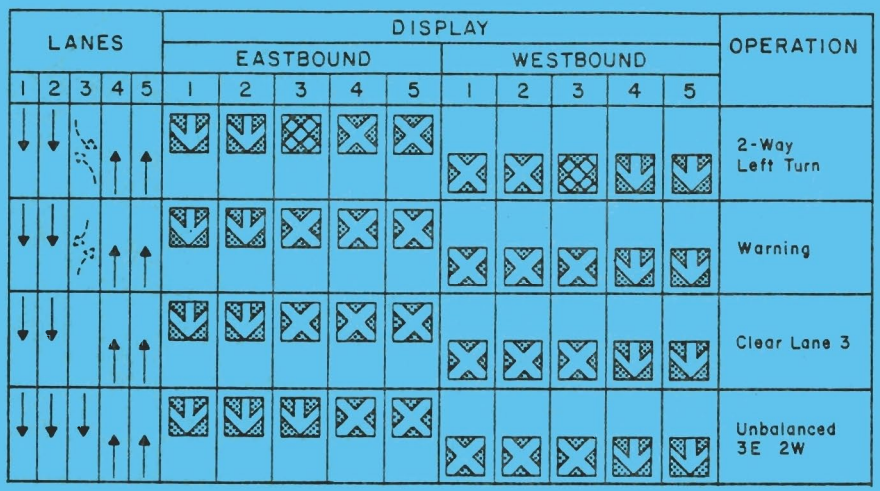
METRO-DADE

FLAGLER STREET
REVERSIBLE FLOW STUDY



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FLAGLER STREET REVERSIBLE FLOW STUDY

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FLAGLER STREET REVERSIBLE FLOW STUDY

EXECUTIVE SUMMARY

BACKGROUND

Traffic congestion is a dominant peak period problem on many arterial streets and expressways throughout the urbanized portion of Dade County. To help control and alleviate congestion, the Metropolitan Planning Organization for Metro-Dade County has developed and continually reassesses both short and long range multi-modal transportation system and system management plans. Transit system development, roadway capacity improvements, transportation system management techniques, and bicycle/pedestrian planning are among the multi-modal elements considered by the Metropolitan Planning Organization.

Transportation system management (TSM) techniques include a wide variety of relatively low capital cost means to help alleviate traffic congestion. Reversible flow is one TSM technique. As part of the current Unified Planning Work Program, and an element of joint participation between Florida Department of Transportation and the Miami MPO, is the initiation of a reversible lane study.

MPO and FDOT staff jointly evaluated the possible introduction of reversible flow (or unbalanced flow) on numerous arterials throughout the urban area. This was a generalized, County-wide evaluation process meant to provide greater focus to a select number of arteries which should be given further consideration. The evaluation resulted in the selection of the West Flagler Street corridor between approximately West 27th Avenue and the Palmetto Expressway as a primary candidate for a more detailed planning evaluation. A close second in the preliminary evaluation was the N.W. 7th Avenue artery from the N.W. 5th Street Bridge north to the Golden Glades interchange. An initial project step in the current study was the validation of the selection of the Flagler Street corridor compared to N.W. 7th Avenue.

SCOPE

This study provides a more in-depth planning analysis of the potential benefits and disbenefits of providing reversible traffic flow on certain lanes of West Flagler Street between the Palmetto Expressway and West 27th Avenue. Following the validation of selecting the Flagler Street corridor, elements of the more in-depth planning evaluation included the assessment of current peak period operating conditions along this segment of Flagler Street, development of a preliminary operating plan for reversible flow sufficient to evaluate planning-level impacts, and development of recommendations about whether reversible flow project development activity should be pursued within the Flagler Street corridor or elsewhere in the County.

FINDINGS

Reversible flow could be instituted on West Flagler Street at relatively low capital cost. This could be done without any significant pavement widening being needed to alter operations along this highly developed corridor. Reversible flow could be introduced during peak periods -- providing more travel lanes for motorists in the predominant eastbound direction in the morning, and more lanes for the predominant westbound flow in the afternoon -- at the relatively low capital funding. Capital funding needs would be associated with traffic signal controller and signal head display modifications at existing signalized locations, the installation of overhead lane use control signals throughout the corridor, necessary traffic control signing and pavement marking changes along the route, and a program of public information announcements.

There are numerous ways to provide reversible flow along West Flagler Street. These include the total reversal of the entire street during peak periods or the conversion of one or more lanes to reversible flow while maintaining two-way traffic operations. Peak period traffic characteristics in the corridor indicate that the conversion of one lane for reversible flow would be the best option.

To introduce peak period reversible flow operations along West Flagler Street without major additional right-of-way takings for construction of additional lanes requires the conversion of the existing center left turn lane as another lane to be devoted to through traffic movements in the predominant direction of peak period traffic flow. For meaningful through traffic congestion reduction in the predominant traffic direction and to not significantly degrade the safety benefits currently provided by the protected left turn lanes along the center of West Flagler Street, it would be necessary to prohibit left turn movements along the corridor during peak periods of reversible flow (unbalanced lane flow) and during the transition periods between reversible flow and normal two-way traffic operations.

However, an analysis of current operations and the anticipated changes in future demands, coupled with both longer range transit and highway capacity improvements along this general east-west corridor (extending from SR 836 on the north to approximately S.W. 8th Street on the south) all suggest that there may be better methods available to improve traffic flow in both the short range and long range. Traffic congestion during peak periods and at other times of the day is evident along the entire length of the corridor, but it tends to be primarily focused and extends from a select number of intersections, rather than a multitude of locations between the Palmetto Expressway and West 27th Avenue. While current traffic congestion tends to be more of a problem in the predominant direction of travel during peak periods, the less predominant direction of traffic demand is also quite high. There is not a high directional imbalance in traffic demand. Motorists traveling in the less predominant direction in peak periods also encounter a certain level of traffic congestion today. In the typically more congested afternoon peak hour, there is only a 3 mph difference in the overall travel speed between eastbound and westbound traffic.

With the current demands, congestion levels, and operating characteristics along West Flagler Street, the simulation of reversible flow results in an overall net negative benefit when considering the impacts to both directions of travel, safety, access to adjacent residential neighborhoods, increased north-south cross traffic demands, bus operations, etc.

SUMMARY RECOMMENDATIONS

It is recommended that a reversible flow system (unbalanced flow in peak periods with left turns restriction) not be instituted along this corridor. Instead, operational improvements should be developed at a few key intersections along the corridor which are the ones now responsible for the major part of the congestion experienced by Flagler Street motorists. Changes to the key intersections at West 27th Avenue, LeJeune Road, and Milam Dairy Road could include the restriction of certain but not all turning movements and/or the construction of additional lanes and the associated right-of-way takings needed, together with the associated traffic signal alterations to improve both east and westbound traffic flow along the corridor during peak periods.

MPO staff are encouraged to again re-evaluate other potential corridors throughout Dade County where reversible flow operations may prove to be more positive and beneficial to travelers in all modes during peak periods than was found to be the case along the West Flagler Street corridor. A primary key to a reassessment of potential corridors on a County- wide level would be the potential selection based not only on the physical characteristics of a median (raised median versus painted median) and the associated capital cost to make reversible flow improvements, but primarily upon those corridors that now experience significant traffic congestion and also possess highly directional peak period travel characteristics. The major shortcoming found in not selecting the Flagler Street corridor for further project development activities was not the capital cost or the safety aspects of such a system, rather the lack of a significant directional imbalance in the peak period travel demand characteristics along West Flagler Street.

The global reassessment in search of facilities which may prove worthy of additional consideration for reversible flow should focus on those arteries (1) with a high degree of peak period congestion, (2) where congestion is predominant at numerous intersections rather than only a few, (3) where a directional distribution of peak hour traffic is in a range of approximately 65% in one direction compared to 35% in the other, and (4) where "ground loops" are relatively easy to accomplish if peak period left turn restrictions are needed for reversible flow operations. Many of these

characteristics were not found along West Flagler Street. Corridors exhibiting these characteristic are likely to be found along certain north-south avenues in southwest Dade County between approximately the Palmetto Expressway and the Homestead Extension of Florida's Turnpike and also in north Dade County, north of approximately N.W. 70th Street.

Because there may be exceptions to this generalization on where such corridors may exist, the MPO staff should be ever-vigilant in any global reassessment for the selection of additional potential corridors to examine in more detail. The generalization on where to focus future selections may miss the mark in certain areas. Diagonal facilities, such as the Okeechobee Road corridor from approximately the Palmetto Expressway to N.W. 36th Street, and east-west streets of north Dade and east-west streets in south Dade should not be overlooked. They should all be reexamined.

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BACKGROUND

Peak period traffic congestion is a problem encountered by motorists most everywhere they travel within urbanized Dade County. The Metro-Dade Metropolitan Planning Organization plans and programs various transportation system management techniques, along with major highway, expressway, transit, bicycle and other transportation system improvements to help alleviate peak period congestion.

One transportation system management technique that has been used elsewhere throughout the United States and has been used in various corridors within Dade County is to increase the directional carrying capacity of arterial streets and improve peak period operations by reversing the traffic flow allowed on certain lanes of the arteries. The reversing of traffic flow on particular lanes along these arteries is a transportation system management technique meant to provide the optimum use of available roadway space by better matching the number of lanes made available to motorists in each direction with the peak period directional demands.

Facilities in Dade County - Such reversible flow lane facilities can be implemented with relatively low capital outlay and in relatively quick order. Years ago, for example, contra-flow bus operations along a 5.7 mile segment of South Dixie Highway from I-95 to North Kendall Drive were instituted from their initial conceptual design to actual operation in approximately six weeks. In the more distant past, reversible flow operations were instituted together with preferential treatment for buses along a ten-mile segment of N.W. 7th Avenue from approximately N.W. 20th Street to the Golden Glade interchange. This was done back in the early 1970s when I-95 was undergoing one of its numerous reconstruction phases. Today, Dade County operates a reversible flow operation on N.W. 199th

Street in north Dade. This is primarily associated with events at Joe Robbie Stadium, not for normal weekday peak period commuter patterns.

MPO Corridor Review - In 1990, the Metro-Dade MPO staff canvassed the arterial street system to made a preliminary selection of potential corridors where reversible flow operations may have a place in their multi-modal transportation system. Various corridors were selected based on technical merits. The list was narrowed to two or three facilities which were thought to have the greatest potential. First among these was West Flagler Street from West 27th Avenue to the Palmetto Expressway. (See Figure 1.) This was closely followed by N.W. 7th Avenue from the N.W. 5th Street Bridge over the Miami River to the Golden Glades interchange.

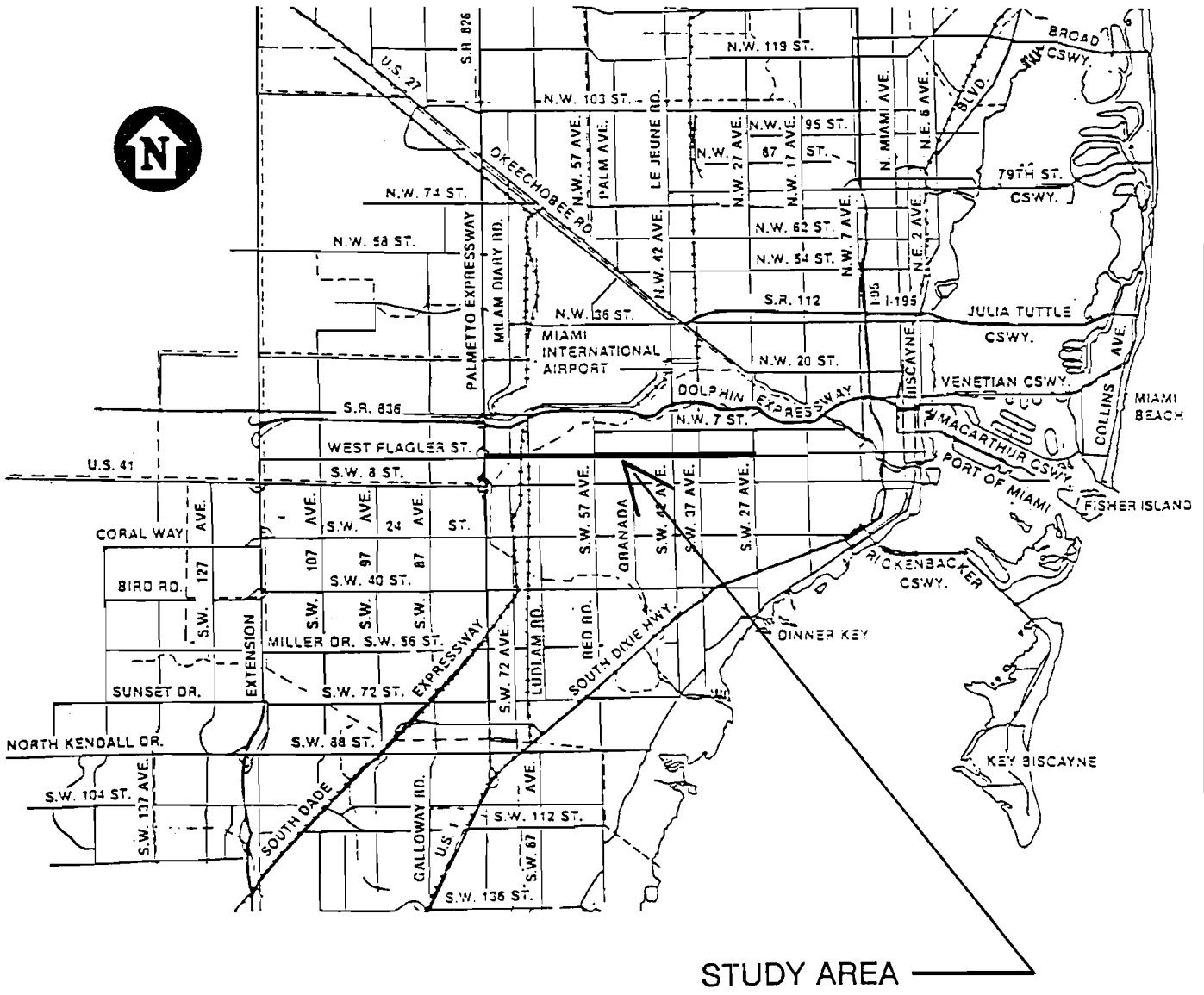
Based on this County-wide review, an element was included in the Unified Planning Work Program to provide a more in-depth planning analysis of the potential of the West Flagler Street corridor for reversible flow operations during peak periods. A planning study outline was prepared, a joint participation funding arrangement was developed cooperatively between the MPO and the Florida Department of Transportation, and work was initiated.

SCOPE

One of the first orders of business of the more in-depth planning analysis of the West Flagler Street corridor was to gather more detailed traffic demand information than was used in the preliminary assessment. Unfortunately, very little additional recorded information existed, and it was summertime in Miami with its characteristic lower peak period traffic. Rather than pursue an intensive data collection effort at that time, only preliminary observations of traffic operating conditions along West Flagler Street (and N.W. 7th Avenue) were observed in the late summer of 1991. Available information on historical traffic patterns were collected for analysis and the basic physical characteristics of the corridor were obtained at that time of year.

FIGURE 1

LOCATION MAP



CORRIDOR CHARACTERISTICS

Physical Characteristics - For most of its length from the Palmetto Expressway to N.W. 27th Avenue, West Flagler Street is a five-lane section carrying two lanes of thru traffic in each direction plus a center painted left turn lane for opposing flows at major intersections. With few exceptions, Flagler Street has a curb and gutter section with five foot sidewalks on each side, roadway lighting, and no parking throughout this length. The typical cross section for most of the length of West Flagler Street is shown in plan view in Figure 2. In the vicinity of the Palmetto Expressway, east to the CSX and FEC rail crossings (west of S.W. 69th Avenue), West Flagler Street has a raised sodded median with curb and gutter.

Operational Features - East of West 27th Avenue to approximately West 24th Avenue, West Flagler Street transitions into a one-way couplet from West 24th Avenue east to downtown Miami. These potential east and west terminal areas would need special attention in the development of preliminary reversible flow plans. The five-lane section of West Flagler Street provides two-way left turn lanes at the less important side street intersections and for direct property access. The center two-way left turn lane is converted to a separate left turn lane on the approaches to major intersections.

The facility has a posted speed of 40 miles per hour in both directions. However, there are numerous 15 mph school speed zones in effect along this basic 4.9-mile corridor. There are no parking restrictions along the entire length except for a small segment from east of West 41st Avenue to West 37th Avenue. In this three-block area there are recessed parking bays provided.

There are 21 signalized locations (6 mid-blocks and 15 intersections signals) along West Flagler Street from the Palmetto Expressway to West 24th Avenue. The signal locations along the corridor are listed in Table 1.

