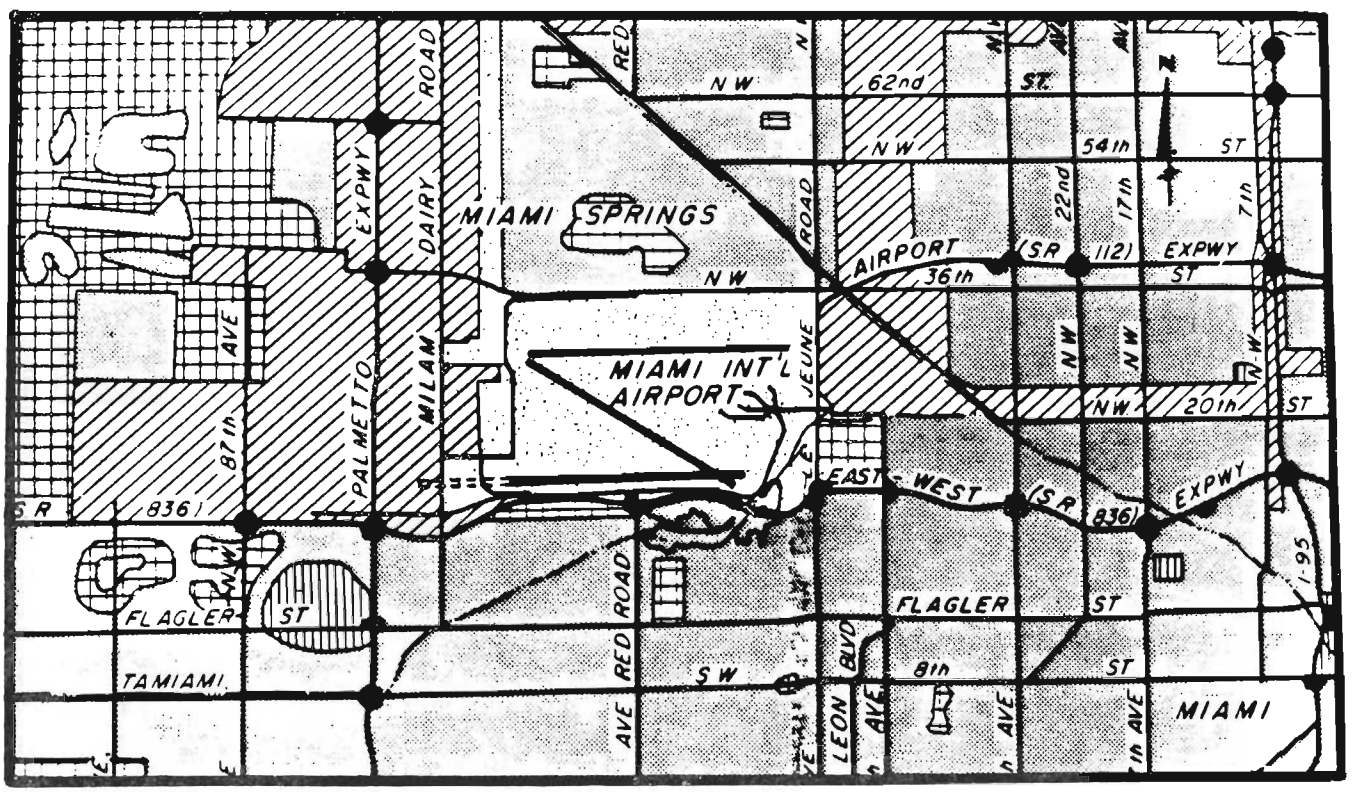
METROPOLITAN DADE COUNTY, FLORIDA

METRO-DADE

METRO-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION

TECHNICAL MEMORANDUM 1: EXISTING CONDITIONS

NOVEMBER 1987



HARRIS
Frederic R. Harris, Inc.

MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

TECHNICAL MEMORANDUM 1: EXISTING CONDITIONS

Prepared for the
Following Organizations

Metro-Dade Metropolitan Transit Agency
Metro-Dade Aviation Department
Florida Department of Transportation

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I. INTRODUCTION

The purpose of this technical memorandum is to document the findings of Task 1 of the Miami International Airport Transportation Study. In Task 1, information was collected and analyzed in order to:

- define the existing travel conditions in the airport area.
- define the programmed and long-range transportation improvements in the study area.
- define future development in the study area.
- make preliminary assessments of future travel conditions and required improvements to the airport area transportation system.

REPORT ORGANIZATION

The principal use of the Task 1 data collection and analysis will be in the generation of solutions for existing and anticipated transportation problems in the vicinity of the Miami International Airport (MIA). That effort will be undertaken during Task 4 of the Study.

The results of this effort have indicated that the Miami International Airport area is indeed congested. More important, the results of the Task 1 analysis show that planned and programmed transportation improvements in the airport area are extensive. Essentially every roadway within the Miami International Airport study area is planned or programmed for improvement by the Year 2005. In addition to this, the area is anticipated to experience an almost 100% increase in employment, with most of this growth occuring to the west of MIA.

MIA STUDY AREA

Figure 1 shows that the MIA study area is bounded by NW 7 Avenue on the south, NW 37 Avenue on the east, NW 36 Street on the north, and the Palmetto Expressway (SR 826) on the west. For some of the data gathered and analyzed, this boundary was relaxed. This was done primarily for the evaluation of future

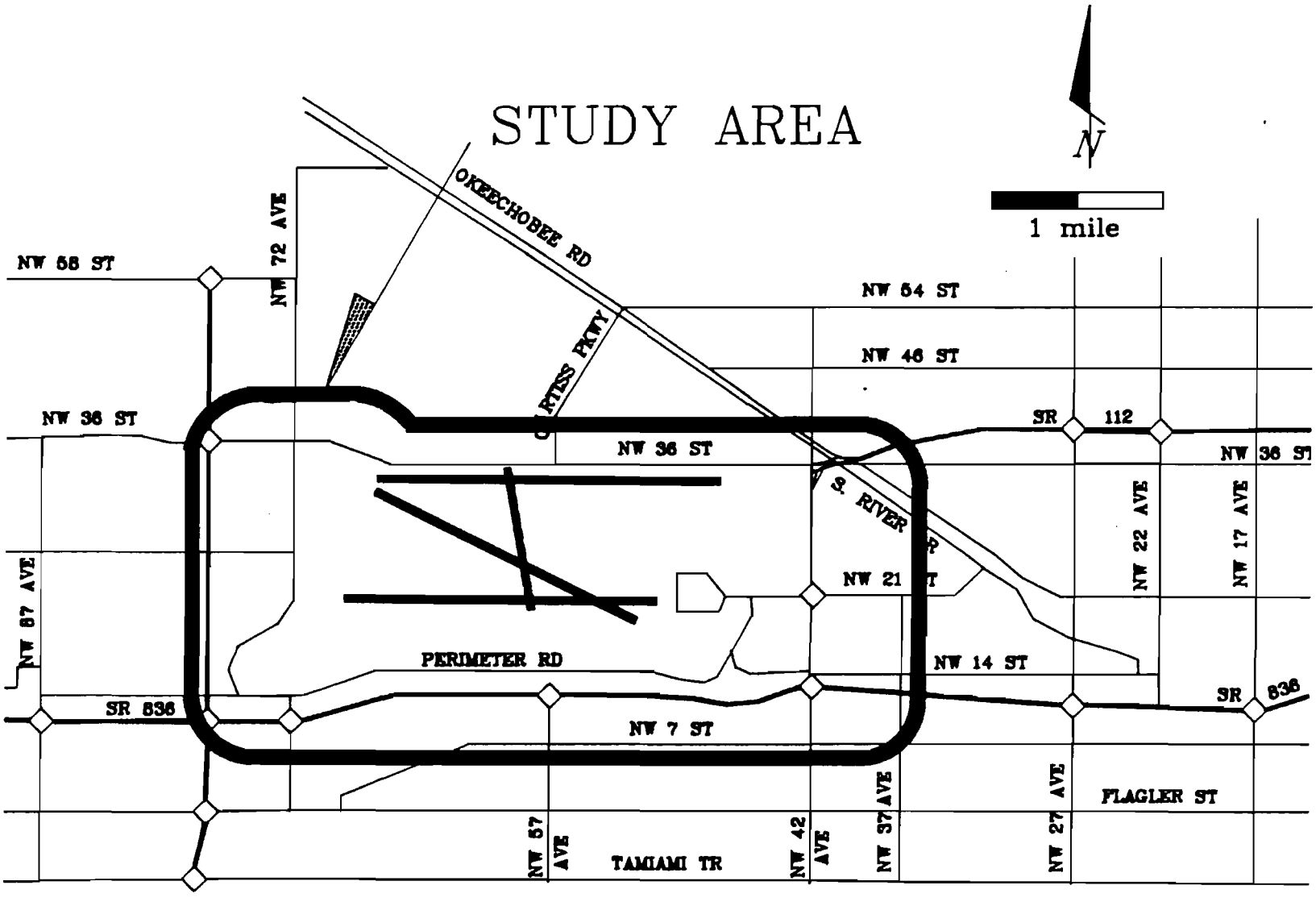

Figure I-1. MIA Study Area

land use, connectivity to Metrorail, and the transportation improvement programs/plans.

The results of Task 1 are presented in the following sections. Section II presents the specific data elements which were collected and the methods used to acquire them. Sections III through VI present the results of the data collection effort including traffic conditions, transit operations, land use development and interviews of airport-related business enterprises. Section VII presents the transportation improvement program for the MIA area. Section VIII provides a preliminary assessment of future transportation conditions in the MIA area. Finally, Section IX concludes the report with an evaluation of the problem areas which will require particular attention in later phases of the Study.

II. DATA COLLECTION OVERVIEW

The data collection effort in the immediate area surrounding the Miami International Airport (MIA) was conducted with the aims to analyze and assess travel characteristics and traffic patterns during week day operations. In order to evaluate current traffic operations within the Miami International Airport study area the following types of traffic data were collected:

- 24-hour bi-directional traffic counts
- 8-hour turning movement counts
- 8-hour vehicle classification counts
- Peak period travel time and delay runs
- Off-peak period travel time and delay runs

24-HOUR TRAFFIC COUNTS

The 24-Hour bi-directional traffic counts are used to develop directional splits useful for capacity analyses as well as for identifying general traffic patterns in the MIA area. Such counts were taken at the following 17 locations:

- NW 7th St. east of Le Jeune Rd.
- NW 21st St. east of Le Jeune Rd.
- NW 25th St. east of SR 826
- NW 36th St. west of Le Jeune Rd.
- NW 36th St. west of NW 37th Ave.
- NW 36th St. east of SR 826
- NW 22nd Ave. north of NW 7th St.
- NW 27th Ave. north of NW 7th St.
- NW 37th Ave. north of NW 7th St.
- NW 57th Ave. north of NW 7th St.
- Le Jeune north of NW 7th St.
- Le Jeune north of NW 25th St.
- Le Jeune north of NW 18th St.
- Le Jeune north of NW 11th St.
- Le Jeune north of Okeechobee Rd.

- Okeechobee Rd. west of Le Jeune Rd.
- SR 112 at NW 17th Ave.
- NW 37th Avenue south of NW 19th Terr.

The 24-hour bi-directional traffic counts were collected by a pneumatic hose stretched across the roadway and plugged into an automatic traffic counter. The volumes were totalled every 15 minutes and a sub-total given every hour. The 24-hour total (ADT) is also provided. These volumes are shown in the appendix.

TURNING MOVEMENT COUNTS

Four-hour turning movement counts are used for performing intersection capacity analyses. Turning movement counts were taken at the intersections of:

- NW 36th St. and Royal Poinciana
- NW 36th St. and Okeechobee Rd.
- NW 7th St. and Le Jeune Rd.
- NW 11th St. and Le Jeune Rd.
- NW 14th St. and Le Jeune Rd.
- NW 25th St. and Le Jeune Rd.
- NW 36th St. and NW 72nd Ave.
- Royal Poinciana and Le Jeune Rd.
- Drive north of NW 29th St. and Le Jeune Rd.
- NW 36th St. and NW 57th Ave.
- NW 57th Avenue and Perimeter Road

VEHICLE CLASSIFICATION COUNTS

The 8-Hour vehicle classification counts are useful for deriving truck factors for capacity analyses, evaluating safety, and highway geometric and pavement design. These counts were taken at the following three locations:

- Le Jeune Rd. and NW 36th St.
- Perimeter Rd. (12th St.) and NW 72nd Ave.
- NW 25th St. and NW 72nd Ave.

At these locations, 8-hour vehicle classification counts were performed by personnel in the field. These manual counts were performed alternately for periods of 15 minutes in order to cover one bi-directional roadway with a single person. The corresponding data collection sheets are shown in the appendix. For the direction and period for which a count was not performed (since person was counting the other direction of travel), a count number was calculated by interpolation. Those sheets containing the estimated 8-hour directional volumes are also included in the appendix.

TRAVEL TIME AND DELAY STUDIES

Bi-directional travel time and delay studies are used to evaluate delay and to identify problem locations along an arterial. These studies were run during both the AM and PM peak periods. Figure II-1 shows the nine routes for which studies were performed. These included the following:

- NW 36th St. from Palmetto Exp. to NW 35th Ave.
- Le Jeune Rd. from SW 8th St. to Hialeah Dr.
- SR 836 from NW 87th Ave. to NW 27th Ave.
- Palmetto Exp. from NW 58th St. to Flagler St.
- Perimeter Rd. from NW 87th Ave. to NW 21st St.
- 57th Ave. from Flagler St. to Perimeter Rd.
- NW 72nd Ave. from Flagler St. to NW 42nd St.
- SR 112 from 112th On-Ramp to NW 22nd Ave. On-Ramp
- SR 112 Ave. from NW 25th St. to NW 22nd Ave. On-Ramp

Travel time and delay studies were conducted from 07:30 to 09:30 hours and from 16:00 to 18:00 hours for the AM and PM peak hour periods, respectively. Three trips for each direction of travel were performed during each peak period.

A series of off-peak travel time and delay runs were performed on the same routes as peak period runs were made. These runs were used as a datum from which peak period delay could be evaluated. The off-peak times were from 10:00

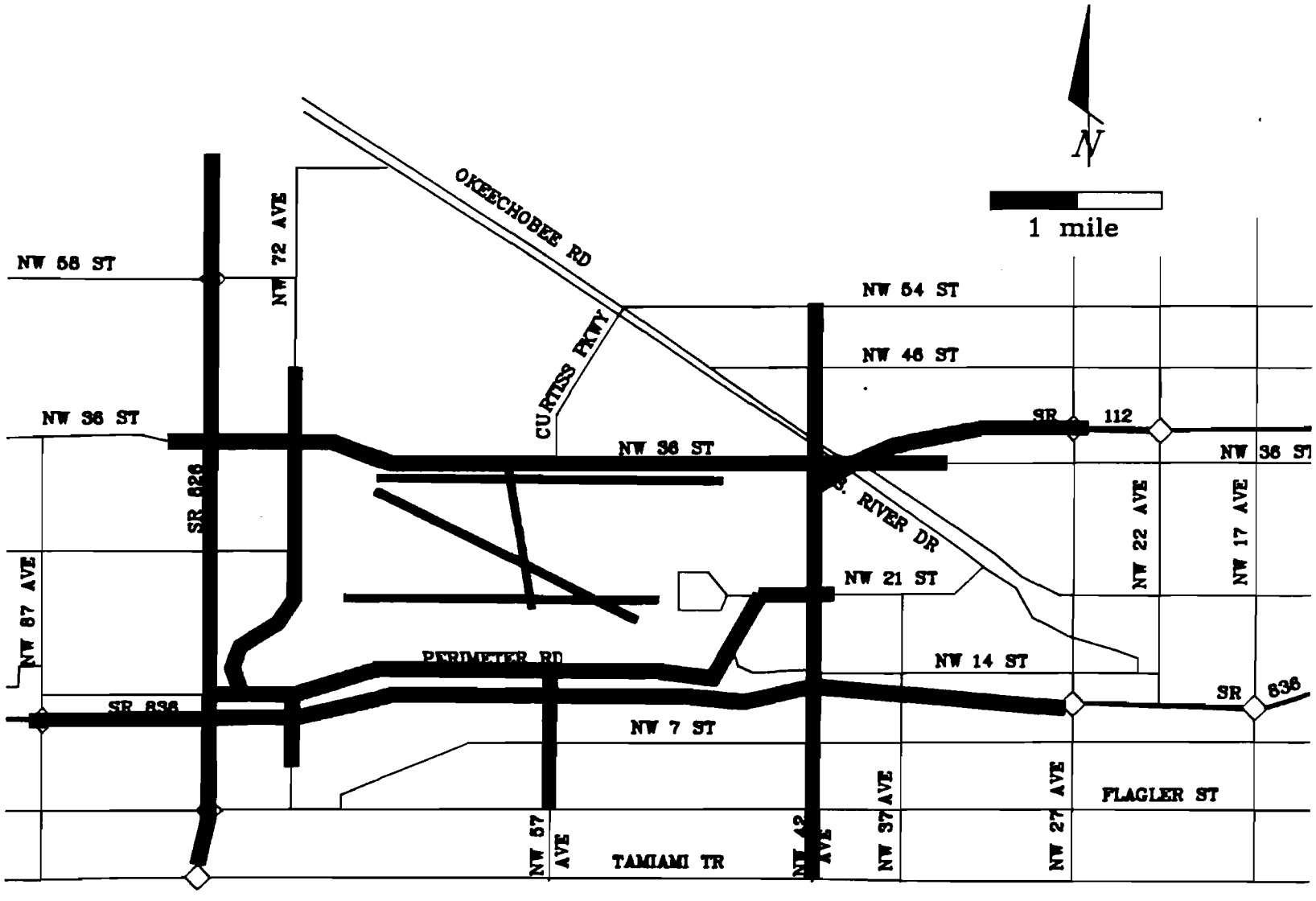

Figure II-1. Routes for Travel Time and Delay Studies

to 11:00 hours and from 13:30 to 15:00 hours. One single trip was made on each route bi-directionally. The sheets containing the off-peak runs statistical summaries are shown in the appendix under the corresponding tab.

The Micro-Float System was used to collect these data. This consists of an automobile with a mini-computer, a mobile distance processor, and a power converter on board. The mini computer records travel time and distance. These data are stored on floppy disk for further in-office processing.

In the office, the computer processes the time and distance data to produce a speed profile plus speed and delay statistics for each run. From this information, the analyst can determine at what points the vehicle was accelerating, cruising, decelerating or stopped. Runs which reflect heavy delays were printed on some 20 to 25 11"x17" sheets. These were both difficult to reproduce and include with this report. Instead, the summary statistics for each run are included in the appendix for easier handling and interpretation.

The floating car technique was used to the extent possible. That is, the driver followed the vehicles surrounding him and at the same speed as the platoon advanced.

III. EXISTING TRAFFIC CONDITIONS

This section documents the results of the evaluation performed on the traffic data described in Section II. Topics presented include:

- Intersection capacity analysis
- Travel Time and delay analysis
- Analysis of 24 hour traffic
- Analysis of truck traffic
- Temporal traffic variaitons
- Accident analysis

Much of the information provided in this Section is presented in graphic and tabular form. These graphics and tables are presented at the end of the section for easier reading.

A key concept of importance to the understanding of traffic engineering analyses is level of service. For those who are unfamiliar or in need of review of this concept, level of service definitions are also presented.

SIGNALIZED INTERSECTION CAPACITY CALCULATIONS

In evaluating traffic conditions in the immediate area of Miami's International Airport, a series of computer runs were performed which utilized the recently released Highway Capacity Manual software and the recorded traffic volumes.

Intersection capacity calculations for both AM and PM peak hours were performed for the following 14 signalized intersections:

- NW 36th St. and NW 72nd St.
- NW 36th St. and Red Road
- NW 36th St. and Airport Drive
- Royal Poinciana and LeJeune Road
- NW 36th St. and LeJeune Road
- Okeechobee Rd. and LeJeune Rd.

- NW 36th St. and Okeechobee
- NW 36th St. and NW 37th Avenue
- NW 3100 block and LeJeune Road
- NW 25th St. and LeJeune Road
- NW 14th St. and LeJeune Road
- NW 11th St. and LeJeune Road
- NW 7th St. and LeJeune Road
- NW 7th St. and Red Road
- Perimeter Road and NW 57th Ave.
- Perimeter Road and NW 72nd Ave.
- Perimeter Road and Milam Dairy Road
- NW 72nd Ave. and NW 25th St.

The results of the intersection capacity calculations are shown in Table III-1. Figures III-1 and III-2 present the results of the intersection analysis for the AM and PM peak hours, respectively. Data supporting these calculations are presented in the appendix.

The analyses reflect current conditions in regard to signal timing (as provided by the Dade County Traffic Engineering Division) existing number of lanes, curb parking conditions and recently collected traffic volumes.

Out of 18 intersections studied, 11 show severe traffic congestion during rush hours. In many instances the volume/capacity ratio (v/c) exceeds the 1.2 value established as cut-off point in the computer runs. At this stage levels of service are meaningless and delay values are not accurate.

Once traffic volumes exceed capacity, there is little one can do to handle such volumes just on the merits of different signal phasing arrangement or timing. This concept also could be extended to arterial signal coordination, no matter what different off-set arrangements are tried. If traffic volumes exceed capacity, congestion will be present.

An additional piece of data collected relates to the intersection of Perimeter Road with Red Road. One train crosses Red Road at the intersection during the

PM peak period. One train was observed to operate at this intersection at 5 PM. Red Road was blocked by this train for 2 minutes. With the PM peak hour level of service found to be at a D condition, this suggests that there is a long queue at the intersection for a short period of time around 5 PM.

TRAVEL TIME AND DELAY RUNS

Travel time and delay runs were performed on nine routes in the Study Area. Definitions of these routes can be found in Section 2.

Travel time and delay information is useful for determining the level of service provdided by an arterial and for identifying congestion locations. Level of service can be defined as a qualitative measure that describes the operatinal conditions within a traffic stream. Average speed is a quantifiable which is typically used to derive at a qualitative description of level of service. Six letter designations are used to indicate level of service. Level-of-service A connotes the best operating conditions and level-of-service F connotes the worst. Level-of-service E represents operating conditions at or near capacity.

For this study, speed and delay information was used to define arterial level of service inthe Study Area during the AM and PM peak periods. Each route was divided into segments and average travel speeds were computed. Average speeds were then compared against the threshold values presented in Table III-2 to derive a qualitative level of service designation for each route segment.

Arterial level of service is dependent on the average operating speed and class of arterial. For this study, all routes surveyed were Class II facilities except for routes run on SR 112 and SR 836. These facilities are Class I arterials.

Figure III-3 shows that congestion occurs at major access points to the MIA area in the AM peak. Congested areas of the network include:

- LeJeune Road and NW 36th St.
- NW 36th St. and NW 72 Ave.
- Perimeter Road at NW 72 Avenue/Milam Dairy Road

- Perimeter Road and NW 57 Avenue

Figure III-4 shows the results of analyzing the PM peak period information. As can be seen, major egress points experience congestion. These include:

- LeJeune Road between Flagler and SE 8 Street (Hialeah)
- LeJeune Road and NW 36 Street
- NW 36 Street and NW 72 Avenue
- Perimeter Road and NW 57 Avenue
- NW 72 Avenue and Flagler Street
- NW 57 Avenue and Flagler Street
- Perimeter Road and NW 87 Avenue

Table III-3 and III-4 display a summary of all the runs performed during rush hour conditions for AM and PM and compared against off-peak conditions. The data produced by the individual summary runs becomes more meaningful when compared against an off-peak run. A travel time off-peak run reflects the optimum travel time, speed and delay for each link in a given route. These parameters are realistic and very often are quite different from those parameters set arbitrarily by theoretical calculations or assumptions.

Table III-5 and III-6 presents a comparison of the most critical link for each route (the one with the highest delay) versus the same link during off-peak driving conditions.

These tables show that speed drops 1% to 59% between off-peak and peak periods depending on the route. As an average, most of the routes reflect a 24% speed reduction during rush hours due to the increase in traffic volumes and the congestion associated with it.

Figure III-5 shows the "hot spots" dictating traffic conditions around the International Airport. A black dot represents a signalized intersection operating at level of service "E" or worse. A dotted bar indicates a roadway link operating at level of service "E" or worse.

24-HOUR TRAFFIC VOLUMES

Figure III-6 presents 24-hour traffic volumes and capacities for the airport area roadways. The capacities presented in Figure III-4 reflect 24-hour, one-way roadway capacities based on level of service E. They are derived by dividing the one-hour level of serivce E capacity of a roadway by the roadway's peak hour percentage of daily traffic volume.

Since peak hour percentages are not a fixed quantity, 24-hour capacity is likewise variable. Consequently, a roadway's 24-hour capacity will be higher as the traffic becomes more uniformly distributed throughout the day.

The volumes presented in Figure III-6 show that almost all facilities are operating at capacity. Of particular note are LeJeune Road from SR 836 to NW 36 Street, Perimeter Road, NW 72 Avenue, and sections of SR 826 and SR 836. Observed peak hour percentages show that many of the facilities operate with 8 percent or less of the 24-hour traffic during the peak hour. Typically, urban peak hour percentages are expected to be in the range of 8 to 10 percent.

These observations suggest that the airport area roads are carrying high volumes of traffic for longer periods of the day than what is typically observed. This also suggests that traffic problems exist for more hours of the day than just the peak periods.

TRUCK TRAFFIC

Figures III-7, III-8, and III-9 present the results of the vehicle classification counts taken for the respective AM, midday, and PM periods. These results show the significant percentage of trucks using NW 25 Street and NW 72 Avenue. These routes are major truck routes between SR 826, the MIA cargo area, and the industrial complexes in the west airport area. The counts also show substantial truck movements on NW 36 Avenue near LeJeune Road and on eastbound SR 112.

SEASONAL DISTRIBUTION OF TRAFFIC

Table III-7 presents the monthly variation of traffic for Dade County and for a traffic count station located on Flagler Street west of NW 27th Avenue. This count station is the only permanent one located near the airport. It is maintained by the Florida Department of Transportation and takes continuous daily counts during the entire year. The data presented in Table III-7 was derived from 1986 traffic data.

Table III-7 shows that there is a significant variation in traffic throughout the year near the airport. The peak months traffic is shown to be almost 30 percent higher than traffic during the lowest month, and is 18 percent higher than the annual average traffic. The data shows that the period of highest traffic volumes extends from December through April with the peak occurring during January and February.

Seasonal traffic characteristics near the MIA tend to parallel those for Dade County as a whole but to less of an extreme. The Dade County average tends to be higher in the peak months and lower in the off-peaks than for conditions found near the airport.

ACCIDENT ANALYSIS

Table III-8 presents a three year summary of accident statistics for State facilities in the MIA area. This table shows the high incidence of accidents which have occurred between 1984 and 1986.

Annual statistics have been consistent for the three years with total accidents at 1,400 to 1,600 per year, injuries at 1,000 to 1,200 per year, fatalities at 6 per year and financial loss of about $13 million.

An evaluation of accidents per mile shows that, excepting for LeJeune Road, all facilities have a uniform rate with the higher volume roads experiencing a higher rate than the lower volume roads. LeJeune Road has a higher accident rate per mile than any of the other facilities reviewed. This substantiates the finds of the

previous analyses that LeJeune Road is overloaded with traffic. Not only is the accident rate high, so is the number of injuries per mile experienced on LeJeune Road.

LEVEL OF SERVICE DEFINITIONS

The 1985 Highway Capacity Manual (HCM)[1] establishes the criteria to calculate levels of service for limited access highways (uninterrupted traffic flow) and surface arterials (interrupted traffic flow). Level of service definitions are used as a qualitative measure to describe different traffic operating conditions. Different level of service designations reflects the motorist's freedom to maneuver in the traffic stream. They also reflect different levels of speed, density, degree of comfort, safety. For signalized intersections, levels of service are assessed on the basis of per vehicle delay experienced at the intersection. For highways operating under uninterrupted traffic flow, levels of service are calculated using speed and traffic density (number of vehicles per mile per lane) measures.

There are 6 levels of service definitions which describe how well a particular expressway is operating, the technical definitions presented below have been taken from the HCM.

Level-of-service A represents free flow conditions. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

Level-of-service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

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1 "Highway Capacity Manual." Special Report 209. Transportation Research Board. 1985.

Level-of-service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Level of service D represents high-density, but stable, flow. Speed and freedom to maneuver are severly restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

Level-of-service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accomodate such maneuvers. Comfort and convenicnce levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

Level-of-service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-of-service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level-of-serivce F is an appropriate designation for such points.

Table III-1. Intersection Analysis Results

Intersection	Peak Hour	Critical Approach and Movement	Critical Movement v/c	Avg. Intersection Delay in Secs./Veh	Intersection Level of Service
NW 36-St. and NW 72 St.	AM	EB, Left	2.57	*	F*
NW 36 St. and NW 72 St.	PM	NB, Left	1.90	*	F*
NW 36 St. Red Road	AM	SB, Through	2.74	*	F*
NW 36 St. Red Road	PM	SB, Right	2.16	*	F*
NW 36 St. and Airport Dr.	AM	WB, Left	2.09	*	F*
NW 36 St. and Airport Dr.	PM	WB, Left	0.82	10.3	B
Royal Poinciana Blvd. and Le Jeune Rd.	AM	EB, Right	1.21	*	F*
Royal Poinciana Blvd. and Le Jeune Rd.	PM	NB, Left	1.36	*	F*
NW 36 St. and Le Jeune Rd.	AM	NB, Through/Right	1.06	34.8	D
NW 36 St. and Le Jeune Rd.	PM	NB, Through	1.00	31.9	D
Okeechobee Rd. and Le Jeune Rd.	AM	EB, Through/Right	1.06	40.1	E
Okeechobee Rd. and Le Jeune Rd.	PM	WB, Through/Right	1.07	38.3	D
NW 36 St. and Okeechobee Rd.	AM	SB, Left	1.29	*	F*
NW 36 St. and Okeechobee Rd.	PM	NB, Left	1.87	*	F*
NW 36 St. and NW 37 Ave.	AM	EB, Left	0.65	11.4	B
NW 36 St. and NW 37 Ave.	PM	NB, Left & EB Through/Right	0.42	20.0	C
NW 3100 Block and Le Jeune	AM	SB, Through	0.79	7.1	B
NW 3100 Block and Le Jeune	PM	NB, Through	0.82	6.8	B
NW 25th St. and Le Jeune Rd.	AM	WB, Right & SB, Left	0.92	*	F*
NW 25 St. and Le Jeune Rd.	PM	SB, Left	1.32	*	F*
NW 14 St. and Le Jeune Rd.	AM	SB, Left	1.35	*	F*
NW 14 St. and Le Jeune Rd.	PM	EB, Left	2.3	*	F*

Talble III-1. (continued)

Intersection	Peak Hour	Critical Approach and Movement	Critical Movement v/c	Avg. Intersection Delay in Secs./Veh	Intersection Level of Service
NW 11 St. and Le Jeune Rd.	AM	EB, Left	3.34	*	F*
NW 11 St. and Le Jeune Rd.	PM	EB, Left	2.76	*	F*
NW 7 St. and Le Jeune Rd.	AM	EB, Through/Right	1.36	*	F*
NW 7 St. and Le Jeune Rd.	PM	SB, Through/Right	1.73	*	F*
NW 7 St. and Red Rd.	AM	SB, Left	1.15	*	F*
NW 7 St. and Red Rd.	PM	WB, Through/Right & SB, Left	1.13	*	F*
NW 72 Ave. and NW 25 St.	AM	EB, Through	0.90	28.3	D
NW 72 Ave. and NW 25 St.	PM	EB, Through	1.87	*	F*
Perimeter Rd. and NW 57 Ave	AM	WB, Left	0.76	34.9	D
Perimeter Rd. and NW 57 Ave.	PM	WB, Left	0.95	39.0	D
Perimeter Rd. and NW 72 Ave.	AM	EB, Through	0.86	20.2	C
Perimter Rd. and NW 72 Ave.	PM	NB, Left	1.12	44.5	E
Perimeter Rd. and Milam Dairy Rd.	AM	SB, Left	0.63	20.0	C
Perimeter Rd. and Milam Diary Rd.	PM	WB, Through	0.68	22.4	C

* Delay and LOS not meaningful when any w/c is greater than 1.2.

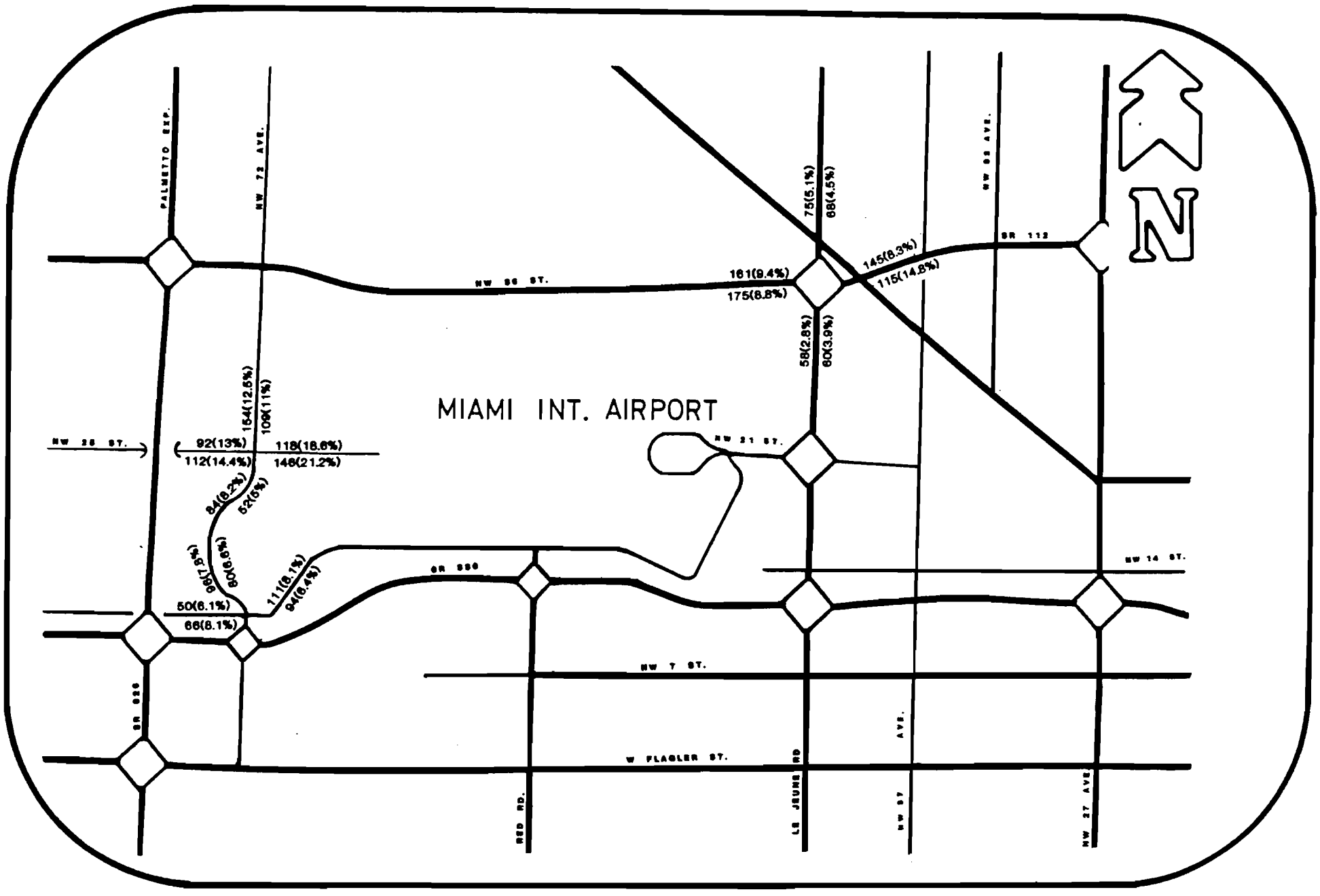

Figure III-8. Midday Truck Traffic

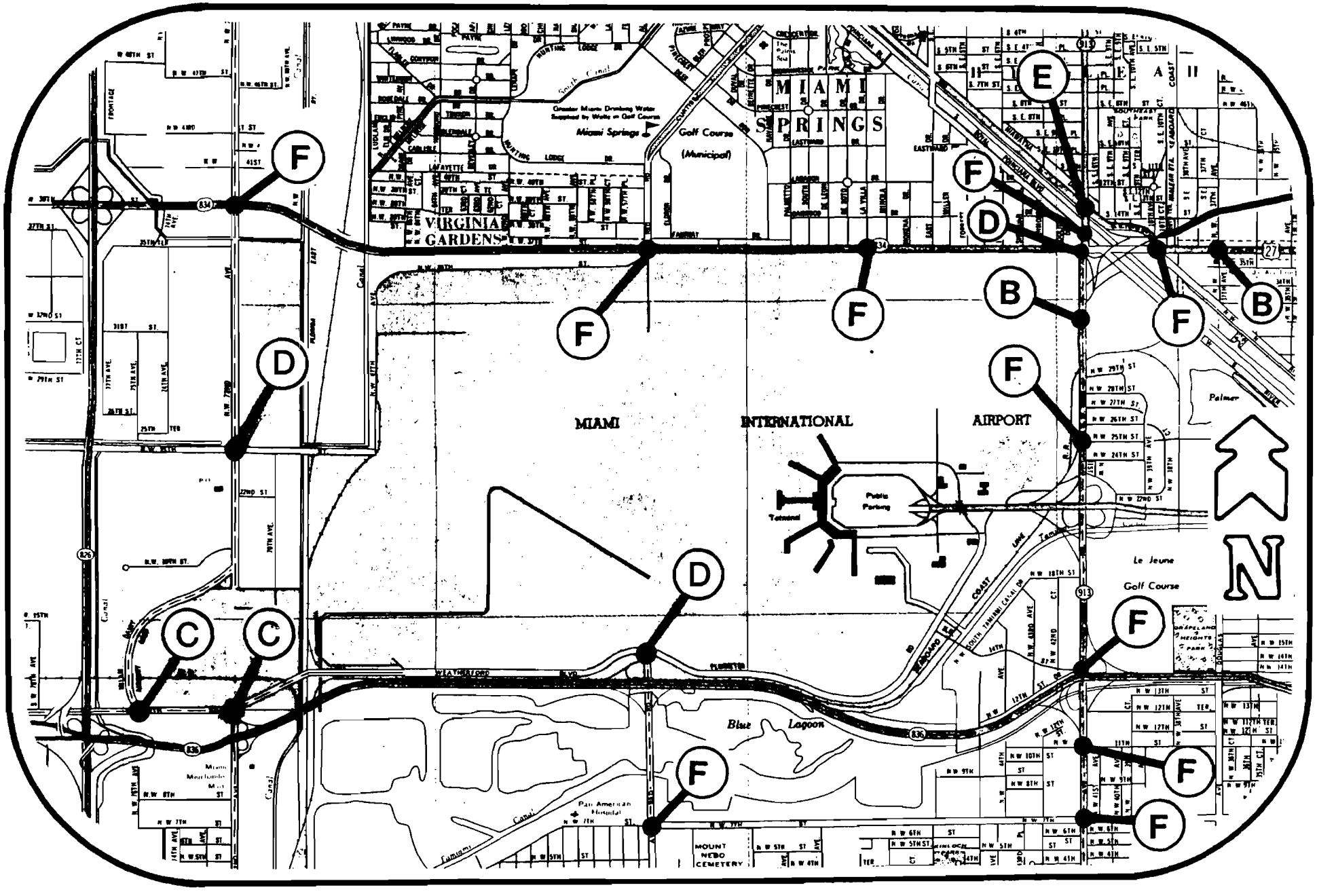

Figure III-1 Intersection Level of Service, AM Peak

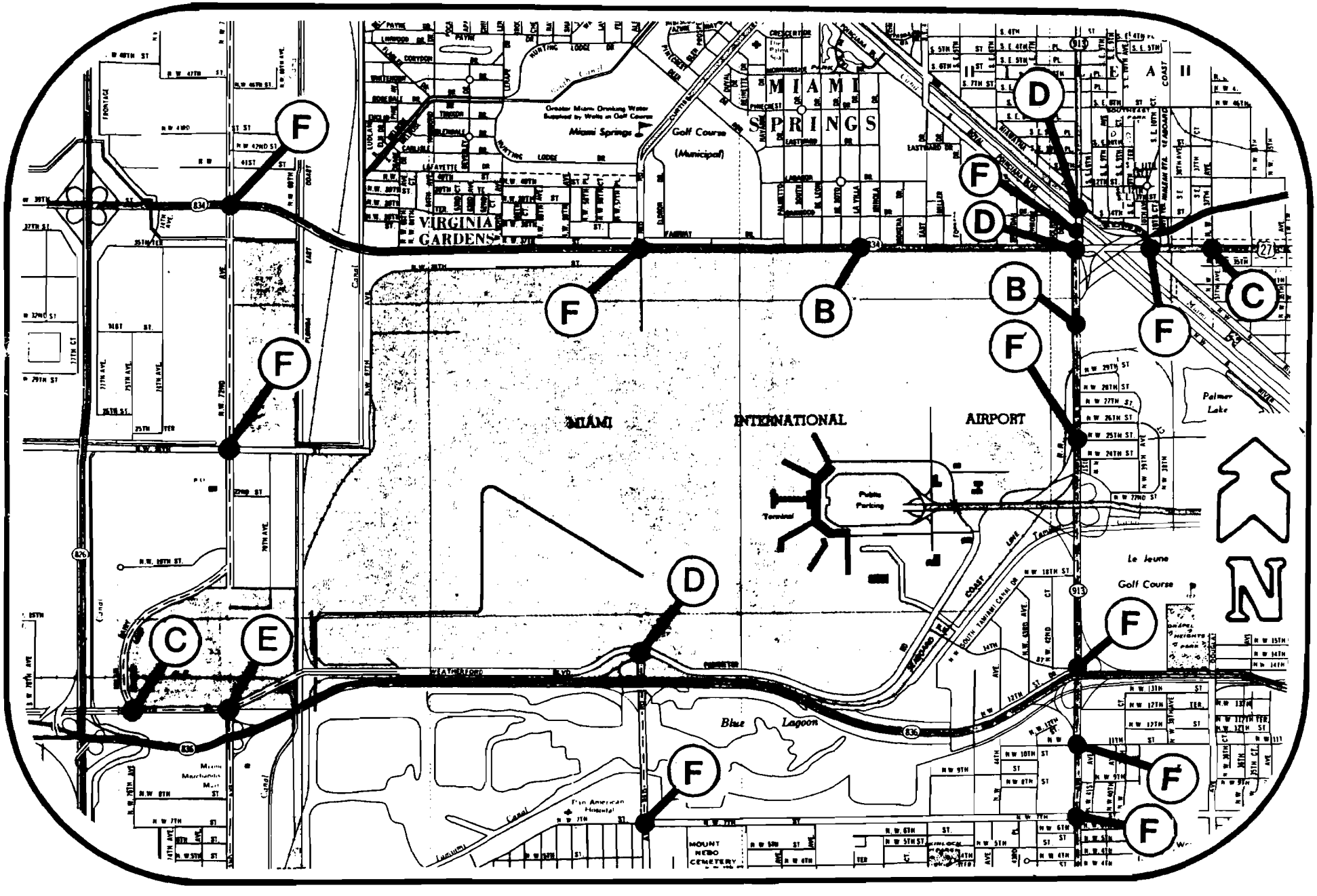

Figure III-2 Intersection Level of Service. PM Peak

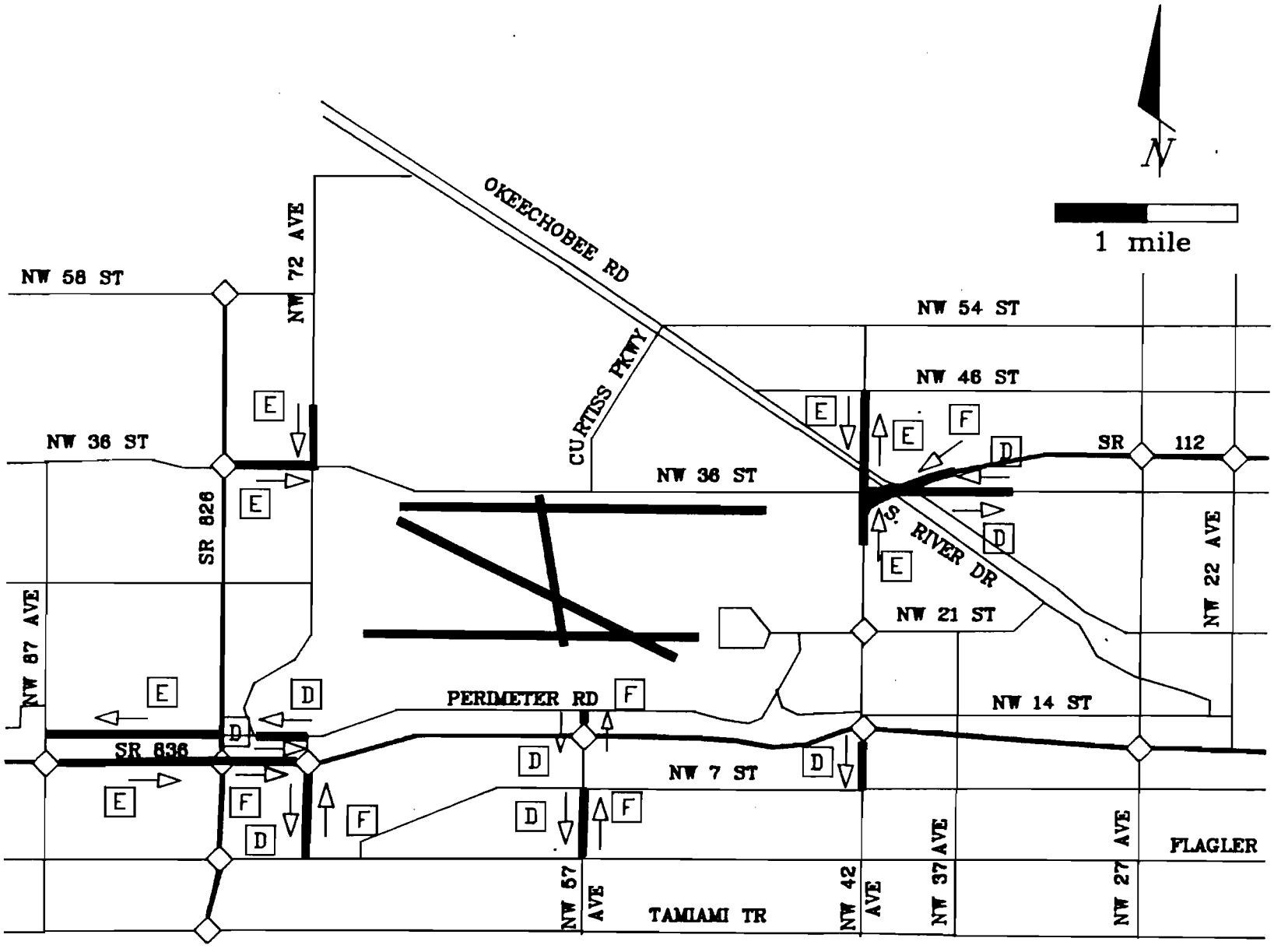

Figure III-3. Travel Time Run Results - AM Peak Period

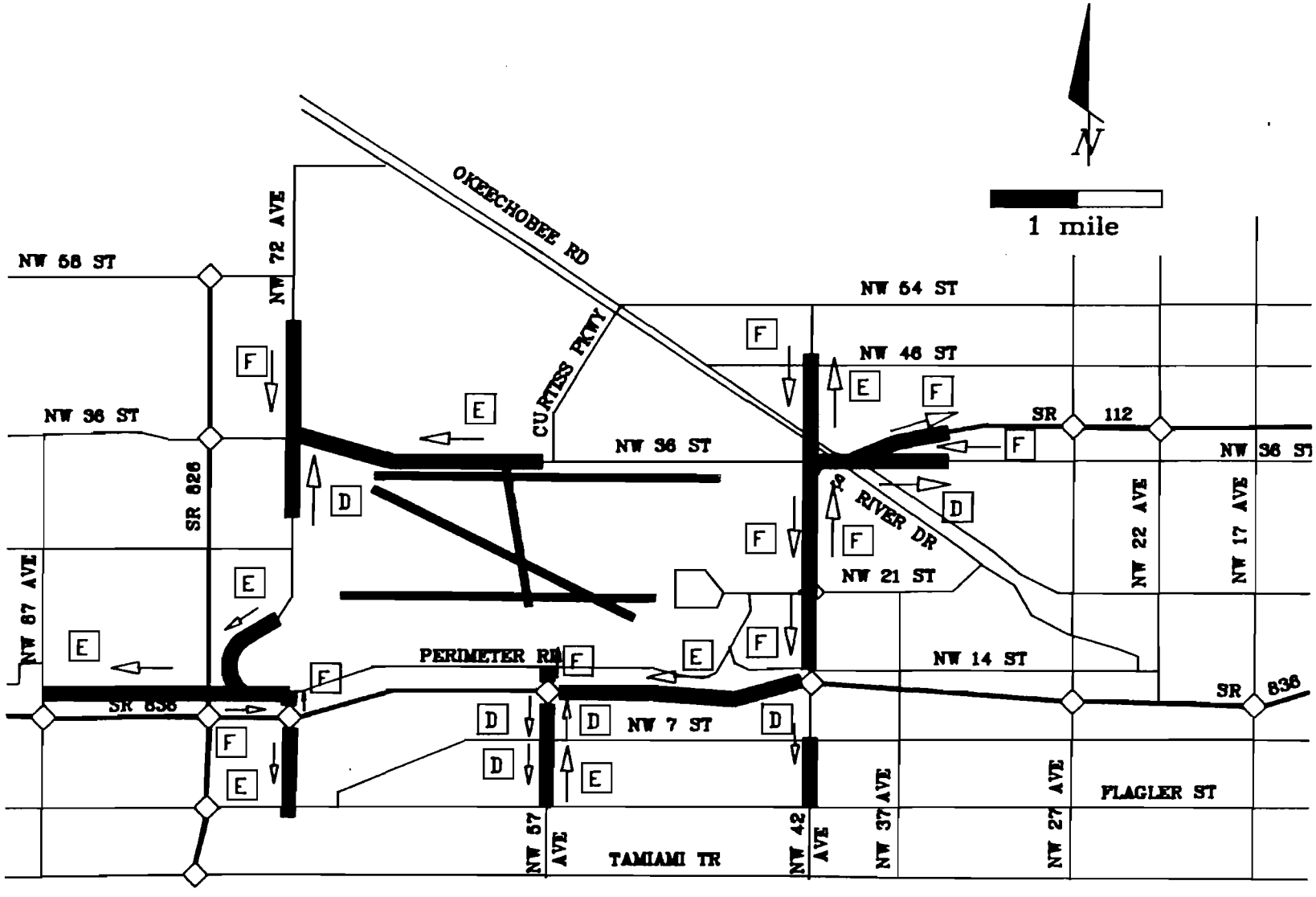

Figure III-4. Travel Time Run Results - PM Peak Period

TABLE III-2 Travel Time and Delay Runs, AM Summary

Route	From/To	Direction	Route Length in Feet	AM PEAK HOUR RUNS					OFF PEAK RUN		Comparison of Route's Speeds Peak Hour vs. Off-Peak in %
				Average Delay in Seconds	Average Number of Stops	Average Travel Time in Seconds	Average Speed in MPH	Average Cruise Speed in MPH	Route's Average Delay in Seconds	Route's Average Speed in MPH	
NW 36th St.	Palmetto Exp. NW 35th Ave.	EB	22,286	222	6	743	20.5	32.2	113	27.7	-26
NW 36th St.	NW 35th Ave. Palmetto Exp.	WB	22,334	102	8	590	25.8	33.6	90	29.6	-13
Le Jeune Rd.	SW 8th St. Hialeah Dr.	NB	20,267	189	5	672	20.6	32.0	97	24.3	-15
Le Jeune Rd.	Hialeah Dr. SW 8th St.	SB	20,256	153	6	621	22.2	32.5	55	27.0	-18
SR 836 East-West Exp.	NW 87th Ave. NW 27th Ave.	EB	31,905	132	4	946	23.0	31.7	0.0	44.4	-48
SR 836 East-West Exp.	NW 27th Ave. NW 87th Ave.	WB	32,057	0	0	429	50.9	51.1	0.00	52.7	-3
Palmetto Exp.	Flagler St. NW 58th St.	NB	19,505	7	1	355	37.5	39.9	0.00	55.9	-33
Palmetto Exp.	NW 58th St. Flagler St.	SB	19,714	0	0	257	52.2	52.2	0.00	55.1	-5
Perimeter Rd.	NW 87th Ave. NW 21st St.	EB	23,537	44	2	543	29.6	34.3	25	34.9	-15
Perimeter Rd.	NW 21st St. NW 87th Ave.	WB	23,501	45	3	624	25.7	39.8	64	33.7	-24
57th Ave.	Flagler St. Perimeter Rd.	NB	5,102	153	4	313	11.1	23.7	128	13.2	-16
57th Ave.	Perimeter Rd. Flagler St.	SB	5,099	46	2	163	21.3	33.7	83	16.2	+24
NW 72nd Ave.	Flagler St. NW 42nd St.	NB	17,380	190	3	605	19.6	31.8	121	23.2	-16
NW 72nd Ave.	NW 42nd St. Flagler St.	SB	17,370	126	3	500	23.7	34.3	155	22.6	+5
SR 112	112th ON Ramp 22nd Ave. ON Ramp	EB	11,247	0	0	174	44.0	45.1	0.00	51.8	-15
SR 112	22nd Ave. OFF Ramp NW 36th St.	WB	11,272	55	1	251	30.7	44.2	0.00	50.2	-39
SR 112	NW 25th St. NW 22nd. ON Ramp	EB	14,133	0	0	213	45.2	45.5	0.00	49.8	-9
SR 112	NW 22nd OFF Ramp NW 25th St.	WB	15,077	190	2	634	16.2	34.7	0.00	52.7	-69

Table III-3 Travel Time and Delay Runs, PM Summary

Route	From/To	Direction	Route Length in Feet	Average Delay in Seconds	Average Number of Stops	PM PEAK HOUR RUNS			OFF PEAK RUN		Comparison of Route's Speeds Peak Hour vs. Off-Peak in %
						Average Travel Time in Seconds	Average Speed in MPH	Average Cruise Speed in MPH	Route's Average Delay in Seconds	Route's Average Speed in MPH	
NW 36th St.	Palmetto Exp. NW 35th Ave.	EB	22,286	134	6	631	24.1	34.1	113	27.7	-13
NW 36th St.	NW 35th Ave. Palmetto Exp.	WB	22,334	593	9	1,255	12.1	28.2	90	29.6	-59
Le Jeune Rd.	SW 8th St. Hialeah Dr.	NB	20,267	395	10	974	14.2	27.9	97	24.3	-42
Le Jeune Rd.	Hialeah Dr. SW 8th St.	SB	20,256	379	11	983	14.0	26.5	55	27.0	-18
SR 836 East-West Exp.	NW 87th Ave. NW 27th Ave.	EB	31,905	0	0	494	44.0	44.6	0.00	44.4	-1
SR 836 East-West Exp.	NW 27th Ave. NW 87th Ave.	WB	32,057	63	5	847	25.8	31.4	0.00	52.7	-51
Palmetto Exp.	Flagler St. NW 58th St.	NB	19,505	0	0	254	52.4	52.5	0.00	55.9	-6
Palmetto Exp.	NW 58th St. Flagler St.	SB	19,714	12	1	365	36.9	40.8	0.00	55.1	-33
Perimeter Rd.	NW 87th Ave. NW 21st St.	EB	23,537	104	3	565	28.4	37.2	25	34.9	-19
Perimeter Rd.	NW 21st St. NW 87th Ave.	WB	23,501	251	7	813	19.7	32.3	64	33.7	-42
57th Ave.	Flagler St. Perimeter Rd.	NB	5,102	154	3	286	12.2	31.0	128	13.2	-8
57th Ave.	Perimeter Rd. Flagler St.	SB	5,099	62	1	193	18.0	29.6	83	16.2	+10
NW 72nd Ave.	Flagler St. NW 42nd St.	NB	17,380	233	4	614	19.3	34.0	121	23.2	-17
NW 72nd Ave.	NW 42nd St. Flagler St.	SB	17,370	423	9	943	12.6	28.3	155	22.6	-44
SR 112	112th ON Ramp 22nd Ave. ON Ramp	EB	11,247	0	0	159	48.1	48.4	0.00	51.8	-7
SR 112	22nd Ave OFF Ramp NW 36th St.	WB	11,272	22	1	183	41.9	49.3	0.00	50.2	-17
SR 112	NW 25th St. NW 22nd ON Ramp	EB	14,133	68	2	315	30.6	43.1	0.00	49.4	-38
SR 112	NW 22nd ON Ramp NW 25th St.	WB	15,077	1	1	221	46.4	48.4	0.00	52.7	-12

Table III-4 Travel Time and Delay Runs, AM Critical Links

Route	From/To	Direction	AM PEAK HOUR RUNS			OFF PEAK RUN		Comparison of Critical Link Speeds. Peak Hrs. vs. Off Peak in %
			Link with Highest Delay and Lowest Average Speed From/To	Link's Average Delay in Seconds	Link's Average Speed in MPH	Link's Average Delay in Seconds	Link's Average Speed in MPH	
NW 36th St.	Palmetto Exp. NW 35th Ave.	EB	Palmetto Exp. NW 72nd Ave.	75.3	13.4	0	40.9	-67
NW 36th St.	NW 35th Ave. Palmetto Exp.	WB	NW 37th Ave. LeJeune Rd.	37.3	15.8	28	17.3	-9
LeJeune Rd.	SW 8th St. Hialeah Dr.	NB	NW 26th St. NW 36th St.	86.3	12.6	20	22.7	-44
LeJeune Rd.	Hialeah Dr. SW 8th St.	SB	SE 8th St. NW 36th St.	74.7	11.3	15	19.4	-42
SR 836 East-West Exp.	NW 87th Ave. NW 27th Ave.	EB	Palmetto Exp. NW 72nd Ave.	57.7	8.8	0	43.9	-80
SR 836 East-West Exp.	NW 27th Ave. NW 87th Ave.	WB	NW 27th Ave. NW 37th Ave.	0.0	45.3	0	47.2	-4
Palmetto Exp.	Flagler St. NW 58th St.	NB	Flagler St. E/W Expressway	6.7	23.3	0	53.1	-56
Palmetto Exp.	NW 58th St. Flagler St.	SB	NW 58th St. NW 36th St.	0.0	50.8	0	54.9	-7
Perimeter Rd.	NW 87th Ave. NW 21 St.	EB	NW 72nd Ave. Milam Dairy Rd.	26.0	17.0	18	22.8	-25
Perimeter Rd.	NW 21 St. NW 87th Ave.	WB	Palmetto Exp. NW 87th Ave.	143.5	12.8	28	28.9	-56
57th Ave.	Flagler St. Perimeter Rd.	NB	E/W Expressway Perimeter Rd.	25.7	6.9	41	5.7	+21
57th Ave.	Perimeter Rd. Flagler St.	SB	NW 7th Ave. Flagler St.	35.7	18.4	45	18.0	+2
NW 72nd Ave.	Flagler St. NW 42nd St.	NB	Flagler St. S. of 835	98.0	7.4	0	31.4	-76
NW 72nd Ave.	NW 42nd St. Flager St.	SB	NW 42nd St. NW 36th St.	45.0	9.6	111	4.8	+100
SR 112	112th ON Ramp 22nd Ave ON Ramp	EB	112 ON Ramp NW 32nd Ave.	0.0	41.5	0	50.8	-18
SR 112	22nd Ave. OFF Ramp NW 36th St.	WB	NW 27th Ave. 36th St. OFF-Ramp	38.0	27.9	0	51.7	-46
SR 112	NW 25th St. NW 22nd ON Ramp	EB	NW 26th St. LeJeune - SR 112	0.0	34.4	0	40.5	-15
SR 112	NW 22nd OFF Ramp NW 25th St.	WB	NW 27th Ave. NW 36th OFF Ramp	183.0	9.0	0	56.3	-84

Table III-5 Travel Time and Delay Runs, PM Critical Links

Route	From/To	Direction	PM PEAK HOUR RUNS			OFF PEAK RUN		
			Link with Highest Delay and Lowest Average Speed From/To	Link's Average Delay in Seconds	Link's Average Speed in MPH	Link's Average Delay in Seconds	Link's Average Speed in MPH	Comparison of Critical Link Speeds. Peak Hrs. vs. Off Peak in %
NW 36th St.	Palmetto Exp. NW 35th Ave.	EB	LeJeune Rd. NW 37th Ave.	42.7	15.0	0	40.9	-63
NW 36th St.	NW 35th Ave. Palmetto Exp.	WB	NW 37th Ave. LeJeune Rd.	391.7	15.9	28	17.3	-8
LeJeune Rd.	SW 8th St. Hialeah Dr.	NB	NW 26th St. NW 36th St.	198.7	6.5	20	22.7	-71
LeJeune Rd.	Hialeah Dr. SW 8th St.	SB	SE 8th St. NW 36th St.	128.6	8.6	15	19.4	-56
SR 836 East-West Exp.	NW 87th Ave. NW 27th Ave.	EB	NW 87th Ave. Palmetto Exp.	0.0	41.3	0	43.9	-6
SR 836 East-West Exp.	NW 27th Ave. NW 87th Ave.	WB	LeJeune Rd. NW 57th Ave.	51.3	16.6	0	47.2	-65
Palmetto Exp.	Flagler St. NW 58th St.	NB	E/W Expwy. NW 25th St.	0.0	51.0	0	53.1	-4
Palmetto Exp.	NW 58th St. Flagler St.	SB	NW 58th St. NW 36th St.	11.7	28.8	0	54.9	-48
Perimeter Rd.	NW 87th Ave. NW 21st St.	EB	NW 72nd Ave. Milam Dairy Rd.	53.7	11.6	18	22.8	-49
Perimeter Rd.	NW 21st St. NW 87th Ave.	WB	Palmetto Exp. NW 87th Ave.	174.3	10.1	28	28.9	-65
57th Ave.	Flagler St. Perimeter Rd.	NB	E/W Expressway Perimeter Rd.	38.0	5.7	41	5.7	0
57th Ave.	Perimeter Rd. Flagler St.	SB	NW 7th Ave. Flagler St.	38.7	17.3	45	18.0	-4
NW 72nd Ave.	Flagler St. NW 42nd St.	NB	E/W Expressway 12th St./Milam Rd.	101.7	4.2	0	24.7	-83
NW 72nd Ave.	NW 42nd St. Flagler St.	SB	12th St./72nd Ave. 12th St./Milam Rd.	121.7	5.9	0	31.0	-81
SR 112	112th ON Ramp 22nd Ave. ON Ramp	EB	112 ON Ramp NW 32nd Ave.	0.0	47.9	0	50.8	-6
SR 112	22nd Ave OFF Ramp NW 36th St.	WB	NW 27th Ave. 36th St. OFF Ramp	0.0	49.3	0	51.7	-5
SR 112	NW 25th St. NW 22nd ON Ramp	EB	NW 26th St. LeJeune/SR 112	68.3	11.1	0	40.5	-73
SR 112	NW 22nd ON Ramp NW 25th St.	WB	LeJeune/SR 112 NW 36th OFF Ramp	1.0	30.5	0	40.4	-25

