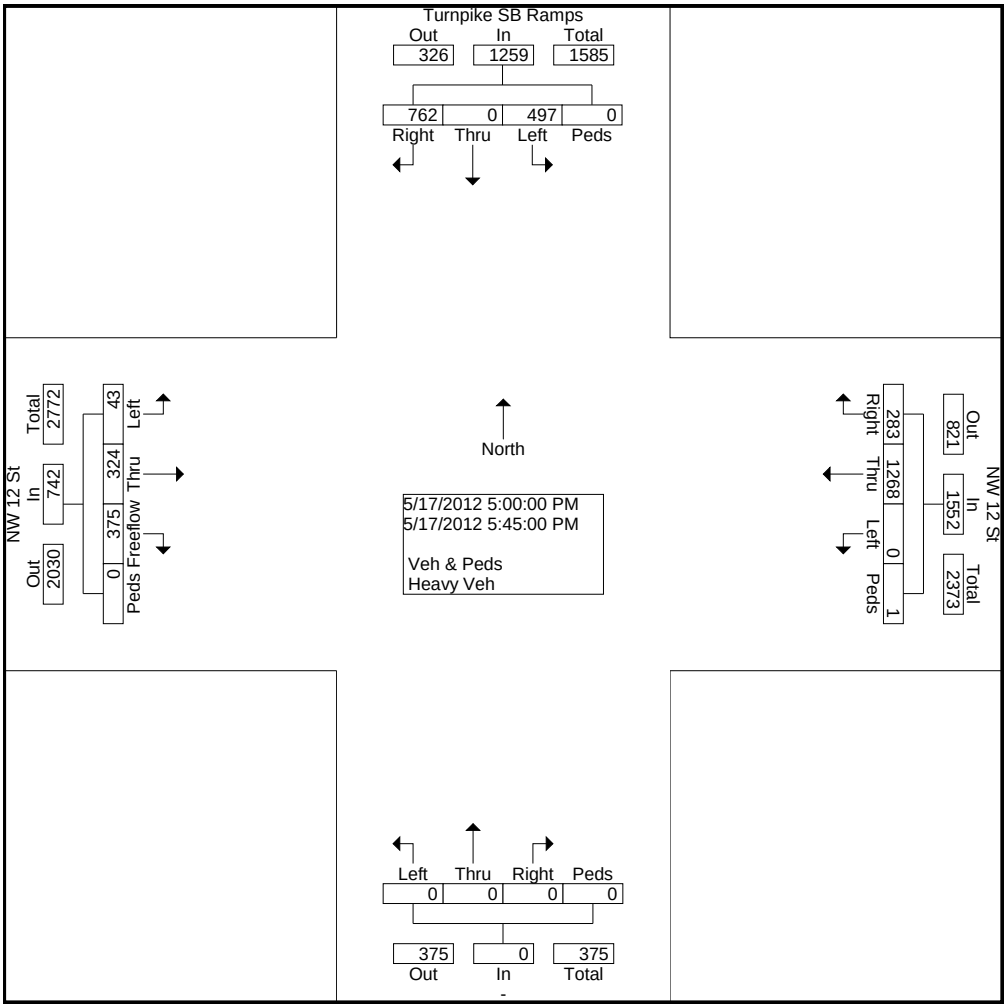
	Turnpike SB Ramps Southbound					NW 12 St Westbound					- Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Freeflow	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	812	0	122	0	934	0	266	57	0	323	0	0	0	0	0	141	790	1191	0	2122	3379
Percent	86.9	0.0	13.1	0.0		0.0	82.4	17.6	0.0		0.0	0.0	0.0	0.0		6.6	37.2	56.1	0.0		
08:00 Volume	217	0	40	0	257	0	62	15	0	77	0	0	0	0	0	29	222	323	0	574	908
Peak Factor																					0.930
High Int.	08:00 AM					08:15 AM					6:45:00 AM					08:00 AM					
Volume	217	0	40	0	257	0	72	17	0	89	0	0	0	0	0	29	222	323	0	574	
Peak Factor					0.909					0.907										0.924	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 4

	Turnpike SB Ramps Southbound					NW 12 St Westbound					- Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Freeflow	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	497	0	762	0	1259	0	1268	283	1	1552	0	0	0	0	0	43	324	375	0	742	3553
Percent	39.5	0.0	60.5	0.0		0.0	81.7	18.2	0.1		0.0	0.0	0.0	0.0		5.8	43.7	50.5	0.0		
05:15 Volume	138	0	216	0	354	0	314	86	0	400	0	0	0	0	0	10	94	90	0	194	948
Peak Factor																					0.937
High Int.	05:15 PM					05:15 PM										05:30 PM					
Volume	138	0	216	0	354	0	314	86	0	400	0	0	0	0	0	16	87	101	0	204	
Peak Factor					0.889					0.970										0.909	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 1

Groups Printed- Heavy Veh

	Turnpike SB Ramps From North					NW 12 St From East					- From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Freefl ow	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	6	0	7	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	17
07:15 AM	5	0	3	0	8	3	0	0	0	3	0	0	0	0	0	4	7	1	0	12	23
07:30 AM	2	0	4	0	6	2	1	0	0	3	0	0	0	0	0	2	7	2	0	11	20
07:45 AM	3	0	2	0	5	4	3	0	0	7	0	0	0	0	0	1	4	5	0	10	22
Total	11	0	15	0	26	9	6	0	0	15	0	0	0	0	0	7	26	8	0	41	82
08:00 AM	3	0	5	0	8	2	1	0	0	3	0	0	0	0	0	2	5	2	0	9	20
08:15 AM	5	0	5	0	10	1	2	0	0	3	0	0	0	0	0	3	9	1	0	13	26
08:30 AM	6	0	6	0	12	2	2	0	0	4	0	0	0	0	0	5	5	4	0	14	30
08:45 AM	12	0	10	0	22	2	8	0	0	10	0	0	0	0	0	3	2	0	0	5	37
Total	26	0	26	0	52	7	13	0	0	20	0	0	0	0	0	13	21	7	0	41	113
04:00 PM	10	0	3	0	13	0	4	0	0	4	0	0	0	0	0	4	4	0	0	8	25
04:15 PM	15	0	8	0	23	3	2	0	0	5	0	0	0	0	0	6	11	0	0	17	45
04:30 PM	13	0	4	0	17	0	2	0	0	2	0	0	0	0	0	5	9	1	0	15	34
04:45 PM	16	0	9	0	25	0	1	0	0	1	0	0	0	0	0	4	7	1	0	12	38
Total	54	0	24	0	78	3	9	0	0	12	0	0	0	0	0	19	31	2	0	52	142
05:00 PM	9	0	4	0	13	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	22
05:15 PM	7	0	5	0	12	0	0	0	0	0	0	0	0	0	0	3	7	0	0	10	22
05:30 PM	6	0	5	0	11	0	0	0	0	0	0	0	0	0	0	4	3	1	0	8	19
05:45 PM	7	0	7	0	14	0	1	0	0	1	0	0	0	0	0	1	5	1	0	7	22
Total	29	0	21	0	50	0	2	0	0	2	0	0	0	0	0	9	22	2	0	33	85
Grand Total	120	0	86	0	206	19	30	0	0	49	0	0	0	0	0	48	100	19	0	167	422
Apprch %	58.3	0.0	41.7	0.0		38.8	61.2	0.0	0.0		0.0	0.0	0.0	0.0		28.7	59.9	11.4	0.0		
Total %	28.4	0.0	20.4	0.0	48.8	4.5	7.1	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0	11.4	23.7	4.5	0.0	39.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

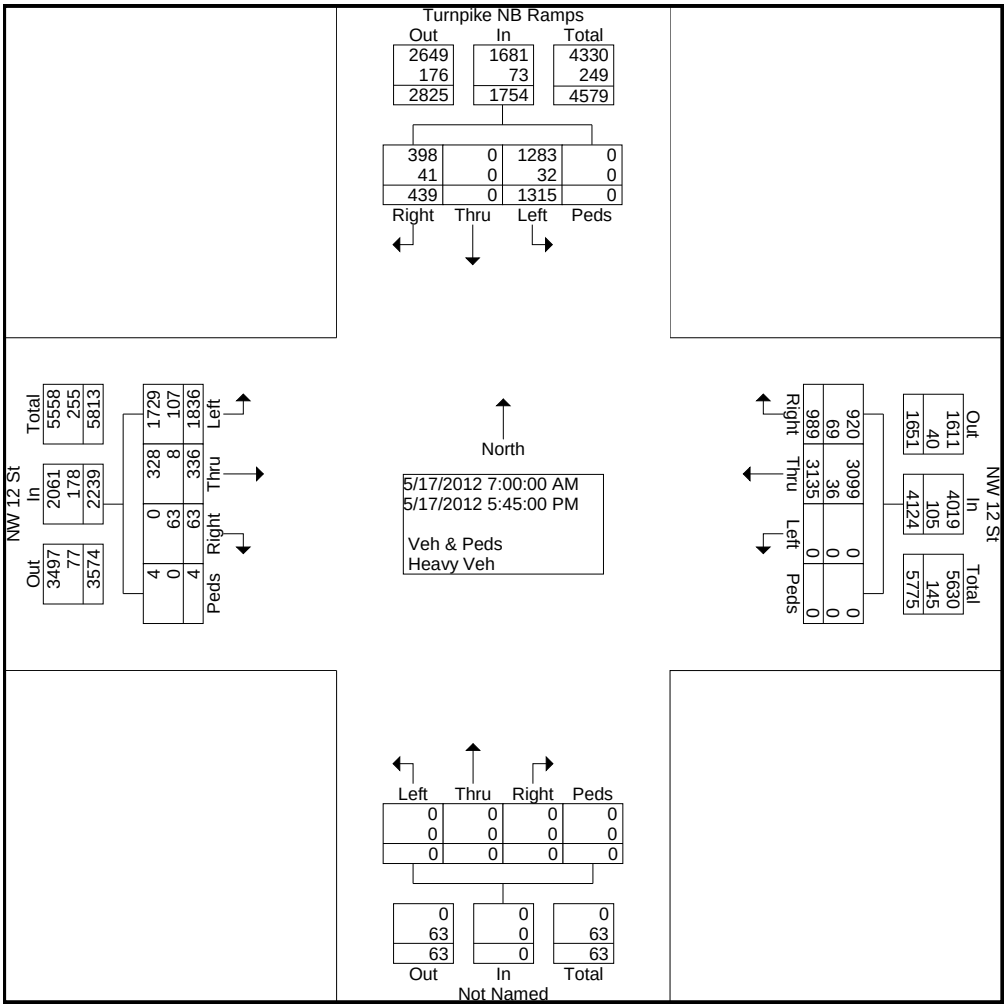
File Name : NW 12 St at Turnpike NB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	Turnpike NB Ramps Southbound					NW 12 St Westbound					Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	65	0	9	0	74	0	19	16	0	35	0	0	0	0	0	159	11	3	2	175	284
07:15 AM	74	0	13	0	87	0	38	15	0	53	0	0	0	0	0	157	4	2	2	165	305
07:30 AM	71	0	13	0	84	0	44	13	0	57	0	0	0	0	0	191	6	0	0	197	338
07:45 AM	117	0	26	0	143	0	39	20	0	59	0	0	0	0	0	196	11	0	0	207	409
Total	327	0	61	0	388	0	140	64	0	204	0	0	0	0	0	703	32	5	4	744	1336
08:00 AM	104	0	23	0	127	0	54	20	0	74	0	0	0	0	0	210	9	0	0	219	420
08:15 AM	95	0	27	0	122	0	63	31	0	94	0	0	0	0	0	175	7	0	0	182	398
08:30 AM	123	0	22	0	145	0	56	23	0	79	0	0	0	0	0	148	15	0	0	163	387
08:45 AM	87	0	26	0	113	0	47	20	0	67	0	0	0	0	0	124	16	0	0	140	320
Total	409	0	98	0	507	0	220	94	0	314	0	0	0	0	0	657	47	0	0	704	1525
04:00 PM	76	0	28	0	104	0	301	64	0	365	0	0	0	0	0	64	27	6	0	97	566
04:15 PM	67	0	32	0	99	0	349	93	0	442	0	0	0	0	0	65	26	8	0	99	640
04:30 PM	74	0	31	0	105	0	282	95	0	377	0	0	0	0	0	67	19	6	0	92	574
04:45 PM	73	0	36	0	109	0	316	89	0	405	0	0	0	0	0	60	34	13	0	107	621
Total	290	0	127	0	417	0	1248	341	0	1589	0	0	0	0	0	256	106	33	0	395	2401
05:00 PM	62	0	30	0	92	0	375	160	0	535	0	0	0	0	0	44	41	7	0	92	719
05:15 PM	66	0	39	0	105	0	394	141	0	535	0	0	0	0	0	70	35	5	0	110	750
05:30 PM	66	0	48	0	114	0	378	103	0	481	0	0	0	0	0	59	38	9	0	106	701
05:45 PM	95	0	36	0	131	0	380	86	0	466	0	0	0	0	0	47	37	4	0	88	685
Total	289	0	153	0	442	0	1527	490	0	2017	0	0	0	0	0	220	151	25	0	396	2855
Grand Total	1315	0	439	0	1754	0	3135	989	0	4124	0	0	0	0	0	1836	336	63	4	2239	8117
Apprch %	75.0	0.0	25.0	0.0		0.0	76.0	24.0	0.0		0.0	0.0	0.0	0.0		82.0	15.0	2.8	0.2		
Total %	16.2	0.0	5.4	0.0	21.6	0.0	38.6	12.2	0.0	50.8	0.0	0.0	0.0	0.0	0.0	22.6	4.1	0.8	0.0	27.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

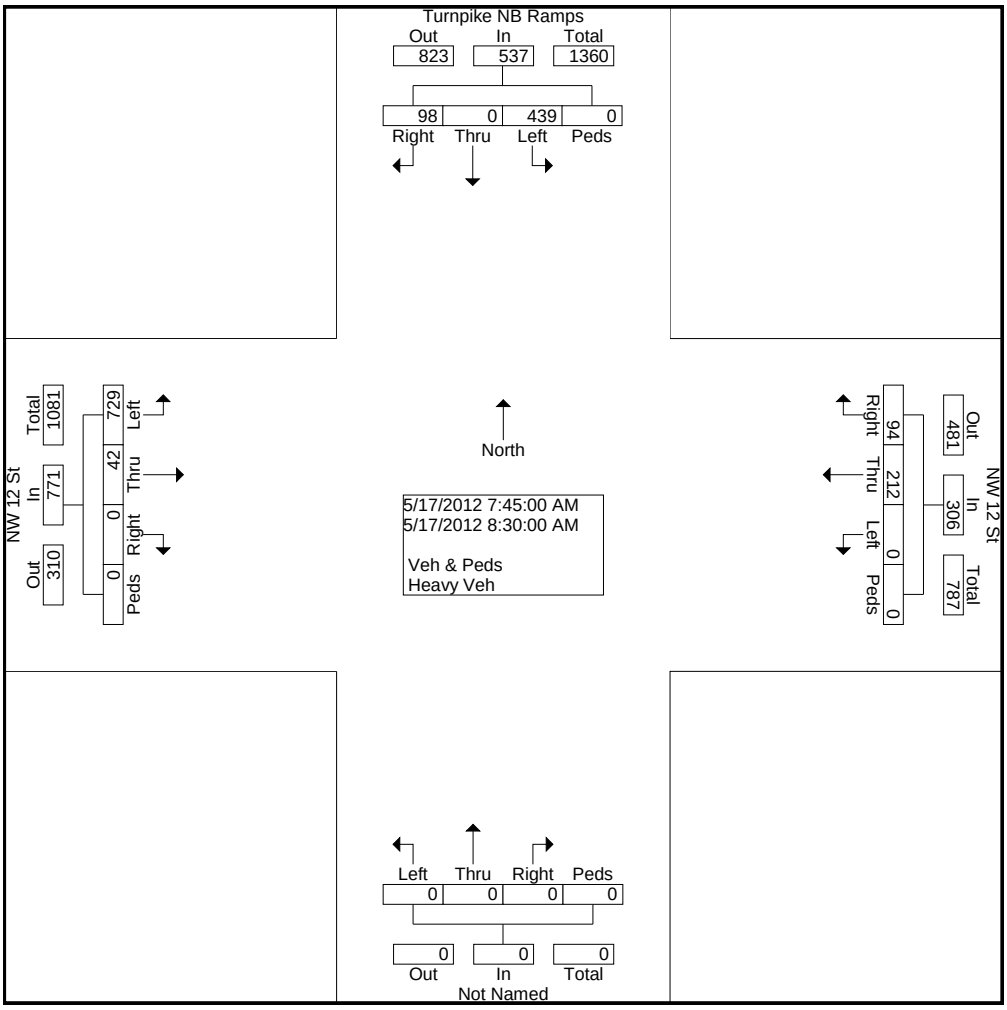
File Name : NW 12 St at Turnpike NB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at Turnpike NB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 3

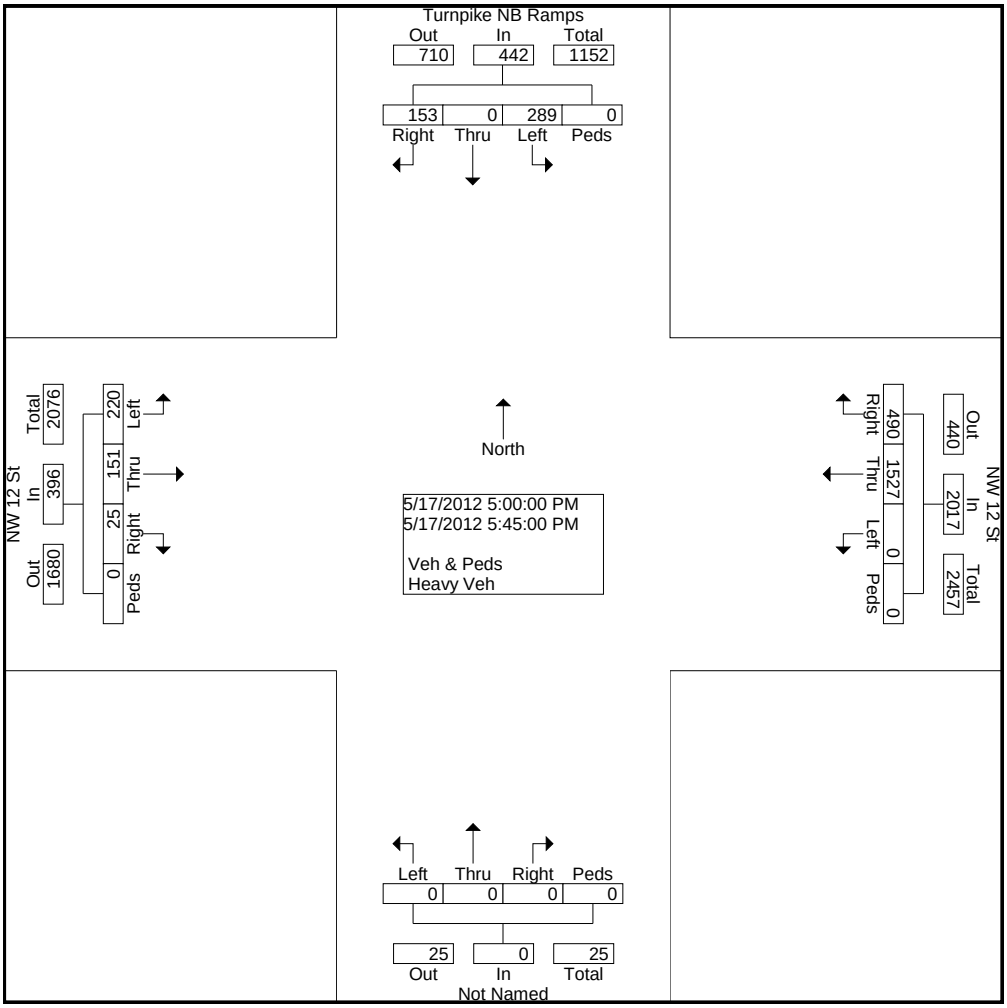
	Turnpike NB Ramps Southbound					NW 12 St Westbound					Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	439	0	98	0	537	0	212	94	0	306	0	0	0	0	0	729	42	0	0	771	1614
Percent	81.8	0.0	18.2	0.0		0.0	69.3	30.7	0.0		0.0	0.0	0.0	0.0		94.6	5.4	0.0	0.0		
08:00 Volume	104	0	23	0	127	0	54	20	0	74	0	0	0	0	0	210	9	0	0	219	420
Peak Factor																					0.961
High Int.	08:30 AM					08:15 AM					6:45:00 AM					08:00 AM					
Volume	123	0	22	0	145	0	63	31	0	94	0	0	0	0	0	210	9	0	0	219	
Peak Factor					0.926					0.814										0.880	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at Turnpike NB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 4

	Turnpike NB Ramps Southbound					NW 12 St Westbound					Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	289	0	153	0	442	0	1527	490	0	2017	0	0	0	0	0	220	151	25	0	396	2855
Percent	65.4	0.0	34.6	0.0		0.0	75.7	24.3	0.0		0.0	0.0	0.0	0.0		55.6	38.1	6.3	0.0		
05:15 Volume	66	0	39	0	105	0	394	141	0	535	0	0	0	0	0	70	35	5	0	110	750
Peak Factor																					0.952
High Int.	05:45 PM					05:00 PM										05:15 PM					
Volume	95	0	36	0	131	0	375	160	0	535	0	0	0	0	0	70	35	5	0	110	
Peak Factor					0.844					0.943										0.900	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at Turnpike NB Ramps
Site Code : 00000000
Start Date : 5/17/2012
Page No : 1

Groups Printed- Heavy Veh

	Turnpike NB Ramps From North					NW 12 St From East					From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	3	0	1	0	4	6	0	0	0	6	0	0	0	0	0	3	1	9	0	13	23
07:15 AM	1	0	3	0	4	4	2	0	0	6	0	0	0	0	0	2	2	11	0	15	25
07:30 AM	5	0	3	0	8	4	2	0	0	6	0	0	0	0	0	0	0	6	0	6	20
07:45 AM	4	0	0	0	4	5	0	0	0	5	0	0	0	0	0	0	1	3	0	4	13
Total	13	0	7	0	20	19	4	0	0	23	0	0	0	0	0	5	4	29	0	38	81
08:00 AM	3	0	2	0	5	1	6	0	0	7	0	0	0	0	0	0	0	5	0	5	17
08:15 AM	2	0	2	0	4	7	2	0	0	9	0	0	0	0	0	0	0	7	0	7	20
08:30 AM	2	0	1	0	3	8	4	0	0	12	0	0	0	0	0	0	3	3	0	6	21
08:45 AM	6	0	4	0	10	6	5	0	0	11	0	0	0	0	0	0	0	1	0	1	22
Total	13	0	9	0	22	22	17	0	0	39	0	0	0	0	0	0	3	16	0	19	80
04:00 PM	4	0	3	0	7	2	2	0	0	4	0	0	0	0	0	6	0	9	0	15	26
04:15 PM	3	0	1	0	4	7	6	0	0	13	0	0	0	0	0	8	0	8	0	16	33
04:30 PM	3	0	2	0	5	5	3	0	0	8	0	0	0	0	0	6	0	14	0	20	33
04:45 PM	1	0	3	0	4	3	0	0	0	3	0	0	0	0	0	13	0	7	0	20	27
Total	11	0	9	0	20	17	11	0	0	28	0	0	0	0	0	33	0	38	0	71	119
05:00 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	7	1	5	0	13	18
05:15 PM	1	0	4	0	5	5	1	0	0	6	0	0	0	0	0	5	0	10	0	15	26
05:30 PM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	9	0	5	0	14	18
05:45 PM	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	4	0	4	0	8	14
Total	4	0	7	0	11	11	4	0	0	15	0	0	0	0	0	25	1	24	0	50	76
Grand Total	41	0	32	0	73	69	36	0	0	105	0	0	0	0	0	63	8	107	0	178	356
Apprch %	56.2	0.0	43.8	0.0		65.7	34.3	0.0	0.0		0.0	0.0	0.0	0.0		35.4	4.5	60.1	0.0		
Total %	11.5	0.0	9.0	0.0	20.5	19.4	10.1	0.0	0.0	29.5	0.0	0.0	0.0	0.0	0.0	17.7	2.2	30.1	0.0	50.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

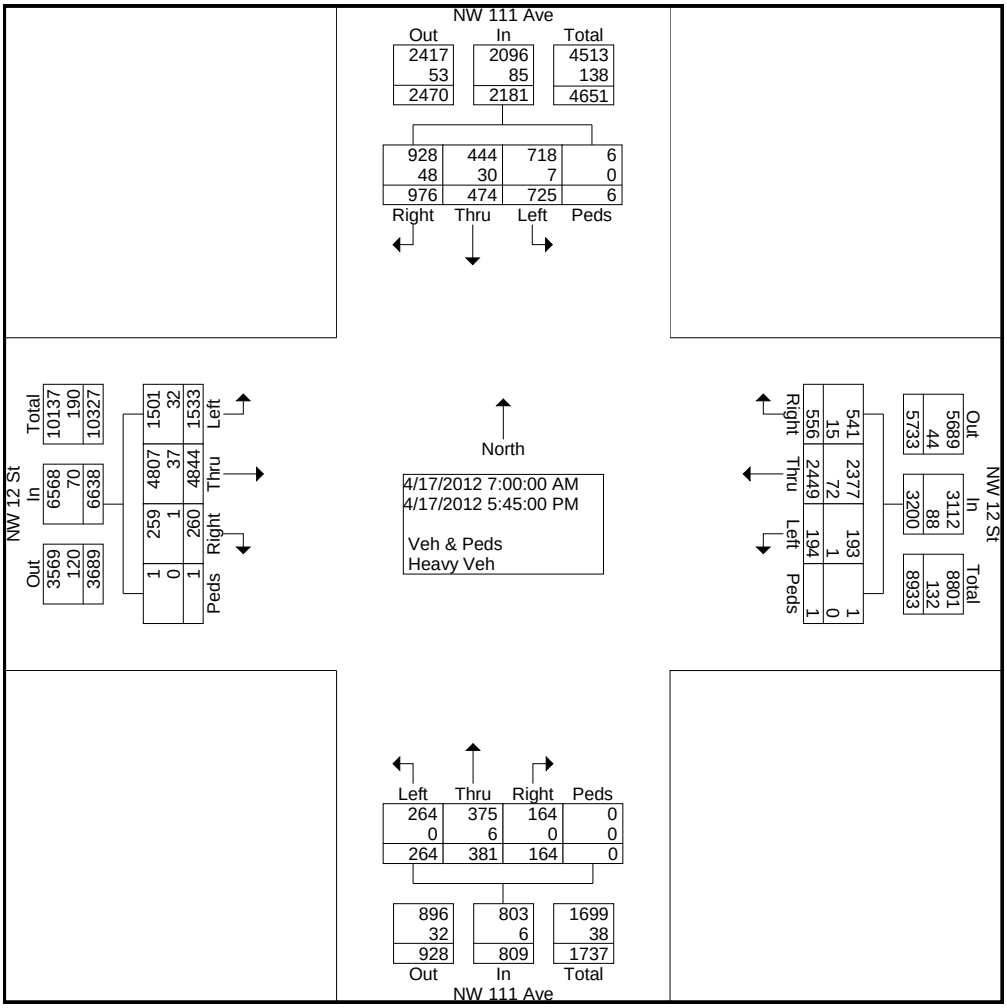
File Name : NW 12 St at NW 111 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 111 Ave Southbound					NW 12 St Westbound					NW 111 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	11	4	14	0	29	4	43	18	0	65	2	12	4	0	18	89	250	13	0	352	464
07:15 AM	20	15	6	0	41	12	39	28	0	79	9	27	0	0	36	115	294	23	0	432	588
07:30 AM	14	8	9	0	31	18	55	27	0	100	6	31	3	0	40	124	354	41	0	519	690
07:45 AM	17	9	14	0	40	24	45	55	0	124	16	43	4	0	63	133	391	41	0	565	792
Total	62	36	43	0	141	58	182	128	0	368	33	113	11	0	157	461	1289	118	0	1868	2534
08:00 AM	25	7	12	0	44	22	56	49	0	127	10	41	0	0	51	224	492	44	0	760	982
08:15 AM	27	16	21	1	65	17	47	49	0	113	11	40	2	0	53	199	451	24	0	674	905
08:30 AM	15	3	18	0	36	9	59	35	0	103	7	24	2	0	33	195	422	20	0	637	809
08:45 AM	7	2	11	0	20	10	57	29	0	96	15	30	2	0	47	163	411	16	0	590	753
Total	74	28	62	1	165	58	219	162	0	439	43	135	6	0	184	781	1776	104	0	2661	3449
04:00 PM	71	37	79	1	188	7	202	24	0	233	21	12	17	0	50	40	213	7	0	260	731
04:15 PM	45	27	72	0	144	18	274	36	0	328	27	24	16	0	67	28	190	4	0	222	761
04:30 PM	56	46	84	1	187	7	214	43	0	264	27	32	26	0	85	37	216	8	0	261	797
04:45 PM	51	41	70	0	162	14	262	28	1	305	19	23	13	0	55	37	255	4	0	296	818
Total	223	151	305	2	681	46	952	131	1	1130	94	91	72	0	257	142	874	23	0	1039	3107
05:00 PM	104	82	161	2	349	13	290	37	0	340	33	17	43	0	93	27	232	2	0	261	1043
05:15 PM	122	67	161	0	350	10	282	34	0	326	23	10	12	0	45	35	250	4	0	289	1010
05:30 PM	74	53	128	0	255	5	299	34	0	338	18	6	15	0	39	39	213	6	0	258	890
05:45 PM	66	57	116	1	240	4	225	30	0	259	20	9	5	0	34	48	210	3	1	262	795
Total	366	259	566	3	1194	32	1096	135	0	1263	94	42	75	0	211	149	905	15	1	1070	3738
Grand Total	725	474	976	6	2181	194	2449	556	1	3200	264	381	164	0	809	1533	4844	260	1	6638	12828
Apprch %	33.2	21.7	44.8	0.3		6.1	76.5	17.4	0.0		32.6	47.1	20.3	0.0		23.1	73.0	3.9	0.0		
Total %	5.7	3.7	7.6	0.0	17.0	1.5	19.1	4.3	0.0	24.9	2.1	3.0	1.3	0.0	6.3	12.0	37.8	2.0	0.0	51.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

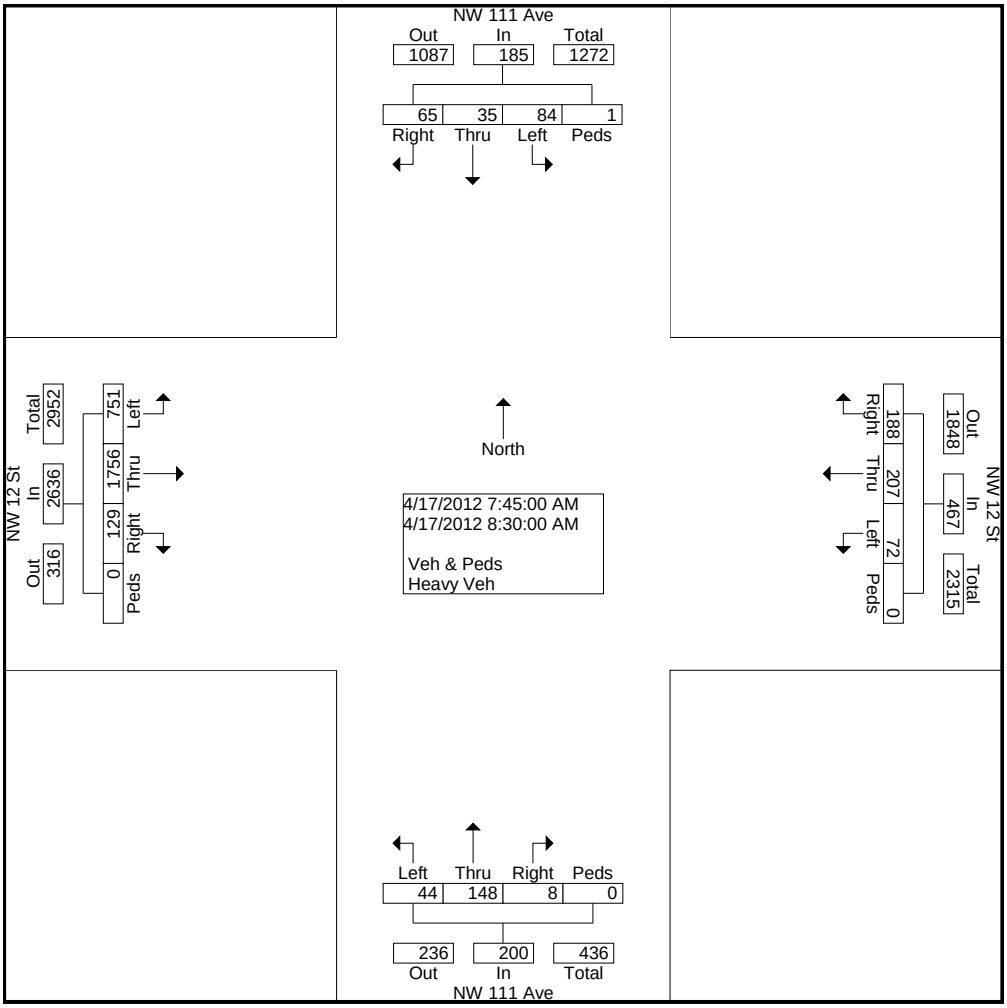
File Name : NW 12 St at NW 111 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 111 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 3

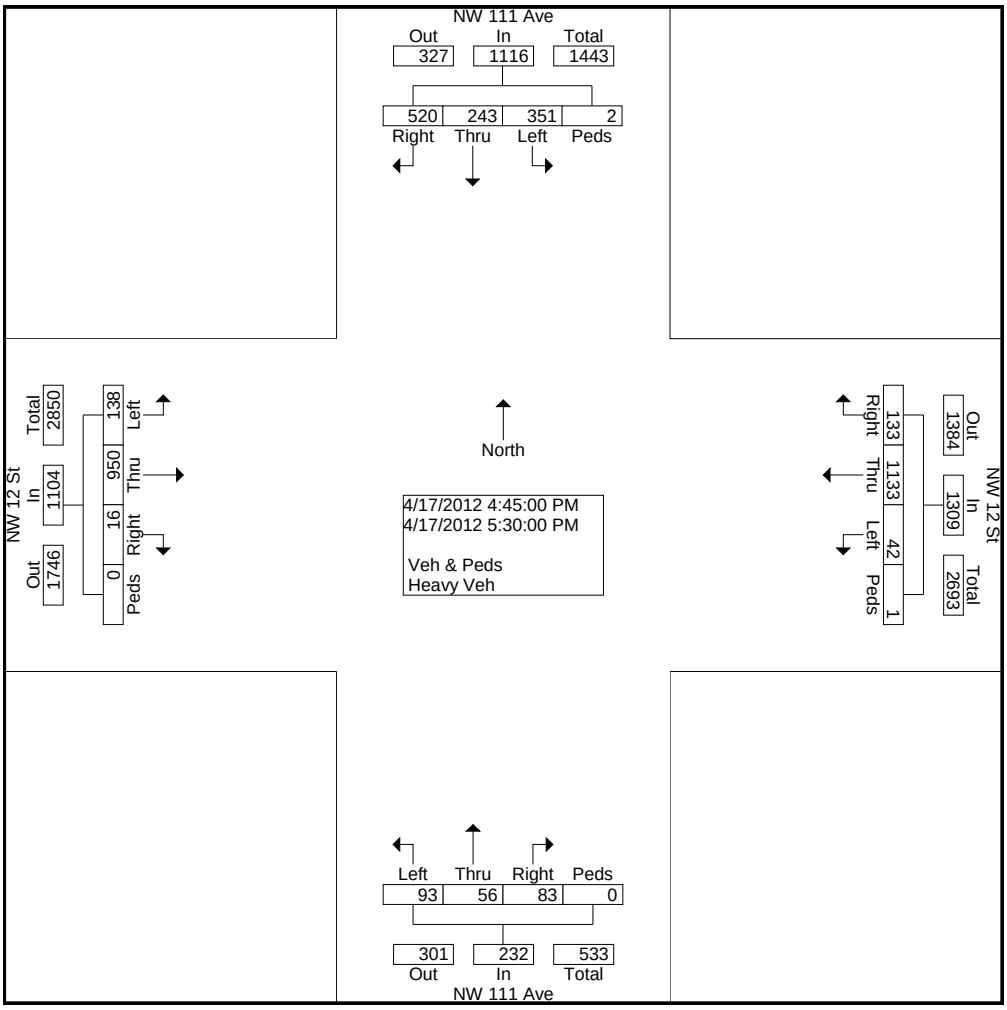
	NW 111 Ave Southbound					NW 12 St Westbound					NW 111 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	84	35	65	1	185	72	207	188	0	467	44	148	8	0	200	751	1756	129	0	2636	3488
Percent	45.4	18.9	35.1	0.5		15.4	44.3	40.3	0.0		22.0	74.0	4.0	0.0		28.5	66.6	4.9	0.0		
08:00 Volume	25	7	12	0	44	22	56	49	0	127	10	41	0	0	51	224	492	44	0	760	982
Peak Factor																					0.888
High Int.	08:15 AM					08:00 AM					07:45 AM					08:00 AM					
Volume	27	16	21	1	65	22	56	49	0	127	16	43	4	0	63	224	492	44	0	760	
Peak Factor					0.712					0.919					0.794					0.867	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 111 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 4

	NW 111 Ave Southbound					NW 12 St Westbound					NW 111 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	351	243	520	2	1116	42	1133	133	1	1309	93	56	83	0	232	138	950	16	0	1104	3761
Percent	31.5	21.8	46.6	0.2		3.2	86.6	10.2	0.1		40.1	24.1	35.8	0.0		12.5	86.1	1.4	0.0		
05:00 Volume	104	82	161	2	349	13	290	37	0	340	33	17	43	0	93	27	232	2	0	261	1043
Peak Factor																					0.901
High Int.	05:15 PM					05:00 PM					05:00 PM					04:45 PM					
Volume	122	67	161	0	350	13	290	37	0	340	33	17	43	0	93	37	255	4	0	296	
Peak Factor					0.797					0.963					0.624					0.932	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at NW 111 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 111 Ave From North					NW 12 St From East					NW 111 Ave From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	9	2	0	0	11	0	5	0	0	5	0	0	0	0	0	0	4	4	0	8	24
07:15 AM	0	2	0	0	2	0	7	0	0	7	0	1	0	0	1	0	2	2	0	4	14
07:30 AM	1	2	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	5	0	5	13
07:45 AM	4	7	0	0	11	3	5	0	0	8	0	1	0	0	1	0	1	1	0	2	22
Total	14	13	0	0	27	3	22	0	0	25	0	2	0	0	2	0	7	12	0	19	73
08:00 AM	7	3	0	0	10	2	5	0	0	7	0	0	0	0	0	0	4	1	0	5	22
08:15 AM	7	4	0	0	11	3	3	0	0	6	0	0	0	0	0	0	1	4	0	5	22
08:30 AM	3	0	1	0	4	2	7	1	0	10	0	0	0	0	0	0	1	1	0	2	16
08:45 AM	2	2	0	0	4	0	2	0	0	2	0	1	0	0	1	0	5	1	0	6	13
Total	19	9	1	0	29	7	17	1	0	25	0	1	0	0	1	0	11	7	0	18	73
04:00 PM	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	1	0	3	0	4	14
04:15 PM	3	3	0	0	6	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	10
04:30 PM	1	0	0	0	1	2	5	0	0	7	0	2	0	0	2	0	5	2	0	7	17
04:45 PM	5	2	2	0	9	1	2	0	0	3	0	1	0	0	1	0	2	3	0	5	18
Total	9	5	2	0	16	5	17	0	0	22	0	3	0	0	3	1	8	9	0	18	59
05:00 PM	1	1	1	0	3	0	4	0	0	4	0	0	0	0	0	0	4	2	0	6	13
05:15 PM	3	0	1	0	4	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	14
05:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8
05:45 PM	1	2	2	0	5	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	9
Total	6	3	4	0	13	0	16	0	0	16	0	0	0	0	0	0	11	4	0	15	44
Grand Total	48	30	7	0	85	15	72	1	0	88	0	6	0	0	6	1	37	32	0	70	249
Apprch %	56.5	35.3	8.2	0.0		17.0	81.8	1.1	0.0		0.0	100.0	0.0	0.0		1.4	52.9	45.7	0.0		
Total %	19.3	12.0	2.8	0.0	34.1	6.0	28.9	0.4	0.0	35.3	0.0	2.4	0.0	0.0	2.4	0.4	14.9	12.9	0.0	28.1	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

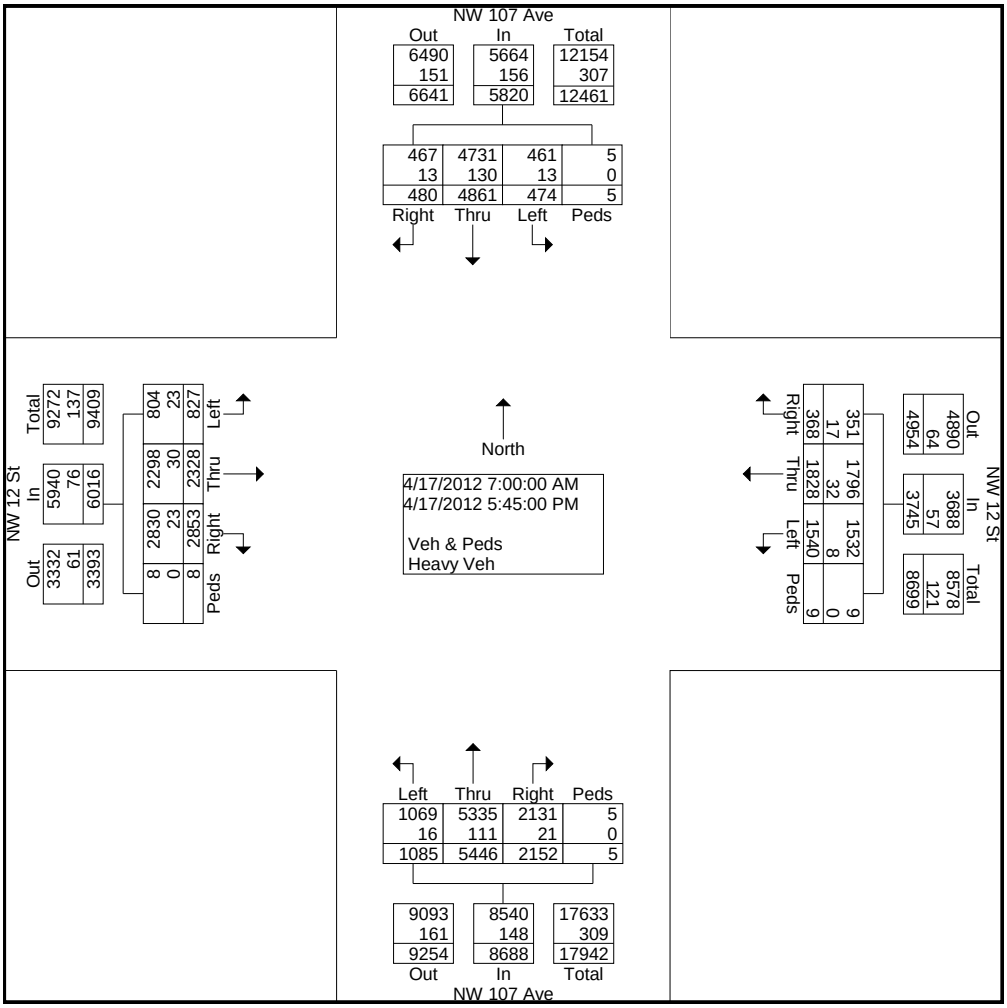
File Name : NW 12 st at NW 107 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 107 Ave Southbound					NW 12 St Westbound					NW 107 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	20	120	4	0	144	29	41	15	0	85	19	349	73	0	441	30	150	51	0	231	901
07:15 AM	15	142	7	0	164	28	43	19	1	91	39	356	150	0	545	63	191	88	0	342	1142
07:30 AM	17	181	15	0	213	19	53	19	2	93	77	464	151	1	693	57	170	77	0	304	1303
07:45 AM	19	130	9	0	158	18	43	25	1	87	76	568	229	1	874	73	205	90	0	368	1487
Total	71	573	35	0	679	94	180	78	4	356	211	1737	603	2	2553	223	716	306	0	1245	4833
08:00 AM	29	150	13	0	192	24	42	20	1	87	42	410	203	1	656	78	224	122	0	424	1359
08:15 AM	27	175	27	0	229	36	54	24	1	115	43	409	267	0	719	52	142	149	0	343	1406
08:30 AM	35	99	9	1	144	45	59	16	0	120	48	532	232	0	812	38	184	146	2	370	1446
08:45 AM	21	152	8	0	181	23	46	21	3	93	121	396	227	1	745	62	207	120	1	390	1409
Total	112	576	57	1	746	128	201	81	5	415	254	1747	929	2	2932	230	757	537	3	1527	5620
04:00 PM	24	425	38	0	487	172	153	31	0	356	67	222	69	0	358	37	104	166	0	307	1508
04:15 PM	47	420	44	0	511	163	188	37	0	388	81	252	78	0	411	50	100	157	0	307	1617
04:30 PM	45	435	58	1	539	147	140	19	0	306	70	271	67	0	408	54	95	207	0	356	1609
04:45 PM	38	446	52	0	536	151	174	32	0	357	87	268	96	0	451	67	89	259	1	416	1760
Total	154	1726	192	1	2073	633	655	119	0	1407	305	1013	310	0	1628	208	388	789	1	1386	6494
05:00 PM	47	496	54	0	597	162	194	21	0	377	96	232	79	1	408	50	157	291	2	500	1882
05:15 PM	29	497	42	2	570	199	220	18	0	437	77	239	85	0	401	53	121	333	1	508	1916
05:30 PM	40	500	51	1	592	172	220	26	0	418	77	236	84	0	397	23	112	317	1	453	1860
05:45 PM	21	493	49	0	563	152	158	25	0	335	65	242	62	0	369	40	77	280	0	397	1664
Total	137	1986	196	3	2322	685	792	90	0	1567	315	949	310	1	1575	166	467	1221	4	1858	7322
Grand Total	474	4861	480	5	5820	1540	1828	368	9	3745	1085	5446	2152	5	8688	827	2328	2853	8	6016	24269
Apprch %	8.1	83.5	8.2	0.1		41.1	48.8	9.8	0.2		12.5	62.7	24.8	0.1		13.7	38.7	47.4	0.1		
Total %	2.0	20.0	2.0	0.0	24.0	6.3	7.5	1.5	0.0	15.4	4.5	22.4	8.9	0.0	35.8	3.4	9.6	11.8	0.0	24.8	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

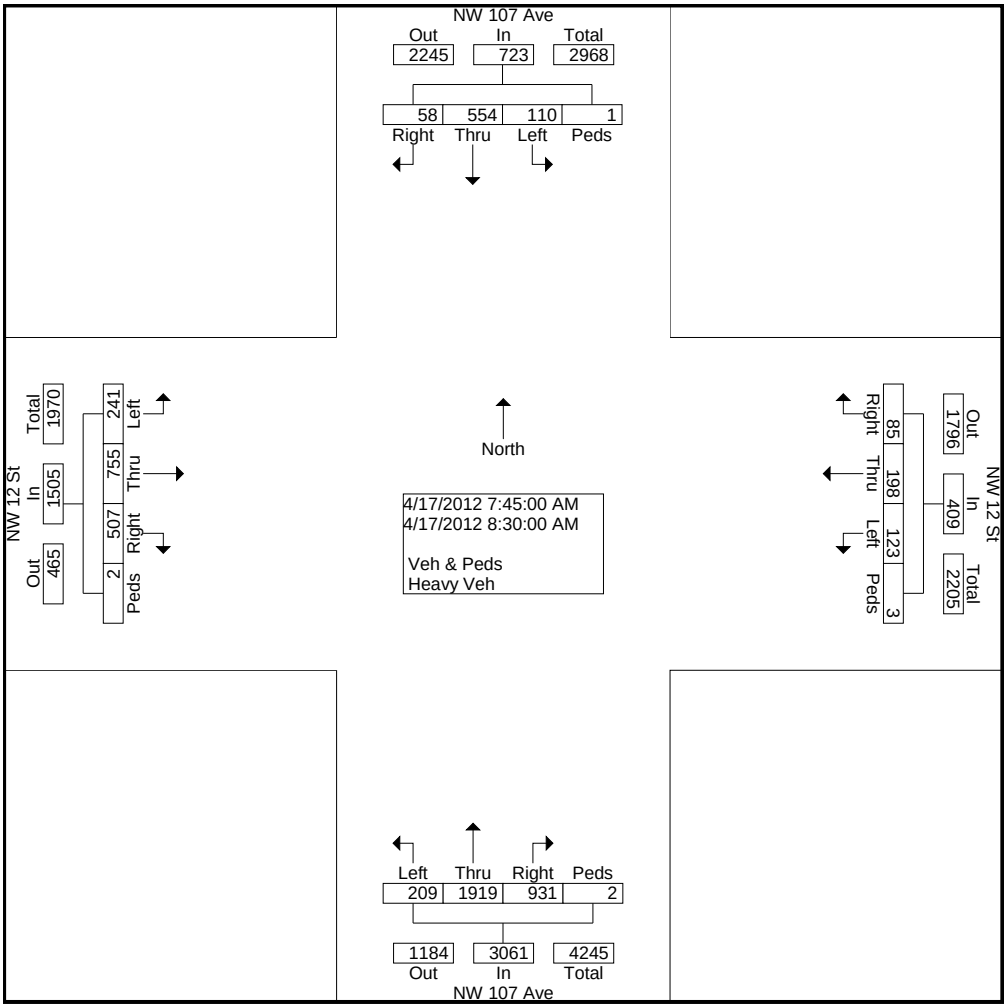
File Name : NW 12 st at NW 107 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 st at NW 107 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 3

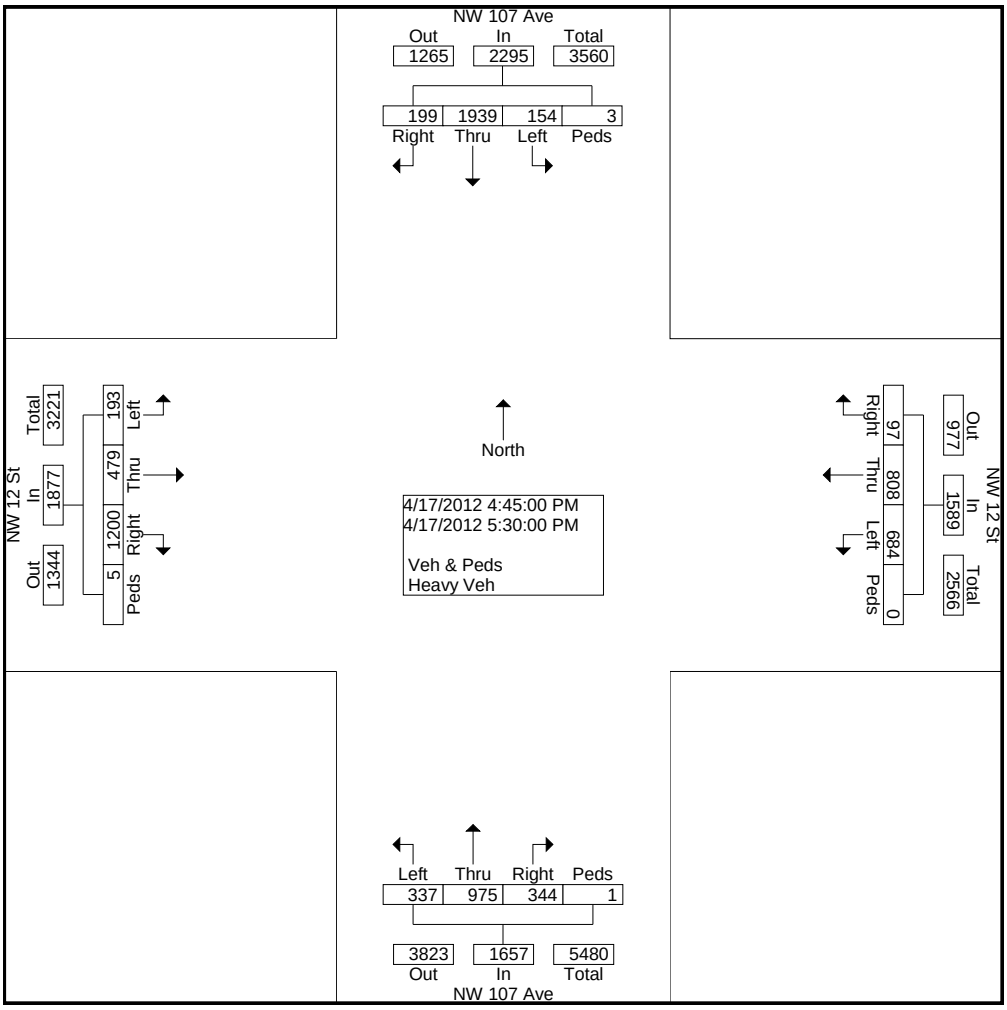
	NW 107 Ave Southbound					NW 12 St Westbound					NW 107 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	110	554	58	1	723	123	198	85	3	409	209	1919	931	2	3061	241	755	507	2	1505	5698
Percent	15.2	76.6	8.0	0.1		30.1	48.4	20.8	0.7		6.8	62.7	30.4	0.1		16.0	50.2	33.7	0.1		
07:45 Volume	19	130	9	0	158	18	43	25	1	87	76	568	229	1	874	73	205	90	0	368	1487
Peak Factor																					0.958
High Int.	08:15 AM					08:30 AM					07:45 AM					08:00 AM					
Volume	27	175	27	0	229	45	59	16	0	120	76	568	229	1	874	78	224	122	0	424	
Peak Factor					0.789					0.852					0.876					0.887	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 st at NW 107 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 4

	NW 107 Ave Southbound					NW 12 St Westbound					NW 107 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	154	1939	199	3	2295	684	808	97	0	1589	337	975	344	1	1657	193	479	1200	5	1877	7418
Percent	6.7	84.5	8.7	0.1		43.0	50.8	6.1	0.0		20.3	58.8	20.8	0.1		10.3	25.5	63.9	0.3		
05:15 Volume	29	497	42	2	570	199	220	18	0	437	77	239	85	0	401	53	121	333	1	508	1916
Peak Factor																					0.968
High Int.	05:00 PM					05:15 PM					04:45 PM					05:15 PM					
Volume	47	496	54	0	597	199	220	18	0	437	87	268	96	0	451	53	121	333	1	508	
Peak Factor					0.961					0.909					0.919					0.924	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 st at NW 107 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 107 Ave Southbound					NW 12 St Westbound					NW 107 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	16	1	0	18	0	1	1	0	2	0	3	0	0	3	1	4	1	0	6	29
07:15 AM	2	15	2	0	19	0	1	0	0	1	0	5	0	0	5	0	3	2	0	5	30
07:30 AM	0	12	2	0	14	0	2	0	0	2	0	2	0	0	2	1	1	0	0	2	20
07:45 AM	0	12	0	0	12	0	2	0	0	2	4	3	3	0	10	0	0	2	0	2	26
Total	3	55	5	0	63	0	6	1	0	7	4	13	3	0	20	2	8	5	0	15	105
08:00 AM	1	9	1	0	11	0	1	1	0	2	1	9	1	0	11	1	2	1	0	4	28
08:15 AM	0	5	0	0	5	0	1	3	0	4	1	9	0	0	10	1	1	0	0	2	21
08:30 AM	0	8	2	0	10	1	3	0	0	4	2	5	2	0	9	0	2	4	0	6	29
08:45 AM	2	10	1	0	13	0	1	0	0	1	0	4	0	0	4	2	3	3	0	8	26
Total	3	32	4	0	39	1	6	4	0	11	4	27	3	0	34	4	8	8	0	20	104
04:00 PM	3	13	1	0	17	0	3	2	0	5	3	15	1	0	19	1	1	0	0	2	43
04:15 PM	1	4	0	0	5	0	2	2	0	4	0	11	2	0	13	3	1	2	0	6	28
04:30 PM	0	5	1	0	6	2	5	1	0	8	1	12	3	0	16	1	3	0	0	4	34
04:45 PM	0	5	0	0	5	1	3	3	0	7	1	11	2	0	14	2	3	2	0	7	33
Total	4	27	2	0	33	3	13	8	0	24	5	49	8	0	62	7	8	4	0	19	138
05:00 PM	0	3	1	0	4	0	2	2	0	4	2	6	1	0	9	4	1	3	0	8	25
05:15 PM	2	7	1	0	10	2	1	1	0	4	0	7	1	0	8	2	2	2	0	6	28
05:30 PM	0	4	0	0	4	2	3	1	0	6	0	4	2	0	6	0	2	0	0	2	18
05:45 PM	1	2	0	0	3	0	1	0	0	1	1	5	3	0	9	4	1	1	0	6	19
Total	3	16	2	0	21	4	7	4	0	15	3	22	7	0	32	10	6	6	0	22	90
Grand Total	13	130	13	0	156	8	32	17	0	57	16	111	21	0	148	23	30	23	0	76	437
Apprch %	8.3	83.3	8.3	0.0		14.0	56.1	29.8	0.0		10.8	75.0	14.2	0.0		30.3	39.5	30.3	0.0		
Total %	3.0	29.7	3.0	0.0	35.7	1.8	7.3	3.9	0.0	13.0	3.7	25.4	4.8	0.0	33.9	5.3	6.9	5.3	0.0	17.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

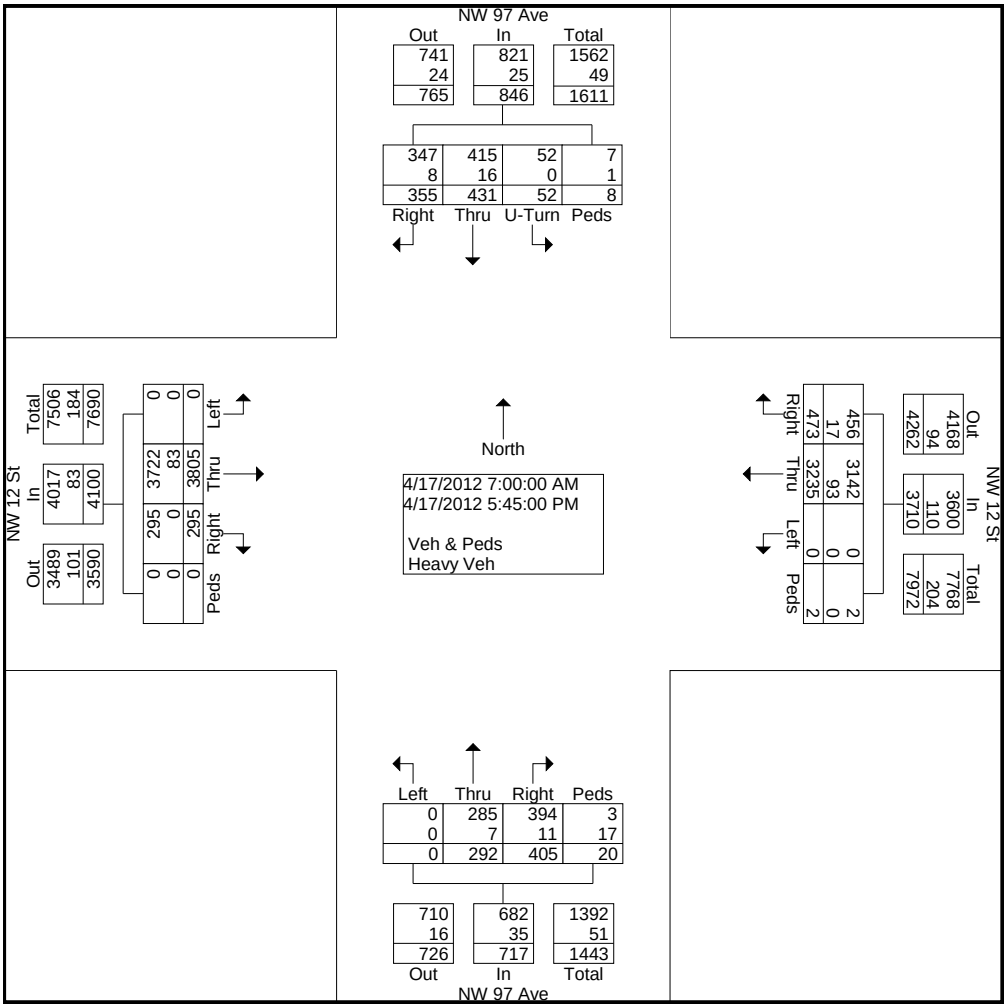
File Name : NW 12 St at NW 97 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 97 Ave Southbound					NW 12 St Westbound					NW 97 Ave Northbound					NW 12 St Eastbound					
Start Time	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	8	7	0	17	0	130	18	0	148	0	12	4	0	16	0	192	14	0	206	387
07:15 AM	3	11	9	2	25	0	118	31	1	150	0	14	13	2	29	0	259	18	0	277	481
07:30 AM	2	15	7	1	25	0	145	30	0	175	0	19	14	7	40	0	277	19	0	296	536
07:45 AM	5	27	16	0	48	0	168	37	0	205	0	27	25	7	59	0	284	27	0	311	623
Total	12	61	39	3	115	0	561	116	1	678	0	72	56	16	144	0	1012	78	0	1090	2027
08:00 AM	4	33	10	1	48	0	144	34	1	179	0	25	28	2	55	0	319	30	0	349	631
08:15 AM	3	54	14	0	71	0	138	28	0	166	0	34	47	0	81	0	390	29	0	419	737
08:30 AM	5	35	14	1	55	0	132	34	0	166	0	16	42	0	58	0	363	19	0	382	661
08:45 AM	10	24	17	0	51	0	165	30	0	195	0	38	21	0	59	0	364	31	0	395	700
Total	22	146	55	2	225	0	579	126	1	706	0	113	138	2	253	0	1436	109	0	1545	2729
04:00 PM	0	30	29	1	60	0	285	28	0	313	0	12	29	0	41	0	172	11	0	183	597
04:15 PM	3	20	31	1	55	0	237	32	0	269	0	13	21	1	35	0	153	15	0	168	527
04:30 PM	2	28	31	0	61	0	229	26	0	255	0	9	23	0	32	0	152	8	0	160	508
04:45 PM	6	21	33	0	60	0	268	31	0	299	0	9	23	0	32	0	162	9	0	171	562
Total	11	99	124	2	236	0	1019	117	0	1136	0	43	96	1	140	0	639	43	0	682	2194
05:00 PM	2	29	30	1	62	0	266	30	0	296	0	24	28	1	53	0	206	24	0	230	641
05:15 PM	2	28	32	0	62	0	306	29	0	335	0	15	31	0	46	0	182	15	0	197	640
05:30 PM	2	38	47	0	87	0	264	29	0	293	0	13	20	0	33	0	177	10	0	187	600
05:45 PM	1	30	28	0	59	0	240	26	0	266	0	12	36	0	48	0	153	16	0	169	542
Total	7	125	137	1	270	0	1076	114	0	1190	0	64	115	1	180	0	718	65	0	783	2423
Grand Total	52	431	355	8	846	0	3235	473	2	3710	0	292	405	20	717	0	3805	295	0	4100	9373
Apprch %	6.1	50.9	42.0	0.9		0.0	87.2	12.7	0.1		0.0	40.7	56.5	2.8		0.0	92.8	7.2	0.0		
Total %	0.6	4.6	3.8	0.1	9.0	0.0	34.5	5.0	0.0	39.6	0.0	3.1	4.3	0.2	7.6	0.0	40.6	3.1	0.0	43.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

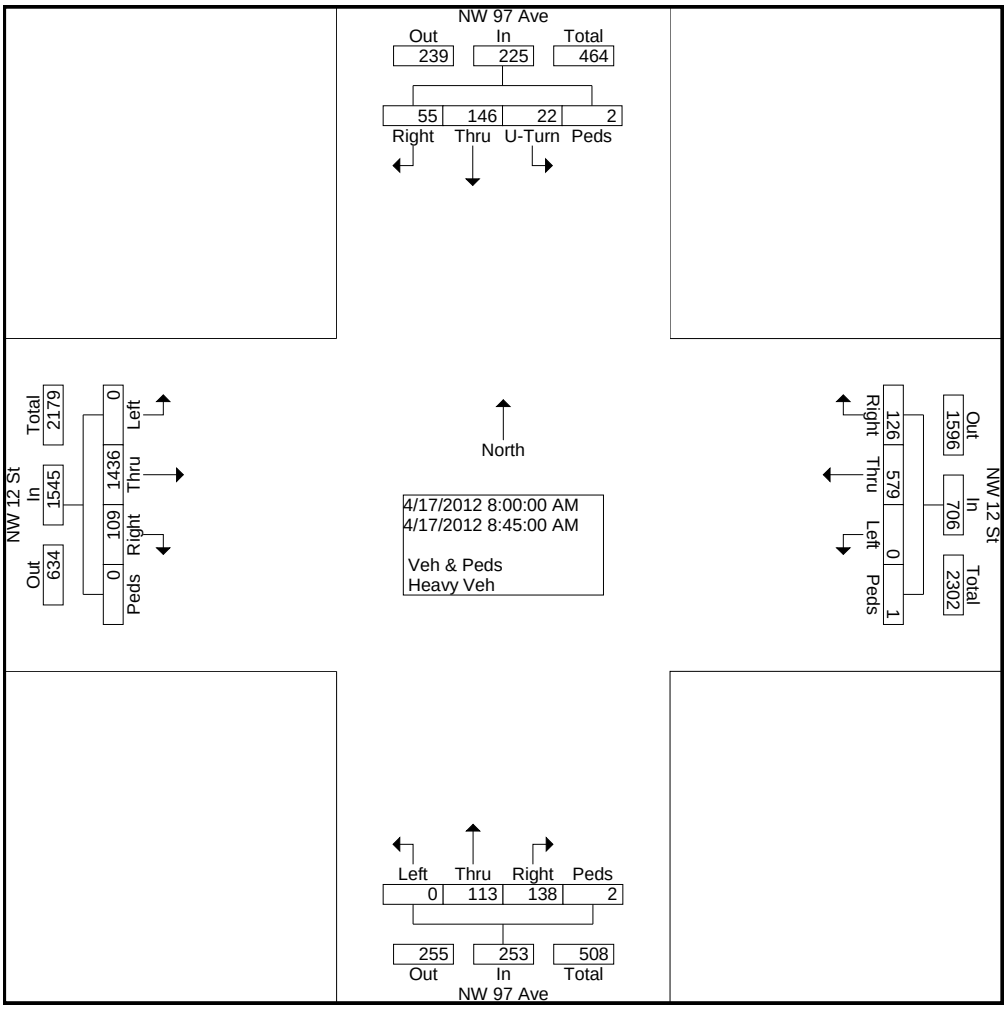
File Name : NW 12 St at NW 97 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 97 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 3

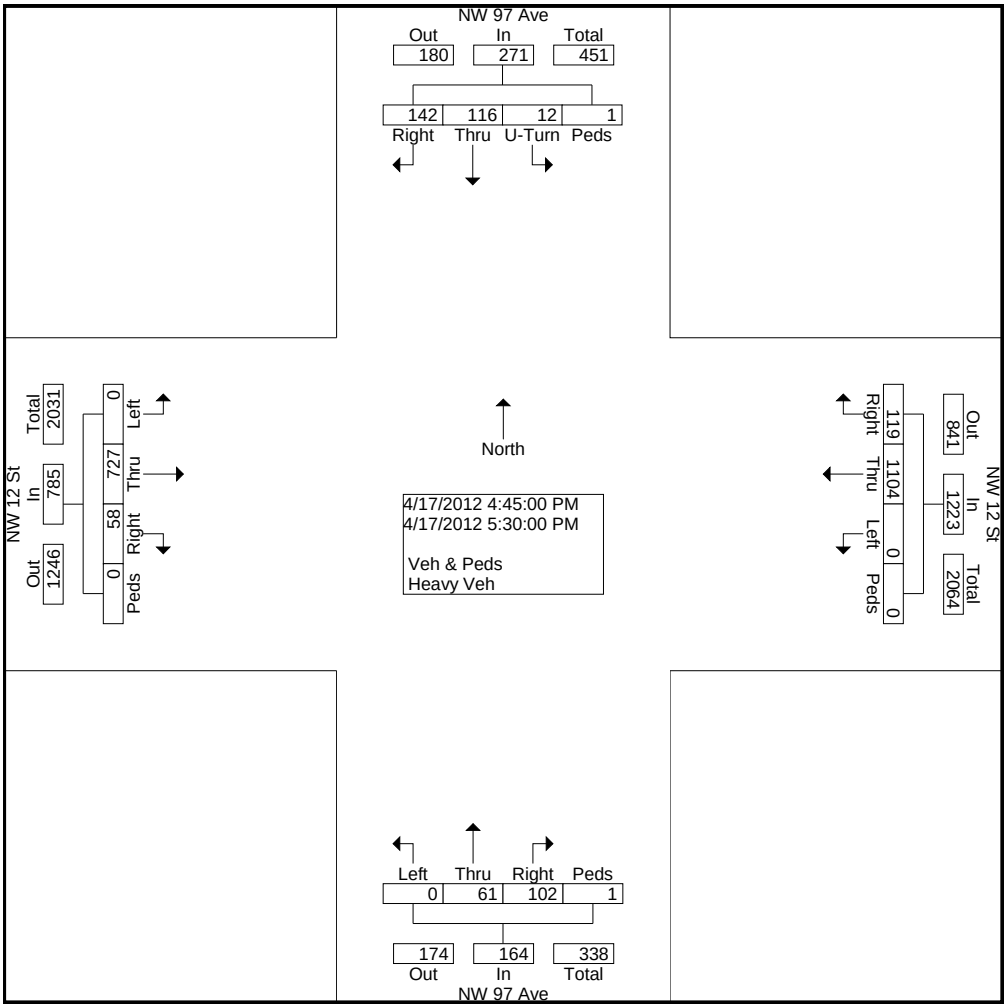
	NW 97 Ave Southbound					NW 12 St Westbound					NW 97 Ave Northbound					NW 12 St Eastbound					
Start Time	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	22	146	55	2	225	0	579	126	1	706	0	113	138	2	253	0	1436	109	0	1545	2729
Percent	9.8	64.9	24.4	0.9		0.0	82.0	17.8	0.1		0.0	44.7	54.5	0.8		0.0	92.9	7.1	0.0		
08:15 Volume	3	54	14	0	71	0	138	28	0	166	0	34	47	0	81	0	390	29	0	419	737
Peak Factor																					0.926
High Int.	08:15 AM					08:45 AM					08:15 AM					08:15 AM					
Volume	3	54	14	0	71	0	165	30	0	195	0	34	47	0	81	0	390	29	0	419	
Peak Factor					0.792					0.905					0.781					0.922	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 97 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 4

	NW 97 Ave Southbound					NW 12 St Westbound					NW 97 Ave Northbound					NW 12 St Eastbound					
Start Time	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	12	116	142	1	271	0	1104	119	0	1223	0	61	102	1	164	0	727	58	0	785	2443
Percent	4.4	42.8	52.4	0.4		0.0	90.3	9.7	0.0		0.0	37.2	62.2	0.6		0.0	92.6	7.4	0.0		
05:00 Volume	2	29	30	1	62	0	266	30	0	296	0	24	28	1	53	0	206	24	0	230	641
Peak Factor																					0.953
High Int.	05:30 PM					05:15 PM					05:00 PM					05:00 PM					
Volume	2	38	47	0	87	0	306	29	0	335	0	24	28	1	53	0	206	24	0	230	
Peak Factor					0.779					0.913					0.774					0.853	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at NW 97 Ave
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 97 Ave From North					NW 12 St From East					NW 97 Ave From South					NW 12 St From West					
Start Time	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	11
07:15 AM	1	2	0	0	3	2	1	0	0	3	2	0	0	2	4	0	5	0	0	5	15
07:30 AM	2	3	0	0	5	1	4	0	0	5	2	1	0	7	10	0	6	0	0	6	26
07:45 AM	1	1	0	0	2	0	6	0	0	6	1	1	0	7	9	0	5	0	0	5	22
Total	4	7	0	0	11	3	15	0	0	18	5	3	0	16	24	0	21	0	0	21	74
08:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	1	1	0	8	0	0	8	16
08:15 AM	1	1	0	0	2	0	6	0	0	6	0	1	0	0	1	0	5	0	0	5	14
08:30 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	5	0	0	5	13
08:45 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	10	0	0	10	17
Total	1	1	0	0	2	2	25	0	0	27	1	1	0	1	3	0	28	0	0	28	60
04:00 PM	0	1	0	1	2	2	12	0	0	14	0	0	0	0	0	0	9	0	0	9	25
04:15 PM	1	2	0	0	3	3	8	0	0	11	2	1	0	0	3	0	6	0	0	6	23
04:30 PM	1	1	0	0	2	1	5	0	0	6	1	0	0	0	1	0	6	0	0	6	15
04:45 PM	0	4	0	0	4	0	5	0	0	5	2	1	0	0	3	0	2	0	0	2	14
Total	2	8	0	1	11	6	30	0	0	36	5	2	0	0	7	0	23	0	0	23	77
05:00 PM	0	0	0	0	0	1	7	0	0	8	0	1	0	0	1	0	4	0	0	4	13
05:15 PM	1	0	0	0	1	3	7	0	0	10	0	0	0	0	0	0	2	0	0	2	13
05:30 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	3	0	0	3	9
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total	1	0	0	0	1	6	23	0	0	29	0	1	0	0	1	0	11	0	0	11	42
Grand Total	8	16	0	1	25	17	93	0	0	110	11	7	0	17	35	0	83	0	0	83	253
Apprch %	32.0	64.0	0.0	4.0		15.5	84.5	0.0	0.0		31.4	20.0	0.0	48.6		0.0	100.0	0.0	0.0		
Total %	3.2	6.3	0.0	0.4	9.9	6.7	36.8	0.0	0.0	43.5	4.3	2.8	0.0	6.7	13.8	0.0	32.8	0.0	0.0	32.8	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

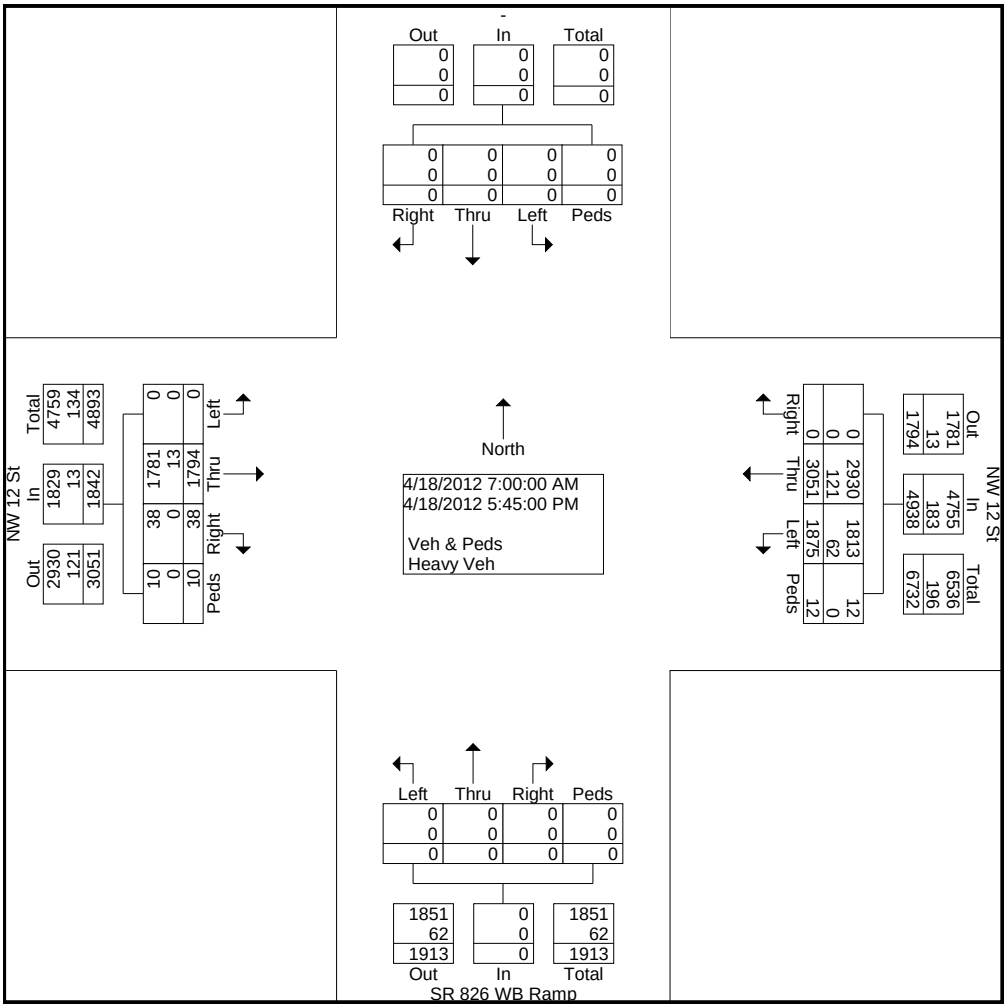
File Name : NW 12 St at SR-836 WB Ramp
Site Code : 00000000
Start Date : 4/18/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	- Southbound					NW 12 St Westbound					SR 826 WB Ramp Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	32	156	0	0	188	0	0	0	0	0	0	94	1	0	95	283
07:15 AM	0	0	0	0	0	20	195	0	0	215	0	0	0	0	0	0	115	0	0	115	330
07:30 AM	0	0	0	0	0	36	202	0	2	240	0	0	0	0	0	0	122	1	0	123	363
07:45 AM	0	0	0	0	0	31	253	0	1	285	0	0	0	0	0	0	136	0	0	136	421
Total	0	0	0	0	0	119	806	0	3	928	0	0	0	0	0	0	467	2	0	469	1397
08:00 AM	0	0	0	0	0	32	203	0	2	237	0	0	0	0	0	0	100	21	1	122	359
08:15 AM	0	0	0	0	0	30	206	0	0	236	0	0	0	0	0	0	119	0	2	121	357
08:30 AM	0	0	0	0	0	39	177	0	0	216	0	0	0	0	0	0	127	0	0	127	343
08:45 AM	0	0	0	0	0	37	186	0	3	226	0	0	0	0	0	0	115	0	1	116	342
Total	0	0	0	0	0	138	772	0	5	915	0	0	0	0	0	0	461	21	4	486	1401
04:00 PM	0	0	0	0	0	173	169	0	0	342	0	0	0	0	0	0	116	3	0	119	461
04:15 PM	0	0	0	0	0	146	189	0	0	335	0	0	0	0	0	0	96	1	0	97	432
04:30 PM	0	0	0	0	0	224	179	0	1	404	0	0	0	0	0	0	122	1	1	124	528
04:45 PM	0	0	0	0	0	237	192	0	0	429	0	0	0	0	0	0	99	1	0	100	529
Total	0	0	0	0	0	780	729	0	1	1510	0	0	0	0	0	0	433	6	1	440	1950
05:00 PM	0	0	0	0	0	237	192	0	1	430	0	0	0	0	0	0	121	4	2	127	557
05:15 PM	0	0	0	0	0	190	175	0	1	366	0	0	0	0	0	0	133	3	2	138	504
05:30 PM	0	0	0	0	0	210	191	0	1	402	0	0	0	0	0	0	91	1	0	92	494
05:45 PM	0	0	0	0	0	201	186	0	0	387	0	0	0	0	0	0	88	1	1	90	477
Total	0	0	0	0	0	838	744	0	3	1585	0	0	0	0	0	0	433	9	5	447	2032
Grand Total	0	0	0	0	0	1875	3051	0	12	4938	0	0	0	0	0	0	1794	38	10	1842	6780
Apprch %	0.0	0.0	0.0	0.0		38.0	61.8	0.0	0.2		0.0	0.0	0.0	0.0		0.0	97.4	2.1	0.5		
Total %	0.0	0.0	0.0	0.0	0.0	27.7	45.0	0.0	0.2	72.8	0.0	0.0	0.0	0.0	0.0	0.0	26.5	0.6	0.1	27.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