FIGURE 2

TYPICAL ROADWAY SECTION

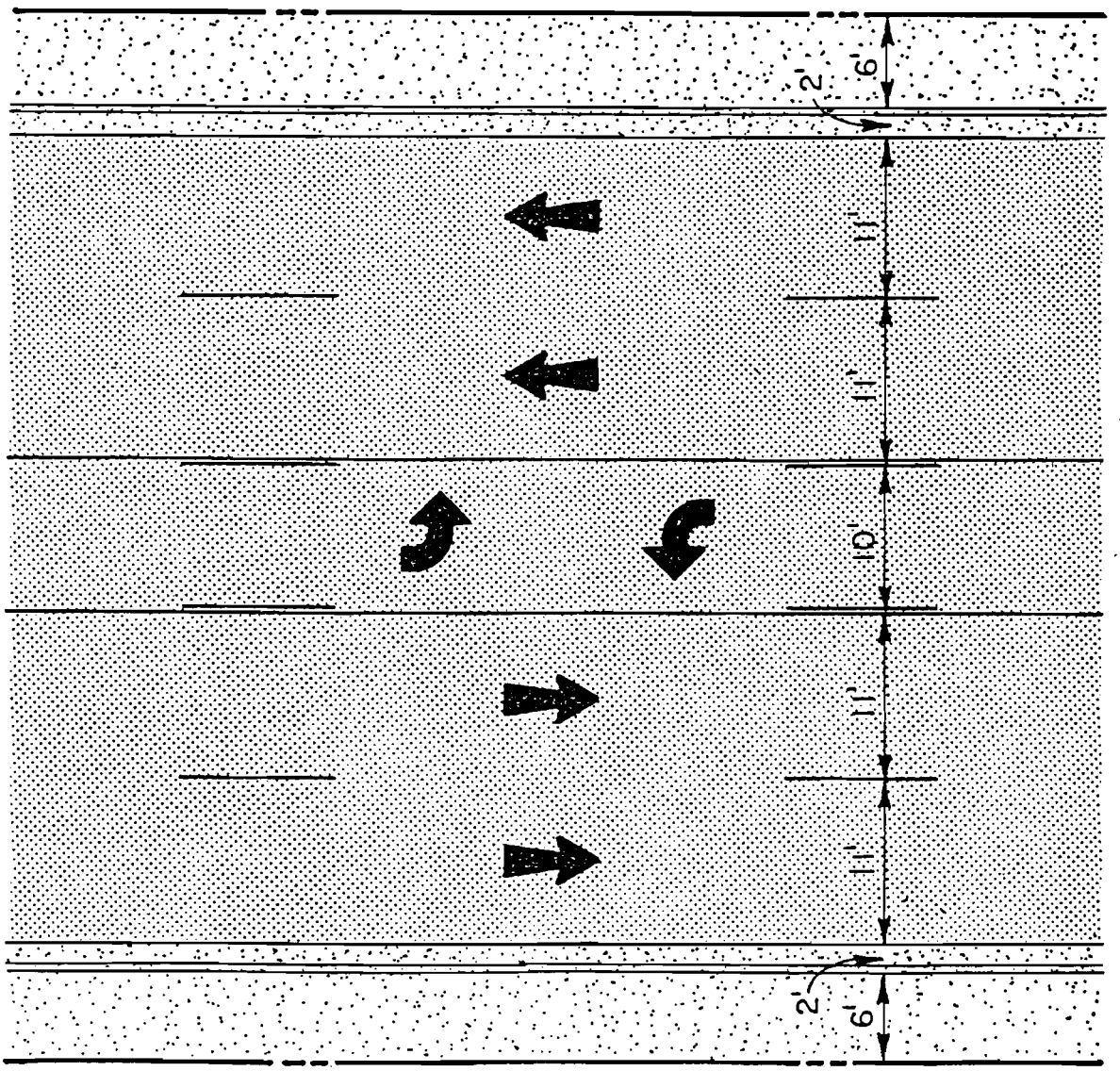


TABLE 1

WEST FLAGLER STREET
SIGNALIZED LOCATIONS

1. Palmetto Expressway West Ramp
2. Palmetto Expressway East Ramp
3. West 72nd Avenue
4. West 69th Avenue
5. West 67th Avenue
6. West 62nd Avenue
7. Mid-block east of West 62nd Avenue
8. Mid-block west of West 59th Avenue
9. West 57th Avenue
10. Mid-block west of West 55th Court
11. Mid-block west of West 52nd Court
12. West 49th Avenue
13. West 47th Avenue
14. West 43rd Avenue
15. West 42nd Avenue
16. Mid-block west of West 41st Avenue
17. West 37th Avenue
18. West 32nd Avenue
19. Mid-block west of West 29th Avenue
20. West 27th Avenue
21. West 24th Avenue

No unusually high bicycle use of the corridor, and no unusual number of pedestrians crossing Flagler Street at unsignalized locations were observed during the peak period traffic data collection observations. There is occasional use of the Flagler Street through lanes by bicycle traffic, just as there is on most other arteries throughout Dade County. There are a number of pedestrians crossing West Flagler Street during peak periods, but this primarily occurs at the signalized intersection and at the numerous mid-block pedestrian signals provided. A large number of traffic signals in this corridor have pedestrian features to provide for a safer pedestrian crossing of the street. These features, coupled with the density of signals (averaging 4.1 per mile), generally provide for pedestrian needs.

Bus Services - West Flagler Street is used by numerous Dade County Public School buses, jitneys, private school bus/van services, and by Dade's Metrobus services. Metrobus Route 11 extends the entire corridor length along West Flagler Street from the Palmetto Expressway to approximately West 27th Avenue. There are three other Metrobus routes that use a portion of the corridor. Between West 62nd Avenue and the Palmetto Expressway, Metrobus Routes 7 and 73 also use this corridor; Route 7 extends the entire length, and Route 73 uses only the half-mile segment between West 67th and 72nd Avenues. Further east, from West 37th Avenue to West 27th Avenue, Metrobus Route 42 supplements the Route 11 service. Table 2 summarizes the peak period Metrobus schedule along West Flagler Street within the project limits.

TABLE 2

METROBUS SCHEDULE SUMMARY
WEST FLAGLER STREET
BETWEEN WEST 24th AVENUE AND SR 826

Route #	Flagler Street Segment	Peak Period Headway (min.)	Buses Per Hour AM Peak EB	AM Peak WB	PM Peak EB	PM Peak WB
11	Downtown to SR 826	7-15	17	15	15	16
07	W. 62 Ave to SR 826	40	3	3	3	3
42	W. 37 Ave to 42 Ave	30	2	2	2	2
73	W. 67 Ave to 72 Ave	15	4	4	4	4

Source: Dade County Metrobus, Planning Department.

Route 11 provides a base 15-minute headway which is reduced to about a 7-minute headway with trippers during peak hours. Route 11 provides service frequency between 15 and 30 minutes at other times of the day. In addition to Route 11, Metrobus Routes 7, 42 and 73 have service frequencies in the range of 15 to 40 minutes in each direction during peak hours.

Investigation of reversible flow operations on West Flagler Street needs to consider the bi-directional bus service impacts of such operations during peak periods. Reversible flow operations would likely extend approximately one half hour in advance of and approximately a half hour after the end of the morning and afternoon peak traffic demand periods, or about three hours in each peak period. To this, a 20-minute transition is needed before and after the periods of reversible flow, for a total of 3 hours 40 minutes in each peak or 7 hours 20 minutes per day. During the two periods of potential reversible flow operation along West Flagler Street, a daily Metrobus demand of approximately 115 to 165 buses per day in each direction, or 230 to 330 Metrobuses total in both directions, could be potentially impacted (positively or negatively) along the West Flagler Street corridor. The peak period Metrobus volumes at selected locations along West Flagler Street are shown in Table 3.

TABLE 3

METROBUS PEAK PERIOD VOLUMES
SELECTED FLAGLER STREET LOCATIONS
(Buses in Each 3 hr. 40 min. Peak Period)

Corridor Location	Peak Period	Direction of Travel	Bus Volume
		EB	80
	AM	WB	81
SW 72 Ave		Two-Way	169
to			
SW 67 Ave		EB	81
	PM	WB	84
		Two-Way	165
		EB	62
	AM	WB	54
SW 62 Ave		Two-Way	116
to			
SW 42 Ave		EB	54
	PM	WB	59
		Two-Way	113
		EB	62
	AM	WB	54
SW 37 Ave		Two-Way	116
to			
SW 27 Ave		EB	54
	PM	WB	59
		Two-Way	113

To the Metrobus volumes shown in Table 3, other transit providers, including jitneys, public school buses, and private school bus/van services, would approximately double or triple the number of transit vehicles involved during the hours of potential reversible flow operations. From other peak period surveys along Flagler Street of Metrobus and jitney use, there were three jitneys observed for every two Metrobuses. When public and private school bus/van services are added, it is estimated that approximately 400 transit vehicles in each direction or 800 in both directions could be affected by peak period reversible flow operations each weekday. Slightly more than half of these vehicles could be affected in the morning peak, and slightly less than half in the afternoon peak period.

Daily and Peak Hour Volumes - Link traffic volumes, turning movement volumes during peak periods at selected intersection, and travel time studies along the entire length of the corridor were performed during weekday peak periods from November 20th through November 25th 1991. The link traffic volume data and intersection turning movement counts are included in the appendix. For purposes of further project verification, additional travel time surveys were conducted in mid February 1992. A total of 24 peak period travel time runs were made. Both the November 1991 and February 1992 travel time data are also included in the appendix.

Daily weekday traffic varies from segment to segment along the corridor, but generally exceeds 31,000 vehicles per day. In general, the traffic volume information indicates that approximately 2,600 vehicles are served along West Flagler Street in each weekday peak hour -- less during the morning peak and a higher volume in the afternoon peak hour. Table 4 summarizes the hourly volumes and the directional split in West Flagler Street traffic during the morning and afternoon peaks.

TABLE 4

PEAK HOUR TRAFFIC VOLUMES
WEST FLAGLER STREET - WEST OF W. 57TH AVENUE

Peak Hour	Direction of Travel	Vehicle Volume (vph)	Directional Distribution (%)
	Eastbound	1365	56.6
AM	Westbound	1045	43.4
	Total	2410	100.0
	Eastbound	1255	44.4
PM	Westbound	1570	55.6
	Total	2825	100.0

MPO traffic forecasts for the year 2010 show traffic volume demands increases into the range of 44,000 to 55,000 vehicles per day. Even with planned transportation improvements to other parallel facilities, the future peak hour demands along West Flagler Street are expected to also increase, and congestion extending over a longer period of the day compared to present conditions.

DATA ANALYSIS

There are varying levels of congestion experienced at numerous locations along the corridor by motorists in both directions, but the extent of queuing and congestion is more visible and generally more extensive in the more predominant direction of peak hour demand, as would be expected.

Directional Demands - Intersection turning movement information and traffic data collected by automatic counters between intersections along West Flagler Street suggest that the directional split in peak period demands between east and westbound flows is in the range of 57%/43% to 53%/47%. The total demand and directional split varies between the morning and afternoon and from one location to the next along the corridor. For a typical total peak hour demand of 2,600 vehicles and an average 55%/45% directional split, the higher westbound afternoon demand would be about 1,400 vehicles per hour in the westbound direction, compared to nearly 1,200 vehicles eastbound. This differential in directional flow of only 200 vehicles per hour is perhaps less than most motorists realize.

Intersection Operations - Traffic signal phasing and timing information was obtained from the Dade County Public Works Department Traffic Signals and Signs Division for selected signals along the corridor. The signals selected for analysis include those at critical intersections which control corridor throughput as well as a select number of other representative intersection signals along this length of West Flagler Street.

Signalized intersection capacity analyses performed at key intersections along this corridor show that current operations are in the Level of Service D to Level of Service F range. Table 5 summarizes the overall operation of these selected intersections. Printouts of the intersection level of service analyses contain more detailed information and are included in the appendix.

TABLE 5

WEST FLAGLER STREET
INTERSECTION LEVEL OF SERVICE
EXISTING PEAK HOURS

Peak Hour	West 27th Avenue	West 42nd Avenue	West 67th Avenue
AM	C	F	C
PM	D	*	C

* Average approach LOS lower than F calculation

Operating Speeds/LOS - The overall travel speeds and arterial level of service from travel time and delay studies are shown in Table 6. The travel time and delay data, collected in both mid-November 1991 and in mid-February 1992, show that a select number of intersections control the overall travel speed along the corridor. During the morning peak hour, the critical intersections tend to be Red Road, LeJeune Road and West 27th Avenue. During the afternoon peak, the key intersections where congestion is more evident are at West 27th, 42nd, 57th and 72nd Avenues.

TABLE 6

WEST FLAGLER STREET
LEVEL OF SERVICE SUMMARY [1]
SR 826 TO W. 24TH AVENUE

Peak Period	Travel Direction	Travel Speed (mph)	Level of Service [2]
AM	Eastbound	16.2	C
	Westbound	21.2	B
PM	Eastbound	17.9	C
	Westbound	15.0	C

[1] Average of 12 peak period weekday travel time runs each direction.

[2] From Chapter 11, 1985 *Highway Capacity Manual.*

Travel speeds, running speeds, number of stops, and the associated level of service measurements made in accord with the 1985 *Highway Capacity Manual* (HCM) for the November 1991 and February 1992 existing conditions are shown in more detail in Table 7. Travel speeds and level of service for individual segments are shown in Figures 3 through 6. The levels of service indicated in Tables 6 and 7 and in Figures 3 through 6 are based on a HCM class III arterial. In reviewing Figures 3 through 6 it should be noted that measurement of overall travel speed and level of service by one-half mile increments is generally too short a segment to get a true level of service reading. The speeds and levels of service indicated should only be used as an approximate gauge for the half-mile increments shown. Detailed printouts from the 24 individual travel time and delay runs are included in the appendix.

The corridor travel speeds in Tables 6 and 7 indicate relatively good overall level of service. Peak Period travel speeds in the peak direction average 16.2 mph in the morning and 15.0 mph in the afternoon. Peak period travel speeds in the less predominate direction of travel are only 2.9 to 5.0 mph greater than the speeds in the more predominate direction of peak period travel.

TABLE 7

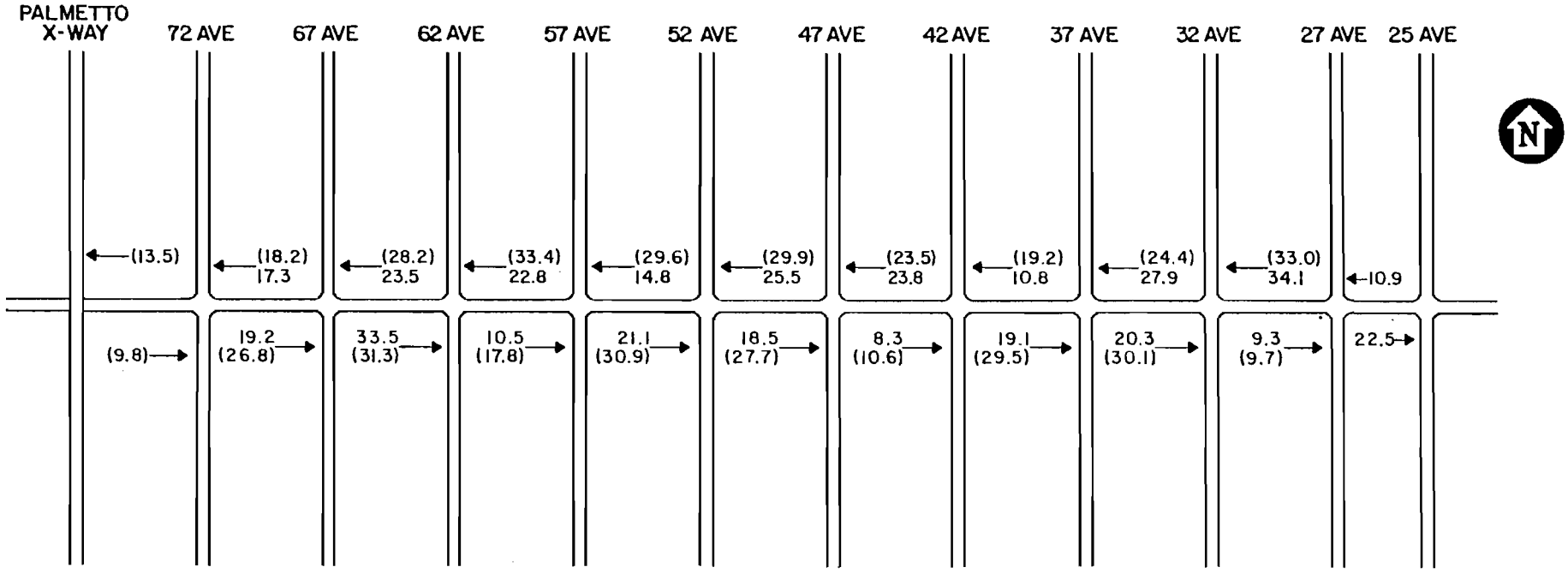
TRAVEL SPEED AND RUNNING SPEEDS
LEVEL OF SERVICE
WEST FLAGLER STREET

Time of Year	Peak Period/ Direction	Travel Time (min:sec)	Travel Speed (mph)	Avg. Running Time (min:sec)	Avg. Running Speed (mph)	Avg. No.of Stops	Total Stopped Delay (min:sec)	Level of Service*
	AM Peak							
	Eastbound	18:22	15.2	11:33	24.0	12.0	6:48	C
	Westbound	14:17	19.8	9:50	28.4	8.7	4:26	B
November								
1991	PM Peak							
	Eastbound	15:51	17.8	10:03	29.1	10.0	5:47	C
	Westbound	23:32	12.1	13:14	21.4	15.7	10:18	D
	AM Peak							
	Eastbound	16:55	17.2	8:33	32.2	7.7	8:20	C
	Westbound	12:49	22.7	8:16	34.9	7.3	4:33	B
February								
1992	PM Peak							
	Eastbound	16:05	18.1	9:10	31.3	8.8	6:55	C
	Westbound	16:16	17.9	9:15	30.9	6.0	7:01	C

* From Table 11-1, 1985 "Highway Capacity Manual".

