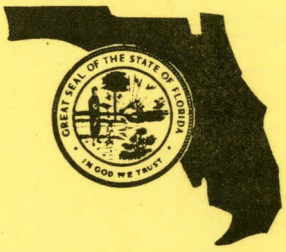
METRO DADE TRANSPORTATION
PLAN UPDATE PROJECT

WORKING PAPER NO. 2

BASELINE TRAVEL PROJECTIONS YEARS 1990 & 2005



Florida
Department
of
Transportation

Gannett Fleming
ENGINEERS AND PLANNERS

DECEMBER 1983

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December 30, 1983

Mr. Henry E. Pelt
Project Manager
Division of Transportation Planning
Bureau of Urbanized Area Systems Planning
Department of Transportation
Mail Station 21
605 Suwannee Street
Tallahassee, FL 32301

Dear Mr. Pelt:

SUBJECT: Final Working Paper No. 2
Baseline Travel Projections
Metro Dade Transportation Plan Update
B.I. No. 692805; State Job No. 99080-7102

Gannett Fleming Transportation Engineers, Inc., is pleased to transmit to the Department this final working paper with originals. This paper presents travel projections for the 1990 and 2005 baseline systems defined by the Miami Urbanized Area Metropolitan Planning Organization, using the validated travel simulation model chain. This working paper completes our effort for Task 2.

We wish to express our appreciation to the Department for their assistance and guidance during this technical study effort.

Very truly yours,

Myung-Hak Sung
Project Manager

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METRO DADE TRANSPORTATION PLAN

UPDATE PROJECT

Working Paper No. 2

BASELINE TRAVEL PROJECTIONS

YEARS 1990 and 2005

Prepared for

Florida Department of Transportation

by

Gannett Fleming Transportation Engineers, Inc.
Miami, Florida

December, 1983

EXECUTIVE SUMMARY

The Metro Dade Transportation Plan Update Project was undertaken to provide current information on the implementation of transportation system improvements and to revise projections of future conditions utilizing data from the 1980 Census. The project is being conducted by the Metropolitan Planning Organization for the Miami Urbanized Area (MPO) with the assistance of the Florida Department of Transportation and Gannett Fleming Transportation Engineers, Inc. An important part of this project is the development and effective presentation of information on the impacts of alternative transportation improvement strategies. As is customary in the planning of urban transportation systems, the basic information for the revision of the plan comes from computer travel simulation models.

This report presents travel projections for the 1990 and 2005 baseline systems defined by the MPO, using the validated travel simulation model chain. Working Paper No. 1, entitled Model Validation - Year 1980, documented the validation of the current model chain used by Dade County employing a new 1089 zone system, available 1980 transportation data, and new socioeconomic and land use data derived from the 1980 Census. Based upon the findings of baseline system simulations, transportation alternatives will be developed and tested to update the Metro Dade Transportation Plan.

SOCIOECONOMIC AND LAND USE DATA

Future socioeconomic and land use data were prepared by the Dade County Planning Department, using 1980 Census data. Through a series of regression analyses, the Planning Department projected the data for years 1990 and 2005 for the 1089 zone system used in the travel simulation computer model to project travel in Dade County.

Utilizing the projected socioeconomic and land use data, the calibrated trip generation model (13 regression equations stratified by trip purpose), and the trip distribution model (gravity model), daily person trips for 1990 and 2005 were generated and distributed throughout the region. As shown in the attached Figure S-1, Daily Person Trips by Trip Purpose, the total number of trips increases by approximately 25 percent between 1980 and 1990, and by an additional 19 percent for the year 2005. Home-Based other trips constitute 57 percent of total trips while home-based work trips contribute 23 percent of the total. The remaining 20 percent represent non-home-based trips and school trips.

BASELINE SYSTEMS

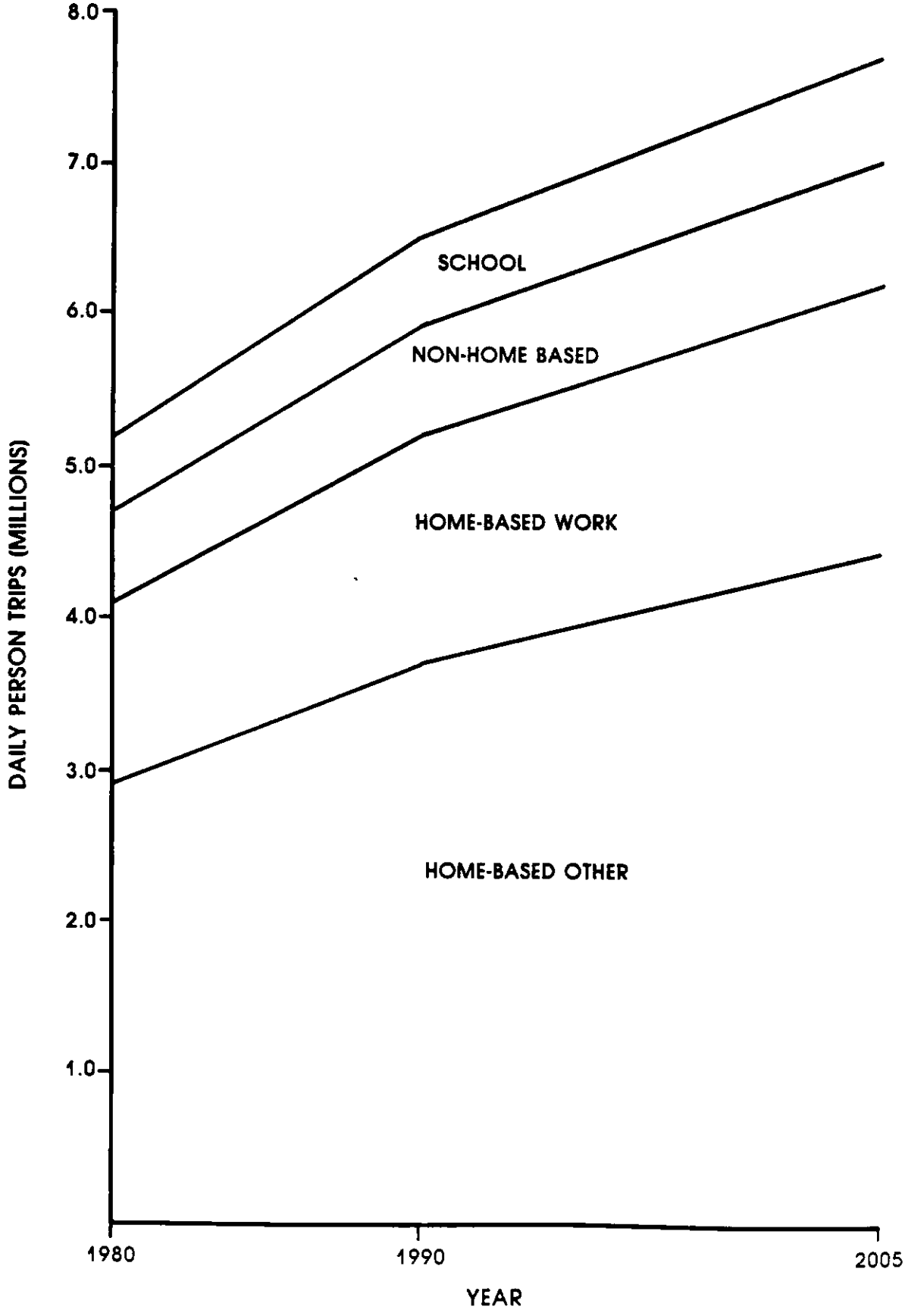
The baseline 1990 and 2005 highway networks were built from the calibrated 1980 highway network. The 1990 highway system was created by adding those highway links that have been built since 1980 or are currently under construction. In addition, other highway projects, included in the 1983 Transportation Improvement Program (TIP) for which funding has been approved, are also included in the 1990 highway network.

For the 2005 highway network, several modifications were made to the 1990 highway system to create the 2000 highway network approved by the Dade County Board of Commissioners in 1978. The modifications consisted largely of expansions to

FIGURE S-1

DAILY PERSON TRIPS BY TRIP PURPOSE

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT



SOURCE: Gannett Fleming

the highway network in the outlying areas to provide accessibility for proposed subdivisions. In addition to these improvements for 1990 and 2005, the capacity of numerous highway links was increased by adding lanes to the existing highway network.

The transit system developed as part of the Incremental Bus Analysis (IBA) Study was used as the framework for the baseline 1990 and 2005 transit systems. The 1990 transit network includes the Phase I METRORAIL and Stage I METROMOVER, formerly known as the Downtown Component of METRORAIL (DCM). The bus network derived from the IBA Study includes modifications to serve the Phase I METRORAIL system and to eliminate duplicate transit service.

The 2005 transit network includes the full METRORAIL and METROMOVER systems. The bus network was created by reviewing the 1990 bus system and modifying it to provide service to the new METRORAIL stations, eliminating duplicate transit service and incorporating the planned expansion for the year 2000, as documented in the Transit Development Program (TDP).

BASELINE TRAVEL PROJECTIONS

Utilizing the validated travel simulation computer model chain, the future socioeconomic and land use data, and the future highway and transit networks, highway and transit travel projections for 1990 and 2005 were produced. The highway travel, summarized on the attached Table S-1, increases throughout the study period while the average speed is reduced due to increased congestion on the system. Table S-2 summarizes the daily transit patronage and operating data. The total patronage carried by the transit system increases during the study period, even though the bus ridership decreases slightly for 2005. The daily station activity for the 1990 and 2005 METRORAIL systems including breakdowns by mode of access for each station, and station-to-station trip tables are included in the text of this report. Detailed analysis of baseline systems will be performed to provide a basis for developing transportation alternatives. This latter task will be documented in Working Paper No. 3, Travel Projections for Transportation Alternatives.

TABLE S-1

DAILY HIGHWAY TRAVEL SUMMARY

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	YEAR 1980 EXISTING SYSTEM	YEAR 1990 BASELINE SYSTEM	YEAR 2005 BASELINE SYSTEM
ASSIGNED INTERZONAL TRIPS	4,095,000	5,170,000	6,078,000
VEHICLE MILES	29,431,000	39,281,000	47,739,000
VEHICLE HOURS	1,433,000	2,679,000	3,503,000
AVERAGE SPEED*	20.5	14.7	13.6
AVERAGE TRIP LENGTH (MILES)	7.2	7.6	7.9
AVERAGE TRAVEL TIME (MINUTES)	21	31	35

*CONGESTED SPEED

SOURCE: Gannett Fleming

TABLE S-2

DAILY TRANSIT PATRONAGE AND OPERATING DATA SUMMARY

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

		YEAR 1980 EXISTING SYSTEM	YEAR 1990 BASELINE SYSTEM	YEAR 2005 BASELINE SYSTEM
PATRONAGE	BUS	281,905	324,725	317,207
	METRORAIL	–	86,032	270,681
	METROMOVER	–	22,638	52,917
	TOTAL	281,905	433,395	640,805
VEHICLE MILES	BUS	65,616	91,500	87,417
	METRORAIL	–	8,854	23,868
	METROMOVER	–	1,563	3,584
VEHICLE HOURS	BUS	6,286	9,185	9,269
	METRORAIL	–	254	685
	METROMOVER	–	129	308
PATRONAGE/ VEHICLE MILES	BUS	4.3	3.5	3.6
	METRORAIL	–	9.7	11.3
	METROMOVER	–	14.5	14.8
PATRONAGE/ VEHICLE HOURS	BUS	44.8	35.4	34.2
	METRORAIL	–	338.7	395.2
	METROMOVER	–	175.5	171.8

SOURCE: Gannett Fleming

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I. INTRODUCTION

The Metro Dade Transportation Plan Update Project was undertaken to provide current information on the implementation of transportation system improvements and to revise projections of future conditions utilizing data from the 1980 Census. The project is being conducted by the Metropolitan Planning Organization for the Miami Urbanized Area (MPO) with the assistance of the Florida Department of Transportation and Gannett Fleming Transportation Engineers, Inc. An important part of this project is the development and effective presentation of information on the impacts of alternative transportation improvement strategies. As is customary in the planning of urban transportation systems, the basic information for the revision of the plan comes from computer travel simulation models.

Validation of the Metro Dade Transportation Planning model chain was undertaken using the new 1089 zones system for Dade County, available transportation data for 1980, and the socioeconomic and land use data from the 1980 Census. The validation results are described in Working Paper No. 1, entitled Model Validation - Year 1980.

The purpose of this report is to summarize the travel projections for the 1990 and 2005 baseline systems defined by the MPO using the validated model chain. Section II summarizes the socioeconomic and trip generation data for 1990 and 2005 derived from projections of the 1980 census data. Section III describes the highway and transit improvements for the 1990 and 2005 baseline systems. Section IV summarizes the travel projection for transit and highway systems. Included in Section IV are station activity levels and mode of access tables. Technical details including modification of the transit networks, input data required for the model chain, execution Job Control Language (JCL) for each modeling step, and computer output summaries for baseline system runs are included in Appendices A through F.

Based upon the findings of baseline system simulations, transportation alternatives will be developed and tested to update the Metro Dade Transportation Plan. Detailed analysis of baseline systems will be performed to identify problem areas and will be documented in Working Paper No. 3, Travel Projections for Transportation Alternatives.

II. SOCIOECONOMIC AND TRIP GENERATION DATA

The socioeconomic and land use projections were prepared by the Dade County Planning Department using the 1980 Census data. Through a series of regression analyses, the Planning Department projected the data for the years 1990 and 2005 by zone for use in the travel simulation model chain. The following assumptions were used in developing the population projections: (1) the immigration rate should gradually decline from 29,000 to 16,000 a year over the 25 year study period from 1980 to 2005; (2) the birth rates are projected to continue to parallel the projected national rate, declining from a high of 14.2 births per 1,000 population in 1984 to a low of 11.2 in 2000, and then beginning to rise between 2000 and 2005; and (3) the death rates are projected to remain stable at about ten deaths per 1,000 population, gradually approaching the rising national rate and eventually equalling it by the year 2000. This procedure is documented in "Population Projections: Dade County, Florida-1985 to 2005" prepared by the Metro-Dade County Planning Department in August, 1981.

A similar procedure was used to project employment for the study period. First, countywide totals by industry are produced and then distributed to TAZ's. To distribute the employment, the method employed includes projecting individual TAZ shares of employment and then modifying these on the basis of an analysis of district growth rates. This procedure and results are documented in "Employment and Earning Projections for Metropolitan Dade County Florida: 1985-2005" prepared by the Metropolitan Dade County Planning Department, Research Division, August, 1982.

The socioeconomic data used for this analysis are summarized in Table 1 for 1980, 1990, and 2005. In general, all of the categories increase through the study years except for the number of hotel/motel units, which are projected to decrease in 2005. The reduction is due to the recent trend of converting hotel/motels to condominiums, a trend that is expected to continue.

Utilizing the projected socioeconomic and land use data, the calibrated trip generation model (13 regression equations stratified by trip purpose), and the trip distribution model (gravity model), daily person trips for 1990 and 2005 were generated and distributed throughout the region. As shown in Figure 1 and in Table 2, the total number of trips increases by approximately 25 percent between 1980 and 1990, and by an additional 19 percent for the year 2005. It can also be observed that Home-Based Other Trips constitute 57 percent of total trips and Home-Based Work Trips account for 23 percent more. The remaining 20 percent represent School and Non-Home-Based Trips. Table 2 also indicates that the average number of trips taken by a resident is expected to remain constant over the next 20 years.

TABLE 1

SOCIO-ECONOMIC AND LAND USE DATA

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

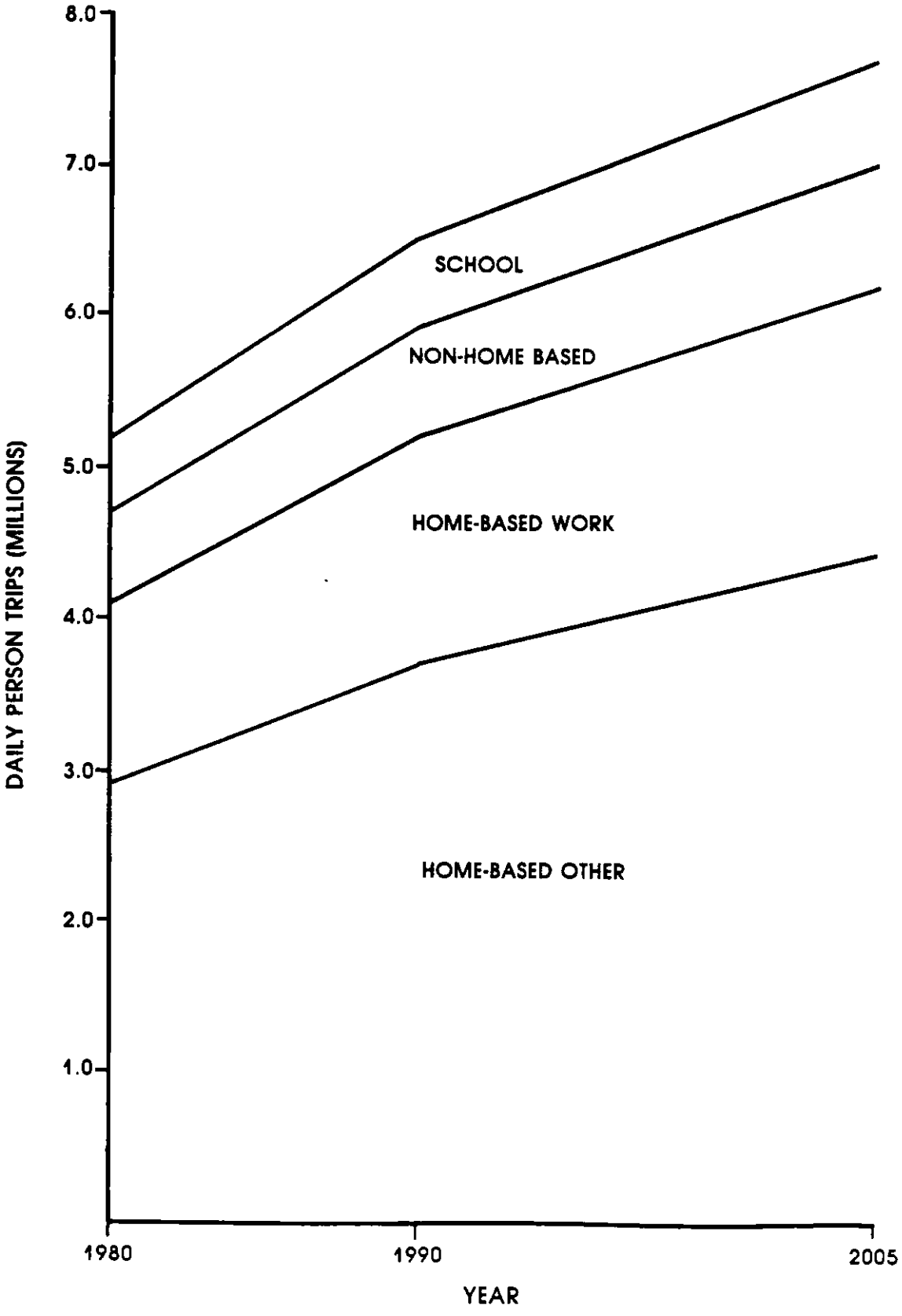
	1980	1990	2005
1. RESIDENTIAL POPULATION	1,626,000	2,039,000	2,407,000
2. RESIDENT LABOR FORCE	782,000	983,000	1,174,000
3. AUTOS AVAILABLE TO RESIDENTS	822,000	1,040,000	1,250,000
4. RESIDENT DWELLING UNITS	665,000	875,000	1,041,000
5. RETAIL EMPLOYMENT	135,000	166,000	183,000
6. COMMERCIAL EMPLOYMENT	309,000	386,000	446,000
7. TOTAL EMPLOYMENT	716,000	912,000	1,098,000
8. SCHOOL ENROLLMENT (K-9TH GRADE)	214,000	246,000	283,000
9. SCHOOL ENROLLMENT (10TH-COLLEGE)	135,000	158,000	183,000
10. HOTEL-MOTEL UNITS	61,000	62,000	59,000

SOURCE: Dade County Planning Department

FIGURE 1

DAILY PERSON TRIPS BY TRIP PURPOSE

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT



SOURCE: Gannett Fleming

TABLE 2

DAILY PERSON TRIPS BY TRIP PURPOSE

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TRIP GENERATION

TRIP PURPOSE	YEAR		
	1980	1990	2005
HOME-BASED WORK (HBW)	1,185,000	1,489,000	1,779,000
HOME-BASED OTHER (HBO)*	2,942,000	3,702,000	4,425,000
NON-HOME BASED (NHB)	602,000	704,000	792,000
SCHOOL	490,000	620,000	745,000
TOTAL	5,219,000	6,515,000	7,741,000

*INCLUDES SHOPPING, SOCIO-RECREATIONAL, AND MISCELLANEOUS TRIPS.

DERIVED STATISTICS

	YEAR		
	1980	1990	2005
HBW TRIPS/RESIDENTIAL POPULATION	0.72	0.73	0.74
HBO TRIPS/RESIDENTIAL POPULATION	1.81	1.82	1.84
NHB TRIPS/TOTAL EMPLOYMENT	0.84	0.77	0.72
SCHOOL TRIPS/RESIDENTIAL POPULATION	0.30	0.30	0.31
TOTAL TRIPS/RESIDENTIAL POPULATION	3.21	3.20	3.22

SOURCE: Gannett Fleming

III. BASELINE SYSTEMS

The proposed baseline highway and transit systems for 1990 and 2005 are summarized in this section. Additional information concerning the transit system for the baseline transit alternatives is presented in Appendix B.

A. Highway Systems

The 1980 highway system used in the validation process was developed by the staffs of Florida Department of Transportation (FDOT) and the Metro Dade Transportation Administration (MDTA). The 1980 system represents the street network that existed in 1980. In order to create the baseline 1990 highway system, the MPO made several modifications to the 1980 system. These modifications consisted of highway links that have been built since 1980 or are currently under construction. Additional highway links identified in the 1983 Transportation Improvement Program (TIP) for which funding has been approved are also included in the 1990 highway network. The highway capacity improvements in the TIP are shown in Figure 2. The major highway sections added to the 1990 system are summarized below:

1. The roadway pattern at Government Center was revised due to the construction of buildings in the area as well as the METRORAIL and METROMOVER Stations.

2. The bifurcated ramp system from the Downtown Distributor for I-95 between SE First Street and the Miami River was revised due to the construction of several office buildings in the area.

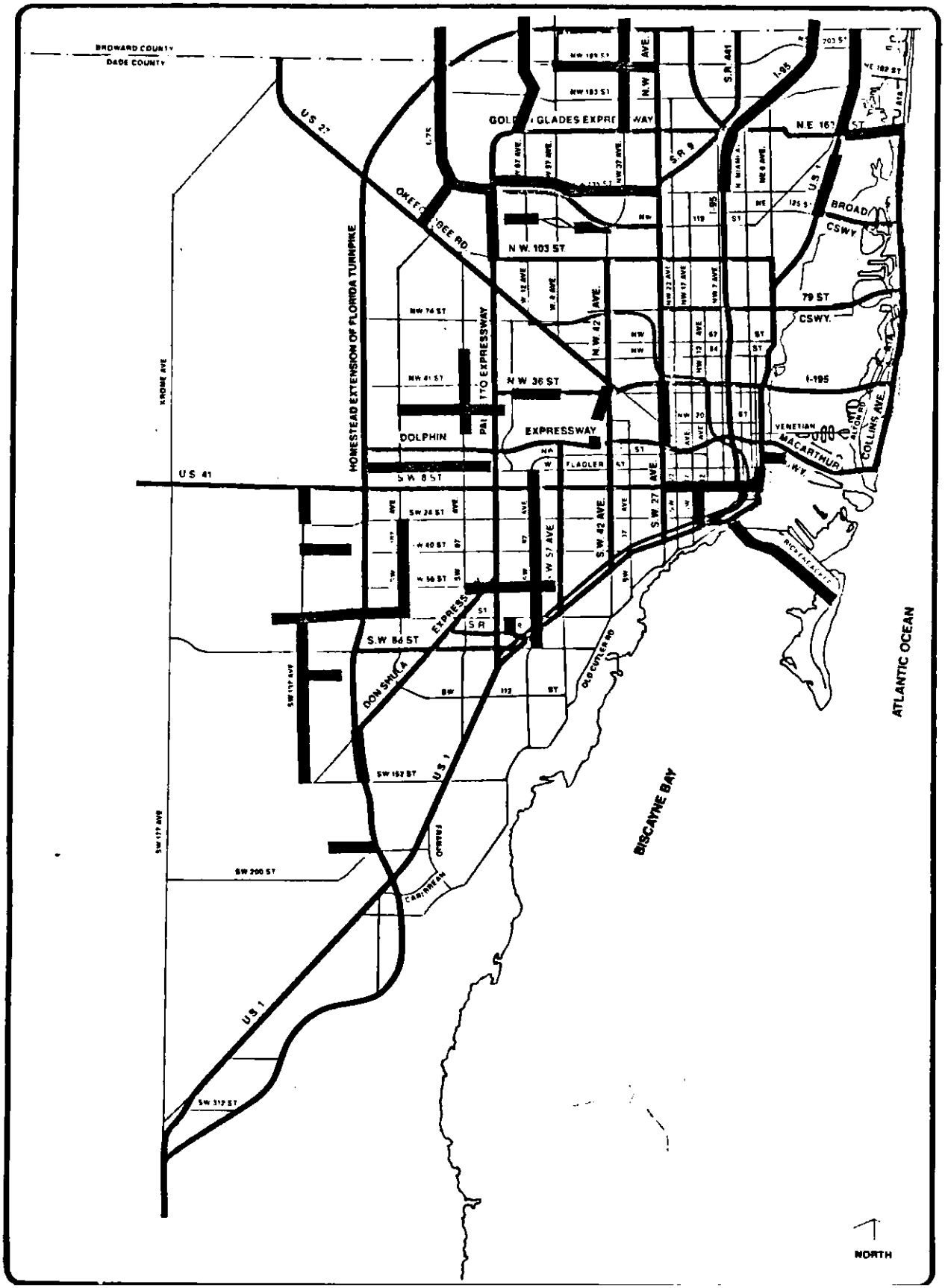
3. I-75 and the Gratigny Expressway has been added between the Dade County Line south to NW 138th Street and east to NW 32nd Avenue. Connections were added to NW 42nd Avenue, NW 37th Avenue, NW 138th Street, and NW 186th Street.

4. The interchange between NE 42nd Avenue and SR 112, and connection to the airport were modified to provide better service to the airport.

5. Other links that were constructed or are to be implemented are:

•SW 184th Street	West of U.S. 1
•SW 136th Street	East of SW 117th Avenue
•SW 87th Avenue	North of SW 168th Street
•SW 56th Street	West of SW 117th Avenue beneath Florida Turnpike
•NW 12th Avenue	South of NW 7th Street
•NW 97th Avenue	North of SW 8th Street
•NW 72nd Avenue	Over SR 836
•Miami Avenue Bridge	Over the Miami River
•192nd Street Causeway	From U.S. 1 to Collins Avenue
•Sunny Isle Causeway	Across Biscayne Bay
•NW 32nd Avenue	South of Opa-Locka
•Opa-Locka Boulevard	Extension to NW 32nd Avenue

FIGURE 2
HIGHWAY CAPACITY IMPROVEMENTS IN THE TIP
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT



•37th Avenue	North of NW 154th Street
•NW 186th Street	East of I-75
•NW 97th Avenue	South of NW 138th Street

In addition to the new highway segments added to the 1980 highway network, the capacity of other highway links was increased by adding lanes. These improvements increased the total number of network system miles from 2,053 for the 1980 system to 2,065 miles for the 1990 system and the total number of system lane miles increased from 5,535 to 5,789 miles.

The year 2000 highway network approved by the Dade County Board of Commissioners in 1978 was used as the base for the baseline 2005 highway system. The highway capacity improvements in the Adopted Plan are shown in Figure 3. In order to represent the 2005 highway system, several modifications were made to the 1990 highway network. The modifications consisted largely of expansions to the highway network in the outlying areas to provide accessibility for new subdivisions. In the north, the expansion generally occurs north or the Palmetto Expressway to the Dade-Broward County Line. In the west the expansion generally occurs between the Palmetto Expressway and Krome Avenue. And in the south, the expansion occurs south of Kendall Drive (SW 88th Street). A summary of the expanded segments for the 2005 highway system is presented in Table 3.

In addition to these expansions, the capacity of numerous highway links is increased by adding lanes to the existing roadway network. A map showing the lanes for principal and minor arterials for the year 2005 is depicted in Figure 4. These improvements increased the total number of network system miles to 2,177 which represents a 5.4 percent increase over the 1990 system. The total number of network lane miles increased to 6,608 miles, a 14.1 percent increase over the 1990 system.

B. Transit Systems

The transit system developed as part of the Incremental Bus Analysis (IBA) Study was used as the framework for the baseline 1990 and 2005 transit systems. For 1990, the "Y83 REALO" transit system was recoded to account for the differences between the 723 zone system and the new 1089 zone system. This transit system includes the Phase I METRORAIL line from the Miami CBD to Dadeland in the south and to Hialeah in the northwest as shown on Figure 5. Stage I of the METROMOVER, formerly known as the Downtown Component of METRORAIL (DCM), is also included in the 1990 transit system. The 1990 METROMOVER system is shown on Figure 6.

The bus network, developed for the "Y83 REALO" transit system includes modifications to serve the Phase I METRORAIL System and eliminate duplicate transit service. A summary of the 1990 bus routes is included as Appendix B.

For the year 2005 baseline transit system, the full METRORAIL System is assumed, including the south extension to Cutler Ridge, the east extension to the Miami Beach Convention Center, the northeast extension to Aventura, the north extension to Opa-Locka, and the west extension to Midway Mall with a leg to the airport. The METRORAIL System assumed for use in the patronage simulations is illustrated in Figure 7. The METROMOVER is also expanded to include a north leg to Omni and south leg to Brickell, as shown in Figure 8. The bus network for the

FIGURE 3
HIGHWAY CAPACITY IMPROVEMENTS IN THE PROPOSED PLAI
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

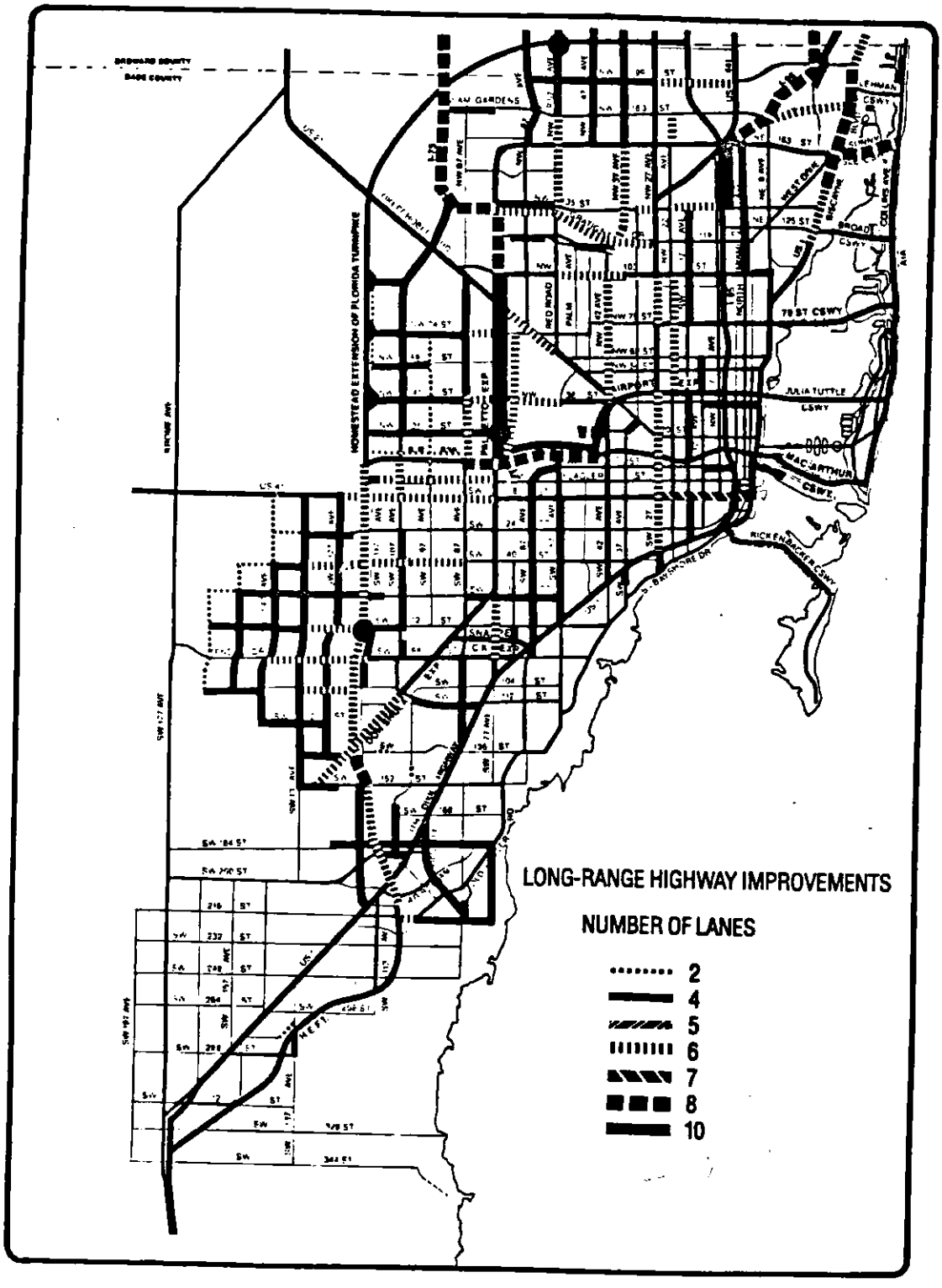


TABLE 3
EXPANDED HIGHWAY SEGMENTS — YEAR 2005
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

• SW 77th Avenue	Between SW 184th and 232nd Streets
• SW 82nd Avenue	South of SW 40th Street
• SW 87th Avenue	Between SW 3rd and 8th Streets
• SW 97th Avenue	North and South of SW 216th Street
• SW 102nd Avenue	South of SW 136th Street
• SW 117th Avenue	Between SW 152nd and 168th Streets
• SW 127th Avenue	South of SW 56th Street and South of SW 88th Street and between SW 104th and 120th Streets and between SW 216th and 232nd Streets
• SW 137th Avenue	North of SW 26th Street and between SW 232nd Street and S. Dixie Hwy.
• SW 147th Avenue	Between SW 136th and 184th Streets and between SW 88th and 95th Streets and north of SW 56th Street
• SW 152nd Avenue	Between SW 312th and 344th Streets
• SW 157th Avenue	Between SW 88th and 104th Streets and north and south of SW 56th Street
• SW 162nd Avenue	North of SW 344th Street
• SR 874	Between Florida Turnpike and SW 152nd Street
• Franjo Road	Between Old Cutler Road and SW 87th Avenue
• SW 42nd Street	West of SW 157th Avenue
• SW 56th Street	Between SW 147th and 157th Avenues and under the Florida Turnpike
• SW 120th Street	East of SW 157th Avenue and between SW 117th and 127th Avenues
• SW 136th Street	East of SW 157th Avenue and between SW 137th Avenue and the Florida Turnpike and east of SW 117th Avenue
• SW 152nd Street	West of SW 147th Avenue
• SW 200th Street	East of Quail Roost Drive
• SW 216th Street	East of Old Cutler Road
• SW 232nd Street	Between SW 77th and 112th Avenues
• SW 280th Street	Between SW 167th and 177th Avenues
• SW 312th Street	Between the Florida Turnpike and SW 137th Ave.
• NE 215th Street	To pass over I-95
• NW 202nd Street	West of NW 78th Avenue
• NW 199th Street	Between NW 37th and 12th Avenues
• NW 186th Street	Connection to the Florida Turnpike
• NW 154th Street	Beneath and West of I-75
• NE 167th Street	Between NE 14th and 19th Avenues
• NE 151st Street	Between NE 2nd and 6th Avenues
• Opa-Locka Blvd.	West of NW 27th Avenue
• NW 95th Street	Between NW 42nd and 32nd Avenues
• N. Dixie Hwy.	At Dade /Broward County Line
• NW 2nd Avenue	Between NW 79th and 87th Streets
• NW 12th Avenue	Between NW 95th and 99th Streets
• NW 17th Avenue	Between NW 183rd and 215th Streets
• NW 57th Avenue	Between NW 202nd and 215th Streets
• NW 82nd Avenue	Between NW 122nd and 138th Streets and between NW 103rd and 110th Streets
• NW 87th Avenue	Between NW 186th and 199th Streets and between NW 149th and 163rd Streets and between NW 93rd and 103rd Streets and between NW 58th and 74th Streets
• NW 95th Avenue	Between Okeechobee Rd. and NW 138th Street
• NW 97th Avenue	South of NW 154th Street and between Okeechobee Rd. and NW 106th Street and between NW 52nd and 58th Streets and between NW 25th and 32nd Streets and between SW 3rd and 8th Streets and beneath SR 836
• NW 107th Avenue	Between NW 154th and 170th Streets and between NW 25th and 106th Streets and North of SR 836
• NW 137th Avenue	Between NW 74th and SW 8th Street
• NW 71st Street	East of NW 27th Avenue
• NW 74th Street	West of NW 97th Avenue
• NW 106th Street	West of NW 97th Avenue
• NW 41st Street	Between NW 102nd and 127th Avenue
• NW 7th Street	Between NW 57th and 72nd Avenue

SOURCE: Gannett Fleming

FIGURE 4

NUMBER OF LANES IN 2005

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

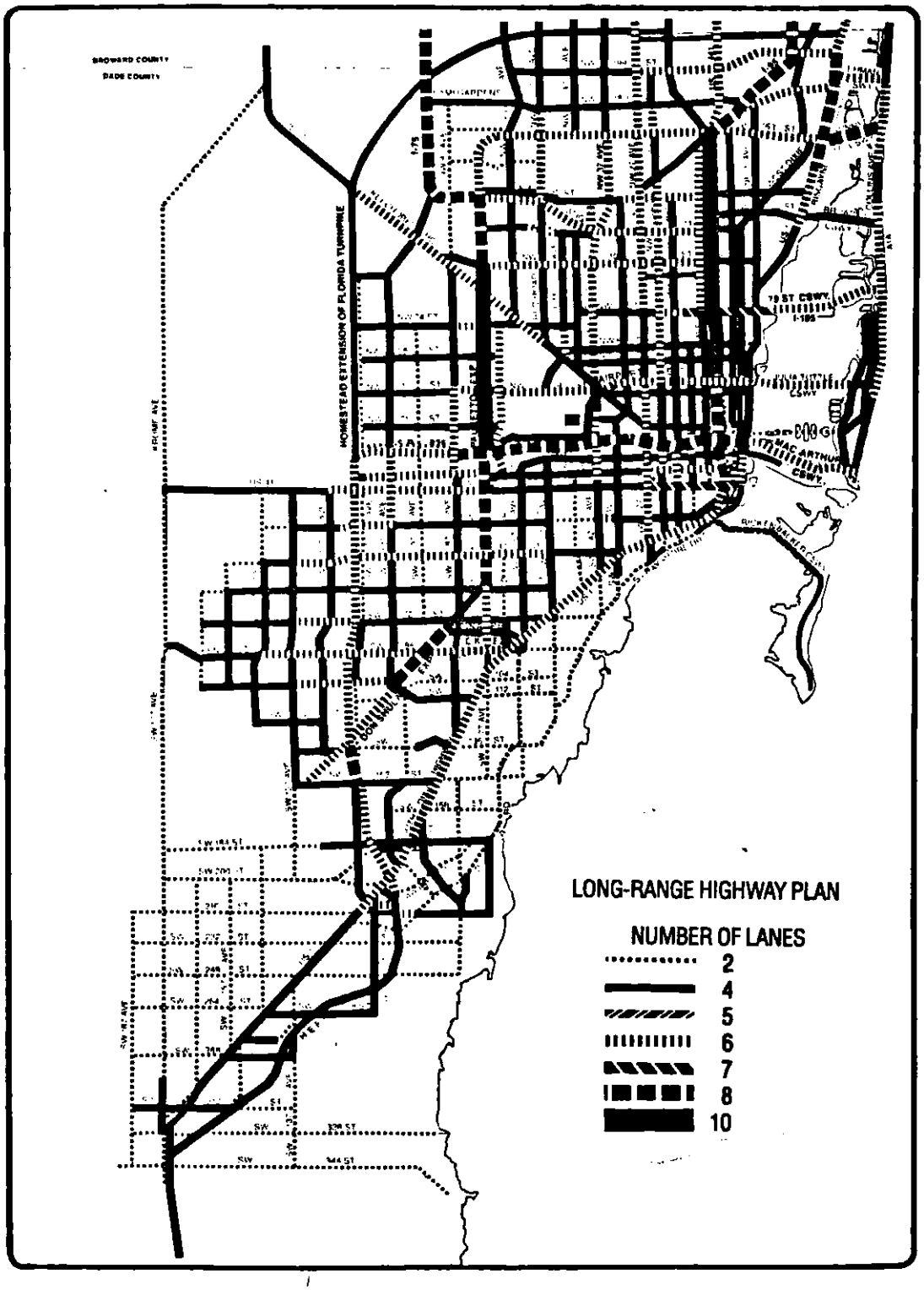
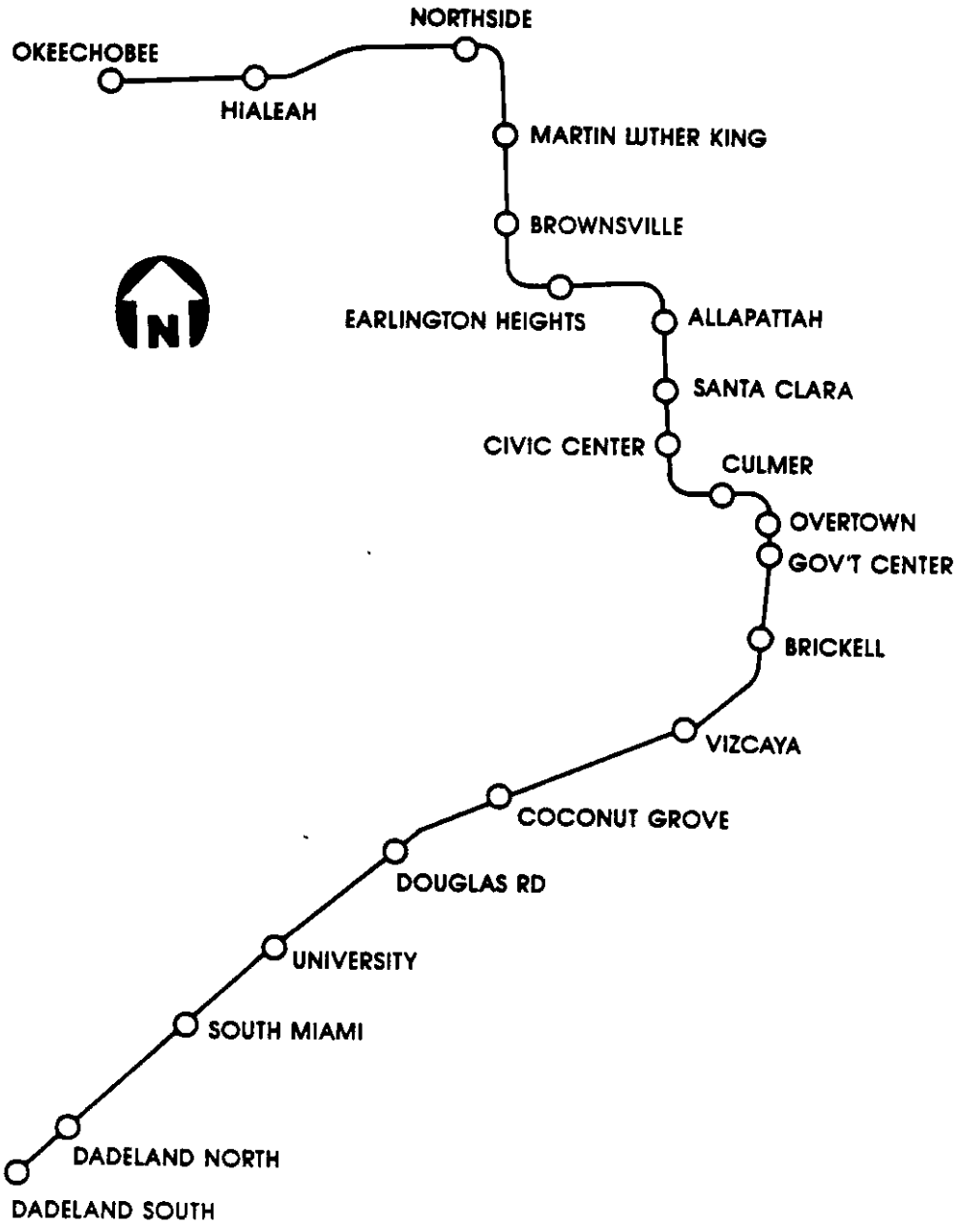


FIGURE 5
YEAR 1990 BASELINE RAIL SYSTEM
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT