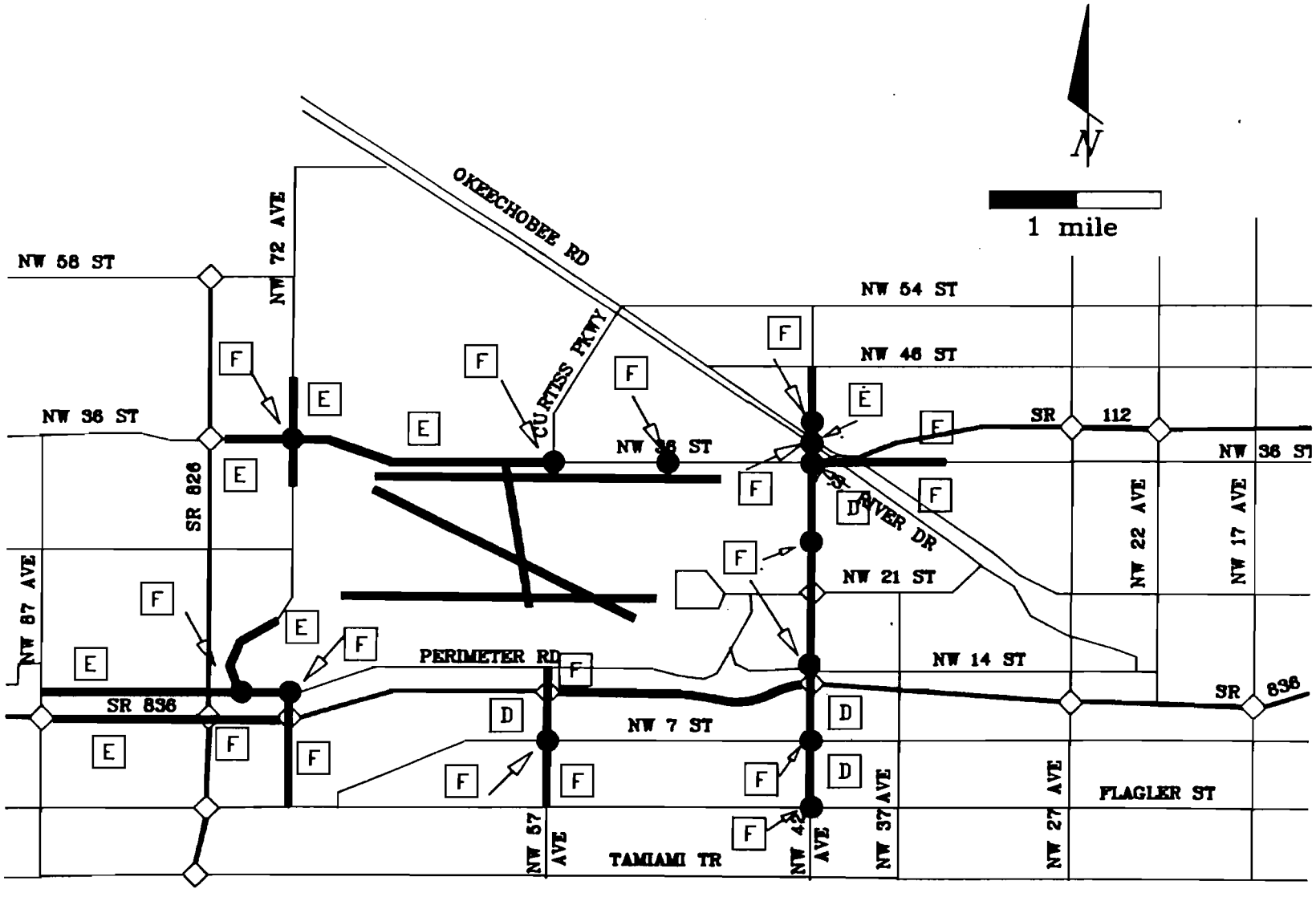

Figure III-5. Critical Highway Locations

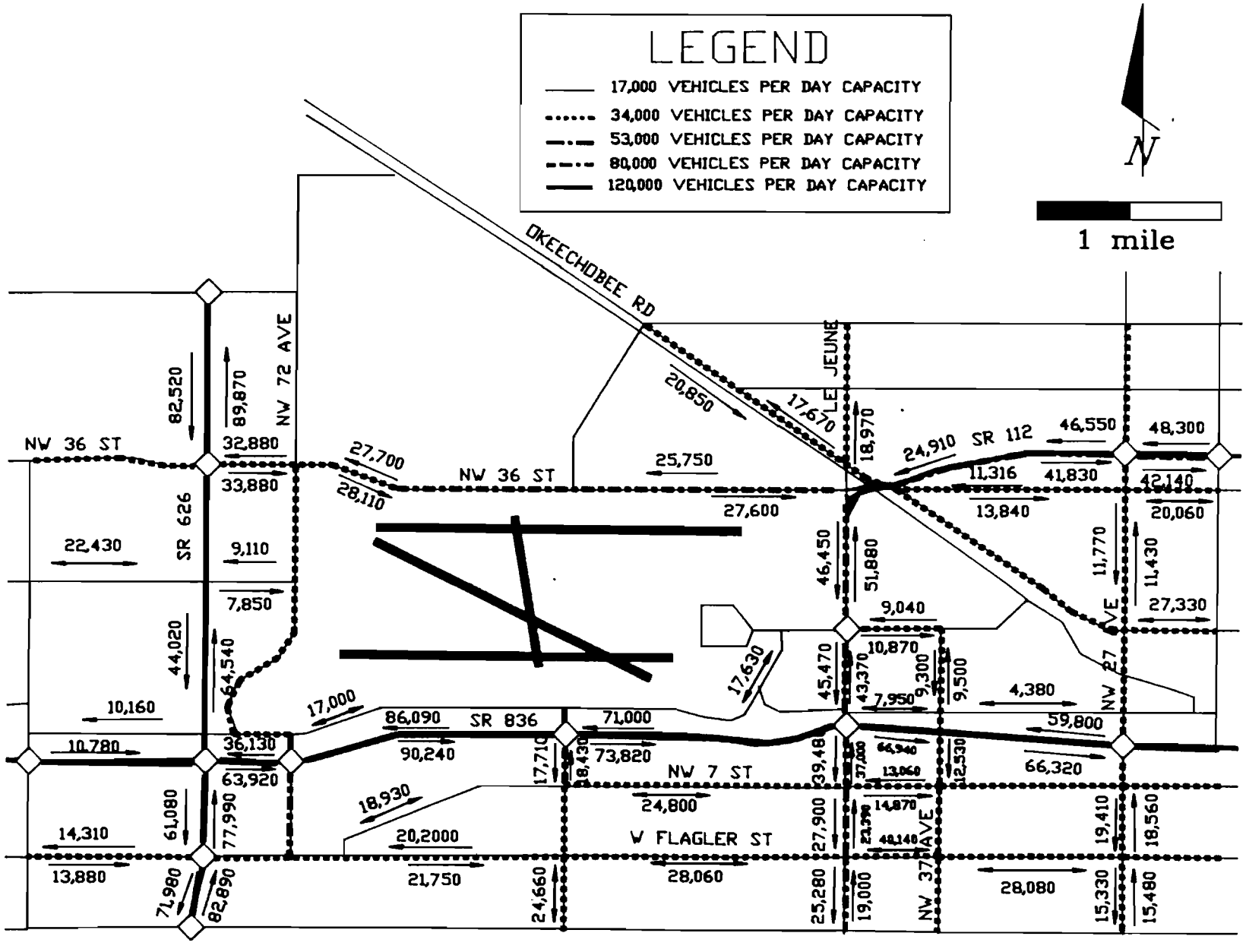

Figure III-6. 24-Hour Traffic Counts and Capacities

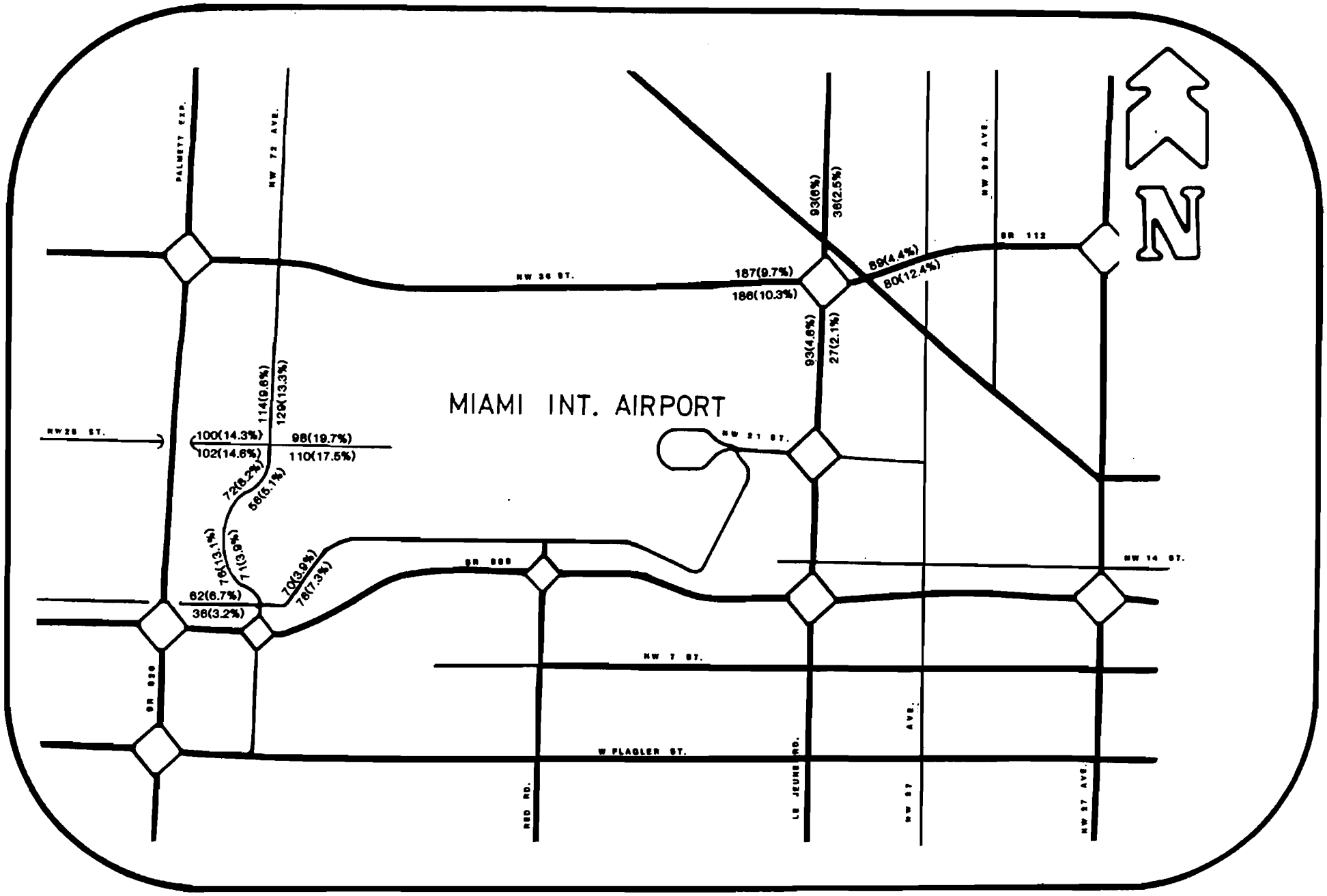

Figure III-7. AM Truck Traffic

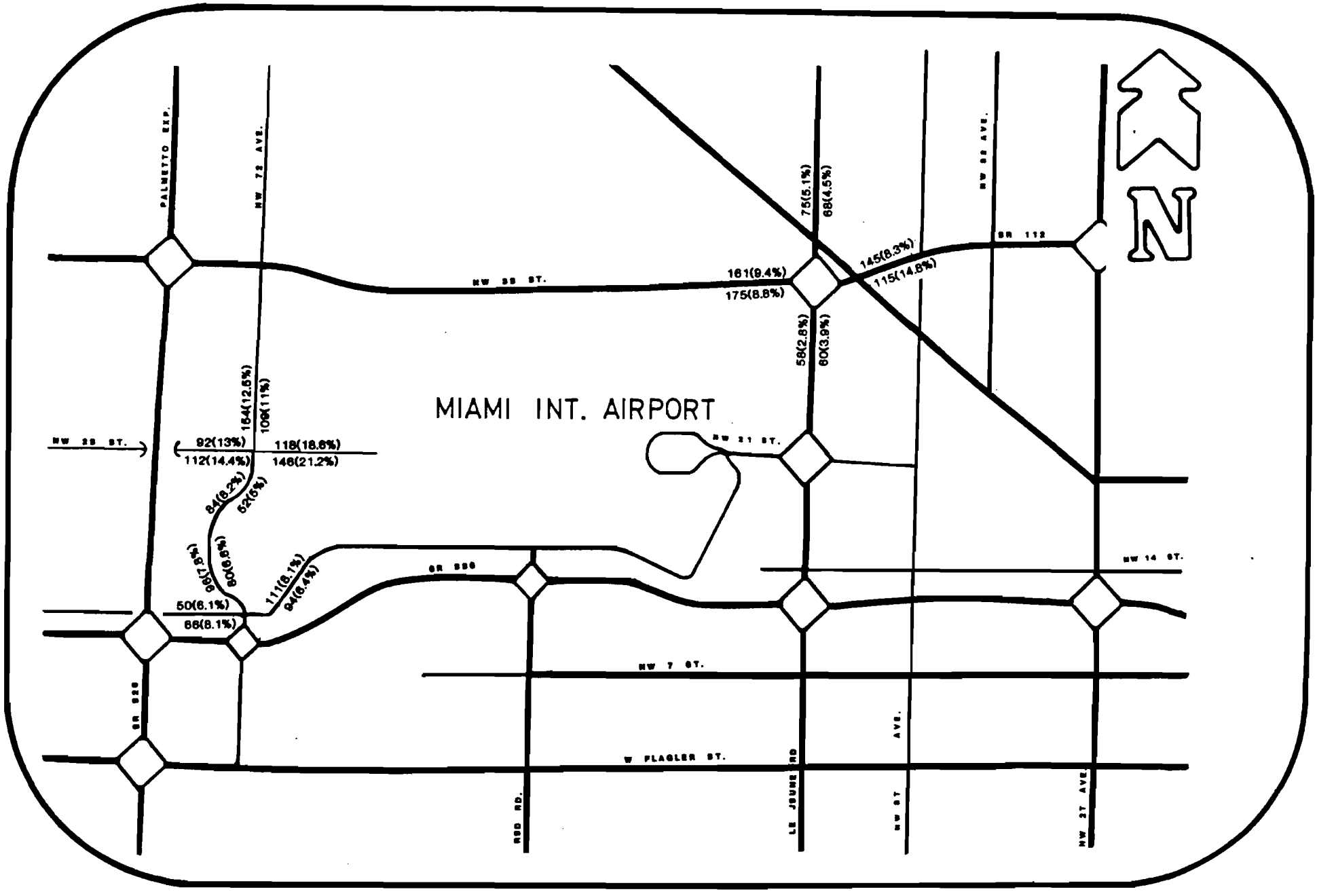

Figure III-8. Midday Truck Traffic

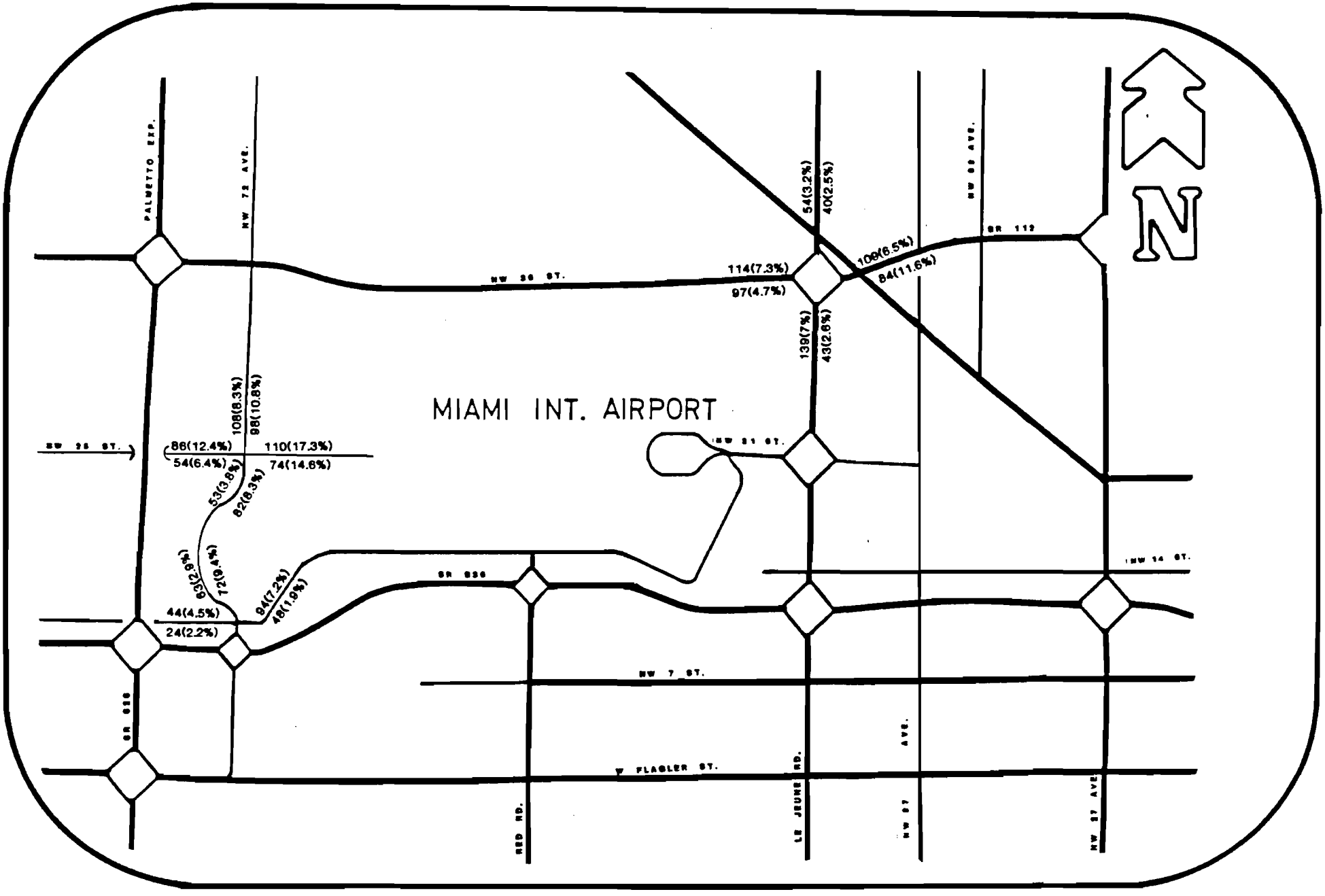

Figure III-9. PM Truck Traffic

Table III-7. Monthly Distribution of 1986 Traffic

	Flagler west of W. 27th Avenue	Dade County Average
January	1.11	1.14
February	1.18	1.19
March	1.17	1.20
April	1.11	1.12
May	1.01	1.03
June	1.00	0.97
July	0.91	0.87
August	0.92	0.88
September	0.90	0.89
October	0.96	0.94
November	1.00	1.02
December	1.09	1.09

Source: Florida Department of Transportation

Table III-8. Airport Area Accident Summary for State Highways

Facility	Limits	(miles)	Year	Accidents PDO	Accidents INJ	Accidents FAT	Accidents Total	Persons Injuries	Persons Deaths	Estimated Economic Loss	Annual Accidents Per Mile	Annual Injuries Per Mile
LeJeune Rd.	NW 7 St. to Okeechobee	2.3	84	182	134	1	317	241	1	$ 2,825,300	138	104
			85	178	163	2	343	310	2	3,679,000	149	135
			86	118	130	1	249	219	2	2,712,700	108	95
SR 836	NW 87 Ave. to NW 27 Ave.	5.6	84	299	198	9	497	313	0	3,508,900	87	56
			85	329	292	3	624	437	3	5,382,100	111	78
			86	296	251	2	549	374	2	4,510,200	98	67
SR 826	Flagler to NW 58 St.	3.9	84	145	125	1	271	183	1	2,211,900	69	47
			85	176	140	1	317	226	1	2,673,800	81	58
			86	145	100	0	245	169	0	1,861,700	63	43
SR 112	LeJeune to NW 22 Ave.	2.0	84	53	49	4	106	84	4	1,767,200	53	42
			85	29	36	0	65	75	0	755,500	33	38
			86	63	56	0	119	89	0	953,700	60	45
NW 36 St.	SR 826 to LeJeune	4.1	84	--	--	--	--	--	--	--	--	--
			85	--	--	--	--	--	--	--	--	--
			86	78	77	3	158	219	2	2,632,700	39	53
NW 72 Ave.	Flagler to NW 36 St.	3.3	84	51	20	0	71	34	0	418,200	22	10
			85	32	29	0	61	41	0	445,300	18	12
			86	53	46	0	99	66	0	719,800	30	20
Total		20.0	84	730	526	6	1,262	855	6	10,731,500	63	43
			86	753	660	6	1,419	1,136	6	13,390,800	71	57

Source: Florida Department of Transportation

Note: PDO = Property Damage Only Accident
INJ = Injury Accident
FAT = Fatal Accident
Economic Loss based on $2,000 per PDO accident
$9,300 per injury
$220,000 per fatality

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IV. TRANSIT

This section provides information related to Metrobus service and ridership to and around Miami International Airport (MIA). The information below was derived from sources provided by the Metro-Dade Transit Authority including:

- May 3, 1987 Transit Map
- Bus route guides for the February 1987 line up
- Transit load count data collected in April/May 1987
- On-off count data collected in 1985 to be used in developing the Network '86 route alignment

All figures and tables presented here can be found at the back of the section in order of reference.

EXISTING SERVICE

Figure IV-1 shows the transit service in the airport area as of May, 1987. As can be seen, five routes service the terminal area. These include the 1 Express plus the 7, 37, 42 and J routes. Metro-Bus service is also provided to the west airport area by route 73 and to the north airport area along NW 36 Street by routes 7, 36 and the 95 express route. Table IV-1 presents the level of service provided by these routes to various areas in the Metro area. As can be seen, three buses per hour provide service from the terminal to Hialeah and points north. Six buses per hour provide service from the terminal to Coral Gables and points south. Three buses per hour serve the terminal from downtown Miami. No direct service is provided between the terminal and west Dade. Transfers are required to make this trip and can be made at NW 36th Street, NW 7th Street, Flagler Street, Tamiami Trail and Coral Way. One bus during both the morning and afternoon peak periods provide service between the terminal and the Dadeland Metrorail Stations.

Service along NW 36th Street to the north of MIA is provided by the 7 and 36 routes. Route 7 and Route 36 both operate with 3 buses per hour. In addition, the

north airport area is served by the 95 Express route which connects to the Golden Glades Park/Ride lot. The route provides express bus service along NW 36th Street in the MIA area as well as to the West Airport area. One bus provides service during each peak period.

Figures IV-2 and IV-3 present the level of Metrobus service between the terminal and Metrorail. Direct bus service connects the terminal with the Hialeah, Allapattah, Overtown, Douglas Road and Dadeland North Stations. Further, the Dadeland South and South Miami stations are connected to the MIA terminal via direct service. However, the same buses serving these stations also service the Dadeland North and Douglas Road stations, respectively. Since these later stations are closer to MIA, service to the Dadeland South and South Miami stations are not shown in Figures IV-2 and IV-3.

As can be seen, bus service ranges from 1 to 3 buses per hour all day between the trminal and Metrorail. Trip times are approximately 25 to 30 minutes depending on the station. In addition, one bus trip is made between the Dadeland stations and the terminal area each peak period.

TRANSIT RIDERSHIP

The Metro-Dade Transit Administration has collected AM load count information at various locations on the Metrobus system during the spring of 1987. A major purpose for these counts is to validate the urban models. As such, the locations where counts were taken did not produce enough information to make detailed observations about transit usage in the MIA area. However, some count locations did produce useful information. This information is provided in Table IV-2. Locations where these counts were taken are shown in Figure IV-4. The ridership information presented represents the largest observed AM hourly count for each route and direction. As can be seen, the predominant direction of travel tends to be away from MIA. The notable exception is the 36 bus with 198 passengers heading toward MIA and 36 riders traveling away from the airport at the same time in the morning. This large difference can possibly be attributed to the Airlines' shift change at that time of the morning.

During the Spring of 1985, MDTA conducted an on-board bus survey to collect on/off, load, and transfer data to be used in the planning of the Network '86 alignment. The existing route alignment is different than that which was operating at the time this survey was conducted. However, it is the MDTA staff's opinion that the ridership data can be used to provide a fair approximation of transit utilization today.

The design of the survey included dividing each route into segments and determining the number of passengers traveling between segments of boarding and alighting through statistical expansion. Since segments were defined such that each included a number of bus stops, exact ridership to and from the MIA can not be determined. Consequently, the information provided here can only be used to make very gross determinations of airport related transit ridership.

Table IV-3 presents the results of the 1985 on-board bus survey. This table shows the numbers of boarding and alighting passengers for each route segment in which a MIA bus stop was contained. It must be stressed that each segment shown in Table IV-3 includes a number of different bus stops besides those located in the MIA Study Area. This means that the boarding and alighting figures will contain other origins and distinations besides those related to the immediate airport area.

As can be seen, transit ridership related to the MIA is not high. The survey indicates that the largest observed transit activity occured along NW 36 Street. During the AM period, 136 passengers departed buses in the airport area. These riders arrived at the airport from the east along NW 36 Street. The PM period showed about the same number of riders boarding and alighting from buses along NW 36 Street.

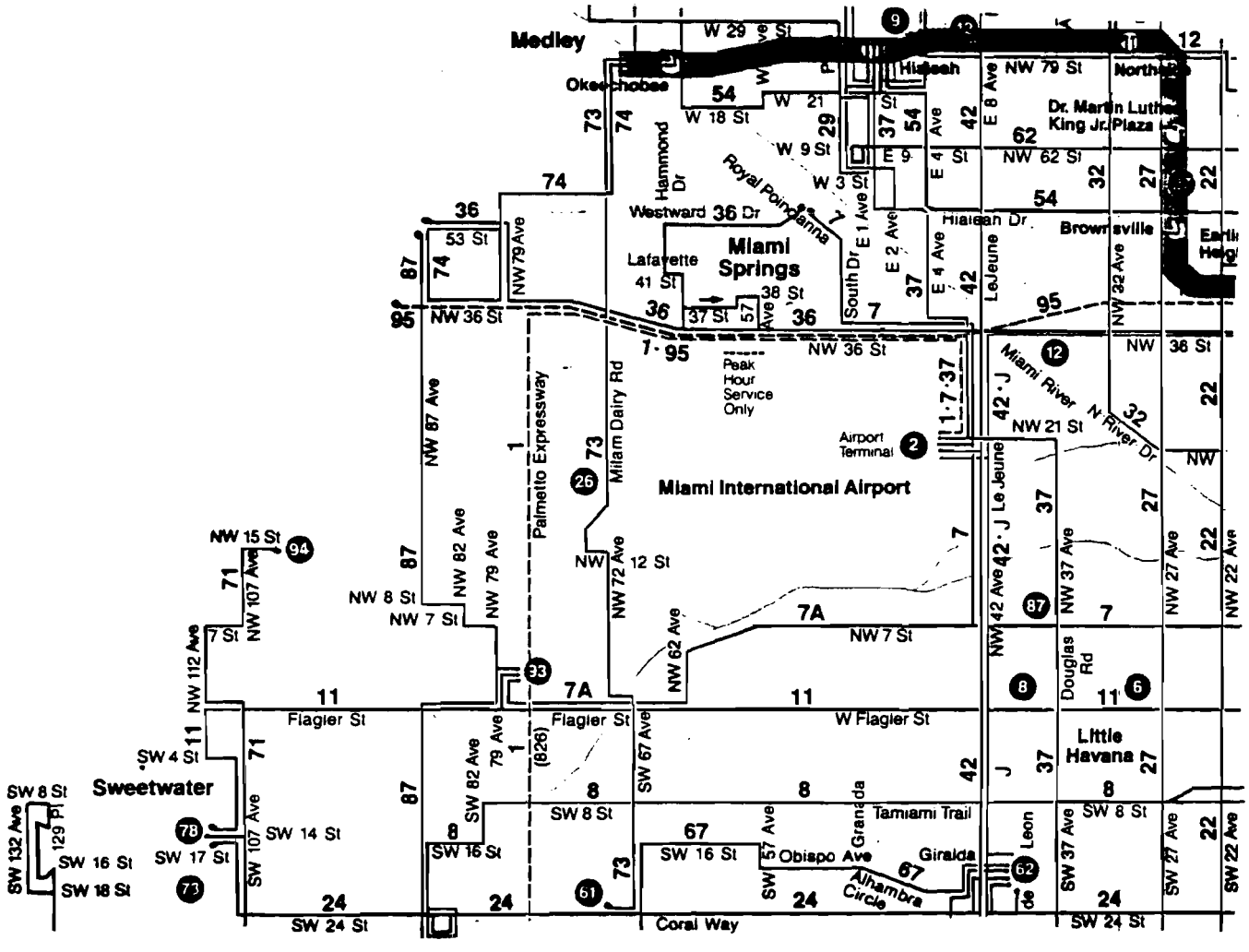
The sample indicated that 50 riders boarded buses in the segment containing the MIA and are destined towards Coral Gables.

The segment containing the MIA terminal area extended from the terminal along LeJeune Road to Alhambra Circle. Most of these 80 riders can probably be assumed to board in the area south of NW 7th Street. Consequently, the 50 boarding riders shown in Table IV-3 for the PM period and oriented to the south should not be assumed to be related to the airport.

Table IV-1. Metrobus Airport Service

TO/FROM	ROUTES	COMBINED HEADWAYS AM	COMBINED HEADWAYS PM
North	37, 42	20	20
South	37, 42, J	10	10
East	7, J	10	10
West	No Direct Service	na	na
Downtown	7	20	20
Coral Gables	37, 42, J	10	10
Miami Springs	7, 37	12	12
Hialeah	37, 42	20	20
Miami Lakes	37	30	30
Opa Locka	42	60	60
Miami Beach	J	20	20
West Airport	73	30	30
NW 36th Street	36	20	20
Golden Glades	95 (express)	1 bus SB	1 bus NB
Dadeland	1 (express)	1 bus NB	1 bus SB

SOURCE: Metro-Dade Transit Authority.
May 1987



Source: Metro-Dade Transit Authority.
May 1987.

Figure IV-1. Airport Area Bus Service

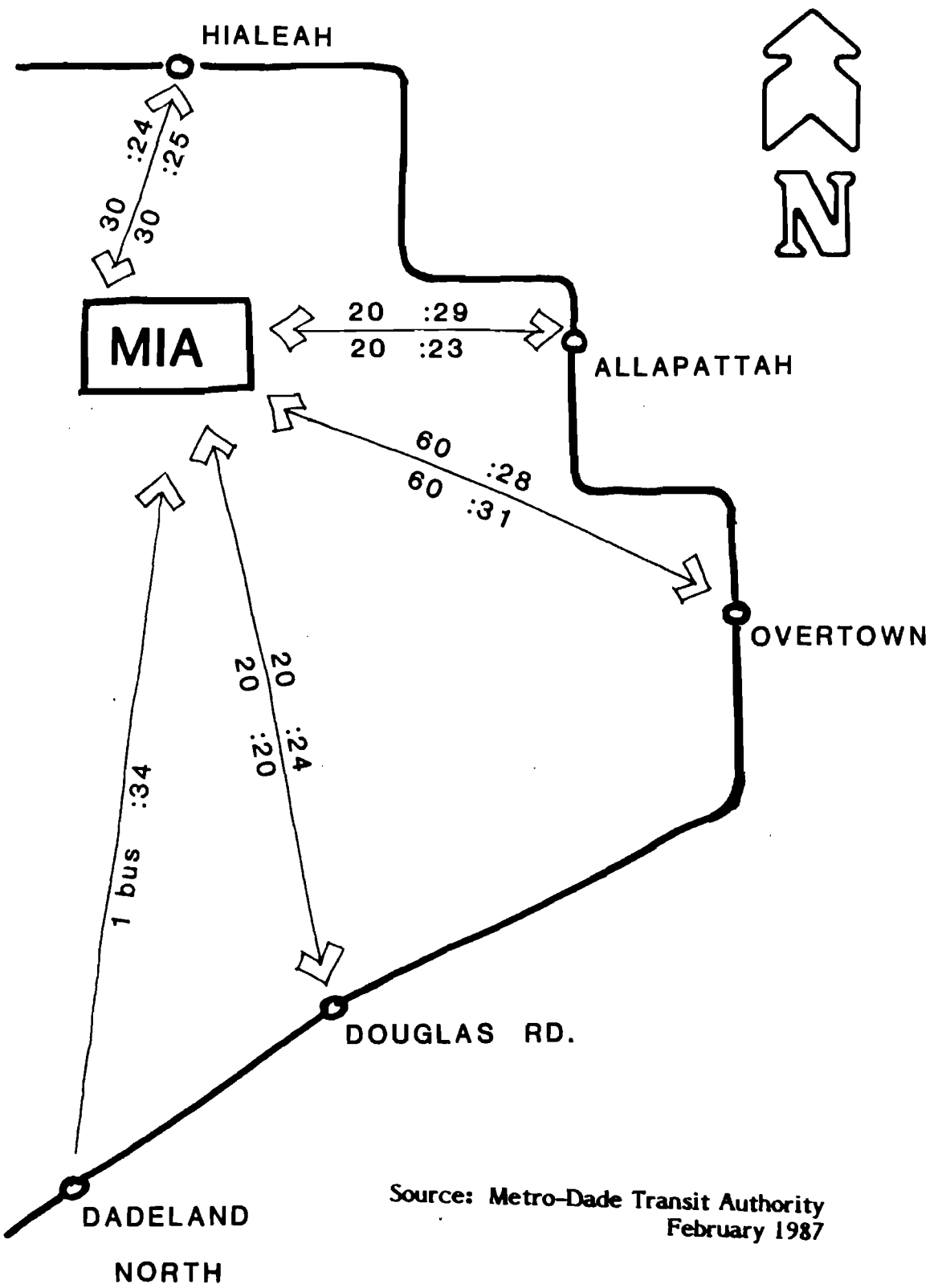


Figure IV-2. AM Bus Headways and Travel Times Between MIA and Metrorail

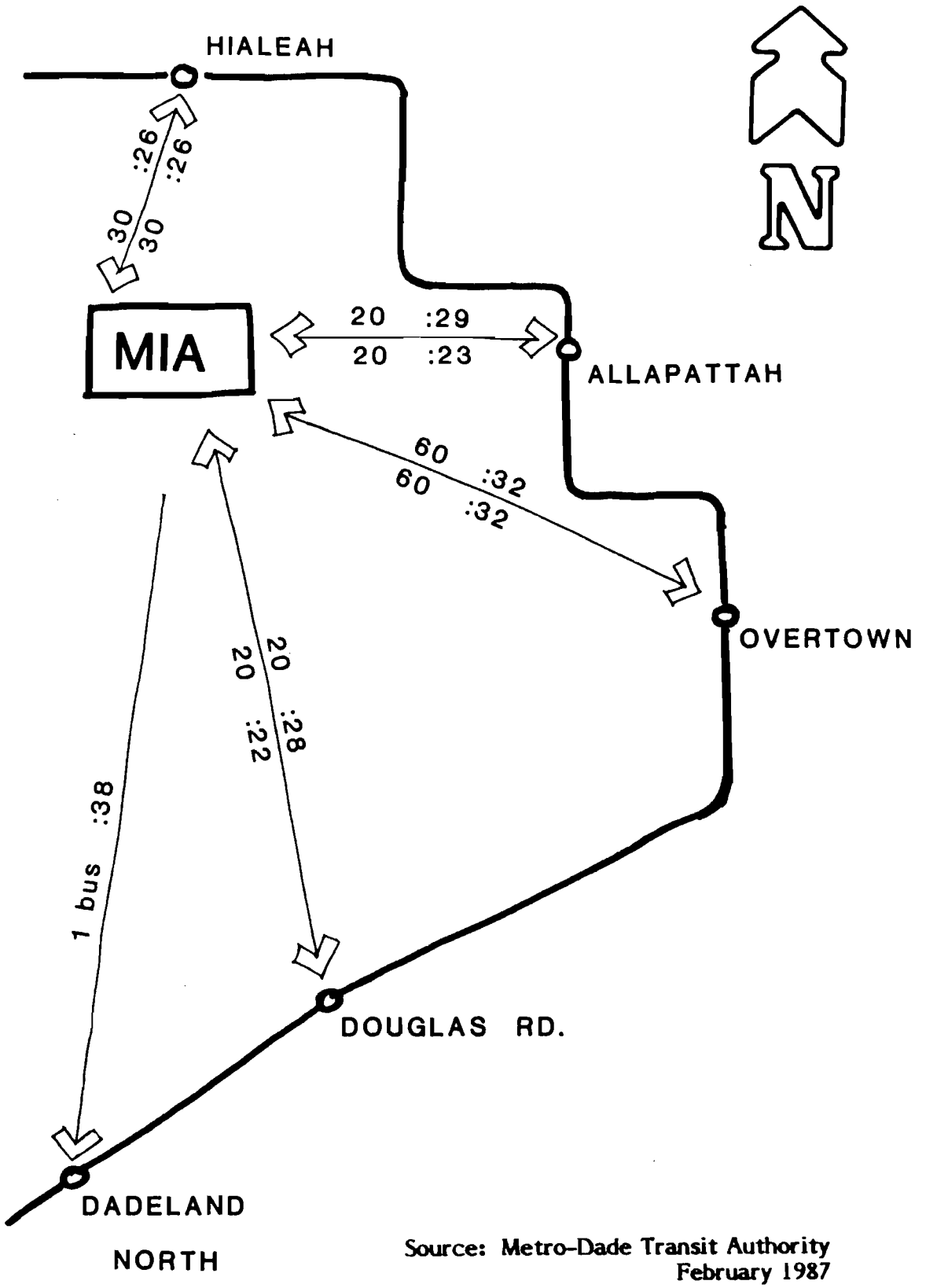


Figure IV-3. PM Bus Headways and Travel Times Between MIA and Metrorail

Table IV-2. AM Hourly Bus Load Counts

LOCATION	ROUTE	TIME	NUMBER OF BUSES	DIRECTION NB	SB	EB	WB
A: NW 36 St/NW 32 Ave	36	0625-0723	7				198
		0700-0800	4			36	
	J	0630-0730	4				106
		0650-0800	4			114	
B: NW 7 St/NW 35 Ct	7	9649-0749	3				62
		0646-0751	4			81	
C: Flagler/NW 37 Ave	11	0709-0806				95	
		0746-0839	6				207
	42	0801-0856	2	18			
		0748-0849	2		27		
D: Flagler/NW 98 Ave	11	0656-0757	3				28
		0655-0747	3			43	

Source: Metro-Dade Transit Authority
April/May 1987

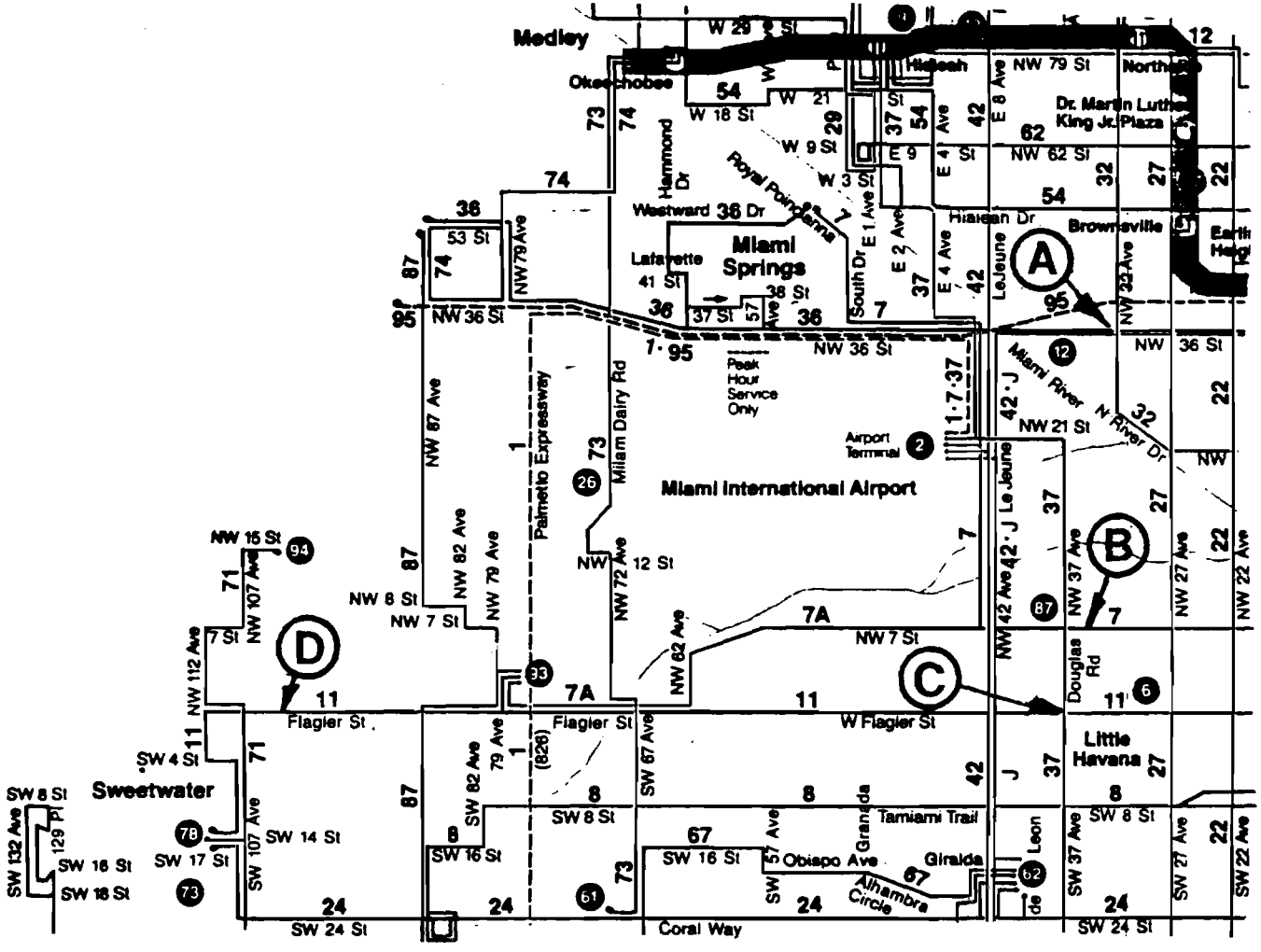


Figure IV-4. Bus Load Count Locations

Table IV-3. Network '86 On-Board Bus Survey
Passenger Activity Data

Orientation of Travel	Airport Area Activity					
	AM Period		PM Period		Daily	
	On's	Off's	On's	Off's	On's	Off's
East via NW 7th St.	10	5	6	16	54	36
East via NW 36 St.	13	136	66	72	549	551
North	5	0	8	5	38	56
South	8	0	50	14	138	152
West	0	13	11	3	37	29

Note: AM Period = 7:00 am to 9:00 am
PM Period = 4:00 pm to 6:00 pm

V. LAND USE

This section presents the land use information which was made available during the Task 1 data collection effort. This information was collected in order to understand the existing land use as well as for projecting future travel demand in the Miami International Airport (MIA) area.

Figures V-1 and V-2 present the existing and future land uses in the MIA area. Figure V-1 shows that residential land uses dominate to the north, south and southeast of MIA. The west airport area is shown to be primarily in open space, industrial, or commercial use. The area directly east of MIA and west of the Miami River is shown to be in industrial use.

Figure V-2 shows that the most significant land use change is the in-filling of open space in the West Airport and Blue Lagoon areas with commercial and industrial uses. Land use patterns are anticipated to remain essentially unchanged in those areas already developed.

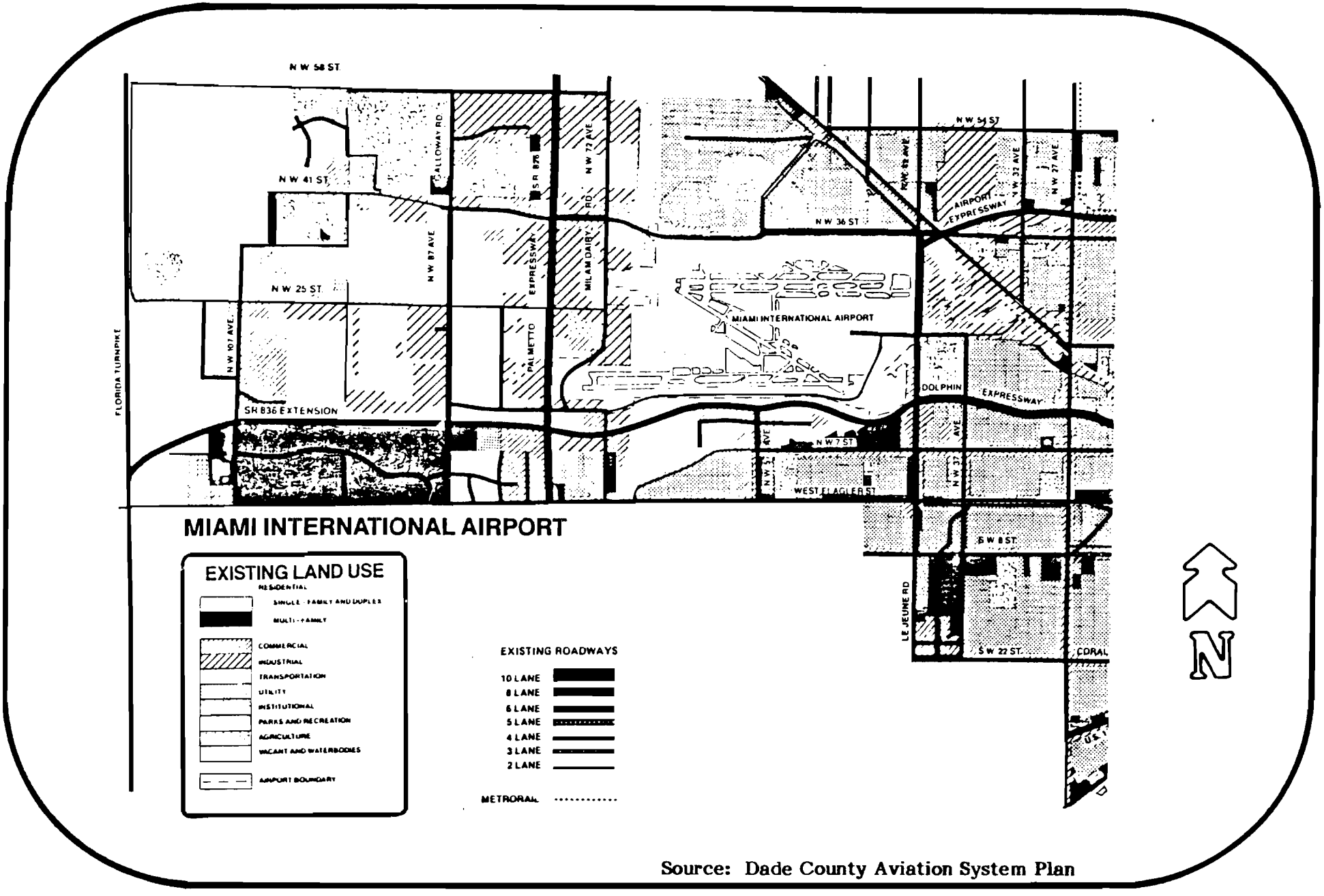
Table V-1 presents population and employment figures for subsections of the MIA area. These subareas are defined as follows:

- Airport - area within MIA boundaries
- NW 72 Avenue - area bounded by SR 836, MIA/NW 67 Avenue, NW 58 Street, and SR 826.
- SR 826 West - area between SR 826, the Homestead Extension, NW 58 Street and SR 836
- Southwest - area bounded by the Homestead extension, Flagler Street, SR 826, and SR 836.
- South - area bounded by LeJeune Road, Perimeter Road, SR 826 and Flagler Street.
- Southeast - area bounded by LeJeune Road, Flager Street, NW 27th Avenue, and SR 836.
- East - area bounded by SR 836, NW 27 Avenue/Miami River, NW 36 Street and LeJeune Road.

TABLE V-1. AIRPORT AREA DEMOGRAPHICS

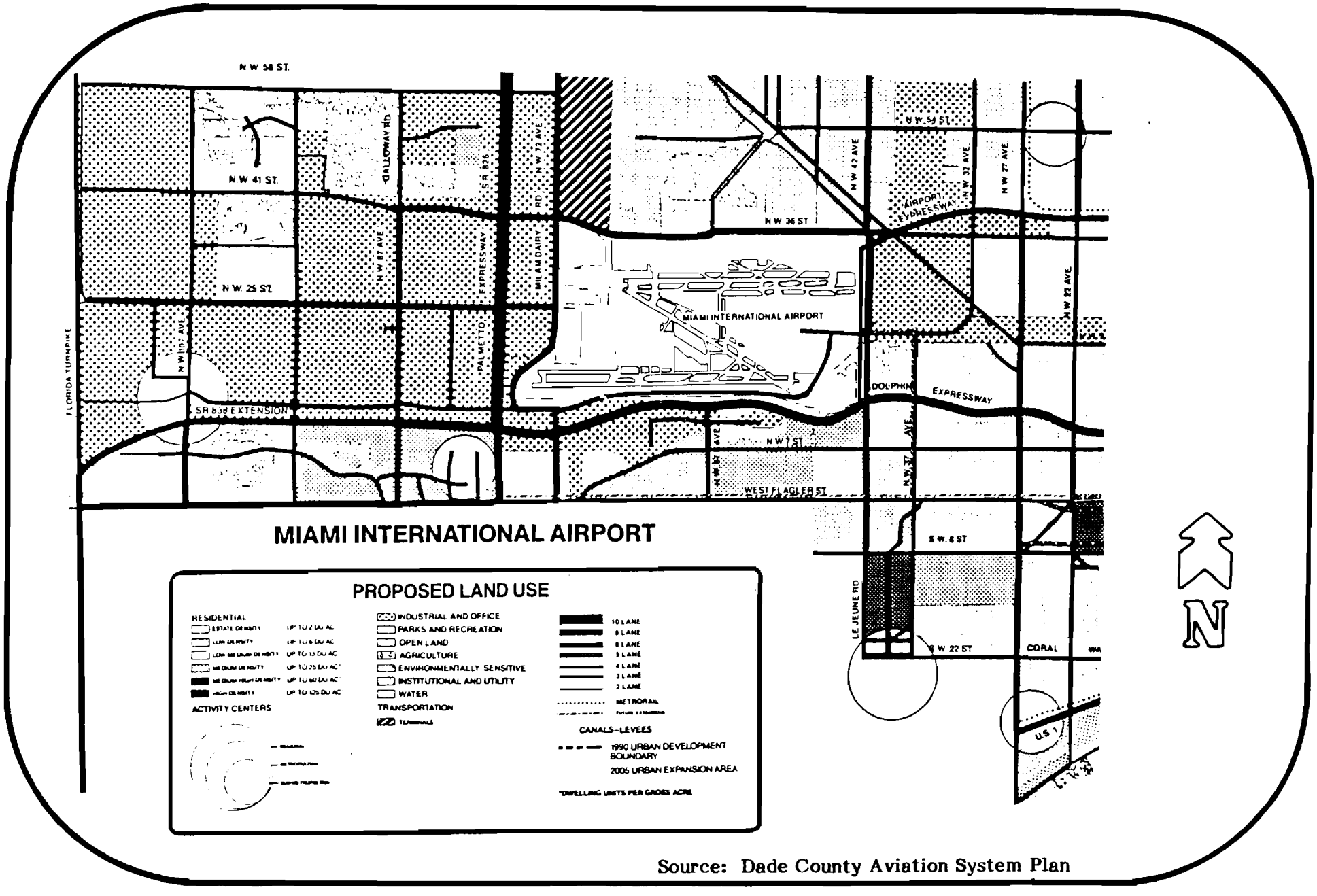
	Employment				Population			
			Difference				Difference	
AREA	1985	2010	Amt	%	1985	2010	Amt	%
Airport	41,600	42,800	1,200	3%	1,000	1,700	700	70%
NW 72 Avenue	19,600	32,600	13,000	66%	0	0	0	0%
SR 826 West	23,500	79,800	56,300	240%	4,300	11,900	7,600	177%
Southwest	6,000	10,000	4,000	67%	17,100	51,500	34,400	201%
South	7,800	16,800	9,000	115%	28,400	32,800	4,400	15%
Southeast	7,800	8,500	700	9%	13,200	13,800	600	5%
East	11,100	13,200	2,100	19%	6,100	6,200	100	2%
Miami Springs	6,300	7,400	1,100	17%	15,000	16,200	1,200	8%
Total	123,700	211,100	87,400	71%	85,100	134,100	49,000	58%

NOTE: See Appendix F for subarea definitions
Source: Metro-Dade County Planning



Source: Dade County Aviation System Plan

Figure V-1. Existing Airport Area Land Use



Source: Dade County Aviation System Plan

Figure V-2. Future Airport Area Land Use

- Miami Springs - Miami Springs and Virginia Gardens area.

These figures represent both 1985 and Year 2010 time frames. These data were derived from the Metro-Dade Urban Area Study data base. The appendix presents the traffic zones comprising each subarea. This data base is periodically revised to reflect latest land use developments. As such, the values presented here should be taken as an indication of general trends in the MIA area. Certain areas require further investigation due to new developments not yet incorporated into the data. In particular, the area south of the airport is anticipated to experience a much higher growth in employment than that shown in Table V-1.

Based on the statistics shown in Table V-1 it can be seen that the MIA area is anticipated to grow in employment by 71 percent and population by 58 percent by the Year 2010. This represents increases of 87,400 employees and 49,000 residents. The area west of the airport is shown to grow by 69,300 employees, an increase of 160 percent.

What this suggests for transportation in the MIA area is that the current traffic conditions will get significantly worse if the transportation system remains unchanged. Significant increases in both population and employment can be expected to result in a higher degree of traffic mixing. Residents in the west traveling to jobs to the east will mix with commuters traveling from homes in the east to jobs in the west.

VI. INTERVIEWS

During Task 1, interviews with organizations concerned with airport transportation were conducted. These organizations included both businesses located within the Miami International Airport (MIA) and businesses which need to access the airport. The purpose of these interviews was to:

- identify problem areas in the area transportation system which are of particular concern to airport establishments,
- assess the acceptability of certain long-range transportation improvements,
- identify particular transportation improvements which are neither programmed nor planned for, and
- gather specific information related to transportation improvement projects in the airport area.

Representatives of the following organizations were interviewed during the course of the data collection effort:

- 2 trucking companies
- 1 charter bus operator
- 2 rental car agencies
- 3 airlines
- 1 railroad

Interview forms were completed to record the conversations. Information filled out for each interview included:

- Number of employees
- Hours of operation
- Number of shifts per day
- Busiest time period

- Major access and circulation routes used
- Where employees live
- Major business activities and nature of operations
- Operating problems due to transportation problems
- Special transportation needs

The forms included in the appendix have been edited to protect the identity of the participating establishments. Descriptions of the establishments are presented below followed by a synopsis of the interviews.

TRUCKING COMPANIES

Representatives at two trucking companies were interviewed. Both establishments were located west of the airport; one east of SR 826 and one west of SR 826. One company transports cargo from the airlines to warehouses. All trucking operations for this company are conducted within the MIA area. The other company performed both long- and short-haul trucking operations. The company's predominant business is long-haul. The short-haul operation relates to imports brought into the country via the airport which are then transported to a bonded warehouse in the Free Trade Zone.

Both companies employ approximately 50 people. One operates 24 hours per day with 3 shifts. The other operates 12 hours per day with 1½ shifts.

The following observations were made by the company representatives:

- NW 25 Street is congested during the PM.
- The airport cargo area is congested and cannot handle long trucks. Some rigs must drop a trailer to get into the cargo area.
- Access from NW 74 Avenue to major arterials for trucks is difficult.
- The airport's internal roadway system is congested during the PM.
- Queues on westbound NW 36 Street extend from SR 826 to Red Road.
- NW 72 Avenue is congested in the PM at NW 25 Street and NW 12 Street.

Suggested improvements included the following:

- Construct an interchange at SR 826 and NW 25 Street.
- Four lane NW 25 Street from MIA to the Free Trade Zone at NW 107 Avenue.
- Install a signal at NW 25 Street and NW 72 Avenue.
- Link Metrorail to the airport.
- Extend SR 112 to SR 826.
- Make improvements so that trucks can be accommodated in the cargo area west of the airport.

CHARTER BUS OPERATOR

This establishment provides four types of service. One is the transport of passengers between the airport and cruise ships at the Port of Miami. The second operation consists of transporting passengers between the airport to destinations other than to the Port of Miami, such as hotels. The third operation provides shuttle service from employee parking areas to the airport.

The following observations were made by the company representative:

- LeJeune Road is congested during the PM peak period. Traffic to SR 836 appears to be the reason in the southbound direction.
- NW 14 Street and LeJeune Road is congested and unsafe during the PM. Eastbound left turns out of the airport are particularly difficult and unsafe to make.
- The traffic signal at the Eastern Airline employee parking lot, located on LeJeune Road north of NW 21 Street, seems to be operated by an Eastern employee. This adds to the congestion problems on LeJeune Road.
- Drainage is a problem on Perimeter Road and NW 14 Street.
- Perimeter Road is used as an alternate to SR 836.

- Traffic traveling northbound from LeJeune Road to westbound SR 836 tends to not use the loop ramp at the interchange due to lengthy queues. Instead, this traffic makes a left turn to the on-ramp located west of LeJeune Road causing congestion and a safety hazard.
- NW 14 Street is used to get to the NW 37 Avenue/SR 836 interchange which has much less congestion then the LeJeune/SR 836 interchange.

Suggested transportation improvements included:

- Extend SR 112 to SR 826.
- Restrict left turns from northbound LeJeune Road to westbound SR 836 at NW 14 Street.
- Restrict U-turns at LeJeune Road and NW 14 Street.

RENTAL CAR AGENCIES

Two rental car concerns were interviewed; one with a rental desk within the airport passenger terminal and one with an off-airport rental office. Each employed approximately 200 people. Each operated 24 hours per day with three shifts.

The following transportation problems were identified by the company representatives:

- LeJeune Road during the afternoon peak period is congested.
- Existing traffic signing within the airport for outbound traffic is confusing.
- The airport passenger terminal roads are congested in the evenings.
- Exit 3 out of the airport is frequently congested.
- The intersection of NW 37 Avenue and NW 21 Street is congested.
- The intersection of NW 14 Street and LeJeune Road is congested and unsafe. It is perceived as a major access route to and from the airport.

The company representatives suggested the following improvements to the airport area transportation system:

- Both establishments suggested that better signing should be provided.
- Both suggested that NW 37 Avenue needs to be connected to both SR 112 and SR 836.
- Lane striping could be improved in some areas.

AIRLINES

Three of the major airlines serving the MIA were interviewed. Employment estimates ranged from 1,000 to 15,000 employees (Note: 15,000 is possibly high). Each operates passenger service, airmail, and air cargo. Two indicated they operate maintenance facilities at MIA. Employee parking is provided at various locations; the passenger terminal area, NW 14 Street, along LeJeune Road north of the NW 21 Street airport entrance, around company offices, and north of NW 36 Street.

The following observations were made by the company representatives.

- The airport passenger terminal loop roads are congested during high enplanement times. Of particular note was the congestion related to the Eastern Airlines arrivals/departures. Eastern's is the first terminal in the complex and impacts access to the other airlines' terminal facilities.
- LeJeune Road is congested in the PM. A contribution is the FEC train which crosses LeJeune Road during this time.
- The NW 36 Street/LeJeune and NW 36 Street/NW 72 Avenue intersections are a bottleneck.
- LeJeune Road and SR 836 is a safety hazard.
- Eastern employees tend to use the LeJeune Road employee parking exit instead of the one on NW 36 Street. This is because of the congestion on NW 36 Street. This exacerbates the LeJeune condition.

- The Eastern employee parking lot signal on LeJeune Road advantages the parking lot during the PM.
- Westbound SR 112 to NW 36 Street is bad during the AM due to a shift start at this time. Sometimes the queue backs up to the toll booths.
- The NW 36 Street/LeJeune and NW 36 Street/SR 826 areas are congested.

Suggestions for improvements included the following:

- Extend Metrorail into the airport.
- Implement rail transit between Broward County and MIA and Broward County and downtown Miami.
- More and better curb space at the passenger terminals for the airlines.
- Extend SR 112 to SR 826.
- Restrict Perimeter Road to MIA-related traffic only.

FINDINGS

Those interviewed generally presented their opinions concerning areas of the MIA area for which they are most familiar, i.e., those areas where they do business and travel. Those located to the west of MIA cited many of the same problems and suggested the same improvements particular to the western airport area. The same was found for those establishments located on the east, commenting on the Eastern airport area. However, there were a number of common themes found in the interviews. These included the following:

- Traveling to and around MIA is a problem.
- Every major road facility in the MIA study area is congested during the PM peak period.
- Certain short-term improvements would be beneficial to the operations of the establishments where interviews were conducted.
- All respondents mentioned alternate routes used to avoid congestion.

The finds of the interview, which are presented below, are divided into three categories; transportation problems, suggested solutions, and observations on behavior of travelers in and around the airport.

Identified Problems

Every road facility adjacent to the MIA was identified as having severe congested problems. These observations were made primarily to the following facilities:

- LeJeune Road
- NW 36 Street
- SR 836
- NW 72 Avenue
- NW 25 Street
- Westbound ramps from SR 112 to westbound NW 36 Street
- The MIA internal circulation system

Particular problem intersections identified included:

- LeJeune Road/NW 14 Street/SR 836 ramps
- LeJeune Road/Eastern Airlines employee parking lot entrance
- LeJeune Road/NW 36 Street
- NW 36 Street/NW 72 Avenue
- NW 72 Avenue/NW 25 Street
- NW 72 Avenue/Perimeter Road
- NW 37 Avenue and NW 21 Street

Other problems identified were specific to the person interviewed and included:

- Drainage along Perimeter Road.
- Lane markings within the passenger terminal area.
- Signing within the pasenger terminal area.
- Turning radii within the western airport cargo area.

- Loop roads within the passenger terminal area are congested. Traffic at the Eastern Airlines terminal was cited as being a problem to the rest of the terminal operations.
- The CSX train crossing at LeJeune Road impacts PM traffic serverly.

Travel Behavior

The observations made concerning travel behavior will be helpful in identifying alternative solutions during the course of the study. Those made by the interviewees include:

- Perimeter Road is used as an alternate to SR 836.
- NW 14 Street is used to leave the airport area as an alternate to NW 21 Street.
- The NW 37 Avenue interchange is used as an alternate to LeJeune Road as a means to access SR 836.
- Northobund LeJeune Road drivers tend to turn left, across southbound LeJeune Road traffic, to the westbound SR 836 ramp instead of using the loop ramp on the right. This maneuver is made to avoid congestion on the loop ramp. This situation was mentioned a number of times as a safety problem.
- Eastern Airlines employees predominantly use the LeJeune Road exit from the employee parking lot.
- About 10 percent of the employees of the interviewed companies were estimated to use carpools or transit.

Identified Solutions

Suggestions made by the interviewees concerning specific transportation improvemetns will provide input to the alternatives development to be conducted in Task 4. These suggestions included the following:

- Extend the SR 112 limited-access facility to SR 826.

- Extend Metrorail into the passenger terminal area.
- Improve NW 37 Avenue so that the airport and SR 836 can be accessed from SR 112.
- Restrict left turns from the northbound approach of LeJeune Road/Westbound SR 826 ramps/NW 14 Street.
- Restrict U-turns from the southbound approach of this same intersection.
- Construct a SR 826 interchange at NW 25 Street.
- Widen NW 25 Street to four lanes from the cargo area to NW 107 Avenue.
- Make provisions for long trucks in the MIA cargo area.
- Signalize the intersection of NW 72 Avenue and NW 25 Street.
- Improve access to NW 74 Avenue.
- Eliminate the at-grade CSX rail crossing at LeJeune Road.