FIGURE 3

WEST FLAGLER STREET
AM PEAK TRAVEL SPEEDS

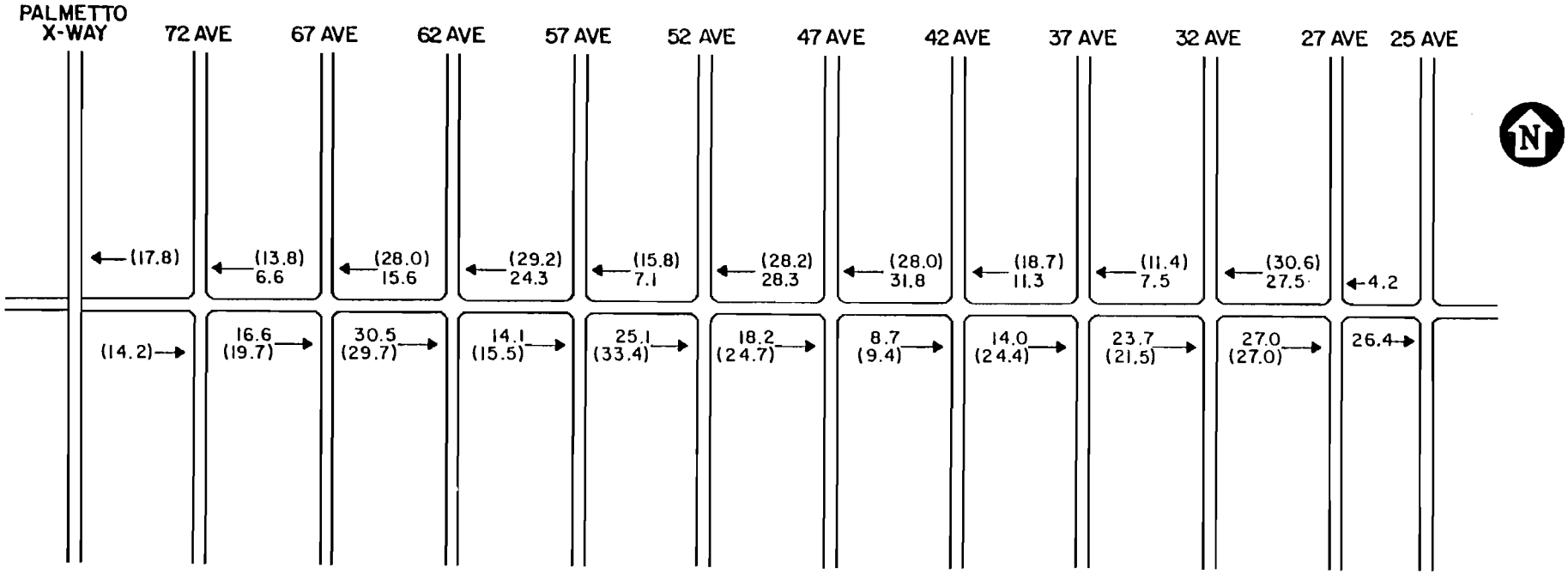


LEGEND:

20.0	-	November 1991
(20.0)	-	February 1992

FIGURE 4

WEST FLAGLER STREET
PM PEAK TRAVEL SPEEDS



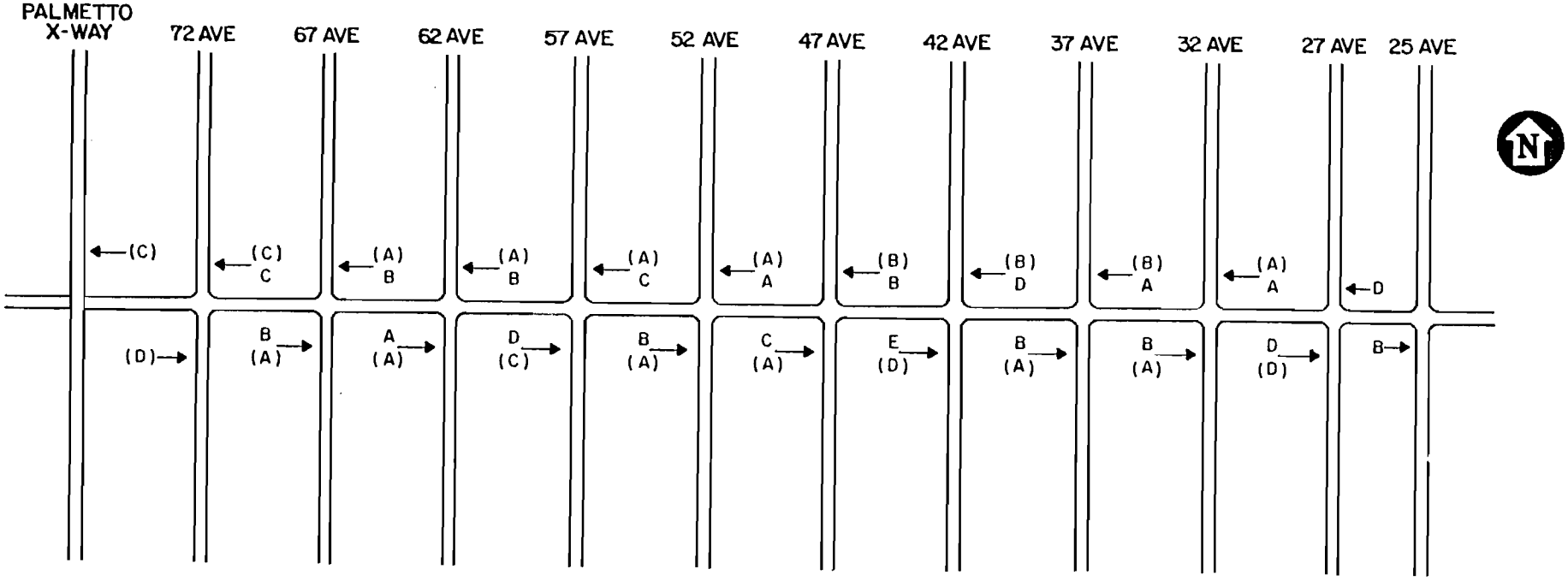
LEGEND:

20.0 - November 1991

(20.0) - February 1992

FIGURE 5

WEST FLAGLER STREET
AM PEAK LEVEL OF SERVICE



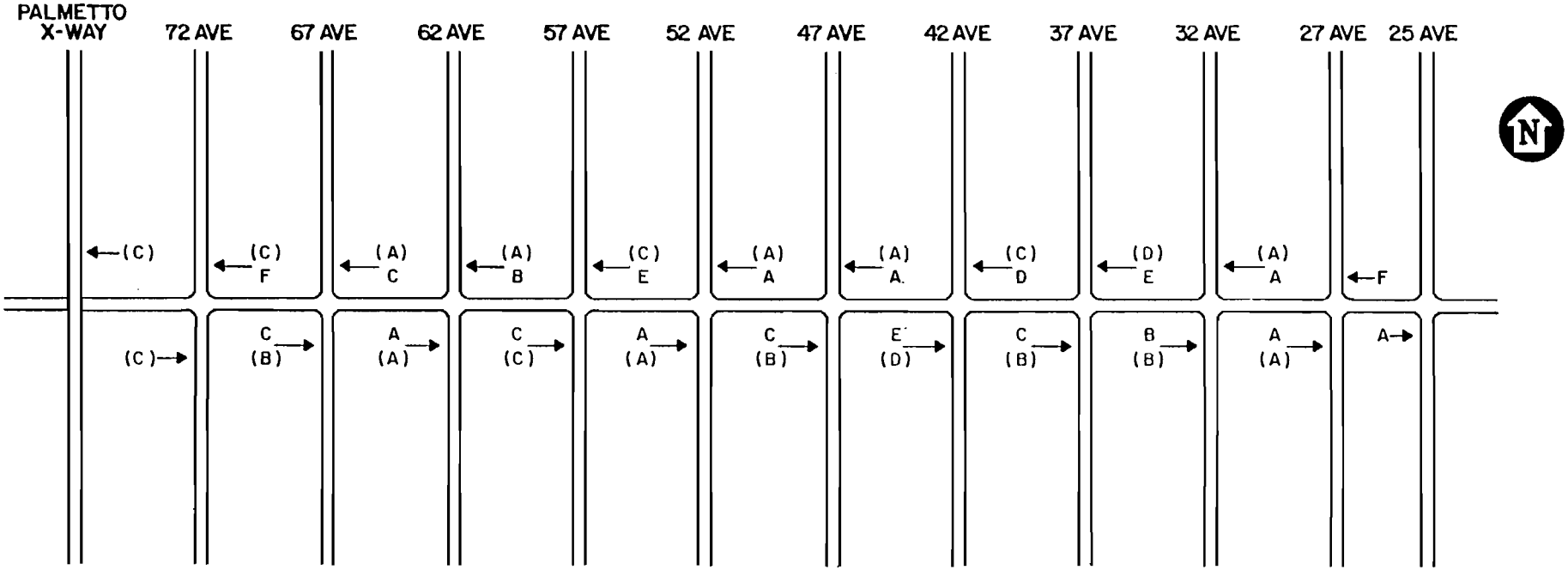
LEGEND:

A - November 1991

(B) - February 1992

FIGURE 6

WEST FLAGLER STREET
PM PEAK LEVEL OF SERVICE



LEGEND:

A - November 1991

(B) - February 1992

REVERSIBLE FLOW OPERATIONS

CANDIDATE SELECTION

In the case of Flagler Street and its peak period directional demand split of 55% in a predominant direction and 45% in the less predominant direction, the basic question is how best to utilize the five lanes of pavement made available to handle through traffic movements and turning traffic. In order to evaluate future operating conditions and potential impacts (both positive and negative), it is first necessary to describe potential operating schemes and to select a logical candidate for further detailing.

The potential operating schemes for reversible flow operation on West Flagler Street are many and varied. There are numerous ways in which the five-lane West Flagler Street with its painted center two-way and separate left turn lanes could be converted to reversible flow operations.

Street Reversal - One scheme would be a total reversal of Flagler Street operations during peak periods to allow one-way movement -- eastbound in the morning peak period and westbound in the afternoon peak period. Total reversal of Flagler Street for peak period operations is not a new concept. Reversible lanes in the United States started with traffic flow on the whole street being reversed. Totally reversed street operations have been in existence in the United States for over 50 years.

This concept, if introduced for West Flagler Street, would entail an early morning transition period from normal two-way operation of the street, operating all lanes eastbound in the morning peak period, returning the street to normal two-way flow during the midday, in mid-afternoon converting all lanes to handle westbound traffic during the afternoon peak, and finally returning the street to normal two-way flow until the next morning. This would be similar to a few other suburban arterials which are placed into fully reverse flow operation in selected metropolitan areas throughout the United States, mostly in the northeast.

Total reversal of Flagler Street is slightly more difficult to operate than other schemes. The implementation of this scheme would require additional signal heads at all of the currently signalized locations. Preferably, overhead lane use signalization would also be installed over all lanes, as well as the associated signing and marking changes needed to implement such a scheme. Total reversal of Flagler Street would also require double facing traffic control signs, in particular those dealing with curb use restrictions such as "No Stopping or Standing".

In the few blocks along West Flagler Street where on-street parking is provided in protected parking bays, time use restriction signs would need to be installed and closely enforced. Otherwise, when the street is being transitioned from two-way flow into a totally reversed flow in a single direction along one of the curb faces, motorists who had parked their vehicles facing in the direction of traffic at that particular time, could be faced with a situation where they would be unparking and maneuvering in the opposite direction to the one-way flow during the peak period.

This scheme would require extensive provision for signing all side street approaches (avenues) at their intersections with West Flagler Street. This involves not only the major avenues showing turn restrictions and one-way operation during certain hours using changeable message or other forms of signing, but also at all local residential street (avenue) intersections with West Flagler Street.

Total reversal of the street for a one-way peak period operating conditions would require that the less predominant direction volume be accommodated on parallel facilities. It also requires that transit service patterns be altered substantially. For example, the current and future westbound volume during the morning peak period would have to be accommodated on other parallel streets when Flagler Street would be devoted to entirely one-way operation eastbound in the morning. The opposite would occur in the afternoon peak.

Parallel facilities to West Flagler Street do not have extensive continuity along those streets immediately to the north or immediately to the south. These are basically local residential streets and continuity is interrupted in the subdivision layout. Some spillover traffic would occur on these nearby local residential streets, but demands in the less predominate peak period direction being shifted from West Flagler Street would primarily divert to N.W. 7th Street and Tamiami Trail.

Because N.W. 7th Street will have arterial continuity westward to N.W. 72nd Avenue in the near future (continuity is now being extended over the FEC/CSX railroad tracks), it would be preferable that a total reversible scheme be terminated no further west than Milam Dairy Road. Otherwise, the longer distance travel demand in the lesser volume direction during peak periods would be diverted totally to Tamiami Trail rather than this load being more equally distributed between N.W. 7th Street and Tamiami Trail.

A major positive benefit of fully reversing Flagler Street would be the capability to allow all turning movements, both left and right hand turns, at all intersections along West Flagler Street. Left turn maneuvers from West Flagler Street would be unopposed. However, a totally reversible scheme also entails extensive re-routing of bus services provided passengers along the corridor. The lack of nearby parallel facilities for bus operations which would be within reasonable walking distance of bus patrons is a critical flaw for the total reversal of Flagler Street.

Lane Reversal - Another concept is to maintain two-way operations, but convert one or more lanes of West Flagler Street to through traffic movement in the predominate direction of peak period flow. This also is not a new concept. Reversible flow operations using two-way left turn lanes or other lanes have been used in the United States for about 25 years. Phoenix, Detroit, Tuson, Atlanta, the Maryland suburbs north of Washington, D.C., Detroit and Dearborn, MI, Austin, TX, Lexington, KY, Manchester, ME, Omaha, NB, Newark, NJ and also Miami, Florida have used two-way left turn lanes in the past as part of a reversible flow scheme.

In Phoenix, Dearborn and Omaha, the conversions of the two-way left turn lanes for reversible flow operations during peak periods were implemented before 1976. The Newark, New Jersey system was implemented about 1969. Most of these systems involve the conversion of the center two-way left turn lane to handle strictly through movements in the predominant direction of traffic during peak hours. However, in Lexington, KY the available width of pavement and the traffic characteristics allowed for not only the normal two-way left turn lane to be converted to a through lane in the predominant traffic direction during peak periods, but also for left turns to be made from the facility. This was done by shifting the two-way left turn lane by one additional lane.

In approximately 1975 and 1976, the Dade County/FDOT N.W. 7th Avenue reversible flow project consisted of two basic segments -- one segment a five-lane section and the other a seven-lane segment. The center lane, normally used for left turns, was converted to a reversible flow lane for through traffic as well as incorporating a bus priority system along the N.W. 7th Avenue corridor. The bus priority system (3-M Opticon) allowed buses approaching signalized intersections to be sensed by the signal equipment. The traffic signal controllers would, in turn, either extend the green time for N.W. 7th Avenue traffic if the signal already was green, or bring up the green indication sooner if the signal was displaying a red indication as the buses approached the signalized intersections along N.W. 7th Avenue.

Dade County currently operates reversible flow operations along N.W. 199th Street (Honey Hill Drive) from N.W. 27th Avenue to the N.W. 2nd Avenue for a length of about two and a half miles. The Honey Hill Drive reversible flow operation is associated with Joe Robbie Stadium events, and is not used on a daily basis for weekday peak period reversible flow operations.

With West Flagler Street's five lanes of pavement rather than seven lanes to work with, and given the approximate 55%/45% directional split in peak hour traffic, if peak period reversible flow were feasible, it would entail the conversion of only one lane -- in this case, the center left turn lane converted to through movement for the predominant direction of peak period flow. Reversal of more than one lane would result in only one lane of traffic provided to the less predominant direction. Based on the volumes that need to be accommodated in the less predominant direction during peak hours, providing a single lane for this movement would not be prudent. (This basic conclusion and the various suboptions available are explored in more detail in a later section of this report.)

Conversion of the center lane of Flagler Street for through movement use during peak periods poses the questions of how to best accommodate traffic in the less predominant direction and whether to allow left turn movements. The question posed on accommodating left turn lanes is significant in terms of land access for properties fronting West Flagler Street as well as neighborhood access to the residential areas in this corridor both to the north and south of West Flagler Street.

There is a significant concentration of residential population extending approximately half a mile each side to the north and south along the five-mile length of the Flagler Street corridor.

Thus, the elimination of left turn movements from West Flagler Street could be significant. On the other hand, if left turn movements were allowed to be made from West Flagler Street during periods of reversible flow, there are both operational and safety implications associated with introducing and operating the reversible flow system. Some of the safety and operational issues are explored below in terms of the experiences of other systems.

Safety Record - As a general rule, the overall accident rate for reversible flow facilities is about the same as those for normal two-way operations. This is approximately 10 accidents per million vehicle miles of travel.

Head-on accidents are not necessarily the problem with reversible flow systems as a general rule. For those facilities examined throughout the United States, there tends to be only a small change in the rate of head-on accidents. The accident/safety affects of introducing reversible flow operations tends to have mixed results: in some systems the head-on rates go up and in others they are actually reduced.

A majority of accidents occurring in reversible lanes operations involve left turning vehicles, even in those situations where left turns are prohibited. Some motorists violate the restriction, and some motorists wind up being involved in a left turn incident.

For West Flagler Street, the potential elimination of the existing separate left turn lane is significant from a safety standpoint. As a general rule, anytime separate left turn lanes are installed, there is usually a reduction in accidents on the order of 20 to 40%. If the existing separate left turn lanes in the center of West Flagler Street were eliminated, the left turn accident rate would most likely increase compared to current levels.

The only logical way to provide a separate protected left turn lane with a reversible flow operation would be to shift this lane from the center, as it now exists, over one lane. Such a shift, however, would allow only one lane to move through traffic during peak periods in the less predominant direction of peak period traffic flow. The only other option is to prohibit left turns during periods of reversible flow and during the transition periods between normal two-way flows and reversible flow.

Travel Time Savings Experience - In the mid 1980s, the Federal Highway Administration (FHWA) sponsored an investigation of reversible traffic flow of facilities using two-way left turn lanes. The FHWA's October 1984 report of research and demonstration activities showed an approximate 10% to 25% travel time reduction for vehicles in the predominant direction of flow where reversible flow lanes were introduced and travel time increases for traffic in the lesser direction of peak hour demand. The travel time increases for the less predominant direction were on the order of 11% to 50%. In the FHWA evaluation of 19 sites of reversible flow operations using two-way left turns, it is noted that four of these 19 sites were subsequently eliminated and flow restored to the normal method of operation. In those four locations, normal flow was restored primarily due to accident increases associated with the reversible flow operations.

The American Association of State Highway Official's 1990 "greenbook", *A Policy on Geometric Design of Highway and Streets,* states that reversible lanes may be justified when the directional distribution of peak hour traffic shows a split equal to or greater than 65%. In the Federal Highway Administration study, only three of the 19 sites that were studied did not meet this criteria.

Obviously, not all reversible flow operations are "naturals". Both the safety implications and the potential for travel time increases in the less predominant direction of traffic must be given due consideration as well as the impacts on direct land access and adjacent neighborhood access to and from the arterial network. On one of the multiple facilities in the Phoenix area were reversible flow operations had been instituted, the decrease in travel time for the predominant direction of traffic was completely offset by increases in travel time to the less predominant direction of flow. The total vehicle hours of travel increased rather than decreased on that particular facility.

Capital Cost Considerations - There are capital costs associated with implementing reversible flow operations. The capital costs are highly variable depending upon the number of intersections along the route, the number of signalized intersections along the route, as well as the extent to which traffic signal changes are proposed. In addition, reversible flow requires signing and paving marking changes. A rough order of magnitude estimate is about $100,000 per mile. For the 4.9-mile West Flagler Street corridor, this translates to approximately half a million dollars. Again, this is a very approximate cost estimate and could easily double if a more refined estimate were undertaken.

The largest component of variability in capital costs for reversible flow systems has to do with lane use control signals which may or may not be used. It is not mandatory that lane use control signals be used for reversible flow. This is not a requirement set forth in the *Manual on Uniform Traffic Control Devices*. However, lane use control signals, while not mandatory, are generally much more effective in the organization and control of traffic on reversible flow facilities. If a reversible flow facility proves to be feasible for the Flagler Street corridor, it would be foolish not to incorporate lane use control signalization as part of the system.

Signalization Changes - Lane use control signals are additional indications placed at mid-block locations and are not to be confused with the normal signalized intersection displays. Lane use control signals must be visible and spaced no less than 1¼ mile apart, and should be kept at least 1,000 feet from a signalized intersection.

Lane use control signals, when used, must maintain a green arrow pointing down over any lane adjacent to a lane being reversed or altered throughout the day. For example, if lane use control signals were used along West Flagler Street, where the existing center two-way left turn lane was converted to a reversible flow lane, then at a minimum, lane use control signals would have to provide indications for at least three of the five lanes: the lane being reversed and each adjacent lane on each side of the lane being reversed.