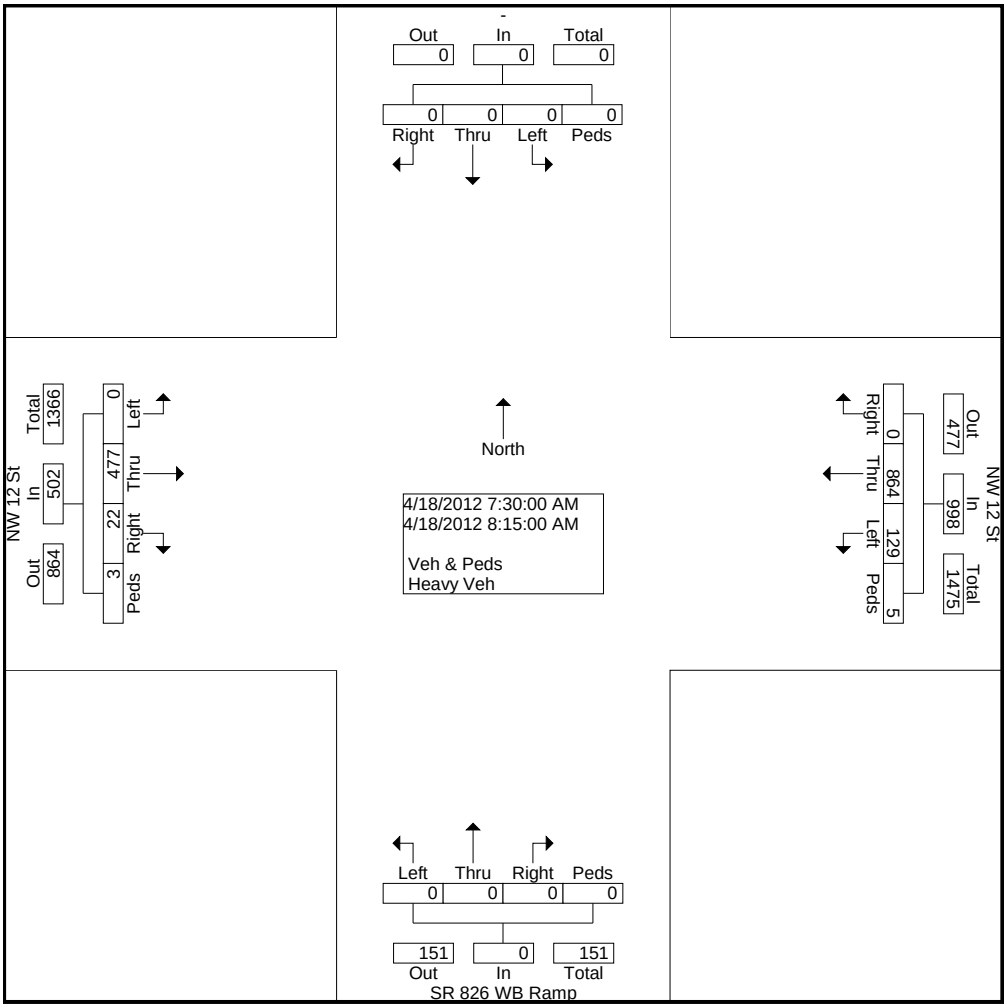
File Name : NW 12 St at SR-836 WB Ramp
Site Code : 00000000
Start Date : 4/18/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at SR-836 WB Ramp
Site Code : 00000000
Start Date : 4/18/2012
Page No : 3

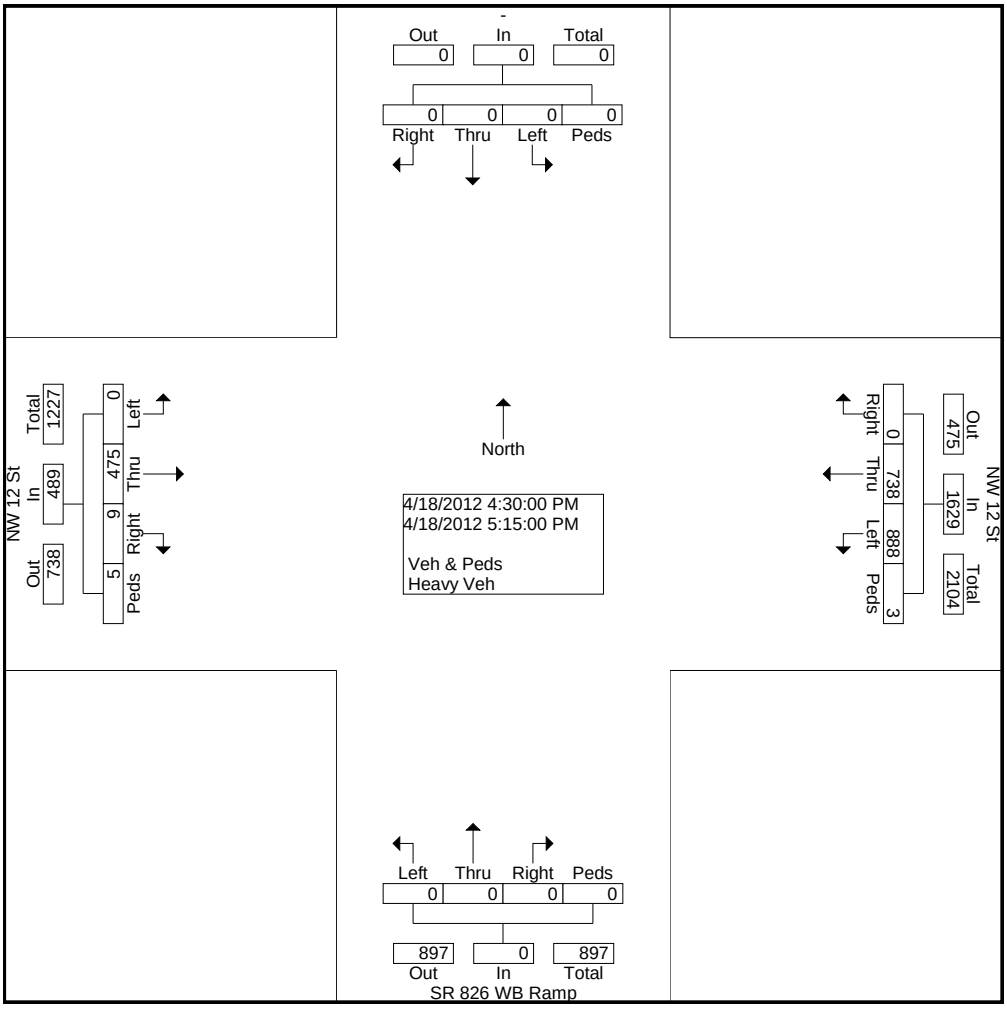
	- Southbound					NW 12 St Westbound					SR 826 WB Ramp Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	0	0	0	0	129	864	0	5	998	0	0	0	0	0	0	477	22	3	502	1500
Percent	0.0	0.0	0.0	0.0		12.9	86.6	0.0	0.5		0.0	0.0	0.0	0.0		0.0	95.0	4.4	0.6		
07:45 Volume	0	0	0	0	0	31	253	0	1	285	0	0	0	0	0	0	136	0	0	136	421
Peak Factor																					0.891
High Int.	6:45:00 AM					07:45 AM					6:45:00 AM					07:45 AM					
Volume	0	0	0	0	0	31	253	0	1	285	0	0	0	0	0	0	136	0	0	136	
Peak Factor										0.875										0.923	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at SR-836 WB Ramp
Site Code : 00000000
Start Date : 4/18/2012
Page No : 4

	- Southbound					NW 12 St Westbound					SR 826 WB Ramp Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	888	738	0	3	1629	0	0	0	0	0	0	475	9	5	489	2118
Percent	0.0	0.0	0.0	0.0		54.5	45.3	0.0	0.2		0.0	0.0	0.0	0.0		0.0	97.1	1.8	1.0		
05:00 Volume	0	0	0	0	0	237	192	0	1	430	0	0	0	0	0	0	121	4	2	127	557
Peak Factor																					0.951
High Int.						05:00 PM										05:15 PM					
Volume	0	0	0	0	0	237	192	0	1	430	0	0	0	0	0	0	133	3	2	138	
Peak Factor										0.947										0.886	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at SR-836 WB Ramp
Site Code : 00000000
Start Date : 4/18/2012
Page No : 1

Groups Printed- Heavy Veh

	- From North					NW 12 St From East					SR 826 WB Ramp From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	7	6	0	13	0	0	0	0	0	0	1	0	0	1	14
07:15 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	9
07:45 AM	0	0	0	0	0	0	5	4	0	9	0	0	0	0	0	0	1	0	0	1	10
Total	0	0	0	0	0	0	22	14	0	36	0	0	0	0	0	0	2	0	0	2	38
08:00 AM	0	0	0	0	0	0	11	3	0	14	0	0	0	0	0	0	0	0	0	0	14
08:15 AM	0	0	0	0	0	0	12	7	0	19	0	0	0	0	0	0	1	0	0	1	20
08:30 AM	0	0	0	0	0	0	10	4	0	14	0	0	0	0	0	0	2	0	0	2	16
08:45 AM	0	0	0	0	0	0	9	5	0	14	0	0	0	0	0	0	4	0	0	4	18
Total	0	0	0	0	0	0	42	19	0	61	0	0	0	0	0	0	7	0	0	7	68
04:00 PM	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	0	1	0	0	1	14
04:15 PM	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	0	1	0	0	1	11
04:30 PM	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	0	1	0	0	1	11
04:45 PM	0	0	0	0	0	0	10	6	0	16	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	0	0	0	0	34	15	0	49	0	0	0	0	0	0	3	0	0	3	52
05:00 PM	0	0	0	0	0	0	9	5	0	14	0	0	0	0	0	0	1	0	0	1	15
05:15 PM	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	5	4	0	9	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	23	14	0	37	0	0	0	0	0	0	1	0	0	1	38
Grand Total	0	0	0	0	0	0	121	62	0	183	0	0	0	0	0	0	13	0	0	13	196
Apprch %	0.0	0.0	0.0	0.0		0.0	66.1	33.9	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	61.7	31.6	0.0	93.4	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

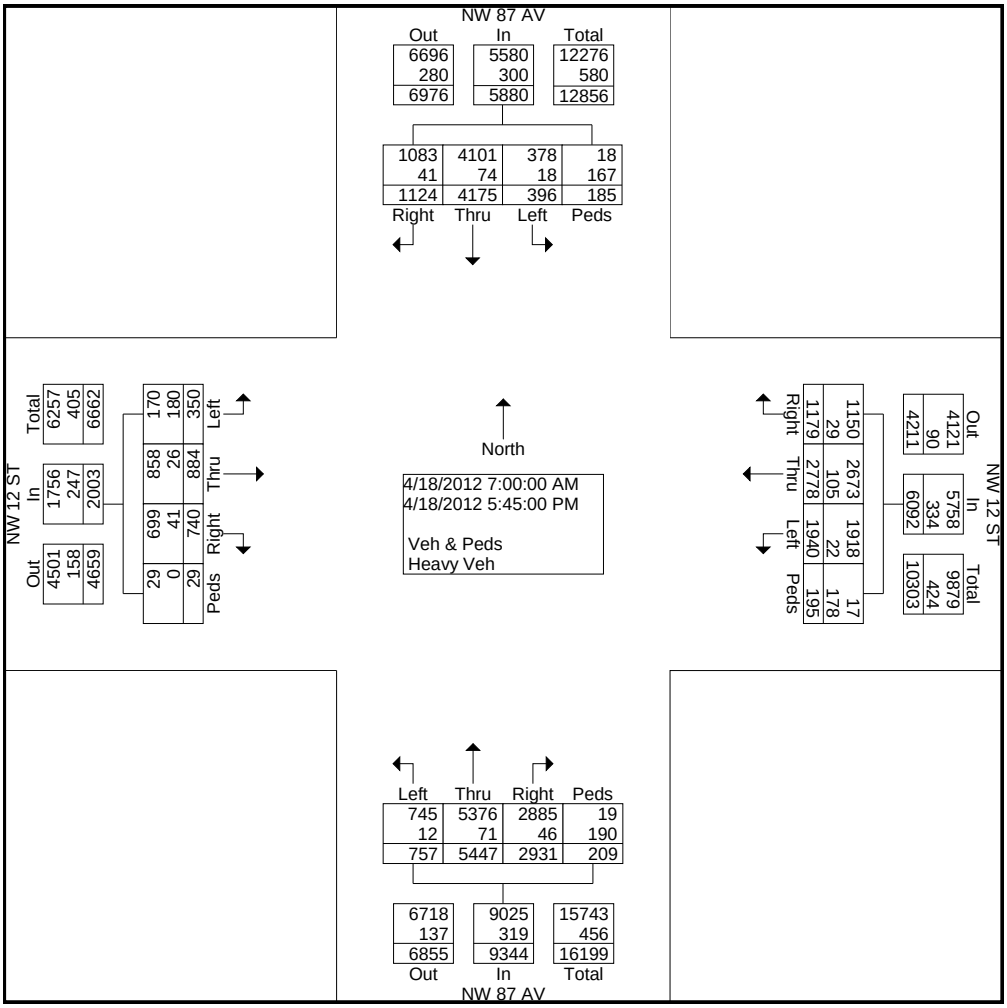
File Name : NW 12 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/18/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 87 AV Southbound					NW 12 ST Westbound					NW 87 AV Northbound					NW 12 ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	9	87	23	20	139	49	82	70	22	223	55	330	196	22	603	28	58	28	1	115	1080
07:15 AM	29	69	26	11	135	26	116	90	11	243	43	387	314	11	755	22	87	26	0	135	1268
07:30 AM	34	121	25	14	194	27	136	113	13	289	53	478	323	15	869	15	72	45	5	137	1489
07:45 AM	31	78	20	23	152	33	144	114	25	316	65	467	329	25	886	39	66	38	3	146	1500
Total	103	355	94	68	620	135	478	387	71	1071	216	1662	1162	73	3113	104	283	137	9	533	5337
08:00 AM	23	127	29	19	198	40	139	98	18	295	77	508	324	21	930	23	91	37	3	154	1577
08:15 AM	40	148	40	23	251	48	152	137	22	359	46	463	332	22	863	30	78	37	3	148	1621
08:30 AM	33	129	37	15	214	50	139	108	16	313	49	492	365	15	921	25	82	38	1	146	1594
08:45 AM	37	131	27	22	217	53	122	128	21	324	45	518	341	23	927	30	72	40	1	143	1611
Total	133	535	133	79	880	191	552	471	77	1291	217	1981	1362	81	3641	108	323	152	8	591	6403
04:00 PM	24	427	114	1	566	187	209	52	3	451	47	226	36	1	310	18	37	49	0	104	1431
04:15 PM	22	378	92	10	502	202	199	48	1	450	40	219	42	8	309	9	35	58	3	105	1366
04:30 PM	26	444	119	0	589	163	230	36	2	431	37	226	55	1	319	14	35	47	0	96	1435
04:45 PM	23	419	133	3	578	214	246	51	3	514	39	219	57	6	321	16	35	66	1	118	1531
Total	95	1668	458	14	2235	766	884	187	9	1846	163	890	190	16	1259	57	142	220	4	423	5763
05:00 PM	16	357	101	6	480	186	217	19	8	430	41	252	45	10	348	20	33	61	2	116	1374
05:15 PM	17	400	114	1	532	208	220	26	7	461	42	211	51	7	311	14	38	65	2	119	1423
05:30 PM	19	403	114	7	543	247	235	48	10	540	36	202	56	9	303	24	31	51	2	108	1494
05:45 PM	13	457	110	10	590	207	192	41	13	453	42	249	65	13	369	23	34	54	2	113	1525
Total	65	1617	439	24	2145	848	864	134	38	1884	161	914	217	39	1331	81	136	231	8	456	5816
Grand Total	396	4175	1124	185	5880	1940	2778	1179	195	6092	757	5447	2931	209	9344	350	884	740	29	2003	23319
Apprch %	6.7	71.0	19.1	3.1		31.8	45.6	19.4	3.2		8.1	58.3	31.4	2.2		17.5	44.1	36.9	1.4		
Total %	1.7	17.9	4.8	0.8	25.2	8.3	11.9	5.1	0.8	26.1	3.2	23.4	12.6	0.9	40.1	1.5	3.8	3.2	0.1	8.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

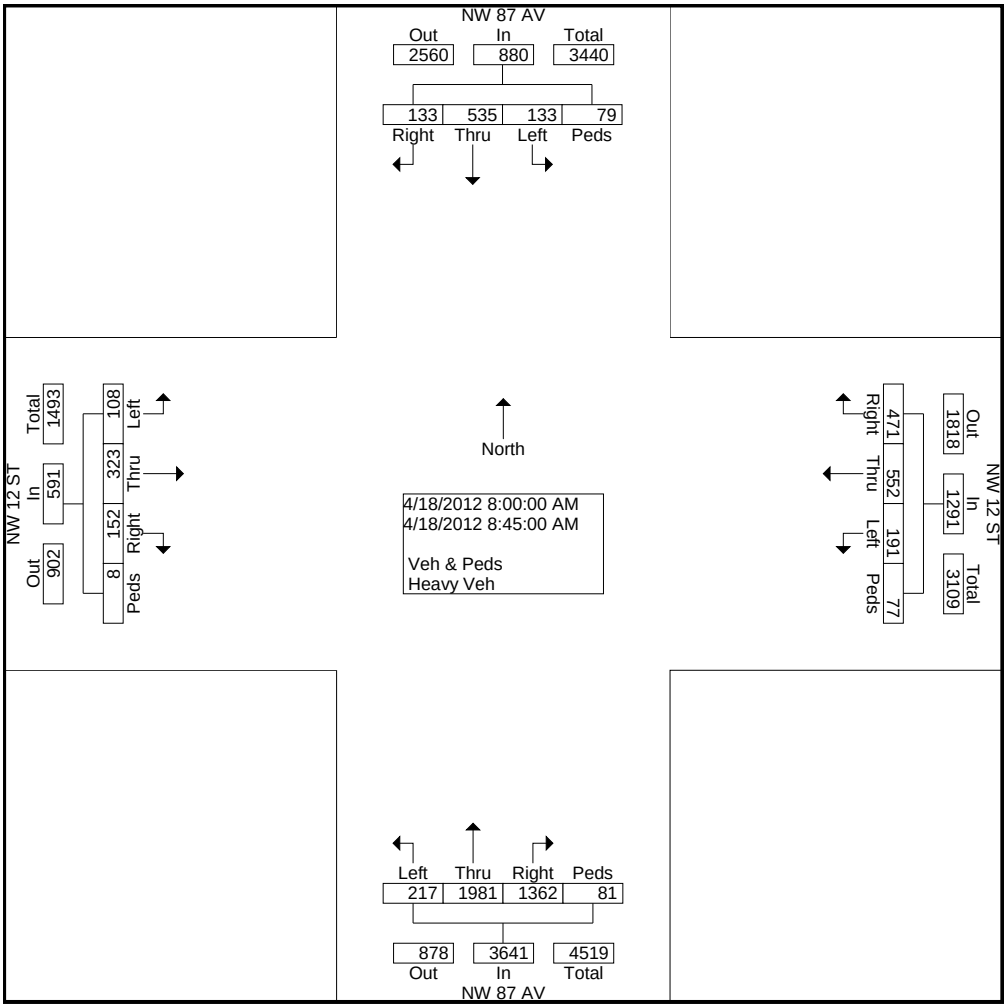
File Name : NW 12 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/18/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/18/2012
Page No : 3

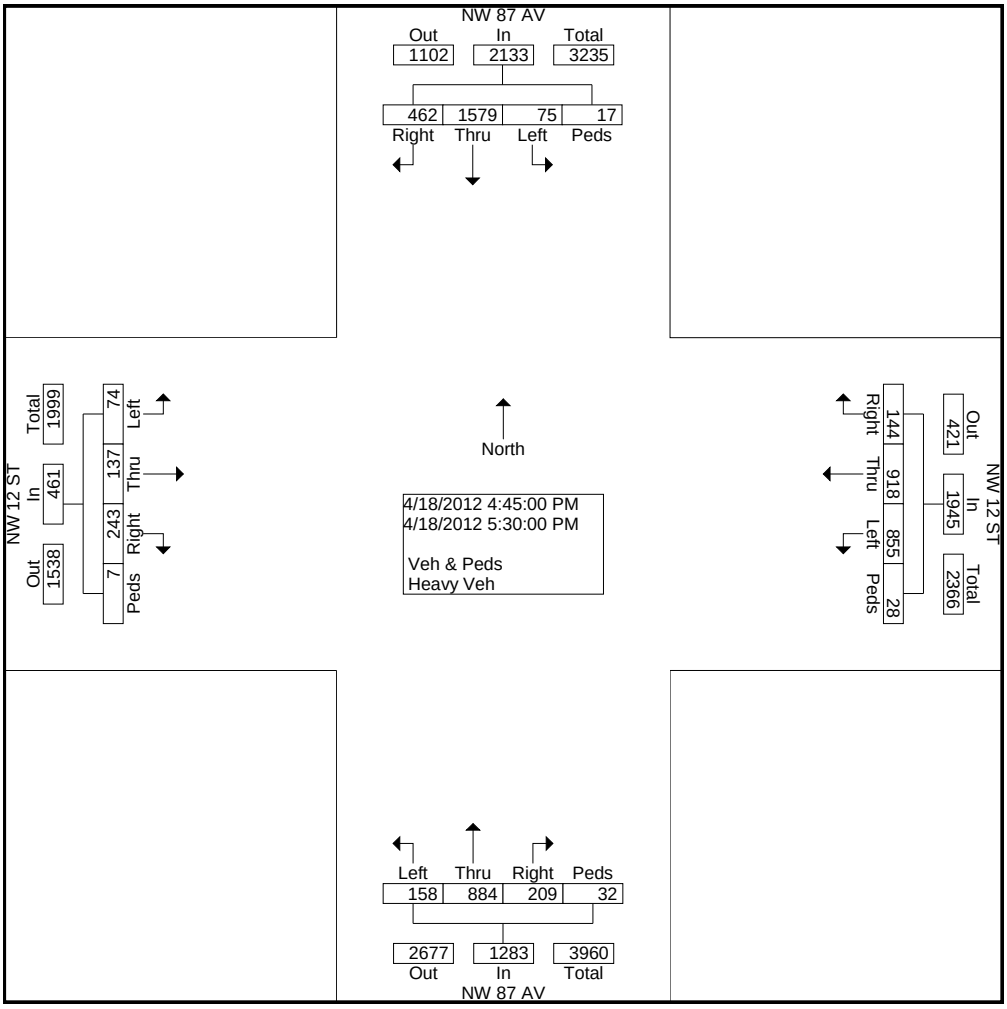
	NW 87 AV Southbound					NW 12 ST Westbound					NW 87 AV Northbound					NW 12 ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	133	535	133	79	880	191	552	471	77	1291	217	1981	1362	81	3641	108	323	152	8	591	6403
Percent	15.1	60.8	15.1	9.0		14.8	42.8	36.5	6.0		6.0	54.4	37.4	2.2		18.3	54.7	25.7	1.4		
08:15 Volume	40	148	40	23	251	48	152	137	22	359	46	463	332	22	863	30	78	37	3	148	1621
Peak Factor																					0.988
High Int.	08:15 AM					08:15 AM					08:00 AM					08:00 AM					
Volume	40	148	40	23	251	48	152	137	22	359	77	508	324	21	930	23	91	37	3	154	
Peak Factor					0.876					0.899					0.979					0.959	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/18/2012
Page No : 4

	NW 87 AV Southbound					NW 12 ST Westbound					NW 87 AV Northbound					NW 12 ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	75	1579	462	17	2133	855	918	144	28	1945	158	884	209	32	1283	74	137	243	7	461	5822
Percent	3.5	74.0	21.7	0.8		44.0	47.2	7.4	1.4		12.3	68.9	16.3	2.5		16.1	29.7	52.7	1.5		
04:45 Volume	23	419	133	3	578	214	246	51	3	514	39	219	57	6	321	16	35	66	1	118	1531
Peak Factor																					0.951
High Int.	04:45 PM					05:30 PM					05:00 PM					05:15 PM					
Volume	23	419	133	3	578	247	235	48	10	540	41	252	45	10	348	14	38	65	2	119	
Peak Factor					0.923					0.900					0.922					0.968	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/18/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 87 AV From North					NW 12 ST From East					NW 87 AV From South					NW 12 ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	6	0	20	28	2	8	3	22	35	5	3	0	20	28	5	1	19	0	25	116
07:15 AM	1	6	0	11	18	1	2	0	11	14	3	5	1	11	20	2	1	11	0	14	66
07:30 AM	2	5	2	13	22	3	7	2	13	25	3	4	0	13	20	4	0	13	0	17	84
07:45 AM	2	8	2	23	35	1	5	1	23	30	1	4	0	23	28	4	4	23	0	31	124
Total	7	25	4	67	103	7	22	6	69	104	12	16	1	67	96	15	6	66	0	87	390
08:00 AM	2	8	0	18	28	1	6	1	18	26	1	6	1	18	26	5	3	18	0	26	106
08:15 AM	9	3	2	22	36	3	10	4	22	39	1	3	1	22	27	5	2	22	0	29	131
08:30 AM	1	7	1	15	24	0	9	1	15	25	5	11	2	15	33	3	3	15	0	21	103
08:45 AM	4	3	3	21	31	3	5	3	21	32	4	7	1	21	33	3	3	21	0	27	123
Total	16	21	6	76	119	7	30	9	76	122	11	27	5	76	119	16	11	76	0	103	463
04:00 PM	3	2	2	0	7	1	8	1	0	10	2	4	2	0	8	2	1	1	0	4	29
04:15 PM	2	6	2	1	11	4	5	0	1	10	1	3	1	6	11	1	2	2	0	5	37
04:30 PM	5	5	3	0	13	3	6	1	0	10	4	5	0	1	10	2	3	0	0	5	38
04:45 PM	3	3	0	2	8	4	9	0	3	16	9	2	0	5	16	1	1	3	0	5	45
Total	13	16	7	3	39	12	28	2	4	46	16	14	3	12	45	6	7	6	0	19	149
05:00 PM	2	2	1	5	10	0	8	2	6	16	2	7	2	10	21	1	0	7	0	8	55
05:15 PM	2	2	0	1	5	1	7	0	3	11	2	1	0	5	8	0	1	4	0	5	29
05:30 PM	0	2	0	6	8	1	7	1	8	17	0	3	0	8	11	3	0	8	0	11	47
05:45 PM	1	6	0	9	16	1	3	2	12	18	3	3	1	12	19	0	1	13	0	14	67
Total	5	12	1	21	39	3	25	5	29	62	7	14	3	35	59	4	2	32	0	38	198
Grand Total	41	74	18	167	300	29	105	22	178	334	46	71	12	190	319	41	26	180	0	247	1200
Apprch %	13.7	24.7	6.0	55.7		8.7	31.4	6.6	53.3		14.4	22.3	3.8	59.6		16.6	10.5	72.9	0.0		
Total %	3.4	6.2	1.5	13.9	25.0	2.4	8.8	1.8	14.8	27.8	3.8	5.9	1.0	15.8	26.6	3.4	2.2	15.0	0.0	20.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

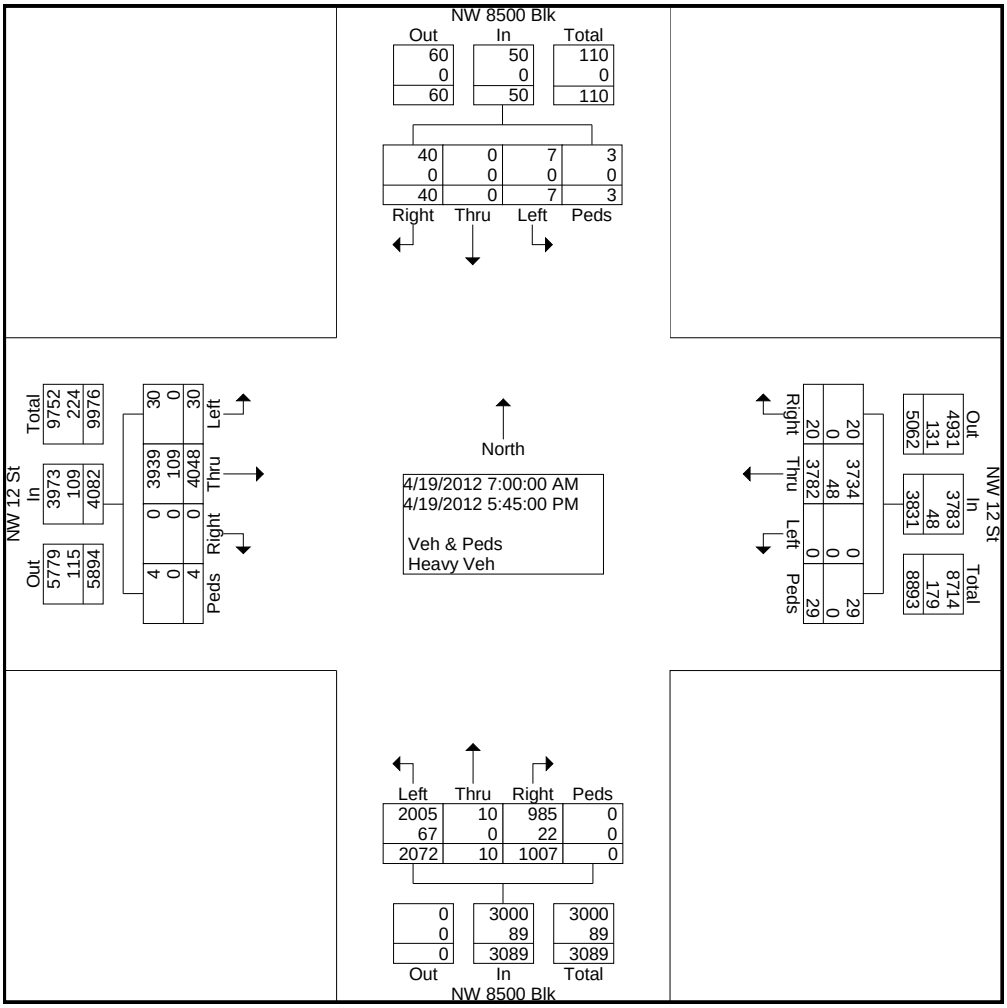
File Name : NW 12 St at NW 8500 Blk
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 8500 Blk Southbound					NW 12 St Westbound					NW 8500 Blk Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	1	1	0	79	0	0	79	130	9	45	0	184	0	113	0	0	113	377
07:15 AM	0	0	0	0	0	0	66	0	2	68	188	0	61	0	249	0	369	0	0	369	686
07:30 AM	0	0	0	0	0	0	110	0	2	112	166	0	72	0	238	0	410	0	0	410	760
07:45 AM	0	0	0	0	0	0	103	0	4	107	227	0	106	0	333	1	439	0	2	442	882
Total	0	0	0	1	1	0	358	0	8	366	711	9	284	0	1004	1	1331	0	2	1334	2705
08:00 AM	0	0	1	0	1	0	109	0	1	110	177	0	103	0	280	5	416	0	0	421	812
08:15 AM	1	0	2	0	3	0	127	1	2	130	201	0	124	0	325	2	433	0	0	435	893
08:30 AM	0	0	0	0	0	0	115	0	2	117	177	0	106	0	283	2	476	0	0	478	878
08:45 AM	0	0	0	0	0	0	92	5	1	98	197	0	119	0	316	3	465	0	1	469	883
Total	1	0	3	0	4	0	443	6	6	455	752	0	452	0	1204	12	1790	0	1	1803	3466
04:00 PM	0	0	5	0	5	0	369	3	1	373	105	0	32	0	137	1	109	0	0	110	625
04:15 PM	1	0	6	2	9	0	325	3	3	331	75	1	41	0	117	3	130	0	0	133	590
04:30 PM	1	0	4	0	5	0	370	3	4	377	75	0	47	0	122	6	105	0	1	112	616
04:45 PM	1	0	7	0	8	0	366	2	1	369	81	0	37	0	118	1	112	0	0	113	608
Total	3	0	22	2	27	0	1430	11	9	1450	336	1	157	0	494	11	456	0	1	468	2439
05:00 PM	1	0	5	0	6	0	398	1	3	402	74	0	28	0	102	2	125	0	0	127	637
05:15 PM	0	0	7	0	7	0	408	1	2	411	59	0	30	0	89	3	107	0	0	110	617
05:30 PM	1	0	1	0	2	0	369	1	1	371	69	0	29	0	98	1	131	0	0	132	603
05:45 PM	1	0	2	0	3	0	376	0	0	376	71	0	27	0	98	0	108	0	0	108	585
Total	3	0	15	0	18	0	1551	3	6	1560	273	0	114	0	387	6	471	0	0	477	2442
Grand Total	7	0	40	3	50	0	3782	20	29	3831	2072	10	1007	0	3089	30	4048	0	4	4082	11052
Apprch %	14.0	0.0	80.0	6.0		0.0	98.7	0.5	0.8		67.1	0.3	32.6	0.0		0.7	99.2	0.0	0.1		
Total %	0.1	0.0	0.4	0.0	0.5	0.0	34.2	0.2	0.3	34.7	18.7	0.1	9.1	0.0	27.9	0.3	36.6	0.0	0.0	36.9	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

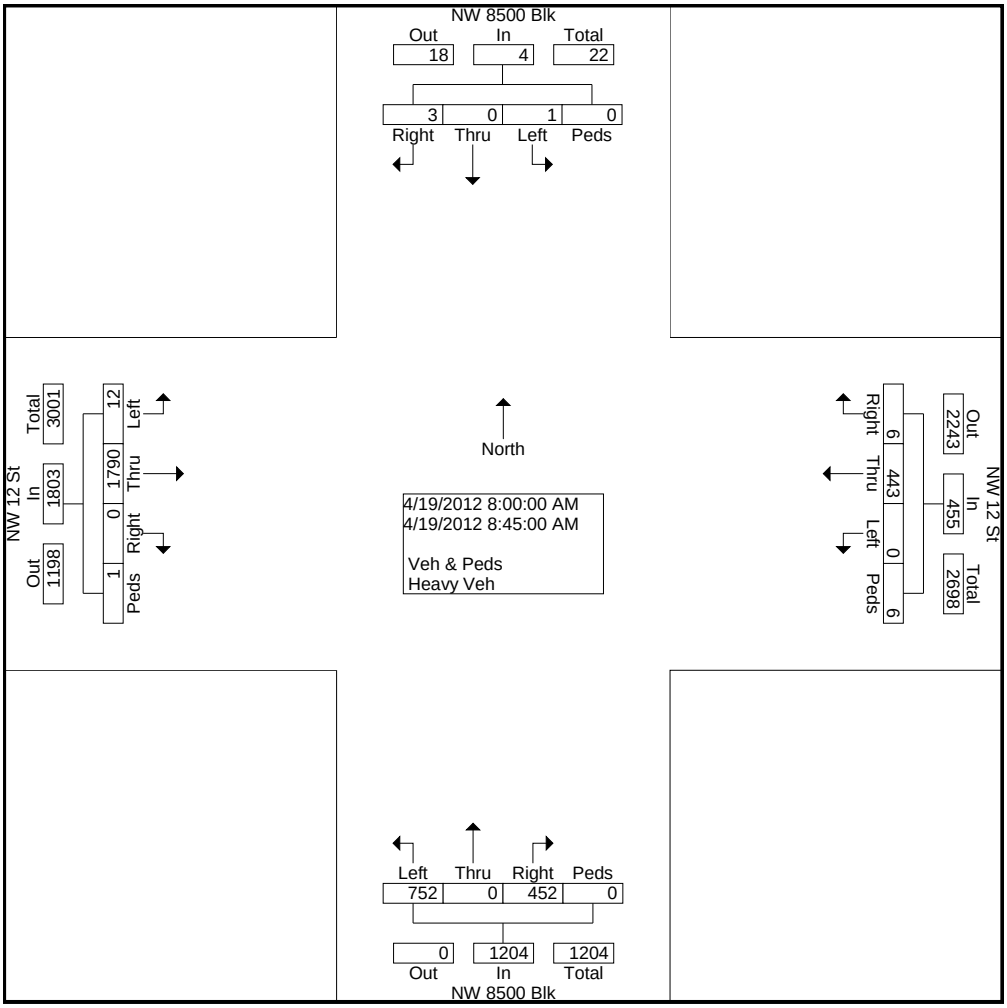
File Name : NW 12 St at NW 8500 Blk
Site Code : 00000000
Start Date : 4/19/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 8500 Blk
Site Code : 00000000
Start Date : 4/19/2012
Page No : 3

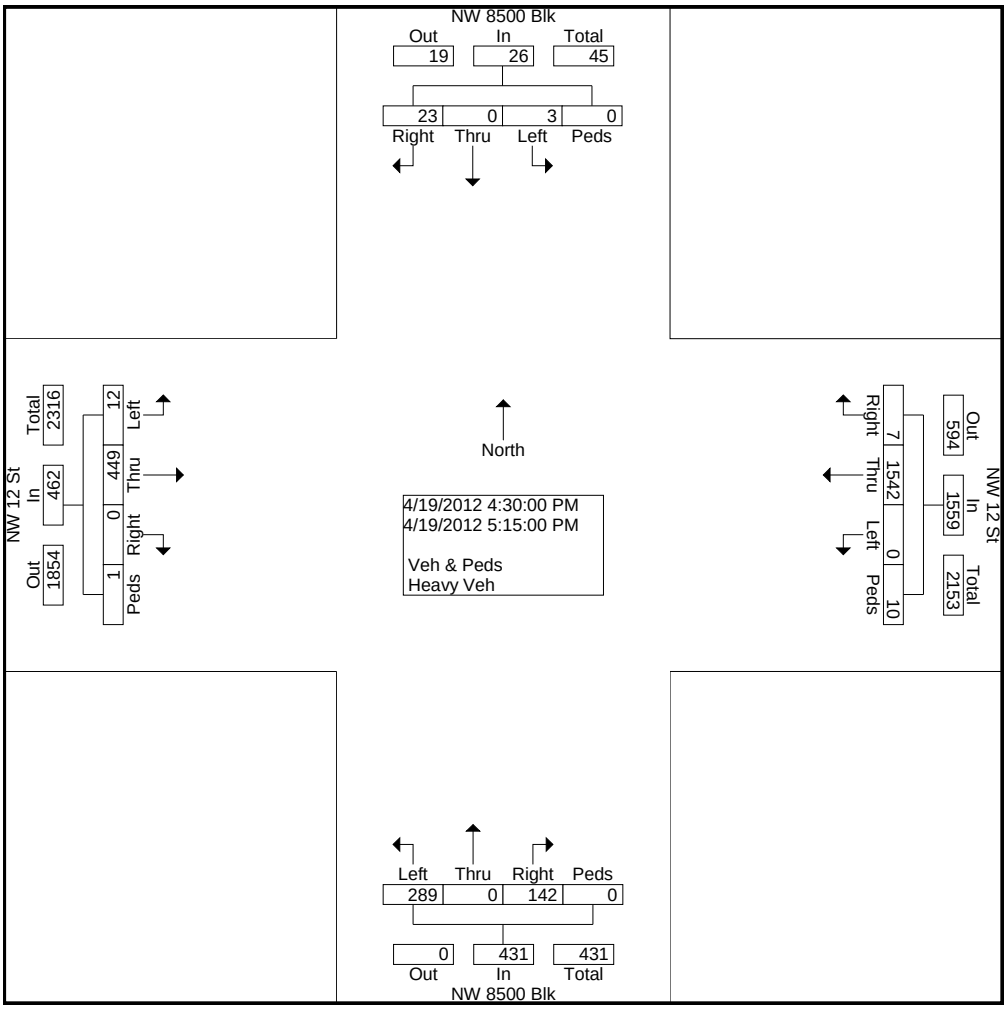
	NW 8500 Blk Southbound					NW 12 St Westbound					NW 8500 Blk Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	1	0	3	0	4	0	443	6	6	455	752	0	452	0	1204	12	1790	0	1	1803	3466
Percent	25.0	0.0	75.0	0.0		0.0	97.4	1.3	1.3		62.5	0.0	37.5	0.0		0.7	99.3	0.0	0.1		
08:15 Volume	1	0	2	0	3	0	127	1	2	130	201	0	124	0	325	2	433	0	0	435	893
Peak Factor																					0.970
High Int.	08:15 AM					08:15 AM					08:15 AM					08:30 AM					
Volume	1	0	2	0	3	0	127	1	2	130	201	0	124	0	325	2	476	0	0	478	
Peak Factor					0.333					0.875					0.926					0.943	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 8500 Blk
Site Code : 00000000
Start Date : 4/19/2012
Page No : 4

	NW 8500 Blk Southbound					NW 12 St Westbound					NW 8500 Blk Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	3	0	23	0	26	0	1542	7	10	1559	289	0	142	0	431	12	449	0	1	462	2478
Percent	11.5	0.0	88.5	0.0		0.0	98.9	0.4	0.6		67.1	0.0	32.9	0.0		2.6	97.2	0.0	0.2		
05:00 Volume	1	0	5	0	6	0	398	1	3	402	74	0	28	0	102	2	125	0	0	127	637
Peak Factor																					0.973
High Int.	04:45 PM					05:15 PM					04:30 PM					05:00 PM					
Volume	1	0	7	0	8	0	408	1	2	411	75	0	47	0	122	2	125	0	0	127	
Peak Factor					0.813					0.948					0.883					0.909	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at NW 8500 Blk
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 8500 Blk From North					NW 12 St From East					NW 8500 Blk From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	1	0	0	1	7
07:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	0	9	0	0	9	15
07:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	14	0	0	14	18
07:45 AM	0	0	0	0	0	0	4	0	0	4	2	0	8	0	10	0	3	0	0	3	17
Total	0	0	0	0	0	0	12	0	0	12	4	0	14	0	18	0	27	0	0	27	57
08:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	5	0	8	0	6	0	0	6	15
08:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	6	0	7	0	10	0	0	10	21
08:30 AM	0	0	0	0	0	0	3	0	0	3	3	0	6	0	9	0	5	0	0	5	17
08:45 AM	0	0	0	0	0	0	5	0	0	5	3	0	5	0	8	0	8	0	0	8	21
Total	0	0	0	0	0	0	13	0	0	13	10	0	22	0	32	0	29	0	0	29	74
04:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	0	10	0	7	0	0	7	17
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	0	11	0	0	11	16
04:30 PM	0	0	0	0	0	0	14	0	0	14	0	0	4	0	4	0	13	0	0	13	31
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	0	5	0	0	5	13
Total	0	0	0	0	0	0	19	0	0	19	6	0	16	0	22	0	36	0	0	36	77
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	0	2	0	0	2	8
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	5	0	0	5	9
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	7	0	0	7	12
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	5	0	6	0	3	0	0	3	9
Total	0	0	0	0	0	0	4	0	0	4	2	0	15	0	17	0	17	0	0	17	38
Grand Total	0	0	0	0	0	0	48	0	0	48	22	0	67	0	89	0	109	0	0	109	246
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		24.7	0.0	75.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0	19.5	8.9	0.0	27.2	0.0	36.2	0.0	44.3	0.0	0.0	44.3	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

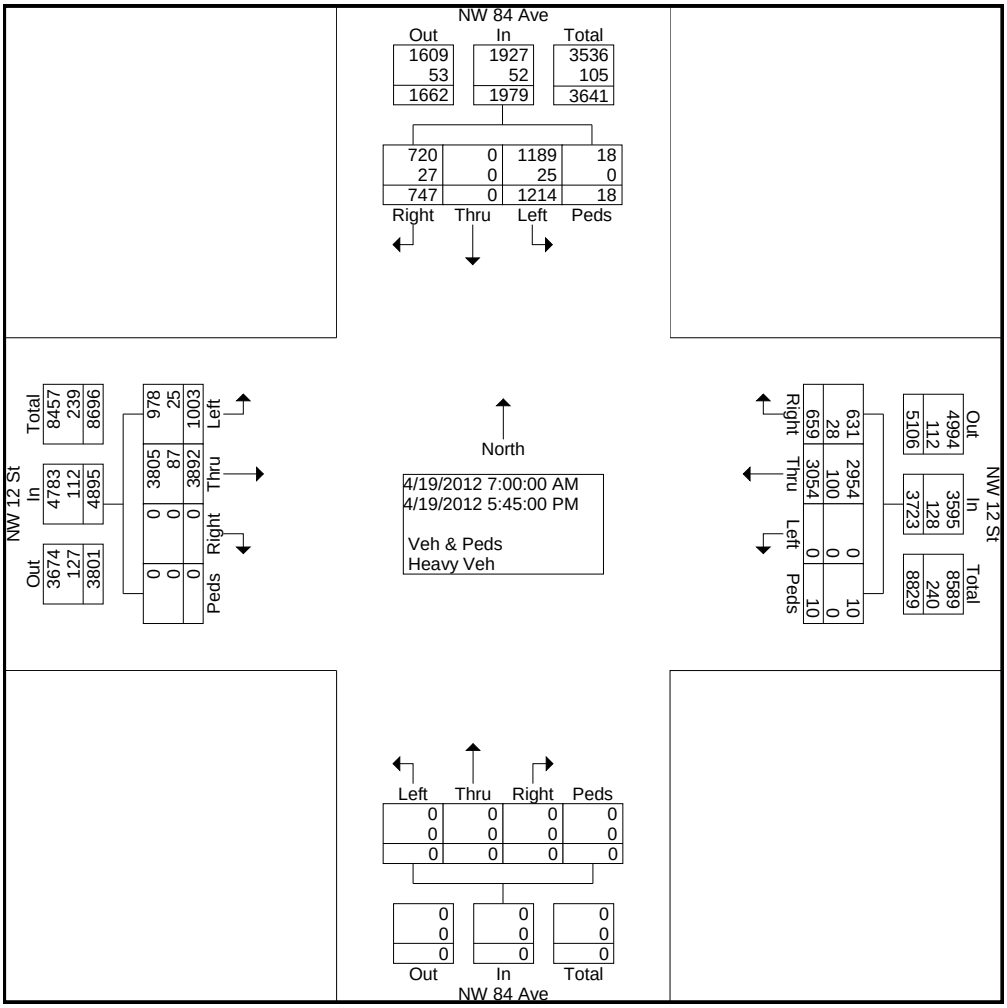
File Name : NW 12 St at NW 84 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 84 Ave Southbound					NW 12 St Westbound					NW 84 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	37	0	10	1	48	0	58	28	1	87	0	0	0	0	0	71	286	0	0	357	492
07:15 AM	65	0	8	1	74	0	57	51	0	108	0	0	0	0	0	75	294	0	0	369	551
07:30 AM	66	0	8	1	75	0	101	38	0	139	0	0	0	0	0	90	349	0	0	439	653
07:45 AM	97	0	14	4	115	0	99	48	0	147	0	0	0	0	0	89	356	0	0	445	707
Total	265	0	40	7	312	0	315	165	1	481	0	0	0	0	0	325	1285	0	0	1610	2403
08:00 AM	81	0	6	1	88	0	91	59	0	150	0	0	0	0	0	111	382	0	0	493	731
08:15 AM	78	0	15	1	94	0	97	55	0	152	0	0	0	0	0	88	470	0	0	558	804
08:30 AM	80	0	9	1	90	0	105	61	1	167	0	0	0	0	0	96	458	0	0	554	811
08:45 AM	109	0	7	0	116	0	83	68	1	152	0	0	0	0	0	108	493	0	0	601	869
Total	348	0	37	3	388	0	376	243	2	621	0	0	0	0	0	403	1803	0	0	2206	3215
04:00 PM	71	0	73	4	148	0	330	41	1	372	0	0	0	0	0	43	85	0	0	128	648
04:15 PM	81	0	63	0	144	0	256	48	1	305	0	0	0	0	0	36	121	0	0	157	606
04:30 PM	64	0	72	1	137	0	300	37	1	338	0	0	0	0	0	32	123	0	0	155	630
04:45 PM	83	0	98	0	181	0	268	32	3	303	0	0	0	0	0	38	83	0	0	121	605
Total	299	0	306	5	610	0	1154	158	6	1318	0	0	0	0	0	149	412	0	0	561	2489
05:00 PM	79	0	92	0	171	0	327	30	1	358	0	0	0	0	0	39	107	0	0	146	675
05:15 PM	78	0	82	3	163	0	304	16	0	320	0	0	0	0	0	26	98	0	0	124	607
05:30 PM	84	0	100	0	184	0	296	21	0	317	0	0	0	0	0	42	90	0	0	132	633
05:45 PM	61	0	90	0	151	0	282	26	0	308	0	0	0	0	0	19	97	0	0	116	575
Total	302	0	364	3	669	0	1209	93	1	1303	0	0	0	0	0	126	392	0	0	518	2490
Grand Total	1214	0	747	18	1979	0	3054	659	10	3723	0	0	0	0	0	1003	3892	0	0	4895	10597
Apprch %	61.3	0.0	37.7	0.9		0.0	82.0	17.7	0.3		0.0	0.0	0.0	0.0		20.5	79.5	0.0	0.0		
Total %	11.5	0.0	7.0	0.2	18.7	0.0	28.8	6.2	0.1	35.1	0.0	0.0	0.0	0.0	0.0	9.5	36.7	0.0	0.0	46.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

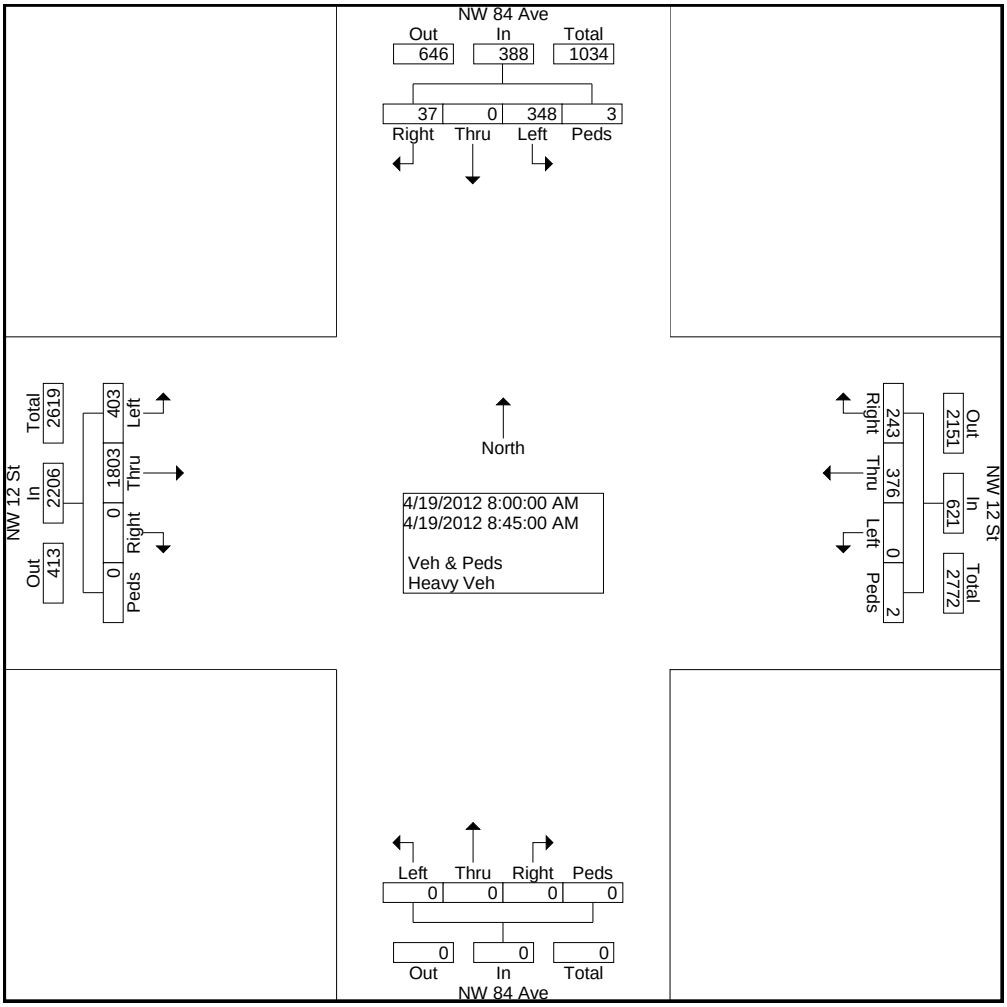
File Name : NW 12 St at NW 84 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 84 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 3

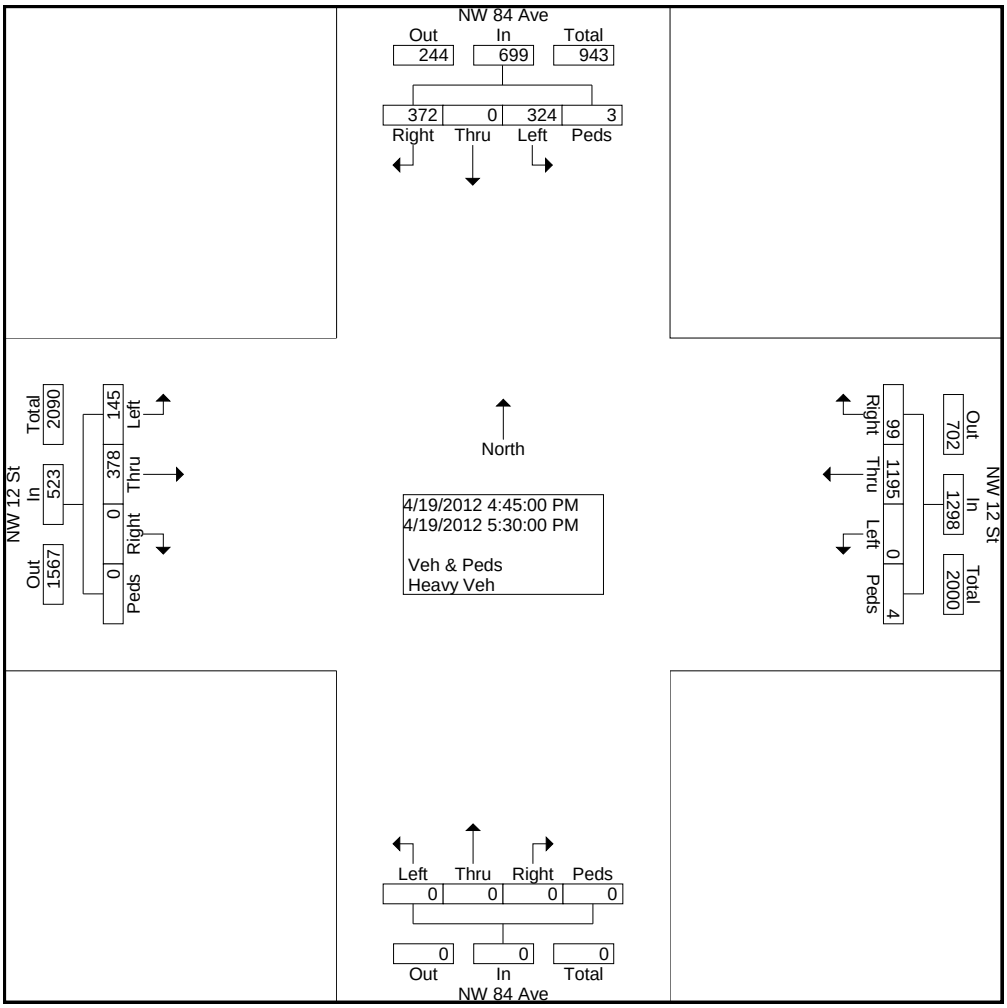
	NW 84 Ave Southbound					NW 12 St Westbound					NW 84 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	348	0	37	3	388	0	376	243	2	621	0	0	0	0	0	403	1803	0	0	2206	3215
Percent	89.7	0.0	9.5	0.8		0.0	60.5	39.1	0.3		0.0	0.0	0.0	0.0		18.3	81.7	0.0	0.0		
08:45 Volume	109	0	7	0	116	0	83	68	1	152	0	0	0	0	0	108	493	0	0	601	869
Peak Factor																					0.925
High Int.	08:45 AM					08:30 AM					6:45:00 AM					08:45 AM					
Volume	109	0	7	0	116	0	105	61	1	167	0	0	0	0	0	108	493	0	0	601	
Peak Factor					0.836					0.930										0.918	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 84 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 4

	NW 84 Ave Southbound					NW 12 St Westbound					NW 84 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	324	0	372	3	699	0	1195	99	4	1298	0	0	0	0	0	145	378	0	0	523	2520
Percent	46.4	0.0	53.2	0.4		0.0	92.1	7.6	0.3		0.0	0.0	0.0	0.0		27.7	72.3	0.0	0.0		
05:00 Volume	79	0	92	0	171	0	327	30	1	358	0	0	0	0	0	39	107	0	0	146	675
Peak Factor																					0.933
High Int.	05:30 PM					05:00 PM										05:00 PM					
Volume	84	0	100	0	184	0	327	30	1	358	0	0	0	0	0	39	107	0	0	146	
Peak Factor					0.950					0.906										0.896	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 12 St at NW 84 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 84 Ave From North					NW 12 St From East					NW 84 Ave From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	9	1	0	10	17
07:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	12	3	0	15	21
07:30 AM	4	0	2	0	6	3	6	0	0	9	0	0	0	0	0	0	10	1	0	11	26
07:45 AM	1	0	2	0	3	1	7	0	0	8	0	0	0	0	0	0	6	1	0	7	18
Total	5	0	4	0	9	7	23	0	0	30	0	0	0	0	0	0	37	6	0	43	82
08:00 AM	2	0	0	0	2	3	2	0	0	5	0	0	0	0	0	0	2	3	0	5	12
08:15 AM	3	0	2	0	5	3	5	0	0	8	0	0	0	0	0	0	5	2	0	7	20
08:30 AM	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	0	6	3	0	9	17
08:45 AM	1	0	2	0	3	3	5	0	0	8	0	0	0	0	0	0	4	2	0	6	17
Total	7	0	6	0	13	9	17	0	0	26	0	0	0	0	0	0	17	10	0	27	66
04:00 PM	2	0	2	0	4	4	10	0	0	14	0	0	0	0	0	0	7	5	0	12	30
04:15 PM	0	0	3	0	3	1	10	0	0	11	0	0	0	0	0	0	6	1	0	7	21
04:30 PM	7	0	1	0	8	2	13	0	0	15	0	0	0	0	0	0	8	1	0	9	32
04:45 PM	0	0	2	0	2	1	9	0	0	10	0	0	0	0	0	0	3	1	0	4	16
Total	9	0	8	0	17	8	42	0	0	50	0	0	0	0	0	0	24	8	0	32	99
05:00 PM	1	0	2	0	3	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	9
05:15 PM	3	0	0	0	3	1	4	0	0	5	0	0	0	0	0	0	2	1	0	3	11
05:30 PM	2	0	5	0	7	2	6	0	0	8	0	0	0	0	0	0	4	0	0	4	19
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	6	0	7	0	13	4	18	0	0	22	0	0	0	0	0	0	9	1	0	10	45
Grand Total	27	0	25	0	52	28	100	0	0	128	0	0	0	0	0	0	87	25	0	112	292
Apprch %	51.9	0.0	48.1	0.0		21.9	78.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	77.7	22.3	0.0		
Total %	9.2	0.0	8.6	0.0	17.8	9.6	34.2	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	29.8	8.6	0.0	38.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

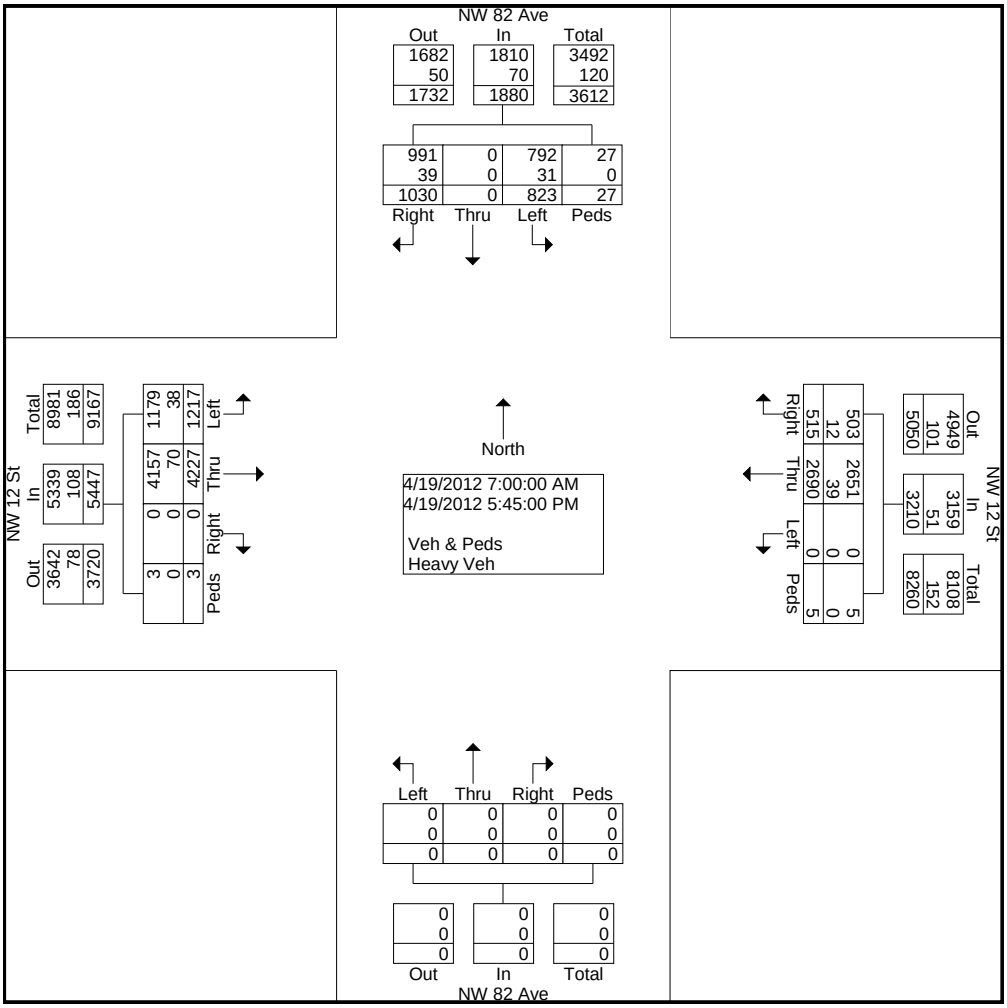
File Name : NW 12 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 82 Ave Southbound					NW 12 St Westbound					NW 82 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	0	2	0	4	0	71	32	1	104	0	0	0	0	0	54	228	0	0	282	390
07:15 AM	12	0	12	1	25	0	96	31	1	128	0	0	0	0	0	73	294	0	0	367	520
07:30 AM	19	0	29	1	49	0	115	35	0	150	0	0	0	0	0	105	346	0	0	451	650
07:45 AM	21	0	30	2	53	0	133	57	0	190	0	0	0	0	0	132	385	0	0	517	760
Total	54	0	73	4	131	0	415	155	2	572	0	0	0	0	0	364	1253	0	0	1617	2320
08:00 AM	37	0	32	1	70	0	111	44	0	155	0	0	0	0	0	127	324	0	0	451	676
08:15 AM	40	0	20	0	60	0	164	66	0	230	0	0	0	0	0	145	396	0	0	541	831
08:30 AM	41	0	25	2	68	0	126	61	0	187	0	0	0	0	0	133	435	0	0	568	823
08:45 AM	44	0	28	2	74	0	131	62	0	193	0	0	0	0	0	141	424	0	0	565	832
Total	162	0	105	5	272	0	532	233	0	765	0	0	0	0	0	546	1579	0	0	2125	3162
04:00 PM	39	0	65	1	105	0	224	33	2	259	0	0	0	0	0	47	137	0	3	187	551
04:15 PM	69	0	102	1	172	0	224	14	1	239	0	0	0	0	0	52	140	0	0	192	603
04:30 PM	71	0	114	1	186	0	256	20	0	276	0	0	0	0	0	45	189	0	0	234	696
04:45 PM	83	0	131	6	220	0	217	12	0	229	0	0	0	0	0	39	172	0	0	211	660
Total	262	0	412	9	683	0	921	79	3	1003	0	0	0	0	0	183	638	0	3	824	2510
05:00 PM	72	0	124	3	199	0	186	11	0	197	0	0	0	0	0	35	217	0	0	252	648
05:15 PM	91	0	96	4	191	0	233	12	0	245	0	0	0	0	0	35	163	0	0	198	634
05:30 PM	87	0	115	1	203	0	189	12	0	201	0	0	0	0	0	28	208	0	0	236	640
05:45 PM	95	0	105	1	201	0	214	13	0	227	0	0	0	0	0	26	169	0	0	195	623
Total	345	0	440	9	794	0	822	48	0	870	0	0	0	0	0	124	757	0	0	881	2545
Grand Total	823	0	1030	27	1880	0	2690	515	5	3210	0	0	0	0	0	1217	4227	0	3	5447	10537
Apprch %	43.8	0.0	54.8	1.4		0.0	83.8	16.0	0.2		0.0	0.0	0.0	0.0		22.3	77.6	0.0	0.1		
Total %	7.8	0.0	9.8	0.3	17.8	0.0	25.5	4.9	0.0	30.5	0.0	0.0	0.0	0.0	0.0	11.5	40.1	0.0	0.0	51.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

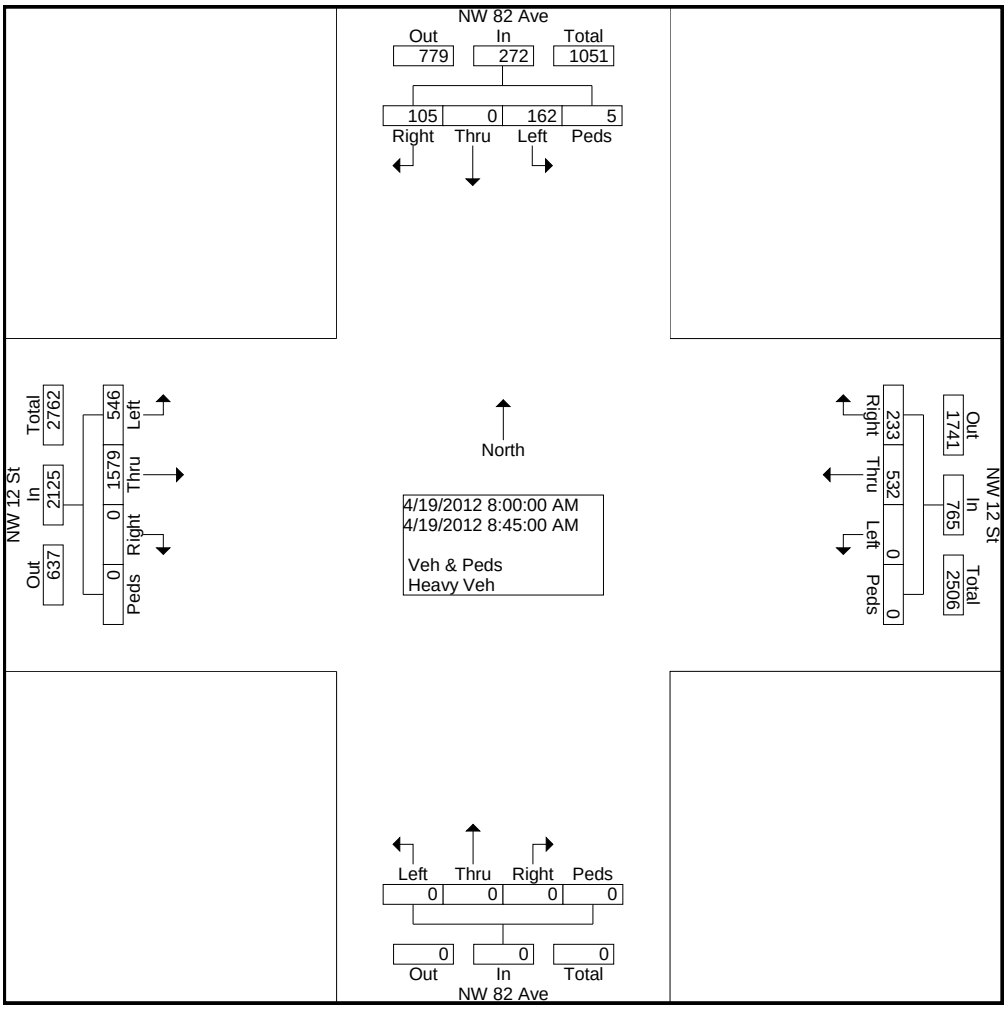
File Name : NW 12 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 3

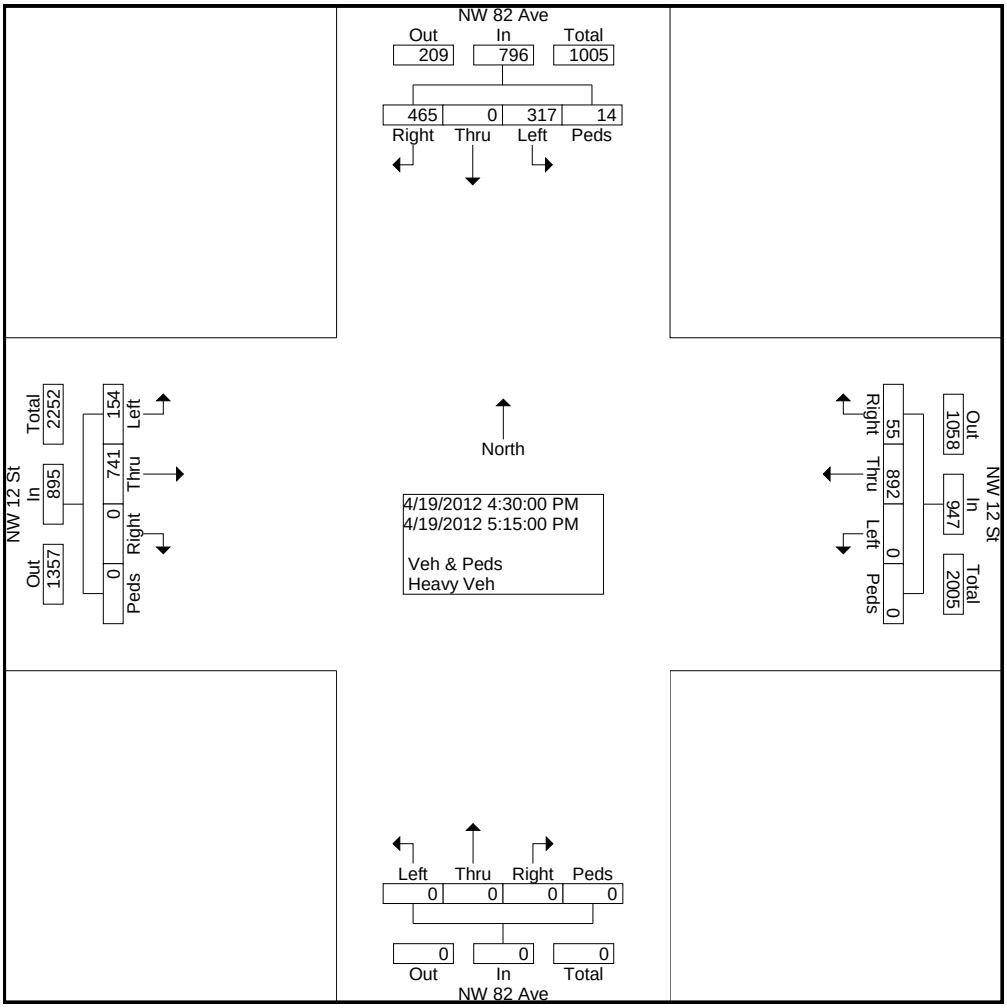
	NW 82 Ave Southbound					NW 12 St Westbound					NW 82 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	162	0	105	5	272	0	532	233	0	765	0	0	0	0	0	546	1579	0	0	2125	3162
Percent	59.6	0.0	38.6	1.8		0.0	69.5	30.5	0.0		0.0	0.0	0.0	0.0		25.7	74.3	0.0	0.0		
08:45 Volume	44	0	28	2	74	0	131	62	0	193	0	0	0	0	0	141	424	0	0	565	832
Peak Factor																					0.950
High Int.	08:45 AM					08:15 AM					6:45:00 AM					08:30 AM					
Volume	44	0	28	2	74	0	164	66	0	230	0	0	0	0	0	133	435	0	0	568	
Peak Factor					0.919					0.832										0.935	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 12 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 4

	NW 82 Ave Southbound					NW 12 St Westbound					NW 82 Ave Northbound					NW 12 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	317	0	465	14	796	0	892	55	0	947	0	0	0	0	0	154	741	0	0	895	2638
Percent	39.8	0.0	58.4	1.8		0.0	94.2	5.8	0.0		0.0	0.0	0.0	0.0		17.2	82.8	0.0	0.0		
04:30 Volume	71	0	114	1	186	0	256	20	0	276	0	0	0	0	0	45	189	0	0	234	696
Peak Factor																					0.948
High Int.	04:45 PM					04:30 PM										05:00 PM					
Volume	83	0	131	6	220	0	256	20	0	276	0	0	0	0	0	35	217	0	0	252	
Peak Factor					0.905					0.858										0.888	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
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File Name : NW 12 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 82 Ave From North					NW 12 St From East					NW 82 Ave From South					NW 12 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
07:15 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	6	1	0	7	13
07:30 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	9	1	0	10	15
07:45 AM	5	0	1	0	6	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	15
Total	5	0	2	0	7	3	16	0	0	19	0	0	0	0	0	0	25	4	0	29	55
08:00 AM	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	10
08:15 AM	2	0	3	0	5	3	7	0	0	10	0	0	0	0	0	0	3	2	0	5	20
08:30 AM	1	0	2	0	3	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	15
08:45 AM	4	0	3	0	7	0	6	0	0	6	0	0	0	0	0	0	2	4	0	6	19
Total	10	0	8	0	18	7	21	0	0	28	0	0	0	0	0	0	11	7	0	18	64
04:00 PM	3	0	1	0	4	2	2	0	0	4	0	0	0	0	0	0	3	6	0	9	17
04:15 PM	2	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	8	4	0	12	20
04:30 PM	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	9	5	0	14	24
04:45 PM	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	10
Total	14	0	12	0	26	2	2	0	0	4	0	0	0	0	0	0	24	17	0	41	71
05:00 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	8
05:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5
05:30 PM	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6	4	0	10	18
05:45 PM	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	8
Total	10	0	9	0	19	0	0	0	0	0	0	0	0	0	0	0	10	10	0	20	39
Grand Total	39	0	31	0	70	12	39	0	0	51	0	0	0	0	0	0	70	38	0	108	229
Apprch %	55.7	0.0	44.3	0.0		23.5	76.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	64.8	35.2	0.0		
Total %	17.0	0.0	13.5	0.0	30.6	5.2	17.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0	30.6	16.6	0.0	47.2	

NW 25 Street Corridor

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

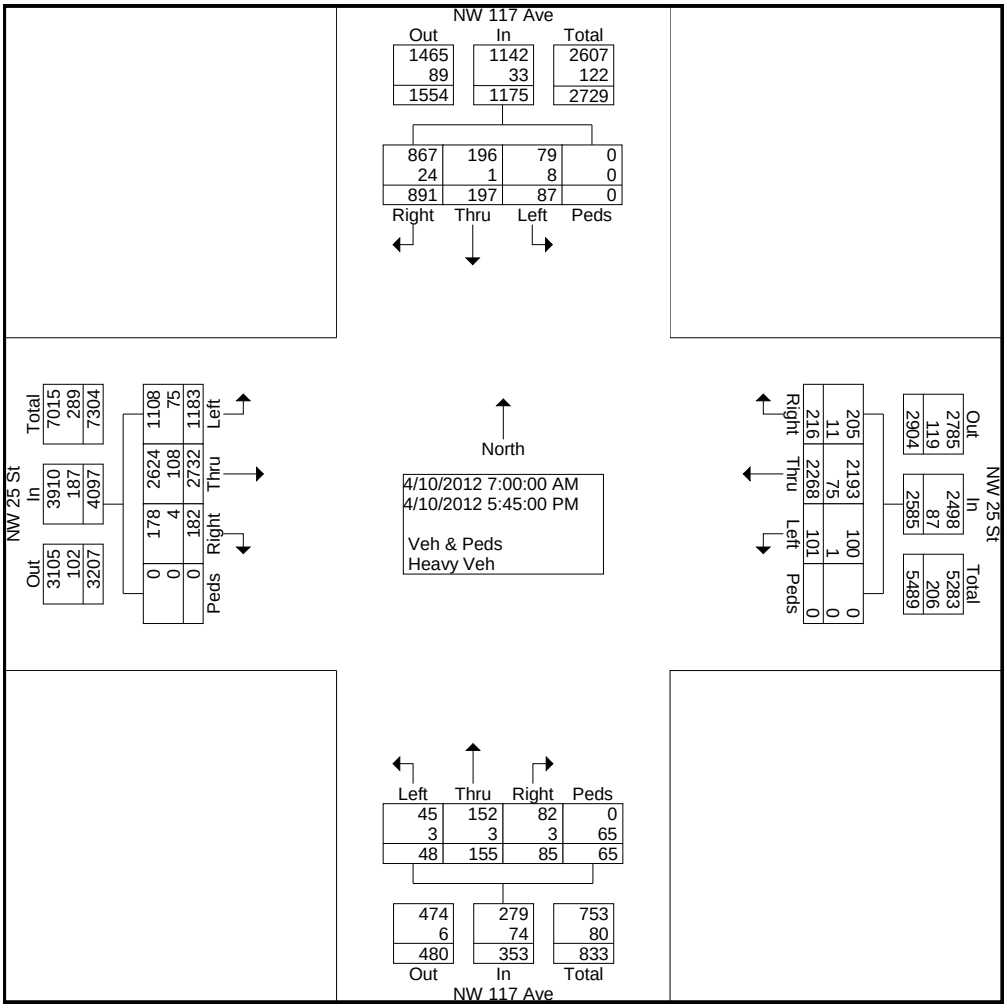
File Name : NW 25 St at NW 117 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 117 Ave Southbound					NW 25 St Westbound					NW 117 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	4	11	24	0	39	4	53	20	0	77	1	7	2	9	19	72	249	5	0	326	461
07:15 AM	3	4	20	0	27	4	75	9	0	88	1	1	0	3	5	99	293	11	0	403	523
07:30 AM	1	6	33	0	40	8	48	14	0	70	1	2	4	5	12	107	274	8	0	389	511
07:45 AM	13	8	52	0	73	9	62	17	0	88	2	5	3	10	20	128	291	28	0	447	628
Total	21	29	129	0	179	25	238	60	0	323	5	15	9	27	56	406	1107	52	0	1565	2123
08:00 AM	13	10	43	0	66	3	62	21	0	86	3	2	0	11	16	127	306	8	0	441	609
08:15 AM	7	7	65	0	79	5	68	28	0	101	1	7	2	9	19	156	286	6	0	448	647
08:30 AM	8	9	52	0	69	4	67	14	0	85	0	6	2	8	16	128	247	6	0	381	551
08:45 AM	11	9	38	0	58	4	43	11	0	58	1	2	5	10	18	91	251	14	0	356	490
Total	39	35	198	0	272	16	240	74	0	330	5	17	9	38	69	502	1090	34	0	1626	2297
04:00 PM	2	19	58	0	79	8	139	6	0	153	4	21	10	0	35	21	62	5	0	88	355
04:15 PM	4	16	80	0	100	7	152	10	0	169	3	11	10	0	24	25	50	1	0	76	369
04:30 PM	5	17	81	0	103	7	172	8	0	187	9	17	2	0	28	30	65	8	0	103	421
04:45 PM	3	11	70	0	84	8	201	10	0	219	6	12	9	0	27	27	54	9	0	90	420
Total	14	63	289	0	366	30	664	34	0	728	22	61	31	0	114	103	231	23	0	357	1565
05:00 PM	8	15	66	0	89	7	276	17	0	300	9	19	6	0	34	50	84	31	0	165	588
05:15 PM	2	19	75	0	96	5	333	12	0	350	5	20	10	0	35	45	75	10	0	130	611
05:30 PM	0	16	65	0	81	6	247	12	0	265	2	9	9	0	20	48	67	18	0	133	499
05:45 PM	3	20	69	0	92	12	270	7	0	289	0	14	11	0	25	29	78	14	0	121	527
Total	13	70	275	0	358	30	1126	48	0	1204	16	62	36	0	114	172	304	73	0	549	2225
Grand Total	87	197	891	0	1175	101	2268	216	0	2585	48	155	85	65	353	1183	2732	182	0	4097	8210
Apprch %	7.4	16.8	75.8	0.0		3.9	87.7	8.4	0.0		13.6	43.9	24.1	18.4		28.9	66.7	4.4	0.0		
Total %	1.1	2.4	10.9	0.0	14.3	1.2	27.6	2.6	0.0	31.5	0.6	1.9	1.0	0.8	4.3	14.4	33.3	2.2	0.0	49.9	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