VII. IMPROVEMENT PROGRAM

This section presents the transportation improvements which are programmed and planned for the Miami International Airport (MIA) area. The 1987 Metro-Dade County Transportation Improvement Program (TIP) and the Long-Range Plan Element of the Metro-Dade Transportation Plan (Year 2005 Plan) provided information concerning these projects which are the responsibility of Metro-Dade County and the Florida Department of Transportation (FDOT). The TIP represents a 5-year work program and contains improvement projects which are programmed for construction/implementation through fiscal year 1991. These projects are of a high priority and can be considered to be in the implementation "pipeline".

The Year 2005 Plan and priorities are updated periodically based on the changing transportation concerns and needs of the community. The Year 2005 Plan documentation identifies specific major road construction and capital transit improvement projects. Also, the documentation presents these projects in priority order. Each priority level generally represents a five year implementaion schedule. Priority 1 projects have the highest priority and are contained in the latest TIP. Priority 2 projects are the next highest priority and can be considered as those projects which will be programmed in years 1992 and 1997. Priority 3 projects are of a lower relative priority and can be considered to be programmed in years 1998 and 2001. The Priority 4 list contains those projects which should be thought of as being programmed after the year 2001.

The subsections which follow present the identified MIA area transportation improvements. All referenced figures and tables can be found at the end of the section in order of reference.

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1 "Metro-Dade Transportation Improvement Program 1987-1991". Metro-Dade County Metropolitan Planning Organization. 1987.

2 "Metro-Dade Transportation Plan and Improvement Priorities". Long-Range Element. Metro-Dade Metropolitan Planning Organization. July 1987.

PROGRAMMED IMPROVEMENTS

County and Federal Agencies are performing improvements in the areas surrounding the Miami International Airport. These improvements have been classified by the Dade County Metropolitan Planning Organization into three categories as follows:

- Primary (Interstate and Turnpike Roadways)
- Secondary (All Roadways)
- Arterial Roads

Tables VII-1 and VII-2 describe the main features for each one of the projects. Figure VII-1 shows their location with respect to the Miami Airport.

Please note that despite the fact some of the projects are located in a range of 2 to 3 miles from the airport, once completed, they will contribute to the accommodation traffic and ease the observed traffic congestion around it on a network basis.

Any improvements taking place on parallel streets to the four Miami Airport surrounding roadways will certainly help to decongest traffic with destinations through and from the airport.

Of particular interest are the programmed improvements for: NW 27th Avenue, which once implemented, will help to unload traffic from LeJeune Road; the four lane direct connection from SR 112 to the airport's entrance on LeJeune Road; and the NW 72nd Ave. (Milan Dairy Rd.) from NW 7th Street to NW 12th Street. These projects will ameliorate traffic congestion on the north-south trips adjacent to the airport.

PLANNED IMPROVEMENTS

The present Year 2005 Plan for Metro-Dade County represents an estimated $3.3 billion of transportation capital improvements through completion. Of this amount, State Highway System improvements are estimated to cost $470 million

and County Highway System improvements will cost $300 million. In addition, $2,528 million in rapid transit capital improvements are included in the Plan.

Figures VII-2 through VII-6 present the portion of this investment which is planned for the MIA area. These projects are also listed in Tables VII-3 through VII-6. The tables are organized by State and County road projects with each table containing all projects within a particular priority level.

As can be seen, a number of road facilities in the MIA area are planned to be improved. As previously mentioned, those projects programmed for implementation by 1991 include the following:

- SR 112 Airport access ramps
- NW 36 Street widening
- Central Boulevard widening
- NW 87 Avenue widening
- NW 72 Avenue bridge at SR 836

Other major airport area improvements include:

- SR 836 widening and HOV lanes
- SR 836 Airport access ramps
- SR 826 widening
- SR 826 interchange at NW 25 Street
- NW 25 Street widening
- Okeechobee Road widening
- NW 72 Avenue widening
- SW 67 Avenue widening
- NW 27 Avenue widening

Notable facilities not planned for improvement include NW 36th Street east of Red Road, SR 112 between LeJeune Road and I-95, NW 37th Avenue, and the intersection of NW 36th Street and LeJeune Road.

Rail capital improvements are not within the MIA Study Area but would influence area travel conditions if constructed. Figure VII-7 shows these improvements and include Metrorail Phase 2 extensions and the Tri-County Commuter Rail System.

Table VII-1

DADE COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
PRIMARY ROADWAY SYSTEM IMPROVEMENTS
(INTERSTATE & TURNPIKE)

FDOT WPI No.	PROJECT	LIMITS	TYPE OF WORK	PHASE	COST (thousands)	FISCAL YEAR
6112975	SR 112 Airport Expressway	Miami Int. Airport NW 36th St.	New road const. (southbound)	CST CEI	8,106 811	1987-88 1987-88
6113090	SR 112 Airport Expressway	Miami Int. Airport NW 36th St.	New road const. (northbound)	CST CEI	8,179 818	1987-88 1987-88
6113289	SR 826 Palmetto Expressway	2000' south of NW 25th St. 2000' north of NW 25th St.	 Interchange 	PE ROW ROW CST CEI	300 1,000 3,000 7,642 764	1987-88 1987-88 1988-89 1989-90 1989-90
6113750	SR 826 Palmetto Expressway	SR 836 South of NW 25th St.	Multilane Reconstruction	PE ROW	750 3,252	1988-89 1989-90
6113826	SR 826 Palmetto Expressway	From SW 16th St. SR 836	Road construction	PE	750	1991-92
6113829	SR 826 Palmetto Expressway	NW 62nd St. North of FEC RR	Road construction	PE	1,750	1991-92
6113601	SR 836 Dolphin Expressway East-west Expressway	SR 821/Turnpike SR 9A/I-95	Add lanes and resurface 	PE PE PE	1,000 300 1,000	1987-88 1988-89 1989-90
6113173	SR 9 NW 27th Ave.	NW 27th Ave. Bridge No. 870097	Replace movable span bridge	CST CEI	5,266 527	1988-89 1988-89
6113230	SR 9 NW 27th Ave.	NW 11th St. NW 42nd St.	Add lanes and reconstruct	ROW R/R CST CEI	2,220 160 5,692 569	1987-88 1988-89 1988-89 1988-89
6113235	SR 948 NW 36th St.	SR 826 Palmetto Expressway NW 57th Ave.	Road construction	ROW CST CEI	2,183 4,524 452	1987-88 1988-89 1988-89
6113681	SR 25, Okeechobee Rd. US 27/NW 36 St.	SR 826 Palmetto Expressway SR 112 Airport Expressway	 Road reconstruction 	PE ROW	150 3,200	1987-88 1989-90
6113700	SR 969 NW 72nd Ave. (except section from NW 7th to NW 12th Sts.)	SR 968/Flagler St. NW 74th St.	 Add thru lanes 	PE PE ROW	200 500 4,300	1987-88 1988-89 1990-91
6151837	HEFT	at NW 41 St.	Interchange	ROW CST CEI	90 10,428 1,042	1987-88 1988-89 1988-89
6151849	HEFT	Tamiami Tr. SR 836	Widen to 6 lanes	PE CST CEI	250 2,311 231	1987-88 1988-89 1988-89

Legend: PE = Preliminary Engineering, ROW = Right-of-Way, R/R = Railroad
CST = Construction, CEI = Construction-Engineering-Inspection

Table VII-2

DADE COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

SECONDARY ROADS

Project No.	Project Description	MI.	Type of Work	Proposed 1987-88	TENTATIVE FOUR-YEAR PROGRAM 1988-89	1989-90	1990-91	1991-92
	NW 7th St. NW 60 Ct. to NW 57 Ave	0.4	PE 4 Lanes	75			500	
662190	NW 25 St. NW 107 Ave. to NW 72 Ave.	3.5	4 Lanes		4,500			
662255	NW 46 St. Okeechobee Rd. to NW 42 Ave.	0.3	PE Add Turn Lane	50	250			
662090	SW 67 Ave. SW 40 St. to W. Flagler St.	2.5	R/W 4 Lanes	Bal 300 3,000				
662007	NW 72 Ave. NW 7 St. to NW 12 St.	0.6	Eng. Inspection 6 Lanes and Bridge	Bal 250	Construction reimbursed with State funds.			
	NW South River Drive Tamiami Canal Swing Bridge		PE	400				
	West Flagler St. West 72 Avenue to West 42 Ave.	3.0	R/W	Bal 50				
662214	NW 12 St. NW 97 Ave. to NW 87 Ave.	1.0	Add 2 lanes and RR grade crossing	800				

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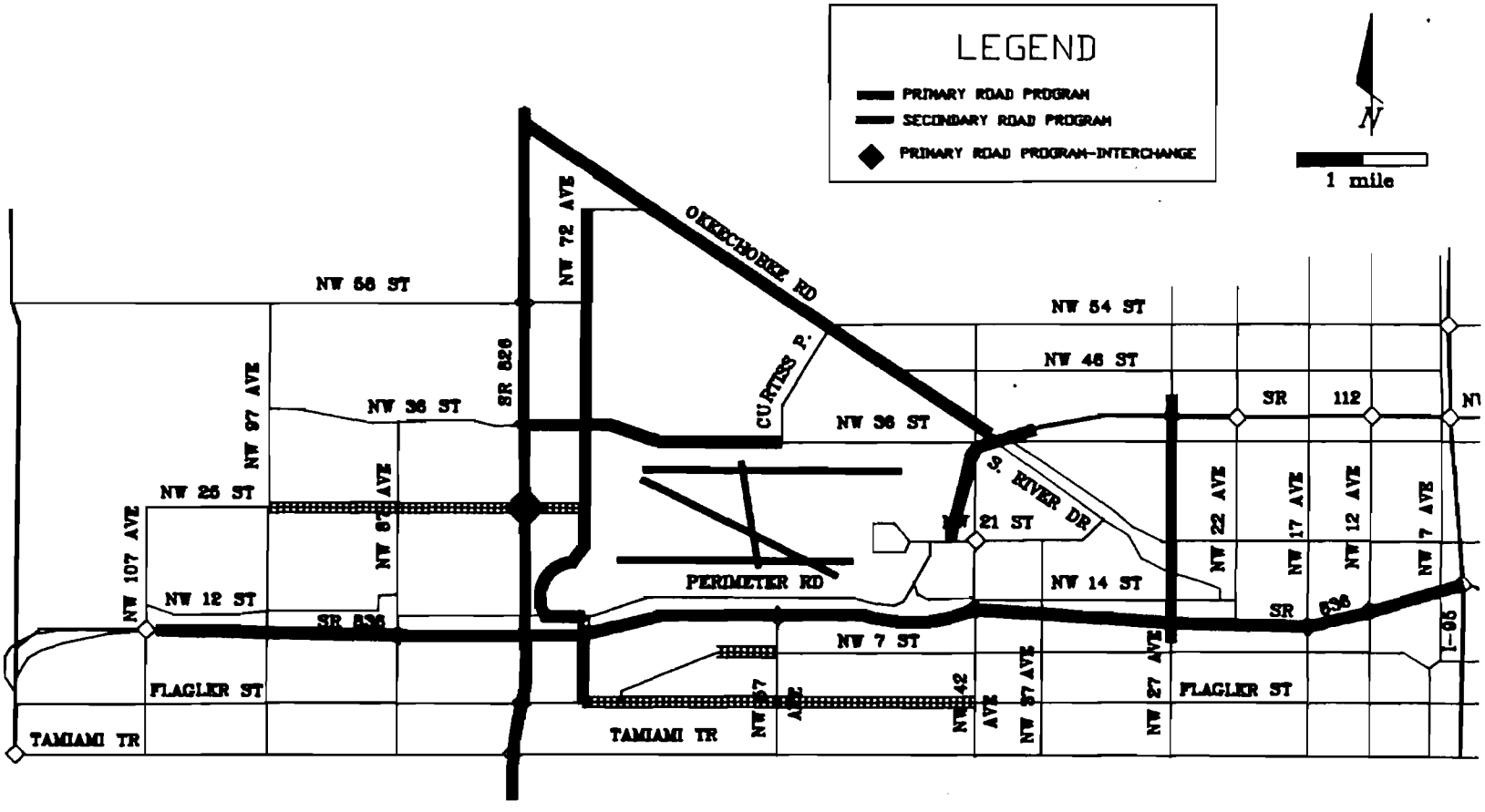

Figure VII-1 Transportation Improvement Program

Table VII - 3. Priority 1 Long-Range Transportation Plan Projects

FACILITY	FROM	TO	TYPE OF IMPROVEMENT
	STATE HIGHWAYS		
FLAGLER STREET	S.R. 826	NW 72 AVE.	WIDEN TO 6 LANES
FLAGLER STREET	PALMETTO EXPRESSWAY	NW 87 AVE.	WIDEN TO 6 LANES
HEFT	NW 41 ST		PARTIAL INTERCHANGE
PALMETTO EXPRESSWAY	NW 25 STREET		INTERCHANGE
SW 7/8 ST.	I-95	SW 27 AVE.	WIDEN TO 7 LANES
NW 36 ST.	NW 57 AVE.	NW 72 AVE.	WIDEN TO 6 LANES
NW 42 AVE. RAMPS	NW 20 ST.	AIRPORT EXP.	NEW 4-LANE ROAD
NW 72 AVE.	NW 7 ST.	NW 12 ST.	NEW 6-LANE ROAD
	COUNTY HIGHWAYS		
SW 17 AVE.	SW. 8 ST.	US 1	WIDEN TO 4 LANES
FLAGLER STREET	W. 87 AVE.	W. 116 AVENUE	WIDEN TO 6 LANES
FLAGLER STREET	W. 116 AVE.	HEFT	WIDEN TO 4 LANES
NW 25 ST.	NW 72 AVE.	NW 107 AVE.	WIDEN TO 4 LANES
SW 67 AVE.	FLAGLER ST.	SW 40 ST.	WIDEN TO 4 LANES
NW 72 AVE.	NW 74 ST.	NW 103 ST.	WIDEN TO 4 LANES
NW 87 AVE.	DOLPHIN EXP.	NW 41 ST.	WIDEN TO 6 LANES
NW 87 AVE.	NW 41 ST.	NW 58 ST.	WIDEN TO 4 LANES
SW 118 AVE.	FLAGLER ST.	SW 8 ST.	NEW 2-LANE ROAD

Table VII - 4. Priority 2

Long-Range Transportation Plan Projects

FACILITY	FROM	TO	TYPE OF IMPROVEMENT
		STATE HIGHWAYS	
HEFT	SW 40 ST.	SW 88 ST.	WIDEN TO 6 LANES
HEFT	DOLPHIN EXPRESSWAY	SW 40 ST.	WIDEN TO 6 LANES
HEFT	SW 72 ST.		INTERCHANGE
HEFT	NW 57 AVE.		ITERCHANGE
SW 8 ST.	PALMETTO EXP.	SW 127 AVE.	WIDEN TO 6 LANES
NW 27 AVE.	DOLPHIN EXP.	NW 36 ST.	WIDEN TO 6 LANES
SW 40 ST.	SW 87 AVE.	HEFT	WIDEN TO 6 LANES
NW 42 AVE. RAMPS	DOLPHIN EXP.	NW 20 ST.	NEW 4-LANE RAMPS
SW 57 AVE.	SW 8 ST.	SW 40 ST.	WIDEN TO 4 LANES
NW 72 AVE.	FLAGLER ST.	NW 7 ST.	WIDEN TO 6 LANES
NW 72 AVE.	NW 12 ST.	NW 74 ST.	WIDEN TO 6 LANES
NW 27 AVE.	NW 36 ST.	AIRPORT EXP.	WIDEN TO 6 LANES
NW 42 AVE.	AIRPORT EXPRESSWAY	NW 79 ST.	WIDEN TO 6 LANES
		COUNTY HIGHWAYS	
NW 7 ST.	NW 57 AVE.	NW 72 AVE.	WIDEN TO 4 LANES
NW 12 ST.	NW 107 AVE.	NW 127 AVE.	NEW 2 LANE ROAD
NW 20 ST.	NW 42 AVE.	AIRPORT	WIDEN TO 8 LANES
NW 41 ST.	NW 87 AVE.	HEFT	NEW 2-LANE ROAD

Table VII - 5. Priority 3

Long-Range Transportation Plan Projects

FACILITY	FROM	TO	TYPE OF IMPROVEMENT
	STATE HIGHWAYS		
DOLPHIN EXP.	NW 42 AVE.	NW 87 AVE.	WIDEN TO 8 LANES
PALMETTO EXP.	DOLPHIN EXP.	US 27	WIDEN TO 10 LANES
NW 27 AVE.	FLAGLER ST.	DOLPHIN EXP.	WIDEN TO 6 LANES
SW 27 AVE.	FLAGLER ST.	SW 8 ST.	WIDEN TO 6 LANES
PALMETTO EXP.	US 27	NW 103 ST.	WIDEN TO 10 LANES
US 27	SW 57 AVE.	PALMETTO EXP.	WIDEN TO 6 LANES
NW 36 ST.	NW 7 AVE.	NW 12 AVE.	WIDEN TO 4 LANES
	COUNTY HIGHWAYS		
PERIMETER ROAD	NW 20 ST.	NW 72 AVE.	WIDEN TO 4 LANES
TAMIAMI CANAL RD.	NW 57 AVE.	NW 67 AVE.	WIDEN TO 4 LANES
NW 7 ST.	I-95	NW 12 AVE.	WIDEN TO 4 LANES
NW 17 AVE.	DOLPHIN EXP.	NW 36 ST.	WIDENTO 4 LANES
NW 32/37 AVE.	NW 21 ST.	RIVER RD.	NEW R-LANE BRIDGE

Table VII - 6. Priority 4

Long-Range Transportation Plan Projects

FACILITY	FROM	TO	TYPE OF IMPROVEMENT
		STATE HIGHWAYS	
DOLPHIN EXP.	NW 97 AVE		INTERCHANGE
HEFT	NW 74 ST.		PARTIAL INTERCHANGE
HEFT	NW 106 ST.		PARTIAL INTERCHANGE
NW 107 AVE.	FLAGLER ST.	DOLPHIN EXP.	WIDEN TO 6 LANES
		COUNTY HIGHWAYS	
NW 12 ST.	NW 87 AVE.	NW 107 AVE.	NEW 4-LANE ROAD
NW 58 ST.	NW 97 AVE.	HEFT	WIDEN TO 4 LANES
NW 87 AVE.	NW 58 ST.	US 27	NEW 4-LANE ROAD
NW 97 AVE.	FOUNTAINBLEU BLVD.	NW 74 ST.	NEW 4-LANE ROAD
NW 107 AVE.	NW 25 ST.	NW 41 ST.	WIDEN TO 4 LANES
NW 107 AVE.	NW 41 ST.	US 27	NEW 4-LANE ROAD

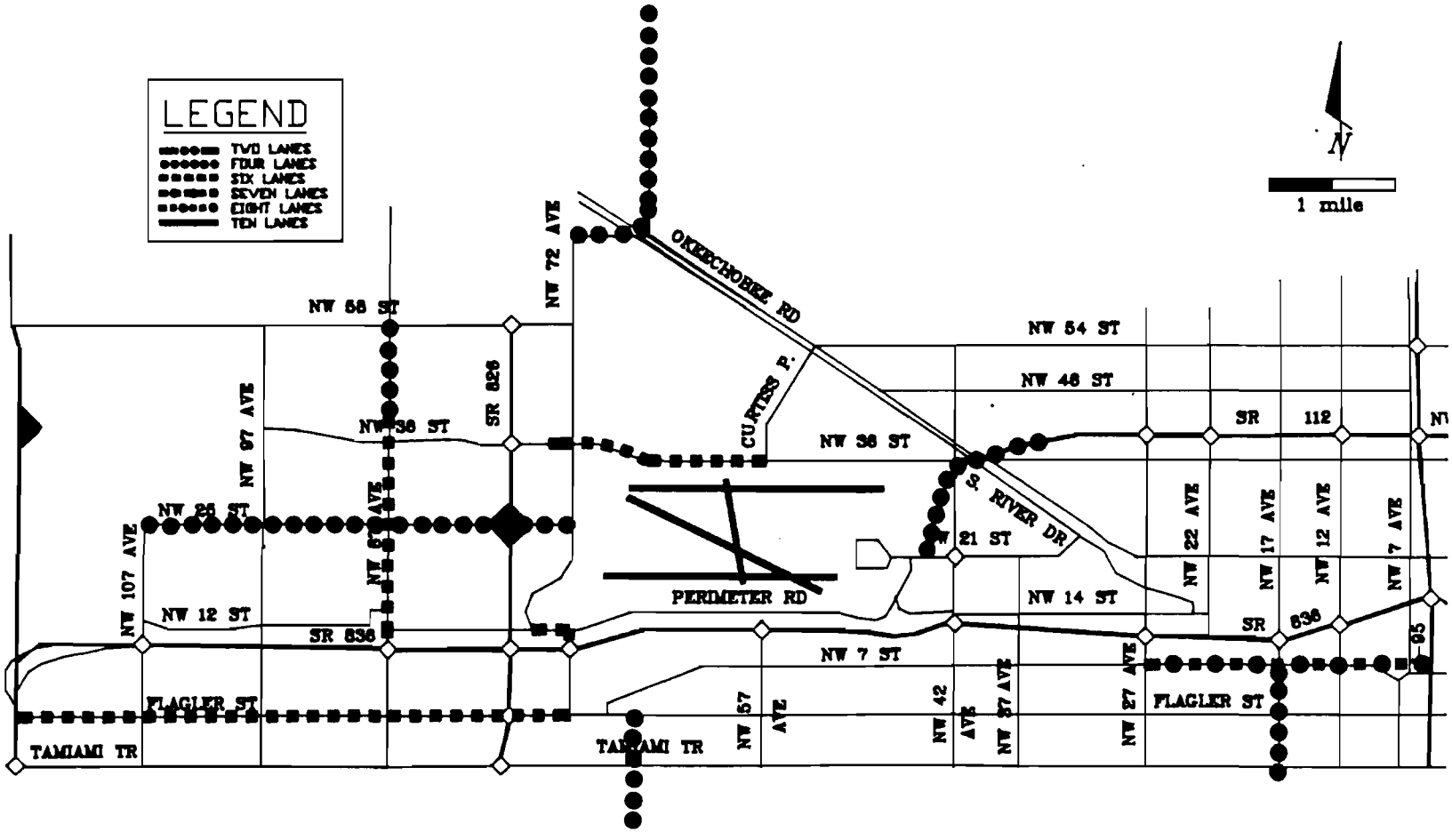

Figure VII-2. Priority 1 Highway Projects

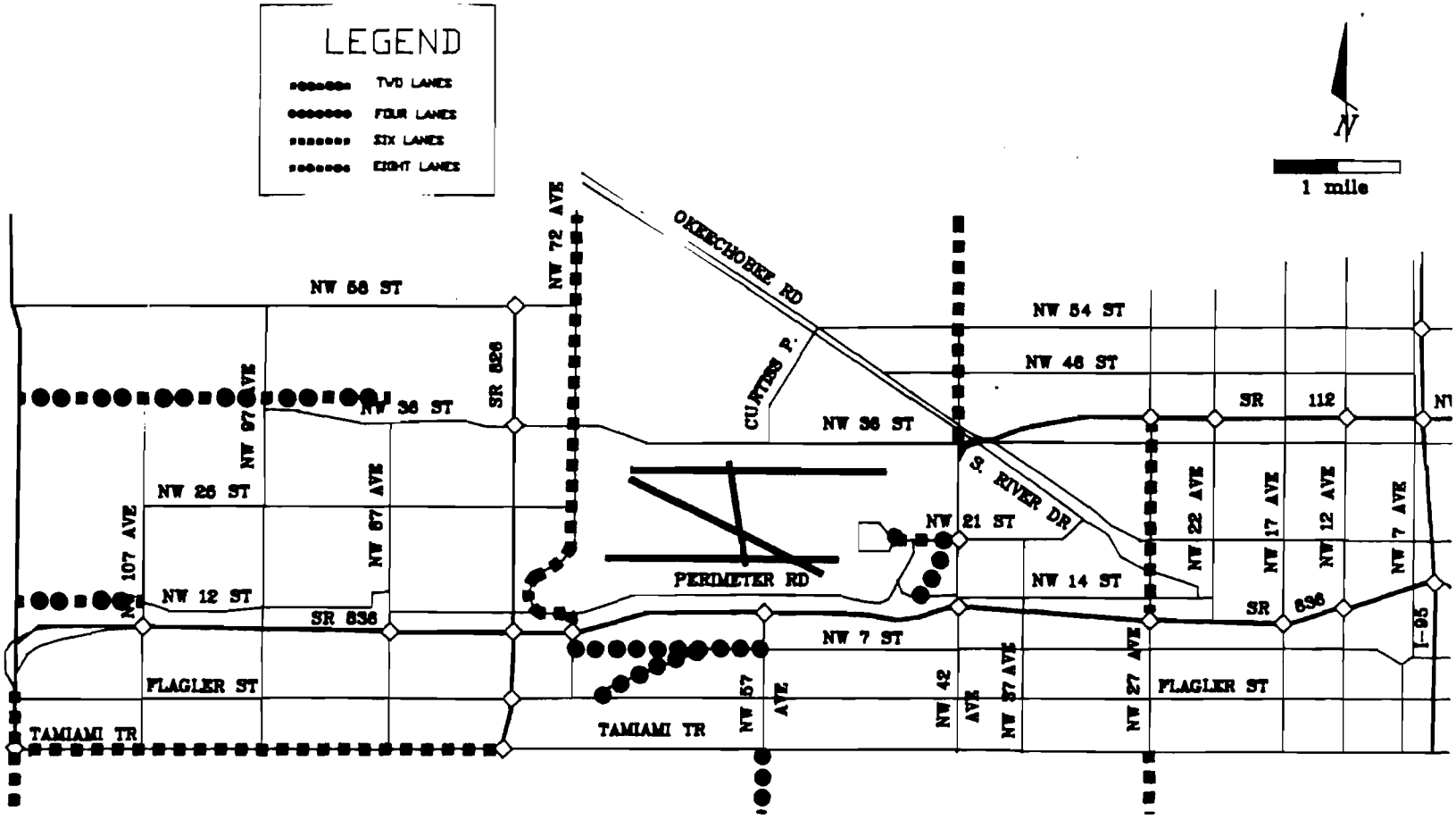

Figure VII-3. Priority 2 Highway Projects

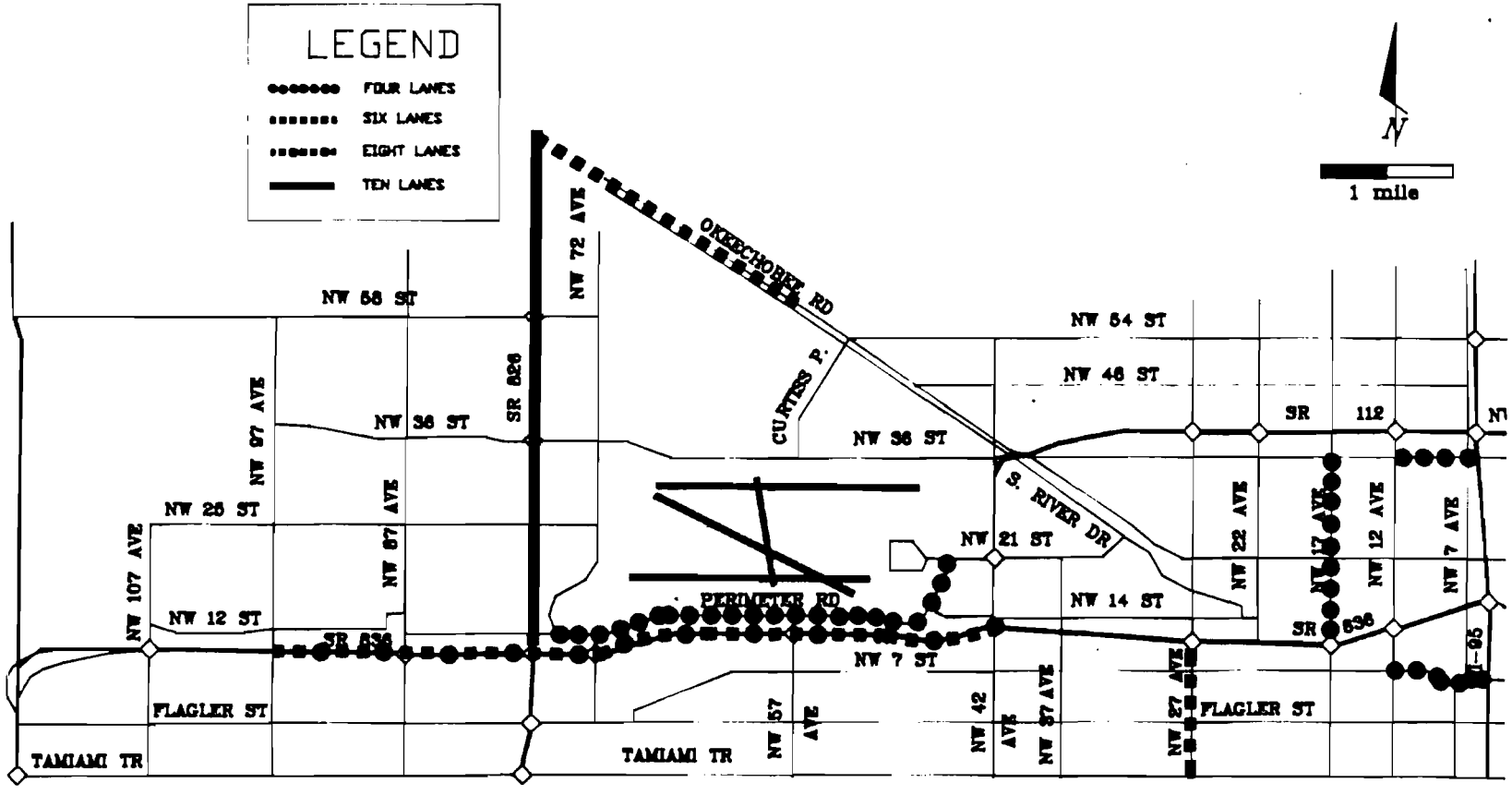

Figure VII-4. Priority 3 Highway Projects

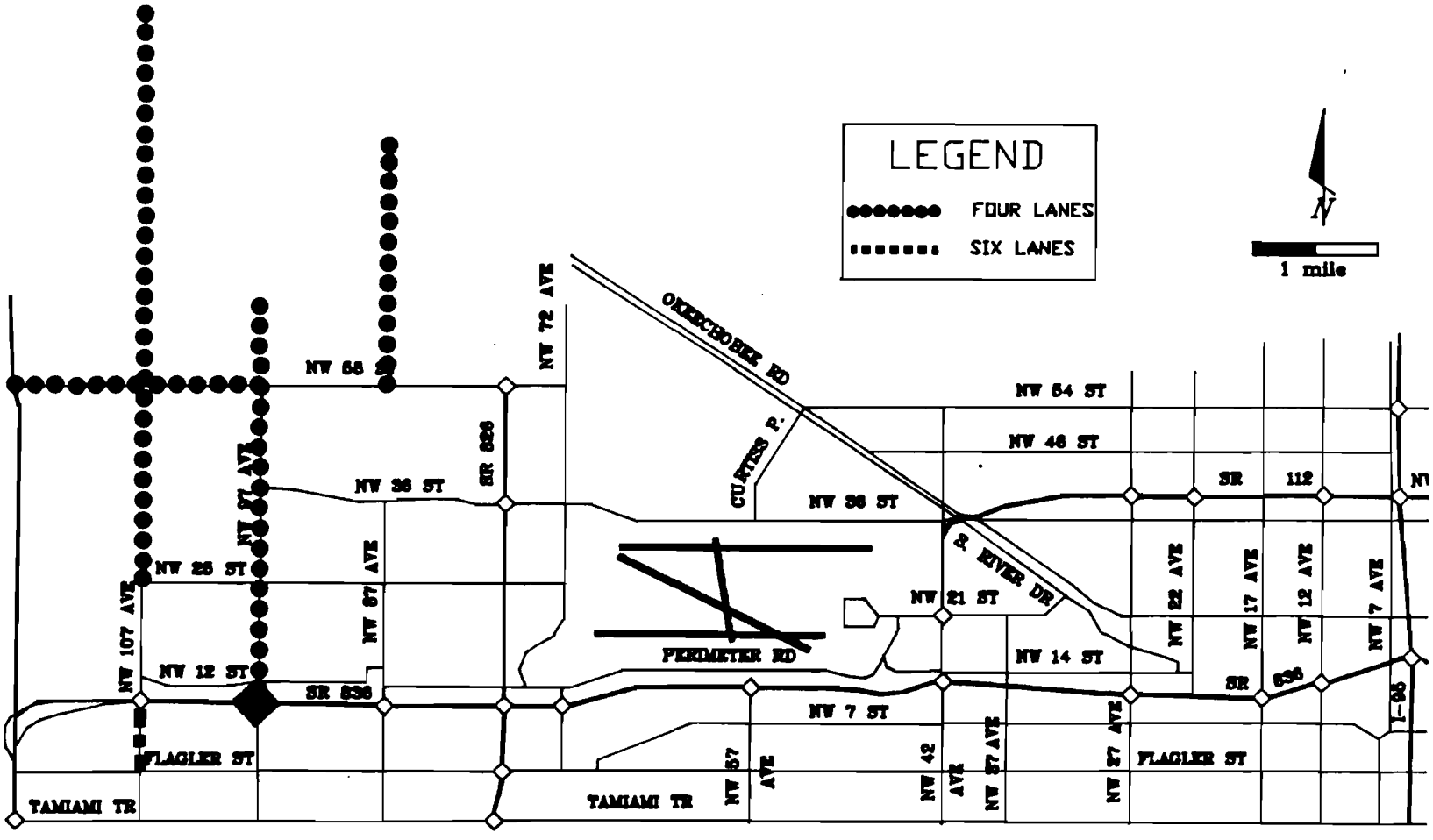

Figure VII-5. Priority 4 Highway Projects

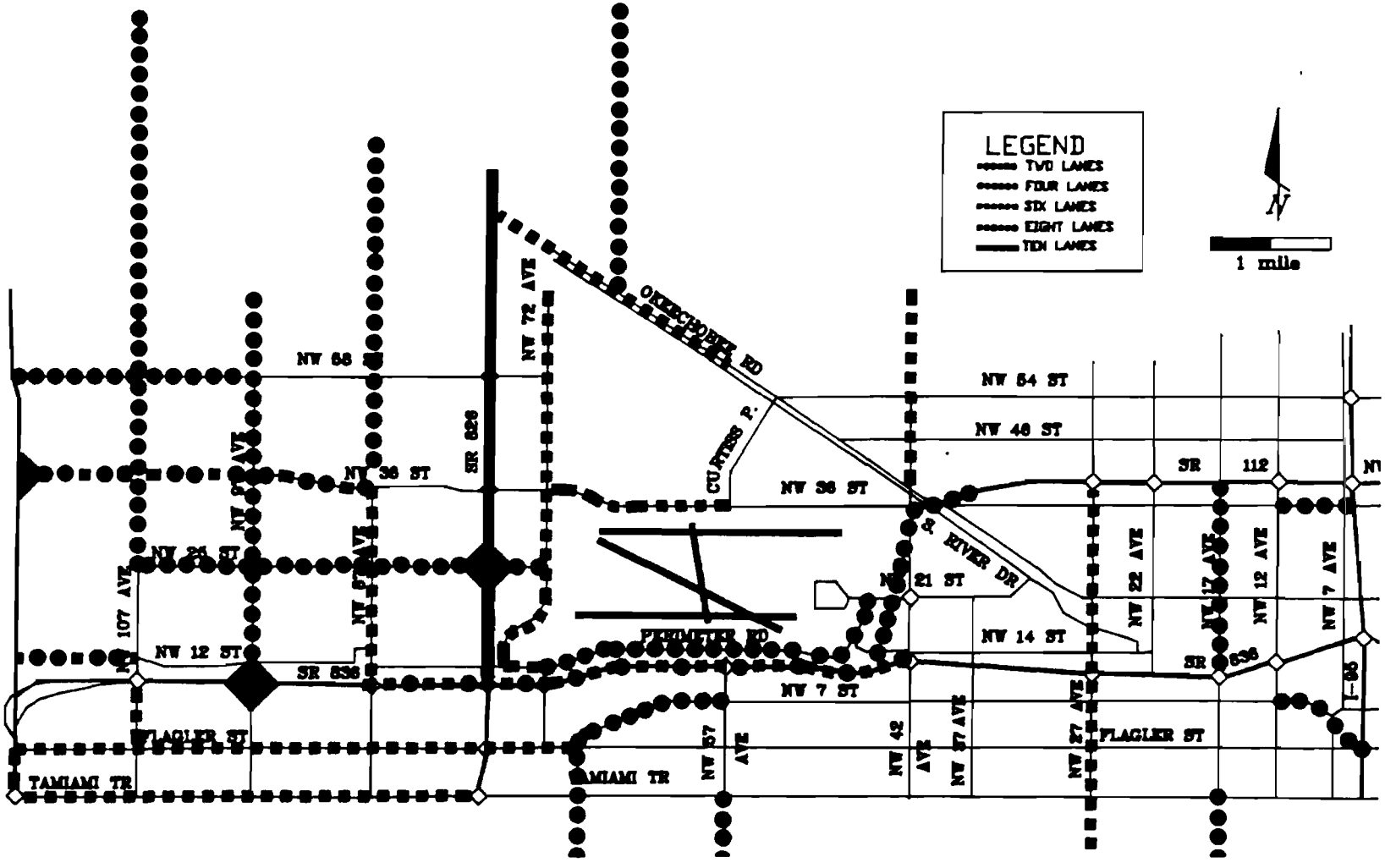

Figure VII-6. Total Highway Construction Program

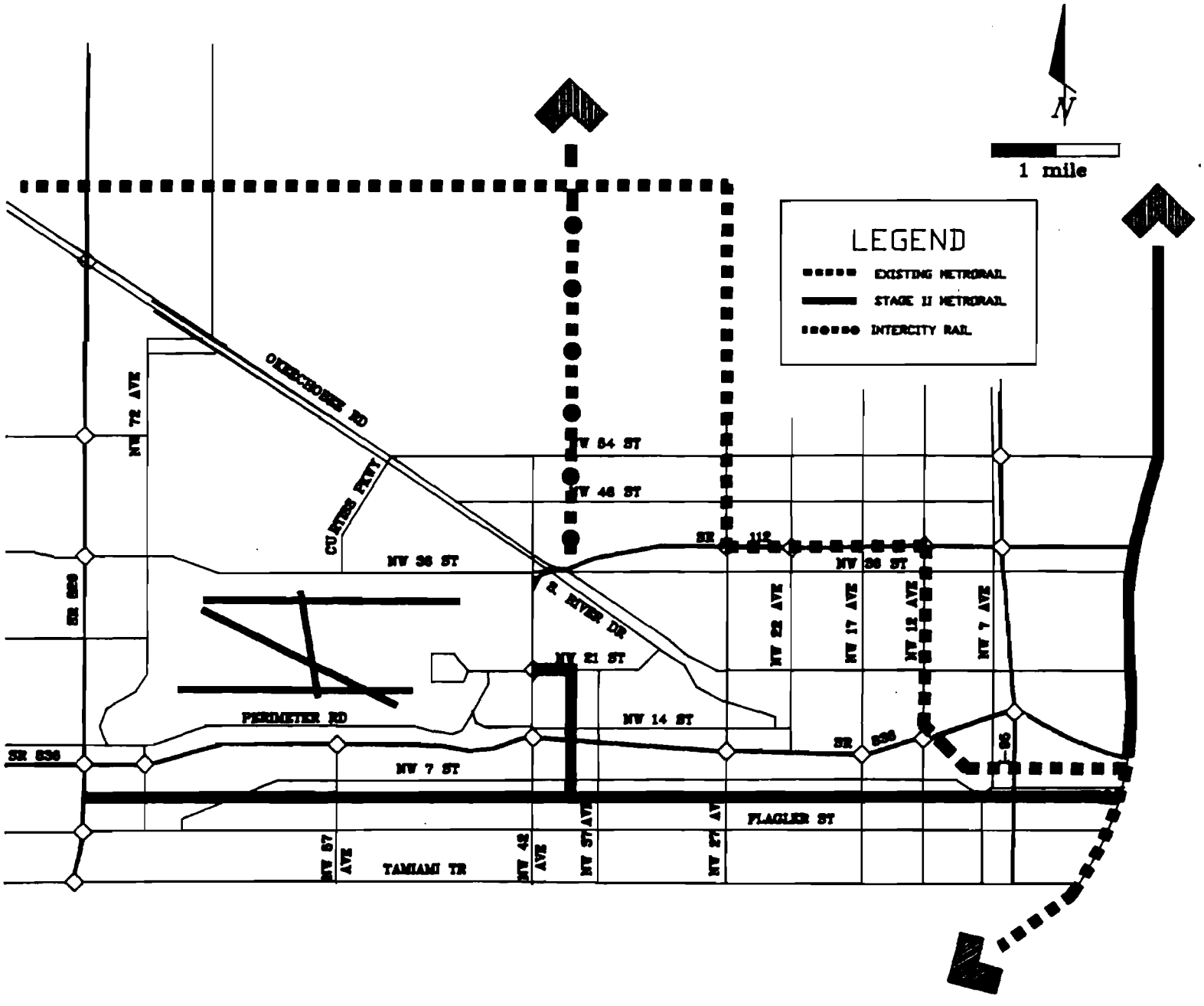

Figure VII-7. Planned Rail Improvements

VIII. CONCLUSIONS

This concluding section presents general and specific observations from the analysis of the data collected for the Miami International Airport (MIA) Study Area. These observations are presented under a number of different categories and should be useful for guiding the development of transportation improvement alternatives later in the Study.

OVERALL PERSPECTIVE ON MIA AREA TRAVEL

The data supports the general perception that traveling in and around the airport complex is not easy. Contributing factors include:

- The area's proximity to the Miami CBD
- The area's location within a major travel corridor between a large employment center and outlying residential areas
- The MIA's influence as a major employment center
- The discontinuity of north-south facilities due to MIA, the Miami River, SR 836, SR 112, and the Tamiami Canal
- The discontinuity of east-west facilities due to MIA, the Miami River and SR 826
- At-grade railroad crossings to the east and north of MIA
- Large pedestrian movements
- Large number of driveways and turning movements

The area experiences a mix of traffic; commuters destined for the area, commuters traveling through the area to other destinations, large truck movements, vehicles serving MIA activities, vehicles transporting airline passengers to and from the airport.

The traffic problem is not isolated to the peak hours. Road facilities service high levels of traffic starting at about 6 am continuing to 8 pm or later.

There is evidence that travelers may be changing their desired travel patterns due to the difficulty getting to and around MIA. The observation mentioned above

suggests that travelers may be starting their work trips either earlier or later than desired, effectively extending the peak periods. Travelers are seeking alternative routes for accessing and egressing MIA. Perimeter Road and NW 37 Avenue are examples. Travelers are using alternative modes of travel; transit and carpools. Transit utilization in the area is not particularly high although there is some indication that transit and carpooling may account for upwards of 10 percent of commute travel to the MIA area. In effect, travelers may be taking extreme measures to travel in and through the MIA area.

AREA GROWTH

As mentioned earlier, the airport area, and particularly the west airport area is anticipated to experience a large increase in employment. The west airport area is expected to double its employment by Year 2005. Since a significant amount of this growth will be industrial, implying a large increase in blue-collar employment, it might be expected that east-to-west commute movements through the area would increase substantially.

MIA employment is also anticiapted to double by Year 2005. The limited number of access points to the airport terminal area as well as to the west airport property suggests that traffic problems will be much worse even in light of the massive construction planned for area roads.

AREA TRANSPORTATION IMPROVEMENT PROGRAMS

The transportation improvement program for the MIA area is extensive. Almost all road facilities are planned or programmed for improvement. Possibly the most beneficial improvements for the short term will be the SW 72 Avenue bridge over SR 836 and the SR 112/Airport connector ramps.

In the long term, the most beneficial improvements will be the completion of the west airport area road system including additional HEFT interchanges. This will provide alternatives for travelers from Southwest Dade who are destined for this area. The airport connector ramps to SR 836 will beneficially effect a major congestion point in the area; LeJeune Road at SR 836. Other significant

improvements will include the improvements to NW 72 Avenue and Perimeter Road.

SAFETY

The primary safety hazard in the area is LeJeune Road. In particular, the southbound weaving area south of SR 112, the signalized intersection with NW 14 Street, the Eastern Airlines employee parking lot entrance near NW 29 Street, and the mixing bowl area at NW 36 Street. The weaving area problem will be eliminated with the SR 112/Airport connector ramps, but the other problems will require additional improvements not as yet programmed.

ALTERNATIVE SOLUTIONS FOR FUTURE CONSIDERATION

After review of the existing conditions it is apparent that only radical solutions can be expected to improve travel conditions in the MIA area. A number of alternatives for improving area travel are listed below. They are derived from various sources and should not be considered as official. Some of these alternatives will not be easily implemented due to financing community impacts and phasing of construction with work already programmed in the area. However, they are provided below to help facilitate futher discussion in later phases of this study.

- Extend Metrorail to provide service to the MIA terminal area
- Extend the Tri-County Rail System to the airport
- Construct an automated guideway-type system between the airport and peripheral parking areas
- Extend SR 112 west to SR 826
- Improve SR 112 between I-95 and LeJeune Road
- Widen NW 36 Street between NW 57 Avenue and SR 112
- Grade separate certain existing signalized intersections
- Restrict airport area parking
- Develop more peripheral parking areas and provide the requisite complementing shuttle transit service

- Provide methods to reduce the number of auto trips to the airport area so that road facilities can be used primarily for through traffic
- Develop roadways to provide for better continuity around the airport
- Improve NW 7th Street between Red Road and NW 12th Avenue.
- Improve the interchange at SR 836 and NW 37th Avenue.
- Implement an area-wide intersection improvement program.
- Revise construction schedules to provide for improved interfacing between projects.

TECHNICAL APPENDIX

CONTENTS

APPENDIX A

24-Hour Traffic Counts

This appendix presents the 24-hour traffic counts collected during Task 1 and presented in Section III of this report. Counts are provided for the following locations:

- NW 7th St. east of Le Jeune Rd.
- NW 21st St. east of Le Jeune Rd.
- NW 25th St. east of SR 826
- NW 36th St. west of Le Jeune Rd.
- NW 36th St. west of NW 37th Ave.
- NW 36th St. east of SR 826
- NW 22nd Ave. north of NW 7th St.
- NW 27th Ave. north of NW 7th St.
- NW 37th Ave. north of NW 7th St.
- NW 57th Ave. north of NW 7th St.
- Le Jeune north of NW 7th St.
- Le Jeune north of NW 25th St.
- Le Jeune north of NW 18th St.
- Le Jeune north of NW 11th St.
- Le Jeune north of Okeechobee Rd.
- Okeechobee Rd. west of Le Jeune Rd.
- SR 112 at NW 17th Ave.
- NW 37th Avenue south of NW 19th Terr.

TRAFFIC DATA CORPORATION
EB NW 7 ST E OF LE JEUNE
MACH #15169 FILE 7081EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 44 VEHICLES A DASH MEANS HOUR VOLUME < 22
12 AM	47	27	27	23	124	***
1 AM	18	18	16	15	67	**
2 AM	10	13	8	5	36	*
3 AM	7	7	5	4	23	*
4 AM	7	10	8	10	35	*
5 AM	24	31	46	46	147	***
6 AM	85	109	169	177	540	**********
7 AM	170	234	275	308	987	**********
8 AM	297	322	313	294	1226	**********
9 AM	284	198	208	228	918	**********
10 AM	234	233	245	229	941	**********
11 AM	205	218	194	219	836	**********
12 PM	240	230	232	218	920	**********
1 PM	201	231	191	223	846	**********
2 PM	217	228	226	198	869	**********
3 PM	183	214	226	214	837	**********
4 PM	244	268	235	227	974	**********
5 PM	254	241	206	187	888	**********
6 PM	211	219	212	207	849	**********
7 PM	189	189	177	156	711	**********
8 PM	196	207	186	155	744	**********
9 PM	192	154	155	145	646	**********
10 PM	145	97	81	102	425	**********
11 PM	94	74	52	59	279	******

TOTAL VOLUME IS 14,868 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,240 BEGINS AT 7:45 AM (8 %)
EVENING PEAK HOUR VOLUME OF 984 BEGINS AT 4:15 PM (7 %)

DATA COLLECTION BEGAN AT 8 AM ON TUESDAY, APRIL 21, 1987.

TRAFFIC DATA CORPORATION
WB NW 7 ST E OF LeJEUNE
MACH# 13268 FILE 7081WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 38 VEHICLES A DASH MEANS HOUR VOLUME < 19
12 AM	54	37	36	35	162	****
1 AM	24	25	23	11	83	**
2 AM	15	7	11	20	53	*
3 AM	11	12	11	7	41	*
4 AM	2	13	15	8	38	*
5 AM	14	23	45	52	134	****
6 AM	60	96	118	91	365	**********
7 AM	101	115	145	139	500	**************
8 AM	142	136	149	126	553	***************
9 AM	134	151	143	139	567	***************
10 AM	141	170	170	166	647	*****************
11 AM	209	193	167	227	796	**********************
12 PM	193	234	218	208	853	************************
1 PM	221	195	190	200	806	**********************
2 PM	209	209	207	226	851	************************
3 PM	215	224	252	262	953	***************************
4 PM	220	259	266	237	982	****************************
5 PM	276	239	286	250	1051	*****************************
6 PM	242	219	206	184	851	**********************
7 PM	208	177	197	158	740	********************
8 PM	178	181	193	159	711	********************
9 PM	194	161	147	129	631	*****************
10 PM	156	92	97	93	438	************
11 PM	89	65	62	42	258	*******

TOTAL VOLUME IS 13,064 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 796 BEGINS AT 11:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,051 BEGINS AT 5:00 PM (8 %)

DATA COLLECTION BEGAN AT 11AM ON WEDNESDAY,APRIL 22, 1987.

TRAFFIC DATA CORPORATION
EB NW 21 ST E OF LeJEUNE
MACH# 14674 FILE 7082EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 42 VEHICLES A DASH MEANS HOUR VOLUME < 21
12 AM	47	31	40	23	141	***
1 AM	23	20	14	18	75	**
2 AM	11	13	11	13	48	*
3 AM	5	8	9	7	29	*
4 AM	10	9	10	6	35	*
5 AM	15	11	20	24	70	**
6 AM	48	58	88	149	343	********
7 AM	130	136	157	153	576	**************
8 AM	156	150	118	138	562	*************
9 AM	104	105	113	105	427	**********
10 AM	82	106	132	123	443	**********
11 AM	148	152	170	183	653	*****************
12 PM	167	208	223	195	793	********************
1 PM	189	187	135	157	668	*****************
2 PM	134	142	184	177	637	*****************
3 PM	205	188	189	191	773	********************
4 PM	239	251	269	302	1061	**************************
5 PM	314	281	267	194	1056	**************************
6 PM	197	127	140	232	696	*****************
7 PM	86	124	111	103	424	**********
8 PM	72	75	87	94	328	********
9 PM	92	91	122	103	408	**********
10 PM	86	104	75	86	351	********
11 PM	69	79	66	56	270	******

TOTAL VOLUME IS 10,867 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 653 BEGINS AT 11:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,166 BEGINS AT 4:30 PM (11 %)

DATA COLLECTION BEGAN AT 9 AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
WB NW 21 ST E OF LeJEUNE
MACH# 15169 FILE 7082WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 32 VEHICLES A DASH MEANS HOUR VOLUME < 16
12 AM	40	27	27	22	116	****
1 AM	20	18	26	20	84	***
2 AM	21	15	17	6	59	**
3 AM	9	12	8	8	37	*
4 AM	12	15	12	22	61	**
5 AM	20	24	31	30	105	***
6 AM	40	61	83	80	264	********
7 AM	63	83	86	71	303	*********
8 AM	88	88	78	74	328	**********
9 AM	79	76	75	70	300	*********
10 AM	81	105	116	110	412	************
11 AM	134	151	180	175	640	********************
12 PM	166	166	200	141	673	*********************
1 PM	133	124	136	125	518	**********
2 PM	140	144	131	193	608	*******************
3 PM	159	193	172	176	700	**********************
4 PM	236	236	201	214	887	*****************************
5 PM	148	174	177	174	673	*********************
6 PM	158	122	111	163	554	*****************
7 PM	125	84	127	73	409	************
8 PM	86	69	88	99	342	**********
9 PM	75	87	99	103	364	**********
10 PM	89	97	78	73	337	**********
11 PM	65	75	76	49	265	********

TOTAL VOLUME IS 9,039 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 640 BEGINS AT 11:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 887 BEGINS AT 4:00 PM (10 %)

DATA COLLECTION BEGAN AT 9 AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
EB NW 25 ST E OF SR 826
MACH# 14669 FILE 7083EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 27 VEHICLES A DASH MEANS HOUR VOLUME < 14
12 AM	18	8	8	4	38	*
1 AM	4	5	2	5	16	*
2 AM	1	5	5	10	21	*
3 AM	12	11	4	7	34	*
4 AM	9	5	10	18	42	**
5 AM	20	20	7	10	57	**
6 AM	14	22	29	42	107	****
7 AM	47	92	117	163	419	**********
8 AM	128	154	195	196	673	**********
9 AM	221	134	130	169	654	**********
10 AM	145	138	98	131	512	**********
11 AM	134	139	163	169	605	**********
12 PM	160	185	181	200	726	**********
1 PM	192	181	157	137	667	**********
2 PM	147	150	139	146	582	**********
3 PM	150	157	159	149	615	**********
4 PM	155	135	164	192	646	**********
5 PM	226	146	112	105	589	**********
6 PM	78	54	54	33	219	********
7 PM	38	35	33	22	128	*****
8 PM	31	36	34	27	128	*****
9 PM	31	36	34	33	134	*****
10 PM	32	79	19	25	155	******
11 PM	21	15	17	29	82	***

TOTAL VOLUME IS 7,849 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 766 BEGINS AT 8:15 AM (10 %)
EVENING PEAK HOUR VOLUME OF 758 BEGINS AT 12:15 PM (10 %)

DATA COLLECTION BEGAN AT 9 AM ON MONDAY,APRIL 27, 1987.

TRAFFIC DATA CORPORATION
WB NW 25 ST E SR 826
MACH# 14669 FILE 7083WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 35 VEHICLES A DASH MEANS HOUR VOLUME < 18
12 AM	20	3	9	7	39	*
1 AM	11	8	11	13	43	*
2 AM	19	9	4	8	40	*
3 AM	21	22	17	6	66	**
4 AM	14	16	11	2	43	*
5 AM	14	9	28	21	72	**
6 AM	75	39	41	59	214	******
7 AM	74	101	106	113	394	***********
8 AM	130	172	156	132	590	*****************
9 AM	166	158	159	159	642	******************
10 AM	149	168	133	154	604	*****************
11 AM	161	176	147	193	677	*******************
12 PM	192	166	186	131	675	******************
1 PM	182	177	181	155	695	********************
2 PM	167	145	172	143	627	*****************
3 PM	202	181	239	260	882	*************************
4 PM	246	230	214	222	912	**************************
5 PM	240	198	217	179	834	************************
6 PM	148	110	78	76	412	**********
7 PM	77	50	40	52	219	******
8 PM	70	32	39	27	168	*****
9 PM	28	14	27	29	98	***
10 PM	19	8	17	22	66	**
11 PM	20	15	45	16	96	***

TOTAL VOLUME IS 9,108 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 677 BEGINS AT 11:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 975 BEGINS AT 3:30 PM (11 %)

DATA COLLECTION BEGAN AT 1 PM ON THURSDAY, APRIL 23, 1987.

TRAFFIC DATA CORPORATION
EB NW 36 ST W OF LeJEUNE
MACH# 14669 FILE 7085EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 78 VEHICLES A DASH MEANS HOUR VOLUME < 39
12 AM	98	80	71	66	315	****
1 AM	56	49	42	35	182	**
2 AM	35	30	39	45	149	**
3 AM	27	28	29	20	104	*
4 AM	25	35	23	44	127	**
5 AM	38	40	69	115	262	***
6 AM	164	215	267	308	954	**********
7 AM	388	398	469	433	1688	**********
8 AM	427	466	484	477	1854	**********
9 AM	406	410	388	377	1581	**********
10 AM	412	349	411	400	1572	**********
11 AM	407	441	433	457	1738	**********
12 PM	486	479	474	415	1854	**********
1 PM	475	450	410	395	1730	**********
2 PM	440	476	489	464	1869	**********
3 PM	508	523	559	570	2160	**********
4 PM	540	493	560	482	2075	**********
5 PM	544	559	502	417	2022	**********
6 PM	435	363	361	287	1446	**********
7 PM	306	297	243	206	1052	**********
8 PM	223	188	198	169	778	**********
9 PM	195	166	197	172	730	**********
10 PM	170	170	173	121	634	**********
11 PM	186	258	173	106	723	**********

TOTAL VOLUME IS 27,599 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,854 BEGINS AT 8:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 2,192 BEGINS AT 3:15 PM (8 %)

DATA COLLECTION BEGAN AT 9 AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
WB NW 36 ST W OF LeJEUNE
MACH# 15217 FILE 7085WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 74 VEHICLES A DASH MEANS HOUR VOLUME < 37
12 AM	192	130	61	40	423	******
1 AM	36	40	22	28	126	**
2 AM	31	29	34	35	129	**
3 AM	23	19	32	30	104	*
4 AM	35	31	40	52	158	**
5 AM	71	78	152	191	492	*******
6 AM	264	419	458	423	1564	**********
7 AM	385	517	520	530	1952	**********
8 AM	494	455	453	422	1824	**********
9 AM	402	364	390	423	1579	**********
10 AM	392	360	306	363	1421	**********
11 AM	414	447	396	418	1675	**********
12 PM	449	419	463	469	1800	**********
1 PM	441	415	397	464	1717	**********
2 PM	422	428	455	468	1773	**********
3 PM	436	461	392	425	1714	**********
4 PM	401	398	332	322	1453	**********
5 PM	331	327	325	328	1311	**********
6 PM	345	297	278	231	1151	**********
7 PM	221	175	202	195	793	**********
8 PM	167	192	181	148	688	*********
9 PM	184	178	158	167	687	*********
10 PM	131	189	202	214	736	**********
11 PM	121	133	104	118	476	******

TOTAL VOLUME IS 25,746 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 2,061 BEGINS AT 7:15 AM (8 %)
EVENING PEAK HOUR VOLUME OF 1,820 BEGINS AT 2:30 PM (7 %)

DATA COLLECTION BEGAN AT 9 AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
EB NW 36 ST W OF NW 37 AVE
MACH# 15169 FILE 7086EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 40 VEHICLES A DASH MEANS HOUR VOLUME < 20
12 AM	68	55	41	20	184	*****
1 AM	19	15	14	13	61	**
2 AM	14	12	18	14	58	*
3 AM	19	13	9	15	56	*
4 AM	19	19	17	26	81	**
5 AM	20	30	49	40	139	***
6 AM	60	80	134	171	445	**********
7 AM	189	231	211	278	909	**********
8 AM	217	233	240	238	928	**********
9 AM	213	192	196	211	812	**********
10 AM	210	76	316	180	782	**********
11 AM	216	230	189	207	842	**********
12 PM	214	203	234	220	871	**********
1 PM	250	240	262	261	1013	**********
2 PM	234	254	238	231	957	**********
3 PM	232	214	279	308	1033	**********
4 PM	259	264	207	273	1003	**********
5 PM	256	256	248	236	996	**********
6 PM	155	171	162	164	652	**********
7 PM	150	147	121	135	553	**********
8 PM	130	121	120	105	476	**********
9 PM	118	120	111	83	432	**********
10 PM	77	72	86	73	308	********
11 PM	69	76	47	52	244	******

TOTAL VOLUME IS 13,835 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 968 BEGINS AT 7:45 AM (7 %)
EVENING PEAK HOUR VOLUME OF 1,110 BEGINS AT 3:30 PM (8 %)

DATA COLLECTION BEGAN AT 1 PM ON WEDNESDAY,APRIL 22, 1987.

TRAFFIC DATA CORPORATION
WB NW 36 ST W OF NW 37 AVE
MACH# 14674 FILE 7086WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 31 VEHICLES A DASH MEANS HOUR VOLUME < 16
12 AM	89	38	29	17	173	******
1 AM	6	12	6	9	33	*
2 AM	5	9	8	8	30	*
3 AM	13	7	4	21	45	*
4 AM	11	20	17	20	68	**
5 AM	38	47	50	75	210	*******
6 AM	147	199	163	147	656	**********************
7 AM	159	204	156	163	682	***********************
8 AM	170	160	129	134	593	********************
9 AM	176	149	170	119	614	********************
10 AM	136	152	193	177	658	**********************
11 AM	190	190	215	200	795	*****************************
12 PM	176	83	289	184	732	************************
1 PM	201	199	197	179	776	**************************
2 PM	195	225	197	194	811	***************************
3 PM	210	206	173	219	808	***************************
4 PM	204	196	167	213	780	**************************
5 PM	231	139	151	160	681	**********************
6 PM	134	92	115	117	458	***************
7 PM	106	79	85	91	361	************
8 PM	101	92	93	87	373	************
9 PM	105	65	62	96	328	**********
10 PM	83	72	64	78	297	**********
11 PM	72	55	65	161	353	**********

TOTAL VOLUME IS 11,315 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 795 BEGINS AT 11:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 873 BEGINS AT 12:30 PM (8 %)

DATA COLLECTION BEGAN AT 1 PM ON WEDNESDAY,APRIL 22, 1987.

TRAFFIC DATA CORPORATION
EB NW 36 ST E OF SR 826
MACH# 3343 FILE 7084EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 109 VEHICLES A DASH MEANS HOUR VOLUME < 55
12 AM	74	49	39	34	196	**
1 AM	51	34	39	18	142	*
2 AM	17	26	32	25	100	*
3 AM	22	21	32	19	94	*
4 AM	36	28	38	65	167	**
5 AM	74	90	128	250	542	*****
6 AM	368	578	746	656	2348	**********
7 AM	669	772	698	806	2945	**********
8 AM	769	713	654	670	2806	**********
9 AM	669	605	555	516	2345	**********
10 AM	475	493	525	512	2005	**********
11 AM	506	537	581	607	2231	**********
12 PM	671	561	579	597	2408	**********
1 PM	557	582	608	572	2319	**********
2 PM	545	592	638	600	2375	**********
3 PM	542	528	558	495	2123	**********
4 PM	487	496	518	502	2003	**********
5 PM	448	473	440	380	1741	**********
6 PM	392	338	312	280	1322	**********
7 PM	302	235	232	223	992	*********
8 PM	196	176	177	175	724	*******
9 PM	203	180	203	169	755	*******
10 PM	187	189	243	178	797	*******
11 PM	108	119	99	71	397	****

TOTAL VOLUME IS 33,877 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 3,045 BEGINS AT 7:15 AM (9 %)
EVENING PEAK HOUR VOLUME OF 2,408 BEGINS AT 12:00 PM (7 %)

DATA COLLECTION BEGAN AT 6AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
WB NW 36 ST E OF SR 826
MACH# 3343 FILE 7084WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 110 VEHICLES A DASH MEANS HOUR VOLUME < 55
12 AM	146	140	88	88	462	****
1 AM	56	57	58	45	216	**
2 AM	45	37	53	38	173	**
3 AM	25	33	35	22	115	*
4 AM	28	33	37	27	125	*
5 AM	42	61	72	97	272	**
6 AM	126	173	233	309	841	********
7 AM	315	407	465	473	1660	***************
8 AM	452	492	406	445	1795	*****************
9 AM	378	437	409	366	1590	**************
10 AM	391	417	421	420	1649	***************
11 AM	420	439	485	459	1803	*****************
12 PM	566	540	560	584	2250	*********************
1 PM	606	538	532	531	2207	*********************
2 PM	552	498	480	505	2035	*******************
3 PM	620	698	795	709	2822	****************************
4 PM	733	718	742	790	2983	*****************************
5 PM	841	691	708	574	2814	****************************
6 PM	625	529	525	416	2095	********************
7 PM	404	411	338	300	1453	**************
8 PM	319	264	249	218	1050	**********
9 PM	290	196	182	197	865	********
10 PM	172	194	183	183	732	*******
11 PM	214	292	225	140	871	********

TOTAL VOLUME IS 32,878 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,882 BEGINS AT 7:30 AM (6 %)
EVENING PEAK HOUR VOLUME OF 3,091 BEGINS AT 4:15 PM (9 %)

DATA COLLECTION BEGAN AT 6AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
NB NW 22 AVE N OF NW 7 ST
MACH# 6647 FILE 7087NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 35 VEHICLES A DASH MEANS HOUR VOLUME < 18
12 AM	41	35	23	19	118	***
1 AM	16	17	15	20	68	**
2 AM	27	10	16	14	67	**
3 AM	15	5	7	17	44	*
4 AM	13	14	20	22	69	**
5 AM	37	49	54	56	196	******
6 AM	110	156	191	218	675	*******************
7 AM	223	252	248	210	933	**********************************
8 AM	220	181	188	202	791	************************
9 AM	167	133	170	147	617	******************
10 AM	170	188	161	157	676	*******************
11 AM	176	189	189	190	744	**********************
12 PM	174	166	171	204	715	*********************
1 PM	186	154	169	180	689	********************
2 PM	175	177	186	198	736	**********************
3 PM	226	220	232	221	899	**************************
4 PM	268	225	227	217	937	***************************
5 PM	259	254	244	189	946	***************************
6 PM	210	172	182	158	722	**********************
7 PM	150	139	151	111	551	****************
8 PM	168	132	121	136	557	****************
9 PM	127	100	90	122	439	************
10 PM	121	99	66	70	356	**********
11 PM	83	53	59	48	243	*******

TOTAL VOLUME IS 12,788 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 941 BEGINS AT 6:45 AM (7 %)
EVENING PEAK HOUR VOLUME OF 974 BEGINS AT 4:45 PM (8 %)

DATA COLLECTION BEGAN AT 1 PM ON THURSDAY,APRIL 23, 1987.