Lane use control signals provide green, yellow and red indications and are placed over the lanes being controlled. The meanings of the four possible signal head displays are given in Table 8:

TABLE 8

LANE USE CONTROL SIGNALS

Indication	Meaning
Down Green Arrow	A travel lane available for use by motorists who can view the indications in their direction of travel
Continuous Yellow X	Clear the lane (used during transition periods)
Flashing Yellow X	Two-way left turns allowed -- use caution
Red X	Use of lane prohibited

SCENARIOS FOR EVALUATION

A less extensive scheme to the total reversal of traffic flow on Flagler Street during peak periods is to provide an imbalance in the number of lanes with traffic in each direction to maintain a better balance between the ratio of volumes per lane accommodated in each direction. With five lanes of pavement available, up to two lanes could be converted to flow in the predominate direction during peak hours, with a single lane provided to the lesser volume demand. A sub-option of this alternate (and any other scheme which involves a reversible lane operation) is the method by which left turns are provided or otherwise accommodated, particularly for the less predominate direction of travel.

The magnitude of traffic volume in the lesser direction needs to be accommodated on West Flagler Street without unduly impacting other parallel arterial facilities half a mile away as well as local residential streets nearby. The high imbalance that would result in providing four lanes in one direction and one lane in the opposite direction when the directional distribution of traffic currently shows only a 55% to 45% split, strongly suggests that this alternate is not appropriate for current demand conditions. To maintain a reasonable balance in the per lane volumes accommodated in each direction, only one lane should be reversed during peak periods.

Scenario Development - Through a process of elimination, it is clear that a preferred operating scheme would be the reversal of only one lane of West Flagler Street and maintaining two lanes for traffic in the less predominate direction. As a sub-option, the question becomes whether to provide separate left turn lanes or to allow or prohibit left turns from a through traffic lane in either direction. To evaluate the worthiness of the sub-options for allowing or restricting left turn maneuvers, the general theme is similar to that used in evaluating the capabilities of the major options. In essence, if the least restrictive sub-option will not accommodate peak period traffic in a safe manner, provide sufficient capacity or increase the delay for through traffic movement, then the next less restrictive option would be tested. The sequence is repeated from the least restrictive to the next less restrictive option until through traffic delays or safety considerations would be significantly and adversely affected.

The elimination of left turn capability from West Flagler Street during certain periods of the day is a key component to the evaluation, not only from a capacity and safety standpoint, but it is also operationally significant for introducing the changeover (transition) from a balanced two-way flow to the reversible flow. During this changeover period, use of the current center lane for protected left turn movements in each direction will need to be transitioned and will require the elimination of left turn movements in order to introduce through traffic use of the center lane of pavement on West Flagler Street.

Operating Plan - The need for left turn prohibitions during transition periods becomes evident when reviewing a daily operating plan for reversible flow. The typical operating plan shown in Table 9 would apply to any reversible flow scenario.

TABLE 9

TYPICAL WEEKDAY OPERATING PLAN

Time of Day	Operating Regime
12:01 - 06:00 AM	Normal two-way operation
06:00 - 06:20 AM	Transition; use of the center lane and left turns prohibited
06:20 - 09:40 AM	Reversible flow use of center lane for eastbound traffic
09:40 - 10:00 AM	Transition; use of center lane and left turns prohibited
10:00 AM - 03:10 PM	Normal two-way operation
03:10 - 03:30 PM	Transition; use of center lane and left turns prohibited
03:30 - 06:40 PM	Reversible flow use of center lane for westbound traffic
06:40 - 07:00 PM	Transition; use of center lane and left turns prohibited
07:00 - 12:00 PM	Normal two-way operation

Four different scenarios were examined of the potential changes in street operations during weekday peak periods of reversible flow. The major differences among the reversible flow scenarios is the method by which left turn demands would be handled or prohibited along the corridor during these peak periods. The scenarios are summarized in Table 10 and graphically illustrated in Figures 7 thru 10. The overhead lane use control signals associated with any of the four scenarios is shown in Figure 11.

FIGURE 7
FLAGLER STREET REVERSIBLE FLOW OPTIONS

SCENARIO 1

PEAK PERIOD LEFT TURN RESTRICTION WITH GROUND LOOPS
AM & PM PEAK PERIODS

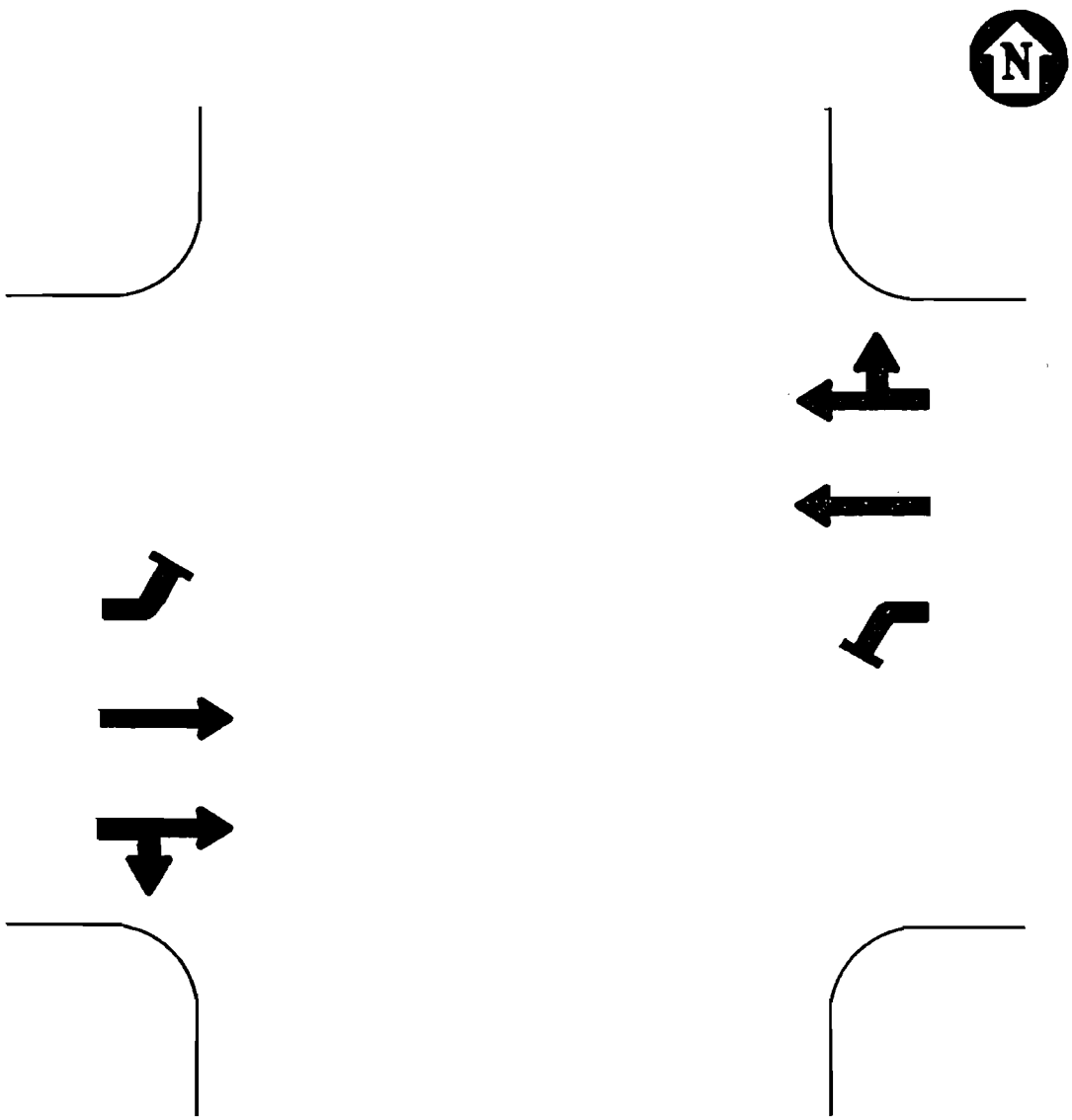


FIGURE 8
FLAGLER STREET REVERSIBLE FLOW OPTIONS

SCENARIO 2

REVERSIBLE FLOW CENTER LANE
WITH PERMISSIVE, SHARED USE
LEFT TURN IN BOTH DIRECTION

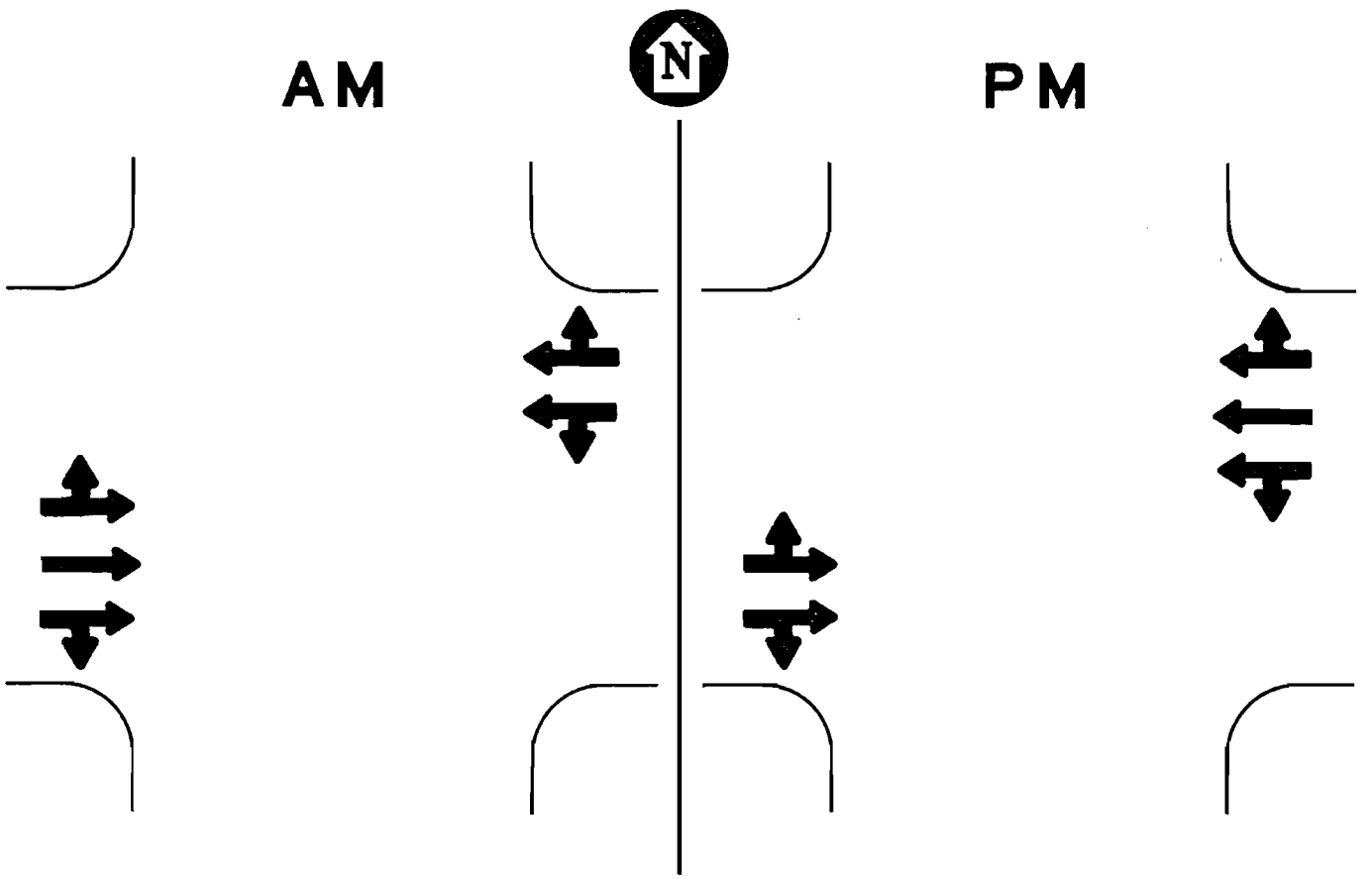


FIGURE 9
FLAGLER STREET REVERSIBLE FLOW OPTIONS

SCENARIO 3

REVERSIBLE FLOW CENTER LANE WITH
RESTRICTED LEFT TURN IN LESS PREDOMINANT
DIRECTION AND SHARED USE LEFT THRU
IN PREDOMINANT DIRECTION
(GROUND LOOPS IN ONE DIRECTION)