SOURCE: Gannett Fleming

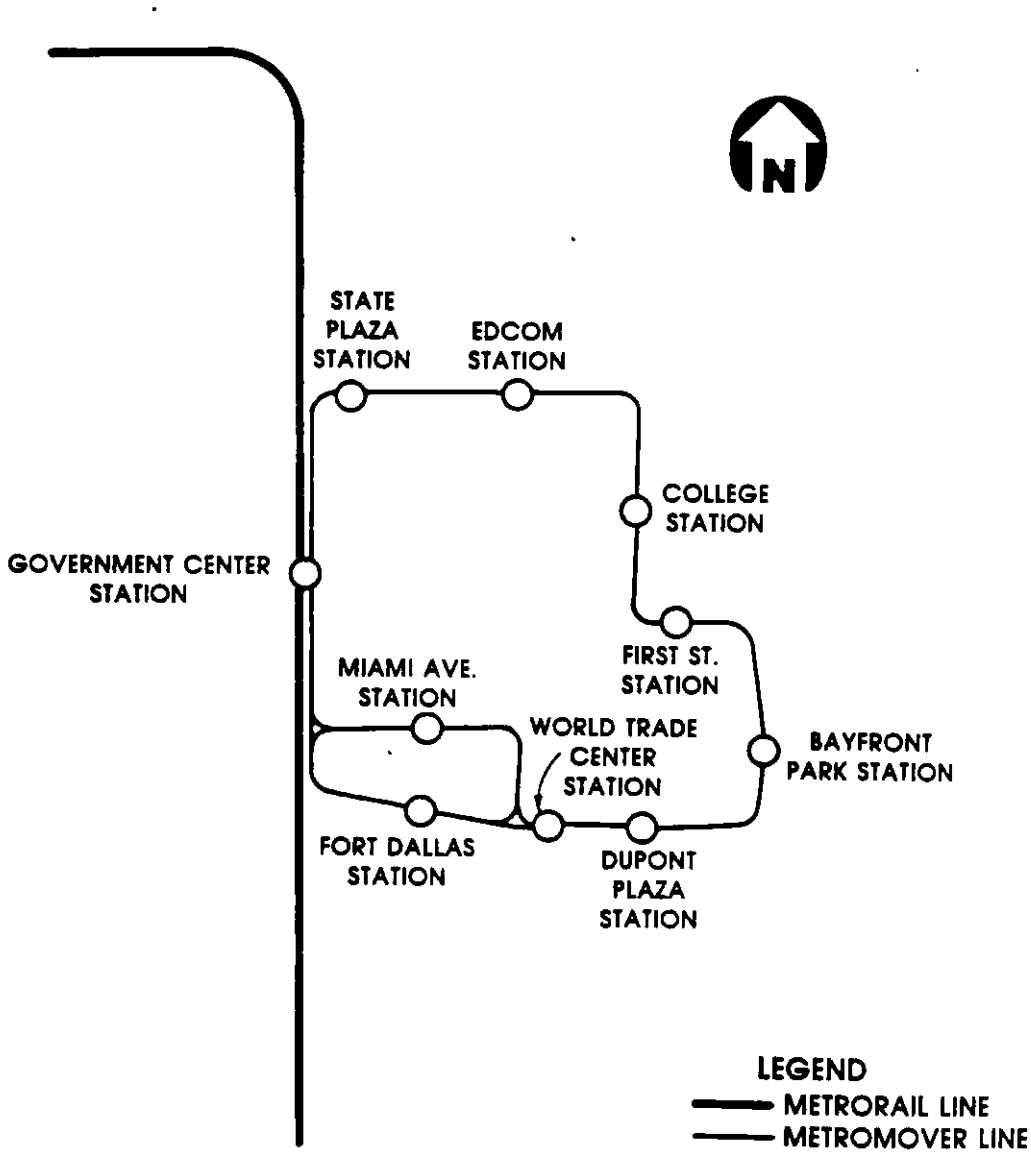


FIGURE 6

YEAR 1990 BASELINE METROMOVER SYSTEM

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

SOURCE: Gannett Fleming

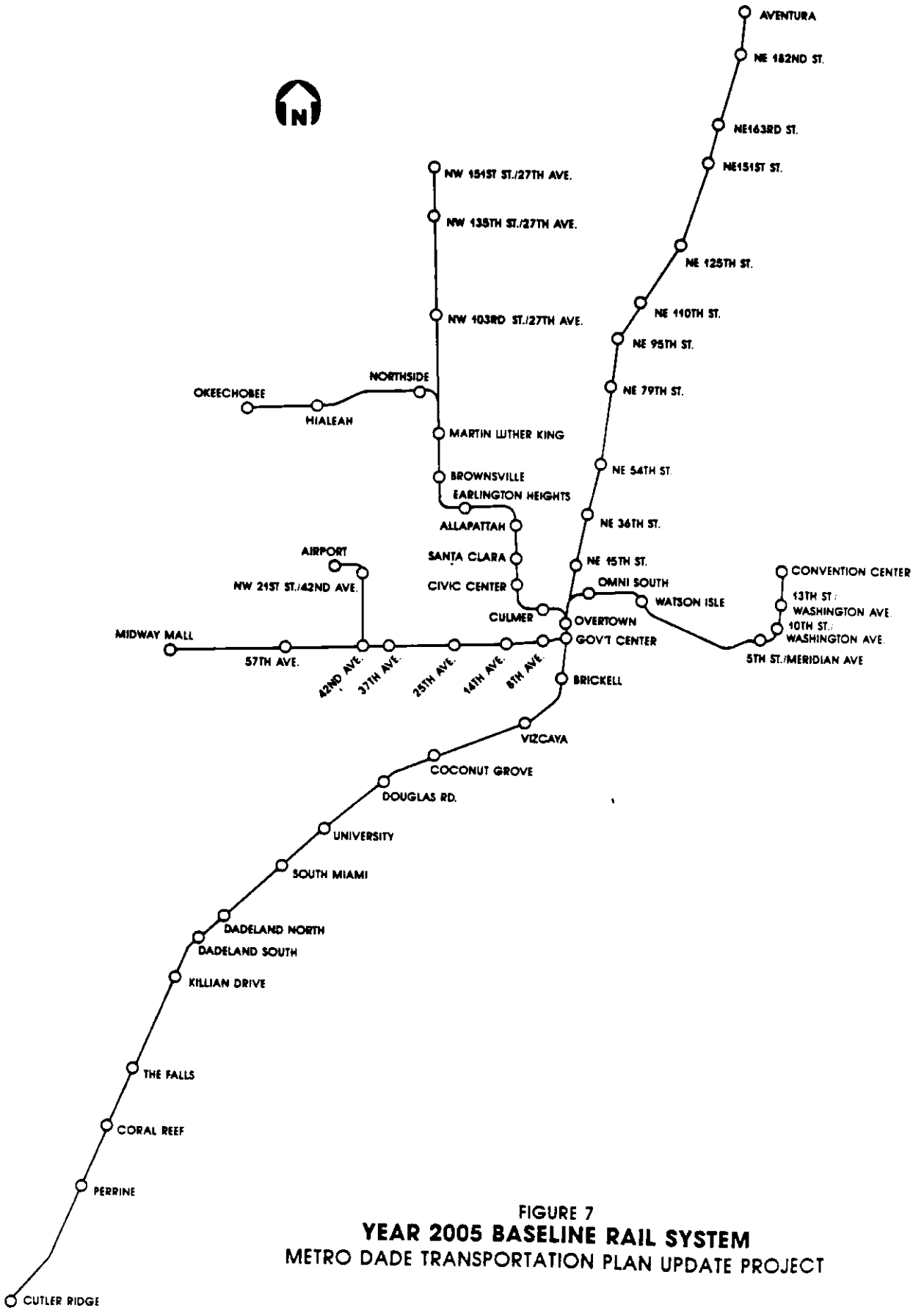


FIGURE 7

YEAR 2005 BASELINE RAIL SYSTEM

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

SOURCE: Gannett Fleming

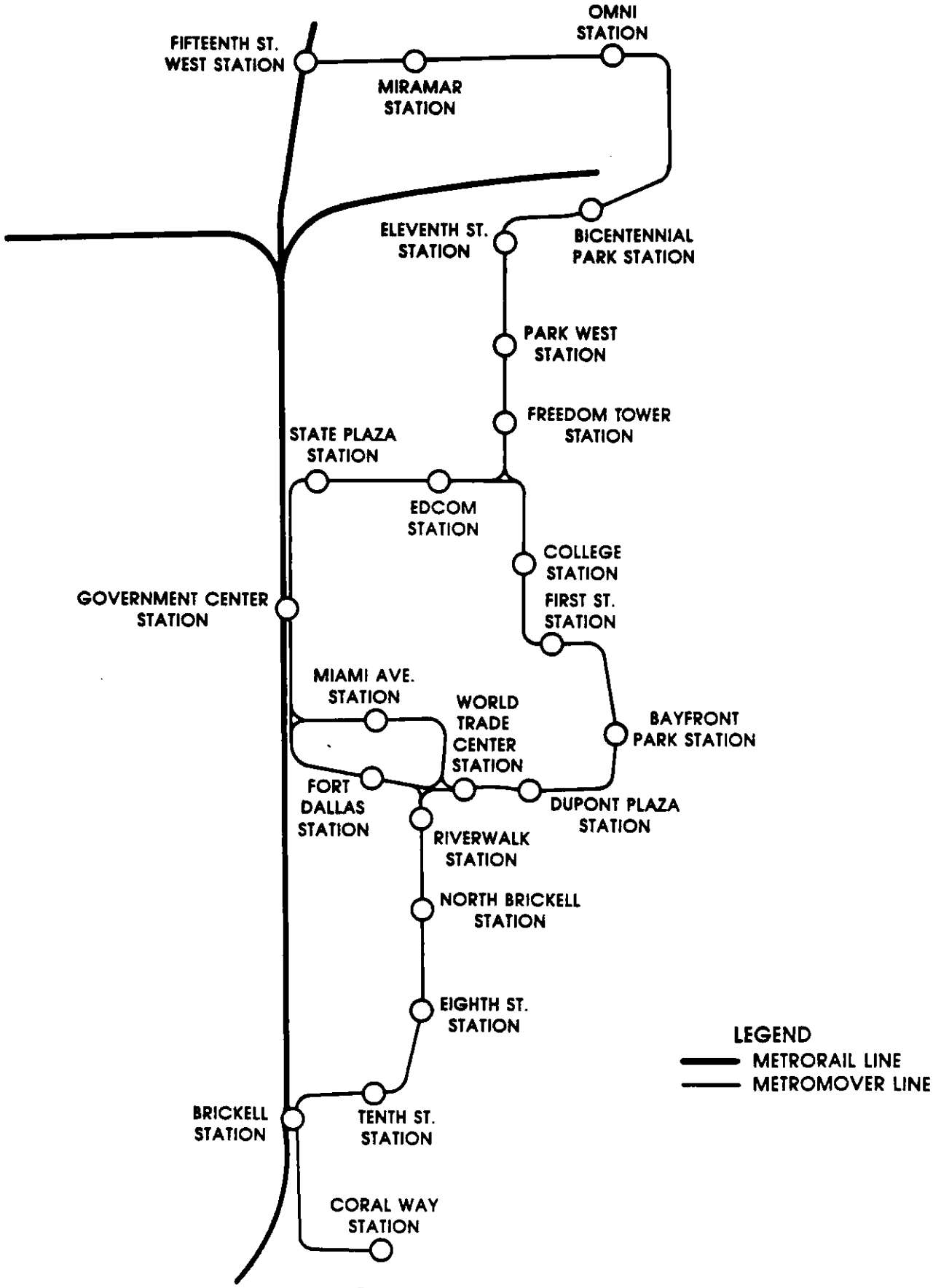


FIGURE 8

YEAR 2005 BASELINE METROMOVER SYSTEM

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

SOURCE: Gannett Fleming

year 2005 transit system was created by reviewing the 1990 bus system and modifying it to provide service to the new METRORAIL stations, eliminating duplicate transit service and incorporating the planned expansion for the year 2000 as documented in the Transit Development Program (TDP) developed by MDTA. A summary of the bus route modifications and new bus routes for the 2005 bus network is presented in Appendix B.

IV. BASELINE SYSTEM TRAVEL PROJECTIONS

The baseline system travel projections for 1990 and 2005 are summarized in this section. Projected person trip tables for 1990 and 2005 were derived from the socioeconomic data presented in Section II. The travel projections were derived by utilizing the validated model chain described in Working Paper No. 1, the highway and transit improvements summarized in Section III, and the projected person trip tables. Technical details including input data used for the model chain, execution Job Control Language (JCL) for each modeling step, and computer output summaries for two baseline systems are included in Appendices C, D, and E.

A. Highway Travel Projections

The highway travel projections are summarized in Table 4 for 1980, 1990, and 2005. The projected use of the highway system increased through the years from a simulated 4,095,000 trips in 1980 to 6,078,000 trips in 2005. This represents a 48 percent increase over the 25-year study period. Similarly, the vehicle miles increased by 62 percent and vehicle hours increased by 144 percent. This increased use of the highway system resulted in a 34 percent decrease in average congested speed from 20.5 mph in 1980 to 13.6 mph in 2005. Average trip times increased to 35 minutes for 2005 as compared to 21 minutes in 1980.

A comparison of vehicle miles traveled (VMT) and directional system miles by volume over capacity (V/C) ratio is presented in Table 5. As shown on this table, four percent of the simulated system miles in 1980 operated with a V/C ratio greater than 1.25 accounting for 14 percent of the vehicle miles traveled. By 2005, 14 percent of the simulated system miles operated with a V/C ratio greater than 1.25 accounting for 34 percent of the traffic. It is also interesting to note that approximately 87 percent of the system miles had a V/C ratio of 1.0 or less in 1980 as compared to 71 percent in 2005. System miles with V/C ratios of 1.0 or less accounted for 55 percent of the vehicle miles traveled in 1980 and only 36 percent in 2005.

A volume to capacity (V/C Ratio) comparison for 12 screenlines as well as for the remaining highway links for 1990 and 2005 is given in Appendix F. The V/C ratios for 1990 at the individual screenlines ranged from 0.73 at screenline 2 to 1.72 at screenline 11 with the remaining highway links having an average V/C ratio of 0.26. For these same screenlines in 2005, the V/C ratio ranged from 1.30 at screenline 2 to 1.73 at screenline 11 with the remaining highway links having an average V/C ratio of 0.30. In general, the 2005 V/C ratio increased by approximately 15 percent over the 1990 ratio estimate with the highest increase occurring in the outlying areas as evidenced by screenlines 1 and 2. The most congested areas appear to be in north/south corridors cut by screenlines 5, 7, 9, and 11.

A more detailed examination of the congested area was conducted by the MPO. They prepared four maps (Figures 9 through 12) indicating traffic conditions on principal and minor arterials for 1990 and 2005. Traffic conditions were classified into four levels: uncongested area with a V/C ratio less than 0.75; congested area with a V/C ratio range of 0.75 to 1.00; very congested area with a V/C ratio range of 1.00 to 1.25; and extremely congested area with a V/C ratio greater than 1.25. A

TABLE 4

DAILY HIGHWAY TRAVEL SUMMARY

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	YEAR 1980 EXISTING SYSTEM	YEAR 1990 BASELINE SYSTEM	YEAR 2005 BASELINE SYSTEM
ASSIGNED INTERZONAL TRIPS	4,095,000	5,170,000	6,078,000
VEHICLE MILES	29,431,000	39,281,000	47,739,000
VEHICLE HOURS	1,433,000	2,679,000	3,503,000
AVERAGE SPEED*	20.5	14.7	13.6
AVERAGE TRIP LENGTH (MILES)	7.2	7.6	7.9
AVERAGE TRAVEL TIME (MINUTES)	21	31	35

*CONGESTED SPEED

SOURCE: Gannett Fleming

TABLE 5

VEHICLE MILES AND SYSTEM M
BY VOLUME/CAPACITY (V/C) R
METRO DADE TRANSPORTATION PLAN UPD

VEHICLE MILES

V/C	1980		1990		2005	
	MILES	%	MILES	%	MILES	%
0.75	9,311,000	32	8,113,000	21	8,614,000	18
0.75-1.00	6,738,000	23	7,704,000	20	8,725,000	18
1.00-1.25	9,267,000	31	11,203,000	28	14,184,000	30
1.25	4,115,000	14	12,261,000	31	16,216,000	34
TOTAL	29,431,000	100	39,281,000	100	47,739,000	100

SYSTEM MILES

V/C	1980		1990		2005	
	MILES	%	MILES	%	MILES	%
0.75	2,972	75	2,426	61	2,431	57
0.75-1.00	496	12	533	13	586	14
1.00-1.25	372	9	560	14	635	15
1.25	151	4	496	12	585	14
TOTAL	3,991	100	4,015	100	4,237	100

SOURCE: Gannett Fleming

FIGURE 9
TRAFFIC CONDITIONS IN 1990 ON PRINCIPAL ARTERIALS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

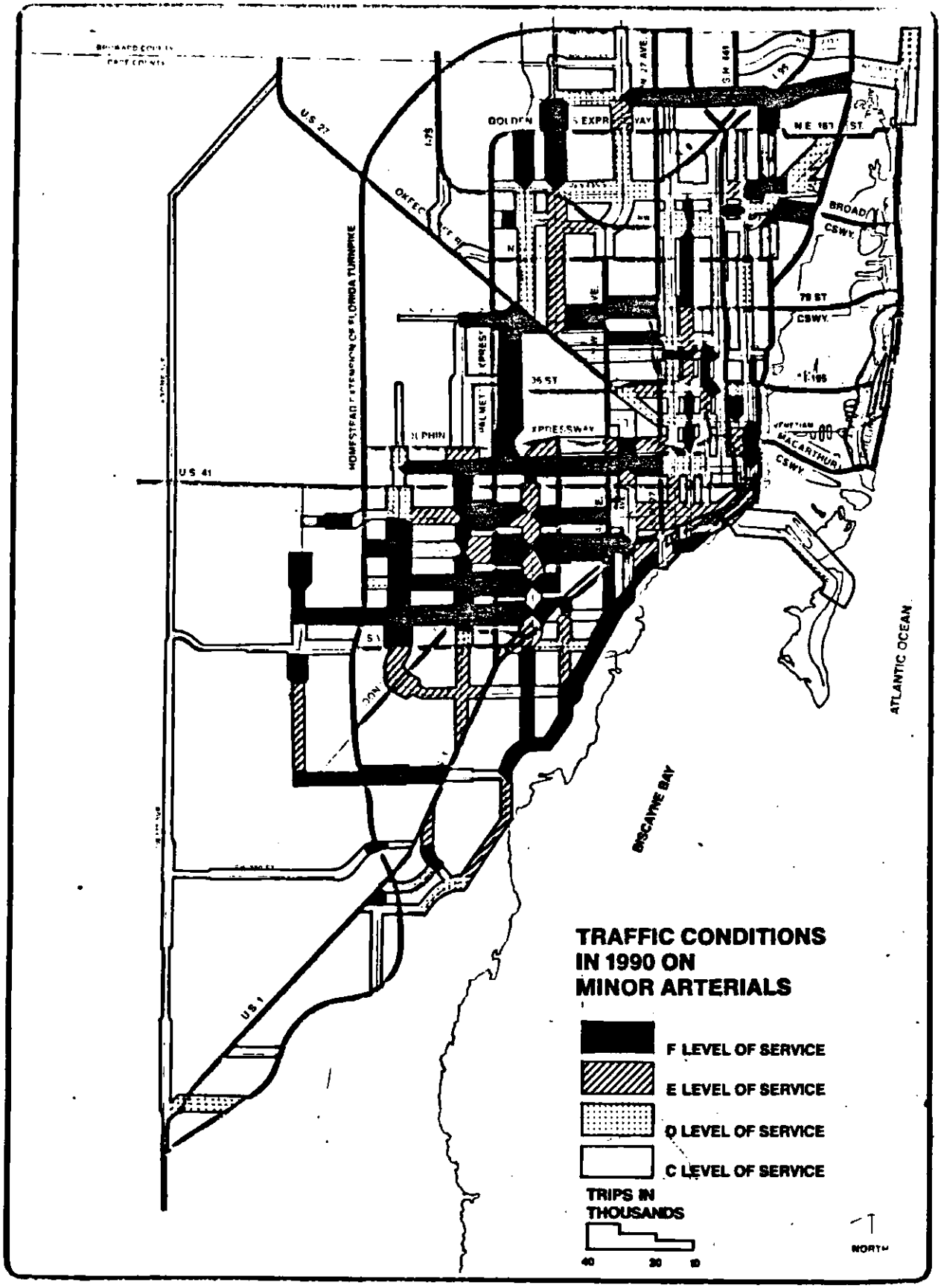


FIGURE 10

TRAFFIC CONDITIONS IN 1990 ON MINOR ARTERIALS

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

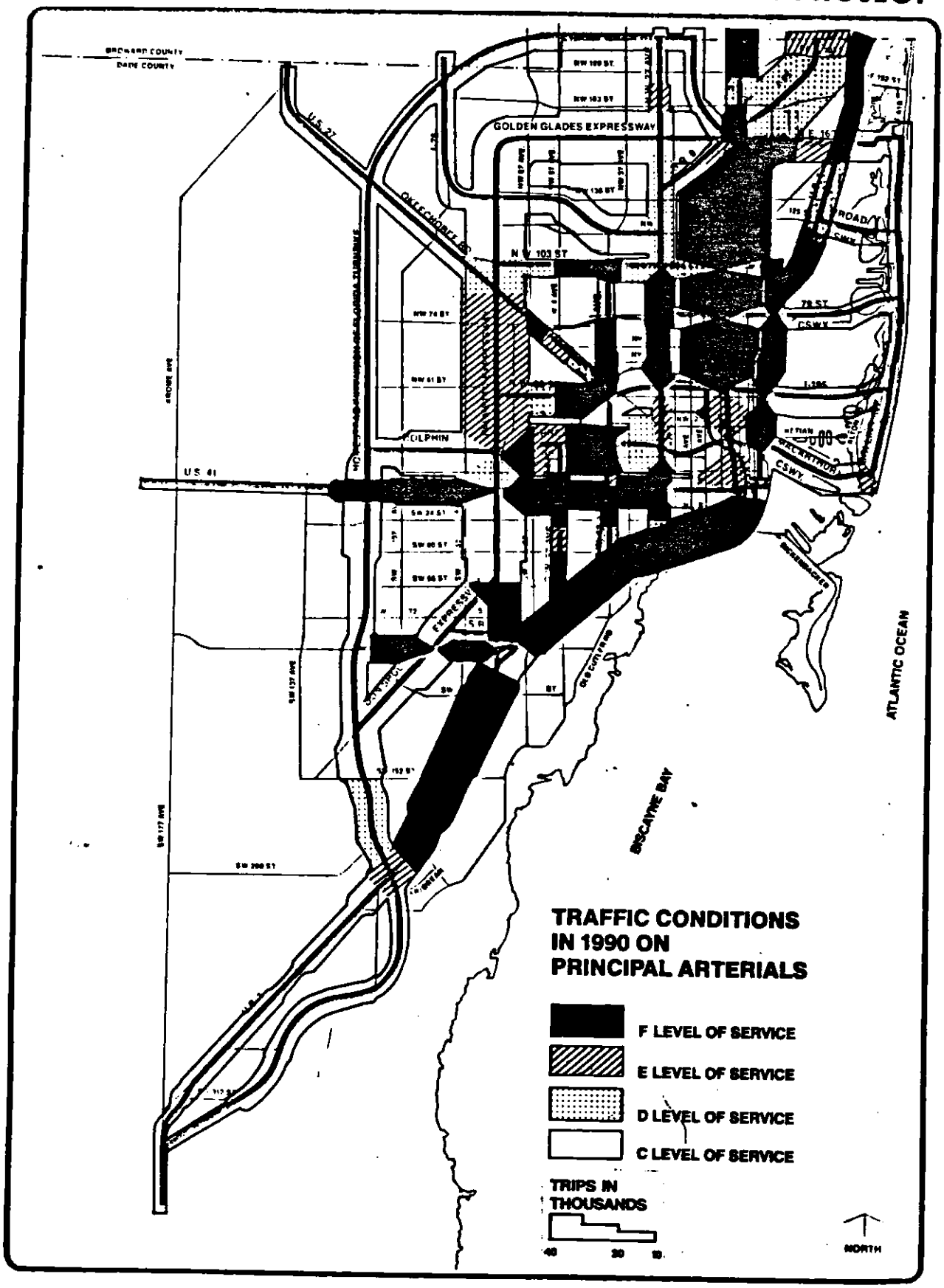


FIGURE 11
TRAFFIC CONDITIONS IN 2005 ON PRINCIPAL ARTERIALS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

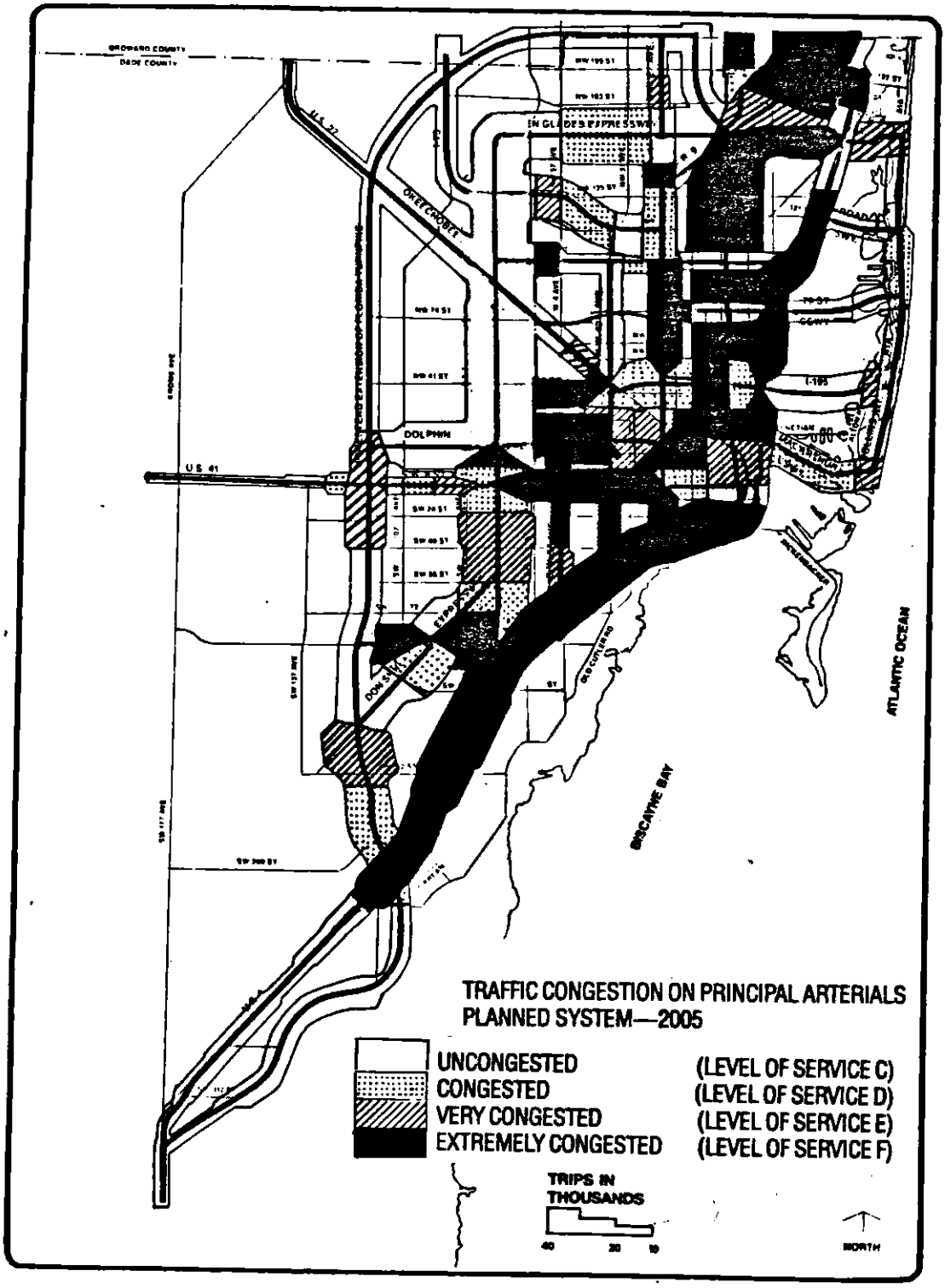
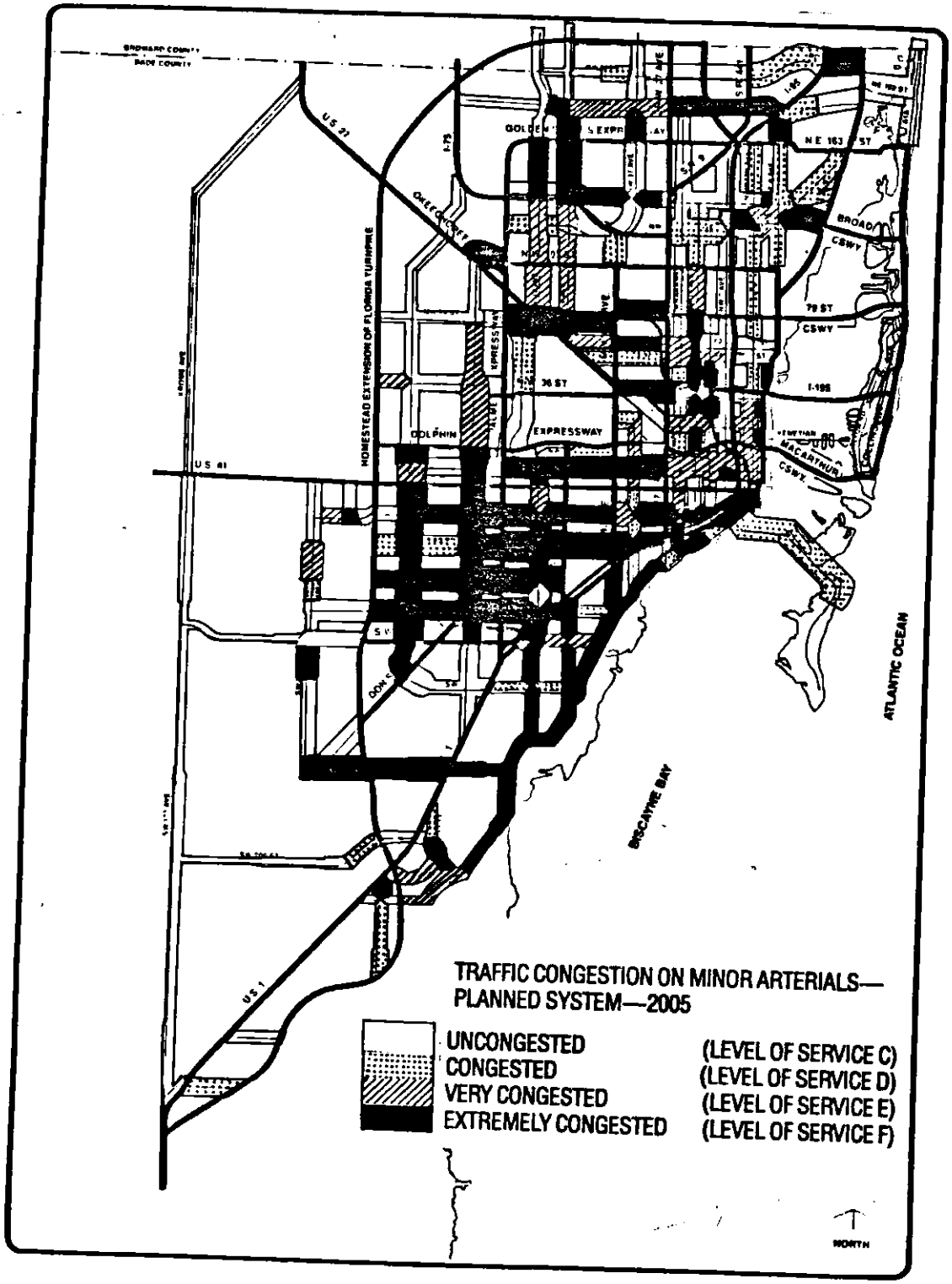


FIGURE 12
TRAFFIC CONDITIONS IN 2005 ON MINOR ARTERIALS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT



summary of the very congested and extremely congested areas for principal and minor arterials is shown on Tables 6 and 7 respectively. An extremely congested area in 2005 occurs between SR 836 and SW 88th Street. In this area most major east/west streets are extremely congested.

B. Transit Travel Projections

The overall transit travel projections are summarized in Table 8. The total patronage, the transit vehicle miles and the transit vehicle hours increased during the study period. However, due to the expansion of the METRORAIL and elimination of duplicate transit service, the bus system patronage remains approximately the same for the years 1990 and 2005. The derived statistics of patronage per vehicle mile and per vehicle hour increased by more than 16 percent for the METRORAIL and remains practically the same for the bus and METROMOVER.

The daily station activity for the METRORAIL stations are shown on Tables 9 and 10 for 1990 and 2005, respectively. The values generated by the simulation model and shown in these tables are in the "P and A" (Productions and Attractions) format. To obtain daily values, these figures should be transformed to "O and D" (Origin and Destination) format. This can be easily done by dividing the total "ons" and "offs" by two and assigning half as "ons" and the other half as "offs." The total station activity is also shown in Figures 13 and 14 for 1990 and 2005, respectively.

Tables 11 and 12 present daily station activity in a matrix format, showing the number of passenger trips traveling from one station to all other stations. Again these tables are taken from the computer simulation and are shown in the "P and A" format. In Table 12, those station interchanges that require transfers are indicated by "TR."

The daily station access for each METRORAIL station is shown in Tables 13 and 14 for 1990 and 2005, respectively. In 1990, the Government Center Station will be directly connected to the METROMOVER system. Also, no park-and-ride lots were assumed for Government Center, Brickell and Civic Center Stations in 1990. The auto access estimates shown in Table 13 for these stations assume kiss-and-ride access facilities only. Similarly, the auto access estimates for the Vizcaya and Overtown Stations assume existing parking lots as well as proposed station lots to satisfy parking demand. In general, 31 percent of those who ride the METRORAIL System in 1990 will walk to the stations, 20 percent will drive or be driven in private cars, 39 percent will use the proposed bus system, and 10 percent will transfer from the METROMOVER system at the Government Center Station.

In 2005, METROMOVER will be linked directly to the METRORAIL System at the following stations: Government Center, Brickell, NE 15th Street, and Omni South. No park-and-ride facilities were assumed for the following stations in 2005: Government Center, Brickell, Overtown, Culmer, Civic Center, 8th Avenue/Flager, 14th Avenue/Flagler, NE 15th Street, Omni South, Watson Isle, 10th Street/Washington Avenue, 13th Street/Washington Avenue, the Airport, and NW 21st Street. At these stations, kiss-and-ride facilities will be used to satisfy the projected demand, shown in Table 14.

In simulating the five-line, 54-station METRORAIL System, the following stations accounted for transfers from one rail line to another: Dadeland South, Government

TABLE 6
VERY AND EXTREMELY CONGESTED AREAS FOR PRINCIPAL ARTERIALS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

FACILITY	1980	1990	2005
South Dixie Highway	CBD to SW 168th Street	CBD to SW 200th Street	CBD to SW 200th St.
Flagler Street	22nd Ave. to 107th Ave.	CBD to H.E.F.T.	CBD to H.E.F.T.
SR 836	NW 42nd Ave. to NW 57th Ave.	NW 42nd Ave. to NW 78th Ave.	NW 22nd Ave. to NW 42nd Ave.
Biscayne Boulevard	NE 20th St. to NE 135th St.	NE 36th St. to NE 163rd St.	NE 26th St. to NE 135th St.
Gratigny Expressway	N/A	NW 42nd Ave. to NW 67th Ave.	NW 42nd Ave. to NW 67th Ave.
I-95	NW 20th St. to Golden Glades Interchange	U/C	Golden Glades to Broward County Line

NOTES:
Congested segments have a v/c ratio between 0.75 and 1.00
Very congested segments have a v/c ratio between 1.0 and 1.25
Extremely congested segments have a v/c ratio greater than 1.25
N/A - not applicable
U/C - uncongested to congested

SOURCE: Dade County Metropolitan Planning Organization

TABLE 7
VERY AND EXTREMELY CONGESTED AREAS FOR MINOR ARTERIALS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

FACILITY	1980	1990	2005
Old Cutler Road	U/C	SW 24th St. to SW 152nd St.	SW 24th St. to SW 188th St.
SW 152nd Street	U/C	South Dixie Highway to SW 137th Avenue	Old Cutler Road to SW 137th Avenue
NW 67th/72nd Aves.	Flagler St. to NW 36th St.	Flagler St. to NW 79th St.	Flagler St. to NW 103rd St.
NW 74th/79th Sts.	NW 27th Ave. to NW 67th Ave.	NW 27th Ave. to NW 72nd Ave.	NW 42nd Ave. to SR 826
Miami Gardens Drive	Florida Turnpike to NW 27th Avenue	Biscayne Boulevard to NW 27th Avenue	Biscayne Boulevard to NW 67th Avenue
East/West Streets between SR 836 to SW 88th Street	Generally streets are uncongested to congested	Generally streets are very congested	Generally streets are extremely congested

NOTES:
Congested segments have a v/c ratio between 0.75 and 1.00
Very congested segments have a v/c ratio between 1.0 and 1.25
Extremely congested segments have a v/c ratio greater than 1.25
N/A - not applicable
U/C - uncongested to congested

SOURCE: Dade County Metropolitan Planning Organization

TABLE 8
DAILY TRANSIT PATRONAGE AND OPERATING DATA SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

		YEAR 1980 EXISTING SYSTEM	YEAR 1990 BASELINE SYSTEM	YEAR 2005 BASELINE SYSTEM
PATRONAGE	BUS	281,905	324,725	317,207
	METRORAIL	–	86,032	270,681
	METROMOVER	–	22,638	52,917
	TOTAL	281,905	433,395	640,805
VEHICLE MILES	BUS	65,616	91,500	87,417
	METRORAIL	–	8,854	23,868
	METROMOVER	–	1,563	3,584
VEHICLE HOURS	BUS	6,286	9,185	9,269
	METRORAIL	–	254	685
	METROMOVER	–	129	308
PATRONAGE/ VEHICLE MILES	BUS	4.3	3.5	3.6
	METRORAIL	–	9.7	11.3
	METROMOVER	–	14.5	14.8
PATRONAGE/ VEHICLE HOURS	BUS	44.8	35.4	34.2
	METRORAIL	–	338.7	395.2
	METROMOVER	–	175.5	171.8

SOURCE: Gannett Fleming

TABLE 9
DAILY STATION ACTIVITY—YEAR 1990
(P AND A FORMAT)
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	ONS			OFFS			TOTAL
	WORK	OTHER	TOTAL	WORK	OTHER	TOTAL	ONS & OFFS
PHASE I							
DADELAND SOUTH	6,221	3,028	9,249	1,994	2,640	4,634	13,883
DADELAND NORTH	7,502	1,051	8,553	428	265	693	9,246
SOUTH MIAMI	1,042	951	1,993	1,424	1,308	2,732	4,725
UNIVERSITY	933	848	1,781	871	2,124	2,995	4,776
DOUGLAS ROAD	1,697	1,703	3,400	2,768	1,624	4,392	7,792
COCONUT GROVE	2,960	1,488	4,448	1,306	1,244	2,550	6,998
VIZCAYA	1,508	1,568	3,076	965	1,386	2,351	5,427
BRICKELL	503	592	1,095	5,089	1,702	6,791	7,886
GOVERNMENT CENTER	1,263	3,352	4,615	17,121	8,743	25,864	30,479
OVERTOWN	3,120	2,701	5,821	2,039	1,162	3,201	9,022
CULMER	1,583	1,126	2,709	979	632	1,611	4,320
CIVIC CENTER	759	811	1,570	2,803	662	3,465	5,035
SANTA CLARA	889	1,167	2,056	781	630	1,411	3,467
ALLAPATTAH	2,894	1,955	4,849	2,209	1,078	3,287	8,136
EARLINGTON HEIGHTS	6,918	5,216	12,134	3,494	860	4,354	16,488
BROWNSVILLE	2,014	1,022	3,036	271	538	809	3,845
MARTIN LUTHER KING	1,841	825	2,666	1,888	2,158	4,046	6,712
NORTHSIDE	2,008	980	2,988	1,999	2,852	4,851	7,839
HIALEAH	4,850	2,354	7,204	885	511	1,396	8,600
OKEECHOBEE	1,561	1,228	2,789	2,752	1,847	4,599	7,388
TOTAL	52,066	33,966	86,032	52,066	33,966	86,032	172,064

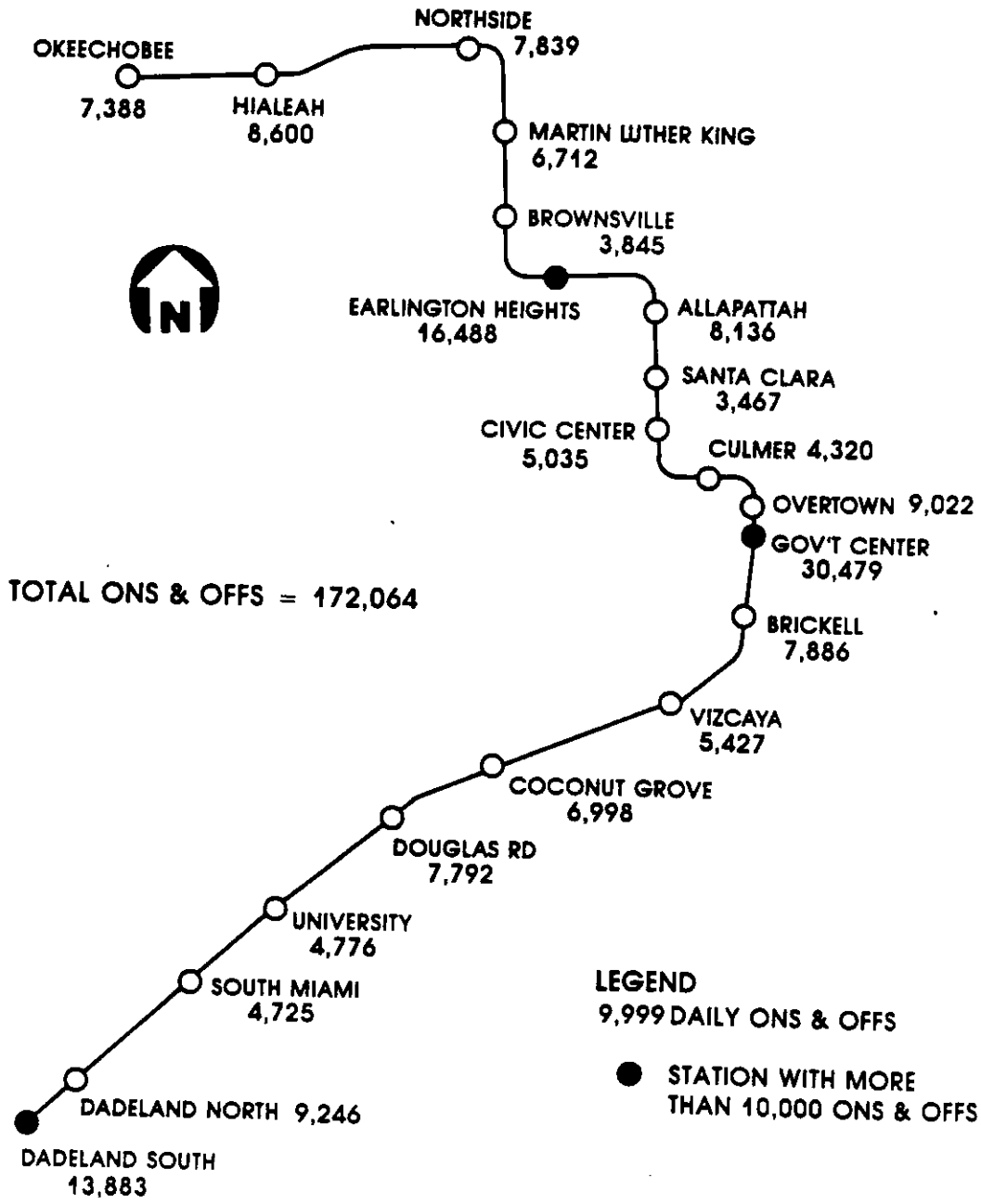
SOURCE: Gannett Fleming

TABLE 10
DAILY STATION ACTIVITY—YEAR 2005
(P AND A FORMAT)
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	ONS			OFFS			TOTAL
	WORK	OTHER	TOTAL	WORK	OTHER	TOTAL	ONS & OFFS
PHASE I							
DADELAND SOUTH	1,439	2,217	3,656	2,708	2,746	5,454	9,110
DADELAND NORTH	6,195	745	6,940	795	430	1,225	8,165
SOUTH MIAMI	1,308	1,086	2,394	2,286	1,326	3,612	6,006
UNIVERSITY	1,092	1,144	2,236	1,326	2,621	3,947	6,183
DOUGLAS ROAD	1,967	1,677	3,644	3,999	1,743	5,742	9,386
COCONUT GROVE	1,642	998	2,640	1,657	951	2,608	5,248
VIZCAYA	1,625	1,394	3,019	2,218	1,768	3,986	7,005
BRICKELL	876	1,403	2,279	10,144	2,448	12,592	14,871
GOVERNMENT CENTER	17,089	10,289	27,378	51,856	23,726	75,582	102,960
OVERTOWN	15,682	7,281	22,963	17,174	6,901	24,075	47,038
CULMER	660	815	1,475	1,238	625	1,863	3,338
CIVIC CENTER	749	1,342	2,091	5,604	1,633	7,237	9,328
SANTA CLARA	364	838	1,202	1,236	506	1,742	2,944
ALLAPATTAH	1,265	1,337	2,602	1,304	1,147	2,451	5,053
EARLINGTON HEIGHTS	2,086	1,378	3,464	3,769	739	4,508	7,972
BROWNSVILLE	1,400	868	2,268	992	648	1,640	3,908
MARTIN LUTHER KING	4,224	1,624	5,848	5,865	2,417	8,282	14,130
NORTHSIDE	846	560	1,406	1,396	1,229	2,625	4,031
HIALEAH	2,516	1,301	3,817	1,682	1,050	2,732	6,549
OKEECHOBEE	4,253	2,143	6,396	3,422	1,359	4,781	11,177
SUBTOTAL	67,278	40,440	107,718	120,671	56,013	176,684	284,402
SOUTH EXTENSION							
CUTLER RIDGE	8,046	1,049	9,095	838	2,299	3,137	12,232
PERRINE	2,357	1,188	3,545	1,337	1,148	2,485	6,030
CORAL REEF	1,997	892	2,889	947	952	1,899	4,788
THE FALLS	2,647	2,138	4,785	1,369	1,203	2,572	7,357
KILLIAN DRIVE	14,824	4,517	19,341	642	633	1,275	20,616
SUBTOTAL	29,871	9,784	39,655	5,133	6,235	11,368	51,023
NORTH EXTENSION							
NW 103RD STREET	6,311	2,037	8,348	1,343	1,960	3,303	11,651
NW 135TH STREET	8,000	2,274	10,274	874	717	1,591	11,865
NW 151ST STREET	6,411	1,118	7,529	1,343	1,427	2,770	10,299
SUBTOTAL	20,722	5,429	26,151	3,560	4,104	7,664	33,815
BEACH CORRIDOR							
OMNI SOUTH	370	978	1,348	3,910	2,610	6,520	7,868
WATSON ISLE	76	93	169	31	113	144	313
5TH ST./MERIDIAN	5,201	5,382	10,583	965	817	1,782	12,365
10TH ST./WASHINGTON	1,818	2,539	4,357	164	269	433	4,790
13TH ST./WASHINGTON	1,036	1,155	2,191	329	376	705	2,896
CONVENTION CENTER	1,646	3,896	5,542	4,283	2,030	6,313	11,855
SUBTOTAL	10,147	14,043	24,190	9,682	6,215	15,897	40,087
WEST CORRIDOR							
MIDWAY MALL	10,784	1,953	12,737	3,103	2,586	5,689	18,426
57TH AVENUE	3,747	1,412	5,159	547	484	1,031	6,190
42ND AVENUE	3,653	1,111	4,764	2,735	1,338	4,073	8,837
37TH AVENUE	2,751	1,296	4,047	1,093	804	1,897	5,944
25TH AVENUE	2,654	1,624	4,278	1,800	1,273	3,073	7,351
14TH AVENUE	2,286	1,225	3,511	1,523	828	2,351	5,862
8TH AVENUE	1,421	1,712	3,133	1,778	773	2,551	5,684
SUBTOTAL	27,296	10,333	37,629	12,579	8,086	20,665	58,294
AIRPORT LEG							
AIRPORT	0	318	318	6,005	541	6,546	6,864
NW 21ST STREET	555	354	909	1,873	572	2,445	3,354
SUBTOTAL	555	672	1,227	7,878	1,113	8,991	10,218
NORTHEAST CORRIDOR							
NE 15TH STREET	432	472	904	2,891	1,912	4,803	5,707
NE 36TH STREET	1,727	2,004	3,731	2,569	1,052	3,621	7,352
NE 54TH STREET	2,368	1,460	3,828	1,201	1,533	2,734	6,562
NE 79TH STREET	3,375	1,787	5,162	2,587	1,841	4,428	9,590
NE 95TH STREET	1,696	1,194	2,890	547	1,281	1,828	4,718
NE 110TH STREET	1,164	536	1,700	60	115	175	1,875
NE 125TH STREET	2,312	1,347	3,659	2,511	1,644	4,155	7,814
NE 151ST STREET	3,215	1,776	4,991	658	468	1,126	6,117
NE 163RD STREET	1,620	1,505	3,125	1,269	1,946	3,215	6,340
NE 183RD STREET	964	1,131	2,095	953	563	1,516	3,611
AVENTURA	1,134	885	2,019	1,127	677	1,804	3,823
SUBTOTAL	20,007	14,097	34,104	16,373	13,032	29,405	63,509
TOTAL	175,876	94,798	270,674	175,876	94,798	270,674	541,348