TRAFFIC DATA CORPORATION
SB NW 22 AVE N OF NW 7 ST
MACH# 13420 FILE 7087SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 34 VEHICLES A DASH MEANS HOUR VOLUME < 17
12 AM	42	41	29	16	128	****
1 AM	18	25	17	13	73	**
2 AM	11	14	13	6	44	*
3 AM	8	9	8	9	34	*
4 AM	10	5	9	10	34	*
5 AM	14	14	18	26	72	**
6 AM	31	60	91	110	292	*********
7 AM	133	150	188	228	699	**********************
8 AM	224	224	234	200	882	****************************
9 AM	160	167	177	187	691	*********************
10 AM	175	185	179	180	719	**********************
11 AM	197	159	194	201	751	***********************
12 PM	163	199	169	188	719	**********************
1 PM	134	191	180	174	679	*********************
2 PM	169	165	187	200	721	**********************
3 PM	226	218	233	217	894	****************************
4 PM	218	250	233	232	933	*****************************
5 PM	225	272	222	236	955	******************************
6 PM	205	224	184	222	835	**************************
7 PM	191	160	150	137	638	********************
8 PM	139	137	123	97	496	***************
9 PM	110	97	110	112	429	*************
10 PM	93	86	59	61	299	*********
11 PM	62	53	48	29	192	******

TOTAL VOLUME IS 12,209 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 910 BEGINS AT 7:45 AM (8 %)
EVENING PEAK HOUR VOLUME OF 962 BEGINS AT 4:30 PM (8 %)

DATA COLLECTION BEGAN AT 1 PM ON THURSDAY,APRIL 23, 1987.

TRAFFIC DATA CORPORATION
NB NW 27 AVE N OF NW 7 ST
MACH# 96790 FILE 7088NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 51 VEHICLES A DASH MEANS HOUR VOLUME < 26
12 AM	91	81	53	52	277	*****
1 AM	34	49	24	28	135	***
2 AM	26	32	23	8	89	**
3 AM	11	11	15	19	56	*
4 AM	18	18	25	23	84	**
5 AM	35	42	76	79	232	*****
6 AM	122	200	209	322	853	******************
7 AM	282	331	386	362	1361	*****************************
8 AM	361	327	316	291	1295	**************************
9 AM	307	259	300	274	1140	**********************
10 AM	289	287	275	320	1171	***********************
11 AM	323	294	321	340	1278	**************************
12 PM	330	339	360	359	1388	****************************
1 PM	324	302	324	332	1282	**************************
2 PM	331	324	350	321	1326	***************************
3 PM	316	352	355	295	1318	***************************
4 PM	299	261	275	314	1149	**********************
5 PM	298	310	268	263	1139	**********************
6 PM	277	276	272	256	1081	*********************
7 PM	235	280	261	253	1029	********************
8 PM	213	248	215	194	870	*****************
9 PM	226	231	198	221	876	*****************
10 PM	253	210	191	150	804	****************
11 PM	153	129	92	99	473	*********

TOTAL VOLUME IS 20,706 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,440 BEGINS AT 7:15 AM (7 %)
EVENING PEAK HOUR VOLUME OF 1,388 BEGINS AT 12:00 PM (7 %)

DATA COLLECTION BEGAN AT 10 AM ON TUESDAY,APRIL 21, 1987.

TRAFFIC DATA CORPORATION
SB NW 27 AVE N OF NW 7 ST
MACH# 96790 FILE 7088SB

HOUR OF DAY	---- QUARTER HOUR ---- 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 58 VEHICLES A DASH MEANS HOUR VOLUME < 29
12 AM	121	97	101	94	413	*******
1 AM	59	33	24	30	146	***
2 AM	30	24	23	23	100	**
3 AM	19	13	15	15	62	*
4 AM	12	13	17	22	64	*
5 AM	19	33	31	49	132	**
6 AM	76	127	202	179	584	**********
7 AM	204	288	274	250	1016	*******************
8 AM	318	271	349	335	1273	************************
9 AM	334	336	281	289	1240	**********************
10 AM	353	338	312	272	1275	************************
11 AM	328	349	371	307	1355	**************************
12 PM	337	317	335	339	1328	*************************
1 PM	349	334	325	339	1347	*************************
2 PM	338	331	349	337	1355	**************************
3 PM	345	299	417	436	1497	****************************
4 PM	401	363	381	398	1543	*****************************
5 PM	367	365	403	380	1515	****************************
6 PM	375	350	342	309	1376	**************************
7 PM	339	333	307	280	1259	**********************
8 PM	289	280	297	264	1130	********************
9 PM	243	241	185	228	897	****************
10 PM	202	228	193	151	774	**************
11 PM	153	137	133	153	576	**********

TOTAL VOLUME IS 22,257 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,355 BEGINS AT 11:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,617 BEGINS AT 3:30 PM (7 %)

DATA COLLECTION BEGAN AT 10 AM ON TUESDAY,APRIL 21, 1987.

TRAFFIC DATA CORPORATION
NB NW 37 AVE N OF NW 7 ST
MACH# 6647 FILE 7089NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 42 VEHICLES A DASH MEANS HOUR VOLUME < 21
12 AM	32	42	24	23	121	***
1 AM	10	22	14	13	59	*
2 AM	8	4	6	6	24	*
3 AM	8	7	5	4	24	*
4 AM	4	12	15	19	50	*
5 AM	14	36	52	56	158	****
6 AM	94	137	235	183	649	***************
7 AM	197	242	293	329	1061	*************************
8 AM	282	257	258	204	1001	************************
9 AM	207	179	190	190	766	******************
10 AM	162	189	175	216	742	******************
11 AM	194	176	202	225	797	*******************
12 PM	239	225	225	198	887	*********************
1 PM	228	213	251	223	915	**********************
2 PM	237	232	230	238	937	**********************
3 PM	248	206	284	256	994	************************
4 PM	259	236	244	239	978	************************
5 PM	297	296	296	274	1163	****************************
6 PM	279	229	238	227	973	************************
7 PM	215	175	166	141	697	*****************
8 PM	182	165	162	136	645	****************
9 PM	146	130	136	126	538	*************
10 PM	128	118	82	84	412	**********
11 PM	77	59	63	48	247	******

TOTAL VOLUME IS 14,838 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,161 BEGINS AT 7:30 AM (8 %)
EVENING PEAK HOUR VOLUME OF 1,163 BEGINS AT 5:00 PM (8 %)

DATA COLLECTION BEGAN AT 9 AM ON TUESDAY,APRIL 21, 1987.

TRAFFIC DATA CORPORATION
SB NW 37 AVE N OF NW 7 ST
MACH# 13420 FILE 7089SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 40 VEHICLES A DASH MEANS HOUR VOLUME < 20
12 AM	28	30	33	17	108	***
1 AM	27	13	7	17	64	**
2 AM	7	6	8	8	29	*
3 AM	5	8	2	5	20	*
4 AM	2	5	6	9	22	*
5 AM	11	10	7	15	43	*
6 AM	41	39	78	86	244	******
7 AM	109	107	124	141	481	**********
8 AM	174	196	189	194	753	*******************
9 AM	161	184	163	153	661	*****************
10 AM	169	182	153	188	692	*****************
11 AM	168	187	212	186	753	*******************
12 PM	221	195	221	203	840	**********************
1 PM	187	200	183	194	764	*******************
2 PM	174	210	194	190	768	*******************
3 PM	196	248	256	283	983	*************************
4 PM	279	257	293	261	1090	****************************
5 PM	260	240	252	263	1015	**************************
6 PM	254	277	204	204	939	************************
7 PM	184	163	170	150	667	*****************
8 PM	170	155	137	137	599	***************
9 PM	143	129	93	85	450	**********
10 PM	135	82	58	46	321	********
11 PM	56	56	66	45	223	******

TOTAL VOLUME IS 12,529 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 755 BEGINS AT 10:45 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,112 BEGINS AT 3:45 PM (9 %)

DATA COLLECTION BEGAN AT 9 AM ON TUESDAY,APRIL 21, 1987.

TRAFFIC DATA CORPORATION
NB NW 57 AVE N OF NW 7 ST
MACH# 13420 FILE 70811NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 64 VEHICLES A DASH MEANS HOUR VOLUME < 32
12 AM	39	40	31	20	130	**
1 AM	19	24	16	11	70	*
2 AM	10	8	8	16	42	*
3 AM	13	11	10	20	54	*
4 AM	15	14	13	23	65	*
5 AM	27	43	71	100	241	****
6 AM	116	195	294	283	888	**********
7 AM	316	346	478	460	1600	**********
8 AM	437	414	392	282	1525	**********
9 AM	209	175	194	186	764	**********
10 AM	159	137	180	157	633	**********
11 AM	175	160	154	190	679	**********
12 PM	164	147	173	179	663	**********
1 PM	102	107	110	144	463	*******
2 PM	173	168	173	169	683	**********
3 PM	154	173	179	140	646	**********
4 PM	167	125	138	152	582	*********
5 PM	178	176	161	172	687	**********
6 PM	159	164	149	120	592	*********
7 PM	131	134	142	142	549	*********
8 PM	138	139	114	130	521	********
9 PM	110	128	86	96	420	*******
10 PM	92	88	78	77	335	*****
11 PM	69	62	61	41	233	****

TOTAL VOLUME IS 13,065 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,789 BEGINS AT 7:30 AM (14 %)
EVENING PEAK HOUR VOLUME OF 687 BEGINS AT 5:00 PM (5 %)

DATA COLLECTION BEGAN AT 12PM ON WEDNESDAY,APRIL 22, 1987.

TRAFFIC DATA CORPORATION
SB NW 57 AVE N OF NW 7 ST
MACH# 6647 FILE 70811SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 66 VEHICLES A DASH MEANS HOUR VOLUME < 33
12 AM	87	70	55	41	253	****
1 AM	29	28	26	28	111	**
2 AM	26	23	16	27	92	*
3 AM	9	16	14	13	52	*
4 AM	8	9	8	14	39	*
5 AM	9	11	12	28	60	*
6 AM	28	59	79	79	245	****
7 AM	96	118	119	157	490	*******
8 AM	139	138	149	166	592	*********
9 AM	155	165	188	185	693	**********
10 AM	202	217	185	219	823	************
11 AM	243	236	227	252	958	**************
12 PM	10	279	254	269	812	************
1 PM	270	290	273	254	1087	*****************
2 PM	258	273	277	296	1104	*****************
3 PM	297	289	382	380	1348	*********************
4 PM	390	366	470	430	1656	**************************
5 PM	442	515	437	445	1839	*****************************
6 PM	374	370	298	258	1300	********************
7 PM	249	222	213	226	910	**************
8 PM	204	229	205	182	820	************
9 PM	217	199	203	160	779	************
10 PM	184	143	144	127	598	*********
11 PM	144	95	103	80	422	******

TOTAL VOLUME IS 17,083 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 958 BEGINS AT 11:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,857 BEGINS AT 4:30 PM (11 %)

DATA COLLECTION BEGAN AT 12PM ON WEDNESDAY,APRIL 22, 1987.

TRAFFIC DATA CORPORATION
NB LeJEUNE N OF NW 7 ST
MACH# 14669 FILE 70810NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 108 VEHICLES A DASH MEANS HOUR VOLUME < 54
12 AM	186	126	128	105	545	*****
1 AM	100	72	60	44	276	***
2 AM	44	44	47	35	170	**
3 AM	42	32	42	37	153	*
4 AM	36	36	49	54	175	**
5 AM	80	120	187	174	561	*****
6 AM	275	380	531	475	1661	***************
7 AM	533	586	792	765	2676	*************************
8 AM	722	745	676	609	2752	*************************
9 AM	531	461	453	515	1960	******************
10 AM	481	519	537	553	2090	*******************
11 AM	50	550	608	590	1798	*****************
12 PM	567	558	541	565	2231	*********************
1 PM	552	584	528	541	2205	********************
2 PM	590	547	552	573	2262	*********************
3 PM	564	571	520	581	2236	*********************
4 PM	543	515	494	486	2038	*******************
5 PM	587	567	522	540	2216	*********************
6 PM	497	522	540	442	2001	******************
7 PM	482	418	372	388	1660	***************
8 PM	436	423	387	340	1586	***************
9 PM	399	364	337	402	1502	**************
10 PM	355	331	364	288	1338	************
11 PM	254	253	209	196	912	********

TOTAL VOLUME IS 37,004 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 3,024 BEGINS AT 7:30 AM (8 %)
EVENING PEAK HOUR VOLUME OF 2,262 BEGINS AT 2:00 PM (6 %)

DATA COLLECTION BEGAN AT 6 AM ON WEDNESDAY,APRIL 8, 1987.

TRAFFIC DATA CORPORATION
SB LeJEUNE N OF NW 7 ST
MACH# 15169 FILE 70810SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 98 VEHICLES A DASH MEANS HOUR VOLUME < 49
12 AM	197	174	109	116	596	******
1 AM	69	61	62	77	269	***
2 AM	62	54	47	36	199	**
3 AM	36	34	33	36	139	*
4 AM	42	29	32	35	138	*
5 AM	32	42	63	89	226	**
6 AM	116	152	227	308	803	********
7 AM	365	394	447	476	1682	******************
8 AM	500	564	528	535	2127	**********************
9 AM	445	463	523	509	1940	********************
10 AM	467	480	446	520	1913	********************
11 AM	504	514	488	551	2057	**********************
12 PM	531	573	559	531	2194	**********************
1 PM	527	552	519	546	2144	**********************
2 PM	504	526	497	513	2040	**********************
3 PM	577	541	627	624	2369	************************
4 PM	634	630	683	681	2628	**************************
5 PM	682	709	677	679	2747	*****************************
6 PM	622	529	446	406	2003	********************
7 PM	455	472	434	409	1770	******************
8 PM	403	410	357	314	1484	***************
9 PM	319	368	369	308	1364	**************
10 PM	336	280	298	246	1160	************
11 PM	253	248	242	176	919	*********

TOTAL VOLUME IS 34,911 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 2,127 BEGINS AT 8:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 2,755 BEGINS AT 4:30 PM (8 %)

DATA COLLECTION BEGAN AT 6 AM ON WEDNESDAY,APRIL 8, 1987.

TRAFFIC DATA CORPORATION
NB LeJEUNE N OF NW 25 ST
MACH# 14674 FILE 70814NB

HOUR OF DAY	---- QUARTER HOUR ---- 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 127 VEHICLES A DASH MEANS HOUR VOLUME < 64
12 AM	346	266	248	188	1048	********
1 AM	208	133	109	93	543	****
2 AM	91	84	72	47	294	**
3 AM	52	45	55	59	211	**
4 AM	44	67	54	68	233	**
5 AM	99	128	217	267	711	******
6 AM	356	613	781	820	2570	**********
7 AM	873	826	910	867	3476	**********
8 AM	808	756	700	702	2966	**********
9 AM	597	542	511	545	2195	**********
10 AM	544	582	631	634	2391	**********
11 AM	665	748	688	780	2881	**********
12 PM	708	776	826	835	3145	**********
1 PM	845	819	761	735	3160	**********
2 PM	748	754	757	801	3060	**********
3 PM	936	897	892	827	3552	**********
4 PM	903	808	779	909	3399	**********
5 PM	932	890	832	670	3324	**********
6 PM	697	641	692	648	2678	**********
7 PM	669	665	627	578	2539	**********
8 PM	541	485	479	453	1958	**********
9 PM	489	510	465	512	1976	**********
10 PM	509	487	473	515	1984	**********
11 PM	490	391	355	347	1583	**********

TOTAL VOLUME IS 51,877 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 3,476 BEGINS AT 7:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 3,563 BEGINS AT 4:45 PM (7 %)

DATA COLLECTION BEGAN AT 6AM ON WEDNESDAY,APRIL 8, 1987.

TRAFFIC DATA CORPORATION
SB LeJEUNE N OF NW 25 ST
MACH# 13420 FILE 70814SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 131 VEHICLES A DASH MEANS HOUR VOLUME < 66
12 AM	260	191	118	104	673	*****
1 AM	83	65	92	80	320	**
2 AM	64	51	59	47	221	**
3 AM	38	54	59	53	204	**
4 AM	52	78	71	86	287	**
5 AM	101	149	269	302	821	******
6 AM	365	463	590	640	2058	*****************
7 AM	599	684	766	772	2821	**********************
8 AM	740	750	708	701	2899	**********************
9 AM	579	547	561	559	2246	*****************
10 AM	565	649	660	669	2543	********************
11 AM	643	669	721	632	2665	********************
12 PM	688	707	684	643	2722	**********************
1 PM	617	639	631	735	2622	********************
2 PM	668	713	703	705	2789	**********************
3 PM	707	849	922	914	3392	***************************
4 PM	952	867	674	1024	3517	****************************
5 PM	903	784	719	691	3097	************************
6 PM	675	597	582	535	2389	******************
7 PM	524	533	512	452	2021	****************
8 PM	482	501	413	399	1795	**************
9 PM	393	445	449	386	1673	*************
10 PM	413	432	385	373	1603	************
11 PM	304	270	287	208	1069	********

TOTAL VOLUME IS 46,447 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 3,028 BEGINS AT 7:30 AM (7 %)
EVENING PEAK HOUR VOLUME OF 3,655 BEGINS AT 3:30 PM (8 %)

DATA COLLECTION BEGAN AT 6AM ON WEDNESDAY, APRIL 8, 1987.

TRAFFIC DATA CORPORATION
NB LeJEUNE N OF NW 18 ST
MACH# 96790 FILE 70815NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 106 VEHICLES A DASH MEANS HOUR VOLUME < 53
12 AM	229	200	149	144	722	*******
1 AM	105	109	89	72	375	****
2 AM	55	50	66	43	214	**
3 AM	37	45	28	48	158	*
4 AM	45	36	47	66	194	**
5 AM	71	107	143	257	578	*****
6 AM	300	432	648	773	2153	********************
7 AM	732	751	703	782	2968	******************************
8 AM	716	700	650	565	2631	*************************
9 AM	579	470	431	456	1936	******************
10 AM	521	490	526	565	2102	********************
11 AM	580	628	666	623	2497	************************
12 PM	662	614	607	613	2496	************************
1 PM	623	601	593	576	2393	***********************
2 PM	584	677	607	690	2558	************************
3 PM	644	691	672	683	2690	*************************
4 PM	645	676	630	646	2597	************************
5 PM	629	679	621	542	2471	***********************
6 PM	545	540	524	515	2124	********************
7 PM	517	511	466	433	1927	******************
8 PM	404	456	409	403	1672	****************
9 PM	362	374	375	373	1484	**************
10 PM	363	383	358	409	1513	**************
11 PM	336	316	280	255	1187	**********

TOTAL VOLUME IS 41,640 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 2,968 BEGINS AT 7:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 2,697 BEGINS AT 2:45 PM (7 %)

DATA COLLECTION BEGAN AT 5 AM ON WEDNESDAY,APRIL 8, 1987.

TRAFFIC DATA CORPORATION
SB LeJEUNE S OF NW 18 ST
MACH# 96790 FILE 70815SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 78 VEHICLES A DASH MEANS HOUR VOLUME < 39
12 AM	244	325	196	151	916	**********
1 AM	148	111	85	106	450	******
2 AM	80	75	63	67	285	****
3 AM	60	54	48	51	213	***
4 AM	43	58	53	52	206	***
5 AM	48	76	84	122	330	****
6 AM	142	202	187	282	813	**********
7 AM	315	367	383	454	1519	********************
8 AM	488	488	488	526	1990	**************************
9 AM	472	411	407	395	1685	**********************
10 AM	407	388	390	435	1620	**********************
11 AM	423	413	437	459	1732	**********************
12 PM	457	457	464	495	1873	************************
1 PM	480	438	505	483	1906	************************
2 PM	469	420	446	431	1766	**********************
3 PM	487	477	518	532	2014	***************************
4 PM	546	538	557	458	2099	****************************
5 PM	533	531	411	431	1906	************************
6 PM	486	494	457	448	1885	************************
7 PM	413	402	480	455	1750	**********************
8 PM	426	443	422	361	1652	**********************
9 PM	310	390	360	440	1500	********************
10 PM	367	372	322	320	1381	******************
11 PM	322	295	308	255	1180	***************

TOTAL VOLUME IS 32,671 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,990 BEGINS AT 8:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 2,173 BEGINS AT 3:45 PM (7 %)

DATA COLLECTION BEGAN AT 5 AM ON WEDNESDAY,APRIL 8, 1987.

TRAFFIC DATA CORPORATION
NB LeJEUNE N OF NW 11 ST
MACH# 15217 FILE 70816NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 95 VEHICLES A DASH MEANS HOUR VOLUME < 48
12 AM	164	116	120	92	492	*****
1 AM	100	67	60	42	269	***
2 AM	41	39	44	32	156	**
3 AM	40	29	41	40	150	**
4 AM	28	36	45	53	162	**
5 AM	76	101	166	187	530	******
6 AM	227	337	464	413	1441	***************
7 AM	473	517	667	666	2323	************************
8 AM	663	669	610	540	2482	**************************
9 AM	460	413	393	437	1703	******************
10 AM	397	448	468	461	1774	*******************
11 AM	460	468	522	551	2001	*********************
12 PM	529	504	505	517	2055	**********************
1 PM	511	523	508	543	2085	**********************
2 PM	606	525	527	514	2172	***********************
3 PM	556	521	497	481	2055	**********************
4 PM	485	482	457	454	1878	********************
5 PM	578	521	487	496	2082	**********************
6 PM	495	490	463	412	1860	********************
7 PM	412	369	374	336	1491	****************
8 PM	376	351	366	297	1390	***************
9 PM	361	303	304	340	1308	**************
10 PM	334	313	314	256	1217	*************
11 PM	240	216	187	167	810	*********

TOTAL VOLUME IS 33,886 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 2,665 BEGINS AT 7:30 AM (8 %)
EVENING PEAK HOUR VOLUME OF 2,201 BEGINS AT 1:45 PM (7 %)

DATA COLLECTION BEGAN AT 6 AM ON WEDNESDAY, APRIL 8, 1987.

TRAFFIC DATA CORPORATION
SB LeJEUNE N OF NW 11 ST
MACH# 6647 FILE 70816SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 109 VEHICLES A DASH MEANS HOUR VOLUME < 55
12 AM	238	231	143	108	720	*******
1 AM	100	90	89	92	371	***
2 AM	67	70	59	41	237	**
3 AM	50	46	43	37	176	**
4 AM	35	50	39	54	178	**
5 AM	47	52	77	97	273	***
6 AM	129	181	223	343	876	********
7 AM	352	431	480	501	1764	*****************
8 AM	521	556	533	591	2201	*********************
9 AM	552	476	525	523	2076	********************
10 AM	499	480	517	555	2051	********************
11 AM	568	544	589	590	2291	**********************
12 PM	583	592	627	613	2415	***********************
1 PM	587	553	539	527	2206	*********************
2 PM	544	617	594	603	2358	**********************
3 PM	560	729	743	774	2806	****************************
4 PM	774	750	767	731	3022	******************************
5 PM	728	750	707	741	2926	*****************************
6 PM	752	670	590	524	2536	************************
7 PM	544	510	476	469	1999	*******************
8 PM	468	472	433	418	1791	*****************
9 PM	401	451	361	364	1577	***************
10 PM	387	352	375	352	1466	**************
11 PM	338	302	295	228	1163	***********

TOTAL VOLUME IS 39,479 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 2,291 BEGINS AT 11:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 3,065 BEGINS AT 3:45 PM (8 %)

DATA COLLECTION BEGAN AT 7 AM ON THURSDAY,APRIL 9, 1987.

TRAFFIC DATA CORPORATION
NB LeJEUNE N OF OKEECHOBEE RD
MACH# 3343 FILE 70817NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 50 VEHICLES A DASH MEANS HOUR VOLUME < 25
12 AM	98	76	83	45	302	******
1 AM	48	28	19	32	127	***
2 AM	17	21	22	11	71	*
3 AM	24	22	17	20	83	**
4 AM	17	21	37	27	102	**
5 AM	40	67	116	101	324	******
6 AM	172	255	310	289	1026	**********
7 AM	248	267	291	294	1100	**********
8 AM	224	247	243	243	957	**********
9 AM	269	265	266	208	1008	**********
10 AM	283	225	280	271	1059	**********
11 AM	274	243	271	275	1063	**********
12 PM	273	255	281	263	1072	**********
1 PM	258	305	293	290	1146	**********
2 PM	284	308	302	294	1188	**********
3 PM	336	324	372	321	1353	**********
4 PM	339	355	314	330	1338	**********
5 PM	314	349	337	360	1360	**********
6 PM	305	269	269	234	1077	**********
7 PM	238	196	220	196	850	**********
8 PM	175	196	146	155	672	**********
9 PM	176	136	151	154	617	**********
10 PM	189	166	138	134	627	**********
11 PM	155	98	105	94	452	*********

TOTAL VOLUME IS 18,974 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,114 BEGINS AT 6:30 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,387 BEGINS AT 3:30 PM (7 %)

DATA COLLECTION BEGAN AT 6 AM ON TUESDAY,APRIL 7, 1987.

TRAFFIC DATA CORPORATION
SB LeJEUNE N OF OKEECHOBEE RD
MACH# 3343 FILE 70817SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 27 VEHICLES A DASH MEANS HOUR VOLUME < 14
12 AM	51	35	25	21	132	*****
1 AM	17	15	13	11	56	**
2 AM	15	11	5	9	40	*
3 AM	13	12	12	14	51	**
4 AM	17	16	14	21	68	***
5 AM	25	53	53	75	206	********
6 AM	77	152	171	149	549	**********
7 AM	127	136	148	139	550	**********
8 AM	161	159	156	134	610	**********
9 AM	157	135	170	170	632	**********
10 AM	175	174	173	164	686	**********
11 AM	198	190	178	187	753	**********
12 PM	181	166	180	170	697	**********
1 PM	180	163	195	151	689	**********
2 PM	182	168	181	192	723	**********
3 PM	188	194	181	174	737	**********
4 PM	143	149	171	190	653	**********
5 PM	201	169	177	161	708	**********
6 PM	182	182	161	151	676	**********
7 PM	143	139	135	130	547	**********
8 PM	125	121	111	90	447	**********
9 PM	105	104	82	95	386	**********
10 PM	107	96	86	75	364	**********
11 PM	76	63	52	51	242	*********

TOTAL VOLUME IS 11,202 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 753 BEGINS AT 11:00 AM (7 %)
EVENING PEAK HOUR VOLUME OF 755 BEGINS AT 2:45 PM (7 %)

DATA COLLECTION BEGAN AT 6 AM ON TUESDAY,APRIL 7, 1987.

TRAFFIC DATA CORPORATION
EB OKEECHOBEE RD W OF LeJEUNE
MACH# 15217 FILE 70818EB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 65 VEHICLES A DASH MEANS HOUR VOLUME < 33
12 AM	67	43	33	31	174	***
1 AM	36	38	32	26	132	**
2 AM	18	15	25	26	84	*
3 AM	18	29	28	26	101	**
4 AM	27	37	40	44	148	**
5 AM	49	66	95	115	325	*****
6 AM	176	199	323	341	1039	**********
7 AM	359	431	459	439	1688	**********
8 AM	488	404	481	427	1800	**********
9 AM	327	330	283	298	1238	**********
10 AM	280	311	305	281	1177	**********
11 AM	301	313	318	265	1197	**********
12 PM	124	115	298	311	848	**********
1 PM	300	321	319	277	1217	**********
2 PM	289	293	303	321	1206	**********
3 PM	264	299	317	341	1221	**********
4 PM	342	323	340	331	1336	**********
5 PM	303	323	357	322	1305	**********
6 PM	293	234	281	290	1098	**********
7 PM	240	248	196	234	918	**********
8 PM	198	242	205	194	839	**********
9 PM	185	183	181	199	748	**********
10 PM	160	165	157	158	640	**********
11 PM	133	83	84	71	371	******

TOTAL VOLUME IS 20,850 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,817 BEGINS AT 7:15 AM (9 %)
EVENING PEAK HOUR VOLUME OF 1,346 BEGINS AT 3:45 PM (7 %)

DATA COLLECTION BEGAN AT 11 AM ON WEDNESDAY, APRIL 22, 1987.

TRAFFIC DATA CORPORATION
WB OKEECHOBEE RD W OF LeJEUNE
MACH# 14669 FILE 70818WB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 57 VEHICLES A DASH MEANS HOUR VOLUME < 29
12 AM	131	83	25	49	288	*****
1 AM	23	27	21	21	92	**
2 AM	28	27	17	20	92	**
3 AM	20	22	19	12	73	*
4 AM	22	20	34	42	118	**
5 AM	46	44	70	76	236	****
6 AM	110	189	221	246	766	*************
7 AM	267	259	258	242	1026	******************
8 AM	206	221	247	200	874	***************
9 AM	199	221	181	201	802	**************
10 AM	178	223	225	207	833	***************
11 AM	234	204	258	210	906	*****************
12 PM	272	217	234	275	998	******************
1 PM	250	228	263	249	990	*****************
2 PM	275	280	253	298	1106	********************
3 PM	322	361	365	351	1399	*************************
4 PM	333	388	396	425	1542	****************************
5 PM	385	303	288	383	1359	************************
6 PM	331	309	274	228	1142	********************
7 PM	229	222	173	159	783	**************
8 PM	197	172	175	132	676	************
9 PM	160	162	129	138	589	**********
10 PM	166	150	132	104	552	**********
11 PM	102	111	110	108	431	********

TOTAL VOLUME IS 17,673 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 1,030 BEGINS AT 6:45 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,594 BEGINS AT 4:15 PM (9 %)

DATA COLLECTION BEGAN AT 11 AM ON WEDNESDAY,APRIL 22, 1987.

07-1758-01

TRAFFIC DATA CORPORATION
MIAMI, FLORIDA

****
* BI-DIRECTIONAL COUNT *
****

LOCATION: SR 112 AT NW 17 AVE
DATE: EB 3-12-87, WB 3-11-87
FOR: PJ CONSTRUCTORS INC

	MACHINE # 15217	MACHINE # 15169	
PERIOD ENDING	EASTBOUND	WESTBOUND	EW TOTAL
1AM	892	415	1307
2	320	283	603
3	344	177	521
4*	180	204	384
5	197	305	502
6**	302	888	1190
7	1123	2941	4064
8	2347	**3581**<	5928
9	2755	**3112**<	5867
10	1707	2447	4154
11	1570	2409	3979
12N	1818	2359	4177
1PM	2117	2617	4734
2	2280	2529	4809
3	2125	2935	5060
4	2671	**3492**<	6163
5	2766	**3789**<	6555
6	**2987**<	**3529**<	6516
7	2082	2366	4448
8	1739	1622	3361
9	1232	1341	2573
10	1145	1276	2421
11	1243	1355	2598
12M	1072	866	1938
TOTALS	37014	46838	83852

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*WB Count began during this hour on 3-11-87
**EB Count began during this hour on 3-12-87

Figures in bold represent volumes requiring 3 freeway lanes open for traffic flow.

TRAFFIC DATA CORPORATION
NB NW 37 AVE S OF NW 19 TERRACE
MACH #15169 FILE 8719NB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 28 VEHICLES A DASH MEANS HOUR VOLUME < 14
12 AM	19	11	15	13	58	**
1 AM	10	6	5	12	33	*
2 AM	9	3	6	2	20	*
3 AM	9	5	3	6	23	*
4 AM	5	4	9	23	41	*
5 AM	17	23	28	56	124	****
6 AM	65	125	198	247	635	**********
7 AM	144	184	170	193	691	**********
8 AM	196	133	129	123	581	**********
9 AM	109	102	101	106	418	**********
10 AM	96	119	132	115	462	**********
11 AM	142	162	156	162	622	**********
12 PM	159	154	188	175	676	**********
1 PM	164	167	164	158	653	**********
2 PM	154	122	136	157	569	**********
3 PM	185	197	199	193	774	**********
4 PM	173	161	178	188	700	**********
5 PM	172	186	200	196	754	**********
6 PM	143	138	117	116	514	**********
7 PM	118	98	83	73	372	**********
8 PM	79	72	65	60	276	**********
9 PM	44	51	42	56	193	*******
10 PM	52	46	44	45	187	*******
11 PM	42	29	27	24	122	****

TOTAL VOLUME IS 9,498 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 773 BEGINS AT 6:30 AM (8 %)
EVENING PEAK HOUR VOLUME OF 774 BEGINS AT 3:00 PM (8 %)

DATA COLLECTION BEGAN AT 3 PM ON TUESDAY, OCTOBER 13, 1987.

TRAFFIC DATA CORPORATION
SB NW 37 AVE S OF NW 19 TERRACE
MACH #14669 FILE 8719SB

HOUR OF DAY	QUARTER HOUR 1st	2nd	3rd	4th	HOUR TOTAL	EACH * REPRESENTS 40 VEHICLES A DASH MEANS HOUR VOLUME < 20
12 AM	49	36	21	21	127	***
1 AM	14	19	16	12	61	**
2 AM	10	7	7	5	29	*
3 AM	3	8	1	1	13	-
4 AM	6	2	4	5	17	-
5 AM	8	4	8	15	35	*
6 AM	14	25	34	64	137	***
7 AM	70	73	85	104	332	********
8 AM	101	84	82	85	352	*********
9 AM	87	85	90	94	356	*********
10 AM	69	99	94	117	379	*********
11 AM	100	119	155	153	527	**************
12 PM	210	187	177	169	743	********************
1 PM	154	191	148	161	654	*****************
2 PM	133	165	118	128	544	**************
3 PM	166	223	277	229	895	************************
4 PM	268	262	245	244	1019	***************************
5 PM	295	264	303	261	1123	******************************
6 PM	168	201	170	140	679	******************
7 PM	123	99	97	84	403	**********
8 PM	79	77	56	46	258	******
9 PM	41	49	61	61	212	*****
10 PM	48	46	65	50	209	*****
11 PM	70	57	36	37	200	*****

TOTAL VOLUME IS 9,304 VEHICLES.

PEAK HOURS:
MORNING PEAK HOUR VOLUME OF 527 BEGINS AT 11:00 AM (6 %)
EVENING PEAK HOUR VOLUME OF 1,123 BEGINS AT 5:00 PM (12 %)

DATA COLLECTION BEGAN AT 3 PM ON TUESDAY,OCTOBER 13, 1987.

APPENDIX B

Turning Movement Counts

This appendix presents 4- and 8-hour turning movement counts collected in Task I and presented in Section III of this report. Counts are provided for the following signalized intersections.

- LeJeune Rd. and Okeechobee Rd.
- LeJeune Rd. and Royal Poinciana Blvd.
- LeJeune Rd. and NW 36 St.
- LeJeune Rd. and Eastern Airlines employee parking lot entrance.
- LeJeune Rd. and NW 25 St.
- LeJeune Rd. and NW 14 St.
- LeJeune Rd. and NW 11 St.
- LeJeune Rd. and NW 7 St.
- NW 36 St. and NW 37 St.
- NW 36 St. and Okeechobee Rd.
- NW 36 St. and Royal Poinciana Blvd.
- NW 36 St. and Airport Driveway near La Villa Drive
- NW 36 St. and NW 57 Ave.
- NW 36 St. and 72 Ave.
- NW 7 St. and NW 57 Ave.
- NW 7 St. and NW 72 Ave.

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: OKEECHOBEE RD (EW) & LEJEUNE RD (NS)
DATE: APRIL 2 , 1987 (THUR)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	0	312	10	322	0	228	0	228	0	337	57	394	0	309	39	348
7:30	0	239	5	244	0	221	2	223	0	363	62	425	0	210	24	234
7:45	0	334	5	339	0	238	3	241	0	430	61	491	0	276	41	317
8:00	0	270	19	289	0	196	2	198	0	422	81	503	0	270	28	298
HOUR	**0**	**1155**	**39**	**1194**	**0**	**883**	**7**	**890**	**0**	**1552**	**261**	**1813**	**0**	**1065**	**132**	**1197**
8:15	0	226	9	235	0	195	4	199	0	383	59	442	0	203	32	235
8:30	0	260	9	269	0	185	0	185	0	407	85	492	0	246	24	270
8:45	0	184	5	189	0	239	4	243	0	441	97	538	0	179	25	204
9:00	0	195	16	211	0	202	2	204	0	315	69	384	0	212	42	254
HOUR	**0**	**865**	**39**	**904**	**0**	**821**	**10**	**831**	**0**	**1546**	**310**	**1856**	**0**	**840**	**123**	**963**
4:15PM	0	363	24	387	0	279	2	281	0	250	83	333	0	392	52	444
4:30	0	313	23	336	0	248	2	250	0	295	78	373	0	351	26	377
4:45	0	276	6	282	0	279	1	280	0	226	46	272	0	346	34	380
5:00	0	267	13	280	0	267	5	272	0	245	68	313	0	293	39	332
HOUR	**0**	**1219**	**66**	**1285**	**0**	**1073**	**10**	**1083**	**0**	**1016**	**275**	**1291**	**0**	**1382**	**151**	**1533**
5:15	0	415	12	427	0	265	5	270	0	254	71	325	0	422	56	478
5:30	0	323	6	329	0	220	8	228	0	249	59	308	0	401	33	434
5:45	0	343	15	358	0	247	4	251	0	243	65	308	0	320	41	361
6:00	0	245	6	251	0	182	3	185	0	254	53	307	0	275	19	294
HOUR	**0**	**1326**	**39**	**1365**	**0**	**914**	**20**	**934**	**0**	**1000**	**248**	**1248**	**0**	**1418**	**149**	**1567**

TM70816

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: ROYAL POINCIANA (EW) & LeJEUNE RD (NS)
DATE: APRIL 7 , 1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	83	215	19	317	14	221	12	181	0	52	82	134	0	62	25	87
7:30	79	204	21	304	19	244	12	275	0	65	93	158	0	58	32	90
7:45	84	269	27	380	30	268	18	316	0	119	127	246	0	75	27	102
8:00	67	209	33	309	26	250	21	297	0	98	94	192	0	73	23	96
HOUR	**313**	**897**	**100**	**1310**	**84**	**922**	**63**	**1069**	**0**	**334**	**396**	**730**	**0**	**268**	**107**	**375**
8:15	86	247	32	365	24	248	8	280	0	101	124	225	0	67	17	84
8:30	70	217	38	325	18	278	18	314	0	102	114	216	0	56	29	85
8:45	65	221	47	333	15	226	25	266	0	113	127	240	0	62	23	85
9:00	66	257	33	356	25	335	16	376	0	79	112	191	0	53	26	79
HOUR	**287**	**942**	**150**	**1379**	**82**	**1087**	**67**	**1236**	**0**	**395**	**477**	**872**	**0**	**238**	**95**	**333**
4:15PM	101	214	50	365	21	179	11	211	0	116	114	230	0	93	48	141
4:30	68	235	45	348	19	248	10	277	0	109	118	227	0	107	43	150
4:45	73	223	47	343	18	176	16	210	0	104	98	202	0	120	44	164
5:00	94	218	27	339	35	207	28	270	0	88	71	159	0	133	47	180
HOUR	**336**	**890**	**169**	**1395**	**93**	**810**	**65**	**968**	**0**	**417**	**401**	**818**	**0**	**453**	**182**	**635**
5:15	91	242	32	365	21	205	16	242	0	129	111	240	0	142	44	186
5:30	113	275	26	414	14	213	11	238	0	96	94	190	0	175	45	220
5:45	109	233	12	354	25	272	19	316	0	116	108	224	0	148	47	195
6:00	51	251	16	318	17	194	20	231	0	77	96	173	0	157	48	205
HOUR	**364**	**1001**	**86**	**1451**	**77**	**884**	**66**	**1027**	**0**	**418**	**409**	**827**	**0**	**622**	**184**	**806**

TM70815

TRAFFIC DATA CORPORATION

****
* TURNING MOVEMENT COUNT *
****

LOCATION: NW 36 ST (EW) & LeJEUNE RD (NS)
DATE: APRIL 2, 1987 (THUR)
TIME: 7:00 to 9:00 AM, 10:00 AM to 2:00 PM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	0	313	8	321	0	203	32	235	0	248	86	334	0	362	3	365
7:30	0	290	4	294	0	310	22	332	0	309	87	396	0	455	5	460
7:45	0	418	12	430	0	322	31	353	0	328	100	428	0	529	4	533
8:00	0	348	16	364	0	350	23	373	0	351	109	460	0	485	11	496
HOUR	**0**	**1369**	**40**	**1409**	**0**	**1185**	**108**	**1293**	**0**	**1236**	**382**	**1618**	**0**	**1831**	**23**	**1854**
8:15	0	260	11	271	0	326	15	341	0	336	82	418	0	443	4	447
8:30	0	326	10	336	0	326	18	344	0	296	99	395	0	514	10	524
8:45	0	291	11	302	0	312	20	332	0	305	92	397	0	419	5	424
9:00	0	336	6	342	0	431	29	460	0	325	124	449	0	486	13	499
HOUR	**0**	**1213**	**38**	**1251**	**0**	**1395**	**82**	**1477**	**0**	**1262**	**397**	**1659**	**0**	**1862**	**32**	**1894**
10:15AM	0	261	7	268	0	163	19	182	0	204	81	285	0	376	11	387
10:30	0	305	8	313	0	331	32	363	0	258	113	371	0	302	7	309
10:45	0	294	9	303	0	212	22	234	0	285	119	404	0	489	7	496
11:00	0	286	11	297	0	333	33	366	0	285	120	405	0	279	11	290
HOUR	**0**	**1146**	**35**	**1181**	**0**	**1039**	**106**	**1145**	**0**	**1032**	**433**	**1465**	**0**	**1446**	**36**	**1482**
11:15	0	339	11	350	0	351	34	385	0	275	120	395	0	354	8	362
11:30	0	316	12	328	0	203	21	224	0	291	144	435	0	386	10	396
11:45	0	340	10	350	0	321	24	345	0	290	131	421	0	333	8	341
12:00N	0	350	7	357	0	320	33	353	0	267	128	395	0	428	11	439
HOUR	**0**	**1345**	**40**	**1385**	**0**	**1195**	**112**	**1307**	**0**	**1123**	**523**	**1646**	**0**	**1501**	**37**	**1538**
12:15PM	0	330	12	342	0	262	32	294	0	265	113	378	0	405	10	415
12:30	0	432	9	441	0	285	25	310	0	286	129	415	0	380	8	388
12:45	0	282	10	292	0	370	45	415	0	249	111	360	0	389	9	398
1:00	0	349	14	363	0	306	39	345	0	257	116	373	0	381	10	391
HOUR	**0**	**1393**	**45**	**1438**	**0**	**1223**	**141**	**1364**	**0**	**1057**	**469**	**1526**	**0**	**1555**	**37**	**1592**
1:15	0	326	8	334	0	278	31	309	0	293	110	403	0	427	9	436
1:30	0	353	13	366	0	337	31	368	0	289	134	423	0	417	12	429
1:45	0	370	13	383	0	187	15	202	0	261	104	365	0	393	19	412
2:00	0	424	13	437	0	329	29	358	0	337	114	451	0	422	12	434
HOUR	**0**	**1473**	**47**	**1520**	**0**	**1131**	**106**	**1237**	**0**	**1180**	**462**	**1642**	**0**	**1659**	**52**	**1711**
4:15PM	0	362	362	724	0	366	15	381	0	401	60	461	0	383	16	399
4:30	0	373	373	746	0	329	10	339	0	378	79	457	0	377	26	403
4:45	0	311	311	622	0	307	14	321	0	427	110	537	0	412	17	429
5:00	0	432	432	864	0	277	16	293	0	329	121	450	0	390	10	400
HOUR	**0**	**1478**	**1478**	**2956**	**0**	**1279**	**55**	**1334**	**0**	**1535**	**370**	**1905**	**0**	**1562**	**69**	**1631**
5:15	0	423	423	846	0	418	27	445	0	384	130	514	0	397	10	407
5:30	0	359	359	718	0	426	27	453	0	413	88	501	0	359	12	371
5:45	0	365	365	730	0	268	20	288	0	323	97	420	0	414	12	426
6:00	0	481	481	962	0	264	25	289	0	372	106	478	0	420	11	431
HOUR	**0**	**1628**	**1628**	**3256**	**0**	**1376**	**99**	**1475**	**0**	**1492**	**421**	**1913**	**0**	**1590**	**45**	**1635**

TM70806

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: DRIVE N OF NW 29 ST (EW) & LeJEUNE RD (NS)
DATE: APRIL 7 , 1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	0	605	4	609	0	742	81	823	13	0	13	26	0	0	0	0
7:30	0	818	6	824	0	715	84	799	6	0	8	14	2	1	0	3
7:45	0	748	10	758	0	749	97	846	3	0	7	10	1	7	1	9
8:00	0	805	13	818	0	828	128	956	49	0	24	73	2	7	2	11
HOUR	**0**	**2976**	**33**	**3009**	**0**	**3034**	**390**	**3424**	**71**	**0**	**52**	**123**	**5**	**15**	**3**	**23**
8:15	0	758	14	772	0	785	45	830	11	0	2	13	6	6	1	13
8:30	1	673	6	680	0	798	35	833	4	0	8	12	4	3	3	10
8:45	0	696	3	699	0	837	26	863	6	0	4	10	2	1	0	3
9:00	0	704	0	704	0	780	17	797	6	0	4	10	0	0	0	0
HOUR	**1**	**2831**	**23**	**2855**	**0**	**3200**	**123**	**3323**	**27**	**0**	**18**	**45**	**12**	**10**	**4**	**26**
4:15PM	0	786	20	806	0	909	18	927	36	0	21	57	0	0	0	0
4:30	0	871	26	897	0	541	15	556	21	0	5	26	1	0	1	2
4:45	0	712	22	734	0	988	14	1002	23	0	16	39	0	0	2	2
5:00	1	1097	14	1112	0	747	9	756	8	0	13	21	10	0	1	11
HOUR	**1**	**3466**	**82**	**3549**	**0**	**3185**	**56**	**3241**	**88**	**0**	**55**	**143**	**11**	**0**	**4**	**15**
5:15	0	920	8	928	0	882	6	888	9	0	18	27	1	0	4	5
5:30	0	1100	1	1101	0	862	9	871	15	0	14	29	1	0	6	7
5:45	0	942	4	946	0	1078	7	1085	9	0	11	20	1	0	1	2
6:00	0	844	4	848	0	779	9	788	5	0	15	20	4	0	3	7
HOUR	**0**	**3806**	**17**	**3823**	**0**	**3601**	**31**	**3632**	**38**	**0**	**58**	**96**	**7**	**0**	**14**	**21**

TM70814

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 25 ST (EW) & LEJEUNE RD (NS)
DATE: APRIL 7, 1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	0	713	32	745	76	478	0	554	0	0	0	0	16	0	30	46
7:30	0	766	19	785	111	777	0	888	0	0	0	0	11	0	34	45
7:45	0	674	35	709	115	797	0	912	0	0	0	0	14	0	47	61
8:00	0	888	43	931	90	656	0	746	0	0	0	0	15	0	42	57
HOUR	**0**	**3041**	**129**	**3170**	**392**	**2708**	**0**	**3100**	**0**	**0**	**0**	**0**	**56**	**0**	**153**	**209**
8:15	0	833	61	894	133	698	0	831	0	0	0	0	24	0	60	84
8:30	0	503	34	537	111	389	0	500	0	0	0	0	15	0	24	39
8:45	0	659	36	695	70	582	0	652	0	0	0	0	11	0	37	48
9:00	0	637	29	666	93	724	0	817	0	0	0	0	23	0	32	55
HOUR	**0**	**2632**	**160**	**2792**	**407**	**2393**	**0**	**2800**	**0**	**0**	**0**	**0**	**73**	**0**	**153**	**226**
4:15PM	0	704	40	744	107	1170	0	1277	0	0	0	0	43	0	65	108
4:30	0	752	30	782	107	1043	0	1150	0	0	0	0	43	0	45	88
4:45	0	755	32	787	122	955	0	1077	0	0	0	0	47	0	55	102
5:00	0	712	31	743	71	650	0	721	0	0	0	0	35	0	67	102
HOUR	**0**	**2923**	**133**	**3056**	**407**	**3818**	**0**	**4225**	**0**	**0**	**0**	**0**	**168**	**0**	**232**	**400**
5:15	0	803	38	841	128	844	0	972	0	0	0	0	40	0	78	118
5:30	0	792	26	818	21	599	0	620	0	0	0	0	33	0	52	85
5:45	0	666	38	704	88	902	0	990	0	0	0	0	31	0	63	94
6:00	0	597	40	637	122	717	0	839	0	0	0	0	26	0	58	84
HOUR	**0**	**2858**	**142**	**3000**	**359**	**3062**	**0**	**3421**	**0**	**0**	**0**	**0**	**130**	**0**	**251**	**381**

TM70813

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 14 ST (EW) & LEJEUNE RD (NS)
DATE: APRIL 8 , 1987 (WED)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

	NB					SB					EB				WB			
PERIOD ENDING	L	TH	TO RAMP	R	TOT	L	TH	TO RAMP	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	11	332	113	6	462	9	303	178	16	506	17	28	10	55	45	20	17	82
7:30	4	293	135	7	439	5	203	142	12	362	50	45	20	115	24	21	30	75
7:45	19	309	138	8	474	7	207	127	6	347	73	57	28	158	10	29	41	80
8:00	22	481	154	10	667	9	350	248	14	621	69	52	23	144	20	48	46	114
HOUR	**56**	**1415**	**540**	**31**	**2042**	**30**	**1063**	**695**	**48**	**1836**	**209**	**182**	**81**	**472**	**99**	**118**	**134**	**351**
8:15	12	334	124	7	477	27	443	296	15	781	47	43	26	116	24	60	65	149
8:30	21	358	143	11	533	17	347	163	22	549	52	33	20	105	23	39	49	111
8:45	15	327	172	9	523	15	333	167	14	529	45	38	16	99	15	33	36	84
9:00	17	318	138	15	488	28	453	198	25	704	64	47	26	137	30	32	55	117
HOUR	**65**	**1337**	**577**	**42**	**2021**	**87**	**1576**	**824**	**76**	**2563**	**208**	**161**	**88**	**457**	**92**	**164**	**205**	**461**
4:15PM	7	307	101	7	422	18	495	272	11	796	51	59	43	153	43	58	47	148
4:30	11	296	102	11	420	28	401	231	5	665	41	42	39	122	44	81	38	163
4:45	11	313	93	12	429	14	246	151	5	416	39	61	54	154	27	35	37	99
5:00	11	254	62	13	340	24	479	234	9	746	30	34	31	95	37	56	68	161
HOUR	**40**	**1170**	**358**	**43**	**1611**	**84**	**1621**	**888**	**30**	**2623**	**161**	**196**	**167**	**524**	**151**	**230**	**190**	**571**
5:15	11	384	138	13	546	14	299	93	5	411	48	56	59	163	27	48	61	136
5:30	10	341	93	13	457	10	233	107	9	359	20	43	33	96	24	78	50	152
5:45	9	304	108	7	428	15	305	135	9	464	29	42	56	127	80	72	52	204
6:00	18	352	107	8	485	17	356	204	23	600	37	46	56	139	30	61	44	135
HOUR	**48**	**1381**	**446**	**41**	**1916**	**56**	**1193**	**539**	**46**	**1834**	**134**	**187**	**204**	**525**	**161**	**259**	**207**	**627**

NOTE: SB traffic backed-up from 5:00 to 5:45 PM, interfered with EB flow.

TM70812

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 11 ST (EW) & LEJEUNE RD (NS)
DATE: APRIL 8, 1987 (WED)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD		NB				LeJ	SB RAMP	RAMP			EB				WB		
ENDING	L	TH	R	TOT	L	TH	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	1	433	3	437	3	251	130	5	389	45	28	6	79	10	19	21	50
7:30	1	468	4	473	6	313	149	8	476	47	26	3	76	4	11	9	24
7:45	1	644	6	651	10	335	138	6	489	67	42	9	118	5	17	28	50
8:00	2	700	4	806	9	341	157	4	511	73	43	6	122	13	13	22	48
HOUR	**5**	**2345**	**17**	**2367**	**28**	**1240**	**574**	**23**	**1865**	**232**	**139**	**24**	**395**	**32**	**60**	**80**	**172**
8:15	1	590	6	497	11	337	167	4	519	60	31	9	100	11	13	19	43
8:30	10	741	11	762	10	397	224	7	638	66	41	10	117	16	20	16	52
8:45	5	589	8	602	10	413	218	8	649	58	43	7	108	12	16	25	53
9:00	5	590	15	610	9	346	189	9	553	46	21	10	77	6	16	22	44
HOUR	**21**	**2410**	**40**	**2471**	**40**	**1493**	**798**	**28**	**2331**	**230**	**136**	**36**	**402**	**45**	**65**	**82**	**192**
4:15PM	6	516	10	532	11	458	279	63	811	40	41	8	89	11	68	24	103
4:30	3	421	9	433	14	440	306	72	832	44	42	7	93	5	38	19	62
4:45	5	453	10	468	14	401	304	99	818	45	36	4	85	19	49	23	91
5:00	13	462	8	483	13	391	279	85	768	38	35	3	76	21	79	28	128
HOUR	**27**	**1852**	**37**	**1916**	**52**	**1690**	**1168**	**319**	**3229**	**167**	**154**	**22**	**343**	**56**	**234**	**94**	**384**
5:15	13	494	8	555	8	460	339	84	891	43	63	7	113	25	75	35	135
5:30	6	406	8	380	11	383	266	60	720	41	53	8	102	12	55	19	86
5:45	10	504	7	521	9	333	293	64	699	38	33	8	79	18	102	23	143
6:00	9	460	5	474	13	430	347	75	865	39	35	6	80	19	69	18	106
HOUR	**38**	**1864**	**28**	**1930**	**41**	**1606**	**1245**	**283**	**3175**	**161**	**184**	**29**	**374**	**74**	**301**	**95**	**470**

TM70811

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 7 ST (EW) & LEJEUNE RD (NS)
DATE: APRIL 9, 1987 (THUR)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	11	283	16	310	23	298	44	365	72	175	19	266	8	72	17	97
7:30	4	485	21	510	26	385	51	462	77	176	14	267	14	61	27	102
7:45	23	557	35	615	15	395	49	459	101	263	9	373	12	96	34	142
8:00	7	489	26	522	23	412	53	488	83	235	21	339	12	74	20	106
HOUR	**45**	**1814**	**98**	**1957**	**87**	**1490**	**197**	**1774**	**333**	**849**	**63**	**1245**	**46**	**303**	**98**	**447**
8:15	13	494	25	532	13	443	50	506	57	233	14	304	7	98	23	128
8:30	21	428	18	467	28	503	62	593	91	258	21	370	10	122	19	151
8:45	20	440	35	495	22	437	49	508	76	204	15	295	11	135	13	159
9:00	24	375	36	435	40	435	50	525	45	142	9	196	18	115	23	156
HOUR	**78**	**1737**	**114**	**1929**	**103**	**1818**	**211**	**2132**	**269**	**837**	**59**	**1165**	**46**	**470**	**78**	**594**
4:15PM	12	284	18	314	49	734	133	916	43	198	11	252	24	171	21	216
4:30	13	402	23	438	42	660	137	839	37	173	18	228	36	216	22	274
4:45	19	393	21	433	52	790	117	959	38	235	20	293	25	222	17	264
5:00	15	447	22	484	58	729	156	943	46	221	14	281	30	220	18	268
HOUR	**59**	**1526**	**84**	**1669**	**201**	**2913**	**543**	**3657**	**164**	**827**	**63**	**1054**	**115**	**829**	**78**	**1022**
5:15	17	354	16	387	44	449	77	570	29	168	14	211	27	215	14	256
5:30	13	408	18	439	65	366	83	514	35	335	47	417	29	193	20	242
5:45	22	397	19	438	49	676	156	881	38	197	20	255	34	262	14	310
6:00	13	355	14	382	58	644	116	818	33	158	19	210	22	192	19	233
HOUR	**65**	**1514**	**67**	**1646**	**216**	**2135**	**432**	**2783**	**135**	**858**	**100**	**1093**	**112**	**862**	**67**	**1041**

TM70810

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 36 ST (EW) & NW 37 AVE (NS)
DATE: APRIL 1, 1987 (WED)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	4	35	0	39	8	16	7	31	52	81	0	133	2	123	19	144
7:30	0	37	0	37	13	14	10	37	58	113	1	172	3	120	22	145
7:45	5	24	0	29	12	26	10	48	86	140	2	228	0	162	14	176
8:00	4	33	2	39	13	17	10	40	63	189	0	252	3	145	13	161
HOUR	**13**	**129**	**2**	**144**	**46**	**73**	**37**	**156**	**259**	**523**	**3**	**785**	**8**	**550**	**68**	**626**
8:15	2	12	4	18	23	17	16	56	56	136	2	194	6	146	18	170
8:30	5	31	1	37	13	19	18	50	72	111	3	186	2	123	17	142
8:45	5	14	2	21	18	17	18	53	68	117	4	189	3	126	13	142
9:00	5	23	1	29	17	21	19	57	64	126	4	194	3	122	22	147
HOUR	**17**	**80**	**8**	**105**	**71**	**74**	**71**	**216**	**260**	**490**	**13**	**763**	**14**	**517**	**70**	**601**
4:15PM	13	31	14	58	23	42	26	91	28	192	14	234	17	144	19	180
4:30	34	30	17	81	16	21	32	69	24	206	10	240	14	133	36	183
4:45	16	29	14	59	20	36	33	89	35	190	16	241	18	119	32	169
5:00	23	33	25	81	23	32	14	69	25	160	6	191	6	121	22	149
HOUR	**86**	**123**	**70**	**279**	**82**	**131**	**105**	**318**	**112**	**748**	**46**	**906**	**55**	**517**	**109**	**681**
5:15	26	51	11	88	18	33	22	73	24	182	1	207	8	131	23	162
5:30	17	51	10	78	8	34	18	60	6	149	3	158	8	130	38	176
5:45	21	45	19	85	17	26	14	57	33	198	11	242	12	110	31	153
6:00	32	25	15	72	7	16	10	33	29	140	6	175	12	146	33	191
HOUR	**96**	**172**	**55**	**323**	**50**	**109**	**64**	**223**	**92**	**669**	**21**	**782**	**40**	**517**	**125**	**682**

TM70809

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 36 ST (EW) & OKEECHOBEE RD (NS)
DATE: APRIL 1, 1987 (WED)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	43	143	0	186	60	213	0	273	0	150	58	208	1	119	51	171
7:30	35	92	1	128	36	193	4	233	0	199	59	258	2	140	55	197
7:45	39	102	0	141	36	120	0	156	0	187	71	258	0	85	46	131
8:00	44	96	0	140	48	149	3	200	0	244	71	315	0	96	40	136
HOUR	**161**	**433**	**1**	**595**	**180**	**675**	**7**	**862**	**0**	**780**	**259**	**1039**	**3**	**440**	**192**	**635**
8:15	47	94	3	144	41	150	1	192	0	263	69	332	2	117	40	159
8:30	30	100	0	130	50	138	0	188	0	147	58	205	0	101	42	143
8:45	34	61	0	95	36	139	3	178	0	110	39	149	0	92	42	134
9:00	97	81	1	179	44	118	3	165	0	149	55	204	2	112	39	153
HOUR	**208**	**336**	**4**	**548**	**171**	**545**	**7**	**723**	**0**	**669**	**221**	**890**	**4**	**422**	**163**	**589**
4:15PM	68	135	2	205	51	136	7	194	0	267	73	340	0	161	64	225
4:30	72	149	3	224	45	105	0	150	0	277	77	354	3	125	81	209
4:45	59	118	2	179	41	122	2	165	0	145	37	182	1	104	63	168
5:00	62	137	2	201	42	122	1	165	0	196	51	247	1	105	63	169
HOUR	**261**	**539**	**9**	**809**	**179**	**485**	**10**	**674**	**0**	**885**	**238**	**1123**	**5**	**495**	**271**	**771**
5:15	89	163	3	255	40	110	1	151	0	233	61	294	1	125	73	199
5:30	70	123	0	193	35	99	1	135	0	164	45	209	2	79	63	144
5:45	59	126	1	186	47	129	1	177	0	192	40	232	4	91	71	166
6:00	88	144	3	235	40	121	2	163	0	192	31	223	2	106	67	175
HOUR	**306**	**556**	**7**	**869**	**162**	**459**	**5**	**626**	**0**	**781**	**177**	**958**	**9**	**401**	**274**	**684**

TM70808

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

****
*** TURNING MOVEMENT COUNT ***
****

LOCATION: NW 36 ST (EW) & ROYAL POINCIANA (NS)
DATE: APRIL 1, 1987 (WED)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	36	64	42	142	3	46	5	54	5	64	5	74	0	292	7	299
7:30	26	40	55	121	25	88	19	132	12	112	12	136	0	168	4	172
7:45	53	74	106	233	20	81	15	116	15	129	15	159	0	382	11	393
8:00	89	73	116	278	44	96	25	165	17	153	17	187	0	344	8	352
HOUR	**204**	**251**	**319**	**774**	**92**	**311**	**64**	**467**	**49**	**458**	**49**	**556**	**0**	**1186**	**30**	**1216**
8:15	76	71	90	237	24	73	32	129	19	144	19	182	0	359	13	372
8:30	55	30	46	131	27	78	31	136	17	122	17	156	0	269	5	274
8:45	67	88	93	248	22	76	31	129	20	136	20	176	0	414	18	432
9:00	56	48	68	172	37	80	34	151	22	168	22	212	0	374	11	385
HOUR	**254**	**237**	**297**	**788**	**110**	**307**	**128**	**545**	**78**	**570**	**78**	**726**	**0**	**1416**	**47**	**1463**
4:15PM	81	90	55	226	44	95	36	175	30	228	30	288	0	289	17	306
4:30	52	95	91	238	38	106	24	168	29	203	29	261	0	307	31	338
4:45	49	89	41	179	34	102	32	168	27	172	27	226	0	295	28	323
5:00	57	101	60	218	23	104	27	154	36	180	36	252	0	299	29	328
HOUR	**239**	**375**	**247**	**861**	**139**	**407**	**119**	**665**	**122**	**783**	**122**	**1027**	**0**	**1190**	**105**	**1295**
5:15	61	149	60	270	31	99	27	157	31	153	31	215	0	334	32	366
5:30	46	131	36	213	39	109	26	174	38	181	38	257	0	301	55	356
5:45	46	149	62	257	27	98	26	151	46	172	46	264	0	300	34	334
6:00	35	112	42	189	26	96	18	140	24	108	24	156	0	377	26	403
HOUR	**188**	**541**	**200**	**929**	**123**	**402**	**97**	**622**	**139**	**614**	**139**	**892**	**0**	**1312**	**147**	**1459**

TM70807

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 36 ST (EW) & AIRPORT DR NEAR VILLA DR (NS)
DATE: MARCH 31, 1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	108	0	51	159	0	0	0	0	0	451	23	474	23	425	0	448
7:30	75	0	36	111	0	0	0	0	0	525	27	552	19	499	0	518
7:45	10	0	17	27	0	0	0	0	0	529	20	549	25	428	0	453
8:00	15	0	26	41	0	0	0	0	0	501	26	527	33	442	0	475
HOUR	**208**	**0**	**130**	**338**	**0**	**0**	**0**	**0**	**0**	**2006**	**96**	**2102**	**100**	**1794**	**0**	**1894**
8:15	3	0	1	4	0	0	0	0	0	379	12	391	37	463	0	500
8:30	9	0	19	28	0	0	0	0	0	431	17	448	27	447	0	474
8:45	8	0	11	19	0	0	0	0	0	236	15	251	24	335	0	359
9:00	8	0	4	12	0	0	0	0	0	255	19	274	36	418	0	454
HOUR	**28**	**0**	**35**	**63**	**0**	**0**	**0**	**0**	**0**	**1301**	**63**	**1364**	**124**	**1663**	**0**	**1787**
4:15PM	49	0	19	68	0	0	0	0	0	422	12	434	16	529	0	545
4:30	21	0	14	35	0	0	0	0	0	395	9	404	7	452	0	459
4:45	71	0	35	106	0	0	0	0	0	401	9	410	10	557	0	567
5:00	14	0	8	22	0	0	0	0	0	376	3	379	7	425	0	432
HOUR	**155**	**0**	**76**	**231**	**0**	**0**	**0**	**0**	**0**	**1594**	**33**	**1627**	**40**	**1963**	**0**	**2003**
5:15	60	0	27	87	0	0	0	0	0	399	4	403	11	562	0	573
5:30	34	0	12	46	0	0	0	0	0	472	5	477	10	531	0	541
5:45	42	0	15	57	0	0	0	0	0	310	3	313	9	507	0	516
6:00	24	0	13	37	0	0	0	0	0	301	8	309	14	443	0	457
HOUR	**160**	**0**	**67**	**227**	**0**	**0**	**0**	**0**	**0**	**1482**	**20**	**1502**	**44**	**2043**	**0**	**2087**

NOTE: High winds and rain in AM.