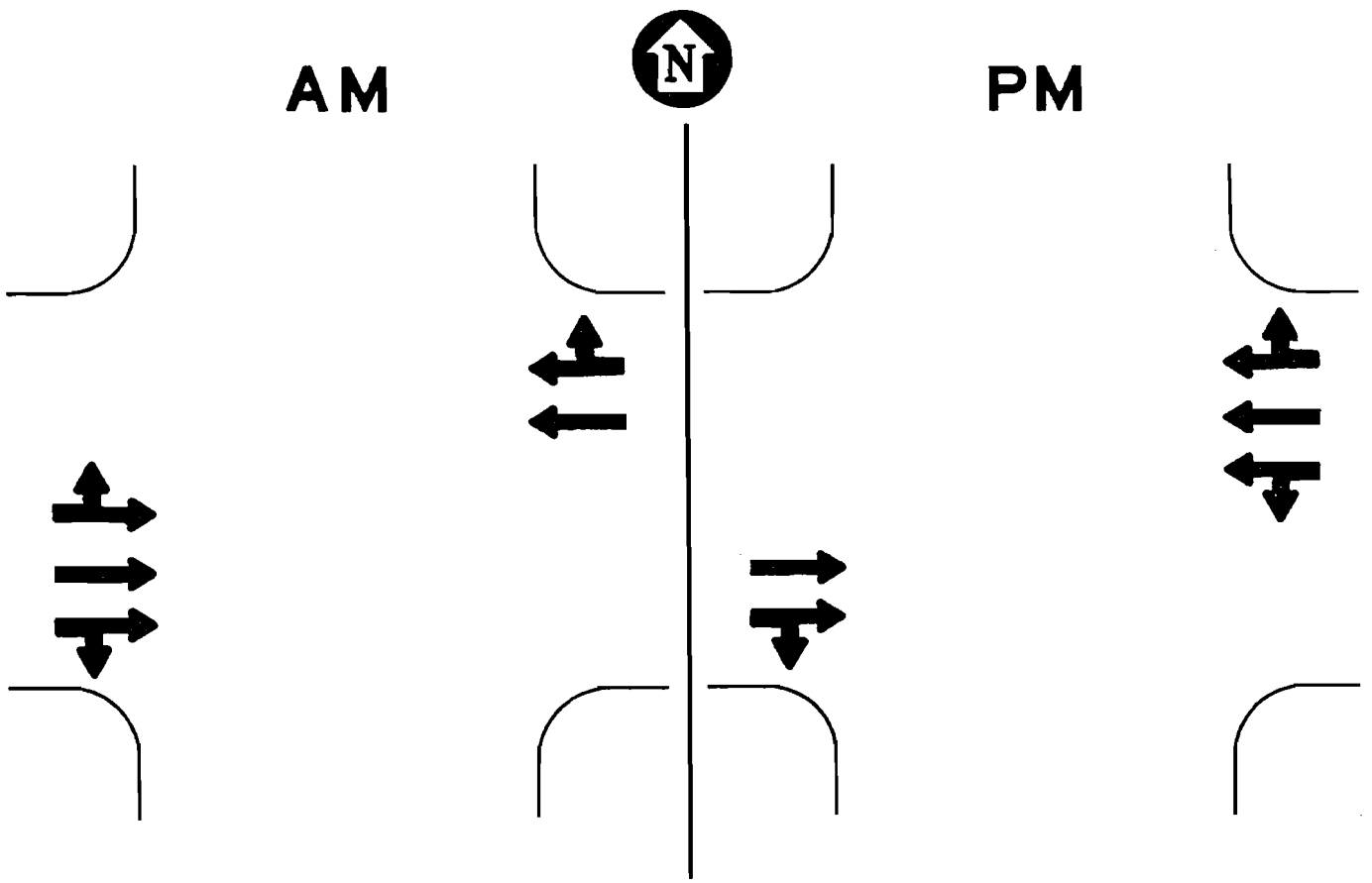


FIGURE 10
FLAGLER STREET REVERSIBLE FLOW OPTIONS

SCENARIO 4

REVERSIBLE FLOW CENTER LANE
LEFT TURN RESTRICTION WITH GROUND LOOPS

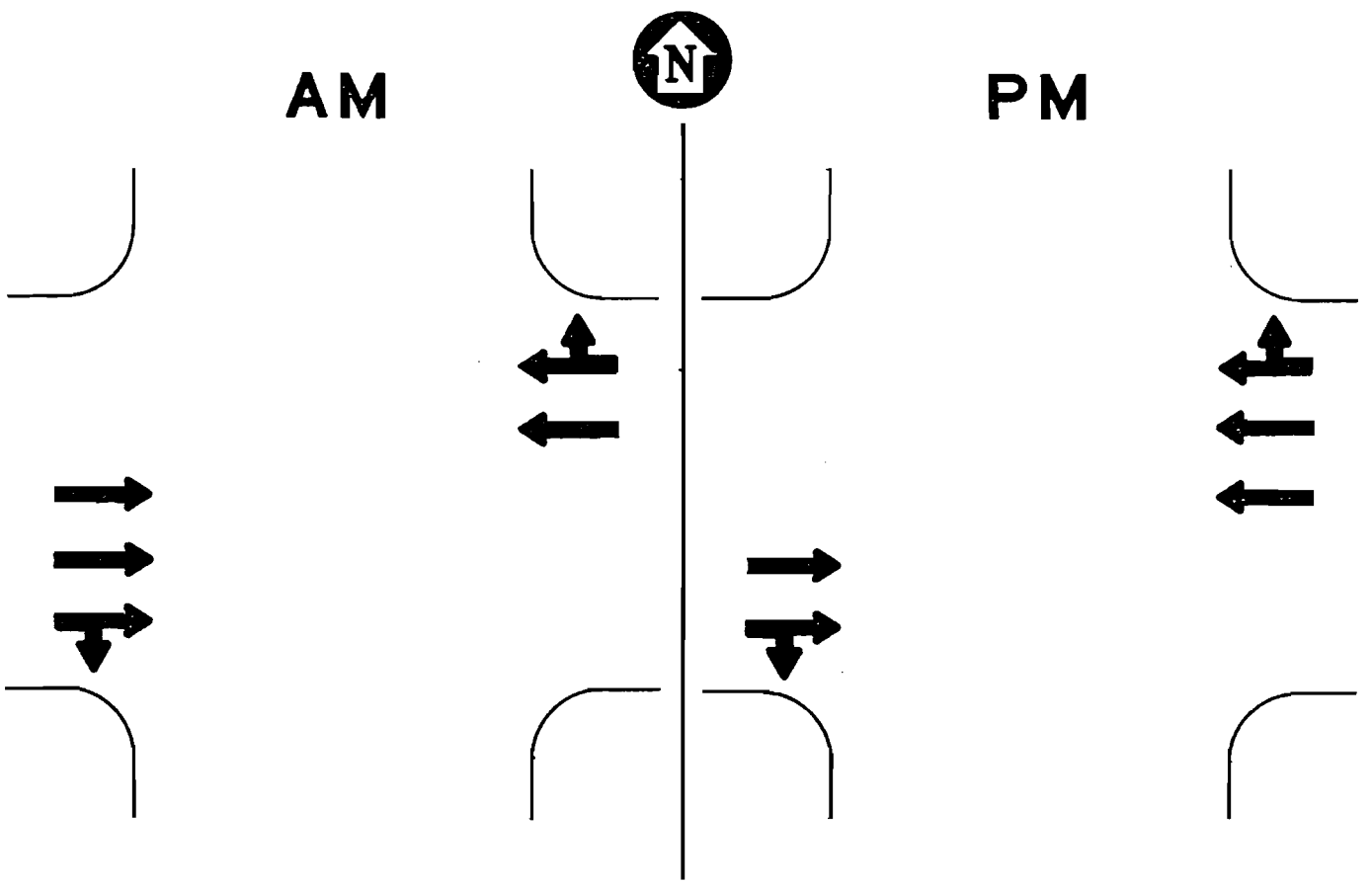


FIGURE 11

LANE USE CONTROL SIGNALS

LANES					DISPLAY										OPERATION
					EASTBOUND					WESTBOUND					
1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	
↓	↓	↓	↑	↑	▼	▼	◆	✕	✕	✕	✕	◆	▼	▼	2-Way Left Turn
↓	↓	↓	↑	↑	▼	▼	✕	✕	✕	✕	✕	✕	▼	▼	Warning
↓	↓		↑	↑	▼	▼	✕	✕	✕	✕	✕	✕	▼	▼	Clear Lane 3
↓	↓	↓	↑	↑	▼	▼	▼	✕	✕	✕	✕	✕	▼	▼	Unbalanced 3E 2W
↓	↓	↓	↑	↑	▼	▼	✕	✕	✕	✕	✕	✕	▼	▼	Clear Lane 3
↓	↓	↓	↑	↑	▼	▼	◆	✕	✕	✕	✕	◆	▼	▼	2-Way Left Turn
↓	↓	↓	↑	↑	▼	▼	✕	✕	✕	✕	✕	✕	▼	▼	Warning
↓	↓		↑	↑	▼	▼	✕	✕	✕	✕	✕	✕	▼	▼	Clear Lane 3
↓	↓	↑	↑	↑	▼	▼	✕	✕	✕	✕	✕	▼	▼	▼	Unbalanced 2E 3W
↓	↓	↓	↑	↑	▼	▼	✕	✕	✕	✕	✕	✕	▼	▼	Clear Lane 3

TABLE 10

REVERSIBLE FLOW SCENARIO DESCRIPTIONS

Scenario	Description
1	Left turns prohibited (only). Ground loops provided at major signalized intersections.
2	Center lane reversible flow and allows east and westbound shared use left and thru movements in either direction.
3	Reversible flow with left turns restricted to ground loops in less predominate direction, and allows a shared left and through movement in the predominate direction.
4	Center lane reversible flow with left turns restricted to ground loops for both east and westbound traffic.

Scenario 1 - The first scenario examines the effect of solely restricting left turns. This is important because there will be four transition periods for each weekday -- two in the morning and two in the afternoon. Use of the center lane of West Flagler Street would be prohibited when transitioning from a normal two-way flow to a reversible flow, and again when transitioning from the reversible flow operation to restoring the street to normal two-way operations. Because these are transition periods, left turns from the adjacent through lane would also be prohibited in either direction to avoid potential conflicts. This scenario tests the transition plan needed for reversible flow and also is used to provide a comparative evaluation of operations resulting solely from restricting left turns versus reversible flow. The affect of restricting left turns at major intersections yielded intersection level of service in the C to F range during peak hours. Traffic demands are lower during the transition periods.

The three other scenarios involved the reversible flow arrangements themselves. The three scenarios of reversible flow operations during peak periods show progressively better intersection operations (and, thus, the ability to move more through traffic faster) with increasing degrees of left turn restrictions.

Scenario 2 - In the least restrictive scenario, the existing center two-way left turn lane along the corridor would be converted to a through and left turn lane for the predominate direction of traffic flow eastbound in the morning and westbound in the afternoon peak periods. Left turns would be allowed in the less predominate traffic direction as well from shared use of one of the two lanes of pavement available. (See Figure 8.)

In terms of safety, a significant increase in the number of rear-end accidents and other accidents involving left turning traffic could be anticipated if this style of reversible operation were implemented. Because the current protected left turn lanes would be converted to through and left turn use in both the eastbound and the westbound directions during the times of reversible flow operation, no separate turn lane is provided for either direction. Head-on collisions would be expected to increase slightly during peak periods with this or any other scenario of reversible flow, as there would be no buffer between the through movement lanes in both the east and westbound direction. At the present time, the left turn lane provides a buffer between the through traffic east and westbound movements. From the reported experience of systems, the change in head-on accident rates should not change substantially.

In terms of handling through traffic, the intersection capacity analyses indicate that this type of operation is hardly any better than the current normal two-way flow with protected left turn lanes. Overall intersection level of service is degraded rather than improved. Scenario 1, without reversible flow use of the center lane, provided higher levels of service at intersections.

This scenario offers no significant impacts to neighborhood access. Because left turns could be made from West Flagler Street during the actual period of reversible flow, nearby residents could reach their homes faster if traveling in the predominate direction of flow. It would take longer if they were traveling in the opposite direction.

Scenario 3 - A moderately more restrictive scenario was evaluated in which left turns would be prohibited in the less predominate direction of travel only. For movement in the predominate direction of travel, both through movements and left turns could be made from the center lane of pavement of West Flagler Street.

Intersection capacity analyses under this operating scheme show level of service still in the C to F range. Under this scheme, neighborhood access would be more difficult for some residents because left turns from West Flagler Street would be prohibited in the lower volume direction of traffic.

Turning movement data and general observations were used to provide a rough estimate of local users of the corridor during peak periods. Of the motorist who now use Flagler Street between West 27th Avenue and Milam Dairy Road during the morning and afternoon peak periods, approximately 30% of those on this segment or on some portion of this segment are oriented to the residential neighborhoods to the north and south. These motorists make left turns from at certain of the intermediate signalized intersections as well, such as at Red Road or West 37th Avenue.

Due to Flagler Street left turn restrictions associated with this scheme, considerably less than one-fourth of the local users would be impacted in accessing their homes in the morning and slightly less than one-fourth in the afternoon. While they would benefit as they travel along West Flagler Street as a through movement and would not be restricted in turning left if they were traveling in the predominate direction, those in the opposite direction who were using West Flagler Street would still only have two lanes in the less predominate direction.

Local users traveling in the lower volume direction would receive no increased travel time benefit while on Flagler Street, and in addition, would be prohibited from making left turns from Flagler Street in order to reach the residential neighborhoods on each side. During the morning peak, this impact applies to local residents with homes on the south side of Flagler Street. It applies during the afternoon peak to those with homes north of Flagler Street.

Scenario 4 - The final scenario for reversible flow uses the center lane of West Flagler Street for through movements only in the predominate direction and prohibits

left turns in both directions during peak periods. This scenario provided the best through traffic capability, but intersection level of service, while better, still shows operations in the level of service C to E range at key intersections.

In terms of traffic safety, this scheme would be highly superior to the other scenarios, but would not be as good as current operations. The periods for prohibition of left turns would be easier to comprehend compared to Scenario 3. While left turns would be prohibited, in all likelihood there would be numerous motorists who would violate such provisions. The overall rate of left turn accidents may decrease slightly from its current level, but use of the center lane for through traffic movements in the predominate direction of travel does not provide a buffer between the east and westbound through traffic movements as is now provided by the center two-way left turn lane along West Flagler Street.

Under this final scenario, those motorists who use West Flagler Street for neighborhood access from approximately Milam Dairy Road to 27th Avenue (roughly 35% of all users during peak periods) would receive the benefits that all other peak period users of West Flagler Street receive in terms of improved through traffic movement, higher operating speeds, and less intersection delay for the through movement portion on their trip. However, there would be additional travel involved for approximately half of these local users, as there will be the need to make three right turns in order to execute what was formerly a left turn. To this must be added the additional delay required in crossing all lanes of West Flagler Street where these motorists had formerly made a left turn from West Flagler Street. These disbenefits would more than offset both the travel time savings and the safety aspects in accessing the residential neighborhoods to the north and south of this corridor. By far, this is the most restrictive scenario in terms of neighborhood access among the four scenarios developed for evaluation.

Again, if any scenario is implemented, a transition period would be necessary, both twice in the morning and twice in the afternoon for approximately 20 minutes for each transition period, in which left turns will be prohibited in either direction along West Flagler Street. Therefore, for any of the scenarios, including those which did not prohibit left turns in either direction or at least not in one direction during the actual period of reversible flow operation, there will still be four transition periods each day in which left turns are prohibited and neighborhood access would be more difficult.

SCENARIO EVALUATION

The morning and afternoon peak hour intersection level of service summaries for these four scenarios are shown in Table 11. The intersection levels of service in this table also include the existing normal two-way operation for comparison. In performing the level of service calculations for the four reversible flow scenarios, the amount of signal green time currently allocated for Flagler Street movements during each signal cycle was held constant. In this way north/south traffic at these intersections would be provided no more or no less time for those approaches in order to provide a fair evaluation for all traffic flow in the corridor.

TABLE 11

FLAGLER STREET
LEVEL OF SERVICE
AT SELECTED SIGNALIZED INTERSECTIONS

	W. 27th Ave		W. 42nd Ave		W. 67th Ave	
Scenario	AM	PM	AM	PM	AM	PM
Existing	C	D	F	*	C	C
1	C	D	E	F	C	C
2	D	*	F	*	*	*
3	C	C	E	*	C	*
4	C	C	D	E	C	C

* Intersection Average Approach LOS beyond F calculations

Although the existing total allotment of green time for the Flagler Street approaches was unchanged, the allocations of that green time was redistributed to the individual phases for Flagler Street movements. For example, in performing the level of service calculations for those scenarios which prohibit left turns from Flagler Street, any green time and clearance interval timing for existing left turn phases was reallocated as additional green time for through movements along the Flagler Street approaches. The delay to Flagler Street traffic approaching these same intersections is shown in Table 12.

TABLE 12

WEST FLAGLER STREET INTERSECTION
APPROACH DELAY AND LEVEL OF SERVICE

WEST FLAGLER STREET INTERSECTION	EXISTING CONDITIONS AM DELAY	AM LOS	PM DELAY	PM LOS	SCENARIO 1 AM DELAY	AM LOS	PM DELAY	PM LOS	SCENARIO 2 AM DELAY	AM LOS	PM DELAY	PM LOS	SCENARIO 3 AM DELAY	AM LOS	PM DELAY	PM LOS	SCENARIO 4 AM DELAY	AM LOS	PM DELAY	PM LOS
WEST 27th AVENUE																				
EASTBOUND																				
LEFT	15.2	C	20.8	C	N/A	N/A	N/A	N/A	*	*	>	F	*	*	N/A	N/A	N/A	N/A	N/A	N/A
THRU & RIGHT	25.1	D	29.1	D	25.1	D	27.6	D	*	*	>	F	*	*	22.1	C	20.3	C	27.6	D
APPROACH TOTAL	24.1	C	28.0	D	25.1	D	27.6	D	23.0	C	>	F	24.8	C	22.1	C	20.3	C	27.6	D
WESTBOUND																				
LEFT	15.2	C	16.0	C	N/A	N/A	N/A	N/A	*	*	>	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
THRU & RIGHT	21.2	C	42.0	E	21.2	C	37.3	D	*	*	24.5	D	21.2	C	22.1	C	21.2	C	22.4	C
APPROACH TOTAL	20.3	C	39.4	D	21.2	C	37.3	D	76.5	F	>	F	21.2	C	32.0	D	21.2	C	22.4	C
WEST 42nd AVENUE																				
EASTBOUND																				
LEFT	18.4	C	18.4	C	N/A	N/A	N/A	N/A	*	*	>	F	*	*	N/A	N/A	N/A	N/A	N/A	N/A
THRU & RIGHT	88.7	F	67.1	F	114.9	F	46.9	E	*	*	147.5	F	*	*	25.0	D	30.8	D	73.8	F
APPROACH TOTAL	79.9	F	63.7	F	114.9	F	46.9	E	51.7	E	>	F	85.1	F	25.0	D	30.8	D	73.8	F
WESTBOUND																				
LEFT	18.4	C	20.4	C	N/A	N/A	N/A	N/A	49.1	E	>	F	N/A	N/A	>	F	N/A	N/A	N/A	N/A
THRU & RIGHT	25.0	C	>	F	24.6	C	90.6	F	74.3	F	90.6	F	21.2	C	34.7	D	27.3	D	27.2	D
APPROACH TOTAL	24.6	C	>	F	24.6	C	90.6	F	72.7	F	>	F	21.2	C	>	F	27.3	D	27.2	D
WEST 67th AVENUE																				
EASTBOUND																				
LEFT	7.6	B	6.0	B	N/A	N/A	N/A	N/A	150.6	F	36.2	D	*	*	N/A	N/A	N/A	N/A	N/A	N/A
THRU & RIGHT	28.8	D	21.4	C	27.1	D	19.4	C	16.4	C	>	F	*	*	19.4	C	16.3	C	19.4	C
APPROACH TOTAL	28.1	D	21.0	C	27.1	D	19.4	C	22.9	C	>	F	23.5	C	19.4	C	16.3	C	19.4	C
WESTBOUND																				
LEFT	19.2	C	17.6	C	N/A	N/A	N/A	N/A	>	F	>	F	N/A	N/A	>	F	N/A	N/A	N/A	N/A
THRU & RIGHT	14.4	B	19.9	C	13.3	B	20.0	C	86.6	F	10.3	B	13.3	B	20.0	C	16.0	C	13.5	B
APPROACH TOTAL	14.9	B	19.7	C	13.3	B	20.0	C	>	F	>	F	13.3	B	>	F	16.0	C	13.5	B

N/A = Movement not available
* = All movements available. See approach delay.
> = The v/c is greater than 1.2. Delay is meaningless.

The level of service comparisons among scenarios and with existing conditions in Tables 11 and 12 suggest that only modest improvements to Flagler Street traffic flow would result at these intersections. The relative delay between existing and future scenarios for traffic on the Flagler Street approaches was examined in order to develop an overall corridor estimate of potential travel time savings for through traffic movements. In making this estimate, it was considered that the some of the delay reduction to Flagler Street traffic at the intersections shown in Tables 11 and 12 would also be experienced at other signalized intersections along the corridor. (In some cases, the delay for through movements in the less predominate direction of travel increased.) On the average, the amount of delay reduction (or increase) at the other signalized intersections along the corridor would not be as great. After the delay reduction (increase) for the three intersections in Table 12 was averaged, a delay reduction (increase) factor of 70% was applied for the other signalized intersections. This provided an approximate expectation for a relative corridor level travel time and travel speed estimate for each of the scenarios evaluated.

Scenario 2, which allows left turns to be made from Flagler Street in either direction, would provide insignificant travel time savings for the predominate direction of peak hour traffic and would cause substantial delay to traffic in the opposite direction. The calculated travel time savings along the entire length of the corridor totaled less than a minute for the peak direction, but required five minutes more to travel in the opposite direction. Coupled with the fact that safety would be compromised, compared to existing conditions, this scenario was dropped from further consideration.

Scenario 3, which prohibits left turns in the less predominate direction of peak period travel, performed better than Scenario 2 to the extent that travel time was not increased for those traveling in the less predominate direction. However, travel times savings to those traveling in the predominate direction of peak period flow did not gain much travel time savings from the reversible lane operation, particularly in the morning peak hour. In this alternate, left turns would be allowed from the reversible center lane of the three lanes provided for to those traveling in the predominate direction.

Allowing left turns to be made from this shared use lane results in delays to through traffic at multiple points along the corridor, not just at the major signalized intersections. At the major signalized intersections, Scenario 3 offers little, if any, advantage to the predominate peak period through movement compared to existing operations. At the major signalized intersections left turn traffic would essentially store in the center reversible lane and through movements would be concentrated mostly in the remaining two lanes. Left turning traffic from the predominate direction of peak period flow would no longer be provided separate phasing and would experience significant delays. The only practical advantage to through traffic is the increased throughput gained from having more green time.

Scenario 3 contains increased accident potential, compared to existing operations with its separate left turn lanes and separate left turn phasing at signalized intersections. As mentioned earlier, this scenario also inhibits access to the surrounding residential neighborhoods along the corridor for those traveling in the less predominate direction during peak periods. For these reasons, Scenario 3 was dropped from further consideration.

Scenario 4, with left turns from Flagler Street prohibited in both directions, provides negligible travel time savings to motorists traveling in the less predominate direction of travel, but does offer travel time savings to those in the predominate direction. For through traffic traveling the full length of the corridor, the peak period travel time savings is estimated at 2 minutes 28 seconds for eastbound traffic in the morning. For westbound through traffic in the afternoon peak period, the travel time savings is estimated at 3 minutes 8 seconds. This corresponds to a 14% reduction in travel time for those traveling eastbound from the Palmetto Expressway to West 27th Avenue in the morning peak, and a 16% time savings in the opposite direction in the afternoon peak period. These anticipated travel time savings for through traffic are within the range reported by FHWA for the other facilities surveyed.

The corresponding travel speeds for Scenario 4 would be 19.4 mph eastbound in the morning and 17.5 mph westbound in the afternoon. These speeds for travel in the peak direction are close to, but slightly less than, the current overall travel speeds for traffic in the less predominate direction. (See Table 6.)

The travel time savings and minor speed increases stated above for Scenario 4 apply only to those who travel the entire length of the corridor in the predominate direction. Many motorists do not travel the full length. For those who enter the corridor at intermediate points, travel time savings would be (very roughly) proportionate to the length of their trip on Flagler Street compared to the 4.9-mile length of the corridor, provided they are traveling in the predominate direction. There are no significant time savings to those traveling in the less predominate direction during peak hours.