SOURCE: Gannett Fleming

FIGURE 13
DAILY STATION ACTIVITY
YEAR 1990 BASELINE RAIL SYSTEM
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT



SOURCE: Gannett Fleming

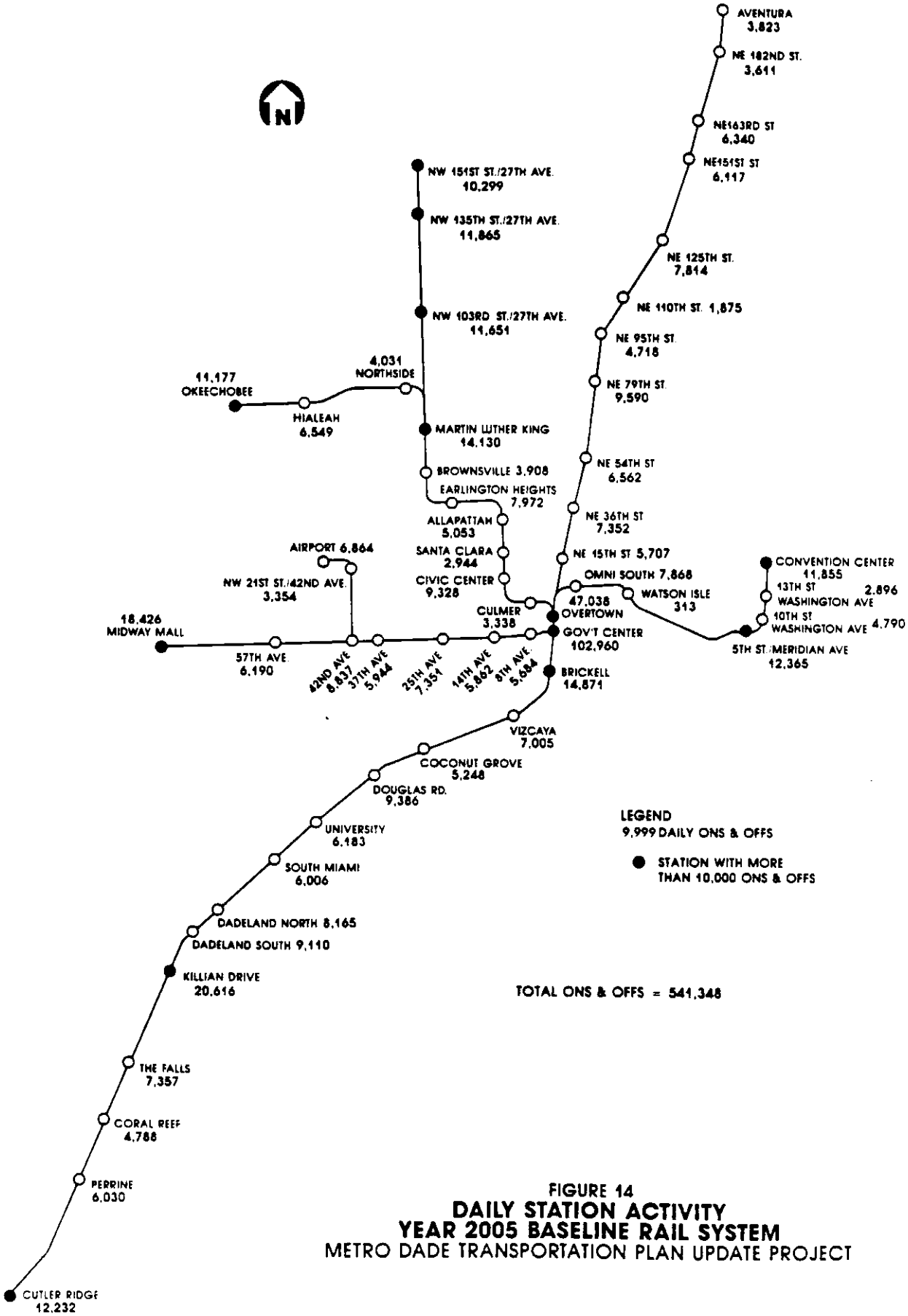


FIGURE 14
DAILY STATION ACTIVITY
YEAR 2005 BASELINE RAIL SYSTEM
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

SOURCE: Gannett Fleming

TABLE 11

STATION TO STATION TRIP TABLE YEAR 1990

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	Dadeland South	Dadeland North	South Miami	Univer-sity	Douglas Road	Coconut Grove	Vizcaya	Brickell	Gov't Center	Overtown	Culmer	Civic Center	Santa Clara	Allapat-tah	Earlington Heights	Browns-ville	Martin Luther King	North Side	Mialeah	Okee-chobee	Total Ons
Dadeland South	--	190	634	591	762	437	194	667	2388	505	226	360	72	377	609	41	360	242	116	478	9249
Dadeland North	321	--	590	328	773	380	158	661	2181	416	202	391	81	391	614	39	281	225	108	413	8553
South Miami	290	46	--	301	175	75	48	104	430	90	37	49	17	68	78	0	66	40	15	64	1993
University	216	36	124	--	225	104	36	120	428	89	30	45	12	68	66	6	58	38	12	68	1781
Douglas Road	449	71	260	665	--	171	89	226	757	135	51	88	30	98	78	9	91	63	19	50	3400
Coconut Grove	228	28	100	185	202	--	218	450	1499	258	128	198	60	221	169	24	165	123	50	142	4448
Vizcaya	316	36	145	196	277	267	--	269	866	132	58	88	30	97	56	12	82	57	18	74	3076
Brickell	33	4	16	46	22	18	21	--	522	92	51	42	19	41	26	12	37	37	6	50	1095
Gov't Center	629	43	156	121	423	255	374	505	--	0	67	122	250	180	299	50	278	370	75	418	4615
Overtown	229	20	65	42	149	77	132	387	2903	--	221	235	100	270	258	49	227	202	43	212	5821
Culmer	123	13	31	29	83	70	60	285	1286	139	--	119	40	93	76	15	75	65	17	90	2709
Civic Center	59	5	16	14	41	21	33	110	423	54	59	--	48	126	104	28	160	132	46	91	1570
Santa Clara	114	11	29	25	78	48	67	185	724	77	44	114	--	117	107	27	89	81	19	100	2056
Allapattah	339	29	122	77	237	143	209	558	1742	126	90	261	118	--	280	38	108	139	47	186	4849
Earlington Heights	515	65	188	156	393	205	361	1079	4788	376	158	628	232	265	--	94	695	883	127	926	12134
Brownsville	154	13	38	36	107	52	67	236	1032	119	49	131	59	132	424	--	168	91	28	100	3036
Martin Luther King	84	14	38	32	72	33	38	192	838	104	22	112	47	120	193	105	--	261	57	304	2666
North Side	123	14	40	35	85	47	59	193	752	109	36	121	45	110	193	47	244	--	216	519	2988
Mialeah	297	40	108	79	213	111	134	439	1737	278	62	262	111	380	575	144	578	1342	--	314	7204
Okeechobee	115	15	32	37	75	36	53	125	568	102	20	99	40	133	149	69	284	460	377	--	2789
Total Offs	4634	693	2732	2995	4392	2550	2351	6791	25864	3201	1611	3465	1411	3287	4354	809	4046	4851	1396	4599	86032

Source: Gannett Fleming

[illegible]	[illegible] Avenue	Corners on Center	NE 15th Street	NE 36th Street	NE 54th Street	NE 79th Street	NE 95th Street	NE 110th Street	NE 125th Street	NE 145th Street	NE 161st Street	NE 181st Street	[illegible]	Total [illegible]
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	9299
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	3545
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2889
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	4785
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	19341
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	3656
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	6940
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2394
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2236
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	3644
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2640
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	3019
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2279
5	21	156	549	715	461	935	176	19	564	94	364	141	142	27376
5	283	3414	372	300	207	391	125	22	564	164	464	315	283	22363
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	1475
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2091
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	1202
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2602
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	3464
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	2268
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	5846
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	8348
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	10274
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	7529
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	1406
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	3612
	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	6396
)	2	8	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	318
	3	43	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	909
	TR	TR	615	456	164	365	63	9	275	44	147	61	93	12737
	TR	TR	241	153	73	137	34	2	107	15	62	31	36	5159
	6	121	62	59	33	72	15	3	63	7	35	23	12	4164
	9	152	83	103	62	101	25	3	84	17	66	25	14	4047
	15	135	126	114	73	146	25	2	108	16	77	35	38	4276
	9	128	79	71	57	104	20	3	75	16	65	29	36	3511
	22	240	165	128	99	159	38	2	127	26	94	37	44	3135
)	17	83	0	2	4	5	3	0	9	0	8	3	6	1348
)	2	1	0	3	3	5	1	0	3	2	4	1	0	189
)	51	431	49	80	137	218	70	6	152	33	151	47	61	10363
	118	472	17	30	64	67	24	1	43	16	45	21	19	4357
)	--	332	10	24	33	48	21	1	31	7	7	15	12	2191
)	74	--	14	67	112	155	58	7	78	24	93	31	30	5542
)	1	14	--	58	64	84	37	1	65	10	67	18	25	928
)	6	50	243	--	163	174	99	6	131	25	118	53	62	3731
)	12	81	373	158	--	113	50	7	125	18	104	62	56	3822
	14	73	492	232	200	--	103	9	136	45	119	72	67	5161
)	6	59	236	165	136	245	--	22	206	45	172	63	90	2691
)	1	33	113	82	63	132	130	--	62	7	26	10	17	1703
)	9	56	253	153	117	192	151	16	--	136	241	123	97	3659
)	10	84	298	206	173	255	220	11	515	--	281	84	73	4491
)	5	43	185	113	116	147	167	9	326	267	--	135	97	3125
)	2	21	95	68	47	87	76	5	169	52	321	--	380	2098
)	7	21	144	81	73	93	117	9	130	19	84	55	--	2219
)	705	6313	4403	3621	2734	4428	1528	175	4155	1126	3215	1516	1614	[illegible]

TABLE

STATION TO STATION T
METRO DADE TRANSPORTATI

Brickell	Govt Center	Overtown	Culmer	Civic Center	Santa Clara	Allapattah	Earlington Heights	Brownsville	Martin Luther King	NW 103rd/ 27th Ave	NW 135th/ 27th Ave	NW 151st/ 27th Ave	Northside	Hialeah	Okeechobee
595	2506	510	75	351	64	74	383	72	639	149	36	63	TR	TR	TR
244	996	246	24	110	25	30	94	18	183	59	18	29	TR	TR	TR
205	743	195	23	85	20	21	64	19	138	31	14	20	TR	TR	TR
255	977	251	32	110	22	32	83	26	184	58	20	34	TR	TR	TR
1520	5893	1424	178	704	160	163	646	156	1191	301	117	139	TR	TR	TR
215	941	226	29	82	23	42	58	26	75	52	18	41	34	29	98
753	2318	626	76	279	63	61	207	43	156	65	32	64	61	72	217
232	703	156	27	58	20	22	40	11	56	28	12	32	17	23	55
203	745	150	18	61	14	20	42	11	45	29	16	27	20	16	59
422	997	194	43	132	38	44	72	19	88	53	17	49	39	23	66
351	839	170	36	105	29	30	42	14	61	29	15	31	32	15	58
469	746	134	47	108	30	33	41	18	67	34	18	34	27	20	58
--	1101	157	71	114	33	51	59	27	96	51	22	44	45	29	54
2826	--	3	71	225	61	103	70	50	154	110	39	113	78	51	132
137	237	--	614	2336	588	537	1008	326	1106	689	279	911	614	565	1226
130	704	195	--	65	16	23	21	11	19	24	8	22	15	8	25
167	696	383	45	--	14	42	68	28	97	64	29	69	51	22	93
97	406	167	14	32	--	48	43	15	52	33	17	36	26	15	37
271	868	292	38	181	42	--	57	31	83	43	23	60	51	33	92
338	1381	486	43	158	33	81	--	33	111	79	35	66	63	46	84
208	829	281	14	104	24	59	64	--	104	86	29	58	41	21	68
305	986	281	30	128	44	56	105	41	--	185	99	348	470	595	1683
626	2877	1171	74	410	92	233	278	169	795	--	268	307	TR	TR	TR
759	3384	1621	97	475	109	234	431	166	1097	801	--	173	TR	TR	TR
581	2447	1166	67	339	79	164	309	112	825	250	410	--	TR	TR	TR
108	361	130	7	50	16	23	35	20	74	TR	TR	TR	--	163	256
235	1132	483	26	151	34	99	67	72	275	TR	TR	TR	407	--	478
340	1179	804	42	234	49	126	141	106	511	TR	TR	TR	526	984	--
TR	113	68	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	332	38	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	5086	2377	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1665	813	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	876	337	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1669	506	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1632	423	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1742	396	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	639	54	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	694	209	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	90	30	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	4965	1972	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1727	689	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	680	293	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	2557	999	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	250	7	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1727	274	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1890	283	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	2395	403	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	661	215	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	639	202	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1354	366	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	1758	537	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	903	325	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	457	164	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
TR	TR	215	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	Cutler Ridge	Perrine	Coral Reef	The Falls	Killian Drive	Gadeland South	Gadeland North	South Miami	University	Douglas Road	Coconut Grove	Vizcaya
Cutler Ridge	--	428	273	432	139	516	130	372	304	657	239	196
Perrine	157	--	239	145	119	293	49	92	95	172	66	80
Coral Reef	272	302	--	157	69	136	22	73	48	124	45	63
The Falls	672	577	415	--	115	206	30	91	86	164	65	80
Killian Drive	878	408	245	635	--	1360	252	591	391	1078	419	494
Gadeland South	210	129	103	173	209	--	71	157	252	194	81	88
Gadeland North	70	63	42	46	53	280	--	329	237	379	154	194
South Miami	30	28	21	33	42	173	55	--	256	137	62	65
University	36	18	17	33	14	105	30	160	--	213	67	65
Douglas Road	39	35	30	65	35	159	53	159	451	--	173	149
Coconut Grove	31	21	20	41	18	95	25	82	158	196	--	98
Vizcaya	45	38	33	60	42	149	49	130	185	266	136	--
Brickell	16	13	12	18	8	34	10	32	34	62	34	52
Gov't Center	256	240	232	401	226	880	244	680	935	940	550	1344
Overtown	10	14	5	11	2	27	4	17	17	26	13	39
Culmer	9	6	9	13	3	23	6	19	15	33	16	31
Civic Center	13	8	8	10	4	32	8	20	32	34	12	42
Santa Clara	8	5	7	12	5	29	2	11	21	23	10	25
Allapattah	33	14	22	29	13	62	9	35	39	57	31	70
Earlington Heights	26	17	21	27	10	62	13	43	40	62	35	71
Brownsville	19	7	17	12	11	39	7	28	22	52	21	43
Martin Luther King	26	15	22	33	16	53	8	47	42	69	31	72
No 103rd-27th Ave	36	47	39	73	58	127	37	110	96	197	84	141
No 135th-27th Ave	19	31	40	63	30	124	29	98	71	177	91	175
No 151st-27th Ave	26	21	27	50	34	94	30	88	62	165	83	118
Northside	TR	TR	TR	TR	TR	45	6	14	22	32	14	26
Hialeah	TR	TR	TR	TR	TR	124	23	48	41	89	32	55
Opa-locka	TR	TR	TR	TR	TR	257	23	86	93	148	54	91
Airport	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
SW 24th-42nd Ave	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
Midway Mall	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
57th Ave (Flagler St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
42nd Ave (Flagler St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
37th Ave (Flagler St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
27th Ave (Flagler St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
14th Ave (Flagler St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
8th Ave (Flagler St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
Dixie South	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
Watson Isl	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
5th St (World Ave	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
10th St (West Flagler Ave	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
1st St (West Flagler Ave	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
Convention Center	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
N 152nd	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 3rd Ave	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 54th	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 36th	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 91st	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 125th	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 163rd	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 183rd	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
NE 207th St	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
Aventura	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	574	267	[illegible]

Source: [illegible]

TABLE 13

DAILY STATION ACCESS SUMMARY
YEAR 1990

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

STATION	STATION ACCESS MODE				TOTAL
	WALK	AUTO	BUS	METROMOVER	
DADELAND SOUTH	629	978	3,016	0	4,623
DADELAND NORTH	938	575	5,429	0	6,942
SOUTH MIAMI	877	572	913	0	2,362
UNIVERSITY	2,110	278	0	0	2,388
DOUGLAS ROAD	940	794	2,162	0	3,896
COCONUT GROVE	796	1,594	1,109	0	3,499
VIZCAYA	419	908	1,386	0	2,713
BRICKELL	2,987	239	717	0	3,943
GOVERNMENT CENTER	6,938	0	0	8,302	15,240
OVERTOWN	1,778	2,733	0	0	4,511
CULMER	831	575	754	0	2,160
CIVIC CENTER	1,513	209	796	0	2,518
SANTA CLARA	1,162	441	130	0	1,733
ALLAPATTAH	723	1,523	1,822	0	4,068
EARLINGTON HEIGHTS	716	353	7,175	0	8,244
BROWNSVILLE	648	918	356	0	1,922
MARTIN LUTHER KING	295	800	2,261	0	3,356
NORTHSIDE	1,063	518	2,339	0	3,920
HIALEAH	1,002	2,854	444	0	4,300
OKEECHOBEE	162	780	2,752	0	3,694
TOTAL	26,527	17,642	33,561	8,302	86,032

SOURCE: Gannett Fleming

TABLE 14
DAILY STATION ACCESS SUMMARY
YEAR 2005
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

STATION	STATION ACCESS MODE					TOTAL
	WALK	AUTO	BUS	METROMOVER	METRORAIL	
DADELAND SOUTH	2,162	376	1,797	0	220	4,555
DADELAND NORTH	750	882	2,450	0	0	4,082
SOUTH MIAMI	1,272	681	1,050	0	0	3,003
UNIVERSITY	2,383	257	452	0	0	3,092
DOUGLAS ROAD	1,480	912	2,301	0	0	4,693
COCONUT GROVE	651	671	1,302	0	0	2,624
VIZCAYA	724	734	2,044	0	0	3,502
BRICKELL	2,946	675	430	3,385	0	7,436
GOVERNMENT CENTER	15,448	0	0	12,532	23,500	51,480
OVERTOWN	1,642	528	0	0	21,349	23,519
CULMER	1,043	324	302	0	0	1,669
CIVIC CENTER	3,776	48	840	0	0	4,664
SANTA CLARA	1,308	86	78	0	0	1,472
ALLAPATTAH	1,057	328	1,141	0	0	2,526
EARLINGTON HEIGHTS	1,687	465	1,834	0	0	3,986
BROWNSVILLE	972	374	608	0	0	1,954
MARTIN LUTHER KING	442	650	3,161	0	2,812	7,065
NORTHSIDE	1,203	94	719	0	0	2,016
HIALEAH	1,184	765	1,325	0	0	3,274
OKEECHOBEE	274	2,918	2,395	0	0	5,588
NW 103RD ST./27TH AVE.	426	2,756	2,644	0	0	5,826
NW 135TH ST./27TH AVE.	207	4,167	1,558	0	0	5,932
NW 151ST ST./27TH AVE.	672	2,430	2,048	0	0	5,150
NE 15TH STREET	331	53	833	1,637	0	2,854
NE 36TH STREET	1,318	242	2,116	0	0	3,676
NE 54TH STREET	1,573	206	1,502	0	0	3,281
NE 79TH STREET	831	1,167	2,797	0	0	4,795
NE 95TH STREET	713	769	877	0	0	2,359
NE 110TH STREET	310	628	0	0	0	938
NE 125TH STREET	1,514	592	1,801	0	0	3,907
NE 151ST STREET	858	1,970	230	0	0	3,058
NE 163RD STREET	584	1,010	1,576	0	0	3,170
NE 183RD STREET	1,448	194	164	0	0	1,806
AVENTURA	607	0	1,305	0	0	1,912
OMNI SOUTH	2,238	48	0	1,648	0	3,934
WATSON ISLE	58	0	98	0	0	156
5TH ST./MERIDIAN AVE.	4,077	618	1,487	0	0	6,182
10TH ST./WASHINGTON AVE.	1,279	1,086	30	0	0	2,395
13TH ST./WASHINGTON AVE.	1,307	69	72	0	0	1,448
CONVENTION CENTER	4,165	3	1,760	0	0	5,928
AIRPORT	3,432	0	0	0	0	3,432
NW 21ST STREET	379	16	1,282	0	0	1,677
MIDWAY MALL	1,050	1,702	6,461	0	0	9,213
5TH AVE./FLAGLER ST.	1,058	1,366	671	0	0	3,095
42ND AVE./FLAGLER ST.	918	712	1,173	0	0	4,418
37TH AVE./FLAGLER ST.	1,215	937	820	0	1,615	2,972
25TH AVE./FLAGLER ST.	2,265	853	558	0	0	3,676
14TH AVE./FLAGLER ST.	2,684	247	0	0	0	2,931
8TH AVE./FLAGLER ST.	1,568	1,274	0	0	0	2,842
KILLIAN DRIVE	442	9,460	406	0	0	10,308
THE FALLS	652	1,567	1,459	0	0	3,678
CORAL REEF	590	958	846	0	0	2,394
PERRINE	1,481	1,012	522	0	0	3,015
CUTLER RIDGE	1,057	220	4,839	0	0	6,116
TOTAL	85,711	50,100	66,165	19,202	49,496	270,674

SOURCE: Gannett Fleming

Center, Overtown, Martin Luther King, and 42nd Avenue/Flagler Street. The majority of the rail-to-rail transfers occur at the Government Center and Overtown Stations, where all five rail lines pass.

In 2005, 39 percent of those who are expected to ride the METRORAIL System will walk to the stations; 23 percent will drive or be driven to the station in private cars; 30 percent will use the proposed bus service; and 8 percent will transfer from METROMOVER to METRORAIL. In addition, approximately 49,500 passengers will transfer from one rail line to another before reaching their final destination.

For additional information concerning the simulation results, computer output summary tables are included as Appendices D and E for the final 1990 and 2005 simulations, respectively.

METRO DADE TRANSPORTATION
PLAN UPDATE PROJECT

APPENDIX A
TRANSPORTATION PLANNING MODEL INPUT DATA EXAMPLES YEARS 1990 & 2005

- ZONAL DATA FOR TRIP GENERATION MODEL
- ZONAL DATA FOR MODAL SPLIT MODEL
- STATION DATA FOR MODAL SPLIT MODEL
- ZONAL DATA FOR AUTO OCCUPANCY MODEL

ZONAL DATA FOR TRIP GENERATION MODEL
(KN931MI.OTAP.SOCIO.ECON.DATA.1990)
YEAR 1990

A	B	C	D	E	F	G	H	I	J	K	L
90	1	0	0	0	0	0	30	0	0	0	0
90	2	5363	5808	3735	500	42	2230	1166	2630	0	0
90	3	2982	1285	1598	710	467	1260	85	1427	510	0
90	4	0	0	0	40	40	50	0	0	0	0
90	5	0	0	0	600	351	730	0	0	0	133
						•					
						•					
						•					
90	501	57	55	23	425	110	1000	410	23	0	0
90	502	0	0	0	150	150	400	224	0	0	0
90	503	43	53	22	200	160	500	165	18	503	0
90	504	0	0	0	194	140	400	0	0	0	0
90	505	0	0	0	475	115	900	64	0	0	0
90	506	0	0	0	1600	1550	1600	0	0	0	0
90	507	20	22	9	1300	640	1300	53	8	0	0
90	508	7	8	4	1800	360	2100	232	3	0	0
90	509	11	13	6	775	200	1000	300	5	0	0
90	510	30	38	16	1325	1270	1500	392	12	0	0
						•					
						•					
						•					
90	1085	496	206	218	0	0	225	0	189	0	0
90	1086	701	351	360	0	0	50	0	267	0	0
90	1087	2014	777	799	18	4	740	33	767	0	0
90	1088	2044	801	818	0	0	200	0	778	701	0
90	1089	1662	703	807	0	0	100	0	633	0	0

LEGEND

A YEAR
B ZONE NUMBER
C RESIDENTIAL POPULATION
D RESIDENTIAL DWELLING UNITS
E AUTOS AVAILABLE TO RESIDENTS
F COMMERCIAL EMPLOYMENT
G RETAIL EMPLOYMENT
H TOTAL EMPLOYMENT
I HOTEL-MOTEL UNITS
J RESIDENT LABOR FORCE
K SCHOOL ENROLLMENT (K - 9TH GRADE)
L SCHOOL ENROLLMENT (10TH - COLLEGE)

ZONAL DATA FOR TRIP GENERATION MODEL
(KN931MI.OTAP.SOCIO.ECON.DATA.I005)
YEAR 2005

A	B	C	D	E	F	G	H	I	J	K	L
5	1	0	0	0	0	0	30	0	0	0	0
5	2	6222	6704	4308	700	42	2820	1157	3065	0	0
5	3	2897	1279	1589	910	467	1300	84	1392	518	0
5	4	0	0	0	40	40	50	0	0	0	0
5	5	0	0	0	770	351	800	0	0	0	135
						•					
						•					
						•					
5	501	52	55	23	500	200	2700	372	22	0	0
5	502	0	0	0	300	250	1500	222	0	0	0
5	503	50	53	22	300	300	1800	164	21	511	0
5	504	0	0	0	140	140	2100	0	0	0	0
5	505	0	0	0	600	115	2500	64	0	0	0
5	506	0	0	0	1600	1608	1600	0	0	0	0
5	507	21	22	9	1300	750	1300	53	9	0	0
5	508	8	8	4	1800	360	2100	198	3	0	0
5	509	12	13	6	775	200	1000	298	5	0	0
5	510	36	38	16	1325	1300	1500	496	15	0	0
						•					
						•					
						•					
5	1085	963	410	435	10	0	400	0	368	0	0
5	1086	1346	573	588	10	0	200	0	515	0	0
5	1087	3117	1327	1363	18	4	800	33	1192	0	0
5	1088	3272	1393	1421	10	0	400	0	1251	712	0
5	1089	3272	1393	1598	10	0	400	0	1251	0	0

LEGEND

A YEAR
B ZONE NUMBER
C RESIDENTIAL POPULATION
D RESIDENTIAL DWELLING UNITS
E AUTOS AVAILABLE TO RESIDENTS
F COMMERCIAL EMPLOYMENT
G RETAIL EMPLOYMENT
H TOTAL EMPLOYMENT
I HOTEL-MOTEL UNITS
J RESIDENT LABOR FORCE
K SCHOOL ENROLLMENT (K - 9TH GRADE)
L SCHOOL ENROLLMENT (10TH - COLLEGE)

ZONAL DATA FOR MODAL SPLIT MODEL (KN931MI.OTAP.GOMOD.ZDATA) YEARS 1990 & 2005

A	B	C	D	E	F	GHIJ
1	0	0	1	1	15604	2000
2	0	0	1	1	13558	3333
3	0	0	1	1	13558	1333
4	0	0	1	2	14312	2000
5	0	0	1	2	14312	2000
			•			
			•			
			•			
501	380	170	6	1	6952	1222
502	380	170	6	1	6952	1000
503	350	170	3	1	6952	1111
504	350	170	3	1	6952	1000
505	395	170	6	1	6952	1000
506	490	230	6	1	6952	1000
507	490	230	6	1	6952	1111
508	390	180	8	1	6952	1333
509	390	180	8	1	6952	1333
510	400	200	6	1	10490	0222
			•			
			•			
			•			
1085	0	0	1	1	17029	3222
1086	0	0	1	1	17029	3222
1087	0	0	1	1	17029	3222
1088	0	0	1	1	17029	3222
1089	0	0	1	1	17029	3222

LEGEND

A	ZONE NUMBER	COL. 1 - 6 (F6.0)
B	PARKING COST, ALL DAY, CENTS	COL. 8 - 13 (F6.0)
C	PARKING COST, TWO HOURS, CENTS	COL. 14 - 18 (F5.0)
D	HIGHWAY TERMINAL TIME, MINUTES	COL. 19 - 24 (F6.0)
E	HIGHWAY INTRAZONAL TIME, MINUTES	COL. 25 - 30 (F6.0)
F	1974 MEDIAN FAMILY INCOME, DOLLARS	COL. 31 - 36 (F6.0)
G	1975 INCOME CLASS	COL. 39 (F1.0)
H	1980 INCOME CLASS	COL. 40 (F1.0)
I	1990 INCOME CLASS	COL. 41 (F1.0)
J	2005 INCOME CLASS	COL. 42 (F1.0)

STATION DATA FOR MODAL SPLIT MODEL
(KN931MI.OTAP.Y90.STATDAT.NODES)
YEAR 1990

A	B	C	D	E	F	G	H	I	J	K	L	M
1	382	0	6	6	2	2	4	4	0	0	OKEECHOBEE	2938
2	418	0	6	6	2	2	4	4	0	0	HIALEAH	2966
3	334	0	6	6	2	2	4	4	0	0	NORTHSIDE	2988
4	326	0	6	6	2	2	4	4	0	0	M L KING	4052
5	436	0	6	6	2	2	4	4	0	0	BROWNSVILLE	4054
6	435	0	6	6	2	2	4	4	0	0	EARLINGTON HEIGHTS	4193
7	448	0	6	6	2	2	4	4	0	0	ALLAPAPPAH	4216
8	549	0	6	6	2	2	4	4	0	0	SANTA CLARA	4356
9	546	0	99	99	2	2	4	4	0	0	CIVIC CENTER	4477
10	541	0	6	6	2	2	4	4	0	0	CULMER	4493
11	534	0	6	6	2	2	4	4	0	0	OVERTOWN	4748
12	505	0	99	99	2	2	4	4	0	0	GOV'T CENTER	4759
13	713	0	99	99	2	2	4	4	0	0	BRICKELL	5196
14	745	0	6	6	2	2	4	4	0	0	COCONUT GROVE	5309
15	727	0	6	6	2	2	4	4	0	0	VISCAYA	5325
16	755	0	6	6	2	2	4	4	0	0	DOUGLAS RD	5439
17	784	0	6	6	2	2	4	4	0	0	SOUTH MIAMI	5509
18	777	0	6	6	2	2	4	4	0	0	UNIVERSITY	5527
19	896	0	6	6	2	2	4	4	0	0	DADELAND SOUTH STA	5603
20	905	0	6	6	2	2	4	4	0	0	DADELAND NORTH STA	5610
21	244						4	4	0	0	GOLDEN GLADES	1721
22	90						4	4	0	0	NE 16 AND 203 ST	2082
23	187						4	4	0	0	NW 67 AND PALMETTO	2241
24	586						4	4	0	0	NW 12 AND 107 AVE	4407
25	630						4	4	0	0	SW 40 AND 114 AVE	5224
26	647						4	4	0	0	SW 40 AND PALMETTO	5248
27	885						4	4	0	0	SW 72 AND 88 AVE	5489
28	888						4	4	0	0	SW 88 AND 97 AVE	5584
29	868						4	4	0	0	SW 152 AND FLA TPK	5803
30	950						4	4	0	0	SW 184 AND FLA TPK	5883
31	977						4	4	0	0	SW 211 AND H.E.F.T	6004
32	1048						4	4	0	0	SW 312 AND US-1	6222

LEGEND

A	RAIL STATION/EXPRESS BUS LOT NUMBER	COL. 1 - 5 (I5)
B	ZONE NUMBER	COL. 6 - 10 (I5)
C	PERCENT FREE PARKING	COL. 11 - 15 (F5.0)
D	PAY PARKING WALK TIME, MINUTES	COL. 16 - 20 (F5.0)
E	FREE PARKING WALK TIME, MINUTES	COL. 21 - 25 (F5.0)
F	KISS-N-RIDE/PARK-N-RIDE WALK TIME, MINUTES	COL. 26 - 30 (F5.0)
G	BUS WALK TIME, MINUTES	COL. 31 - 35 (F5.0)
H	FEEDER BUS SERVICE INDEX	COL. 36 - 40 (I5)
I	PARKING SERVICE INDEX	COL. 41 - 45 (I5)
J	PARKING COST, ALL DAY, CENTS	COL. 46 - 50 (F5.0)
K	PARKING COST, TWO HOURS, CENTS	COL. 51 - 55 (F5.0)
L	DESCRIPTION OF FACILITY	COL. 56 - 74 (ALPHA-NUMERIC)
M	RAIL STATION/EXPRESS BUS LOT NODE NUMBER	COL. 75 - 79 (I5)

STATION DATA FOR MODAL SPLIT MODEL
(KN931MI.OTAP.Y05.STATDAT.NODES)
YEAR 2005

A	B	C	D	E	F	G	H	I	J	K	L	M
1	896	0	6	6	2	2	4	4	0	0	I DADELAND SOUTH	5603
2	905	0	6	6	2	2	4	4	0	0	I DADELAND NORTH	5610
3	784	0	6	6	2	2	4	4	0	0	I SOUTH MIAMI	5509
4	777	0	6	6	2	2	4	4	0	0	I UNIVERSITY	5527
5	755	0	6	6	2	2	4	4	0	0	I DOUGLAS ROAD	5439
6	745	0	6	6	2	2	4	4	0	0	I COCONUT GROVE	5309
7	727	0	6	6	2	2	4	4	0	0	I VIZCAYA	5325
8	713	0	99	99	2	2	4	4	0	0	I BRICKELL	5196
9	505	0	99	99	2	2	4	4	0	0	I GOV'T CENTER	4759
10	554	0	99	99	2	2	4	4	0	0	I OVERTOWN	4748
11	541	0	99	99	2	2	4	4	0	0	I CULMER	4493
12	546	0	99	99	2	2	4	4	0	0	I CIVIC CENTER	4477
13	549	0	6	6	2	2	4	4	0	0	I SANTA CLARA	4356
14	448	0	6	6	2	2	4	4	0	0	I ALLAPATTAH	4216
15	435	0	6	6	2	2	4	4	0	0	I EARLINGTON HEIGHT	4193
16	436	0	6	6	2	2	4	4	0	0	I BROWNSVILLE	4054
17	326	0	6	6	2	2	4	4	0	0	I M. L. KING	4052
18	334	0	6	6	2	2	4	4	0	0	I NORTHSIDE	2988
19	420	0	6	6	2	2	4	4	0	0	I HIALEAH	2966
20	382	0	6	6	2	2	4	4	0	0	I OKEECHOBEE	2938
21	340	0	6	6	2	2	4	4	0	0	N NW 103RD STREET	2770
22	227	0	6	6	2	2	4	4	0	0	N NW 165TH STREET	2531
23	224	0	6	6	2	2	4	4	0	0	N NW 151ST STREET	2403
24	536	0	99	99	2	2	4	4	0	0	B NE 15TH STREET	4535
25	476	0	6	6	2	2	4	4	0	0	B NE 36TH STREET	4245
26	430	0	6	6	2	2	4	4	0	0	B NE 54TH STREET	4107
27	405	0	6	6	2	2	4	4	0	0	B NE 79TH STREET	3055
28	293	0	6	6	2	2	4	4	0	0	B NE 95TH STREET	2899
29	294	0	6	6	2	2	4	4	0	0	B NE 110TH STREET	2808
30	256	0	6	6	2	2	4	4	0	0	B NE 125TH STREET	2703
31	264	0	6	6	2	2	4	4	0	0	B NE 151ST STREET	2462
32	195	0	6	6	2	2	4	4	0	0	B NE 163RD STREET	2350
33	71	0	6	6	2	2	4	4	0	0	B NE 183RD STREET	2204
34	79	0	6	6	2	2	4	4	0	0	B AVENTURA	2099
35	492	0	99	99	2	2	4	4	0	0	E OMNI SOUTH	4577
36	486	0	99	99	2	2	4	4	0	0	E WATSON ISLE	1504
37	12	0	6	6	2	2	4	4	0	0	E 5TH & MERIDIAN	1518
38	14	0	99	99	2	2	4	4	0	0	E 10TH & WASHINGTON	1523
39	20	0	99	99	2	2	4	4	0	0	E 13TH & WASHINGTON	1531
40	26	0	6	6	2	2	4	4	0	0	E CONVENTION CENTER	1556
41	575	0	99	99	2	2	4	4	0	0	A AIRPORT	4288
42	571	0	99	99	2	2	4	4	0	0	A NW 21ST/42ND AVE	4291
43	593	0	6	6	2	2	4	4	0	0	W MIDWAY MALL	4601
44	670	0	6	6	2	2	4	4	0	0	W 57TH/FLAGLER	4614
45	680	0	6	6	2	2	4	4	0	0	W 42TH/FLAGLER	4632
46	686	0	6	6	2	2	4	4	0	0	W 37TH/FLAGLER	4641
47	695	0	6	6	2	2	4	4	0	0	W 25TH/FLAGLER	4656
48	702	0	99	99	2	2	4	4	0	0	W 14TH/FLAGLER	4667
49	706	0	99	99	2	2	4	4	0	0	W 8TH/FLAGLER	4682
50	979	0	6	6	2	2	4	4	0	0	S KILLIAN DRIVE	5719
51	938	0	6	6	2	2	4	4	0	0	S THE FALLS	5769
52	940	0	6	6	2	2	4	4	0	0	S CORAL REEF	5813
53	891	0	6	6	2	2	4	4	0	0	S PERRINE	5893
54	919	0	6	6	2	2	4	4	0	0	S CUTLER RIDGE	5999
55	244						4	4	0	0	GOLDEN GLADES	1721
56	90						4	4	0	0	NE 16 AND 203 ST	2082
57	187						4	4	0	0	NW 67 AND PALMETTO	2241
58	586						4	4	0	0	NW 12 AND 107 AVE	4407
59	630						4	4	0	0	SW 40 AND 114 AVE	5224
60	647						4	4	0	0	SW 40 AND PALMETTO	5248
61	885						4	4	0	0	SW 72 AND 88 AVE	5489
62	888						4	4	0	0	SW 88 AND 97 AVE	5584
63	868						4	4	0	0	SW 152 AND FLA TPK	5803
64	950						4	4	0	0	SW 184 AND FLA TPK	5883
65	977						4	4	0	0	SW 211 AND H.E.F.T	6004
66	1048						4	4	0	0	SW 312 AND US-1	6222

LEGEND

A	RAIL STATION/EXPRESS BUS LOT NUMBER	COL. 1 - 5 (I5)
B	ZONE NUMBER	COL. 6 - 10 (I5)
C	PERCENT FREE PARKING	COL. 11 - 15 (F5.0)
D	PAY PARKING WALK TIME, MINUTES	COL. 16 - 20 (F5.0)
E	FREE PARKING WALK TIME, MINUTES	COL. 21 - 25 (F5.0)
F	KISS-N-RIDE/PARK-N-RIDE WALK TIME, MINUTES	COL. 26 - 30 (F5.0)
G	BUS WALK TIME, MINUTES	COL. 31 - 35 (F5.0)
H	FEEDER BUS SERVICE INDEX	COL. 36 - 40 (I5)
I	PARKING SERVICE INDEX	COL. 41 - 45 (I5)
J	PARKING COST, ALL DAY, CENTS	COL. 46 - 50 (F5.0)
K	PARKING COST, TWO HOURS, CENTS	COL. 51 - 55 (F5.0)
L	DESCRIPTION OF FACILITY	COL. 56 - 74 (ALPHA-NUMERIC)
M	RAIL STATION/EXPRESS BUS LOT NODE NUMBER	COL. 75 - 79 (I5)

ZONAL DATA FOR AUTO OCCUPANCY MODEL
(KN931MI.OTAP.AUTOSPLIT.Y90.DATA)
YEAR 1990

A	B	C	D	E	F
1	0	0	0	0	416
2	3	0	0	167	89
3	3	0	0	319	153
4	0	0	0	0	870
5	0	0	0	0	844
•					
•					
•					
501	2	380	170	1	6
502	0	380	170	0	5
503	1	350	170	0	5
504	0	350	170	0	6
505	0	395	170	0	6
506	0	490	230	0	5
507	1	490	230	0	5
508	3	390	180	0	7
509	3	390	180	0	7
510	2	400	200	0	4
•					
•					
•					
1085	2	0	0	7	33
1086	2	0	0	57	99
1087	2	0	0	163	155
1088	2	0	0	0	32
1089	2	0	0	10	168

LEGEND

A	ZONE NUMBER	COL. 5 - 8 (F4.0)
B	1980 INCOME CLASS	COL. 9 - 14 (F6.0)
C	PARKING COST, 9 HOUR, CENTS	COL. 15 - 20 (F6.0)
D	PARKING COST, 2 HOUR, CENTS	COL. 21 - 26 (F6.0)
E	RESIDENTIAL ACRES	COL. 45 - 50 (F6.0)
F	NON - RESIDENTIAL ACRES	COL. 51 - 56 (F6.0)

ZONAL DATA FOR AUTO OCCUPANCY MODEL
(KN931MI.OTAP.AUTOSPLIT.Y05.DATA)
YEAR 2005

A	B	C	D	E	F
1	0	0	0	0	416
2	3	0	0	174	89
3	3	0	0	329	154
4	0	0	0	0	870
5	0	0	0	0	844
•					
•					
•					
501	2	380	170	1	6
502	0	380	170	0	5
503	1	350	170	0	5
504	0	350	170	0	6
505	0	395	170	0	6
506	0	490	230	0	5
507	1	490	230	0	5
508	3	390	180	0	7
509	3	390	180	0	7
510	2	400	200	0	4
•					
•					
•					
1085	2	0	0	7	33
1086	2	0	0	494	175
1087	2	0	0	170	165
1088	2	0	0	0	52
1089	2	0	0	11	249

LEGEND

A	ZONE NUMBER	COL. 5 - 8 (F4.0)
B	1980 INCOME CLASS	COL. 9 - 14 (F6.0)
C	PARKING COST, 9 HOUR, CENTS	COL. 15 - 20 (F6.0)
D	PARKING COST, 2 HOUR, CENTS	COL. 21 - 26 (F6.0)
E	RESIDENTIAL ACRES	COL. 45 - 50 (F6.0)
F	NON - RESIDENTIAL ACRES	COL. 51 - 56 (F6.0)

METRO DADE TRANSPORTATION
PLAN UPDATE PROJECT

APPENDIX B
SUMMARY OF BUS ROUTES
BASELINE SYSTEMS
YEARS 1990 & 2005

SUMMARY OF 1990 ROUTES AND REVISIONS FOR 2005

LOCAL ROUTES

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
1	14th Street/ Washington Ave. (1541)	Gov't Center Station (4759)	Washington Ave., 17th Street Venetian Causeway, Biscayne Blvd., NE 1st Street.	No Change
2	Viscaya Station (5325)	Key Biscayne Beach (5357)	SW 3rd Ave., SW 26th Rd. Rickenbacker Causeway to Key Biscayne Beach/Park	No Change
3	41st Street/ Alton Road (1573)	Flagler St./ Biscayne Blvd. (4828)	Alton Rd., 41st St., Collins Ave., Washington Ave., 5th St., Mac Arthur Causeway, Biscayne Blvd.,	Terminate at Convention Center Station (1556)
4	Dade/Broward County Line (1661)	Flagler St./ Biscayne Blvd. (4828)	Collins Ave., 17th St., Alton Rd., Mac Arthur Causeway, Biscayne Blvd.	Terminate at 5th St./Michigan Ave., (a proposed Metro Station 1518) by using 5th St., from Alton Rd.
5 (midday)	NE 192nd St./ Collins Ave. (1658)	NE 203rd St./ NE 6th Ave. (2077)	Collins Ave., Sunny Isle Causeway., NE 163rd St., NE 14th Ave., NE 167th St. NW 2nd Ave., NE 199th St., NE 203rd St.	Begin route at proposed Metro Station (2099) and follow Biscayne Blvd. and 192nd St. Causeway.
6	NW 54th St./ NW 47th Ave. (4029)	NE 192nd St./ Collins Ave. (1658)	NW 54th St., NE 2nd Ave., 79th St. Causeway, Collins Ave.	Extend route across 192nd St. Causeway to proposed Metro Station (2099)
7	Palmetto/ NW 27th Ave. (2281)	17th St./ Washington Ave. (1557)	NW 27th Ave., NW 135th St., NW 17th Ave., NW 125th St., Broad Causeway, Collins Ave., 17th Street.	Extend route to end at proposed Metro Station (1556) at the Convention Center.
8	NE 165th St./ NE 12th Ave. (2323)	17th St./ Washington Ave. (1557)	NE 12th Ave., NE 163rd St., Sunny Isle Causeway, Collins Ave., 17th St.	Begin route at NE 192nd St/NE 19th Ave. (2087) and follow NE 19th Ave., Miami Gardens Drive, and NE 14th Ave. to NE 163rd St., End route at a proposed Metro Station (1556) at the Convention Center

SUMMARY OF 1990 ROUTES AND REVISIONS FOR 2005

LOCAL ROUTES

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
9	NE 96th St./ Collins Ave. (1638)	Flagler St./ NE 3rd Ave. (4818)	Collins Ave., 63rd St., Pine Tree Dr., Washington Ave., Mac Arthur Causeway, Biscayne Blvd., Flagler St., NE 3rd Ave.	Terminate at Convention Center (1556)
10 & 11	17th St./ Meridian Ave. (1533)	NW 32nd Ave./ NW 79th St. (2988)	17th St., Collins Ave., 71st St., 79th St. Causeway, NE/NW 79th St.	Combine as one route with revised headway of 7.5 and extend to Metro Station (2988)
12	Alton Rd./ 47th St. (1583)	Flagler St./ Biscayne Blvd. (4828)	Alton Rd., 41st St., Collins Ave., 17th St., Alton Rd., Mac Arthur Causeway, Biscayne Blvd.	Terminate at proposed Metro Station at 5th St./Michigan Ave. (1518) by using 5th St. from Alton Road.
13	Alton Rd./ 51st St. (1588)	First Street/ Alton Rd. (1514)	51st St., Pine Tree Dr., Washington Ave., Biscayne St., Alton Rd.	Terminate at proposed Metro Station at 5th St./Michigan Ave., (1518) by using 5th St.
14	Collins Ave./ 71st St. (1624)	4th St./ West Ave. (1512)	Collins Ave., 63rd St., Alton Rd., 17th St., Washington Ave., 1st St., West Ave.	Terminate at proposed Metro Station at 5th St./Michigan Ave. (1518) by using 5th St.
15	Collins Ave./ 192nd St. (1658)	Flagler St./ Biscayne Blvd. (4828)	Collins Ave., 17th St., Alton Rd., Mac Arthur Causeway, Biscayne Blvd.	Begin route at proposed Metro Station 2099 by using 192nd Causeway and Biscayne Blvd. Terminate at Omni DPM Station (4756) by using N. Bay Ct.
16	Collins Ave.,@ Bal Harbour (1644)	Flagler St./ Biscayne Blvd. (4828)	Collins Ave., 41st St., Julia Tuttle Causeway, Biscayne Blvd.	Terminate route at proposed Metro Station (4535) by using NE 36th St., NW 2nd Ave., NW 15th St.