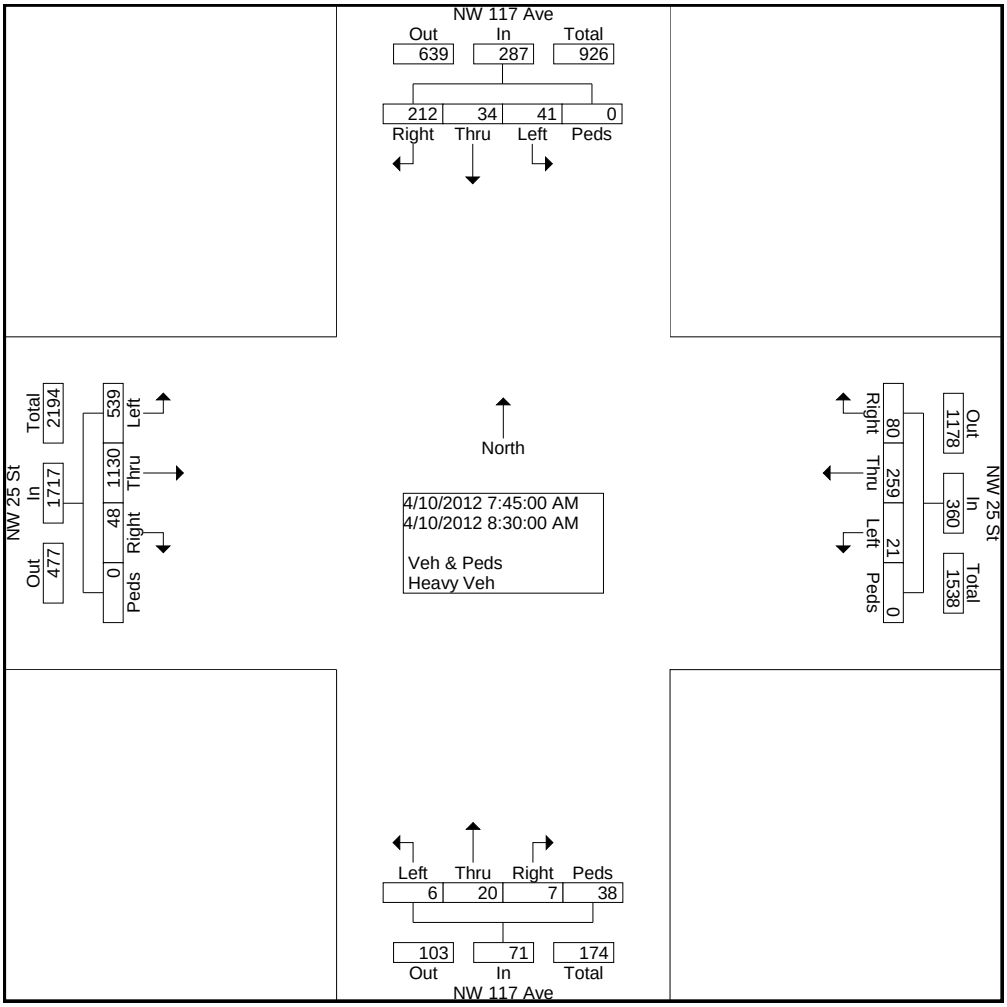
File Name : NW 25 St at NW 117 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 117 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 3

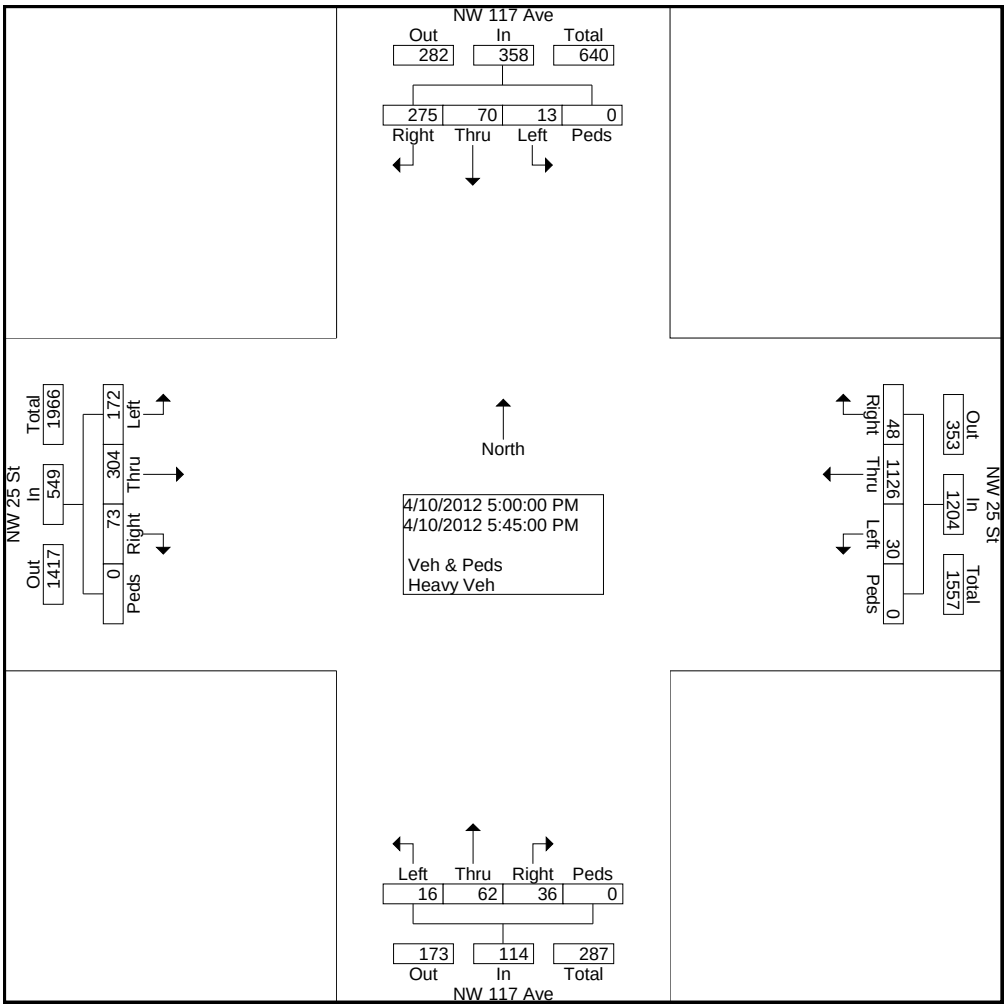
	NW 117 Ave Southbound					NW 25 St Westbound					NW 117 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	41	34	212	0	287	21	259	80	0	360	6	20	7	38	71	539	1130	48	0	1717	2435
Percent	14.3	11.8	73.9	0.0		5.8	71.9	22.2	0.0		8.5	28.2	9.9	53.5		31.4	65.8	2.8	0.0		
08:15 Volume	7	7	65	0	79	5	68	28	0	101	1	7	2	9	19	156	286	6	0	448	647
Peak Factor																					0.941
High Int.	08:15 AM					08:15 AM					07:45 AM					08:15 AM					
Volume	7	7	65	0	79	5	68	28	0	101	2	5	3	10	20	156	286	6	0	448	
Peak Factor					0.908					0.891					0.888					0.958	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 117 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 4

	NW 117 Ave Southbound					NW 25 St Westbound					NW 117 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	13	70	275	0	358	30	1126	48	0	1204	16	62	36	0	114	172	304	73	0	549	2225
Percent	3.6	19.6	76.8	0.0		2.5	93.5	4.0	0.0		14.0	54.4	31.6	0.0		31.3	55.4	13.3	0.0		
05:15 Volume	2	19	75	0	96	5	333	12	0	350	5	20	10	0	35	45	75	10	0	130	611
Peak Factor																					0.910
High Int.	05:15 PM					05:15 PM					05:15 PM					05:00 PM					
Volume	2	19	75	0	96	5	333	12	0	350	5	20	10	0	35	50	84	31	0	165	
Peak Factor					0.932					0.860					0.814					0.832	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at NW 117 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 117 Ave From North					NW 25 St From East					NW 117 Ave From South					NW 25 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	9	9	0	1	11	0	12	26
07:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	3	3	0	4	3	0	7	13
07:30 AM	2	0	1	0	3	0	2	0	0	2	1	0	0	5	6	0	4	6	0	10	21
07:45 AM	3	0	1	0	4	0	6	0	0	6	0	1	0	10	11	0	9	10	0	19	40
Total	6	0	2	0	8	2	13	0	0	15	1	1	0	27	29	0	18	30	0	48	100
08:00 AM	1	1	0	0	2	4	4	0	0	8	0	0	0	11	11	0	4	11	0	15	36
08:15 AM	0	0	0	0	0	0	9	0	0	9	1	1	0	9	11	0	9	11	0	20	40
08:30 AM	3	0	0	0	3	0	5	0	0	5	0	0	0	8	8	0	10	9	0	19	35
08:45 AM	2	0	1	0	3	2	5	0	0	7	0	1	1	10	12	0	8	6	0	14	36
Total	6	1	1	0	8	6	23	0	0	29	1	2	1	38	42	0	31	37	0	68	147
04:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	1	11	2	0	14	19
04:15 PM	3	0	0	0	3	1	9	0	0	10	1	0	0	0	1	0	9	2	0	11	25
04:30 PM	1	0	1	0	2	0	4	1	0	5	0	0	0	0	0	1	8	0	0	9	16
04:45 PM	3	0	1	0	4	0	5	0	0	5	0	0	1	0	1	1	5	1	0	7	17
Total	7	0	2	0	9	2	21	1	0	24	1	0	2	0	3	3	33	5	0	41	77
05:00 PM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	1	8	1	0	10	16
05:15 PM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	16
05:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	3	1	0	4	9
05:45 PM	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	16
Total	5	0	3	0	8	1	18	0	0	19	0	0	0	0	0	1	26	3	0	30	57
Grand Total	24	1	8	0	33	11	75	1	0	87	3	3	3	65	74	4	108	75	0	187	381
Apprch %	72.7	3.0	24.2	0.0		12.6	86.2	1.1	0.0		4.1	4.1	4.1	87.8		2.1	57.8	40.1	0.0		
Total %	6.3	0.3	2.1	0.0	8.7	2.9	19.7	0.3	0.0	22.8	0.8	0.8	0.8	17.1	19.4	1.0	28.3	19.7	0.0	49.1	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

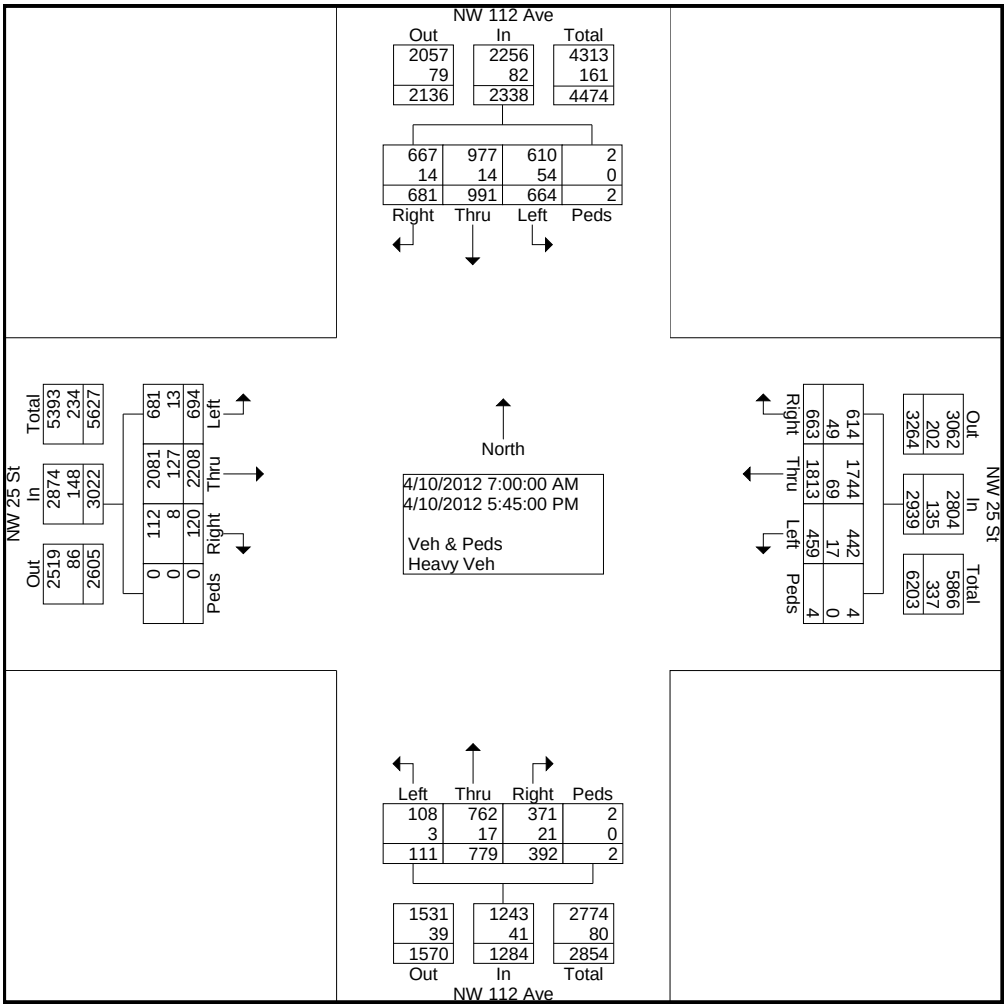
File Name : NW 25 St at NW 112 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 112 Ave Southbound					NW 25 St Westbound					NW 112 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	26	14	19	0	59	8	36	51	0	95	2	49	14	0	65	86	167	5	0	258	477
07:15 AM	79	43	26	0	148	7	13	46	0	66	2	80	14	0	96	88	196	5	0	289	599
07:30 AM	34	28	8	0	70	17	42	27	0	86	8	26	13	0	47	49	222	3	0	274	477
07:45 AM	56	23	13	0	92	13	58	38	1	110	10	64	14	0	88	65	254	1	0	320	610
Total	195	108	66	0	369	45	149	162	1	357	22	219	55	0	296	288	839	14	0	1141	2163
08:00 AM	75	36	22	0	133	14	44	42	0	100	9	85	14	0	108	70	217	7	0	294	635
08:15 AM	50	37	19	0	106	17	56	43	0	116	13	77	18	0	108	69	203	3	0	275	605
08:30 AM	28	32	13	1	74	26	67	21	0	114	11	31	23	0	65	69	188	9	0	266	519
08:45 AM	61	25	7	0	93	34	53	21	0	108	6	44	17	0	67	84	182	5	0	271	539
Total	214	130	61	1	406	91	220	127	0	438	39	237	72	0	348	292	790	24	0	1106	2298
04:00 PM	29	75	51	0	155	40	100	31	2	173	6	43	33	0	82	9	64	9	0	82	492
04:15 PM	38	59	39	0	136	31	122	45	0	198	6	35	30	0	71	16	53	11	0	80	485
04:30 PM	28	72	42	0	142	44	137	41	0	222	2	42	36	1	81	12	84	11	0	107	552
04:45 PM	36	74	43	1	154	33	166	51	0	250	5	33	27	0	65	8	68	1	0	77	546
Total	131	280	175	1	587	148	525	168	2	843	19	153	126	1	299	45	269	32	0	346	2075
05:00 PM	45	114	67	0	226	33	226	47	0	306	9	58	31	0	98	21	83	14	0	118	748
05:15 PM	30	130	103	0	263	48	261	48	0	357	8	43	45	0	96	19	73	13	0	105	821
05:30 PM	25	115	92	0	232	44	210	67	1	322	6	30	29	0	65	14	73	9	0	96	715
05:45 PM	24	114	117	0	255	50	222	44	0	316	8	39	34	1	82	15	81	14	0	110	763
Total	124	473	379	0	976	175	919	206	1	1301	31	170	139	1	341	69	310	50	0	429	3047
Grand Total	664	991	681	2	2338	459	1813	663	4	2939	111	779	392	2	1284	694	2208	120	0	3022	9583
Apprch %	28.4	42.4	29.1	0.1		15.6	61.7	22.6	0.1		8.6	60.7	30.5	0.2		23.0	73.1	4.0	0.0		
Total %	6.9	10.3	7.1	0.0	24.4	4.8	18.9	6.9	0.0	30.7	1.2	8.1	4.1	0.0	13.4	7.2	23.0	1.3	0.0	31.5	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

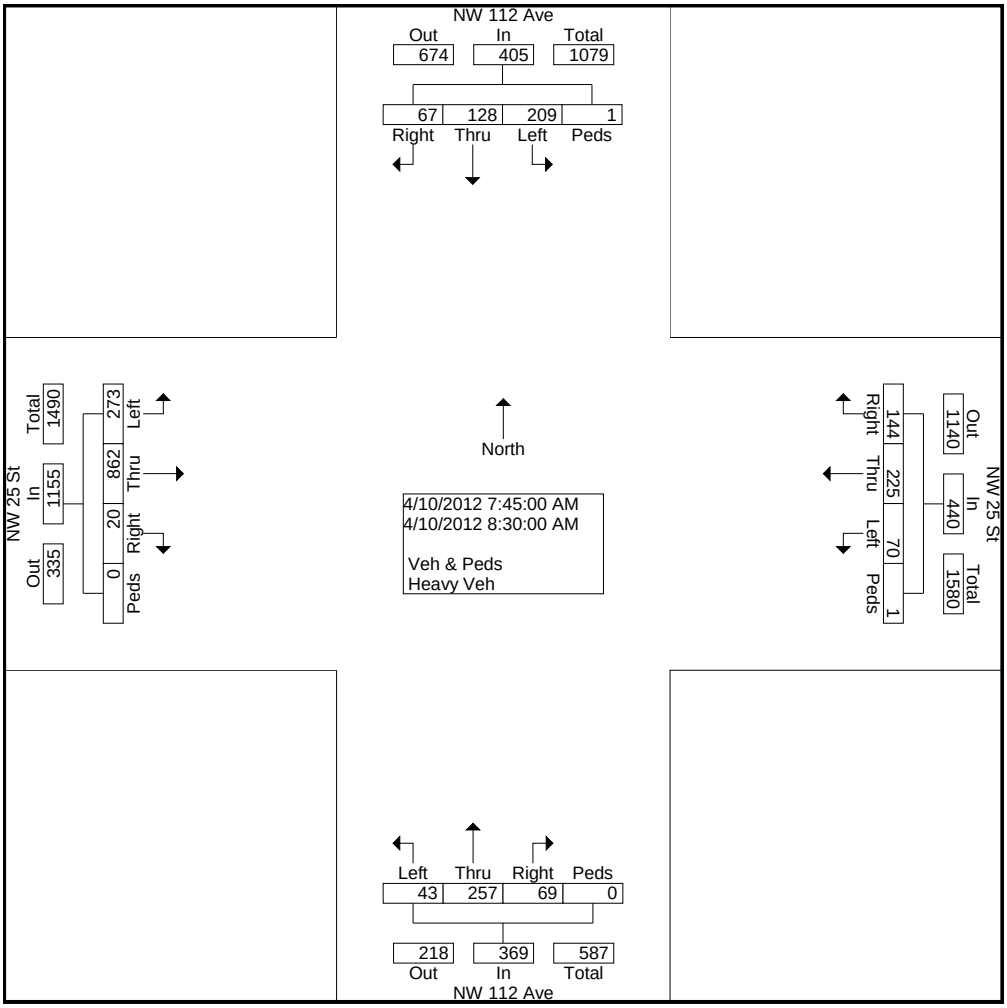
File Name : NW 25 St at NW 112 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 112 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 3

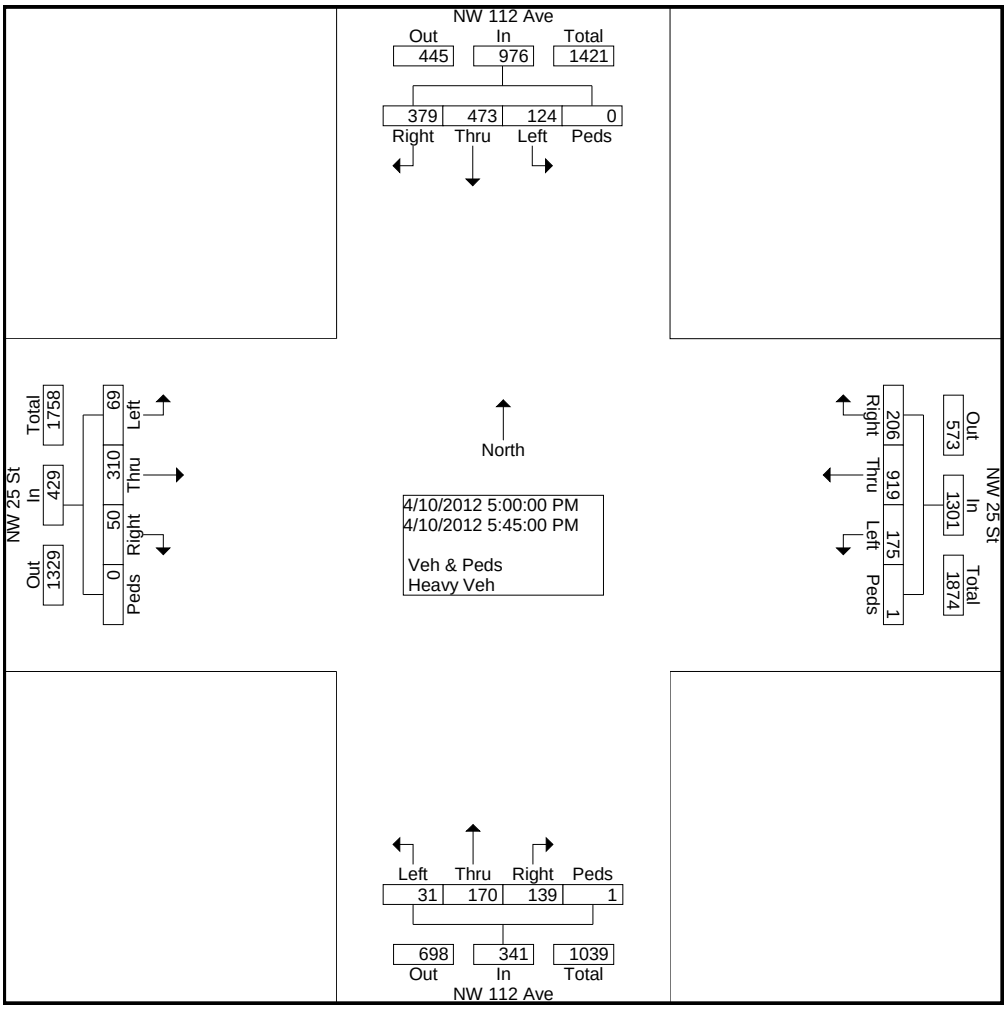
	NW 112 Ave Southbound					NW 25 St Westbound					NW 112 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	209	128	67	1	405	70	225	144	1	440	43	257	69	0	369	273	862	20	0	1155	2369
Percent	51.6	31.6	16.5	0.2		15.9	51.1	32.7	0.2		11.7	69.6	18.7	0.0		23.6	74.6	1.7	0.0		
08:00 Volume	75	36	22	0	133	14	44	42	0	100	9	85	14	0	108	70	217	7	0	294	635
Peak Factor																					0.933
High Int.	08:00 AM					08:15 AM					08:00 AM					07:45 AM					
Volume	75	36	22	0	133	17	56	43	0	116	9	85	14	0	108	65	254	1	0	320	
Peak Factor					0.761					0.948					0.854					0.902	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 112 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 4

	NW 112 Ave Southbound					NW 25 St Westbound					NW 112 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 08:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	124	473	379	0	976	175	919	206	1	1301	31	170	139	1	341	69	310	50	0	429	3047
Percent	12.7	48.5	38.8	0.0		13.5	70.6	15.8	0.1		9.1	49.9	40.8	0.3		16.1	72.3	11.7	0.0		
05:15 Volume	30	130	103	0	263	48	261	48	0	357	8	43	45	0	96	19	73	13	0	105	821
Peak Factor																					0.928
High Int.	05:15 PM					05:15 PM					05:00 PM					05:00 PM					
Volume	30	130	103	0	263	48	261	48	0	357	9	58	31	0	98	21	83	14	0	118	
Peak Factor					0.928					0.911					0.870					0.909	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at NW 112 Ave
Site Code : 00000000
Start Date : 4/10/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 112 Ave Southbound					NW 25 St Westbound					NW 112 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	0	0	0	2	1	3	3	0	7	0	0	0	0	0	0	2	1	0	3	12
07:15 AM	0	1	0	0	1	1	2	2	0	5	0	0	1	0	1	0	6	0	0	6	13
07:30 AM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	4	0	0	4	9
07:45 AM	3	0	1	0	4	1	5	1	0	7	2	2	0	0	4	1	11	1	0	13	28
Total	5	1	1	0	7	3	12	9	0	24	2	2	1	0	5	1	23	2	0	26	62
08:00 AM	1	0	0	0	1	0	2	5	0	7	0	3	1	0	4	1	4	0	0	5	17
08:15 AM	2	0	1	0	3	0	6	1	0	7	0	0	2	0	2	0	9	0	0	9	21
08:30 AM	1	1	0	0	2	0	1	2	0	3	0	0	0	0	0	3	8	0	0	11	16
08:45 AM	10	0	1	0	11	0	1	2	0	3	0	4	1	0	5	2	10	1	0	13	32
Total	14	1	2	0	17	0	10	10	0	20	0	7	4	0	11	6	31	1	0	38	86
04:00 PM	8	2	3	0	13	4	3	2	0	9	0	1	3	0	4	0	10	2	0	12	38
04:15 PM	8	3	4	0	15	2	9	3	0	14	0	1	3	0	4	3	10	1	0	14	47
04:30 PM	1	1	2	0	4	2	5	2	0	9	0	3	0	0	3	0	13	0	0	13	29
04:45 PM	7	3	2	0	12	0	6	1	0	7	0	0	3	0	3	1	7	0	0	8	30
Total	24	9	11	0	44	8	23	8	0	39	0	5	9	0	14	4	40	3	0	47	144
05:00 PM	3	1	0	0	4	1	8	7	0	16	0	1	1	0	2	1	12	0	0	13	35
05:15 PM	2	1	0	0	3	2	9	4	0	15	0	2	5	0	7	0	8	1	0	9	34
05:30 PM	3	1	0	0	4	1	2	5	0	8	1	0	0	0	1	1	3	0	0	4	17
05:45 PM	3	0	0	0	3	2	5	6	0	13	0	0	1	0	1	0	10	1	0	11	28
Total	11	3	0	0	14	6	24	22	0	52	1	3	7	0	11	2	33	2	0	37	114
Grand Total	54	14	14	0	82	17	69	49	0	135	3	17	21	0	41	13	127	8	0	148	406
Apprch %	65.9	17.1	17.1	0.0		12.6	51.1	36.3	0.0		7.3	41.5	51.2	0.0		8.8	85.8	5.4	0.0		
Total %	13.3	3.4	3.4	0.0	20.2	4.2	17.0	12.1	0.0	33.3	0.7	4.2	5.2	0.0	10.1	3.2	31.3	2.0	0.0	36.5	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

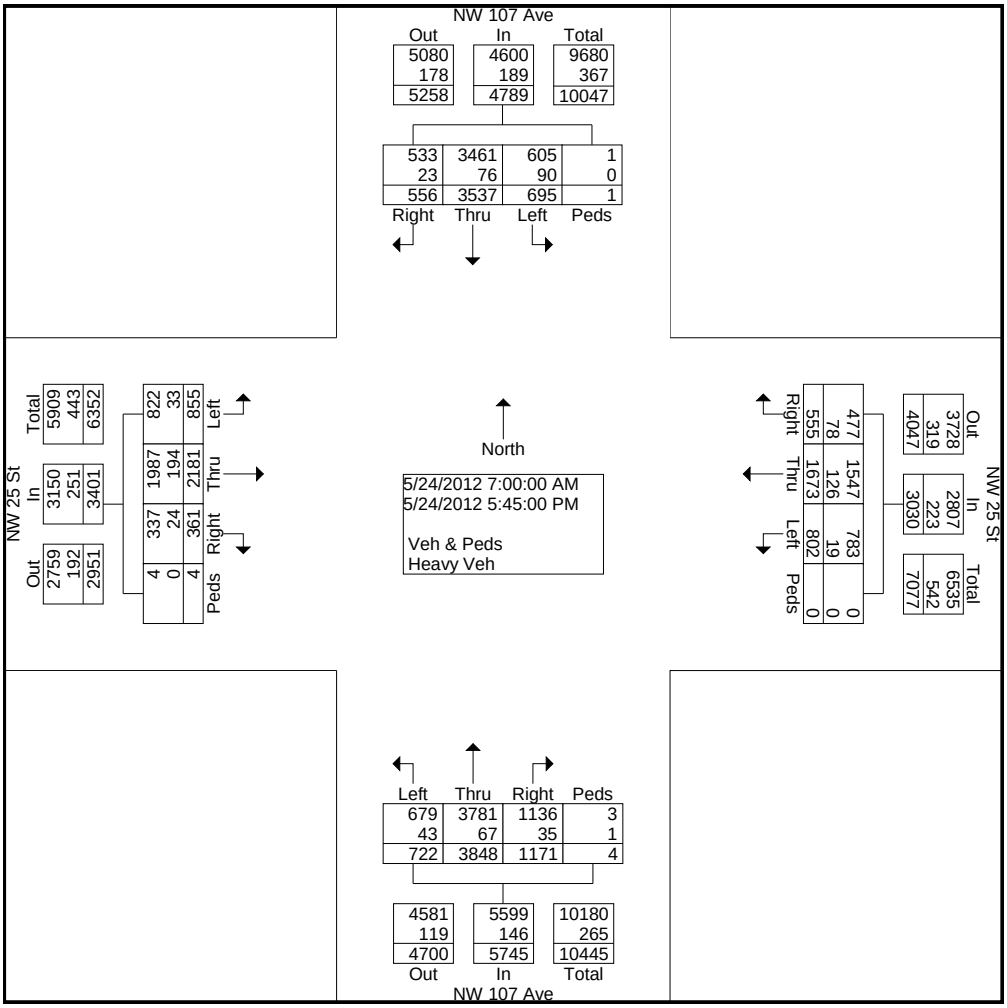
File Name : NW 25 St at NW 107 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 107 Ave Southbound					NW 25 St Westbound					NW 107 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	30	145	12	0	187	14	33	20	0	67	58	324	88	0	470	50	169	18	0	237	961
07:15 AM	45	156	23	0	224	11	46	28	0	85	67	268	90	0	425	66	218	16	2	302	1036
07:30 AM	38	196	34	1	269	14	25	20	0	59	51	349	118	0	518	66	195	10	0	271	1117
07:45 AM	62	181	44	0	287	34	71	24	0	129	62	321	118	0	501	67	245	22	1	335	1252
Total	175	678	113	1	967	73	175	92	0	340	238	1262	414	0	1914	249	827	66	3	1145	4366
08:00 AM	28	222	45	0	295	27	70	37	0	134	45	356	101	0	502	81	217	19	0	317	1248
08:15 AM	41	240	42	0	323	15	57	26	0	98	39	269	76	2	386	59	181	16	1	257	1064
08:30 AM	46	138	28	0	212	36	58	43	0	137	56	219	68	0	343	74	165	15	0	254	946
08:45 AM	49	163	33	0	245	35	43	42	0	120	46	214	47	0	307	36	132	8	0	176	848
Total	164	763	148	0	1075	113	228	148	0	489	186	1058	292	2	1538	250	695	58	1	1004	4106
04:00 PM	44	234	35	0	313	49	104	63	0	216	27	237	57	0	321	41	65	34	0	140	990
04:15 PM	38	252	42	0	332	69	112	45	0	226	26	135	42	1	204	43	82	18	0	143	905
04:30 PM	36	241	53	0	330	90	141	47	0	278	31	162	66	0	259	49	68	36	0	153	1020
04:45 PM	44	245	31	0	320	88	178	31	0	297	36	166	55	0	257	33	80	30	0	143	1017
Total	162	972	161	0	1295	296	535	186	0	1017	120	700	220	1	1041	166	295	118	0	579	3932
05:00 PM	49	268	32	0	349	78	180	28	0	286	42	209	73	0	324	51	119	25	0	195	1154
05:15 PM	42	277	33	0	352	82	187	42	0	311	46	219	73	0	338	43	75	31	0	149	1150
05:30 PM	60	299	37	0	396	73	188	32	0	293	43	202	46	1	292	51	93	23	0	167	1148
05:45 PM	43	280	32	0	355	87	180	27	0	294	47	198	53	0	298	45	77	40	0	162	1109
Total	194	1124	134	0	1452	320	735	129	0	1184	178	828	245	1	1252	190	364	119	0	673	4561
Grand Total	695	3537	556	1	4789	802	1673	555	0	3030	722	3848	1171	4	5745	855	2181	361	4	3401	16965
Apprch %	14.5	73.9	11.6	0.0		26.5	55.2	18.3	0.0		12.6	67.0	20.4	0.1		25.1	64.1	10.6	0.1		
Total %	4.1	20.8	3.3	0.0	28.2	4.7	9.9	3.3	0.0	17.9	4.3	22.7	6.9	0.0	33.9	5.0	12.9	2.1	0.0	20.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

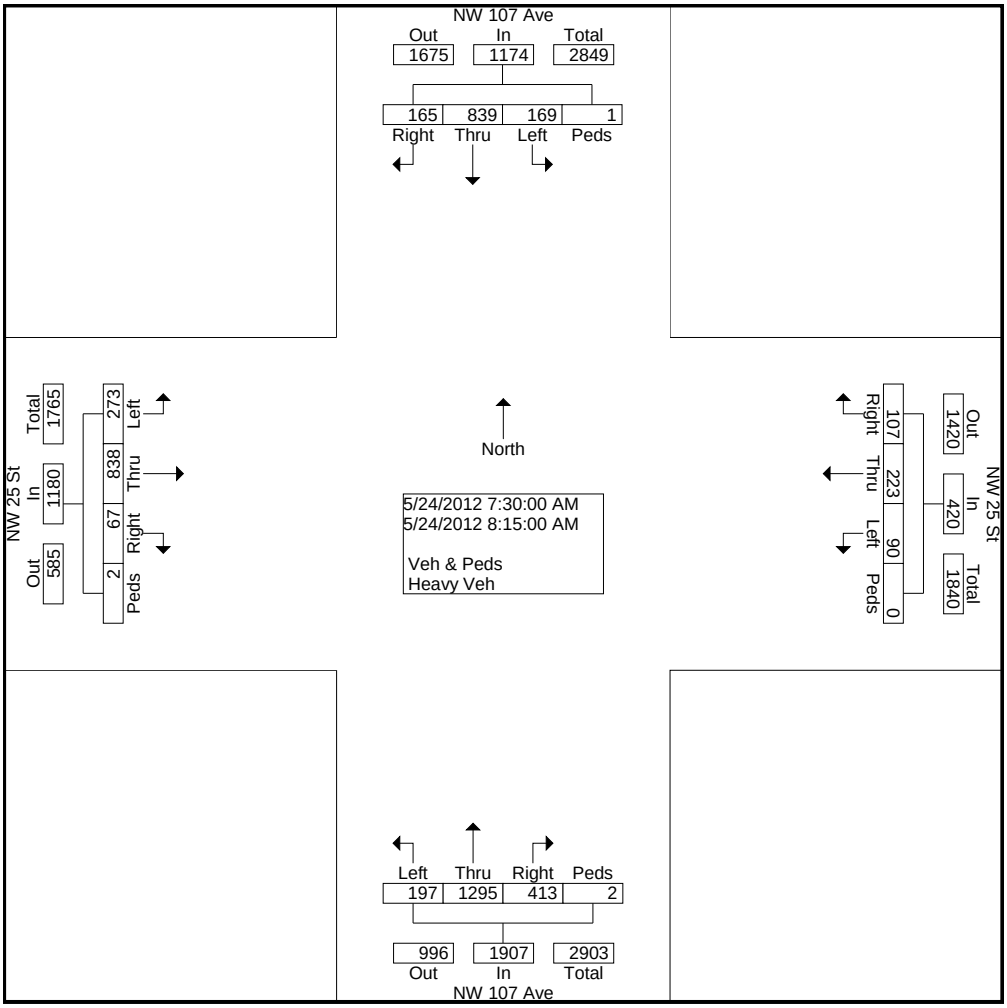
File Name : NW 25 St at NW 107 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 107 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 3

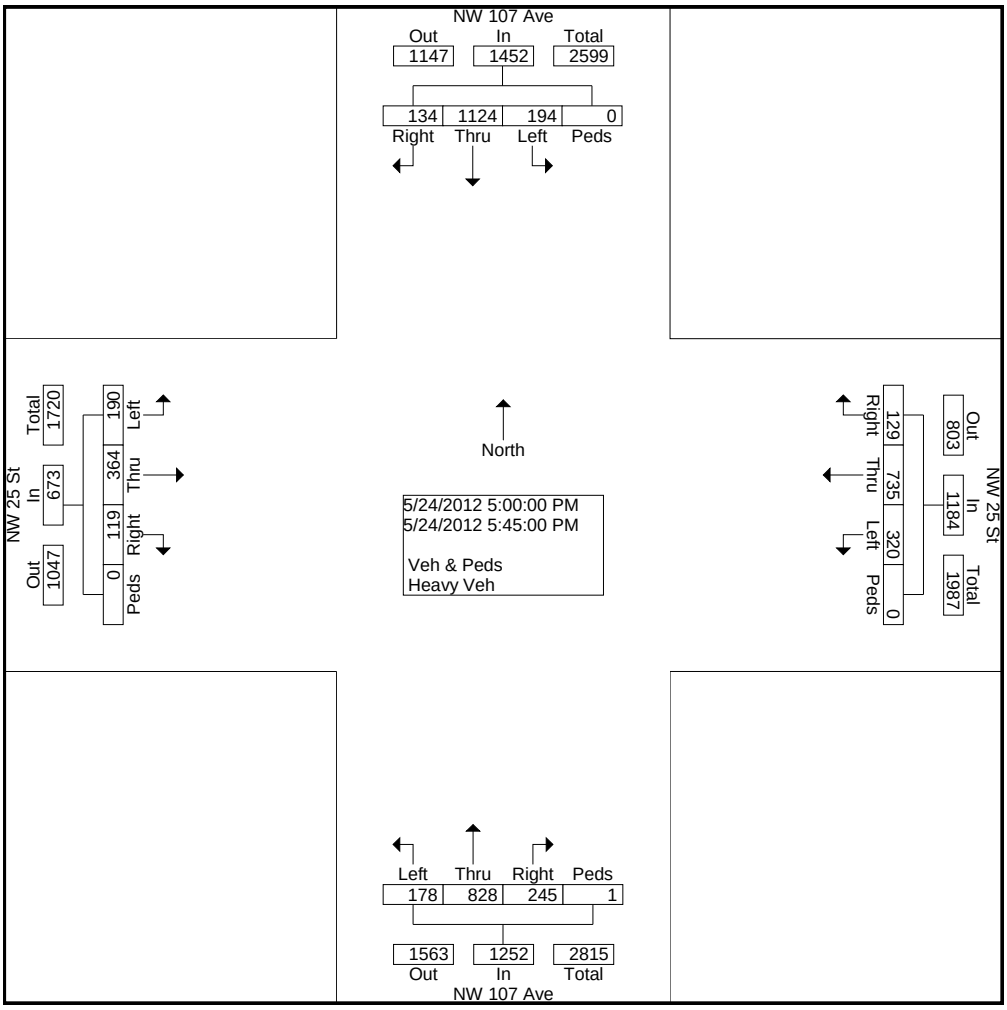
	NW 107 Ave Southbound					NW 25 St Westbound					NW 107 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	169	839	165	1	1174	90	223	107	0	420	197	1295	413	2	1907	273	838	67	2	1180	4681
Percent	14.4	71.5	14.1	0.1		21.4	53.1	25.5	0.0		10.3	67.9	21.7	0.1		23.1	71.0	5.7	0.2		
07:45 Volume	62	181	44	0	287	34	71	24	0	129	62	321	118	0	501	67	245	22	1	335	1252
Peak Factor																					0.935
High Int.	08:15 AM					08:00 AM					07:30 AM					07:45 AM					
Volume	41	240	42	0	323	27	70	37	0	134	51	349	118	0	518	67	245	22	1	335	
Peak Factor					0.909					0.784					0.920					0.881	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 107 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 4

	NW 107 Ave Southbound					NW 25 St Westbound					NW 107 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	194	1124	134	0	1452	320	735	129	0	1184	178	828	245	1	1252	190	364	119	0	673	4561
Percent	13.4	77.4	9.2	0.0		27.0	62.1	10.9	0.0		14.2	66.1	19.6	0.1		28.2	54.1	17.7	0.0		
05:00 Volume	49	268	32	0	349	78	180	28	0	286	42	209	73	0	324	51	119	25	0	195	1154
Peak Factor																					0.988
High Int.	05:30 PM					05:15 PM					05:15 PM					05:00 PM					
Volume	60	299	37	0	396	82	187	42	0	311	46	219	73	0	338	51	119	25	0	195	
Peak Factor					0.917					0.952					0.926					0.863	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at NW 107 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 107 Ave Southbound					NW 25 St Westbound					NW 107 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	7	2	0	10	0	1	1	0	2	0	1	1	0	2	0	3	0	0	3	17
07:15 AM	4	3	0	0	7	3	3	1	0	7	3	2	1	0	6	2	12	1	0	15	35
07:30 AM	2	4	2	0	8	0	3	2	0	5	2	7	3	0	12	0	8	0	0	8	33
07:45 AM	4	2	2	0	8	3	8	4	0	15	1	5	2	0	8	2	9	2	0	13	44
Total	11	16	6	0	33	6	15	8	0	29	6	15	7	0	28	4	32	3	0	39	129
08:00 AM	1	5	0	0	6	3	5	4	0	12	2	7	6	0	15	1	14	1	0	16	49
08:15 AM	6	8	3	0	17	1	3	3	0	7	1	3	4	1	9	2	8	2	0	12	45
08:30 AM	5	6	2	0	13	0	7	6	0	13	2	1	2	0	5	2	13	3	0	18	49
08:45 AM	4	7	5	0	16	1	8	15	0	24	2	4	2	0	8	4	12	1	0	17	65
Total	16	26	10	0	52	5	23	28	0	56	7	15	14	1	37	9	47	7	0	63	208
04:00 PM	11	8	1	0	20	0	7	11	0	18	2	5	2	0	9	5	16	3	0	24	71
04:15 PM	15	5	1	0	21	0	12	4	0	16	6	5	2	0	13	1	12	1	0	14	64
04:30 PM	6	5	2	0	13	1	17	7	0	25	7	2	1	0	10	2	12	4	0	18	66
04:45 PM	6	2	0	0	8	2	15	5	0	22	2	8	1	0	11	3	18	2	0	23	64
Total	38	20	4	0	62	3	51	27	0	81	17	20	6	0	43	11	58	10	0	79	265
05:00 PM	7	0	2	0	9	1	17	5	0	23	4	6	5	0	15	4	19	0	0	23	70
05:15 PM	10	3	0	0	13	2	6	3	0	11	2	4	1	0	7	3	18	2	0	23	54
05:30 PM	4	4	1	0	9	2	10	1	0	13	4	5	0	0	9	1	12	1	0	14	45
05:45 PM	4	7	0	0	11	0	4	6	0	10	3	2	2	0	7	1	8	1	0	10	38
Total	25	14	3	0	42	5	37	15	0	57	13	17	8	0	38	9	57	4	0	70	207
Grand Total	90	76	23	0	189	19	126	78	0	223	43	67	35	1	146	33	194	24	0	251	809
Apprch %	47.6	40.2	12.2	0.0		8.5	56.5	35.0	0.0		29.5	45.9	24.0	0.7		13.1	77.3	9.6	0.0		
Total %	11.1	9.4	2.8	0.0	23.4	2.3	15.6	9.6	0.0	27.6	5.3	8.3	4.3	0.1	18.0	4.1	24.0	3.0	0.0	31.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

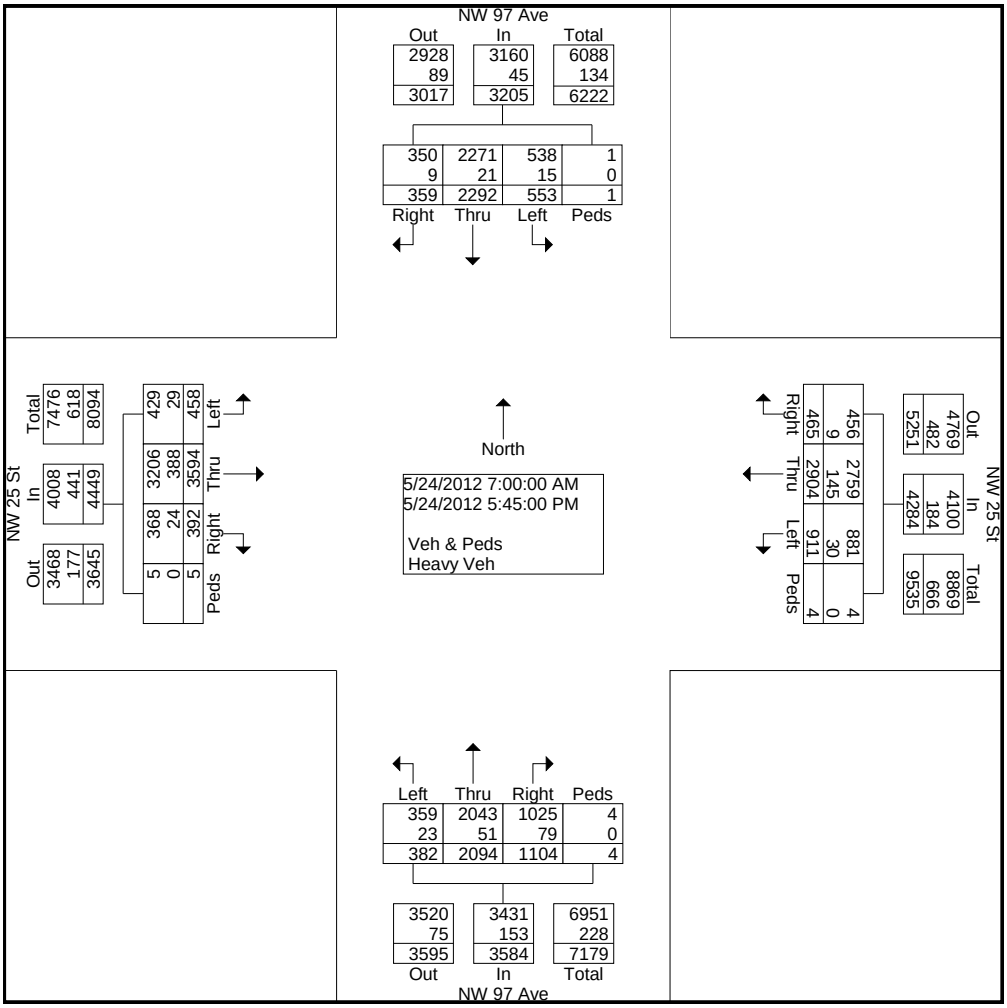
File Name : NW 25 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 97 Ave Southbound					NW 25 St Westbound					NW 97 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	30	52	8	0	90	27	94	9	0	130	43	136	90	0	269	20	264	16	0	300	789
07:15 AM	41	95	15	0	151	28	78	11	0	117	23	133	106	0	262	35	284	15	0	334	864
07:30 AM	36	85	19	0	140	25	115	11	0	151	33	161	94	0	288	27	273	26	0	326	905
07:45 AM	49	90	36	0	175	41	137	19	0	197	22	129	92	1	244	41	312	32	3	388	1004
Total	156	322	78	0	556	121	424	50	0	595	121	559	382	1	1063	123	1133	89	3	1348	3562
08:00 AM	54	139	30	0	223	22	117	18	0	157	22	172	88	0	282	36	294	17	0	347	1009
08:15 AM	41	125	21	0	187	33	147	20	0	200	23	159	83	0	265	36	302	12	0	350	1002
08:30 AM	56	110	18	0	184	34	113	19	0	166	18	144	84	0	246	25	280	10	0	315	911
08:45 AM	44	76	20	0	140	28	118	23	0	169	21	145	78	0	244	19	260	11	0	290	843
Total	195	450	89	0	734	117	495	80	0	692	84	620	333	0	1037	116	1136	50	0	1302	3765
04:00 PM	34	178	24	0	236	86	196	29	1	312	21	95	40	0	156	21	174	25	0	220	924
04:15 PM	24	162	23	1	210	78	264	41	0	383	15	96	38	2	151	25	144	15	1	185	929
04:30 PM	35	182	32	0	249	72	244	37	0	353	22	127	65	0	214	27	179	21	0	227	1043
04:45 PM	22	203	19	0	244	77	249	47	0	373	20	90	49	0	159	28	181	30	1	240	1016
Total	115	725	98	1	939	313	953	154	1	1421	78	408	192	2	680	101	678	91	2	872	3912
05:00 PM	20	188	20	0	228	69	269	46	1	385	25	153	53	0	231	42	171	44	0	257	1101
05:15 PM	26	210	28	0	264	91	229	47	2	369	31	114	49	0	194	26	186	44	0	256	1083
05:30 PM	24	197	29	0	250	87	266	35	0	388	19	108	48	0	175	29	180	44	0	253	1066
05:45 PM	17	200	17	0	234	113	268	53	0	434	24	132	47	1	204	21	110	30	0	161	1033
Total	87	795	94	0	976	360	1032	181	3	1576	99	507	197	1	804	118	647	162	0	927	4283
Grand Total	553	2292	359	1	3205	911	2904	465	4	4284	382	2094	1104	4	3584	458	3594	392	5	4449	15522
Apprch %	17.3	71.5	11.2	0.0		21.3	67.8	10.9	0.1		10.7	58.4	30.8	0.1		10.3	80.8	8.8	0.1		
Total %	3.6	14.8	2.3	0.0	20.6	5.9	18.7	3.0	0.0	27.6	2.5	13.5	7.1	0.0	23.1	3.0	23.2	2.5	0.0	28.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

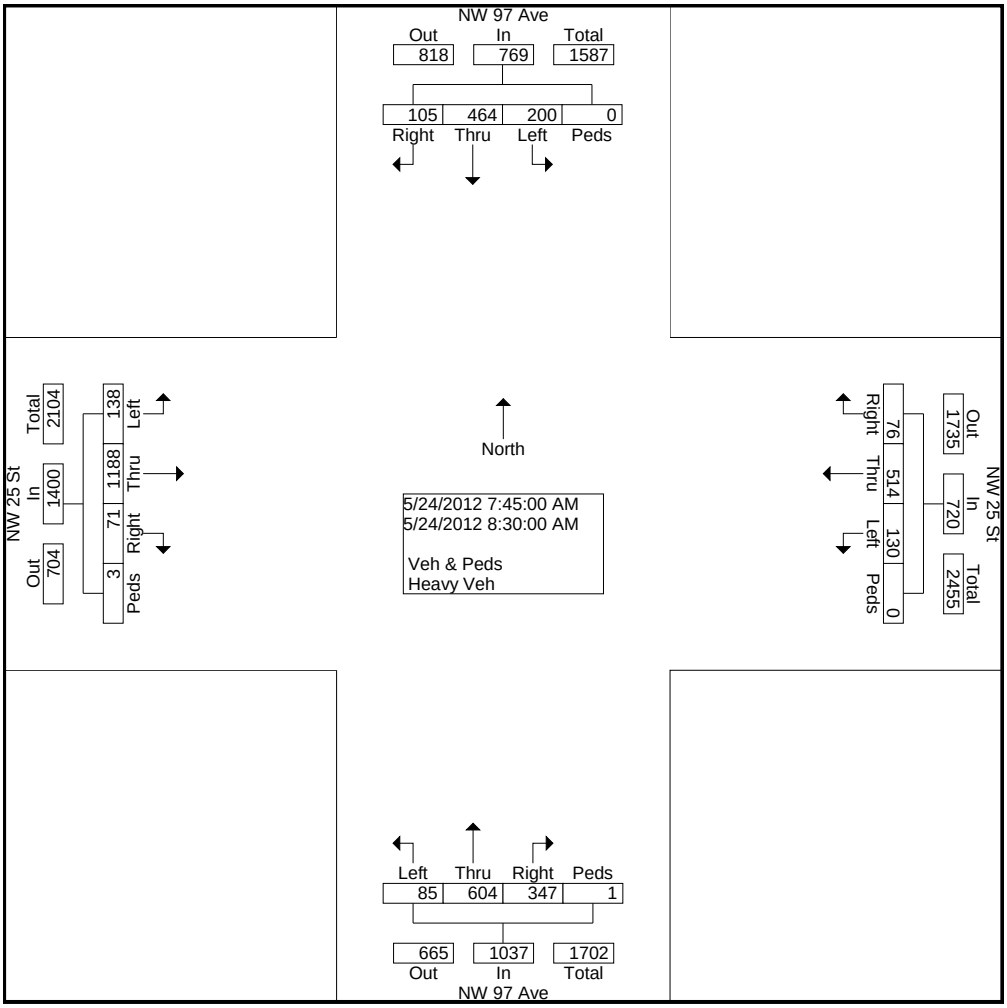
File Name : NW 25 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 3

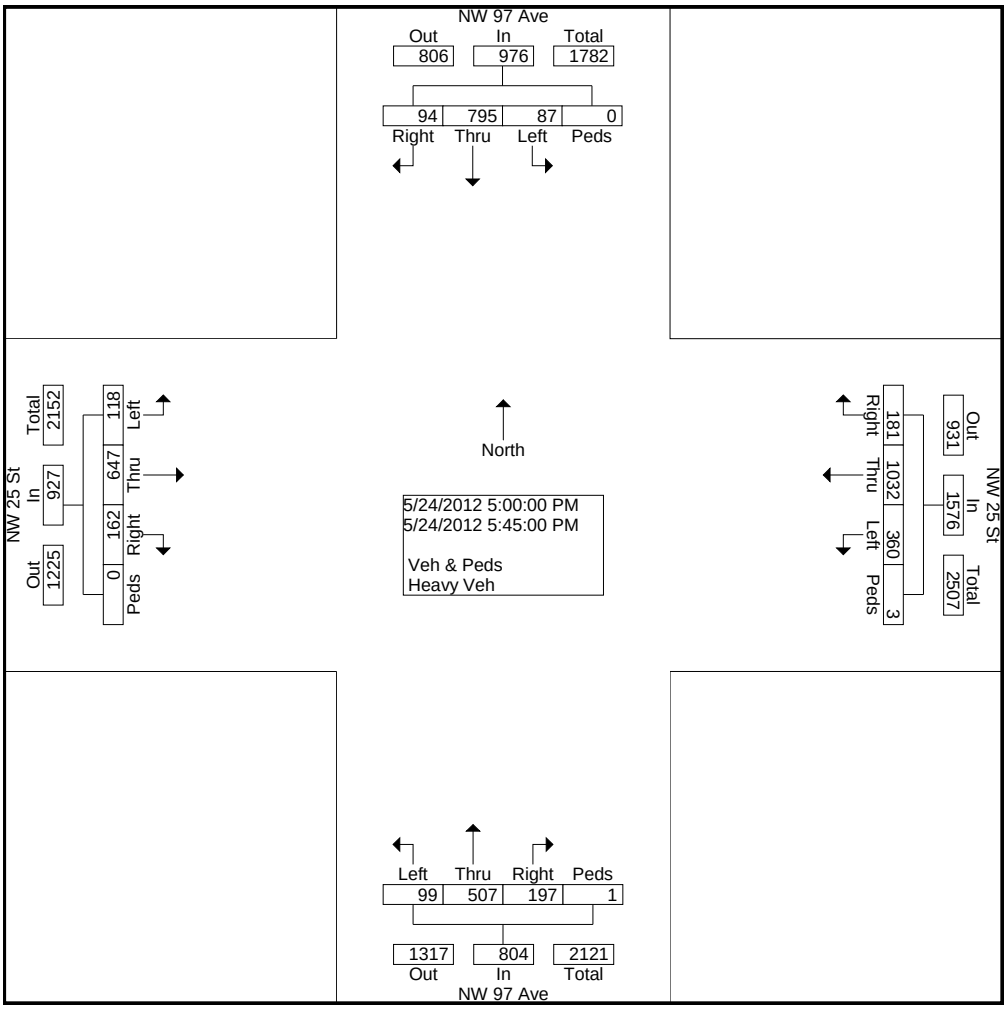
	NW 97 Ave Southbound					NW 25 St Westbound					NW 97 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	200	464	105	0	769	130	514	76	0	720	85	604	347	1	1037	138	1188	71	3	1400	3926
Percent	26.0	60.3	13.7	0.0		18.1	71.4	10.6	0.0		8.2	58.2	33.5	0.1		9.9	84.9	5.1	0.2		
08:00 Volume	54	139	30	0	223	22	117	18	0	157	22	172	88	0	282	36	294	17	0	347	1009
Peak Factor																					0.973
High Int.	08:00 AM					08:15 AM					08:00 AM					07:45 AM					
Volume	54	139	30	0	223	33	147	20	0	200	22	172	88	0	282	41	312	32	3	388	
Peak Factor					0.862					0.900					0.919					0.902	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 4

	NW 97 Ave Southbound					NW 25 St Westbound					NW 97 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	87	795	94	0	976	360	1032	181	3	1576	99	507	197	1	804	118	647	162	0	927	4283
Percent	8.9	81.5	9.6	0.0		22.8	65.5	11.5	0.2		12.3	63.1	24.5	0.1		12.7	69.8	17.5	0.0		
05:00 Volume	20	188	20	0	228	69	269	46	1	385	25	153	53	0	231	42	171	44	0	257	1101
Peak Factor																					0.973
High Int.	05:15 PM					05:45 PM					05:00 PM					05:00 PM					
Volume	26	210	28	0	264	113	268	53	0	434	25	153	53	0	231	42	171	44	0	257	
Peak Factor					0.924					0.908					0.870					0.902	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/24/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 97 Ave Southbound					NW 25 St Westbound					NW 97 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	4	0	0	4	3	11	0	0	14	2	5	2	0	9	1	18	1	0	20	47
07:15 AM	0	1	0	0	1	2	10	1	0	13	1	5	1	0	7	3	15	1	0	19	40
07:30 AM	3	0	0	0	3	2	11	1	0	14	2	5	3	0	10	0	18	1	0	19	46
07:45 AM	1	2	1	0	4	1	11	2	0	14	1	2	2	0	5	2	28	0	0	30	53
Total	4	7	1	0	12	8	43	4	0	55	6	17	8	0	31	6	79	3	0	88	186
08:00 AM	2	0	1	0	3	0	4	0	0	4	0	2	5	0	7	1	24	0	0	25	39
08:15 AM	1	1	1	0	3	5	10	0	0	15	1	2	2	0	5	1	22	1	0	24	47
08:30 AM	3	5	1	0	9	2	15	0	0	17	0	4	6	0	10	8	35	3	0	46	82
08:45 AM	3	1	2	0	6	3	12	1	0	16	1	3	3	0	7	3	20	1	0	24	53
Total	9	7	5	0	21	10	41	1	0	52	2	11	16	0	29	13	101	5	0	119	221
04:00 PM	1	3	2	0	6	1	15	1	0	17	3	1	7	0	11	0	37	3	0	40	74
04:15 PM	0	0	0	0	0	5	12	0	0	17	0	3	3	0	6	1	25	2	0	28	51
04:30 PM	0	1	1	0	2	3	17	1	0	21	3	6	12	0	21	1	28	2	0	31	75
04:45 PM	0	1	0	0	1	1	2	0	0	3	0	3	9	0	12	3	34	1	0	38	54
Total	1	5	3	0	9	10	46	2	0	58	6	13	31	0	50	5	124	8	0	137	254
05:00 PM	0	2	0	0	2	1	6	0	0	7	3	4	9	0	16	0	20	3	0	23	48
05:15 PM	1	0	0	0	1	1	3	1	0	5	2	5	6	0	13	3	34	2	0	39	58
05:30 PM	0	0	0	0	0	0	2	0	0	2	2	1	5	0	8	1	20	0	0	21	31
05:45 PM	0	0	0	0	0	0	4	1	0	5	2	0	4	0	6	1	10	3	0	14	25
Total	1	2	0	0	3	2	15	2	0	19	9	10	24	0	43	5	84	8	0	97	162
Grand Total	15	21	9	0	45	30	145	9	0	184	23	51	79	0	153	29	388	24	0	441	823
Apprch %	33.3	46.7	20.0	0.0		16.3	78.8	4.9	0.0		15.0	33.3	51.6	0.0		6.6	88.0	5.4	0.0		
Total %	1.8	2.6	1.1	0.0	5.5	3.6	17.6	1.1	0.0	22.4	2.8	6.2	9.6	0.0	18.6	3.5	47.1	2.9	0.0	53.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

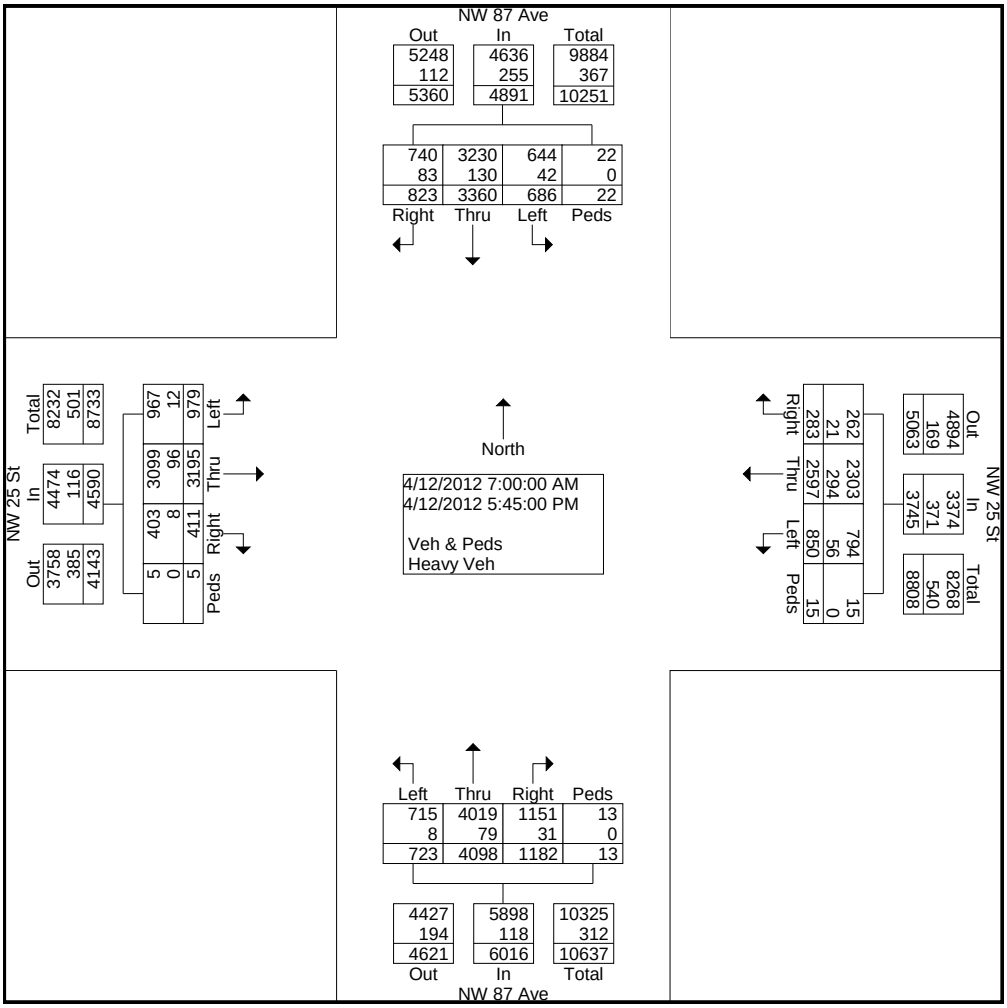
File Name : NW 25 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 87 Ave Southbound					NW 25 St Westbound					NW 87 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	21	59	20	2	102	29	141	16	3	189	36	128	68	0	232	51	214	11	1	277	800
07:15 AM	29	84	30	2	145	37	126	11	0	174	41	259	75	1	376	39	196	16	0	251	946
07:30 AM	38	107	35	0	180	33	203	12	2	250	53	302	98	2	455	60	217	20	0	297	1182
07:45 AM	47	136	47	4	234	36	167	8	3	214	70	294	86	0	450	50	250	16	0	316	1214
Total	135	386	132	8	661	135	637	47	8	827	200	983	327	3	1513	200	877	63	1	1141	4142
08:00 AM	45	130	42	1	218	50	158	21	0	229	60	338	106	0	504	67	180	9	2	258	1209
08:15 AM	48	204	43	0	295	45	130	28	0	203	64	384	130	0	578	51	211	17	1	280	1356
08:30 AM	48	204	43	1	296	42	134	13	0	189	55	305	101	0	461	73	258	24	0	355	1301
08:45 AM	62	202	43	0	307	56	164	18	1	239	63	368	96	1	528	74	175	12	0	261	1335
Total	203	740	171	2	1116	193	586	80	1	860	242	1395	433	1	2071	265	824	62	3	1154	5201
04:00 PM	44	279	53	0	376	64	186	20	3	273	34	168	53	2	257	69	198	49	1	317	1223
04:15 PM	43	239	72	1	355	69	193	15	0	277	40	223	52	0	315	54	175	41	0	270	1217
04:30 PM	45	324	58	0	427	53	171	17	0	241	30	220	52	0	302	56	203	33	0	292	1262
04:45 PM	41	278	56	4	379	63	173	17	0	253	29	199	39	4	271	67	196	34	0	297	1200
Total	173	1120	239	5	1537	249	723	69	3	1044	133	810	196	6	1145	246	772	157	1	1176	4902
05:00 PM	52	315	68	2	437	69	158	8	0	235	35	278	62	1	376	80	174	29	0	283	1331
05:15 PM	52	286	76	0	414	65	156	15	2	238	40	193	61	0	294	69	201	33	0	303	1249
05:30 PM	35	247	64	1	347	80	173	35	0	288	33	233	61	1	328	66	181	34	0	281	1244
05:45 PM	36	266	73	4	379	59	164	29	1	253	40	206	42	1	289	53	166	33	0	252	1173
Total	175	1114	281	7	1577	273	651	87	3	1014	148	910	226	3	1287	268	722	129	0	1119	4997
Grand Total	686	3360	823	22	4891	850	2597	283	15	3745	723	4098	1182	13	6016	979	3195	411	5	4590	19242
Apprch %	14.0	68.7	16.8	0.4		22.7	69.3	7.6	0.4		12.0	68.1	19.6	0.2		21.3	69.6	9.0	0.1		
Total %	3.6	17.5	4.3	0.1	25.4	4.4	13.5	1.5	0.1	19.5	3.8	21.3	6.1	0.1	31.3	5.1	16.6	2.1	0.0	23.9	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

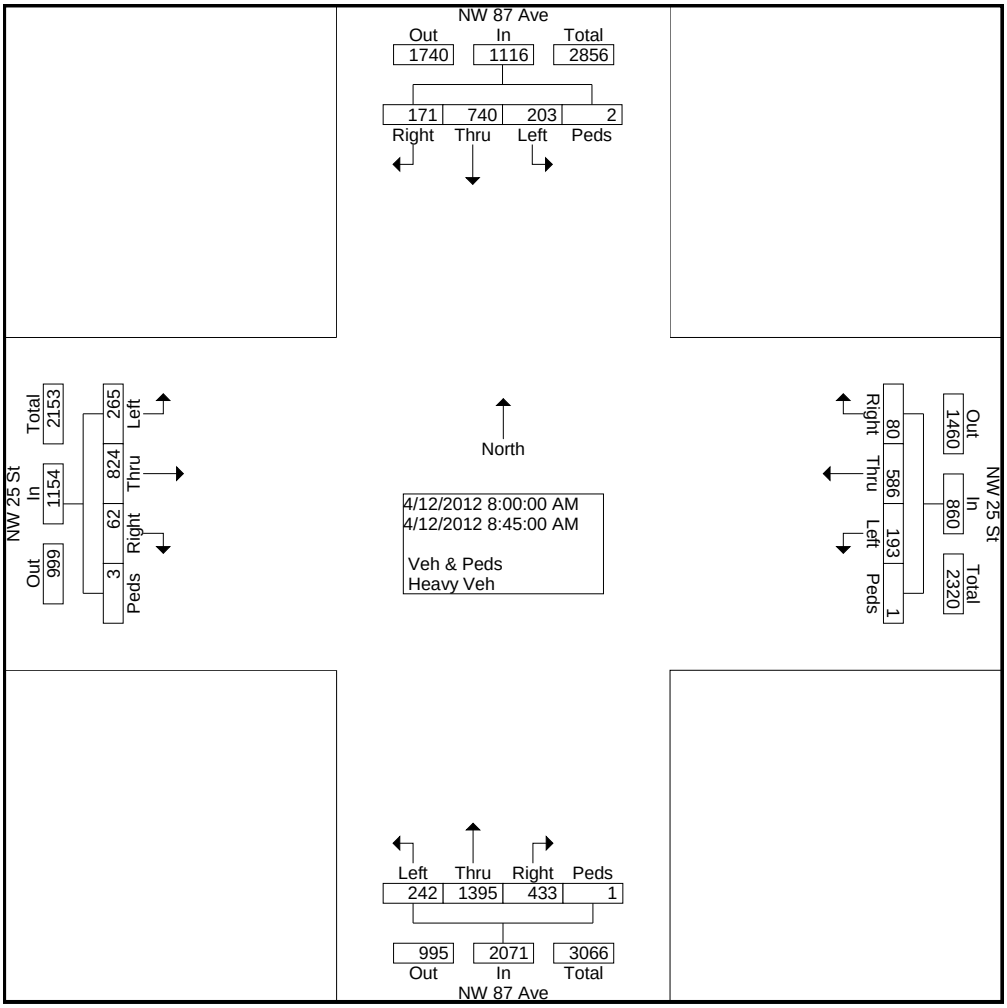
File Name : NW 25 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 3

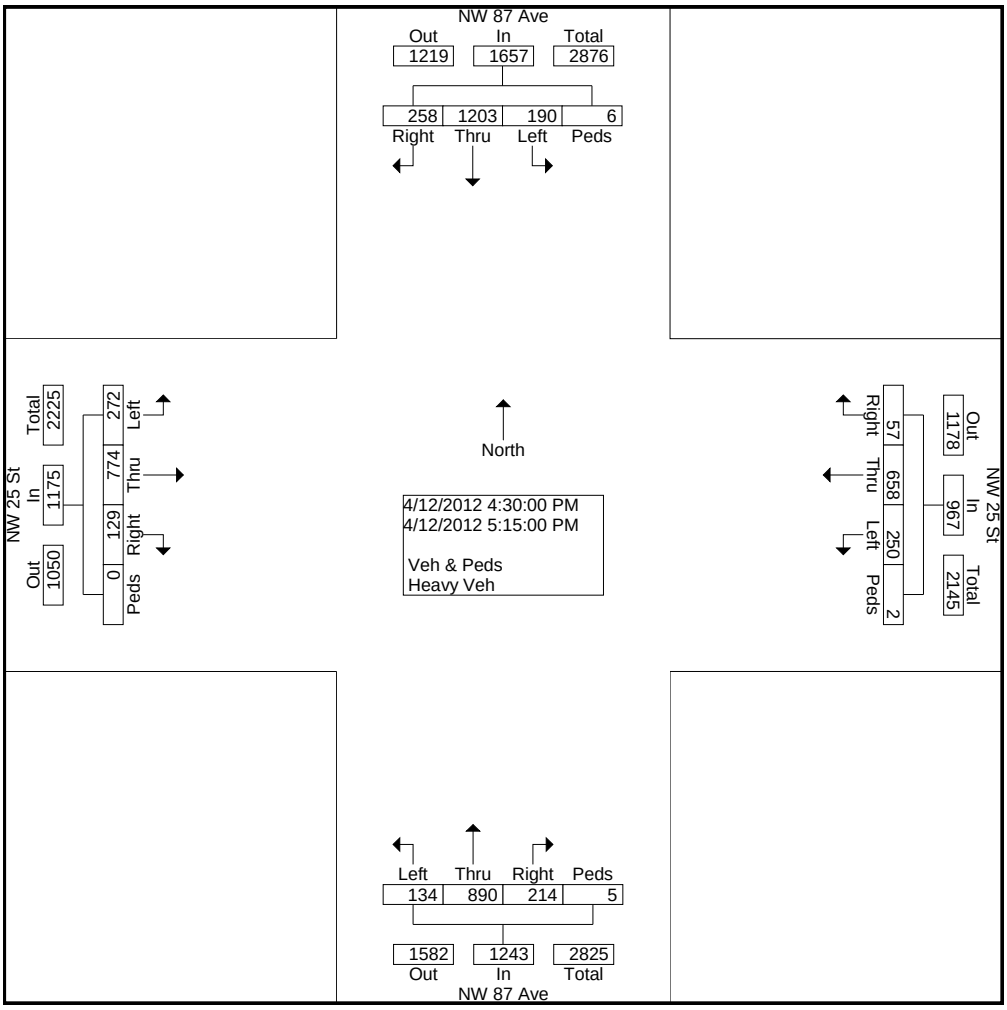
	NW 87 Ave Southbound					NW 25 St Westbound					NW 87 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	203	740	171	2	1116	193	586	80	1	860	242	1395	433	1	2071	265	824	62	3	1154	5201
Percent	18.2	66.3	15.3	0.2		22.4	68.1	9.3	0.1		11.7	67.4	20.9	0.0		23.0	71.4	5.4	0.3		
08:15 Volume	48	204	43	0	295	45	130	28	0	203	64	384	130	0	578	51	211	17	1	280	1356
Peak Factor																					0.959
High Int.	08:45 AM					08:45 AM					08:15 AM					08:30 AM					
Volume	62	202	43	0	307	56	164	18	1	239	64	384	130	0	578	73	258	24	0	355	
Peak Factor					0.909					0.900					0.896					0.813	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 4

	NW 87 Ave Southbound					NW 25 St Westbound					NW 87 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 08:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	190	1203	258	6	1657	250	658	57	2	967	134	890	214	5	1243	272	774	129	0	1175	5042
Percent	11.5	72.6	15.6	0.4		25.9	68.0	5.9	0.2		10.8	71.6	17.2	0.4		23.1	65.9	11.0	0.0		
05:00 Volume	52	315	68	2	437	69	158	8	0	235	35	278	62	1	376	80	174	29	0	283	1331
Peak Factor																					0.947
High Int.	05:00 PM					04:45 PM					05:00 PM					05:15 PM					
Volume	52	315	68	2	437	63	173	17	0	253	35	278	62	1	376	69	201	33	0	303	
Peak Factor					0.948					0.956					0.826					0.969	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at NW 87 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 87 Ave Southbound					NW 25 St Westbound					NW 87 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	6	2	0	8	4	19	1	0	24	0	5	2	0	7	1	4	0	0	5	44
07:15 AM	2	5	1	0	8	0	16	0	0	16	0	7	3	0	10	0	0	0	0	0	34
07:30 AM	3	9	1	0	13	3	13	1	0	17	0	1	3	0	4	0	2	0	0	2	36
07:45 AM	3	17	5	0	25	4	10	2	0	16	5	7	3	0	15	0	5	1	0	6	62
Total	8	37	9	0	54	11	58	4	0	73	5	20	11	0	36	1	11	1	0	13	176
08:00 AM	5	9	3	0	17	2	15	3	0	20	1	9	4	0	14	1	2	0	0	3	54
08:15 AM	1	10	4	0	15	0	14	2	0	16	0	6	2	0	8	0	4	1	0	5	44
08:30 AM	3	5	1	0	9	4	21	2	0	27	1	5	3	0	9	1	11	1	0	13	58
08:45 AM	1	7	9	0	17	8	27	1	0	36	0	12	4	0	16	2	21	0	0	23	92
Total	10	31	17	0	58	14	77	8	0	99	2	32	13	0	47	4	38	2	0	44	248
04:00 PM	2	11	6	0	19	3	22	2	0	27	0	5	0	0	5	3	6	3	0	12	63
04:15 PM	6	13	12	0	31	7	29	1	0	37	1	7	1	0	9	1	7	0	0	8	85
04:30 PM	1	6	7	0	14	4	19	2	0	25	0	5	1	0	6	1	4	0	0	5	50
04:45 PM	7	6	9	0	22	5	26	1	0	32	0	5	0	0	5	1	11	1	0	13	72
Total	16	36	34	0	86	19	96	6	0	121	1	22	2	0	25	6	28	4	0	38	270
05:00 PM	2	7	8	0	17	4	19	0	0	23	0	3	0	0	3	0	6	0	0	6	49
05:15 PM	0	7	7	0	14	3	16	1	0	20	0	0	3	0	3	0	3	1	0	4	41
05:30 PM	1	8	4	0	13	0	13	1	0	14	0	1	2	0	3	1	7	0	0	8	38
05:45 PM	5	4	4	0	13	5	15	1	0	21	0	1	0	0	1	0	3	0	0	3	38
Total	8	26	23	0	57	12	63	3	0	78	0	5	5	0	10	1	19	1	0	21	166
Grand Total	42	130	83	0	255	56	294	21	0	371	8	79	31	0	118	12	96	8	0	116	860
Apprch %	16.5	51.0	32.5	0.0		15.1	79.2	5.7	0.0		6.8	66.9	26.3	0.0		10.3	82.8	6.9	0.0		
Total %	4.9	15.1	9.7	0.0	29.7	6.5	34.2	2.4	0.0	43.1	0.9	9.2	3.6	0.0	13.7	1.4	11.2	0.9	0.0	13.5	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