For those traveling in the predominate direction during peak periods who turn from Flagler Street at an intermediate point -- estimated between 45% to 50% of all motorists -- any travel time savings that accrued would soon vanish for about half of them. This applies to both residents within the corridor as well as others who use segments of Flagler Street as part of longer-distance trips. Left turns in either direction are prohibited under Scenario 4. Turning movements from Flagler Street are now about equally distributed between left and right turns. All left turn demands will be forced to make ground loops under Scenario 4. To execute the last leg of a ground loop requires a crossing of both directions of Flagler Street traffic. This takes time to accomplish during peak period conditions, particularly at unsignalized intersections, and motorists traveling on Flagler Street in both directions will be required to execute these ground loops in lieu of left turns. Thus, the 14% to 16% potential time savings can be substantially reduced when the needs of all users are considered.

Because the elimination of left turns from Flagler Street under Scenario 4 would affect three of the four Metrobus routes, bus executions to the prohibition should be signed at West 37th, 42nd, 67th and 72nd Avenues. These exceptions would allow the current Metrobus routing to be maintained. These exceptions also suggest a further downward adjustment to the travel time savings for through traffic when buses wait to execute a left turn from the through lane of traffic in both the eastbound and westbound directions. These turns are currently made from separate left turn lanes and do not impede through traffic movements.

The impact that Scenario 4 has to neighborhood access in this particular corridor is extremely important. A series of 1"=300' aerial photographs were used to develop

potential ground loops along the corridor. There are numerous locations along the Flagler Street corridor where ground loops are particularly awkward and would involve considerable circuitous travel in order to reach the adjacent residential neighborhoods. Three examples are (1) the residential areas in the vicinity of SR 826 to Tamiami Canal, (2) the residential areas near Flagler Memorial Cemetery, and (3) the residential areas near St. Michael's Parish and the Dade County Auditorium.

The local residential street network to the north and south sides of Flagler Street in these three areas are not conducive to the development of reasonable ground loops. Considerable indirection of travel would be involved. In some instances, local residents traveling on Flagler Street would have to turn right a considerable distance in advance, circulate to the correct avenue that would properly align with other avenues across Flagler Street, and then cross Flagler Street to reach their home.

In the area west of Tamiami Canal to the Palmetto Expressway, the waterway network and the intersection alignment of local streets north and south of Flagler Street make it virtually impossible to develop ground loops. This fact, coupled with the high volume of turning movements from Flagler Street at Milam Dairy Road and the difficulties to accommodate these left turns by the adjacent local street network make Scenario 4 much less viable for reversible flow.

CONCLUSIONS

The existing physical characteristics of much of the length of West Flagler Street are well suited to the establishment of reversible traffic flow at relatively low capital cost. With the exception of the 0.6-mile segment from the Palmetto Expressway to the CSX railroad tracks (east of West 71st Avenue), West Flagler Street has a five-lane cross section with painted center lane for left turns that could be converted to reversible flow without major construction being needed.

Reversible use of the center lane of West Flagler Street between the Palmetto Expressway and West 27th Avenue would provide three lanes for through traffic movement in the predominate direction of peak period flow. These three through

lanes for reversible flow could be transitioned relatively easily to match the three lanes provided in each direction on the six-lane section of West Flagler Street west of the Palmetto Expressway. At the eastern end of the reversible flow section, in the vicinity of West 24th Avenue, the three lanes provided for peak direction through traffic could be transitioned relatively easily to match the three-lane one-way couplet of West Flagler Street and S.W. 1st Street.

Traffic characteristics of West Flagler Street exhibit a peak demand of 2,400 to 2,800 vehicles per hour and a directional split averaging 56% versus 44%. The difference in peak hour demands between the predominate direction and opposite direction is about 300 vehicles per hour.

In the higher demand afternoon peak periods, overall travel speeds along West Flagler Street are only 3 mph different between eastbound and westbound traffic. The major cause of peak period delay to both directions of Flagler Street traffic emanates from a limited number of the signalized intersections along the route -- notably LeJeune Road and West 27th Avenue.

If reversible flow were to be implemented along West Flagler Street, the preferred scheme would be the reversal of only the center lane. Reversal of more than one lane would cause undue delay to the less predominate direction of peak period traffic and total reversal of the street has multiple pitfalls.

Reversible use of the center lane will not result in meaningful travel time savings unless left turns are prohibited in both directions. Although no dramatic increases in head-on collisions are expected with reversible flow use of the center lane of pavement, based on experiences elsewhere, other types of vehicle accidents and traffic safety would be compromised if left turns are not prohibited as part of the reversible flow operation.

Exceptions to the left turn prohibition will be needed for buses at a limited number of intersections. If a reversible flow system were extended west of West 71st Avenue, additional exceptions to the left turn prohibitions would be needed to accommodate arterial traffic and to provide access to nearby residential neighborhoods. Ground loops are not viable in this western portion of the West Flagler Street corridor.

Implementation of a reversible center lane has a capital cost of over $500,000 for signalization, signing and pavement marking changes. Roadway alteration would also be needed to remove the raised median and pave the center of West Flagler Street if the system were extended west of the CSX railroad crossing (near West 71st Avenue). Additional funding would be needed for a pre-implementation public information campaign and for daily operation of the system.

Implementation of a center lane reversible flow system with left turn prohibitions would result in an approximate 15% travel time savings in the predominate direction of traffic or about two to three minutes for through traffic using the entire length of the corridor. There would be no significant increase or decrease in travel time along Flagler Street for those traveling the entire length of the reversible flow system in the opposite direction.

Many motorists enter and depart from Flagler Street at intermediate locations along the route. They would not gain the full travel time benefit of those traveling in the predominate direction for the entire length of the route. Further, with the need for left turn prohibitions, ground loops are needed to accommodate the current left turn demands which are now made from the separate center turn lane along West Flagler Street. Ground loops take time to negotiate and involve the crossing of both directions of Flagler Street traffic. Aside from right turns, all motorists traveling either eastbound or westbound who depart Flagler Street at any intermediate point along the reversible flow segment will encounter circuitous travel and added time to execute the ground loops.

The ground loops needed to accommodate current left turn demands are essentially formed on local residential streets along the entire length of the reversible flow corridor. There are many areas along this particular corridor where the local residential street network would involve considerable circuitous travel and otherwise make the ground loops awkward to negotiate. Arterial traffic left turn demands currently made from Flagler Street onto facilities such as West 27th, 37th, 42nd, 57th and 67th Avenues would be using these loops. Access from Flagler Street to the concentrated residential neighborhoods to the north and south would be more difficult for many local residents.

RECOMMENDATIONS

Reversible flow operations along West Flagler Street are not recommended.

Focus on the Flagler Street corridor should be directed to a select number of signalized intersections which now cause most of the peak period congestion and delay to through traffic in both directions. Operational changes at these intersections should be evaluated. These changes may involve signal phasing, timing, turn prohibitions, the addition of turn lanes, and so forth. Worthy improvements should be programmed for implementation.

MPO staff should continue to canvass the arterial street network in search off potential candidates worthy of reversible flow. Reversible flow has its place as an integrated component of the multi-modal transportation system serving metropolitan Dade County. Although the Flagler Street corridor did not prove to be viable, the reversible flow concept remains valid.

A search for potentially viable reversible flow candidates should focus not only on the physical characteristics of the facility and the ease with which it could be converted to reversible flow, but should also concentrate on existing traffic characteristics and levels of congestion. The search should not be limited to five-lane facilities or only those with painted medians. The District 6 office of the Florida Department of Transportation has a steadily improving and more refined data base of traffic characteristics which are monitored on a routine basis. For example, daily non-directional volume counts ar now routinely supplemented with directional volumes and peak hour directional measurements. In addition, peak period travel speed and delay data have been gathered for most State-maintained roadways within Dade County. This type of system-wide data, together with the traffic monitoring data base maintained by the Dade County Public Works Department, would be an excellent source to analyze in pursuing other reversible flow candidates.

It is recommended that the key determinants to look for in examining this data base are the level of congestion and degree of directional imbalance. Other considerations, of course, should be given to programmed improvements within the corridor, whether corridor congestion stems from a few isolated locations or multiple

locations along the route, and the ease with which left turn demands could be re-routed should it be necessary to restrict turning movements in order to implement reversible flow.

APPENDICES

APPENDIX A

TRAVEL TIME AND DELAY DATA

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

SUMMARY REPORT

Peak Period: **AM Peak**
Run Direction: **Eastbound**

Artery: **W Flagler Street**
From: **S R 826**
To: **W 27 Avenue**

Average Travel Speed: 17.2 mph
Average Running Speed: 32.2 mph

Total Runs: Six
Run Dates and Days:
02/12/92 Wednesday
to
02/13/92 Thursday

Length: 4.851 mi.

Average No.Stops Per Mile: 1.6
Average Delay Per Mile: 103.0 sec

Segment No.	Segment Limits From	To	Distance (mi)	Overall Travel Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Running Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Average No. of Stops	Average Delay (sec)	Average Travel Speed (mph)	Average Running Speed (mph)
1	S R 826	W 72 Avenue	0.258	20.5	7.7	7.2	5.7	11.2	6.3	20.5	31.3	29.5	23.2	23.7	21.9	1.3	76.8	9.8	25.0
2	W 72 Avenue	W 67 Avenue	0.514	21.0	25.2	24.7	37.0	30.9	21.9	29.1	43.8	31.9	37.0	30.9	21.9	0.7	12.1	26.8	32.4
3	W 67 Avenue	W 62 Avenue	0.503	35.5	30.4	32.1	39.5	16.4	34.0	35.5	42.1	32.1	39.5	25.9	34.0	0.3	9.5	31.3	34.9
4	W 62 Avenue	W 57 Avenue	0.501	27.7	9.1	11.6	10.4	36.3	11.7	41.2	46.2	44.4	31.3	36.3	25.9	0.8	82.6	17.8	37.5
5	W 57 Avenue	W 52 Avenue	0.559	31.1	41.4	33.5	21.7	40.4	17.1	31.1	41.4	33.5	21.7	40.4	20.3	0.2	3.1	30.9	31.4
6	W 52 Avenue	W 47 Avenue	0.473	34.1	32.8	32.1	15.5	26.3	25.4	34.1	32.8	32.1	26.5	31.3	41.9	0.7	13.7	27.7	33.1
7	W 47 Avenue	W 42 Avenue	0.501	17.7	7.5	6.5	14.7	11.3	6.1	39.5	48.7	20.6	28.4	41.1	26.4	1.7	142.2	10.6	34.1
8	W 42 Avenue	W 37 Avenue	0.520	31.6	30.5	30.7	27.0	29.4	27.9	31.6	43.4	30.7	27.0	29.4	30.9	0.3	4.1	29.5	32.2
9	W 37 Avenue	W 32 Avenue	0.513	22.2	19.9	36.1	36.7	27.3	38.5	35.0	34.9	36.1	36.7	36.5	38.5	0.5	14.5	30.1	36.3
10	W 32 Avenue	W 27 Avenue	0.509	11.5	9.8	10.8	10.0	9.6	6.3	39.3	23.0	43.0	35.1	34.9	30.9	1.2	140.9	9.7	34.4
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Entire Section:			4.851	22.7	15.4	16.1	16.5	19.4	13.2	33.4	37.4	32.2	29.8	32.7	27.9	7.7	499.6	17.2	32.2
															Average Per Stop		65.2		

File Name: C:\123R23\WORK\FLAGAMEB.WK1

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

SUMMARY REPORT

Peak Period: **AM Peak**
Run Direction: **Westbound**

Artery: **W Flagler Street**
From: **W 27 Avenue**
To: **S R 826**

Average Travel Speed: 22.7 mph
Average Running Speed: 34.9 mph

Total Runs: Six
Run Dates and Days:
02/12/92 Wednesday
to
02/13/92 Thursday

Length: 4.851 mi.

Average No.Stops Per Mile: 1.5
Average Delay Per Mile: 56.2 sec

Segment No.	Segment Limits From	To	Distance (mi)	Overall Travel Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Running Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Average No. of Stops	Average Delay (sec)	Average Travel Speed (mph)	Average Running Speed (mph)
1	W 27 Avenue	W 32 Avenue	0.509	38.1	31.1	26.4	29.4	33.9	39.2	38.1	31.1	38.9	29.4	33.9	39.2	0.2	3.7	33.0	35.1
2	W 32 Avenue	W 37 Avenue	0.513	45.7	29.7	18.9	16.2	18.1	17.8	45.7	36.8	36.5	32.7	34.1	36.4	0.8	36.3	24.4	37.0
3	W 37 Avenue	W 42 Avenue	0.520	13.8	9.9	24.6	23.9	22.1	21.1	33.9	42.7	39.3	32.7	30.5	33.6	1.0	55.3	19.2	35.5
4	W 42 Avenue	W 47 Avenue	0.501	22.3	17.2	38.0	20.1	23.9	19.2	42.0	48.5	38.0	34.0	32.7	31.3	1.0	33.1	23.5	37.8
5	W 47 Avenue	W 52 Avenue	0.473	38.3	35.9	18.8	24.1	29.7	32.8	38.3	35.9	42.9	24.1	29.7	32.8	0.2	8.5	29.9	33.9
6	W 52 Avenue	W 57 Avenue	0.559	44.7	11.6	48.0	15.3	29.3	28.6	44.7	22.2	48.0	29.0	29.3	33.3	0.7	25.8	29.6	34.4
7	W 57 Avenue	W 62 Avenue	0.501	32.0	38.1	34.0	33.7	28.6	33.9	44.6	38.1	43.4	33.7	28.6	33.9	0.3	4.6	33.4	37.0
8	W 62 Avenue	W 67 Avenue	0.503	23.8	25.6	21.3	22.6	40.6	35.1	41.1	39.5	35.3	26.9	40.6	35.1	0.7	17.3	28.2	36.4
9	W 67 Avenue	W 72 Avenue	0.514	16.3	18.1	16.6	16.1	21.7	20.6	31.4	45.4	44.5	32.2	44.1	35.9	1.2	54.2	18.2	38.9
10	W 72 Avenue	S R 826	0.258	15.4	11.0	16.3	12.5	14.4	11.3	38.9	26.2	22.4	22.3	23.1	27.6	1.3	34.3	13.5	26.7
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Entire Section:			4.851	24.9	18.6	23.9	20.1	25.0	23.9	39.4	35.1	38.8	29.6	32.3	34.0	7.3	272.9	22.7	34.9
															Average Per Stop		37.2		

File Name: C:\123R23\WORK\FLAGAMWB.WK1

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	22.7 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	33.4 mph
To:	W 27 Avenue	Run No.:	One	Stops Per Mile:	1.0
				Delay Per Mile:	50.5 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGAMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	285.38									
2	W 72 Avenue	1362	330.69	1	S R 826	W 72 Avenue	1362	45.31	20.5	0	0.00	20.5
3	W 67 Avenue	4077	418.93	2	W 72 Avenue	W 67 Avenue	2715	88.24	21.0	1	24.56	29.1
4	W 62 Avenue	6734	469.89	3	W 67 Avenue	W 62 Avenue	2657	50.96	35.5	0	0.00	35.5
5	W 57 Avenue	9380	535.03	4	W 62 Avenue	W 57 Avenue	2646	65.14	27.7	1	21.35	41.2
6	W 52 Avenue	12334	599.88	5	W 57 Avenue	W 52 Avenue	2954	64.85	31.1	0	0.00	31.1
7	W 47 Avenue	14831	649.88	6	W 52 Avenue	W 47 Avenue	2497	50.00	34.1	0	0.00	34.1
8	W 42 Avenue	17475	751.92	7	W 47 Avenue	W 42 Avenue	2644	102.04	17.7	1	56.38	39.5
9	W 37 Avenue	20218	811.17	8	W 42 Avenue	W 37 Avenue	2743	59.25	31.6	0	0.00	31.6
10	W 32 Avenue	22926	894.22	9	W 37 Avenue	W 32 Avenue	2708	83.05	22.2	1	30.31	35.0
11	W 27 Avenue	25614	1053.06	10	W 32 Avenue	W 27 Avenue	2688	158.84	11.5	1	112.15	39.3
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	767.68	22.7	5	244.75	33.4
										Average:	48.95	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
369.01	393.57	2	W 69 Avenue	2	24.56
506.70	528.05	2	W 57 Avenue	4	21.35
685.98	742.36	2	W 42 Avenue	7	56.38
849.39	879.70	2	W 32 Avenue	9	30.31
937.94	1050.09	2	W 27 Avenue	10	112.15

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	15.4 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	37.4 mph
To:	W 27 Avenue	Run No.:	Two	Stops Per Mile:	2.3
				Delay Per Mile:	137.6 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGAMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	441.77									
2	W 72 Avenue	1362	562.97	1	S R 826	W 72 Avenue	1362	121.20	7.7	1	91.51	31.3
3	W 67 Avenue	4077	636.56	2	W 72 Avenue	W 67 Avenue	2715	73.59	25.2	2	31.28	43.8
4	W 62 Avenue	6734	696.17	3	W 67 Avenue	W 62 Avenue	2657	59.61	30.4	1	16.59	42.1
5	W 57 Avenue	9380	894.49	4	W 62 Avenue	W 57 Avenue	2646	198.32	9.1	1	159.26	46.2
6	W 52 Avenue	12334	943.10	5	W 57 Avenue	W 52 Avenue	2954	48.61	41.4	0	0.00	41.4
7	W 47 Avenue	14831	995.04	6	W 52 Avenue	W 47 Avenue	2497	51.94	32.8	0	0.00	32.8
8	W 42 Avenue	17475	1236.55	7	W 47 Avenue	W 42 Avenue	2644	241.51	7.5	2	204.46	48.7
9	W 37 Avenue	20218	1297.91	8	W 42 Avenue	W 37 Avenue	2743	61.36	30.5	1	18.26	43.4
10	W 32 Avenue	22926	1390.50	9	W 37 Avenue	W 32 Avenue	2708	92.59	19.9	1	39.67	34.9
11	W 27 Avenue	25614	1577.02	10	W 32 Avenue	W 27 Avenue	2688	186.52	9.8	2	106.71	23.0
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1135.25	15.4	11	667.74	37.4
										Average:	60.70	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
468.46	559.97	2	W 72 Avenue	1	91.51
585.13	605.31	2	W 69 Avenue	2	20.18
618.46	629.56	2	W 67 Avenue	2	11.10
672.58	689.17	2	W 62 Avenue	3	16.59
729.23	888.49	2	W 57 Avenue	4	159.26
1029.27	1146.23	2	W 43 Avenue	7	116.96
1145.05	1232.55	2	W 42 Avenue	7	87.50
1275.65	1293.91	2	W 37 Avenue	8	18.26
1344.83	1384.50	2	W 32 Avenue	9	39.67
1418.21	1421.18	3	W 30 Avenue	10	2.97
1469.28	1573.02	2	W 27 Avenue	10	103.74