TM70804

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 36 ST (EW) & NW 57 AVE (NS)
DATE: MARCH 31,1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD		NB				SB				EB				WB		
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	3	12	0	15	36	82	77	195	71	418	12	501	0	445	27	472
7:30	7	13	0	20	29	75	49	153	81	525	16	622	0	281	19	300
7:45	9	22	0	31	45	107	103	255	82	511	10	603	0	414	15	429
8:00	6	27	0	33	39	139	108	286	97	506	6	609	0	355	13	368
HOUR	**25**	**74**	**0**	**99**	**149**	**403**	**337**	**889**	**331**	**1960**	**44**	**2335**	**0**	**1495**	**74**	**1569**
8:15	4	24	0	28	32	131	137	300	94	382	2	478	0	331	21	352
8:30	6	24	0	30	28	116	106	250	82	429	12	523	0	283	18	301
8:45	9	20	0	29	30	139	140	309	53	250	4	307	0	272	19	291
9:00	7	19	0	26	48	65	40	153	60	265	8	333	0	291	20	311
HOUR	**26**	**87**	**0**	**113**	**138**	**451**	**423**	**1012**	**289**	**1326**	**26**	**1641**	**0**	**1177**	**78**	**1255**
4:15PM	55	83	0	138	26	99	59	184	117	335	3	455	0	429	53	482
4:30	12	36	0	48	13	18	71	102	81	335	5	421	0	340	61	401
4:45	8	44	0	52	20	46	90	156	72	307	4	383	0	468	67	535
5:00	16	48	0	64	27	43	96	166	104	345	3	452	0	440	65	505
HOUR	**91**	**211**	**0**	**302**	**86**	**206**	**316**	**608**	**374**	**1322**	**15**	**1711**	**0**	**1677**	**246**	**1923**
5:15	16	63	0	79	20	35	69	124	114	374	1	489	0	323	55	378
5:30	10	59	0	69	17	40	56	113	138	435	1	574	0	468	35	503
5:45	14	52	0	66	13	44	65	122	100	303	5	408	0	283	79	362
6:00	12	30	0	42	23	42	48	113	97	278	2	377	0	285	56	341
HOUR	**52**	**204**	**0**	**256**	**73**	**161**	**238**	**472**	**449**	**1390**	**9**	**1848**	**0**	1359	**225**	**1584**

NOTE: Rain and high winds in AM.

TM70802

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 36 ST (EW) & NW 72 AVE (NS)
DATE: MARCH 31,1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	55	142	27	224	18	69	16	103	197	322	133	652	50	272	105	427
7:30	54	82	19	155	30	80	21	131	102	367	103	572	53	388	107	548
7:45	74	108	83	265	25	82	17	124	94	596	169	859	59	432	95	586
8:00	73	139	106	318	25	111	21	157	112	540	196	848	68	390	112	570
HOUR	**256**	**471**	**235**	**962**	**98**	**342**	**75**	**515**	**505**	**1825**	**601**	**2931**	**230**	**1482**	**419**	**2131**
8:15	48	93	67	208	39	121	17	177	94	320	110	524	51	347	95	493
8:30	80	124	103	307	40	117	22	179	123	419	228	770	70	378	103	551
8:45	58	89	35	182	42	110	26	178	101	288	51	440	66	294	82	442
9:00	69	122	36	227	43	158	19	220	102	466	169	737	69	300	79	448
HOUR	**255**	**428**	**241**	**924**	**164**	**506**	**84**	**754**	**420**	**1493**	**558**	**2471**	**256**	**1319**	**359**	**1934**
4:15PM	99	125	44	268	83	132	42	257	53	265	101	419	52	461	67	580
4:30	122	130	63	315	69	121	63	253	57	323	124	504	69	579	66	714
4:45	78	107	46	231	87	137	67	291	55	352	83	490	51	403	38	492
5:00	63	93	49	205	109	124	103	336	40	350	92	482	55	564	49	668
HOUR	**362**	**455**	**202**	**1019**	**348**	**514**	**275**	**1137**	**205**	**1290**	**400**	**1895**	**227**	**2007**	**220**	**2454**
5:15	75	92	70	237	97	139	102	338	39	348	64	451	36	439	43	518
5:30	76	104	82	262	109	142	75	326	27	307	39	373	52	495	45	592
5:45	89	138	89	316	117	137	73	327	42	346	66	454	60	452	46	558
6:00	81	102	51	234	74	132	72	278	29	261	59	349	63	379	42	484
HOUR	**321**	**436**	**292**	**1049**	**397**	**550**	**322**	**1269**	**137**	**1262**	**228**	**1627**	**211**	**1765**	**176**	**2152**

NOTE: Rain and high winds in AM.

TM70801

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 7 ST (EW) & NW 57 AVE (RED RD) (NS)
DATE: APRIL 21, 1987 (TUE)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD		NB				SB				EB				WB		
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	9	202	26	237	18	37	12	67	78	77	12	167	32	37	73	142
7:30	8	263	30	301	36	90	22	148	130	132	11	273	34	52	121	207
7:45	8	351	30	389	41	87	20	148	138	132	3	273	35	67	134	236
8:00	8	300	39	347	43	75	29	147	134	146	4	284	36	87	104	227
HOUR	**33**	**1116**	**125**	**1274**	**138**	**289**	**83**	**510**	**480**	**487**	**30**	**997**	**137**	**243**	**432**	**812**
8:15	8	292	27	327	37	63	18	118	103	123	2	228	19	64	97	180
8:30	23	349	42	414	37	84	24	145	130	176	7	313	19	85	98	202
8:45	20	292	50	362	38	95	25	158	116	147	13	276	25	56	77	158
9:00	25	254	62	341	37	64	17	118	100	114	8	222	37	81	91	209
HOUR	**76**	**1187**	**181**	**1444**	**149**	**306**	**84**	**539**	**449**	**560**	**30**	**1039**	**100**	**286**	**363**	**749**
4:15PM	28	113	28	169	121	248	111	480	42	107	10	159	79	234	110	423
4:30	22	130	33	185	95	205	87	387	39	88	10	137	54	195	88	337
4:45	28	121	29	178	73	188	82	343	42	96	13	151	66	241	97	404
5:00	29	142	36	207	70	209	101	380	42	71	11	124	69	172	98	339
HOUR	**107**	**506**	**126**	**739**	**359**	**850**	**381**	**1590**	**165**	**362**	**44**	**571**	**268**	**842**	**393**	**1503**
5:15	34	126	23	183	111	228	113	452	35	116	10	161	56	205	112	373
5:30	38	158	23	219	116	242	132	490	35	78	19	132	61	210	111	382
5:45	29	144	26	199	107	281	111	499	38	83	19	140	60	210	86	356
6:00	33	147	28	208	85	206	84	375	43	69	15	127	72	213	111	396
HOUR	**134**	**575**	**100**	**809**	**419**	**957**	**440**	**1816**	**151**	**346**	**63**	**560**	**249**	**838**	**420**	**1507**

TM70817

TRAFFIC DATA CORPORATION

MIAMI, FLORIDA

*** TURNING MOVEMENT COUNT ***

LOCATION: NW 7 ST (EW) & NW 72 AVE (MILAM DAIRY RD)(NS)
DATE: APRIL 9, 1987 (THUR)
TIME: 7:00 to 9:00 AM & 4:00 to 6:00 PM
FOR: **F. R. HARRIS, INC.**

PERIOD	NB				SB				EB				WB			
ENDING	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT	L	TH	R	TOT
7:15AM	26	177	15	218	51	52	48	151	14	0	29	43	5	0	20	25
7:30	20	244	25	289	62	46	25	133	18	3	15	36	4	2	18	24
7:45	12	214	16	242	15	46	25	86	21	0	10	31	12	0	28	40
8:00	12	272	15	299	51	47	53	151	35	2	21	58	9	1	30	40
HOUR	**70**	**907**	**71**	**1048**	**179**	**191**	**151**	**521**	**88**	**5**	**75**	**168**	**30**	**3**	**96**	**129**
8:15	11	250	19	280	34	58	48	140	34	6	25	65	7	1	36	44
8:30	17	227	16	260	33	66	31	130	27	2	10	39	11	0	23	34
8:45	26	207	13	246	38	83	67	188	25	4	25	54	9	4	33	46
9:00	42	205	27	274	57	50	45	152	28	0	12	40	11	5	27	43
HOUR	**96**	**889**	**75**	**1060**	**162**	**257**	**191**	**610**	**114**	**12**	**72**	**198**	**38**	**10**	**119**	**167**
4:15PM	30	96	17	143	79	345	74	498	77	1	85	163	24	0	75	99
4:30	28	94	10	132	26	163	23	212	60	0	51	111	14	0	58	72
4:45	22	97	23	142	28	143	31	202	38	2	28	68	39	0	100	139
5:00	17	79	12	108	28	208	27	263	53	1	31	85	9	1	59	69
HOUR	**97**	**366**	**62**	**525**	**161**	**859**	**155**	**1175**	**228**	**4**	**195**	**427**	**86**	**1**	**292**	**379**
5:15	8	97	25	130	33	223	13	269	69	4	52	125	37	0	111	148
5:30	12	93	16	121	38	225	15	278	52	0	23	75	32	0	79	111
5:45	4	104	11	119	52	245	18	315	47	4	40	91	28	0	74	102
6:00	5	91	24	120	50	257	20	327	42	3	25	70	32	1	76	109
HOUR	**29**	**385**	**76**	**490**	**173**	**950**	**66**	**1189**	**210**	**11**	**140**	**361**	**129**	**1**	**340**	**470**

NOTE: Construction of NW 72 Ave. bridge over SR836 had portions of both roadways blocked; also WB NW 8 St was detoured to WB NW 7 St at NW & Ave.

TM70818

TRAFFIC DATA CORPORATION

SITE CODE : 1
Major St. : MIA S PERTIMETER RD
Minor St. : NW 57 AVE
CLIENT : F R HARRIS

PAGE: 1
FILE: PERM57AV

Primary Movements: Vehicles

DATE: 10/07/87

Time Begin	From North RT	THRU	LT	From East RT	THRU	LT	From South RT	THRU	LT	From West RT	THRU	LT	Vehicle Total
7:00 AM	0	0	0	0	58	12	55	0	53	15	150	0	343
7:15	0	0	0	0	69	26	60	0	73	28	227	0	483
7:30	0	0	0	0	93	28	64	0	87	36	210	0	518
7:45	0	0	0	0	114	26	65	0	92	47	189	0	533
HR TOTAL	0	0	0	0	334	92	244	0	305	126	776	0	1877
8:00 AM	0	0	0	0	90	18	63	0	104	39	183	0	497
8:15	0	0	0	0	79	32	79	0	82	43	176	0	491
8:30	0	0	0	0	93	14	71	0	87	48	185	0	498
8:45	0	0	0	0	64	24	48	0	62	58	212	0	468
HR TOTAL	0	0	0	0	326	88	261	0	335	188	756	0	1954
Break													
4:00 PM	0	0	0	0	233	87	29	0	48	91	95	0	583
4:15	0	0	0	0	237	77	32	0	50	95	101	0	592
4:30	0	0	0	0	216	97	33	0	54	92	99	0	591
4:45	0	0	0	0	203	108	35	0	43	148	100	0	637
HR TOTAL	0	0	0	0	889	369	129	0	195	426	395	0	2403
5:00 PM	0	0	0	0	228	127	39	0	44	94	109	0	641
5:15	0	0	0	0	227	153	26	0	59	152	96	0	713
5:30	0	0	0	0	203	113	32	0	49	120	56	0	573
5:45	0	0	0	0	198	114	28	0	42	116	61	0	559
HR TOTAL	0	0	0	0	856	507	125	0	194	482	322	0	2486
DAY TOTAL	0	0	0	0	2405	1056	759	0	1029	1222	2249	0	8720

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	5:00 PM	0.90	0	856	507	1363	0	63	37
South	7:45 AM	0.96	278	0	365	643	43	0	57
West	7:15 AM	0.94	150	809	0	959	16	84	0
Entire Intersection									
North	7:15 AM	0.00	0	0	0	0	0	0	0
East		0.89	0	874	485	1359	0	64	36
South		0.96	133	0	200	333	40	0	60
West		0.90	486	404	0	890	55	45	0

TRAINS: 1 AT 5:01 PM (2 MIN)

APPENDIX C
Vehicle Classification Counts

This appendix contains vehicle classification counts collected in Task 1 and presented in Section III of this report. Counts are provided for the following locations:

- LeJeune Rd. and NW 36 St.
- Perimeter Rd. (12th St.) and NW 72 Ave.
- NW 25 St. and NW 72 Ave.

VEHICLE CLASSIFICATION COUNT SHEET

COUNT LOCATION EASTSIDE OF NW 36 ST AT LeJeune Rd DATE 6/26/87 DAY FRI

DIRECTION EB NAME WIRA NASTIUK WEATHER SUNNY/AM RAINY/PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	10	8	0	1	0	19	99	0	18	22	0	139	158
7:15	7:30													
7:30	7:45	11	9	0	1	0	21	102	0	13	29	0	144	165
7:45	8:00													
8:00	8:15	9	6	0	2	0	17	95	0	21	17	0	133	150
8:15	8:30													
8:30	8:45	12	9	0	1	0	22	101	0	22	16	1	140	162
8:45	9:00													
10:00	10:15	15	15	0	1	0	31	68	1	23	20	2	114	145
10:15	10:30													
10:30	10:45	21	12	0	1	0	34	84	3	19	24	0	130	164
10:45	11:00													
11:00	11:15	18	15	0	1	0	34	72	1	24	15	0	112	146
11:15	11:30													
11:30	11:45	16	8	0	1	0	25	94	1	21	25	0	141	166
11:45	12:00													
12:00	12:15	13	10	0	0	0	23	96	0	14	20	1	131	154
12:15	12:30													
12:30	12:45	8	10	0	2	0	20	90	1	14	21	1	127	147
12:45	13:00													
13:00	13:15	18	12	1	1	0	32	121	3	24	17	0	165	197
13:15	13:30													
13:30	13:45	15	9	0	2	0	26	119	0	21	26	2	168	194
13:45	14:00													
16:00	16:15	9	9	0	1	0	19	116	0	16	17	1	150	169
16:15	16:30													
16:30	16:45	11	9	0	3	0	23	135	1	18	15	2	171	194
16:45	17:00													
17:00	17:15	5	7	0	1	0	13	148	2	10	7	0	167	180
17:15	17:30													
17:30	17:45	5	11	0	3	0	19	134	2	12	11	1	160	179
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

COUNT LOCATION EASTSIDE OF NW 36 ST AT LeJeune Rd DATE 6/26/87 DAY FRI

DIRECTION WB NAME WIRA NASTIUK WEATHER SUNNY/AM RAINY/PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	13	6	0	1	0	20	385	2	37	34	1	459	479
7:30	7:45													
7:45	8:00	15	7	0	2	0	24	426	4	40	36	2	508	532
8:00	8:15													
8:15	8:30	28	13	0	2	0	43	360	8	29	36	1	434	477
8:30	8:45													
8:45	9:00	22	17	1	3	0	43	357	7	31	34	2	431	474
10:00	10:15													
10:15	10:30	27	20	0	3	0	50	213	6	47	38	2	306	356
10:30	10:45													
10:45	11:00	20	8	0	6	0	34	222	6	27	39	1	295	329
11:00	11:15													
11:15	11:30	23	18	0	3	0	44	253	6	35	42	2	338	382
11:30	11:45													
11:45	12:00	36	6	0	2	0	44	308	6	40	52	2	408	452
12:00	12:15													
12:15	12:30	25	11	1	3	0	40	280	9	45	59	2	395	435
12:30	12:45													
12:45	13:00	22	7	0	4	0	33	282	6	46	51	0	385	418
13:00	13:15													
13:15	13:30	16	15	0	3	0	34	297	11	48	41	4	401	435
13:30	13:45													
13:45	14:00	24	5	0	8	2	39	286	10	40	63	2	401	440
16:00	16:15													
16:15	16:30	11	9	0	3	0	23	294	5	40	41	3	383	406
16:30	16:45													
16:45	17:00	14	13	0	4	0	31	322	7	30	40	1	400	431
17:00	17:15													
17:15	17:30	15	16	0	6	0	37	329	8	30	22	0	389	426
17:30	17:45													
17:45	18:00	11	4	0		0	16	261	9	17	30	3	320	336

VEHICLE CLASSIFICATION COUNT SHEET

COUNT LOCATION WESTSIDE OF NW 36 ST AT LeJEUNE Rd DATE 6/26/87 DAY FRI.

DIRECTION EB NAME JYL LURIA WEATHER SUNNY/AM RAINY/PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	18	10	0	2	0	30	228	3	48	11	2	292	322
7:15	7:30													
7:30	7:45	24	26	0	3	0	53	328	6	47	33	2	416	469
7:45	8:00													
8:00	8:15	30	15	0	2	0	47	299	1	45	39	0	384	421
8:15	8:30													
8:30	8:45	29	16	0	1	0	46	323	3	57	44	0	427	473
8:45	9:00													
10:00	10:15	37	25	0	2	0	64	237	7	53	41	2	340	404
10:15	10:30													
10:30	10:45	27	14	0	1	0	42	237	7	55	43	0	342	384
10:45	11:00													
11:00	11:15	29	21	0	2	0	52	297	12	60	47	1	417	469
11:15	11:30													
11:30	11:45	14	23	1	2	0	40	293	5	70	45	1	414	454
11:45	12:00													
12:00	12:15	18	15	0	1	0	34	286	9	49	43	0	387	421
12:15	12:30													
12:30	12:45	21	13	0	1	0	35	304	5	41	37	1	388	423
12:45	13:00													
13:00	13:15	25	20	1	2	0	48	350	5	49	43	1	448	496
13:15	13:30													
13:30	13:45	24	15	0	1	0	40	346	9	62	42	0	459	499
13:45	14:00													
16:00	16:15	16	13	0	2	0	31	340	4	41	37	1	423	454
16:15	16:30													
16:30	16:45	16	16	0	3	0	35	425	6	58	47	1	537	572
16:45	17:00													
17:00	17:15	11	11	0	1	0	23	432	11	37	24	0	504	527
17:15	17:30													
17:30	17:45	4	14	0	3	0	26	413	7	34	25	2	481	507
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

COUNT LOCATION WESTSIDE OF NW 36 ST AT LE JEUNE RD DATE 6/26/87 DAY FRI.

DIRECTION WB NAME JYL LURIA WEATHER SUNNY/AM RAINY/PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	12	11	0	4	0	27	347	4	56	25	0	432	459
7:30	7:45													
7:45	8:00	20	9	0	2	0	31	351	5	36	29	0	421	452
8:00	8:15													
8:15	8:30	35	14	0	2	0	51	355	8	37	30	1	431	482
8:30	8:45													
8:45	9:00	24	16	1	2	0	43	357	7	40	37	1	442	485
10:00	10:15													
10:15	10:30	31	20	0	2	0	53	215	5	54	31	1	306	359
10:30	10:45													
10:45	11:00	26	18	0	3	0	47	244	6	41	48	1	340	387
11:00	11:15													
11:15	11:30	27	16	0	2	0	45	235	4	42	38	0	319	364
11:30	11:45													
11:45	12:00	34	11	0	3	0	48	327	7	58	44	2	438	486
12:00	12:15													
12:15	12:30	27	12	0	2	0	41	286	12	51	51	1	401	442
12:30	12:45													
12:45	13:00	32	8	0	2	0	32	260	5	53	40	0	358	390
13:00	13:15													
13:15	13:30	17	17	0	2	0	36	291	11	53	33	0	388	424
13:30	13:45													
13:45	14:00	29	14	0	2	0	45	273	9	56	51	1	390	435
16:00	16:15													
16:15	16:30	11	12	0	2	0	25	280	6	43	35	1	365	390
16:30	16:45													
16:45	17:00	17	11	0	4	0	32	287	6	33	35	0	361	393
17:00	17:15													
17:15	17:30	19	13	0	5	0	37	314	7	34	19	0	374	411
17:30	17:45													
17:45	18:00	14	7	0	1	0	22	249	4	25	27	1	306	328

VEHICLE CLASSIFICATION COUNT SHEET

Southside of Le Jeune

COUNT LOCATION AT NW 36 ST DATE 6/29/87 DAY MON

DIRECTION SB NAME Wira Nastiuk WEATHER Sunny AM
Partly Cloudy - Rainy - PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	9	6	0	3	0	18	379	6	37	39	0	461	479
7:15	7:30													
7:30	7:45	10	4	0	1	0	15	399	9	41	46	0	495	510
7:45	8:00													
8:00	8:15	9	5	0	2	0	16	381	7	47	44	1	485	501
8:15	8:30													
8:30	8:45	25	4	0	2	0	31	381	9	43	47	2	482	513
8:45	9:00													
10:00	10:15	16	6	0	0	0	22	328	10	32	47	2	419	442
10:15	10:30													
10:30	10:45	22	10	0	2	0	34	313	13	51	43	1	421	455
10:45	11:00													
11:00	11:15	10	5	0	3	0	18	333	15	43	59	0	450	468
11:15	11:30													
11:30	11:45	11	2	1	1	0	15	326	13	25	42	2	408	423
11:45	12:00													
12:00	12:15	13	1	0	4	0	18	455	17	48	62	2	584	602
12:15	12:30													
12:30	12:45	7	2	0	2	0	11	350	19	30	34	1	434	445
12:45	13:00													
13:00	13:15	13	5	0	3	0	21	363	14	39	40	0	456	477
13:15	13:30													
13:30	13:45	10	3	0	1	0	14	318	20	41	47	0	426	440
13:45	14:00													
16:00	16:15	8	2	0	2	0	12	397	11	32	37	1	478	490
16:15	16:30													
16:30	16:45	2	3	0	2	0	7	396	11	40	48	1	495	502
16:45	17:00													
17:00	17:15	2	0	0	0	0	2	353	10	44	51	0	458	460
17:15	17:30													
17:30	17:45	4	5	1	3	0	13	413	16	35	29	2	495	508
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

COUNT LOCATION Southside of Le Jeune AT NW 36 ST DATE 6/29/87 DAY MON

DIRECTION NB NAME Wira Nastiuk WEATHER Sunny Am Partly Cloudy - Rainy PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	1	4	0	1	0	6	261	2	19	21	0	303	309
7:30	7:45													
7:45	8:00	2	2	0	2	0	6	269	3	23	26	0	321	327
8:00	8:15													
8:15	8:30	2	3	0	2	0	7	281	4	20	28	0	333	340
8:30	8:45													
8:45	9:00	4	2	0	1	0	7	256	3	18	28	0	305	312
10:00	10:15													
10:15	10:30	8	3	0	1	0	12	260	5	29	35	0	329	341
10:30	10:45													
10:45	11:00	16	3	0	2	0	21	220	1	2	35	0	277	298
11:00	11:15													
11:15	11:30	19	2	0	1	0	22	280	5	40	36	1	362	384
11:30	11:45													
11:45	12:00	12	5	0	2	0	19	246	11	27	46	0	330	349
12:00	12:15													
12:15	12:30	7	5	1	1	0	14	295	12	22	39	0	368	382
12:30	12:45													
12:45	13:00	4	6	0	2	0	12	291	7	24	44	0	366	378
13:00	13:15													
13:15	13:30	9	2	0	3	0	14	301	5	35	35	0	376	390
13:30	13:45													
13:45	14:00	11	3	0	2	0	16	301	1	26	36	1	365	381
16:00	16:15													
16:15	16:30	4	1	1	1	0	7	303	5	38	32	1	379	386
16:30	16:45													
16:45	17:00	8	3	0	1	0	12	342	5	32	35	1	415	427
17:00	17:15													
17:15	17:30	5	1	0	2	0	8	358	4	21	24	1	408	416
17:30	17:45													
17:45	18:00	7	4	0	1	1	13	344	8	19	19	2	392	405

VEHICLE CLASSIFICATION COUNT SHEET

NORTH LEG OF LEJEUNE RD.

COUNT LOCATION AT NW 36 ST DATE 6/29/87 DAY MONDAY

DIRECTION NORTHBOUND NAME JYL LURIA WEATHER MOSTLY CLOUDY

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	6	5	0	0	0	11	273	4	33	21	0	331	342
7:30	7:45													
7:45	8:00	7	1	0	0	0	8	324	3	30	24	0	381	389
8:00	8:15													
8:15	8:30	5	3	0	1	1	10	298	4	26	32	0	360	370
8:30	8:45													
8:45	9:00	6	3	0	0	0	9	250	3	27	20	0	300	309
10:00	10:15													
10:15	10:30	12	4	0	1	0	17	229	4	30	31	0	294	311
10:30	10:45													
10:45	11:00	18	5	0	0	0	23	243	2	25	38	0	308	331
11:00	11:15													
11:15	11:30	20	1	0	0	0	21	223	4	41	30	0	298	319
11:30	11:45													
11:45	12:00	13	5	0	0	0	18	259	12	29	46	0	346	364
12:00	12:15													
12:15	12:30	5	5	1	0	0	11	291	6	27	35	0	359	370
12:30	12:45													
12:45	13:00	5	6	0	0	0	11	285	8	35	39	0	367	378
13:00	13:15													
13:15	13:30	11	2	0	1	0	14	309	4	44	33	0	390	404
13:30	13:45													
13:45	14:00	16	4	0	0	0	20	270	1	34	30	0	335	355
16:00	16:15													
16:15	16:30	6	2	1	0	0	9	297	3	43	28	0	371	380
16:30	16:45													
16:45	17:00	9	2	0	0	0	11	347	6	39	29	2	423	434
17:00	17:15													
17:15	17:30	7	1	0	0	0	8	358	6	22	23	1	410	418
17:30	17:45													
17:45	18:00	7	3	0	0	0	10	331	6	21	19	0	377	387

VEHICLE CLASSIFICATION COUNT SHEET

NORTH LEG OF LEJEUNE RD.

COUNT LOCATION AT NW 36 ST DATE 6/29/87 DAY MONDAY

DIRECTION SOUTHBOUND NAME JYL LURIA WEATHER MOSTLY CLOUDY

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	6	7	0	1	0	14	226	5	38	23	1	293	307
7:15	7:30													
7:30	7:45	8	6	0	1	0	15	290	7	42	34	0	373	388
7:45	8:00													
8:00	8:15	8	7	0	1	0	16	318	5	37	36	0	396	412
8:15	8:30													
8:30	8:45	22	7	0	1	0	30	267	7	29	32	1	336	366
8:45	9:00													
10:00	10:15	17	4	0	1	0	22	265	5	40	29	1	340	366
10:15	10:30													
10:30	10:45	19	11	0	1	0	31	239	12	48	32	0	331	362
10:45	11:00													
11:00	11:15	15	4	0	1	1	21	252	12	44	37	0	345	366
11:15	11:30													
11:30	11:45	13	3	0	1	0	17	268	11	40	39	1	359	376
11:45	12:00													
12:00	12:15	8	6	0	1	0	15	313	10	41	39	0	403	418
12:15	12:30													
12:30	12:45	5	5	0	1	0	11	247	14	28	24	0	313	324
12:45	13:00													
13:00	13:15	14	5	0	1	0	20	295	12	35	35	1	378	398
13:15	13:30													
13:30	13:45	9	6	0	0	0	15	255	6	44	24	0	329	344
13:45	14:00													
16:00	16:15	11	7	1	1	0	20	359	5	31	23	3	421	441
16:15	16:30													
16:30	16:45	3	2	0	2	0	7	316	11	27	36	0	390	397
16:45	17:00													
17:00	17:15	3	1	0	0	0	4	366	6	33	30	0	435	439
17:15	17:30													
17:30	17:45	7	5	1	2	0	15	291	10	27	11	0	339	354
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

EASTSIDE OF 12TH Street

COUNT LOCATION At Milam Dairy DATE 6/30/87 DAY Tues

DIRECTION EB NAME Wira Nastiuk WEATHER Sunny/Clear

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	11	6	0	0	0	17	105	0	14	15	1	135	152
7:15	7:30													
7:30	7:45	15	3	0	1	0	19	192	1	28	20	1	242	261
7:45	8:00													
8:00	8:15	15	5	0	0	0	20	191	2	15	21	0	229	249
8:15	8:30													
8:30	8:45	12	6	0	0	0	18	196	0	20	39	1	256	274
8:45	9:00													
10:00	10:15	10	12	0	0	0	22	154	0	22	43	0	219	241
10:15	10:30													
10:30	10:45	21	14	0	1	0	36	160	0	32	53	2	247	283
10:45	11:00													
11:00	11:15	15	7	0	1	0	23	185	2	31	47	2	267	290
11:15	11:30													
11:30	11:45	18	9	0	0	0	27	208	5	34	49	3	299	326
11:45	12:00													
12:00	12:15	18	6	1	0	0	25	320	4	27	55	4	410	435
12:15	12:30													
12:30	12:45	19	3	0	0	0	22	217	0	23	36	1	277	299
12:45	13:00													
13:00	13:15	16	10	0	1	0	27	263	0	25	37	1	326	353
13:15	13:30													
13:30	13:45	16	12	0	1	0	29	209	2	28	44	0	283	312
13:45	14:00													
16:00	16:15	16	4	0	1	0	21	335	10	27	42	0	414	435
16:15	16:30													
16:30	16:45	11	7	0	2	0	20	438	3	45	44	3	533	553
16:45	17:00													
17:00	17:15	2	5	0	1	0	8	510	1	30	40	0	581	589
17:15	17:30													
17:30	17:45	12	3	0	1	0	16	589	1	32	34	3	659	675
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

EASTSIDE OF 12TH Street

COUNT LOCATION At Milam Dairy DATE 6/30/87 DAY Tues

DIRECTION WB NAME Wira Nastiuk WEATHER Sunny/Clear

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	8	6	0	0	0	14	240	0	16	17	2	275	289
7:30	7:45													
7:45	8:00	12	5	0	0	0	17	474	1	25	41	1	542	559
8:00	8:15													
8:15	8:30	14	4	0	0	0	18	415	11	30	26	2	484	502
8:30	8:45													
8:45	9:00	10	7	0	0	0	17	296	3	35	43	3	380	397
10:00	10:15													
10:15	10:30	6	4	0	1	0	11	148	2	17	33	1	201	212
10:30	10:45													
10:45	11:00	19	10	0	1	0	30	154	1	22	36	2	215	245
11:00	11:15													
11:15	11:30	19	6	0	0	0	25	211	1	30	38	1	281	306
11:30	11:45													
11:45	12:00	16	6	0	1	0	23	185	8	21	48	2	264	287
12:00	12:15													
12:15	12:30	16	11	0	1	0	28	221	1	27	48	2	299	327
12:30	12:45													
12:45	13:00	14	12	0	2	0	28	249	1	37	45	1	333	361
13:00	13:15													
13:15	13:30	14	4	0	0	0	18	197	2	24	46	0	269	287
13:30	13:45													
13:45	14:00	12	7	0	1	0	20	196	1	26	41	2	266	286
16:00	16:15													
16:15	16:30	22	9	0	0	0	31	238	1	26	46	3	314	345
16:30	16:45													
16:45	17:00	11	4	0	1	0	16	228	3	18	44	2	295	311
17:00	17:15													
17:15	17:30	6	1	0	0	0	7	176	1	10	18	2	207	214
17:30	17:45													
17:45	18:00	12	1	0	0	0	13	164	4	11	25	1	205	218

VEHICLE CLASSIFICATION COUNT SHEET

WEST LEG OF 12TH ST (PERIMETER RD)

COUNT LOCATION AT 72 AV (MILAM DAIRY RD) DATE 6/30/87 DAY TUESDAY

DIRECTION WESTBOUND NAME JYL LURIA WEATHER MOSTLY SUNNY

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	2	1	0	0	0	3	94	0	8	8	1	111	114
7:30	7:45													
7:45	8:00	15	4	0	0	0	19	198	0	11	12	1	222	241
8:00	8:15													
8:15	8:30	9	5	0	0	0	14	217	0	16	14	0	247	261
8:30	8:45													
8:45	9:00	12	5	0	0	0	17	160	1	5	19	0	185	202
10:00	10:15													
10:15	10:30	13	2	0	0	0	15	97	1	15	20	0	133	148
10:30	10:45													
10:45	11:00	10	7	0	0	0	17	110	1	22	17	0	150	167
11:00	11:15													
11:15	11:30	5	1	0	0	0	6	112	0	17	30	0	159	165
11:30	11:45													
11:45	12:00	16	1	0	0	0	17	152	0	28	32	0	212	229
12:00	12:15													
12:15	12:30	10	3	0	0	0	13	149	2	19	19	0	189	202
12:30	12:45													
12:45	13:00	10	2	0	0	0	12	164	2	20	11	0	197	209
13:00	13:15													
13:15	13:30	10	2	0	0	0	12	145	2	17	22	0	186	198
13:30	13:45													
13:45	14:00	7	5	0	0	0	12	135	2	22	11	0	170	182
16:00	16:15													
16:15	16:30	10	5	0	0	0	15	164	1	25	25	1	216	231
16:30	16:45													
16:45	17:00	6	1	0	0	0	7	213	1	15	27	0	256	263
17:00	17:15													
17:15	17:30	4	1	0	0	0	5	168	0	20	15	0	203	208
17:30	17:45													
17:45	18:00	7	0	0	0	0	7	190	3	15	11	0	219	226

VEHICLE CLASSIFICATION COUNT SHEET

COUNT LOCATION WEST LEG OF 12TH ST (PERIMETER RD) AT 72 AV (MIAMI DAIRY RD) DATE 6/30/87 DAY TUESDAY

DIRECTION EAST NAME JYL LURIA WEATHER MOSTLY SUNNY

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURL TOTAI
7:00	7:15	4	4	0	0	0	8	159	0	20	8	0	187	195
7:15	7:30													
7:30	7:45	6	3	0	0	0	9	237	0	26	18	0	281	290
7:45	8:00													
8:00	8:15	7	1	0	0	0	8	210	1	15	14	0	240	248
8:15	8:30													
8:30	8:45	6	4	0	0	0	10	252	0	20	29	1	302	312
8:45	9:00													
10:00	10:15	2	1	0	0	0	3	95	0	19	18	0	132	135
10:15	10:30													
10:30	10:45	14	4	0	0	0	18	103	0	19	23	0	145	163
10:45	11:00													
11:00	11:15	12	0	0	0	0	12	93	0	22	19	0	134	146
11:15	11:30													
11:30	11:45	5	7	0	0	0	12	119	0	17	18	0	154	166
11:45	12:00													
12:00	12:15	7	4	0	0	0	11	138	1	18	23	0	180	191
12:15	12:30													
12:30	12:45	12	1	0	0	0	13	147	0	17	20	0	184	197
12:45	13:00													
13:00	13:15	12	2	0	1	0	15	167	1	12	19	0	199	214
13:15	13:30													
13:30	13:45	12	6	0	0	0	18	136	1	18	21	0	176	194
13:45	14:00													
16:00	16:15	5	2	0	0	0	7	163	1	25	21	0	210	217
16:15	16:30													
16:30	16:45	10	2	0	0	0	12	171	0	14	12	0	197	209
16:45	17:00													
17:00	17:15	3	2	0	0	0	5	243	1	17	18	0	279	284
17:15	17:30													
17:30	17:45	6	1	0	0	0	7	237	1	14	8	1	261	268
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

NORTH LEG OF 72 AV (MILAM DAIRY RD)

COUNT LOCATION AT 12 ST (PERIMETER RD) DATE 7/1/87 DAY WEDNESDAY

DIRECTION NORTHBOUND NAME JYL LURIA WEATHER SUNNY AM + MIDDAY / RAINY PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	8	8	0	0	0	16	332	0	36	19	1	388	404
7:30	7:45													
7:45	8:00	15	3	0	0	0	18	544	1	52	33	1	87	105
8:00	8:15													
8:15	8:30	15	5	0	0	0	20	402	1	37	24	0	464	484
8:30	8:45													
8:45	9:00	9	6	0	0	0	15	349	0	35	22	2	408	423
10:00	10:15													
10:15	10:30	3	10	0	0	0	13	71	1	20	16	0	108	121
10:30	10:45													
10:45	11:00	17	9	0	0	0	26	160	1	28	32	0	221	247
11:00	11:15													
11:15	11:30	19	8	0	0	0	27	150	2	17	31	0	200	227
11:30	11:45													
11:45	12:00	14	9	0	1	0	24	175	1	35	33	0	244	268
12:00	12:15													
12:15	12:30	17	9	0	0	0	26	202	0	32	33	1	268	294
12:30	12:45													
12:45	13:00	11	5	0	0	0	16	231	0	24	36	0	291	307
13:00	13:15													
13:15	13:30	13	6	0	0	0	19	217	1	24	33	0	275	294
13:30	13:45													
13:45	14:00	14	6	0	1	0	21	212	3	35	38	0	288	309
16:00	16:15													
16:15	16:30	15	3	0	0	0	18	123	1	20	22	1	167	185
16:30	16:45													
16:45	17:00	12	5	0	1	0	18	144	2	19	14	0	179	197
17:00	17:15													
17:15	17:30	12	2	0	0	0	14	117	0	10	13	1	141	155
17:30	17:45													
17:45	18:00	7	1	0	0	0	8	88	0	9	9	0	106	114

VEHICLE CLASSIFICATION COUNT SHEET

NORTH LEG OF 72 AV (MICAM DAIRY RD)

COUNT LOCATION AT 12 ST (PERIMETER RD) DATE 7/1/87 DAY WEDNESDAY

DIRECTION SOUTHBOUND NAME TYL LURIA WEATHER SUNNY AM + MIDDAY / RAINY PM

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	15	3	0	0	0	18	83	0	20	13	1	117	135
7:15	7:30													
7:30	7:45	16	4	0	0	0	20	85	1	15	10	0	111	131
7:45	8:00													
8:00	8:15	16	3	0	0	0	19	100	0	8	16	0	124	143
8:15	8:30													
8:30	8:45	11	8	0	0	0	19	92	0	15	20	0	127	146
8:45	9:00													
10:00	10:15	25	13	0	0	0	38	194	1	37	58	1	291	329
10:15	10:30													
10:30	10:45	17	11	0	0	0	28	145	0	31	20	0	196	224
10:45	11:00													
11:00	11:15	14	12	0	0	0	26	190	3	31	30	0	254	280
11:15	11:30													
11:30	11:45	17	10	0	1	0	28	190	0	34	39	1	264	292
11:45	12:00													
12:00	12:15	17	8	0	0	0	25	241	1	31	31	1	305	330
12:15	12:30													
12:30	12:45	15	7	0	1	0	23	194	2	31	39	1	265	288
12:45	13:00													
13:00	13:15	17	4	0	0	0	21	218	2	27	24	0	271	292
13:15	13:30													
13:30	13:45	14	4	0	0	0	18	200	1	43	22	0	266	284
13:45	14:00													
16:00	16:15	17	3	0	0	0	20	341	1	53	42	1	438	458
16:15	16:30													
16:30	16:45	12	7	0	1	0	19	361	2	43	29	0	435	454
16:45	17:00													
17:00	17:15	8	8	0	0	0	16	452	2	40	42	1	537	553
17:15	17:30													
17:30	17:45	10	6	0	0	0	16	451	0	41	27	1	520	536
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

EASTSIDE OF NW 25 ST

COUNT LOCATION AT MILAM DAIRY DATE 6/24/87 DAY WED

DIRECTION WB NAME WIRA NASTIUK WEATHER SUNNY/CLEAR

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	8	1	0	0	0	9	59	0	9	5	0	73	82
7:30	7:45													
7:45	8:00	12	3	0	0	0	15	58	0	22	14	0	94	109
8:00	8:15													
8:15	8:30	15	11	0	0	3	26	77	0	10	17	1	105	131
8:30	8:45													
8:45	9:00	13	10	0	0	1	23	65	0	10	21	0	96	119
10:00	10:15													
10:15	10:30	36	21	0	0	0	57	52	0	11	32	1	96	153
10:30	10:45													
10:45	11:00	20	8	0	0	0	28	73	0	26	19	0	118	146
11:00	11:15													
11:15	11:30	27	10	0	0	0	37	66	0	12	22	2	102	139
11:30	11:45													
11:45	12:00	27	11	0	0	0	38	85	0	21	19	0	125	163
12:00	12:15													
12:15	12:30	22	7	0	0	0	29	83	0	21	29	0	133	162
12:30	12:45													
12:45	13:00	15	15	0	0	0	30	82	0	15	28	1	126	156
13:00	13:15													
13:15	13:30	21	11	0	0	0	32	70	0	17	25	1	113	145
13:30	13:45													
13:45	14:00	17	6	0	0	0	23	67	1	18	25	0	111	134
16:00	16:15													
16:15	16:30	20	8	0	0	0	28	91	0	10	18	3	122	150
16:30	16:45													
16:45	17:00	23	4	0	0	0	27	109	0	10	20	2	141	168
17:00	17:15													
17:15	17:30	12	12	0	0	0	24	123	1	13	17	0	154	178
17:30	17:45													
17:45	18:00	10	4	0	0	4	14	81	0	11	5	0	97	111

VEHICLE CLASSIFICATION COUNT SHEET

EASTSIDE OF NW 25ST

COUNT LOCATION AT MILAM DAIRY DATE 6/24/87 DAY WED

DIRECTION EB NAME WIRA NASTIUK WEATHER SUNNY/CLEAR

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	9	4	0	0	0	13	72	0	14	8	1	95	108
7:15	7:30													
7:30	7:45	9	6	0	0	0	15	113	0	10	11	0	134	149
7:45	8:00													
8:00	8:15	12	7	0	0	0	19	121	0	7	10	0	138	157
8:15	8:30													
8:30	8:45	23	13	0	0	0	36	92	0	11	19	0	122	158
8:45	9:00													
10:00	10:15	34	10	0	0	0	44	82	0	9	27	0	118	162
10:15	10:30													
10:30	10:45	27	10	0	0	0	37	58	0	28	25	0	111	148
10:45	11:00													
11:00	11:15	26	12	0	0	0	38	55	0	18	25	0	98	136
11:15	11:30													
11:30	11:45	34	11	0	0	0	45	71	0	13	27	0	111	156
11:45	12:00													
12:00	12:15	22	16	0	0	0	38	72	0	21	22	0	115	153
12:15	12:30													
12:30	12:45	21	14	0	0	0	35	71	0	16	20	0	157	192
12:45	13:00													
13:00	13:15	12	10	0	0	0	22	84	0	18	26	0	128	150
13:15	13:30													
13:30	13:45	29	11	0	0	0	40	70	0	18	21	1	110	150
13:45	14:00													
16:00	16:15	19	8	0	0	0	27	54	0	10	12	0	76	103
16:15	16:30													
16:30	16:45	21	9	0	0	0	30	71	0	7	17	1	96	126
16:45	17:00													
17:00	17:15	10	6	0	0	0	16	102	0	7	7	0	116	132
17:15	17:30													
17:30	17:45	12	9	0	0	0	21	82	1	11	7	0	101	122
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

WESTSIDE of NW 25ST

COUNT LOCATION AT MIAMI DAIRY DATE 6/24/87 DAY TUES

DIRECTION EB NAME JYL LURIA WEATHER SUNNY/DRY Rd.

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	3	3	0	0	2	8	60	0	12	6	0	78	86
7:15	7:30													
7:30	7:45	10	6	0	0	0	16	103	0	11	9	1	124	140
7:45	8:00													
8:00	8:15	17	6	0	0	0	23	114	0	15	19	1	149	172
8:15	8:30													
8:30	8:45	18	10	0	0	0	28	114	1	15	20	0	150	178
8:45	9:00													
10:00	10:15	26	10	0	0	0	36	84	0	26	31	0	141	177
10:15	10:30													
10:30	10:45	23	11	1	0	0	35	89	0	24	34	0	147	182
10:45	11:00													
11:00	11:15	19	12	0	0	0	31	88	2	23	26	0	139	170
11:15	11:30													
11:30	11:45	28	11	0	0	0	39	103	0	17	22	0	142	181
11:45	12:00													
12:00	12:15	18	7	0	0	0	25	115	0	24	14	0	153	178
12:15	12:30													
12:30	12:45	6	14	0	0	0	20	111	0	23	17	2	153	173
12:45	13:00													
13:00	13:15	19	7	0	0	0	26	124	0	29	24	0	177	203
13:15	13:30													
13:30	13:45	17	13	0	0	0	30	115	0	21	21	0	157	187
13:45	14:00													
16:00	16:15	15	4	0	0	0	19	103	1	17	22	1	144	163
16:15	16:30													
16:30	16:45	19	6	0	0	0	25	130	1	16	21	2	170	195
16:45	17:00													
17:00	17:15	13	1	0	0	0	14	178	1	16	16	0	211	225
17:15	17:30													
17:30	17:45	9	4	0	0	0	13	153	1	18	8	0	180	193
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

WESTSIDE of NW 25ST

COUNT LOCATION AT MILAM DAIRY DATE 6/24/87 DAY WED

DIRECTION WB NAME JYL LURIA WEATHER SUNNY/DRY Rd.

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6† TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	10	4	0	1	0	15	85	1	15	5	1	107	122
7:30	7:45													
7:45	8:00	10	8	0	0	0	18	144	0	16	11	1	172	190
8:00	8:15													
8:15	8:30	16	9	0	0	0	25	136	1	10	18	1	166	191
8:30	8:45													
8:45	9:00	12	13	0	0	0	25	101	0	16	16	1	134	159
10:00	10:15													
10:15	10:30	18	11	0	0	0	29	68	0	15	26	1	110	139
10:30	10:45													
10:45	11:00	16	6	0	0	0	22	93	1	25	17	1	137	159
11:00	11:15													
11:15	11:30	17	14	0	0	0	31	85	0	19	26	0	130	161
11:30	11:45													
11:45	12:00	21	7	0	0	0	28	92	0	28	25	0	145	173
12:00	12:15													
12:15	12:30	14	14	0	0	0	28	95	0	19	28	0	142	170
12:30	12:45													
12:45	13:00	9	9	0	0	0	18	119	0	26	20	1	166	184
13:00	13:15													
13:15	13:30	9	6	0	0	0	15	72	0	18	19	0	109	124
13:30	13:45													
13:45	14:00	17	7	0	0	0	24	98	0	28	25	0	151	175
16:00	16:15													
16:15	16:30	14	5	0	0	0	19	104	1	17	11	0	133	152
16:30	16:45													
16:45	17:00	19	5	0	0	0	24	126	1	16	26	2	171	195
17:00	17:15													
17:15	17:30	18	12	0	0	0	30	122	1	16	13	0	152	182
17:30	17:45													
17:45	18:00	21	10	0	0	0	31	102	0	15	9	0	126	157

VEHICLE CLASSIFICATION COUNT SHEET

NORTHSIDE OF MILAM DAIRY

COUNT LOCATION AT NW 25 ST DATE 6/25/87 DAY THURS

DIRECTION SB NAME JYL LURIA WEATHER SUNNY/CLEAR

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	14	7	0	1	0	22	142	0	27	14	1	184	206
7:15	7:30													
7:30	7:45	17	13	0	1	0	31	148	0	25	21	0	194	225
7:45	8:00													
8:00	8:15	16	9	0	0	0	25	197	0	29	25	0	251	276
8:15	8:30													
8:30	8:45	19	12	0	1	0	32	216	0	35	35	0	286	318
8:45	9:00													
10:00	10:15	24	13	0	0	0	37	150	0	33	30	0	213	250
10:15	10:30													
10:30	10:45	18	17	0	1	0	36	139	1	35	30	2	207	243
10:45	11:00													
11:00	11:15	19	20	0	0	0	39	123	0	34	31	1	189	228
11:15	11:30													
11:30	11:45	15	18	0	1	0	34	160	2	47	29	0	238	272
11:45	12:00													
12:00	12:15	24	19	0	0	0	43	212	1	41	28	1	283	326
12:15	12:30													
12:30	12:45	28	8	0	1	0	37	194	0	31	28	0	253	290
12:45	13:00													
13:00	13:15	23	11	0	0	0	34	191	2	31	32	1	257	291
13:15	13:30													
13:30	13:45	29	13	0	1	0	43	217	0	31	34	2	284	327
13:45	14:00													
16:00	16:15	15	10	0	0	0	25	209	0	41	30	0	280	305
16:15	16:30													
16:30	16:45	19	9	0	1	0	29	243	0	35	36	1	315	344
16:45	17:00													
17:00	17:15	14	10	0	1	0	25	288	0	24	16	1	329	354
17:15	17:30													
17:30	17:45	10	8	0	1	0	19	208	1	25	21	0	255	274
17:45	18:00													

VEHICLE CLASSIFICATION COUNT SHEET

NORTHSIDE OF MILAM DAIRY

COUNT LOCATION AT NW 25 ST DATE 6/25/87 DAY Thurs

DIRECTION NB NAME JYL LURIA WEATHER Sunny/Clear

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	7	5	0	0	0	12	151	0	25	9	0	185	197
7:30	7:45													
7:45	8:00	16	6	0	0	0	22	191	1	29	31	1	253	275
8:00	8:15													
8:15	8:30	22	11	0	1	0	34	163	0	19	21	1	204	238
8:30	8:45													
8:45	9:00	18	12	0	1	0	31	174	0	26	18	0	218	249
10:00	10:15													
10:15	10:30	23	16	0	0	0	39	129	0	38	31	0	198	237
10:30	10:45													
10:45	11:00	18	10	0	1	0	29	127	0	35	36	0	198	227
11:00	11:15													
11:15	11:30	14	15	0	0	0	29	117	0	37	42	0	196	225
11:30	11:45													
11:45	12:00	22	11	0	1	0	34	144	1	34	25	0	204	238
12:00	12:15													
12:15	12:30	15	11	0	0	0	26	154	1	29	32	0	216	242
12:30	12:45													
12:45	13:00	21	6	0	1	0	28	178	0	24	21	2	225	253
13:00	13:15													
13:15	13:30	27	11	0	0	0	38	142	0	35	33	0	210	248
13:30	13:45													
13:45	14:00	17	12	0	0	0	29	123	1	17	31	0	172	201
16:00	16:15													
16:15	16:30	15	8	0	0	0	23	133	0	28	23	0	184	207
16:30	16:45													
16:45	17:00	12	14	0	0	0	26	178	0	18	23	0	219	245
17:00	17:15													
17:15	17:30	8	7	0	0	0	15	148	0	20	13	1	182	197
17:30	17:45													
17:45	18:00	9	11	0	0	0	20	144	0	9	24	0	177	197

VEHICLE CLASSIFICATION COUNT SHEET

SOUTHSIDE OF MIAMI DAIRY

COUNT LOCATION AT NW 25 ST DATE 6/25/87 DAY THURS

DIRECTION NB NAME WIRA NASTIUK WEATHER SUNNY/CLEAR

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15													
7:15	7:30	8	4	0	1	0	13	175	0	33	13	0	221	234
7:30	7:45													
7:45	8:00	10	5	0	0	0	15	253	1	18	30	1	303	318
8:00	8:15													
8:15	8:30	14	4	0	1	0	19	184	0	20	28	0	232	251
8:30	8:45													
8:45	9:00	7	4	0	1	0	12	177	0	20	31	0	228	240
10:00	10:15													
10:15	10:30	7	6	0	0	0	13	92	0	18	38	0	148	161
10:30	10:45													
10:45	11:00	14	11	0	1	0	26	141	1	32	26	2	202	228
11:00	11:15													
11:15	11:30	12	11	0	0	0	23	137	1	36	48	1	223	246
11:30	11:45													
11:45	12:00	22	5	0	1	0	28	147	2	29	25	0	203	231
12:00	12:15													
12:15	12:30	3	8	0	0	0	11	190	1	14	38	1	244	255
12:30	12:45													
12:45	13:00	6	8	0	1	0	15	211	0	20	25	0	256	271
13:00	13:15													
13:15	13:30	18	2	0	0	0	20	140	0	24	23	0	187	207
13:30	13:45													
13:45	14:00	22	11	0	0	0	33	143	1	13	32	0	189	222
16:00	16:15													
16:15	16:30	10	6	0	0	0	16	110	1	30	36	0	177	193
16:30	16:45													
16:45	17:00	5	10	0	0	0	15	132	0	17	18	0	167	182
17:00	17:15													
17:15	17:30	5	5	0	0	0	10	123	0	11	17	0	151	161
17:30	17:45													
17:45	18:00	7	5	0	0	0	12	117	0	9	15	0	141	153

VEHICLE CLASSIFICATION COUNT SHEET

SOUTHSIDE OF MIAMI DAIRY

COUNT LOCATION AT NW 25 ST DATE 6/25/87 DAY THURS

DIRECTION SB NAME WIRA NASTUCK WEATHER SUNNY/CLEAR

TIME OF DAY		VEHICLE CLASSIFICATION (COUNT 100%)												
		HEAVY VEHICLES (6+ TIRES ON PAVEMENT)						LIGHT VEHICLES (4 TIRES ON PAVEMENT)						
FROM	TO	TRUCK	SEMI-TRUCK	RV	BUS	OTHER	TOTAL	AUTO	TAXI	TRUCK	VAN	OTHER	TOTAL	HOURLY TOTAL
7:00	7:15	11	7	0	1	0	19	97	0	13	11	0	121	140
7:15	7:30													
7:30	7:45	12	4	0	1	0	17	99	0	7	14	0	120	137
7:45	8:00													
8:00	8:15	13	5	0	0	0	18	162	0	13	27	0	202	220
8:15	8:30													
8:30	8:45	13	4	0	1	0	18	153	0	15	34	0	202	220
8:45	9:00													
10:00	10:15	14	8	0	0	0	22	133	1	25	33	2	194	216
10:15	10:30													
10:30	10:45	17	10	0	1	0	28	132	1	26	41	0	200	228
10:45	11:00													
11:00	11:15	10	8	0	0	0	18	132	0	25	33	1	191	209
11:15	11:30													
11:30	11:45	9	16	0	1	0	25	170	2	19	35	1	227	252
11:45	12:00													
12:00	12:15	12	6	0	0	0	18	192	1	27	35	1	256	274
12:15	12:30													
12:30	12:45	9	4	0	1	0	14	175	1	19	29	1	225	239
12:45	13:00													
13:00	13:15	6	8	0	0	0	14	196	3	21	37	1	258	272
13:15	13:30													
13:30	13:45	10	4	0	1	0	15	165	0	18	28	1	212	227
13:45	14:00													
16:00	16:15	7	5	0	0	0	12	265	0	39	25	3	332	344
16:15	16:30													
16:30	16:45	7	6	0	1	0	14	280	1	24	30	0	335	349
16:45	17:00													
17:00	17:15	1	4	0	1	0	6	290	1	14	24	1	330	336
17:15	17:30													
17:30	17:45	6	7	0	0	0	13	257	0	19	23	0	299	312
17:45	18:00													

APPENDIX D

Travel Time and Delay Studies

Summary Reports

This appendix contains summary reports of the travel time and delay studies presented in Section III of this report. Reports are provided for runs made on the following routes:

- NW 36th St. from Palmetto Exp. to NW 35th Ave.
- Le Jeune Rd. from SW 8th St. to Hialeah Dr.
- SR 836 from NW 87th Ave. to NW 27th Ave.
- Palmetto Exp. from NW 58th St. to Flagler St.
- Perimeter Rd. from NW 87th Ave. to NW 21st St.
- 57th Ave. from Flagler St. to Perimeter Rd.
- NW 72nd Ave. from Flagler St. to NW 42nd St.
- SR 112 from 112th On-Ramp to NW 22nd Ave. On-Ramp
- SR 112 Ave. from NW 25th St. to NW 22nd Ave. On-Ramp

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W. 36 STREET PARMETTO EXPWY TON.W.35 AVE EB AM,
NUMBER OF RUNS: 3
FROM: PALMETTO EXP TO: N.W. 35 AVE DIRECTION: EASTBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

****

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	PALMETTO EXP										
1	N.W. 72 AVE	3182	75.3	55.22	1.7	0.58	161.7	73.20	13.4	29.3	6.13
2	CURTISS PKWY	7636	25.3	22.14	0.7	0.58	179.0	28.58	29.1	35.9	2.06
3	LEJEUNE ROAD	7677	75.3	6.66	3.0	0.00	264.7	18.50	19.8	30.8	2.11
4	N.W. 37 AVE	2531	46.7	15.37	1.0	0.00	114.0	18.52	15.1	29.1	5.31
5	N.W. 35 AVE	1260	0.0	0.00	0.0	0.00	23.3	2.52	36.8	37.3	3.82
ROUTE SUMMARY:		22286	222.7 (3:42.7)	30.7 (0:30.7)	6.3	0.6	742.7 (12:22.7)	20.3 (0:20.3)	20.5	32.2	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	PALMETTO EXP									
1	N.W. 72 AVE	3182	0.0502	0.0139	6.850	4.576	0.3871	0.2367	3.7628	2.8973
2	CURTISS PKWY	7636	0.0783	0.0035	3.297	0.569	0.3360	0.1100	2.0846	1.6469
3	LEJEUNE ROAD	7677	0.1033	0.0014	6.713	3.856	0.6869	0.0191	8.9219	0.1762
4	N.W. 37 AVE	2531	0.0393	0.0022	3.636	1.786	0.2877	0.0370	2.9389	0.1615
5	N.W. 35 AVE	1260	0.0114	0.0020	0.474	0.091	0.0481	0.0041	0.2285	0.0351
ROUTE SUMMARY:		22286	0.28237		20.97013		1.74580		17.93673	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W. 36 STREET PALMETTO EXWY TO N.W. 35 AVE WB AM,
NUMBER OF RUNS: 3

FROM: NW 35 AVE TO: PALMETTO EXP DIRECTION: WESTBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	NW 35 AVE										
1	NW 37 AVE	1260	0.0	0.00	0.0	0.00	26.3	2.31	32.6	34.0	0.75
2	LEJEUNE ROAD	2530	37.3	27.14	1.0	0.00	109.0	23.52	15.8	26.0	1.70
3	CURTISS PKWY	7663	37.7	33.98	1.7	1.53	214.7	53.52	24.3	32.8	3.06
4	NW 72 AVE	7650	19.3	33.49	0.3	0.58	156.3	36.50	33.4	39.4	1.71
5	PALMETTO EXP	3231	7.7	13.28	0.3	0.58	84.0	33.87	26.2	31.2	7.65
ROUTE SUMMARY:		22334	102.0 (1:42.0)	8.2 (0:08.2)	3.3	1.2	590.3 (9:50.3)	33.1 (0:33.1)	25.8	33.6	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	NW 35 AVE									
1	NW 37 AVE	1260	0.0121	0.0011	0.402	0.051	0.0525	0.0071	0.2181	0.0206
2	LEJEUNE ROAD	2530	0.0350	0.0011	4.265	1.044	0.2610	0.0590	2.8338	0.1073
3	CURTISS PKWY	7663	0.0843	0.0149	5.471	3.470	0.5175	0.1872	5.6344	3.7970
4	NW 72 AVE	7650	0.0714	0.0069	3.575	0.791	0.2894	0.0220	1.4590	0.2289
5	PALMETTO EXP	3231	0.0338	0.0089	2.123	1.816	0.1748	0.0826	1.3020	1.3152
ROUTE SUMMARY:		22334	0.23663		15.83733		1.29520		11.45433	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W. 36 STREET PARMETTO EXPWY TON.W.35 AVE EB ...,
NUMBER OF RUNS: 3
FROM: PALMETTO EXP TO: N.W. 35 AVE DIRECTION: EASTBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

****

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	PALMETTO EXP										
1	N.W. 72 AVE	3182	15.3	26.56	0.3	0.58	70.7	29.74	30.7	41.4	1.46
2	CURTISS PKWY	7636	7.3	12.70	0.3	0.58	148.0	35.04	35.2	39.4	6.16
3	LEJEUNE ROAD	7677	68.7	59.08	4.3	2.31	270.3	99.49	19.4	30.3	6.08
4	N.W. 37 AVE	2531	42.7	14.57	1.3	0.58	115.0	6.24	15.0	28.6	3.71
5	N.W. 35 AVE	1260	0.0	0.00	0.0	0.00	27.0	1.73	31.8	32.7	2.52
ROUTE SUMMARY:		22286	134.0 (2:14.0)	67.0 (1:07.0)	6.3	2.5	631.0 (10:31.0)	109.8 (1:49.8)	24.1	34.1	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	PALMETTO EXP									
1	N.W. 72 AVE	3182	0.0323	0.0084	1.867	0.850	0.1304	0.0196	0.6579	0.0196
2	CURTISS PKWY	7636	0.0725	0.0064	3.458	0.629	0.3343	0.0885	2.4972	1.4204
3	LEJEUNE ROAD	7677	0.1089	0.0205	9.203	7.165	0.6333	0.3385	9.3016	8.5595
4	N.W. 37 AVE	2531	0.0402	0.0028	3.999	2.240	0.3024	0.0157	3.7278	1.3028
5	N.W. 35 AVE	1260	0.0107	0.0003	0.462	0.033	0.0516	0.0019	0.2281	0.0237
ROUTE SUMMARY:		22286	0.26460		18.98867		1.45197		16.40750	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W. 36 STREET PALMETTO EXWY TO N.W. 35 AVE WB
NUMBER OF RUNS: 3