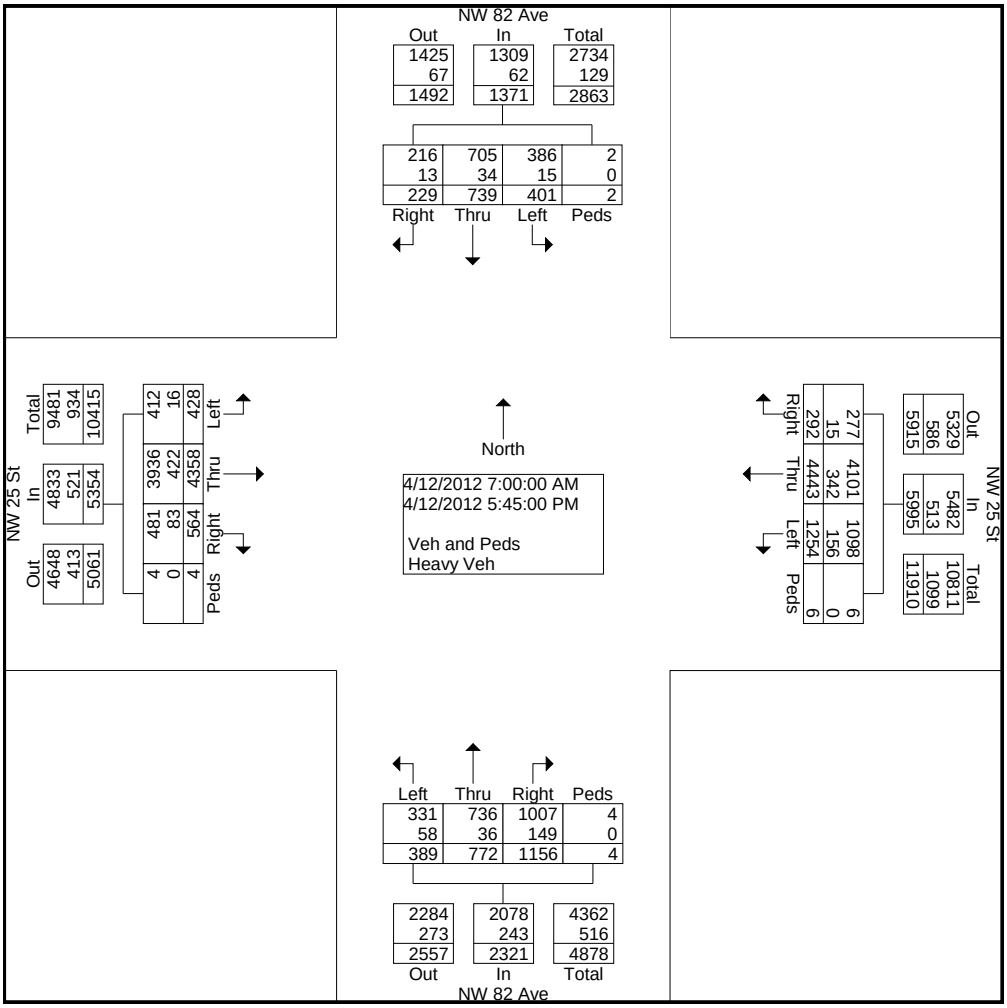
File Name : NW 25 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 1

Groups Printed- Veh and Peds - Heavy Veh

	NW 82 Ave Southbound					NW 25 St Westbound					NW 82 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	14	6	0	22	70	180	13	0	263	5	24	17	0	46	16	185	16	1	218	549
07:15 AM	3	31	10	0	44	71	233	14	0	318	9	28	24	0	61	27	267	24	0	318	741
07:30 AM	12	39	9	0	60	108	300	11	0	419	16	34	19	0	69	22	340	36	0	398	946
07:45 AM	16	55	9	0	80	110	266	9	2	387	12	31	33	0	76	51	269	26	1	347	890
Total	33	139	34	0	206	359	979	47	2	1387	42	117	93	0	252	116	1061	102	2	1281	3126
08:00 AM	13	47	17	0	77	84	270	11	0	365	11	65	36	1	113	43	263	36	0	342	897
08:15 AM	13	71	8	0	92	118	255	15	0	388	17	46	45	0	108	35	260	51	0	346	934
08:30 AM	16	73	10	0	99	78	245	32	1	356	17	58	73	0	148	37	236	50	0	323	926
08:45 AM	19	65	17	0	101	87	244	28	1	360	14	58	52	0	124	21	276	74	1	372	957
Total	61	256	52	0	369	367	1014	86	2	1469	59	227	206	1	493	136	1035	211	1	1383	3714
04:00 PM	33	51	20	0	104	63	297	23	0	383	34	54	126	0	214	18	268	20	0	306	1007
04:15 PM	15	44	15	0	74	72	281	8	0	361	33	39	99	0	171	23	285	43	0	351	957
04:30 PM	26	39	21	0	86	60	278	18	0	356	36	46	146	1	229	9	304	33	0	346	1017
04:45 PM	29	35	17	0	81	65	268	10	0	343	31	48	96	0	175	21	273	30	0	324	923
Total	103	169	73	0	345	260	1124	59	0	1443	134	187	467	1	789	71	1130	126	0	1327	3904
05:00 PM	69	49	12	1	131	64	247	69	2	382	44	50	118	2	214	18	319	35	0	372	1099
05:15 PM	41	41	16	0	98	70	391	8	0	469	34	65	92	0	191	20	238	27	0	285	1043
05:30 PM	59	44	23	0	126	66	366	15	0	447	34	51	84	0	169	30	301	37	0	368	1110
05:45 PM	35	41	19	1	96	68	322	8	0	398	42	75	96	0	213	37	274	26	1	338	1045
Total	204	175	70	2	451	268	1326	100	2	1696	154	241	390	2	787	105	1132	125	1	1363	4297
Grand Total	401	739	229	2	1371	1254	4443	292	6	5995	389	772	1156	4	2321	428	4358	564	4	5354	15041
Apprch %	29.2	53.9	16.7	0.1		20.9	74.1	4.9	0.1		16.8	33.3	49.8	0.2		8.0	81.4	10.5	0.1		
Total %	2.7	4.9	1.5	0.0	9.1	8.3	29.5	1.9	0.0	39.9	2.6	5.1	7.7	0.0	15.4	2.8	29.0	3.7	0.0	35.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

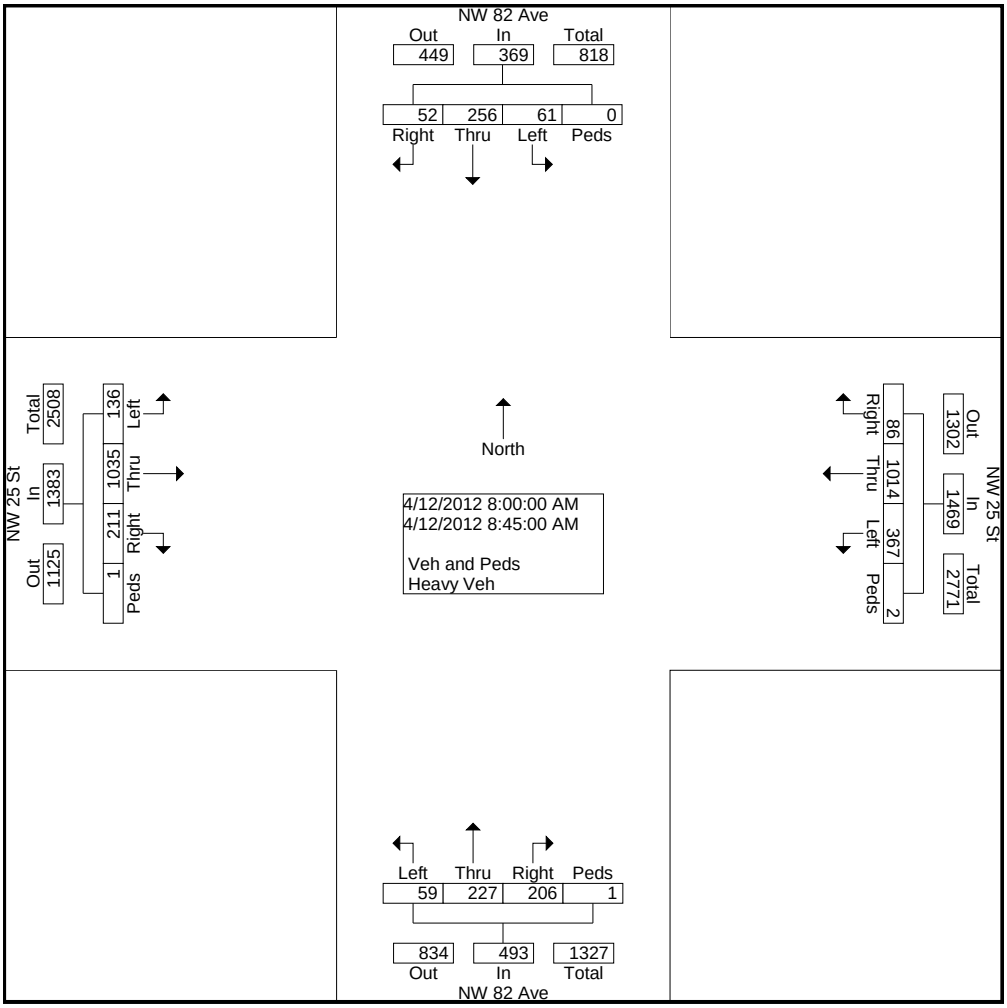
File Name : NW 25 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 3

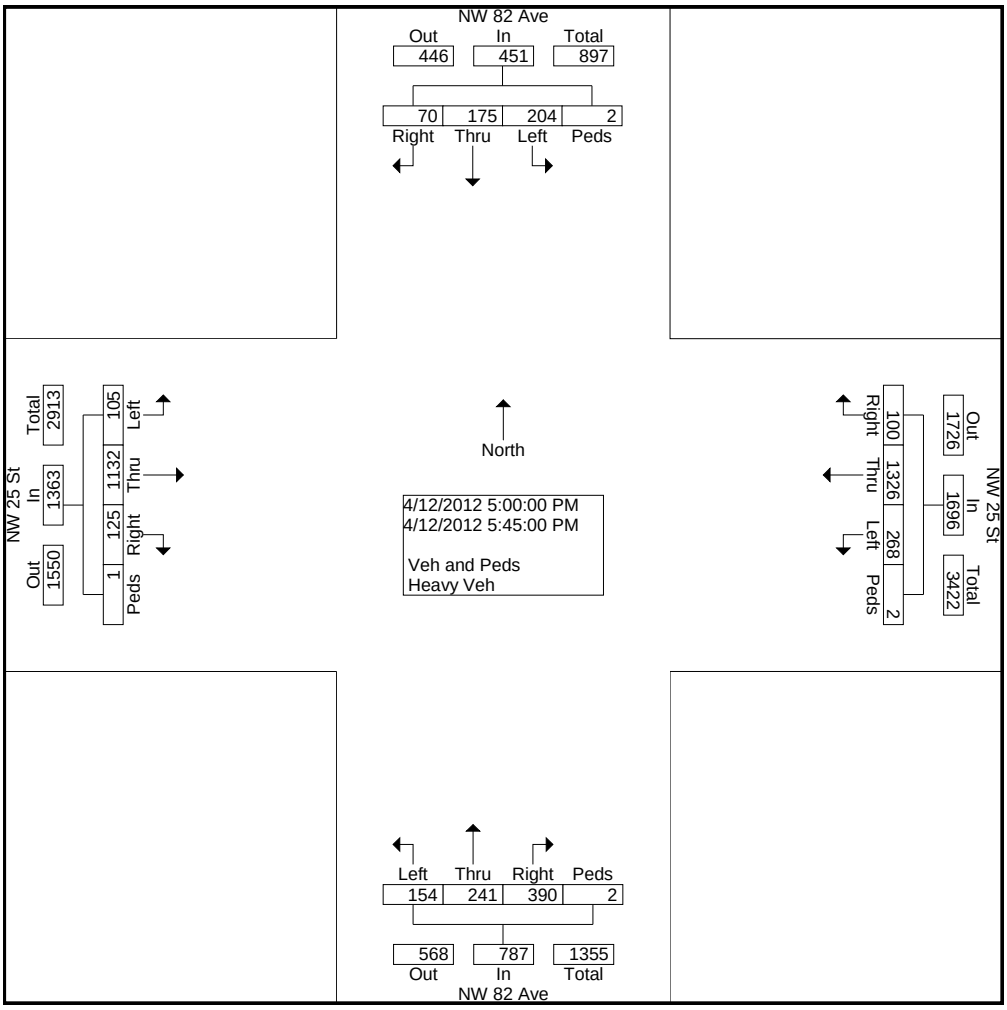
	NW 82 Ave Southbound					NW 25 St Westbound					NW 82 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	61	256	52	0	369	367	1014	86	2	1469	59	227	206	1	493	136	1035	211	1	1383	3714
Percent	16.5	69.4	14.1	0.0		25.0	69.0	5.9	0.1		12.0	46.0	41.8	0.2		9.8	74.8	15.3	0.1		
08:45 Volume	19	65	17	0	101	87	244	28	1	360	14	58	52	0	124	21	276	74	1	372	957
Peak Factor																					0.970
High Int.	08:45 AM					08:15 AM					08:30 AM					08:45 AM					
Volume	19	65	17	0	101	118	255	15	0	388	17	58	73	0	148	21	276	74	1	372	
Peak Factor					0.913					0.947					0.833					0.929	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 4

	NW 82 Ave Southbound					NW 25 St Westbound					NW 82 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 08:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	204	175	70	2	451	268	1326	100	2	1696	154	241	390	2	787	105	1132	125	1	1363	4297
Percent	45.2	38.8	15.5	0.4		15.8	78.2	5.9	0.1		19.6	30.6	49.6	0.3		7.7	83.1	9.2	0.1		
05:30 Volume	59	44	23	0	126	66	366	15	0	447	34	51	84	0	169	30	301	37	0	368	1110
Peak Factor																					0.968
High Int.	05:00 PM					05:15 PM					05:00 PM					05:00 PM					
Volume	69	49	12	1	131	70	391	8	0	469	44	50	118	2	214	18	319	35	0	372	
Peak Factor					0.861					0.904					0.919					0.916	



CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
County: Miami-Dade

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 82 Ave
Site Code : 00000000
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 82 Ave Southbound					NW 25 St Westbound					NW 82 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	0	0	1	6	15	0	0	21	0	0	4	0	4	0	12	2	0	14	40
07:15 AM	0	2	1	0	3	5	12	0	0	17	1	0	7	0	8	0	21	3	0	24	52
07:30 AM	0	1	0	0	1	7	16	0	0	23	1	0	2	0	3	1	21	3	0	25	52
07:45 AM	0	1	0	0	1	9	23	1	0	33	2	2	5	0	9	0	20	3	0	23	66
Total	1	4	1	0	6	27	66	1	0	94	4	2	18	0	24	1	74	11	0	86	210
08:00 AM	4	3	2	0	9	8	17	1	0	26	2	1	10	0	13	0	31	4	0	35	83
08:15 AM	1	2	1	0	4	12	18	1	0	31	4	2	1	0	7	0	24	2	0	26	68
08:30 AM	1	4	0	0	5	10	22	0	0	32	6	1	24	0	31	0	32	3	0	35	103
08:45 AM	2	4	3	0	9	10	30	0	0	40	3	4	12	0	19	2	44	10	0	56	124
Total	8	13	6	0	27	40	87	2	0	129	15	8	47	0	70	2	131	19	0	152	378
04:00 PM	1	3	1	0	5	16	26	1	0	43	5	5	11	0	21	1	33	1	0	35	104
04:15 PM	2	4	0	0	6	16	28	1	0	45	6	4	14	0	24	0	25	12	0	37	112
04:30 PM	0	2	3	0	5	9	28	0	0	37	7	7	17	0	31	0	21	9	0	30	103
04:45 PM	2	3	0	0	5	15	31	1	0	47	3	2	10	0	15	3	39	6	0	48	115
Total	5	12	4	0	21	56	113	3	0	172	21	18	52	0	91	4	118	28	0	150	434
05:00 PM	1	1	1	0	3	8	15	6	0	29	5	2	8	0	15	2	26	6	0	34	81
05:15 PM	0	2	0	0	2	13	26	0	0	39	5	2	8	0	15	1	17	4	0	22	78
05:30 PM	0	0	1	0	1	7	14	1	0	22	4	3	9	0	16	3	30	10	0	43	82
05:45 PM	0	2	0	0	2	5	21	2	0	28	4	1	7	0	12	3	26	5	0	34	76
Total	1	5	2	0	8	33	76	9	0	118	18	8	32	0	58	9	99	25	0	133	317
Grand Total	15	34	13	0	62	156	342	15	0	513	58	36	149	0	243	16	422	83	0	521	1339
Apprch %	24.2	54.8	21.0	0.0		30.4	66.7	2.9	0.0		23.9	14.8	61.3	0.0		3.1	81.0	15.9	0.0		
Total %	1.1	2.5	1.0	0.0	4.6	11.7	25.5	1.1	0.0	38.3	4.3	2.7	11.1	0.0	18.1	1.2	31.5	6.2	0.0	38.9	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

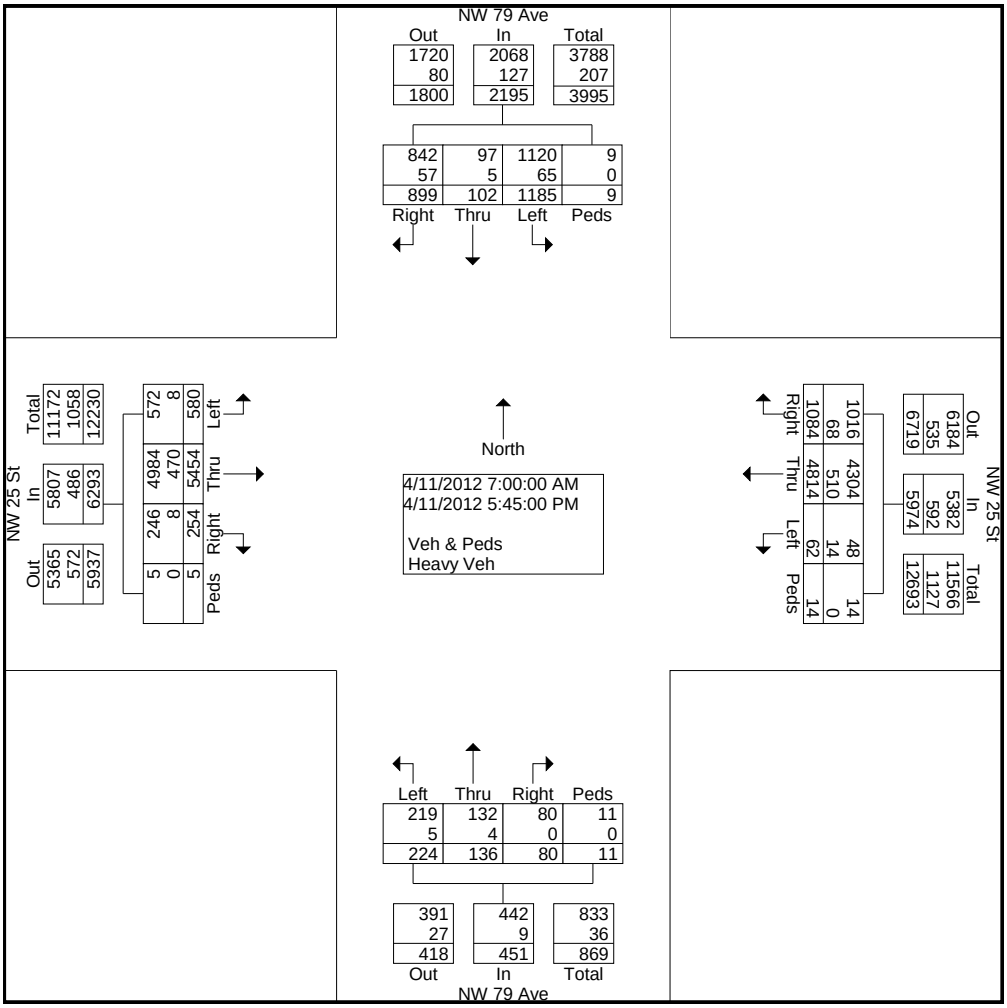
File Name : NW 25 St at NW 79 Ave
Site Code : 00000000
Start Date : 4/11/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 79 Ave Southbound					NW 25 St Westbound					NW 79 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	13	5	15	0	33	2	282	38	3	325	5	4	0	0	9	23	232	10	1	266	633
07:15 AM	15	3	15	0	33	1	284	64	1	350	9	6	1	0	16	30	271	7	1	309	708
07:30 AM	29	3	24	0	56	3	357	53	1	414	11	6	0	0	17	43	301	12	0	356	843
07:45 AM	37	5	18	0	60	0	355	69	0	424	15	7	2	0	24	61	278	15	1	355	863
Total	94	16	72	0	182	6	1278	224	5	1513	40	23	3	0	66	157	1082	44	3	1286	3047
08:00 AM	43	5	30	1	79	6	324	72	1	403	18	12	5	0	35	35	327	18	1	381	898
08:15 AM	42	4	27	0	73	7	368	81	1	457	10	17	3	0	30	46	361	23	0	430	990
08:30 AM	62	15	41	0	118	3	334	117	1	455	17	12	6	2	37	47	362	23	0	432	1042
08:45 AM	42	10	43	0	95	7	327	110	0	444	30	19	5	0	54	39	328	17	0	384	977
Total	189	34	141	1	365	23	1353	380	3	1759	75	60	19	2	156	167	1378	81	1	1627	3907
04:00 PM	105	9	63	3	180	4	321	76	0	401	18	2	10	0	30	25	307	6	0	338	949
04:15 PM	116	6	83	0	205	4	280	67	0	351	10	9	3	0	22	22	312	16	0	350	928
04:30 PM	114	8	92	0	214	5	269	51	0	325	13	6	5	1	25	32	389	7	0	428	992
04:45 PM	138	9	74	0	221	1	252	69	0	322	9	9	7	0	25	30	402	8	0	440	1008
Total	473	32	312	3	820	14	1122	263	0	1399	50	26	25	1	102	109	1410	37	0	1556	3877
05:00 PM	117	7	94	3	221	6	312	47	0	365	16	5	10	1	32	29	451	9	0	489	1107
05:15 PM	113	6	90	1	210	3	277	68	1	349	15	7	4	1	27	33	414	15	0	462	1048
05:30 PM	90	4	100	1	195	6	232	47	3	288	18	6	12	4	40	34	333	5	0	372	895
05:45 PM	109	3	90	0	202	4	240	55	2	301	10	9	7	2	28	51	386	63	1	501	1032
Total	429	20	374	5	828	19	1061	217	6	1303	59	27	33	8	127	147	1584	92	1	1824	4082
Grand Total	1185	102	899	9	2195	62	4814	1084	14	5974	224	136	80	11	451	580	5454	254	5	6293	14913
Apprch %	54.0	4.6	41.0	0.4		1.0	80.6	18.1	0.2		49.7	30.2	17.7	2.4		9.2	86.7	4.0	0.1		
Total %	7.9	0.7	6.0	0.1	14.7	0.4	32.3	7.3	0.1	40.1	1.5	0.9	0.5	0.1	3.0	3.9	36.6	1.7	0.0	42.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

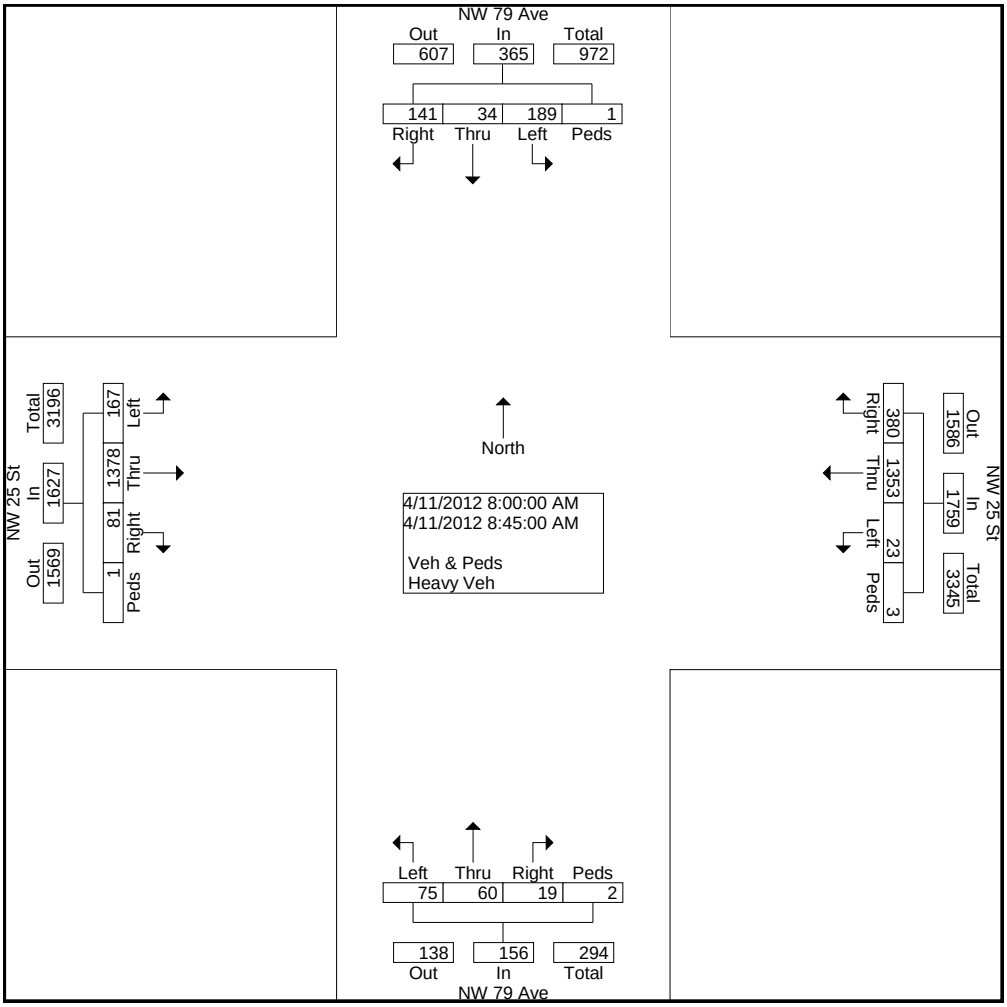
File Name : NW 25 St at NW 79 Ave
Site Code : 00000000
Start Date : 4/11/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 79 Ave
Site Code : 00000000
Start Date : 4/11/2012
Page No : 3

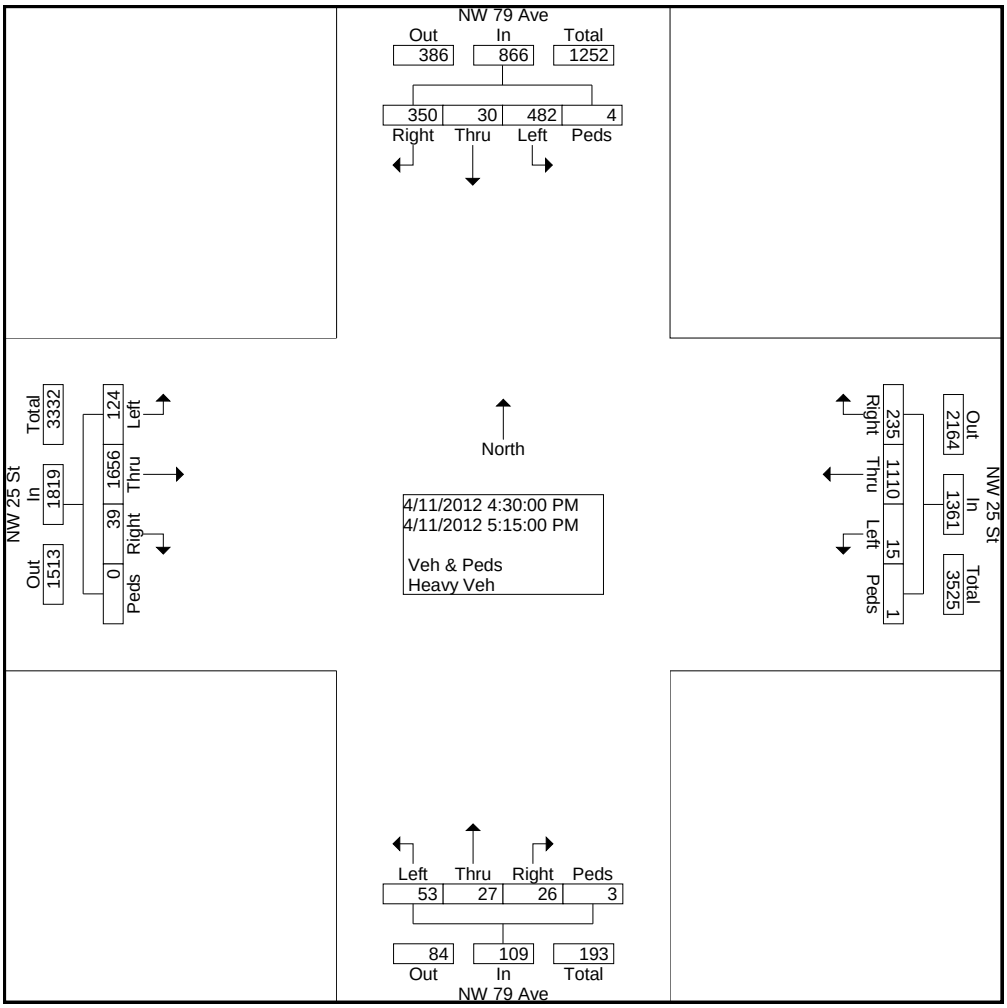
	NW 79 Ave Southbound					NW 25 St Westbound					NW 79 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	189	34	141	1	365	23	1353	380	3	1759	75	60	19	2	156	167	1378	81	1	1627	3907
Percent	51.8	9.3	38.6	0.3		1.3	76.9	21.6	0.2		48.1	38.5	12.2	1.3		10.3	84.7	5.0	0.1		
08:30 Volume	62	15	41	0	118	3	334	117	1	455	17	12	6	2	37	47	362	23	0	432	1042
Peak Factor																					0.937
High Int.	08:30 AM					08:15 AM					08:45 AM					08:30 AM					
Volume	62	15	41	0	118	7	368	81	1	457	30	19	5	0	54	47	362	23	0	432	
Peak Factor					0.773					0.962					0.722					0.942	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at NW 79 Ave
Site Code : 00000000
Start Date : 4/11/2012
Page No : 4

	NW 79 Ave Southbound					NW 25 St Westbound					NW 79 Ave Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	482	30	350	4	866	15	1110	235	1	1361	53	27	26	3	109	124	1656	39	0	1819	4155
Percent	55.7	3.5	40.4	0.5		1.1	81.6	17.3	0.1		48.6	24.8	23.9	2.8		6.8	91.0	2.1	0.0		
05:00 Volume	117	7	94	3	221	6	312	47	0	365	16	5	10	1	32	29	451	9	0	489	1107
Peak Factor																					0.938
High Int.	04:45 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	138	9	74	0	221	6	312	47	0	365	16	5	10	1	32	29	451	9	0	489	
Peak Factor					0.980					0.932					0.852					0.930	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at NW 79 Ave
Site Code : 00000000
Start Date : 4/11/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 79 Ave From North					NW 25 St From East					NW 79 Ave From South					NW 25 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	1	0	2	1	26	0	0	27	0	0	0	0	0	0	22	0	0	22	51
07:15 AM	3	0	2	0	5	1	22	0	0	23	0	0	1	0	1	0	27	0	0	27	56
07:30 AM	3	0	2	0	5	3	22	0	0	25	0	0	0	0	0	0	11	0	0	11	41
07:45 AM	1	0	1	0	2	1	27	0	0	28	0	0	0	0	0	0	10	0	0	10	40
Total	8	0	6	0	14	6	97	0	0	103	0	0	1	0	1	0	70	0	0	70	188
08:00 AM	4	1	2	0	7	4	28	1	0	33	0	0	0	0	0	0	33	0	0	33	73
08:15 AM	1	0	4	0	5	1	30	1	0	32	0	0	0	0	0	0	48	1	0	49	86
08:30 AM	3	0	7	0	10	7	28	1	0	36	0	0	1	0	1	0	52	0	0	52	99
08:45 AM	5	0	1	0	6	6	38	1	0	45	0	0	0	0	0	1	50	0	0	51	102
Total	13	1	14	0	28	18	124	4	0	146	0	0	1	0	1	1	183	1	0	185	360
04:00 PM	6	0	3	0	9	8	51	1	0	60	0	0	3	0	3	0	16	1	0	17	89
04:15 PM	7	2	5	0	14	5	51	1	0	57	0	1	0	0	1	1	19	0	0	20	92
04:30 PM	4	0	5	0	9	2	36	3	0	41	0	0	0	0	0	0	31	2	0	33	83
04:45 PM	6	1	7	0	14	10	33	1	0	44	0	2	0	0	2	1	45	1	0	47	107
Total	23	3	20	0	46	25	171	6	0	202	0	3	3	0	6	2	111	4	0	117	371
05:00 PM	3	0	5	0	8	6	41	1	0	48	0	1	0	0	1	0	30	1	0	31	88
05:15 PM	3	1	3	0	7	2	36	1	0	39	0	0	0	0	0	1	32	1	0	34	80
05:30 PM	3	0	11	0	14	4	23	2	0	29	0	0	0	0	0	0	27	1	0	28	71
05:45 PM	4	0	6	0	10	7	18	0	0	25	0	0	0	0	0	4	17	0	0	21	56
Total	13	1	25	0	39	19	118	4	0	141	0	1	0	0	1	5	106	3	0	114	295
Grand Total	57	5	65	0	127	68	510	14	0	592	0	4	5	0	9	8	470	8	0	486	1214
Apprch %	44.9	3.9	51.2	0.0		11.5	86.1	2.4	0.0		0.0	44.4	55.6	0.0		1.6	96.7	1.6	0.0		
Total %	4.7	0.4	5.4	0.0	10.5	5.6	42.0	1.2	0.0	48.8	0.0	0.3	0.4	0.0	0.7	0.7	38.7	0.7	0.0	40.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

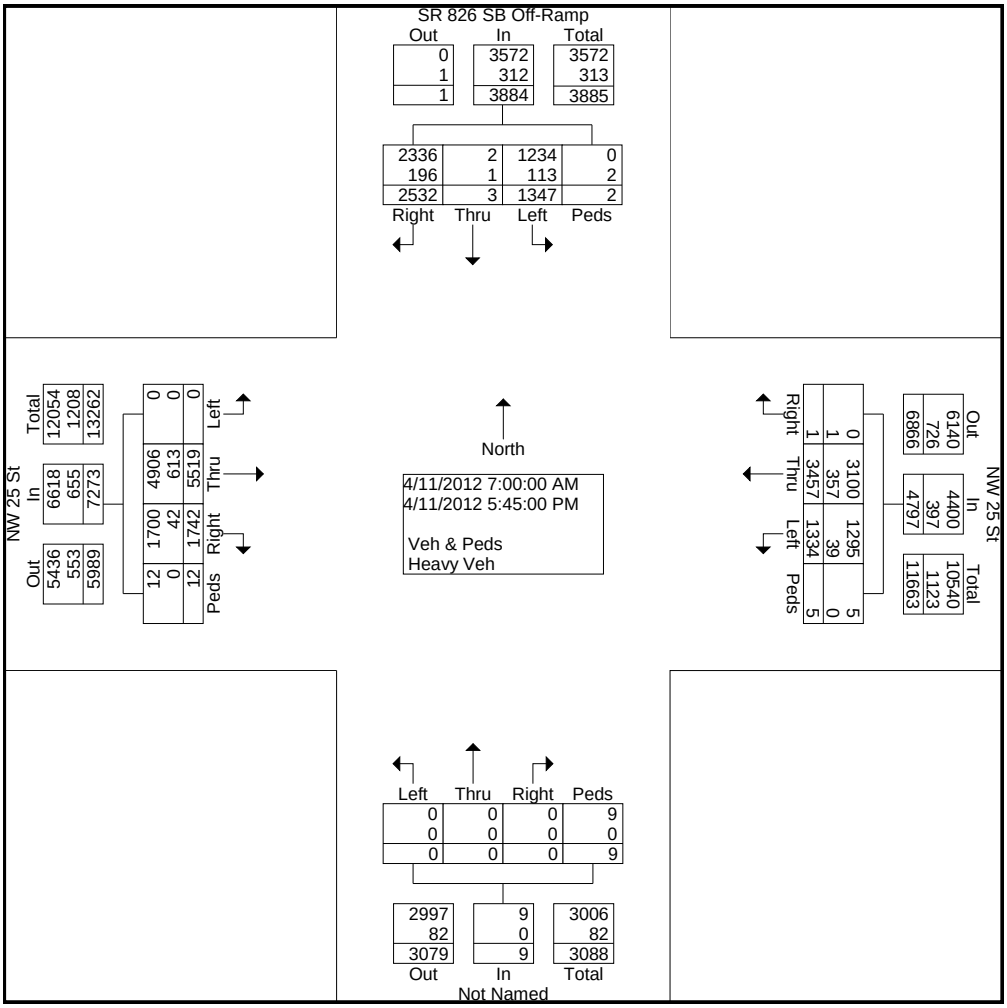
File Name : NW 25 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	SR 826 SB Off-Ramp Southbound					NW 25 St Westbound					Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	103	0	212	0	315	7	114	0	0	121	0	0	0	1	1	0	207	29	1	237	674
07:15 AM	110	0	207	0	317	8	146	0	0	154	0	0	0	1	1	0	258	44	0	302	774
07:30 AM	85	0	240	0	325	13	173	0	0	186	0	0	0	1	1	0	315	51	0	366	878
07:45 AM	135	0	235	0	370	26	170	0	0	196	0	0	0	1	1	0	290	50	0	340	907
Total	433	0	894	0	1327	54	603	0	0	657	0	0	0	4	4	0	1070	174	1	1245	3233
08:00 AM	132	0	225	0	357	47	191	0	2	240	0	0	0	5	5	0	296	54	0	350	952
08:15 AM	156	0	246	0	402	29	236	0	0	265	0	0	0	0	0	0	310	67	1	378	1045
08:30 AM	135	0	242	0	377	21	229	0	2	252	0	0	0	0	0	0	336	81	2	419	1048
08:45 AM	86	0	207	0	293	9	258	0	1	268	0	0	0	0	0	0	365	46	3	414	975
Total	509	0	920	0	1429	106	914	0	5	1025	0	0	0	5	5	0	1307	248	6	1561	4020
04:00 PM	63	1	119	0	183	106	254	0	0	360	0	0	0	0	0	0	262	194	1	457	1000
04:15 PM	71	0	107	1	179	133	248	1	0	382	0	0	0	0	0	0	299	164	0	463	1024
04:30 PM	40	1	109	0	150	156	230	0	0	386	0	0	0	0	0	0	357	186	1	544	1080
04:45 PM	56	1	78	1	136	153	229	0	0	382	0	0	0	0	0	0	384	179	1	564	1082
Total	230	3	413	2	648	548	961	1	0	1510	0	0	0	0	0	0	1302	723	3	2028	4186
05:00 PM	58	0	93	0	151	166	265	0	0	431	0	0	0	0	0	0	474	167	1	642	1224
05:15 PM	33	0	72	0	105	135	263	0	0	398	0	0	0	0	0	0	396	94	1	491	994
05:30 PM	48	0	73	0	121	215	220	0	0	435	0	0	0	0	0	0	493	149	0	642	1198
05:45 PM	36	0	67	0	103	110	231	0	0	341	0	0	0	0	0	0	477	187	0	664	1108
Total	175	0	305	0	480	626	979	0	0	1605	0	0	0	0	0	0	1840	597	2	2439	4524
Grand Total	1347	3	2532	2	3884	1334	3457	1	5	4797	0	0	0	9	9	0	5519	1742	12	7273	15963
Apprch %	34.7	0.1	65.2	0.1		27.8	72.1	0.0	0.1		0.0	0.0	0.0	100.0		0.0	75.9	24.0	0.2		
Total %	8.4	0.0	15.9	0.0	24.3	8.4	21.7	0.0	0.0	30.1	0.0	0.0	0.0	0.1	0.1	0.0	34.6	10.9	0.1	45.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

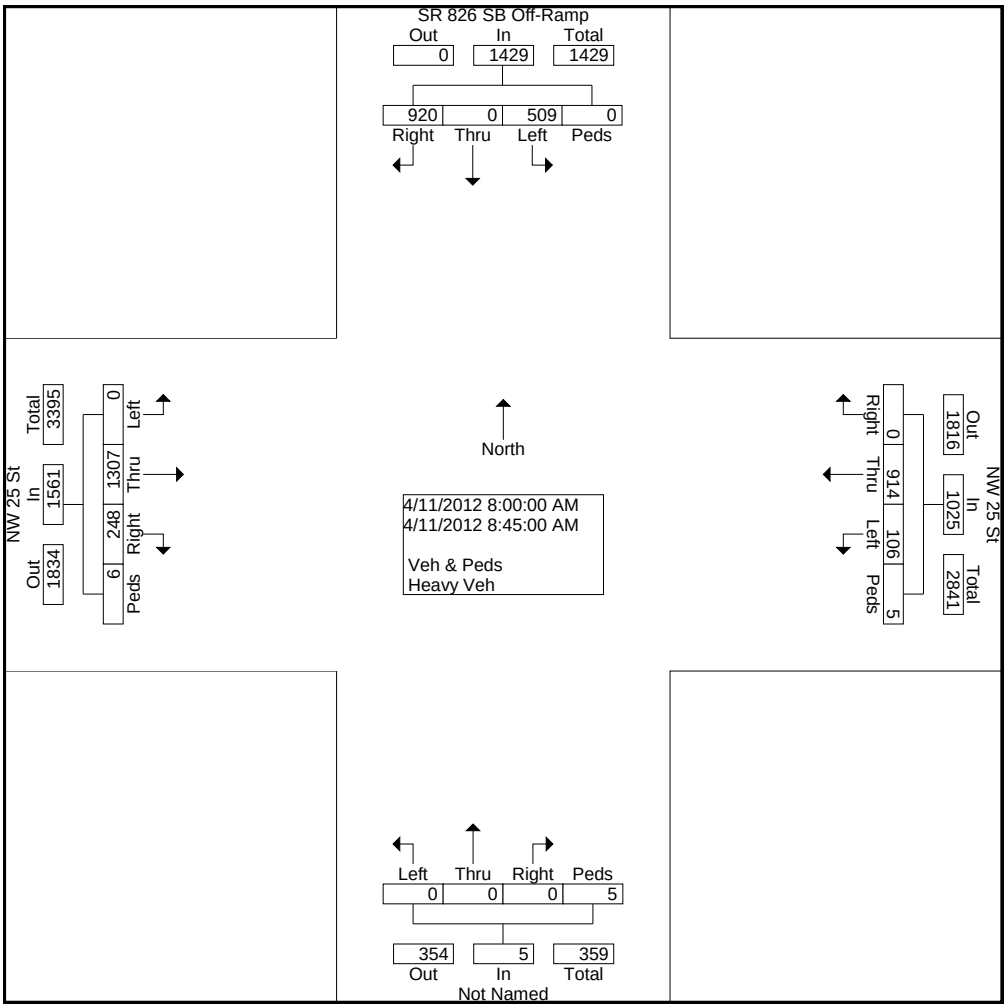
File Name : NW 25 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 3

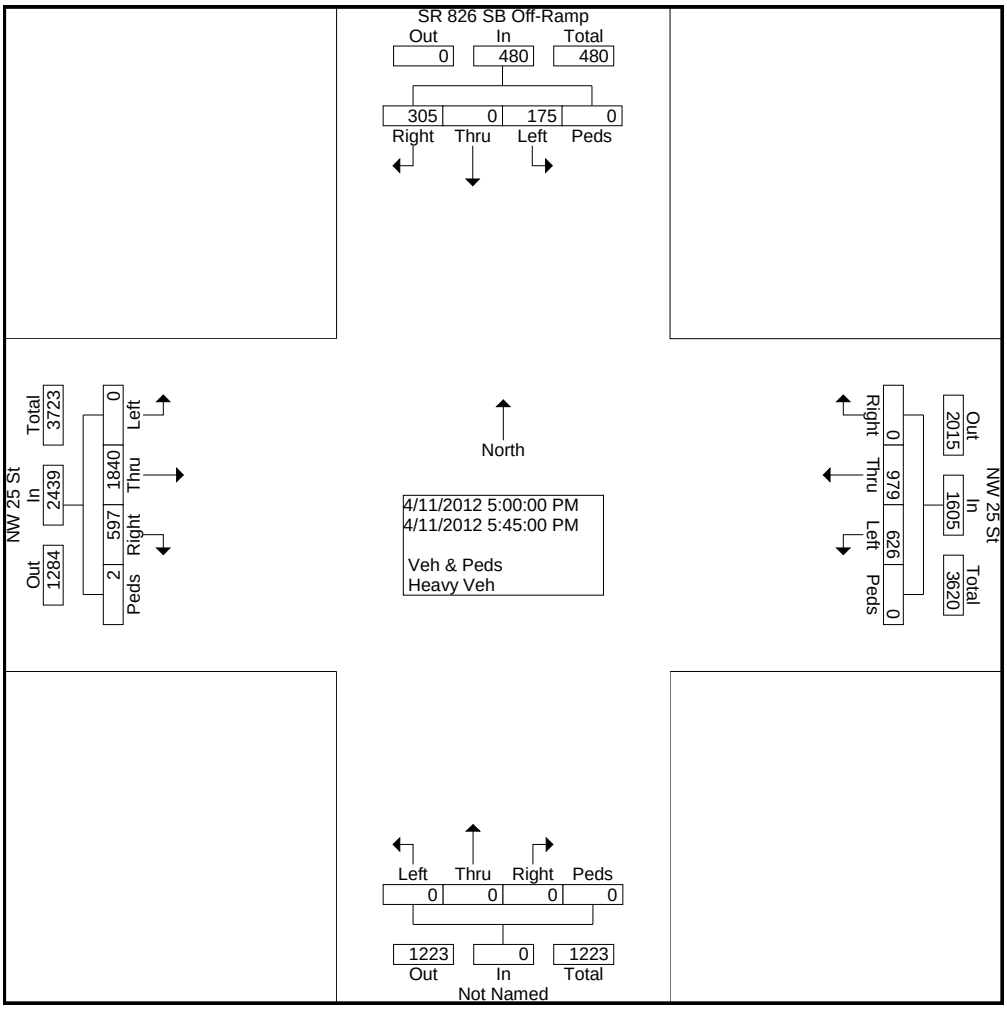
	SR 826 SB Off-Ramp Southbound					NW 25 St Westbound					Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	509	0	920	0	1429	106	914	0	5	1025	0	0	0	5	5	0	1307	248	6	1561	4020
Percent	35.6	0.0	64.4	0.0		10.3	89.2	0.0	0.5		0.0	0.0	0.0	100.0		0.0	83.7	15.9	0.4		
08:30 Volume	135	0	242	0	377	21	229	0	2	252	0	0	0	0	0	0	336	81	2	419	1048
Peak Factor																					0.959
High Int.	08:15 AM					08:45 AM					08:00 AM					08:30 AM					
Volume	156	0	246	0	402	9	258	0	1	268	0	0	0	5	5	0	336	81	2	419	
Peak Factor					0.889					0.956					0.250					0.931	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 4

	SR 826 SB Off-Ramp Southbound					NW 25 St Westbound					Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 08:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	175	0	305	0	480	626	979	0	0	1605	0	0	0	0	0	0	1840	597	2	2439	4524
Percent	36.5	0.0	63.5	0.0		39.0	61.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.4	24.5	0.1		
05:00 Volume	58	0	93	0	151	166	265	0	0	431	0	0	0	0	0	0	474	167	1	642	1224
Peak Factor																					0.924
High Int.	05:00 PM					05:30 PM										05:45 PM					
Volume	58	0	93	0	151	215	220	0	0	435	0	0	0	0	0	0	477	187	0	664	
Peak Factor					0.795					0.922										0.918	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 1

Groups Printed- Heavy Veh

	SR 826 SB Off-Ramp Southbound					NW 25 St Westbound					Northbound					NW 25 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	8	0	12	0	20	2	7	0	0	9	0	0	0	0	0	0	23	1	0	24	53
07:15 AM	8	0	12	0	20	1	11	0	0	12	0	0	0	0	0	0	30	7	0	37	69
07:30 AM	5	0	7	0	12	1	9	0	0	10	0	0	0	0	0	0	31	4	0	35	57
07:45 AM	2	0	19	0	21	1	7	0	0	8	0	0	0	0	0	0	29	0	0	29	58
Total	23	0	50	0	73	5	34	0	0	39	0	0	0	0	0	0	113	12	0	125	237
08:00 AM	9	0	15	0	24	4	12	0	0	16	0	0	0	0	0	0	32	2	0	34	74
08:15 AM	9	0	18	0	27	2	13	0	0	15	0	0	0	0	0	0	47	3	0	50	92
08:30 AM	6	0	16	0	22	3	15	0	0	18	0	0	0	0	0	0	48	4	0	52	92
08:45 AM	1	0	15	0	16	5	21	0	0	26	0	0	0	0	0	0	65	5	0	70	112
Total	25	0	64	0	89	14	61	0	0	75	0	0	0	0	0	0	192	14	0	206	370
04:00 PM	8	0	15	0	23	4	36	0	0	40	0	0	0	0	0	0	33	1	0	34	97
04:15 PM	14	0	20	1	35	1	47	1	0	49	0	0	0	0	0	0	40	3	0	43	127
04:30 PM	9	0	11	0	20	0	32	0	0	32	0	0	0	0	0	0	37	2	0	39	91
04:45 PM	8	1	10	1	20	4	36	0	0	40	0	0	0	0	0	0	51	2	0	53	113
Total	39	1	56	2	98	9	151	1	0	161	0	0	0	0	0	0	161	8	0	169	428
05:00 PM	4	0	14	0	18	3	38	0	0	41	0	0	0	0	0	0	40	6	0	46	105
05:15 PM	6	0	7	0	13	6	33	0	0	39	0	0	0	0	0	0	36	0	0	36	88
05:30 PM	10	0	2	0	12	0	24	0	0	24	0	0	0	0	0	0	39	2	0	41	77
05:45 PM	6	0	3	0	9	2	16	0	0	18	0	0	0	0	0	0	32	0	0	32	59
Total	26	0	26	0	52	11	111	0	0	122	0	0	0	0	0	0	147	8	0	155	329
Grand Total	113	1	196	2	312	39	357	1	0	397	0	0	0	0	0	0	613	42	0	655	1364
Apprch %	36.2	0.3	62.8	0.6		9.8	89.9	0.3	0.0		0.0	0.0	0.0	0.0		0.0	93.6	6.4	0.0		
Total %	8.3	0.1	14.4	0.1	22.9	2.9	26.2	0.1	0.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	44.9	3.1	0.0	48.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

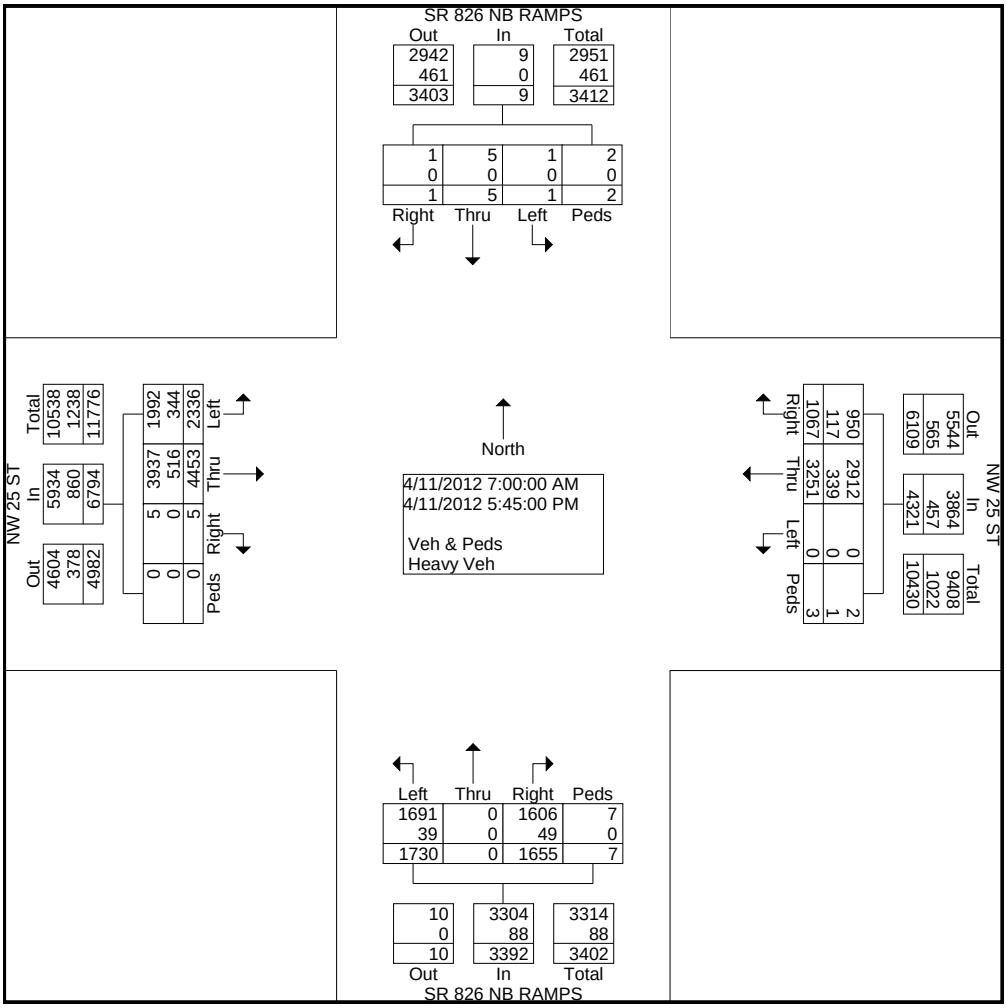
File Name : NW 25 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	SR 826 NB RAMPS Southbound					NW 25 ST Westbound					SR 826 NB RAMPS Northbound					NW 25 ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	1	0	2	0	69	16	0	85	38	0	49	0	87	140	194	0	0	334	508
07:15 AM	0	0	0	0	0	0	70	24	0	94	105	0	86	2	193	144	249	0	0	393	680
07:30 AM	0	0	0	0	0	0	99	24	0	123	133	0	91	0	224	141	296	0	0	437	784
07:45 AM	0	5	0	0	5	0	112	28	0	140	145	0	127	1	273	129	360	5	0	494	912
Total	1	5	1	0	7	0	350	92	0	442	421	0	353	3	777	554	1099	5	0	1658	2884
08:00 AM	0	0	0	0	0	0	106	33	0	139	151	0	128	0	279	130	364	0	0	494	912
08:15 AM	0	0	0	0	0	0	109	28	0	137	171	0	119	0	290	123	353	0	0	476	903
08:30 AM	0	0	0	0	0	0	137	49	0	186	193	0	132	0	325	130	373	0	0	503	1014
08:45 AM	0	0	0	0	0	0	137	52	1	190	203	0	152	0	355	107	334	0	0	441	986
Total	0	0	0	0	0	0	489	162	1	652	718	0	531	0	1249	490	1424	0	0	1914	3815
04:00 PM	0	0	0	0	0	0	276	95	0	371	100	0	74	0	174	142	245	0	0	387	932
04:15 PM	0	0	0	0	0	0	272	75	0	347	85	0	116	0	201	131	220	0	0	351	899
04:30 PM	0	0	0	1	1	0	286	89	0	375	68	0	97	0	165	181	209	0	0	390	931
04:45 PM	0	0	0	1	1	0	285	134	0	419	75	0	91	0	166	179	275	0	0	454	1040
Total	0	0	0	2	2	0	1119	393	0	1512	328	0	378	0	706	633	949	0	0	1582	3802
05:00 PM	0	0	0	0	0	0	368	111	0	479	57	0	78	0	135	181	263	0	0	444	1058
05:15 PM	0	0	0	0	0	0	363	99	0	462	64	0	103	3	170	151	230	0	0	381	1013
05:30 PM	0	0	0	0	0	0	318	124	1	443	54	0	104	0	158	139	233	0	0	372	973
05:45 PM	0	0	0	0	0	0	244	86	1	331	88	0	108	1	197	188	255	0	0	443	971
Total	0	0	0	0	0	0	1293	420	2	1715	263	0	393	4	660	659	981	0	0	1640	4015
Grand Total	1	5	1	2	9	0	3251	1067	3	4321	1730	0	1655	7	3392	2336	4453	5	0	6794	14516
Apprch %	11.1	55.6	11.1	22.2		0.0	75.2	24.7	0.1		51.0	0.0	48.8	0.2		34.4	65.5	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.0	22.4	7.4	0.0	29.8	11.9	0.0	11.4	0.0	23.4	16.1	30.7	0.0	0.0	46.8	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

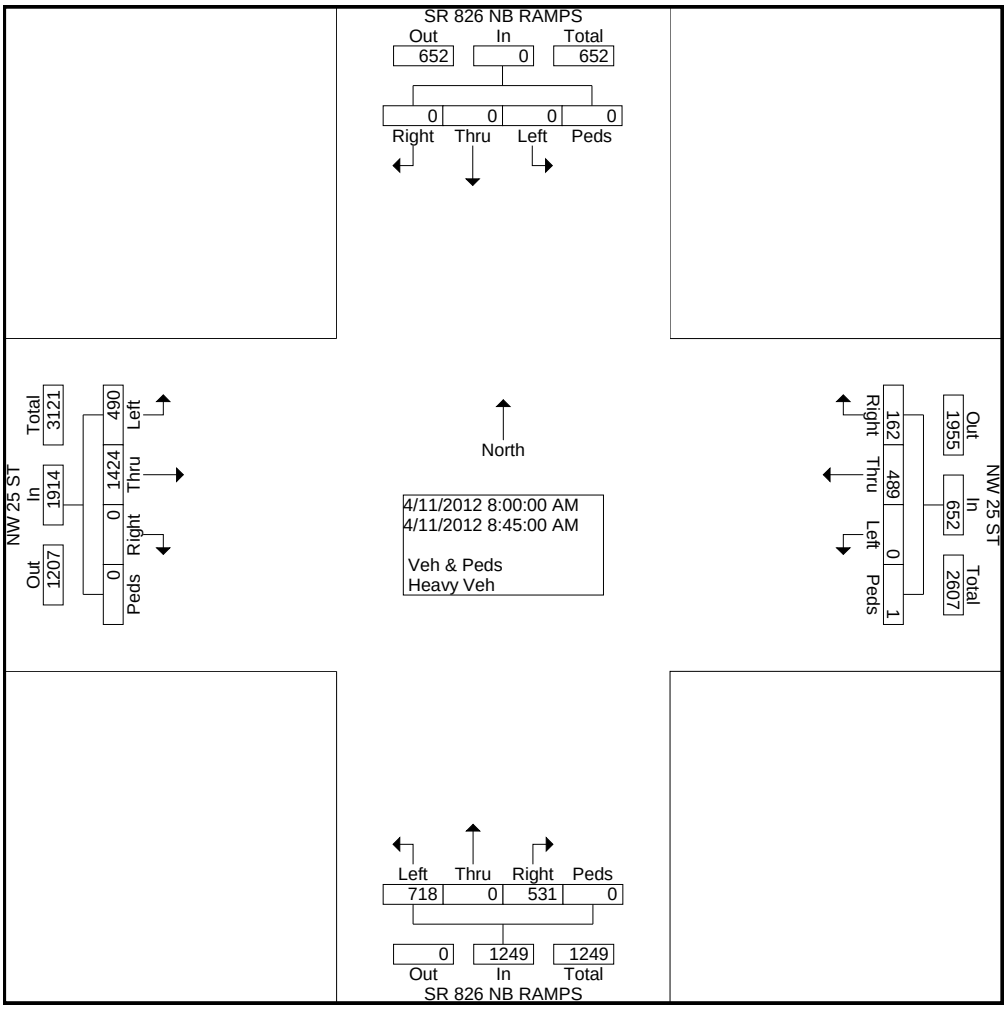
File Name : NW 25 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 3

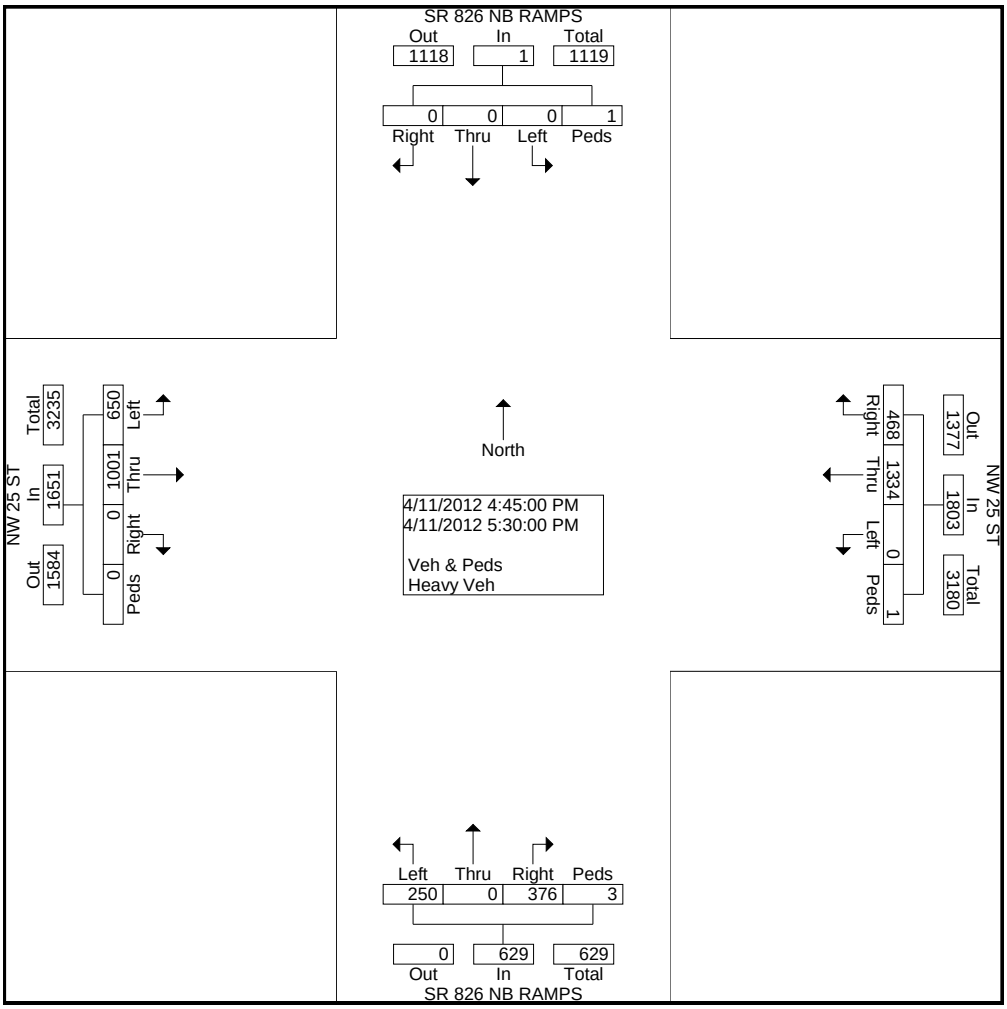
	SR 826 NB RAMPS Southbound					NW 25 ST Westbound					SR 826 NB RAMPS Northbound					NW 25 ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	0	0	0	0	0	489	162	1	652	718	0	531	0	1249	490	1424	0	0	1914	3815
Percent	0.0	0.0	0.0	0.0		0.0	75.0	24.8	0.2		57.5	0.0	42.5	0.0		25.6	74.4	0.0	0.0		
08:30 Volume	0	0	0	0	0	0	137	49	0	186	193	0	132	0	325	130	373	0	0	503	1014
Peak Factor																					0.941
High Int.	6:45:00 AM					08:45 AM					08:45 AM					08:30 AM					
Volume	0	0	0	0	0	0	137	52	1	190	203	0	152	0	355	130	373	0	0	503	
Peak Factor										0.858					0.880					0.951	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 25 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 4

	SR 826 NB RAMPS Southbound					NW 25 ST Westbound					SR 826 NB RAMPS Northbound					NW 25 ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	0	0	1	1	0	1334	468	1	1803	250	0	376	3	629	650	1001	0	0	1651	4084
Percent	0.0	0.0	0.0	100.0		0.0	74.0	26.0	0.1		39.7	0.0	59.8	0.5		39.4	60.6	0.0	0.0		
05:00 Volume	0	0	0	0	0	0	368	111	0	479	57	0	78	0	135	181	263	0	0	444	1058
Peak Factor																					0.965
High Int.	04:45 PM					05:00 PM					05:15 PM					04:45 PM					
Volume	0	0	0	1	1	0	368	111	0	479	64	0	103	3	170	179	275	0	0	454	
Peak Factor					0.250					0.941					0.925					0.909	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 25 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 4/11/2012
Page No : 1

Groups Printed- Heavy Veh

	SR 826 NB RAMPS From North					NW 25 ST From East					SR 826 NB RAMPS From South					NW 25 ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	3	11	0	0	14	0	0	2	0	2	0	11	24	0	35	51
07:15 AM	0	0	0	0	0	5	9	0	0	14	2	0	0	0	2	0	19	32	0	51	67
07:30 AM	0	0	0	0	0	4	12	0	0	16	0	0	1	0	1	0	20	29	0	49	66
07:45 AM	0	0	0	0	0	1	8	0	0	9	3	0	2	0	5	0	13	26	0	39	53
Total	0	0	0	0	0	13	40	0	0	53	5	0	5	0	10	0	63	111	0	174	237
08:00 AM	0	0	0	0	0	9	10	0	0	19	2	0	4	0	6	0	33	39	0	72	97
08:15 AM	0	0	0	0	0	7	9	0	0	16	3	0	0	0	3	0	27	52	0	79	98
08:30 AM	0	0	0	0	0	6	14	0	0	20	1	0	0	0	1	0	35	38	0	73	94
08:45 AM	0	0	0	0	0	24	27	0	0	51	6	0	4	0	10	0	30	30	0	60	121
Total	0	0	0	0	0	46	60	0	0	106	12	0	8	0	20	0	125	159	0	284	410
04:00 PM	0	0	0	0	0	9	35	0	0	44	3	0	5	0	8	0	33	20	0	53	105
04:15 PM	0	0	0	0	0	2	42	0	0	44	4	0	5	0	9	0	43	2	0	45	98
04:30 PM	0	0	0	0	0	3	27	0	0	30	4	0	4	0	8	0	38	16	0	54	92
04:45 PM	0	0	0	0	0	5	30	0	0	35	5	0	6	0	11	0	56	8	0	64	110
Total	0	0	0	0	0	19	134	0	0	153	16	0	20	0	36	0	170	46	0	216	405
05:00 PM	0	0	0	0	0	7	40	0	0	47	4	0	1	0	5	0	34	7	0	41	93
05:15 PM	0	0	0	0	0	11	31	0	0	42	5	0	1	0	6	0	33	9	0	42	90
05:30 PM	0	0	0	0	0	16	18	0	1	35	2	0	2	0	4	0	45	5	0	50	89
05:45 PM	0	0	0	0	0	5	16	0	0	21	5	0	2	0	7	0	46	7	0	53	81
Total	0	0	0	0	0	39	105	0	1	145	16	0	6	0	22	0	158	28	0	186	353
Grand Total	0	0	0	0	0	117	339	0	1	457	49	0	39	0	88	0	516	344	0	860	1405
Apprch %	0.0	0.0	0.0	0.0		25.6	74.2	0.0	0.2		55.7	0.0	44.3	0.0		0.0	60.0	40.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.3	24.1	0.0	0.1	32.5	3.5	0.0	2.8	0.0	6.3	0.0	36.7	24.5	0.0	61.2	

NW 36/41 Street Corridor

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

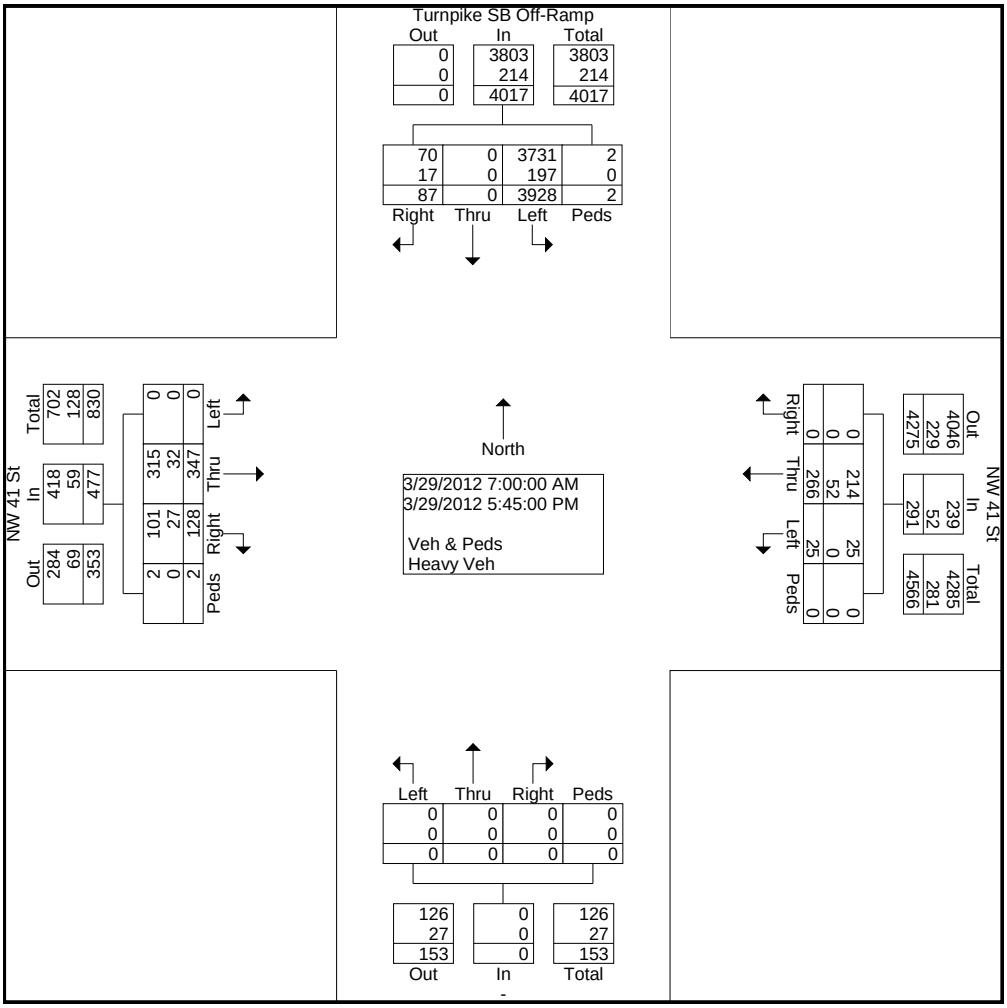
File Name : NW 41 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 3/29/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	Turnpike SB Off-Ramp Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	285	0	11	0	296	0	34	0	0	34	0	0	0	0	0	0	20	10	0	30	360
07:15 AM	289	0	5	0	294	0	25	0	0	25	0	0	0	0	0	0	24	5	0	29	348
07:30 AM	309	0	23	1	333	2	45	0	0	47	0	0	0	0	0	0	9	9	0	18	398
07:45 AM	370	0	20	0	390	5	59	0	0	64	0	0	0	0	0	0	13	9	0	22	476
Total	1253	0	59	1	1313	7	163	0	0	170	0	0	0	0	0	0	66	33	0	99	1582
08:00 AM	435	0	5	1	441	1	12	0	0	13	0	0	0	0	0	0	20	6	2	28	482
08:15 AM	486	0	7	0	493	1	11	0	0	12	0	0	0	0	0	0	32	6	0	38	543
08:30 AM	378	0	3	0	381	1	20	0	0	21	0	0	0	0	0	0	18	10	0	28	430
08:45 AM	521	0	3	0	524	7	20	0	0	27	0	0	0	0	0	0	16	1	0	17	568
Total	1820	0	18	1	1839	10	63	0	0	73	0	0	0	0	0	0	86	23	2	111	2023
04:00 PM	87	0	1	0	88	1	12	0	0	13	0	0	0	0	0	0	49	11	0	60	161
04:15 PM	81	0	1	0	82	2	3	0	0	5	0	0	0	0	0	0	32	5	0	37	124
04:30 PM	84	0	0	0	84	1	2	0	0	3	0	0	0	0	0	0	28	12	0	40	127
04:45 PM	100	0	1	0	101	1	8	0	0	9	0	0	0	0	0	0	13	9	0	22	132
Total	352	0	3	0	355	5	25	0	0	30	0	0	0	0	0	0	122	37	0	159	544
05:00 PM	108	0	0	0	108	0	3	0	0	3	0	0	0	0	0	0	41	22	0	63	174
05:15 PM	115	0	1	0	116	0	2	0	0	2	0	0	0	0	0	0	13	8	0	21	139
05:30 PM	141	0	6	0	147	1	6	0	0	7	0	0	0	0	0	0	3	3	0	6	160
05:45 PM	139	0	0	0	139	2	4	0	0	6	0	0	0	0	0	0	16	2	0	18	163
Total	503	0	7	0	510	3	15	0	0	18	0	0	0	0	0	0	73	35	0	108	636
Grand Total	3928	0	87	2	4017	25	266	0	0	291	0	0	0	0	0	0	347	128	2	477	4785
Apprch %	97.8	0.0	2.2	0.0		8.6	91.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	72.7	26.8	0.4		
Total %	82.1	0.0	1.8	0.0	83.9	0.5	5.6	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	7.3	2.7	0.0	10.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

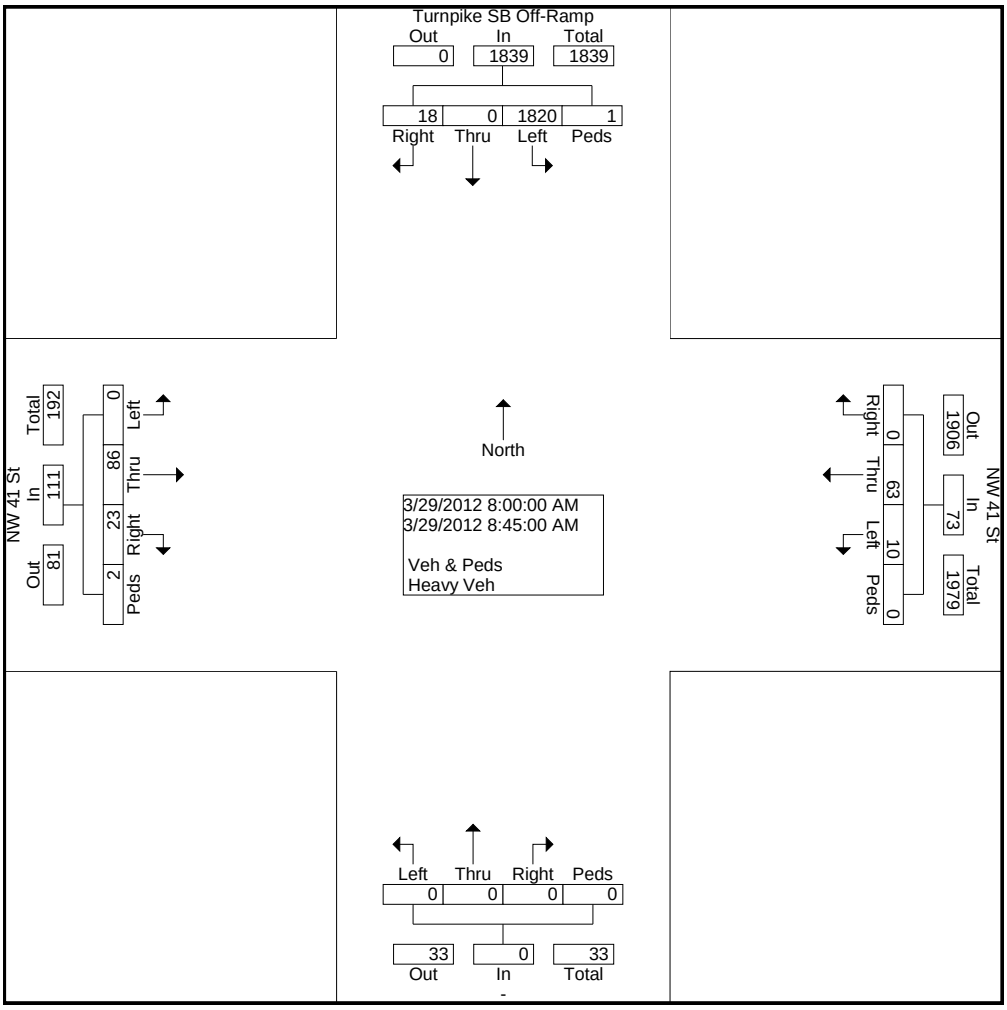
File Name : NW 41 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 3/29/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 3/29/2012
Page No : 3

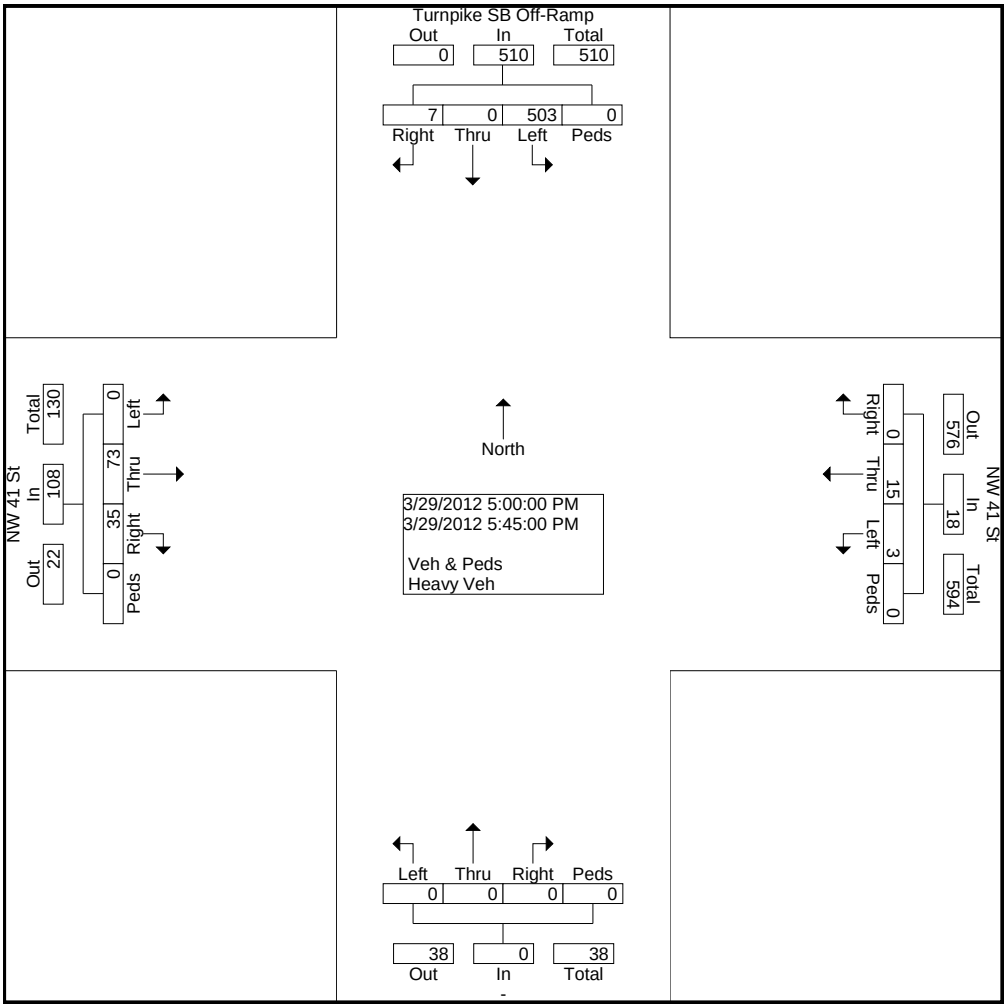
	Turnpike SB Off-Ramp Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	1820	0	18	1	1839	10	63	0	0	73	0	0	0	0	0	0	86	23	2	111	2023
Percent	99.0	0.0	1.0	0.1		13.7	86.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	77.5	20.7	1.8		
08:45 Volume	521	0	3	0	524	7	20	0	0	27	0	0	0	0	0	0	16	1	0	17	568
Peak Factor																					0.890
High Int.	08:45 AM					08:45 AM					6:45:00 AM					08:15 AM					
Volume	521	0	3	0	524	7	20	0	0	27	0	0	0	0	0	0	32	6	0	38	
Peak Factor					0.877					0.676										0.730	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 3/29/2012
Page No : 4