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	16.1 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	32.2 mph
To:	W 27 Avenue	Run No.:	Three	Stops Per Mile:	1.2
				Delay Per Mile:	112.6 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGAMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	712.52									
2	W 72 Avenue	1362	840.86	1	S R 826	W 72 Avenue	1362	128.34	7.2	1	96.86	29.5
3	W 67 Avenue	4077	915.80	2	W 72 Avenue	W 67 Avenue	2715	74.94	24.7	1	16.93	31.9
4	W 62 Avenue	6734	972.22	3	W 67 Avenue	W 62 Avenue	2657	56.42	32.1	0	0.00	32.1
5	W 57 Avenue	9380	1127.44	4	W 62 Avenue	W 57 Avenue	2646	155.22	11.6	1	114.62	44.4
6	W 52 Avenue	12334	1187.52	5	W 57 Avenue	W 52 Avenue	2954	60.08	33.5	0	0.00	33.5
7	W 47 Avenue	14831	1240.53	6	W 52 Avenue	W 47 Avenue	2497	53.01	32.1	0	0.00	32.1
8	W 42 Avenue	17475	1518.37	7	W 47 Avenue	W 42 Avenue	2644	277.84	6.5	2	190.52	20.6
9	W 37 Avenue	20218	1579.36	8	W 42 Avenue	W 37 Avenue	2743	60.99	30.7	0	0.00	30.7
10	W 32 Avenue	22926	1630.44	9	W 37 Avenue	W 32 Avenue	2708	51.08	36.1	0	0.00	36.1
11	W 27 Avenue	25614	1800.33	10	W 32 Avenue	W 27 Avenue	2688	169.89	10.8	1	127.23	43.0
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1087.81	16.1	6	546.16	32.2
										Average:	91.03	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
740.00	836.86	2	W 72 Avenue	1	96.86
897.81	914.74	2	W 67 Avenue	2	16.93
1008.82	1123.44	2	W 57 Avenue	4	114.62
1315.21	1437.48	2	W 43 Avenue	7	122.27
1445.12	1513.37	2	W 42 Avenue	7	68.25
1670.10	1797.33	2	W 27 Avenue	10	127.23

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	16.5 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	29.8 mph
To:	W 27 Avenue	Run No.:	Four	Stops Per Mile:	1.6
				Delay Per Mile:	97.8 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGAMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	738.30									
2	W 72 Avenue	1362	900.87	1	S R 826	W 72 Avenue	1362	162.57	5.7	3	122.46	23.2
3	W 67 Avenue	4077	950.94	2	W 72 Avenue	W 67 Avenue	2715	50.07	37.0	0	0.00	37.0
4	W 62 Avenue	6734	996.84	3	W 67 Avenue	W 62 Avenue	2657	45.90	39.5	0	0.00	39.5
5	W 57 Avenue	9380	1169.77	4	W 62 Avenue	W 57 Avenue	2646	172.93	10.4	1	115.24	31.3
6	W 52 Avenue	12334	1262.78	5	W 57 Avenue	W 52 Avenue	2954	93.01	21.7	0	0.00	21.7
7	W 47 Avenue	14831	1372.64	6	W 52 Avenue	W 47 Avenue	2497	109.86	15.5	2	45.65	26.5
8	W 42 Avenue	17475	1495.16	7	W 47 Avenue	W 42 Avenue	2644	122.52	14.7	1	58.98	28.4
9	W 37 Avenue	20218	1564.36	8	W 42 Avenue	W 37 Avenue	2743	69.20	27.0	0	0.00	27.0
10	W 32 Avenue	22926	1614.71	9	W 37 Avenue	W 32 Avenue	2708	50.35	36.7	0	0.00	36.7
11	W 27 Avenue	25614	1798.76	10	W 32 Avenue	W 27 Avenue	2688	184.05	10.0	1	131.90	35.1
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1060.46	16.5	8	474.23	29.8
										Average:	59.28	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
740.74	781.17	2	W 76 Court	1	40.43
785.44	822.03	2	W 74 Avenue	1	36.59
844.66	890.10	2	W 72 Avenue	1	45.44
1045.20	1160.44	2	W 57 Avenue	4	115.24
1291.97	1318.48	2	W 49 Avenue	6	26.51
1344.30	1363.44	2	W 47 Avenue	6	19.14
1427.92	1486.90	2	W 42 Avenue	7	58.98
1655.61	1787.51	2	W 27 Avenue	10	131.90

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	19.4 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	32.7 mph
To:	W 27 Avenue	Run No.:	Five	Stops Per Mile:	1.4
				Delay Per Mile:	75.4 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGAMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	420.33									
2	W 72 Avenue	1362	503.12	1	S R 826	W 72 Avenue	1362	82.79	11.2	1	43.58	23.7
3	W 67 Avenue	4077	562.98	2	W 72 Avenue	W 67 Avenue	2715	59.86	30.9	0	0.00	30.9
4	W 62 Avenue	6734	673.54	3	W 67 Avenue	W 62 Avenue	2657	110.56	16.4	1	40.70	25.9
5	W 57 Avenue	9380	723.21	4	W 62 Avenue	W 57 Avenue	2646	49.67	36.3	0	0.00	36.3
6	W 52 Avenue	12334	773.02	5	W 57 Avenue	W 52 Avenue	2954	49.81	40.4	0	0.00	40.4
7	W 47 Avenue	14831	837.87	6	W 52 Avenue	W 47 Avenue	2497	64.85	26.3	1	10.40	31.3
8	W 42 Avenue	17475	997.41	7	W 47 Avenue	W 42 Avenue	2644	159.54	11.3	2	115.70	41.1
9	W 37 Avenue	20218	1061.01	8	W 42 Avenue	W 37 Avenue	2743	63.60	29.4	0	0.00	29.4
10	W 32 Avenue	22926	1128.74	9	W 37 Avenue	W 32 Avenue	2708	67.73	27.3	1	17.13	36.5
11	W 27 Avenue	25614	1319.33	10	W 32 Avenue	W 27 Avenue	2688	190.59	9.6	1	138.11	34.9
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	899.00	19.4	7	365.62	32.7
										Average:	52.23	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
437.62	481.20	2	W 72 Avenue	1	43.58
627.71	668.41	2	W 62 Avenue	3	40.70
795.05	805.45	2	W 47 Avenue	6	10.40
869.89	911.01	2	W 43 Avenue	7	41.12
915.01	989.59	2	W 42 Avenue	7	74.58
1103.12	1120.25	2	W 32 Avenue	9	17.13
1172.00	1310.11	2	W 27 Avenue	10	138.11

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	13.2 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	27.9 mph
To:	W 27 Avenue	Run No.:	Six	Stops Per Mile:	1.9
				Delay Per Mile:	144.1 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGAMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	850.02									
2	W 72 Avenue	1362	998.58	1	S R 826	W 72 Avenue	1362	148.56	6.3	2	106.22	21.9
3	W 67 Avenue	4077	1083.11	2	W 72 Avenue	W 67 Avenue	2715	84.53	21.9	0	0.00	21.9
4	W 62 Avenue	6734	1136.46	3	W 67 Avenue	W 62 Avenue	2657	53.35	34.0	0	0.00	34.0
5	W 57 Avenue	9380	1291.03	4	W 62 Avenue	W 57 Avenue	2646	154.57	11.7	1	84.84	25.9
6	W 52 Avenue	12334	1409.15	5	W 57 Avenue	W 52 Avenue	2954	118.12	17.1	1	18.89	20.3
7	W 47 Avenue	14831	1476.05	6	W 52 Avenue	W 47 Avenue	2497	66.90	25.4	1	26.27	41.9
8	W 42 Avenue	17475	1771.30	7	W 47 Avenue	W 42 Avenue	2644	295.25	6.1	2	226.96	26.4
9	W 37 Avenue	20218	1838.26	8	W 42 Avenue	W 37 Avenue	2743	66.96	27.9	1	6.43	30.9
10	W 32 Avenue	22926	1886.22	9	W 37 Avenue	W 32 Avenue	2708	47.96	38.5	0	0.00	38.5
11	W 27 Avenue	25614	2175.04	10	W 32 Avenue	W 27 Avenue	2688	288.82	6.3	1	229.53	30.9
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1325.02	13.2	9	699.14	27.9
										Average:	77.68	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
852.12	902.02	2	W 76 Court	1	49.90
940.78	997.10	2	W 72 Avenue	1	56.32
1194.34	1279.18	2	W 57 Avenue	4	84.84
1350.13	1369.02	2	W 53 Avenue	5	18.89
1416.05	1442.32	2	W 49 Avenue	6	26.27
1526.73	1599.59	2	W 43 Avenue	7	72.86
1614.08	1768.18	2	W 42 Avenue	7	154.10
1825.11	1831.54	2	W 37 Avenue	8	6.43
1940.67	2170.20	2	W 27 Avenue	10	229.53

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	24.9 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	39.4 mph
To:	S R 826	Run No.:	One	Stops Per Mile:	1.4
				Delay Per Mile:	53.0 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGAMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	48.06	1	W 27 Avenue	W 32 Avenue	2688	48.06	38.1	0	0.00	38.1
3	W 37 Avenue	20218	88.49	2	W 32 Avenue	W 37 Avenue	2708	40.43	45.7	0	0.00	45.7
4	W 42 Avenue	17475	223.64	3	W 37 Avenue	W 42 Avenue	2743	135.15	13.8	1	80.04	33.9
5	W 47 Avenue	14831	304.34	4	W 42 Avenue	W 47 Avenue	2644	80.70	22.3	1	37.82	42.0
6	W 52 Avenue	12334	348.78	5	W 47 Avenue	W 52 Avenue	2497	44.44	38.3	0	0.00	38.3
7	W 57 Avenue	9380	393.81	6	W 52 Avenue	W 57 Avenue	2954	45.03	44.7	0	0.00	44.7
8	W 62 Avenue	6734	450.20	7	W 57 Avenue	W 62 Avenue	2646	56.39	32.0	1	15.94	44.6
9	W 67 Avenue	4077	526.29	8	W 62 Avenue	W 67 Avenue	2657	76.09	23.8	1	31.99	41.1
10	W 72 Avenue	1362	640.04	9	W 67 Avenue	W 72 Avenue	2715	113.75	16.3	2	54.88	31.4
11	S R 826	0	700.52	10	W 72 Avenue	S R 826	1362	60.48	15.4	1	36.59	38.9
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	700.52	24.9	7	257.26	39.4
										Average:	36.75	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
142.60	222.64	2	W 42 Avenue	3	80.04
265.52	303.34	2	W 47 Avenue	4	37.82
429.26	445.20	2	W 62 Avenue	7	15.94
488.30	520.29	2	W 67 Avenue	8	31.99
568.48	575.38	3	W 69 Avenue	9	6.90
590.06	638.04	2	W 72 Avenue	9	47.98
642.53	679.12	2	W 74 Avenue	10	36.59

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	18.6 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	35.1 mph
To:	S R 826	Run No.:	Two	Stops Per Mile:	1.9
				Delay Per Mile:	91.4 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGAMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	58.89	1	W 27 Avenue	W 32 Avenue	2688	58.89	31.1	0	0.00	31.1
3	W 37 Avenue	20218	121.16	2	W 32 Avenue	W 37 Avenue	2708	62.27	29.7	1	12.11	36.8
4	W 42 Avenue	17475	310.55	3	W 37 Avenue	W 42 Avenue	2743	189.39	9.9	1	145.63	42.7
5	W 47 Avenue	14831	415.61	4	W 42 Avenue	W 47 Avenue	2644	105.06	17.2	1	67.89	48.5
6	W 52 Avenue	12334	463.05	5	W 47 Avenue	W 52 Avenue	2497	47.44	35.9	0	0.00	35.9
7	W 57 Avenue	9380	635.98	6	W 52 Avenue	W 57 Avenue	2954	172.93	11.6	2	82.39	22.2
8	W 62 Avenue	6734	683.29	7	W 57 Avenue	W 62 Avenue	2646	47.31	38.1	0	0.00	38.1
9	W 67 Avenue	4077	753.92	8	W 62 Avenue	W 67 Avenue	2657	70.63	25.6	1	24.77	39.5
10	W 72 Avenue	1362	856.45	9	W 67 Avenue	W 72 Avenue	2715	102.53	18.1	1	61.76	45.4
11	S R 826	0	940.86	10	W 72 Avenue	S R 826	1362	84.41	11.0	2	48.91	26.2
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	940.86	18.6	9	443.46	35.1
										Average:	49.27	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
105.05	117.16	2	W 37 Avenue	2	12.11
160.92	306.55	2	W 42 Avenue	3	145.63
345.72	413.61	2	W 52 Avenue	4	67.89
464.96	468.25	2	Crosswalk	6	3.29
554.88	633.98	2	W 57 Avenue	6	79.10
725.15	749.92	2	W 67 Avenue	8	24.77
789.69	851.45	2	W 72 Avenue	9	61.76
878.84	900.56	2	W 74 Avenue	10	21.72
906.67	933.86	2	Sr 826	10	27.19

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	23.9 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	38.8 mph
To:	S R 826	Run No.:	Three	Stops Per Mile:	1.6
				Delay Per Mile:	57.6 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGAMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	69.41	1	W 27 Avenue	W 32 Avenue	2688	69.41	26.4	1	22.35	38.9
3	W 37 Avenue	20218	167.04	2	W 32 Avenue	W 37 Avenue	2708	97.63	18.9	1	47.10	36.5
4	W 42 Avenue	17475	243.18	3	W 37 Avenue	W 42 Avenue	2743	76.14	24.6	1	28.53	39.3
5	W 47 Avenue	14831	290.62	4	W 42 Avenue	W 47 Avenue	2644	47.44	38.0	0	0.00	38.0
6	W 52 Avenue	12334	381.16	5	W 47 Avenue	W 52 Avenue	2497	90.54	18.8	1	50.88	42.9
7	W 57 Avenue	9380	423.08	6	W 52 Avenue	W 57 Avenue	2954	41.92	48.0	0	0.00	48.0
8	W 62 Avenue	6734	476.21	7	W 57 Avenue	W 62 Avenue	2646	53.13	34.0	1	11.55	43.4
9	W 67 Avenue	4077	561.32	8	W 62 Avenue	W 67 Avenue	2657	85.11	21.3	1	33.76	35.3
10	W 72 Avenue	1362	672.62	9	W 67 Avenue	W 72 Avenue	2715	111.30	16.6	1	69.68	44.5
11	S R 826	0	729.42	10	W 72 Avenue	S R 826	1362	56.80	16.3	1	15.35	22.4
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	729.42	23.9	8	279.20	38.8
									Average:		34.90	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
44.06	66.41	2	W 32 Avenue	1	22.35
116.94	164.04	2	W 37 Avenue	2	47.10
212.65	241.18	2	W 42 Avenue	3	28.53
305.18	356.06	2	W 49 Avenue	5	50.88
458.73	470.28	2	W 62 Avenue	7	11.55
525.27	559.03	2	W 67 Avenue	8	33.76
599.94	669.62	2	W 72 Avenue	9	69.68
695.80	711.15	2	W 74 Avenue	10	15.35

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	20.1 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	29.6 mph
To:	S R 826	Run No.:	Four	Stops Per Mile:	1.4
				Delay Per Mile:	57.8 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGAMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	62.33	1	W 27 Avenue	W 32 Avenue	2688	62.33	29.4	0	0.00	29.4
3	W 37 Avenue	20218	176.49	2	W 32 Avenue	W 37 Avenue	2708	114.16	16.2	1	57.75	32.7
4	W 42 Avenue	17475	254.74	3	W 37 Avenue	W 42 Avenue	2743	78.25	23.9	1	21.11	32.7
5	W 47 Avenue	14831	344.39	4	W 42 Avenue	W 47 Avenue	2644	89.65	20.1	1	36.68	34.0
6	W 52 Avenue	12334	415.11	5	W 47 Avenue	W 52 Avenue	2497	70.72	24.1	0	0.00	24.1
7	W 57 Avenue	9380	546.78	6	W 52 Avenue	W 57 Avenue	2954	131.67	15.3	1	62.31	29.0
8	W 62 Avenue	6734	600.38	7	W 57 Avenue	W 62 Avenue	2646	53.60	33.7	0	0.00	33.7
9	W 67 Avenue	4077	680.70	8	W 62 Avenue	W 67 Avenue	2657	80.32	22.6	1	12.99	26.9
10	W 72 Avenue	1362	795.58	9	W 67 Avenue	W 72 Avenue	2715	114.88	16.1	1	57.31	32.2
11	S R 826	0	869.68	10	W 72 Avenue	S R 826	1362	74.10	12.5	1	32.40	22.3
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	869.68	20.1	7	280.55	29.6
										Average:	40.08	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
116.50	174.25	2	W 37 Avenue	2	57.75
227.86	248.97	2	W 42 Avenue	3	21.11
305.99	342.67	2	W 47 Avenue	4	36.68
481.58	543.89	2	W 57 Avenue	6	62.31
664.57	677.56	2	W 67 Avenue	8	12.99
734.34	791.65	2	W 72 Avenue	9	57.31
821.78	854.18	2	W 74 Avenue	10	32.40

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	25.0 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	32.3 mph
To:	S R 826	Run No.:	Five	Stops Per Mile:	1.0
				Delay Per Mile:	32.7 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGAMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	54.00	1	W 27 Avenue	W 32 Avenue	2688	54.00	33.9	0	0.00	33.9
3	W 37 Avenue	20218	155.75	2	W 32 Avenue	W 37 Avenue	2708	101.75	18.1	1	47.64	34.1
4	W 42 Avenue	17475	240.56	3	W 37 Avenue	W 42 Avenue	2743	84.81	22.1	1	23.40	30.5
5	W 47 Avenue	14831	315.87	4	W 42 Avenue	W 47 Avenue	2644	75.31	23.9	1	20.14	32.7
6	W 52 Avenue	12334	373.23	5	W 47 Avenue	W 52 Avenue	2497	57.36	29.7	0	0.00	29.7
7	W 57 Avenue	9380	441.89	6	W 52 Avenue	W 57 Avenue	2954	68.66	29.3	0	0.00	29.3
8	W 62 Avenue	6734	505.05	7	W 57 Avenue	W 62 Avenue	2646	63.16	28.6	0	0.00	28.6
9	W 67 Avenue	4077	549.62	8	W 62 Avenue	W 67 Avenue	2657	44.57	40.6	0	0.00	40.6
10	W 72 Avenue	1362	634.73	9	W 67 Avenue	W 72 Avenue	2715	85.11	21.7	1	43.09	44.1
11	S R 826	0	699.00	10	W 72 Avenue	S R 826	1362	64.27	14.4	1	24.12	23.1
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	699.00	25.0	5	158.39	32.3
										Average:	31.68	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
103.87	151.51	2	W 37 Avenue	2	47.64
209.25	232.65	2	W 42 Avenue	3	23.40
286.71	306.85	2	W 47 Avenue	4	20.14
559.02	602.11	2	W 69 Avenue	9	43.09
654.14	678.26	2	W 74 Avenue	10	24.12