FROM: NW 35 AVE TO: PALMETTO EXP DIRECTION: WESTBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	NUMBER OF STOPS MEAN	TRAVEL TIME SECONDS MEAN	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN
	NW 35 AVE						
1	NW 37 AVE	1260	4.7	0.3	38.3	22.4	28.5
2	LEJEUNE ROAD	2530	%391.7	3.3	515.3	3.3	15.9
3	CURTISS PKWY	7663	45.0	0.7	207.0	25.2	33.9
4	NW 72 AVE	7650	%149.3	3.7	408.3	12.8	24.5
5	PALMETTO EXP	3231	2.7	0.7	86.3	25.5	28.2
ROUTE SUMMARY:		22334	593.3 (9:53.3)	8.7	1255.3 (20:55.3)	12.1	27.5

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	CARBON MONOXIDE IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS MEAN	NITROUS OXIDES IN GRAMS MEAN
	NW 35 AVE					
1	NW 37 AVE	1260	0.01500	0.92107	0.09063	1.02497
2	LEJEUNE ROAD	2530	0.11663	26.17177	1.33543	8.24800
3	CURTISS PKWY	7663	0.07867	3.18707	0.44873	2.16220
4	NW 72 AVE	7650	0.12797	17.34363	0.99607	9.94460
5	PALMETTO EXP	3231	0.03340	2.08627	0.17620	2.08727
ROUTE SUMMARY:		22334	0.37167	49.70980	3.04707	23.46703

FULL SUMMARY OF: LEJEUNE RD., SW 8 ST - HIALEAH DR. SB, AMNUMBER OF RUNS: 3
FROM: HIALEAH DR TO: SW 8 ST DIRECTION: SOUTHBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	HIALEAH DR										
1	SE 8 ST	2545	10.0	17.32	0.3	0.58	53.3	20.50	32.5	42.1	0.32
2	NW 36 ST	2563	74.7	14.05	2.0	1.00	154.7	20.79	11.3	25.0	1.10
3	NW 26 ST	3376	12.7	4.04	1.0	0.00	85.3	3.21	27.0	35.4	3.61
4	NW 25 ST	1393	0.0	0.00	0.0	0.00	22.3	4.51	42.5	44.1	8.80
5	DOLPHIN EXP	3195	15.3	14.19	0.7	0.58	86.7	19.09	25.1	32.9	4.00
6	NW 7 ST	2251	37.7	35.10	1.3	0.58	104.0	36.39	14.8	25.9	1.91
7	FLAGLER ST	2418	0.3	0.58	0.3	0.58	55.0	9.00	30.0	34.2	2.89
8	SW 8 ST	2515	2.3	4.04	0.3	0.58	60.0	7.00	28.6	30.9	0.40
ROUTE SUMMARY:		20256	153.0	32.0	6.0	2.6	621.3	70.9	22.2	32.5	
			(2:33.0)	(0:32.0)			(10:21.3)	(1:11.0)			

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	HIALEAH DR									
1	SE 8 ST	2545	0.0293	0.0078	1.523	0.848	0.0999	0.0266	0.5179	0.0208
2	NW 36 ST	2563	0.0524	0.0113	7.413	1.431	0.4105	0.0723	5.2837	2.4833
3	NW 26 ST	3376	0.0451	0.0022	2.005	0.394	0.1665	0.0540	1.3001	1.5031
4	NW 25 ST	1393	0.0115	0.0002	0.725	0.192	0.0569	0.0036	0.3879	0.1834
5	DOLPHIN EXP	3195	0.0366	0.0073	2.241	1.298	0.1714	0.0597	1.3203	1.4562
6	NW 7 ST	2251	0.0355	0.0058	4.540	1.820	0.2653	0.0958	3.5941	1.4171
7	FLAGLER ST	2418	0.0291	0.0111	1.065	0.511	0.0935	0.0099	0.3089	0.0929
8	SW 8 ST	2515	0.0262	0.0057	0.927	0.442	0.1313	0.0408	1.2394	1.4877
ROUTE SUMMARY:		20256	0.26567		20.43920		1.39533		13.95237	

FULL SUMMARY OF: LEJEUNE RD SW 8 ST TO HIALEAH DR NORTHBOUND AM,
NUMBER OF RUNS: 3

FROM: SW 8 ST TO: HIALEAH DR DIRECTION: NORTHBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS		NUMBER OF STOPS		TRAVEL TIME SECONDS		AVERAGE SPEED MPH	CRUISE SPEED MPH	
			MEAN	SD	MEAN	SD	MEAN	SD	MEAN	MEAN	SD
	SW 8 ST										
1	FLAGLER ST	2490	0.0	0.00	0.0	0.00	55.0	5.57	30.9	34.4	3.85
2	NW 7 ST	2413	3.0	3.00	0.7	0.58	60.7	2.52	27.1	32.3	5.22
3	DOLPHIN EXP	2261	3.7	6.35	0.3	0.58	55.0	19.08	28.0	32.7	9.07
4	NW 25 ST	3521	11.7	20.21	0.3	0.58	84.0	25.53	28.6	36.6	7.31
5	NW 26 ST	1042	5.3	9.24	0.3	0.58	28.0	10.15	25.4	38.6	11.66
6	NW 36 ST	3432	86.3	89.23	2.0	1.73	185.0	%133.82	12.6	30.1	11.45
7	SE 8 ST	2561	78.7	0.58	1.7	0.58	158.7	24.01	11.0	27.2	7.61
8	HIALEAH DR	2547	0.0	0.00	0.0	0.00	45.3	6.11	38.3	39.0	5.42
ROUTE SUMMARY:		20267	188.7 (3:08.7)	81.5 (1:21.5)	5.3	1.5	671.7 (11:11.7)	167.5 (2:47.5)	20.6	32.0	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS		CARBON MONOXIDE IN GRAMS		HYDRO-CARBONS IN GRAMS		NITROUS OXIDES IN GRAMS	
			MEAN	SD	MEAN	SD	MEAN	SD	MEAN	SD
	SW 8 ST									
1	FLAGLER ST	2490	0.0278	0.0014	0.676	0.119	0.1050	0.0306	0.3562	0.0369
2	NW 7 ST	2413	0.0291	0.0039	1.557	0.418	0.1315	0.0311	1.1917	1.4852
3	DOLPHIN EXP	2261	0.0258	0.0065	1.598	1.098	0.1196	0.0547	1.2039	1.3425
4	NW 25 ST	3521	0.0382	0.0112	1.985	0.329	0.1470	0.0214	0.6024	0.2219
5	NW 26 ST	1042	0.0130	0.0070	1.075	1.129	0.0565	0.0250	0.1700	0.0225
6	NW 36 ST	3432	0.0580	0.0240	6.670	7.694	0.4124	0.3684	4.4803	4.7214
7	SE 8 ST	2561	0.0501	0.0024	5.937	3.675	0.4184	0.0407	4.5187	1.2193
8	HIALEAH DR	2547	0.0233	0.0019	0.993	0.155	0.0732	0.0089	0.5097	0.0660
ROUTE SUMMARY:		20267	0.26517		20.49057		1.48357		13.03283	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: LEJEUNE RD SW 8 ST TO HIALEAH DR NORTHBOUND

NUMBER OF RUNS: 3

FROM: SW 8 ST TO: HIALEAH DR DIRECTION: NORTHBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	SW 8 ST----------										
1	FLAGLER ST	2490	15.7	13.65	0.7	0.58	70.7	16.44	24.0	33.3	2.03
2	NW 7 ST	2413	14.3	1.53	1.0	0.00	76.3	6.66	21.6	30.4	3.43
3	DOLPHIN EXP	2261	24.3	9.50	1.0	0.00	74.0	13.89	20.8	35.9	6.31
4	NW 25 ST	3521	6.3	10.97	0.3	0.58	86.0	29.21	27.9	33.8	8.79
5	NW 26 ST	1042	81.3	92.36	1.3	0.58	120.7	93.05	5.9	23.5	8.85
6	NW 36 ST	3432	%198.7	82.44	3.3	2.52	360.3	85.70	6.5	16.7	0.56
7	SE 8 ST	2561	54.3	2.52	2.0	0.00	134.7	7.64	13.0	24.2	2.44
8	HIALEAH DR	2547	0.0	0.00	0.0	0.00	51.3	1.53	33.8	34.3	1.05
ROUTE SUMMARY:		20267	395.0 (6:35.0)	21.8 (0:21.8)	9.7	2.1	974.0 (16:14.0)	16.7 (0:16.7)	14.2	27.9	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	SW 8 ST----------									
1	FLAGLER ST	2490	0.0299	0.0063	1.378	0.562	0.1445	0.0639	1.2392	1.5298
2	NW 7 ST	2413	0.0312	0.0005	2.068	0.889	0.1963	0.0083	2.9451	0.1111
3	DOLPHIN EXP	2261	0.0295	0.0078	2.552	0.830	0.1440	0.0588	1.1788	1.4484
4	NW 25 ST	3521	0.0385	0.0108	1.665	0.139	0.1946	0.0784	1.4857	1.3745
5	NW 26 ST	1042	0.0269	0.0105	5.858	5.095	0.3225	0.2339	3.3848	1.0968
6	NW 36 ST	3432	0.0992	0.0212	16.603	5.198	0.8809	0.2542	8.1479	5.7960
7	SE 8 ST	2561	0.0488	0.0016	6.171	0.053	0.3505	0.0013	5.2267	0.1212
8	HIALEAH DR	2547	0.0227	0.0008	0.875	0.037	0.0947	0.0092	0.4263	0.0869
ROUTE SUMMARY:		20267	0.32650		37.17010		2.32797		24.03437	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: LEJEUNE RD., SW 8 ST - HIALEAH DR. SB, AMNUMBER OF RUNS: 3
FROM: HIALEAH DR TO: SW 8 ST DIRECTION: SOUTHBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	HIALEAH DR										
1	SE 8 ST	2545	17.0	3.46	1.0	0.00	70.7	5.03	24.6	37.0	2.29
2	NW 36 ST	2563	%118.0	%128.56	2.3	2.52	204.3	%159.68	8.6	23.6	7.14
3	NW 26 ST	3376	0.0	0.00	0.0	0.00	71.7	9.50	32.1	32.9	4.72
4	NW 25 ST	1393	39.0	47.57	1.3	1.53	90.7	72.98	10.5	25.5	14.24
5	DOLPHIN EXP	3195	%100.0	90.09	3.0	1.00	231.3	%128.59	9.4	19.0	4.
6	NW 7 ST	2251	52.0	39.05	2.3	1.15	137.0	52.94	11.2	20.9	3.60
7	FLAGLER ST	2418	32.3	56.00	0.7	1.15	100.0	64.95	16.5	26.8	2.61
8	SW 8 ST	2515	20.3	35.22	0.3	0.58	77.7	30.75	22.1	31.7	4.20
ROUTE SUMMARY:		20256	378.7 (6:18.7)	8.4 (0:08.4)	11.0	1.0	983.3 (16:23.3)	41.5 (0:41.5)	14.0	26.5	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	HIALEAH DR									
1	SE 8 ST	2545	0.0317	0.0009	1.968	0.199	0.1138	0.0060	0.3236	0.0569
2	NW 36 ST	2563	0.0602	0.0349	9.668	9.060	0.5249	0.4410	5.8568	5.7501
3	NW 26 ST	3376	0.0314	0.0020	1.190	0.234	0.1334	0.0186	0.5179	0.0238
4	NW 25 ST	1393	0.0292	0.0208	4.311	4.002	0.2334	0.1974	3.2587	3.3702
5	DOLPHIN EXP	3195	0.0684	0.0250	10.287	6.478	0.5443	0.3163	7.3566	2.0962
6	NW 7 ST	2251	0.0450	0.0131	6.236	2.991	0.3477	0.1471	5.7743	2.6593
7	FLAGLER ST	2418	0.0363	0.0193	3.341	4.236	0.2351	0.2025	1.9641	2.8397
8	SW 8 ST	2515	0.0303	0.0078	1.343	0.634	0.1141	0.0076	0.3557	0.0334
ROUTE SUMMARY:		20256								

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR836 EAST-WEST EXPWY, 87 AVE TO 27 AVE NUMBER OF RUNS: 3
FROM: N.W.87 AVE TO: N.W.27 AVE DIRECTION: EASTBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.87 AVE										
1	PALMETTO EXP	4885	48.3	68.16	1.3	0.58	198.3	92.00	16.8	30.1	6.36
2	N.W.72 AVE	2640	57.7	52.65	1.7	1.53	203.7	84.77	8.8	14.1	2.65
3	N.W.57 AVE	7796	25.7	44.46	1.0	1.73	236.3	%131.36	22.5	30.8	7.70
4	LEJEUNE ROAD	7930	0.0	0.00	0.0	0.00	144.7	11.24	37.4	37.9	3.08
5	N.W.37 AVE	2599	0.0	0.00	0.0	0.00	49.3	11.24	35.9	37.5	9.15
6	N.W.27 AVE	6055	0.0	0.00	0.0	0.00	114.0	19.92	36.2	37.8	5.60
ROUTE SUMMARY:		31905	131.7 (2:11.7)	165.1 (2:45.1)	4.0	1.0	946.3 (15:46.3)	310.6 (5:10.6)	23.0	31.7	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.87 AVE									
1	PALMETTO EXP	4885	0.0678	0.0185	3.388	1.492	0.2764	0.0816	2.2059	1.5478
2	N.W.72 AVE	2640	0.0554	0.0127	8.605	4.980	0.4643	0.2302	4.0644	3.4154
3	N.W.57 AVE	7796	0.0895	0.0266	6.696	7.193	0.4901	0.3420	3.5175	3.9864
4	LEJEUNE ROAD	7930	0.0716	0.0027	3.006	0.254	0.2882	0.0220	1.4715	0.0580
5	N.W.37 AVE	2599	0.0229	0.0015	0.916	0.354	0.1048	0.0088	0.5212	0.2134
6	N.W.27 AVE	6055	0.0559	0.0037	2.212	0.528	0.2319	0.0337	1.1323	0.1920
ROUTE SUMMARY:		31905	0.36303		24.82240		1.85567		12.91283	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR836 EAST-WEST EXPWY, 87 AVE TO 27 AVE NUMBER OF RUNS: 3
FROM: N.W. 27 AVE TO: N.W. 87 AVE DIRECTION: WESTBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W. 27 AVE										
1	N.W. 37 AVE	6228	0.0	0.00	0.0	0.00	93.7	4.04	45.3	45.6	2.06
2	LEJEUNE ROAD	2540	0.0	0.00	0.0	0.00	32.0	1.00	54.1	54.2	1.70
3	N.W. 57 AVE	7983	0.0	0.00	0.0	0.00	104.7	2.89	52.0	52.4	1.39
4	N.W. 72 AVE	7792	0.0	0.00	0.0	0.00	100.7	3.51	52.8	52.9	1.97
5	PALMETTO EXP	2697	0.0	0.00	0.0	0.00	33.7	0.58	54.6	54.7	0.84
6	N.W. 87 AVE	4817	0.0	0.00	0.0	0.00	64.7	2.08	50.8	51.1	1.61
ROUTE SUMMARY:		32057	0.0 (0:00.0)	0.0 (0:00.0)	0.0	0.0	429.3 (7:09.3)	5.7 (0:05.7)	50.9	51.1	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W. 27 AVE									
1	N.W. 37 AVE	6228	0.0554	0.0009	3.191	0.173	0.2417	0.0060	1.7703	0.1664
2	LEJEUNE ROAD	2540	0.0211	0.0005	1.693	0.146	0.1095	0.0061	1.0701	0.1159
3	N.W. 57 AVE	7983	0.0667	0.0014	4.986	0.272	0.3308	0.0106	3.0924	0.2214
4	N.W. 72 AVE	7792	0.0638	0.0018	5.036	0.342	0.3313	0.0135	3.1428	0.2835
5	PALMETTO EXP	2697	0.0228	0.0005	1.797	0.061	0.1150	0.0044	1.1445	0.0375
6	N.W. 87 AVE	4817	0.0396	0.0014	2.945	0.169	0.2001	0.0056	1.7934	0.1442
ROUTE SUMMARY:		32057	0.26940		19.64753		1.32847		12.01347	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR836 EAST-WEST EXPWY, 87 AVE TO 27 AVE NUMBER OF RUNS: 3
FROM: N.W.87 AVE TO: N.W.27 AVE DIRECTION: EASTBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.87 AVE										
1	PALMETTO EXP	4885	0.0	0.00	0.0	0.00	80.7	9.29	41.3	42.2	4.29
2	N.W.72 AVE	2640	0.0	0.00	0.0	0.00	40.3	4.51	44.6	45.5	4.51
3	N.W.57 AVE	7796	0.0	0.00	0.0	0.00	132.3	14.57	40.2	40.9	4.23
4	LEJEUNE ROAD	7930	0.0	0.00	0.0	0.00	108.3	6.51	49.9	50.2	3.10
5	N.W.37 AVE	2599	0.0	0.00	0.0	0.00	34.3	0.58	51.6	51.6	0.87
6	N.W.27 AVE	6055	0.0	0.00	0.0	0.00	98.0	2.65	42.1	43.1	1.50
ROUTE SUMMARY:		31905	0.0 (0:00.0)	0.0 (0:00.0)	0.0	0.0	494.0 (8:14.0)	19.0 (0:19.0)	44.0	44.6	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.87 AVE									
1	PALMETTO EXP	4885	0.0451	0.0022	2.182	0.419	0.1780	0.0159	1.1220	0.3436
2	N.W.72 AVE	2640	0.0216	0.0002	1.387	0.259	0.1048	0.0094	0.7712	0.2148
3	N.W.57 AVE	7796	0.0675	0.0018	3.365	0.354	0.2858	0.0073	1.6518	0.3984
4	LEJEUNE ROAD	7930	0.0656	0.0018	4.755	0.632	0.3278	0.0253	2.8627	0.5088
5	N.W.37 AVE	2599	0.0213	0.0006	1.581	0.057	0.1069	0.0022	0.9670	0.0471
6	N.W.27 AVE	6055	0.0504	0.0012	2.776	0.109	0.2226	0.0043	1.4536	0.1082
ROUTE SUMMARY:		31905	0.27147		16.04607		1.22593		8.82823	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR836 EAST-WEST EXPWY, 87 AVE TO 27 AVE NUMBER OF RUNS: 3
FROM: N.W. 27 AVE TO: N.W. 87 AVE DIRECTION: WESTBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	NUMBER OF STOPS MEAN	TRAVEL TIME SECONDS MEAN	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN
	N.W. 27 AVE						
1	N.W. 37 AVE	6228	7.7	0.3	145.7	29.2	34.8
2	LEJEUNE ROAD	2540	3.0	0.7	57.3	30.2	35.7
3	N.W. 57 AVE	7983	51.3	2.3	328.0	16.6	22.9
4	N.W. 72 AVE	7792	5.3	1.3	212.7	25.0	27.7
5	PALMETTO EXP	2697	0.0	0.0	38.0	48.4	48.4
6	N.W. 87 AVE	4817	0.0	0.0	65.7	50.0	50.6
ROUTE SUMMARY:		32057	67.3 (1:07.3)	4.7	847.3 (14:07.3)	25.8	31.4

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	CARBON MONOXIDE IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS MEAN	NITROUS OXIDES IN GRAMS MEAN
	N.W. 27 AVE					
1	N.W. 37 AVE	6228	0.06730	4.01317	0.29580	1.84837
2	LEJEUNE ROAD	2540	0.02683	1.91773	0.14200	2.12787
3	N.W. 57 AVE	7983	0.11067	11.19237	0.70730	6.55963
4	N.W. 72 AVE	7792	0.08027	4.39893	0.43940	4.46007
5	PALMETTO EXP	2697	0.02290	1.52713	0.10987	0.88787
6	N.W. 87 AVE	4817	0.04053	2.91123	0.19910	1.76450
ROUTE SUMMARY:		32057	0.34850	25.96057	1.89347	17.64830

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PALMETTO EXPWY FLAGLER STREET TO N.W.58 STREET NB,
NUMBER OF RUNS: 3

FROM: FLAGLER ST TO: N.W.58 ST DIRECTION: NORTHBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	FLAGLER ST										
1	E/W EXPWY	3270	6.7	6.11	1.0	1.00	95.7	37.82	23.3	29.7	11.46
2	N.W.25 ST	573	0.0	0.00	0.0	0.00	10.3	1.53	37.8	39.1	4.25
3	N.W.36 ST	9205	0.0	0.00	0.0	0.00	161.7	30.83	38.8	39.9	8.37
4	N.W.58 ST	6457	0.0	0.00	0.0	0.00	87.3	0.58	50.4	50.7	0.21
ROUTE SUMMARY:		19505	6.7 (0:06.7)	6.1 (0:06.1)	1.0	1.0	355.0 (5:55.0)	28.7 (0:28.7)	37.5	39.9	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	FLAGLER ST									
1	E/W EXPWY	3270	0.0390	0.0079	3.133	1.538	0.2112	0.0878	2.9072	2.2563
2	N.W.25 ST	573	0.0045	0.0001	0.214	0.064	0.0223	0.0040	0.1084	0.0330
3	N.W.36 ST	9205	0.0794	0.0041	3.950	1.283	0.3608	0.0210	2.0761	0.9839
4	N.W.58 ST	6457	0.0529	0.0004	4.050	0.089	0.2769	0.0049	2.4552	0.0620
ROUTE SUMMARY:		19505	0.17570		11.34757		0.87117		7.54680	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PALMETTO EXPWY FLAGLER STREET TO N.W.58 STREET SB,
NUMBER OF RUNS: 3

FROM: N.W.58 ST TO: FLAGLER ST DIRECTION: SOUTHBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.58 ST										
1	N.W.36 ST	6358	0.0	0.00	0.0	0.00	85.3	1.15	50.8	50.8	0.69
2	N.W.25 ST	9183	0.0	0.00	0.0	0.00	118.7	2.08	52.8	52.9	0.87
3	E/W EXPWY	641	0.0	0.00	0.0	0.00	7.3	0.58	59.6	59.8	4.50
4	FLAGLER ST	3532	0.0	0.00	0.0	0.00	46.0	1.00	52.4	52.9	1.36
ROUTE SUMMARY:		19714	0.0 (0:00.0)	0.00 (0:00.0)	0.0	0.00	257.3 (4:17.3)	3.2 (0:03.2)	52.2	52.2	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.58 ST									
1	N.W.36 ST	6358	0.0521	0.0017	3.917	0.078	0.2689	0.0039	2.3667	0.0597
2	N.W.25 ST	9183	0.0752	0.0001	6.050	0.113	0.3983	0.0031	3.7746	0.1110
3	E/W EXPWY	641	0.0049	0.0002	0.419	0.020	0.0265	0.0011	0.2693	0.0175
4	FLAGLER ST	3532	0.0284	0.0004	2.376	0.087	0.1565	0.0021	1.4822	0.0795
ROUTE SUMMARY:		19714	0.16060		12.76290		0.85023		7.89277	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PALMETTO EXPWY FLAGLER STREET TO N.W.58 STREET NB,
NUMBER OF RUNS: 3
FROM: FLAGLER ST TO: N.W.58 ST DIRECTION: NORTHBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	FLAGLER ST										
1	E/W EXPWY	3270	0.0	0.00	0.0	0.00	42.0	1.73	53.1	53.1	2.25
2	N.W.25 ST	573	0.0	0.00	0.0	0.00	7.7	1.15	51.0	52.1	6.35
3	N.W.36 ST	9205	0.0	0.00	0.0	0.00	118.0	8.89	53.2	53.5	3.72
4	N.W.58 ST	6457	0.0	0.00	0.0	0.00	86.0	4.00	51.2	51.5	2.30
ROUTE SUMMARY:		19505	0.0 (0:00.0)	0.0 (0:00.0)	0.0	0.0	253.7 (4:13.7)	12.5 (0:12.5)	52.4	52.5	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	FLAGLER ST									
1	E/W EXPWY	3270	0.0263	0.0006	2.111	0.177	0.1387	0.0061	1.3192	0.1486
2	N.W.25 ST	573	0.0045	0.0004	0.350	0.028	0.0242	0.0003	0.2106	0.0321
3	N.W.36 ST	9205	0.0743	0.0013	6.047	0.675	0.3936	0.0204	3.8035	0.5895
4	N.W.58 ST	6457	0.0544	0.0025	3.985	0.379	0.2694	0.0168	2.4374	0.2956
ROUTE SUMMARY:		19505	0.15957		12.49310		0.82583		7.77067	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PALMETTO EXPWY FLAGLER STREET TO N.W.58 STREET SB,
NUMBER OF RUNS: 3

FROM: N.W.58 ST TO: FLAGLER ST DIRECTION: SOUTHBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.58 ST										
1	N.W.36 ST	6358	11.7	20.21	0.3	0.58	150.7	96.57	28.8	39.8	16.07
2	N.W.25 ST	9183	0.0	0.00	0.0	0.00	147.7	12.74	42.4	43.2	3.58
3	E/W EXPWY	641	0.0	0.00	0.0	0.00	8.3	0.58	52.4	53.2	2.48
4	FLAGLER ST	3532	0.0	0.00	0.0	0.00	58.0	10.44	41.5	42.8	7.20
ROUTE SUMMARY:		19714	11.7 (0:11.7)	20.2 (0:20.2)	0.3	0.6	364.7 (6:04.7)	115.5 (1:55.5)	36.9	40.8	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.58 ST									
1	N.W.36 ST	6358	0.0645	0.0179	5.235	3.228	0.3523	0.1799	2.4204	1.1450
2	N.W.25 ST	9183	0.0810	0.0059	4.149	0.699	0.3312	0.0292	2.1830	0.5638
3	E/W EXPWY	641	0.0049	0.0006	0.379	0.034	0.0263	0.0021	0.2273	0.0220
4	FLAGLER ST	3532	0.0301	0.0013	1.570	0.412	0.1352	0.0091	0.8832	0.2590
ROUTE SUMMARY:		19714	0.18053		11.33303		0.84503		5.71397	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PERIMETER ROAD 21 STREET TO N.W.87 AVE EB,

NUMBER OF RUNS: 3

FROM: N.W.87 AVE TO: N.W.21 ST. DIRECTION: EASTBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.87 AVE										
1	PALMETTO EXP	4742	0.0	0.00	0.0	0.00	81.3	5.51	39.8	40.3	2.86
2	N.W.72 AVE	1111	0.0	0.00	0.0	0.00	28.3	4.51	26.7	29.6	2.28
3	MIL DAIRY RD	1641	26.0	22.61	0.7	0.58	66.0	25.12	17.0	34.5	1.53
4	N.W.57 AVE	7631	8.7	14.15	0.7	0.58	170.0	13.11	30.6	33.8	2.42
5	N.W.21 ST.	8412	9.3	12.86	0.7	0.58	197.0	42.58	29.1	33.4	5.86
ROUTE SUMMARY:		23537	44.0 (0:44.0)	34.7 (0:34.7)	2.0	1.0	542.7 (9:02.7)	33.2 (0:33.2)	29.6	34.3	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.87 AVE									
1	PALMETTO EXP	4742	0.0447	0.0013	1.949	0.187	0.1675	0.0065	0.9422	0.1757
2	N.W.72 AVE	1111	0.0115	0.0033	0.343	0.253	0.0587	0.0140	0.1289	0.0069
3	MIL DAIRY RD	1641	0.0258	0.0090	1.080	0.568	0.1304	0.0949	1.0886	1.5528
4	N.W.57 AVE	7631	0.0738	0.0048	3.176	0.878	0.3511	0.0659	2.1073	1.6837
5	N.W.21 ST.	8412	0.0837	0.0049	3.990	1.183	0.4099	0.1042	3.1266	1.3101
ROUTE SUMMARY:										

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PERIMETER ROAD 21 STREET TO N.W.87 AVE WB,

NUMBER OF RUNS: 2

FROM: N.W.21 ST. TO: N.W.87 AVE DIRECTION: WESTBOUND

FILES INCLUDED:
S00 S01

AM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.21 ST.										
1	N.W. 57 AVE.	8353	6.0	1.41	1.0	0.00	150.5	7.78	37.8	42.1	2.12
2	MIL DAIRY RD	7618	0.0	0.00	0.0	0.00	132.0	5.66	39.3	41.9	0.42
3	N.W.72 AVE	1668	25.0	8.49	1.0	0.00	67.0	4.24	17.0	32.3	5.30
4	PALMETTO EXP	1080	0.0	0.00	0.0	0.00	20.5	2.12	35.9	36.2	3.75
5	N.W.87 AVE	4782	%143.5	37.48	1.0	0.00	254.0	25.46	12.8	34.5	5.80
ROUTE SUMMARY:		23501	174.5 (2:54.5)	44.5 (0:44.5)	3.0	0.0	624.0 (10:24.0)	25.5 (0:25.5)	25.7	39.8	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.21 ST.									
1	N.W. 57 AVE.	8353	0.0833	0.0011	5.280	0.197	0.3588	0.0078	1.9064	0.1421
2	MIL DAIRY RD	7618	0.0677	0.0057	3.320	0.280	0.2738	0.0199	1.6858	0.1648
3	N.W.72 AVE	1668	0.0280	0.0045	2.195	0.988	0.1239	0.0695	1.4564	1.8547
4	PALMETTO EXP	1080	0.0127	0.0024	0.327	0.039	0.0349	0.0112	0.1634	0.0089
5	N.W.87 AVE	4782	0.0766	0.0040	2.639	0.840	0.4001	0.2810	2.1512	1.8035
ROUTE SUMMARY:		23501	0.26830		13.76145		1.19160		7.36320	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PERIMETER ROAD 21 STREET TO N.W.87 AVE EB,

NUMBER OF RUNS: 3

FROM: N.W.87 AVE TO: N.W.21 ST. DIRECTION: EASTBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.87 AVE										
1	PALMETTO EXP	4742	3.7	6.35	0.3	0.58	83.0	19.08	39.0	43.5	4.14
2	N.W.72 AVE	1111	37.7	18.88	1.0	0.00	64.0	20.07	11.8	40.5	6.31
3	MIL DAIRY RD	1641	53.7	8.96	1.0	0.00	96.7	10.02	11.6	30.3	2.54
4	N.W.57 AVE	7631	8.7	14.15	1.0	1.00	158.3	36.90	32.9	37.3	4.25
5	N.W.21 ST.	8412	0.0	0.00	0.0	0.00	163.0	19.92	35.2	36.0	4.17
ROUTE SUMMARY:		23537	103.7 (1:43.7)	10.7 (0:10.7)	3.3	0.6	565.0 (9:25.0)	40.3 (0:40.3)	28.4	37.2	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.87 AVE									
1	PALMETTO EXP	4742	0.0468	0.0060	2.543	0.259	0.1804	0.0025	1.1231	0.3693
2	N.W.72 AVE	1111	0.0219	0.0029	1.756	0.509	0.1369	0.0957	1.0794	1.5371
3	MIL DAIRY RD	1641	0.0310	0.0019	2.494	2.195	0.2640	0.0162	2.8527	0.0471
4	N.W.57 AVE	7631	0.0741	0.0081	3.899	0.534	0.3580	0.1153	3.1693	2.9895
5	N.W.21 ST.	8412	0.0755	0.0020	2.961	0.453	0.3114	0.0357	1.4229	0.0542
ROUTE SUMMARY:		23537	0.24930		13.65320		1.25070		9.64733	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: PERIMETER ROAD 21 STREET TO N.W.87 AVE WB,

NUMBER OF RUNS: 3

FROM: N.W.21 ST. TO: N.W.87 AVE DIRECTION: WESTBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.21 ST.										
1	N.W. 57 AVE.	8353	35.0	28.51	2.3	1.53	236.7	45.46	24.1	31.9	3.04
2	MIL DAIRY RD	7618	36.7	31.77	1.0	1.00	188.3	48.99	27.6	36.4	2.78
3	N.W.72 AVE	1668	5.3	5.03	0.7	0.58	43.0	11.36	26.4	35.0	3.18
4	PALMETTO EXP	1080	0.0	0.00	0.0	0.00	22.3	1.53	33.0	33.8	2.96
5	N.W.87 AVE	4782	%174.3	%267.36	2.7	0.58	322.7	%308.89	10.1	26.3	7.16
ROUTE SUMMARY:		23501	251.3 (4:11.3)	261.1 (4:21.1)	6.7	2.5	813.0 (13:33.0)	325.5 (5:25.5)	19.7	32.3	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.21 ST.									
1	N.W. 57 AVE.	8353	0.0955	0.0104	6.511	4.424	0.5128	0.2062	5.4835	5.3998
2	MIL DAIRY RD	7618	0.0763	0.0116	3.910	0.759	0.3744	0.1091	2.2265	1.6783
3	N.W.72 AVE	1668	0.0230	0.0074	1.029	0.440	0.1196	0.0613	1.9704	1.4959
4	PALMETTO EXP	1080	0.0108	0.0006	0.326	0.026	0.0398	0.0071	0.1647	0.0255
5	N.W.87 AVE	4782	0.0990	0.0557	14.306	16.242	0.8392	0.7527	7.3445	1.4452
ROUTE SUMMARY:		23501	0.30457		26.08170		1.88583		17.18960	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: 57 AVE PERIMETER ROAD TO FLAGLER STREET NB,
NUMBER OF RUNS: 3
FROM: FLAGLER ST TO: PERIMETER RD DIRECTION: NORTHBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	FLAGLER ST										
1	N.W.7 AVE	2478	%119.7	26.03	2.3	0.58	203.0	26.63	8.3	22.1	1.12
2	E/W EXPWY	2142	8.0	7.55	0.7	0.58	63.0	12.12	23.2	28.7	3.37
3	PERIMETER RD	482	25.7	24.17	0.7	0.58	47.3	22.72	6.9	16.2	1.78
ROUTE SUMMARY:		5102	153.3 (2:33.3)	34.4 (0:34.4)	3.7	0.6	313.3 (5:13.3)	31.3 (0:31.3)	11.1	23.7	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	FLAGLER ST									
1	N.W.7 AVE	2478	0.0540	0.0077	9.638	1.943	0.5235	0.0932	6.0051	1.4767
2	E/W EXPWY	2142	0.0272	0.0046	1.709	0.879	0.1485	0.0458	1.9885	1.4694
3	PERIMETER RD	482	0.0109	0.0050	2.147	1.539	0.1154	0.0761	1.6037	1.3612
ROUTE SUMMARY:		5102	0.09210		13.49337		0.78750		9.59727	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: 57 AVE PERIMETER ROAD TO FLAGLER STREET, NUMBER OF RUNS: 3
FROM: PERIMETER RD TO: FLAGLER ST DIRECTION: SOUTHBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	PERIMETER RD										
1	E/W EXPWY	457	2.0	3.46	0.0	0.00	16.0	2.65	19.5	25.2	3.12
2	N.W.7 AVE	2162	8.7	11.72	0.7	0.58	55.3	16.56	26.6	35.3	3.67
3	FLAGLER ST	2480	35.7	34.82	1.0	0.00	91.7	36.47	18.4	33.7	2.35
ROUTE SUMMARY:		5099	46.3 (0:46.3)	43.4 (0:43.4)	1.7	0.6	163.0 (2:43.0)	47.7 (0:47.7)	21.3	33.7	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	PERIMETER RD									
1	E/W EXPWY	457	0.0103	0.0023	0.620	0.197	0.0358	0.0092	0.0384	0.0057
2	N.W.7 AVE	2162	0.0240	0.0053	1.373	0.397	0.1486	0.0594	2.1436	1.4734
3	FLAGLER ST	2480	0.0340	0.0055	1.669	0.175	0.2255	0.1198	2.1315	1.6061
ROUTE SUMMARY:		5099	0.06833		3.66207		0.40980		4.31350	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: 57 AVE PERIMETER ROAD TO FLAGLER STREET NB,
NUMBER OF RUNS: 3

FROM: FLAGLER ST TO: PERIMETER RD DIRECTION: NORTHBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	FLAGLER ST										
1	N.W.7 AVE	2478	87.7	37.54	1.3	0.58	145.7	38.02	11.6	33.7	3.67
2	E/W EXPWY	2142	27.7	33.56	0.7	0.58	82.7	37.87	17.7	30.8	2.27
3	PERIMETER RD	482	38.0	24.52	1.0	0.00	57.7	19.55	5.7	22.5	8.01
ROUTE SUMMARY:		5102	153.3 (2:33.3)	45.0 (0:45.0)	3.0	1.0	286.0 (4:46.0)	56.0 (0:56.0)	12.2	31.0	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	FLAGLER ST									
1	N.W.7 AVE	2478	0.0479	0.0061	1.870	0.431	0.3071	0.2073	2.9852	2.6604
2	E/W EXPWY	2142	0.0353	0.0103	2.547	3.012	0.2137	0.1082	1.9959	1.4998
3	PERIMETER RD	482	0.0165	0.0019	1.963	1.190	0.1660	0.0671	2.4987	0.1984
ROUTE SUMMARY:		5102	0.09970		6.38043		0.68683		7.47970	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: 57 AVE PERIMETER ROAD TO FLAGLER STREET, NUMBER OF RUNS: 3
FROM: PERIMETER RD TO: FLAGLER ST DIRECTION: SOUTHBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	PERIMETER RD-										
1	E/W EXPWY	457	0.0	0.00	0.0	0.00	13.3	0.58	23.4	23.4	0.98
2	N.W.7 AVE	2162	23.7	29.70	0.7	0.58	81.7	24.19	18.1	29.3	5.11
3	FLAGLER ST	2480	38.7	34.95	0.7	0.58	98.0	41.58	17.3	32.6	5.84
ROUTE SUMMARY:		5099	62.3 (1:02.3)	56.9 (0:56.9)	1.3	0.6	193.0 (3:13.0)	53.8 (0:53.8)	18.0	29.6	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	PERIMETER RD-									
1	E/W EXPWY	457	0.0091	0.0003	0.424	0.065	0.0266	0.0023	0.0332	0.0057
2	N.W.7 AVE	2162	0.0290	0.0061	1.355	0.117	0.2016	0.0949	2.0516	1.5758
3	FLAGLER ST	2480	0.0335	0.0112	2.723	2.354	0.1731	0.1159	1.1935	1.4003
ROUTE SUMMARY:		5099	0.07160		4.50227		0.40130		3.27823	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W.72 AVE/MILAM DAIRY RD NORTH OFN.W.36 ST TO SOUTH OF SR836 NB,
NUMBER OF RUNS: 3

FROM: FLAGLER ST TO: N.W.42 ST DIRECTION: NORTHBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	NUMBER OF STOPS MEAN	TRAVEL TIME SECONDS MEAN	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN
	FLAGLER ST						
1	S.OF 835 4ST	1612	98.0	1.0	148.7	7.4	27.6
2	E/W EXPWY	1901	26.0	0.3	82.3	15.7	26.5
3	12 ST-MIL RD	832	14.3	0.3	35.0	16.2	31.2
4	12 ST 72 AVE	1695	0.0	0.0	42.0	27.5	28.3
5	MILITARY ST	2918	0.0	0.0	55.7	35.7	37.1
6	N.W.25 ST	3126	10.0	0.7	78.0	27.3	34.9
7	N.W.36 ST	4241	41.7	1.0	140.0	20.7	32.5
8	N.W.42 ST	1055	0.0	0.0	23.0	31.3	32.1
ROUTE SUMMARY:		17380	190.0 (3:10.0)	3.3	604.7 (10:04.7)	19.6	31.8

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	CARBON MONOXIDE IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS MEAN	NITROUS OXIDES IN GRAMS MEAN
	FLAGLER ST					
1	S.OF 835 4ST	1612	0.03840	7.19410	0.38140	2.68720
2	E/W EXPWY	1901	0.02917	2.98853	0.18560	1.07957
3	12 ST-MIL RD	832	0.01170	1.42913	0.08740	0.95617
4	12 ST 72 AVE	1695	0.01937	0.84263	0.08253	0.20240
5	MILITARY ST	2918	0.02903	1.05510	0.11033	0.50967
6	N.W.25 ST	3126	0.03630	1.81687	0.14907	0.48847
7	N.W.36 ST	4241	0.05250	2.09187	0.34807	3.33137
8	N.W.42 ST	1055	0.01090	0.35113	0.04407	0.17263
ROUTE SUMMARY:		17380	0.22737	17.76937	1.38847	9.42747

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W.72 AVE/MILAM DAIRY RD NORTH OF N.W.36 ST TO SOUTH OF SR836 SB

NUMBER OF RUNS: 3

FROM: N.W.42 ST. TO: FLAGLER ST DIRECTION: SOUTHBOUND

FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.42 ST.										
1	N.W.36 ST.	1056	45.0	40.63	1.0	0.00	75.0	42.53	9.6	28.8	4.58
2	N.W.25 ST.	4253	0.0	0.00	0.0	0.00	82.3	8.39	35.2	36.4	3.44
3	MILITARY ST	3051	4.7	5.03	0.7	0.58	67.0	12.29	31.0	35.3	3.46
4	12 ST-72 AVE	3021	49.3	42.83	0.7	0.58	100.3	43.73	20.5	44.1	1.37
5	12 ST-MIL RD	1683	0.0	0.00	0.0	0.00	39.0	2.65	29.4	31.7	3.50
6	E/W EXPWY	769	0.0	0.00	0.0	0.00	17.3	0.58	30.2	31.5	0.99
7	S.OF 836 4ST	1916	0.0	0.00	0.0	0.00	54.7	2.31	23.9	24.9	2.26
8	FLAGLER ST	1621	27.3	38.21	0.7	0.58	64.0	39.34	17.3	35.7	7.13
ROUTE SUMMARY:		17370	126.3 (2:06.3)	30.0 (0:30.0)	3.0	1.0	499.7 (8:19.7)	31.3 (0:31.3)	23.7	34.3	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.42 ST.									
1	N.W.36 ST.	1056	0.0244	0.0069	3.155	2.671	0.2137	0.1025	2.7059	0.0570
2	N.W.25 ST.	4253	0.0409	0.0024	1.408	0.252	0.1560	0.0274	0.6767	0.0433
3	MILITARY ST	3051	0.0368	0.0084	1.599	0.315	0.1692	0.0498	2.2573	1.4493
4	12 ST-72 AVE	3021	0.0346	0.0090	2.523	1.046	0.1449	0.0328	0.7384	0.0513
5	12 ST-MIL RD	1683	0.0181	0.0039	0.535	0.246	0.0800	0.0032	0.2282	0.0107
6	E/W EXPWY	769	0.0119	0.0006	0.163	0.021	0.0367	0.0016	0.0969	0.0091
7	S.OF 836 4ST	1916	0.0222	0.0029	1.388	0.159	0.1026	0.0044	0.2027	0.0067
8	FLAGLER ST	1621	0.0223	0.0084	1.591	0.933	0.0948	0.0518	1.0736	1.4493
ROUTE SUMMARY:		17370	0.21113		12.36367		0.99793		7.97960	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W.72 AVE/MILAM DAIRY RD NORTH OFN.W.36 ST TO SOUTH OF SR836 NB,

NUMBER OF RUNS: 3

FROM: FLAGLER ST TO: N.W.42 ST DIRECTION: NORTHBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	FLAGLER ST										
1	S.OF 835 4ST	1612	0.0	0.00	0.0	0.00	37.3	2.89	29.4	30.2	2.66
2	E/W EXPWY	1901	0.0	0.00	0.0	0.00	40.3	3.21	32.1	33.5	1.47
3	12 ST-MIL RD	832	%101.7	%100.04	1.0	1.00	134.7	%106.64	4.2	19.3	3.38
3.38											
4	12 ST 72 AVE	1695	4.0	3.46	0.7	0.58	48.7	10.21	23.7	28.3	4.36
5	MILITARY ST	2918	18.7	16.17	0.7	0.58	73.0	20.22	27.3	40.9	3.59
6	N.W.25 ST	3126	18.0	15.72	0.7	0.58	79.3	24.19	26.9	38.9	3.67
7	N.W.36 ST	4241	90.7	19.55	1.3	0.58	176.3	27.10	16.4	37.6	3.41
8	N.W.42 ST	1055	0.0	0.00	0.0	0.00	24.0	3.00	30.0	30.4	3.82
ROUTE SUMMARY:		17380	233.0 (3:53.0)	88.4 (1:28.4)	4.3	2.5	613.7 (10:13.7)	91.7 (1:31.7)	19.3	34.0	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	FLAGLER ST									
1	S.OF 835 4ST	1612	0.0176	0.0032	0.821	0.385	0.0738	0.0086	0.2233	0.0583
2	E/W EXPWY	1901	0.0189	0.0038	0.556	0.156	0.0827	0.0108	0.3064	0.0684
3	12 ST-MIL RD	832	0.0288	0.0217	6.589	5.953	0.3435	0.2923	2.5014	2.3456
4	12 ST 72 AVE	1695	0.0232	0.0032	1.540	1.031	0.1182	0.0327	1.8609	1.4280
5	MILITARY ST	2918	0.0345	0.0055	2.094	0.840	0.1266	0.0215	0.5428	0.0955
6	N.W.25 ST	3126	0.0376	0.0100	1.946	0.508	0.1731	0.0794	1.4601	1.4976
7	N.W.36 ST	4241	0.0599	0.0106	2.951	0.148	0.3123	0.2222	2.4836	3.0330
8	N.W.42 ST	1055	0.0119	0.0009	0.406	0.075	0.0445	0.0019	0.1571	0.0155
ROUTE SUMMARY:		17380	0.2324		16.9070		1.3746		9.5254	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: N.W.72 AVE/MILAM DAIRY RD NORTH OF N.W.36 ST TO SOUTH OF SR836 SB

NUMBER OF RUNS: 3

FROM: N.W.42 ST. TO: FLAGLER ST DIRECTION: SOUTHBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

****

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.42 ST.										
1	N.W.36 ST.	1056	%118.0	70.77	2.0	0.00	175.3	69.24	4.1	15.1	1.30
2	N.W.25 ST.	4253	32.3	21.83	1.0	0.00	119.3	18.01	24.3	38.3	5.60
3	MILITARY ST	3051	0.0	0.00	0.0	0.00	53.3	1.53	39.0	39.8	1.88
4	12 ST-72 AVE	3021	44.0	40.95	1.7	1.53	145.7	74.47	14.1	25.3	7.67
5	12 ST-MIL RD	1683	%121.7	%157.82	1.0	1.00	194.0	%174.68	←5.9	←18.4	< -2.49
3.49											
6	E/W EXPWY	769	40.3	39.53	0.7	1.15	72.7	51.21	7.2	19.4	9.17
7	S.OF 836 4ST	1916	48.0	2.65	1.7	0.58	122.7	6.81	10.6	21.4	2.17
8	FLAGLER ST	1621	19.0	8.19	1.0	0.00	59.7	5.03	18.5	32.1	3.84
ROUTE SUMMARY:		17370	423.3 (7:03.3)	188.8 (3:08.8)	9.0	2.6	942.7 (15:42.7)	262.1 (4:22.1)	12.6	28.3	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.42 ST.									
1	N.W.36 ST.	1056	0.0408	0.0070	8.831	3.790	0.4550	0.1885	4.7477	0.1375
2	N.W.25 ST.	4253	0.0533	0.0039	2.727	0.642	0.2118	0.0508	1.6197	1.4241
3	MILITARY ST	3051	0.0293	0.0018	1.247	0.093	0.1088	0.0023	0.5915	0.0849
4	12 ST-72 AVE	3021	0.0447	0.0150	6.130	4.488	0.3584	0.2053	4.3560	3.5074
5	12 ST-MIL RD	1683	0.0461	0.0352	8.999	9.772	0.4752	0.4780	2.5791	2.4019
6	E/W EXPWY	769	0.0227	0.0109	3.200	2.867	0.1790	0.1273	1.6125	2.6033
7	S.OF 836 4ST	1916	0.0424	0.0042	5.800	0.754	0.3162	0.0320	4.2187	1.4097
8	FLAGLER ST	1621	0.0245	0.0009	1.733	0.667	0.1329	0.0487	1.9153	1.5217
ROUTE SUMMARY:		17370	0.30370		38.66633		2.28727		21.64043	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR112 N.W.22 AVE TO N.W.36 STREET EB, NUMBER OF RUNS: 3
FROM: 112 ON RAMP TO: 22 ON RAMP DIRECTION: EASTBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	112 ON RAMP										
1	SR112	519	0.0	0.00	0.0	0.00	17.3	4.93	20.4	22.7	3.09
2	N.W.32 AVE	4773	0.0	0.00	0.0	0.00	78.3	6.35	41.5	42.1	3.31
3	N.W.27 AVE	2538	0.0	0.00	0.0	0.00	33.3	1.15	51.9	52.1	1.77
4	N.W.22 AVE	2550	0.0	0.00	0.0	0.00	33.7	1.53	51.6	52.2	1.81
5	22 ON RAMP	867	0.0	0.00	0.0	0.00	11.7	0.58	50.7	51.9	1.91
ROUTE SUMMARY:		11247	0.0 (0:00.0)	0.00 (0:00.0)	0.0	0.00	174.3 (2:54.3)	10.1 (0:10.1)	44.0	45.1	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	112 ON RAMP									
1	SR112	519	0.0058	0.0015	0.391	0.308	0.0300	0.0132	0.0561	0.0091
2	N.W.32 AVE	4773	0.0431	0.0014	2.189	0.280	0.1797	0.0080	1.1182	0.2486
3	N.W.27 AVE	2538	0.0207	0.0003	1.644	0.088	0.1098	0.0029	1.0143	0.0767
4	N.W.22 AVE	2550	0.0205	0.0007	1.640	0.067	0.1097	0.0027	1.0108	0.0567
5	22 ON RAMP	867	0.0073	0.0007	0.557	0.039	0.0379	0.0022	0.3390	0.0279
ROUTE SUMMARY:		11247	0.09737		6.42083		0.46707		3.53840	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR112 N.W.22 AVE TO N.W.36 STREET WB, NUMBER OF RUNS: 3
FROM: 22 AVE OFF TO: N.W.36 ST DIRECTION: WESTBOUND
FILES INCLUDED:
S00 S01 S02

AM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	22 AVE OFF										
1	N.W.22 AVE	1806	0.0	0.00	0.0	0.00	24.7	1.53	49.9	50.1	3.12
2	N.W.27 AVE	2554	0.0	0.00	0.0	0.00	35.0	4.36	49.8	50.2	5.89
3	36 ST OFF	6291	38.0	65.82	1.0	1.73	153.7	%117.21	27.9	45.2	9.68
4	N.W.36 ST	621	16.7	28.87	0.3	0.58	37.3	36.17	11.3	24.0	9.62
ROUTE SUMMARY:		11272	54.7 (0:54.7)	94.7 (1:34.7)	1.3	2.3	250.7 (4:10.7)	158.8 (2:38.8)	30.7	44.2	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	22 AVE OFF									
1	N.W.22 AVE	1806	0.0146	0.0002	1.020	0.111	0.0727	0.0034	0.5980	0.0966
2	N.W.27 AVE	2554	0.0215	0.0005	1.542	0.286	0.1062	0.0084	0.9291	0.2515
3	36 ST OFF	6291	0.0677	0.0295	4.110	0.512	0.4430	0.3153	4.5621	3.8886
4	N.W.36 ST	621	0.0091	0.0064	1.355	1.854	0.0838	0.0896	0.8377	1.3195
ROUTE SUMMARY:		11272	0.11287		8.02683		0.70573		6.92687	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR112 N.W.22 AVE TO N.W.36 STREET EB, NUMBER OF RUNS: 3
FROM: 112 ON RAMP TO: 22 ON RAMP DIRECTION: EASTBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	112 ON RAMP										
1	SR112	519	0.0	0.00	0.0	0.00	13.3	1.53	26.5	26.8	2.97
2	N.W.32 AVE	4773	0.0	0.00	0.0	0.00	68.0	2.00	47.9	48.1	1.66
3	N.W.27 AVE	2538	0.0	0.00	0.0	0.00	32.7	1.53	53.0	53.4	2.26
4	N.W.22 AVE	2550	0.0	0.00	0.0	0.00	33.7	0.58	51.6	52.1	0.67
5	22 ON RAMP	867	0.0	0.00	0.0	0.00	11.7	0.58	50.7	51.0	2.39
ROUTE SUMMARY:		11247	0.0 (0:00.0)	0.0 (0:00.0)	0.0	0.0	159.3 (2:39.3)	4.5 (0:04.5)	48.1	48.4	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	112 ON RAMP									
1	SR112	519	0.0058	0.0008	0.256	0.063	0.0227	0.0017	0.0563	0.0108
2	N.W.32 AVE	4773	0.0410	0.0004	2.691	0.150	0.1936	0.0043	1.5646	0.1321
3	N.W.27 AVE	2538	0.0207	0.0004	1.724	0.082	0.1125	0.0011	1.0820	0.0808
4	N.W.22 AVE	2550	0.0213	0.0011	1.635	0.048	0.1091	0.0023	1.0104	0.0376
5	22 ON RAMP	867	0.0071	0.0001	0.495	0.054	0.0344	0.0023	0.2956	0.0430
ROUTE SUMMARY:		11247	0.09593		6.80113		0.47230		4.00887	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR112 N.W.22 AVE TO N.W.36 STREET WB, NUMBER OF RUNS: 3
FROM: 22 AVE OFF TO: N.W.36 ST DIRECTION: WESTBOUND
FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

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LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	22 AVE OFF										
1	N.W.22 AVE	1806	0.0	0.00	0.0	0.00	24.7	2.08	49.9	50.1	4.08
2	N.W.27 AVE	2554	0.0	0.00	0.0	0.00	34.3	2.31	50.7	51.0	3.35
3	36 ST OFF	6291	0.0	0.00	0.0	0.00	87.0	2.65	49.3	50.0	2.05
4	N.W.36 ST	621	22.0	21.07	0.7	0.58	37.3	23.12	11.3	38.5	2.11
ROUTE SUMMARY:		11272	22.0 (0:22.0)	21.1 (0:21.1)	0.7	0.6	183.3 (3:03.3)	29.0 (0:29.0)	41.9	49.3	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	22 AVE OFF									
1	N.W.22 AVE	1806	0.0142	0.0004	1.064	0.086	0.0753	0.0010	0.6272	0.0863
2	N.W.27 AVE	2554	0.0215	0.0009	1.578	0.214	0.1075	0.0080	0.9588	0.1758
3	36 ST OFF	6291	0.0522	0.0003	3.621	0.143	0.2515	0.0074	2.1675	0.1463
4	N.W.36 ST	621	0.0086	0.0041	1.093	0.799	0.0466	0.0260	0.0779	0.0070
ROUTE SUMMARY:		11272	0.09650		7.35527		0.48090		3.83130	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

FULL SUMMARY OF: SR112 N.W.22 AVE TO N.W.25 ST AND LEJEUNE RD WB,

NUMBER OF RUNS: 3

FROM: N.W.22 OFF TO: N.W.25 ST DIRECTION: WESTBOUND

FILES INCLUDED:
S10 S11 S12

PM PEAK HOUR

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS MEAN	DELAY TIME SECONDS SD	NUMBER OF STOPS MEAN	NUMBER OF STOPS SD	TRAVEL TIME SECONDS MEAN	TRAVEL TIME SECONDS SD	AVERAGE SPEED MPH MEAN	CRUISE SPEED MPH MEAN	CRUISE SPEED MPH SD
	N.W.22 OFF										
1	N.W.22 AVE	1819	0.0	0.00	0.0	0.00	23.0	1.73	53.9	54.2	4.27
2	N.W.27 AVE	2548	0.0	0.00	0.0	0.00	31.0	1.00	56.0	56.1	1.85
3	N.W.36 OFF	6279	0.0	0.00	0.0	0.00	82.3	5.77	52.0	52.5	3.56
4	LEJ-SR112	2484	0.0	0.00	0.0	0.00	42.3	5.13	40.0	43.2	2.19
5	N.W.26 ST	1598	1.0	1.73	0.3	0.58	35.7	7.02	30.5	33.3	3.75
6	N.W.25 ST	349	0.0	0.00	0.0	0.00	7.0	1.73	34.0	36.0	10.03
ROUTE SUMMARY:		15077	1.0 (0:01.0)	1.7 (0:01.7)	0.3	0.6	221.3 (3:41.3)	5.7 (0:05.7)	46.4	48.4	

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS MEAN	FUEL CONSUMPTION IN GALLONS SD	CARBON MONOXIDE IN GRAMS MEAN	CARBON MONOXIDE IN GRAMS SD	HYDRO-CARBONS IN GRAMS MEAN	HYDRO-CARBONS IN GRAMS SD	NITROUS OXIDES IN GRAMS MEAN	NITROUS OXIDES IN GRAMS SD
	N.W.22 OFF									
1	N.W.22 AVE	1819	0.0145	0.0007	1.193	0.056	0.0784	0.0004	0.7451	0.0621
2	N.W.27 AVE	2548	0.0205	0.0005	1.773	0.131	0.1116	0.0043	1.1415	0.1124
3	N.W.36 OFF	6279	0.0518	0.0015	3.946	0.412	0.2613	0.0120	2.4511	0.3642
4	LEJ-SR112	2484	0.0218	0.0027	1.150	0.162	0.0919	0.0081	0.6051	0.1192
5	N.W.26 ST	1598	0.0184	0.0064	0.686	0.393	0.0876	0.0390	1.0800	1.4653
6	N.W.25 ST	349	0.0031	0.0008	0.151	0.045	0.0146	0.0010	0.0636	0.0258
ROUTE SUMMARY:		15077	0.13003		8.89850		0.64533		6.08457	

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: N.W. 36 STREET PALMETTO EXPWY TON.W.35 AVE EB AM,

FILE: 36PALM35.R20

FROM: PALMETTO EXP TO: N.W. 35 AVE DIRECTION: EASTBOUND

DATE OF RUN : 08-12-1987 TIME OF RUN : 11:09:26

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	PALMETTO EXP						
1	N.W. 72 AVE	3182	0	0	53	40.9	41.0
2	CURTISS PKWY	7636	0	0	130	40.0	40.0
3	LEJEUNE ROAD	7677	91	2	253	20.7	35.6
4	N.W. 37 AVE	2531	22	1	77	22.4	34.2
5	N.W. 35 AVE	1260	0	0	36	23.9	26.5
ROUTE SUMMARY :		22286	113 (1:53)	3	549 (9:09)	27.7	37.1

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	PALMETTO EXP					
1	N.W. 72 AVE	3182	0.0300874	1.1263717	0.0949555	0.5576801
2	CURTISS PKWY	7636	0.0659195	3.2040594	0.2777433	1.5331482
3	LEJEUNE ROAD	7677	0.0940768	4.7537360	0.3291018	0.9996575
4	N.W. 37 AVE	2531	0.0336449	1.6448519	0.2168471	3.0300157
5	N.W. 35 AVE	1260	0.0165453	1.0868405	0.0737251	0.1337725
ROUTE SUMMARY:		22286	0.2402738	11.8158598	0.9923727	6.2542739

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: N.W. 36 STREET PALMETTO EXWY TO N.W. 35 AVE WB AM,
FILE: 3635PALM.R20

FROM: NW 35 AVE TO: PALMETTO EXP DIRECTION: WESTBOUND

DATE OF RUN : 08-13-1987 TIME OF RUN : 13:52:38

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	NW 35 AVE						
1	NW 37 AVE	1260	0	0	24	35.8	35.8
2	LEJEUNE ROAD	2530	28	1	100	17.3	24.6
3	CURTISS PKWY	7663	0	0	136	38.4	38.8
4	NW 72 AVE	7650	62	1	202	25.8	39.1
5	PALMETTO EXP	3231	0	0	53	41.6	43.5
ROUTE SUMMARY :		22334	90 (1:30)	2	515 (8:35)	29.6	37.4

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	NW 35 AVE					
1	NW 37 AVE	1260	0.0123240	0.3505118	0.0345455	0.1387102
2	LEJEUNE ROAD	2530	0.0411221	3.9933653	0.2394132	2.7396998
3	CURTISS PKWY	7663	0.0654579	3.1290181	0.2804876	1.4327618
4	NW 72 AVE	7650	0.0797948	4.3513322	0.3128355	1.3956155
5	PALMETTO EXP	3231	0.0330934	1.3542241	0.1075693	0.7164656
ROUTE SUMMARY:		22334	0.2317923	13.1784506	0.9748511	6.4232531

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: LEJEUNE RD SW 8 ST TO HIALEAH DR NORTHBOUND AM,
FILE: LEJSHIAL.R2O

FROM: SW 8 ST TO: HIALEAH DR DIRECTION: NORTHBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 13:30:22

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	SW 8 ST						
1	FLAGLER ST	2490	0	0	64	26.5	26.5
2	NW 7 ST	2413	0	0	57	28.9	28.9
3	DOLPHIN EXP	2261	28	1	85	18.1	30.0
4	NW 26 ST	3521	37	1	103	23.3	41.3
5	NW 25 ST	1042	0	0	17	41.8	42.0
6	NW 36 ST	3432	20	1	103	22.7	30.1
7	SE 8 ST	2561	12	1	77	22.7	31.1
8	HIALEAH DR	2547	0	0	62	28.0	28.8
ROUTE SUMMARY :		20267	97 (1:37)	4	568 (9:28)	24.3	31.4

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	SW 8 ST					
1	FLAGLER ST	2490	0.0259959	1.3263016	0.1158272	0.3089091
2	NW 7 ST	2413	0.0209834	0.9038020	0.1009943	0.3714311
3	DOLPHIN EXP	2261	0.0330195	1.2380481	0.2246289	2.8964205
4	NW 26 ST	3521	0.0465403	2.9575372	0.1722862	0.7387198
5	NW 25 ST	1042	0.0079924	0.4273946	0.0351488	0.2177534
6	NW 36 ST	3432	0.0372223	1.6453450	0.2473226	3.1068308
7	SE 8 ST	2561	0.0324521	1.4031718	0.2044168	2.9515285
8	HIALEAH DR	2547	0.0251558	1.2795541	0.1164004	0.3569553
ROUTE SUMMARY:		20267	0.2293616	11.1811543	1.2170252	10.9435492

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: LEJEUNE RD., SW 8 ST - HIALEAH DR. SB, AM FILE: LEJHIAL8.R20
FROM: HIALEAH DR TO: SW 8 ST DIRECTION: SOUTHBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 11:27:25

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	HIALEAH DR----						
1	SE 8 ST	2545	0	0	38	45.7	45.7
2	NW 36 ST	2563	15	1	90	19.4	24.5
3	NW 25 ST	3376	0	0	74	31.1	31.1
4	NW 26 ST	1393	0	0	32	29.7	29.7
5	DOLPHIN EXP	3195	0	0	67	32.5	32.6
6	NW 7 ST	2251	40	1	105	14.6	25.3
7	FLAGLER ST	2418	0	0	53	31.1	31.1
8	SW 8 ST	2515	0	0	52	33.0	33.0
ROUTE SUMMARY :		20256	55 (0:55)	2	511 (8:31)	27.0	30.9

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	HIALEAH DR----					
1	SE 8 ST	2545	0.0246785	1.1475124	0.0867634	0.6376803
2	NW 36 ST	2563	0.0334629	3.2324677	0.2066776	2.7468090
3	NW 25 ST	3376	0.0311712	0.8910642	0.1430288	0.5044127
4	NW 26 ST	1393	0.0133392	0.6537073	0.0601586	0.1885199
5	DOLPHIN EXP	3195	0.0276723	1.0117321	0.1284269	0.5510093
6	NW 7 ST	2251	0.0333800	4.1224060	0.2504933	2.7883770
7	FLAGLER ST	2418	0.0219828	0.6882768	0.0998142	0.3846128
8	SW 8 ST	2515	0.0225131	0.7839962	0.1000574	0.4270277
ROUTE SUMMARY:		20256	0.2081999	12.5311632	1.0754201	8.2284479

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: SR836 EAST-WEST EXPWY, 87 AVE TO 27 AVE FILE: EWEX8727.R20
FROM: N.W.87 AVE TO: N.W.27 AVE DIRECTION: EASTBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 14:51:46