SUMMARY OF 1990 ROUTES AND REVISIONS FOR 2005

LOCAL ROUTES

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
17	Biscayne St./ Meridian Ave. (1513)	Biscayne St./ Meridian Ave. (1513)	Biscayne St., Washington Ave., 17th St., Collins Ave., Alton Rd.	No Change
18 (midday)	SW 104th St./ SW 118th Ave. (5653)	SW 57th Ave./ SW 72nd St. (5518)	SW 104th St., SW 107th Ave., SW 72nd Street.	Terminate route at South Miami Station (5509); Begin route at proposed Metro Station (5769) by using SW 136th St. and SW 107th Ave.
19	Old Cuttler Rd./ SW 216th St. (6010)	Dadeland South Station (5603)	Old Cuttler Rd., SW 112th Ave., Cuttler Ridge S.C., S. Dixie Hwy., Caribbean Blvd., SW 117th Ave., SW 184th St., S. Dixie Hwy., SW 168th St., SW 112th Ave., SW 152nd Ave., S. Dixie Hwy.	No Change
20	Alhambra Circle/ Ponce de Leon (5143)	Viscaya Station (5325)	Alhambra Cr., Ponce de Leon, SW 3rd Ave., SW 24th St.	For peak period service combine with line 41 and revise headway to 15.0.
21	SW 24th St./ SW 112th Ave. (5079)	Viscaya Station (5325)	SW 24th St., SW 3rd Ave.	No Change
22	NE 5th St./ NE 1st Ave. (4787)	NE 207th St./ NE 12th Ave. (2080)	NE 5th St., N. Miami Ave., NW 95th St., NW 2nd Ave., NW 125th St., N. Miami Ave., NW 107th Ave., NW 2nd Ave., Country Line Rd., NE 12th Ave.	Begin route on NW 15th St. near Miami Avenue at proposed Metro Station (4535) and proceed north on Miami Avenue.

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METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
23	NE 5th St./ NE 1st Ave. (4787)	NE 79th St./ N. Miami Ave. (3044)	NE 5th St., N. Miami Ave.	Begin route on NW 15th St., near Miami Ave. at proposed Metro Station (4535) and continue north on Miami Ave.; and terminate line at proposed Metro Station on NE 79th St. (3055)
25 (Peak)	NW 5th St./ NW 1st Ave. (4750)	SR 836/ NW 107th Ave. (4408)	NW 1st Ave., NW 6th St., NW 7th St. Flagler St., NW 79th Ave., NW 7th St. NW 87th Ave., Flagler St., NW 107th Ave.	Begin route at DPM Station (4753) by using NW 5th St., extend route to (4257) to serve International Mall; for peak period combine with line 26 and revise headway to 20.0.
26	NW 5th St./ NW 1st Ave. (4750)	Palmetto Exp./ Flagler St. (1859)	NW 1st Ave., NW 6th St., NW 7th Ave., NW 4th St., NW 8th Ave., NW 7th St., NW 62nd Ave., Flagler St.	Combined with Line 26 (route no longer used)
27	Brickell Station (5196)	SW 8th St./ SW 112th Ave. (5078)	SW 1st Ave., SW 7th St., SW 8th St., NW 112th Ave.	Combine with line 28 and revise headway to 10.0 and revise alignment to stop at proposed Metro Station (4601) by using Tamiami Canal Rd. Flagler St., and SW 87th Ave., Extend route on Flagler St., SW 127th Ave., SW 24th St., to SW 147th Ave. (5056)
28	Brickell Station (5196)	SW 8th St./ SW 72nd Ave. (4867)	SW 1st Ave., SW 7th St., SW 8th St.	Combined with Line 27 (Route no longer used)

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METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
29	NE 203rd St./ Biscayne Blvd. (2097)	NE 6th St./ NE 1st Ave. (4786)	NE 203rd St., W. Dixie Hwy., NE 167th St., NE 19th Ave., NE 163rd St., NE 16th Ave., W. Dixie Hwy., NE 2nd Ave. NE 6th St.	Terminate line at NE 79th St. and tie to Metro Station (3055). Revise alignment to stop at proposed station at Miami Gardens Drive and Biscayne Blvd.
30	SW 40th St./ 112th Ave. (5224)	Gov't Center Station (4759)	SW 40th St., SW 107th Ave., Flagler St., SW 1st St., SW/NW 1st Ave.	Combine with line 31
31	SW 79th Ave./ Flagler St. (4601)	Gov't Center Station (4759)	Flagler St., SW 1st St., NW/SW 1st Ave.	Combined with line 30 (route no longer used)
32 (peak)	NE 12th Ave./ NE 163rd St. (2322)	NE 5th St./ NE 1st Ave. (4787)	NE 12th Ave., NE 122nd St., W. Dixie Hwy., NE 2nd Ave., NE 5th St.	Terminate route at proposed Metro Station (3055) by using NE 79th St.
33	Okeechobee Rd./ 52nd Ave. (4022)	NE 5th St./ NE 1st Ave. (4787)	NW 52nd Ave., NW/NE 62nd St., Biscayne Blvd., NE 5th St.	Terminate at proposed Metro Station on NE 54th St. (4107) by using NE 2nd Ave., to NE 54th St.
34	County Line Rd. near Sunshine State Parkway (2013)	NW 62nd St./ NW 27th Ave. (4052)	County Line Rd., NW 27th Ave., 199th St., NW 37th Ave., Palmetto S.D., NW 27th Ave.	No Change

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METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
35 (Peak)	Brickell Station (5196)	SW 67th Ave./ SW 40th St. (5254)	SW 40th St., SW 57th Ave., SW 24th St., Alhambra Cr., Ponce de Leon, SW 24th St., SW 3rd Ave., SW 13th St., SW 1st Ave.	Begin route at Viscaya Station (5325) and extend route along Bird Rd. to 79th Ave. (5248)
36	Coconut Grove Station (5309)	NW 37th Ave./ 151st St. (2514)	SW 27th Ave., South Bayshore Dr., SW/NW 17th Ave., NW 135th St., NW 22nd Ave., NW 151st St.	Combine with Line 37 and revise headway to 20.0.
37	Flagler St./ NW 17th Ave. (4666)	NW 37th Ave./ NW 151st St., (2514)	NW 17th Ave., NW 135th St., NW 22nd Ave., NW 151st St.	Combined with line 36 (route no longer used)
38	NW 12th Ave./ NW 71st St. (3020)	NW 12th Ave./ NW 17th St. (4477)	NW 12th Ave.	Revise line to start at (3027) NW 7th St./NW 79th St. and following NW 7th Ave. to NW 71st St.; then extend line south on NW/SW 12th Ave., to SW 3rd Ave., to Viscaya Station, to SW 3rd Ave., SW 13th St., SW 15th Rd., Brickell Ave., to 5346.
39	NW 183rd St./ NW 7th Ave. (2172)	Coconut Grove Station (5309)	NW 183rd St., NW/SW 22nd Ave. S. Dixie Hwy.	Revise alignment to stop at proposed Metro Station (2403) by using NW 163rd St., NW 27th Ave., NW 151st St., and to stop at Metro Station (4052) (62nd/ 27th Ave.) by using NW 62nd St.

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METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
40	NE 163rd St./ NE 14th Ave. (2327)	NW 12th Ave./ NW 17th St. (4477)	NE 163rd St., NE 167th St., Palmetto S.D., NW 22nd Ave., NW 20th St., NW 12th Ave.	Terminate line at proposed Metro Station (2403) by using NW 151st St.
41 (Peak)	Viscaya Station (5325)	Ponce de Leon/ SW 22nd St. (5149)	SW 3rd Ave., SW 24th St., Ponce de Leon.	Combined with line 20 (route no longer used)
42	Dodge Island (1501)	Airport (4291)	NE 6th St., NE 1st Ave., NE 5th St., Biscayne Blvd., NW 28/29 St., NW 27th Ave., NW S. River Dr., NW 21st St.	No Change
43 (Peak)	Brickell Station (5196)	Coconut Grove Station (5309)	SW 27th Ave., SW 40th St., SW 32nd Ave., SW 8th St., SW 1st Ave.	No Change
44	Coconut Grove Station (5309)	SW 88th St./ Dadeland Blvd. (5601)	SW 27th Ave., Ingraham Hwy., Old Cutler Hwy., SW 57th Ave., SW 112th St., S. Dixie Hwy., Dadeland Blvd.	Revise route to terminate at proposed Metro Station (5769) at S. Dixie Hwy./ SW 136th St. by using SW 104th St., SW 97th Ave., and SW 136th St.
45	NE 163rd St./ NE 12th Ave. (2324)	NW 122nd St./ NW 79th Ave. (2607)	NE 163rd St., NE 16th Ave., NE 125th St., W. Dixie Hwy., NE/NW 119th St., NW 32nd Ave., NW 103rd St., NW 42nd Ave., NW 120/122 St.	Revise alignment to stop at Metro Station (2770) by using NW 103rd St.

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
46	NW 17th St./ NW 12th Ave. (4477)	County Line Rd./ NW 47th Ave. (2004)	NW 12th Ave., NW 14th St., NW 22nd Ave., NW 20th St., NW 27th Ave., NW 28th St., NW 32nd Ave., NW 119th St., NW 27th Ave., NW 151st St., NW 32nd Ave., Palmetto S.D., NW 47th Ave.	No Change
47	NW 103rd St./ 92nd Ave. (2728)	Biscayne Blvd./ NE 79th St. (3062)	NW 103rd St., NW 22nd Ave., NW/NE 95th St., Biscayne Blvd.	Begin line at NW 107th Ave./Okeechobee Rd. (2586) and follow Okeechobee Rd. to NW 103rd St., Terminate route at Northside Metro Station (2899)
48	Ponce de Leon/ SW 22nd St. (5149)	71st St./ Collins Ave. (1624)	Ponce de Leon, Alhambra Cr., SW 42nd Ave., NW 36th St., Julia Tuttle Causeway, 41st St., Collins Ave.	No Change
49	SW 344th St./ 182nd Ave. (6299)	SW 211th St./ SW 110th Ave. (6004)	SW 344th St., SW 177th Ave., SW 304th St., 162nd Ave., SW 296th St., SW 152nd Ave., SW 288th St., SW 137th Ave., SW 268th St., S. Dixie Hwy., SW 211th St.	Extend route to terminate at proposed Metro Station 5999 (Cutler Ridge)
50	NW 27th Ave./ 84th St. (2996)	South Miami Station (5509)	SW 27th Ave., NW 36th St., NW 42nd Ave., NW 21st St., NW/SW 37th Ave., Old Cutler Rd., SW 72nd Ave.	Begin line on NW 32nd Ave. at NW 8th St. (2987) and pass through Metro Station (2988) by using NW 32nd Ave. nad NW 79th St.
51	NW 42nd Ave./ 147th St. (2511)	Coconut Grove Station (5309)	NW 42nd Ave., Grand Ave., Ingraham Hwy. SW 27th Ave.	No Change

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
52	Biscayne Blvd./ NE 54th St. (4111)	NW 57th Ave./ 157th St. (2384)	NE 54th St., NE 2nd Ave., NE/NW 46th St., Okeechobee Rd., NW 57th Ave., NW 74th St., NW 67th Ave., NW 135th St., NW 57th Ave.	Begin line one block north on Biscayne Blvd. (4110)
53 (Peak)	Airport (4288)	NW 119th St./ NW 47th Ave. (2633)	NW 47th Ave., NW 36th St., NW 42nd Ave., NW 21st St.	Begin route at 4291; Revise alignment (2966) by using NW 71st St., NW 52nd Ave., and NW 74th St.
54	NW 58th St./ 87th Ave. (3082)	NW 12th Ave./ NW 36th St. (4216)	NW 58th St., NW 72nd Ave., NW 36th St.	No Change
55	Biscayne Blvd./ County line (2036)	NE 5th St./ NE 1st Ave. (4787)	Biscayne Blvd., West Dixie Hwy., NE 167th St., NE 14th Ave., NE 163rd St., Biscayne Blvd. NE 5th St.	Combine with line 59 and revise headway to 30.0; Revise alignment to stop at Metro Station (3055) by using NE 79th St.; and terminate line at DPM Station (4566) at N. Bay Ct. and NE 14th St.
56	NW 77th Ave./ NW 170th St. (2227)	NW 36th St./ Curtiss Parkway (4149)	NW 170th St., NW 87th Ave., NW 186th St., NW 67th Ave., NW 103rd St., NW 72nd Ave., Okeechobee Rd., NW 74th St., NW 52nd Ave., Curtiss Parkway.	Revise alignment to use NW 122nd St. and NW 72nd Ave.
57	NW 192nd St./ NW 57th Ave. (2126)	Airport (4288)	NW 57th Ave., Okeechobee Rd., NW 47th Ave., NW 36th St., NW 42nd Ave.	Revise alignment to stop at Metro Station (2966) by using NW 74th St.; Terminate line at 4291.

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
58 (Midday)	NE 12th Ave./ NE 163rd St. (2324)	NE 5th St./ NE 1st Ave. (4787)	NE 12th Ave., NE 167th St., NE 6th Ave. Biscayne Blvd., NE 5th St.	Terminate line to stop at proposed Metro Station (3055) by using NE 79th St.
59	NE 79th St./ Biscayne Blvd. (3063)	NE 5th St./ NW 1st Ave. (4787)	Biscayne Blvd., NE 5th St.	Combined with line 55 (route no longer used).
60	SW 8th St./ SW 127th Ave. (4842)	Douglas Ave. Station (5439)	SW 127th Ave., SW 40th St., SW 37th Ave.	Extend route to Coconut Grove Station (5309) by using SW 40th St. and SW 27th Ave.
61	NW 67th Ave./ 157th St. (2377)	Dadeland South Station (5603)	NW 67th Ave., NW 74th St., NW 72nd Ave., Flagler St., SW 67th Ave. SW 88th St., Dadeland Blvd.	Revise alignment to follow NW 103rd St. NW 62nd Ave., and NW 74th St.
62	SW 344th St./ 177th Ave. (6304)	SW 211th St./ SW 110th Ave. (6004)	SW 344th St., SW 187th Ave., SW 320th St., SW 177th Ave., SW 314th St., SW 187th Ave., SW 296th St., SW 177th Ave. SW 209th St., S. Dixie Hwy., SW 167th Ave., SW 280th St., S. Dixie Hwy. SW 268th St., SW 112th Ave., S. Dixie Hwy. S.D., Caribbean Blvd., Florida Turnpike S.D., SW 211th St.	Revise alignment to terminate at proposed Metro Station at Cutler Ridge (5999) by using SW 112th Ave., SW 211th St., Florida Turnpike S.D., Caribbean Blvd., and S. Dixie Hwy.
63	NE 79th St./ Biscayne Blvd. (3063)	NW 74th St./ NW 52nd Ave. (2963)	Biscayne Blvd., NE/NW 71st St., NW 32nd Ave., NW 79th St., NW 47th Ave. NW 74th St.	Begin route at proposed Metro Station (3055) by using NE 79th St.

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
64	NW 7th Ave./ NW 151st St. (2421)	NW 11th St./ NW 9th Ave. (4487)	NW 7th Ave., NW 11th St.	Terminate route at Metro Station Culmer (4493) at NW 11th St./ NW 7th Ave.
65	NW 74th St./ NW 62nd Ave. (2946)	Dadeland South Station (5603)	NW 74th St., NW 72nd Ave., NW 58th St., NW/SW 87th Ave., SW 88th St., Dadeland Blvd.	Begin route at Okeechobee Rd./NW 74th St. (2938) Metro Station; Revise alignment to stop at a proposed Metro Station (4601) by using Flagler St.; and extend line to proposed Metro Station of SW 136th St./S. Dixie Hwy. (5769) instead of Dadeland South by using SW 87th Ave. and SW 136th St.
66	SW 88th St./ SW 147th Ave. (5551)	Dadeland South Station (5603)	SW 147th Ave., SW 72nd St., SW 137th Ave., SW 88th St., Dadeland Blvd.	Extend line along SW 88th St., Old Cutler Rd., SW 72nd St., Maynada St. to the University Station (5527)
67	NE 2nd Ave./ NE 79th St. (3052)	NW 5th St./ N. Miami Ave. (4769)	NE 2nd Ave., NE 20th St., N. Miami Ave., NE/NW 14th St., NW 2nd Ave., NW 10th St., N. Miami Ave.	Delete line; similar to proposed Metro line to northeast.
68	SW 24th St./ SW 37th Ave. (5158)	South Miami Station (5509)	SW 37th Ave., Old Cutler Rd., SW 72nd Ave.	Begin route at Alhambra Circle/ Salzedo St. (5143) and follows Alhambra Circle, Ponce de Leon, and SW 24th St.

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
69	SR 836/ NW 107th Ave. (4408)	SW 211th St./ SW 110th Ave. (6004)	NW/SW 107th Ave., SW 24th St., SW 117th Ave., Snapper Creek Dr., SW 107th Ave., SW 104th St., SW 117th Ave., SW 152nd St., S. Dixie Hwy., Franjo Rd., Caribbean Blvd., S. Dixie Hwy., SW 211th St.	Begin line at NW 12th St./NW 102nd Ave. (4409) to serve International Mall by following NW 12th St., and NW 107th Ave.
70	South Dixie Hwy/ SW 88th St. (5609)	SW 211th St./ SW 110th Ave. (6004)	S. Dixie Hwy., SW 211th St.	Begin line at Dadeland South Station (5603)
71	Fla. Turnpike NW 27th Ave. (2008)	South Bayshore Dr./SW 22nd Ave. (5316)	NW/SW 27th Ave., South Bayshore Dr.	No Change
72	Airport (4288)	SW 152nd St./ SW 137th Ave. (5794)	NW 42nd Ave., NW 7th St., NW/SW 57th Ave., Old Cutler Rd., SW 136th St., SW 117th Ave., SW 152nd St.	Begin line at proposed Metro Station (4291)
73 (Peak)	Dadeland North Station (5610)	S. Dixie Hwy. (Perrine) (5894)	S. Dixie Hwy. SW 67th Ave., SW 120th St., SW 77th Ave., SW 152nd St., SW 87th Ave., SW 168th St., S. Dixie Hwy.	Terminate route at proposed Metro Station (5813) using SW 152nd St.
74	NE 203rd St./ Biscayne Blvd. (2097)	NW 52nd Ave./ NW 199th St. (2050)	NE 203rd St., NW 199th St.	Begin line at proposed Metro Station at NE 194th St./Biscayne Blvd. (2099) and follow Biscayne Blvd. to NE 203rd Street.

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
1 (Midday)	SW 211th St./ SW 112th Ave. (6004)	Dadeland South Station (5603)	SW 211th St., Florida Turnpike SD, Caribbean Blvd., Franjo Rd., S. Dixie Hwy.	Delete Line since it duplicates proposed Metro line.
2 (Midday)	Golden Glades Park-n-Ride Lot (1721)	Earlington Height Station (4193)	I-95, SR 112, NW 22nd Ave.	Revise alignment begin at Golden Glades Park-n-Ride Lot, follow SR9 to NW 27th Ave. to proposed Metro Station (2531)
3 (Peak)	NW 67th Ave./ NW 150th St. (2379)	Airport (4288)	NW 67th Ave., NW 95th St., NW 52nd Ave., Curtiss Pkway., NW 36th St., NW 42nd Ave.	Terminate line at proposed Metro Station (4291)
4 (peak)	SW 211th St./ SW 112th Ave. (6004)	Dadeland South Station (5603)	SW 211th St., Florida Turnpike SD, Caribbean Blvd., Franjo Rd., S. Dixie Hwy.	Revise route to begin at proposed Metro Station (5999) using S. Dixie Hwy., SW 112th Ave., SW 211th St.; Terminate route at proposed Metro Station (5893) and change to two-way mode 4 route line-85.
5 (Peak)	Dadeland South Station (5603)	Airport (4288)	Dadeland Blvd., SW 88th St., Palmetto Expwy., NW 36th St., NW 42nd Ave.	Terminate line at proposed Metro Station (4291)
6 (Peak)	Dadeland South Station (5603)	NW 58th St./ NW 92nd Ave. (3086)	Dadeland Blvd., SW 88th St., Palmetto Expwy., SR 836, NW 72nd Ave., NW 36th St., NW 41st St., NW 97th Ave., NW 58th St.	No Change

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
7 (Peak)	Biscayne Blvd./ NE 35th St. (2579)	Earlington Heights (4193)	NE 135th St., NE 12th Ave., NE 125th St., W. Dixie Hwy., NW 119th St., I-95, SR 112, NW 22nd Ave.	Delete Route
8 (Peak)	SW 304th St./ SW 167th Ave. (6222)	Dadeland South Station (5603)	SW 304th St., S. Dixie Hwy., SW 211th St., SW 112th Ave., S. Dixie Hwy	Combine with line 18 and revise headway to 15.0; terminate route at proposed Metro Station (5999)
9/10 (Peak)	SW 211th St./ SW 112th Ave. (6003)	Dadeland South Station (5603)	SW 211th St., Florida Turnpike S.D., SW 216th St., S. Dixie Hwy., SW 117th Ave., SW 168th St., S. Dixie Hwy.	Delete routes.
11 (Peak)	SW 72nd St./ SW 137th Ave. (5466)	Dadeland North Station (5610)	SW 72nd St., SW 137th Ave., SW 88th St., S. Dixie Hwy.	No Change
12/13 (Peak)	SW 40th St./ SW 115th Ave. (5224)	NW 12th Ave./ NW 16th St. (4477)	SW 40th St., SW 87th Ave., SW 24th St., Palmetto Expwy., SR 836, NW 17th Ave., NW 14th St., NW 12th Ave.	Combine into one route with a headway of 20.0; terminate route at proposed Metro Station (4601) by using Flagler Street.
14 (Peak)	SW 40th St./ SW 115th Ave. (5224)	NE 5th St./ NE 1st Ave. (4787)	SW 40th St., SW 87th Ave., SW 8th St., Tamiami Canal Rd., Flagler St. NW 57th Ave., SR 836/I-395, Biscayne Blvd., NE 14th St., N. Bay Ct., NE 15th St., Biscayne Blvd., NE 5th St.	Terminate route at proposed Metro Station (4601) by using Flagler St.

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
15 (Peak)	NW 57th Ave./ Palmetto SD. (2250)	Earlington Heights Station (4193)	NW 57th Ave., NW 183rd St., NW 27th Ave., Palmetto Expwy., I-95, SR 112, NW 22nd Ave.	Begin route at NW 67th Ave./Palmetto SD. (2241) and follow service drive; terminate route at proposed Metro Station (2403) by using NW 27th Ave.
16 (Peak)	NW 2nd Ave./ County Line Rd. (2020)	Earlington Heights Station (4193)	NW 2nd Ave., NW 183rd St., NW 2nd Ave., I-95, SR 112, NW 22nd Ave.	Terminate route at proposed Metro Station (2531) by using SR 9 and NW 27th Ave.
17 (Peak)	NE 183rd St./ NE 14th Ave. (2190)	Earlington Heights Station (4193)	NE 183rd St., NE 19th Ave., NE 163rd St., NE 167th St., I-95, SR 112, NW 22nd Ave.	Delete route; add begining to Mode 4, line 12.
18 (Peak)	SW 304th St./ SW 167th Ave. (6222)	Dadeland North Station (5610)	SW 304th St., S. Dixie Hwy., SW 211th St., SW 112th Ave., S. Dixie Hwy.	Combined with line 8 (route no longer used).
19 (Peak)	SW 42nd St./ SE 137th Ave. (5212)	Dadeland North Station (5610)	SW 137th Ave., SW 72nd St., SW 72nd Ave., Snapper Creek S.D., S. Dixie Hwy.	No Change
20 (Peak)	SW 88th St./ SW 172nd Ave. (5539)	Dadeland North Station (5610)	SW 88th St., SW 147th Ave., SW 72nd St., SW 137th Ave., SW 88th St., SW 72nd Ave., Snapper Creek SD, South Dixie Hwy.	No Change
21 (Peak)	Golden Glades Park-n-Ride Lot (1721)	Ponce de Leon/ SW 22nd St. (5149)	I-95, SR 112, NW 22nd Ave., SR 112, NW 36th St., NW/SW 42nd Ave., Alhambra Cr., Ponce de Leon.	Delete route

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ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS	REVISIONS FOR 2005 SYSTEMS
22 (Peak)	Golden Glades Park-n-Ride Lot (1721)	17th St./ Washington Ave. (1557)	I-95, I-195, Julia Tuttle Causeway 41st St., Alton Rd., 17th St.	No Change
23/25 (Peak)	Golden Glades Park-n-Ride Lot (1721)	Earlington Heights Station (4193)	I-95, SR 112, NW 22nd Ave.	No Change to 23; Revise route 25 to terminate at proposed Metro Station (2531) by using SR 9 and NW 27th Ave.
24 (Peak)	Golden Glades Park-n-Ride Lot (1721)	NW 41st St./ NW 95th Ave. (4124)	I-95, SR 112, NW 22nd Ave., SR 112, NW 36th St., NW 41st St.	No Change
26 (Peak)	NW 107th Ave./ NW 12th St. (4407)	NW 1st Ct./ Flagler St. (4747)	NW 12th St., SR 836, I-95, S. Miami Ave., SW 3rd St., SE 1st Ave. Flagler St.	Revise route to terminate at proposed Metro Station (4601) by using NW 87th Ave., and Flagler St.
27 (Peak)	NE 203rd St./ NE 14th Ave. (2082)	Earlington Heights Station (4193)	NE 203rd St., I-95, Golden Glades I-95, SR 112, NW 22nd Ave.	Revise route to terminate at proposed Metro Station (2099) by using NE 203rd St. and Biscayne Blvd.

SUMMARY OF NEW ROUTES FOR 2005

LOCAL ROUTES

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS
75	SW 56th St./ SW 137th Ave. (5367)	University Station (5527)	SW 56th St., Alhambra Cr., Ponce de Leon, Maynada St.
76	South Miami Station (5509)	Ponce de Leon/ Alhambra Cr. (5149)	SW 72nd St., SW 57th Ave., Ponce de Leon, Alhambra Cr. Granada Blvd., Biltmore Way, SW 22nd St., SW 42nd Ave., Alhambra Cr., Ponce de Leon.
77	Cutler Ridge Station (5999)	University Station (5527)	S. Dixie Hwy., SW 216th St., Old Cutler Rd., SW 72nd St., Maynada St.
78	Dadeland North Station (5610)	Old Cutler Rd./ SW 184th St. (5906)	S. Dixie Hwy., SW 67th Ave., SW 152nd St., Old Cutler Rd., SW 168th St., S. Dixie Hwy., SW 184th St.
79	NW 12th St./ NW 107th Ave. (4257)	Dadeland South Station (5603)	NW/SW 107th Ave., SW 8th St., SW 97th Ave., SW 72nd St., SW 72nd Ave., SW 88th St., Dadeland Blvd.
80	NW 52nd Ave./ S. River Dr. (4015)	NW 12th Ave./ NW 36th St. (4216)	NW 52nd St., NW 67th Ave., NW 36th St.
81	NE 183rd St. Station (2204)	NE 79th St. Station (3055)	Miami Gardens Dr., NE 6th St., NE 79th St.

SUMMARY OF NEW ROUTES FOR 2005

LOCAL ROUTES

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ROUTE NUMBER	BEGINING POINT	ENDING POINT	MAJOR ROADWAYS
82	NW 57th Ave./ NW 201st St. (2049)	NE 183rd St. Station (2204)	NW 201st St., NW 79th Ave., NW 186th St., NW 32nd Ave., NE 151st St., NW 27th Ave., NW 183rd St.
83	NE 125th St. Station (2703)	NW 162nd Ave./ NW 135th St. (2502)	NE 125th St., NE 16th Ave., NE 135th St.
84	NE 19th Ave./ NE 165th St. (2338)	NE 125th St. Station (2703)	NE 19th Ave., NE 163rd St., NE 12th Ave., NE 125th St.
85	Cutler Ridge Station (5999)	Perrine Station (5893)	S. Dixie Hwy., SW 112th Ave., Florida Turnpike S.D., Caribbean Blvd., Franjo Rd.

METRO DADE TRANSPORTATION
PLAN UPDATE PROJECT

APPENDIX C
TRANSPORTATION PLANNING MODEL EXECUTION JCL EXAMPLES YEAR 2005 BASELINE SYSTEM

1. PANDA.MODEL
2. BUILDHR.CNTL
3. SKIMS.UNRS.CNTL
4. AGM.INT.CNTL.
5. AGM.EXT.CNTL.
6. SKIMS.RESTR.CNTL
7. AUTCON.CNTL
8. INET.UPATH.UPSUM.CNTL
9. USTOS.ACCEGR.CNTL
10. FARESKIM.CNTL
11. GOMOD.CNTL
12. ULOAD.PARTA.CNTL
13. ULOAD.PARTB.CNTL
14. AUTOSPLT.CNTL
15. ASSIGN.HRMOD.CNTL
16. HEVAL.CNTL
17. TRANSIT.SYSIN

1 PANDA MODEL

```
//KN931MIA JOB (5520931,5500,990807102),
//       'DOHERTY,89745,B303',
//       MSGLEVEL=(1,1),MSGCLASS=A,CLASS=A,
//       NOTIFY=KN931MI,REGION=600K,TIME=(5)
//*
//*      +-----------------------------------------------------+
//*      | FILE= (KN931MI) OTAS.PANDA.MODEL                    |
//*      | RUN TIME: CPU  2 MIN, EXEC  5 MIN, CANCL  7 MIN     |
//*      | NO OF PRINT LINES: APPROX.  4,000 FOR THE RUN       |
//*      | OFFLINE PACK REQ'D: NONE                            |
//*      | TAPES REQ'D: NONE                                   |
//*      +-----------------------------------------------------+
//*
//DELOUT   PROC DSET=DUMMY
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//STEP1    EXEC DELOUT,DSET='KN931MI.OTAP.GENPRODS.I980.DATA'
//STEP2    EXEC DELOUT,DSET='KN931MI.OTAP.GENATTRS.I980.DATA'
/*
//STEP3    EXEC FORTGCLG
//FORT.SYSPRINT  DD DUMMY
//FORT.SYSTERM   DD DUMMY
//FORT.SYSIN  DD  *
C     THIS PROGRAM HAS TO BE RUN 2 TIMES TO PRODUCE FILES FOR
C     PGM 'OTAPRDCP' TO USE.  EACH RUN WOULD USE A DIFFERENT VERSION OF
C     THE SAME YEAR BEING TESTED.
C     FT06 & FT18 ARE FOR PRODUCTIONS
C     FT08 & FT19 ARE FOR ATTRACTIONS
C     TO RUN PROGRAM 'OTARANK' CHANGE JCL TO CREATE DISK DATA SETS FOR
C     FT06 & FT08 INSTEAD OF PRINTING.  THESE DATA SETS WILL BE USED BY
C     PGM 'OTAPRDCP' ALSO.
      IMPLICIT INTEGER*4(H-N)
      DIMENSION HBPW(1089),HBP1(1089),HBP2(1089),HBP3(1089),HBPM(1089),
     2HBAW(1089),HBAG(1089),HBAS(1089),HBAC(1089),HBAM(1089),NPHB(1089),
     3NHBAT(1089),NHBAR(1089),HTPROD(1089),HTATTR(1089)
      DATA HBPW/1089*0/,HBP1/1089*0/,HBP2/1089*0/,HBP3/1089*0/,
     1HBPM/1089*0/,HBAW/1089*0/,HBAG/1089*0/,HBAS/1089*0/,HBAC/1089*0/,
     2HBAM/1089*0/,NPHB/1089*0/,NHBAT/1089*0/,NHBAR/1089*0/,
     3HTPROD/1089*0/,HTATTR/1089*0/
      INTEGER BPW/0/,BP1/0/,BP2/0/,BP3/0/,BPM/0/,PHB/0/,HBAR/0/,HBAT/0/,
     2HPROD/0/,HATTR/0/
C
C        FUNCTION DEFINITIONS
      HBPWK(N1)=1.51592*N1
      HBPSH(N1,N2)=1.05694*N1+0.15161*N2
      HBPSR(N1,N2)=1.05553*N1+0.94028*N2
      HBPSC(N1)=0.59639*N1
      HBPMS(N1,N2)=1.22731*N1+0.63507*N2
      HBAWK(N1)=1.15657*N1
      HBAGS(N1)=4.56067*N1
      HBASR(N1,N2,N3)=344.62769+0.12355*N1+0.35032*N2+0.47913*N3
      HBAMS(N1,N2)=311.8606+1.04684*N1+0.3191*N2
      HBASC(N1,N2)=0.78897*N1+0.9352*N2
```

```
      NHBATA(N1,N2)=0.02823*N1+0.04067*N2
      NHBATR(N1,N2)=93.36358+0.11745*N1+0.16255*N2
      HCPTP(N1)=6.66493*N1
      HCNTG(N1)=1.05939*N1
      NPHBF(N1)=133.64201+0.16273*N1
C
C     THE NEXT FOUR STATEMENTS DETERMINE WHAT YEAR IS TO BE PROCESSED
C
      READ(5,5)ICNT,ITYPE
      IF (ICNT .EQ. 0) GO TO 12
      DO 10 I=1,ICNT
   10 READ(11,2000) IPASS
C     VARIABLE 'ITYPE' IS USED TO DETERMINE WHAT TYPE OF INPUT IS USED
C     THE FOLLOWING ARE THE LEGAL VALUES OF 'ITYPE':
C     IF EQUAL 1    INPUT IS TAPE, PROD & ATTR W/O  TAXI & TRUCK
C     IF EQUAL 2    INPUT IS DISK, PROD & ATTR W/O  TAXI & TRUCK
C     IF EQUAL 3    INPUT IS TAPE, PROD & ATTR WITH TAXI & TRUCK
C     IF EQUAL 4    INPUT IS DISK, PROD & ATTR WITH TAXI & TRUCK
   12 IF (ITYPE .GT. 2) GO TO 14
      WRITE(6,1003)
      WRITE(8,1004)
      GO TO 15
   14 WRITE(6,1005)
      WRITE(8,1006)
   15 DO 25 I=1,1089
      IF (ITYPE .EQ. 1 .OR. ITYPE .EQ. 3) GO TO 17
C
C     THIS STATEMENT IS READING THE DISK FILE
C
      READ(11,1000,END=999)IYR,IDI,IZN,IPOP,IHU,IAU,ICEMP,IREEMP,
     2ITOEMP,IHOTMO,ILAFOR,ISCK9,ISC10
      GO TO 20
C
C     THIS STATEMENT IS READING THE TAPE
C
   17 READ(11,1001,END=999)IZN,IPOP,IHU,IAU,ICEMP,IREEMP,ITOEMP,IHOT
     2MO,ILAFOR,ISCK9,ISC10,IYR
   20 IF (I .GT. 1) GO TO 21
C     WRITE(6,1007)IYR
C     WRITE(8,1007)IYR
   21 HBPW(I)=HBPWK(ILAFOR)
      HBP1(I)=HBPSH(IAU,IHU)
      HBP2(I)=HBPSR(IAU,IHOTMO)
      HBP3(I)=HBPSC(IAU)
      HBPM(I)=HBPMS(IAU,IHOTMO)
      HBAW(I)=HBAWK(ITOEMP)
      HBAG(I)=HBAGS(IREEMP)
      HBAS(I)=HBASR(IPOP,ICEMP,IHOTMO)
      HBAC(I)=HBASC(ISCK9,ISC10)
      HBAM(I)=HBAMS(ICEMP,ITOEMP)
      NPHB(I)=NPHBF(HBAW(I)+HBAG(I)+HBAS(I)+HBAM(I)+HBAC(I))
      NHBAT(I)=NHBATA(ITOEMP,IHOTMO)
      NHBAR(I)=NHBATR(IAU,ITOEMP)
      BAW = BAW + HBAW(I)
      BAG = BAG + HBAG(I)
      BAS = BAS + HBAS(I)
      BAC = BAC + HBAC(I)
      BAM = BAM + HBAM(I)
      BPM = BPM + HBPM(I)
      BP3 = BP3 + HBP3(I)
      BP2 = BP2 + HBP2(I)
      BP1 = BP1 + HBP1(I)
```

```
      BPW = BPW + HBPW(I)
      PHB = PHB + NPHB(I)
      HTPROD(I) = HBPW(I)+HBP1(I)+HBP2(I)+HBP3(I)+HBPM(I)+NPHB(I)+NHBAR(
     2I)+NHBAT(I)
      HTATTR(I) = HBAW(I)+HBAG(2)+HBAS(2)+HBAC(I)+HBAM(I)+NPHB(I)+NHBAR(
     2I)+NHBAT(I)
      IF (ITYPE .GT. 2) GO TO 22
      HTPROD(I) = HTPROD(I) - NHBAR(I) -NHBAT(I)
      HTATTR(I) = HTATTR(I) - NHBAR(I) -NHBAT(I)
      NHBAR(I) = 0
      NHBAT(I) = 0
   22 WRITE(6,3000)IDI,IZN,HBPW(I),HBP1(I),HBP2(I),HBP3(I),HBPM(I),
     2NPHB(I),NHBAR(I),NHBAT(I),HTPROD(I)
      WRITE(8,3000)IDI,IZN,HBAW(I),HBAG(I),HBAS(I),HBAC(I),HBAM(I),
     2NPHB(I),NHBAR(I),NHBAT(I),HTATTR(I)
      WRITE(18,3001)IDI,IZN,HBPW(I),HBP1(I),HBP2(I),HBP3(I),HBPM(I),
     2NPHB(I),NHBAR(I),NHBAT(I)
      WRITE(19,3001)IDI,IZN,HBAW(I),HBAG(I),HBAS(I),HBAC(I),HBAM(I),
     2NPHB(I),NHBAR(I),NHBAT(I)
      HBAR = HBAR + NHBAR(I)
      HBAT = HBAT + NHBAT(I)
   25 CONTINUE
  999 CONTINUE
      HPROD = BPW + BP1 + BP2 + BP3 + PHB + HBAR + HBAT
      HATTR = BAW + BAG + BAS + BAC + PHB + HBAR + HBAT
      WRITE(6,4000) BPW,BP1,BP2,BP3,BPM,PHB,HBAR,HBAT,HPROD
      WRITE(8,4000) BAW,BAG,BAS,BAC,BAM,PHB,HBAR,HBAT,HATTR
      HBPW(1089)=0
      HBP1(1089)=0
      HBP2(1089)=0
      HBP3(1089)=0
      HBPM(1089)=0
      HBAW(1089)=0
      HBAG(1089)=0
      HBAS(1089)=0
      HBAC(1089)=0
      HBAM(1089)=0
      NPHB(1089)=0
      NHBAR(1089)=0
      NHBAT(1089)=0
      DO 666 I=1090,1110
      WRITE(18,3001)IDI,I,HBPW(1089),HBP1(1089),HBP2(1089),
     2HBP3(1089),HBPM(1089),NPHB(1089),NHBAR(1089),NHBAT(1089)
      WRITE(19,3001)IDI,I,HBAW(1089),HBAG(1089),HBAS(1089),
     2HBAC(1089),HBAM(1089),NPHB(1089),NHBAR(1089),NHBAT(1089)
  666 CONTINUE
    5 FORMAT(I4,I1)
 1000 FORMAT(2X,I2,T1,2X,I2,1X,I4,1X,I7,9(1X,I6))
 1001 FORMAT(2X,I2,1X,I4,1X,I7,9(1X,I6),T1,2X,I2)
 1003 FORMAT('1',5X,'PRODUCTIONS W/O TAXI/TRUCKS')
 1004 FORMAT('1',5X,'ATTRACTIONS W/O TAXI/TRUCKS')
 1005 FORMAT('1',5X,'PRODUCTIONS WITH TAXI/TRUCKS')
 1006 FORMAT('1',5X,'ATTRACTIONS WITH TAXI/TRUCKS')
 1007 FORMAT(' ',2X,'FILE STUDY YEAR IS: ',I2,/)
 2000 FORMAT (I4)
 3000 FORMAT(2I5,9I8)
 3001 FORMAT(2I4,9I6)
 4000 FORMAT(' ',9(1X,I10))
      STOP
      END
//LKED.SYSPRINT  DD DUMMY
//GO.FT06F001  DD SYSOUT=A
```

```
//GO.FT08F001  DD SYSOUT=A
//GO.FT11F001  DD  DSN=KN931MI.OTAP.SOCIO.ECON.DATA.I980,DISP=SHR
//GO.FT18F001  DD  UNIT=SYSDA,DSN=&PROD,DISP=(NEW,PASS),
// DCB=(RECFM=FB,BLKSIZE=19040,LRECL=80),SPACE=(TRK,(5,2),RLSE)
//GO.FT19F001  DD  UNIT=SYSDA,DSN=&ATTR,DISP=(NEW,PASS),
// DCB=(RECFM=FB,BLKSIZE=19040,LRECL=80),SPACE=(TRK,(5,2),RLSE)
//GO.SYSIN DD *
00004
//STEP4 EXEC PGM=REFORM
//STEPLIB  DD  DSN=PLANPAC,DISP=SHR
//DPNTAPE  DD  SYSOUT=A
//DATAI    DD  UNIT=SYSDA,DSN=&PROD,DISP=SHR
//DATAO    DD  DSN=KN931MI.OTAP.GENPRODS.I980.DATA,DISP=(NEW,CATLG),
//             UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(5,2),RLSE),
//             DCB=(RECFM=FB,BLKSIZE=19040,LRECL=80)
//SYSIN  DD  *
BASE,1,80,C' '
SHIFT,1,4,77
SHIFT,5,4,1
SHIFT,9,56,9
GO
//STEP5 EXEC PGM=REFORM
//STEPLIB  DD  DSN=PLANPAC,DISP=SHR
//DPNTAPE  DD  SYSOUT=A
//DATAI    DD  UNIT=SYSDA,DSN=&ATTR,DISP=SHR
//DATAO    DD  UNIT=SYSDA,DISP=(NEW,PASS),SPACE=(TRK,(5,2),RLSE),
//             DCB=(RECFM=FB,BLKSIZE=19040,LRECL=80),DSN=&RATTR
//SYSIN  DD  *
BASE,1,80,C' '
SHIFT,1,4,77
SHIFT,5,4,1
SHIFT,9,56,9
GO
/*
//STEP6 EXEC FORTXCLG
//FORT.SYSPRINT DD DUMMY
//FORT.SYSTERM DD DUMMY
//FORT.SYSIN DD *
C
C****PROGRAM NAME- SPECGEN
C****WRITTEN BY-   MICHAEL DOHERTY      DATE WRITTEN- APRIL 1983
C****REVISED BY-                        DATE REVISED-
C
C****PURPOSE-
C   SPECGEN READS IN THE MUATS ATTRACTION VARIABLES AND ADJUSTS THE
C   VARIABLES ACCORDING TO THE SPECIAL GENERATORS FILE.  THE YEAR THAT
C   IS BEING PROCESSED NEEDS TO BE SPECIFIED ON THE SYSIN CARD BELOW.
C
C****LOGICAL UNITS-
C
C   FT06F001: PRINTER OUTPUT.
C   FT09F001: LIST OF SPECIAL GENERATORS FOR MIAMI (1980,1990,2005)
C   FT10F001: ATTRACTIONS FILE WITHOUT SPECIAL GENERATORS ADDED
C   FT11F001: ADJUSTED ATTRACTIONS FILE BY SPECIAL GENERATORS
C
C
      INTEGER ZN,NUM,IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,YEAR,IYR
      INTEGER TOTAL(8),CNT
      REAL PUR,FLG,A,W,S,R,I
      REAL*8 DATE,TIME
      DATA A/1HA/,W/1HW/,S/1HS/,R/1HR/,I/1HI/
      CALL DATIME(DATE,TIME)
```

```
      READ(5,1000) YEAR
      READ(10,1100) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,IYR
  100 IF(YEAR-1990) 101,102,103
  101 READ(9,1980,END=500) ZN,PUR,FLG,NUM
      GO TO 120
  102 READ(9,1990,END=500) ZN,PUR,FLG,NUM
      GO TO 120
  103 READ(9,2005,END=500) ZN,PUR,FLG,NUM
  120 CONTINUE
      IF(IZN.NE.ZN) GO TO 110
      IF(PUR.EQ.W) GO TO 150
      IF(PUR.EQ.S) GO TO 160
      IF(PUR.EQ.R) GO TO 170
      IF(PUR.EQ.I) GO TO 170
      WRITE(9,9998)
      STOP 21
  150 IF(FLG.EQ.A) WK = WK + NUM
      IF(FLG.EQ.R) WK = NUM
      GO TO 100
  160 IF(FLG.EQ.A) SH = SH + NUM
      IF(FLG.EQ.R) SH = NUM
      GO TO 100
  170 IF(FLG.EQ.A) SOCR = SOCR + NUM
      IF(FLG.EQ.R) SOCR = NUM
      GO TO 100
  110 WRITE(11,1100) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,IYR
      READ(10,1100) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,IYR
      GO TO 120
  500 WRITE(11,1100) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,IYR
      READ(10,1100,END=99) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,IYR
      GO TO 500
C
C     REPORT PROCESS WITH TOTALS
C
   99 REWIND 11
      CNT=0
      DO 20 II=1,8
   20 TOTAL(II)=0
      WRITE(6,6300) DATE
   25 CNT=CNT+1
      READ(11,1100,END=40) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI,IYR
      TOTAL(1) =TOTAL(1) +WK
      TOTAL(2) =TOTAL(2) +SH
      TOTAL(3) =TOTAL(3) +SOCR
      TOTAL(4) =TOTAL(4) +SCH
      TOTAL(5) =TOTAL(5) +OTH
      TOTAL(6) =TOTAL(6) +NHB
      TOTAL(7) =TOTAL(7) +TRK
      TOTAL(8) =TOTAL(8) +TXI
      WRITE(6,6000) IZN,WK,SH,SOCR,SCH,OTH,NHB,TRK,TXI
      IF(CNT-57) 25,30,30
   30 CNT=0
      WRITE(6,6300) DATE
      GO TO 25
   40 WRITE(6,6400) (TOTAL(II),II=1,8)
C
 1000 FORMAT(I4)
 1100 FORMAT(I4,4X,8I6,22X,I2)
 1980 FORMAT(1X,I4,1X,2A1,36X,I6,30X)
 1990 FORMAT(1X,I4,1X,2A1,46X,I6,20X)
 2005 FORMAT(1X,I4,1X,2A1,56X,I6,10X)
 6000 FORMAT(6X,I4,8(4X,I6))
```

```
 6300 FORMAT(1H1,T5,'RUN ON',2X,A8,
     #5X,' ATTRACTIONS INCLUDING SPECIAL GENERATORS'//
     #5X,' ZONE ',T13,'   WORK    SHOPPING    RECRE  ',
     #T43,'  SCHOOL     OTHER   NONHBASE ',
     #T73,'   TRUCK     TAXI  ')
 6400 FORMAT(//2X,'TOTALS',T11,8(2X,I8))
 9998 FORMAT('ERROR ENCOUNTED IN READING DATA')
      STOP
      END
//LKED.SYSPRINT DD DUMMY
//GO.FT06F001 DD SYSOUT=A
//GO.FT09F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=SHR,
//    DSN=KN931MI.OTAP.GENSPEC.ALL.DATA
//GO.FT10F001 DD UNIT=SYSDA,DISP=(OLD,DELETE),DSN=&RATTR
//GO.FT11F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(NEW,CATLG),
//    DCB=(LRECL=80,BLKSIZE=19040,RECFM=FB),
//    SPACE=(TRK,(5,2),RLSE),DSN=KN931MI.OTAP.GENATTRS.I980.DATA
//*
//* THE FOLLOWING SYSIN CARD REQUIRES THE YEAR THAT IS BEING PROCESSED.
//* THE CARD IS AN I4 FORMAT STARTING IN CARD COLUMN 1.
//*
//GO.SYSIN DD *
1980
/*
```