	Turnpike SB Off-Ramp Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	503	0	7	0	510	3	15	0	0	18	0	0	0	0	0	0	73	35	0	108	636
Percent	98.6	0.0	1.4	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	67.6	32.4	0.0		
05:00 Volume	108	0	0	0	108	0	3	0	0	3	0	0	0	0	0	0	41	22	0	63	174
Peak Factor																					0.914
High Int.	05:30 PM					05:30 PM										05:00 PM					
Volume	141	0	6	0	147	1	6	0	0	7	0	0	0	0	0	0	41	22	0	63	
Peak Factor					0.867					0.643										0.429	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at Turnpike SB Ramps
Site Code : 00000000
Start Date : 3/29/2012
Page No : 1

Groups Printed- Heavy Veh

	Turnpike SB Off-Ramp From North					NW 41 St From East					- From South					NW 41 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	3	0	8	0	11	0	13	0	0	13	0	0	0	0	0	1	2	0	0	3	27
07:15 AM	1	0	6	0	7	0	5	0	0	5	0	0	0	0	0	2	3	0	0	5	17
07:30 AM	1	0	6	0	7	0	7	0	0	7	0	0	0	0	0	5	3	0	0	8	22
07:45 AM	1	0	5	0	6	0	7	0	0	7	0	0	0	0	0	6	5	0	0	11	24
Total	6	0	25	0	31	0	32	0	0	32	0	0	0	0	0	14	13	0	0	27	90
08:00 AM	1	0	15	0	16	0	3	0	0	3	0	0	0	0	0	4	3	0	0	7	26
08:15 AM	1	0	16	0	17	0	4	0	0	4	0	0	0	0	0	3	3	0	0	6	27
08:30 AM	2	0	19	0	21	0	6	0	0	6	0	0	0	0	0	3	4	0	0	7	34
08:45 AM	1	0	21	0	22	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	31
Total	5	0	71	0	76	0	17	0	0	17	0	0	0	0	0	10	15	0	0	25	118
04:00 PM	0	0	12	0	12	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	16
04:15 PM	1	0	11	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
04:30 PM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
04:45 PM	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	1	0	41	0	42	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	48
05:00 PM	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
05:15 PM	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:30 PM	5	0	23	0	28	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	30
05:45 PM	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	12
Total	5	0	60	0	65	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	69
Grand Total	17	0	197	0	214	0	52	0	0	52	0	0	0	0	0	27	32	0	0	59	325
Apprch %	7.9	0.0	92.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		45.8	54.2	0.0	0.0		
Total %	5.2	0.0	60.6	0.0	65.8	0.0	16.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	8.3	9.8	0.0	0.0	18.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St E of Turnpike
Site Code : 00000000
Start Date : 3/29/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	- Southbound					NW 41 St Westbound					Turnpike NB Off-Ramp Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	74	54	0	128	21	0	204	0	225	10	303	0	0	313	666
07:15 AM	0	0	0	0	0	0	109	70	0	179	6	0	285	0	291	12	294	0	0	306	776
07:30 AM	0	0	0	0	0	0	153	98	0	251	16	0	268	0	284	4	315	0	0	319	854
07:45 AM	0	0	0	0	0	0	147	76	0	223	18	1	304	0	323	4	388	0	0	392	938
Total	0	0	0	0	0	0	483	298	0	781	61	1	1061	0	1123	30	1300	0	0	1330	3234
08:00 AM	0	0	0	0	0	0	133	94	0	227	9	0	309	0	318	8	427	0	0	435	980
08:15 AM	0	0	0	0	0	0	123	106	0	229	3	0	291	0	294	12	490	0	0	502	1025
08:30 AM	0	0	0	0	0	0	119	111	0	230	10	0	305	6	321	2	428	0	0	430	981
08:45 AM	0	0	0	0	0	0	104	83	1	188	8	0	308	1	317	4	479	0	0	483	988
Total	0	0	0	0	0	0	479	394	1	874	30	0	1213	7	1250	26	1824	0	0	1850	3974
04:00 PM	0	0	0	0	0	0	229	229	0	458	6	0	110	0	116	22	106	0	0	128	702
04:15 PM	0	0	0	0	0	0	245	225	0	470	9	0	118	0	127	13	102	0	0	115	712
04:30 PM	0	0	0	0	0	0	273	268	0	541	3	0	126	0	129	23	102	0	0	125	795
04:45 PM	0	0	0	0	0	0	243	313	0	556	4	0	135	0	139	13	106	0	0	119	814
Total	0	0	0	0	0	0	990	1035	0	2025	22	0	489	0	511	71	416	0	0	487	3023
05:00 PM	0	0	0	0	0	0	294	330	0	624	2	0	115	0	117	31	122	0	0	153	894
05:15 PM	0	0	0	0	0	0	280	292	0	572	5	0	117	2	124	7	108	0	0	115	811
05:30 PM	0	0	0	0	0	0	289	317	0	606	2	0	150	0	152	5	132	0	0	137	895
05:45 PM	0	0	0	0	0	0	251	332	0	583	5	0	125	0	130	3	128	0	0	131	844
Total	0	0	0	0	0	0	1114	1271	0	2385	14	0	507	2	523	46	490	0	0	536	3444
Grand Total	0	0	0	0	0	0	3066	2998	1	6065	127	1	3270	9	3407	173	4030	0	0	4203	13675
Apprch %	0.0	0.0	0.0	0.0		0.0	50.6	49.4	0.0		3.7	0.0	96.0	0.3		4.1	95.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	22.4	21.9	0.0	44.4	0.9	0.0	23.9	0.1	24.9	1.3	29.5	0.0	0.0	30.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St E of Turnpike
Site Code : 00000000
Start Date : 3/29/2012
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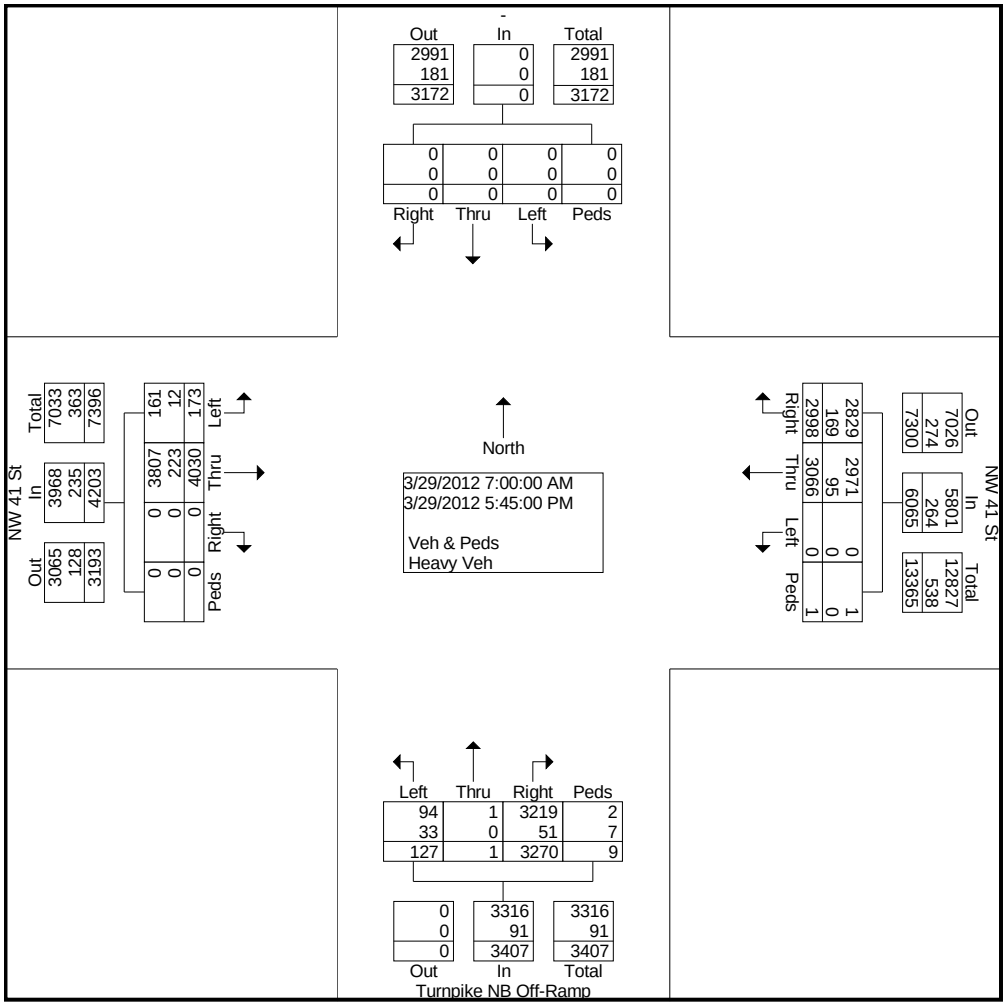
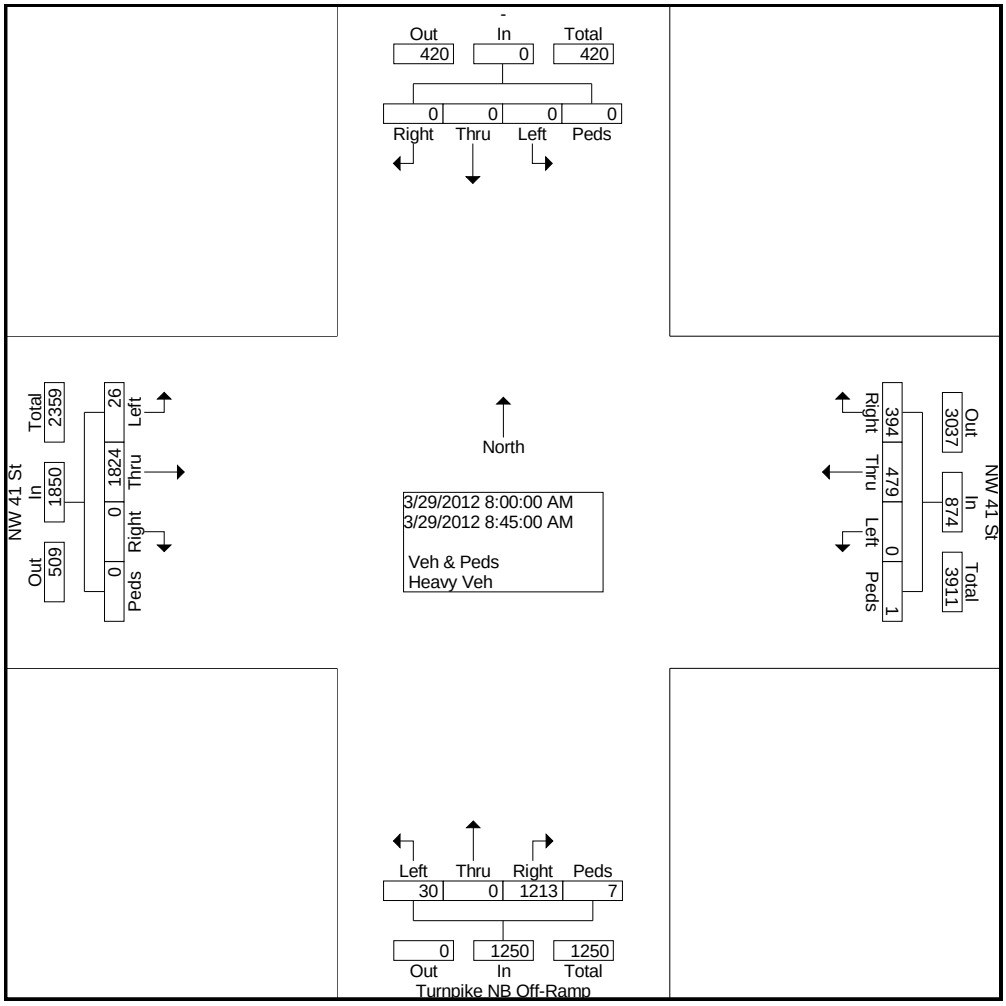


Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St E of Turnpike
Site Code : 00000000
Start Date : 3/29/2012
Page No : 3

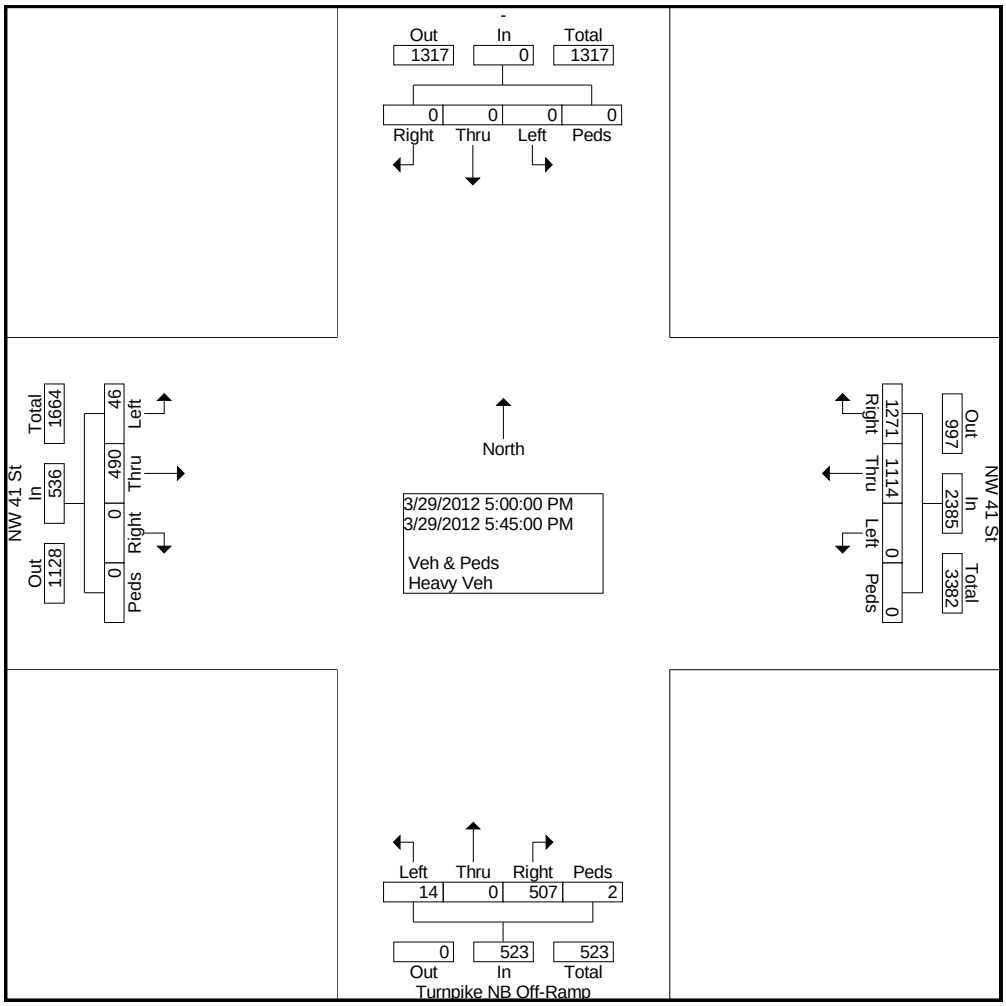
	- Southbound					NW 41 St Westbound					Turnpike NB Off-Ramp Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	0	0	0	0	0	479	394	1	874	30	0	1213	7	1250	26	1824	0	0	1850	3974
Percent	0.0	0.0	0.0	0.0		0.0	54.8	45.1	0.1		2.4	0.0	97.0	0.6		1.4	98.6	0.0	0.0		
08:15 Volume	0	0	0	0	0	0	123	106	0	229	3	0	291	0	294	12	490	0	0	502	1025
Peak Factor																					0.969
High Int.	6:45:00 AM					08:30 AM					08:30 AM					08:15 AM					
Volume	0	0	0	0	0	0	119	111	0	230	10	0	305	6	321	12	490	0	0	502	
Peak Factor										0.950					0.974					0.921	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St E of Turnpike
Site Code : 00000000
Start Date : 3/29/2012
Page No : 4

	- Southbound					NW 41 St Westbound					Turnpike NB Off-Ramp Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	0	1114	1271	0	2385	14	0	507	2	523	46	490	0	0	536	3444
Percent	0.0	0.0	0.0	0.0		0.0	46.7	53.3	0.0		2.7	0.0	96.9	0.4		8.6	91.4	0.0	0.0		
05:30 Volume	0	0	0	0	0	0	289	317	0	606	2	0	150	0	152	5	132	0	0	137	895
Peak Factor																					0.962
High Int.						05:00 PM					05:30 PM					05:00 PM					
Volume	0	0	0	0	0	0	294	330	0	624	2	0	150	0	152	31	122	0	0	153	
Peak Factor										0.956					0.860					0.876	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St E of Turnpike
Site Code : 00000000
Start Date : 3/29/2012
Page No : 1

Groups Printed- Heavy Veh

	- Southbound					NW 41 St Westbound					Turnpike NB Off-Ramp Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	7	5	0	12	8	0	5	0	13	0	10	0	0	10	35
07:15 AM	0	0	0	0	0	0	16	12	0	28	2	0	3	0	5	1	8	0	0	9	42
07:30 AM	0	0	0	0	0	0	7	11	0	18	3	0	3	0	6	2	8	0	0	10	34
07:45 AM	0	0	0	0	0	0	4	9	0	13	5	0	4	0	9	3	8	0	0	11	33
Total	0	0	0	0	0	0	34	37	0	71	18	0	15	0	33	6	34	0	0	40	144
08:00 AM	0	0	0	0	0	0	7	7	0	14	3	0	4	0	7	1	20	0	0	21	42
08:15 AM	0	0	0	0	0	0	7	8	0	15	2	0	4	0	6	1	18	0	0	19	40
08:30 AM	0	0	0	0	0	0	7	12	0	19	4	0	6	6	16	0	22	0	0	22	57
08:45 AM	0	0	0	0	0	0	8	14	0	22	3	0	4	1	8	2	25	0	0	27	57
Total	0	0	0	0	0	0	29	41	0	70	12	0	18	7	37	4	85	0	0	89	196
04:00 PM	0	0	0	0	0	0	5	12	0	17	2	0	4	0	6	1	13	0	0	14	37
04:15 PM	0	0	0	0	0	0	3	13	0	16	1	0	2	0	3	0	10	0	0	10	29
04:30 PM	0	0	0	0	0	0	6	14	0	20	0	0	5	0	5	1	10	0	0	11	36
04:45 PM	0	0	0	0	0	0	4	13	0	17	0	0	4	0	4	0	12	0	0	12	33
Total	0	0	0	0	0	0	18	52	0	70	3	0	15	0	18	2	45	0	0	47	135
05:00 PM	0	0	0	0	0	0	2	6	0	8	0	0	1	0	1	0	14	0	0	14	23
05:15 PM	0	0	0	0	0	0	4	9	0	13	0	0	1	0	1	0	11	0	0	11	25
05:30 PM	0	0	0	0	0	0	7	15	0	22	0	0	1	0	1	0	21	0	0	21	44
05:45 PM	0	0	0	0	0	0	1	9	0	10	0	0	0	0	0	0	13	0	0	13	23
Total	0	0	0	0	0	0	14	39	0	53	0	0	3	0	3	0	59	0	0	59	115
Grand Total	0	0	0	0	0	0	95	169	0	264	33	0	51	7	91	12	223	0	0	235	590
Apprch %	0.0	0.0	0.0	0.0		0.0	36.0	64.0	0.0		36.3	0.0	56.0	7.7		5.1	94.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	16.1	28.6	0.0	44.7	5.6	0.0	8.6	1.2	15.4	2.0	37.8	0.0	0.0	39.8	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

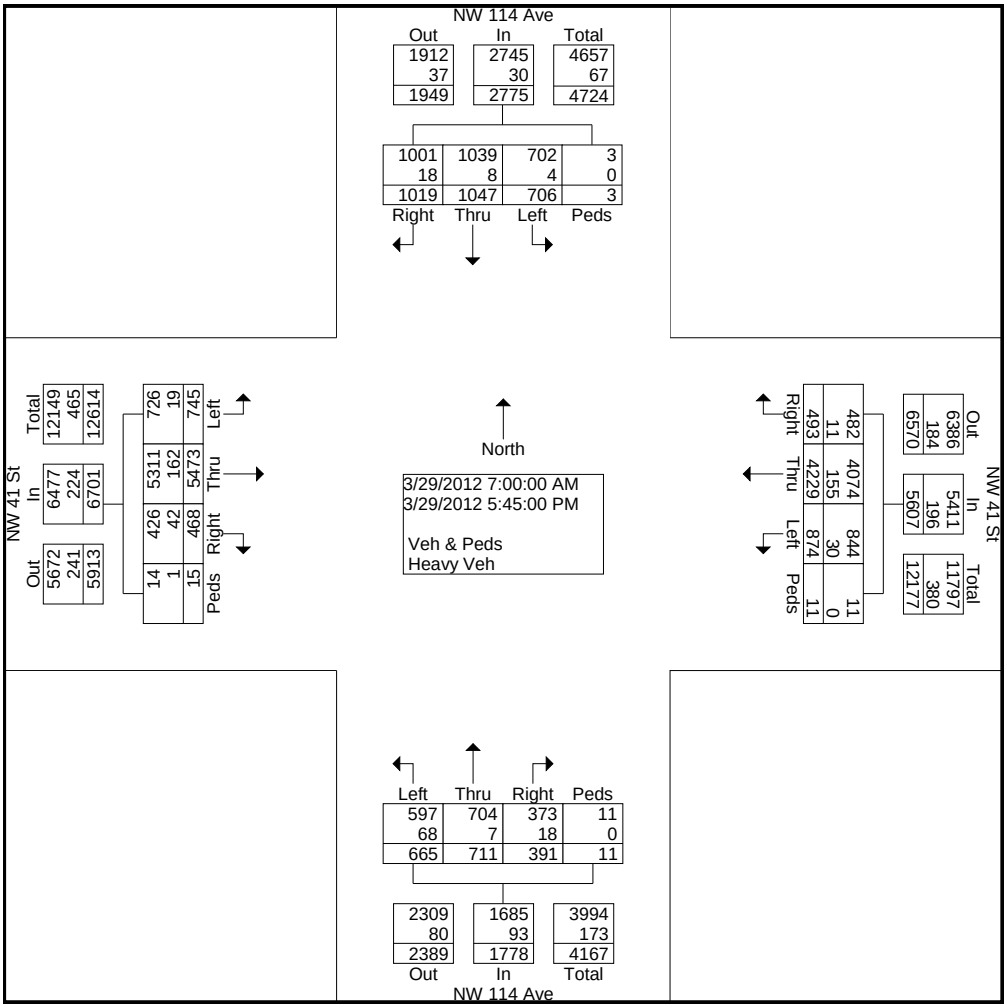
File Name : NW 41 St at NW 114 Ave
Site Code : 00000000
Start Date : 3/29/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 114 Ave Southbound					NW 41 St Westbound					NW 114 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	37	39	23	0	99	19	86	12	1	118	15	29	11	0	55	21	391	25	0	437	709
07:15 AM	47	53	25	0	125	46	123	12	0	181	33	31	15	0	79	29	412	22	0	463	848
07:30 AM	55	52	51	0	158	46	163	11	0	220	29	45	22	0	96	37	432	26	0	495	969
07:45 AM	60	85	57	3	205	51	144	23	1	219	25	29	16	0	70	32	484	47	0	563	1057
Total	199	229	156	3	587	162	516	58	2	738	102	134	64	0	300	119	1719	120	0	1958	3583
08:00 AM	50	88	70	0	208	56	143	20	0	219	22	40	35	0	97	45	490	42	0	577	1101
08:15 AM	43	72	53	0	168	43	145	16	0	204	40	42	44	1	127	51	577	43	0	671	1170
08:30 AM	47	79	41	0	167	48	137	18	0	203	40	48	29	0	117	63	513	49	0	625	1112
08:45 AM	47	73	41	0	161	48	140	16	0	204	23	43	35	1	102	46	449	71	2	568	1035
Total	187	312	205	0	704	195	565	70	0	830	125	173	143	2	443	205	2029	205	2	2441	4418
04:00 PM	34	56	65	0	155	65	319	32	0	416	48	55	29	0	132	55	193	19	0	267	970
04:15 PM	45	65	87	0	197	67	361	33	0	461	37	34	18	0	89	49	190	22	0	261	1008
04:30 PM	43	56	66	0	165	67	378	43	0	488	54	47	23	0	124	64	203	19	0	286	1063
04:45 PM	27	62	78	0	167	70	423	37	1	531	61	43	24	2	130	45	188	19	4	256	1084
Total	149	239	296	0	684	269	1481	145	1	1896	200	179	94	2	475	213	774	79	4	1070	4125
05:00 PM	42	69	96	0	207	62	387	64	5	518	52	44	26	1	123	39	231	16	1	287	1135
05:15 PM	47	61	94	0	202	56	451	43	0	550	61	53	19	0	133	54	240	15	1	310	1195
05:30 PM	33	66	75	0	174	63	415	50	3	531	68	75	19	4	166	64	225	15	1	305	1176
05:45 PM	49	71	97	0	217	67	414	63	0	544	57	53	26	2	138	51	255	18	6	330	1229
Total	171	267	362	0	800	248	1667	220	8	2143	238	225	90	7	560	208	951	64	9	1232	4735
Grand Total	706	1047	1019	3	2775	874	4229	493	11	5607	665	711	391	11	1778	745	5473	468	15	6701	16861
Apprch %	25.4	37.7	36.7	0.1		15.6	75.4	8.8	0.2		37.4	40.0	22.0	0.6		11.1	81.7	7.0	0.2		
Total %	4.2	6.2	6.0	0.0	16.5	5.2	25.1	2.9	0.1	33.3	3.9	4.2	2.3	0.1	10.5	4.4	32.5	2.8	0.1	39.7	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

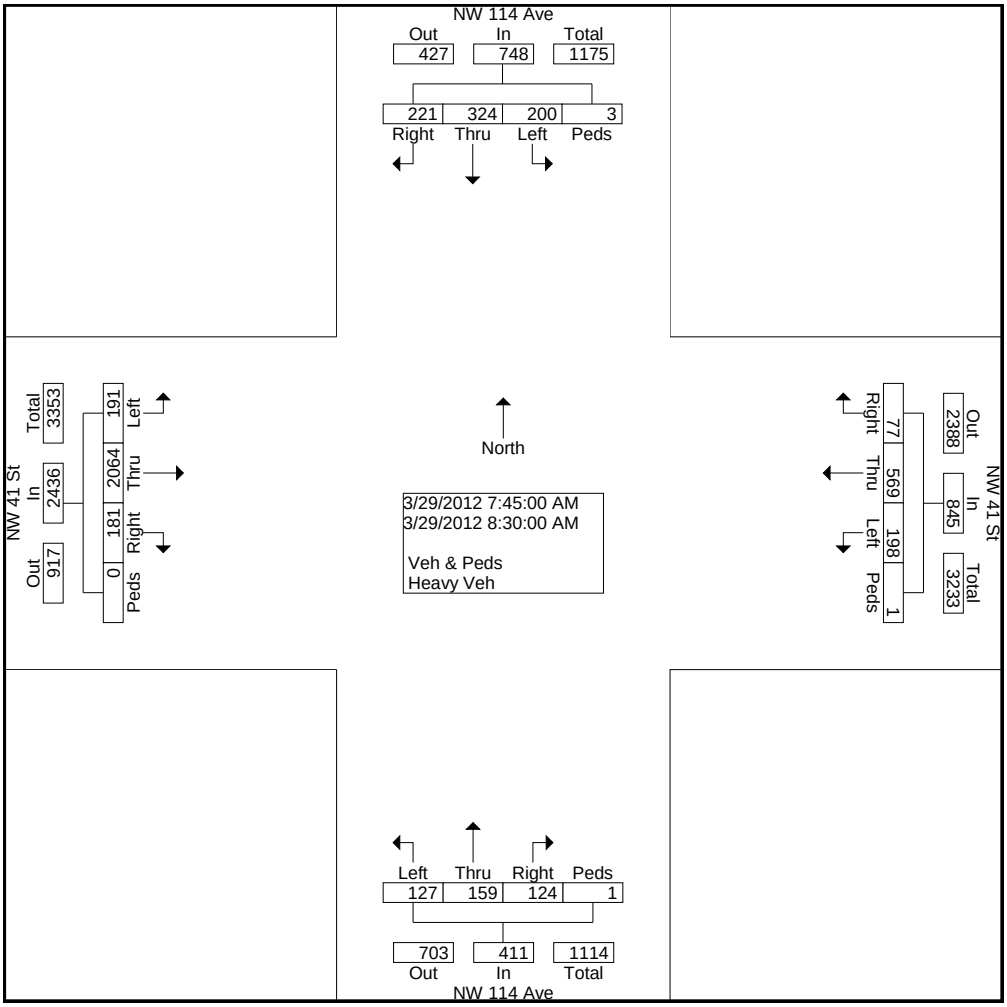
File Name : NW 41 St at NW 114 Ave
Site Code : 00000000
Start Date : 3/29/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 114 Ave
Site Code : 00000000
Start Date : 3/29/2012
Page No : 3

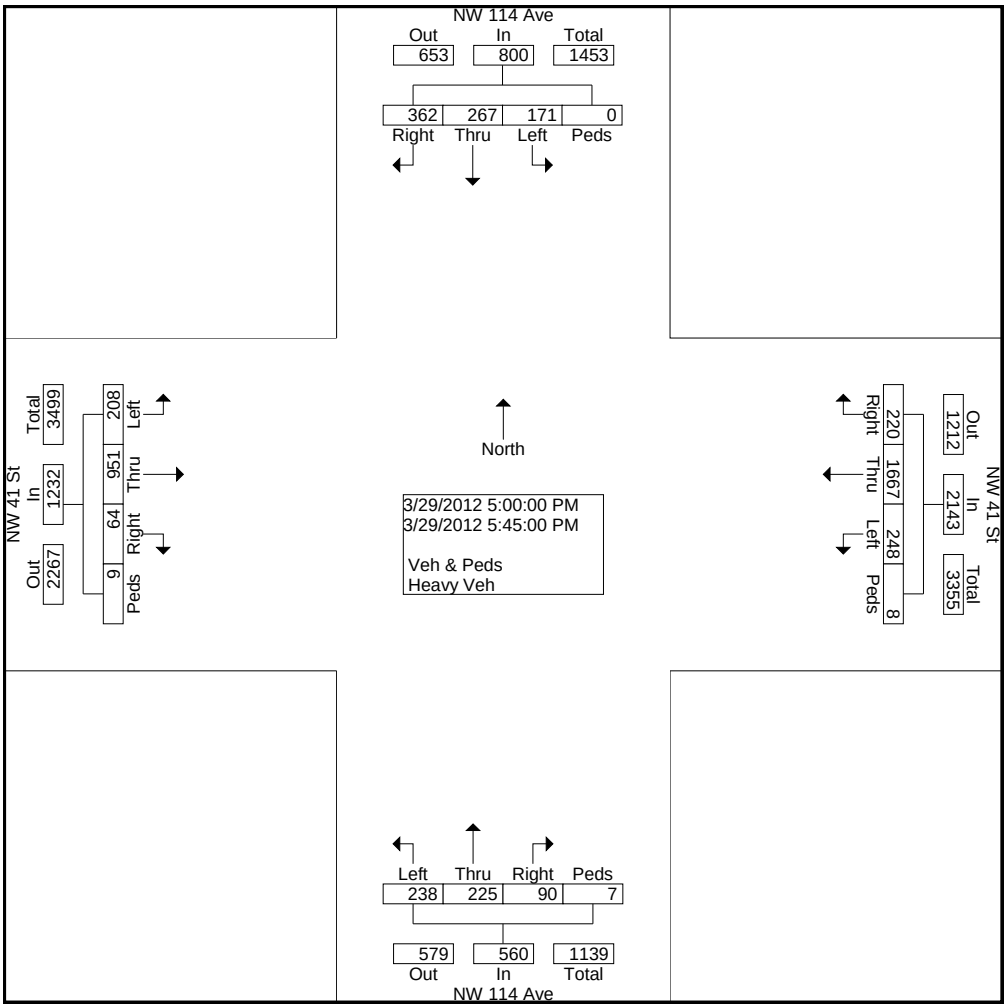
	NW 114 Ave Southbound					NW 41 St Westbound					NW 114 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	200	324	221	3	748	198	569	77	1	845	127	159	124	1	411	191	2064	181	0	2436	4440
Percent	26.7	43.3	29.5	0.4		23.4	67.3	9.1	0.1		30.9	38.7	30.2	0.2		7.8	84.7	7.4	0.0		
08:15 Volume	43	72	53	0	168	43	145	16	0	204	40	42	44	1	127	51	577	43	0	671	1170
Peak Factor																					0.949
High Int.	08:00 AM					07:45 AM					08:15 AM					08:15 AM					
Volume	50	88	70	0	208	51	144	23	1	219	40	42	44	1	127	51	577	43	0	671	
Peak Factor					0.899					0.965					0.809					0.908	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 114 Ave
Site Code : 00000000
Start Date : 3/29/2012
Page No : 4

	NW 114 Ave Southbound					NW 41 St Westbound					NW 114 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 08:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	171	267	362	0	800	248	1667	220	8	2143	238	225	90	7	560	208	951	64	9	1232	4735
Percent	21.4	33.4	45.3	0.0		11.6	77.8	10.3	0.4		42.5	40.2	16.1	1.3		16.9	77.2	5.2	0.7		
05:45 Volume	49	71	97	0	217	67	414	63	0	544	57	53	26	2	138	51	255	18	6	330	1229
Peak Factor																					0.963
High Int.	05:45 PM					05:15 PM					05:30 PM					05:45 PM					
Volume	49	71	97	0	217	56	451	43	0	550	68	75	19	4	166	51	255	18	6	330	
Peak Factor					0.922					0.974					0.843					0.933	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at NW 114 Ave
Site Code : 00000000
Start Date : 3/29/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 114 Ave From North					NW 41 St From East					NW 114 Ave From South					NW 41 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	1	0	0	1	2	6	0	0	8	0	0	5	0	5	1	11	0	0	12	26
07:15 AM	1	0	0	0	1	0	20	2	0	22	0	1	4	0	5	0	8	0	0	8	36
07:30 AM	0	0	1	0	1	2	14	1	0	17	1	0	7	0	8	0	9	1	0	10	36
07:45 AM	0	0	1	0	1	0	4	2	0	6	0	2	5	0	7	0	10	2	0	12	26
Total	1	1	2	0	4	4	44	5	0	53	1	3	21	0	25	1	38	3	0	42	124
08:00 AM	1	0	0	0	1	1	8	1	0	10	1	0	5	0	6	3	16	1	0	20	37
08:15 AM	2	1	0	0	3	0	7	2	0	9	1	0	5	0	6	3	13	3	0	19	37
08:30 AM	0	2	0	0	2	1	15	2	0	18	2	1	3	0	6	3	18	5	0	26	52
08:45 AM	2	0	1	0	3	1	13	1	0	15	1	0	4	0	5	6	12	0	0	18	41
Total	5	3	1	0	9	3	43	6	0	52	5	1	17	0	23	15	59	9	0	83	167
04:00 PM	1	1	1	0	3	1	9	5	0	15	4	0	8	0	12	1	13	1	0	15	45
04:15 PM	4	1	0	0	5	1	7	2	0	10	1	0	2	0	3	4	13	2	0	19	37
04:30 PM	1	0	0	0	1	1	9	3	0	13	1	0	5	0	6	3	3	0	0	6	26
04:45 PM	3	0	0	0	3	0	12	1	0	13	1	0	1	0	2	1	10	0	0	11	29
Total	9	2	1	0	12	3	37	11	0	51	7	0	16	0	23	9	39	3	0	51	137
05:00 PM	0	1	0	0	1	0	6	3	0	9	0	2	3	0	5	3	5	0	1	9	24
05:15 PM	1	0	0	0	1	0	4	3	0	7	2	0	4	0	6	3	5	1	0	9	23
05:30 PM	2	0	0	0	2	0	15	2	0	17	2	1	6	0	9	8	11	3	0	22	50
05:45 PM	0	1	0	0	1	1	6	0	0	7	1	0	1	0	2	3	5	0	0	8	18
Total	3	2	0	0	5	1	31	8	0	40	5	3	14	0	22	17	26	4	1	48	115
Grand Total	18	8	4	0	30	11	155	30	0	196	18	7	68	0	93	42	162	19	1	224	543
Apprch %	60.0	26.7	13.3	0.0		5.6	79.1	15.3	0.0		19.4	7.5	73.1	0.0		18.8	72.3	8.5	0.4		
Total %	3.3	1.5	0.7	0.0	5.5	2.0	28.5	5.5	0.0	36.1	3.3	1.3	12.5	0.0	17.1	7.7	29.8	3.5	0.2	41.3	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

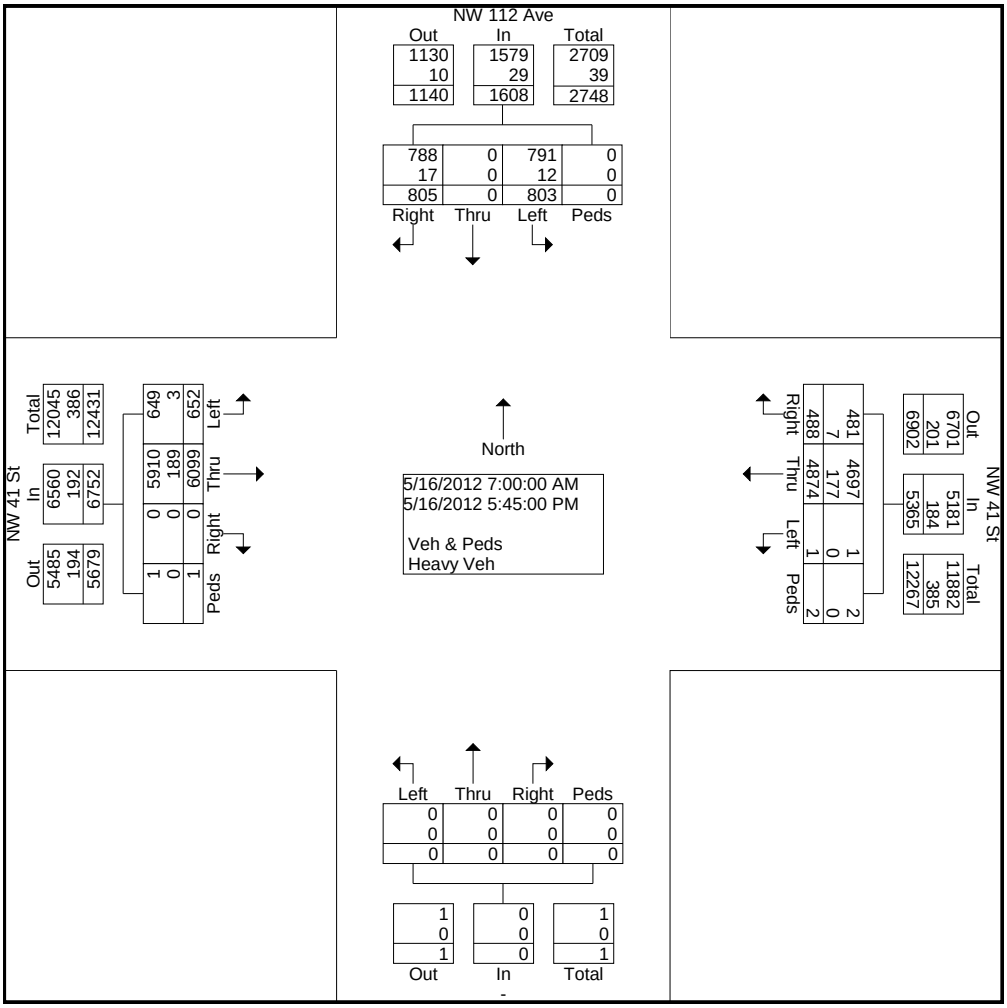
File Name : NW 41 St at NW 112 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 112 Ave Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	25	0	29	0	54	0	99	11	0	110	0	0	0	0	0	15	389	0	1	405	569
07:15 AM	41	0	46	0	87	0	139	14	0	153	0	0	0	0	0	20	551	0	0	571	811
07:30 AM	60	0	43	0	103	1	157	14	0	172	0	0	0	0	0	24	479	0	0	503	778
07:45 AM	82	0	54	0	136	0	173	17	0	190	0	0	0	0	0	32	599	0	0	631	957
Total	208	0	172	0	380	1	568	56	0	625	0	0	0	0	0	91	2018	0	1	2110	3115
08:00 AM	92	0	68	0	160	0	153	21	0	174	0	0	0	0	0	43	544	0	0	587	921
08:15 AM	86	0	64	0	150	0	164	28	0	192	0	0	0	0	0	45	553	0	0	598	940
08:30 AM	72	0	43	0	115	0	180	29	0	209	0	0	0	0	0	46	548	0	0	594	918
08:45 AM	66	0	44	0	110	0	174	29	1	204	0	0	0	0	0	39	504	0	0	543	857
Total	316	0	219	0	535	0	671	107	1	779	0	0	0	0	0	173	2149	0	0	2322	3636
04:00 PM	44	0	45	0	89	0	378	42	0	420	0	0	0	0	0	42	250	0	0	292	801
04:15 PM	32	0	27	0	59	0	412	46	0	458	0	0	0	0	0	36	209	0	0	245	762
04:30 PM	35	0	62	0	97	0	385	39	0	424	0	0	0	0	0	37	223	0	0	260	781
04:45 PM	32	0	40	0	72	0	501	35	0	536	0	0	0	0	0	30	216	0	0	246	854
Total	143	0	174	0	317	0	1676	162	0	1838	0	0	0	0	0	145	898	0	0	1043	3198
05:00 PM	31	0	62	0	93	0	505	34	0	539	0	0	0	0	0	47	276	0	0	323	955
05:15 PM	26	0	73	0	99	0	481	37	0	518	0	0	0	0	0	65	231	0	0	296	913
05:30 PM	30	0	53	0	83	0	548	45	0	593	0	0	0	0	0	65	260	0	0	325	1001
05:45 PM	49	0	52	0	101	0	425	47	1	473	0	0	0	0	0	66	267	0	0	333	907
Total	136	0	240	0	376	0	1959	163	1	2123	0	0	0	0	0	243	1034	0	0	1277	3776
Grand Total	803	0	805	0	1608	1	4874	488	2	5365	0	0	0	0	0	652	6099	0	1	6752	13725
Apprch %	49.9	0.0	50.1	0.0		0.0	90.8	9.1	0.0		0.0	0.0	0.0	0.0		9.7	90.3	0.0	0.0		
Total %	5.9	0.0	5.9	0.0	11.7	0.0	35.5	3.6	0.0	39.1	0.0	0.0	0.0	0.0	0.0	4.8	44.4	0.0	0.0	49.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

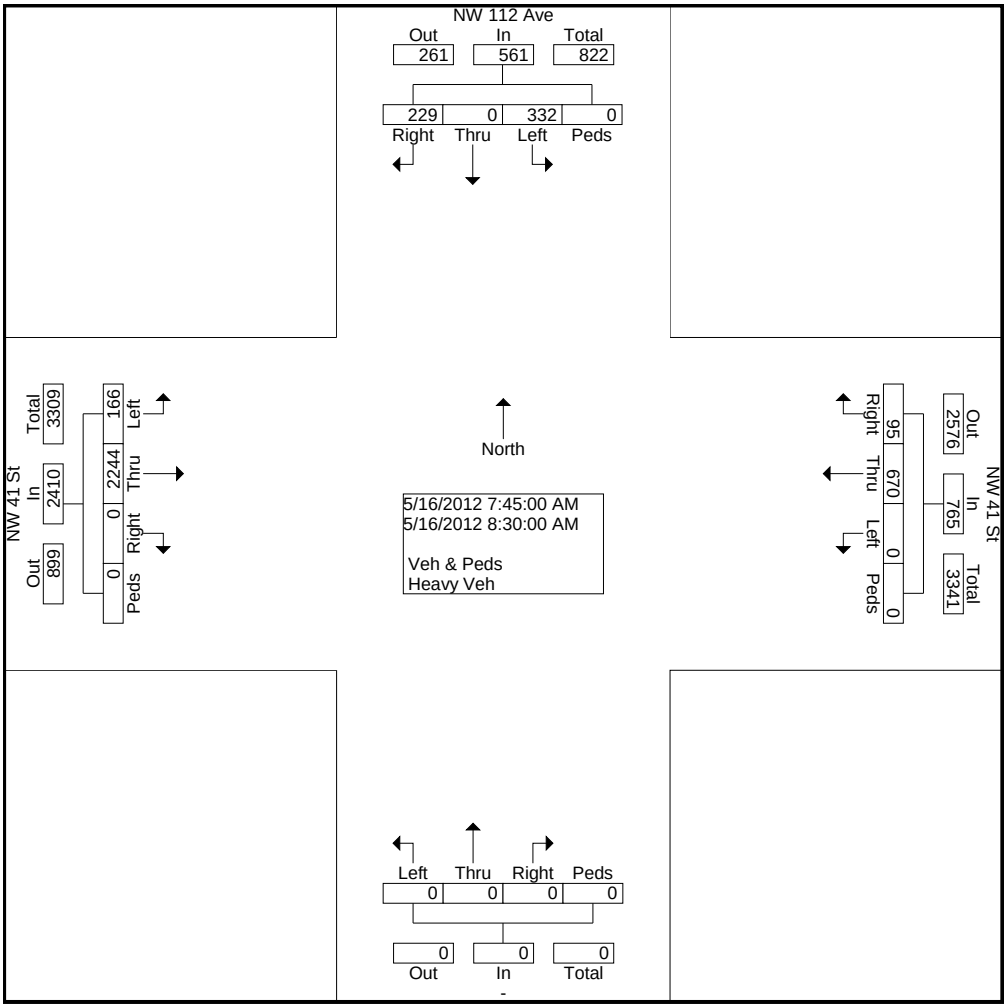
File Name : NW 41 St at NW 112 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 112 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 3

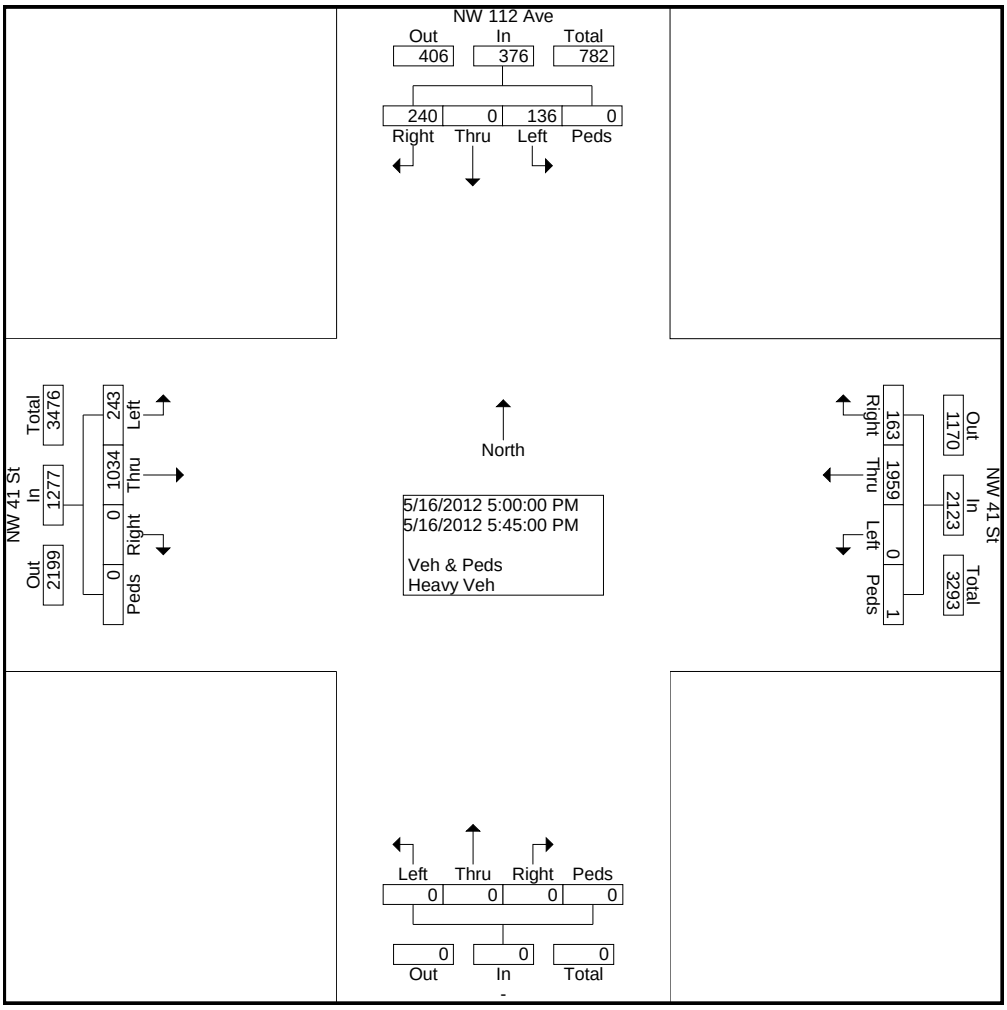
	NW 112 Ave Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	332	0	229	0	561	0	670	95	0	765	0	0	0	0	0	166	2244	0	0	2410	3736
Percent	59.2	0.0	40.8	0.0		0.0	87.6	12.4	0.0		0.0	0.0	0.0	0.0		6.9	93.1	0.0	0.0		
07:45 Volume	82	0	54	0	136	0	173	17	0	190	0	0	0	0	0	32	599	0	0	631	957
Peak Factor																					0.976
High Int.	08:00 AM					08:30 AM					6:45:00 AM					07:45 AM					
Volume	92	0	68	0	160	0	180	29	0	209	0	0	0	0	0	32	599	0	0	631	
Peak Factor					0.877					0.915										0.955	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 112 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 4

	NW 112 Ave Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	136	0	240	0	376	0	1959	163	1	2123	0	0	0	0	0	243	1034	0	0	1277	3776
Percent	36.2	0.0	63.8	0.0		0.0	92.3	7.7	0.0		0.0	0.0	0.0	0.0		19.0	81.0	0.0	0.0		
05:30 Volume	30	0	53	0	83	0	548	45	0	593	0	0	0	0	0	65	260	0	0	325	1001
Peak Factor																					0.943
High Int.	05:45 PM					05:30 PM										05:45 PM					
Volume	49	0	52	0	101	0	548	45	0	593	0	0	0	0	0	66	267	0	0	333	
Peak Factor					0.931					0.895										0.959	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at NW 112 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 112 Ave Southbound					NW 41 St Westbound					- Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	1	0	2	0	7	2	0	9	0	0	0	0	0	0	13	0	0	13	24
07:15 AM	1	0	0	0	1	0	20	1	0	21	0	0	0	0	0	0	14	0	0	14	36
07:30 AM	0	0	3	0	3	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	25
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	16	0	0	16	23
Total	2	0	4	0	6	0	42	3	0	45	0	0	0	0	0	0	57	0	0	57	108
08:00 AM	0	0	3	0	3	0	16	3	0	19	0	0	0	0	0	1	16	0	0	17	39
08:15 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	14	0	0	15	30
08:30 AM	2	0	4	0	6	0	13	1	0	14	0	0	0	0	0	0	19	0	0	19	39
08:45 AM	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	1	18	0	0	19	33
Total	2	0	8	0	10	0	57	4	0	61	0	0	0	0	0	3	67	0	0	70	141
04:00 PM	3	0	1	0	4	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	32
04:15 PM	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	22
04:30 PM	2	0	1	0	3	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	19
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	19
Total	6	0	3	0	9	0	42	0	0	42	0	0	0	0	0	0	41	0	0	41	92
05:00 PM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	20
05:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
05:45 PM	2	0	1	0	3	0	13	0	0	13	0	0	0	0	0	0	2	0	0	2	18
Total	2	0	2	0	4	0	36	0	0	36	0	0	0	0	0	0	24	0	0	24	64
Grand Total	12	0	17	0	29	0	177	7	0	184	0	0	0	0	0	3	189	0	0	192	405
Apprch %	41.4	0.0	58.6	0.0		0.0	96.2	3.8	0.0		0.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		
Total %	3.0	0.0	4.2	0.0	7.2	0.0	43.7	1.7	0.0	45.4	0.0	0.0	0.0	0.0	0.0	0.7	46.7	0.0	0.0	47.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

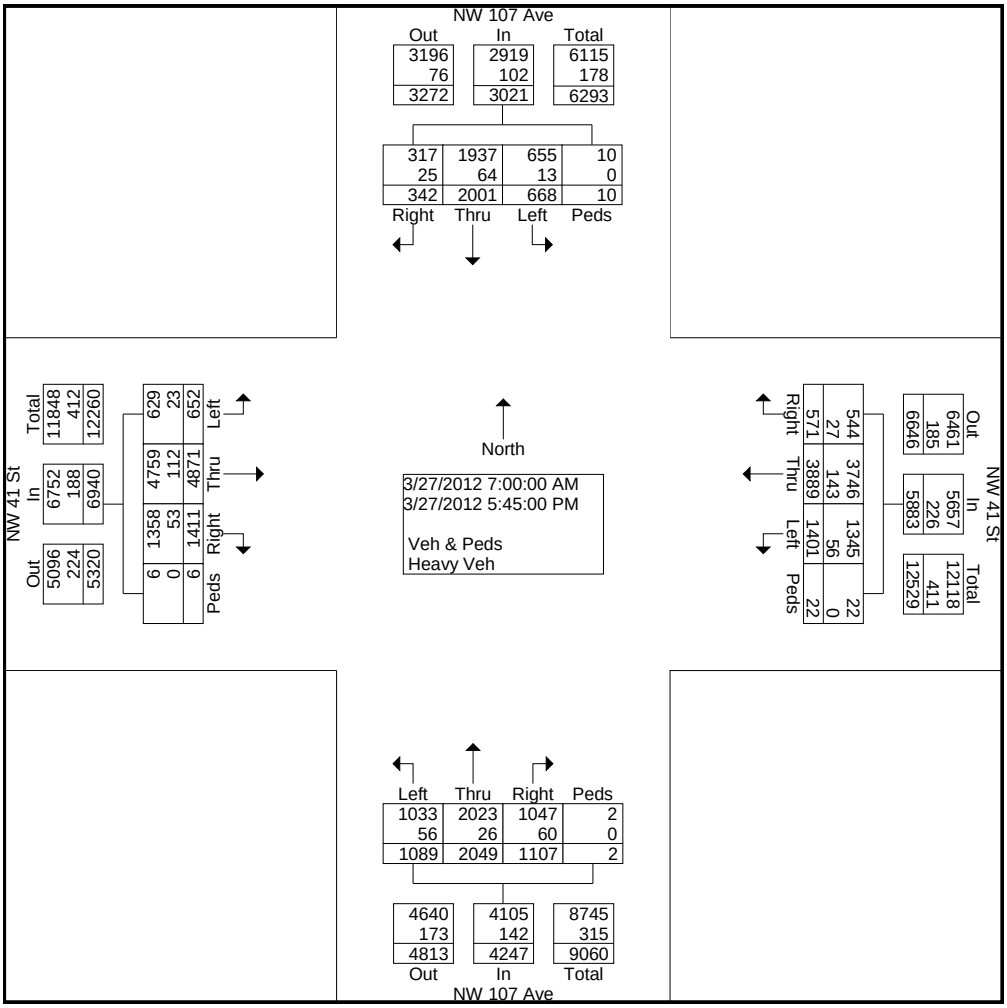
File Name : NW 41 St at NW 107 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 107 Ave Southbound					NW 41 St Westbound					NW 107 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	20	70	7	1	98	57	96	23	1	177	28	110	66	0	204	39	330	77	0	446	925
07:15 AM	43	93	14	0	150	68	87	24	1	180	30	92	67	0	189	33	341	129	3	506	1025
07:30 AM	56	119	18	0	193	81	178	22	0	281	31	107	89	0	227	36	439	120	0	595	1296
07:45 AM	49	130	16	2	197	84	151	24	1	260	47	115	79	0	241	33	458	146	0	637	1335
Total	168	412	55	3	638	290	512	93	3	898	136	424	301	0	861	141	1568	472	3	2184	4581
08:00 AM	36	130	12	0	178	75	148	48	1	272	36	120	91	0	247	39	469	128	2	638	1335
08:15 AM	53	114	16	2	185	61	149	21	1	232	45	117	101	0	263	44	473	97	0	614	1294
08:30 AM	47	129	14	0	190	62	161	22	3	248	50	116	67	0	233	54	511	114	0	679	1350
08:45 AM	32	102	12	1	147	63	210	33	2	308	36	109	73	0	218	34	519	175	0	728	1401
Total	168	475	54	3	700	261	668	124	7	1060	167	462	332	0	961	171	1972	514	2	2659	5380
04:00 PM	51	130	20	0	201	114	290	48	0	452	78	117	72	1	268	51	173	51	1	276	1197
04:15 PM	52	140	34	0	226	121	298	47	1	467	106	149	61	0	316	39	150	61	0	250	1259
04:30 PM	44	148	34	1	227	99	350	41	4	494	84	138	67	0	289	31	158	67	0	256	1266
04:45 PM	32	142	19	0	193	124	376	47	0	547	95	129	64	0	288	55	181	56	0	292	1320
Total	179	560	107	1	847	458	1314	183	5	1960	363	533	264	1	1161	176	662	235	1	1074	5042
05:00 PM	39	163	31	0	233	105	329	30	1	465	106	174	56	0	336	34	167	45	0	246	1280
05:15 PM	38	152	41	0	231	96	395	65	0	556	112	117	49	0	278	29	158	52	0	239	1304
05:30 PM	43	116	28	3	190	104	356	49	4	513	93	158	50	0	301	50	171	48	0	269	1273
05:45 PM	33	123	26	0	182	87	315	27	2	431	112	181	55	1	349	51	173	45	0	269	1231
Total	153	554	126	3	836	392	1395	171	7	1965	423	630	210	1	1264	164	669	190	0	1023	5088
Grand Total	668	2001	342	10	3021	1401	3889	571	22	5883	1089	2049	1107	2	4247	652	4871	1411	6	6940	20091
Apprch %	22.1	66.2	11.3	0.3		23.8	66.1	9.7	0.4		25.6	48.2	26.1	0.0		9.4	70.2	20.3	0.1		
Total %	3.3	10.0	1.7	0.0	15.0	7.0	19.4	2.8	0.1	29.3	5.4	10.2	5.5	0.0	21.1	3.2	24.2	7.0	0.0	34.5	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

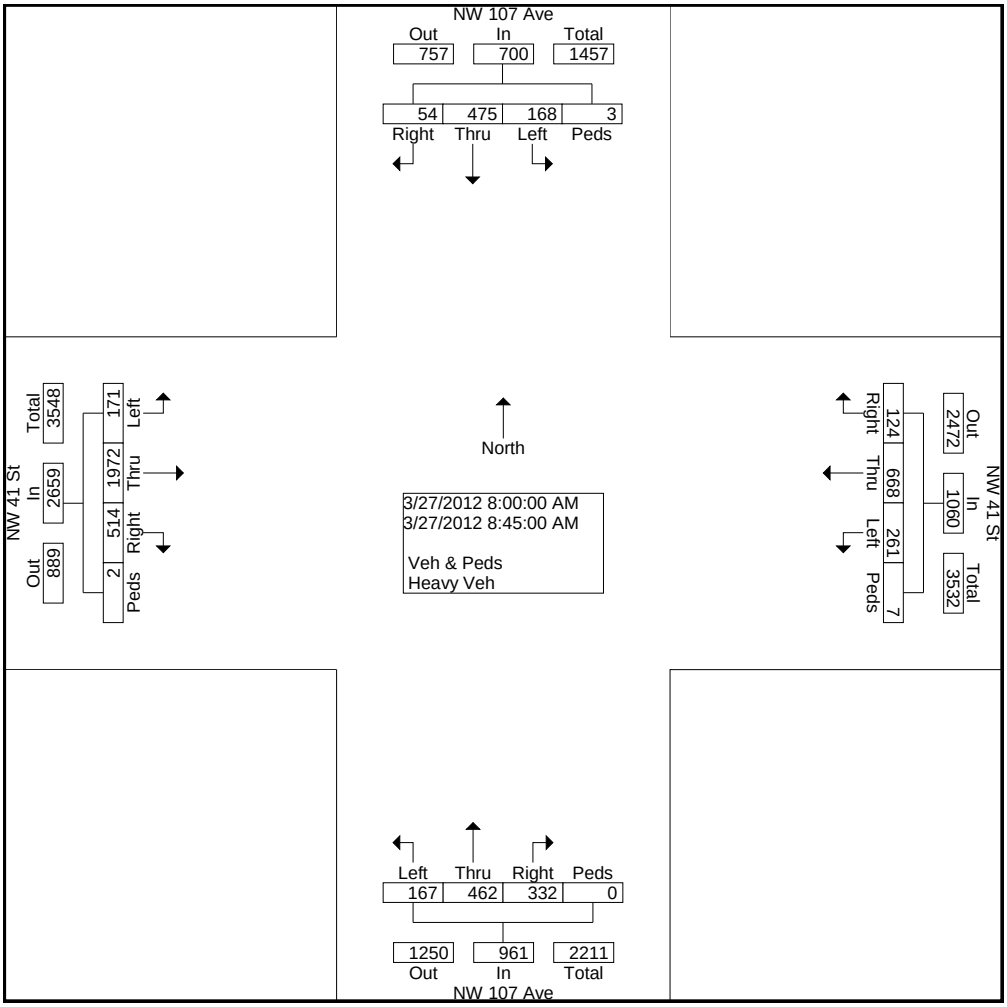
File Name : NW 41 St at NW 107 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 107 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 3

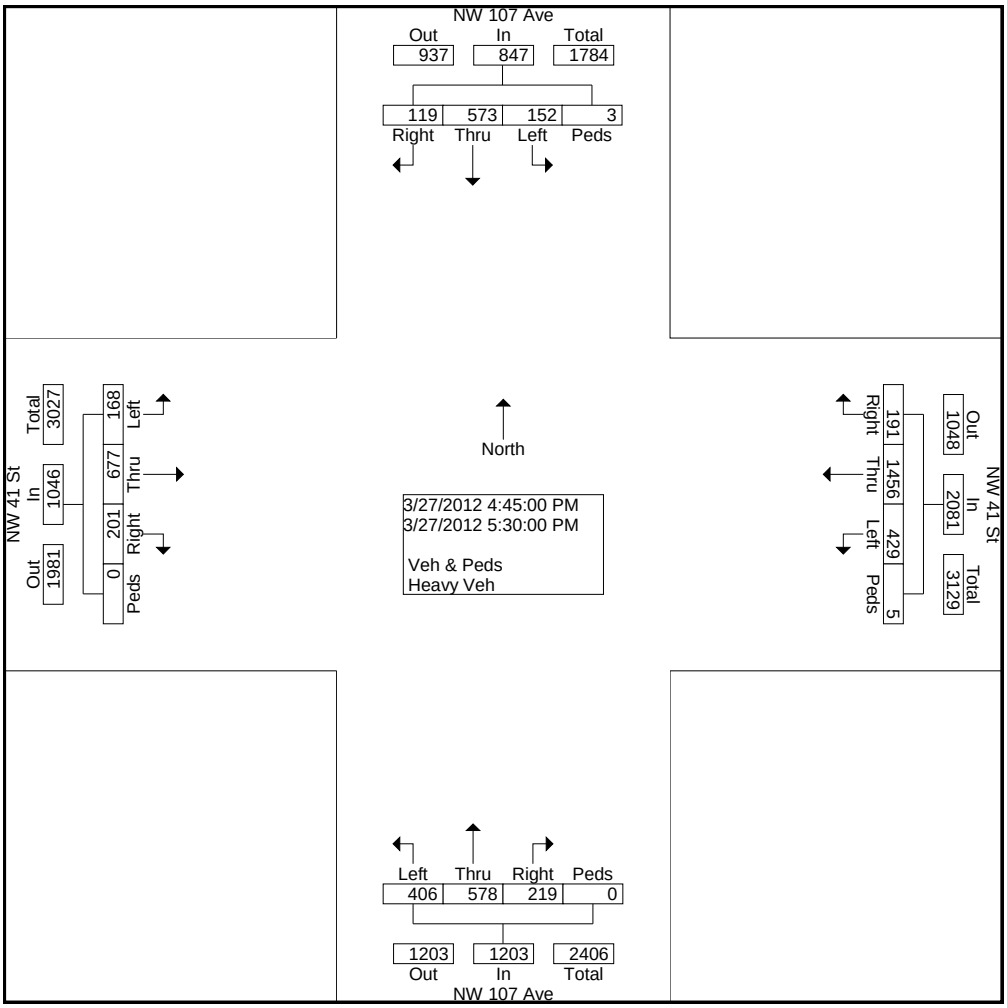
	NW 107 Ave Southbound					NW 41 St Westbound					NW 107 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	168	475	54	3	700	261	668	124	7	1060	167	462	332	0	961	171	1972	514	2	2659	5380
Percent	24.0	67.9	7.7	0.4		24.6	63.0	11.7	0.7		17.4	48.1	34.5	0.0		6.4	74.2	19.3	0.1		
08:45 Volume	32	102	12	1	147	63	210	33	2	308	36	109	73	0	218	34	519	175	0	728	1401
Peak Factor																					0.960
High Int.	08:30 AM					08:45 AM					08:15 AM					08:45 AM					
Volume	47	129	14	0	190	63	210	33	2	308	45	117	101	0	263	34	519	175	0	728	
Peak Factor					0.921					0.860					0.913					0.913	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 107 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 4

	NW 107 Ave Southbound					NW 41 St Westbound					NW 107 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 09:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	152	573	119	3	847	429	1456	191	5	2081	406	578	219	0	1203	168	677	201	0	1046	5177
Percent	17.9	67.7	14.0	0.4		20.6	70.0	9.2	0.2		33.7	48.0	18.2	0.0		16.1	64.7	19.2	0.0		
04:45 Volume	32	142	19	0	193	124	376	47	0	547	95	129	64	0	288	55	181	56	0	292	1320
Peak Factor																					0.980
High Int.	05:00 PM					05:15 PM					05:00 PM					04:45 PM					
Volume	39	163	31	0	233	96	395	65	0	556	106	174	56	0	336	55	181	56	0	292	
Peak Factor					0.909					0.936					0.895					0.896	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at NW 107 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 107 Ave Southbound					NW 41 St Westbound					NW 107 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	4	2	0	6	0	8	0	0	8	3	5	1	0	9	1	4	3	0	8	31
07:15 AM	0	4	3	0	7	3	8	2	0	13	2	1	4	0	7	0	5	5	0	10	37
07:30 AM	1	1	5	0	7	2	11	1	0	14	5	1	6	0	12	3	10	0	0	13	46
07:45 AM	0	2	3	0	5	4	13	3	0	20	1	1	5	0	7	0	13	1	0	14	46
Total	1	11	13	0	25	9	40	6	0	55	11	8	16	0	35	4	32	9	0	45	160
08:00 AM	2	5	2	0	9	2	11	4	0	17	2	1	2	0	5	1	6	4	0	11	42
08:15 AM	0	3	1	0	4	1	9	2	0	12	2	4	6	0	12	5	7	7	0	19	47
08:30 AM	0	4	0	0	4	2	14	2	0	18	7	2	4	0	13	2	7	3	0	12	47
08:45 AM	0	6	1	0	7	2	18	4	0	24	7	3	3	0	13	2	14	4	0	20	64
Total	2	18	4	0	24	7	52	12	0	71	18	10	15	0	43	10	34	18	0	62	200
04:00 PM	2	7	1	0	10	11	9	1	0	21	2	3	8	0	13	5	6	5	0	16	60
04:15 PM	2	11	3	0	16	3	8	1	0	12	3	1	4	0	8	1	6	3	0	10	46
04:30 PM	0	4	1	0	5	5	6	2	0	13	3	2	2	0	7	1	8	6	0	15	40
04:45 PM	0	2	0	0	2	5	7	0	0	12	5	0	3	0	8	0	8	6	0	14	36
Total	4	24	5	0	33	24	30	4	0	58	13	6	17	0	36	7	28	20	0	55	182
05:00 PM	0	3	1	0	4	5	4	1	0	10	2	1	5	0	8	0	6	2	0	8	30
05:15 PM	3	4	1	0	8	4	8	4	0	16	5	1	4	0	10	0	3	0	0	3	37
05:30 PM	2	1	0	0	3	3	6	0	0	9	4	0	1	0	5	2	6	2	0	10	27
05:45 PM	1	3	1	0	5	4	3	0	0	7	3	0	2	0	5	0	3	2	0	5	22
Total	6	11	3	0	20	16	21	5	0	42	14	2	12	0	28	2	18	6	0	26	116
Grand Total	13	64	25	0	102	56	143	27	0	226	56	26	60	0	142	23	112	53	0	188	658
Apprch %	12.7	62.7	24.5	0.0		24.8	63.3	11.9	0.0		39.4	18.3	42.3	0.0		12.2	59.6	28.2	0.0		
Total %	2.0	9.7	3.8	0.0	15.5	8.5	21.7	4.1	0.0	34.3	8.5	4.0	9.1	0.0	21.6	3.5	17.0	8.1	0.0	28.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

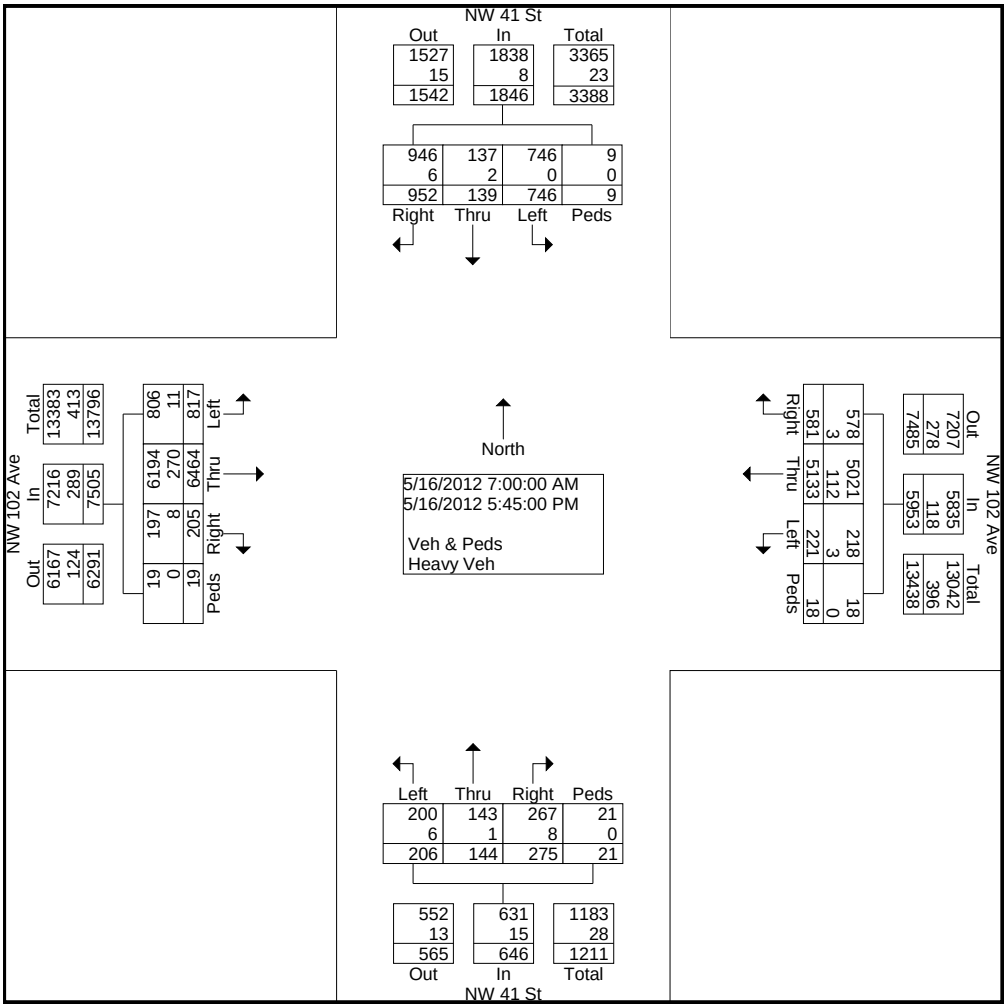
File Name : NW 41 St at NW 102 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 41 St Southbound					NW 102 Ave Westbound					NW 41 St Northbound					NW 102 Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	17	3	38	1	59	6	159	16	1	182	10	8	11	0	29	28	352	5	0	385	655
07:15 AM	30	6	41	0	77	4	174	14	2	194	8	6	13	0	27	46	501	5	0	552	850
07:30 AM	45	1	42	2	90	7	200	21	0	228	20	7	21	1	49	53	516	8	2	579	946
07:45 AM	78	4	65	0	147	9	230	27	1	267	16	15	30	0	61	54	534	2	0	590	1065
Total	170	14	186	3	373	26	763	78	4	871	54	36	75	1	166	181	1903	20	2	2106	3516
08:00 AM	75	6	82	1	164	13	195	34	1	243	19	25	27	0	71	83	477	8	0	568	1046
08:15 AM	111	18	106	0	235	5	204	36	0	245	15	16	19	0	50	62	596	4	0	662	1192
08:30 AM	73	13	81	2	169	9	221	22	0	252	16	14	23	0	53	56	618	6	2	682	1156
08:45 AM	69	10	83	1	163	9	236	28	0	273	14	4	21	4	43	52	549	5	5	611	1090
Total	328	47	352	4	731	36	856	120	1	1013	64	59	90	4	217	253	2240	23	7	2523	4484
04:00 PM	13	7	58	0	78	19	423	34	1	477	7	6	20	1	34	49	327	14	1	391	980
04:15 PM	45	8	32	0	85	13	376	36	1	426	10	3	14	3	30	36	291	17	1	345	886
04:30 PM	34	6	50	0	90	16	406	44	0	466	20	6	11	3	40	45	299	24	1	369	965
04:45 PM	31	11	48	2	92	34	437	49	0	520	13	7	14	6	40	37	233	25	0	295	947
Total	123	32	188	2	345	82	1642	163	2	1889	50	22	59	13	144	167	1150	80	3	1400	3778
05:00 PM	28	11	69	0	108	21	456	44	5	526	7	4	12	1	24	43	319	21	3	386	1044
05:15 PM	31	11	57	0	99	13	516	44	4	577	12	9	17	2	40	55	286	18	1	360	1076
05:30 PM	25	7	33	0	65	20	463	66	2	551	6	7	7	0	20	55	269	26	1	351	987
05:45 PM	41	17	67	0	125	23	437	66	0	526	13	7	15	0	35	63	297	17	2	379	1065
Total	125	46	226	0	397	77	1872	220	11	2180	38	27	51	3	119	216	1171	82	7	1476	4172
Grand Total	746	139	952	9	1846	221	5133	581	18	5953	206	144	275	21	646	817	6464	205	19	7505	15950
Apprch %	40.4	7.5	51.6	0.5		3.7	86.2	9.8	0.3		31.9	22.3	42.6	3.3		10.9	86.1	2.7	0.3		
Total %	4.7	0.9	6.0	0.1	11.6	1.4	32.2	3.6	0.1	37.3	1.3	0.9	1.7	0.1	4.1	5.1	40.5	1.3	0.1	47.1	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

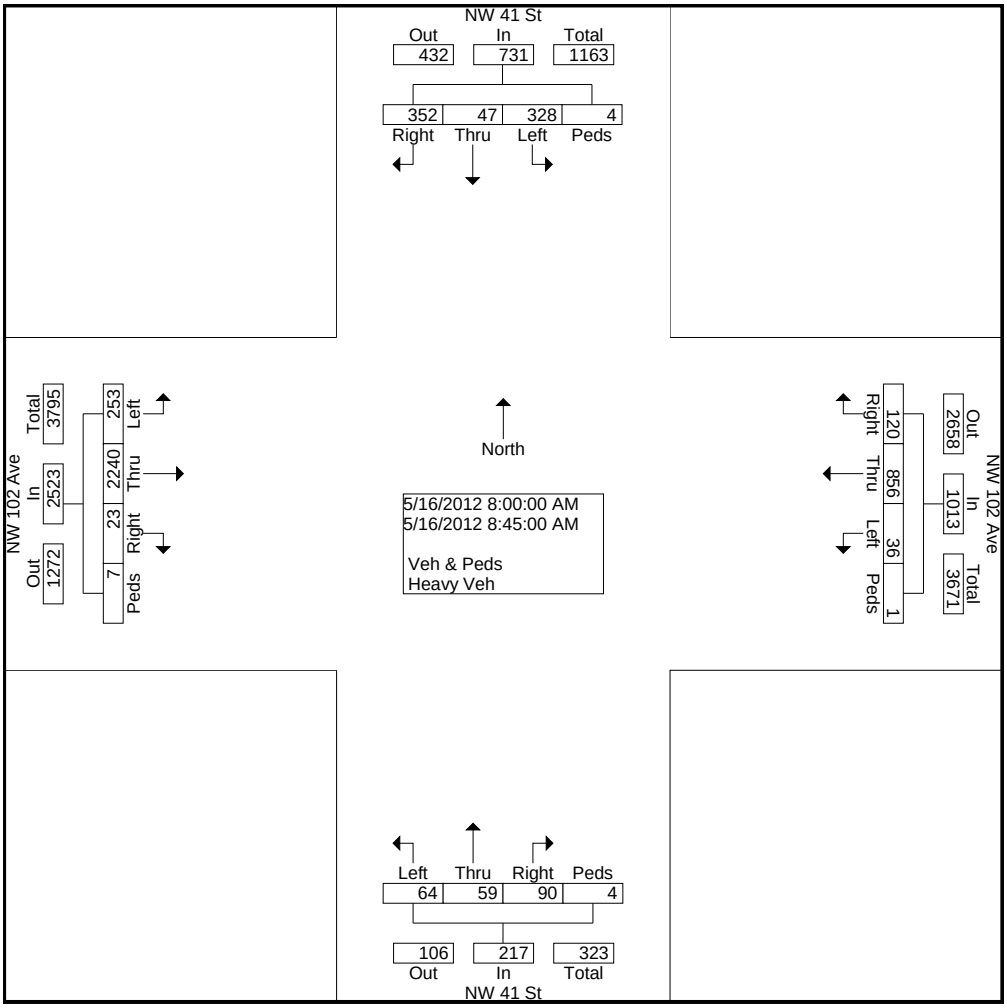
File Name : NW 41 St at NW 102 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 102 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 3