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.87 AVE						
1	PALMETTO EXP	4885	0	0	67	49.7	51.7
2	N.W.72 AVE	2640	0	0	41	43.9	43.9
3	N.W.57 AVE	7796	0	0	100	53.2	53.3
4	LEJEUNE ROAD	7930	0	0	99	54.6	54.6
5	N.W.37 AVE	2599	0	0	34	52.1	53.0
6	N.W.27 AVE	6055	0	0	149	27.7	29.5
ROUTE SUMMARY :		31905	0	0	490	44.4	46.6
			(0:00)		(8:10)		

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.87 AVE					
1	PALMETTO EXP	4885	0.0452300	2.9492078	0.1981696	1.8119197
2	N.W.72 AVE	2640	0.0204543	1.3524516	0.1063373	0.7231348
3	N.W.57 AVE	7796	0.0640199	5.2096934	0.3406028	3.2665765
4	LEJEUNE ROAD	7930	0.0646412	5.4769554	0.3510442	3.4832442
5	N.W.37 AVE	2599	0.0209313	1.7697849	0.1162116	1.1061876
6	N.W.27 AVE	6055	0.0611048	3.5187774	0.2928433	0.8343607
ROUTE SUMMARY:		31905	0.2763815	20.2768116	1.4052086	11.2254238

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: SR836 EAST-WEST EXPWY, 87 AVE TO 27 AVE FILE: EWEX2787.R20
FROM: N.W. 27 AVE TO: N.W. 87 AVE DIRECTION: WESTBOUND
DATE OF RUN : 08-13-1987 TIME OF RUN : 09:31:29

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W. 27 AVE						
1	N.W. 37 AVE	6228	0	0	90	47.2	47.7
2	LEJEUNE ROAD	2540	0	0	30	57.7	57.7
3	N.W. 57 AVE	7983	0	0	100	54.4	54.8
4	N.W. 72 AVE	7792	0	0	101	52.6	52.6
5	PALMETTO EXP	2697	0	0	36	51.1	52.1
6	N.W. 87 AVE	4817	0	0	58	56.6	56.8
ROUTE SUMMARY :		32057	0 (0:00)	0	415 (6:55)	52.7	52.8

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W. 27 AVE					
1	N.W. 37 AVE	6228	0.0544807	3.5180061	0.2549661	2.0318744
2	LEJEUNE ROAD	2540	0.0206353	1.7784063	0.1109434	1.1522487
3	N.W. 57 AVE	7983	0.0653913	5.5948224	0.3570138	3.5692551
4	N.W. 72 AVE	7792	0.0638910	4.9291291	0.3281501	3.0496573
5	PALMETTO EXP	2697	0.0242631	1.6021912	0.1068596	0.9899116
6	N.W. 87 AVE	4817	0.0389532	3.5270030	0.2178634	2.3002672
ROUTE SUMMARY:		32057	0.2676146	20.9495583	1.3757963	13.0932150

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: PALMETTO EXPWY FLAGLER STREET TO N.W.58 STREET NB,
FILE: PALFLA58.R20

FROM: FLAGLER ST TO: N.W.58 ST DIRECTION: NORTHBOUND

DATE OF RUN : 08-13-1987 TIME OF RUN : 10:21:50

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	FLAGLER ST						
1	E/W EXPWY	3270	0	0	42	53.1	53.1
2	N.W.25 ST	573	0	0	9	43.4	43.4
3	N.W.36 ST	9205	0	0	113	55.5	55.8
4	N.W.58 ST	6457	0	0	74	59.5	59.5
ROUTE SUMMARY :		19505	0 (0:00)	0	238 (3:58)	55.9	55.9

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	FLAGLER ST					
1	E/W EXPWY	3270	0.0268471	2.0706627	0.1362682	1.2921590
2	N.W.25 ST	573	0.0048482	0.2926950	0.0234080	0.1537480
3	N.W.36 ST	9205	0.0790781	6.3089385	0.3958312	4.0718951
4	N.W.58 ST	6457	0.0518163	4.9088397	0.2932821	3.2707601
ROUTE SUMMARY:		19505	0.1625897	13.5811367	0.8487896	8.7885628

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: PALMETTO EXPWY FLAGLER STREET TO N.W.58 STREET SB,
FILE: PAL58FLA.R20

FROM: N.W.58 ST TO: FLAGLER ST DIRECTION: SOUTHBOUND
DATE OF RUN : 08-13-1987 TIME OF RUN : 10:31:37

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.58 ST						
1	N.W.36 ST	6358	0	0	79	54.9	54.9
2	N.W.25 ST	9183	0	0	117	53.5	53.5
3	E/W EXPWY	641	0	0	8	54.6	57.0
4	FLAGLER ST	3532	0	0	40	60.2	60.2
ROUTE SUMMARY :		19714	0 (0:00)	0	244 (4:04)	55.1	55.0

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.58 ST					
1	N.W.36 ST	6358	0.0505971	4.3978081	0.2797792	2.8115463
2	N.W.25 ST	9183	0.0728161	6.1036043	0.3990661	3.8270087
3	E/W EXPWY	641	0.0057572	0.4901429	0.0301886	0.3202754
4	FLAGLER ST	3532	0.0284004	2.7055941	0.1604598	1.8110179
ROUTE SUMMARY:		19714	0.1575708	13.6971493	0.8694937	8.7698479

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: PERIMETER ROAD 21 STREET TO N.W.87 AVE EB,

FILE: PER8721.R20

FROM: N.W.87 AVE TO: N.W.21 ST. DIRECTION: EASTBOUND

DATE OF RUN : 08-13-1987 TIME OF RUN : 09:44:09

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.87 AVE						
1	PALMETTO EXP	4742	0	0	80	40.4	40.4
2	N.W.72 AVE	1111	0	0	16	47.3	48.4
3	MIL DAIRY RD	1641	18	1	49	22.8	46.2
4	N.W.57 AVE	7631	7	1	137	38.0	42.9
5	N.W.21 ST.	8412	0	0	178	32.2	32.3
ROUTE SUMMARY :		23537	25 (0:25)	2	460 (7:40)	34.9	38.1

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.87 AVE					
1	PALMETTO EXP	4742	0.0462666	1.6972678	0.1465839	0.8159341
2	N.W.72 AVE	1111	0.0089695	0.6760344	0.0483368	0.3950439
3	MIL DAIRY RD	1641	0.0250658	2.4129860	0.1034709	0.3406915
4	N.W.57 AVE	7631	0.0737565	5.0450907	0.3304857	1.8009366
5	N.W.21 ST.	8412	0.0752207	2.5499701	0.3422297	1.4004804
ROUTE SUMMARY:		23537	0.2292792	12.3813496	0.9711070	4.7530861

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: PERIMETER ROAD 21 STREET TO N.W.87 AVE WB,

FILE: PER2187.R20

FROM: N.W.21 ST. TO: N.W.87 AVE DIRECTION: WESTBOUND

DATE OF RUN : 08-13-1987 TIME OF RUN : 09:54:15

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.21 ST.						
1	N.W. 57 AVE.	8353	8	1	146	39.0	44.1
2	MIL DAIRY RD	7618	0	0	132	39.3	39.5
3	N.W.72 AVE	1668	28	1	62	18.3	41.3
4	PALMETTO EXP	1080	0	0	22	33.5	35.7
5	N.W.87 AVE	4782	28	1	113	28.9	41.9
ROUTE SUMMARY :		23501	64 (1:04)	3	475 (7:55)	33.7	41.4

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.21 ST.					
1	N.W. 57 AVE.	8353	0.0827999	5.4674268	0.3513633	2.0394738
2	MIL DAIRY RD	7618	0.0641175	3.1919346	0.2803589	1.5017852
3	N.W.72 AVE	1668	0.0267629	1.9810545	0.0909501	0.2478377
4	PALMETTO EXP	1080	0.0145872	0.3811357	0.0325772	0.1314508
5	N.W.87 AVE	4782	0.0512966	3.2865942	0.1955633	0.8938978
ROUTE SUMMARY:		23501	0.2395641	14.2581453	0.9508129	4.8144450

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: 57 AVE PERIMETER ROAD TO FLAGLER STREET NB,

FILE: 57FLAPER.R20

FROM: FLAGLER ST TO: PERIMETER RD DIRECTION: NORTHBOUND

DATE OF RUN : 08-12-1987 TIME OF RUN : 13:58:53

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	FLAGLER ST						
1	N.W.7 AVE	2478	78	2	142	11.9	30.9
2	E/W EXPWY	2142	9	1	63	23.2	30.2
3	PERIMETER RD	482	41	1	58	5.7	31.7
ROUTE SUMMARY :		5102	128 (2:08)	4	263 (4:23)	13.2	30.7

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	FLAGLER ST					
1	N.W.7 AVE	2478	0.0480228	2.0641150	0.4155140	5.5470886
2	E/W EXPWY	2142	0.0375603	1.0803697	0.1788568	2.7943792
3	PERIMETER RD	482	0.0134483	0.9141962	0.1848623	2.6944191
ROUTE SUMMARY:		5102	0.0990314	4.0586810	0.7792331	11.0358868

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: 57 AVE PERIMETER ROAD TO FLAGLER STREET, FILE: 57PERFLA.R20
FROM: PERIMETER RD TO: FLAGLER ST DIRECTION: SOUTHBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 14:07:33

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	PERIMETER RD						
1	E/W EXPWY	457	0	0	15	20.8	20.8
2	N.W.7 AVE	2162	38	2	105	14.0	29.2
3	FLAGLER ST	2480	45	1	94	18.0	41.9
ROUTE SUMMARY :		5099	83 (1:23)	3	214 (3:34)	16.2	33.3

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	PERIMETER RD					
1	E/W EXPWY	457	0.0072023	0.3318541	0.0249899	0.0413804
2	N.W.7 AVE	2162	0.0405048	5.6895199	0.3137117	5.4009233
3	FLAGLER ST	2480	0.0334496	2.4622173	0.1278236	0.4760369
ROUTE SUMMARY:		5099	0.0811567	8.4835911	0.4665253	5.9183407

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: N.W.72 AVE/MILAM DAIRY RD NORTH OFN.W.36 ST TO SOUTH OF SR836 NB,
FILE: MIDAFL36.R20

FROM: FLAGLER ST TO: N.W.42 ST DIRECTION: NORTHBOUND

DATE OF RUN : 08-13-1987 TIME OF RUN : 13:29:21

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	FLAGLER ST						
1	S.OF 835 4ST	1612	0	0	35	31.4	32.7
2	E/W EXPWY	1901	11	1	61	21.2	29.3
3	12 ST-MIL RD	832	0	0	23	24.7	24.7
4	12 ST 72 AVE	1695	0	0	43	26.9	28.2
5	MILITARY ST	2918	0	0	58	34.3	40.4
6	N.W.25 ST	3126	31	1	97	22.0	36.5
7	N.W.36 ST	4241	79	1	165	17.5	39.2
8	N.W.42 ST	1055	0	0	29	24.8	24.9
ROUTE SUMMARY :		17380	121 (2:01)	3	511 (8:31)	23.2	33.7

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	FLAGLER ST					
1	S.OF 835 4ST	1612	0.0172622	0.4816813	0.0692585	0.2660473
2	E/W EXPWY	1901	0.0255208	2.6482344	0.1646207	2.8098247
3	12 ST-MIL RD	832	0.0074463	0.4424752	0.0392648	0.0972768
4	12 ST 72 AVE	1695	0.0214119	1.2617352	0.0888003	0.1855647
5	MILITARY ST	2918	0.0306845	1.0574088	0.0906489	0.5130293
6	N.W.25 ST	3126	0.0390275	2.2153692	0.1411287	0.4382992
7	N.W.36 ST	4241	0.0547354	2.9249156	0.1853945	0.7341451
8	N.W.42 ST	1055	0.0114866	0.4788498	0.0477054	0.1339452
ROUTE SUMMARY:		17380	0.2075751	11.5106697	0.8268219	5.1731319

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: N.W.72 AVE/MILAM DAIRY RD NORTH OF N.W.36 ST TO SOUTH OF SR836 SB
FILE: MIDA36FL.R20

FROM: N.W.42 ST. TO: FLAGLER ST DIRECTION: SOUTHBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 14:30:56

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.42 ST.						
1	N.W.36 ST.	1056	111	2	150	4.8	21.1
2	N.W.25 ST.	4253	16	1	91	31.9	45.3
3	MILITARY ST	3051	11	1	73	28.5	37.9
4	12 ST-72 AVE	3021	17	1	76	27.1	38.7
5	12 ST-MIL RD	1683	0	0	37	31.0	34.8
6	E/W EXPWY	769	0	0	20	26.2	27.4
7	S.OF 836 4ST	1916	0	0	44	29.7	29.7
8	FLAGLER ST	1621	0	0	32	34.5	39.6
ROUTE SUMMARY :		17370	155 (2:35)	5	523 (8:43)	22.6	36.1

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.42 ST.					
1	N.W.36 ST.	1056	0.0336598	7.8128686	0.4081786	5.0014677
2	N.W.25 ST.	4253	0.0500667	3.5982158	0.1975864	1.0199962
3	MILITARY ST	3051	0.0393399	2.1934950	0.1288835	0.4118645
4	12 ST-72 AVE	3021	0.0383672	2.2901309	0.1325057	0.4459279
5	12 ST-MIL RD	1683	0.0218472	0.3897703	0.0826987	0.2249328
6	E/W EXPWY	769	0.0093011	0.5708981	0.0405668	0.0837284
7	S.OF 836 4ST	1916	0.0185733	0.9295423	0.0838863	0.2613305
8	FLAGLER ST	1621	0.0161570	0.4781266	0.0418632	0.2258779
ROUTE SUMMARY:		17370	0.2273121	18.2630463	1.1161692	7.6751256

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: SR112 N.W.22 AVE TO N.W.36 STREET EB, FILE: S1123622.R20
FROM: 112 ON RAMP TO: 22 ON RAMP DIRECTION: EASTBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 10:24:21

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	112 ON RAMP						
1	SR112	519	0	0	12	29.5	29.5
2	N.W.32 AVE	4773	0	0	64	50.8	50.8
3	N.W.27 AVE	2538	0	0	30	57.7	57.7
4	N.W.22 AVE	2550	0	0	31	56.1	56.2
5	22 ON RAMP	867	0	0	11	53.7	54.9
ROUTE SUMMARY :		11247	0 (0:00)	0	148 (2:28)	51.8	51.8

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	112 ON RAMP					
1	SR112	519	0.0047949	0.1566667	0.0202500	0.0797833
2	N.W.32 AVE	4773	0.0412696	2.7792790	0.1900051	1.6848373
3	N.W.27 AVE	2538	0.0203705	1.8812236	0.1148355	1.2364463
4	N.W.22 AVE	2550	0.0206962	1.8418731	0.1148011	1.1940777
5	22 ON RAMP	867	0.0070755	0.6180921	0.0393745	0.3947824
ROUTE SUMMARY:		11247	0.0942068	7.2771344	0.4792662	4.5899272

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: SR112 N.W.22 AVE TO N.W.36 STREET WB, FILE: S1122236.R20
FROM: 22 AVE OFF TO: N.W.36 ST DIRECTION: WESTBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 10:16:19

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	22 AVE OFF						
1	N.W.22 AVE	1806	0	0	22	56.0	56.0
2	N.W.27 AVE	2554	0	0	31	56.2	57.0
3	36 ST OFF	6291	0	0	83	51.7	52.7
4	N.W.36 ST	621	0	0	17	24.9	27.1
ROUTE SUMMARY :		11272	0 (0:00)	0	153 (2:33)	50.2	51.8

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	22 AVE OFF					
1	N.W.22 AVE	1806	0.0141813	1.1988514	0.0773002	0.7592403
2	N.W.27 AVE	2554	0.0204692	1.8954204	0.1168341	1.2378863
3	36 ST OFF	6291	0.0519066	3.7923658	0.2505796	2.3595304
4	N.W.36 ST	621	0.0051589	0.4534501	0.0335819	0.0736088
ROUTE SUMMARY:		11272	0.0917160	7.3400879	0.4782957	4.4302659

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: SR112 N.W.22 AVE TO N.W. 25 ST AND LELEUNE RD EB,
FILE: 11226L22.R20

FROM: N.W.25 ST. TO: N.W.22 ON DIRECTION: EASTBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 10:41:40

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.25 ST.						
1	N.W.26 ST.	320	0	0	5	43.6	43.6
2	LEJ-SR112	2492	0	0	42	40.5	40.8
3	N.W.27 AVE.	7903	0	0	107	50.4	50.4
4	N.W.22 AVE.	2559	0	0	31	56.3	56.3
5	N.W.22 ON	859	0	0	10	58.6	58.6
ROUTE SUMMARY :		14133	0 (0:00)	0	195 (3:15)	49.4	49.2

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.25 ST.					
1	N.W.26 ST.	320	0.0027043	0.1079442	0.0093834	0.0514683
2	LEJ-SR112	2492	0.0203250	1.1667845	0.0990174	0.5731226
3	N.W.27 AVE.	7903	0.0683295	4.8731499	0.3364860	2.9309318
4	N.W.22 AVE.	2559	0.0206129	1.8129854	0.1136981	1.1704873
5	N.W.22 ON	859	0.0066665	0.6155446	0.0378441	0.4026926
ROUTE SUMMARY:		14133	0.1166381	8.5764084	0.5964289	5.1287022

PRC ENGINEERING, MIAMI INTERNATIONAL AIRPORT TRANSPORTATION STUDY

RUN SUMMARY OF: SR112 N.W.22 AVE TO N.W.25 ST AND LEJEUNE RD WB,
FILE: 1122226L.R20

FROM: N.W.22 OFF TO: N.W.25 ST DIRECTION: WESTBOUND
DATE OF RUN : 08-12-1987 TIME OF RUN : 10:34:10

OFF-PEAK HOUR RUN

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	DELAY TIME SECONDS	NUMBER OF STOPS	TRAVEL TIME SECONDS	AVERAGE SPEED MPH	CRUISE SPEED MPH
	N.W.22 OFF						
1	N.W.22 AVE	1819	0	0	22	56.4	56.4
2	N.W.27 AVE	2548	0	0	29	59.9	59.9
3	N.W.36 OFF	6279	0	0	76	56.3	56.9
4	LEJ-SR112	2484	0	0	34	49.8	49.8
5	N.W.26 ST	1598	0	0	27	40.4	41.0
6	N.W.25 ST	349	0	0	7	34.0	34.7
ROUTE SUMMARY :		15077	0 (0:00)	0	195 (3:15)	52.7	53.1

FUEL AND EMISSIONS

LINK #	CROSS ST. AT END OF THE LINK	LINK LENGTH FEET	FUEL CONSUMPTION IN GALLONS	CARBON MONOXIDE IN GRAMS	HYDRO-CARBONS IN GRAMS	NITROUS OXIDES IN GRAMS
	N.W.22 OFF					
1	N.W.22 AVE	1819	0.0154611	1.2884402	0.0807580	0.8321418
2	N.W.27 AVE	2548	0.0205142	1.8861423	0.1135381	1.2508171
3	N.W.36 OFF	6279	0.0507106	4.6375642	0.2860810	3.0272236
4	LEJ-SR112	2484	0.0191435	1.4599862	0.1036897	0.8580300
5	N.W.26 ST	1598	0.0134766	0.6050311	0.0510613	0.2991686
6	N.W.25 ST	349	0.0027802	0.1154425	0.0141138	0.0618899
ROUTE SUMMARY:		15077	0.1220863	9.9926062	0.6492418	6.3292713

APPENDIX E

Signalized Intersection Capacity Calculation Summaries

This appendix presents summaries of capacity analyses performed during the course of the study. The results of these analyses are presented in Section III of this technical memorandum. Capacity analyses for both the AM and PM peak hours were performed for the following intersections.

- NW 36 Street and NW 37 Avenue
- NW 36 Street and Okeechobee Road
- NW 36 Street and LeJeune Road
- NW 36 Street and Airport Driveway near La Villa Drive
- NW 36 Street and Red Road
- NW 36 Street and NW 72 Avenue
- LeJeune Road and Okeechobee Road
- LeJeune Road and Royal Poinciana Boulevard
- LeJeune Road and Eastern Airlines Employee Parking Driveway
- LeJeune Road and NW 25 Street
- LeJeune Road and NW 14 Street
- LeJeune Road and NW 11 Street
- LeJeune Road and NW 7 Street
- NW 7 Street and Red Road
- NW 25 Street and NW 72 Avenue
- Perimeter Road and Red Road
- Perimeter Road and NW 72 Avenue
- Perimeter Road and Milam Dairy Road

1985 HCM: SIGNALIZED INTERSECTIONS

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....NW 37 AVE.(DOUGLAS RD.)

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSBY

DATE OF THE ANALYSIS.....08/25/87

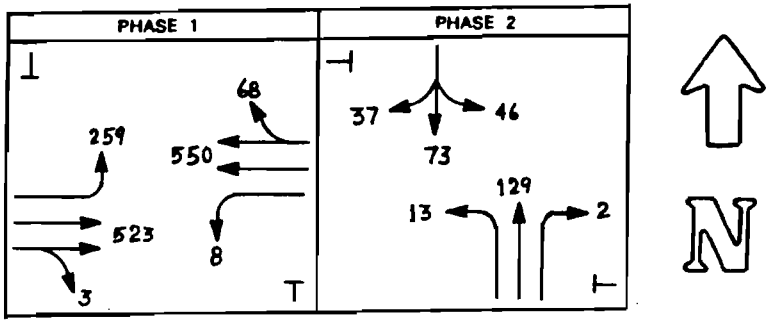
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	259	8	13	46
THRU	523	550	129	73
RIGHT	3	68	2	37
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.649	0.662	130.0	9.9	443	2.3	1.00	12.3	B	8.6	B
TR	0.274	0.662	130.0	6.9	2243	0.0	1.00	6.9	B		
WB											
L	0.017	0.662	130.0	5.7	531	0.0	1.00	5.7	B	7.2	B
TR	0.314	0.662	130.0	7.1	2295	0.0	1.00	7.2	B		
NB											
L	0.041	0.292	130.0	25.0	349	0.0	1.00	25.0	D	26.8	D
T	0.277	0.292	130.0	26.9	518	0.1	1.00	27.0	D		
R	0.005	0.292	130.0	24.8	441	0.0	1.00	24.8	C		
SB											
LTR	0.450	0.292	130.0	28.5	385	0.6	1.00	29.1	D	29.1	D

Intersection Delay = 11.4 (sec/veh) Intersection LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....NW 37 AVE.(DOUGLAS RD.)

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSI

DATE OF THE ANALYSIS.....08/25/87

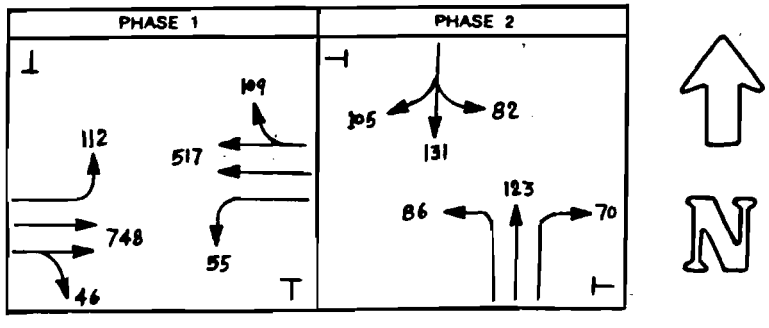
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	112	55	86	82
THRU	748	517	123	131
RIGHT	46	109	70	105
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.285	0.662	130.0	7.0	437	0.1	1.00	7.1	B	7.8	B
TR	0.417	0.662	130.0	7.8	2224	0.1	1.00	7.9	B		
WB											
L	0.186	0.662	130.0	6.5	329	0.0	1.00	6.5	B	7.2	B
TR	0.326	0.662	130.0	7.2	2238	0.0	1.00	7.2	B		
NB											
L	0.424	0.292	130.0	28.2	225	0.8	1.00	29.0	D	27.3	D
T	0.264	0.292	130.0	26.8	518	0.1	1.00	26.9	D		
R	0.177	0.292	130.0	26.1	441	0.0	1.00	26.1	D		
SB											
LTR	1.022	0.292	130.0	35.3	346	43.4	1.00	78.7	F	78.7	F

Intersection Delay = 20.0 (sec/veh) Intersection LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....OKEECHOBEE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/24/87

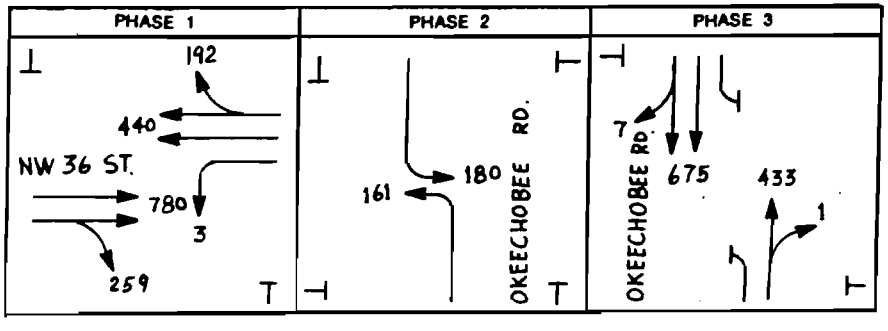
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	3	161	180
THRU	780	440	433	675
RIGHT	259	192	1	7
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
TR	0.690	0.538	130.0	16.7	1758	0.8	1.00	17.6	C	17.6	C
WB											
L	0.025	0.538	130.0	10.7	131	0.0	1.00	10.7	B	13.5	B
TR	0.407	0.538	130.0	13.5	1813	0.1	1.00	13.6	B		
NB											
L	1.151	0.092	130.0	45.5	155	120.5	1.00	166.0	F	79.2	F
TR	0.907	0.300	130.0	33.2	532	13.7	1.00	46.9	E		
SB											
L	1.286	0.092	130.0	*	155	*	1.00	*	*	*	*
TR	0.749	0.300	130.0	31.2	1062	2.1	1.00	33.3	D		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....OKEECHOBEE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/24/87

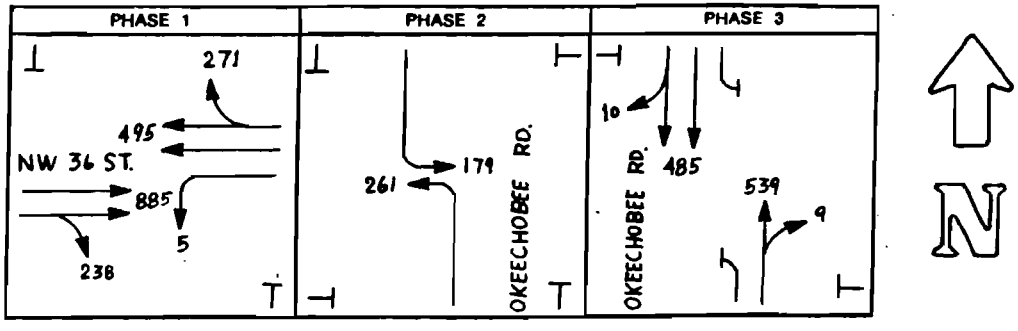
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	5	261	179
THRU	885	495	539	485
RIGHT	238	271	9	10
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
TR	0.811	0.492	130.0	21.2	1616	2.3	1.00	23.5	C	23.5	C
WB											
L	0.064	0.492	130.0	13.2	86	0.0	1.00	13.2	B	17.8	C
TR	0.552	0.492	130.0	17.5	1620	0.3	1.00	17.8	C		
NB											
L	1.865	0.092	130.0	*	155	*	1.00	*	*	*	*
TR	0.995	0.346	130.0	32.2	612	26.7	1.00	58.9	E		
SB											
L	1.279	0.092	130.0	*	155	*	1.00	*	*	*	*
TR	0.472	0.346	130.0	25.2	1224	0.2	1.00	25.5	D		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

****

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.........NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.........LE JEUNE RD.

AREA TYPE............................OTHER

NAME OF THE ANALYST..................NOSSY

DATE OF THE ANALYSIS.................08/19/87

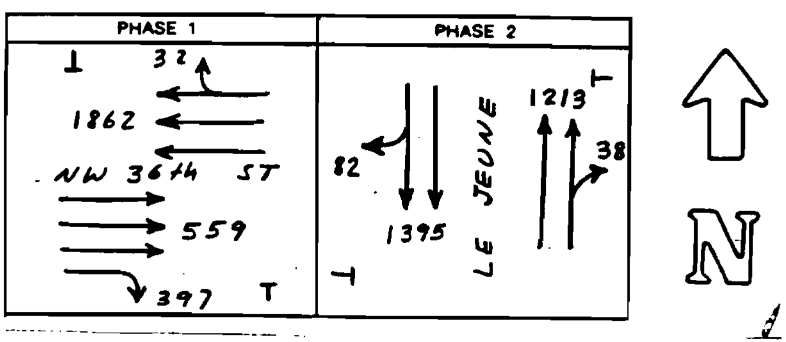
TIME PERIOD ANALYZED.................AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	0	0
THRU	559	1862	1213	1395
RIGHT	397	32	38	82
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	APP. DELAY	APP. LOS
EB											
T	0.275	0.485	130.0	15.1	2404	0.0	1.00	[illegible]	[illegible]		[illegible]
R	0.626	0.485	130.0	18.8	704	1.[illegible]	1.00	[illegible]	[illegible]		
WB											
TR	0.905	0.485	130.0	[illegible].4	2558	3.[illegible]	1.00	27.1	D	[illegible]	[illegible]
NB											
TR	0.877	0.469	130.0	23.6	1465	4.0	1.00	27.[illegible]	D	[illegible]	[illegible]
SB											
TR	1.060	0.469	130.0	27.7	1425	34.[illegible]	1.00	[illegible]	[illegible]	[illegible]	[illegible]

Intersection Delay = 34.0 (sec/veh) Intersection LOS = [illegible]

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IDENTIFICATION INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/19/86

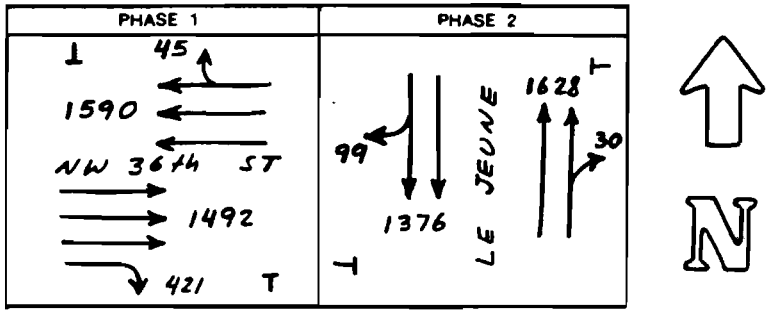
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	0	0
THRU	1492	1590	1628	1376
RIGHT	421	45	30	99
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	Delay d	LANE GROUP CAP.	PLTN d	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	INT. DELAY	INT. LOS
EB											
T	0.850	0.408	130.0	26.5	2147	4.5	1.00	31.0	D		
R	0.769	0.408	130.0	25.2	668	4.1	1.00	29.4	C		
WB											
TR	0.945	0.408	130.0	38.2	2116	7.0	1.00	45.2			
NB											
TR	1.002	0.546	130.0	22.5	1931	16.1	1.00	38.5	D		
SB											
TR	0.898	0.546	130.0	20.0	1917	4.4	1.00	24.4			

Intersection Delay = 31.9 (sec/veh) Intersection LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....AIRPORT DR.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/26/87

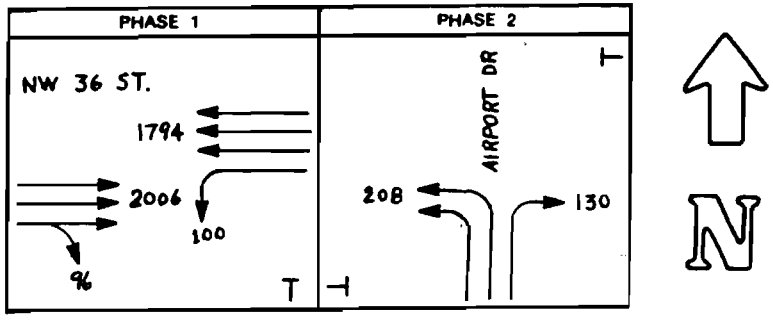
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	100	208	0
THRU	2006	1794	0	0
RIGHT	96	0	130	0
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
TR	0.737	0.685	130.0	9.9	3488	0.6	1.00	10.5	B	10.5	B
WB											
L	2.090	0.685	130.0	*	53	*	1.00	*	*	*	*
T	0.624	0.685	130.0	8.6	3512	0.3	1.00	8.8	B		
NB											
L	0.339	0.269	130.0	29.0	716	0.1	1.00	29.1	D	29.2	D
R	0.356	0.269	130.0	29.2	406	0.2	1.00	29.4	D		
SB											

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....AIRPORT DR.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/26/87

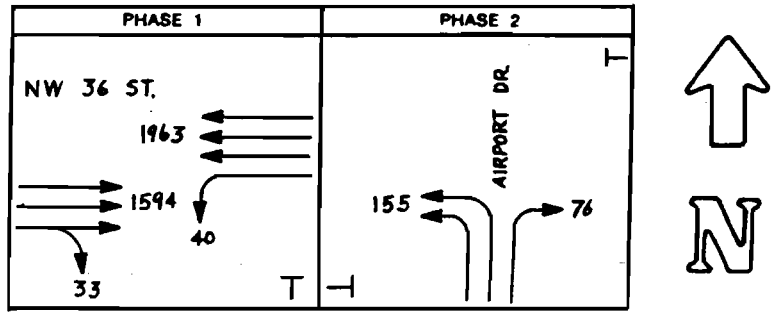
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	40	155	0
THRU	1594	1963	0	0
RIGHT	33	0	76	0
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
TR	0.553	0.685	130.0	7.9	3594	0.1	1.00	8.1	B	8.1	B
WB											
L	0.823	0.685	130.0	11.3	54	40.7	1.00	52.0	E	10.2	B
T	0.673	0.685	130.0	9.1	3568	0.4	1.00	9.5	B		
NB											
L	0.253	0.269	130.0	28.3	716	0.0	1.00	28.3	D	28.2	D
R	0.208	0.269	130.0	27.9	406	0.0	1.00	28.0	D		
SB											

Intersection Delay = 10.3 (sec/veh) Intersection LOS = B

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....RED RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/20/87

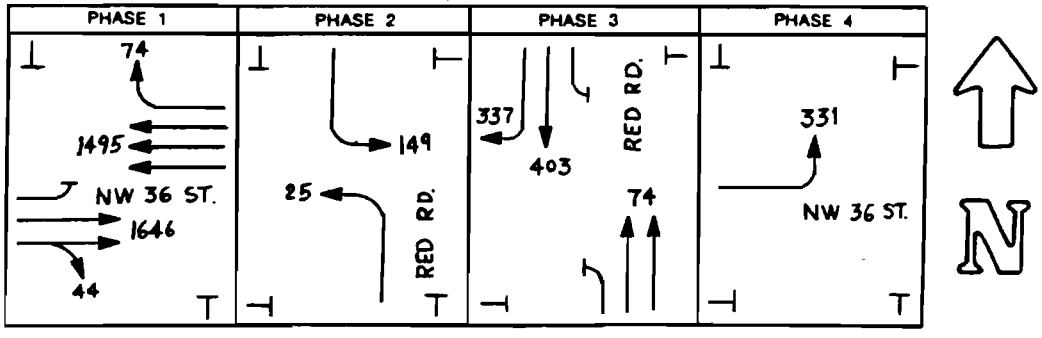
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	331	0	25	149
THRU	1646	1495	74	403
RIGHT	44	74	0	337
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	2.264	0.100	130.0	*	162	*	1.00	*	*	*	*
TR	1.075	0.538	130.0	25.0	1834	39.4	1.00	64.4	F		
WB											
T	0.661	0.538	130.0	16.3	2762	0.4	1.00	16.8	C	16.5	C
R	0.105	0.538	130.0	11.2	783	0.0	1.00	11.2	B		
NB											
L	0.093	0.177	130.0	34.0	298	0.0	1.00	34.0	D	39.9	D
T	0.264	0.092	130.0	41.7	327	0.1	1.00	41.8	E		
SB											
L	0.556	0.177	130.0	37.1	298	1.7	1.00	38.8	D	*	*
T	2.736	0.092	130.0	*	164	*	1.00	*	*		
R	2.692	0.092	130.0	*	139	*	1.00	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS

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IDENTIFYING INFORMATION

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NAME OF THE EAST/WEST STREET.....NW 36 ST.

NAME OF THE NORTH/SOUTH STREET.....RED RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/20/87

TIME PERIOD ANALYZED.....PM PEAK HR.

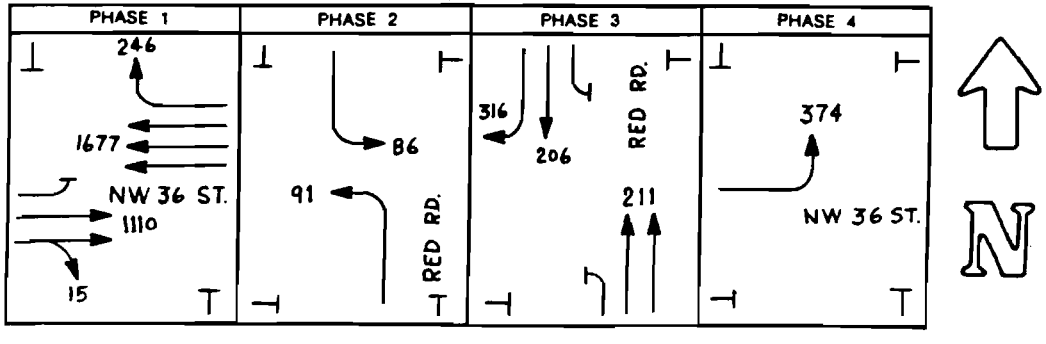
OTHER INFORMATION:

TRAFFIC VOLUMES

==========

	EB	WB	NB	SB
LEFT	374	0	91	86
THRU	1110	1677	211	206
RIGHT	15	246	0	316
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

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	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	1.296	0.192	130.0	*	321	*	1.00	*	*	*	*
TR	0.696	0.538	130.0	16.8	1886	0.8	1.00	17.6	C		
WB											
T	0.730	0.538	130.0	17.3	2806	0.7	1.00	18.0	C	17.5	C
R	0.344	0.538	130.0	12.9	795	0.1	1.00	13.0	B		
NB											
L	0.867	0.069	130.0	45.5	117	30.8	1.00	76.3	F	54.0	E
T	0.645	0.108	130.0	42.3	382	2.6	1.00	44.9	E		
SB											
L	0.819	0.069	130.0	45.4	117	23.3	1.00	68.6	F	*	*
T	1.199	0.108	130.0	45.2	191	142.4	1.00	187.6	F		
R	2.163	0.108	130.0	*	162	*	1.00	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

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NAME OF THE EAST/WEST STREET.....NW36ST

NAME OF THE NORTH/SOUTH STREET.....NW72AVE

AREA TYPE.....OTHER

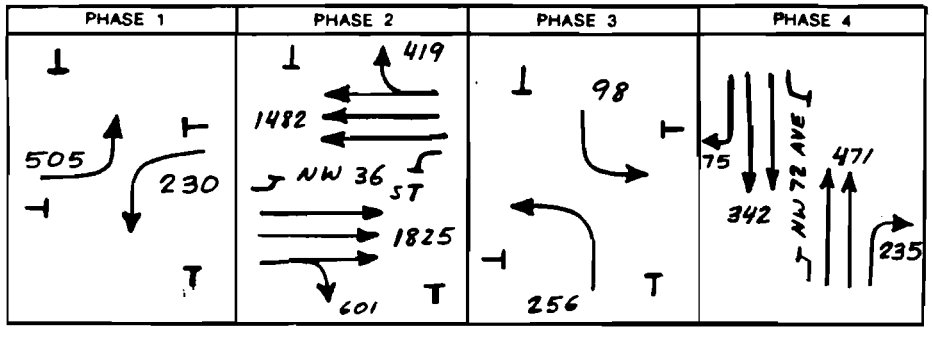
NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/18/87

TIME PERIOD ANALYZED.....AM PEAK HR.

PROJECT INFORMATION:

	EB	WB	NB	SB
LEFT	505	230	256	98
THRU	1825	1482	471	342
RIGHT	601	419	235	75
PRTOR	0	0	0	0



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	INTER. DELAY	INTER. LOS
EB:											
L	2.574	0.131	130.0	*	210	*	1.00	*	*	*	*
TR	1.334	0.438	130.0	*	2213	*	1.00	*	*		
WB:											
L	1.203	0.131	130.0	*	212	*	1.00	*	*	*	*
TR	1.068	0.438	130.0	99.3	2175	95.6	1.00	44.4	F		
NB:											
L	1.354	0.131	130.0	*	210	*	1.00	*	*	*	*
TR	0.863	0.208	130.0	87.8	999	5.6	1.00	43.4	E		
SB:											
L	0.499	0.131	130.0	59.9	218	1.5	1.00	41.5	E	37.9	D
TR	0.479	0.208	130.0	34.4	1064	0.3	1.00	34.7	D		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.0

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

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IDENTIFYING INFORMATION

==========

NAME OF THE EAST/WEST STREET.....NW36ST

NAME OF THE NORTH/SOUTH STREET.....NW72AVE

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/18/87

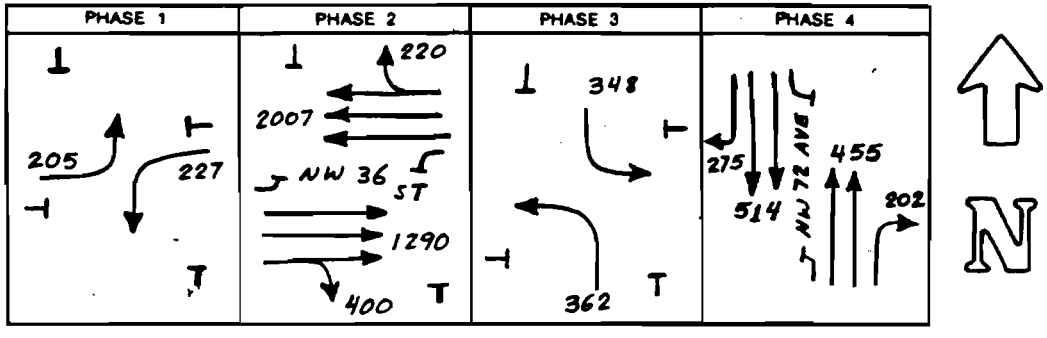
TIME PERIOD ANALYZED..... PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

==========

	EB	WB	NB	SB
LEFT	205	227	362	348
THRU	1290	2007	455	514
RIGHT	400	220	202	275
RTOR	0	0	0	0



LEVEL-OF-SERVICE WORKSHEET Page-2

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	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	1.050	0.131	130.0	43.3	217	63.5	1.00	106.8	F	44.1	F
TR	0.966	0.423	130.0	27.8	2137	9.3	1.00	37.2	D		
WB											
L	1.169	0.131	130.0	44.1	216	120.1	1.00	164.2	F	*	*
TR	1.253	0.423	130.0	*	2172	*	1.00	*	*		
NB											
L	1.901	0.131	130.0	*	212	*	1.00	*	*	*	*
TR	0.739	0.223	130.0	35.7	1087	1.9	1.00	37.6	D		
SB											
L	1.773	0.131	130.0	*	218	*	1.00	*	*	*	*
TR	0.866	0.223	130.0	37.0	1113	5.3	1.00	42.2	E		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....OKEECHOBEE RD.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/27/87

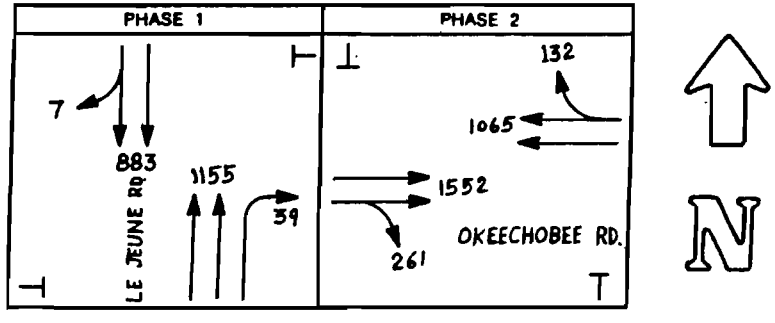
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	0	0
THRU	1552	1065	1155	883
RIGHT	261	132	39	7
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
TR	1.057	0.577	130.0	22.7	2002	31.8	1.00	54.5	E	54.5	E
WB											
TR	0.694	0.577	130.0	14.7	2012	0.7	1.00	15.5	C	15.5	C
NB											
T	1.008	0.377	130.0	30.9	1337	20.8	1.00	51.7	E	50.7	E
R	0.076	0.377	130.0	19.7	568	0.0	1.00	19.7	C		
SB											
TR	0.789	0.377	130.0	27.3	1316	2.3	1.00	29.6	D	29.6	D

Intersection Delay = 40.1 (sec/veh) Intersection LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....OKEECHOBEE RD.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/26/87

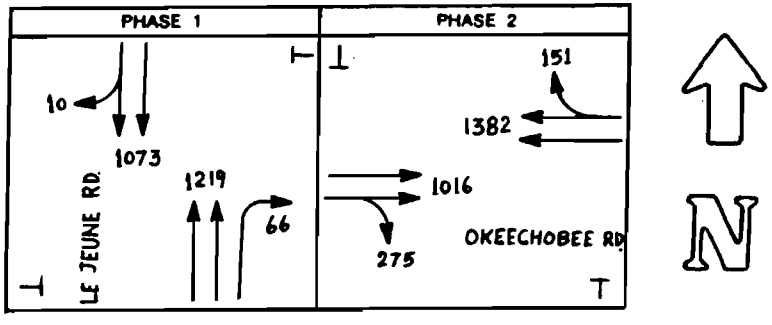
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	0	0
THRU	1016	1382	1219	1073
RIGHT	275	151	66	10
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
TR	0.920	0.477	130.0	24.1	1637	6.5	1.00	30.5	D	30.5	D
WB											
TR	1.073	0.477	130.0	27.7	1666	39.6	1.00	67.3	F	67.3	F
NB											
T	0.841	0.477	130.0	22.6	1691	2.9	1.00	25.4	D	24.9	C
R	0.102	0.477	130.0	14.2	719	0.0	1.00	14.2	B		
SB											
TR	0.747	0.477	130.0	21.0	1691	1.3	1.00	22.3	C	22.3	C

Intersection Delay = 38.3 (sec/veh) Intersection LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....ROYAL POINCIANA VLVD.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/19/87

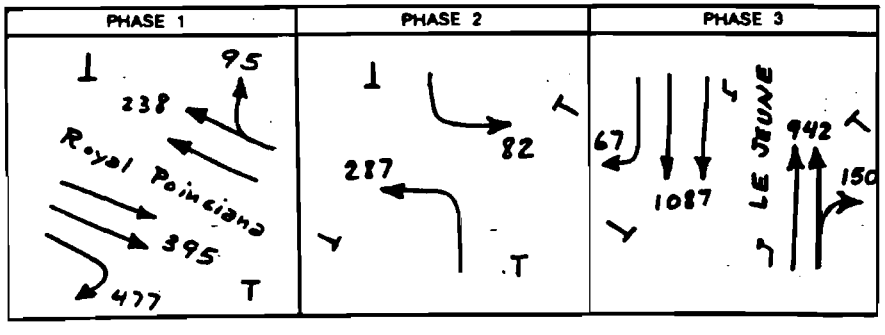
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	287	82
THRU	395	238	942	1087
RIGHT	477	95	150	67
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page 2

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
T	0.447	0.292	130.0	28.5	1031	0.2	1.00	28.7	D	*	*
R	1.209	0.292	130.0	*	438	*	1.00	*	*		
WB											
TR	0.394	0.292	130.0	28.0	987	0.1	1.00	28.1	D	28.1	D
NB											
L	0.984	0.192	130.0	39.8	324	34.5	1.00	74.2	F	36.1	D
TR	0.822	0.446	130.0	23.9	1549	2.6	1.00	26.6	D		
SB											
L	0.286	0.192	130.0	34.1	319	0.1	1.00	34.2	D	26.2	D
T	0.814	0.446	130.0	23.8	1558	2.4	1.00	26.2	D		
R	0.112	0.446	130.0	16.0	662	0.0	1.00	16.0	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

HCM: SIGNALIZED INTERSECTIONS Page 1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.........ROYAL POINCIANA BLVD.

NAME OF THE NORTH/SOUTH STREET.......LE JEUNE RD.

AREA TYPE............................OTHER

NAME OF THE ANALYST..................NOSSY

DATE OF THE ANALYSIS.................08/19/87

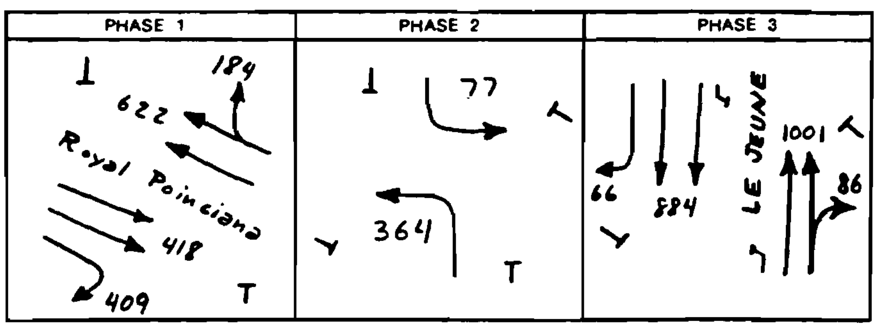
TIME PERIOD ANALYZED.................PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	364	77
THRU	418	622	1001	884
RIGHT	409	184	86	66
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
T	0.499	0.277	130.0	30.[illegible]	97[illegible]	0.3	1.00	30.[illegible]	D	[illegible]	F
R	1.094	0.277	130.0	37.1	415	66.4	1.00	103.5	F		
WB											
TR	0.997	0.277	130.0	[illegible]5.7	944	[illegible]1.8	1.00	57.4	E	57.4	[illegible]
NB											
L	1.357	0.177	130.0	*	298	*	1.00	*	*	*	*
TR	0.759	0.477	130.0	21.2	1671	1.5	1.00	22.7	C		
SB											
L	0.287	0.177	130.0	25.3	298	0.2	1.00	25.4	D	20.[illegible]	[illegible]
T	0.610	0.477	130.0	19.1	1691	0.5	1.00	19.5	C		
R	0.102	0.477	130.0	14.2	719	0.0	1.00	14.2	B		

Intersection Delay = * (sec/veh)   Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 3100 BLK.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

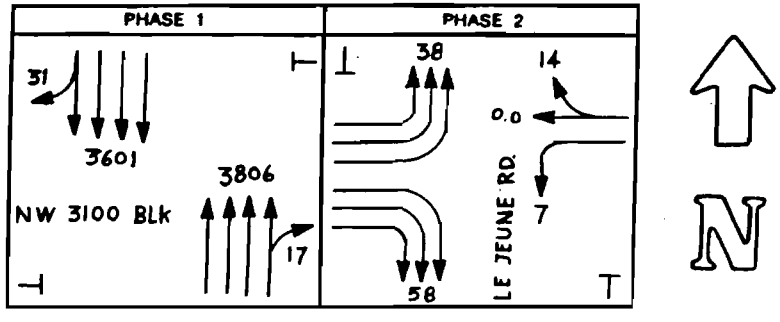
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	71	5	0	0
THRU	0	15	2976	3034
RIGHT	52	3	33	390
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.099	0.185	130.0	33.5	879	0.0	1.00	33.5	D	33.4	D
R	0.076	0.185	130.0	33.3	835	0.0	1.00	33.3	D		
WB											
L	0.018	0.185	130.0	33.0	311	0.0	1.00	33.0	D	33.2	D
TR	0.063	0.185	130.0	33.2	319	0.0	1.00	33.2	D		
NB											
TR	0.672	0.769	130.0	5.4	5474	0.2	1.00	5.7	B	5.7	B
SB											
TR	0.788	0.769	130.0	6.7	5308	0.6	1.00	7.3	B	7.3	B

Intersection Delay = 7.1 (sec/veh) Intersection LOS = B

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 3100 BLK.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

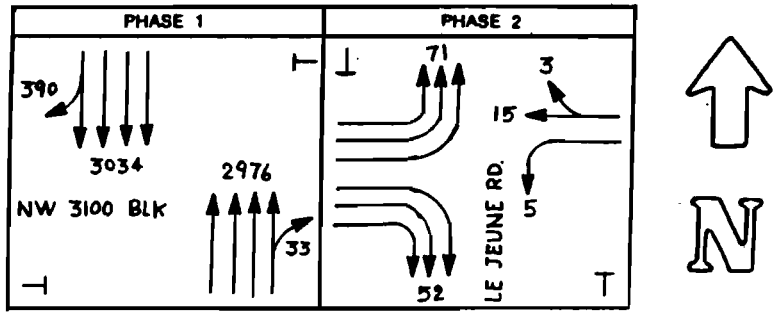
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	38	7	0	0
THRU	0	0	3806	3601
RIGHT	58	14	17	31
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.061	0.154	130.0	35.7	763	0.0	1.00	35.7	D	35.8	D
R	0.102	0.154	130.0	35.9	696	0.0	1.00	35.9	D		
WB											
L	0.030	0.154	130.0	35.5	259	0.0	1.00	35.5	D	35.7	D
TR	0.067	0.154	130.0	35.7	232	0.0	1.00	35.7	D		
NB											
TR	0.824	0.800	130.0	5.8	5674	0.8	1.00	6.6	B	6.6	B
SB											
TR	0.799	0.800	130.0	5.5	5558	0.6	1.00	6.1	B	6.1	B

Intersection Delay = 6.8 (sec/veh) Intersection LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 25 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

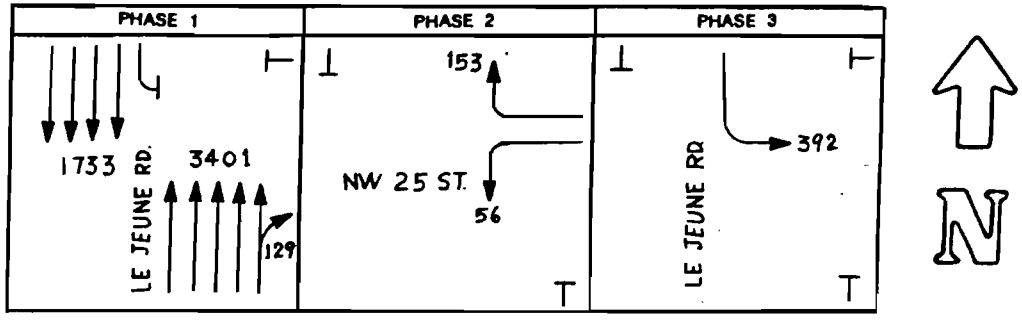
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	56	0	392
THRU	0	0	3041	1733
RIGHT	0	153	129	0
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
WB											
L	0.335	0.123	130.0	39.6	185	0.4	1.00	40.0	E	64.4	F
R	0.917	0.123	130.0	42.8	185	30.5	1.00	73.3	F		
NB											
TR	0.836	0.523	130.0	20.0	4632	1.0	1.00	21.0	C	21.0	C
SB											
L	0.918	0.808	130.0	7.1	475	16.3	1.00	23.4	C	17.5	C
T	0.577	0.523	130.0	16.1	3672	0.2	1.00	16.3	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 25 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

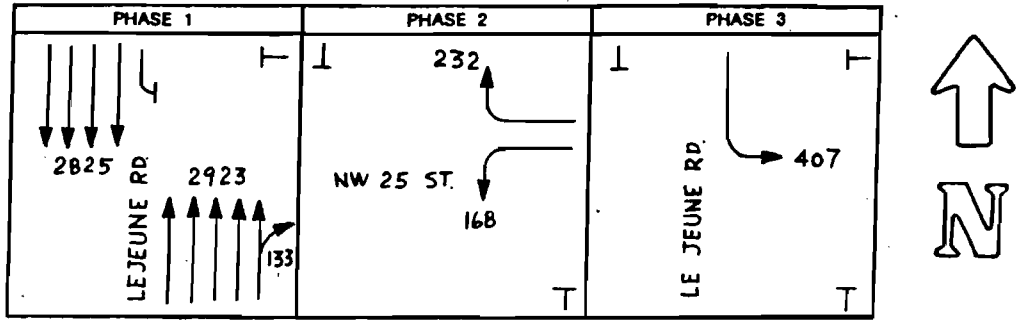
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	168	0	407
THRU	0	0	2923	2825
RIGHT	0	232	133	0
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
WB											
L	0.947	0.131	130.0	42.6	197	35.6	1.00	78.2	F	*	*
R	1.308	0.131	130.0	*	197	*	1.00	*	*		
NB											
TR	0.716	0.592	130.0	14.3	5217	0.3	1.00	14.6	B	14.6	B
SB											
L	1.319	0.800	130.0	*	343	*	1.00	*	*	*	*
T	0.839	0.592	130.0	16.3	4115	1.2	1.00	17.5	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 14 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

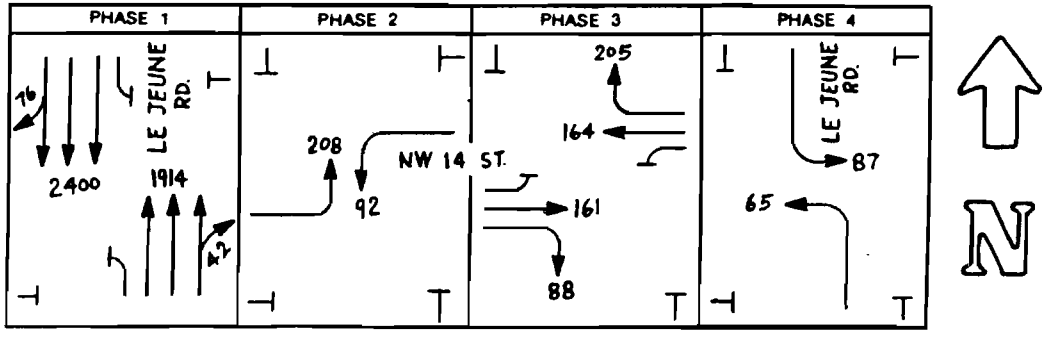
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	208	92	65	87
THRU	161	164	1914	2400
RIGHT	88	205	42	76
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	1.224	0.112	116.0	*	189	*	1.00	*	*	*	*
T	0.585	0.172	116.0	33.6	306	2.1	1.00	35.7	D		
R	0.376	0.172	116.0	32.3	260	0.4	1.00	32.7	D		
WB											
L	0.542	0.112	116.0	37.0	189	2.4	1.00	39.4	D	44.7	E
T	0.596	0.172	116.0	33.6	306	2.3	1.00	35.9	D		
R	0.877	0.172	116.0	35.6	260	18.6	1.00	54.1	E		
NB											
L	0.990	0.043	116.0	42.2	73	77.2	1.00	119.4	F	18.9	C
TR	0.789	0.569	116.0	14.9	3032	1.0	1.00	15.9	C		
SB											
L	1.345	0.043	116.0	*	72	*	1.00	*	*	*	*
TR	1.015	0.569	116.0	19.4	2982	16.1	1.00	35.4	D		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 14 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

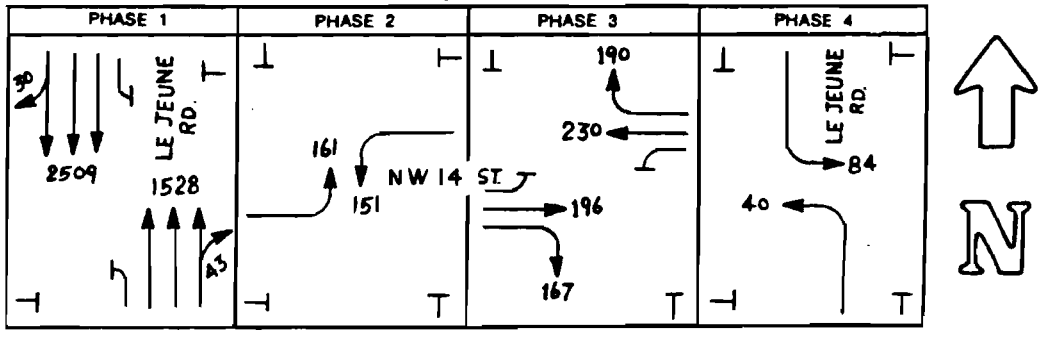
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	161	151	40	84
THRU	196	230	1528	2509
RIGHT	167	190	43	30
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	2.301	0.046	130.0	*	78	*	1.00	*	*	*	*
T	0.591	0.208	130.0	35.4	368	1.8	1.00	37.2	D		
R	0.593	0.208	130.0	35.4	313	2.2	1.00	37.5	D		
WB											
L	2.158	0.046	130.0	*	78	*	1.00	*	*	*	*
T	0.694	0.208	130.0	36.2	368	3.8	1.00	40.1	E		
R	0.674	0.208	130.0	36.1	313	3.9	1.00	39.9	D		
NB											
L	0.683	0.038	130.0	46.9	65	16.2	1.00	63.1	F	12.8	B
TR	0.586	0.615	130.0	11.4	3276	0.2	1.00	11.6	B		
SB											
L	1.455	0.038	130.0	*	64	*	1.00	*	*	*	*
TR	0.959	0.615	130.0	17.8	3234	6.3	1.00	24.1	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 11 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

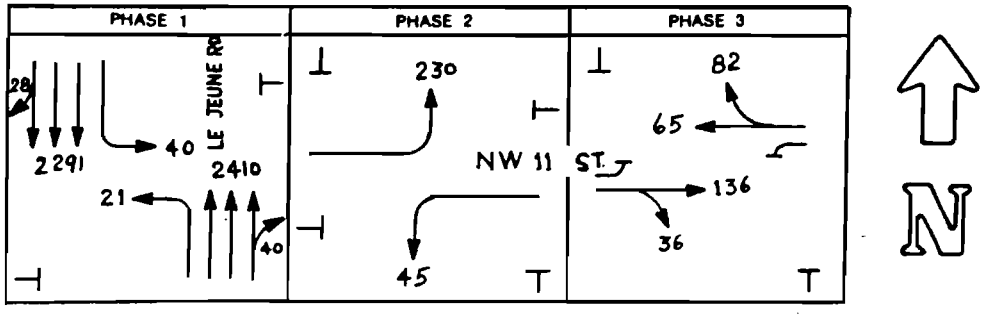
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	230	45	21	40
THRU	136	65	2410	2291
RIGHT	36	82	40	28
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	3.338	0.045	110.0	*	77	*	1.00	*	*	*	*
TR	0.583	0.191	110.0	30.8	328	1.9	1.00	32.7	D		
WB											
L	0.653	0.045	110.0	39.3	77	11.8	1.00	51.0	E	36.3	D
TR	0.527	0.191	110.0	30.4	310	1.3	1.00	31.8	D		
NB											
L	0.359	0.682	110.0	5.6	65	1.5	1.00	7.1	B	10.9	B
TR	0.828	0.682	110.0	9.7	3618	1.2	1.00	10.9	B		
SB											
L	0.690	0.682	110.0	8.0	64	17.1	1.00	25.1	D	10.3	B
TR	0.791	0.682	110.0	9.2	3583	0.9	1.00	10.1	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 11 ST.