2 BUILDHR.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//         'PATRICK,TL89745,B320',
//         MSGLEVEL=(1,1),MSGCLASS=A,CLASS=A,
//         NOTIFY=KN931MI,TIME=(27)
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.BUILDHR.CNTL               |
//*     | RUN TIME: CPU  1 MIN, EXEC 27 MIN, CANCL  45 MIN    |
//*     | NO OF PRINT LINES: APPROX. 17,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: NONE                            |
//*     | TAPES REQ'D: NONE                                   |
//*     +-----------------------------------------------------+
//*
//HR  EXEC HR,CORE=300K,CLASS=A,
//  NEWHR='DSN=KN931MI.HRXY.Y05NU.DATA,VOL=SER=URBPAC',UNITNEW=3350,
//  LINKS='DSN=KN931MI.LINKS.Y05NU.DATA,VOL=SER=URBPAC',UNITLIN=3350,
//  XY='DSN=KN931MI.XY.Y80NU.DATA,VOL=SER=URBPAC',UNITXY=3350
//HR.NEWHR DD DCB=(LRECL=200,BLKSIZE=6233,RECFM=VB),
//  SPACE=(TRK,(60,10),RLSE),DISP=(NEW,CATLG,DELETE)
//HR.TEMP1 DD SPACE=(TRK,(30,5))
//HR.TEMP2 DD SPACE=(TRK,(30,5))
//HR.TEMP3 DD SPACE=(TRK,(30,5))
//HR.FT20F001 DD SPACE=(TRK,(5,5),RLSE)
//HR.FT49F001 DD DUMMY
//HR.SYSIN DD *
 BUILD THE HISTORICAL RECORD FOR THE 05NU MIAMI NETWORK
 &PARAM ZONES=1110,NODES=8191 &END
 &OPTION BUILD=T &END
 &SELECT REPORT=1,-3,6,7  &END
/*
```

3 SKIMS.UNRS.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//         'PATRICK,TL89745,B320',REGION=1536K,
//         MSGLEVEL=(1,1),MSGCLASS=A,CLASS=P,
//         NOTIFY=KN931MI,TIME=(56),TYPRUN=HOLD
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.SKIMS.UNRS.CNTL            |
//*     | RUN TIME: CPU 33 MIN, EXEC 56 MIN, CANCL 75 MIN     |
//*     | NO OF PRINT LINES: APPROX. 26,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: UTPS10                          |
//*     | TAPES REQ'D: VOL=002836, DSN=MI.UNRSKMS.Y05A1       |
//*     +-----------------------------------------------------+
//*
//DELETE   PROC DSET=DUMMY,PACK=UTPS10
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//KILLOFL  EXEC DELETE,DSET='PL931OL.MI.Y05.UPSKM.UNRS.DATA'
/*
//*************************************************************************************************
//****                              FIRST STEP                                                 ****
//*************************************************************************************************
//*           0      0  000000      0000      00000    00000                                    ****
//*           0      0  0      0    0    0    0    0   0    0                                   ****
//*           0      0  000000    0        0  0000000  0      0                                 ****
//*           0      0  0      0    0    0    0    0   0    0                                   ****
//*            00000   0      0     0000     0      0  00000                                    ****
//*************************************************************************************************
//****            THIS STEP BUILDS TIME AND DISTANCE SKIMS                                     ****
//*************************************************************************************************
//UROAD EXEC UROAD,CORE=1024K,
//       OLDHR='DSN=KN931MI.HRXY.Y05NU.DATA,VOL=SER=URBPAC',
//       UNITOLD=3350,
//       J9='DSN=&SKIMS',UNITJ9=SYSDA
//UROAD.FT19F001 DD SPACE=(TRK,(500,50),RLSE),DISP=(NEW,PASS)
//UROAD.SYSIN DD *
 MIAMI YR1990 SKIM TREES FOR INET
 &PARAM  TOLLS=.05,.10,.15,.20,.25,.30,.35,.40,.45,.50,.55,.60,
               .65,.70,.75,.80,.85,.90,.95,1.00,CTOLL=0.03 &END
 &OPTION DIST=T,TIME=T, &END                                                          0000000
 &SELECT REPORT=5,PRINT=1,-5 &END
 &DATA
 1 1 1 1 1 1  1900 40.0 2 2 1 1 1 1  1900 45.0 3 3 1 1 1 1  1900 45.0
 1 1 1 1 2 5  1900 40.0 2 2 1 1 2 5  1900 45.0 3 3 1 1 2 5  1900 45.0
 1 1 2 2 1 1   670 30.0 2 2 2 2 1 1   840 35.0 3 3 2 2 1 1   840 35.0
 1 1 2 2 2 2   670 30.0 2 2 2 2 2 2   840 35.0 3 3 2 2 2 2   840 35.0
 1 1 2 2 3 3   700 30.0 2 2 2 2 3 3   870 35.0 3 3 2 2 3 3   870 35.0
 1 1 2 2 4 4   730 30.0 2 2 2 2 4 4   910 35.0 3 3 2 2 4 4   910 35.0
 1 1 2 2 5 5   730 30.0 2 2 2 2 5 5   910 35.0 3 3 2 2 5 5   910 35.0
 1 1 3 3 1 1   560 25.0 2 2 3 3 1 1   710 30.0 3 3 3 3 1 1   710 30.0
 1 1 3 3 2 2   540 25.0 2 2 3 3 2 2   680 30.0 3 3 3 3 2 2   680 30.0
 1 1 3 3 3 3   560 25.0 2 2 3 3 3 3   700 30.0 3 3 3 3 3 3   700 30.0
 1 1 3 3 4 4   560 25.0 2 2 3 3 4 4   700 30.0 3 3 3 3 4 4   700 30.0
 1 1 3 3 5 5   560 25.0 2 2 3 3 5 5   700 30.0 3 3 3 3 5 5   700 30.0
```

```
 1 1 4 4 1 1   460 25.0 2 2 4 4 1 1   570 30.0 3 3 4 4 1 1   570 30.0
 1 1 4 4 2 2   430 25.0 2 2 4 4 2 2   540 30.0 3 3 4 4 2 2   540 30.0
 1 1 4 4 3 3   450 25.0 2 2 4 4 3 3   560 30.0 3 3 4 4 3 3   560 30.0
 1 1 4 4 4 5   450 25.0 2 2 4 4 4 5   560 30.0 3 3 4 4 4 5   560 30.0
 1 1 5 5 1 5 10000 10.0 2 2 5 5 1 5 10000 15.0 3 3 5 5 1 5 10000 15.0
 1 1 6 6 1 1   650 25.0 2 2 6 6 1 1   670 30.0 3 3 6 6 1 1   780 30.0
 1 1 6 6 2 2   660 25.0 2 2 6 6 2 2   680 30.0 3 3 6 6 2 2   790 30.0
 1 1 6 6 3 3   670 25.0 2 2 6 6 3 3   690 30.0 3 3 6 6 3 3   820 30.0
 1 1 6 6 4 4   690 25.0 2 2 6 6 4 4   710 30.0 3 3 6 6 4 4   840 30.0
 1 1 6 6 5 5   690 25.0 2 2 6 6 5 5   710 30.0 3 3 6 6 5 5   840 30.0
 4 4 1 1 1 1  1900 45.0 5 5 1 1 1 1  1900 50.0
 4 4 1 1 2 5  1900 45.0 5 5 1 1 2 5  1900 50.0
 4 4 2 2 1 1   840 35.0 5 5 2 2 1 1   700 45.0
 4 4 2 2 2 2   840 35.0 5 5 2 2 2 5   700 45.0
 4 4 2 2 3 3   870 35.0 5 5 2 2 3 3   720 45.0
 4 4 2 2 4 4   910 35.0 5 5 2 2 4 4   730 45.0
 4 4 2 2 5 5   910 35.0 5 5 2 2 5 5   730 45.0
 4 4 3 3 1 1   710 30.0 5 5 3 3 1 1   580 40.0
 4 4 3 3 2 2   680 30.0 5 5 3 3 2 2   560 40.0
 4 4 3 3 3 3   700 30.0 5 5 3 3 3 3   600 40.0
 4 4 3 3 4 4   700 30.0 5 5 3 3 4 4   700 40.0
 4 4 3 3 5 5   700 30.0 5 5 3 3 5 5   700 35.0
 4 4 4 4 1 1   570 30.0 5 5 4 4 1 1   470 35.0
 4 4 4 4 2 2   540 30.0 5 5 4 4 2 2   450 35.0
 4 4 4 4 3 3   560 30.0 5 5 4 4 3 3   450 35.0
 4 4 4 4 4 5   560 30.0 5 5 4 4 4 5   450 35.0
 4 4 5 5 1 5 10000 15.0 5 5 5 5 1 5 10000 15.0
 4 4 6 6 1 1   740 30.0 5 5 6 6 1 1   780 35.0
 4 4 6 6 2 2   750 30.0 5 5 6 6 2 2   790 35.0
 4 4 6 6 3 3   760 30.0 5 5 6 6 3 3   820 35.0
 4 4 6 6 4 4   800 30.0 5 5 6 6 4 4   840 35.0
 4 4 6 6 5 5   800 30.0 5 5 6 6 5 5   840 35.0
//*****************************************************************************
//*********************      SECOND STEP     ********************************
//*****************************************************************************
//*      0      0  00    00       0     0000000  00000    000  0    0        ****
//*      0      0  0 0 0 0 0      0 0    0  0  0  0  0     0     0 0         ****
//*      0      0  0  0  0     0 0 0      0       00000     0       0         ****
//*      0      0  0      0   0      0     0      0  0      0     0 0         ****
//*      0000000  0      0  0         0  000     0    0    000  0    0        ****
//*****************************************************************************
//*   THIS STEP CALCULATES AND ADDS INTRA ZONAL TIMES TO                      ****
//*          HIGHWAY SKIMS                                                   ****
//*****************************************************************************
//UMATRIX  EXEC UMATRIX,CORE=1024K
//UMATRIX.FT11F001 DD DSN=&SKIMS,UNIT=SYSDA,DISP=(OLD,DELETE)
//UMATRIX.FT19F001 DD DSN=PL931OL.MI.Y05.UPSKM.UNRS.DATA,
//  VOL=(PRIVATE,SER=UTPS10),UNIT=3330,
//  DISP=(NEW,CATLG,DELETE),SPACE=(TRK,(500,50),RLSE)
//UMATRIX.SYSIN DD *
 &PARAM J901='IF I=J THEN
           .5*ROWMIN(IF I=J THEN 999 ELSE T101)
            ELSE T101',NAME1='HWY TIMES',
            J902='T102',NAME2='HWY DIST' &END
 &SELECT PRINT=1,-5,RPORT2=101,901  &END
//*
//*****************************************************************************
//*                                THIRD  STEP                                ****
//*****************************************************************************
//*        0      0  0      0   00000   0000000   0     0                     ****
//*        0      0  00    00  0        0      0   00    0                     ****
//*        0      0  0 0 0 0  0        0      0   0 0   0                     ****
```

```
//*       0     0  0  0  0  0         0     0   0  0 0                  ***
//*        00000   0     0   00000   0000000   0   00                   ***
//*********************************************************************************
//*       THIS STEP UPDATES HIGHWAY TERM TIMES                           ***
//*********************************************************************************
//*
//UMCON   EXEC UMCON,CORE=1536K,UNITLIB=3350
//UMCON.FT11F001 DD DSN=PL9310L.MI.Y05.UPSKM.UNRS.DATA,
//  VOL=(PRIVATE,SER=UTPS10),UNIT=3330,DISP=(OLD,KEEP)
//UMCON.J1 DD DUMMY
//UMCON.FT19F001 DD DSN=MI.UNRSKMS.Y05A1,UNIT=TAPE,
//  LABEL=(1,SL),VOL=SER=002836,DISP=(NEW,KEEP)
//UMCON.J9 DD DUMMY
//UMCON.SYSIN DD *
 MIAMI UPDATED SKIMS   (INET-Y05)
 &PARAM TABLES=101,102,INPUT=1,OUTPUT=1,CARDS=490,ZONES=1110,
            NAME1='HWY UPTIMES',
            NAME2='HWY DIST' &END
 &SELECT PRINT=1,-5,  &END
 &DATA
9999999999
  101 101     1 1089     1   3+       1
  101 101     1 1089     4   4+       4
  101 101     1 1089     5   5+       3
  101 101     1 1089     6  16+       1
  101 101     1 1089    17  17+       4
  101 101     1 1089    18  55+       1
  101 101     1 1089    56  57+       2
  101 101     1 1089    58  64+       1
  101 101     1 1089    65  66+       2
  101 101     1 1089    67  68+       1
  101 101     1 1089    69  73+       2
  101 101     1 1089    74  76+       1
  101 101     1 1089    77  82+       2
  101 101     1 1089    83  86+       3
  101 101     1 1089    87  88+       2
  101 101     1 1089    89  92+       1
  101 101     1 1089    93  93+       2
  101 101     1 1089    94  96+       1
  101 101     1 1089    97  99+       2
  101 101     1 1089   100 111+       1
                  •
                  •
                  •
  101 101   994  995     11089+       1
  101 101   996  996     11089+       2
  101 101   997  999     11089+       1
  101 101  1000 1000     11089+       2
  101 101  1001 1028     11089+       1
  101 101  1029 1030     11089+       4
  101 101  1031 1045     11089+       1
  101 101  1046 1047     11089+       2
  101 101  1048 1048     11089+       4
  101 101  1049 1051     11089+       2
  101 101  1052 1062     11089+       1
  101 101  1063 1063     11089+       3
  101 101  1064 1089     11089+       1
```

4 AGM.INT.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',REGION=600K,
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,TYPRUN=HOLD,
//       CLASS=A,MSGCLASS=A,TIME=(65)
//*
//*  +-------------------------------------------------------------+
//*  |   FILE= (KN931MI) OTAS.Y05.AGM.INT.CNTL                     |
//*  | RUN TIME: CPU 33 MIN, EXEC  65 MIN, CANCL 80 MIN            |
//*  | NO OF PRINT LINES: APPROX. 26,000 FOR THIS RUN              |
//*  | OFFLINE PACK REQ'D: NONE                                    |
//*  | TAPES REQ'D: VOL=001840, DSN=MI.Y05.PURP8.TTAB13 (OUTPUT TAPE)|
//*  |              VOL=002836, DSN=MI.UNRSKMS.Y05A1               |
//*  +-------------------------------------------------------------+
//*
//STEP1  EXEC  AGM,
//     CLASS=A,
//     J1='DSN=MI.UNRSKMS.Y05A1,VOL=SER=002836,LABEL=(1,SL)',
//     J9='DSN=&GMTPS,VOL=SER=DSK005',
//     UNITJ9='3350,SPACE=(CYL,(30,10),RLSE)',
//     P='DSN=KN931MI.OTAP.GENPRODS.I005.DATA',
//     A='DSN=KN931MI.OTAP.GENATTRS.I005.DATA',
//     F='DSN=KN931MI.FF.DATA'
//AGM.SYSIN  DD *
    AGM PROCEDURE FOR THE DADE COUNTY TRIP GENERATION MODEL
 &PARAM  ZONES=1110,MAXT=75,
  TABOUT=8,
  AITER=7,10,6,6,10,9,10,10,
  DELA=.1,.5,.1,.1,.1,.1,.1,.5,
  NAME1='WORK',NAME2='SHOP',NAME3='SOCREC',NAME4='SCHOOL',
  NAME5='MISC',NAME6='NHB',NAME7='TRUCK',NAME8='TAXI' &END
 &OPTION A=T  &END
 &SELECT REPORT=1,-9 &END
//STEP2  EXEC  UMATRIX,CLASS=A
//UMATRIX.FT11F001 DD DSN=&GMTPS,DISP=SHR,UNIT=3350,VOL=SER=DSK005
//UMATRIX.FT19F001 DD UNIT=TAPE,VOL=SER=001840,LABEL=(1,SL),
//  DCB=(RECFM=VBS,LRECL=1604,BLKSIZE=1608),DISP=(NEW,KEEP,DELETE),
//  DSN=MI.Y05.PURP8.TTAB13
//UMATRIX.FT22F001 DD UNIT=3350,VOL=SER=DSK005,
//   SPACE=(TRK,(300,90),RLSE)
//UMATRIX.FT23F001 DD UNIT=3350,VOL=SER=DSK005,
//   SPACE=(TRK,(300,90),RLSE)
//UMATRIX.SYSIN  DD *
 &PARAM  ZONES=1110,NAME1='HBW VH',NAME2='HBO VH',
  NAME3='SCH VH',NAME4='NHB VH',NAME5='TRUCK',NAME6='TAXI',
  NAME7='TOT PA VH',NAME8='TOT OD VH',NAME9='HBW PR',
  NAME10='HBO PR',NAME11='SCH PR',NAME12='NHB PR',
  NAME13='TOT PR',
   COMBIN1='T101/1.33',COMBIN2='T102/1.45 + T103/2.22 + T105/1.27',
   COMBIN3='T104/5.46',
   COMBIN4='T106/1.42',COMBIN5='T107',COMBIN6='T108',
   COMBIN7='T901 + T902  + T903 + T904 + T905 + T906',
   COMBIN8='(.5*T907)+(TR((T101/1.33)+(T102/1.45)+(T103/2.22)+
          (T104/5.46)+(T105/1.27)+(T106/1.42)+(T107)+(T108))*.5)',
   COMBIN9='T101',COMBIN10='T102 + T103 + T105',COMBIN11='T104',
   COMBIN12='T106',COMBIN13='T909+T910+T911+T912' &END
 &OPTION TRIO=F  &END
 &SELECT   &END
/*
```

5 AGM.EXT.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',REGION=600K,
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,
//       CLASS=P,MSGCLASS=A,TIME=(20),TYPRUN=HOLD
//*
//*  +-------------------------------------------------------------+
//*  |   FILE= (KN931MI) OTAS.Y05.AGM.EXT.CNTL                     |
//*  | RUN TIME: CPU 14 MIN, EXEC  20 MIN, CANCL 45 MIN            |
//*  | NO OF PRINT LINES: APPROX.  7,000 FOR THIS RUN              |
//*  | OFFLINE PACK REQ'D: UTPS10                                  |
//*  | TAPES REQ'D: VOL=002836, DSN=MI.UNRSKMS.Y05A1               |
//*  +-------------------------------------------------------------+
//*
//DELETE   PROC DSET=DUMMY,PACK=UTPS10
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//STEP1  EXEC  DELETE,DSET='PL931OL.MI.Y05.EI.TTAB'
/*
//STEP2  EXEC  AGM,
//     J1='DSN=MI.UNRSKMS.Y05A1,VOL=SER=002836,LABEL=(1,SL)',
//     J9='DSN=&GMTRPS',UNITJ9='SYSDA,SPACE=(CYL,(15,2),RLSE)',
//     P='DSN=KN931MI.OTAP.EIPRODS.I005.DATA',
//     A='DSN=KN931MI.OTAP.EIATTRS.I005.DATA',
//     F='DSN=KN931MI.FF.DATA'
//AGM.SYSIN  DD *
    AGM PROCEDURE FOR THE DADE COUNTY EXT-INT DISTRIBUTION
 &PARAM  ZONES=1110,MAXT=75,
  TABOUT=1,
  AITER=7,
  DELA=.1,
  NAME1='EXT-INT', &END
 &OPTION A=T  &END
 &SELECT REPORT=1,-9 &END
//STEP3  EXEC  UMATRIX
//UMATRIX.FT11F001 DD DSN=&GMTRPS,UNIT=SYSDA
//UMATRIX.FT19F001 DD DSN=PL931OL.MI.Y05.EI.TTAB,
//  DISP=(NEW,CATLG,DELETE),UNIT=3330,VOL=(PRIVATE,RETAIN,SER=UTPS10),
//  SPACE=(CYL,(15,2),RLSE),DCB=(RECFM=VBS,LRECL=1604,BLKSIZE=1608)
//UMATRIX.SYSIN  DD *
 DADE COUNTY EXTERNAL-INTERNAL SPLIT 2005 TRIP TABLE
 &PARAM  ZONES=1110,NAME1='EXT-INT',
   COMBIN1='(.5*T101)+(TR(T101)*.5)' &END
 &OPTION DRYRUN=F  &END
 &SELECT   &END
/*
```

6 SKIMS.RESTR.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//  'PATRICK,TL89745,B320',CLASS=P,REGION=1536K,
//  MSGLEVEL=(1,1),MSGCLASS=A,NOTIFY=KN931MI,TIME=(56),
//  TYPRUN=HOLD
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.SKIMS.RESTR.CNTL           |
//*     | RUN TIME: CPU 33 MIN, EXEC 56 MIN, CANCL 75 MIN     |
//*     | NO OF PRINT LINES: APPROX. 26,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: UTPS10                          |
//*     | TAPES REQ'D: VOL=004224, DSN=MI.Y05.FINAL.AUTO.TRIPS |
//*     |              VOL=007511, DSN=MI5.HSKIMS.Y05A1       |
//*     +-----------------------------------------------------+
//*
//DELETE   PROC DSET=DUMMY,PACK=URBPAC
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3350,VOL=SER=&PACK,
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3350,VOL=SER=&PACK,
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//KILLONL  EXEC DELETE,DSET='KN931MI.HRLDXY.Y05NU.DATA'
/*
//DELETE   PROC DSET=DUMMY,PACK=UTPS10
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//KILLOFL  EXEC DELETE,DSET='PL931OL.MI.Y05.UPSKM.RESTR.DATA'
/*
//*****************************************************************************************
//****                          FIRST STEP                                             ****
//*****************************************************************************************
//*          0      0  000000      0000      00000    00000                            ****
//*          0      0  0      0    0    0    0      0  0     0                          ****
//*          0      0  000000    0       0  0000000  0       0                         ****
//*          0      0  0      0    0    0    0      0  0     0                          ****
//*           00000   0      0     0000     0      0  00000                            ****
//*****************************************************************************************
//**** THIS STEP DOES AN ASSIGNMENT & BUILDS TIME AND DISTANCE SKIMS ****
//*****************************************************************************************
//UROAD  EXEC UROAD,CORE=1024K
//*
//UROAD.FT02F001 DD DSN=KN931MI.HRXY.Y05NU.DATA,DISP=SHR,
//  UNIT=3350,VOL=SER=URBPAC
//UROAD.FT03F001 DD DSN=KN931MI.HRLDXY.Y05NU.DATA,DISP=(NEW,CATLG),
//  UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(165,50),RLSE)
//UROAD.FT11F001 DD UNIT=TAPE,VOL=SER=004224,DISP=(OLD,KEEP),
//  LABEL=(1,SL),DSN=MI.Y05.FINAL.AUTO.TRIPS
//UROAD.FT19F001 DD UNIT=SYSDA,DSN=&SKIMS,DISP=(NEW,PASS),
//  SPACE=(TRK,(500,50),RLSE)
//UROAD.SYSIN DD *
 MIAMI YR2005 SKIM TREES - RESTR
 &PARAM  CONFAC=.1,THETA=0,0,0,0,TABLES=101,VFIELD=0,CATS=5,
         TOLLS=.05,.10,.15,.20,.25,.30,.35,.40,.45,.50,.55,.60,
```

```
                .65,.70,.75,.80,.85,.90,.95,1.00,CTOLL=0.03 &END
&OPTION DIST=T,TIME=T, &END                                                    0000000
&SELECT REPORT=1,-12 &END
&DATA
1 1 1 1 1 1  1700 40.0 2 2 1 1 1 1  1700 45.0 3 3 1 1 1 1  1700 45.0
1 1 1 1 2 5  1700 40.0 2 2 1 1 2 5  1700 45.0 3 3 1 1 2 5  1700 45.0
1 1 2 2 1 1   670 30.0 2 2 2 2 1 1   840 35.0 3 3 2 2 1 1   840 35.0
1 1 2 2 2 2   670 30.0 2 2 2 2 2 2   840 35.0 3 3 2 2 2 2   840 35.0
1 1 2 2 3 3   700 30.0 2 2 2 2 3 3   870 35.0 3 3 2 2 3 3   870 35.0
1 1 2 2 4 4   730 30.0 2 2 2 2 4 4   910 35.0 3 3 2 2 4 4   910 35.0
1 1 2 2 5 5   730 30.0 2 2 2 2 5 5   910 35.0 3 3 2 2 5 5   910 35.0
1 1 3 3 1 1   620 25.0 2 2 3 3 1 1   770 30.0 3 3 3 3 1 1   770 30.0
1 1 3 3 2 2   620 25.0 2 2 3 3 2 2   770 30.0 3 3 3 3 2 2   770 30.0
1 1 3 3 3 3   620 25.0 2 2 3 3 3 3   770 30.0 3 3 3 3 3 3   770 30.0
1 1 3 3 4 4   620 25.0 2 2 3 3 4 4   770 30.0 3 3 3 3 4 4   770 30.0
1 1 3 3 5 5   620 25.0 2 2 3 3 5 5   770 30.0 3 3 3 3 5 5   770 30.0
1 1 4 4 1 1   460 25.0 2 2 4 4 1 1   570 30.0 3 3 4 4 1 1   570 30.0
1 1 4 4 2 2   430 25.0 2 2 4 4 2 2   540 30.0 3 3 4 4 2 2   540 30.0
1 1 4 4 3 3   450 25.0 2 2 4 4 3 3   560 30.0 3 3 4 4 3 3   560 30.0
1 1 4 4 4 5   450 25.0 2 2 4 4 4 5   560 30.0 3 3 4 4 4 5   560 30.0
1 1 5 5 1 5 10000 10.0 2 2 5 5 1 5 10000 15.0 3 3 5 5 1 5 10000 15.0
1 1 6 6 1 1   650 25.0 2 2 6 6 1 1   670 30.0 3 3 6 6 1 1   780 30.0
1 1 6 6 2 2   660 25.0 2 2 6 6 2 2   680 30.0 3 3 6 6 2 2   790 30.0
1 1 6 6 3 3   670 25.0 2 2 6 6 3 3   690 30.0 3 3 6 6 3 3   820 30.0
1 1 6 6 4 4   690 25.0 2 2 6 6 4 4   710 30.0 3 3 6 6 4 4   840 30.0
1 1 6 6 5 5   690 25.0 2 2 6 6 5 5   710 30.0 3 3 6 6 5 5   840 30.0
4 4 1 1 1 1  1900 45.0 5 5 1 1 1 1  1900 50.0
4 4 1 1 2 5  1900 45.0 5 5 1 1 2 5  1900 50.0
4 4 2 2 1 1   840 35.0 5 5 2 2 1 1   700 45.0
4 4 2 2 2 2   840 35.0 5 5 2 2 2 5   700 45.0
4 4 2 2 3 3   870 35.0 5 5 2 2 3 3   720 45.0
4 4 2 2 4 4   910 35.0 5 5 2 2 4 4   730 45.0
4 4 2 2 5 5   910 35.0 5 5 2 2 5 5   730 45.0
4 4 3 3 1 1   710 30.0 5 5 3 3 1 1   580 40.0
4 4 3 3 2 2   680 30.0 5 5 3 3 2 2   560 40.0
4 4 3 3 3 3   700 30.0 5 5 3 3 3 3   600 40.0
4 4 3 3 4 4   700 30.0 5 5 3 3 4 4   700 40.0
4 4 3 3 5 5   700 30.0 5 5 3 3 5 5   700 35.0
4 4 4 4 1 1   570 30.0 5 5 4 4 1 1   470 35.0
4 4 4 4 2 2   540 30.0 5 5 4 4 2 2   450 35.0
4 4 4 4 3 3   560 30.0 5 5 4 4 3 3   450 35.0
4 4 4 4 4 5   560 30.0 5 5 4 4 4 5   450 35.0
4 4 5 5 1 5 10000 15.0 5 5 5 5 1 5 10000 15.0
4 4 6 6 1 1   740 30.0 5 5 6 6 1 1   780 35.0
4 4 6 6 2 2   750 30.0 5 5 6 6 2 2   790 35.0
4 4 6 6 3 3   760 30.0 5 5 6 6 3 3   820 35.0
4 4 6 6 4 4   800 30.0 5 5 6 6 4 4   840 35.0
4 4 6 6 5 5   800 30.0 5 5 6 6 5 5   840 35.0
9999999
T 4142 4146 4144      4284 4146 4142      4149 4146 4284
T 4144 4146 4149      2929 2938 2948      2948 2938 2929
T 2929 2938 2936      2936 2938 2929      4249 4250 4248
T 4248 4250 4249      4250 4248 4249      4249 4248 4250
T 4250 4248 4247      4247 4248 4250      2008 2017 2018
T 2018 2017 2008      1718 2420 1724      1750 1774 1773
T 4403 4408 4583      4583 4408 4403      2667 2668 2669
T 2669 2668 2667      2667 2668 2666      2666 2668 2667
T 2064 2018 2019      2019 2018 2064      2017 2018 2019
T 2017 2018 2013      2013 2018 2064      2064 2018 2013
T 4248 4238 4237      4237 4238 4248      4239 4238 4248
T 4248 4238 4239      4214 4213 4226      4226 4213 4214
T 4212 4213 4226      4226 4213 4212      4193 4202 4201
```

```
T 4201 4202 4193      4193 4202 4203      4203 4202 4193
T 4469 4479 4478      4478 4479 4469      4469 4479 4480
T 4480 4479 4469      4468 4469 4479      4479 4469 4468
T 4663 4469 4479      4479 4469 4663      5328 5324 5326
T 5326 5324 5328      5330 5333 5329      5330 5326 5327
T 5334 5329 5328      5328 5329 5334      5187 5329 5328
T 5328 5329 5187      5331 5328 5324      5324 5328 5331
T 5184 5328 5324      5324 5328 5184      1897 1900 1899
T 1902 1900 1897      1899 1900 1901      1901 1900 1902
T 1920 1898 1899      1899 1898 4158      4158 1898 4164
T 4164 1898 1920      1909 1901 1910      1902 1904 1906
T 1914 1912 1916      1919 1920 1913      1917 1918 1919
T 4707 4708 4732      4956 4957 4964      4953 4954 4962
T 4546 4539 4547      4570 4547 4559      4500 4499 4498
T 4501 4499 4500      4577 4580 4570      6183 6182 6141
T 6141 6182 6183      6183 6182 6186      6186 6182 6183
T 6178 6184 6183      6183 6184 6178      6187 6184 6183
T 6183 6184 6187      6232 6233 6307      6307 6233 6232
T 6307 6233 6238      6238 6233 6307      6306 6307 6233
T 6233 6307 6306      5696 5751 5657      5657 5751 5696
T 5947 5949 5954      5954 5949 5947      5948 5949 5951
T 5951 5949 5948      5947 5949 5948      5954 5949 5951
T 5582 5583 5587      5587 5583 5582      5584 5583 5587
T 5587 5583 5584      5586 5588 5587      5588 5587 5487
T 5487 5587 5588      5950 5951 5949      5956 5951 5949
T 5599 5669 5603      5603 5669 5599      5487 5587 5582
T 5583 5587 5582      5607 5606 5610      5610 5606 5607
T 5604 5606 5610      5610 5606 5604      5607 5608 5609
T 5405 5403 5415      5415 5403 5405      5403 5249 5245
T 5245 5249 5403      5403 5249 5255      5255 5249 5403
T 5609 5610 5606      1878 1846 1847      1867 1872 1879
T 1819 1822 1821      1821 1822 1824      1726 1728 1731
T 1783 1767 1768      1723 1768 1740      1723 1768 1769
T 1719 1732 1733      1773 1774 1750
/*
//*****************************************************************************************
//*************************      SECOND STEP     ******************************************
//*****************************************************************************************
//*      0      0  00    00       0     0000000  00000    000  0    0        ****
//*      0      0  0 0 0 0      0 0    0  0  0  0    0     0     0 0         ****
//*      0      0  0  0  0     0 0 0      0      00000     0      0          ****
//*      0      0  0      0    0     0    0      0  0      0     0 0         ****
//*      0000000  0      0  0        0  000     0    0    000  0    0        ****
//*****************************************************************************************
//*   THIS STEP CALCULATES AND ADDS INTRA ZONAL TIMES TO                      ****
//*           HIGHWAY SKIMS                                                 ****
//*****************************************************************************************
//UMATRIX  EXEC UMATRIX,CORE=1024K
//UMATRIX.FT11F001 DD DSN=&SKIMS,UNIT=SYSDA,DISP=(OLD,DELETE)
//UMATRIX.FT19F001 DD DSN=PL9310L.MI.Y05.UPSKM.RESTR.DATA,
//  VOL=(PRIVATE,SER=UTPS10),UNIT=3330,
//  DISP=(NEW,CATLG,DELETE),SPACE=(TRK,(500,50),RLSE)
//UMATRIX.SYSIN DD *
 &PARAM J901='IF I=J THEN
            .5*ROWMIN(IF I=J THEN 999 ELSE T101)
             ELSE T101',NAME1='HWY TIMES',
             J902='T102',NAME2='HWY DIST' &END
 &SELECT PRINT=1,-5,RPORT2=101,901  &END
//*
//*****************************************************************************************
//*                                  THIRD  STEP                                    ****
//*****************************************************************************************
```