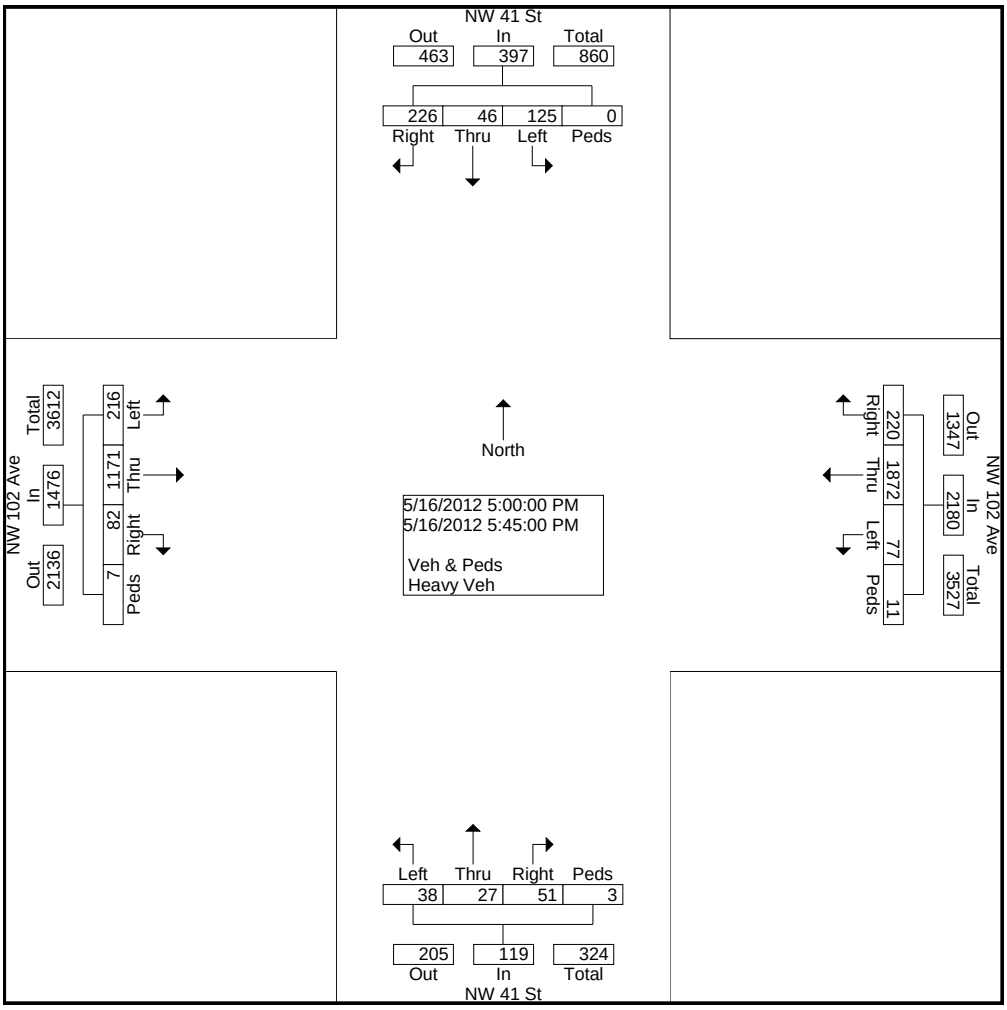
	NW 41 St Southbound					NW 102 Ave Westbound					NW 41 St Northbound					NW 102 Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	328	47	352	4	731	36	856	120	1	1013	64	59	90	4	217	253	2240	23	7	2523	4484
Percent	44.9	6.4	48.2	0.5		3.6	84.5	11.8	0.1		29.5	27.2	41.5	1.8		10.0	88.8	0.9	0.3		
08:15 Volume	111	18	106	0	235	5	204	36	0	245	15	16	19	0	50	62	596	4	0	662	1192
Peak Factor																					0.940
High Int.	08:15 AM					08:45 AM					08:00 AM					08:30 AM					
Volume	111	18	106	0	235	9	236	28	0	273	19	25	27	0	71	56	618	6	2	682	
Peak Factor					0.778					0.928					0.764					0.925	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 102 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 4

	NW 41 St Southbound					NW 102 Ave Westbound					NW 41 St Northbound					NW 102 Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	125	46	226	0	397	77	1872	220	11	2180	38	27	51	3	119	216	1171	82	7	1476	4172
Percent	31.5	11.6	56.9	0.0		3.5	85.9	10.1	0.5		31.9	22.7	42.9	2.5		14.6	79.3	5.6	0.5		
05:15 Volume	31	11	57	0	99	13	516	44	4	577	12	9	17	2	40	55	286	18	1	360	1076
Peak Factor																					0.969
High Int.	05:45 PM					05:15 PM					05:15 PM					05:00 PM					
Volume	41	17	67	0	125	13	516	44	4	577	12	9	17	2	40	43	319	21	3	386	
Peak Factor					0.794					0.945					0.744					0.956	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at NW 102 Ave
Site Code : 00000000
Start Date : 5/16/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 41 St Southbound					NW 102 Ave Westbound					NW 41 St Northbound					NW 102 Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	1	13	1	0	15	24
07:15 AM	0	0	1	0	1	0	10	0	0	10	0	0	1	0	1	0	21	0	0	21	33
07:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	2	19	2	0	23	28
07:45 AM	0	1	0	0	1	0	15	2	0	17	2	0	1	0	3	0	20	2	0	22	43
Total	0	1	1	0	2	2	35	2	0	39	3	0	3	0	6	3	73	5	0	81	128
08:00 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	2	18	0	0	20	32
08:15 AM	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	2	12	0	0	14	23
08:30 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	29
08:45 AM	0	1	0	0	1	0	7	0	0	7	0	0	2	0	2	2	29	0	0	31	41
Total	0	1	1	0	2	1	37	0	0	38	0	1	2	0	3	6	76	0	0	82	125
04:00 PM	0	0	0	0	0	0	14	1	0	15	1	0	1	0	2	0	25	1	0	26	43
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	18	0	0	18	19
04:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	26	1	0	27	30
04:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	12	0	0	13	22
Total	0	0	0	0	0	0	24	1	0	25	3	0	2	0	5	1	81	2	0	84	114
05:00 PM	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	18
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	15	0	0	16	18
05:30 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	14
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	5	1	0	6	13
Total	0	0	4	0	4	0	16	0	0	16	0	0	1	0	1	1	40	1	0	42	63
Grand Total	0	2	6	0	8	3	112	3	0	118	6	1	8	0	15	11	270	8	0	289	430
Apprch %	0.0	25.0	75.0	0.0		2.5	94.9	2.5	0.0		40.0	6.7	53.3	0.0		3.8	93.4	2.8	0.0		
Total %	0.0	0.5	1.4	0.0	1.9	0.7	26.0	0.7	0.0	27.4	1.4	0.2	1.9	0.0	3.5	2.6	62.8	1.9	0.0	67.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

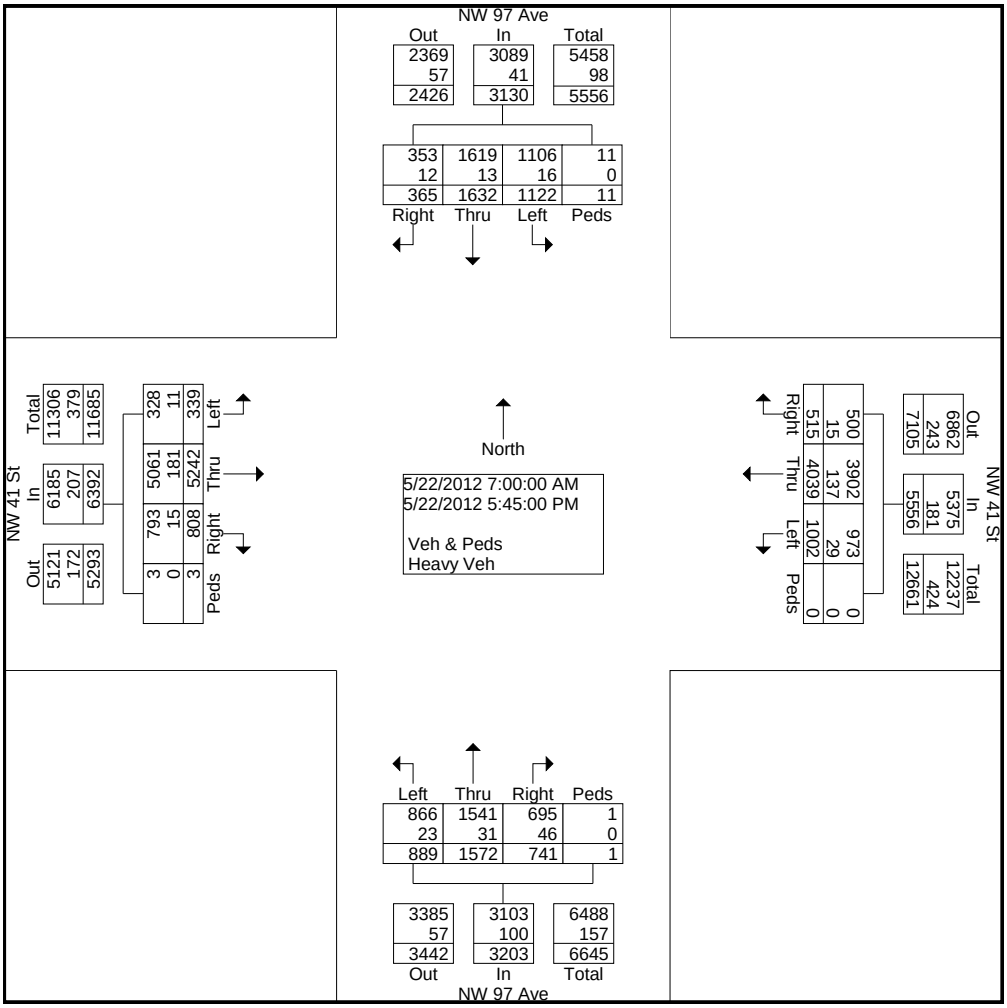
File Name : NW 41 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 97 Ave Southbound					NW 41 St Westbound					NW 97 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	50	49	7	0	106	26	101	1	0	128	24	29	32	0	85	4	323	41	0	368	687
07:15 AM	69	61	14	0	144	46	149	17	0	212	21	71	46	0	138	6	342	63	0	411	905
07:30 AM	74	77	15	0	166	47	211	25	0	283	20	54	33	0	107	16	408	77	0	501	1057
07:45 AM	83	97	11	0	191	58	182	29	0	269	29	75	60	0	164	13	481	73	1	568	1192
Total	276	284	47	0	607	177	643	72	0	892	94	229	171	0	494	39	1554	254	1	1848	3841
08:00 AM	86	111	17	1	215	63	147	27	0	237	39	74	43	0	156	29	485	70	0	584	1192
08:15 AM	114	137	19	0	270	64	185	34	0	283	41	83	48	0	172	10	523	51	0	584	1309
08:30 AM	130	124	11	0	265	74	183	17	0	274	37	92	45	0	174	34	502	59	1	596	1309
08:45 AM	99	123	14	5	241	59	184	15	0	258	66	73	54	0	193	12	500	65	1	578	1270
Total	429	495	61	6	991	260	699	93	0	1052	183	322	190	0	695	85	2010	245	2	2342	5080
04:00 PM	57	81	8	0	146	56	353	32	0	441	67	80	42	0	189	24	248	41	0	313	1089
04:15 PM	43	117	41	0	201	69	324	34	0	427	78	109	51	0	238	22	204	39	0	265	1131
04:30 PM	68	120	39	3	230	42	353	39	0	434	69	95	44	0	208	15	192	43	0	250	1122
04:45 PM	33	77	25	0	135	55	346	36	0	437	74	126	45	0	245	39	212	53	0	304	1121
Total	201	395	113	3	712	222	1376	141	0	1739	288	410	182	0	880	100	856	176	0	1132	4463
05:00 PM	51	134	50	1	236	101	271	43	0	415	79	155	64	0	298	16	205	23	0	244	1193
05:15 PM	66	93	39	0	198	65	310	58	0	433	90	132	51	1	274	32	227	34	0	293	1198
05:30 PM	53	131	24	0	208	90	374	60	0	524	85	149	45	0	279	36	196	32	0	264	1275
05:45 PM	46	100	31	1	178	87	366	48	0	501	70	175	38	0	283	31	194	44	0	269	1231
Total	216	458	144	2	820	343	1321	209	0	1873	324	611	198	1	1134	115	822	133	0	1070	4897
Grand Total	1122	1632	365	11	3130	1002	4039	515	0	5556	889	1572	741	1	3203	339	5242	808	3	6392	18281
Apprch %	35.8	52.1	11.7	0.4		18.0	72.7	9.3	0.0		27.8	49.1	23.1	0.0		5.3	82.0	12.6	0.0		
Total %	6.1	8.9	2.0	0.1	17.1	5.5	22.1	2.8	0.0	30.4	4.9	8.6	4.1	0.0	17.5	1.9	28.7	4.4	0.0	35.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

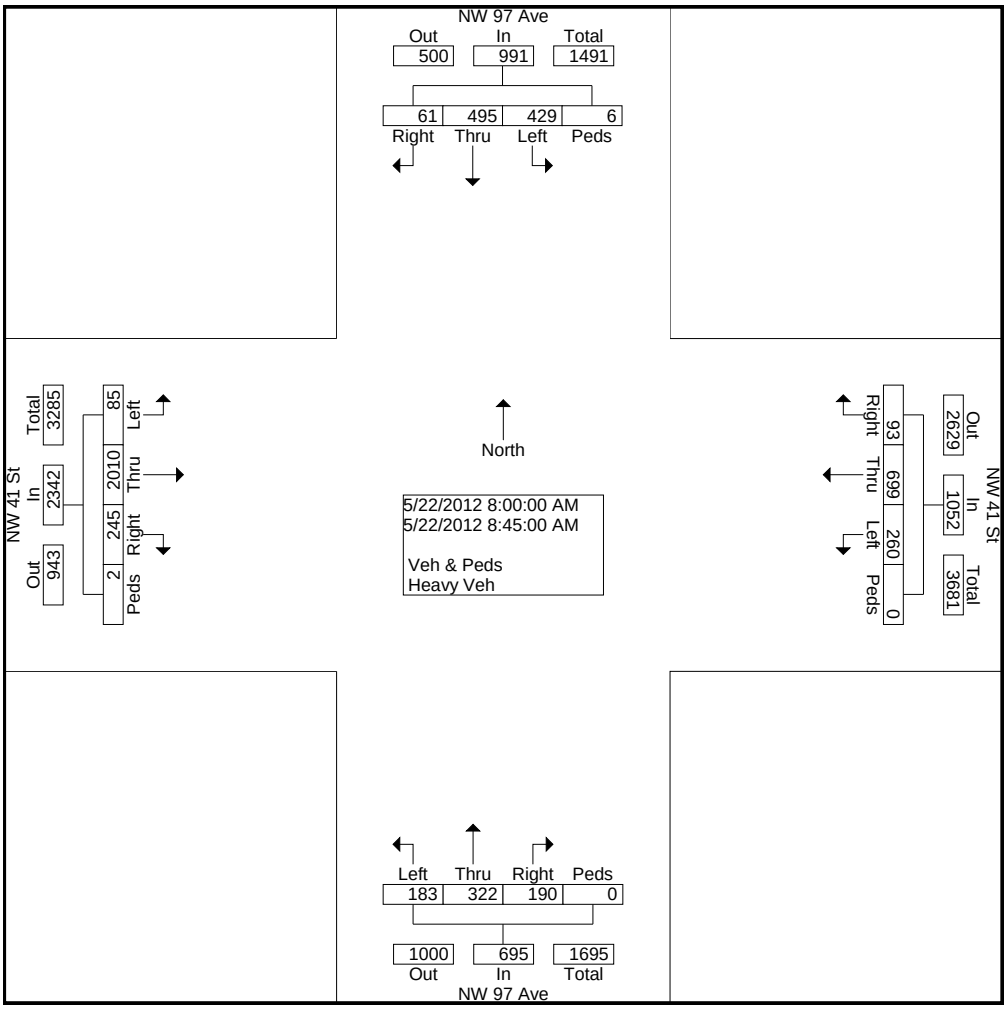
File Name : NW 41 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 3

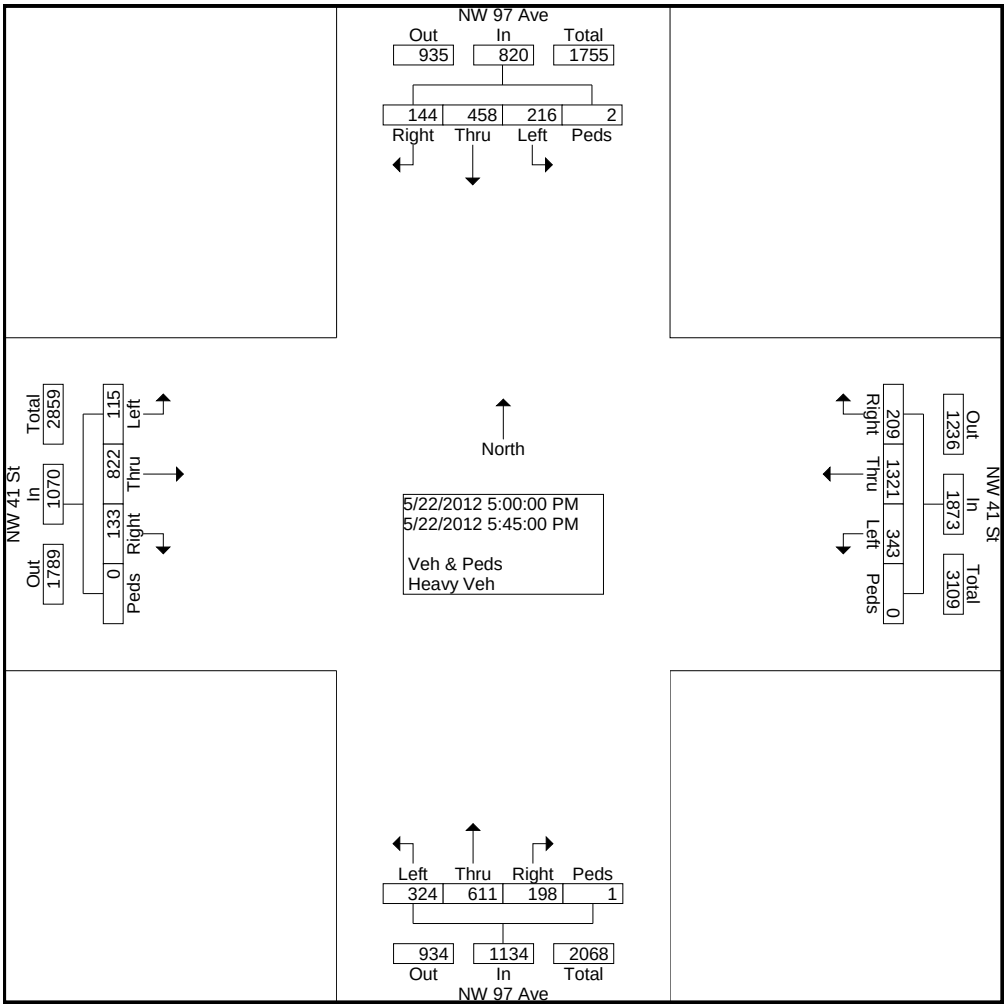
	NW 97 Ave Southbound					NW 41 St Westbound					NW 97 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	429	495	61	6	991	260	699	93	0	1052	183	322	190	0	695	85	2010	245	2	2342	5080
Percent	43.3	49.9	6.2	0.6		24.7	66.4	8.8	0.0		26.3	46.3	27.3	0.0		3.6	85.8	10.5	0.1		
08:30 Volume	130	124	11	0	265	74	183	17	0	274	37	92	45	0	174	34	502	59	1	596	1309
Peak Factor																					0.970
High Int.	08:15 AM					08:15 AM					08:45 AM					08:30 AM					
Volume	114	137	19	0	270	64	185	34	0	283	66	73	54	0	193	34	502	59	1	596	
Peak Factor					0.918					0.929					0.900					0.982	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 4

	NW 97 Ave Southbound					NW 41 St Westbound					NW 97 Ave Northbound					NW 41 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	216	458	144	2	820	343	1321	209	0	1873	324	611	198	1	1134	115	822	133	0	1070	4897
Percent	26.3	55.9	17.6	0.2		18.3	70.5	11.2	0.0		28.6	53.9	17.5	0.1		10.7	76.8	12.4	0.0		
05:30 Volume	53	131	24	0	208	90	374	60	0	524	85	149	45	0	279	36	196	32	0	264	1275
Peak Factor																					0.960
High Int.	05:00 PM					05:30 PM					05:00 PM					05:15 PM					
Volume	51	134	50	1	236	90	374	60	0	524	79	155	64	0	298	32	227	34	0	293	
Peak Factor					0.869					0.894					0.951					0.913	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at NW 97 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 97 Ave From North					NW 41 St From East					NW 97 Ave From South					NW 41 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	7	0	0	7	11
07:15 AM	1	0	1	0	2	1	6	0	0	7	3	1	1	0	5	0	6	0	0	6	20
07:30 AM	1	1	1	0	3	1	16	2	0	19	1	1	1	0	3	1	5	2	0	8	33
07:45 AM	1	0	2	0	3	0	8	2	0	10	0	3	1	0	4	3	8	2	0	13	30
Total	3	1	4	0	8	2	33	4	0	39	5	5	3	0	13	4	26	4	0	34	94
08:00 AM	1	0	0	0	1	1	3	3	0	7	1	1	0	0	2	1	9	0	0	10	20
08:15 AM	0	1	1	0	2	1	10	3	0	14	1	1	1	0	3	0	15	0	0	15	34
08:30 AM	1	0	2	0	3	0	3	3	0	6	1	1	1	0	3	0	15	1	0	16	28
08:45 AM	0	0	1	0	1	1	11	0	0	12	5	1	2	0	8	0	15	0	0	15	36
Total	2	1	4	0	7	3	27	9	0	39	8	4	4	0	16	1	54	1	0	56	118
04:00 PM	0	0	1	0	1	1	10	3	0	14	6	1	0	0	7	5	20	1	0	26	48
04:15 PM	0	3	1	0	4	3	13	2	0	18	3	1	2	0	6	0	15	2	0	17	45
04:30 PM	0	2	1	0	3	3	12	1	0	16	2	3	4	0	9	0	10	1	0	11	39
04:45 PM	0	1	2	0	3	1	9	1	0	11	2	5	0	0	7	1	16	0	0	17	38
Total	0	6	5	0	11	8	44	7	0	59	13	10	6	0	29	6	61	4	0	71	170
05:00 PM	2	2	0	0	4	1	8	3	0	12	8	6	3	0	17	0	13	0	0	13	46
05:15 PM	2	0	1	0	3	0	9	1	0	10	5	2	3	0	10	3	16	0	0	19	42
05:30 PM	0	1	2	0	3	1	12	2	0	15	3	3	1	0	7	1	4	2	0	7	32
05:45 PM	3	2	0	0	5	0	4	3	0	7	4	1	3	0	8	0	7	0	0	7	27
Total	7	5	3	0	15	2	33	9	0	44	20	12	10	0	42	4	40	2	0	46	147
Grand Total	12	13	16	0	41	15	137	29	0	181	46	31	23	0	100	15	181	11	0	207	529
Apprch %	29.3	31.7	39.0	0.0		8.3	75.7	16.0	0.0		46.0	31.0	23.0	0.0		7.2	87.4	5.3	0.0		
Total %	2.3	2.5	3.0	0.0	7.8	2.8	25.9	5.5	0.0	34.2	8.7	5.9	4.3	0.0	18.9	2.8	34.2	2.1	0.0	39.1	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

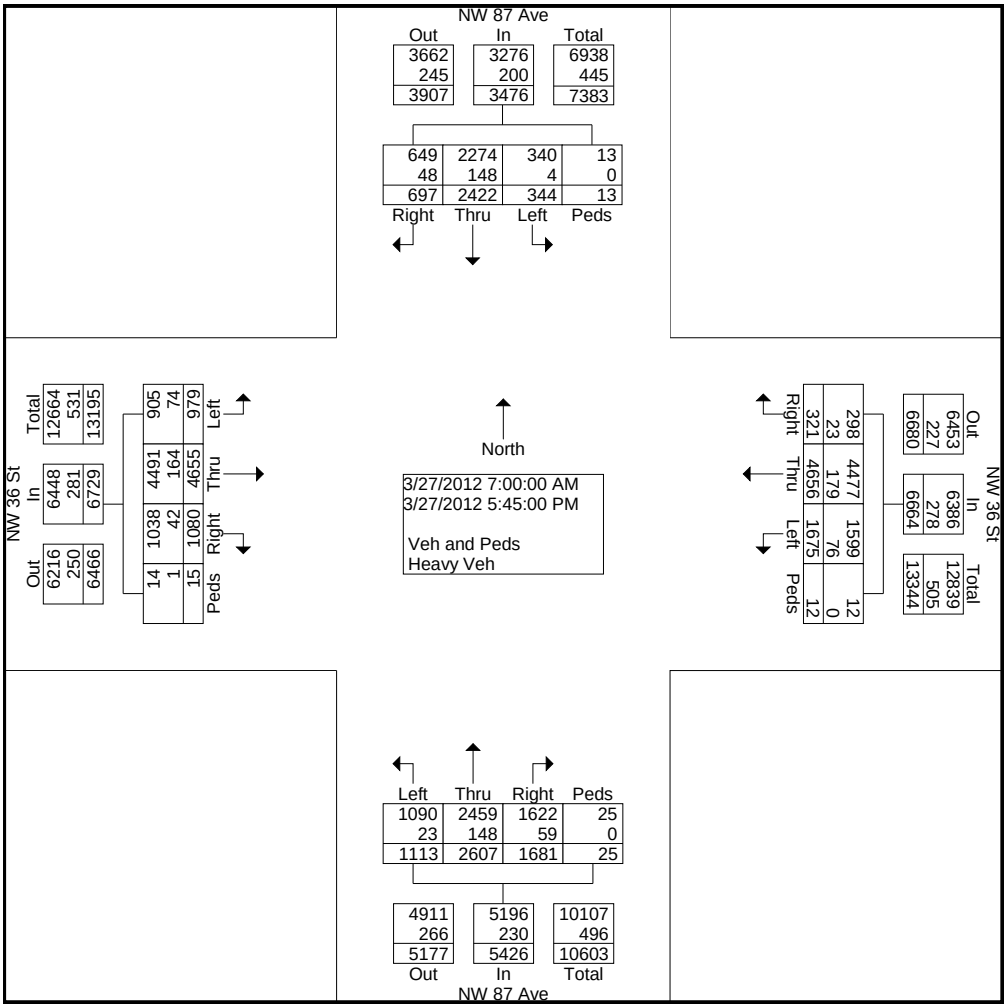
File Name : NW 36 St at NW 87 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 1

Groups Printed- Veh and Peds - Heavy Veh

	NW 87 Ave Southbound					NW 36 St Westbound					NW 87 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	8	51	11	0	70	50	159	9	0	218	22	98	60	2	182	31	257	39	0	327	797
07:15 AM	16	77	22	1	116	83	187	10	1	281	30	113	70	0	213	68	320	54	1	443	1053
07:30 AM	16	87	20	1	124	79	275	22	0	376	38	153	94	0	285	64	297	79	1	441	1226
07:45 AM	14	153	27	1	195	122	297	10	0	429	52	137	77	0	266	71	380	90	2	543	1433
Total	54	368	80	3	505	334	918	51	1	1304	142	501	301	2	946	234	1254	262	4	1754	4509
08:00 AM	32	164	43	0	239	98	251	11	0	360	33	142	75	0	250	91	363	93	1	548	1397
08:15 AM	28	142	31	0	201	111	309	13	0	433	63	142	114	4	323	81	339	84	0	504	1461
08:30 AM	21	169	25	0	215	112	247	12	2	373	45	123	100	1	269	67	393	132	1	593	1450
08:45 AM	26	149	31	3	209	100	243	14	0	357	55	151	88	0	294	104	373	98	3	578	1438
Total	107	624	130	3	864	421	1050	50	2	1523	196	558	377	5	1136	343	1468	407	5	2223	5746
04:00 PM	22	156	48	0	226	110	299	31	0	440	70	137	106	3	316	51	213	57	4	325	1307
04:15 PM	23	176	54	0	253	127	300	13	1	441	89	164	101	2	356	45	255	45	0	345	1395
04:30 PM	23	180	55	1	259	119	381	24	1	525	97	183	142	3	425	50	242	52	0	344	1553
04:45 PM	23	188	66	1	278	122	397	18	0	537	92	166	120	6	384	46	188	49	0	283	1482
Total	91	700	223	2	1016	478	1377	86	2	1943	348	650	469	14	1481	192	898	203	4	1297	5737
05:00 PM	26	230	79	3	338	99	367	27	4	497	95	234	144	1	474	43	305	44	0	392	1701
05:15 PM	32	196	59	0	287	120	376	30	0	526	115	249	153	1	518	60	273	70	0	403	1734
05:30 PM	15	171	71	2	259	138	267	45	0	450	107	253	127	1	488	43	223	36	2	304	1501
05:45 PM	19	133	55	0	207	85	301	32	3	421	110	162	110	1	383	64	234	58	0	356	1367
Total	92	730	264	5	1091	442	1311	134	7	1894	427	898	534	4	1863	210	1035	208	2	1455	6303
Grand Total	344	2422	697	13	3476	1675	4656	321	12	6664	1113	2607	1681	25	5426	979	4655	1080	15	6729	22295
Apprch %	9.9	69.7	20.1	0.4		25.1	69.9	4.8	0.2		20.5	48.0	31.0	0.5		14.5	69.2	16.0	0.2		
Total %	1.5	10.9	3.1	0.1	15.6	7.5	20.9	1.4	0.1	29.9	5.0	11.7	7.5	0.1	24.3	4.4	20.9	4.8	0.1	30.2	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

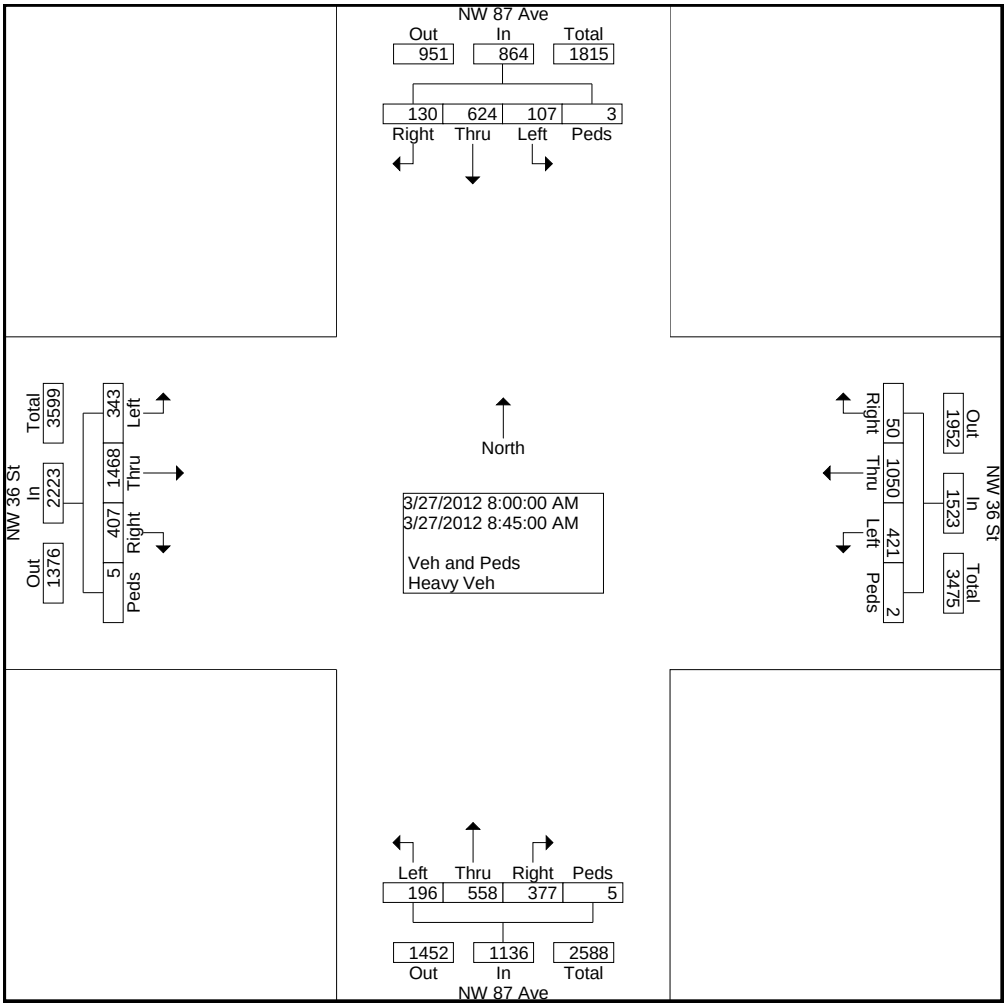
File Name : NW 36 St at NW 87 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at NW 87 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 3

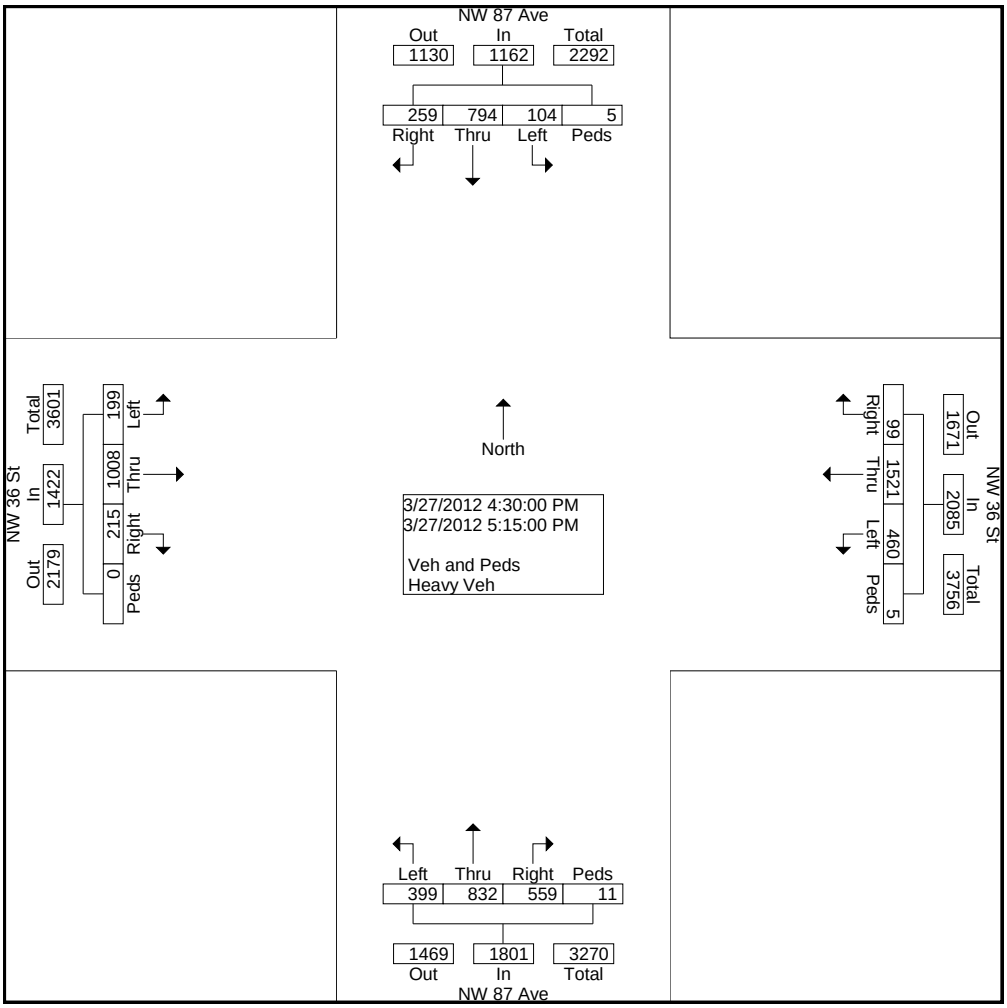
	NW 87 Ave Southbound					NW 36 St Westbound					NW 87 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 04:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	107	624	130	3	864	421	1050	50	2	1523	196	558	377	5	1136	343	1468	407	5	2223	5746
Percent	12.4	72.2	15.0	0.3		27.6	68.9	3.3	0.1		17.3	49.1	33.2	0.4		15.4	66.0	18.3	0.2		
08:15 Volume	28	142	31	0	201	111	309	13	0	433	63	142	114	4	323	81	339	84	0	504	1461
Peak Factor																					0.983
High Int.	08:00 AM					08:15 AM					08:15 AM					08:30 AM					
Volume	32	164	43	0	239	111	309	13	0	433	63	142	114	4	323	67	393	132	1	593	
Peak Factor					0.904					0.879					0.879					0.937	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at NW 87 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 4

	NW 87 Ave Southbound					NW 36 St Westbound					NW 87 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 08:45 AM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	104	794	259	5	1162	460	1521	99	5	2085	399	832	559	11	1801	199	1008	215	0	1422	6470
Percent	9.0	68.3	22.3	0.4		22.1	72.9	4.7	0.2		22.2	46.2	31.0	0.6		14.0	70.9	15.1	0.0		
05:15 Volume	32	196	59	0	287	120	376	30	0	526	115	249	153	1	518	60	273	70	0	403	1734
Peak Factor																					0.933
High Int.	05:00 PM					04:45 PM					05:15 PM					05:15 PM					
Volume	26	230	79	3	338	122	397	18	0	537	115	249	153	1	518	60	273	70	0	403	
Peak Factor					0.859					0.971					0.869					0.882	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 36 St at NW 87 Ave
Site Code : 00000000
Start Date : 3/27/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 87 Ave From North					NW 36 St From East					NW 87 Ave From South					NW 36 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	4	0	0	6	2	10	9	0	21	1	5	0	0	6	2	1	2	0	5	38
07:15 AM	0	9	0	0	9	0	12	2	0	14	4	1	3	0	8	1	10	2	0	13	44
07:30 AM	3	7	1	0	11	3	12	0	0	15	5	6	1	0	12	4	5	2	0	11	49
07:45 AM	2	12	0	0	14	0	12	3	0	15	6	3	4	0	13	4	12	1	0	17	59
Total	7	32	1	0	40	5	46	14	0	65	16	15	8	0	39	11	28	7	0	46	190
08:00 AM	6	10	0	0	16	0	14	3	0	17	2	8	1	0	11	3	10	3	0	16	60
08:15 AM	4	7	0	0	11	2	17	2	0	21	1	14	2	0	17	2	8	2	0	12	61
08:30 AM	2	7	1	0	10	1	9	9	0	19	2	6	0	0	8	6	13	1	0	20	57
08:45 AM	2	10	1	0	13	1	14	3	0	18	5	6	3	0	14	1	16	7	0	24	69
Total	14	34	2	0	50	4	54	17	0	75	10	34	6	0	50	12	47	13	0	72	247
04:00 PM	2	14	0	0	16	4	16	4	0	24	6	8	2	0	16	4	17	8	1	30	86
04:15 PM	7	19	0	0	26	0	9	5	0	14	5	15	4	0	24	1	16	9	0	26	90
04:30 PM	4	5	1	0	10	1	13	9	0	23	3	13	2	0	18	1	15	4	0	20	71
04:45 PM	6	10	0	0	16	1	11	8	0	20	6	16	1	0	23	3	8	5	0	16	75
Total	19	48	1	0	68	6	49	26	0	81	20	52	9	0	81	9	56	26	1	92	322
05:00 PM	0	4	0	0	4	3	9	8	0	20	5	12	0	0	17	3	15	7	0	25	66
05:15 PM	4	10	0	0	14	3	8	6	0	17	2	11	0	0	13	6	7	9	0	22	66
05:30 PM	2	9	0	0	11	1	4	3	0	8	4	10	0	0	14	1	4	5	0	10	43
05:45 PM	2	11	0	0	13	1	9	2	0	12	2	14	0	0	16	0	7	7	0	14	55
Total	8	34	0	0	42	8	30	19	0	57	13	47	0	0	60	10	33	28	0	71	230
Grand Total	48	148	4	0	200	23	179	76	0	278	59	148	23	0	230	42	164	74	1	281	989
Apprch %	24.0	74.0	2.0	0.0		8.3	64.4	27.3	0.0		25.7	64.3	10.0	0.0		14.9	58.4	26.3	0.4		
Total %	4.9	15.0	0.4	0.0	20.2	2.3	18.1	7.7	0.0	28.1	6.0	15.0	2.3	0.0	23.3	4.2	16.6	7.5	0.1	28.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

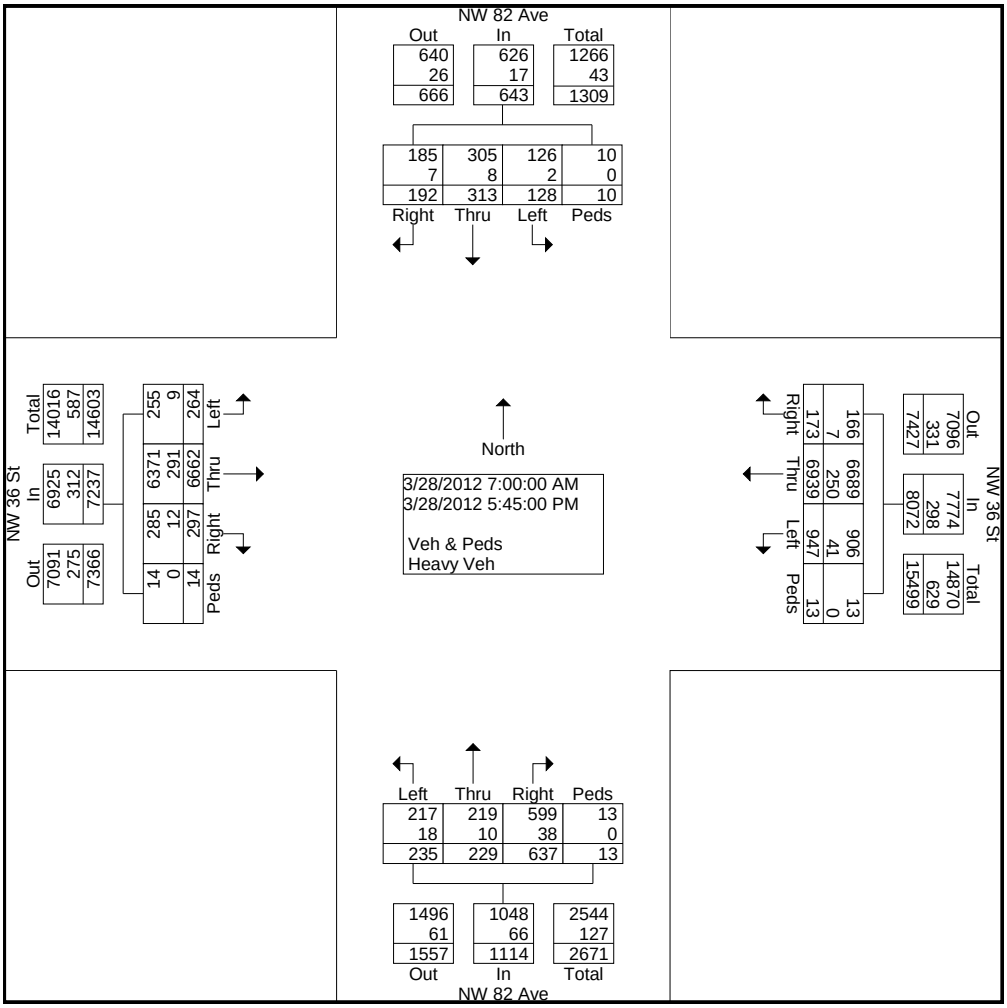
File Name : NW 36 St at NW 82 Ave
Site Code : 00000000
Start Date : 3/28/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 82 Ave Southbound					NW 36 St Westbound					NW 82 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	7	0	7	45	316	1	0	362	0	4	21	1	26	4	295	15	2	316	711
07:15 AM	1	1	6	0	8	54	361	7	0	422	1	3	18	0	22	9	304	12	0	325	777
07:30 AM	3	9	3	1	16	67	460	9	0	536	5	10	27	0	42	6	440	21	0	467	1061
07:45 AM	2	11	17	0	30	86	495	4	2	587	4	6	29	0	39	21	395	24	0	440	1096
Total	6	21	33	1	61	252	1632	21	2	1907	10	23	95	1	129	40	1434	72	2	1548	3645
08:00 AM	1	15	7	1	24	86	518	10	2	616	4	12	28	1	45	15	397	26	1	439	1124
08:15 AM	5	17	15	0	37	86	504	11	0	601	5	16	33	1	55	18	415	35	2	470	1163
08:30 AM	6	26	14	0	46	85	397	57	5	544	8	24	39	0	71	27	454	32	0	513	1174
08:45 AM	3	35	22	0	60	107	493	10	2	612	16	29	37	4	86	25	389	38	5	457	1215
Total	15	93	58	1	167	364	1912	88	9	2373	33	81	137	6	257	85	1655	131	8	1879	4676
04:00 PM	16	18	7	0	41	51	496	6	0	553	23	18	69	0	110	17	383	9	0	409	1113
04:15 PM	5	13	9	1	28	39	397	10	1	447	22	15	48	0	85	11	385	12	2	410	970
04:30 PM	11	14	8	2	35	51	436	7	0	494	20	12	61	0	93	14	416	17	1	448	1070
04:45 PM	17	22	13	0	52	39	435	12	0	486	30	13	73	2	118	14	370	7	0	391	1047
Total	49	67	37	3	156	180	1764	35	1	1980	95	58	251	2	406	56	1554	45	3	1658	4200
05:00 PM	13	27	16	0	56	50	408	6	0	464	16	15	57	2	90	20	535	12	0	567	1177
05:15 PM	11	31	18	1	61	34	414	8	1	457	17	13	34	0	64	22	514	11	0	547	1129
05:30 PM	28	53	15	2	98	34	392	3	0	429	31	16	28	2	77	15	491	13	0	519	1123
05:45 PM	6	21	15	2	44	33	417	12	0	462	33	23	35	0	91	26	479	13	1	519	1116
Total	58	132	64	5	259	151	1631	29	1	1812	97	67	154	4	322	83	2019	49	1	2152	4545
Grand Total	128	313	192	10	643	947	6939	173	13	8072	235	229	637	13	1114	264	6662	297	14	7237	17066
Apprch %	19.9	48.7	29.9	1.6		11.7	86.0	2.1	0.2		21.1	20.6	57.2	1.2		3.6	92.1	4.1	0.2		
Total %	0.8	1.8	1.1	0.1	3.8	5.5	40.7	1.0	0.1	47.3	1.4	1.3	3.7	0.1	6.5	1.5	39.0	1.7	0.1	42.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

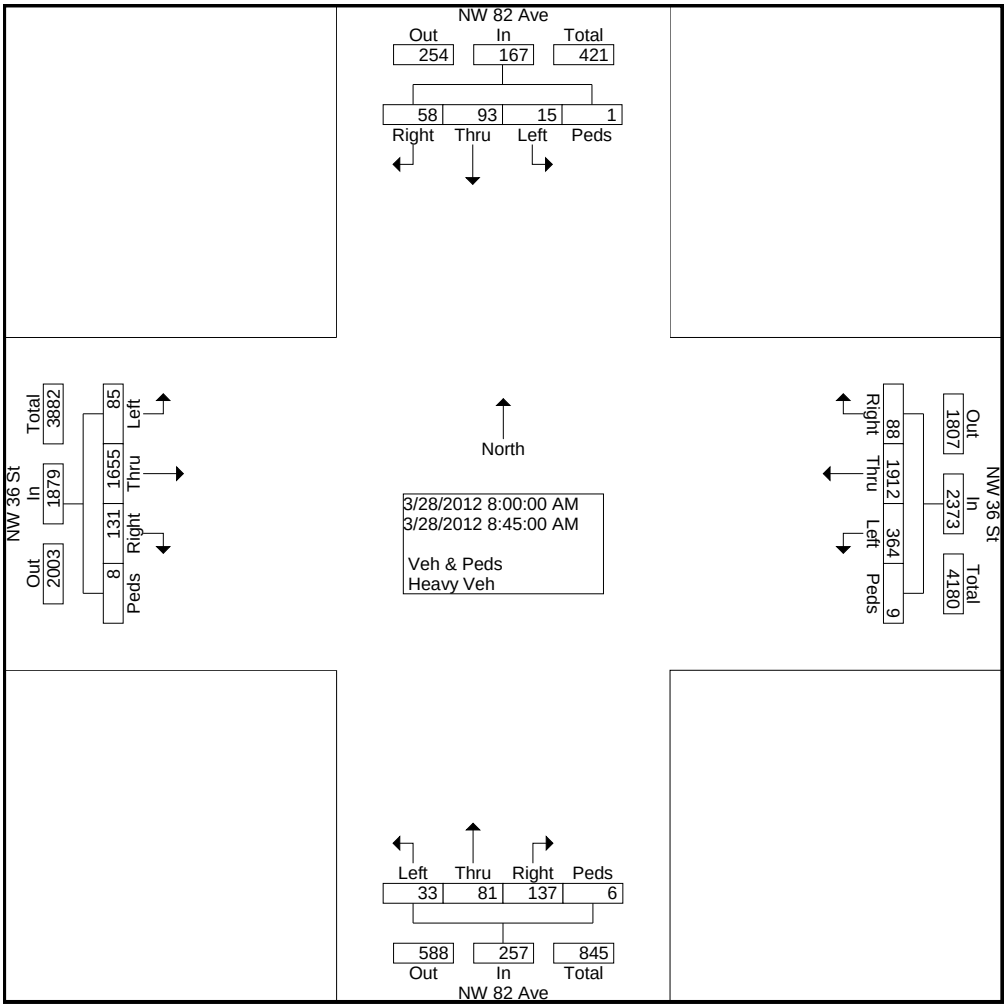
File Name : NW 36 St at NW 82 Ave
Site Code : 00000000
Start Date : 3/28/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at NW 82 Ave
Site Code : 00000000
Start Date : 3/28/2012
Page No : 3

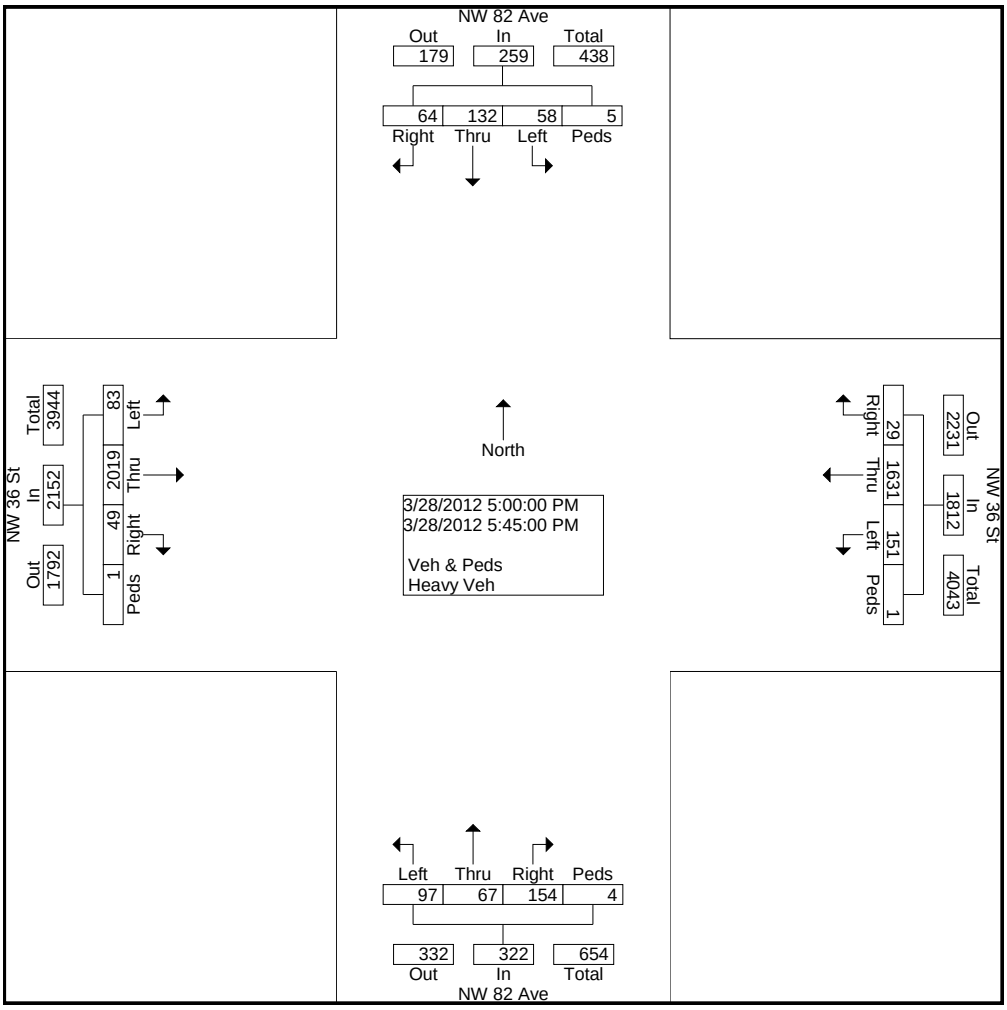
	NW 82 Ave Southbound					NW 36 St Westbound					NW 82 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	15	93	58	1	167	364	1912	88	9	2373	33	81	137	6	257	85	1655	131	8	1879	4676
Percent	9.0	55.7	34.7	0.6		15.3	80.6	3.7	0.4		12.8	31.5	53.3	2.3		4.5	88.1	7.0	0.4		
08:45 Volume	3	35	22	0	60	107	493	10	2	612	16	29	37	4	86	25	389	38	5	457	1215
Peak Factor																					0.962
High Int.	08:45 AM					08:00 AM					08:45 AM					08:30 AM					
Volume	3	35	22	0	60	86	518	10	2	616	16	29	37	4	86	27	454	32	0	513	
Peak Factor					0.696					0.963					0.747					0.916	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at NW 82 Ave
Site Code : 00000000
Start Date : 3/28/2012
Page No : 4

	NW 82 Ave Southbound					NW 36 St Westbound					NW 82 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	58	132	64	5	259	151	1631	29	1	1812	97	67	154	4	322	83	2019	49	1	2152	4545
Percent	22.4	51.0	24.7	1.9		8.3	90.0	1.6	0.1		30.1	20.8	47.8	1.2		3.9	93.8	2.3	0.0		
05:00 Volume	13	27	16	0	56	50	408	6	0	464	16	15	57	2	90	20	535	12	0	567	1177
Peak Factor																					0.965
High Int.	05:30 PM					05:00 PM					05:45 PM					05:00 PM					
Volume	28	53	15	2	98	50	408	6	0	464	33	23	35	0	91	20	535	12	0	567	
Peak Factor					0.661					0.976					0.885					0.949	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 36 St at NW 82 Ave
Site Code : 00000000
Start Date : 3/28/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 82 Ave From North					NW 36 St From East					NW 82 Ave From South					NW 36 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	23
07:15 AM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	14	1	0	15	27
07:30 AM	0	0	0	0	0	0	18	3	0	21	3	0	0	0	3	0	17	1	0	18	42
07:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	2	18	0	0	20	38
Total	1	0	0	0	1	0	58	3	0	61	4	0	0	0	4	2	60	2	0	64	130
08:00 AM	0	0	0	0	0	0	13	4	0	17	4	0	0	0	4	0	14	0	0	14	35
08:15 AM	2	0	1	0	3	0	27	0	0	27	2	0	1	0	3	1	9	0	0	10	43
08:30 AM	1	0	1	0	2	3	15	6	0	24	1	0	0	0	1	0	27	1	0	28	55
08:45 AM	0	0	0	0	0	0	18	7	0	25	2	1	2	0	5	1	25	0	0	26	56
Total	3	0	2	0	5	3	73	17	0	93	9	1	3	0	13	2	75	1	0	78	189
04:00 PM	0	1	0	0	1	1	20	5	0	26	6	2	1	0	9	0	26	1	0	27	63
04:15 PM	1	1	0	0	2	0	18	3	0	21	3	2	3	0	8	1	29	1	0	31	62
04:30 PM	0	0	0	0	0	1	17	2	0	20	1	1	3	0	5	1	25	0	0	26	51
04:45 PM	1	2	0	0	3	0	16	3	0	19	6	0	4	0	10	1	17	0	0	18	50
Total	2	4	0	0	6	2	71	13	0	86	16	5	11	0	32	3	97	2	0	102	226
05:00 PM	0	1	0	0	1	0	13	5	0	18	3	0	0	0	3	3	18	2	0	23	45
05:15 PM	1	2	0	0	3	2	11	0	0	13	0	1	1	0	2	1	16	2	0	19	37
05:30 PM	0	1	0	0	1	0	15	2	0	17	4	3	2	0	9	1	14	0	0	15	42
05:45 PM	0	0	0	0	0	0	9	1	0	10	2	0	1	0	3	0	11	0	0	11	24
Total	1	4	0	0	5	2	48	8	0	58	9	4	4	0	17	5	59	4	0	68	148
Grand Total	7	8	2	0	17	7	250	41	0	298	38	10	18	0	66	12	291	9	0	312	693
Apprch %	41.2	47.1	11.8	0.0		2.3	83.9	13.8	0.0		57.6	15.2	27.3	0.0		3.8	93.3	2.9	0.0		
Total %	1.0	1.2	0.3	0.0	2.5	1.0	36.1	5.9	0.0	43.0	5.5	1.4	2.6	0.0	9.5	1.7	42.0	1.3	0.0	45.0	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

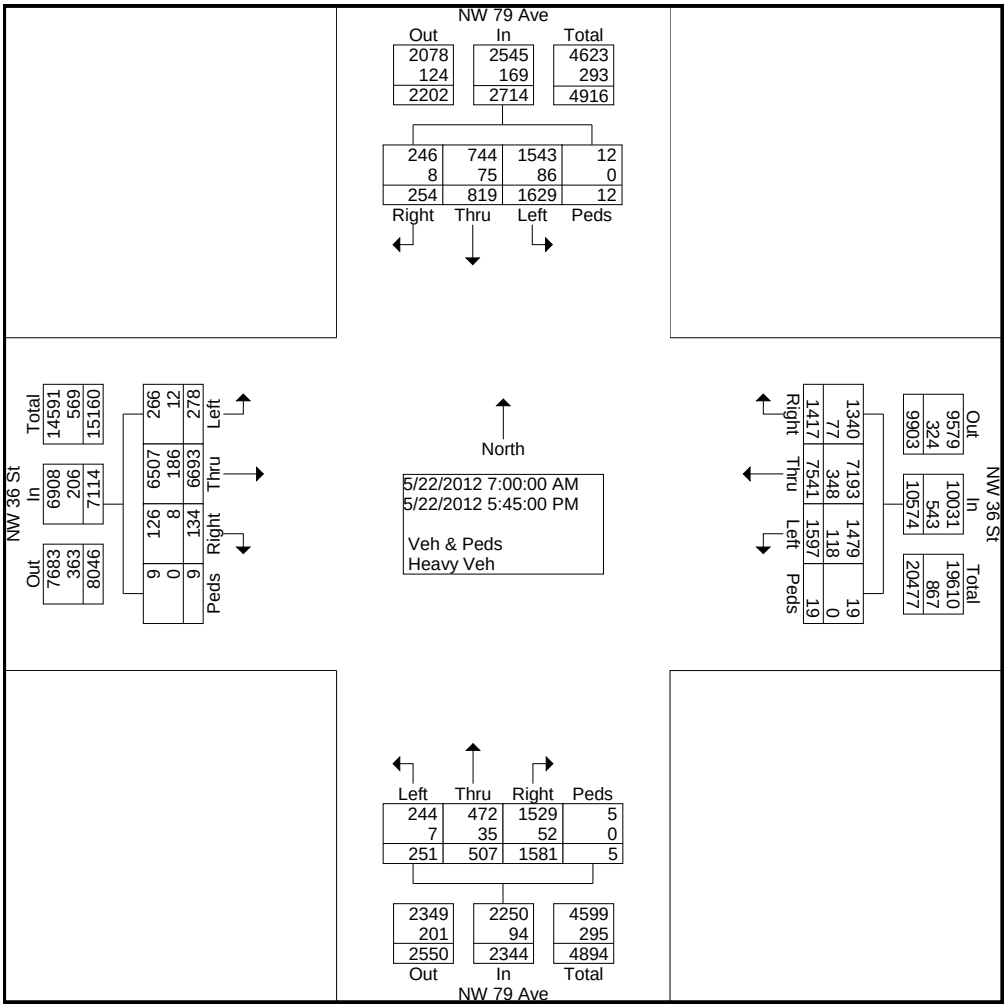
File Name : NW 36 St at NW 79 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 79 Ave Southbound					NW 36 St Westbound					NW 79 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	33	16	7	0	56	49	361	73	2	485	5	12	17	0	34	12	289	3	0	304	879
07:15 AM	65	28	13	2	108	63	387	84	1	535	2	38	47	0	87	11	325	8	2	346	1076
07:30 AM	65	27	17	0	109	78	576	87	0	741	5	21	58	1	85	15	315	7	1	338	1273
07:45 AM	86	50	15	0	151	100	499	66	1	666	14	34	59	1	108	17	449	7	3	476	1401
Total	249	121	52	2	424	290	1823	310	4	2427	26	105	181	2	314	55	1378	25	6	1464	4629
08:00 AM	87	53	21	0	161	108	631	120	2	861	7	25	68	0	100	20	403	9	0	432	1554
08:15 AM	84	50	16	1	151	136	635	102	1	874	10	31	75	0	116	20	421	17	0	458	1599
08:30 AM	92	65	23	1	181	177	607	109	0	893	10	28	74	1	113	26	452	19	0	497	1684
08:45 AM	89	68	17	2	176	143	739	119	3	1004	14	46	77	0	137	25	371	14	2	412	1729
Total	352	236	77	4	669	564	2612	450	6	3632	41	130	294	1	466	91	1647	59	2	1799	6566
04:00 PM	119	68	18	0	205	91	265	78	0	434	13	36	103	0	152	14	375	3	0	392	1183
04:15 PM	105	57	20	0	182	94	323	81	1	499	27	60	123	0	210	20	368	5	0	393	1284
04:30 PM	96	41	10	0	147	100	403	78	0	581	24	32	143	0	199	16	400	7	1	424	1351
04:45 PM	116	67	23	3	209	104	410	69	3	586	21	25	145	1	192	13	472	5	0	490	1477
Total	436	233	71	3	743	389	1401	306	4	2100	85	153	514	1	753	63	1615	20	1	1699	5295
05:00 PM	144	56	19	2	221	84	398	79	0	561	19	38	154	1	212	16	475	8	0	499	1493
05:15 PM	150	42	9	0	201	115	447	91	0	653	26	21	145	0	192	10	521	6	0	537	1583
05:30 PM	165	64	14	1	244	100	444	72	1	617	28	29	145	0	202	17	561	10	0	588	1651
05:45 PM	133	67	12	0	212	55	416	109	4	584	26	31	148	0	205	26	496	6	0	528	1529
Total	592	229	54	3	878	354	1705	351	5	2415	99	119	592	1	811	69	2053	30	0	2152	6256
Grand Total	1629	819	254	12	2714	1597	7541	1417	19	10574	251	507	1581	5	2344	278	6693	134	9	7114	22746
Apprch %	60.0	30.2	9.4	0.4		15.1	71.3	13.4	0.2		10.7	21.6	67.4	0.2		3.9	94.1	1.9	0.1		
Total %	7.2	3.6	1.1	0.1	11.9	7.0	33.2	6.2	0.1	46.5	1.1	2.2	7.0	0.0	10.3	1.2	29.4	0.6	0.0	31.3	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

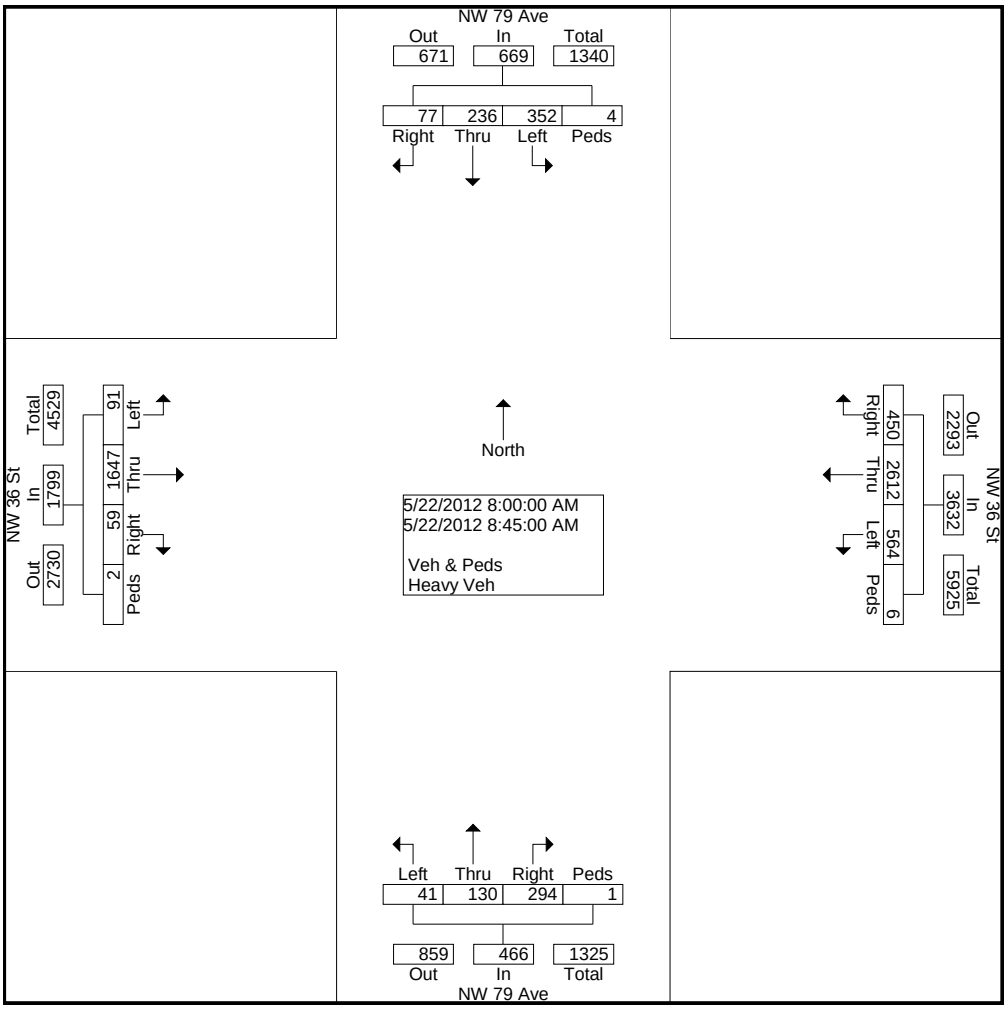
File Name : NW 36 St at NW 79 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at NW 79 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 3

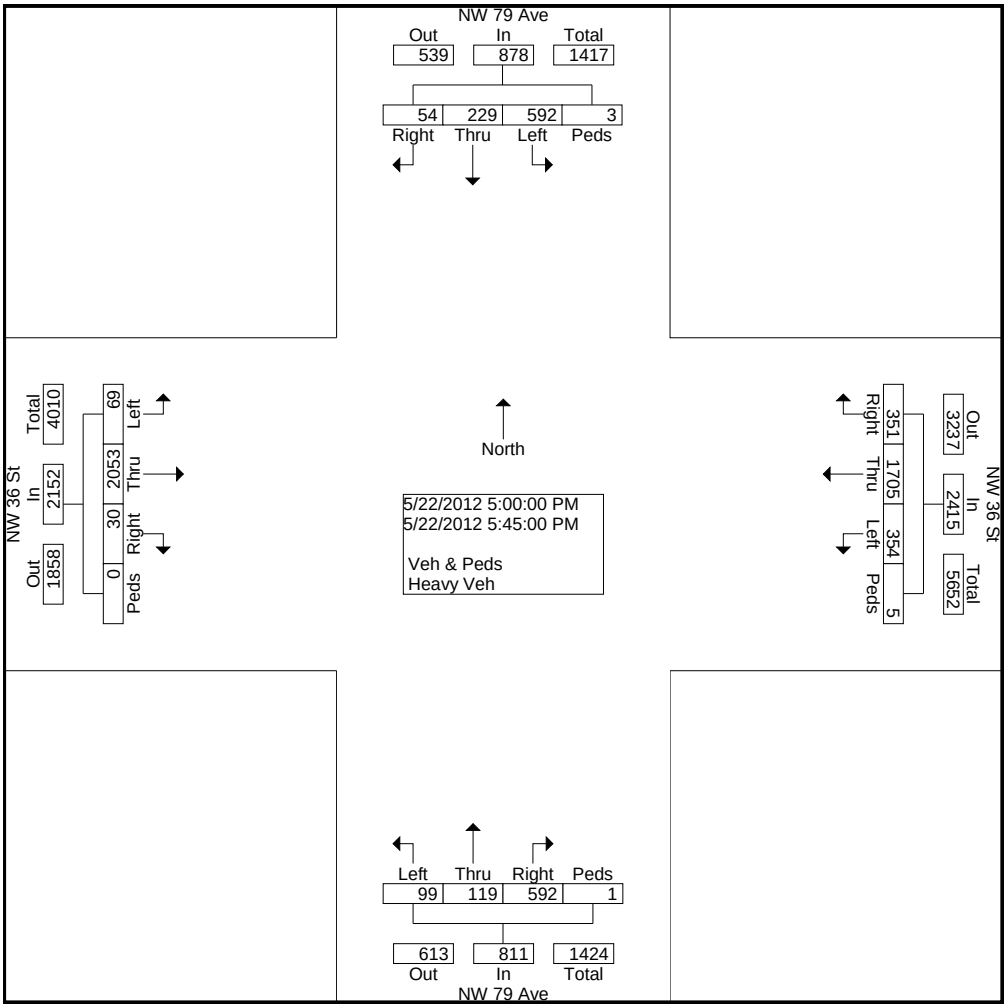
	NW 79 Ave Southbound					NW 36 St Westbound					NW 79 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	352	236	77	4	669	564	2612	450	6	3632	41	130	294	1	466	91	1647	59	2	1799	6566
Percent	52.6	35.3	11.5	0.6		15.5	71.9	12.4	0.2		8.8	27.9	63.1	0.2		5.1	91.6	3.3	0.1		
08:45 Volume	89	68	17	2	176	143	739	119	3	1004	14	46	77	0	137	25	371	14	2	412	1729
Peak Factor																					0.949
High Int.	08:30 AM					08:45 AM					08:45 AM					08:30 AM					
Volume	92	65	23	1	181	143	739	119	3	1004	14	46	77	0	137	26	452	19	0	497	
Peak Factor					0.924					0.904					0.850					0.905	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at NW 79 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 4

	NW 79 Ave Southbound					NW 36 St Westbound					NW 79 Ave Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	592	229	54	3	878	354	1705	351	5	2415	99	119	592	1	811	69	2053	30	0	2152	6256
Percent	67.4	26.1	6.2	0.3		14.7	70.6	14.5	0.2		12.2	14.7	73.0	0.1		3.2	95.4	1.4	0.0		
05:30 Volume	165	64	14	1	244	100	444	72	1	617	28	29	145	0	202	17	561	10	0	588	1651
Peak Factor																					0.947
High Int.	05:30 PM					05:15 PM					05:00 PM					05:30 PM					
Volume	165	64	14	1	244	115	447	91	0	653	19	38	154	1	212	17	561	10	0	588	
Peak Factor					0.900					0.925					0.956					0.915	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 36 St at NW 79 Ave
Site Code : 00000000
Start Date : 5/22/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 79 Ave From North					NW 36 St From East					NW 79 Ave From South					NW 36 St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	4	0	4	4	17	3	0	24	1	0	0	0	1	0	4	1	0	5	34
07:15 AM	2	3	4	0	9	4	20	1	0	25	5	2	1	0	8	1	10	0	0	11	53
07:30 AM	1	3	2	0	6	2	21	1	0	24	1	3	0	0	4	0	13	1	0	14	48
07:45 AM	1	4	8	0	13	3	19	6	0	28	2	1	1	0	4	1	12	2	0	15	60
Total	4	10	18	0	32	13	77	11	0	101	9	6	2	0	17	2	39	4	0	45	195
08:00 AM	0	5	6	0	11	6	34	5	0	45	0	0	0	0	0	3	21	0	0	24	80
08:15 AM	1	5	3	0	9	6	26	9	0	41	3	2	0	0	5	1	18	1	0	20	75
08:30 AM	1	4	5	0	10	5	25	6	0	36	1	1	0	0	2	0	16	2	0	18	66
08:45 AM	0	12	9	0	21	1	28	11	0	40	0	1	0	0	1	1	17	0	0	18	80
Total	2	26	23	0	51	18	113	31	0	162	4	4	0	0	8	5	72	3	0	80	301
04:00 PM	1	2	5	0	8	6	13	9	0	28	3	6	0	0	9	0	9	2	0	11	56
04:15 PM	0	8	9	0	17	2	23	4	0	29	8	5	3	0	16	0	10	1	0	11	73
04:30 PM	0	5	3	0	8	6	22	16	0	44	2	5	0	0	7	0	6	0	0	6	65
04:45 PM	0	8	9	0	17	6	21	15	0	42	7	1	1	0	9	0	11	0	0	11	79
Total	1	23	26	0	50	20	79	44	0	143	20	17	4	0	41	0	36	3	0	39	273
05:00 PM	0	4	1	0	5	5	23	11	0	39	2	5	1	0	8	0	9	1	0	10	62
05:15 PM	0	5	7	0	12	9	19	5	0	33	7	0	0	0	7	0	4	0	0	4	56
05:30 PM	1	3	4	0	8	3	14	10	0	27	7	2	0	0	9	1	11	1	0	13	57
05:45 PM	0	4	7	0	11	9	23	6	0	38	3	1	0	0	4	0	15	0	0	15	68
Total	1	16	19	0	36	26	79	32	0	137	19	8	1	0	28	1	39	2	0	42	243
Grand Total	8	75	86	0	169	77	348	118	0	543	52	35	7	0	94	8	186	12	0	206	1012
Apprch %	4.7	44.4	50.9	0.0		14.2	64.1	21.7	0.0		55.3	37.2	7.4	0.0		3.9	90.3	5.8	0.0		
Total %	0.8	7.4	8.5	0.0	16.7	7.6	34.4	11.7	0.0	53.7	5.1	3.5	0.7	0.0	9.3	0.8	18.4	1.2	0.0	20.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 36 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	SR 826 SB Ramps Southbound					NW 36 St Westbound					- Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	101	0	135	0	236	0	303	0	0	303	0	0	0	0	0	0	211	45	0	256	795
07:15 AM	120	0	126	0	246	0	321	0	0	321	0	0	0	0	0	0	292	81	0	373	940
07:30 AM	138	0	11	0	149	0	409	0	0	409	0	0	0	0	0	0	339	83	0	422	980
07:45 AM	201	0	37	0	238	0	478	0	0	478	0	0	0	0	0	0	336	91	0	427	1143
Total	560	0	309	0	869	0	1511	0	0	1511	0	0	0	0	0	0	1178	300	0	1478	3858
08:00 AM	192	0	33	0	225	0	439	0	0	439	0	0	0	0	0	0	349	81	1	431	1095
08:15 AM	145	0	67	0	212	0	490	0	0	490	0	0	0	0	0	0	366	102	0	468	1170
08:30 AM	176	0	101	0	277	0	527	0	0	527	0	0	0	0	0	0	326	122	0	448	1252
08:45 AM	164	0	85	0	249	0	562	0	0	562	0	0	0	0	0	0	298	84	0	382	1193
Total	677	0	286	0	963	0	2018	0	0	2018	0	0	0	0	0	0	1339	389	1	1729	4710
04:00 PM	98	0	7	0	105	0	401	0	0	401	0	0	0	0	0	0	312	227	0	539	1045
04:15 PM	93	0	15	0	108	0	458	0	2	460	0	0	0	0	0	0	339	209	0	548	1116
04:30 PM	119	0	16	0	135	0	443	0	0	443	0	0	0	0	0	0	369	238	0	607	1185
04:45 PM	124	0	7	0	131	0	411	0	0	411	0	0	0	0	0	0	404	238	0	642	1184
Total	434	0	45	0	479	0	1713	0	2	1715	0	0	0	0	0	0	1424	912	0	2336	4530
05:00 PM	79	0	4	0	83	0	448	0	0	448	0	0	0	0	0	0	383	260	0	643	1174
05:15 PM	78	0	2	0	80	0	504	0	0	504	0	0	0	0	0	0	329	228	1	558	1142
05:30 PM	94	0	6	0	100	0	385	0	0	385	0	0	0	0	0	0	390	211	0	601	1086
05:45 PM	111	0	2	0	113	0	648	0	2	650	0	0	0	0	0	0	348	233	0	581	1344
Total	362	0	14	0	376	0	1985	0	2	1987	0	0	0	0	0	0	1450	932	1	2383	4746
Grand Total	2033	0	654	0	2687	0	7227	0	4	7231	0	0	0	0	0	0	5391	2533	2	7926	17844
Apprch %	75.7	0.0	24.3	0.0		0.0	99.9	0.0	0.1		0.0	0.0	0.0	0.0		0.0	68.0	32.0	0.0		
Total %	11.4	0.0	3.7	0.0	15.1	0.0	40.5	0.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	30.2	14.2	0.0	44.4	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 5/10/2012
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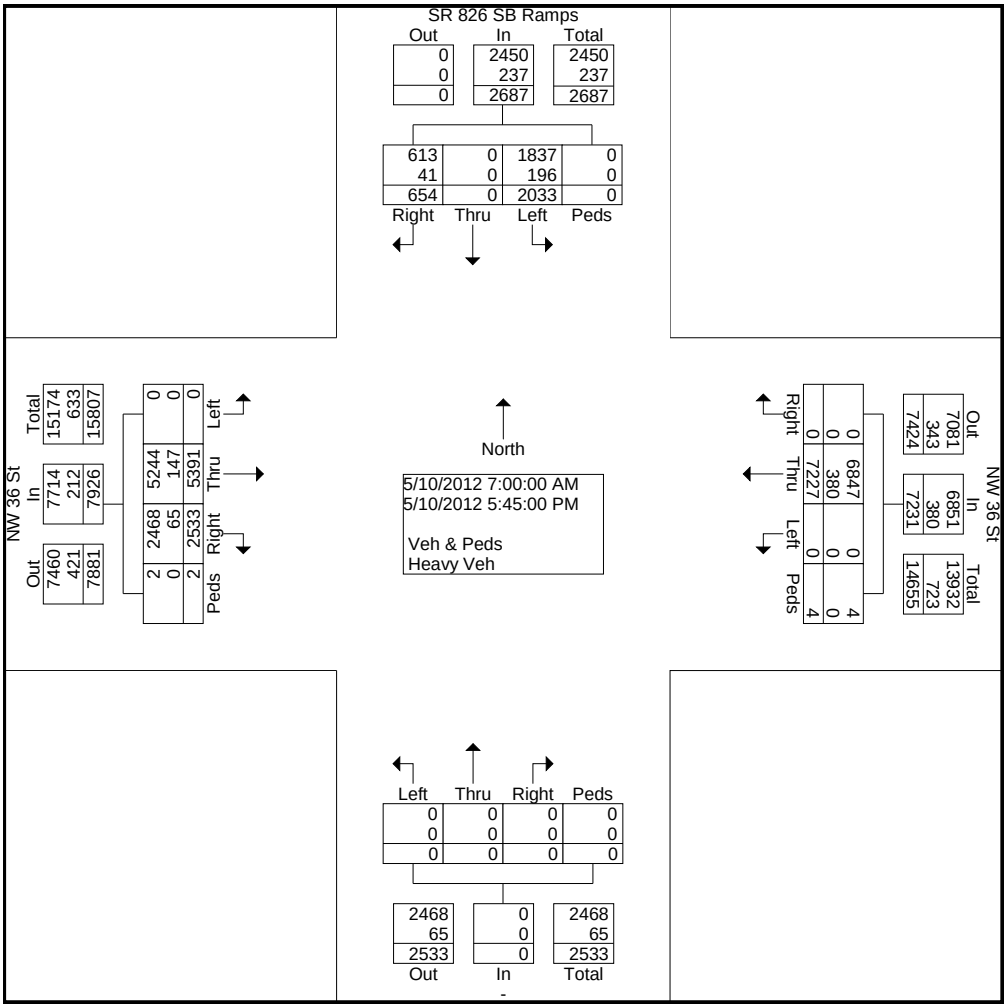
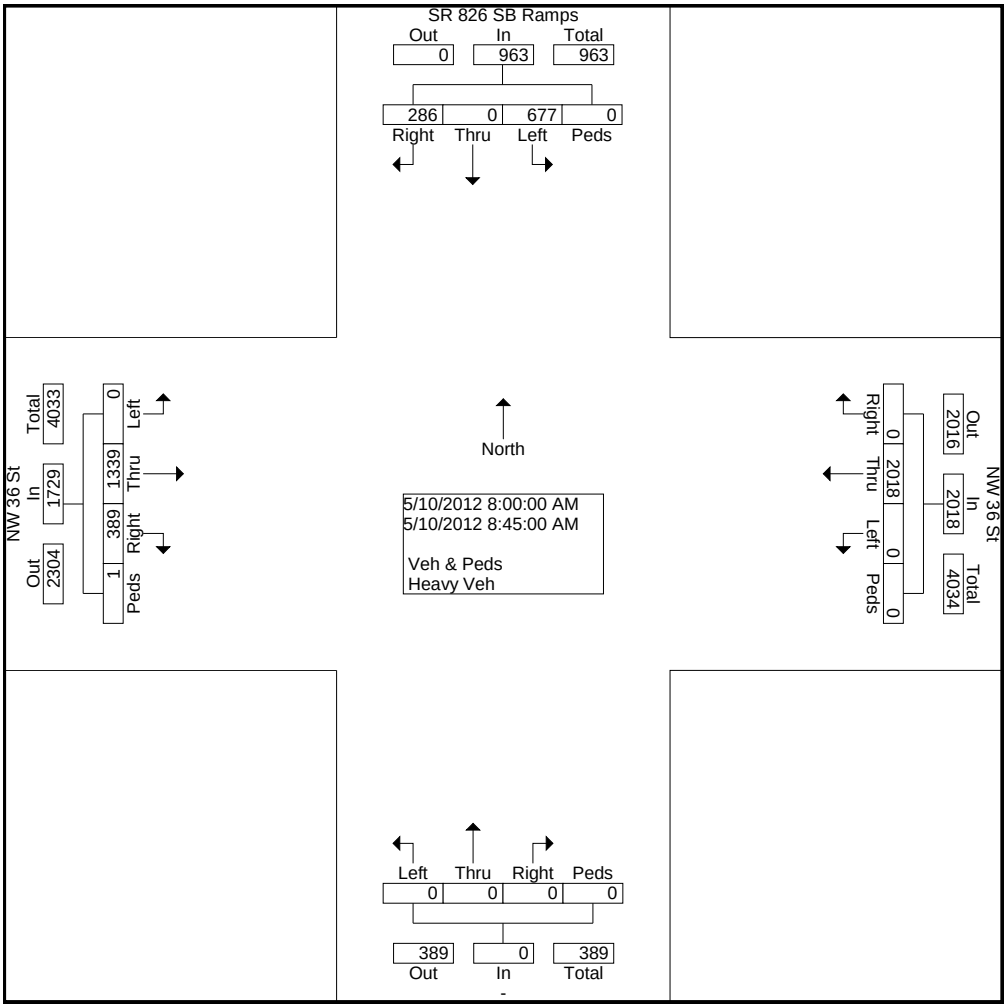


Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 3

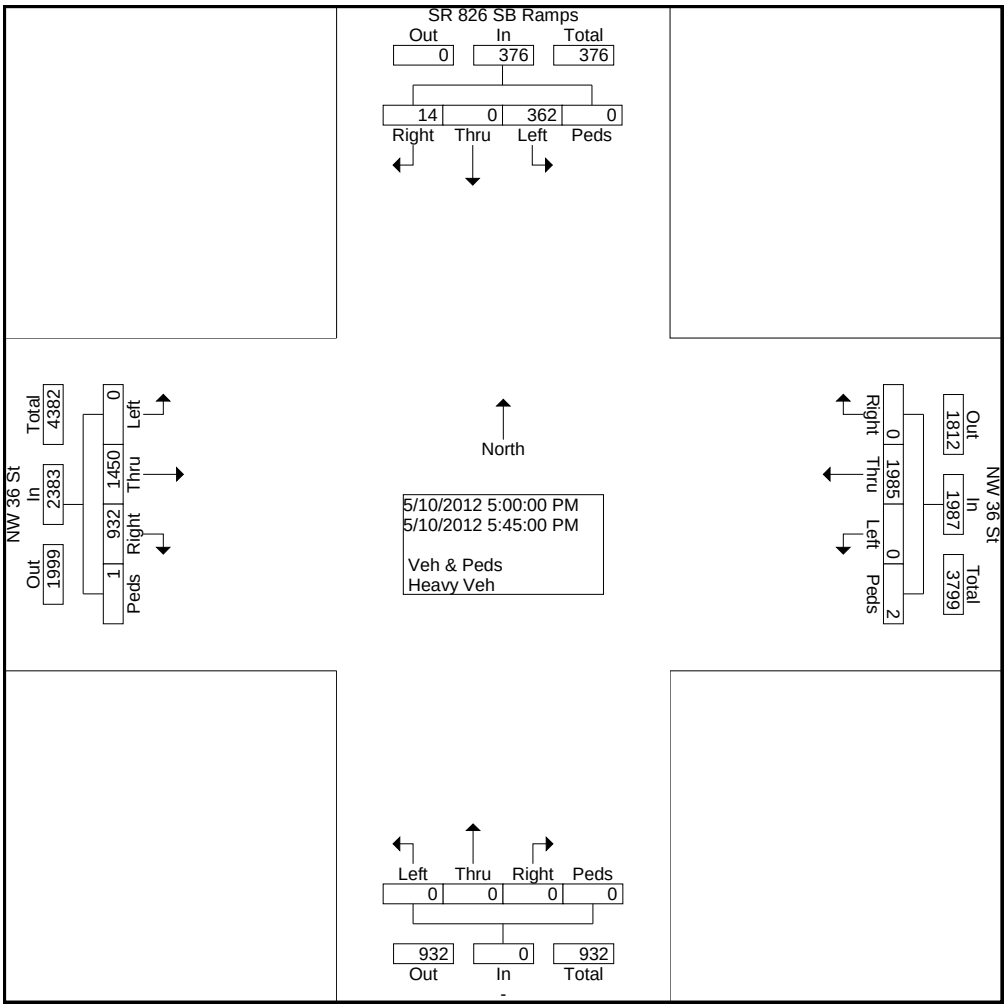
	SR 826 SB Ramps Southbound					NW 36 St Westbound					- Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	677	0	286	0	963	0	2018	0	0	2018	0	0	0	0	0	0	1339	389	1	1729	4710
Percent	70.3	0.0	29.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	77.4	22.5	0.1		
08:30 Volume	176	0	101	0	277	0	527	0	0	527	0	0	0	0	0	0	326	122	0	448	1252
Peak Factor																					0.940
High Int.	08:30 AM					08:45 AM					6:45:00 AM					08:15 AM					
Volume	176	0	101	0	277	0	562	0	0	562	0	0	0	0	0	0	366	102	0	468	
Peak Factor					0.869					0.898										0.924	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at SR 826 SB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 4

	SR 826 SB Ramps Southbound					NW 36 St Westbound					- Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	362	0	14	0	376	0	1985	0	2	1987	0	0	0	0	0	0	1450	932	1	2383	4746
Percent	96.3	0.0	3.7	0.0		0.0	99.9	0.0	0.1		0.0	0.0	0.0	0.0		0.0	60.8	39.1	0.0		
05:45 Volume	111	0	2	0	113	0	648	0	2	650	0	0	0	0	0	0	348	233	0	581	1344
Peak Factor																					0.883
High Int.	05:45 PM					05:45 PM										05:00 PM					
Volume	111	0	2	0	113	0	648	0	2	650	0	0	0	0	0	0	383	260	0	643	
Peak Factor					0.832					0.764										0.927	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

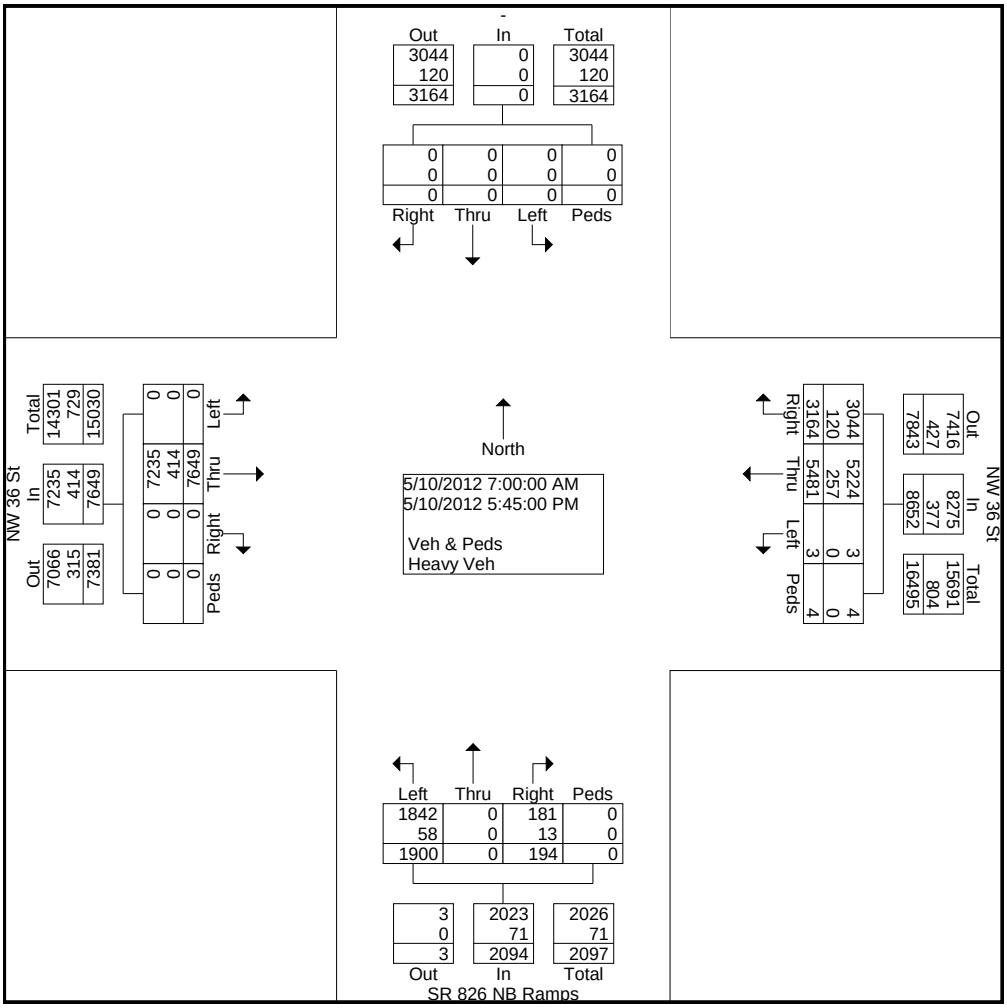
File Name : NW 36 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	- Southbound					NW 36 St Westbound					SR 826 NB Ramps Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	301	114	0	415	104	0	4	0	108	0	369	0	0	369	892
07:15 AM	0	0	0	0	0	0	329	133	0	462	85	0	11	0	96	0	456	0	0	456	1014
07:30 AM	0	0	0	0	0	0	332	146	0	478	124	0	11	0	135	0	510	0	0	510	1123
07:45 AM	0	0	0	0	0	3	344	159	0	506	134	0	9	0	143	0	541	0	0	541	1190
Total	0	0	0	0	0	3	1306	552	0	1861	447	0	35	0	482	0	1876	0	0	1876	4219
08:00 AM	0	0	0	0	0	0	331	145	0	476	127	0	14	0	141	0	563	0	0	563	1180
08:15 AM	0	0	0	0	0	0	329	122	0	451	139	0	18	0	157	0	565	0	0	565	1173
08:30 AM	0	0	0	0	0	0	403	146	0	549	149	0	17	0	166	0	495	0	0	495	1210
08:45 AM	0	0	0	0	0	0	390	121	0	511	189	0	16	0	205	0	476	0	0	476	1192
Total	0	0	0	0	0	0	1453	534	0	1987	604	0	65	0	669	0	2099	0	0	2099	4755
04:00 PM	0	0	0	0	0	0	312	211	0	523	112	0	12	0	124	0	387	0	0	387	1034
04:15 PM	0	0	0	0	0	0	368	241	4	613	105	0	7	0	112	0	449	0	0	449	1174
04:30 PM	0	0	0	0	0	0	324	255	0	579	103	0	13	0	116	0	459	0	0	459	1154
04:45 PM	0	0	0	0	0	0	313	233	0	546	101	0	5	0	106	0	503	0	0	503	1155
Total	0	0	0	0	0	0	1317	940	4	2261	421	0	37	0	458	0	1798	0	0	1798	4517
05:00 PM	0	0	0	0	0	0	344	362	0	706	123	0	9	0	132	0	480	0	0	480	1318
05:15 PM	0	0	0	0	0	0	370	292	0	662	130	0	16	0	146	0	413	0	0	413	1221
05:30 PM	0	0	0	0	0	0	335	288	0	623	64	0	20	0	84	0	491	0	0	491	1198
05:45 PM	0	0	0	0	0	0	356	196	0	552	111	0	12	0	123	0	492	0	0	492	1167
Total	0	0	0	0	0	0	1405	1138	0	2543	428	0	57	0	485	0	1876	0	0	1876	4904
Grand Total	0	0	0	0	0	3	5481	3164	4	8652	1900	0	194	0	2094	0	7649	0	0	7649	18395
Apprch %	0.0	0.0	0.0	0.0		0.0	63.3	36.6	0.0		90.7	0.0	9.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.8	17.2	0.0	47.0	10.3	0.0	1.1	0.0	11.4	0.0	41.6	0.0	0.0	41.6	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

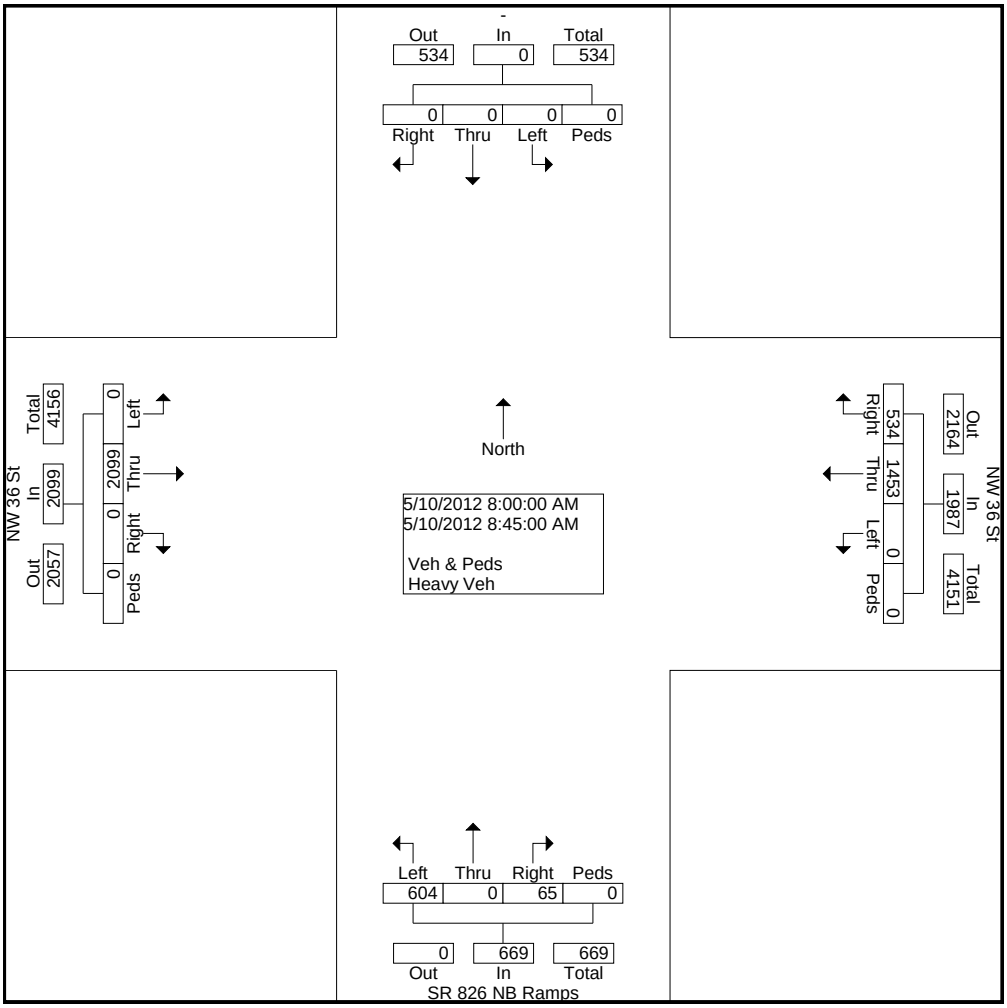
File Name : NW 36 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 2



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 3

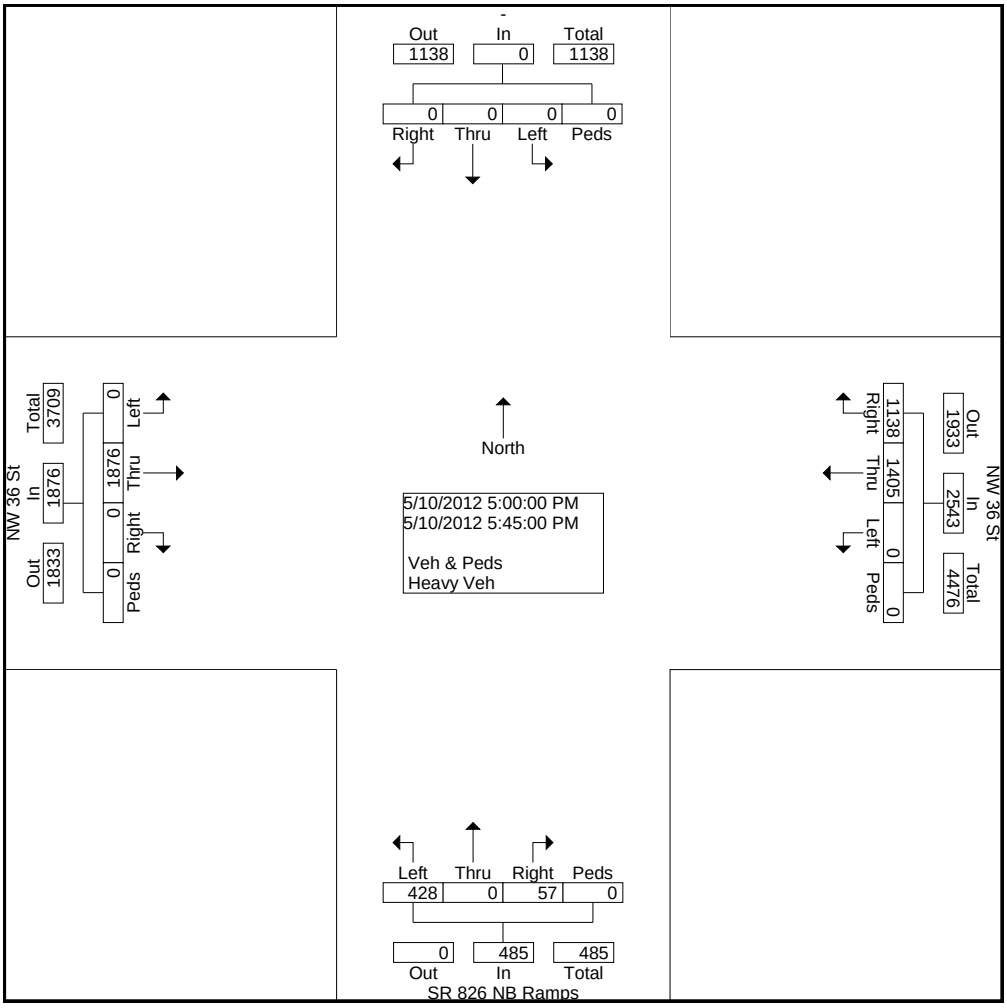
	- Southbound					NW 36 St Westbound					SR 826 NB Ramps Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	0	0	0	0	0	1453	534	0	1987	604	0	65	0	669	0	2099	0	0	2099	4755
Percent	0.0	0.0	0.0	0.0		0.0	73.1	26.9	0.0		90.3	0.0	9.7	0.0		0.0	100.0	0.0	0.0		
08:30 Volume	0	0	0	0	0	0	403	146	0	549	149	0	17	0	166	0	495	0	0	495	1210
Peak Factor																					0.982
High Int.	6:45:00 AM					08:30 AM					08:45 AM					08:15 AM					
Volume	0	0	0	0	0	0	403	146	0	549	189	0	16	0	205	0	565	0	0	565	
Peak Factor										0.905					0.816					0.929	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 36 St at SR 826 NB Ramps
Site Code : 00000000
Start Date : 5/10/2012
Page No : 4

	- Southbound					NW 36 St Westbound					SR 826 NB Ramps Northbound					NW 36 St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	0	1405	1138	0	2543	428	0	57	0	485	0	1876	0	0	1876	4904
Percent	0.0	0.0	0.0	0.0		0.0	55.2	44.8	0.0		88.2	0.0	11.8	0.0		0.0	100.0	0.0	0.0		
05:00 Volume	0	0	0	0	0	0	344	362	0	706	123	0	9	0	132	0	480	0	0	480	1318
Peak Factor																					0.930
High Int.						05:00 PM					05:15 PM					05:45 PM					
Volume	0	0	0	0	0	0	344	362	0	706	130	0	16	0	146	0	492	0	0	492	
Peak Factor										0.900					0.830					0.953	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
COUNTY: Miami-Dade

File Name : NW 41 St at NW 115 Ave
Site Code : 00000000
Start Date : 10/23/2012
Page No : 1

Groups Printed- Veh & Peds - Heavy Veh

	NW 115 Avenue Southbound					NW 41 Street Westbound					NW 115 Avenue Northbound					NW 41 Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	6	137	0	0	143	4	0	15	0	19	0	485	73	0	558	720
07:15 AM	0	0	0	0	0	11	164	0	0	175	13	0	37	0	50	0	556	90	0	646	871
07:30 AM	0	0	0	0	0	9	208	0	0	217	15	0	32	0	47	0	547	106	0	653	917
07:45 AM	0	0	0	0	0	19	196	0	0	215	5	0	43	0	48	0	630	107	0	737	1000
Total	0	0	0	0	0	45	705	0	0	750	37	0	127	0	164	0	2218	376	0	2594	3508
08:00 AM	0	0	0	0	0	16	242	0	0	258	5	0	22	0	27	0	560	107	0	667	952
08:15 AM	0	0	0	0	0	20	220	0	0	240	5	0	41	0	46	0	661	137	0	798	1084
08:30 AM	0	0	0	0	0	28	196	0	0	224	6	0	46	0	52	0	640	126	0	766	1042
08:45 AM	0	0	0	0	0	24	184	0	0	208	5	0	50	0	55	0	615	138	0	753	1016
Total	0	0	0	0	0	88	842	0	0	930	21	0	159	0	180	0	2476	508	0	2984	4094
04:00 PM	0	0	0	2	2	37	357	0	0	394	53	0	61	0	114	0	167	14	0	181	691
04:15 PM	0	0	0	0	0	37	416	0	0	453	41	0	50	0	91	0	164	17	0	181	725
04:30 PM	0	0	0	0	0	37	464	0	0	501	61	0	54	0	115	0	164	23	0	187	803
04:45 PM	0	0	0	0	0	44	421	0	0	465	57	0	78	0	135	0	188	20	0	208	808
Total	0	0	0	2	2	155	1658	0	0	1813	212	0	243	0	455	0	683	74	0	757	3027
05:00 PM	0	0	0	0	0	19	511	0	0	530	63	0	80	0	143	0	180	25	0	205	878
05:15 PM	0	0	0	0	0	38	555	0	0	593	59	0	71	0	130	0	191	17	0	208	931
05:30 PM	0	0	0	0	0	29	444	0	0	473	58	0	78	0	136	0	232	23	0	255	864
05:45 PM	0	0	0	0	0	44	440	0	0	484	44	0	58	0	102	0	210	32	0	242	828
Total	0	0	0	0	0	130	1950	0	0	2080	224	0	287	0	511	0	813	97	0	910	3501
Grand Total	0	0	0	2	2	418	5155	0	0	5573	494	0	816	0	1310	0	6190	1055	0	7245	14130
Apprch %	0.0	0.0	0.0	100.0		7.5	92.5	0.0	0.0		37.7	0.0	62.3	0.0		0.0	85.4	14.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.0	36.5	0.0	0.0	39.4	3.5	0.0	5.8	0.0	9.3	0.0	43.8	7.5	0.0	51.3	

Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 115 Ave
Site Code : 00000000
Start Date : 10/23/2012
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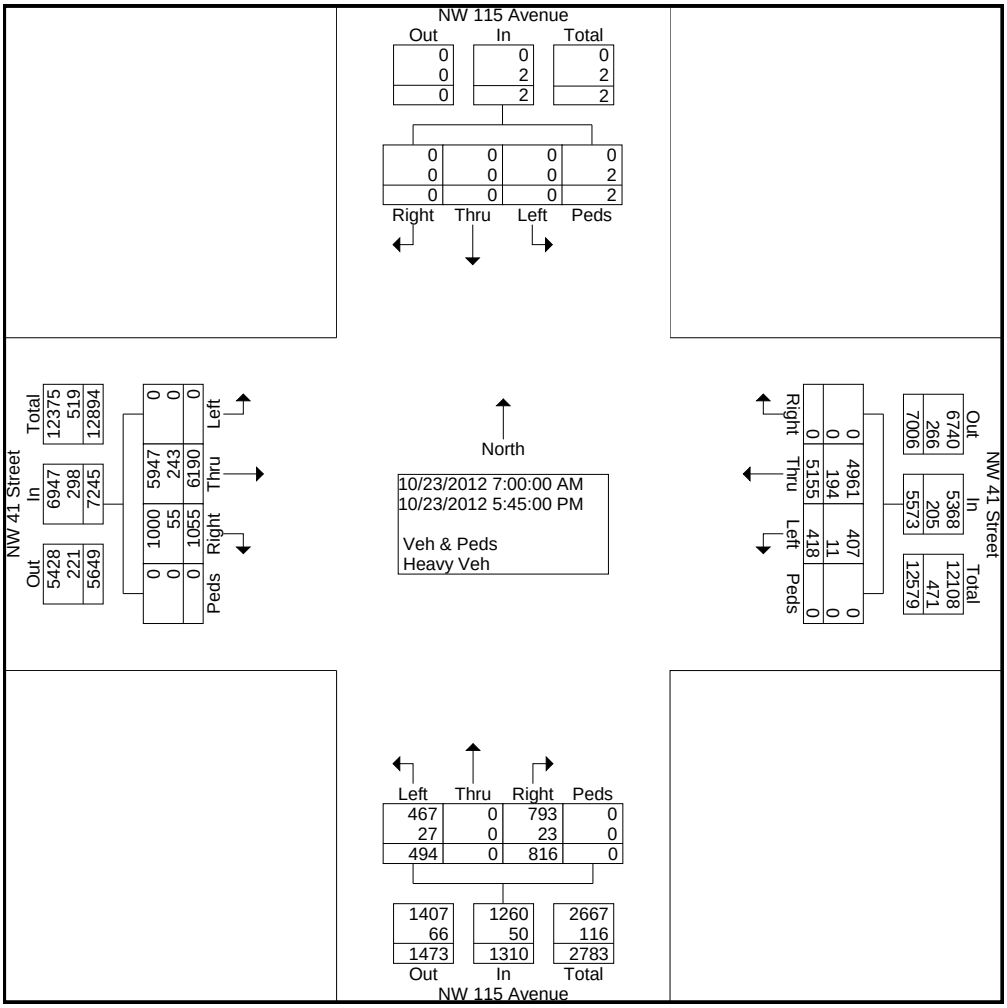
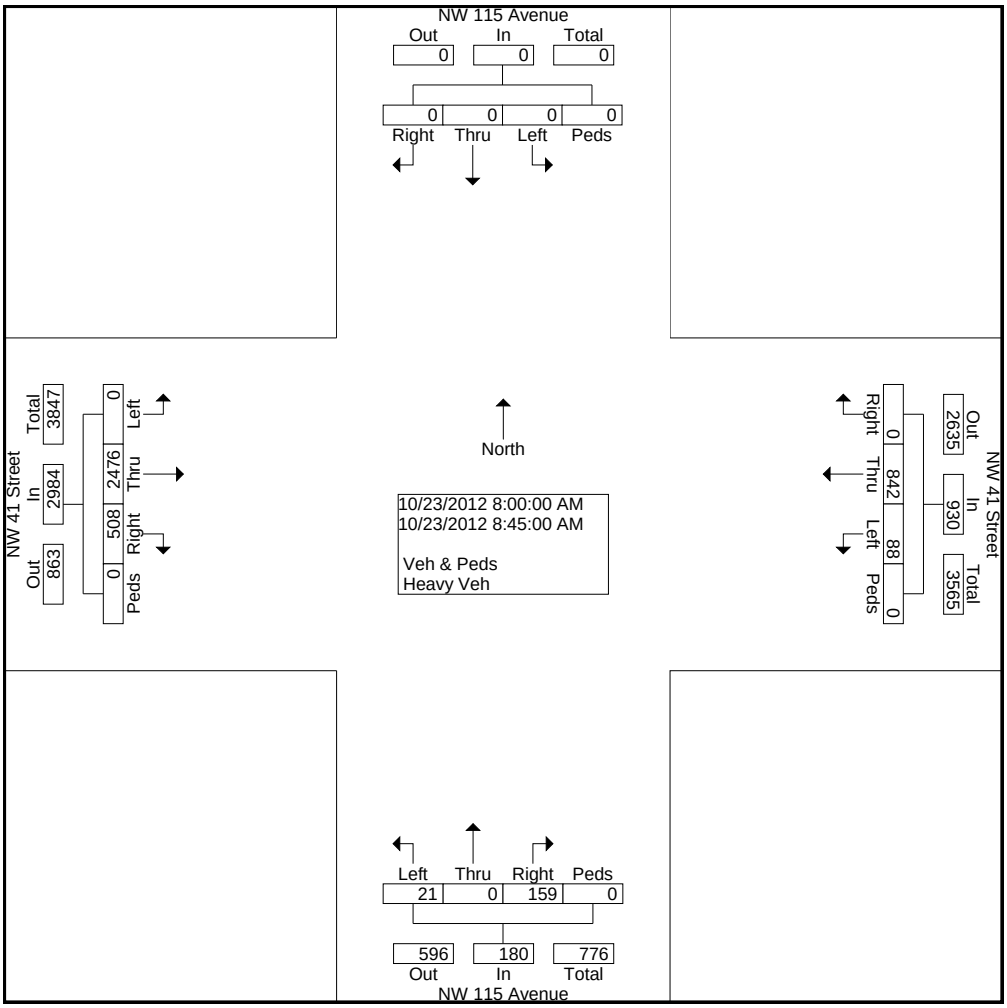


Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 115 Ave
Site Code : 00000000
Start Date : 10/23/2012
Page No : 3

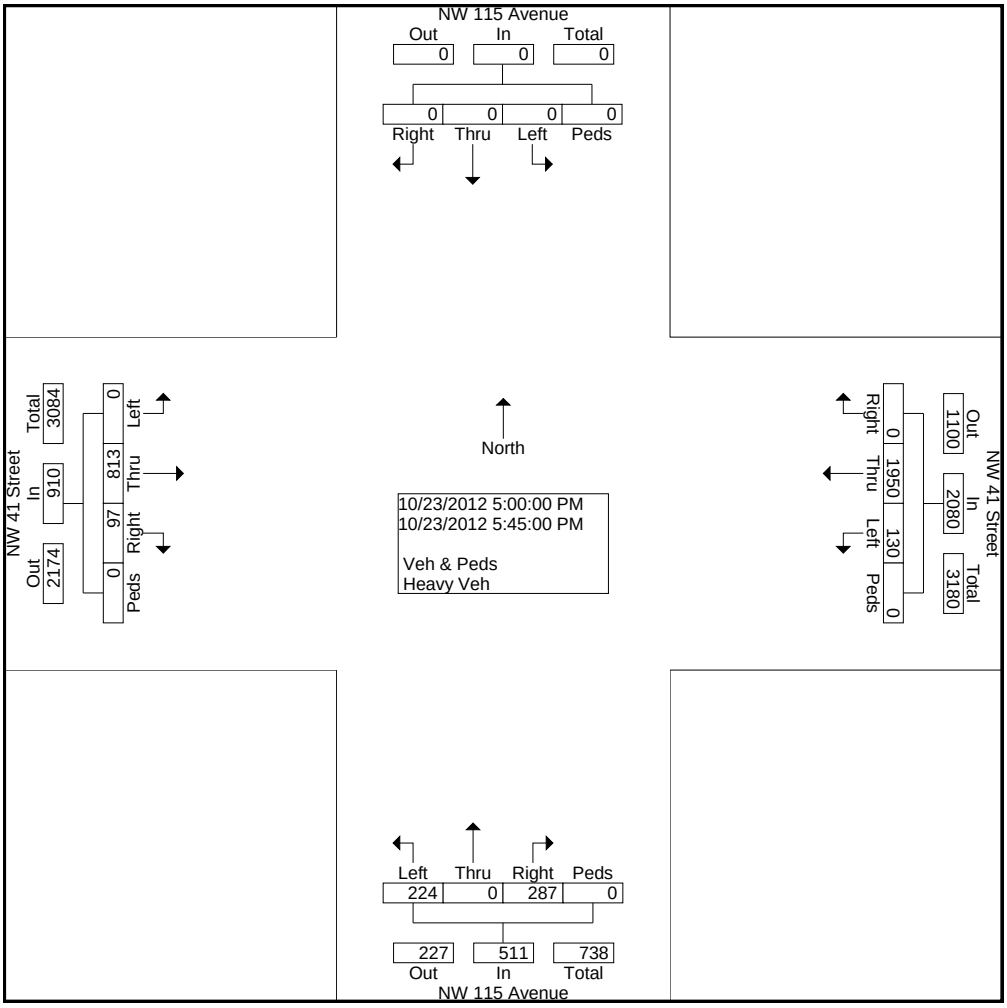
	NW 115 Avenue Southbound					NW 41 Street Westbound					NW 115 Avenue Northbound					NW 41 Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	0	0	0	0	88	842	0	0	930	21	0	159	0	180	0	2476	508	0	2984	4094
Percent	0.0	0.0	0.0	0.0		9.5	90.5	0.0	0.0		11.7	0.0	88.3	0.0		0.0	83.0	17.0	0.0		
08:15 Volume	0	0	0	0	0	20	220	0	0	240	5	0	41	0	46	0	661	137	0	798	1084
Peak Factor																					0.944
High Int.	6:45:00 AM					08:00 AM					08:45 AM					08:15 AM					
Volume	0	0	0	0	0	16	242	0	0	258	5	0	50	0	55	0	661	137	0	798	
Peak Factor										0.901					0.818					0.935	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

File Name : NW 41 St at NW 115 Ave
Site Code : 00000000
Start Date : 10/23/2012
Page No : 4

	NW 115 Avenue Southbound					NW 41 Street Westbound					NW 115 Avenue Northbound					NW 41 Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	130	1950	0	0	2080	224	0	287	0	511	0	813	97	0	910	3501
Percent	0.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0		43.8	0.0	56.2	0.0		0.0	89.3	10.7	0.0		
05:15 Volume	0	0	0	0	0	38	555	0	0	593	59	0	71	0	130	0	191	17	0	208	931
Peak Factor																					0.940
High Int.						05:15 PM					05:00 PM					05:30 PM					
Volume	0	0	0	0	0	38	555	0	0	593	63	0	80	0	143	0	232	23	0	255	
Peak Factor										0.877					0.893					0.892	



Marlin Engineering, Inc.
2191 NW 97 Avenue
Miami, Florida 33172

CLIENT: Miami-Dade MPO
JOB No.: 2009012.005
PROJECT: Connecting NW 25 St to HEFT
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File Name : NW 41 St at NW 115 Ave
Site Code : 00000000
Start Date : 10/23/2012
Page No : 1

Groups Printed- Heavy Veh

	NW 115 Avenue From North					NW 41 Street From East					NW 115 Avenue From South					NW 41 Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	2	13	0	0	15	30
07:15 AM	0	0	0	0	0	0	22	0	0	22	1	0	1	0	2	4	7	0	0	11	35
07:30 AM	0	0	0	0	0	0	19	0	0	19	0	0	2	0	2	4	14	0	0	18	39
07:45 AM	0	0	0	0	0	0	25	0	0	25	2	0	0	0	2	1	25	0	0	26	53
Total	0	0	0	0	0	0	80	0	0	80	3	0	4	0	7	11	59	0	0	70	157
08:00 AM	0	0	0	0	0	0	22	0	0	22	1	0	1	0	2	3	21	0	0	24	48
08:15 AM	0	0	0	0	0	0	18	3	0	21	1	0	1	0	2	3	17	0	0	20	43
08:30 AM	0	0	0	0	0	0	14	4	0	18	3	0	0	0	3	6	31	0	0	37	58
08:45 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	10	25	0	0	35	46
Total	0	0	0	0	0	0	65	7	0	72	5	0	2	0	7	22	94	0	0	116	195
04:00 PM	0	0	0	2	2	0	5	0	0	5	3	0	4	0	7	2	13	0	0	15	29
04:15 PM	0	0	0	0	0	0	7	0	0	7	2	0	3	0	5	1	18	0	0	19	31
04:30 PM	0	0	0	0	0	0	10	2	0	12	2	0	1	0	3	3	13	0	0	16	31
04:45 PM	0	0	0	0	0	0	13	2	0	15	3	0	7	0	10	3	9	0	0	12	37
Total	0	0	0	2	2	0	35	4	0	39	10	0	15	0	25	9	53	0	0	62	128
05:00 PM	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	6	12	0	0	18	24
05:15 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	4	9	0	0	13	20
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	3	7	0	0	10	16
05:45 PM	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	0	9	0	0	9	15
Total	0	0	0	0	0	0	14	0	0	14	5	0	6	0	11	13	37	0	0	50	75
Grand Total	0	0	0	2	2	0	194	11	0	205	23	0	27	0	50	55	243	0	0	298	555
Apprch %	0.0	0.0	0.0	100.0		0.0	94.6	5.4	0.0		46.0	0.0	54.0	0.0		18.5	81.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.4	0.4	0.0	35.0	2.0	0.0	36.9	4.1	0.0	4.9	0.0	9.0	9.9	43.8	0.0	0.0	53.7	

Appendix D

Capacity Analysis Existing Conditions

NW 12 Street Corridor

HCM Signalized Intersection Capacity Analysis
1: NW 12 Street & Turnpike SB Ramps

7/11/2012

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	141	790	266	57	812	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1656	3505	3505	1392	3433	1417
Flt Permitted	0.53	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	931	3505	3505	1392	3433	1417
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	152	849	286	61	873	131
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	152	849	286	61	873	131
Heavy Vehicles (%)	9%	3%	3%	16%	2%	14%
Turn Type	pm+pt			Free		Free
Protected Phases	1	6	2		4	
Permitted Phases	6			Free		Free
Actuated Green, G (s)	50.5	50.5	37.9	90.0	29.5	90.0
Effective Green, g (s)	50.5	50.5	37.9	90.0	29.5	90.0
Actuated g/C Ratio	0.56	0.56	0.42	1.00	0.33	1.00
Clearance Time (s)	3.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	600	1967	1476	1392	1125	1417
v/s Ratio Prot	0.03	c0.24	0.08		c0.25	
v/s Ratio Perm	0.12			0.04		0.09
v/c Ratio	0.25	0.43	0.19	0.04	0.78	0.09
Uniform Delay, d1	9.6	11.4	16.4	0.0	27.3	0.0
Progression Factor	1.00	1.00	1.73	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.7	0.3	0.1	3.4	0.1
Delay (s)	9.8	12.1	28.7	0.1	30.7	0.1
Level of Service	A	B	C	A	C	A
Approach Delay (s)		11.8	23.6		26.7	
Approach LOS		B	C		C	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	729	42	212	94	439	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	1727	3406	1324	3467	1455
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	1727	3406	1324	3467	1455
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	759	44	221	98	457	102
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	759	44	221	98	457	102
Heavy Vehicles (%)	3%	10%	6%	22%	1%	11%
Turn Type	Prot			Free		Free
Protected Phases	1	6	2		4	
Permitted Phases				Free		Free
Actuated Green, G (s)	25.4	62.5	34.1	90.0	17.5	90.0
Effective Green, g (s)	25.4	62.5	34.1	90.0	17.5	90.0
Actuated g/C Ratio	0.28	0.69	0.38	1.00	0.19	1.00
Clearance Time (s)	3.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	960	1199	1290	1324	674	1455
v/s Ratio Prot	c0.22	0.03	c0.06		c0.13	
v/s Ratio Perm				0.07		0.07
v/c Ratio	0.79	0.04	0.17	0.07	0.68	0.07
Uniform Delay, d1	29.8	4.3	18.6	0.0	33.6	0.0
Progression Factor	1.01	0.88	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.5	0.1	0.3	0.1	2.7	0.1
Delay (s)	34.6	3.9	18.9	0.1	36.4	0.1
Level of Service	C	A	B	A	D	A
Approach Delay (s)		32.9	13.1		29.7	
Approach LOS		C	B		C	

Intersection Summary			
HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	751	1756	129	72	207	188	44	148	8	84	35	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	5134		1787	4476		1805	1881	1615	1787	1357	1223
Flt Permitted	0.95	1.00		0.29	1.00		0.95	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	3467	5134		553	4476		1805	1881	1615	1051	1357	1223
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	844	1973	145	81	233	211	49	166	9	94	39	73
RTOR Reduction (vph)	0	12	0	0	160	0	0	0	9	0	0	59
Lane Group Flow (vph)	844	2106	0	81	284	0	49	166	0	94	39	14
Heavy Vehicles (%)	1%	0%	0%	1%	10%	5%	0%	1%	0%	1%	40%	32%
Turn Type	Prot			pm+pt			custom		custom	pm+pt		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2			7		7	8		8
Actuated Green, G (s)	13.5	23.1		17.6	13.6		2.4	9.7	2.4	13.7	10.5	10.5
Effective Green, g (s)	13.5	23.1		17.6	13.6		2.4	9.7	2.4	13.7	10.5	10.5
Actuated g/C Ratio	0.24	0.41		0.31	0.24		0.04	0.17	0.04	0.24	0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	836	2118		262	1087		77	326	69	299	254	229
v/s Ratio Prot	c0.24	c0.41		0.02	0.06		c0.03	c0.09		0.02	0.03	
v/s Ratio Perm				0.08					0.00	0.06		0.01
v/c Ratio	1.01	0.99		0.31	0.26		0.64	0.51	0.01	0.31	0.15	0.06
Uniform Delay, d1	21.2	16.4		14.7	17.1		26.4	21.0	25.7	16.9	19.0	18.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.5	18.2		0.7	0.6		16.0	1.3	0.0	0.6	0.3	0.1
Delay (s)	54.8	34.6		15.3	17.7		42.3	22.2	25.7	17.5	19.3	18.8
Level of Service	D	C		B	B		D	C	C	B	B	B
Approach Delay (s)		40.4			17.4			26.8			18.3	
Approach LOS		D			B			C			B	

Intersection Summary			
HCM Average Control Delay	35.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	241	755	507	123	198	85	209	1919	931	110	554	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	3574	2814	3467	3304		3367	5136	1599	3467	6166	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	3574	2814	3467	3304		3367	5136	1599	3467	6166	1538
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	251	786	528	128	206	89	218	1999	970	115	577	60
RTOR Reduction (vph)	0	0	335	0	32	0	0	0	136	0	0	33
Lane Group Flow (vph)	251	786	193	128	263	0	218	1999	834	115	577	27
Heavy Vehicles (%)	1%	1%	1%	1%	4%	5%	4%	1%	1%	1%	6%	5%
Turn Type	Prot		custom	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			4						6			2
Actuated Green, G (s)	15.7	40.5	36.0	11.2	36.0		14.6	77.0	77.0	10.3	72.7	72.7
Effective Green, g (s)	15.7	40.5	36.0	11.2	36.0		14.6	77.0	77.0	10.3	72.7	72.7
Actuated g/C Ratio	0.10	0.25	0.22	0.07	0.22		0.09	0.48	0.48	0.06	0.45	0.45
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	340	905	633	243	743		307	2472	770	223	2802	699
v/s Ratio Prot	c0.07	c0.22		0.04	0.08		c0.06	0.39		0.03	0.09	
v/s Ratio Perm			0.07						c0.52			0.02
v/c Ratio	0.74	0.87	0.31	0.53	0.35		0.71	0.81	1.08	0.52	0.21	0.04
Uniform Delay, d1	70.2	57.2	51.6	71.8	52.2		70.6	35.2	41.5	72.4	26.3	24.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.1	8.9	0.3	2.1	0.3		7.5	3.0	57.1	2.0	0.2	0.1
Delay (s)	78.3	66.1	51.9	73.9	52.5		78.2	38.2	98.6	74.4	26.4	24.4
Level of Service	E	E	D	E	D		E	D	F	E	C	C
Approach Delay (s)		63.2			59.0			59.3			33.6	
Approach LOS		E			E			E			C	

Intersection Summary			
HCM Average Control Delay	57.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1436	109	0	579	0	0	0	0	0	146	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0						5.0	5.0
Lane Util. Factor		0.95	1.00		0.95						1.00	1.00
Frt		1.00	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		1.00						1.00	1.00
Satd. Flow (prot)		3539	1615		3471						1881	1583
Flt Permitted		1.00	1.00		1.00						1.00	1.00
Satd. Flow (perm)		3539	1615		3471						1881	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1544	117	0	623	0	0	0	0	0	157	59
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	1544	97	0	623	0	0	0	0	0	157	10
Heavy Vehicles (%)	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	1%	2%
Turn Type			custom									Perm
Protected Phases		6			2						8	
Permitted Phases			2									8
Actuated Green, G (s)		89.1	89.1		89.1						20.9	20.9
Effective Green, g (s)		89.1	89.1		89.1						20.9	20.9
Actuated g/C Ratio		0.74	0.74		0.74						0.17	0.17
Clearance Time (s)		5.0	5.0		5.0						5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		2628	1199		2577						328	276
v/s Ratio Prot		c0.44			0.18						c0.08	
v/s Ratio Perm			0.06									0.01
v/c Ratio		0.59	0.08		0.24						0.48	0.04
Uniform Delay, d1		7.1	4.2		4.8						44.6	41.2
Progression Factor		1.00	1.00		0.16						1.00	1.00
Incremental Delay, d2		1.0	0.1		0.2						1.1	0.1
Delay (s)		8.0	4.4		1.0						45.7	41.2
Level of Service		A	A		A						D	D
Approach Delay (s)		7.8			1.0			0.0			44.5	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM Average Control Delay	9.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1436	0	0	579	126	0	113	138	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frt		1.00			0.97			0.93				
Flt Protected		1.00			1.00			1.00				
Satd. Flow (prot)		3539			3390			1742				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		3539			3390			1742				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1544	0	0	623	135	0	122	148	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	39	0	0	0	0
Lane Group Flow (vph)	0	1544	0	0	748	0	0	231	0	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	4%	2%	0%	1%	1%	0%	1%	2%
Turn Type				pm+pt								
Protected Phases		6		3	2			4				
Permitted Phases				2								
Actuated Green, G (s)		89.1			89.1			20.9				
Effective Green, g (s)		89.1			89.1			20.9				
Actuated g/C Ratio		0.74			0.74			0.17				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		2628			2517			303				
v/s Ratio Prot		c0.44			0.22			c0.13				
v/s Ratio Perm												
v/c Ratio		0.59			0.30			0.76				
Uniform Delay, d1		7.1			5.1			47.2				
Progression Factor		0.08			1.00			0.50				
Incremental Delay, d2		0.8			0.3			10.8				
Delay (s)		1.4			5.4			34.5				
Level of Service		A			A			C				
Approach Delay (s)		1.4			5.4			34.5			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	477	0	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			
Lane Util. Factor	0.95		0.97			
Frt	1.00		1.00			
Flt Protected	1.00		0.95			
Satd. Flow (prot)	3610		3099			
Flt Permitted	1.00		0.95			
Satd. Flow (perm)	3610		3099			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	536	0	145	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	536	0	145	0	0	0
Heavy Vehicles (%)	0%	0%	13%	4%	0%	0%
Turn Type			Prot			
Protected Phases	8		2			
Permitted Phases						
Actuated Green, G (s)	26.5		105.5			
Effective Green, g (s)	26.5		105.5			
Actuated g/C Ratio	0.19		0.75			
Clearance Time (s)	4.0		4.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	683		2335			
v/s Ratio Prot	c0.15		c0.05			
v/s Ratio Perm						
v/c Ratio	0.78		0.06			
Uniform Delay, d1	54.0		4.5			
Progression Factor	1.00		0.71			
Incremental Delay, d2	5.9		0.0			
Delay (s)	59.9		3.2			
Level of Service	E		A			
Approach Delay (s)	59.9			3.2	0.0	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	47.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	323	152	191	552	471	217	1981	1362	133	535	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1062	1845	1455	3335	3438	1583	1770	5136	1599	1719	4766	
Flt Permitted	0.28	1.00	1.00	0.95	1.00	1.00	0.38	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	317	1845	1455	3335	3438	1583	704	5136	1599	100	4766	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	109	326	154	193	558	476	219	2001	1376	134	540	134
RTOR Reduction (vph)	0	0	123	0	0	202	0	0	267	0	31	0
Lane Group Flow (vph)	109	326	31	193	558	274	219	2001	1109	134	643	0
Heavy Vehicles (%)	70%	3%	11%	5%	5%	2%	2%	1%	1%	5%	4%	12%
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8			4	6		6	2		
Actuated Green, G (s)	36.6	28.6	28.6	13.4	34.0	34.0	77.5	69.5	69.5	84.0	73.0	
Effective Green, g (s)	36.6	28.6	28.6	13.4	34.0	34.0	77.5	69.5	69.5	84.0	73.0	
Actuated g/C Ratio	0.26	0.20	0.20	0.10	0.24	0.24	0.55	0.50	0.50	0.60	0.52	
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	6.0	6.0	3.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	125	377	297	319	835	384	451	2550	794	193	2485	
v/s Ratio Prot	c0.05	0.18		c0.06	0.16		0.03	0.39		c0.06	0.13	
v/s Ratio Perm	c0.18		0.02			0.17	0.24		c0.69	0.36		
v/c Ratio	0.87	0.86	0.11	0.61	0.67	0.71	0.49	0.78	1.40	0.69	0.26	
Uniform Delay, d1	46.9	53.8	45.3	60.8	47.9	48.5	16.0	29.1	35.2	33.8	18.5	
Progression Factor	0.88	0.33	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	42.2	17.4	0.1	3.2	2.0	6.2	0.8	2.5	186.2	10.3	0.3	
Delay (s)	83.7	35.0	38.9	64.0	49.9	54.7	16.9	31.6	221.5	44.1	18.8	
Level of Service	F	D	D	E	D	D	B	C	F	D	B	
Approach Delay (s)		45.1			54.0			103.4			23.0	
Approach LOS		D			D			F			C	

Intersection Summary			
HCM Average Control Delay	77.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	121.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	1790	0	0	443	6	752	0	452	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0		5.0		5.0		5.0	
Lane Util. Factor	1.00	0.95			0.95		0.97		1.00		1.00	
Frt	1.00	1.00			1.00		1.00		0.85		0.90	
Flt Protected	0.95	1.00			1.00		0.95		1.00		0.99	
Satd. Flow (prot)	1805	3539			3499		3400		1568		1687	
Flt Permitted	0.45	1.00			1.00		0.95		1.00		0.99	
Satd. Flow (perm)	853	3539			3499		3400		1568		1687	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	12	1845	0	0	457	6	775	0	466	1	0	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	64	0	1	0
Lane Group Flow (vph)	12	1845	0	0	463	0	775	0	402	0	3	0
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	3%	0%	3%	0%	0%	0%
Turn Type	pm+pt						Prot		custom	Prot		
Protected Phases	1!	6!			2!		4			3	6!	
Permitted Phases	6!								4			
Actuated Green, G (s)	103.0	103.0			98.0		47.0		47.0		103.0	
Effective Green, g (s)	103.0	103.0			98.0		47.0		47.0		103.0	
Actuated g/C Ratio	0.64	0.64			0.61		0.29		0.29		0.64	
Clearance Time (s)	3.0	5.0			5.0		5.0		5.0		5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	561	2278			2143		999		461		1086	
v/s Ratio Prot	0.00	c0.52			0.13		0.23					
v/s Ratio Perm	0.01								c0.26		0.00	
v/c Ratio	0.02	0.81			0.22		0.78		0.87		0.00	
Uniform Delay, d1	10.4	21.2			13.8		51.7		53.7		10.2	
Progression Factor	1.00	1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.0	3.2			0.2		3.8		16.5		0.0	
Delay (s)	10.4	24.5			14.1		55.5		70.2		10.2	
Level of Service	B	C			B		E		E		B	
Approach Delay (s)		24.4			14.1			61.0			10.2	
Approach LOS		C			B			E			B	

Intersection Summary			
HCM Average Control Delay	35.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	403	1803	376	243	348	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.94		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1752	3574	3248		1770	1357
Flt Permitted	0.35	1.00	1.00		0.95	1.00
Satd. Flow (perm)	641	3574	3248		1770	1357
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	433	1939	404	261	374	40
RTOR Reduction (vph)	0	0	88	0	0	32
Lane Group Flow (vph)	433	1939	577	0	374	8
Heavy Vehicles (%)	3%	1%	5%	4%	2%	19%
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	84.0	84.0	69.0		25.0	25.0
Effective Green, g (s)	84.0	84.0	69.0		25.0	25.0
Actuated g/C Ratio	0.70	0.70	0.57		0.21	0.21
Clearance Time (s)	3.0	6.0	6.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	560	2502	1868		369	283
v/s Ratio Prot	0.08	c0.54	0.18		c0.21	
v/s Ratio Perm	0.46					0.01
v/c Ratio	0.77	0.77	0.31		1.01	0.03
Uniform Delay, d1	8.0	11.8	13.2		47.5	37.8
Progression Factor	1.00	1.00	0.59		1.00	1.00
Incremental Delay, d2	6.6	2.4	0.4		50.3	0.0
Delay (s)	14.6	14.2	8.2		97.8	37.9
Level of Service	B	B	A		F	D
Approach Delay (s)		14.3	8.2		92.0	
Approach LOS		B	A		F	

Intersection Summary			
HCM Average Control Delay	22.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	546	1579	532	233	162	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	3574	3322		1719	1468
Flt Permitted	0.28	1.00	1.00		0.95	1.00
Satd. Flow (perm)	518	3574	3322		1719	1468
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	575	1662	560	245	171	111
RTOR Reduction (vph)	0	0	35	0	0	95
Lane Group Flow (vph)	575	1662	770	0	171	16
Heavy Vehicles (%)	1%	1%	4%	3%	5%	10%
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	93.8	93.8	66.5		17.2	17.2
Effective Green, g (s)	93.8	93.8	66.5		17.2	17.2
Actuated g/C Ratio	0.78	0.78	0.55		0.14	0.14
Clearance Time (s)	3.0	5.0	5.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	662	2794	1841		246	210
v/s Ratio Prot	c0.18	0.46	0.23		c0.10	
v/s Ratio Perm	c0.50					0.01
v/c Ratio	0.87	0.59	0.42		0.70	0.08
Uniform Delay, d1	12.3	5.3	15.5		48.9	44.5
Progression Factor	2.12	0.55	1.00		1.00	1.00
Incremental Delay, d2	6.9	0.5	0.7		8.2	0.2
Delay (s)	33.0	3.5	16.2		57.2	44.7
Level of Service	C	A	B		E	D
Approach Delay (s)		11.1	16.2		52.2	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: EB NW 12 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike SB Ramps	II	40	15.6	13.2	28.8	0.14	17.0	E
Turnpike NB Ramps	II	40	29.1	4.7	33.8	0.26	28.1	B
NW 111 Avenue	II	40	47.4	25.9	73.3	0.53	25.9	C
NW 107 Avenue	II	40	40.5	68.0	108.5	0.43	14.1	E
NW 97 Avenue	II	40	90.3	8.9	99.2	1.00	36.4	A
NW 97 Avenue	II	40	3.3	1.5	4.8	0.03	21.3	D
SR 826 WB On-Ramp	II	40	83.1	62.5	145.6	0.92	22.8	C
NW 87 Avenue	II	40	18.9	42.4	61.3	0.16	9.7	F
NW 8500 Block	II	40	15.3	24.9	40.2	0.13	11.9	F
NW 84 Avenue	II	40	17.4	14.6	32.0	0.15	17.1	D
NE 82 Avenue	II	40	25.4	3.8	29.2	0.22	27.2	C
Total	II		386.3	270.4	656.7	3.98	21.8	D

Arterial Level of Service: WB NW 12 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NE 82 Avenue	II	40	14.9	16.2	31.1	0.13	15.0	E
NW 84 Avenue	II	40	25.4	5.7	31.1	0.22	25.6	C
NW 8500 Block	II	40	17.4	13.7	31.1	0.15	17.6	D
NW 87 Avenue	II	40	15.3	52.5	67.8	0.13	7.0	F
SR 826 WB On-Ramp	II	40	2.9	3.6	6.5	0.02	13.7	E
NW 97 Avenue	II	40	83.1	5.7	88.8	0.92	37.4	A
NW 97 Avenue	II	40	3.3	1.1	4.4	0.03	23.2	C
NW 107 Avenue	II	40	90.3	45.6	135.9	1.00	26.6	C
NW 111 Avenue	II	40	40.5	8.7	49.2	0.43	31.2	B
Turnpike NB Ramps	II	40	47.4	21.2	68.6	0.53	27.7	C
Turnpike SB Ramps	II	40	29.1	32.2	61.3	0.26	15.5	E
Total	II		369.6	206.2	575.8	3.83	24.0	C

HCM Signalized Intersection Capacity Analysis
1: NW 12 Street & Turnpike SB Ramps

7/11/2012

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	43	324	1268	283	497	762
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1719	3374	3610	1615	3367	1553
Flt Permitted	0.15	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	271	3374	3610	1615	3367	1553
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	46	345	1349	301	529	811
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	46	345	1349	301	529	811
Heavy Vehicles (%)	5%	7%	0%	0%	4%	4%
Turn Type	pm+pt			Free		Free
Protected Phases	1	6	2		4	
Permitted Phases	6			Free		Free
Actuated Green, G (s)	112.6	112.6	104.2	150.0	27.4	150.0
Effective Green, g (s)	112.6	112.6	104.2	150.0	27.4	150.0
Actuated g/C Ratio	0.75	0.75	0.69	1.00	0.18	1.00
Clearance Time (s)	3.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	256	2533	2508	1615	615	1553
v/s Ratio Prot	0.01	0.10	0.37		c0.16	
v/s Ratio Perm	0.13			0.19		c0.52
v/c Ratio	0.18	0.14	0.54	0.19	0.86	0.52
Uniform Delay, d1	7.7	5.2	11.2	0.0	59.4	0.0
Progression Factor	1.00	1.00	0.54	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1	0.7	0.2	11.8	1.3
Delay (s)	8.1	5.3	6.7	0.2	71.2	1.3
Level of Service	A	A	A	A	E	A
Approach Delay (s)		5.6	5.5		28.9	
Approach LOS		A	A		C	

Intersection Summary			
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	5.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	220	151	1527	490	289	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3155	1881	3610	1583	3433	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3155	1881	3610	1583	3433	1568
Peak-hour factor, PHF	1.00	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	220	159	1607	516	304	161
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	220	159	1607	516	304	161
Heavy Vehicles (%)	11%	1%	0%	2%	2%	3%
Turn Type	Prot			Free		Free
Protected Phases	1	6	2		4	
Permitted Phases				Free		Free
Actuated Green, G (s)	15.8	121.5	102.7	150.0	18.5	150.0
Effective Green, g (s)	15.8	121.5	102.7	150.0	18.5	150.0
Actuated g/C Ratio	0.11	0.81	0.68	1.00	0.12	1.00
Clearance Time (s)	3.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	332	1524	2472	1583	423	1568
v/s Ratio Prot	c0.07	0.08	c0.45		c0.09	
v/s Ratio Perm				0.33		0.10
v/c Ratio	0.66	0.10	0.65	0.33	0.72	0.10
Uniform Delay, d1	64.5	3.0	13.4	0.0	63.2	0.0
Progression Factor	0.97	0.59	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.7	0.1	1.3	0.5	5.8	0.1
Delay (s)	67.0	1.9	14.8	0.5	69.0	0.1
Level of Service	E	A	B	A	E	A
Approach Delay (s)		39.7	11.3		45.2	
Approach LOS		D	B		D	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	950	16	42	1133	133	93	56	83	351	243	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	5124		1805	5055		1805	1863	1615	1787	1881	1583
Flt Permitted	0.95	1.00		0.24	1.00		0.95	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	3335	5124		452	5055		1805	1863	1615	952	1881	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	153	1056	18	47	1259	148	103	62	92	390	270	578
RTOR Reduction (vph)	0	3	0	0	25	0	0	0	87	0	0	148
Lane Group Flow (vph)	153	1071	0	47	1382	0	103	62	5	390	270	430
Heavy Vehicles (%)	5%	1%	0%	0%	1%	1%	0%	2%	0%	1%	1%	2%
Turn Type	Prot			pm+pt			custom		custom	pm+pt		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2			7		7	8		8
Actuated Green, G (s)	3.2	18.4		18.4	16.8		3.2	9.6	3.2	24.0	16.8	16.8
Effective Green, g (s)	3.2	18.4		18.4	16.8		3.2	9.6	3.2	24.0	16.8	16.8
Actuated g/C Ratio	0.06	0.33		0.33	0.30		0.06	0.17	0.06	0.43	0.30	0.30
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	191	1684		187	1517		103	319	92	563	564	475
v/s Ratio Prot	c0.05	0.21		0.01	c0.27		0.06	0.03		c0.13	0.14	
v/s Ratio Perm				0.08					0.00	0.17		c0.27
v/c Ratio	0.80	0.64		0.25	0.91		1.00	0.19	0.06	0.69	0.48	0.91
Uniform Delay, d1	26.1	16.0		13.2	18.9		26.4	19.9	25.0	11.9	16.0	18.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.9	1.8		0.7	9.8		88.7	0.3	0.3	3.7	0.6	20.6
Delay (s)	47.0	17.8		13.9	28.6		115.1	20.2	25.2	15.6	16.7	39.5
Level of Service	D	B		B	C		F	C	C	B	B	D
Approach Delay (s)		21.4			28.2			60.0			27.0	
Approach LOS		C			C			E			C	

Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	479	1200	684	808	97	337	975	344	154	1939	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3539	2814	3467	3495		3467	5036	1583	3467	6471	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3539	2814	3467	3495		3467	5036	1583	3467	6471	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	199	494	1237	705	833	100	347	1005	355	159	1999	205
RTOR Reduction (vph)	0	0	216	0	6	0	0	0	217	0	0	61
Lane Group Flow (vph)	199	494	1021	705	927	0	347	1005	138	159	1999	144
Heavy Vehicles (%)	4%	2%	1%	1%	1%	7%	1%	3%	2%	1%	1%	1%
Turn Type	Prot		custom	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			4						6			2
Actuated Green, G (s)	13.9	24.8	45.1	34.2	45.1		16.9	58.4	58.4	11.6	53.1	53.1
Effective Green, g (s)	13.9	24.8	45.1	34.2	45.1		16.9	58.4	58.4	11.6	53.1	53.1
Actuated g/C Ratio	0.09	0.17	0.30	0.23	0.30		0.11	0.39	0.39	0.08	0.35	0.35
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	312	585	846	790	1051		391	1961	616	268	2291	566
v/s Ratio Prot	0.06	0.14		c0.20	0.27		c0.10	0.20		0.05	c0.31	
v/s Ratio Perm			c0.36						0.09			0.09
v/c Ratio	0.64	0.84	1.21	0.89	0.88		0.89	0.51	0.22	0.59	0.87	0.25
Uniform Delay, d1	65.6	60.7	52.4	56.1	49.9		65.6	34.9	30.6	66.9	45.3	34.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	10.8	104.1	12.4	8.8		20.8	1.0	0.8	3.5	5.0	1.1
Delay (s)	69.9	71.5	156.6	68.5	58.8		86.4	35.9	31.5	70.4	50.2	35.5
Level of Service	E	E	F	E	E		F	D	C	E	D	D
Approach Delay (s)		125.9			63.0			45.3			50.3	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM Average Control Delay	71.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	727	58	0	579	0	0	0	0	0	116	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0						5.0	5.0
Lane Util. Factor		0.95	1.00		0.95						1.00	1.00
Frt		1.00	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		1.00						1.00	1.00
Satd. Flow (prot)		3539	1615		3539						1845	1599
Flt Permitted		1.00	1.00		1.00						1.00	1.00
Satd. Flow (perm)		3539	1615		3539						1845	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	765	61	0	609	0	0	0	0	0	122	149
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	0	0	0	132
Lane Group Flow (vph)	0	765	49	0	609	0	0	0	0	0	122	17
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	3%	1%
Turn Type			custom									Perm
Protected Phases		6			2						8	
Permitted Phases			2									8
Actuated Green, G (s)		96.3	96.3		96.3						13.7	13.7
Effective Green, g (s)		96.3	96.3		96.3						13.7	13.7
Actuated g/C Ratio		0.80	0.80		0.80						0.11	0.11
Clearance Time (s)		5.0	5.0		5.0						5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		2840	1296		2840						211	183
v/s Ratio Prot		c0.22			0.17						c0.07	
v/s Ratio Perm			0.03									0.01
v/c Ratio		0.27	0.04		0.21						0.58	0.09
Uniform Delay, d1		3.0	2.4		2.8						50.4	47.6
Progression Factor		1.00	1.00		0.17						1.00	1.00
Incremental Delay, d2		0.2	0.1		0.2						3.8	0.2
Delay (s)		3.2	2.5		0.6						54.2	47.8
Level of Service		A	A		A						D	D
Approach Delay (s)		3.2			0.6			0.0			50.7	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1436	0	0	1104	119	0	61	102	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frt		1.00			0.99			0.92				
Flt Protected		1.00			1.00			1.00				
Satd. Flow (prot)		3539			3478			1699				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		3539			3478			1699				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1512	0	0	1162	125	0	64	107	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	55	0	0	0	0
Lane Group Flow (vph)	0	1512	0	0	1283	0	0	116	0	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	2%	5%	0%	3%	2%	0%	0%	0%
Turn Type				pm+pt								
Protected Phases		6		3	2			4				
Permitted Phases				2								
Actuated Green, G (s)		96.3			96.3			13.7				
Effective Green, g (s)		96.3			96.3			13.7				
Actuated g/C Ratio		0.80			0.80			0.11				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		2840			2791			194				
v/s Ratio Prot		c0.43			0.37			c0.07				
v/s Ratio Perm												
v/c Ratio		0.53			0.46			0.60				
Uniform Delay, d1		4.1			3.7			50.5				
Progression Factor		0.64			1.00			0.92				
Incremental Delay, d2		0.7			0.5			4.9				
Delay (s)		3.3			4.3			51.4				
Level of Service		A			A			D				
Approach Delay (s)		3.3			4.3			51.4			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	475	0	888	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			
Lane Util. Factor	0.95		0.97			
Frt	1.00		1.00			
Flt Protected	1.00		0.95			
Satd. Flow (prot)	3610		3433			
Flt Permitted	1.00		0.95			
Satd. Flow (perm)	3610		3433			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	500	0	935	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	500	0	935	0	0	0
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%
Turn Type			Prot			
Protected Phases	8		2			
Permitted Phases						
Actuated Green, G (s)	27.7		124.3			
Effective Green, g (s)	27.7		124.3			
Actuated g/C Ratio	0.17		0.78			
Clearance Time (s)	4.0		4.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	625		2667			
v/s Ratio Prot	c0.14		c0.27			
v/s Ratio Perm						
v/c Ratio	0.80		0.35			
Uniform Delay, d1	63.5		5.5			
Progression Factor	1.00		1.54			
Incremental Delay, d2	7.2		0.2			
Delay (s)	70.7		8.6			
Level of Service	E		A			
Approach Delay (s)	70.7			8.6	0.0	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	30.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	137	243	855	918	144	158	884	209	75	1579	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1388	1863	1583	3467	3505	1553	1787	5085	1524	1787	4950	
Flt Permitted	0.31	1.00	1.00	0.95	1.00	1.00	0.05	1.00	1.00	0.24	1.00	
Satd. Flow (perm)	446	1863	1583	3467	3505	1553	96	5085	1524	453	4950	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	144	256	900	966	152	166	931	220	79	1662	486
RTOR Reduction (vph)	0	0	66	0	0	108	0	0	112	0	33	0
Lane Group Flow (vph)	78	144	190	900	966	44	166	931	108	79	2115	0
Heavy Vehicles (%)	30%	2%	2%	1%	3%	4%	1%	2%	6%	1%	1%	2%
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8			4	6		6	2		
Actuated Green, G (s)	24.5	13.1	13.1	42.9	44.6	44.6	85.4	78.4	78.4	88.6	80.0	
Effective Green, g (s)	24.5	13.1	13.1	42.9	44.6	44.6	85.4	78.4	78.4	88.6	80.0	
Actuated g/C Ratio	0.15	0.08	0.08	0.27	0.28	0.28	0.53	0.49	0.49	0.55	0.50	
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	6.0	6.0	3.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	135	153	130	930	977	433	125	2492	747	323	2475	
v/s Ratio Prot	0.04	0.08		c0.26	0.28		c0.06	0.18		c0.01	0.43	
v/s Ratio Perm	0.05		c0.12			0.03	c0.65		0.07	0.12		
v/c Ratio	0.58	0.94	1.46	0.97	0.99	0.10	1.33	0.37	0.14	0.24	0.85	
Uniform Delay, d1	61.1	73.1	73.4	57.9	57.5	42.8	42.6	25.5	22.4	17.5	34.9	
Progression Factor	2.06	0.31	0.77	1.06	1.13	2.06	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.4	52.1	241.6	19.8	23.7	0.1	192.3	0.4	0.4	0.4	4.0	
Delay (s)	130.9	75.0	298.1	81.3	88.6	88.3	235.0	25.9	22.8	17.8	38.9	
Level of Service	F	E	F	F	F	F	F	C	C	B	D	
Approach Delay (s)		203.6			85.3			51.7			38.2	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM Average Control Delay	70.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	449	0	0	1542	7	289	0	142	3	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0		5.0		5.0	
Lane Util. Factor	1.00	0.95			0.95		0.97		1.00		1.00	
Frt	1.00	1.00			1.00		1.00		0.85		0.88	
Flt Protected	0.95	1.00			1.00		0.95		1.00		0.99	
Satd. Flow (prot)	1805	3406			3572		3335		1599		1663	
Flt Permitted	0.13	1.00			1.00		0.95		1.00		0.99	
Satd. Flow (perm)	251	3406			3572		3335		1599		1663	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	12	463	0	0	1590	7	298	0	146	3	0	24
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	128	0	4	0
Lane Group Flow (vph)	12	463	0	0	1597	0	298	0	18	0	23	0
Heavy Vehicles (%)	0%	6%	0%	0%	1%	0%	5%	0%	1%	0%	0%	0%
Turn Type	Perm						Prot		custom	Prot		
Protected Phases		6!			2!		4			3	6!	
Permitted Phases	6!								4			
Actuated Green, G (s)	130.5	130.5			130.5		19.5		19.5		130.5	
Effective Green, g (s)	130.5	130.5			130.5		19.5		19.5		130.5	
Actuated g/C Ratio	0.82	0.82			0.82		0.12		0.12		0.82	
Clearance Time (s)	5.0	5.0			5.0		5.0		5.0		5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	205	2778			2913		406		195		1356	
v/s Ratio Prot		0.14			c0.45		c0.09					
v/s Ratio Perm	0.05								0.01		0.01	
v/c Ratio	0.06	0.17			0.55		0.73		0.09		0.02	
Uniform Delay, d1	2.9	3.1			4.9		67.7		62.4		2.8	
Progression Factor	0.41	0.43			1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.5	0.1			0.7		6.7		0.2		0.0	
Delay (s)	1.7	1.5			5.7		74.5		62.6		2.8	
Level of Service	A	A			A		E		E		A	
Approach Delay (s)		1.5			5.7			70.6			2.8	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	145	378	1595	99	324	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	3505	3502		1752	1583
Flt Permitted	0.07	1.00	1.00		0.95	1.00
Satd. Flow (perm)	127	3505	3502		1752	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	156	406	1715	106	348	400
RTOR Reduction (vph)	0	0	3	0	0	75
Lane Group Flow (vph)	156	406	1818	0	348	325
Heavy Vehicles (%)	1%	3%	2%	5%	3%	2%
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	105.0	105.0	97.0		24.0	24.0
Effective Green, g (s)	105.0	105.0	97.0		24.0	24.0
Actuated g/C Ratio	0.75	0.75	0.69		0.17	0.17
Clearance Time (s)	3.0	6.0	6.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	155	2629	2426		300	271
v/s Ratio Prot	c0.04	0.12	0.52		0.20	
v/s Ratio Perm	c0.72					c0.21
v/c Ratio	1.01	0.15	0.75		1.16	1.20
Uniform Delay, d1	29.8	4.9	13.7		58.0	58.0
Progression Factor	1.00	1.00	0.85		1.00	1.00
Incremental Delay, d2	74.0	0.1	2.0		102.5	120.2
Delay (s)	103.8	5.1	13.6		160.5	178.2
Level of Service	F	A	B		F	F
Approach Delay (s)		32.5	13.6		170.0	
Approach LOS		C	B		F	

Intersection Summary			
HCM Average Control Delay	54.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	154	741	892	55	317	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1671	3539	3578		1770	1568
Flt Permitted	0.23	1.00	1.00		0.95	1.00
Satd. Flow (perm)	400	3539	3578		1770	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	780	939	58	334	489
RTOR Reduction (vph)	0	0	3	0	0	165
Lane Group Flow (vph)	162	780	994	0	334	324
Heavy Vehicles (%)	8%	2%	0%	0%	2%	3%
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	98.9	98.9	88.6		32.1	32.1
Effective Green, g (s)	98.9	98.9	88.6		32.1	32.1
Actuated g/C Ratio	0.71	0.71	0.63		0.23	0.23
Clearance Time (s)	3.0	5.0	5.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	349	2500	2264		406	360
v/s Ratio Prot	c0.02	0.22	0.28		0.19	
v/s Ratio Perm	c0.30					c0.21
v/c Ratio	0.46	0.31	0.44		0.82	0.90
Uniform Delay, d1	8.6	7.7	13.1		51.2	52.4
Progression Factor	0.85	0.81	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.3	0.6		12.6	24.5
Delay (s)	8.1	6.5	13.7		63.9	76.9
Level of Service	A	A	B		E	E
Approach Delay (s)		6.8	13.7		71.6	
Approach LOS		A	B		E	

Intersection Summary			
HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: EB NW 12 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike SB Ramps	II	40	15.6	5.6	21.2	0.14	23.1	C
Turnpike NB Ramps	II	40	29.1	2.1	31.2	0.26	30.5	B
NW 111 Avenue	II	40	47.4	15.4	62.8	0.53	30.2	B
NW 107 Avenue	II	40	40.5	74.8	115.3	0.43	13.3	E
NW 97 Avenue	II	40	90.3	3.6	93.9	1.00	38.5	A
NW 97 Avenue	II	40	3.3	3.7	7.0	0.03	14.6	E
SR 826 WB On-Ramp	II	40	83.1	73.4	156.5	0.92	21.2	D
NW 87 Avenue	II	40	18.9	84.0	102.9	0.16	5.8	F
NW 8500 Block	II	40	15.3	1.6	16.9	0.13	28.3	B
NW 84 Avenue	II	40	17.4	5.1	22.5	0.15	24.3	C
NE 82 Avenue	II	40	25.4	7.0	32.4	0.22	24.6	C
Total	II		386.3	276.3	662.6	3.98	21.6	D

Arterial Level of Service: WB NW 12 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NE 82 Avenue	II	40	14.9	14.3	29.2	0.13	16.0	E
NW 84 Avenue	II	40	25.4	13.8	39.2	0.22	20.3	D
NW 8500 Block	II	40	17.4	6.0	23.4	0.15	23.3	C
NW 87 Avenue	II	40	15.3	87.4	102.7	0.13	4.7	F
SR 826 WB On-Ramp	II	40	2.9	9.1	12.0	0.02	7.4	F
NW 97 Avenue	II	40	83.1	4.6	87.7	0.92	37.9	A
NW 97 Avenue	II	40	3.3	0.7	4.0	0.03	25.6	C
NW 107 Avenue	II	40	90.3	60.5	150.8	1.00	24.0	C
NW 111 Avenue	II	40	40.5	23.7	64.2	0.43	23.9	C
Turnpike NB Ramps	II	40	47.4	15.9	63.3	0.53	30.0	B
Turnpike SB Ramps	II	40	29.1	7.0	36.1	0.26	26.3	C
Total	II		369.6	243.0	612.6	3.83	22.5	C

NW 25 Street Corridor

HCM Unsignalized Intersection Capacity Analysis
1: NW 25 Street & NW 117 Avenue

7/5/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	539	1130	48	21	259	80	6	20	7	41	34	212
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	573	1202	51	22	276	85	6	21	7	44	36	226
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361			1253			2801	2780	627	2129	2763	180
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361			1253			2801	2780	627	2129	2763	180
tC, single (s)	4.3			4.1			7.5	6.7	7.2	7.5	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.1	3.4	3.5	4.0	3.3
p0 queue free %	50			96			0	0	98	0	0	73
cM capacity (veh/h)	1153			562			0	8	399	0	9	828