NAME OF THE NORTH/SOUTH STREET.....LE JEUNE RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/21/87

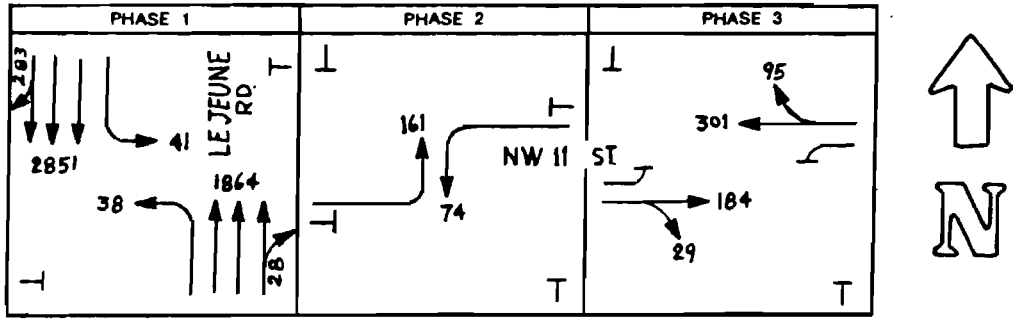
TIME PERIOD ANALYZED.....PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	161	74	38	41
THRU	184	301	1864	2851
RIGHT	29	95	28	283
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	2.761	0.038	130.0	*	65	*	1.00	*	*	*	*
TR	0.738	0.185	130.0	38.0	321	5.9	1.00	43.9	E		
WB											
L	1.269	0.038	130.0	*	65	*	1.00	*	*	*	*
TR	1.394	0.185	130.0	*	316	*	1.00	*	*		
NB											
L	0.766	0.708	130.0	9.2	55	29.6	1.00	38.8	D	8.3	B
TR	0.616	0.708	130.0	7.5	3756	0.2	1.00	7.7	B		
SB											
L	0.834	0.708	130.0	10.3	55	42.9	1.00	53.2	E	39.1	D
TR	1.042	0.708	130.0	16.1	3676	22.8	1.00	38.9	D		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST-WEST STREET..........NW7ST

NAME OF THE NORTH/SOUTH STREET.......LEJEUNE

AREA TYPE.............................OTHER

NAME OF THE ANALYST..................NOSSY

DATE OF THE ANALYSIS.................08/18/87

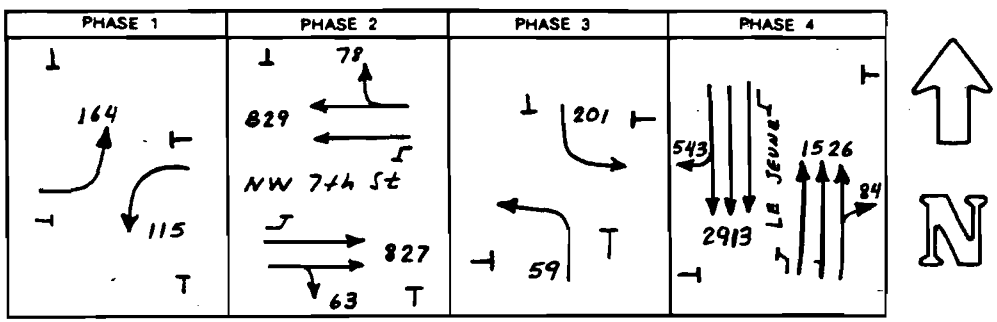
TIME PERIOD ANALYZED.................PM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	164	115	59	201
THRU	827	829	1526	2913
RIGHT	63	78	84	543
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET Page

	V/C RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB:											
L	1.[illegible]	0.077	130.0	*	130	*	1.00	*	*	*	*
TR	1.035	0.[illegible]5	130.0	35.[illegible]	1004	[illegible]1.[illegible]	1.00	[illegible]	[illegible]		
WB:											
L	0.981	0.077	130.0	45.5	130	54.8	1.00	100.3	F	[illegible]	F
TR	1.057	0.285	130.0	36.[illegible]	1001	38.4	1.00	74.5	F		
NB:											
L	0.506	0.077	130.0	48.[illegible]	130	2.[illegible]	1.00	4[illegible].4	[illegible]	[illegible]	[illegible]
TR	0.795	0.469	130.0	22.2	2476	1.[illegible]	1.00	[illegible]	[illegible]		
SB:											
L	1.724	0.077	130.0	*	130	*	1.00	*	*	*	*
TR	1.733	0.469	130.0	*	2437	*	1.00	*			

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.0

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW7ST

NAME OF THE NORTH/SOUTH STREET.....LEJEUNE

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSST

DATE OF THE ANALYSIS.....08/18/86

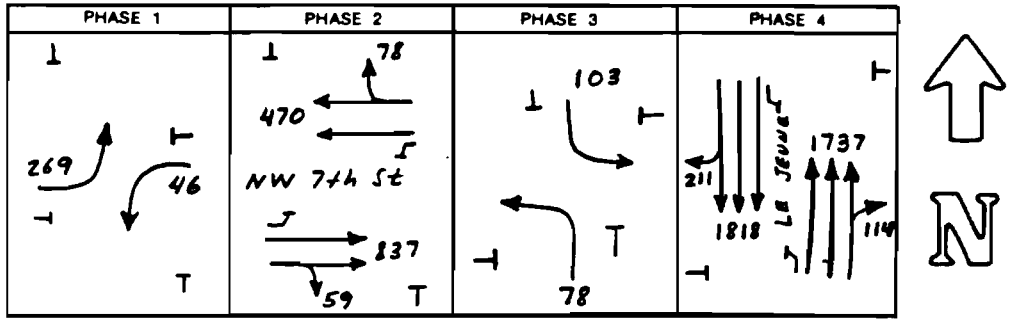
TIME PERIOD ANALYZED.....AM PEAK HR.

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	269	46	78	103
THRU	837	470	1737	1818
RIGHT	59	78	114	112
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	INCR. DELAY (D) APP.	LOS APP.
EB											
L	1.295	0.136	110.0	*	231	*	1.00	*	*	*	*
TR	1.358	0.218	110.0	*	770	*	1.00	*			
WB											
L	0.221	0.136	110.0	32.1	231	0.1	1.00	32.2	D	[illegible]	[illegible]
TR	0.840	0.218	110.0	31.[illegible]	761	5.[illegible]	1.00	37.1	D		
NB											
L	0.377	0.136	110.0	32.9	230	0.5	1.00	33.4	D	[illegible]	[illegible]
TR	1.073	0.400	110.0	26.4	2108	37.8	1.00	64.1	F		
SB											
L	0.498	0.136	110.0	33.5	230	1.4	1.00	34.9	D	[illegible]	[illegible]
TR	1.118	0.400	110.0	27.[illegible]	2109	58.1	1.00	85.3	F		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 7 ST.

NAME OF THE NORTH/SOUTH STREET.....RED RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/28/87

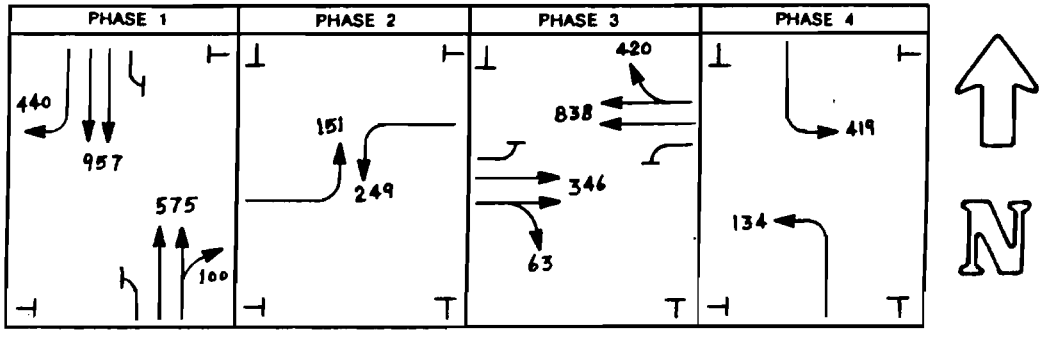
TIME PERIOD ANALYZED.....PM PEAK HR

OTHER INFORMATION:

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	151	249	134	419
THRU	346	838	575	957
RIGHT	63	420	100	440
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	1.051	0.392	130.0	31.1	104	87.3	1.00	118.4	F	49.9	E
TR	0.414	0.331	130.0	25.6	1152	0.1	1.00	25.8	D		
WB											
L	0.664	0.392	130.0	24.7	104	9.7	1.00	34.4	D	*	*
TR	1.311	0.331	130.0	*	1120	*	1.00	*	*		
NB											
L	0.564	0.538	130.0	15.1	104	5.0	1.00	20.1	C	18.0	C
TR	0.476	0.477	130.0	17.5	1654	0.2	1.00	17.7	C		
SB											
L	1.125	0.538	130.0	26.7	104	122.9	1.00	149.6	F	49.8	E
T	0.660	0.477	130.0	19.7	1691	0.7	1.00	20.4	C		
R	0.680	0.477	130.0	20.0	719	1.8	1.00	21.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS

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IDENTIFYING INFORMATION

==========

NAME OF THE EAST/WEST STREET.....NW 7 ST.

NAME OF THE NORTH/SOUTH STREET.....RED RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....NOSSY

DATE OF THE ANALYSIS.....08/28/87

TIME PERIOD ANALYZED.....AM PEAK HR.

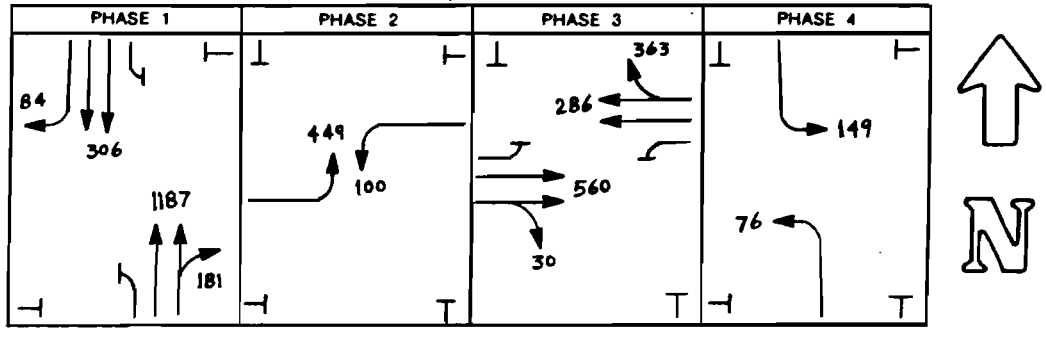
OTHER INFORMATION:

TRAFFIC VOLUMES

==========

	EB	WB	NB	SB
LEFT	449	100	76	149
THRU	560	286	1187	306
RIGHT	30	363	181	84
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



LEVEL-OF-SERVICE WORKSHEET

==========

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	1.064	0.392	120.0	28.9	339	58.4	1.00	87.3	F	75.8	F
TR	1.015	0.192	120.0	37.0	678	30.5	1.00	67.5	F		
WB											
L	0.328	0.392	120.0	19.4	339	0.2	1.00	19.6	C	*	*
TR	1.210	0.192	120.0	*	626	*	1.00	*	*		
NB											
L	1.003	0.533	120.0	21.3	84	76.4	1.00	97.7	F	34.8	D
TR	0.950	0.483	120.0	22.5	1680	9.0	1.00	31.5	D		
SB											
L	1.148	0.533	120.0	25.6	84	145.4	1.00	171.0	F	55.8	E
T	0.208	0.483	120.0	13.5	1714	0.0	1.00	13.5	B		
R	0.128	0.483	120.0	13.0	728	0.0	1.00	13.0	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 25TH ST.

NAME OF THE NORTH/SOUTH STREET.....MILAM DAIRY RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....S. RODRIGUEZ

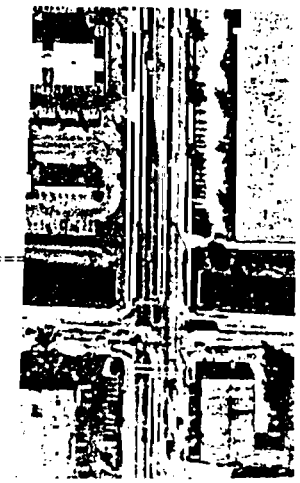
DATE OF THE ANALYSIS.....10/26/87

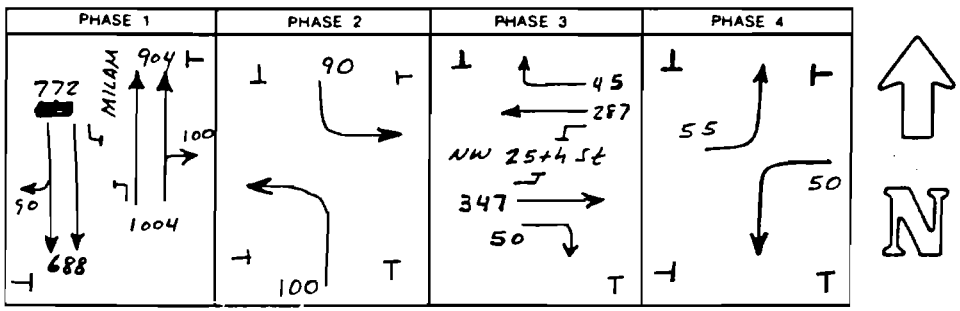
TIME PERIOD ANALYZED.....AM PK HR (7-8)

OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	55	50	100	90
THRU	347	287	904	688
RIGHT	50	45	100	90
RTOR	25	25	25	25





LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.485	0.086	105.0	34.8	133	2.2	1.00	37.0	D	40.8	E
T	0.902	0.276	105.0	27.8	452	14.9	1.00	42.8	E		
R	0.078	0.276	105.0	21.4	385	0.0	1.00	21.4	C		
WB											
L	0.457	0.086	105.0	34.7	129	1.8	1.00	36.5	D	32.3	D
T	0.774	0.276	105.0	26.6	436	5.8	1.00	32.4	D		
R	0.065	0.276	105.0	21.3	371	0.0	1.00	21.3	C		
NB											
L	0.708	0.105	105.0	34.5	167	8.3	1.00	42.8	E	27.1	D
TR	0.365	0.419	105.0	21.2	1393	4.4	1.00	25.6	D		
SB											
L	0.661	0.105	105.0	34.4	160	6.5	1.00	40.9	E	22.3	C
TR	0.699	0.419	105.0	19.0	1331	1.2	1.00	20.2	C		

Intersection Delay = 28.3 (sec/veh) Intersection LOS = D

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 25TH ST.

NAME OF THE NORTH/SOUTH STREET.....MILAM DAIRY RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....S. RODRIGUEZ

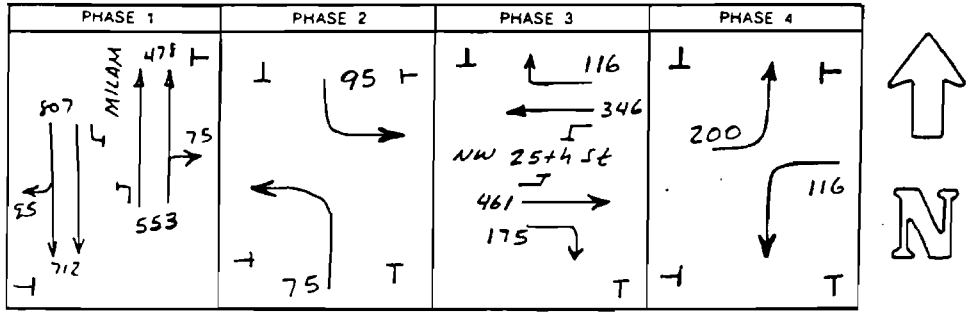
DATE OF THE ANALYSIS.....10/26/87

TIME PERIOD ANALYZED.....PM PK HR (5-6)

OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	200	116	75	95
THRU	461	346	478	712
RIGHT	175	116	75	95
RTOR	25	25	25	25



	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.856	0.167	120.0	36.9	275	15.4	1.00	52.3	E	*	*
T	1.873	0.167	120.0	*	290	*	1.00	*	*		
R	0.719	0.167	120.0	36.0	246	6.6	1.00	42.5	E		
WB											
L	0.531	0.167	120.0	34.7	257	1.7	1.00	36.4	D	*	*
T	1.504	0.167	120.0	*	271	*	1.00	*	*		
R	0.467	0.167	120.0	34.3	230	1.1	1.00	35.5	D		
NB											
L	0.733	0.075	120.0	41.3	120	13.4	1.00	54.7	E	19.5	C
TR	0.399	0.492	120.0	14.7	1637	0.1	1.00	14.7	B		
SB											
L	0.937	0.075	120.0	42.0	119	45.1	1.00	87.1	F	24.4	C
TR	0.595	0.492	120.0	16.7	1624	0.4	1.00	17.1	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

* Delay and LOS not meaningful when any v/c is greater than 1.2

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....PERIMETER RD.

NAME OF THE NORTH/SOUTH STREET.....RED RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....SERGIO RODRIGUEZ

DATE OF THE ANALYSIS.....10/26/87

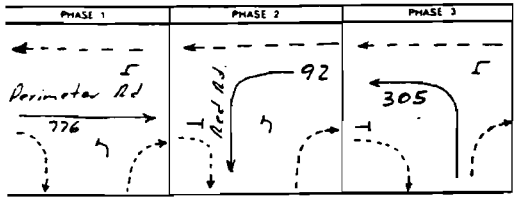
TIME PERIOD ANALYZED.....AM PK HR (7-8)

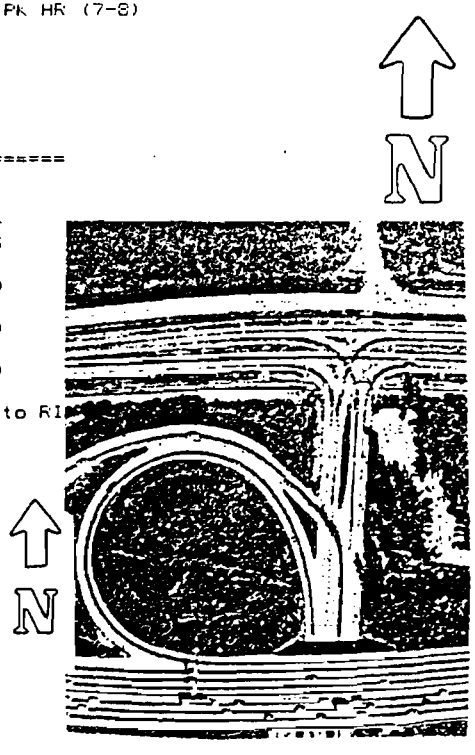
OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB
LEFT	0	92	305
THRU	776	0	0
RIGHT	0	0	0
RTOR	0	0	0

(RTOR volume must be less than or equal to RI





---→ indicates free flow volume, it was not entered in the calculation.

LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
T	0.925	0.554	130.0	20.2	987	10.2	1.00	30.3	D	30.3	D
WB											
L	0.756	0.085	130.0	44.2	143	13.4	1.00	57.6	E	57.6	E
NB											
L	0.810	0.292	130.0	32.4	443	7.5	1.00	39.9	D	39.9	D
SB											

Intersection Delay = 34.9 (sec/veh) Intersection LOS = D

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....PERIMETER RD.

NAME OF THE NORTH/SOUTH STREET.....RED RD.

AREA TYPE.....OTHER

NAME OF THE ANALYST.....SERGIO RODRIGUEZ

DATE OF THE ANALYSIS.....10/26/87

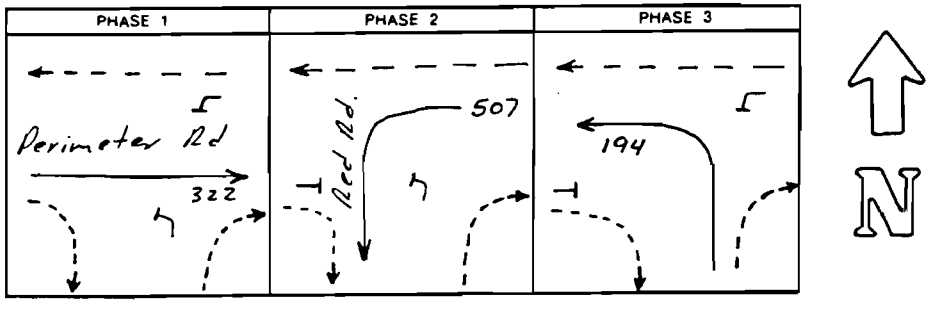
TIME PERIOD ANALYZED..... PM PK HR (5-6)

OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	507	194	0
THRU	322	0	0	0
RIGHT	0	0	0	0
RTOR	0	0	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



---→ indicates free flow volume it was not entered in the calculation.

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
T	0.628	0.339	124.0	28.2	604	1.5	1.00	27.6	D	27.6	D
WB											
L	0.950	0.371	124.0	28.8	628	17.7	1.00	46.5	E	46.5	E
NB											
L	0.698	0.218	124.0	33.9	330	4.2	1.00	38.1	D	38.1	D
SB											

Intersection Delay = 39.0 (sec/veh) Intersection LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 12TH ST(PERIMETER)

NAME OF THE NORTH/SOUTH STREET.....NW 72ND AVE

AREA TYPE.....OTHER

NAME OF THE ANALYST.....S RODRIGUEZ

DATE OF THE ANALYSIS.....10/26/87

TIME PERIOD ANALYZED.....AM PK HR (7-8)

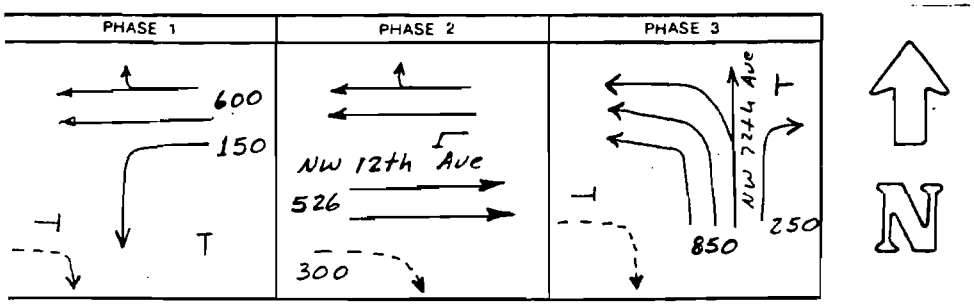
OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	150	850	0
THRU	526	600	0	0
RIGHT	0	0	250	0
RTOR	0	0	75	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)

----> free flow, volume not included in calculation



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
T	0.862	0.214	103.0	29.7	754	7.1	1.00	36.8	D	36.8	D
WB											
L	0.723	0.146	103.0	31.9	244	6.8	1.00	38.7	D	22.7	C
T	0.541	0.388	103.0	18.5	1370	0.8	1.00	18.9	C		
NB											
L	0.442	0.553	103.0	10.3	2489	0.1	1.00	10.4	B	10.2	B
R	0.248	0.553	103.0	9.1	830	0.0	1.00	9.1	B		
SB											

Intersection Delay = 20.2 (sec/veh) Intersection LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS Page-1

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 12TH ST(PERIMETER)

NAME OF THE NORTH/SOUTH STREET.....NW 72ND AVE

AREA TYPE.....OTHER

NAME OF THE ANALYST.....S RODRIGUEZ

DATE OF THE ANALYSIS.....10/26/87

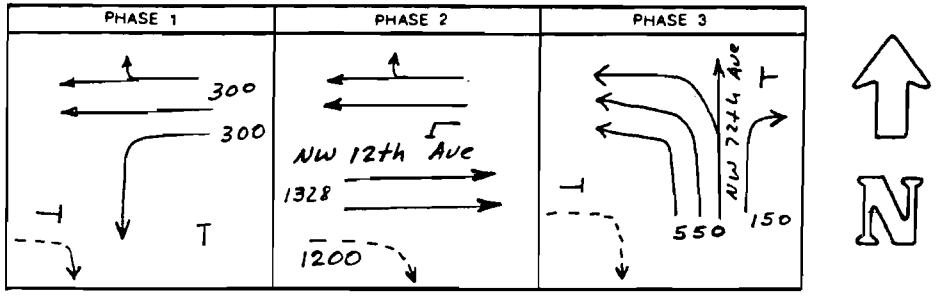
TIME PERIOD ANALYZED..... PM PK HR (5-6)

OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	300	550	0
THRU	1328	300	0	0
RIGHT	0	0	150	0
RTOR	0	0	75	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



----→ indicates continuous flow, volume not included in calculation

LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
T	0.797	0.583	120.0	14.8	2058	1.6	1.00	16.4	C	16.4	C
WB											
L	1.058	0.200	120.0	87.0	335	54.4	1.00	91.3	F	45.5	E
T	0.130	0.808	120.0	1.9	2852	0.0	1.00	1.9	A		
NB											
L	1.117	0.142	120.0	99.9	687	89.3	1.00	189.2	F	101.2	F
R	0.416	0.142	120.0	35.7	212	0.8	1.00	36.5	D		
SB											

Intersection Delay = 44.5 (sec/veh) Intersection LOS = E

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 12TH ST

NAME OF THE NORTH/SOUTH STREET.....NW 72ND AVE (MILAM)

AREA TYPE.....OTHER

NAME OF THE ANALYST.....S. RODRIGUEZ

DATE OF THE ANALYSIS.....10/26/87

TIME PERIOD ANALYZED.....AM PK HR (7-8)

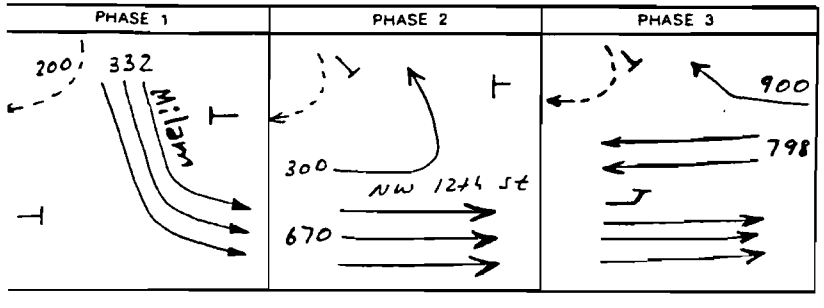
OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	300	0	0	332
THRU	670	798	0	0
RIGHT	0	900	0	0
RTOR	0	300	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)

----> indicates free flow.



LEVEL-OF-SERVICE WORKSHEET Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.790	0.267	105.0	27.2	447	6.4	1.00	33.5	D	11.2	B
T	0.207	0.790	105.0	2.1	4183	0.0	1.00	2.1	A		
WB											
T	0.564	0.495	105.0	14.1	1747	0.3	1.00	14.4	B	23.1	C
R	0.951	0.495	105.0	19.2	743	15.9	1.00	35.1	D		
NB											
SB											
L	0.627	0.152	105.0	31.7	685	1.3	1.00	33.0	D	33.0	D

Intersection Delay = 20.0 (sec/veh) Intersection LOS = C

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NW 12TH ST

NAME OF THE NORTH/SOUTH STREET.....NW 72ND AVE (MILAM)

AREA TYPE.....OTHER

NAME OF THE ANALYST.....S. RODRIGUEZ

DATE OF THE ANALYSIS.....10/26/87

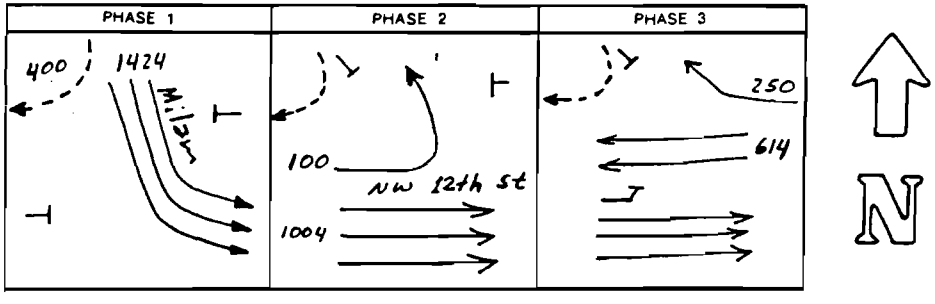
TIME PERIOD ANALYZED..... PM PK HR (5-6)

OTHER INFORMATION:
ANALYSIS OF EXISTING CONDITION

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	100	0	0	1424
THRU	1004	614	0	0
RIGHT	0	250	0	0
RTOR	0	100	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)



- - - - → free flow, volume not included in calculation

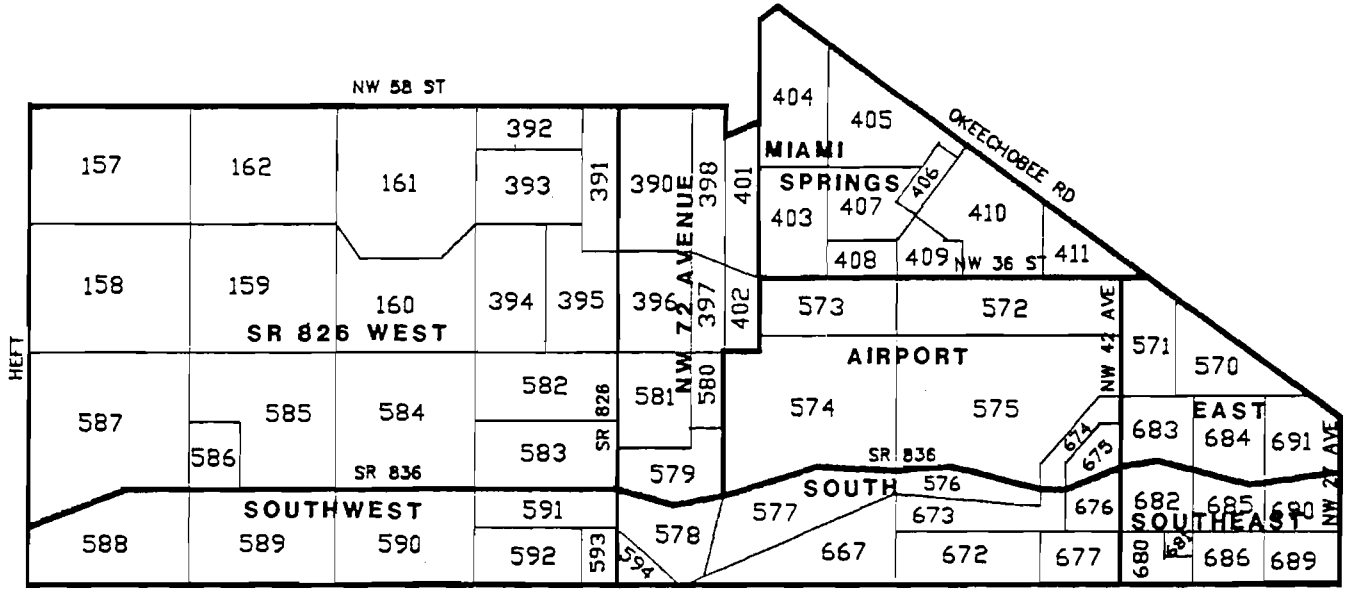
	v/c RATIO	o/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.708	0.099	121.0	40.1	166	8.6	1.00	48.8	E	21.9	C
T	0.561	0.438	121.0	19.2	2318	0.2	1.00	19.5	C		
WB											
T	0.685	0.314	121.0	27.6	1108	1.2	1.00	28.8	D	28.0	D
R	0.374	0.314	121.0	24.5	471	0.2	1.00	24.8	C		
NB											
SB											
L	0.800	0.512	121.0	18.5	2305	1.5	1.00	20.0	C	20.0	C

Intersection Delay = 22.4 (sec/veh) Intersection LOS = C

APPENDIX F

Zone/Subarea Equivalency Table

This appendix presents a table of zones by subareas for which demographic data were prepared and presented in Section V of this report.


NW 58 ST
HEFT
157
162
161
392
393
391
390
398
401
404
405
MIAMI
SPRINGS
406
403
407
410
408
409
NW 36 ST
411
OKEECHOBEE RD
158
159
160
394
395
396
397
402
573
572
SR 826 WEST
NW 72 AVENUE
AIRPORT
NW 42 AVE
571
570
587
585
584
582
581
580
574
575
EAST
683
684
691
586
SR 826
583
SR 836
579
674
675
SR 836
SOUTH
576
SOUTHWEST
591
577
673
676
682
685
690
NW 27 AVE
588
589
590
592
593
594
578
667
672
677
SOUTHEAST
680
681
686
689

TRAFFIC ANALYSIS ZONE/STUDY SUBAREA
EQUIVALENCY TABLE

SUBAREA	TRAFFIC ZONES
East	570 571 683 684 691
Airport	572 573 574 575 674 675
Miami Springs	403 404 405 406 407 408 409 410 411
NW 72 Avenue	390 396 397 398 401 402 579 580 581
SR 826 West	157 158 159 160 161 162 391 392 393 394 395 582 583 584 585 586 587
Southwest	588 589 590 591 592 593
South	576 577 578 594 667 672 673 676 677
Southeast	680 681 682 685 686 689 690

APPENDIX G

Employer Interview Survey Responses

This appendix contains summaries of interviews conducted during Task 1 and presented in Section IV of this report.

Establishments located at the Miami International Airport or located near and doing business at the airport were interviewed. The types of establishments which were interviewed include:

- Truck cargo transport
- Charter bus operator
- Rental car agency
- Commercial passenger airline
- Railroad

COMPANY NAME: Trucking Company DATE: June 10, 1987

ADDRESS: [redacted]

MIAMI, FL 33122

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / SENIOR VICE PRES.

NUMBER OF EMPLOYEES: 60

HOURS OF OPERATION: 8:00 AM - 8:00 PM

NUMBER OF SHIFTS & TIMES: 1 1/2

BUSIEST TIME PERIOD:

10 AM TO 7 PM

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:

25TH ST AND 72ND AVE TO ACCESS 36TH ST / SR 826 OR SR 836 72ND AVE

WHAT AREA DO EMPLOYEES LIVE IN? (CLOSE BY, N,S,E,W & % IN EACH AREA)

N.W. - HIALEAH, MIAMI

100% EMPLOYEE USE TRANSIT OR CAR POOL

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:

1ST [redacted] - OUR THE LOAC TRUCKING CO.

BIGGEST BUSINESS

2ND [redacted] - IMPORTING OF FLOWERS TO M.I.A. TO BONDED CONTAINER AREA. ALL FLOWERS ARE AIR CARGO. BOANEN WAREHOUSE IS LOCATED @ 2003 N.W. 70TH AVE.

APPROX. IN/OUT TRUCK TRAFFIC

50 - 60/DAY AT 74TH AVE OFFICE

20 - 30/DAY AT 70TH AVE WAREHOUSE

TRUCK TRAFFIC USES SAWGRASS AND I-95

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

WHAT IS CONGESTED TRAFFIC CONDITIONS IN THEIR VIEW?

1. AIRPORT CARGO AREA IS CONGESTED AND CANNOT HANDLE SOME LONG TRUCKS (MUST USE TRAILER)
2. PERIMETER IS USED AS A BY-PASS FOR SR 836
3. 25TH ST IS CONGESTED IN PM (4 LANES WILL HELP)
4. TRUCK ENTERING AND LEAVING 74TH AVE DOCK TAC. DO NOT HAVE EASY ACCESS TO MAJOR ARTERIALS.

COMMENTS & SUGGESTIONS:

IS THERE ANY SPECIAL NEEDS FOR THEIR BUSINESS - TRANSPORTATION RELATED?

1. TRAFFIC LIGHT @ 25TH ST AND 70ND AVE
2. METRO RAIL LINK TO AIRPORT WOULD HELP
3. CONTINUE SR 112 FROM LE JEUNE TO SR 826
4. LT TURN LANE AT 31ST ST (EB) TO 70ND AVE (NB)

COMPANY NAME: Trucking Company DATE: MAY 19, 1987

ADDRESS: [redacted]

MIAMI, FL [redacted]

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted]

NUMBER OF EMPLOYEES: 40
HOURS OF OPERATION: 24 HOURS

NUMBER OF SHIFTS & TIMES: 3 SHIFTS
BUSIEST TIME PERIOD: VARIES - WITH WHEN PLANES LAND + LEAVE

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:

66TH AVE AND 25TH ST.

WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):

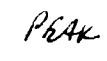
SOME IN HIALEAH
SOUTH OF AIRPORT

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:

LOADING AND UNLOADING CARGO ON THE AIRLINES. TRANSFERRING THIS CARGO TO WAREHOUSES WHICH ARE LOCATED IN AND AROUND AIRPORT PROPERTY. VERY SELDOM DO THEY DELIVER THE CARGO OUTSIDE AIRPORT ~~40~~ TRUCKS PICK-UP OR DROP OFF GOODS AT THERE DOCK.

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

1. INTERNAL ROADWAY SYSTEM IS OVERLOADED IN THE AFTERNOON (3:30PM - 6:00)
2. 66TH AVE @ 18TH ST IS VERY BUSY AROUND NOON WITH BACK-UPS.
3. 25TH ST. @ 66TH IS BACKED UP DURING PM PEAK
4. PROBLEMS ON PERIMETER @ 25TH AND @ 18TH ST. PM TIME PERIOD
5. 25TH ST COULD BE WIDEN FROM AIRPORT TO 107TH (FREE TRADE ZONE) MANY TRUCK - TRAVEL THIS ROADWAY TO PICK-UP + DROP OFF CARGO
6. 36TH ST FROM PALMETTO TO RED ROAD GET BACKED UP IN AFTERNOON



COMMENTS & SUGGESTIONS:

1. 25TH ST INTERCHANGE WOULD HELP - FREE ZONE LOCATED AT 107TH AND 25TH ST. - THIS WOULD BE HELPFUL FOR ALL THE FREIGHT COMING IN.
2. ALL ROADWAY ON THE WEST SIDE OF AIRPORT COULD BE WIDEN FOR BOTH TRAFFIC FLOW + TRUCKS.

COMPANY NAME: Charter Bus Operator DATE: MAY 05, 1987

ADDRESS: [redacted]
MIAMI, FL 33126

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] /PRESIDENT [redacted] /V. PRES.

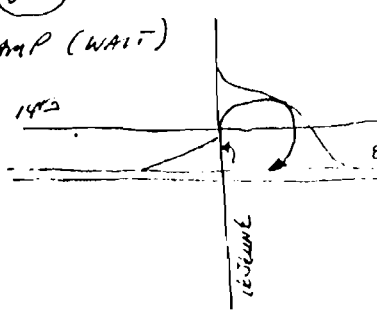
NUMBER OF EMPLOYEES: 420
HOURS OF OPERATION: 24 HOURS

NUMBER OF SHIFTS & TIMES: 3 SHIFTS -
BUSIEST TIME PERIOD: 11:30 AM TO 2:00 PM SAT. + SUN.

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:
N.W. 14TH ST, MOST BUSES USE 37 AVE TO EXIT/ENT (836) THEN 14TH ST. TO OFFICE/STATION
LEJEUNE RD,
WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):
ONSITE PARKING FOR OFFICE - STREET PARKING FOR DRIVERS
MOST EMPLOYEES DRIVE BECAUSE OF TIMES WORKING + SHIFT CHANGES.
MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:
OUR BUS, BUS PEOPLE TO CRUISE LINES, (MOSTLY MIA. of MIAMI SOME TO PORT EVERGLADES)
2) SHUTTLE BUS - EMPLOYEE PARKING (14TH ST/PERIMETER RD) TO AIRPORT TERMINAL (CONTRACT W/ DADE AVIATION AIRPORT)
3.) PRIVATE LIMO SERVICE -
MOST LARGE BUSES TRAVEL TO + FROM (836) VIA 37TH AVE + 14TH ST. (TO DODGE ISLAND)
MOST SMALL VEHICLES + LIMO TRAVEL TO + FROM (112) VIA LEJEUNE + 14TH (TO BEACH AREA)
8.) BACK UPS ON LEJEUNE BOTH NB + SB DURING PM. - BECAUSE OF TRAINS, CONGESTION AT (836)
9.) HEAVY TRAFFIC FLOWS TO S.W. - IF (112) IS EXTENDED THIS WOULD HELP (836)
MOST PEOPLE WANT TO GET TO (836) SB

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

1. 14TH ST + LEJEUNE RD IS CONGESTED INTERSECTION EB LT OUT OF 14TH (MISSBLE + DANGEROUS IN PM.
2. TRAFFIC SIGNAL ON LEJEUNE N OF 21ST ST. BY EASTERN PARKING LOT IS OPERATED MANUALLY BY EASTERN EMPLOYEE TO LET OUT EASTERN PEOPLE IN PM.
3. HEAVY CONGESTION ON LEJEUNE, PERIMETER, (836),
4. LOCAL MINOR ARTERIALS (14TH, PERIMETER, ETC) FLOOD DURING HEAVY RAINS
5. GOOD ACCESS FOR TIMES: EB 14TH ST TO SB 37TH AVE TO (836) EITHER EB OR WB.
6. MANY PEOPLE TAKE LT TURN AT WB 836 RAMP INSTEAD FOR LOOP RAMP (WAIT) WHICH CAUSES CONGESTION AT 14TH ST. + NB LEJEUNE → NOT SAFE - ACCIDENTS ALMOST EVERY DAY -
7. PEOPLE USE PERIMETER RD TO BY-PASS TRAFFIC ON (836)



CONT.

COMMENTS & SUGGESTIONS:

1. EXTEND (112) FROM LEJEUNE TO BISCAYNE
2. CONNECTOR FLOR. AIRPORT TO 836 AWAY FROM LEJEUNE - FARTHER WEST MAYBE OFF PERIMETER RD. or CLOSER TO DEN ROAD (57TH)
3. NO LEFT TURN FROM NB LEJEUNE TO WB 14TH ST.
4. NO U TURN SB LEJEUNE TO NB LEJEUNE @ 14TH ST.

COMPANY NAME: On-Site Car Rental DATE: MAR 11, '97

ADDRESS: [redacted]
MIAMI, FL 33159

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / DISTRICT MANAGER

NUMBER OF EMPLOYEES: 150
HOURS OF OPERATION: 24 HOURS

NUMBER OF SHIFTS & TIMES: 3 SHIFTS
BUSIEST TIME PERIOD: FEB + MARCH 11:30 AM TO 5:30 PM FRIDAYS + SUNDAYS

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:
21ST ST.

WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):
SOUTH AND BEACH AREA

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:
CAR RENTAL - SITE WITHIN AIRPORT = ~250 SPACES + SHUTTLE BUSES

RES LOT @ 2330 NW 37TH AVE - MAINT. / STATE HOQ / RES. CARS

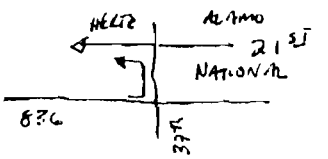
AVERAGE DAY IN FEB/MARCH 550 - 600 CARS RENTED
550 - 600 CARS RETURNED

CARS SHUTTLED FROM OFF-SITE (37TH AVE) 200 CARS FEB + MAR
100 CARS REST OF YEAR

ALL RENTAL CO. TOGETHER, RENT ~ 3000 CARS A DAY

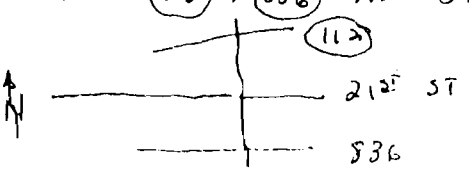
OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

1. NO SIGNAGE ON LEJEUNE FOR RENTAL RETURNS TO HERTZ, ALAMO, ETC.
2. EXIT # (3), OUT OF AIRPORT IS BACKED UP (TO THE SOUTH)
3. ALL OF LEJEUNE FROM 5 - 6 PM TROUBLE GETTING IN + OUT OF AIRPORT SIGNS ARE SOMETIMES - CONFUSING.
4. INTERSECTION OF 37TH AVE AND 21ST ST. BECAUSE OF TRAFFIC FROM (836) PLUS 4 MAJOR RENTAL CAR CO.



COMMENTS & SUGGESTIONS:

WOULD LIKE TO SEE CONNECTION BETWEEN (112) + (836) AT 37TH AVE. (TRAFFIC AWAY FROM LEJEUNE)



COMPANY NAME: Off-Site Car Rental DATE: MAY 22, 1987

ADDRESS: [redacted]

MIAMI, FL 33142

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / CITY MANAGER

NUMBER OF EMPLOYEES: > 200 PEOPLE
HOURS OF OPERATION: 24 HR A DAY

NUMBER OF SHIFTS & TIMES: 3 SHIFTS DEPENDS ON AIRLINE TRAFFIC
BUSIEST TIME PERIOD: 12 PM TO 2:30 PM, 3:30 - 5:00 PM AND 9:00 TO 11:00 PM

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:
21ST ST AND 37TH AVE.
LOCATED OFF-SITE (AIRPORT) TO AVOID AIRPORT TRAFFIC
WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):
ALL OVER AREA.

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:

CAR RENTAL, NUMBER OF AUTO'S TO LEASE = 5000 - 6000, RELUCTANT TO GIVE DETAILS OF HIS BUSINESS BECAUSE OF AIRPORT, TAXI TAXES, - AIRPORT DOES NOT LET ALAMO DR. THEIR VANS IN THE INSIDE LANES TO PICK UP CUSTOMERS. BECAUSE THEY DO NOT HAVE ON-SITE LOCATION (INSIDE). NO. RENTAL BOOTH INSIDE AIRPORT

THEY RENT ~ 1000 CAR PER DAY

THEY DIRECT THEIR CUSTOMERS TO USE 37TH AVE TO GO SOUTH / EAST + WEST (836)
14TH ST. TO GO WEST
LEJEUNE RD (112) TO GO EAST

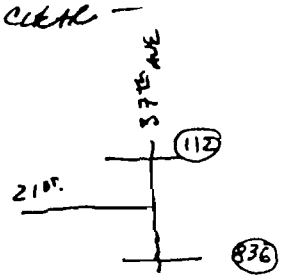
PORT OF MIAMI IS A VERY BIG GENERATOR FOR THE AIRPORT

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

1. BAD SIGNAGE TO OFF-SITE SERVICES, ALAMO, HERTZ, ETC. - WASTED TRIPS TO AIRPORT
2. LEJEUNE IS HEAVY FROM 4:00 - 5:30 PM
3. 14TH ST @ LEJEUNE IS CONGESTED + UN-SAFE
4. ROAD LANES ARE NOT WELL MARKED IN SOME AREAS
5. 14TH ST. IS USED AS A BY-PASS TO (836) IN THE EVENINGS
6. WITHIN THE AIRPORT - THE TRAFFIC IS CONGESTED DURING THE EVENINGS
7. BIG CONCERN IS ACCESS TO + FROM HIS COMPANY - HIS CUSTOMER FOLLOW ALAMO VANS BACK TO MAIN DEPOT.
8. HE THINKS THE SIGNS EXITING AIRPORT COULD BE MORE CLEAR -

COMMENTS & SUGGESTIONS:

1. 21ST ST SHOULD BE EXTENDED PASS 37TH AVE -
2. BRING TRAFFIC AWAY FROM LEJEUNE TO 37TH AVE AND CONNECTED TO (112) + (836)



3. BETTER SIGNAGE IS VERY NECESSARY

COMPANY NAME: Airline DATE: MAY 27, 1987

ADDRESS: MIAMI INT'L AIRPORT
[redacted]
MIAMI, FL 33159

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / REGIONAL DIRECTOR - SERVICES
IN MIAMI FOR LAST 2 YRS FROM NEW YORK CITY

NUMBER OF EMPLOYEES: 1500 (4800?)

HOURS OF OPERATION: 24 HRS. MOST FLIGHT OUT BEFORE 12 MID NIGHT

NUMBER OF SHIFTS & TIMES: AM SHIFT

BUSIEST TIME PERIOD: 11:00 AM TO 2:00 PM AND 3:30 PM TO 6:30 PM
NOT SEASONAL - WINTER & SUMMER IS ABOUT THE SAME

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:
LEJEUNE TO 21ST FOR FLT ATTENDANCE & MAINT. EMP.

WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):
S.W. DADE CO. ~ 70% THE REST NORTH - OR - BROWARD CO.

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:
PASSENGER AIRLINES - MAIN TERMINAL
AIRMAIL - LOCATED ON WEST SIDE OF AIRPORT
AIR CARGO - LOCATED ON WEST SIDE OF AIRPORT
MAINT. - LOCATED JUST OF LEJEUNE & 21ST ST. (NEAR TERMINAL)
OFFICE & TICKET AGENTS PARK IN EMP. PARKING OFF 14TH ST AND ARE SHUTTLED TO TERMINAL
MAINT. & FLT. ATTD. PARK NEAR TERMINAL (500 SPACES)
THIS USE TO BE PAN AM MAIN HEADQUARTERS - THE SR. STATION NOW -
2 HANGER - QUITE ABIT OF MAINT. IS DONE IN MIAMI.

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:
1. ALL OF LEJEUNE - BUT MOSTLY SOUTHBOUND ARE SOUTH OF 21ST ST.
2. BIG BACK UP ON (112) TO LEJEUNE IN AM BECAUSE OF EASTERN TRAFFIC SOMETIMES BACKED UP TO TOLL BOOTH.
3. 36TH ST - BAD SIGNAL TIMING AND BOTTLE NECKS AT LEJEUNE & AT PALMETTO
4. TRAFFIC IS CONGESTED ON AIRPORT DROP OFF LOOP BECAUSE OF EASTERN TRAFFIC (THE BIGGEST AND FIRST DROP POINT)
5. SOME OF THE TRAFFIC CONGESTION AT 3:00 TO 3:30 PM IS CAUSED BY PAN AM & EASTERN EMP. SHIFT CHANGES

COMMENTS & SUGGESTIONS:
1.) COULD USE BETTER MASS TRANSIT - METRO RAIL TO AIRPORT
2.) COULD USE MASS TRANSIT (RAIL) FROM BROWARD TO AIRPORT & DOWNTOWN MIAMI
3.) PAN AM AND ALL AIRLINES COULD USE BETTER & MORE CURB SPACE FOR DROP-OFF AND PICK-UP

COMPANY NAME: Airline DATE: MAY 22, 1987

ADDRESS: MIAMI INTERNATIONAL AIRPORT [redacted]

[redacted]
MIAMI, FL 33148

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / DIRECTOR / FACILITIES

NUMBER OF EMPLOYEES: 12,000 - 15,000 (WILL TRY TO SEND MORE DETAIL INFO)
HOURS OF OPERATION: 24 HOURS

NUMBER OF SHIFTS & TIMES: 3 SHIFTS
BUSIEST TIME PERIOD: 1ST SHIFT (BLUE COLLAR) 6:30 AM TO 3:30 PM)
OFFICE 8:00 AM - 5:00 PM

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:
36TH ST + LEJEUNE ROAD
DO NOT USE TRANSIT TOO MUCH BECAUSE OF SHIFTS + TIMES WORKED

WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):
MAJOR AREA IS KENDALL OR SW AREA, MIAMI LAKE AND SOUTH BOWARD N.W.
90% OF EMP. DRIVE OWN CAR 10% TRANSIT, RIDESHARE AND EASTERN VANS

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:

PASSENGER AIRLINE, AIRMAIL, AIR CARGO 1200 EMP. IN TERMINAL
2500 - 3000 EMP. IN OFFICES
1800 PARKING SPACES AROUND HEAD QUARTERS, (36TH ST + LEJEUNE)
2000 PARKING SPACES NORTH OF 36TH ST. (ACCROSS FROM HOSTR.)
600 PARKING SPACES NEAR TERMINAL FOR FLT. ATTENDENCES.
THIS IS EASTERN'S MAIN OFFICE - LARGEST EMPLOYER IN DADE CO.
COMPUTER CENTER (LOCAL) WILL EXPAND SOME DAY - REGIONAL COURIER CENTER LOCATED 1 MI WEST OF PALMETTO EXWY. ~ 6000 EMP. ONLY ~100 TRIP PER DAY BETWEEN AIRPORT OFFICES AND COMPUTER CENTER.
MIAMI INT'L AIRPORT = 40% O-D PASSENGERS + 60% TRANSFER (HUB)

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

1. 36TH ST @ LEJEUNE IS BOTTLENECK 3:00 PM - 6:00 PM
2. 72ND AVE @ 36TH ST IS BOTTLENECK IN AFTERNOON
3. UN-SAFE @ LEJEUNE AND (836)
4. TRAIN CREATES PROBLEM / DELAY FROM 4 PM TO 5 PM.
5. PEOPLE AT EASTERN USE LEJEUNE ENTRY BECAUSE 36TH ST BACKUPS + NO LT. TURN
6. NOT ENOUGH LT. TURNS AND NO LT TURN PHASES ON WB 36TH ST KEY HOURS 7:30
7. SIGNAL ON LEJEUNE IS GIVEN MORE TIME IN PM TO EXITING EMP FROM EASTERN PARKING LOT.

COMMENTS & SUGGESTIONS:

1. CONTINUE 112 EXPRESSWAY FROM LEJEUNE RD TO PALMETTO.
2. RAMP TO ENTER AND EXIT EASTERN PARKING ONE (112) CONNECTOR IS IN. (IS PLOTTED IN NEW PLANS)
3. IT WOULD BE GOOD TO GET METRORAIL TO AIRPORT

[redacted]. CARGO AREA IS LOCATED NEXT TO [redacted] TERMINAL. IT IS ACCESSED BY PERIMETER RD. & 21ST ST. (MAIN ENTRY) 100-200 TRUCKS PER DAY ENTER & EXIT AREA. FUTURE PLAN WILL MOVE IT TO S.W AREA OF AIRPORT W/ TUNNEL UNDER RUNWAY.

MUCH DEVELOPMENT OUT WEST OF AIRPORT (RYDER CO.)

COMPANY NAME: Airline DATE: MAY 20, 1987

ADDRESS: [redacted]

[redacted]

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / STATION MANAGER

NUMBER OF EMPLOYEES: 1000
HOURS OF OPERATION: 24 HRS.

NUMBER OF SHIFTS & TIMES: SHIFT CHANGES 2:30 - 3:30PM ANOTHER TIME PERIOD 4-5PM
BUSIEST TIME PERIOD:
10 AM. TO 2:30 PM ALL SAT, SUN, MON. FRIDAY IS BUSIEST DAY.
MAJOR ACCESSES & ARTERIAL ROADWAYS USED:
14TH ST. → EMPLOYEE PARKING LOT, SHUTTLED TO TERMINAL

WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):
MOST IN SW SECTION AND BROWARD AREA
ALL DRIVE CARS BECAUSE OF SHIFT TIMES & HOURS WORKED
MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:

AIRMAIL & AIR CARGO IS LOCATED ON PERIMETER ROAD.
MAIN BUSINESS IS PASSENGER AIRLINES TO USA, EUROPE AND FAR EAST.

EMPLOYEE PARKING LOT HAS 2 EXITS ONE TO LEJEUNE AND THE OTHER TO PERIMETER RD. TRAFFIC IS VERY CONGESTED ON BOTH ROADS. - PARKING LOT ALSO HANDLES ALL OF THE CONSTRUCTION WORKERS AT THE AIRPORT.

(OVER 80 AIRLINES OPERATE OUT OF MIAMI INT'L AIRPORT)

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

1. PERIMETER ROAD IS USED BY ALL TO AVOID (836) IS VERY CONGESTED DURING SHIFT CHANGE TIME (PM.).
2. THE AIRPORT DEPART TARRIVE LOOP GET BACKED UP BECAUSE EASTERN AIRLINE IS 1ST AS A DROP-OFF / PICK UP POINT. THUS ALL AIRLINES BEYOND EASTERN ARE DELAYED BECAUSE TRAFFIC CANNOT PASS. (ONCE NEW SOUTHERN TERMINAL IS BUILT, THE AIRPORT MAY BUILD A SECOND LOOP TO SERVICE AIRLINES AT SOUTH END. (DELTA IS LAST ON THE LOOP)
3. LEJEUNE ROAD IN PM PEAK (5-6PM.) BACKS-UP, ONE REASON IS FEC TRAIN. (10-15 MIN. DELAY)
4.

COMMENTS & SUGGESTIONS:

5. WOULD LIKE TO SEE PERIMETER ROAD RESTRICTED TO AIRPORT TRAFFIC ONLY. WOULD ONLY INVITE MORE TRAFFIC.

COMPANY NAME: Railroad DATE: MAY 28, 1987

ADDRESS: [redacted]

[redacted]

TELEPHONE: [redacted]

PERSON CONTACTED/TITLE: [redacted] / Vice Pres.

NUMBER OF EMPLOYEES: 18 EMP. IN MIAMI OFFICE
HOURS OF OPERATION: 8-5 OFFICE HOURS.

NUMBER OF SHIFTS & TIMES: N/A.
BUSIEST TIME PERIOD: N/A - 10 CARS PER MO → CARGO NO GUESS FOR AUTO DEPOT.

MAJOR ACCESSES & ARTERIAL ROADWAYS USED: N/A

WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC): N/A .

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:
PUBLIC SERVICE AREA RAILROAD AT 25th ST @ LUDLAM RD (67th AVE)
THIS SERVES THE BUSINESSES IN THE AIRPORT CARGO AREA (WEST SIDE OF AIRPORT)
USUALLY ONE RAILROAD CAR - 10 PER MONTH -

MARSHALL AREA - LARGE AUTO DEPOT THAT SERVES ALL OF SOUTH FLORIDA'S CAR DEALER
~ 20,000 PARKING SPACES AVAILABLE TO STORE AUTOS. THE RAILWAY IS IN OPERATI
7 DAY A WEEK RUNNING RR. 24 HOURS A DAY. BUSY TIMES ARE CHRISTMAS TIME AND
WHEN THE NEW MODEL CARS COME OUT. - DRIVERS (SEMI-TRUCKS) ARE CONTRACTED
OUT - AND START EARLY MORNING TO DELIVER CARS TO DEALERSHIPS. ALL
USE LUDLAM RD. TO GET TO (836) + PALMETTO (MOTOR CONVOY CO.) * CAN'T ON RR

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:
1. 25th ST IS CONGESTED - DRIVERS USE THIS ROADWAY TO EXIT DEPOT AREA
2. 36th ST IS CONGESTED

DID NOT HAVE MANY SUGGESTIONS RELATING TO AUTO TRAFFIC PROBLEMS -
DID NOT HAVE ANY SPECIAL NEEDS RELATING TO FEC - ONLY THE GENERAL
STATEMENT OF - FLYOVERS FOR THE RAILROAD TRACKS.

COMMENTS & SUGGESTIONS:
THE MAIN RR YARD WAS LOCATED @ MIAMI INT'L AIRPORT OVER 30 YRS AGO + WAS
MOVED. - ONE TRACK THAT REMAINS IS THE TRACK THAT CROSSES LEJEUNE -
1. FUTURE ROADS SHOULD HAVE OVER-PASSES OVER R.R. TRACKS FOR SAFETY +
TRAFFIC CONGESTION. - INCLUDING LEJEUNE RD CROSSING (6 TRACK)
2 IF THERE IS THE TRI-COUNTY RAIL SYSTEM - IT WOULD HAVE TO BE SUBSIDIZED
FOR MANY YEARS BEFORE IT WOULD BE PROFITABLE.

* THIS TRACK COMES FROM THE NORTH AND CONTINUES SOUTH TO HOMESTEAD.
DRIVERS- USE LUDLAM (69TH AVE) TO ACCESS (112) AND EAST/WEST EXPRESSWAY
36TH ST.

COMPANY NAME: Railroad DATE: JUNE 11, 1987

ADDRESS: [redacted]

TELEPHONE: [redacted] GENERAL OFFICE [redacted]

PERSON CONTACTED/TITLE: [redacted]

NUMBER OF EMPLOYEES:
HOURS OF OPERATION:

NUMBER OF SHIFTS & TIMES:
BUSIEST TIME PERIOD:

MAJOR ACCESSES & ARTERIAL ROADWAYS USED:

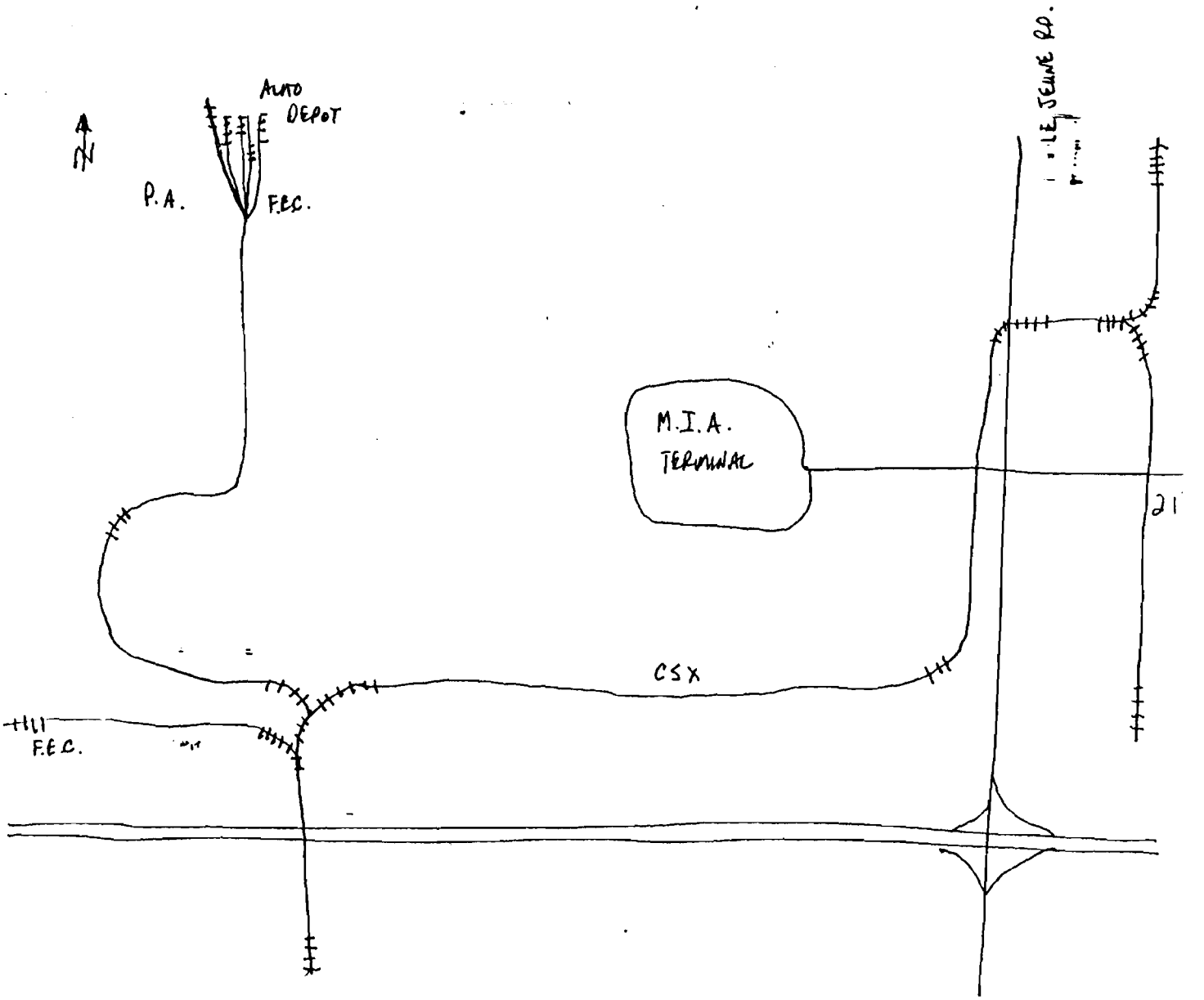
WHAT AREA DO EMPLOEES LIVE IN? (CLOSE BY, NORTH, SOUTH, ETC):

MAJOR BUSINESS ACTIVITIES AND NATURE OF OPERATIONS:

MR. HUGH [redacted] TAMPA [redacted] - LV COMPANY JUNE 1, 1987. HE WAS THE MAN RESPONSIBLE FOR THE RAIL ROAD IN AND AROUND M.I.A. TALK TO ROGER [redacted], WHO REPLACED MR. [redacted] SAID HE DID KNOW ANY THING ABOUT THE TRACKS AROUND M.I.A. YET, AND TO CALL STATION MANAGER IN MIAMI MR. [redacted] TALKED TO MR. [redacted] - HE REFERRED ALL QUESTIONS TO HEAD QUARTERS IN JACKSONVILLE, FL.

OPERATION PROBLEMS RELATED TO TRANSPORTATION IN & OUT OF AIRPORT:

COMMENTS & SUGGESTIONS:



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