```
//*       0     0  0     0   00000   000000   0    0                  ***
//*       0     0  00    00  0       0    0   00   0                  ***
//*       0     0  0 0 0 0  0       0    0   0 0  0                  ***
//*       0     0  0  0  0  0       0    0   0  0 0                  ***
//*        00000   0     0   00000   000000   0   00                  ***
//*************************************************************************
//*       THIS STEP UPDATES HIGHWAY TERM TIMES                        ***
//*************************************************************************
//UMCON  EXEC UMCON,CORE=1536K,UNITLIB=3350
//*
//UMCON.FT11F001 DD DSN=PL931OL.MI.Y05.UPSKM.RESTR.DATA,
//  VOL=(PRIVATE,SER=UTPS10),UNIT=3330,DISP=(OLD,KEEP)
//UMCON.J1 DD DUMMY
//UMCON.FT19F001 DD UNIT=TAPE,VOL=SER=007511,LABEL=(1,SL),
//  DISP=(NEW,KEEP),DSN=MI5.HSKIMS.Y05A1
//UMCON.J9 DD DUMMY
//UMCON.SYSIN DD *
 MIAMI UPDATED SKIMS   (INET-Y05)
 &PARAM TABLES=101,102,INPUT=1,OUTPUT=1,CARDS=490,ZONES=1110,
            NAME1='HWY UPTIMES',
            NAME2='HWY DIST' &END
 &SELECT PRINT=1,-5,  &END
 &DATA
9999999999
  101 101     1 1089     1   3+       1
  101 101     1 1089     4   4+       4
  101 101     1 1089     5   5+       3
  101 101     1 1089     6  16+       1
  101 101     1 1089    17  17+       4
  101 101     1 1089    18  55+       1
  101 101     1 1089    56  57+       2
  101 101     1 1089    58  64+       1
  101 101     1 1089    65  66+       2
  101 101     1 1089    67  68+       1
  101 101     1 1089    69  73+       2
  101 101     1 1089    74  76+       1
  101 101     1 1089    77  82+       2
  101 101     1 1089    83  86+       3
  101 101     1 1089    87  88+       2
  101 101     1 1089    89  92+       1
  101 101     1 1089    93  93+       2
  101 101     1 1089    94  96+       1
  101 101     1 1089    97  99+       2
  101 101     1 1089   100 111+       1
                 •
                 •
                 •
  101 101   985  986     11089+       2
  101 101   987  992     11089+       1
  101 101   993  993     11089+       4
  101 101   994  995     11089+       1
  101 101   996  996     11089+       2
  101 101   997  999     11089+       1
  101 101  1000 1000     11089+       2
  101 101  1001 1028     11089+       1
  101 101  1029 1030     11089+       4
  101 101  1031 1045     11089+       1
  101 101  1046 1047     11089+       2
  101 101  1048 1048     11089+       4
  101 101  1049 1051     11089+       2
  101 101  1052 1062     11089+       1
  101 101  1063 1063     11089+       3
  101 101  1064 1089     11089+       1
```

7 AUTCON.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,REGION=1056K,
//       CLASS=A,MSGCLASS=A,TIME=(15),TYPRUN=HOLD
//*
//*      +-------------------------------------------------------+
//*      | FILE= (KN931MI) OTAS.Y05.AUTCON.CNTL                  |
//*      | RUN TIME: CPU  1  MIN., EXEC  15 MIN., CANCL  20 MIN. |
//*      | NO. OF PRINT LINES: APPROX.   3,000 FOR THE RUN       |
//*      | OFFLINE PACK REQ'D: NONE                              |
//*      | TAPES REQ'D:                                          |
//*      |             VOL=007511, DSN=MI5.HSKIMS.Y05A1          |
//*      +-------------------------------------------------------+
//*
//DELETE   PROC DSET=DUMMY
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//STEP1    EXEC DELETE,DSET='KN931MI.Y05NU.INET.AUTO.LINKS'
//STEP2    EXEC DELETE,DSET='KN931MI.Y05NU.INET.AUTO.LINKGPS'
//*
//* ---------------------------------------------------------------
//*
//STEP3 EXEC UMODEL,COND=(0,NE),CLASS=A,CORE=1056K,
//   LIB='KN931MI.OTAS.AUTCON.LOAD,VOL=SER=URBPAC'
//* ---------------------------------------------------------------
//*   J1 IS THE INPUT UTPS MATRIX DATA SET.
//*            1001 IS THE TIME SKIM
//*            1002 IS THE DISTANCE SKIM
//*   J9 IS DUMMIED.
//*
//*   FT01F001 IS THE OUTPUT OF AUTO CONNECTORS IN INET LINK FORMAT.
//*            THESE ARE ONEWAY LINKS TO PREVENT AUTO TRANSFERS AT
//*            STATIONS. THESE ARE SORTED BY ORIGIN ZONE. DUMMIES ARE
//*            INCLUDED.
//*   FT02F001 IS THE OUTPUT FILE OF AUTO LINK GROUPS (M=2) SORTED BY
//*            STATION. DUMMIES ARE INCLUDED.
//*   FT03F001 IS THE LIST OF ZONES WITH WALK CONNECTORS. NO AUTO
//*            CONNECTORS SHOULD BE BUILT FOR THEM. THE FORMAT IS (I5)
//*            WITH THE FIRST ELEMENT OF THE LIST TELLING HOW MANY ZONE
//*            NUMBERS FOLLOW. IF NO FILE HAS BEEN BUILT SET FT02F001 TO
//*            DUMMY.
//*   FT04F001 IS THE 'STATDAT' FILE. ONLY THE FIRST TWO COLUMNS ON EACH
//*            CARD ARE USED. THE FORMAT IS (2I5). THE FIRST ENTRY SHOUL
//*            BE THE 'STATION NAME' (I.E. NODE NUMBER), AND THE SECOND
//*            ENTRY IS THE NEAREST ZONE TO THE STATION.
//*
//* ---------------------------------------------------------------
//UMODEL.FT11F001 DD UNIT=TAPE,VOL=SER=007511,LABEL=(1,SL),
//   DISP=(OLD,KEEP),DSN=MI5.HSKIMS.Y05A1
//UMODEL.FT19F001 DD DUMMY
//UMODEL.FT01F001 DD UNIT=3350,VOL=SER=URBPAC,
//  DCB=(LRECL=80,BLKSIZE=19040,RECFM=FB),DISP=(NEW,CATLG),
//  SPACE=(TRK,(10,10),RLSE),DSN=KN931MI.Y05NU.INET.AUTO.LINKS
```

```
//UMODEL.FT02F001 DD UNIT=3350,VOL=SER=URBPAC,
//  DCB=(LRECL=80,BLKSIZE=19040,RECFM=FB),DISP=(NEW,CATLG),
//  SPACE=(TRK,(20,20),RLSE),DSN=KN931MI.Y05NU.INET.AUTO.LINKGPS
//UMODEL.FT03F001 DD *        (LIST OF ZONES WITH WALK CONNECTORS)
  182
    8
   10
   11
   13
    .
    .
    .
  977
  978
  979
  983
 1047
 1048
//UMODEL.FT04F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(OLD,KEEP),
//   DSN=KN931MI.OTAP.Y05.STATDAT.NODES
//UMODEL.SYSIN DD *
 AUTCON: CREATE AUTO CONNECTORS TO A LIST OF PARKING LOTS FOR 2005
  UPARMS(1)=MAXIMUM FOR THE DIFFERENCE BETWEEN TIMES
     TO N'TH AND N+1ST NODES AND HOME ZONE
  UPARMS(2)=THE NUMBER OF PRIORITY STATIONS.  THE FIRST UPARMS(2)
     LINES IN THE UMODEL.FT04F001 FILE MUST REPRESENT THESE
     PRIORITY STATIONS; IF NO PRIORITIES EXIST SET TO 0.
  UPARMS(3)=THE NUMBER OF MINUTES TO ADD TO THE ACCESS TIME IF
     THE ORIGIN ZONE IS BEING USED AS PARKING LOT.
  UPARMS(4)=THE NUMBER OF MINUTES TO ADD TO ACCESS TIME TO
     SIMULATE TERMINAL TIME AT THE ORIGIN.
  UPARMS(5)=THE NUMBER OF MINUTES TO ADD TO ACCESS TIME TO
     SIMULATE TERMINAL TIME AT THE STATION.
  UPARMS(6)=LAST ZONE NUMBER
  UPARMS(7)=TOTAL NUMBER OF STATIONS WITHOUT AUTO ACCESS
     (ALSO BUS LOTS)
  UPARMS(8)=FIRST NODE NUMBER WHICH CAN BE USED AS DUMMY
     FOR LONG AUTO CONNECTORS
  UPARMS(9)=LAST AVAILABLE NODE NUMBER TO USE AS DUMMY
  UPARMS(10+I)=(I=1,UPARMS(7))=THE I'TH STATION # WITHOUT AUTO
     CONNECTORS. THE STATIONS LISTED SHOULD BE IN ASCENDING
     NUMERICAL ORDER.
  UPARMS(50)=LONGEST LINK LENGTH
 &PARAM ZONES=1110,
  UPARMS(1)=5,UPARMS(2)=0.,
  UPARMS(3)=2.,UPARMS(4)=2.,UPARMS(5)=0.,
  UPARMS(6)=1110,UPARMS(7)=0,UPARMS(8)=4500,UPARMS(9)=4999,
  UPARMS(10)=0.,UPARMS(50)=999.
  &END
 &OPTION        &END
 &SELECT        &END
 &DATA
  1 X   1001                        AUTO TIME SKIM FOR PERIOD
  2 X   1002                        AUTO DISTANCE SKIM
99999
/*
```

8 INET.UPATH.UPSUM.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,REGION=600K,
//       CLASS=P,MSGCLASS=A,TIME=(160),TYPRUN=HOLD
//*
//*       +-------------------------------------------------+
//*       |   FILE= (KN931MI) OTAS.Y05.INET.UPATH.UPSUM.CNTL  |
//*       | RUN TIME: CPU 65 MIN, EXEC 160 MIN, CANCL 180 MIN |
//*       | NO OF PRINT LINES: 40,000 (AM RUN) 35,000 (MD RUN)|
//*       | OFFLINE PACK REQ'D: UTPS10                        |
//*       | TAPES REQ'D: VOL=006760, DSN=MI.OTAP.Y05.AM.SKIMS |
//*       |              VOL=009978, DSN=MI.OTAP.Y05.MD.SKIMS |
//*       +-------------------------------------------------+
//* DO THE FOLLOWING GLOBAL CHANGES TO SWITCH FROM AM RUN TO MD RUN.
//*   C 2800 18800 /.AM./.MD./ A
//*   C 2800 18800 /AM)/MD)/ A
//*   C 15300 18800 /006760/009978/ A
//*   C 9500 /HRLDXY/HRXY/
//* ---------------------------------------------------------------
//*
//DELONL   PROC DSET=DUMMY
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//STEP1 EXEC DELONL,DSET='KN931MI.OTAP.Y05.AM.LINES'
//STEP2 EXEC DELONL,DSET='KN931MI.OTAP.Y05.AM.FREQ'
//STEP3 EXEC DELONL,DSET='KN931MI.OTAP.Y05.AM.LINKS'
//STEP4 EXEC DELONL,DSET='KN931MI.OTAP.Y05.AM.ANODE'
//STEP5 EXEC DELONL,DSET='KN931MI.OTAP.Y05.AM.COORD'
//STEP6 EXEC DELONL,DSET='KN931MI.OTAP.INET.ROUTE.AM.CARDS'
//STEP7 EXEC DELONL,DSET='KN931MI.OTAP.INET.SYSIN.AM.CARDS'
/*
//DELOFL   PROC DSET=DUMMY,PACK=UTPS10
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3330,VOL=(PRIVATE,RETAIN,SER=&PACK),
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//STEP8 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.PATH.AP'
//STEP9 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.FARE.AP'
//STEP10 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.NTLINK.AP'
//STEP11 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.NTALOC.AP'
//STEP12 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.PATH.AF'
//STEP13 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.FARE.AF'
//STEP14 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.NTLINK.AF'
//STEP15 EXEC DELOFL,DSET='PL931OL.MI.OTAP.Y05.AM.NTALOC.AF'
/*
//* ---------------------------------------------------------------
//*
//*
//COMBIN EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN DD DUMMY
```

```
//SYSUT1 DD DSN=KN931MI.Y05.INET.LOCAL.AM.DATA,DISP=OLD
//       DD DSN=KN931MI.Y05NU.INET.CENTROID.LINKGPS,DISP=OLD
//       DD DSN=KN931MI.Y05NU.INET.CBDWALK.LINKGPS,DISP=OLD
//       DD DSN=KN931MI.Y05NU.INET.GENWALK.LINKGPS,DISP=OLD
//       DD DSN=KN931MI.Y05NU.INET.AUTO.LINKGPS,DISP=OLD
//SYSUT2 DD UNIT=3350,VOL=SER=URBPAC,DISP=(NEW,KEEP,DELETE),
//       DSN=KN931MI.OTAP.INET.ROUTE.AM.CARDS,
//       DCB=(RECFM=FB,LRECL=80,BLKSIZE=4240),
//       SPACE=(TRK,(20,20),RLSE)
/*
//INETSYS EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN DD DUMMY
//SYSUT1 DD DSN=KN931MI.OTAP.TRANSIT.SYSIN(INETAM),DISP=OLD
//       DD DSN=KN931MI.Y05NU.INET.AUTO.LINKS,DISP=OLD
//       DD DSN=KN931MI.Y05NU.INET.RAILDPM.LINKS,DISP=OLD
//       DD DSN=KN931MI.OTAP.TRANSIT.SYSIN(SDLAYUPD),DISP=OLD
//SYSUT2 DD UNIT=3350,VOL=SER=URBPAC,DISP=(NEW,KEEP,DELETE),
//       DSN=KN931MI.OTAP.INET.SYSIN.AM.CARDS,
//       DCB=(RECFM=FB,LRECL=80,BLKSIZE=4240),
//       SPACE=(TRK,(2,2),RLSE)
/*
//* ------------------------------------------------------------------
//*
//INET EXEC INET,LIB='URD.URD79.PROGLIB'
//*
//FT11F001 DD UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(5,10),RLSE),
//            DISP=(NEW,CATLG,DELETE),DSN=KN931MI.OTAP.Y05.AM.LINES
//FT12F001 DD UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(4,10),RLSE),
//            DISP=(NEW,CATLG,DELETE),DSN=KN931MI.OTAP.Y05.AM.FREQ
//FT13F001 DD UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(8,10),RLSE),
//            DISP=(NEW,CATLG,DELETE),DSN=KN931MI.OTAP.Y05.AM.LINKS
//FT14F001 DD UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(1,10),RLSE),
//            DISP=(NEW,CATLG,DELETE),DSN=KN931MI.OTAP.Y05.AM.ANODE
//FT15F001 DD UNIT=3350,VOL=SER=URBPAC,SPACE=(TRK,(5,10),RLSE),
//            DISP=(NEW,CATLG,DELETE),DSN=KN931MI.OTAP.Y05.AM.COORD
//FT02F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=SHR,
//            DSN=KN931MI.HRLDXY.Y05NU.DATA                    LOADED HR
//FT04F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(OLD,DELETE),
//            DSN=KN931MI.OTAP.INET.ROUTE.AM.CARDS
//FT05F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(OLD,DELETE),
//            DSN=KN931MI.OTAP.INET.SYSIN.AM.CARDS
//Z1       DD UNIT=SYSDA,DISP=(NEW,DELETE),SPACE=(TRK,(120,50),RLSE),
//            DSN=KN931MI.OTAP.Y05.AM.TDB
//FT20F001 DD SPACE=(TRK,(20,20))
//FT22F001 DD SPACE=(TRK,(20,20))
//FT23F001 DD SPACE=(TRK,(20,20))
//FT25F001 DD SPACE=(TRK,(20,20))
//DATLC    DD SPACE=(TRK,(20,20)),DCB=BLKSIZE=2400
//RTSCRTCH DD SPACE=(TRK,(20,20))
//PGNODES  DD SPACE=(TRK,(20,20))
//LINELINK DD SPACE=(TRK,(20,20))
//FT26F001 DD SPACE=(TRK,(20,20))
//SCHSTOPS DD SPACE=(TRK,(20,20))
//LSUMMARY DD SPACE=(TRK,(20,20))
//LONGLINK DD SPACE=(TRK,(20,20))
//SORTWK01 DD SPACE=(CYL,(1,1))
//SORTWK02 DD SPACE=(CYL,(1,1))
//SORTWK03 DD SPACE=(CYL,(1,1))
//SORTWK04 DD SPACE=(CYL,(1,1))
//SORTWK05 DD SPACE=(CYL,(1,1))
//SORTWK06 DD SPACE=(CYL,(1,1))
```

```
//SYSOUT   DD DUMMY
/*
//* ------------------------------------------------------------------
//*
//UPATHAP EXEC UPATH,NET=DUMMY
//*
//FT01F001 DD DSN=KN931MI.OTAP.Y05.AM.LINES,DISP=SHR              LINE
//FT02F001 DD DSN=KN931MI.OTAP.Y05.AM.FREQ,DISP=SHR               FREQ
//FT03F001 DD DSN=KN931MI.OTAP.Y05.AM.LINKS,DISP=SHR              LINK
//FT04F001 DD DSN=KN931MI.OTAP.Y05.AM.ANODE,DISP=SHR              ANODE
//FT05F001 DD DISP=SHR,DSN=KN931MI.OTAP.TRANSIT.SYSIN(PATHAPAM)
//FT06F001 DD SYSOUT=A
//FT09F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(CYL,(24,3),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.PATH.AP                  PATH
//FT11F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(CYL,(8,2),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.FARE.AP                  FARE
//FT12F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(TRK,(5,2),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.NTLINK.AP                NTLNK
//FT13F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(TRK,(5,1),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.NTALOC.AP                NTALC
/*
//* ------------------------------------------------------------------
//*
//UPSUMAP EXEC UPSUM,PATH=DUMMY
//*
//FT05F001 DD DISP=SHR,DSN=KN931MI.OTAP.TRANSIT.SYSIN(PSUMAP)
//FT06F001 DD SYSOUT=A
//FT09F001 DD DSN=PL9310L.MI.OTAP.Y05.AM.PATH.AP,DISP=OLD,
//            UNIT=3330,VOL=(PRIVATE,SER=UTPS10)                  PATH
//FT11F001 DD UNIT=TAPE,VOL=SER=006760,LABEL=(1,SL),DISP=(NEW,KEEP),
//            DSN=MI.OTAP.Y05.AM.SKIM.AP                          SKIM
/*
//* ------------------------------------------------------------------
//*
//UPATHAF EXEC UPATH,NET=DUMMY
//*
//FT01F001 DD DSN=KN931MI.OTAP.Y05.AM.LINES,DISP=SHR              LINE
//FT02F001 DD DSN=KN931MI.OTAP.Y05.AM.FREQ,DISP=SHR               FREQ
//FT03F001 DD DSN=KN931MI.OTAP.Y05.AM.LINKS,DISP=SHR              LINK
//FT04F001 DD DSN=KN931MI.OTAP.Y05.AM.ANODE,DISP=SHR              ANODE
//FT05F001 DD DISP=SHR,DSN=KN931MI.OTAP.TRANSIT.SYSIN(PATHAFAM)
//FT06F001 DD SYSOUT=A
//FT09F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(CYL,(24,3),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.PATH.AF                  PATH
//FT11F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(CYL,(8,2),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.FARE.AF                  FARE
//FT12F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(TRK,(5,2),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.NTLINK.AF                NTLNK
//FT13F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),
//            DISP=(,CATLG,DELETE),SPACE=(TRK,(5,1),RLSE),
//            DSN=PL9310L.MI.OTAP.Y05.AM.NTALOC.AF                NTALC
/*
//* ------------------------------------------------------------------
//*
//UPSUMAF EXEC UPSUM,PATH=DUMMY
```

```
//*
//FT05F001 DD DISP=SHR,DSN=KN931MI.OTAP.TRANSIT.SYSIN(PSUMAF)
//FT06F001 DD SYSOUT=A
//FT09F001 DD DSN=PL9310L.MI.OTAP.Y05.AM.PATH.AF,DISP=OLD,
//            UNIT=3330,VOL=(PRIVATE,SER=UTPS10)                PATH
//FT11F001 DD UNIT=TAPE,VOL=SER=006760,DISP=(NEW,KEEP),
//            LABEL=(2,SL),DSN=MI.OTAP.Y05.AM.SKIM.AF            SKIM
/*
```

9 USTOS.ACCEGR.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,REGION=600K,
//       CLASS=P,MSGCLASS=A,TIME=(25),TYPRUN=HOLD
//*
//*      +-------------------------------------------------------+
//*      | FILE= (KN931MI) OTAS.Y05.USTOS.ACCEGR.CNTL            |
//*      | RUN TIME: CPU 25 MIN, EXEC 65 MIN, CANCL 90 MIN       |
//*      | NO OF PRINT LINES: APPROX.  5,000 FOR THE RUN         |
//*      | OFFLINE PACK REQ'D: UTPS10                            |
//*      | TAPES REQ'D: VOL=002448, DSN=MI.Y05.AMMD.TREES        |
//*      +-------------------------------------------------------+
//*
//STEP1 EXEC FORTGCLG
//FORT.SYSPRINT DD DUMMY
//FORT.SYSTERM DD DUMMY
//FORT.SYSIN DD *
C
C  FT01F001 DD SHOULD BE STATDAT FILE
C
      IMPLICIT INTEGER (A-Z)
      INTEGER STOP(200)/200*0/,A(80),BLANK/' '/
C
C  I/O UNITS DEFINED HERE
C
      INTEGER STAT/1/,USTOS/2/
C
C  READ IN STATDAT FILE
C
      STA=0
100   READ(STAT,1,END=200) NODE
      STA=STA+1
      STOP(STA)=NODE
      GO TO 100
1     FORMAT(74X,I5,1X)
C
C  FINISHED READING ..... WRITE CARDS
C
200   WRITE(USTOS,2)
2     FORMAT(T2,'CREATE ACC/EGR MODE AND NODE TABLES FOR 1990',
     #' (SEE J8 FILE FOR NET ID)'/T2,
     #'&PARAM ZONES=1110,ARRIVE=1,2,4,6,8,RIDE=5,DEPART=1,4,5,6,8,')
      WRITE(USTOS,20) (STOP(K),K=1,STA)
20    FORMAT(T3,'STOP=',(T8,10(I5,',')))
      WRITE(USTOS,3)
3     FORMAT(T25,'&END')
      WRITE(USTOS,4)
4     FORMAT(T2,'&OPTION DRYRUN=F &END')
      WRITE(USTOS,5)
5     FORMAT(T2,'&SELECT I=1,-1110 &END')
      ENDFILE USTOS
      STOP
      END
//LKED.SYSPRINT DD DUMMY
//GO.FT01F001 DD DDNAME=STAT
//GO.FT02F001 DD DDNAME=USTOS
/*
```

```
//GO.STAT DD UNIT=3350,VOL=SER=URBPAC,DISP=(OLD,KEEP),
//   DSN=KN931MI.OTAP.Y05.STATDAT.NODES
//GO.USTOS DD UNIT=3350,VOL=SER=URBPAC,DISP=(NEW,KEEP,DELETE),
//   DCB=(LRECL=80,BLKSIZE=19040,RECFM=FB),
//   SPACE=(TRK,(1,1),RLSE),DSN=KN931MI.SYSIN.TEMP
/*
//AMMDAFAP PROC PATH=DUMMY,USTOS=DUMMY
//* ************************************************************************
//USTOS    EXEC PGM=USTOS
//STEPLIB  DD DISP=SHR,DSN=URD.PROGLIB                              PGMLIB
//FT05F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(OLD,KEEP),
//            DSN=KN931MI.SYSIN.TEMP
//FT06F001 DD SYSOUT=A
//FT09F001 DD UNIT=3330,VOL=(PRIVATE,SER=UTPS10),DISP=(OLD,KEEP),
//            DSN=&PATH                                              PATH
//FT11F001 DD DUMMY                                                   J1
//FT18F001 DD UNIT=3350,VOL=SER=DSK045,DISP=(NEW,KEEP,DELETE),        J8
//            DCB=(RECFM=VBS,LRECL=1604,BLKSIZE=1608),
//            SPACE=(TRK,(400,50),RLSE),DSN=&USTOS           TREE TRACE
//FT19F001 DD DUMMY                                                   J9
//FT20F001 DD UNIT=SYSDA,SPACE=(TRK,(1,1)),                         SCR1
//            DISP=(,PASS),DCB=(RECFM=FB,LRECL=80,BLKSIZE=19040)
//FT21F001 DD DSN=URD.LOG,DISP=SHR                                    LOG
//         PEND
//* ************************************************************************
//STEP2    EXEC AMMDAFAP,PATH='PL931OL.MI.OTAP.Y05.AM.PATH.AP',
//    USTOS='KN931MI.AM.USTOS.AP'
//STEP3    EXEC AMMDAFAP,PATH='PL931OL.MI.OTAP.Y05.AM.PATH.AF',
//    USTOS='KN931MI.AM.USTOS.AF'
//STEP4    EXEC AMMDAFAP,PATH='PL931OL.MI.OTAP.Y05.MD.PATH.AP',
//    USTOS='KN931MI.MD.USTOS.AP'
//STEP5    EXEC AMMDAFAP,PATH='PL931OL.MI.OTAP.Y05.MD.PATH.AF',
//    USTOS='KN931MI.MD.USTOS.AF'
//USTOS.FT05F001 DD DISP=(OLD,DELETE)
//* ************************************************************************
//STEP6 EXEC UMCON,
//  J1='DSN=KN931MI.AM.USTOS.AP,VOL=SER=DSK045',UNITJ1=3350,
//  J2='DSN=KN931MI.AM.USTOS.AF,VOL=SER=DSK045',UNITJ2=3350,
//  J3='DSN=KN931MI.MD.USTOS.AP,VOL=SER=DSK045',UNITJ3=3350,
//  J4='DSN=KN931MI.MD.USTOS.AF,VOL=SER=DSK045',UNITJ4=3350,
//  J9='DSN=MI.Y05.AMMD.TREES,VOL=SER=002448',UNITJ9=TAPE
//*
//UMCON.FT11F001 DD DISP=(OLD,DELETE)
//UMCON.J1 DD DUMMY
//UMCON.FT12F001 DD DISP=(OLD,DELETE)
//UMCON.J2 DD DUMMY
//UMCON.FT13F001 DD DISP=(OLD,DELETE)
//UMCON.J3 DD DUMMY
//UMCON.FT14F001 DD DISP=(OLD,DELETE)
//UMCON.J4 DD DUMMY
//UMCON.FT19F001 DD DISP=(NEW,KEEP),LABEL=(1,SL)
//UMCON.J9 DD DUMMY
//UMCON.SYSIN DD *
 COMBINE TABLES 1,2,3,5 FROM ACCEGR J-FILES TO 1 ACCEGR FILE
 &PARAM ZONES=1110,
  TABLES=101,102,103,105,
         201,202,203,205,
         301,302,303,305,
         401,402,403,405,
  NAME01='AMAP ACC ND',NAME02='AMAP EGR ND',
  NAME03='AMAP ACC MD',NAME04='AMAP EGR MD',
  NAME05='AMAF ACC ND',NAME06='AMAF EGR ND',
```

```
  NAME07='AMAF ACC MD',NAME08='AMAF EGR MD',
  NAME09='MDAP ACC ND',NAME10='MDAP EGR ND',
  NAME11='MDAP ACC MD',NAME12='MDAP EGR MD',
  NAME13='MDAF ACC ND',NAME14='MDAF EGR ND',
  NAME15='MDAF ACC MD',NAME16='MDAF EGR MD'  &END
 &OPTION DRYRUN=F &END
 &SELECT I=1,-1110 &END
/*
```

10 FARESKIM.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,REGION=600K,
//       CLASS=A,MSGCLASS=A,TIME=(80),TYPRUN=HOLD
//*
//*      +-----------------------------------------------------+
//*      | FILE= (KN931MI) OTAS.Y05.FARESKIM.CNTL              |
//*      | RUN TIME: CPU 23 MIN, EXEC 80 MIN, CANCL 100 MIN    |
//*      | NO OF PRINT LINES: APPROX.  5,000 FOR THE RUN       |
//*      | OFFLINE PACK REQ'D: NONE                            |
//*      | TAPES REQ'D: VOL=006760, DSN=MI.OTAP.Y05.AM.SKIMS   |
//*      |              VOL=009978, DSN=MI.OTAP.Y05.MD.SKIMS   |
//*      |              VOL=010080, DSN=MI.Y05.AMMD.FARE.APAF  |
//*      +-----------------------------------------------------+
//*
//STEP1    EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN    DD DUMMY
//SYSUT1   DD UNIT=TAPE,VOL=SER=006760,DISP=(OLD,PASS),
//         LABEL=(1,SL),DSN=KN931MI.OTAP.Y05.AM.SKIM.AP
//SYSUT2   DD UNIT=SYSDA,DISP=(NEW,KEEP),
//         SPACE=(CYL,(14,5),RLSE),DSN=&TEMP1
//STEP2    EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN    DD DUMMY
//SYSUT1   DD UNIT=TAPE,VOL=REF=*.STEP1.SYSUT1,DISP=(OLD,KEEP),
//         LABEL=(2,SL),DSN=KN931MI.OTAP.Y05.AM.SKIM.AF
//SYSUT2   DD UNIT=SYSDA,DISP=(NEW,KEEP),
//         SPACE=(CYL,(14,5),RLSE),DSN=&TEMP2
//STEP3    EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN    DD DUMMY
//SYSUT1   DD UNIT=TAPE,VOL=SER=009978,DISP=(OLD,KEEP),
//         LABEL=(1,SL),DSN=KN931MI.OTAP.Y05.MD.SKIM.AP
//SYSUT2   DD UNIT=SYSDA,DISP=(NEW,KEEP),
//         SPACE=(CYL,(14,5),RLSE),DSN=&TEMP3
//STEP4    EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN    DD DUMMY
//SYSUT1   DD UNIT=TAPE,VOL=REF=*.STEP3.SYSUT1,DISP=(OLD,KEEP),
//         LABEL=(2,SL),DSN=KN931MI.OTAP.Y05.MD.SKIM.AF
//SYSUT2   DD UNIT=SYSDA,DISP=(NEW,KEEP),
//         SPACE=(CYL,(14,5),RLSE),DSN=&TEMP4
//*
//UMATRIX  EXEC UMATRIX,CORE=600K,CLASS=A,
//   J1='DSN=&TEMP1',UNITJ1='SYSDA',
//   J2='DSN=&TEMP2',UNITJ2='SYSDA',
//   J3='DSN=&TEMP3',UNITJ3='SYSDA',
//   J4='DSN=&TEMP4',UNITJ4='SYSDA',
//   J9='DSN=MI.Y05.AMMD.FARE.APAF,LABEL=(1,SL)',
//   UNITJ9='TAPE,VOL=SER=010080'
//*
//*
//*
//UMATRIX.SYSIN DD *
  COMPUTE 2005 FARE MATRICES
   RAIL = $1.00
```

```
  EXPRESS = $1.00
  LOCAL = $.75
  DPM = $.50
  CPI = 1.81 (1982 TO 1975)
&PARAM ZONES=1110,
 J925='IF (J105>0) AND (J108>0) THEN (100/1.81)+((J109-1)*25/1.81)
       ELSE IF(J105>0) OR (J106>0) THEN (100/1.81)+(J109*25/1.81)
       ELSE IF(J104>0) THEN (75/1.81)+(J109*25/1.81)
       ELSE IF(J108>0) THEN (50/1.81)+(J109*25/1.81)
       ELSE 0  ',
 J926='IF (J205>0) AND (J208>0) THEN (100/1.81)+((J209-1)*25/1.81)
       ELSE IF(J205>0) OR (J206>0) THEN (100/1.81)+(J209*25/1.81)
       ELSE IF(J204>0) THEN (75/1.81)+(J209*25/1.81)
       ELSE IF(J208>0) THEN (50/1.81)+(J209*25/1.81)
       ELSE 0  ',
 J927='IF (J305>0) AND (J308>0) THEN (100/1.81)+((J309-1)*25/1.81)
       ELSE IF(J305>0) OR (J306>0) THEN (100/1.81)+(J309*25/1.81)
       ELSE IF(J304>0) THEN (75/1.81)+(J309*25/1.81)
       ELSE IF(J308>0) THEN (50/1.81)+(J309*25/1.81)
       ELSE 0  ',
 J928='IF (J405>0) AND (J408>0) THEN (100/1.81)+((J409-1)*25/1.81)
       ELSE IF(J405>0) OR (J406>0) THEN (100/1.81)+(J409*25/1.81)
       ELSE IF(J404>0) THEN (75/1.81)+(J409*25/1.81)
       ELSE IF(J408>0) THEN (50/1.81)+(J409*25/1.81)
       ELSE 0  ',

 J901='J104',J902='J105',J903='J106+J107+J108',
 J904='J102',J905='J101',J906='J110+J111',
 J907='J204',J908='J205',J909='J206+J207+J208',
 J910='J202',J911='J201',J912='J210+J211',
 J913='J304',J914='J305',J915='J306+J307+J308',
 J916='J302',J917='J301',J918='J310+J311',
 J919='J404',J920='J405',J921='J406+J407+J408',
 J922='J402',J923='J401',J924='J410+J411',

 NAME01='AMAP SK MD4',NAME02='AMAP SK MD5',
 NAME03='AMAP SK 678',NAME04='AMAP SK 2',
 NAME05='AMAP SK MD1',NAME06='AMAP SK TWT',
 NAME07='AMAF SK MD4',NAME08='AMAF SK MD5',
 NAME09='AMAF SK 678',NAME10='AMAF SK 2',
 NAME11='AMAF SK MD1',NAME12='AMAF SK TWT',
 NAME13='MDAP SK MD4',NAME14='MDAP SK MD5',
 NAME15='MDAP SK 678',NAME16='MDAP SK 2',
 NAME17='MDAP SK MD1',NAME18='MDAP SK TWT',
 NAME19='MDAF SK MD4',NAME20='MDAF SK MD5',
 NAME21='MDAF SK 678',NAME22='MDAF SK 2',
 NAME23='MDAF SK MD1',NAME24='MDAF SK TWT',
 NAME25='AMAP FARE',NAME26='AMAF FARE',
 NAME27='MDAP FARE',NAME28='MDAF FARE' &END
&SELECT I=1,-1110 &END
/*
```

11 GOMOD.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//       'PATRICK,89745,B320',
//       MSGLEVEL=(1,1),NOTIFY=KN931MI,REGION=2560K,
//       CLASS=P,MSGCLASS=A,TIME=(127),TYPRUN=HOLD
//*
//*      +-----------------------------------------------------+
//*      | FILE= (KN931MI) OTAS.Y05.GOMOD.CNTL                 |
//*      | RUN TIME: CPU 89 MIN, EXEC 127 MIN, CANCL 150 MIN   |
//*      | NO OF PRINT LINES: APPROX.  17,000 FOR THE RUN      |
//*      | OFFLINE PACK REQ'D: UTPS10                          |
//*      | TAPES REQ'D:                                        |
//*      |              VOL=001840, DSN=MI.Y05.PURP8.TTAB13    |
//*      |              VOL=002448, DSN=MI.Y05.AMMD.TREES      |
//*      |              VOL=010080, DSN=MI.Y05.AMMD.FARE.APAF  |
//*      |    OUTPUT    VOL=010831, DSN=MI.Y05.GOMOD.TTAB      |
//*      +-----------------------------------------------------+
//*
//DELETE   PROC DSET=DUMMY
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//STEP1    EXEC DELETE,DSET='KN931MI.Y05.ACCDATA'
//STEP2    EXEC DELETE,DSET='KN931MI.Y05.EGRDATA'
/*
//STEP3   EXEC UMODEL,CORE=1536K,CLASS=A,
//  LIB='KN931MI.OTAS.GOMOD.LOAD,VOL=SER=URBPAC',
//  J1='DSN=MI.Y05.PURP8.TTAB13,VOL=SER=001840',UNITJ1=TAPE,
//  J2='DSN=MI.Y05.AMMD.TREES,VOL=SER=002448',UNITJ2=TAPE,
//  J3='DSN=MI.Y05.AMMD.FARE.APAF,VOL=SER=010080',UNITJ3=TAPE,
//  J4='DSN=PL931OL.MI.Y05.UPSKM.RESTR.DATA',
//  UNITJ4='3330,VOL=(PRIVATE,SER=UTPS10)',
//  J5='DSN=KN931MI.OTAP.TOLL.MATRIX,VOL=SER=URBPAC',UNITJ5=3350,
//  J6='DSN=PL931OL.MI.Y05.UPSKM.UNRS.DATA',
//  UNITJ6='3330,VOL=(PRIVATE,SER=UTPS10)',
//  J9='DSN=MI.Y05.GOMOD.TTAB,VOL=SER=010831',UNITJ9=TAPE
//UMODEL.FT19F001 DD DISP=(NEW,KEEP,DELETE),LABEL=(1,SL)
//* THE FOLLOWING DD CARD READS ZONAL DATA.
//UMODEL.A1 DD DISP=(OLD,KEEP),DSN=KN931MI.OTAP.GOMOD.ZDATA
//* THE FOLLOWING DATA ARE THE PRIME MODAL SPLIT CONSTANTS.
//* SIGMA   ALPHA    BETA   DELTA   GAMMA   AUTOBIAS
//UMODEL.FT02F001 DD *
   0.0206  0.0163 -1.5900 -0.7700 -0.9400  0.0000   HBW NB
   0.0247  0.0273 -0.3600 -0.0800 -0.3600  0.0000   HBW BE
   0.0299  0.0256  0.0000  0.0000  0.0000 -2.1800   HBO NB
   0.0314  0.0335  0.0000  0.0000  0.0000 -0.9200   HBO BE
   0.0077  0.0215  0.0000  0.0000  0.0000 -2.5200   NHB NB
   0.0255  0.0230  0.0000  0.0000  0.0000  1.0900   NHB BE
//*
//* THE FOLLOWING DD CARD READS STATION DATA
//UMODEL.FT04F001 DD DISP=(OLD,KEEP),
//       DSN=KN931MI.OTAP.Y05.STATDAT.NODES
//*
//* IF TRACE(90)=F USE THE FOLLOWING CONTROL CARDS
//UMODEL.FT25F001 DD DUMMY
```

```
//UMODEL.FT26F001 DD DUMMY
//* IF TRACE(90)=T USE THE FOLLOWING CONTROL CARDS
//*   NOTE: MAKE SURE THERE IS ENOUGH SPACE AVAILABLE
//* UMODEL.FT25F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(NEW,CATLG),
//*  DCB=(RECFM=FB,LRECL=80,BLKSIZE=19040),
//*  SPACE=(TRK,(115,10),RLSE),DSN=KN931MI.Y05.ACCDATA
//* UMODEL.FT26F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(NEW,CATLG),
//*  DCB=(RECFM=FB,LRECL=80,BLKSIZE=19040),
//*  SPACE=(TRK,(115,10),RLSE),DSN=KN931MI.Y05.EGRDATA
//*
//UMODEL.FT30F001 DD SYSOUT=A
//*
//UMODEL.SYSIN DD *
 &PARAM ZONES=1110,TABOUT=8,TESUM=3,3,3,3,3,
  NAME01='AF-HBW',NAME02='AF-HBO',NAME03='AF-NHB',
  NAME04='AF-SCHOOL',NAME05='AP-HBW',NAME06='AP-HBO',
  NAME07='AP-NHB',NAME08='AP-SCHOOL',
  UPARMS(1)=1.0000,UPARMS(2)=1.0000,UPARMS(3)=1.0000,UPARMS(4)=1.0000,
  UPARMS(13)=.0700,UPARMS(17)=16.11,UPARMS(18)=34.80,UPARMS(19)=2.000,
  UPARMS(22)=00000,UPARMS(23)=4.000,UPARMS(24)=16.00,UPARMS(25)=1.430,
  UPARMS(30)=.0480,UPARMS(31)=.0144,UPARMS(32)=.0412,UPARMS(33)=.0440,
  UPARMS(34)=8.460,UPARMS(35)=27.15,UPARMS(36)=29.21,UPARMS(37)=12.93,
  UPARMS(38)=0.000,UPARMS(39)=0.000,UPARMS(40)=0.000,UPARMS(41)=0.910,
  UPARMS(42)=0.970,UPARMS(43)=1.000,UPARMS(44)=-0.05,UPARMS(45)=-0.05,
  UPARMS(46)=-0.05,UPARMS(47)=-8.00,UPARMS(48)=1.000,UPARMS(49)=10.00,
  UPARMS(50)=17.90,UPARMS(51)=12.00,UPARMS(52)=8.200,UPARMS(53)=4.800,
  UPARMS(54)=12.00,UPARMS(55)=8.500,UPARMS(56)=4.800,UPARMS(57)=1.600,
  UPARMS(58)=8.500,UPARMS(59)=5.100,UPARMS(60)=1.200,UPARMS(61)=0.400,
  UPARMS(62)=4.400,UPARMS(63)=2.200,UPARMS(64)=0.500,UPARMS(65)=0.200,
  UPARMS(66)=13.00,UPARMS(67)=9.200,UPARMS(68)=6.700,UPARMS(69)=4.200,
  UPARMS(70)=9.200,UPARMS(71)=6.700,UPARMS(72)=3.100,UPARMS(73)=0.900,
  UPARMS(74)=6.200,UPARMS(75)=3.100,UPARMS(76)=0.400,UPARMS(77)=0.000,
  UPARMS(78)=2.200,UPARMS(79)=0.400,UPARMS(80)=0.000,
  UPARMS(81)=0.000   &END
 &OPTION TRACE(90)=F,TRACE(91)=T,TRACE(92)=T,
         TRACE(93)=F,TRACE(94)=T,TRACE(98)=F,
         TRACE(99)=F,TRACE(83)=T,TRACE(75)=T   &END
 &SELECT REPORT=4,I=1,-1110,J=1,-1110 &END
 &DATA
  1 T   1009                          HBW TRIPS
  2 T   1010                          HBO TRIPS
  3 T   1012                          NHB TRIPS
  4 T   1011                          SCHOOL TRIPS
  5 P      1    6  1 1                ZONE NUMBER
  6 A      8   13  2 1                PARKING COST WORK
  7 A     14   18  3 1                PARKING COST NON-WORK
  8 P     19   24  4 1                TERMINAL TIME
  9 P     25   30  5 1                HIGHWAY INTRAZONAL TIME
 10 P     31   36  6 1                1974 MEDIAN FAMILY INCOME
 11 P     42   42  7 1                2005 INC. CLASS
 12 A*            8 1                HIGHWAY TERMINAL TIMES
 13 X   2001                         AUTO PEN. PK. ACCESS NODE
 14 X   2003                         AUTO PEN. PK. ACCESS MODE
 15 X   2002                         AUTO PEN. PK. EGRESS NODE
 16 X   2004                         AUTO PEN. PK. EGRESS MODE
 17 X   2005                         AUTO FAV. PK. ACCESS NODE
 18 X   2007                         AUTO FAV. PK. ACCESS MODE
 19 X   2006                         AUTO FAV. PK. EGRESS NODE
 20 X   2008                         AUTO FAV. PK. EGRESS MODE
 21 X   2009                         AUTO PEN. OFF PK. AC NODE
 22 X   2011                         AUTO PEN. OFF PK. AC MODE
 23 X   2010                         AUTO PEN. OFF PK. EG NODE
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 24 X   2012                    AUTO PEN. OFF PK. EG MODE
 25 X   2013                    AUTO FAV. OFF PK. AC NODE
 26 X   2015                    AUTO FAV. OFF PK. AC MODE
 27 X   2014                    AUTO FAV. OFF PK. EG NODE
 28 X   2016                    AUTO FAV. OFF PK. EG MODE
 29 X   3001                    PK. AP BUS4 SKIM
 30 X   3002                    PK. AP RAIL5 SKIM
 31 X   3003                    PK. AP BUS6,7,8 SKIM
 32 X   3004                    PK. AP AUTO2,3 SKIM
 33 X*                          PK. AP DUMMY
 34 X   3005                    PK. AP WALK1 SKIM
 35 X   3006                    PK. AP WAIT1&2 SKIM
 36 X*
 37 X   3007                    PK. AF BUS4 SKIM
 38 X   3008                    PK. AF RAIL5 SKIM
 39 X   3009                    PK. AF BUS6,7,8 SKIM
 40 X   3010                    PK. AF AUTO2,3 SKIM
 41 X*                          PK. AF DUMMY
 42 X   3011                    PK. AF WALK1 SKIM
 43 X   3012                    PK. AF WAIT1&2 SKIM
 44 X*
 45 X   3013                    OFF PK. AP BUS4 SKIM
 46 X   3014                    OFF PK. AP RAIL5 SKIM
 47 X   3015                    OFF PK. AP BUS6,7,8 SKIM
 48 X   3016                    OFF PK. AP AUTO2,3 SKIM
 49 X*                          OFF PK. AP DUMMY
 50 X   3017                    OFF PK. AP WALK1 SKIM
 51 X   3018                    OFF PK. AP WAIT1&2 SKIM
 52 X*
 53 X   3019                    OFF PK. AF BUS4 SKIM
 54 X   3020                    OFF PK. AF RAIL5 SKIM
 55 X   3021                    OFF PK. AF BUS6,7,8 SKIM
 56 X   3022                    OFF PK. AF AUTO2,3 SKIM
 57 X*                          OFF PK. AF DUMMY
 58 X   3023                    OFF PK. AF WALK1 SKIM
 59 X   3024                    OFF PK. AF WAIT1&2 SKIM
 60 X*
 61 X   6001                    AUTO TIME SKIMS
 62 X   6002                    AUTO DISTANCE SKIMS
 63 X   5001                    TOLL MATRIX
 64 X   3026                    PK.  FARE MATRIX - AF
 65 X*                          AP-AM TIME TO STA.
 66 X*                          AP-AM DIST TO STA.
 67 X*                          AP-MD TIME TO STA.
 68 X*                          AP-MD DIST TO STA.
 69 X*                          AF-AM TIME TO STA.
 70 X*                          AF-AM DIST TO STA.
 71 X*                          AF-MD TIME TO STA.
 72 X*                          AF-MD DIST TO STA.
 73 X   3025                    PEAK FARE MATRIX - AP
 74 X   3028                    OFF PK. FARE MATRIX - AF
 75 X   4001                    CAPRES PEAK SKIM
 76 X   3027                    OFF PK. FARE MATRIX - AP
99999
```