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	573	801	452	22	184	177	35	305
Volume Left	573	0	0	22	0	0	6	44
Volume Right	0	0	51	0	0	85	7	226
cSH	1153	1700	1700	562	1700	1700	0	0
Volume to Capacity	0.50	0.47	0.27	0.04	0.11	0.10	Err	Err
Queue Length 95th (ft)	71	0	0	3	0	0	Err	Err
Control Delay (s)	11.2	0.0	0.0	11.7	0.0	0.0	Err	Err
Lane LOS	B			B			F	F
Approach Delay (s)	3.5			0.7			Err	Err
Approach LOS							F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	862	20	70	225	144	43	257	69	209	128	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.94		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3458		1787	3206		1719	3413		1752	3357	
Flt Permitted	0.47	1.00		0.24	1.00		0.63	1.00		0.39	1.00	
Satd. Flow (perm)	873	3458		450	3206		1133	3413		716	3357	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00	0.93
Adj. Flow (vph)	294	927	22	75	242	155	46	276	74	225	128	72
RTOR Reduction (vph)	0	2	0	0	85	0	0	31	0	0	58	0
Lane Group Flow (vph)	294	947	0	75	312	0	46	319	0	225	142	0
Heavy Vehicles (%)	2%	4%	5%	1%	6%	6%	5%	2%	4%	3%	1%	3%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	46.6	38.2		40.6	35.2		16.4	13.4		20.4	15.4	
Effective Green, g (s)	46.6	38.2		40.6	35.2		16.4	13.4		20.4	15.4	
Actuated g/C Ratio	0.60	0.49		0.52	0.45		0.21	0.17		0.26	0.20	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	618	1694		327	1447		261	586		254	663	
v/s Ratio Prot	c0.05	c0.27		0.02	0.10		0.01	0.09		c0.06	0.04	
v/s Ratio Perm	0.23			0.10			0.03			c0.18		
v/c Ratio	0.48	0.56		0.23	0.22		0.18	0.54		0.89	0.21	
Uniform Delay, d1	7.7	14.0		9.8	13.0		25.0	29.5		26.8	26.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	1.3		0.4	0.3		0.3	1.0		28.6	0.2	
Delay (s)	8.3	15.3		10.1	13.3		25.3	30.5		55.3	26.4	
Level of Service	A	B		B	B		C	C		E	C	
Approach Delay (s)		13.7			12.8			29.9			41.7	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	78.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	838	67	90	223	107	197	1295	413	169	839	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.91	
Frt	1.00	0.99		1.00	0.95		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3393		3242	3123		1752	3539	1553	1671	4944	
Flt Permitted	0.41	1.00		0.95	1.00		0.17	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	769	3393		3242	3123		320	3539	1553	104	4944	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	290	891	71	96	237	114	210	1378	439	180	893	176
RTOR Reduction (vph)	0	3	0	0	36	0	0	0	148	0	18	0
Lane Group Flow (vph)	290	959	0	96	315	0	210	1378	291	180	1051	0
Heavy Vehicles (%)	2%	5%	8%	8%	9%	12%	3%	2%	4%	8%	2%	4%
Turn Type	pm+pt			Prot			pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2						8		8	4		
Actuated Green, G (s)	65.0	51.9		10.1	44.3		83.4	69.0	69.0	80.6	67.6	
Effective Green, g (s)	65.0	51.9		10.1	44.3		83.4	69.0	69.0	80.6	67.6	
Actuated g/C Ratio	0.41	0.32		0.06	0.28		0.52	0.43	0.43	0.50	0.42	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	423	1101		205	865		296	1526	670	180	2089	
v/s Ratio Prot	c0.08	c0.28		0.03	0.10		c0.06	0.39		c0.08	0.21	
v/s Ratio Perm	0.20						0.31		0.19	c0.42		
v/c Ratio	0.69	0.87		0.47	0.36		0.71	0.90	0.43	1.00	0.50	
Uniform Delay, d1	34.8	50.9		72.4	46.5		23.6	42.4	31.8	51.0	33.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.6	9.5		1.7	1.2		7.6	9.1	2.0	67.1	0.9	
Delay (s)	39.3	60.4		74.0	47.7		31.2	51.5	33.9	118.1	34.8	
Level of Service	D	E		E	D		C	D	C	F	C	
Approach Delay (s)		55.5			53.4			45.6			46.8	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	49.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	1188	71	130	514	76	85	604	347	200	464	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1656	3289		1703	3298		1770	3322		1736	3429	
Flt Permitted	0.33	1.00		0.07	1.00		0.35	1.00		0.09	1.00	
Satd. Flow (perm)	569	3289		125	3298		645	3322		170	3429	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	142	1225	73	134	530	78	88	623	358	206	478	108
RTOR Reduction (vph)	0	3	0	0	8	0	0	56	0	0	13	0
Lane Group Flow (vph)	142	1295	0	134	600	0	88	925	0	206	573	0
Heavy Vehicles (%)	9%	9%	6%	6%	8%	3%	2%	2%	4%	4%	2%	4%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	68.0	57.2		68.0	57.2		49.5	39.9		59.0	46.4	
Effective Green, g (s)	68.0	57.2		68.0	57.2		49.5	39.9		59.0	46.4	
Actuated g/C Ratio	0.49	0.41		0.49	0.41		0.35	0.28		0.42	0.33	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	360	1344		182	1347		305	947		252	1136	
v/s Ratio Prot	0.03	c0.39		c0.06	0.18		0.02	c0.28		c0.09	0.17	
v/s Ratio Perm	0.16			0.30			0.08			0.25		
v/c Ratio	0.39	0.96		0.74	0.45		0.29	0.98		0.82	0.50	
Uniform Delay, d1	21.0	40.4		31.6	29.9		31.0	49.6		37.5	37.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	17.3		14.3	1.1		0.5	24.2		18.2	1.6	
Delay (s)	21.7	57.6		46.0	31.0		31.6	73.8		55.7	39.2	
Level of Service	C	E		D	C		C	E		E	D	
Approach Delay (s)		54.1			33.7			70.3			43.5	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM Average Control Delay	52.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	824	62	193	586	80	242	1395	433	203	740	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3438	1568	3273	3195	1468	1787	5085	1568	1719	4795	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.29	1.00	1.00	0.12	1.00	
Satd. Flow (perm)	3433	3438	1568	3273	3195	1468	542	5085	1568	224	4795	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	276	858	65	201	610	83	252	1453	451	211	771	178
RTOR Reduction (vph)	0	0	45	0	0	69	0	0	155	0	14	0
Lane Group Flow (vph)	276	858	20	201	610	14	252	1453	296	211	935	0
Heavy Vehicles (%)	2%	5%	3%	7%	13%	10%	1%	2%	3%	5%	4%	10%
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Actuated Green, G (s)	18.1	11.0	11.0	18.8	11.7	11.7	104.0	91.3	91.3	115.2	99.5	
Effective Green, g (s)	18.1	11.0	11.0	18.8	11.7	11.7	104.0	91.3	91.3	115.2	99.5	
Actuated g/C Ratio	0.11	0.07	0.07	0.12	0.07	0.07	0.65	0.57	0.57	0.72	0.62	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	388	236	108	385	234	107	451	2902	895	357	2982	
v/s Ratio Prot	c0.08	c0.25		0.06	0.19		0.04	0.29		c0.08	0.20	
v/s Ratio Perm			0.01			0.01	0.32		0.19	c0.35		
v/c Ratio	0.71	3.64	0.19	0.52	2.61	0.13	0.56	0.50	0.33	0.59	0.31	
Uniform Delay, d1	68.4	74.5	70.3	66.4	74.2	69.4	11.4	20.6	18.2	13.8	14.2	
Progression Factor	1.00	1.00	1.00	1.02	0.87	0.76	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.1	1196.4	0.8	1.0	732.6	0.4	1.5	0.6	1.0	2.6	0.3	
Delay (s)	74.5	1270.9	71.1	68.9	797.1	53.2	12.9	21.3	19.2	16.4	14.5	
Level of Service	E	F	E	E	F	D	B	C	B	B	B	
Approach Delay (s)		930.5			564.3			19.9			14.8	
Approach LOS		F			F			B			B	

Intersection Summary			
HCM Average Control Delay	310.6	HCM Level of Service	F
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	1035	211	367	1014	86	59	227	206	61	256	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4500		1626	3290		1444	1827	1313	1597	1744	
Flt Permitted	0.21	1.00		0.11	1.00		0.23	1.00	1.00	0.39	1.00	
Satd. Flow (perm)	384	4500		192	3290		354	1827	1313	662	1744	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	140	1067	218	378	1045	89	61	234	212	63	264	54
RTOR Reduction (vph)	0	19	0	0	3	0	0	0	163	0	5	0
Lane Group Flow (vph)	140	1266	0	378	1131	0	61	234	49	63	313	0
Heavy Vehicles (%)	2%	13%	9%	11%	9%	2%	25%	4%	23%	13%	5%	12%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	77.7	65.1		100.4	84.8		45.9	36.9	36.9	45.3	36.6	
Effective Green, g (s)	77.7	65.1		100.4	84.8		45.9	36.9	36.9	45.3	36.6	
Actuated g/C Ratio	0.49	0.41		0.63	0.53		0.29	0.23	0.23	0.28	0.23	
Clearance Time (s)	3.0	6.0		3.0	6.0		3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	296	1831		410	1744		163	421	303	238	399	
v/s Ratio Prot	0.04	0.28		c0.19	0.34		c0.02	0.13		0.01	c0.18	
v/s Ratio Perm	0.19			c0.39			0.09		0.04	0.06		
v/c Ratio	0.47	0.69		0.92	0.65		0.37	0.56	0.16	0.26	0.79	
Uniform Delay, d1	23.6	39.2		42.2	26.9		44.1	54.3	49.2	43.4	58.0	
Progression Factor	0.75	1.23		1.85	0.58		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.2		18.0	1.1		1.4	5.2	1.1	0.6	14.4	
Delay (s)	17.7	48.5		96.4	16.8		45.5	59.5	50.3	44.0	72.4	
Level of Service	B	D		F	B		D	E	D	D	E	
Approach Delay (s)		45.5			36.7			54.0			67.7	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	45.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	1378	81	23	1353	380	75	60	19	189	34	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1787	4579		1543	3312	1538	1787	1832		1603	1648	1482
Flt Permitted	0.95	1.00		0.14	1.00	1.00	0.68	1.00		0.16	0.14	1.00
Satd. Flow (perm)	1787	4579		222	3312	1538	1272	1832		270	232	1482
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	178	1466	86	24	1439	404	80	64	20	201	36	150
RTOR Reduction (vph)	0	3	0	0	0	132	0	7	0	0	0	127
Lane Group Flow (vph)	178	1549	0	24	1439	272	80	77	0	117	120	23
Heavy Vehicles (%)	1%	13%	1%	17%	9%	5%	1%	0%	0%	7%	3%	9%
Turn Type	custom			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases	1			2		2	4			3		3
Actuated Green, G (s)	18.5	98.4		88.1	84.0	84.0	14.5	14.5		25.0	25.0	25.0
Effective Green, g (s)	18.5	98.4		88.1	84.0	84.0	14.5	14.5		25.0	25.0	25.0
Actuated g/C Ratio	0.12	0.62		0.55	0.52	0.52	0.09	0.09		0.16	0.16	0.16
Clearance Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	207	2816		156	1739	807	115	166		42	36	232
v/s Ratio Prot	c0.10	0.34		0.00	c0.43			0.04				
v/s Ratio Perm				0.08		0.18	c0.06			0.43	c0.52	0.02
v/c Ratio	0.86	0.55		0.15	0.83	0.34	0.70	0.46		2.79	3.33	0.10
Uniform Delay, d1	69.5	17.9		16.7	31.9	21.9	70.6	69.0		67.5	67.5	57.9
Progression Factor	1.08	0.63		0.66	0.90	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.6	0.7		0.4	4.0	1.0	16.7	2.0		865.6	1117.1	0.9
Delay (s)	100.3	12.0		11.4	32.9	23.0	87.3	71.1		933.1	1184.6	58.7
Level of Service	F	B		B	C	C	F	E		F	F	E
Approach Delay (s)		21.1			30.5			79.0			672.2	
Approach LOS		C			C			E			F	

Intersection Summary			
HCM Average Control Delay	88.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1307	248	106	914	0	0	0	0	509	0	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	4.0	4.0	5.0					5.0		4.0
Lane Util. Factor		*0.80	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		5287	1524	3099	3374					3335		1509
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		5287	1524	3099	3374					3335		1509
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1361	258	110	952	0	0	0	0	530	0	958
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1361	258	110	952	0	0	0	0	530	0	958
Heavy Vehicles (%)	0%	15%	6%	13%	7%	0%	0%	0%	0%	5%	0%	7%
Turn Type			Free	Prot						Prot		Free
Protected Phases		6		5 7	1					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		95.2	160.0	16.3	106.2					30.5		160.0
Effective Green, g (s)		95.2	160.0	16.3	106.2					30.5		160.0
Actuated g/C Ratio		0.60	1.00	0.10	0.66					0.19		1.00
Clearance Time (s)		5.0			5.0					5.0		
Vehicle Extension (s)		3.0			3.0					3.0		
Lane Grp Cap (vph)		3146	1524	316	2239					636		1509
v/s Ratio Prot		0.26		0.04	0.28					c0.16		
v/s Ratio Perm			0.17									c0.63
v/c Ratio		0.43	0.17	0.35	0.43					0.83		0.63
Uniform Delay, d1		17.7	0.0	66.9	12.6					62.3		0.0
Progression Factor		1.65	1.00	0.51	1.58					1.00		1.00
Incremental Delay, d2		0.2	0.1	0.5	0.1					9.2		2.0
Delay (s)		29.4	0.1	34.4	20.0					71.5		2.0
Level of Service		C	A	C	B					E		A
Approach Delay (s)		24.7			21.5			0.0			26.8	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	5.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	490	1424	0	0	489	162	718	0	531	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0			5.0	5.0	5.0		5.0			
Lane Util. Factor	0.97	*0.78			0.86	1.00	0.97		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	2653	4079			5836	1262	3467		2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	2653	4079			5836	1262	3467		2787			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	521	1515	0	0	520	172	764	0	565	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	95	0	0	273	0	0	0
Lane Group Flow (vph)	521	1515	0	0	520	77	764	0	292	0	0	0
Heavy Vehicles (%)	32%	9%	0%	0%	12%	28%	1%	0%	2%	0%	0%	0%
Turn Type	Prot					Perm	Prot		custom			
Protected Phases	1 3	6			2		4					
Permitted Phases						2			4			
Actuated Green, G (s)	32.0	91.0			72.0	72.0	38.0		38.0			
Effective Green, g (s)	32.0	91.0			72.0	72.0	38.0		38.0			
Actuated g/C Ratio	0.20	0.57			0.45	0.45	0.24		0.24			
Clearance Time (s)		5.0			5.0	5.0	5.0		5.0			
Vehicle Extension (s)		3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	531	2320			2626	568	823		662			
v/s Ratio Prot	c0.20	c0.37			0.09		c0.22					
v/s Ratio Perm						0.06			0.10			
v/c Ratio	0.98	0.65			0.20	0.14	0.93		0.44			
Uniform Delay, d1	63.7	23.7			26.6	25.8	59.7		52.0			
Progression Factor	1.33	0.56			1.00	1.00	1.00		1.00			
Incremental Delay, d2	32.0	0.6			0.2	0.5	18.1		2.1			
Delay (s)	117.0	13.9			26.7	26.3	77.8		54.1			
Level of Service	F	B			C	C	E		D			
Approach Delay (s)		40.3			26.6			67.7			0.0	
Approach LOS		D			C			E			A	

Intersection Summary			
HCM Average Control Delay	46.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: EB NW 25 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 112 Avenue	II	40	49.9	15.3	65.2	0.55	30.6	B
NW 107 Avenue	II	40	46.5	60.5	107.0	0.50	16.8	E
NW 97 Avenue	II	40	89.1	57.7	146.8	0.99	24.3	C
NW 87 Avenue	II	40	90.2	1208.6	1298.8	1.00	2.8	F
NW 82 Avenue	II	40	46.3	47.6	93.9	0.50	19.1	D
NW 79 Avenue	II	40	27.5	12.2	39.7	0.25	22.7	C
SR 826 SB On-Ramp	II	35	25.1	30.7	55.8	0.20	13.0	F
SR 826 NB Off -Ramp	II	35	6.9	14.7	21.6	0.05	9.2	F
Total	II		381.5	1447.3	1828.8	4.05	8.0	F

Arterial Level of Service: WB NW 25 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 826 NB On-Ramp	II	35	26.4	26.8	53.2	0.21	14.3	E
SR 826 SB Off-Ramp	II	35	6.9	21.5	28.4	0.05	7.0	F
NW 79 Avenue	II	40	23.1	33.4	56.5	0.20	12.8	F
NW 82 Avenue	II	40	27.5	16.9	44.4	0.25	20.3	D
NW 87 Avenue	II	40	46.3	883.5	929.8	0.50	1.9	F
NW 97 Avenue	II	40	90.2	30.8	121.0	1.00	29.8	B
NW 107 Avenue	II	40	89.1	41.4	130.5	0.99	27.3	C
NW 112 Avenue	II	40	46.5	8.2	54.7	0.50	32.9	B
Total	II		356.0	1062.5	1418.5	3.71	9.4	F

HCM Unsignalized Intersection Capacity Analysis
1: NW 25 Street & NW 117 Avenue

7/5/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	172	304	73	30	1126	48	16	62	36	13	70	275
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	183	323	78	32	1198	51	17	66	38	14	74	293
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1249			401			1721	2041	201	1886	2054	624
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1249			401			1721	2041	201	1886	2054	624
tC, single (s)	4.1			4.1			7.5	6.5	6.9	8.0	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	67			97			0	0	95	0	0	32
cM capacity (veh/h)	559			1169			0	37	813	0	37	428

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	183	216	185	32	799	450	121	381
Volume Left	183	0	0	32	0	0	17	14
Volume Right	0	0	78	0	0	51	38	293
cSH	559	1700	1700	1169	1700	1700	0	0
Volume to Capacity	0.33	0.13	0.11	0.03	0.47	0.26	Err	Err
Queue Length 95th (ft)	35	0	0	2	0	0	Err	Err
Control Delay (s)	14.6	0.0	0.0	8.2	0.0	0.0	Err	Err
Lane LOS	B			A			F	F
Approach Delay (s)	4.6			0.2			Err	Err
Approach LOS							F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	310	50	175	919	206	31	170	139	124	473	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3212		1752	3284		1752	3258		1656	3341	
Flt Permitted	0.12	1.00		0.49	1.00		0.22	1.00		0.45	1.00	
Satd. Flow (perm)	222	3212		904	3284		415	3258		793	3341	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00	0.93
Adj. Flow (vph)	74	333	54	188	988	222	33	183	149	133	473	408
RTOR Reduction (vph)	0	17	0	0	25	0	0	115	0	0	185	0
Lane Group Flow (vph)	74	370	0	188	1185	0	33	217	0	133	696	0
Heavy Vehicles (%)	3%	11%	4%	3%	6%	11%	3%	2%	5%	9%	1%	0%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.7	33.3		41.7	34.8		19.8	17.8		23.8	19.8	
Effective Green, g (s)	38.7	33.3		41.7	34.8		19.8	17.8		23.8	19.8	
Actuated g/C Ratio	0.50	0.43		0.53	0.45		0.25	0.23		0.31	0.25	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	216	1371		558	1465		140	743		286	848	
v/s Ratio Prot	0.02	0.12		c0.03	c0.36		0.01	0.07		c0.02	c0.21	
v/s Ratio Perm	0.15			0.15			0.05			0.12		
v/c Ratio	0.34	0.27		0.34	0.81		0.24	0.29		0.47	0.82	
Uniform Delay, d1	12.6	14.5		9.5	18.7		23.3	24.9		21.0	27.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.5		0.4	4.9		0.9	0.2		1.2	6.4	
Delay (s)	13.5	15.0		9.9	23.6		24.1	25.1		22.2	33.8	
Level of Service	B	B		A	C		C	C		C	C	
Approach Delay (s)		14.7			21.8			25.0			32.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	78.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	364	119	320	735	129	178	828	245	194	1124	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.91	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	3082		3433	3328		1687	3539	1568	1597	5048	
Flt Permitted	0.17	1.00		0.95	1.00		0.08	1.00	1.00	0.18	1.00	
Satd. Flow (perm)	314	3082		3433	3328		140	3539	1568	301	5048	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	192	368	120	323	742	130	180	836	247	196	1135	135
RTOR Reduction (vph)	0	18	0	0	8	0	0	0	148	0	10	0
Lane Group Flow (vph)	192	470	0	323	864	0	180	836	99	196	1260	0
Heavy Vehicles (%)	5%	16%	3%	2%	5%	12%	7%	2%	3%	13%	1%	2%
Turn Type	pm+pt			Prot			pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2						8		8	4		
Actuated Green, G (s)	67.5	51.5		19.5	55.0		66.0	52.0	52.0	58.6	47.6	
Effective Green, g (s)	67.5	51.5		19.5	55.0		66.0	52.0	52.0	58.6	47.6	
Actuated g/C Ratio	0.45	0.34		0.13	0.37		0.44	0.35	0.35	0.39	0.32	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	291	1058		446	1220		220	1227	544	213	1602	
v/s Ratio Prot	0.07	0.15		c0.09	c0.26		c0.08	0.24		c0.07	0.25	
v/s Ratio Perm	0.23						0.27		0.06	c0.29		
v/c Ratio	0.66	0.44		0.72	0.71		0.82	0.68	0.18	0.92	0.79	
Uniform Delay, d1	28.4	38.2		62.7	40.6		39.7	41.9	34.2	37.4	46.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.3	1.4		5.8	3.5		20.5	3.1	0.7	40.1	4.0	
Delay (s)	33.7	39.5		68.4	44.1		60.2	45.0	34.9	77.5	50.6	
Level of Service	C	D		E	D		E	D	C	E	D	
Approach Delay (s)		37.9			50.7			45.2			54.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	48.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	647	162	360	1032	181	99	507	197	87	795	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.98		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	3143		1787	3465		1656	3300		1787	3553	
Flt Permitted	0.08	1.00		0.13	1.00		0.12	1.00		0.23	1.00	
Satd. Flow (perm)	149	3143		243	3465		204	3300		424	3553	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	122	667	167	371	1064	187	102	523	203	90	820	97
RTOR Reduction (vph)	0	14	0	0	9	0	0	23	0	0	5	0
Lane Group Flow (vph)	122	820	0	371	1242	0	102	703	0	90	912	0
Heavy Vehicles (%)	4%	13%	5%	1%	2%	1%	9%	2%	12%	1%	0%	0%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	61.7	50.8		81.0	67.1		67.2	55.8		64.8	54.6	
Effective Green, g (s)	61.7	50.8		81.0	67.1		67.2	55.8		64.8	54.6	
Actuated g/C Ratio	0.39	0.32		0.51	0.42		0.42	0.35		0.40	0.34	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	166	998		385	1453		189	1151		259	1212	
v/s Ratio Prot	0.05	0.26		c0.16	0.36		c0.04	0.21		0.02	c0.26	
v/s Ratio Perm	0.23			c0.32			0.19			0.12		
v/c Ratio	0.73	0.82		0.96	0.85		0.54	0.61		0.35	0.75	
Uniform Delay, d1	37.1	50.4		43.2	42.0		33.3	43.1		31.5	46.7	
Progression Factor	1.00	1.00		1.69	0.72		1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.5	7.6		7.2	0.7		3.0	2.4		0.8	4.3	
Delay (s)	52.6	58.0		80.1	30.9		36.3	45.5		32.4	51.0	
Level of Service	D	E		F	C		D	D		C	D	
Approach Delay (s)		57.3			42.2			44.4			49.4	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	47.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	272	774	129	250	658	57	134	890	214	190	1203	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3467	3505	1583	3303	3223	1509	1805	5085	1583	1719	4866	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.12	1.00	1.00	0.27	1.00	
Satd. Flow (perm)	3467	3505	1583	3303	3223	1509	237	5085	1583	480	4866	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	286	815	136	263	693	60	141	937	225	200	1266	272
RTOR Reduction (vph)	0	0	92	0	0	41	0	0	82	0	14	0
Lane Group Flow (vph)	286	815	44	263	693	19	141	937	143	200	1524	0
Heavy Vehicles (%)	1%	3%	2%	6%	12%	7%	0%	2%	2%	5%	2%	12%
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Actuated Green, G (s)	21.4	13.1	13.1	18.0	9.7	9.7	112.0	101.7	101.7	113.8	102.6	
Effective Green, g (s)	21.4	13.1	13.1	18.0	9.7	9.7	112.0	101.7	101.7	113.8	102.6	
Actuated g/C Ratio	0.13	0.08	0.08	0.11	0.06	0.06	0.70	0.64	0.64	0.71	0.64	
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	464	287	130	372	195	91	267	3232	1006	428	3120	
v/s Ratio Prot	0.08	c0.23		c0.08	0.22		c0.03	0.18		c0.03	0.31	
v/s Ratio Perm			0.03			0.01	c0.34		0.09	0.30		
v/c Ratio	0.62	2.84	0.34	0.71	3.55	0.21	0.53	0.29	0.14	0.47	0.49	
Uniform Delay, d1	65.4	73.4	69.4	68.5	75.1	71.5	10.3	13.0	11.7	8.0	15.0	
Progression Factor	1.35	1.31	1.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	835.9	1.3	6.0	1161.9	1.1	1.9	0.2	0.3	0.8	0.5	
Delay (s)	90.6	932.0	133.3	74.5	1237.1	72.6	12.1	13.2	12.0	8.8	15.5	
Level of Service	F	F	F	E	F	E	B	B	B	A	B	
Approach Delay (s)		649.7			867.4			12.9			14.8	
Approach LOS		F			F			B			B	

Intersection Summary			
HCM Average Control Delay	326.3	HCM Level of Service	F
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	1132	125	268	1326	100	154	241	390	204	175	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4641		1612	3363		1612	1845	1495	1787	1766	
Flt Permitted	0.09	1.00		0.15	1.00		0.22	1.00	1.00	0.20	1.00	
Satd. Flow (perm)	161	4641		248	3363		369	1845	1495	384	1766	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	108	1167	129	276	1367	103	159	248	402	210	180	72
RTOR Reduction (vph)	0	10	0	0	4	0	0	0	195	0	10	0
Lane Group Flow (vph)	108	1286	0	276	1466	0	159	248	207	210	242	0
Heavy Vehicles (%)	9%	9%	20%	12%	6%	9%	12%	3%	8%	1%	3%	3%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	83.0	73.3		91.0	78.3		33.8	18.4	18.4	36.2	19.6	
Effective Green, g (s)	83.0	73.3		91.0	78.3		33.8	18.4	18.4	36.2	19.6	
Actuated g/C Ratio	0.59	0.52		0.65	0.56		0.24	0.13	0.13	0.26	0.14	
Clearance Time (s)	3.0	6.0		3.0	6.0		3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	199	2430		304	1881		226	242	196	266	247	
v/s Ratio Prot	0.04	0.28		c0.10	0.44		0.08	0.13		c0.09	0.14	
v/s Ratio Perm	0.28			c0.49			0.09		c0.14	0.11		
v/c Ratio	0.54	0.53		0.91	0.78		0.70	1.02	1.06	0.79	0.98	
Uniform Delay, d1	19.3	22.0		20.9	24.1		45.4	60.8	60.8	44.6	60.0	
Progression Factor	1.00	1.00		2.19	0.55		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.0	0.8		23.4	2.5		9.5	64.4	80.6	14.4	52.0	
Delay (s)	22.3	22.8		69.2	15.8		54.9	125.2	141.4	58.9	112.0	
Level of Service	C	C		E	B		D	F	F	E	F	
Approach Delay (s)		22.8			24.2			119.4			87.9	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM Average Control Delay	47.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	1656	39	15	1110	235	53	27	26	482	30	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1736	4789		1289	3195	1482	1805	1667		1649	1657	1538
Flt Permitted	0.95	1.00		0.09	1.00	1.00	0.58	1.00		0.17	0.16	1.00
Satd. Flow (perm)	1736	4789		127	3195	1482	1109	1667		302	283	1538
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	132	1762	41	16	1181	250	56	29	28	513	32	372
RTOR Reduction (vph)	0	2	0	0	0	112	0	26	0	0	0	208
Lane Group Flow (vph)	132	1801	0	16	1181	138	56	31	0	272	273	164
Heavy Vehicles (%)	4%	8%	5%	40%	13%	9%	0%	11%	0%	4%	7%	5%
Turn Type	custom			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases	1			2		2	4			3		3
Actuated Green, G (s)	15.0	85.2		75.8	73.0	73.0	11.0	11.0		23.0	23.0	23.0
Effective Green, g (s)	15.0	85.2		75.8	73.0	73.0	11.0	11.0		23.0	23.0	23.0
Actuated g/C Ratio	0.11	0.61		0.54	0.52	0.52	0.08	0.08		0.16	0.16	0.16
Clearance Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	186	2914		92	1666	773	87	131		50	46	253
v/s Ratio Prot	c0.08	0.38		0.00	c0.37			0.02				
v/s Ratio Perm				0.09		0.09	c0.05			0.90	c0.96	0.11
v/c Ratio	0.71	0.62		0.17	0.71	0.18	0.64	0.24		5.44	5.93	0.65
Uniform Delay, d1	60.4	17.2		15.7	25.4	17.7	62.6	60.6		58.5	58.5	54.7
Progression Factor	1.04	0.68		0.39	0.82	1.34	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.4	0.8		0.8	2.4	0.5	15.2	0.9		2041.2	2266.8	12.2
Delay (s)	72.1	12.5		7.1	23.2	24.2	77.8	61.5		2099.7	2325.3	66.9
Level of Service	E	B		A	C	C	E	E		F	F	E
Approach Delay (s)		16.5			23.2			69.6			1342.2	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM Average Control Delay	295.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.68		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1840	597	626	979	0	0	0	0	175	0	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	4.0	4.0	5.0					5.0		4.0
Lane Util. Factor		*0.77	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		5419	1599	3433	3252					3045		1482
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		5419	1599	3433	3252					3045		1482
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2000	649	680	1064	0	0	0	0	190	0	332
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2000	649	680	1064	0	0	0	0	190	0	332
Heavy Vehicles (%)	0%	8%	1%	2%	11%	0%	0%	0%	0%	15%	0%	9%
Turn Type			Free	Prot						Prot		Free
Protected Phases		6		5 7	1					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		74.1	140.0	34.6	90.7					13.3		140.0
Effective Green, g (s)		74.1	140.0	34.6	90.7					13.3		140.0
Actuated g/C Ratio		0.53	1.00	0.25	0.65					0.10		1.00
Clearance Time (s)		5.0			5.0					5.0		
Vehicle Extension (s)		3.0			3.0					3.0		
Lane Grp Cap (vph)		2868	1599	848	2107					289		1482
v/s Ratio Prot		c0.37		c0.20	0.33					c0.06		
v/s Ratio Perm			0.41									0.22
v/c Ratio		0.70	0.41	0.80	0.50					0.66		0.22
Uniform Delay, d1		24.6	0.0	49.5	12.9					61.2		0.0
Progression Factor		1.23	1.00	1.12	1.32					1.00		1.00
Incremental Delay, d2		0.1	0.1	5.0	0.2					5.3		0.4
Delay (s)		30.3	0.1	60.3	17.2					66.5		0.4
Level of Service		C	A	E	B					E		A
Approach Delay (s)		22.9			34.0			0.0			24.4	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	650	1001	0	0	1334	468	250	0	376	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0			5.0	5.0	6.0		6.0			
Lane Util. Factor	0.97	*0.38			0.86	1.00	0.97		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3335	1851			5996	1495	3367		2733			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3335	1851			5996	1495	3367		2733			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	670	1032	0	0	1375	482	258	0	388	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	151	0	0	348	0	0	0
Lane Group Flow (vph)	670	1032	0	0	1375	331	258	0	40	0	0	0
Heavy Vehicles (%)	5%	17%	0%	0%	9%	8%	4%	0%	4%	0%	0%	0%
Turn Type	Prot					Perm	Prot		custom			
Protected Phases	1 3	6			2		4					
Permitted Phases						2			4			
Actuated Green, G (s)	35.1	89.0			71.6	71.6	14.3		14.3			
Effective Green, g (s)	35.1	89.0			71.6	71.6	14.3		14.3			
Actuated g/C Ratio	0.25	0.64			0.51	0.51	0.10		0.10			
Clearance Time (s)		5.0			5.0	5.0	6.0		6.0			
Vehicle Extension (s)		3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	836	1177			3067	765	344		279			
v/s Ratio Prot	c0.20	c0.56			0.23		c0.08					
v/s Ratio Perm						0.22			0.01			
v/c Ratio	0.80	0.88			0.45	0.43	0.75		0.14			
Uniform Delay, d1	49.2	21.0			21.7	21.4	61.1		57.3			
Progression Factor	0.69	1.95			1.00	1.00	1.00		1.00			
Incremental Delay, d2	4.0	5.6			0.5	1.8	14.0		1.1			
Delay (s)	38.1	46.5			22.2	23.2	75.1		58.3			
Level of Service	D	D			C	C	E		E			
Approach Delay (s)		43.2			22.4			65.0			0.0	
Approach LOS		D			C			E			A	

Intersection Summary			
HCM Average Control Delay	37.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: EB NW 25 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 112 Avenue	II	40	49.9	12.9	62.8	0.55	31.8	B
NW 107 Avenue	II	40	46.5	38.3	84.8	0.50	21.2	D
NW 97 Avenue	II	40	89.1	57.5	146.6	0.99	24.3	C
NW 87 Avenue	II	40	90.2	971.8	1062.0	1.00	3.4	F
NW 82 Avenue	II	40	46.3	22.6	68.9	0.50	26.0	C
NW 79 Avenue	II	40	27.5	12.6	40.1	0.25	22.4	C
SR 826 SB On-Ramp	II	35	25.1	31.5	56.6	0.20	12.8	F
SR 826 NB Off -Ramp	II	35	6.9	49.1	56.0	0.05	3.5	F
Total	II		381.5	1196.3	1577.8	4.05	9.2	F

Arterial Level of Service: WB NW 25 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 826 NB On-Ramp	II	35	26.4	22.6	49.0	0.21	15.5	E
SR 826 SB Off-Ramp	II	35	6.9	18.3	25.2	0.05	7.8	F
NW 79 Avenue	II	40	23.1	23.2	46.3	0.20	15.6	E
NW 82 Avenue	II	40	27.5	16.2	43.7	0.25	20.6	D
NW 87 Avenue	II	40	46.3	1181.7	1228.0	0.50	1.5	F
NW 97 Avenue	II	40	90.2	31.1	121.3	1.00	29.7	B
NW 107 Avenue	II	40	89.1	44.8	133.9	0.99	26.6	C
NW 112 Avenue	II	40	46.5	20.8	67.3	0.50	26.7	C
Total	II		356.0	1358.7	1714.7	3.71	7.8	F

NW 36 Street Corridor

HCM Signalized Intersection Capacity Analysis
1: NW 41 Street & Turnpike SB Off-Ramp

2/27/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	86	23	10	63	0	0	0	0	1820	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0					5.0		4.0
Lane Util. Factor		0.95			1.00					0.97		1.00
Frt		0.97			1.00					1.00		0.85
Flt Protected		1.00			0.99					0.95		1.00
Satd. Flow (prot)		2849			1530					3273		1262
Flt Permitted		1.00			0.96					0.95		1.00
Satd. Flow (perm)		2849			1476					3273		1262
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	97	26	11	71	0	0	0	0	2045	0	20
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	102	0	0	82	0	0	0	0	2045	0	20
Heavy Vehicles (%)	2%	17%	44%	0%	27%	2%	2%	2%	2%	7%	2%	28%
Turn Type				Perm						custom		Free
Protected Phases		6			2							
Permitted Phases				2						4		Free
Actuated Green, G (s)		19.0			19.0					61.0		90.0
Effective Green, g (s)		19.0			19.0					61.0		90.0
Actuated g/C Ratio		0.21			0.21					0.68		1.00
Clearance Time (s)		5.0			5.0					5.0		
Vehicle Extension (s)		3.0			3.0					3.0		
Lane Grp Cap (vph)		601			312					2218		1262
v/s Ratio Prot		0.04										
v/s Ratio Perm					c0.06					c0.62		0.02
v/c Ratio		0.17			0.26					0.92		0.02
Uniform Delay, d1		29.1			29.7					12.5		0.0
Progression Factor		1.00			0.63					1.00		1.00
Incremental Delay, d2		0.6			2.0					7.0		0.0
Delay (s)		29.7			20.8					19.4		0.0
Level of Service		C			C					B		A
Approach Delay (s)		29.7			20.8			0.0			19.2	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	1824	0	0	479	394	30	0	1213	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0	4.0	5.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1570	3438			3406	1468	1289		1583			
Flt Permitted	0.46	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	759	3438			3406	1468	1289		1583			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	27	1880	0	0	494	406	31	0	1251	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	27	1880	0	0	494	406	31	0	1251	0	0	0
Heavy Vehicles (%)	15%	5%	0%	0%	6%	10%	40%	0%	2%	0%	0%	0%
Turn Type	pm+pt					Free	Prot		Free			
Protected Phases	1	6			2		4					
Permitted Phases	6					Free			Free			
Actuated Green, G (s)	154.0	154.0			146.2	180.0	16.0		180.0			
Effective Green, g (s)	154.0	154.0			146.2	180.0	16.0		180.0			
Actuated g/C Ratio	0.86	0.86			0.81	1.00	0.09		1.00			
Clearance Time (s)	3.0	5.0			5.0		5.0					
Vehicle Extension (s)	3.0	3.0			3.0		3.0					
Lane Grp Cap (vph)	671	2941			2766	1468	115		1583			
v/s Ratio Prot	0.00	0.55			0.15		0.02					
v/s Ratio Perm	0.03					0.28			c0.79			
v/c Ratio	0.04	0.64			0.18	0.28	0.27		0.79			
Uniform Delay, d1	2.0	4.1			3.7	0.0	76.5		0.0			
Progression Factor	1.05	1.80			0.89	1.00	1.00		1.00			
Incremental Delay, d2	0.0	0.5			0.1	0.4	5.7		4.1			
Delay (s)	2.1	7.9			3.4	0.4	82.2		4.1			
Level of Service	A	A			A	A	F		A			
Approach Delay (s)		7.9			2.1			6.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2476	508	68	842	38	159
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	2634	540	72	896	40	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	653			786		
pX, platoon unblocked			0.87		0.88	0.87
vC, conflicting volume			3174		3348	1148
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2969		2911	629
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			28		0	54
cM capacity (veh/h)			101		3	368

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2
Volume Total	1054	1054	1067	72	299	299	299	40	169
Volume Left	0	0	0	72	0	0	0	40	0
Volume Right	0	0	540	0	0	0	0	0	169
cSH	1700	1700	1700	101	1700	1700	1700	3	368
Volume to Capacity	0.62	0.62	0.63	0.72	0.18	0.18	0.18	13.25	0.46
Queue Length 95th (ft)	0	0	0	93	0	0	0	Err	58
Control Delay (s)	0.0	0.0	0.0	102.2	0.0	0.0	0.0	Err	22.8
Lane LOS				F				F	C
Approach Delay (s)	0.0			7.6				1947.2	
Approach LOS								F	

Intersection Summary			
Average Delay	95.5		
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	2064	181	198	569	77	127	159	124	200	324	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1703	4967		1736	4822		1583	1732		1787	1881	1599
Flt Permitted	0.36	1.00		0.04	1.00		0.12	1.00		0.15	1.00	1.00
Satd. Flow (perm)	637	4967		71	4822		202	1732		286	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	201	2173	191	208	599	81	134	167	131	211	341	233
RTOR Reduction (vph)	0	6	0	0	9	0	0	16	0	0	0	146
Lane Group Flow (vph)	201	2358	0	208	671	0	134	282	0	211	341	87
Heavy Vehicles (%)	6%	3%	5%	4%	6%	3%	14%	2%	3%	1%	1%	1%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	113.6	102.0		114.4	102.4		49.4	33.0		50.6	33.6	33.6
Effective Green, g (s)	113.6	102.0		114.4	102.4		49.4	33.0		50.6	33.6	33.6
Actuated g/C Ratio	0.63	0.57		0.64	0.57		0.27	0.18		0.28	0.19	0.19
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	471	2815		156	2743		181	318		222	351	298
v/s Ratio Prot	0.03	0.47		c0.09	0.14		0.07	0.16		c0.09	c0.18	
v/s Ratio Perm	0.24			c0.75			0.14			0.18		0.05
v/c Ratio	0.43	0.84		1.33	0.24		0.74	0.89		0.95	0.97	0.29
Uniform Delay, d1	14.1	32.2		60.8	19.4		54.3	71.7		55.3	72.7	63.0
Progression Factor	0.98	0.89		1.20	1.09		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	2.4		185.9	0.2		15.0	28.7		46.4	41.4	2.5
Delay (s)	14.2	31.2		259.1	21.3		69.2	100.4		101.7	114.1	65.4
Level of Service	B	C		F	C		E	F		F	F	E
Approach Delay (s)		29.8			77.0			90.7			96.3	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM Average Control Delay	55.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	166	561	670	95	332	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		7.0	7.0
Lane Util. Factor	1.00	1.00	0.91		0.97	0.91
Frt	1.00	1.00	0.98		0.98	0.85
Flt Protected	0.95	1.00	1.00		0.96	1.00
Satd. Flow (prot)	1787	1845	4735		3415	1427
Flt Permitted	0.29	1.00	1.00		0.96	1.00
Satd. Flow (perm)	551	1845	4735		3415	1427
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	169	572	684	97	339	234
RTOR Reduction (vph)	0	0	20	0	15	127
Lane Group Flow (vph)	169	572	761	0	380	51
Heavy Vehicles (%)	1%	3%	8%	4%	1%	3%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	52.0	52.0	43.0		26.0	26.0
Effective Green, g (s)	52.0	52.0	43.0		26.0	26.0
Actuated g/C Ratio	0.58	0.58	0.48		0.29	0.29
Clearance Time (s)	3.0	5.0	5.0		7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	401	1066	2262		987	412
v/s Ratio Prot	0.03	c0.31	0.16		c0.11	
v/s Ratio Perm	0.22					0.04
v/c Ratio	0.42	0.54	0.34		0.39	0.12
Uniform Delay, d1	9.2	11.6	14.6		25.6	23.6
Progression Factor	1.31	1.48	1.48		1.00	1.00
Incremental Delay, d2	0.4	1.1	0.4		1.1	0.6
Delay (s)	12.4	18.3	22.1		26.7	24.2
Level of Service	B	B	C		C	C
Approach Delay (s)		17.0	22.1		26.0	
Approach LOS		B	C		C	

Intersection Summary			
HCM Average Control Delay	21.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1972	514	261	668	124	167	462	332	168	475	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.91		0.91	0.91	1.00	0.91	0.91	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1703	4908		3400	4677		1480	3374	1538	1626	3264	
Flt Permitted	0.28	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	504	4908		3400	4677		1480	3374	1538	1626	3264	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	178	2054	535	272	696	129	174	481	346	175	495	56
RTOR Reduction (vph)	0	24	0	0	13	0	0	0	241	0	4	0
Lane Group Flow (vph)	178	2565	0	272	812	0	157	498	105	157	565	0
Heavy Vehicles (%)	6%	2%	4%	3%	8%	10%	11%	2%	5%	1%	4%	7%
Turn Type	pm+pt			Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6								4			
Actuated Green, G (s)	89.0	73.8		19.1	77.7		32.3	32.3	32.3	33.8	33.8	
Effective Green, g (s)	89.0	73.8		19.1	77.7		32.3	32.3	32.3	33.8	33.8	
Actuated g/C Ratio	0.49	0.41		0.11	0.43		0.18	0.18	0.18	0.19	0.19	
Clearance Time (s)	3.0	6.0		3.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	350	2012		361	2019		266	605	276	305	613	
v/s Ratio Prot	0.04	c0.52		c0.08	0.17		0.11	c0.15		0.10	c0.17	
v/s Ratio Perm	0.21								0.07			
v/c Ratio	0.51	1.27		0.75	0.40		0.59	0.82	0.38	0.51	0.92	
Uniform Delay, d1	26.1	53.1		78.2	35.2		67.8	71.1	65.0	65.7	71.8	
Progression Factor	0.98	0.87		1.12	0.86		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.1	127.3		8.1	0.6		3.5	8.9	0.9	1.5	19.4	
Delay (s)	26.8	173.7		96.0	31.0		71.3	80.0	65.9	67.2	91.2	
Level of Service	C	F		F	C		E	E	E	E	F	
Approach Delay (s)		164.2			47.1			73.7			86.0	
Approach LOS		F			D			E			F	

Intersection Summary			
HCM Average Control Delay	114.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	101.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	2240	23	36	856	120	64	59	90	328	47	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0			5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.97	0.95	0.95
Frt	1.00	1.00		1.00	0.98			1.00	0.85	1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5030		1752	4919			1834	1583	3502	1578	1519
Flt Permitted	0.95	1.00		0.95	1.00			0.72	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5030		1752	4919			1357	1583	3502	1578	1519
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	2383	24	38	911	128	68	63	96	349	50	374
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	76	0	66	151
Lane Group Flow (vph)	269	2407	0	38	1029	0	0	131	20	349	149	58
Heavy Vehicles (%)	2%	3%	0%	3%	4%	0%	0%	2%	2%	0%	2%	1%
Turn Type	custom			custom			Perm		Perm	Prot		Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	1			5			4		4			8
Actuated Green, G (s)	10.0	109.6		7.4	107.0			21.0	21.0	25.0	50.0	50.0
Effective Green, g (s)	10.0	109.6		7.4	107.0			21.0	21.0	25.0	50.0	50.0
Actuated g/C Ratio	0.06	0.61		0.04	0.59			0.12	0.12	0.14	0.28	0.28
Clearance Time (s)	3.0	5.0		3.0	5.0			5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	98	3063		72	2924			158	185	486	438	422
v/s Ratio Prot	c0.15	c0.48		0.02	0.21					c0.10	0.09	
v/s Ratio Perm								c0.10	0.01			0.04
v/c Ratio	2.74	0.79		0.53	0.35			0.83	0.11	0.72	0.34	0.14
Uniform Delay, d1	85.0	26.4		84.6	18.7			77.7	71.1	74.1	51.9	48.8
Progression Factor	1.12	1.12		0.82	0.83			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	787.8	0.2		6.6	0.3			28.7	0.3	8.8	2.1	0.7
Delay (s)	882.8	29.8		76.2	15.8			106.4	71.4	83.0	54.0	49.5
Level of Service	F	C		E	B			F	E	F	D	D
Approach Delay (s)		115.6			17.9			91.6			65.8	
Approach LOS		F			B			F			E	

Intersection Summary			
HCM Average Control Delay	84.2	HCM Level of Service	F
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	2010	245	260	699	93	183	322	190	429	495	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95		0.97	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.94		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3335	4964		3213	5033		3433	3338		3400	3311	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3335	4964		3213	5033		3433	3338		3400	3311	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	88	2072	253	268	721	96	189	332	196	442	510	63
RTOR Reduction (vph)	0	8	0	0	8	0	0	49	0	0	5	0
Lane Group Flow (vph)	88	2317	0	268	809	0	189	479	0	442	568	0
Heavy Vehicles (%)	5%	3%	1%	9%	1%	3%	2%	1%	4%	3%	8%	1%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	10.1	85.4		18.2	93.5		15.2	30.3		26.1	41.2	
Effective Green, g (s)	10.1	85.4		18.2	93.5		15.2	30.3		26.1	41.2	
Actuated g/C Ratio	0.06	0.47		0.10	0.52		0.08	0.17		0.15	0.23	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	187	2355		325	2614		290	562		493	758	
v/s Ratio Prot	0.03	c0.47		c0.08	0.16		0.06	c0.14		c0.13	0.17	
v/s Ratio Perm												
v/c Ratio	0.47	0.98		0.82	0.31		0.65	0.85		0.90	0.75	
Uniform Delay, d1	82.4	46.6		79.3	24.8		79.8	72.7		75.6	64.6	
Progression Factor	1.11	0.59		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	11.4		15.5	0.3		5.2	11.9		18.6	4.1	
Delay (s)	92.2	39.0		94.8	25.1		85.0	84.6		94.2	68.7	
Level of Service	F	D		F	C		F	F		F	E	
Approach Delay (s)		40.9			42.3			84.7			79.8	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	343	1468	407	421	1050	50	196	558	377	107	624	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3367	4872		3367	4900		3400	3406	1568	3433	4765	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3367	4872		3367	4900		3400	3406	1568	3433	4765	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	350	1498	415	430	1071	51	200	569	385	109	637	133
RTOR Reduction (vph)	0	31	0	0	2	0	0	0	204	0	20	0
Lane Group Flow (vph)	350	1882	0	430	1120	0	200	569	181	109	750	0
Heavy Vehicles (%)	4%	3%	3%	4%	5%	8%	3%	6%	3%	2%	5%	11%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	22.0	83.4		22.6	84.0		13.2	28.2	28.2	9.8	24.8	
Effective Green, g (s)	22.0	83.4		22.6	84.0		13.2	28.2	28.2	9.8	24.8	
Actuated g/C Ratio	0.14	0.52		0.14	0.52		0.08	0.18	0.18	0.06	0.16	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	463	2540		476	2573		281	600	276	210	739	
v/s Ratio Prot	0.10	c0.39		c0.13	0.23		c0.06	c0.17		0.03	0.16	
v/s Ratio Perm									0.12			
v/c Ratio	0.76	0.74		0.90	0.44		0.71	0.95	0.65	0.52	1.01	
Uniform Delay, d1	66.4	29.9		67.6	23.4		71.5	65.2	61.4	72.8	67.6	
Progression Factor	1.00	1.00		0.87	1.25		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.9	2.0		17.5	0.4		8.2	26.0	11.5	2.2	36.8	
Delay (s)	73.3	31.9		76.4	29.8		79.8	91.2	72.9	75.0	104.4	
Level of Service	E	C		E	C		E	F	E	E	F	
Approach Delay (s)		38.3			42.7			83.1			100.7	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	57.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1655	131	364	1912	88	33	81	137	15	93	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.91		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	4896		1719	4957		1656	1642		1597	1758	
Flt Permitted	0.09	1.00		0.06	1.00		0.42	1.00		0.22	1.00	
Satd. Flow (perm)	162	4896		112	4957		741	1642		368	1758	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	89	1724	136	379	1992	92	34	84	143	16	97	60
RTOR Reduction (vph)	0	5	0	0	2	0	0	41	0	0	15	0
Lane Group Flow (vph)	89	1855	0	379	2082	0	34	186	0	16	142	0
Heavy Vehicles (%)	1%	5%	2%	5%	4%	3%	9%	1%	7%	13%	0%	5%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	97.6	90.0		127.1	116.5		22.9	22.9		22.9	22.9	
Effective Green, g (s)	97.6	90.0		127.1	116.5		22.9	22.9		22.9	22.9	
Actuated g/C Ratio	0.61	0.56		0.79	0.73		0.14	0.14		0.14	0.14	
Clearance Time (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	2754		431	3609		106	235		53	252	
v/s Ratio Prot	0.02	0.38		c0.19	0.42			c0.11			0.08	
v/s Ratio Perm	0.28			c0.51			0.05			0.04		
v/c Ratio	0.51	0.67		0.88	0.58		0.32	0.79		0.30	0.57	
Uniform Delay, d1	12.8	24.7		47.9	10.2		61.6	66.2		61.4	63.9	
Progression Factor	0.95	0.51		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.9		18.1	0.7		1.8	16.4		3.2	2.9	
Delay (s)	13.7	13.6		66.0	10.9		63.3	82.7		64.6	66.8	
Level of Service	B	B		E	B		E	F		E	E	
Approach Delay (s)		13.6			19.4			80.1			66.6	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	1647	59	564	2612	450	41	130	294	352	236	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	0.95	0.95	0.91	0.91	
Frt	1.00	0.99		1.00	0.98		1.00	0.94	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.98	
Satd. Flow (prot)	1752	4953		3303	4877		1805	1657	1519	1535	3062	
Flt Permitted	0.95	1.00		0.95	1.00		0.47	1.00	1.00	0.17	0.59	
Satd. Flow (perm)	1752	4953		3303	4877		885	1657	1519	281	1830	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	96	1734	62	594	2749	474	43	137	309	371	248	81
RTOR Reduction (vph)	0	2	0	0	16	0	0	17	186	0	10	0
Lane Group Flow (vph)	96	1794	0	594	3207	0	43	216	27	215	475	0
Heavy Vehicles (%)	3%	4%	9%	6%	4%	4%	0%	3%	1%	7%	11%	3%
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			3	
Permitted Phases							4		4	3		
Actuated Green, G (s)	9.0	61.0		25.0	79.0		19.0	19.0	19.0	23.0	23.0	
Effective Green, g (s)	9.0	61.0		25.0	79.0		19.0	19.0	19.0	23.0	23.0	
Actuated g/C Ratio	0.06	0.41		0.17	0.53		0.13	0.13	0.13	0.15	0.15	
Clearance Time (s)	3.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	105	2014		551	2569		112	210	192	43	281	
v/s Ratio Prot	0.05	0.36		c0.18	c0.66			c0.13				
v/s Ratio Perm							0.05		0.02	c0.77	0.26	
v/c Ratio	0.91	0.89		1.08	1.25		0.38	1.03	0.14	5.00	2.84dl	
Uniform Delay, d1	70.1	41.4		62.5	35.5		60.1	65.5	58.2	63.5	63.5	
Progression Factor	1.00	1.00		1.19	0.66		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	60.8	6.4		59.7	114.9		2.2	70.3	0.3	1850.9	325.4	
Delay (s)	130.9	47.8		134.0	138.4		62.3	135.8	58.6	1914.4	388.9	
Level of Service	F	D		F	F		E	F	E	F	F	
Approach Delay (s)		52.0			137.7			95.7			857.4	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM Average Control Delay	184.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1339	2018	0	677	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		6.0	
Lane Util. Factor		0.91	0.91		0.94	
Frt		1.00	1.00		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		4940	4988		4643	
Flt Permitted		1.00	1.00		0.97	
Satd. Flow (perm)		4940	4988		4643	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1424	2147	0	720	304
RTOR Reduction (vph)	0	0	0	0	4	0
Lane Group Flow (vph)	0	1424	2147	0	1020	0
Heavy Vehicles (%)	0%	5%	4%	0%	8%	3%
Turn Type						
Protected Phases		6	2		4	
Permitted Phases						
Actuated Green, G (s)		98.7	98.7		40.3	
Effective Green, g (s)		98.7	98.7		40.3	
Actuated g/C Ratio		0.66	0.66		0.27	
Clearance Time (s)		5.0	5.0		6.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		3251	3282		1247	
v/s Ratio Prot		0.29	c0.43		c0.22	
v/s Ratio Perm						
v/c Ratio		0.44	0.65		0.82	
Uniform Delay, d1		12.3	15.4		51.4	
Progression Factor		0.60	0.83		1.00	
Incremental Delay, d2		0.0	0.9		4.3	
Delay (s)		7.4	13.8		55.7	
Level of Service		A	B		E	
Approach Delay (s)		7.4	13.8		55.7	
Approach LOS		A	B		E	

Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2099	0	0	1453	604	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	6.0	
Lane Util. Factor	0.91			0.91	0.94	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	4893			4940	4925	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	4893			4940	4925	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2142	0	0	1483	616	66
RTOR Reduction (vph)	0	0	0	0	6	0
Lane Group Flow (vph)	2142	0	0	1483	676	0
Heavy Vehicles (%)	6%	0%	0%	5%	2%	8%
Turn Type						
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	92.0			92.0	47.0	
Effective Green, g (s)	92.0			92.0	47.0	
Actuated g/C Ratio	0.61			0.61	0.31	
Clearance Time (s)	5.0			5.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3001			3030	1543	
v/s Ratio Prot	c0.44			0.30	c0.14	
v/s Ratio Perm						
v/c Ratio	0.71			0.49	0.44	
Uniform Delay, d1	19.9			16.0	41.0	
Progression Factor	0.85			1.00	1.00	
Incremental Delay, d2	1.3			0.6	0.9	
Delay (s)	18.2			16.6	41.9	
Level of Service	B			B	D	
Approach Delay (s)	18.2			16.6	41.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

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Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Arterial Level of Service: EB NW 36 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 87 Avenue	II	40	90.4	31.1	121.5	1.00	29.8	B
NW 82 Avenue	II	40	47.2	14.6	61.8	0.51	29.6	B
NW 79 Avenue	II	39	28.1	48.0	76.1	0.26	12.1	F
SR 826 SB Off-Ramp	II	37	19.8	7.7	27.5	0.16	20.7	D
SR 826 NB Off-Ramp	II	40	21.5	18.4	39.9	0.19	16.8	E
Total	II		207.0	119.8	326.8	2.11	23.3	C

Arterial Level of Service: WB NW 36 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 826 NB Off-Ramp	II	38	24.0	16.7	40.7	0.21	18.4	D
SR 826 SB Off-Ramp	II	40	21.5	14.4	35.9	0.19	18.7	D
NW 79 Avenue	II	36	19.8	138.6	158.4	0.16	3.6	F
NW 82 Avenue	II	40	28.1	11.8	39.9	0.26	23.0	C
NW 87 Avenue	II	40	47.2	30.3	77.5	0.51	23.6	C
Total	II		140.6	211.8	352.4	1.32	13.4	E

Arterial Level of Service: EB NW 41 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	40	13.1	23.9	37.0	0.11	11.1	F
Turnpike NB Off-Ramp	II	40	18.7	8.1	26.8	0.16	21.9	D
NW 114 Avenue	II	40	30.0	31.3	61.3	0.27	16.0	E
NW 112 Avenue	II	40	27.5	18.6	46.1	0.25	19.5	D
NW 107 Avenue	II	40	46.6	163.2	209.8	0.50	8.6	F
NW 102 Avenue	II	40	45.7	30.3	76.0	0.49	23.3	C
NW 97 Avenue	II	40	48.1	39.4	87.5	0.52	21.3	D
Total	II		229.7	314.8	544.5	2.31	15.3	E

Arterial Level of Service: WB NW 41 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 97 Avenue	II	40	90.4	25.5	115.9	1.00	31.2	B
NW 102 Avenue	II	40	48.1	15.4	63.5	0.52	29.3	B
NW 107 Avenue	II	40	45.7	31.4	77.1	0.49	23.0	C
NW 112 Avenue	II	40	46.6	21.0	67.6	0.50	26.7	C
NW 114 Avenue	II	40	27.5	20.8	48.3	0.25	18.6	D
Turnpike NB On-Ramp	II	40	30.0	3.5	33.5	0.27	29.3	B
Turnpike SB Off-Ramp	II	40	18.7	21.1	39.8	0.16	14.7	E
Total	II		307.0	138.7	445.7	3.20	25.8	C

HCM Signalized Intersection Capacity Analysis
1: NW 41 Street & Turnpike SB Off-Ramp

2/27/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	73	35	3	15	0	0	0	0	503	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0					5.0		4.0
Lane Util. Factor		0.95			1.00					0.97		1.00
Frt		0.95			1.00					1.00		0.85
Flt Protected		1.00			0.99					0.95		1.00
Satd. Flow (prot)		2737			1674					3127		944
Flt Permitted		1.00			0.98					0.95		1.00
Satd. Flow (perm)		2737			1650					3127		944
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	80	38	3	16	0	0	0	0	553	0	8
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	102	0	0	19	0	0	0	0	553	0	8
Heavy Vehicles (%)	2%	3%	73%	0%	15%	3%	0%	0%	0%	12%	0%	71%
Turn Type				Perm						custom		Free
Protected Phases		6			2							
Permitted Phases				2						4		Free
Actuated Green, G (s)		35.9			35.9					17.1		63.0
Effective Green, g (s)		35.9			35.9					17.1		63.0
Actuated g/C Ratio		0.57			0.57					0.27		1.00
Clearance Time (s)		5.0			5.0					5.0		
Vehicle Extension (s)		3.0			3.0					3.0		
Lane Grp Cap (vph)		1560			940					849		944
v/s Ratio Prot		c0.04										
v/s Ratio Perm					0.01					c0.18		0.01
v/c Ratio		0.07			0.02					0.65		0.01
Uniform Delay, d1		6.1			5.9					20.3		0.0
Progression Factor		1.00			1.00					1.00		1.00
Incremental Delay, d2		0.1			0.0					1.8		0.0
Delay (s)		6.1			5.9					22.1		0.0
Level of Service		A			A					C		A
Approach Delay (s)		6.1			5.9			0.0			21.8	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	63.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	490	0	0	1114	1271	14	0	507	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0	4.0	5.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1805	3223			3574	1568	1805		1599			
Flt Permitted	0.22	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	418	3223			3574	1568	1805		1599			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	48	510	0	0	1160	1324	15	0	528	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	48	510	0	0	1160	1324	15	0	528	0	0	0
Heavy Vehicles (%)	0%	12%	0%	0%	1%	3%	0%	0%	1%	0%	0%	0%
Turn Type	pm+pt					Free	Prot		Free			
Protected Phases	1	6			2		4					
Permitted Phases	6					Free			Free			
Actuated Green, G (s)	138.0	138.0			130.1	160.0	12.0		160.0			
Effective Green, g (s)	138.0	138.0			130.1	160.0	12.0		160.0			
Actuated g/C Ratio	0.86	0.86			0.81	1.00	0.08		1.00			
Clearance Time (s)	3.0	5.0			5.0		5.0					
Vehicle Extension (s)	3.0	3.0			3.0		3.0					
Lane Grp Cap (vph)	403	2780			2906	1568	135		1599			
v/s Ratio Prot	0.00	0.16			0.32		0.01					
v/s Ratio Perm	0.10					c0.84			0.33			
v/c Ratio	0.12	0.18			0.40	0.84	0.11		0.33			
Uniform Delay, d1	2.2	1.8			4.1	0.0	69.0		0.0			
Progression Factor	1.00	1.00			0.67	1.00	1.00		1.00			
Incremental Delay, d2	0.1	0.1			0.3	4.3	1.7		0.6			
Delay (s)	2.3	1.9			3.1	4.3	70.7		0.6			
Level of Service	A	A			A	A	E		A			
Approach Delay (s)		2.0			3.7			2.5			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	208	951	64	248	1667	220	238	225	90	171	267	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	4919		1752	5002		1703	1775		1805	1881	1599
Flt Permitted	0.05	1.00		0.22	1.00		0.17	1.00		0.19	1.00	1.00
Satd. Flow (perm)	98	4919		403	5002		296	1775		358	1881	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	217	991	67	258	1736	229	248	234	94	178	278	377
RTOR Reduction (vph)	0	5	0	0	11	0	0	9	0	0	0	123
Lane Group Flow (vph)	217	1053	0	258	1955	0	248	319	0	178	278	254
Heavy Vehicles (%)	2%	3%	26%	3%	2%	1%	6%	1%	6%	0%	1%	1%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	102.2	90.2		101.8	90.0		45.0	29.0		34.2	21.2	21.2
Effective Green, g (s)	102.2	90.2		101.8	90.0		45.0	29.0		34.2	21.2	21.2
Actuated g/C Ratio	0.64	0.56		0.64	0.56		0.28	0.18		0.21	0.13	0.13
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	188	2773		356	2814		266	322		194	249	212
v/s Ratio Prot	c0.09	0.21		0.05	0.39		c0.12	0.18		0.07	0.15	
v/s Ratio Perm	c0.65			0.41			0.14			0.12		c0.16
v/c Ratio	1.15	0.38		0.72	0.69		0.93	0.99		0.92	1.12	1.20
Uniform Delay, d1	48.1	19.4		13.7	25.1		49.9	65.4		56.6	69.4	69.4
Progression Factor	0.98	1.00		1.84	1.48		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	113.1	0.4		4.4	0.9		37.2	47.9		41.6	91.9	125.3
Delay (s)	160.3	19.8		29.7	38.0		87.1	113.2		98.3	161.3	194.7
Level of Service	F	B		C	D		F	F		F	F	F
Approach Delay (s)		43.7			37.1			102.0			162.9	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	67.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	243	259	1959	163	136	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		7.0	7.0
Lane Util. Factor	1.00	1.00	0.91		0.97	0.91
Frt	1.00	1.00	0.99		0.93	0.85
Flt Protected	0.95	1.00	1.00		0.97	1.00
Satd. Flow (prot)	1805	1863	5034		3288	1455
Flt Permitted	0.09	1.00	1.00		0.97	1.00
Satd. Flow (perm)	173	1863	5034		3288	1455
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	259	276	2084	173	145	255
RTOR Reduction (vph)	0	0	12	0	99	98
Lane Group Flow (vph)	259	276	2245	0	174	29
Heavy Vehicles (%)	0%	2%	2%	0%	2%	1%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	50.0	50.0	41.0		18.0	18.0
Effective Green, g (s)	50.0	50.0	41.0		18.0	18.0
Actuated g/C Ratio	0.62	0.62	0.51		0.22	0.22
Clearance Time (s)	3.0	5.0	5.0		7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	231	1164	2580		740	327
v/s Ratio Prot	c0.08	0.15	0.45		c0.05	
v/s Ratio Perm	c0.62					0.02
v/c Ratio	1.12	0.24	0.87		0.23	0.09
Uniform Delay, d1	20.8	6.6	17.2		25.4	24.5
Progression Factor	2.51	1.20	1.18		1.00	1.00
Incremental Delay, d2	92.9	0.4	2.1		0.7	0.5
Delay (s)	145.2	8.4	22.3		26.1	25.0
Level of Service	F	A	C		C	C
Approach Delay (s)		74.6	22.3		25.8	
Approach LOS		E	C		C	

Intersection Summary			
HCM Average Control Delay	31.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	677	201	429	1456	191	406	578	219	152	573	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.91		0.91	0.91	1.00	0.91	0.91	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1787	4842		3367	4991		1579	3389	1524	1595	3301	
Flt Permitted	0.08	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	154	4842		3367	4991		1579	3389	1524	1595	3301	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	171	691	205	438	1486	195	414	590	223	155	585	121
RTOR Reduction (vph)	0	33	0	0	10	0	0	0	134	0	10	0
Lane Group Flow (vph)	171	863	0	438	1671	0	327	677	89	139	712	0
Heavy Vehicles (%)	1%	3%	5%	4%	2%	3%	4%	1%	6%	3%	2%	2%
Turn Type	pm+pt			Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6								4			
Actuated Green, G (s)	64.6	49.0		20.0	53.4		33.7	33.7	33.7	36.3	36.3	
Effective Green, g (s)	64.6	49.0		20.0	53.4		33.7	33.7	33.7	36.3	36.3	
Actuated g/C Ratio	0.40	0.31		0.12	0.33		0.21	0.21	0.21	0.23	0.23	
Clearance Time (s)	3.0	6.0		3.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	221	1483		421	1666		333	714	321	362	749	
v/s Ratio Prot	0.08	0.18		c0.13	c0.33		c0.21	0.20		0.09	c0.22	
v/s Ratio Perm	0.24								0.06			
v/c Ratio	0.77	0.58		1.04	1.00		0.98	0.95	0.28	0.38	0.95	
Uniform Delay, d1	41.7	46.8		70.0	53.3		62.8	62.3	52.9	52.4	61.0	
Progression Factor	1.18	1.50		1.01	1.54		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.5	1.6		45.3	18.0		44.2	21.6	0.5	0.7	21.6	
Delay (s)	63.7	71.7		116.0	100.1		107.0	83.9	53.4	53.1	82.5	
Level of Service	E	E		F	F		F	F	D	D	F	
Approach Delay (s)		70.4			103.4			84.5			77.8	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM Average Control Delay	88.1	HCM Level of Service	F
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	216	1171	82	77	1872	220	38	27	51	125	46	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0			5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.97	0.95	0.95
Frt	1.00	0.99		1.00	0.98			1.00	0.85	1.00	0.90	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	4993		1805	5060			1846	1583	3502	1602	1504
Flt Permitted	0.95	1.00		0.95	1.00			0.76	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	4993		1805	5060			1440	1583	3502	1602	1504
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	223	1207	85	79	1930	227	39	28	53	129	47	233
RTOR Reduction (vph)	0	5	0	0	9	0	0	0	45	0	46	97
Lane Group Flow (vph)	223	1287	0	79	2148	0	0	67	8	129	97	40
Heavy Vehicles (%)	1%	3%	1%	0%	1%	0%	0%	0%	2%	0%	0%	2%
Turn Type	custom			custom			Perm		Perm	Prot		Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	1			5			4		4			8
Actuated Green, G (s)	19.0	88.3		11.7	81.0			23.0	23.0	20.0	47.0	47.0
Effective Green, g (s)	19.0	88.3		11.7	81.0			23.0	23.0	20.0	47.0	47.0
Actuated g/C Ratio	0.12	0.55		0.07	0.51			0.14	0.14	0.12	0.29	0.29
Clearance Time (s)	3.0	5.0		3.0	5.0			5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	212	2756		132	2562			207	228	438	471	442
v/s Ratio Prot	c0.12	0.26		0.04	c0.42					c0.04	0.06	
v/s Ratio Perm								c0.05	0.00			0.03
v/c Ratio	1.05	0.47		0.60	0.84			0.32	0.03	0.29	0.21	0.09
Uniform Delay, d1	70.5	21.6		71.9	33.9			61.5	58.9	63.6	42.5	41.0
Progression Factor	1.01	0.66		1.16	0.82			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	74.2	0.5		5.8	2.8			0.9	0.1	1.7	1.0	0.4
Delay (s)	145.2	14.9		89.3	30.8			62.4	59.0	65.3	43.5	41.4
Level of Service	F	B		F	C			E	E	E	D	D
Approach Delay (s)		34.1			32.9			60.9			49.7	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM Average Control Delay	35.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	822	133	343	1321	209	324	611	198	216	458	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95		0.97	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3467	4903		3467	5037		3400	3410		3400	3404	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3467	4903		3467	5037		3400	3410		3400	3404	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	120	856	139	357	1376	218	338	636	206	225	477	150
RTOR Reduction (vph)	0	12	0	0	10	0	0	22	0	0	21	0
Lane Group Flow (vph)	120	983	0	357	1584	0	338	820	0	225	606	0
Heavy Vehicles (%)	1%	4%	1%	1%	1%	0%	3%	1%	5%	3%	2%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	10.9	57.5		21.9	68.5		20.6	44.7		15.9	40.0	
Effective Green, g (s)	10.9	57.5		21.9	68.5		20.6	44.7		15.9	40.0	
Actuated g/C Ratio	0.07	0.36		0.14	0.43		0.13	0.28		0.10	0.25	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	236	1762		475	2156		438	953		338	851	
v/s Ratio Prot	0.03	0.20		c0.10	c0.31		c0.10	c0.24		0.07	0.18	
v/s Ratio Perm												
v/c Ratio	0.51	0.56		0.75	0.73		0.77	0.86		0.67	0.71	
Uniform Delay, d1	72.0	41.1		66.4	38.2		67.4	54.7		69.5	54.7	
Progression Factor	1.08	0.57		1.36	0.73		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	1.2		3.1	1.0		8.2	8.0		4.9	2.8	
Delay (s)	79.4	24.4		93.6	28.8		75.6	62.7		74.4	57.6	
Level of Service	E	C		F	C		E	E		E	E	
Approach Delay (s)		30.3			40.6			66.4			62.0	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	47.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	199	1008	215	460	1521	99	399	832	559	104	794	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3099	4802		3273	4975		3467	3406	1568	3467	4792	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3099	4802		3273	4975		3467	3406	1568	3467	4792	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	214	1084	231	495	1635	106	429	895	601	112	854	278
RTOR Reduction (vph)	0	20	0	0	4	0	0	0	271	0	36	0
Lane Group Flow (vph)	214	1295	0	495	1737	0	429	895	330	112	1096	0
Heavy Vehicles (%)	13%	5%	6%	7%	3%	8%	1%	6%	3%	1%	4%	5%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	16.4	48.8		28.2	60.6		24.4	56.5	56.5	10.5	42.6	
Effective Green, g (s)	16.4	48.8		28.2	60.6		24.4	56.5	56.5	10.5	42.6	
Actuated g/C Ratio	0.10	0.30		0.18	0.38		0.15	0.35	0.35	0.07	0.27	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	318	1465		577	1884		529	1203	554	228	1276	
v/s Ratio Prot	0.07	0.27		c0.15	c0.35		c0.12	0.26		0.03	c0.23	
v/s Ratio Perm									0.21			
v/c Ratio	0.67	0.88		0.86	0.92		0.81	0.74	0.60	0.49	0.86	
Uniform Delay, d1	69.2	52.9		64.0	47.4		65.6	45.4	42.4	72.2	55.8	
Progression Factor	1.25	0.73		0.96	1.09		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.0	7.3		11.3	8.5		9.2	4.2	4.7	1.7	7.7	
Delay (s)	91.4	46.1		72.7	60.4		74.7	49.6	47.1	73.8	63.5	
Level of Service	F	D		E	E		E	D	D	E	E	
Approach Delay (s)		52.4			63.1			54.4			64.4	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM Average Control Delay	58.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	2019	49	151	1631	29	97	67	154	58	132	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.90		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	5010		1719	5019		1736	1605		1805	1760	
Flt Permitted	0.11	1.00		0.05	1.00		0.33	1.00		0.26	1.00	
Satd. Flow (perm)	206	5010		99	5019		599	1605		491	1760	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	86	2081	51	156	1681	30	100	69	159	60	136	66
RTOR Reduction (vph)	0	1	0	0	1	0	0	56	0	0	12	0
Lane Group Flow (vph)	86	2131	0	156	1710	0	100	172	0	60	190	0
Heavy Vehicles (%)	5%	3%	10%	5%	3%	7%	4%	6%	6%	0%	3%	2%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	115.9	108.6		124.9	114.6		25.1	25.1		25.1	25.1	
Effective Green, g (s)	115.9	108.6		124.9	114.6		25.1	25.1		25.1	25.1	
Actuated g/C Ratio	0.72	0.68		0.78	0.72		0.16	0.16		0.16	0.16	
Clearance Time (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	218	3401		212	3595		94	252		77	276	
v/s Ratio Prot	0.02	0.43		c0.06	0.34			0.11			0.11	
v/s Ratio Perm	0.27			c0.51			c0.17			0.12		
v/c Ratio	0.39	0.63		0.74	0.48		1.06	0.68		0.78	0.69	
Uniform Delay, d1	7.3	14.4		37.2	9.8		67.4	63.7		64.8	63.8	
Progression Factor	1.14	0.52		0.70	2.15		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.7		5.7	0.2		111.2	7.5		38.1	7.0	
Delay (s)	9.2	8.2		31.9	21.2		178.6	71.2		102.8	70.8	
Level of Service	A	A		C	C		F	E		F	E	
Approach Delay (s)		8.2			22.1			103.9			78.1	
Approach LOS		A			C			F			E	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	2053	30	354	1705	351	99	119	592	592	229	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	0.95	0.95	0.91	0.91	
Frt	1.00	1.00		1.00	0.97		1.00	0.90	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.98	
Satd. Flow (prot)	1752	5073		3213	4798		1787	1556	1490	1595	3182	
Flt Permitted	0.95	1.00		0.95	1.00		0.41	1.00	1.00	0.13	0.62	
Satd. Flow (perm)	1752	5073		3213	4798		771	1556	1490	217	2037	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	73	2161	32	373	1795	369	104	125	623	623	241	57
RTOR Reduction (vph)	0	1	0	0	19	0	0	46	126	0	5	0
Lane Group Flow (vph)	73	2192	0	373	2145	0	104	334	242	311	605	0
Heavy Vehicles (%)	3%	2%	3%	9%	5%	7%	1%	7%	3%	3%	7%	2%
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			3	
Permitted Phases							4		4	3		
Actuated Green, G (s)	8.0	72.0		18.0	84.0		19.0	19.0	19.0	31.0	31.0	
Effective Green, g (s)	8.0	72.0		18.0	84.0		19.0	19.0	19.0	31.0	31.0	
Actuated g/C Ratio	0.05	0.45		0.11	0.52		0.12	0.12	0.12	0.19	0.19	
Clearance Time (s)	3.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	88	2283		361	2519		92	185	177	42	395	
v/s Ratio Prot	0.04	c0.43		c0.12	0.45			c0.21				
v/s Ratio Perm							0.13		0.16	c1.44	0.30	
v/c Ratio	0.83	0.96		1.03	0.85		1.13	1.81	1.37	7.40	6.37dl	
Uniform Delay, d1	75.3	42.6		71.0	32.6		70.5	70.5	70.5	64.5	64.5	
Progression Factor	0.97	1.06		0.99	0.74		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	37.3	9.7		53.9	3.5		133.3	383.5	197.0	2930.9	251.9	
Delay (s)	110.1	54.6		124.2	27.5		203.8	454.0	267.5	2995.4	316.4	
Level of Service	F	D		F	C		F	F	F	F	F	
Approach Delay (s)		56.4			41.7			342.9			1221.0	
Approach LOS		E			D			F			F	

Intersection Summary			
HCM Average Control Delay	251.0	HCM Level of Service	F
HCM Volume to Capacity ratio	2.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1450	1985	0	362	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		6.0	
Lane Util. Factor		0.91	0.91		0.94	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		5085	4940		4513	
Flt Permitted		1.00	1.00		0.95	
Satd. Flow (perm)		5085	4940		4513	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	1648	2256	0	411	16
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	0	1648	2256	0	424	0
Heavy Vehicles (%)	0%	2%	5%	0%	12%	29%
Turn Type						
Protected Phases		6	2		4	
Permitted Phases						
Actuated Green, G (s)		128.7	128.7		20.3	
Effective Green, g (s)		128.7	128.7		20.3	
Actuated g/C Ratio		0.80	0.80		0.13	
Clearance Time (s)		5.0	5.0		6.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		4090	3974		573	
v/s Ratio Prot		0.32	c0.46		c0.09	
v/s Ratio Perm						
v/c Ratio		0.40	0.57		0.74	
Uniform Delay, d1		4.5	5.6		67.3	
Progression Factor		0.37	1.29		1.00	
Incremental Delay, d2		0.0	0.6		5.1	
Delay (s)		1.7	7.8		72.4	
Level of Service		A	A		E	
Approach Delay (s)		1.7	7.8		72.4	
Approach LOS		A	A		E	

Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1876	0	0	1405	428	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	6.0	
Lane Util. Factor	0.91			0.91	0.94	
Frt	1.00			1.00	0.98	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	4988			5036	4777	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	4988			5036	4777	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1914	0	0	1434	437	58
RTOR Reduction (vph)	0	0	0	0	11	0
Lane Group Flow (vph)	1914	0	0	1434	484	0
Heavy Vehicles (%)	4%	0%	0%	3%	6%	2%
Turn Type						
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	123.0			123.0	26.0	
Effective Green, g (s)	123.0			123.0	26.0	
Actuated g/C Ratio	0.77			0.77	0.16	
Clearance Time (s)	5.0			5.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3835			3871	776	
v/s Ratio Prot	c0.38			0.28	c0.10	
v/s Ratio Perm						
v/c Ratio	0.50			0.37	0.62	
Uniform Delay, d1	6.9			6.0	62.4	
Progression Factor	0.76			1.00	1.00	
Incremental Delay, d2	0.4			0.3	3.8	
Delay (s)	5.7			6.3	66.2	
Level of Service	A			A	E	
Approach Delay (s)	5.7			6.3	66.2	
Approach LOS	A			A	E	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	813	97	130	1950	224	287
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	884	105	141	2120	243	312
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	653			786		
pX, platoon unblocked					0.74	
vC, conflicting volume			989		1926	347
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			989		1044	347
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		0	52
cM capacity (veh/h)			695		133	649

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2
Volume Total	353	353	282	141	707	707	707	243	312
Volume Left	0	0	0	141	0	0	0	243	0
Volume Right	0	0	105	0	0	0	0	0	312
cSH	1700	1700	1700	695	1700	1700	1700	133	649
Volume to Capacity	0.21	0.21	0.17	0.20	0.42	0.42	0.42	1.83	0.48
Queue Length 95th (ft)	0	0	0	19	0	0	0	467	65
Control Delay (s)	0.0	0.0	0.0	11.5	0.0	0.0	0.0	456.5	15.6
Lane LOS				B				F	C
Approach Delay (s)	0.0			0.7				208.9	
Approach LOS								F	

Intersection Summary			
Average Delay	30.9		
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Arterial Level of Service: EB NW 36 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 87 Avenue	II	40	90.4	45.7	136.1	1.00	26.6	C
NW 82 Avenue	II	40	47.2	9.0	56.2	0.51	32.5	B
NW 79 Avenue	II	39	28.1	54.5	82.6	0.26	11.1	F
SR 826 SB Off-Ramp	II	37	19.8	1.8	21.6	0.16	26.4	C
SR 826 NB Off-Ramp	II	40	21.5	5.8	27.3	0.19	24.6	C
Total	II		207.0	116.8	323.8	2.11	23.5	C

Arterial Level of Service: WB NW 36 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 826 NB Off-Ramp	II	38	24.0	6.3	30.3	0.21	24.8	C
SR 826 SB Off-Ramp	II	40	21.5	8.2	29.7	0.19	22.6	C
NW 79 Avenue	II	36	19.8	27.3	47.1	0.16	12.1	F
NW 82 Avenue	II	40	28.1	23.2	51.3	0.26	17.9	D
NW 87 Avenue	II	40	47.2	60.0	107.2	0.51	17.1	D
Total	II		140.6	125.0	265.6	1.32	17.8	D

Arterial Level of Service: EB NW 41 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	40	13.1	5.5	18.6	0.11	22.0	D
Turnpike NB Off-Ramp	II	40	18.7	2.0	20.7	0.16	28.3	B
NW 114 Avenue	II	40	30.0	19.7	49.7	0.27	19.7	D
NW 112 Avenue	II	40	27.5	8.5	36.0	0.25	25.0	C
NW 107 Avenue	II	40	46.6	68.2	114.8	0.50	15.7	E
NW 102 Avenue	II	40	45.7	15.0	60.7	0.49	29.2	B
NW 97 Avenue	II	40	48.1	25.1	73.2	0.52	25.4	C
Total	II		229.7	144.0	373.7	2.31	22.2	C

Arterial Level of Service: WB NW 41 Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 97 Avenue	II	40	90.4	30.0	120.4	1.00	30.0	B
NW 102 Avenue	II	40	48.1	30.8	78.9	0.52	23.6	C
NW 107 Avenue	II	40	45.7	95.1	140.8	0.49	12.6	F
NW 112 Avenue	II	40	46.6	22.3	68.9	0.50	26.2	C
NW 114 Avenue	II	40	27.5	37.9	65.4	0.25	13.8	E
Turnpike NB On-Ramp	II	40	30.0	3.1	33.1	0.27	29.6	B
Turnpike SB Off-Ramp	II	40	18.7	7.6	26.3	0.16	22.3	C
Total	II		307.0	226.8	533.8	3.20	21.6	D