12 ULOAD.PARTA.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//         'PATRICK,TL89745,B320',
//         MSGLEVEL=(1,1),NOTIFY=KN931MI,
//         MSGCLASS=A,CLASS=A,
//         TIME=(25),TYPRUN=HOLD
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.ULOAD.PARTA.CNTL           |
//*     | RUN TIME: CPU 15 MIN, EXEC 25 MIN, CANCL  45 MIN    |
//*     | NO OF PRINT LINES: APPROX.  1,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: NONE                            |
//*     | TAPES REQ'D: VOL=010831, DSN=MI.Y05.GOMOD.TTAB      |
//*     |              VOL=002379, DSN=MI.Y05.ULDINPT.TRNTRPS |
//*     +-----------------------------------------------------+
//*
//STEP1   EXEC UMATRIX,CORE=512K,
//        J1='DSN=MI.Y05.GOMOD.TTAB',UNITJ1=TAPE,
//        J9='DSN=MI.Y05.ULDINPT.TRNTRPS',UNITJ9=TAPE
//UMATRIX.FT11F001 DD DISP=(OLD,KEEP),LABEL=(1,SL),VOL=SER=010831
//UMATRIX.FT19F001 DD DISP=(NEW,KEEP),LABEL=(1,SL),VOL=SER=002379
//UMATRIX.SYSIN DD *
 &PARAM ZONES=1110,
 NAME01='HW AP TRIPS',NAME02='HW AF TRIPS',NAME03='OT AP TRIPS',
 NAME04='OT AF TRIPS',
  COMBIN1='T105',
  COMBIN2='T101',
  COMBIN3='T106+(T107*0.901)+T108',
  COMBIN4='T102+(T103*0.901)+T104'  &END
 &OPTION TRIO=T  &END
 &SELECT  &END
/*
```

13 ULOAD.PARTB.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//         'PATRICK,TL89745,B320',
//         MSGLEVEL=(1,1),NOTIFY=KN931MI,
//         MSGCLASS=A,CLASS=P,
//         TIME=(35),TYPRUN=HOLD
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.ULOAD.PARTB.CNTL           |
//*     | RUN TIME: CPU 15 MIN, EXEC 35 MIN, CANCL  55 MIN    |
//*     | NO OF PRINT LINES: APPROX. 36,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: UTPS10                          |
//*     | TAPES REQ'D: VOL=002379, DSN=MI.Y05.ULDINPT.TRNTRPS |
//*     +-----------------------------------------------------+
//*
//STEP1    EXEC PGM=IEBGENER
//SYSPRINT DD SYSOUT=A
//SYSIN    DD DUMMY
//SYSUT1   DD UNIT=TAPE,VOL=SER=002379,DISP=(OLD,KEEP),
//         LABEL=(1,SL),DSN=MI.Y05.ULDINPT.TRNTRPS
//SYSUT2   DD UNIT=SYSDA,DISP=(NEW,PASS,DELETE),
//         DCB=(LRECL=1604,BLKSIZE=1608,RECFM=VBS),
//         SPACE=(CYL,(20,10),RLSE),DSN=&&TRIPS
//*
//* ************************************************************************************
//*
//MLOAD    PROC LIB='URD.PROGLIB',UNITLIB=SYSDA,CLASS=A,
//          UNITPAT='3330,VOL=(PRIVATE,SER=UTPS10)',
//          UNITNTL='3330,VOL=(PRIVATE,SER=UTPS10)',
//          UNITNTA='3330,VOL=(PRIVATE,SER=UTPS10)',
//          UNITNET='3350,VOL=SER=URBPAC',
//          UNITJ1=SYSDA,J9=DUMMY,UNITJ9=SYSDA,
//          UNITLEG=SYSDA,AMMD=AM
//* ------------------------------------------------------
//ULOADAP  EXEC PGM=ULOAD
//STEPLIB  DD UNIT=&UNITLIB,DSN=&LIB,DISP=SHR
//*
//FT02F001 DD DISP=(OLD,KEEP),UNIT=&UNITNET,
//          DSN=KN931MI.OTAP.Y05.&AMMD..FREQ
//FT03F001 DD DISP=(OLD,KEEP),UNIT=&UNITNET,
//          DSN=KN931MI.OTAP.Y05.&AMMD..LINKS
//FT04F001 DD DISP=(OLD,KEEP),UNIT=&UNITNET,
//          DSN=KN931MI.OTAP.Y05.&AMMD..ANODE
//FT05F001 DD DDNAME=SYSIN
//FT06F001 DD SYSOUT=&CLASS
//FT09F001 DD UNIT=&UNITPAT,DISP=(OLD,KEEP),
//            DSN=PL931OL.MI.OTAP.Y05.&AMMD..PATH.AP
//*
//FT11F001 DD UNIT=&UNITJ1,DISP=(OLD,KEEP),              <--J1 FILE
//            DSN=&&TRIPS
//*
//FT12F001 DD UNIT=&UNITNTL,DISP=OLD,
//            DSN=PL931OL.MI.OTAP.Y05.&AMMD..NTLINK.AP
//*
//FT13F001 DD UNIT=&UNITNTA,DISP=OLD,
//            DSN=PL931OL.MI.OTAP.Y05.&AMMD..NTALOC.AP
//*
//FT19F001 DD &J9,UNIT=&UNITJ9,DISP=(NEW,KEEP),
```

```
//ULOADAP.LEGS DD UNIT=3350,VOL=SER=DSK045
//*
//ULOADAP.SYSIN DD DSN=KN931MI.OTAP.TRANSIT.SYSIN(LOADMDAP),
//  UNIT=SYSDA,DISP=SHR
//*
//ULOADAF.FT11F001 DD UNIT=SYSDA,DISP=SHR,DSN=&&TRIPS
//ULOADAF.LEGS DD UNIT=3350,VOL=SER=DSK045
//*
//ULOADAF.SYSIN DD DSN=KN931MI.OTAP.TRANSIT.SYSIN(LOADMDAF),
//  UNIT=SYSDA,DISP=SHR
//*
//* ************************************************************************
//*
//PRASMD   EXEC MPRAS,AMMD=MD
//*
//SORT.SORTIN DD UNIT=3350,VOL=SER=DSK045
//            DD UNIT=3350,VOL=SER=DSK045
//SORT.SORTOUT DD UNIT=3350,VOL=SER=DSK045
//*
//UPRAS.LEGS DD UNIT=3350,VOL=SER=DSK045
//*
//* ************************************************************************
//*
//LOADAM   EXEC MLOAD,AMMD=AM
//*
//ULOADAP.FT11F001 DD UNIT=SYSDA,DISP=SHR,DSN=&&TRIPS
//ULOADAP.LEGS DD UNIT=3350,VOL=SER=DSK045
//*
//ULOADAP.SYSIN DD DSN=KN931MI.OTAP.TRANSIT.SYSIN(LOADAMAP),
//  UNIT=SYSDA,DISP=SHR
//*
//ULOADAF.FT11F001 DD UNIT=SYSDA,DISP=SHR,DSN=&&TRIPS
//ULOADAF.LEGS DD UNIT=3350,VOL=SER=DSK045
//*
//ULOADAF.SYSIN DD DSN=KN931MI.OTAP.TRANSIT.SYSIN(LOADAMAF),
//  UNIT=SYSDA,DISP=SHR
//*
//* ************************************************************************
//*
//PRASAM   EXEC MPRAS,AMMD=AM
//*
//SORT.SORTIN DD UNIT=3350,VOL=SER=DSK045
//            DD UNIT=3350,VOL=SER=DSK045
//SORT.SORTOUT DD UNIT=3350,VOL=SER=DSK045
//*
//UPRAS.LEGS DD UNIT=3350,VOL=SER=DSK045
//UPRAS.SYSIN DD DISP=(OLD,PASS)
//UPRAS.FT49F001 DD DISP=(OLD,PASS)
//*
```

14 AUTOSPLT.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//         'PATRICK,TL89745,B320',
//         MSGLEVEL=(1,1),NOTIFY=KN931MI,
//         MSGCLASS=A,CLASS=P,
//         TIME=(105),TYPRUN=HOLD
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.AUTOSPLT.CNTL              |
//*     | RUN TIME: CPU 52 MIN, EXEC 105 MIN, CANCL 120 MIN   |
//*     | NO OF PRINT LINES: APPROX. 15,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: UTPS10                          |
//*     | TAPES REQ'D: VOL=010831, DSN=MI.Y05.GOMOD.TTAB      |
//*     |              VOL=001840, DSN=MI.Y05.PURP8.TTAB13    |
//*     |  OUTPUT      VOL=004224, DSN=MI.Y05.FINAL.AUTO.TRIPS|
//*     +-----------------------------------------------------+
//*
//UMAT1   EXEC UMATRIX,CORE=1024K
//FT11F001 DD DSN=MI.Y05.GOMOD.TTAB,DISP=(OLD,KEEP),
//            UNIT=TAPE,LABEL=(1,SL),VOL=SER=010831
//FT12F001 DD DSN=MI.Y05.PURP8.TTAB13,DISP=(OLD,KEEP),
//            UNIT=TAPE,LABEL=(1,SL),VOL=SER=001840
//FT19F001 DD DSN=&&VEHICLE,DISP=(NEW,PASS),
//            UNIT=SYSDA,SPACE=(CYL,(40,10),RLSE)
//*
//UMATRIX.SYSIN  DD *
  CREATE VEHICLE TRIPTABLE FOR USE IN AUTO SPLIT MODEL
  FIRST FOUR TABLES ADD THE TRANSIT TABLES WORK,OTHER,NHB,SCHOOL,
  AUTO PROHIBITED AND AUTO FAVORED TOGETHER. SECOND FOUR TABLES
  SUBTRACT TRANSIT PERSON TRIPS BY PURPOSE FROM INPUT PERSON TRIPS
  BY PURPOSE TO CREATE AUTO PERSON TRIPS.
 &PARAM ZONES=1110,
  COMBIN1='T101+T105',
  COMBIN2='T102+T106',
  COMBIN3='T103+T107',
  COMBIN4='T104+T108',
  COMBIN5='IF (T209-T901)<=0 THEN 0. ELSE (T209-T901)',
  COMBIN6='IF (T210-T902)<=0 THEN 0. ELSE (T210-T902)',
  COMBIN7='IF (T212-T903)<=0 THEN 0. ELSE (T212-T903)',
  COMBIN8='IF (T211-T904)<=0 THEN 0. ELSE (T211-T904)',
  COMBIN9='T205+T206'  &END
 &OPTION DRYRUN=F  &END
 &SELECT I=1,-1110  &END
//*
//* ************************************************************************
//*
//UMODEL EXEC UMODEL,CORE=1024K,
//    LIB='KN931MI.OTAS.AUTOSPLT.LOAD',
//    A1='DSN=KN931MI.OTAP.AUTOSPLT.Y05.DATA'
//FT11F001 DD DSN=&&VEHICLE,DISP=(OLD,PASS)
//FT19F001 DD DSN=&&AUTOTRPS,DISP=(NEW,PASS),
//            UNIT=SYSDA,SPACE=(CYL,(40,10),RLSE)
//*
//UMODEL.SYSIN  DD  *
   THIS IS THE AUTO OCCUPANCY PROCEDURE FOR THE YEAR 2005
 &PARAM ZONES=1110,DIMENS=4,LEVEL=3,3,5,10,TABOUT=4  &END
 &SELECT  PRINT=1,200,400,600,800,1000,1089,REPORT=1,2  &END
 &DATA
```

```
  1 T   1005                          WORK AUTO PERSON TRIPS
  2 T   1006                          NWORK AUTO PERSON TRIPS
  3 T   1008                          SCHOOL AUTO DRIVER TRIPS
  4 T   1007                          NHB AUTO PERSON TRIPS
  5 P      5    8  1 1                ZONE NUMBER
  6 P      9   14  2 1                INCOME GROUP              CLASS
  7 P     45   50  3 1                AREA ACRES-RESIDENTIAL    ACRES
  8 P     51   56  4 1                AREA ACRES-NON RES        ACRES
  9 A     21   26  5 1                PARKING COST  NON-WORK    CENTS
 10 A     16   20  6 1                PARKING COST  WORK        CENTS
999
 1 1.00 2.00 3.00
 2 1.00 2.00 3.00
 3 1.00 2.00 3.00 4.00 5.00
 4 550. 650. 750. 850. 950.1050.1150.1250.1350.1450.
   1   1   180.779.878.476.073.170.267.264.561.558.5
   1   1   279.278.376.974.571.668.765.763.060.057.0
   1   1   375.073.971.869.266.263.259.254.549.544.7
   1   1   475.073.971.869.266.263.259.254.549.544.7
   1   1   573.271.267.863.658.953.147.541.836.030.3
   1   2   186.085.484.682.681.179.577.976.274.873.0
   1   2   279.878.877.475.172.269.366.363.660.657.6
   1   2   377.376.273.971.468.365.162.058.855.652.5
   1   2   475.073.971.869.266.263.259.254.549.544.7
   1   2   573.071.267.863.658.953.147.541.836.030.3
   1   3   189.587.585.783.982.881.780.779.778.777.7
   1   3   287.085.083.281.480.379.278.277.276.275.2
   1   3   381.979.877.475.373.872.471.069.668.266.8
   1   3   478.676.272.869.767.866.264.663.061.359.8
   1   3   577.375.270.865.360.156.053.651.850.148.3
   2   1   174.864.860.058.057.356.856.055.054.353.3
   2   1   274.864.860.058.057.356.856.055.054.053.3
   2   1   372.863.056.853.051.049.347.746.044.142.8
   2   1   472.863.056.853.051.049.347.746.044.142.8
   2   1   572.863.056.853.051.049.347.746.044.142.8
   2   2   175.865.861.259.358.457.857.056.055.354.3
   2   2   275.865.861.259.358.457.857.056.055.354.3
   2   2   373.463.258.055.854.553.552.551.550.549.5
   2   2   473.463.258.055.854.553.552.551.550.549.5
   2   2   573.463.258.055.854.553.552.551.550.549.5
   2   3   182.169.063.460.859.558.657.857.056.255.4
   2   3   282.169.063.460.859.558.657.857.056.255.4
   2   3   377.567.162.159.858.257.356.555.554.553.6
   2   3   477.567.162.159.858.257.356.555.554.553.6
   2   3   577.567.162.159.858.257.356.555.554.553.6
   3   1   166.465.463.761.057.052.848.543.939.935.5
   3   2   166.465.463.761.057.052.848.543.939.935.5
   3   3   166.465.463.761.057.052.848.543.939.935.5
   3   1   266.465.463.761.057.052.848.543.939.935.5
   3   2   266.465.463.761.057.052.848.543.939.935.5
   3   3   266.465.463.761.057.052.848.543.939.935.5
   3   1   371.170.268.165.061.056.552.247.943.739.2
   3   2   371.170.268.165.061.056.552.247.943.739.2
   3   3   371.170.268.165.061.056.552.247.943.739.2
   3   1   471.170.268.165.061.056.552.247.943.739.2
   3   2   471.170.268.165.061.056.552.247.943.739.2
   3   3   471.170.268.165.061.056.552.247.943.739.2
   3   1   571.170.268.165.061.056.552.247.943.739.2
   3   2   571.170.268.165.061.056.552.247.943.739.2
   3   3   571.170.268.165.061.056.552.247.943.739.2
//*
//* ************************************************************************************************
```

```
//*
//UMAT2   EXEC UMATRIX,CORE=1024K
//FT11F001 DD DSN=&&AUTOTRPS,DISP=(OLD,DELETE)
//FT12F001 DD DSN=&&VEHICLE,DISP=(OLD,DELETE)
//FT13F001 DD DSN=PL931OL.MI.Y05.EI.TTAB,DISP=(OLD,KEEP),
//            UNIT=3330,VOL=(PRIVATE,SER=UTPS10)
//FT19F001 DD DSN=&&FATRIPS,DISP=(NEW,PASS),
//            UNIT=SYSDA,SPACE=(CYL,(40,10),RLSE)
//*
//UMATRIX.SYSIN  DD *
  ADD TRUCK AND TAXI TABLE AND EXTERNAL STA. TO VEHICLE TRIP TABLE
 &PARAM ZONES=1110,
  COMBIN1='T101+T102+T103+T104+T209+T301',
  COMBIN2='T101+T102+T103+T104'  &END
 &OPTION DRYRUN=F  &END
 &SELECT I=1,-1110  &END
/*
//UMAT3   EXEC UMATRIX,CORE=1024K
//FT11F001 DD DSN=&&FATRIPS,DISP=(OLD,DELETE)
//FT19F001 DD DSN=MI.Y05.FINAL.AUTO.TRIPS,DISP=(NEW,KEEP,DELETE),
//            DCB=(RECFM=VBS,LRECL=1604,BLKSIZE=1608),
//            UNIT=TAPE,LABEL=(1,SL),VOL=SER=004224
//*
//UMATRIX.SYSIN  DD *
  SPLIT TOTAL VEHICLE TRIP TABLE
 &PARAM ZONES=1110,
  COMBIN1='T101*.5+TR(T101*.5)'  &END
 &OPTION DRYRUN=F  &END
 &SELECT I=1,-1110  &END
/*
```

15 ASSIGN.HRMOD.CNTL

```
//KN931MIA JOB (5520931,5500,990807102,V36795009),
//  'PATRICK,TL89745,B320',CLASS=A,
//  MSGLEVEL=(1,1),MSGCLASS=A,NOTIFY=KN931MI,TIME=(80),TYPRUN=HOLD
//*
//*     +-----------------------------------------------------+
//*     | FILE= (KN931MI) OTAS.Y05.ASSIGN.HRMOD.CNTL          |
//*     | RUN TIME: CPU 55 MIN, EXEC 80 MIN, CANCL 100 MIN    |
//*     | NO OF PRINT LINES: APPROX. 21,000 FOR THE RUN       |
//*     | OFFLINE PACK REQ'D: NONE                            |
//*     | TAPES REQ'D: VOL=004224, DSN=MI.Y05.FINAL.AUTO.TRIPS |
//*     +-----------------------------------------------------+
//*
//*        D5520931.CNTL(DELETE)          ***          01/28/80
//DELETE   PROC DSET=DUMMY
//T1       EXEC PGM=IEFBR14
//DD1      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,UNCATLG),DSN=&DSET
//DD2      DD UNIT=3350,VOL=SER=URBPAC,
//            DISP=(OLD,DELETE),DSN=&DSET
//         PEND
//KILLOFL  EXEC DELETE,DSET='KN931MI.HRLDXY.MOD.Y05NU.DATA'
/*
//*        D5520931.HR.CNTL(UASSIGN)       ******      08/15/79
//STEP1    EXEC URDHRM2
//UROAD.FT02F001 DD DSN=KN931MI.HRXY.Y05NU.DATA,DISP=SHR
//UROAD.FT11F001 DD UNIT=TAPE,VOL=SER=004224,DISP=(OLD,KEEP),
//  LABEL=(1,SL),DSN=MI.Y05.FINAL.AUTO.TRIPS
//UROAD.SYSIN DD *
 HRI=05NU  TTAB=FINAL.AUTO.TRIPS  HRO=05NU
 &PARAM  CONFAC=.1,THETA=0,0,0,0,TABLES=101,VFIELD=0,CATS=5,
         TOLLS=.05,.10,.15,.20,.25,.30,.35,.40,.45,.50,.55,.60,
               .65,.70,.75,.80,.85,.90,.95,1.00,CTOLL=0.03 &END
 &SELECT REPORT=1,-12 &END
 &DATA
 1 1 1 1 1 1  1700 35.0 2 2 1 1 1 1  1700 45.0 3 3 1 1 1 1  1700 40.0
 1 1 1 1 2 5  1700 35.0 2 2 1 1 2 5  1700 45.0 3 3 1 1 2 5  1700 40.0
 1 1 2 2 1 1   670 30.0 2 2 2 2 1 1   840 35.0 3 3 2 2 1 1   840 35.0
 1 1 2 2 2 2   670 30.0 2 2 2 2 2 2   840 35.0 3 3 2 2 2 2   840 35.0
 1 1 2 2 3 3   700 30.0 2 2 2 2 3 3   870 35.0 3 3 2 2 3 3   870 35.0
 1 1 2 2 4 4   730 30.0 2 2 2 2 4 4   910 35.0 3 3 2 2 4 4   910 35.0
 1 1 2 2 5 5   730 30.0 2 2 2 2 5 5   910 35.0 3 3 2 2 5 5   910 35.0
 1 1 3 3 1 1   620 25.0 2 2 3 3 1 1   770 30.0 3 3 3 3 1 1   770 30.0
 1 1 3 3 2 2   620 25.0 2 2 3 3 2 2   770 30.0 3 3 3 3 2 2   770 30.0
 1 1 3 3 3 3   620 25.0 2 2 3 3 3 3   770 30.0 3 3 3 3 3 3   770 30.0
 1 1 3 3 4 4   620 25.0 2 2 3 3 4 4   770 30.0 3 3 3 3 4 4   770 30.0
 1 1 3 3 5 5   620 25.0 2 2 3 3 5 5   770 30.0 3 3 3 3 5 5   770 30.0
 1 1 4 4 1 1   460 25.0 2 2 4 4 1 1   570 27.0 3 3 4 4 1 1   570 30.0
 1 1 4 4 2 2   430 25.0 2 2 4 4 2 2   540 27.0 3 3 4 4 2 2   540 30.0
 1 1 4 4 3 3   450 25.0 2 2 4 4 3 3   560 27.0 3 3 4 4 3 3   560 30.0
 1 1 4 4 4 5   450 25.0 2 2 4 4 4 5   560 27.0 3 3 4 4 4 5   560 30.0
 1 1 5 5 1 5 10000 10.0 2 2 5 5 1 5 10000 15.0 3 3 5 5 1 5 10000 15.0
 1 1 6 6 1 1   650 25.0 2 2 6 6 1 1   670 30.0 3 3 6 6 1 1   780 30.0
 1 1 6 6 2 2   660 25.0 2 2 6 6 2 2   680 30.0 3 3 6 6 2 2   790 30.0
 1 1 6 6 3 3   670 25.0 2 2 6 6 3 3   690 30.0 3 3 6 6 3 3   820 30.0
 1 1 6 6 4 4   690 25.0 2 2 6 6 4 4   710 30.0 3 3 6 6 4 4   840 30.0
 1 1 6 6 5 5   690 25.0 2 2 6 6 5 5   710 30.0 3 3 6 6 5 5   840 30.0
 4 4 1 1 1 1  1900 40.0 5 5 1 1 1 1  1900 45.0
```

```
 4 4 1 1 2 5  1900 40.0 5 5 1 1 2 5  1900 45.0
 4 4 2 2 1 1   840 35.0 5 5 2 2 1 1   700 45.0
 4 4 2 2 2 2   840 35.0 5 5 2 2 2 5   700 45.0
 4 4 2 2 3 3   870 35.0 5 5 2 2 3 3   720 45.0
 4 4 2 2 4 4   910 35.0 5 5 2 2 4 4   730 45.0
 4 4 2 2 5 5   910 35.0 5 5 2 2 5 5   730 45.0
 4 4 3 3 1 1   770 30.0 5 5 3 3 1 1   620 35.0
 4 4 3 3 2 2   770 30.0 5 5 3 3 2 2   620 35.0
 4 4 3 3 3 3   770 30.0 5 5 3 3 3 3   660 35.0
 4 4 3 3 4 4   770 30.0 5 5 3 3 4 4   770 35.0
 4 4 3 3 5 5   770 30.0 5 5 3 3 5 5   770 35.0
 4 4 4 4 1 1   570 30.0 5 5 4 4 1 1   470 35.0
 4 4 4 4 2 2   540 30.0 5 5 4 4 2 2   450 35.0
 4 4 4 4 3 3   560 30.0 5 5 4 4 3 3   450 35.0
 4 4 4 4 4 5   560 30.0 5 5 4 4 4 5   450 35.0
 4 4 5 5 1 5 10000 15.0 5 5 5 5 1 5 10000 15.0
 4 4 6 6 1 1   740 30.0 5 5 6 6 1 1   780 35.0
 4 4 6 6 2 2   750 30.0 5 5 6 6 2 2   790 35.0
 4 4 6 6 3 3   760 30.0 5 5 6 6 3 3   820 35.0
 4 4 6 6 4 4   800 30.0 5 5 6 6 4 4   840 35.0
 4 4 6 6 5 5   800 30.0 5 5 6 6 5 5   840 35.0
9999999
T 4142 4146 4144      4284 4146 4142      4149 4146 4284
T 4144 4146 4149      2929 2938 2948      2948 2938 2929
T 2929 2938 2936      2936 2938 2929      4249 4250 4248
T 4248 4250 4249      4250 4248 4249      4249 4248 4250
T 4250 4248 4247      4247 4248 4250      2008 2017 2018
T 2018 2017 2008      1718 2420 1724      1750 1774 1773
T 4403 4408 4583      4583 4408 4403      2667 2668 2669
T 2669 2668 2667      2667 2668 2666      2666 2668 2667
T 2064 2018 2019      2019 2018 2064      2017 2018 2019
T 2017 2018 2013      2013 2018 2064      2064 2018 2013
T 4248 4238 4237      4237 4238 4248      4239 4238 4248
T 4248 4238 4239      4214 4213 4226      4226 4213 4214
T 4212 4213 4226      4226 4213 4212      4193 4202 4201
T 4201 4202 4193      4193 4202 4203      4203 4202 4193
T 4469 4479 4478      4478 4479 4469      4469 4479 4480
T 4480 4479 4469      4468 4469 4479      4479 4469 4468
T 4663 4469 4479      4479 4469 4663      5328 5324 5326
T 5326 5324 5328      5330 5333 5329      5330 5326 5327
T 5334 5329 5328      5328 5329 5334      5187 5329 5328
T 5328 5329 5187      5331 5328 5324      5324 5328 5331
T 5184 5328 5324      5324 5328 5184      1897 1900 1899
T 1902 1900 1897      1899 1900 1901      1901 1900 1902
T 1920 1898 1899      1899 1898 4158      4158 1898 4164
T 4164 1898 1920      1909 1901 1910      1902 1904 1906
T 1914 1912 1916      1919 1920 1913      1917 1918 1919
T 4707 4708 4732      4956 4957 4964      4953 4954 4962
T 4546 4539 4547      4570 4547 4559      4500 4499 4498
T 4501 4499 4500      4577 4580 4570      6183 6182 6141
T 6141 6182 6183      6183 6182 6186      6186 6182 6183
T 6178 6184 6183      6183 6184 6178      6187 6184 6183
T 6183 6184 6187      6232 6233 6307      6307 6233 6232
T 6307 6233 6238      6238 6233 6307      6306 6307 6233
T 6233 6307 6306      5696 5751 5657      5657 5751 5696
T 5947 5949 5954      5954 5949 5947      5948 5949 5951
T 5951 5949 5948      5947 5949 5948      5954 5949 5951
T 5582 5583 5587      5587 5583 5582      5584 5583 5587
T 5587 5583 5584      5586 5588 5587      5588 5587 5487
T 5487 5587 5588      5950 5951 5949      5956 5951 5949
T 5599 5669 5603      5603 5669 5599      5487 5587 5582
T 5583 5587 5582      5607 5606 5610      5610 5606 5607
```

```
T 5604 5606 5610      5610 5606 5604      5607 5608 5609
T 5405 5403 5415      5415 5403 5405      5403 5249 5245
T 5245 5249 5403      5403 5249 5255      5255 5249 5403
T 5609 5610 5606      1878 1846 1847      1867 1872 1879
T 1819 1822 1821      1821 1822 1824      1726 1728 1731
T 1783 1767 1768      1723 1768 1740      1723 1768 1769
T 1719 1732 1733      1773 1774 1750
/*
//HRMOD2.HRO DD UNIT=3350,VOL=SER=URBPAC,
//           SPACE=(TRK,(165,30),RLSE),
//           DSN=KN931MI.HRLDXY.MOD.Y05NU.DATA
/*
```

```
//*              (MILEAGE,VMT,VHT,SPEEDS,SCREENLINES,ETC.)                ***
//*************************************************************************
//STEPLIB  DD UNIT=3350,VOL=SER=URBPAC,DISP=SHR,
//       DSN=PL931RD.DRIVER.SETUP.LOAD
//GO.FT06F001 DD SYSOUT=A
//GO.FT09F001 DD UNIT=3350,DISP=SHR,VOL=SER=URBPAC,
//  DSN=D5520931.DRIVER.SETUP.CLIST(HEVAL79),LABEL=(,,NOPWREAD,IN)
//GO.FT10F001 DD UNIT=SYSDA,DISP=(OLD,DELETE),DSN=&ANAL,
//  DCB=(RECFM=FB,LRECL=120,BLKSIZE=120),VOL=REF=*.ANALHR.GO.BMDO
//GO.FT11F001 DD *
HRLDX=KN931MI.HRLDXY.MOD.Y05NU.DATA
RATES=PL931RD.HEVAL.RATES.APR1979.DATA
MIAMI
VALIDATE=FALSE
ANALYSIS=TRUE
80NU
/*
//COMPARE1 EXEC PGM=COMPARE
//*************************************************************************
//*        THIS STEP GENERATES STATISTICAL DATA INDICATING AMOUNT        ***
//*           OF SIMULARITY BETWEEN ASSIGNED VOLUMES & COUNTS:           ***
//*************************************************************************
//STEPLIB DD DISP=SHR,DSN=PLANPAC
//DPNTAPE DD SYSOUT=A
//FT04F001 DD UNIT=3350,VOL=SER=URBPAC,DISP=(OLD,KEEP),
//    DSN=KN931MI.HRLDXY.MOD.Y05NU.DATA
//SYSIN DD *
ID,VOLUME VS COUNT
PAR,,1,4,64
TNET,0,112,120,4,4
TABLE,0,10,1
TABLE,10,40,1
TABLE,50,25,2
TABLE,100,100,14
GO
/*
```

```
DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (INETMD  )

            MIDDAY DADE TRANSIT NETWORK
 &PARAM ZONES=1110,DSCALE=1.0,PERIOD(4)=(0900,1559),
  PERIOD(5)=(0900,1559),PERIOD(6)=(0900,1559),PERIOD(8)=(0900,1559),
  S(1)=2.5,
                 MAXS(4)=55,   MAXS(5)=70,   MAXS(6)=70,   MAXS(8)=30,
  MAXD(1)= 1,    MAXD(4)=30,   MAXD(5)=3.,   MAXD(6)=30,   MAXD(8)=.5,
                 SDT (4)=.7,   SDT (5)= .01, SDT (6)=.5,   SDT (8)= .01,
                 MH  (4)=120,  MH  (5)=15,   MH  (6)=120,  MH  (8)=10,
                 FH  (4)=.1,   FH  (5)=.1,   FH  (6)=.1,   FH  (8)=.1,
                 W   (4)= 0,   W   (5)= 3,   W   (6)= 0,   W   (8)= 3,
                 C   (4)= 1,   C   (5)= 1,   C   (6)= 1,   C   (8)= 1,
                 TECH(4)= 1,   TECH(5)= 4,   TECH(6)= 1,   TECH(8)= 3,
                 PPV (4)=60,   PPV (5)=996,  PPV (6)=55,   PPV (8)=150,
                 LAY (4)= 5,   LAY (5)= 2,   LAY (6)= 5,   LAY (8)= 0,
                 LPC (4)=10,   LPC (5)= 0,   LPC (6)=10,   LPC (8)= 0,
                    &END
 &OPTION NET=T  &END
 &SELECT REPORT=1,2,3,4,5,8,10  &END
 &DATA


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (SDLAYUPD)

9999
2 4 4 1 1   20   20   50   50 .01 +   0   0
2 4 4 2 2   20   20   50   50 0.1 +   0   4
2 4 4 3 3   20   20   50   50 0.3 +   0   3
2 4 4 4 5   20   20   55   55 0.3 +   0   2
2 6 6 1 1+   0    0   65   65 .01 +   0   0
9999


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PATHAPAM)

        PEAK NETWORK AUTO PROHIBITED PATHS
 &PARAM WMAX(4)=20.,WMAX(5)=20.,WMAX(6)=20.,
        WMIN(4)=5.,WMIN(6)=5.,XADD(5)=3.0,
        XMAX(6)=20.,XMIN(4)=5.,XMIN(6)=5.,
        XADD(8)=2.0,XFERS=4,THRU=1111,
        NAME1='DIST PAP' &END
 &OPTION AM=T,MIDDAY=F,DIST=T,
        NOX(2,1)=T,NOX(1,2)=T,
        NOX(4,2)=T,NOX(2,4)=T,
        NOX(5,2)=T,NOX(2,5)=T,
        NOX(6,2)=T,NOX(2,6)=T,
        NOX(7,2)=T,NOX(2,7)=T,
        NOX(8,2)=T,NOX(2,8)=T  &END
 &SELECT I=1,-1110,REPORT=4,5,7,8,PRINT=515,
     &END
```

```
DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PATHAFAM)

        PEAK NETWORK AUTO FAVORED PATHS
 &PARAM WMAX(4)=20.,WMAX(5)=20.,WMAX(6)=20.,
        WMIN(4)=5.,WMIN(6)=5.,XADD(5)=3.0,
        XMAX(6)=20.,XMIN(4)=5.,XMIN(6)=5.,
        XADD(8)=2.0,XFERS=4,CTTIME(2)=0.1,THRU=1111,
        NAME1='DIST PAF'    &END
 &OPTION AM=T,MIDDAY=F,DIST=T,
        NOX(2,1)=T,NOX(1,2)=T,
        NOX(4,2)=T,NOX(2,4)=T,
        NOX(5,2)=T,NOX(6,2)=T,NOX(7,2)=T,
        NOX(8,2)=T,NOX(2,8)=T          &END
 &SELECT I=1,-1110,REPORT=4,5,7,8,PRINT=521,
     &END
```

```
DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PATHAPMD)

      MIDDAY NETWORK AUTO PROHIBITED PATHS
 &PARAM WMAX(4)=20.,WMAX(5)=20.,WMAX(6)=20.,
        WMIN(4)=5.,WMIN(6)=5.,XADD(5)=3.0,
        XMAX(6)=20.,XMIN(4)=5.,XMIN(6)=5.,
        XADD(8)=2.0,XFERS=4,THRU=1111,
        NAME1='DIST MAP' &END
 &OPTION AM=F,MIDDAY=T,DIST=T,
        NOX(2,1)=T,NOX(1,2)=T,
        NOX(4,2)=T,NOX(2,4)=T,
        NOX(5,2)=T,NOX(2,5)=T,
        NOX(6,2)=T,NOX(2,6)=T,
        NOX(7,2)=T,NOX(2,7)=T,
        NOX(8,2)=T,NOX(2,8)=T  &END
 &SELECT I=1,-1110,REPORT=4,5,7,8,PRINT=515,
     &END
```

```
DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PATHAFMD)

      MIDDAY NETWORK AUTO FAVORED PATHS
 &PARAM WMAX(4)=20.,WMAX(5)=20.,WMAX(6)=20.,
        WMIN(4)=5.,WMIN(6)=5.,XADD(5)=3.0,
        XMAX(6)=20.,XMIN(4)=5.,XMIN(6)=5.,
        XADD(8)=2.0,XFERS=4,CTTIME(2)=0.1,THRU=1111,
        NAME1='DIST MAF'    &END
 &OPTION AM=F,MIDDAY=T,DIST=T,
        NOX(2,1)=T,NOX(1,2)=T,
        NOX(4,2)=T,NOX(2,4)=T,
        NOX(5,2)=T,NOX(6,2)=T,NOX(7,2)=T,
        NOX(8,2)=T,NOX(2,8)=T          &END
 &SELECT I=1,-1110,REPORT=4,5,7,8,PRINT=521,
     &END
```

```
DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PSUMAP   )

      AUTO PROHIBITTED TRANSIT SKIMS
 &PARAM TABOUT=12,TRUN=1,2,3,4,5,6,7,8,
      TWAIT(1)=10,TWAIT(2)=11,TTIME=12,TXFERS=9,
      NAME1='MD1 TIME',NAME2='MD2 TIME',NAME3='MD3 TIME',
      NAME4='MD4 TIME',NAME5='MD5 TIME',NAME6='MD6 TIME',
      NAME7='MD7 TIME',NAME8='MD8 TIME',NAME9='XFR TIME',
      NAME10='WAT TIME',NAME11='TRN TIME',NAME12='TOT TIME'  &END
 &SELECT I=1,-1110,PRINT=521,    &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PSUMAF   )

      AUTO FAVORED TRANSIT SKIMS
 &PARAM TABOUT=12,TRUN=1,2,3,4,5,6,7,8,CTTIME(2)=0.1,
      TWAIT(1)=10,TWAIT(2)=11,TTIME=12,TXFERS=9,
      NAME1='MD1 TIME',NAME2='MD2 TIME',NAME3='MD3 TIME',
      NAME4='MD4 TIME',NAME5='MD5 TIME',NAME6='MD6 TIME',
      NAME7='MD7 TIME',NAME8='MD8 TIME',NAME9='XFR TIME',
      NAME10='WAT TIME',NAME11='TRN TIME',NAME12='TOT TIME'  &END
 &SELECT I=1,-1110,PRINT=521,    &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PSUMAPAM)

 *FILE NAME: KN931MI.SC.HGE.UTPS.SYSIN(PSUMAPAM)
   Y80 PEAK NETWORK AUTO PROHIBITED TRANSIT SKIMS
 &PARAM TABOUT=8,TWAIT(1)=6,TWAIT(2)=6,TTIME=7,TXFERS=8,
      TRUN=5,4,4,1,2,3,3,3,
      NAME1='Y80AM M=4 AP',NAME2='Y80AM M=5 AP',
      NAME3='Y80AM M678AP',NAME4='Y80AM M=2 AP',
      NAME5='Y80AM M=1 AP',NAME6='Y80AM WAT AP',
      NAME7='Y80AM AP TIM',NAME8='Y80AM XFR AP'   &END
 &OPTION     DRYRUN=F   &END
 &SELECT I=1,-1110,PRINT=521,    &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PSUMAFAM)

 *FILE NAME: KN931MI.SC.HGE.UTPS.SYSIN(PSUMAFAM)
   Y80 PEAK NETWORK AUTO FAVORED TRANSIT SKIMS
 &PARAM TABOUT=8,TWAIT(1)=6,TWAIT(2)=6,TTIME=7,TXFERS=8,
      TRUN=5,4,4,1,2,3,3,3,CTTIME(2)=0.1,
      NAME1='Y80AM M=4 AF',NAME2='Y80AM M=5 AF',
      NAME3='Y80AM M678AF',NAME4='Y80AM M=2 AF',
      NAME5='Y80AM M=1 AF',NAME6='Y80AM WAT AF',
      NAME7='Y80AM AF TIM',NAME8='Y80AM XFR AF'  &END
 &OPTION     DRYRUN=F   &END
 &SELECT I=1,-1110,PRINT=521,    &END
```

```
DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PSUMAPMD)

 *FILE NAME: KN931MI.SC.HGE.UTPS.SYSIN(PSUMAPMD)
   Y80 MD NETWORK AUTO PROHIBITTED TRANSIT SKIMS
 &PARAM TABOUT=8,TWAIT(1)=6,TWAIT(2)=6,TTIME=7,TXFERS=8,
      TRUN=5,4,4,1,2,3,3,3,
      NAME1='Y80MD M=4 AP',NAME2='Y80MD M=5 AP',
      NAME3='Y80MD M678AP',NAME4='Y80MD M=2 AP',
      NAME5='Y80MD M=1 AP',NAME6='Y80MD WAT AP',
      NAME7='Y80MD AP TIM',NAME8='Y80MD XFR AP'   &END
 &OPTION     DRYRUN=F   &END
 &SELECT I=1,-1110,PRINT=521,    &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (PSUMAFMD)

 *FILE NAME: KN931MI.SC.HGE.UTPS.SYSIN(PSUMAFMD)
   Y80 MD NETWORK AUTO FAVORED TRANSIT SKIMS
 &PARAM TABOUT=8,TWAIT(1)=6,TWAIT(2)=6,TTIME=7,TXFERS=8,
      TRUN=5,4,4,1,2,3,3,3,CTTIME(2)=0.1,
      NAME1='Y80MD M=4 AF',NAME2='Y80MD M=5 AF',
      NAME3='Y80MD M678AF',NAME4='Y80MD M=2 AF',
      NAME5='Y80MD M=1 AF',NAME6='Y80MD WAT AF',
      NAME7='Y80MD AF TIM',NAME8='Y80MD XFR AF'   &END
 &OPTION     DRYRUN=F   &END
 &SELECT I=1,-1110,PRINT=521,    &END

DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (LOADAMAP)

             AUTO PROHIBITED PATHS
 &PARAM TABLE=101,LENAM=4,LENMID=16,SPAN=4,
      PPV(4)=60,PPV(5)=996,PPV(6)=55,PPV(7)=60,PPV(8)=150  &END
 &OPTION AM=T,MIDDAY=F,RIDE=T,FSPLIT=T,ZEROS=T   &END
 &SELECT I=1,-1110,REPORT=2,3,5  &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (LOADAMAF)

              AUTO FAVORED PATHS
 &PARAM TABLE=102,LENAM=4,LENMID=16,SPAN=4,
      PPV(4)=60,PPV(5)=996,PPV(6)=55,PPV(7)=60,PPV(8)=150  &END
 &OPTION AM=T,MIDDAY=F,RIDE=T,FSPLIT=T,ZEROS=T   &END
 &SELECT I=1,-1110,REPORT=2,3,5  &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (LOADMDAP)

             AUTO PROHIBITED PATHS
 &PARAM TABLE=103,LENAM=4,LENMID=16,SPAN=16,
      PPV(4)=60,PPV(5)=480,PPV(6)=60,PPV(7)=60,PPV(8)=150  &END
 &OPTION AM=F,MIDDAY=T,RIDE=T,FSPLIT=T,ZEROS=T   &END
 &SELECT I=1,-1110,REPORT=2,3,5  &END


DSNAME=KN931MI.OTAP.TRANSIT.SYSIN                    (LOADMDAF)

              AUTO FAVORED PATHS
 &PARAM TABLE=104,LENAM=4,LENMID=16,SPAN=16,
      PPV(4)=60,PPV(5)=480,PPV(6)=60,PPV(7)=60,PPV(8)=150  &END
 &OPTION AM=F,MIDDAY=T,RIDE=T,FSPLIT=T,ZEROS=T   &END
 &SELECT I=1,-1110,REPORT=2,3,5  &END
```

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METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

APPENDIX D
TRANSPORTATION PLANNING MODEL COMPUTER OUTPUT SUMMARY

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

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TABLE 1
MODELING STEPS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

STEP		DATE OF RUN		
		TIME	DATE	
1. PANDA		11:35 PM	4-06-83	
2. BUILD HR		9:26 PM	4-20-83	
3. HIGHWAY SKIM —UNRESTRAINED		8:32 PM	4-21-83	
4. AGM—INT		12:26 AM	4-22-83	
5. AGM—EXT		3:12 AM	4-22-83	
6. HIGHWAY SKIM —RESTRAINED		2:25 AM	5-24-83	
7. AUTOCON		2:39 AM	5-24-83	
8. INET/ UPATH/ UPSUM	AM	11:53 PM	6-02-83	
	MD	6:42 AM	6-03-83	
9. ACCEGR		1:37 PM	6-05-83	
10. FARE/SKIM		7:59 AM	6-04-83	
11. GOMOD		2:59 PM	6-05-83	
12. ULOAD—A		3:10 PM	6-05-83	
13. ULOAD—B		3:37 PM	6-05-83	
14. AUTO OCC		5:19 PM	6-05-83	
15. HIGHWAY ASSIGNMENT		6:04 PM	6-05-83	
16. HIGHWAY EVALUATION		6:10 PM	6-05-83	

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

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TABLE 2
HIGHWAY SKIM OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	UNRESTRAINED	RESTRAINED	ASSIGNMENT
HIGHWAY TIME	33,141,264	61,858,304	
HIGHWAY DISTANCE	205,911,808	214,919,360	
HIGHWAY TIME + TERMINAL TIME	37,037,009	65,756,278	
ASSIGNED INTERZONAL TRIPS		5,033,714	5,170,306
UNASSIGNED INTERZONAL TRIPS		0	0
INTRAZONAL TRIPS		117,043	118,898
TOTAL TRIPS		5,150,757	5,289,204
TOTAL VEHICLE MILES		38,233,379.69	39,280,947.67
TOTAL VEHICLE HOURS		2,543,240.10	2,679,427.02
AVERAGE SPEED		15.03	14.66

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

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TABLE 3
AGM-INT OUTPUT SUMMARY 1
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TRIP PURPOSE	UNBALANCED		BALANCED		TRIP LENGTH
	P	A	P	A	
WORK	1,489,412	1,096,186	1,489,412	1,489,412	19.05
SHOP	1,231,383	1,556,625	1,231,383	1,231,383	12.70
SOC-REC	1,155,427	1,082,733	1,155,427	1,155,427	16.84
SCHOOL	619,786	341,630	619,786	619,786	12.39
MISC	1,315,220	1,034,587	1,315,220	1,315,220	15.16
NHB	792,261	792,261	792,261	792,261	13.89
TRUCK	371,509	371,509	371,509	371,509	14.99
TAXI	27,726	27,726	27,726	27,726	13.44
TOTAL*	6,603,489	5,904,022	6,603,489	6,603,489	15.43

*TRUCK & TAXI ARE NOT INCLUDED.

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 4
AGM-INT OUTPUT SUMMARY 2
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TABLE NUMBER	TABLE NAME	NUMBER OF TRIPS
1	HBW VH	1,119,847
2	HBO VH	2,405,295
3	SCHOOL VH	113,511
4	NHB VH	557,910
5	TRUCK VH	371,509
6	TAXI VH	27,726
7	TOTAL VH PA	4,595,834
8	TOTAL VH OD	4,595,821
9	HBW PR	1,489,412
10	HBO PR	3,702,030
11	SCHOOL PR	619,786
12	NHB PR	792,261
13	TOTAL PR PA	6,603,489

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

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TABLE 5
AGM-EXT OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ZONE	PRODUCTIONS
1090	32,363
1091	29,263
1092	0
1093	0
1094	0
1095	139,004
1096	0
1097	0
1098	50,095
1099	45,879
1100	8,183
1101	0
1102	3,595
1103	18,847
1104	0
1105	0
1106	0
1107	7,687
1108	3,223
1109	10,167
1110	3,719
TOTAL	352,025

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 6
INET OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	AM PEAK (2 HOURS)					MIDDAY (7 HOURS)				
	MODE 4	MODE 5	MODE 6	MODE 7	MODE 8	MODE 4	MODE 5	MODE 6	MODE 7	MODE 8
NUMBER OF LINES	71	2	25	-	2	66	1	2	-	2
NUMBER OF VEHICLE TRIPS	1,074	80	177	-	160	3,030	140	98	-	420
ROUTE MILES	1,663.7	64.8	711.8	-	4.0	1,598.5	42.2	37.0	-	4.0
ROUTE MINUTES	10,280.4	98.2	1,983.4	-	18.2	7,472.9	65.0	80.7	-	18.2
NUMBER OF VEHICLES	758	19	137	-	13	481	12	6	-	10
VEHICLE MILES	12,476	1,296	4,792	-	320	35,122	2,954	903	-	840
VEHICLE HOURS	1,516	38	277	-	26	3,373	84	42	-	70

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

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TABLE 7
UPATH/UPSUM OUTPUT SUMMARY 1
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

		APAM	AFAM	APMD	AFMD
MODE 1	TIME (MINUTES)	15.04	9.16	14.60	10.07
	COUNT	682,037	889,308	644,951	784,761
MODE 2	TIME (MINUTES)	---	16.72	---	16.67
	COUNT	---	683,435	---	527,663
MODE 4	TIME (MINUTES)	45.68	34.30	43.78	30.83
	COUNT	642,595	740,737	625,894	675,297
MODE 5	TIME (MINUTES)	14.06	12.78	13.90	12.49
	COUNT	382,533	665,752	330,284	616,886
MODE 6, 7 & 8	TIME (MINUTES)	6- 34.23 8- 2.12	36.08 2.26	19.93 2.12	18.60 2.25
	COUNT	6- 199,487 8- 61,387	399,386 37,486	5,597 65,815	187,585 35,801
WAIT 1 & WAIT 2	TIME (MINUTES)	1- 7.81 2- 14.47	5.47 12.52	9.25 14.67	6.98 13.56
	COUNT	1- 678,629 2- 618,734	886,258 783,612	641,442 577,402	781,537 685,266
TOTAL	TIME (MINUTES)	97.79	81.55	87.55	71.05
	COUNT	682,037	889,308	644,951	784,761
TOTAL	DISTANCE (MILES)	16.01	19.09	15.38	18.17
	COUNT	682,031	889,302	644,945	784,755

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 8
UPATH/UPSUM OUTPUT SUMMARY 2
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

NUMBER OF TRANSFERS		APAM	AFAM	APMD	AFMD
1	%	32.2	46.1	36.5	47.5
	COUNT	199,135	361,416	210,590	325,499
2	%	37.1	41.6	37.1	39.7
	COUNT	229,671	325,712	214,113	272,078
3	%	23.1	11.2	20.1	11.3
	COUNT	142,848	88,040	116,000	77,158
4	%	7.6	1.1	6.4	1.5
	COUNT	47,080	8,444	36,699	10,531
5+	%	0	0	0	0
	COUNT	0	0	0	0
TOTAL	MEAN	2.06	1.67	1.96	1.67
	COUNT	618,734	783,612	577,402	685,266

Note: This table only includes interchanges that require transfers.

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 9
FARE/SKIM OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TABLE	TOTAL
1 AMAP SK MD 4	29,357,232
2 AMAP SK MD 5	5,377,329
3 AMAP SK MD 6, 7, 8	6,958,807
4 AMAP SK MD 2	0
5 AMAP SK MD 1	10,260,331
6 AMAP SK WAITS	14,253,272
7 AMAF SK MD 4	25,407,744
8 AMAF SK MD 5	8,507,337
9 AMAF SK MD 6, 7, 8	14,496,500
10 AMAF SK MD 2	11,426,780
11 AMAF SK MD 1	8,141,889
12 AMAF SK WAITS	14,662,284
13 MDAP SK MD 4	27,397,664
14 MDAP SK MD 5	4,589,243
15 MDAP SK MD 6, 7, 8	251,376
16 MDAP SK MD 2	0
17 MDAP SK MD 1	9,418,447
18 MDAP SK WAITS	14,398,666
19 MDAF SK MD 4	20,817,408
20 MDAF SK MD 5	7,706,730
21 MDAF SK MD 6, 7, 8	3,569,459
22 MDAF SK MD 2	8,796,825
23 MDAF SK MD 1	7,905,338
24 MDAF SK WAITS	14,751,055
25 AMAP FARE	51,196,384
26 AMAF FARE	65,365,984
27 MDAP FARE	46,039,584
28 MDAF FARE	56,772,768

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 10
ACCEGR OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TABLE	TOTAL
1. AMAP ACC ND	4,318,258
2. AMAP EGR ND	4,308,471
3. AMAP ACC MD	1,653,099
4. AMAP EGR MD	1,340,552
5. AMAF ACC ND	7,159,467
6. AMAF EGR ND	6,851,915
7. AMAF ACC MD	2,257,380
8. AMAF EGR MD	2,385,698
9. MDAP ACC ND	3,762,107
10. MDAP EGR ND	3,777,370
11. MDAP ACC MD	1,248,122
12. MDAP EGR MD	1,123,296
13. MDAF ACC ND	6,328,325
14. MDAF EGR ND	6,289,283
15. MDAF ACC MD	1,920,208
16. MDAF EGR MD	2,146,267

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 11
GOMOD OUTPUT SUMMARY
(THOUSAND TRIPS)
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	PRODUCTION							ATTRACTION						
	TABLE 1		TABLE 2		TABLE 3		PERSON TRIPS	TABLE 1		TABLE 2		TABLE 3		PERSON TRIPS
	TRIPS	PRCNT	TRIPS	PRCNT	TRIPS	PRCNT		TRIPS	PRCNT	TRIPS	PRCNT	TRIPS	PRCNT	
1. HBW	64.3	4.32	42.6	2.86	106.8	7.17	1,489	64.3	4.31	42.6	2.86	106.8	7.17	1,489
2. HBO	45.0	1.22	7.3	0.20	52.3	1.41	3,702	45.0	1.22	7.3	0.20	52.3	1.41	3,702
3. NHB	53.2	6.71	8.3	1.05	61.5	7.76	792	53.2	6.71	8.3	1.05	61.5	7.76	792
4. SCHOOL	24.5	3.96	6.3	1.01	30.8	4.97	620	24.5	3.96	6.3	1.02	30.8	4.97	620
5. TOTAL	187.0	2.83	64.4	0.98	251.4	3.81	6,603	187.0	2.83	64.4	0.98	251.4	3.81	6,603

TABLE 1: AP
TABLE 2: AF
TABLE 3: TOTAL

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 12
ULOAD OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

I. ASSIGNED TRIPS *

	HBW TRIPS			OTHER TRIPS			TOTAL
	AP	AF	TOTAL	AP	AF	TOTAL	
ASSIGNED TRIPS	64,281	42,580	106,861	116,773	20,911	137,684	244,545
UNASSIGNED TRIPS	0	1	1	0	17	17	18
TOTAL INPUT TRIPS	64,281	42,581	106,862	116,773	20,928	137,701	244,563

* Assigned trip differ from those shown on Table 11 due to NHB trip adjustment of 0.888 for 1990

II. PATRONAGE

	HBW TRIPS			OTHER TRIPS			TOTAL
	AP	AF	TOTAL	AP	AF	TOTAL	
MODE 4	81,338	19,395	100,733	165,328	15,610	180,938	281,671
MODE 5	18,756	33,310	52,066	16,818	17,148	33,966	86,032
MODE 6	12,533	22,273	34,806	126	8,122	8,248	43,054
MODE 7	---	---	---	---	---	---	---
MODE 8	6,602	5,680	12,282	8,228	2,128	10,356	22,638
TOTAL	119,229	80,658	199,887	190,500	43,008	233,508	433,395
PERCENT OF TRANSFERS	85	89	87	63	106	70	77

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 13
AUTO OCCUPANCY MODEL OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

PERSON TRIPS		
TRANSIT	HBW	106,862
	HBO	52,261
	NHB	61,481
	SCHOOL	30,816
	TOTAL	251,420
AUTO	HBW	1,382,711
	HBO	3,649,783
	NHB	730,884
	SCHOOL	588,978
	TOTAL	6,352,356
VEHICLE TRIPS		
HBW + HBO + NHB + SCHOOL		4,538,486
TRUCK + TAXI		399,235
EXTERNAL		352,025
TOTAL		5,289,746

YEAR 1990
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

APPENDIX E
TRANSPORTATION PLANNING MODEL COMPUTER OUTPUT SUMMARY

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 1
MODELING STEPS
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

STEP		DATE OF RUN		
		TIME	DATE	
1. PANDA		11:39 PM	4-06-83	
2. BUILD HR		4:18 PM	5-18-83	
3. HIGHWAY SKIM —UNRESTRAINED		10:32 PM	5-18-83	
4. AGM—INT		11:36 PM	5-18-83	
5. AGM—EXT		12:05 AM	5-19-83	
6. HIGHWAY SKIM —RESTRAINED		2:47 AM	5-25-83	
7. AUTOCON		2:49 AM	5-25-83	
8. INET/ UPATH/ UPSUM	AM	11:03 PM	6-03-83	
	MD	3:05 AM	6-04-83	
9. ACCEGR		7:51 AM	6-04-83	
10. FARE/SKIM		6:16 AM	6-04-83	
11. GOMOD		9:28 AM	6-04-83	
12. ULOAD—A		9:55 AM	6-04-83	
13. ULOAD—B		10:07 AM	6-04-83	
14. AUTO OCC		8:11 PM	6-04-83	
15. HIGHWAY ASSIGNMENT		8:58 PM	6-04-83	
16. HIGHWAY EVALUATION		9:06 PM	6-04-83	

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 2
HIGHWAY SKIM OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	UNRESTRAINED	RESTRAINED	ASSIGNMENT
HIGHWAY TIME	32,719,280	67,450,784	
HIGHWAY DISTANCE	203,560,384	217,078,064	
HIGHWAY TIME + TERMINAL TIME	36,615,094	71,348,828	
ASSIGNED INTERZONAL TRIPS		6,119,183	6,078,475
UNASSIGNED INTERZONAL TRIPS		0	0
INTRAZONAL TRIPS		136,722	136,716
TOTAL TRIPS		6,255,905	6,215,191
TOTAL VEHICLE MILES		48,687,326.31	47,738,511.08
TOTAL VEHICLE HOURS		3,600,946.78	3,502,597.37
AVERAGE SPEED		13.52	13.63

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 3
AGM-INT OUTPUT SUMMARY 1
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TRIP PURPOSE	UNBALANCED		BALANCED		TRIP LENGTH
	P	A	P	A	
WORK	1,778,840	1,322,481	1,778,840	1,778,840	19.77
SHOP	1,478,581	1,698,043	1,478,581	1,478,581	13.26
SOC-REC	1,374,765	1,201,617	1,374,765	1,374,765	17.18
SCHOOL	745,043	393,776	745,043	745,043	12.49
MISC	1,571,379	1,156,801	1,571,379	1,571,379	16.10
NHB	879,384	879,384	879,384	879,384	13.79
TRUCK	426,418	426,418	426,418	426,418	14.93
TAXI	32,883	32,883	32,883	32,883	13.52
TOTAL*	7,827,992	6,652,102	7,827,992	7,827,992	15.92

*TRUCK & TAXI ARE NOT INCLUDED.

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 4
AGM-INT OUTPUT SUMMARY 2
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TABLE NUMBER	TABLE NAME	NUMBER OF TRIPS
1	HBW VH	1,337,500
2	HBO VH	2,876,297
3	SCHOOL VH	136,456
4	NHB VH	619,274
5	TRUCK VH	426,418
6	TAXI VH	32,883
7	TOTAL VH PA	5,428,786
8	TOTAL VH OD	5,428,794
9	HBW PR	1,778,840
10	HBO PR	4,424,725
11	SCHOOL PR	745,043
12	NHB PR	879,384
13	TOTAL PR PA	7,827,992

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

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ENGINEERS AND PLANNERS

TABLE 5
AGM-EXT OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

ZONE	PRODUCTIONS
1090	38,367
1091	34,692
1092	0
1093	0
1094	0
1095	164,788
1096	0
1097	0
1098	59,388
1099	54,390
1100	9,702
1101	0
1102	4,263
1103	22,344
1104	0
1105	0
1106	0
1107	9,114
1108	3,822
1109	12,054
1110	4,410
TOTAL	417,334

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 6
INET OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	AM PEAK (2 HOURS)					MIDDAY (7 HOURS)				
	MODE 4	MODE 5	MODE 6	MODE 7	MODE 8	MODE 4	MODE 5	MODE 6	MODE 7	MODE 8
NUMBER OF LINES	74	5	17	-	4	69	5	1	-	4
NUMBER OF VEHICLE TRIPS	1,060	200	114	-	480	3,045	350	84	-	840
ROUTE MILES	1,738.9	209.0	336.5	-	9.2	1,685.3	209.0	5.8	-	9.2
ROUTE MINUTES	11,403.7	324.7	1,033.1	-	42.6	8,170.2	324.7	24.4	-	42.6
NUMBER OF VEHICLES	785	60	71	-	31	514	30	4	-	16
VEHICLE MILES	12,321	4,180	2,110	-	736	35,805	7,315	246	-	1,288
VEHICLE HOURS	1,573	120	143	-	62	3,605	210	28	-	112

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

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ENGINEERS AND PLANNERS

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TABLE 8
UPATH/UPSUM OUTPUT SUMMARY 2
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

NUMBER OF TRANSFERS		APAM	AFAM	APMD	AFMD
1	%	26.5	49.8	34.7	57.8
	COUNT	191,314	415,010	240,205	422,293
2	%	37.1	37.6	40.6	36.0
	COUNT	267,545	313,053	280,514	263,147
3	%	26.1	11.1	20.5	5.5
	COUNT	188,192	92,238	141,511	40,309
4	%	10.2	1.6	4.2	0.6
	COUNT	73,890	13,136	29,329	4,382
5+	%	0	0	0	0
	COUNT	0	0	0	0
TOTAL	MEAN	2.20	1.64	1.94	1.49
	COUNT	720,941	833,437	691,559	730,131

Note: This table only includes those interchanges that require transfers.

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 9
FARE/SKIM OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TABLE	TOTAL
1 AMAP SK MD 4	20,915,120
2 AMAP SK MD 5	12,203,471
3 AMAP SK MD 6, 7, 8	2,741,956
4 AMAP SK MD 2	0
5 AMAP SK MD 1	12,217,952
6 AMAP SK WAITS	15,838,534
7 AMAF SK MD 4	13,399,281
8 AMAF SK MD 5	17,200,800
9 AMAF SK MD 6, 7, 8	4,494,444
10 AMAF SK MD 2	11,385,594
11 AMAF SK MD 1	9,255,366
12 AMAF SK WAITS	13,946,882
13 MDAP SK MD 4	20,118,544
14 MDAP SK MD 5	10,681,452
15 MDAP SK MD 6, 7, 8	170,839
16 MDAP SK MD 2	0
17 MDAP SK MD 1	11,787,989
18 MDAP SK WAITS	17,825,040
19 MDAF SK MD 4	13,087,239
20 MDAF SK MD 5	14,343,149
21 MDAF SK MD 6, 7, 8	137,009
22 MDAF SK MD 2	8,505,633
23 MDAF SK MD 1	9,252,297
24 MDAF SK WAITS	15,182,928
25 AMAP FARE	62,275,008
26 AMAF FARE	71,320,192
27 MDAP FARE	57,068,640
28 MDAF FARE	61,694,992

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 10
ACCEGR OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

TABLE	TOTAL
1. AMAP ACC ND	17,194,741
2. AMAP EGR ND	17,467,605
3. AMAP ACC MD	2,326,983
4. AMAP EGR MD	2,083,845
5. AMAF ACC ND	26,465,403
6. AMAF EGR ND	24,418,657
7. AMAF ACC MD	2,324,051
8. AMAF EGR MD	3,005,079
9. MDAP ACC ND	14,386,186
10. MDAP EGR ND	14,741,002
11. MDAP ACC MD	1,890,921
12. MDAP EGR MD	1,819,378
13. MDAF ACC ND	21,942,534
14. MDAF EGR ND	20,448,021
15. MDAF ACC MD	1,671,000
16. MDAF EGR MD	2,630,155

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 11
GOMOD OUTPUT SUMMARY
(THOUSAND TRIPS)
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

	PRODUCTION							ATTRACTION						
	TABLE 1		TABLE 2		TABLE 3		PERSON TRIPS	TABLE 1		TABLE 2		TABLE 3		PERSON TRIPS
	TRIPS	PRCNT	TRIPS	PRCNT	TRIPS	PRCNT		TRIPS	PRCNT	TRIPS	PRCNT	TRIPS	PRCNT	
1. HBW	85.3	4.79	86.0	4.83	171.3	9.63	1,779	85.3	4.79	86.0	4.84	171.3	9.63	1,779
2. HBO	51.7	1.17	13.3	0.30	65.0	1.47	4,425	51.7	1.17	13.2	0.30	65.0	1.47	4,425
3. NHB	63.8	7.26	11.0	1.25	74.9	8.52	879	63.8	7.26	11.1	1.26	74.9	8.52	879
4. SCHOOL	30.1	4.05	8.0	1.07	38.1	5.12	745	30.1	4.05	8.0	1.07	38.1	5.12	745
5. TOTAL	231.0	2.95	118.3	1.51	349.2	4.46	7,828	231.0	2.95	118.3	1.51	349.2	4.46	7,828

TABLE 1: AP
TABLE 2: AF
TABLE 3: TOTAL

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

TABLE 12
ULOAD OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

I. ASSIGNED TRIPS *

	HBW TRIPS			OTHER TRIPS			TOTAL
	AP	AF	TOTAL	AP	AF	TOTAL	
ASSIGNED TRIPS	85,277	86,007	171,284	139,403	31,178	170,581	341,865
UNASSIGNED TRIPS	0	0	0	0	1	1	1
TOTAL INPUT TRIPS	85,277	86,007	171,284	139,403	31,179	170,582	341,866

* Assigned trips differ from those shown on Table 11 due to NHB trip adjustment of 0.901 for 2005.

II. PATRONAGE

	HBW TRIPS			OTHER TRIPS			TOTAL
	AP	AF	TOTAL	AP	AF	TOTAL	
MODE 4	78,838	32,681	111,519	160,122	17,035	177,157	288,676
MODE 5	72,773	103,103	175,876	59,466	35,339	94,805	270,681
MODE 6	9,839	18,177	28,016	76	439	515	28,531
MODE 7	-	-	-	-	-	-	-
MODE 8	16,961	14,572	31,533	18,207	3,177	21,384	52,917
TOTAL	178,411	168,533	346,944	237,871	55,990	293,861	640,805
PERCENT OF TRANSFERS	109	96	103	71	80	72	87

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

Gannett Fleming
ENGINEERS AND PLANNERS

TABLE 13
AUTO OCCUPANCY MODEL OUTPUT SUMMARY
METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

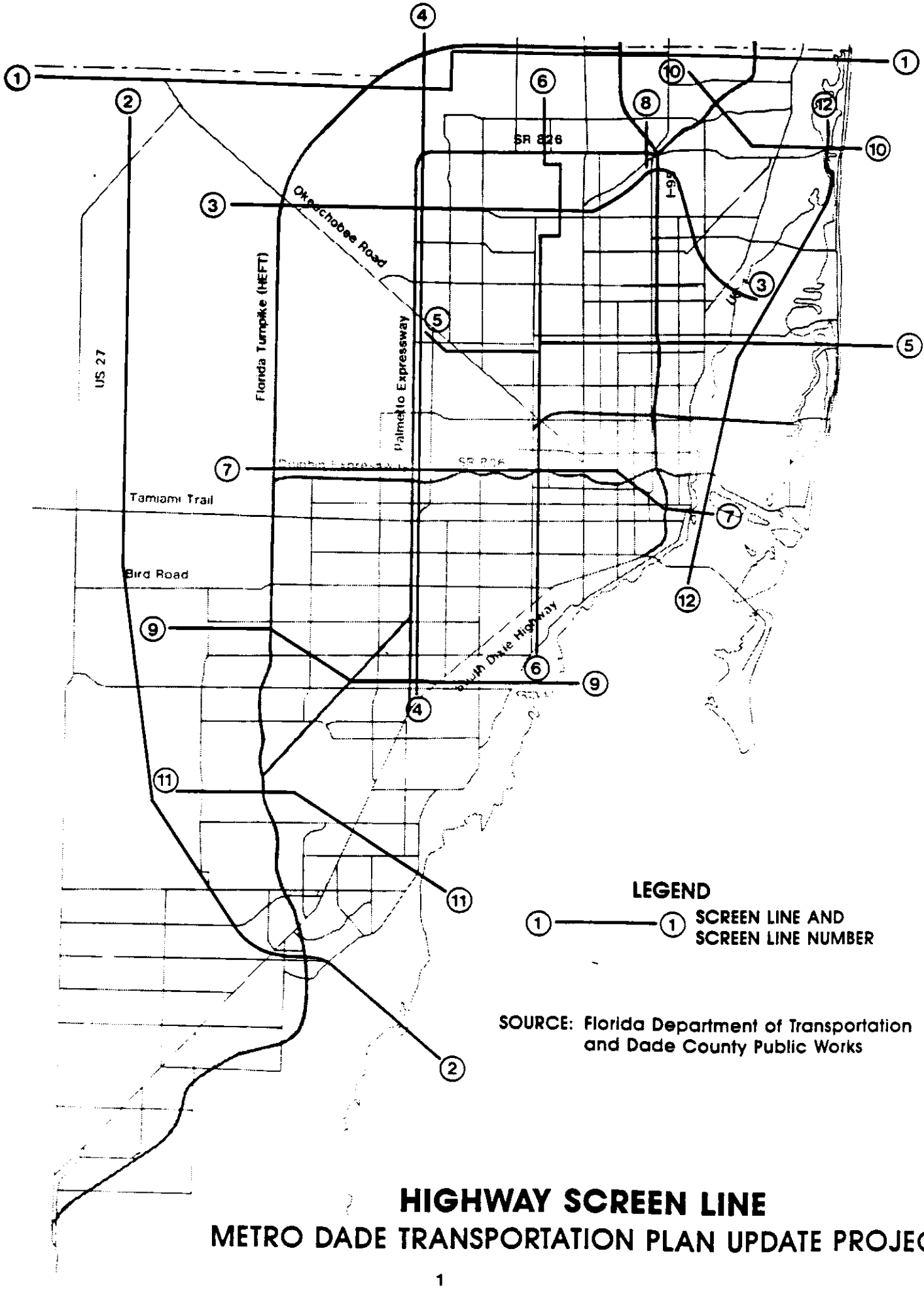
PERSON TRIPS		
TRANSIT	HBW	171,284
	HBO	64,961
	NHB	74,868
	SCHOOL	38,131
	TOTAL	349,244
AUTO	HBW	1,607,923
	HBO	4,359,776
	NHB	804,786
	SCHOOL	706,928
	TOTAL	7,479,413
VEHICLE TRIPS		
HBW + HBO + NHB + SCHOOL		5,339,117
TRUCK + TAXI		459,301
EXTERNAL		417,334
TOTAL		6,215,752

YEAR 2005
ALTERNATIVE Baseline System
RUN NUMBER FINAL

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

APPENDIX F
VOLUME / CAPACITY COMPARISON BY SCREENLINE

- YEAR 1990 BASELINE SYSTEM
- YEAR 2005 BASELINE SYSTEM



SOURCE: Florida Department of Transportation and Dade County Public Works

HIGHWAY SCREEN LINE

METRO DADE TRANSPORTATION PLAN UPDATE PROJECT

YEAR 1990 BASELINE SYSTEM

VOLUME / CAPACITY COMPARISON BY SCREENLINE

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
1	1658	1659	35589.	23100.	1.54	3	3
1	1659	1661	32410.	23100.	1.40	3	3
1	2003	2004	3595.	11600.	0.31	3	3
1	2006	2007	2921.	23100.	0.13	3	3
1	2008	2009	42685.	34700.	1.23	3	3
1	2013	2014	2232.	8600.	0.26	4	3
1	2033	2092	17905.	11600.	1.54	3	3
1	2036	2096	29221.	25200.	1.16	2	3
1	2047	2122	140.	11600.	0.01	3	3
1	2103	2104	7672.	9300.	0.82	3	5
1	TOTALS		174370.	181900.	0.96		
2	2106	2583	3583.	9300.	0.39	3	5
2	4834	4836	10466.	18600.	0.56	3	5
2	5204	5206	2312.	8600.	0.27	4	3
2	5458	5459	2980.	8600.	0.35	4	3
2	5546	5547	11403.	23100.	0.49	3	3
2	5634	5638	10793.	8600.	1.25	4	3
2	5683	5686	1070.	8600.	0.12	4	3
2	5739	5741	1453.	8600.	0.17	4	3
2	5789	5791	3818.	8600.	0.44	4	3
2	5791	5792	3818.	8600.	0.44	4	3
2	5871	5873	15123.	9300.	1.63	3	5
2	5929	5933	8262.	9300.	0.89	3	5
2	5933	5988	5066.	8600.	0.59	4	3
2	5994	5996	16289.	11600.	1.40	3	4
2	5998	5999	35928.	34700.	1.04	3	4
2	6004	6006	7413.	34700.	0.21	3	4
2	6006	6007	75169.	85500.	0.88	1	4
2	6008	6009	18955.	23100.	0.82	3	3
2	6010	6059	194.	8600.	0.02	4	3
2	6062	6063	17966.	8600.	2.09	4	3
2	6111	6112	6264.	7100.	0.88	4	5
2	TOTALS		258325.	352300.	0.73		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
3	1724	2421	32934.	34700.	0.95	3	3
3	1767	2424	230409.	102000.	2.26	1	3
3	2214	2466	13958.	9300.	1.50	3	5
3	2361	2473	0.	7100.	0.0	4	5
3	2363	2476	1275.	7100.	0.18	4	5
3	2373	2488	111393.	76500.	1.46	1	3
3	2413	2534	34928.	23100.	1.51	3	3
3	2421	2422	42563.	34700.	1.23	3	4
3	2436	2438	14465.	11600.	1.25	3	3
3	2438	2439	16836.	11600.	1.45	3	3
3	2466	2467	70534.	57000.	1.24	1	5
3	2466	2471	21974.	34700.	0.63	3	4
3	2483	2484	1260.	8600.	0.15	4	3
3	2493	2494	41369.	23100.	1.79	3	3
3	2503	2504	38240.	23100.	1.66	3	4
3	2504	2506	53084.	23100.	2.30	3	4
3	2511	2512	10190.	8600.	1.18	4	4
3	2516	2517	15652.	16200.	0.97	4	3
3	2519	2523	23176.	16200.	1.43	4	3
3	2528	2529	65104.	34700.	1.88	3	3
3	2560	2562	37136.	23100.	1.61	3	3
3	2684	2689	37215.	23100.	1.61	3	3
3	2687	2690	36270.	23100.	1.57	3	3
3	2689	2690	28915.	23100.	1.25	3	3
3	2802	2803	32445.	23100.	1.40	3	3
3	2811	2812	42512.	23100.	1.84	3	3
3	TOTALS		1053837.	701600.	1.50		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
4	1875	4427	138756.	85500.	1.62	1	4
4	2000	2112	51028.	51000.	1.00	1	3
4	2119	2121	9431.	16200.	0.58	4	3
4	2229	2232	13267.	16200.	0.82	4	3
4	2236	2237	93625.	76500.	1.22	1	3
4	2374	2376	1481.	8600.	0.17	4	3
4	2492	2498	11593.	8600.	1.35	4	4
4	2609	2611	14156.	16200.	0.87	4	3
4	2611	2613	13691.	8600.	1.59	4	3
4	2732	2734	54527.	34700.	1.57	3	4
4	2734	2737	46450.	34700.	1.34	3	4
4	2824	2827	9267.	8600.	1.08	4	3
4	2924	2931	16227.	8600.	1.89	4	3
4	2924	2936	23412.	23100.	1.01	3	4
4	2926	2937	13397.	11600.	1.15	3	4
4	2928	2932	8705.	8600.	1.01	4	4
4	2929	2938	41528.	25200.	1.65	2	4
4	4137	4142	48757.	23100.	2.11	3	4
4	4273	4281	31103.	8600.	3.62	4	4
4	4277	4283	35542.	8600.	4.13	4	4
4	4421	4424	11565.	8600.	1.34	4	4
4	4422	4426	11677.	11600.	1.01	3	4
4	4604	4607	40179.	23100.	1.74	3	3
4	4867	4868	35086.	23100.	1.52	3	3
4	5106	5109	36609.	23100.	1.58	3	3
4	5251	5253	54628.	34700.	1.57	3	3
4	5408	5411	38836.	23100.	1.68	3	3
4	5498	5501	38953.	23100.	1.69	3	3
4	5604	5613	14370.	8600.	1.67	4	4
4	5606	5610	39316.	57000.	0.69	1	4
4	TOTALS		997162.	718800.	1.39		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
5	1602	1604	41907.	34700.	1.21	3	3
5	2932	2937	7967.	8600.	0.93	4	4
5	2937	2939	21363.	11600.	1.84	3	4
5	2938	2948	28933.	23100.	1.25	3	4
5	2946	2947	14126.	8600.	1.64	4	3
5	2958	4006	14445.	23100.	0.63	3	3
5	2964	4011	22585.	17300.	1.31	3	3
5	2967	2966	13988.	17300.	0.81	3	3
5	2972	4027	29507.	23100.	1.28	3	3
5	2980.	4034	30399.	23100.	1.32	3	3
5	2988	2989	22134.	11600.	1.91	3	3
5	2997	2998	37701.	23100.	1.63	3	4
5	3004	3006	35519.	23100.	1.54	3	3
5	3011	3012	27311.	23100.	1.18	3	3
5	3018	3019	23029.	16200.	1.42	4	3
5	3026	3027	38555.	34700.	1.11	3	3
5	3027	3028	37331.	23100.	1.62	3	3
5	3031	4086	248797.	127500.	1.95	1	3
5	3038	3039	10914.	8600.	1.27	4	3
5	3044	3046	35227.	23100.	1.52	3	3
5	3052	3053	35871.	23100.	1.55	3	3
5	3063	3064	42712.	23100.	1.85	3	3
5	4017	2967	13082.	17300.	0.76	3	3
5	4027	4028	32514.	23100.	1.41	3	3
5	TOTALS		865917.	591200.	1.46		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
6	1911	4302	22385.	11600.	1.93	3	4
6	1916	4168	17293.	23100.	0.75	3	4
6	1916	4299	31314.	23100.	1.36	3	4
6	1918	4171	97876.	76500.	1.28	1	3
6	2053	2054	7684.	8600.	0.89	4	3
6	2137	2140	25148.	23100.	1.09	3	3
6	2264	2268	6420.	11600.	0.55	3	3
6	2266	2273	91763.	76500.	1.20	1	3
6	2267	2263	3579.	11600.	0.31	3	3
6	2391	2393	6016.	8600.	0.70	4	3
6	2394	2398	9309.	8600.	1.08	4	3
6	2517	2519	20712.	16200.	1.28	4	3
6	2518	2520	26936.	23100.	1.17	3	3
6	2762	2763	41063.	23100.	1.78	3	4
6	2981	2983	40841.	23100.	1.77	3	4
6	2982	2984	15310.	8600.	1.78	4	4
6	4039	4041	36025.	23100.	1.56	3	3
6	4040	4042	24017.	23100.	1.04	3	3
6	4166	4167	12663.	11600.	1.09	3	3
6	4292	4297	23773.	23100.	1.03	3	4
6	4299	4303	35349.	23100.	1.53	3	4
6	4450	4452	157833.	102000.	1.55	1	3
6	4638	4643	35670.	23100.	1.54	3	3
6	4641	4642	41813.	23100.	1.81	3	3
6	4892	4893	41910.	23100.	1.81	3	4
6	5158	5159	45709.	23100.	1.98	3	3
6	5296	5297	35394.	23100.	1.53	3	3
6	5297	5439	52134.	34700.	1.50	3	3
6	5441	5446	35204.	23100.	1.52	3	3
6	5444	5447	15426.	11600.	1.33	3	3
6	TOTALS		1056569.	767900.	1.38		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
7	1821	4414	62749.	34700.	1.81	3	4
7	1846	4269	223077.	114000.	1.96	1	4
7	1886	4416	53776.	23100.	2.33	3	4
7	4116	4403	70534.	57000.	1.24	1	5
7	4257	4407	2997.	8600.	0.35	4	4
7	4262	4412	3740.	8600.	0.43	4	4
7	4267	4414	42934.	34700.	1.24	3	4
7	4288	4433	30152.	11600.	2.60	3	4
7	4291	4441	68994.	34700.	1.99	3	4
7	4297	4448	37210.	23100.	1.61	3	3
7	4310	4451	12916.	8600.	1.50	4	3
7	4319	4453	57115.	23100.	2.47	3	3
7	4417	4418	11565.	8600.	1.34	4	4
7	4459	4460	44818.	23100.	1.94	3	3
7	4467	4468	46186.	23100.	2.00	3	3
7	4469	4479	113321.	76500.	1.48	1	3
7	4480	4669	52034.	23100.	2.25	3	3
7	4679	4680	40046.	23100.	1.73	3	3
7	4683	4708	28365.	23100.	1.23	3	4
7	4942	4947	20029.	17300.	1.16	3	4
7	4947	4966	20029.	23100.	0.87	3	2
7	4951	4943	22851.	25500.	0.90	1	3
7	4952	4953	52173.	51000.	1.02	1	2
7	4962	4961	74201.	51000.	1.45	1	2
7	4976	4977	21145.	11600.	1.82	3	2
7	5036	5037	30388.	18600.	1.63	3	1
7	TOTALS		1243345.	780500.	1.59		
8	2160	2164	37694.	23100.	1.63	3	3
8	2164	2168	42537.	23100.	1.84	3	3
8	2294	2298	49856.	57000.	0.87	1	4
8	2297	2294	47104.	57000.	0.83	1	4
8	2298	2304	60060.	57000.	1.05	1	4
8	2302	2304	16866.	14300.	1.18	1	4
8	2303	2297	55671.	57000.	0.98	1	4
8	2303	2301	13755.	5800.	2.37	3	4
8	2417	2420	46675.	25200.	1.85	2	3
8	TOTALS		370218.	319500.	1.16		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
9	5364	5461	8939.	8600.	1.04	4	3
9	5371	5464	22531.	11600.	1.94	3	3
9	5471	5474	31065.	11600.	2.68	3	3
9	5472	5569	81546.	51000.	1.60	1	3
9	5473	5474	16183.	11600.	1.40	3	3
9	5481	5577	43519.	23100.	1.88	3	3
9	5494	5599	84362.	51000.	1.65	1	3
9	5583	5587	131440.	102000.	1.29	1	3
9	5586	5588	18844.	12800.	1.47	1	3
9	5587	5582	11111.	5800.	1.92	3	3
9	5592	5593	27793.	23100.	1.20	3	3
9	5606	5607	11765.	8600.	1.37	4	4
9	5609	5610	37294.	34700.	1.07	3	4
9	5612	5616	29667.	23100.	1.28	3	3
9	5619	5620	21731.	11600.	1.87	3	3
9	5626	5627	27527.	11600.	2.37	3	3
9	TOTALS		605317.	401800.	1.51		
10	1652	1653	49086.	34700.	1.41	3	3
10	2073	2076	20518.	34700.	0.59	3	3
10	2181	2186	162974.	102000.	1.60	1	3
10	2184	2187	47031.	23100.	2.04	3	3
10	2187	2188	4355.	8600.	0.51	4	3
10	2328	2329	24008.	8600.	2.79	4	3
10	2329	2330	14994.	8600.	1.74	4	4
10	2336	2337	14334.	8600.	1.67	4	3
10	2338	2339	9183.	8600.	1.07	4	4
10	2342	2343	18534.	23100.	0.80	3	4
10	2343	2344	17830.	23100.	0.77	3	4
10	2349	2350	41906.	25200.	1.66	2	4
10	TOTALS		424753.	308900.	1.38		
11	5744	5793	18955.	11600.	1.63	3	3
11	5751	5799	145194.	76500.	1.90	1	3
11	5753	5801	18717.	11600.	1.61	3	3
11	5809	5811	5377.	8600.	0.63	4	3
11	5811	5812	35899.	23100.	1.55	3	3
11	5813	5814	67537.	34700.	1.95	3	3
11	5813	5851	68708.	34700.	1.98	3	3
11	5854	5856	6993.	11600.	0.60	3	3
11	5906	5907	17279.	11600.	1.49	3	3
11	TOTALS		384659.	224000.	1.72		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
12	1501	4831	13472.	46200.	0.29	3	4
12	1503	4580	56065.	39200.	1.43	2	3
12	1543	4579	26259.	23100.	1.14	3	3
12	1572	4250	104871.	76500.	1.37	1	3
12	1608	3069	42205.	34700.	1.22	3	3
12	1636	2714	38197.	23100.	1.65	3	3
12	5338	5348	44316.	25200.	1.76	2	3
12	TOTALS		325385.	268000.	1.21		
99	TOTALS		112480224.	440322816.	0.26		

YEAR 2005 BASELINE SYSTEM

VOLUME / CAPACITY COMPARISON BY SCREENLINE

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
1	1658	1659	41586.	23100.	1.80	3	3
1	1659	1661	38409.	23100.	1.66	3	3
1	2006	2007	1718.	23100.	0.07	3	3
1	2008	2009	59185.	34700.	1.71	3	3
1	2013	2014	13392.	8600.	1.56	4	3
1	TOTALS		154290.	112600.	1.37		
2	2106	2583	4157.	9300.	0.45	3	5
2	4834	4836	10478.	18600.	0.56	3	5
2	5204	5206	1979.	8600.	0.23	4	3
2	5458	5459	3658.	8600.	0.43	4	3
2	5546	5547	13120.	23100.	0.57	3	3
2	5683	5686	15376.	8600.	1.79	4	3
2	5739	5741	6001.	8600.	0.70	4	3
2	5789	5791	9338.	8600.	1.09	4	3
2	5791	5792	15745.	8600.	1.83	4	3
2	5871	5873	12023.	9300.	1.29	3	5
2	5929	5933	10156.	9300.	1.09	3	5
2	5933	5988	12943.	8600.	1.50	4	3
2	5994	5996	17568.	11600.	1.51	3	4
2	5998	5999	40063.	34700.	1.15	3	4
2	6004	6006	11262.	34700.	0.32	3	4
2	6006	6007	116572.	85500.	1.36	1	4
2	6008	6009	39934.	23100.	1.73	3	3
2	6010	6059	2829.	8600.	0.33	4	3
2	6062	6063	3997.	8600.	0.46	4	3
2	TOTALS		347199.	336600.	1.03		
3	1724	2421	39843.	34700.	1.15	3	3
3	2361	2473	3896.	7100.	0.55	4	5
3	2363	2476	4051.	7100.	0.57	4	5
3	2373	2488	136880.	76500.	1.79	1	3
3	2413	2534	43423.	23100.	1.88	3	3
3	2421	2422	48412.	34700.	1.40	3	4
3	2466	2467	78280.	57000.	1.37	1	5
3	2466	2471	17938.	34700.	0.52	3	4
3	2483	2484	8789.	8600.	1.02	4	3
3	2493	2494	49070.	23100.	2.12	3	3
3	2511	2512	13462.	8600.	1.57	4	4
3	2516	2517	17618.	16200.	1.09	4	3
3	2519	2523	28952.	16200.	1.79	4	3
3	2528	2529	77161.	34700.	2.22	3	3
3	2560	2562	37856.	23100.	1.64	3	3
3	2684	2689	35310.	23100.	1.53	3	3
3	2687	2690	34386.	23100.	1.49	3	3
3	2689	2690	29107.	23100.	1.26	3	3
3	2802	2803	27257.	23100.	1.18	3	3
3	TOTALS		731691.	497800.	1.47		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
4	2000	2112	68987.	51000.	1.35	1	3
4	2119	2121	11723.	16200.	0.72	4	3
4	2229	2232	17728.	16200.	1.09	4	3
4	2236	2237	101029.	76500.	1.32	1	3
4	2492	2498	11448.	8600.	1.33	4	4
4	2609	2611	14813.	16200.	0.91	4	3
4	2611	2613	13424.	8600.	1.56	4	3
4	2732	2734	50358.	34700.	1.45	3	4
4	2734	2737	40753.	34700.	1.17	3	4
4	2824	2827	9902.	8600.	1.15	4	3
4	2924	2931	12207.	8600.	1.42	4	3
4	2924	2936	33032.	23100.	1.43	3	4
4	2926	2937	19308.	11600.	1.66	3	4
4	4137	4142	52351.	23100.	2.27	3	4
4	4604	4607	42823.	23100.	1.85	3	3
4	4867	4868	30355.	23100.	1.31	3	3
4	5106	5109	39038.	23100.	1.69	3	3
4	5251	5253	62793.	34700.	1.81	3	3
4	5408	5411	44439.	23100.	1.92	3	3
4	5498	5501	48995.	23100.	2.12	3	3
4	5604	5613	16904.	8600.	1.97	4	4
4	5606	5610	35901.	57000.	0.63	1	4
4	TOTALS		778311.	553500.	1.41		
5	1602	1604	37049.	34700.	1.07	3	3
5	2937	2939	27763.	11600.	2.39	3	4
5	2938	2948	28609.	23100.	1.24	3	4
5	2946	2947	17217.	8600.	2.00	4	3
5	2958	4006	13966.	23100.	0.60	3	3
5	2964	4011	22423.	17300.	1.30	3	3
5	2967	2966	19345.	17300.	1.12	3	3
5	2972	4027	32528.	23100.	1.41	3	3
5	2980	4034	30579.	23100.	1.32	3	3
5	3004	3006	37533.	23100.	1.62	3	3
5	3011	3012	33702.	23100.	1.46	3	3
5	3018	3019	23654.	16200.	1.46	4	3
5	3026	3027	74997.	34700.	2.16	3	3
5	3027	3028	71801.	23100.	3.11	3	3
5	3031	4086	227558.	127500.	1.78	1	3
5	3038	3039	13654.	8600.	1.59	4	3
5	3044	3046	38273.	23100.	1.66	3	3
5	3052	3053	38104.	23100.	1.65	3	3
5	4017	2967	15627.	17300.	0.90	3	3
5	4027	4028	33986.	23100.	1.47	3	3
5	TOTALS		838368.	524800.	1.60		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
6	1916	4168	10959.	23100.	0.47	3	4
6	1916	4299	31473.	23100.	1.36	3	4
6	1918	4171	108395.	76500.	1.42	1	3
6	2137	2140	22489.	23100.	0.97	3	3
6	2264	2268	4801.	11600.	0.41	3	3
6	2267	2263	3517.	11600.	0.30	3	3
6	2391	2393	8862.	8600.	1.03	4	3
6	2394	2398	11308.	8600.	1.31	4	3
6	2517	2519	26270.	16200.	1.62	4	3
6	2518	2520	32149.	23100.	1.39	3	3
6	4039	4041	30453.	23100.	1.32	3	3
6	4040	4042	18476.	23100.	0.80	3	3
6	4292	4297	29550.	23100.	1.28	3	4
6	4299	4303	37344.	23100.	1.62	3	4
6	4450	4452	171898.	102000.	1.69	1	3
6	4638	4643	37980.	23100.	1.64	3	3
6	4641	4642	44189.	23100.	1.91	3	3
6	4892	4893	44714.	23100.	1.94	3	4
6	5158	5159	49862.	23100.	2.16	3	3
6	5296	5297	39171.	23100.	1.70	3	3
6	5297	5439	55568.	34700.	1.60	3	3
6	5441	5446	41453.	23100.	1.79	3	3
6	5444	5447	19566.	11600.	1.69	3	3
6	TOTALS		880447.	604800.	1.46		
7	1821	4414	51076.	34700.	1.47	3	4
7	1846	4269	206214.	114000.	1.81	1	4
7	1886	4416	59979.	23100.	2.60	3	4
7	4262	4412	10542.	8600.	1.23	4	4
7	4267	4415	53666.	34700.	1.55	3	4
7	4297	4448	40357.	23100.	1.75	3	3
7	4310	4451	15216.	8600.	1.77	4	3
7	4467	4468	48774.	23100.	2.11	3	3
7	4469	4479	115981.	76500.	1.52	1	3
7	4480	4669	51563.	23100.	2.23	3	3
7	4679	4680	50501.	23100.	2.19	3	3
7	4683	4708	32760.	23100.	1.42	3	4
7	4942	4947	20472.	17300.	1.18	3	4
7	4947	4966	20472.	23100.	0.89	3	2
7	4951	4943	25798.	25500.	1.01	1	3
7	4952	4953	51429.	51000.	1.01	1	2
7	4962	4961	76241.	51000.	1.49	1	2
7	4976	4977	22485.	11600.	1.94	3	2
7	5036	5037	32999.	18600.	1.77	3	1
7	TOTALS		986525.	613800.	1.61		

MIAMI HIGHWAY EVALUATION FOR NET : SCREENLINE SUMMARIES

SCREENLINE NUMBER	ANODE	BNODE	TOTAL VOLUME	TOTAL CAPACITY	VOLUME OVER CAPACITY RATIO	F T	A T
8	2160	2164	29165.	23100.	1.26	3	3
8	2164	2168	31422.	23100.	1.36	3	3
8	2302	2304	19273.	14300.	1.35	1	4
8	2303	2301	14366.	5800.	2.48	3	4
8	TOTALS		94226.	66300.	1.42		
9	5473	5474	16549.	11600.	1.43	3	3
9	5481	5577	40817.	23100.	1.77	3	3
9	5494	5599	93600.	51000.	1.84	1	3
9	5583	5587	157129.	102000.	1.54	1	3
9	5586	5588	19139.	12800.	1.50	1	3
9	5587	5582	9279.	5800.	1.60	3	3
9	5592	5593	33083.	23100.	1.43	3	3
9	5606	5607	18528.	12400.	1.49	4	4
9	5609	5610	42544.	34700.	1.23	3	4
9	5612	5616	33186.	23100.	1.44	3	3
9	5619	5620	25478.	11600.	2.20	3	3
9	5626	5627	30123.	11600.	2.60	3	3
9	TOTALS		519455.	322800.	1.61		
10	1652	1653	42989.	34700.	1.24	3	3
10	2073	2076	39334.	34700.	1.13	3	3
10	2184	2187	50998.	23100.	2.21	3	3
10	2342	2343	23023.	23100.	1.00	3	4
10	2343	2344	21968.	23100.	0.95	3	4
10	TOTALS		178312.	138700.	1.29		
11	5753	5801	16235.	11600.	1.40	3	3
11	5809	5811	16508.	8600.	1.92	4	3
11	5811	5812	39624.	23100.	1.72	3	3
11	5813	5814	73882.	34700.	2.13	3	3
11	5854	5856	8608.	11600.	0.74	3	3
11	5906	5907	20602.	11600.	1.78	3	3
11	TOTALS		175459.	101200.	1.73		
12	1501	4831	15280.	46200.	0.33	3	4
12	1503	4580	55884.	39200.	1.43	2	3
12	1543	4579	27558.	23100.	1.19	3	3
12	1572	4250	103866.	76500.	1.36	1	3
12	1608	3069	43548.	34700.	1.25	3	3
12	1636	2714	40524.	23100.	1.75	3	3
12	TOTALS		286660.	242800.	1.18		
99	TOTALS		137638672.	463980032.	0.30		