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	AM Peak	Travel Speed:	23.9 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	34.0 mph
To:	S R 826	Run No.:	Six	Stops Per Mile:	1.6
				Delay Per Mile:	45.0 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGAMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	46.73	1	W 27 Avenue	W 32 Avenue	2688	46.73	39.2	0	0.00	39.2
3	W 37 Avenue	20218	150.36	2	W 32 Avenue	W 37 Avenue	2708	103.63	17.8	1	52.93	36.4
4	W 42 Avenue	17475	238.98	3	W 37 Avenue	W 42 Avenue	2743	88.62	21.1	1	32.98	33.6
5	W 47 Avenue	14831	332.65	4	W 42 Avenue	W 47 Avenue	2644	93.67	19.2	2	35.99	31.3
6	W 52 Avenue	12334	384.54	5	W 47 Avenue	W 52 Avenue	2497	51.89	32.8	0	0.00	32.8
7	W 57 Avenue	9380	454.87	6	W 52 Avenue	W 57 Avenue	2954	70.33	28.6	1	9.82	33.3
8	W 62 Avenue	6734	508.05	7	W 57 Avenue	W 62 Avenue	2646	53.18	33.9	0	0.00	33.9
9	W 67 Avenue	4077	559.67	8	W 62 Avenue	W 67 Avenue	2657	51.62	35.1	0	0.00	35.1
10	W 72 Avenue	1362	649.40	9	W 67 Avenue	W 72 Avenue	2715	89.73	20.6	1	38.23	35.9
11	S R 826	0	731.44	10	W 72 Avenue	S R 826	1362	82.04	11.3	2	48.40	27.6
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	731.44	23.9	8	218.35	34.0
										Average:	27.29	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
94.54	147.47	2	W 37 Avenue	2	52.93
194.56	227.54	2	W 42 Avenue	3	32.98
250.66	269.69	2	W 43 Avenue	4	19.03
312.38	329.34	2	W 47 Avenue	4	16.96
436.20	446.02	2	W 57 Avenue	6	9.82
605.00	643.23	2	W 72 Avenue	9	38.23
676.65	687.18	2	W 74 Avenue	10	10.53
690.78	728.65	34	W 76 Court	10	37.87

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

SUMMARY REPORT

Peak Period: **PM Peak**
Run Direction: **Eastbound**

Artery: **W Flagler Street**
From: **S R 826**
To: **W 27 Avenue**

Average Travel Speed: 18.1 mph
Average Running Speed: 31.3 mph

Total Runs: Six
Length: 4.851 mi.
Run Dates and Days:
02/12/92 Wednesday
to
02/13/92 Thursday

Average No.Stops Per Mile: 1.8
Average Delay Per Mile: 85.5 sec

Segment No.	Segment Limits From	To	Distance (mi)	Overall Travel Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Running Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Average No. of Stops	Average Delay (sec)	Average Travel Speed (mph)	Average Running Speed (mph)
1	S R 826	W 72 Avenue	0.258	9.9	12.1	11.6	16.4	12.7	22.4	30.8	29.0	24.8	21.6	23.8	22.4	1.2	33.1	14.2	25.4
2	W 72 Avenue	W 67 Avenue	0.514	19.0	14.0	16.1	34.5	15.9	18.4	21.2	30.0	37.1	44.7	30.7	21.0	1.5	37.7	19.7	30.8
3	W 67 Avenue	W 62 Avenue	0.503	33.0	27.9	31.5	34.4	27.1	24.2	33.0	27.9	31.5	45.7	31.0	27.5	0.5	5.0	29.7	32.8
4	W 62 Avenue	W 57 Avenue	0.501	16.2	17.2	11.8	11.2	13.7	22.8	26.8	44.2	27.1	47.4	30.4	33.5	1.0	69.3	15.5	34.9
5	W 57 Avenue	W 52 Avenue	0.559	29.2	33.5	36.1	40.3	33.0	28.1	29.2	33.5	36.1	40.3	33.0	28.1	0.0	0.0	33.4	33.4
6	W 52 Avenue	W 47 Avenue	0.473	30.2	31.7	30.4	17.6	17.9	20.1	39.8	31.7	35.5	22.4	26.2	32.6	0.8	17.5	24.7	31.4
7	W 47 Avenue	W 42 Avenue	0.501	13.9	9.1	5.0	4.3	10.6	13.4	32.2	48.7	24.5	23.3	41.2	29.6	1.3	177.7	9.4	33.3
8	W 42 Avenue	W 37 Avenue	0.520	11.9	21.6	24.9	39.4	23.9	24.8	37.1	34.0	29.3	39.4	39.2	28.1	0.8	31.5	24.4	34.5
9	W 37 Avenue	W 32 Avenue	0.513	19.1	20.9	29.7	18.5	22.3	18.7	31.4	34.6	41.6	34.8	33.9	28.2	1.0	33.1	21.5	34.1
10	W 32 Avenue	W 27 Avenue	0.509	23.4	23.7	35.4	22.7	36.0	21.1	28.6	31.4	41.1	22.7	36.0	27.5	0.7	10.0	27.0	31.2
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Entire Section:			4.851	18.5	18.5	16.4	15.6	18.9	20.6	30.1	33.8	32.2	32.0	32.3	27.6	8.8	415.0	18.1	31.3
															Average Per Stop		47.0		

File Name: C:\123R23\WORK\FLAGPMEB.WK1

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

SUMMARY REPORT

Peak Period: **PM Peak**
Run Direction: **Westbound**

Artery: **W Flagler Street**
From: **W 27 Avenue**
To: **S R 826**

Average Travel Speed: 17.9 mph
Average Running Speed: 30.9 mph

Total Runs: Six
Run Dates and Days:
02/12/92 Wednesday
to
02/13/92 Thursday

Length: 4.851 mi.

Average No.Stops Per Mile: 1.2
Average Delay Per Mile: 86.7 sec

Segment No.	Segment Limits From	To	Distance (mi)	Overall Travel Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Running Speed (mph) Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Average No. of Stops	Average Delay (sec)	Average Travel Speed (mph)	Average Running Speed (mph)
1	W 27 Avenue	W 32 Avenue	0.509	31.9	28.2	31.1	27.4	28.7	36.3	31.9	28.2	31.1	27.4	28.7	36.3	0.0	0.0	30.6	30.6
2	W 32 Avenue	W 37 Avenue	0.513	18.9	10.4	11.0	11.7	9.5	6.8	28.9	21.6	26.0	39.9	39.1	47.0	1.0	119.2	11.4	33.7
3	W 37 Avenue	W 42 Avenue	0.520	26.9	10.8	20.9	10.0	20.1	23.4	26.9	23.7	38.1	43.4	36.0	33.4	0.8	57.3	18.7	33.6
4	W 42 Avenue	W 47 Avenue	0.501	34.6	28.2	16.6	30.7	31.4	26.1	34.6	28.2	28.9	30.7	31.4	26.1	0.2	7.7	28.0	30.0
5	W 47 Avenue	W 52 Avenue	0.473	23.7	31.4	38.8	40.3	19.1	15.8	32.8	31.4	38.8	40.3	23.5	22.7	0.5	11.6	28.2	31.6
6	W 52 Avenue	W 57 Avenue	0.559	11.5	14.3	13.2	10.2	14.3	31.1	46.6	25.8	41.7	30.7	28.4	42.8	1.0	86.3	15.8	36.0
7	W 57 Avenue	W 62 Avenue	0.501	22.7	29.8	18.6	33.6	38.6	32.1	31.8	29.8	28.4	33.6	38.6	32.1	0.3	9.4	29.2	32.4
8	W 62 Avenue	W 67 Avenue	0.503	29.6	15.4	29.6	30.9	29.3	33.2	29.6	33.4	29.6	41.1	38.1	33.2	0.5	15.4	28.0	34.2
9	W 67 Avenue	W 72 Avenue	0.514	21.8	8.0	17.2	14.0	12.7	9.0	33.9	20.4	21.2	43.9	23.1	29.3	1.3	81.3	13.8	28.6
10	W 72 Avenue	S R 826	0.258	22.1	21.6	24.4	6.6	8.5	23.5	22.1	21.6	24.4	31.4	35.3	23.5	0.3	32.3	17.8	26.4
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Entire Section:			4.851	22.1	15.5	18.9	15.9	17.4	17.5	31.6	25.9	29.9	35.5	30.9	31.7	6.0	420.5	17.9	30.9
															Average Per Stop		70.1		

File Name: C:\123R23\WORK\FLAGPMWB.WK1

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	18.5 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	30.1 mph
To:	W 27 Avenue	Run No.:	One	Stops Per Mile:	2.1
				Delay Per Mile:	75.0 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGP MEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	389.14									
2	W 72 Avenue	1362	483.00	1	S R 826	W 72 Avenue	1362	93.86	9.9	3	63.72	30.8
3	W 67 Avenue	4077	580.61	2	W 72 Avenue	W 67 Avenue	2715	97.61	19.0	1	10.24	21.2
4	W 62 Avenue	6734	635.43	3	W 67 Avenue	W 62 Avenue	2657	54.82	33.0	0	0.00	33.0
5	W 57 Avenue	9380	746.97	4	W 62 Avenue	W 57 Avenue	2646	111.54	16.2	1	44.31	26.8
6	W 52 Avenue	12334	815.98	5	W 57 Avenue	W 52 Avenue	2954	69.01	29.2	0	0.00	29.2
7	W 47 Avenue	14831	872.30	6	W 52 Avenue	W 47 Avenue	2497	56.32	30.2	1	13.49	39.8
8	W 42 Avenue	17475	1001.81	7	W 47 Avenue	W 42 Avenue	2644	129.51	13.9	1	73.52	32.2
9	W 37 Avenue	20218	1158.79	8	W 42 Avenue	W 37 Avenue	2743	156.98	11.9	1	106.60	37.1
10	W 32 Avenue	22926	1255.34	9	W 37 Avenue	W 32 Avenue	2708	96.55	19.1	1	37.70	31.4
11	W 27 Avenue	25614	1333.51	10	W 32 Avenue	W 27 Avenue	2688	78.17	23.4	1	14.03	28.6
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	944.37	18.5	10	363.61	30.1
										Average:	36.36	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
418.15	428.67	4	W 76 Court	1	10.52
439.09	451.01	2	W 74 Avenue	1	11.92
482.83	524.11	34	W 72 Avenue	1	41.28
564.85	575.09	2	W 67 Avenue	2	10.24
698.20	742.51	2	W 57 Avenue	4	44.31
853.88	867.37	2	W 47 Avenue	6	13.49
915.87	989.39	2	W 42 Avenue	7	73.52
1050.10	1156.70	2	W 37 Avenue	8	106.60
1215.37	1253.07	2	W 32 Avenue	9	37.70
1317.38	1331.41	2	W 27 Avenue	10	14.03

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	18.5 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	33.8 mph
To:	W 27 Avenue	Run No.:	Two	Stops Per Mile:	1.6
				Delay Per Mile:	87.9 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGPMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	362.71									
2	W 72 Avenue	1362	439.47	1	S R 826	W 72 Avenue	1362	76.76	12.1	1	44.75	29.0
3	W 67 Avenue	4077	571.23	2	W 72 Avenue	W 67 Avenue	2715	131.76	14.0	2	69.98	30.0
4	W 62 Avenue	6734	636.23	3	W 67 Avenue	W 62 Avenue	2657	65.00	27.9	0	0.00	27.9
5	W 57 Avenue	9380	741.38	4	W 62 Avenue	W 57 Avenue	2646	105.15	17.2	1	64.34	44.2
6	W 52 Avenue	12334	801.42	5	W 57 Avenue	W 52 Avenue	2954	60.04	33.5	0	0.00	33.5
7	W 47 Avenue	14831	855.19	6	W 52 Avenue	W 47 Avenue	2497	53.77	31.7	0	0.00	31.7
8	W 42 Avenue	17475	1054.27	7	W 47 Avenue	W 42 Avenue	2644	199.08	9.1	1	162.03	48.7
9	W 37 Avenue	20218	1141.01	8	W 42 Avenue	W 37 Avenue	2743	86.74	21.6	1	31.78	34.0
10	W 32 Avenue	22926	1229.28	9	W 37 Avenue	W 32 Avenue	2708	88.27	20.9	1	34.95	34.6
11	W 27 Avenue	25614	1306.54	10	W 32 Avenue	W 27 Avenue	2688	77.26	23.7	1	18.81	31.4
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	943.83	18.5	8	426.64	33.8
										Average:	53.33	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
363.00	407.75	2	W 74 Avenue	1	44.75
469.71	506.68	2	W 69 Avenue	2	36.97
533.63	566.64	2	W 67 Avenue	2	33.01
673.90	738.24	2	W 57 Avenue	4	64.34
891.24	1053.27	2	W 42 Avenue	7	162.03
1102.09	1133.87	2	W 37 Avenue	8	31.78
1191.33	1226.28	2	W 32 Avenue	9	34.95
1281.73	1300.54	2	W 27 Avenue	10	18.81

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	18.9 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	32.3 mph
To:	W 27 Avenue	Run No.:	Five	Stops Per Mile:	1.9
				Delay Per Mile:	79.6 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGPMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	408.71									
2	W 72 Avenue	1362	481.70	1	S R 826	W 72 Avenue	1362	72.99	12.7	1	34.03	23.8
3	W 67 Avenue	4077	598.46	2	W 72 Avenue	W 67 Avenue	2715	116.76	15.9	2	56.39	30.7
4	W 62 Avenue	6734	665.19	3	W 67 Avenue	W 62 Avenue	2657	66.73	27.1	1	8.20	31.0
5	W 57 Avenue	9380	796.50	4	W 62 Avenue	W 57 Avenue	2646	131.31	13.7	1	71.92	30.4
6	W 52 Avenue	12334	857.50	5	W 57 Avenue	W 52 Avenue	2954	61.00	33.0	0	0.00	33.0
7	W 47 Avenue	14831	952.63	6	W 52 Avenue	W 47 Avenue	2497	95.13	17.9	1	30.15	26.2
8	W 42 Avenue	17475	1122.63	7	W 47 Avenue	W 42 Avenue	2644	170.00	10.6	1	126.24	41.2
9	W 37 Avenue	20218	1201.01	8	W 42 Avenue	W 37 Avenue	2743	78.38	23.9	1	30.68	39.2
10	W 32 Avenue	22926	1283.79	9	W 37 Avenue	W 32 Avenue	2708	82.78	22.3	1	28.34	33.9
11	W 27 Avenue	25614	1334.73	10	W 32 Avenue	W 27 Avenue	2688	50.94	36.0	0	0.00	36.0
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	926.02	18.9	9	385.95	32.3
										Average:	42.88	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
436.26	470.29	2	W 72 Avenue	1	34.03
506.07	537.80	2	W 69 Avenue	2	31.73
564.72	589.38	2	W 67 Avenue	2	24.66
647.26	655.46	2	W 62 Avenue	3	8.20
719.91	791.83	2	W 57 Avenue	4	71.92
921.48	951.63	2	W 47 Avenue	6	30.15
993.86	1120.10	2	W 42 Avenue	7	126.24
1164.98	1195.66	2	W 37 Avenue	8	30.68
1251.93	1280.27	2	W 32 Avenue	9	28.34

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	20.6 mph
From:	S R 826	Run Direction:	Eastbound	Running Speed:	27.6 mph
To:	W 27 Avenue	Run No.:	Six	Stops Per Mile:	1.6
				Delay Per Mile:	44.3 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGPMEB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	S R 826	0	314.28									
2	W 72 Avenue	1362	355.77	1	S R 826	W 72 Avenue	1362	41.49	22.4	0	0.00	22.4
3	W 67 Avenue	4077	456.33	2	W 72 Avenue	W 67 Avenue	2715	100.56	18.4	1	12.51	21.0
4	W 62 Avenue	6734	531.12	3	W 67 Avenue	W 62 Avenue	2657	74.79	24.2	1	8.94	27.5
5	W 57 Avenue	9380	610.33	4	W 62 Avenue	W 57 Avenue	2646	79.21	22.8	1	25.31	33.5
6	W 52 Avenue	12334	681.93	5	W 57 Avenue	W 52 Avenue	2954	71.60	28.1	0	0.00	28.1
7	W 47 Avenue	14831	766.58	6	W 52 Avenue	W 47 Avenue	2497	84.65	20.1	1	32.42	32.6
8	W 42 Avenue	17475	901.10	7	W 47 Avenue	W 42 Avenue	2644	134.52	13.4	1	73.68	29.6
9	W 37 Avenue	20218	976.51	8	W 42 Avenue	W 37 Avenue	2743	75.41	24.8	1	8.88	28.1
10	W 32 Avenue	22926	1075.19	9	W 37 Avenue	W 32 Avenue	2708	98.68	18.7	1	33.29	28.2
11	W 27 Avenue	25614	1161.92	10	W 32 Avenue	W 27 Avenue	2688	86.73	21.1	1	20.05	27.5
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	847.64	20.6	8	215.08	27.6
										Average:	26.88	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
415.65	428.16	2	W 67 Avenue	2	12.51
513.23	522.17	2	W 62 Avenue	3	8.94
578.86	604.17	2	W 57 Avenue	4	25.31
728.22	760.64	2	W 47 Avenue	6	32.42
818.68	892.36	2	W 42 Avenue	7	73.68
955.19	964.07	2	W 37 Avenue	8	8.88
1031.57	1064.86	2	W 32 Avenue	9	33.29
1128.42	1148.47	2	W 27 Avenue	10	20.05

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	22.1 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	31.6 mph
To:	S R 826	Run No.:	One	Stops Per Mile:	1.0
				Delay Per Mile:	49.2 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGPMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	57.50	1	W 27 Avenue	W 32 Avenue	2688	57.50	31.9	0	0.00	31.9
3	W 37 Avenue	20218	155.36	2	W 32 Avenue	W 37 Avenue	2708	97.86	18.9	1	33.96	28.9
4	W 42 Avenue	17475	224.90	3	W 37 Avenue	W 42 Avenue	2743	69.54	26.9	0	0.00	26.9
5	W 47 Avenue	14831	276.97	4	W 42 Avenue	W 47 Avenue	2644	52.07	34.6	0	0.00	34.6
6	W 52 Avenue	12334	348.89	5	W 47 Avenue	W 52 Avenue	2497	71.92	23.7	1	19.98	32.8
7	W 57 Avenue	9380	523.77	6	W 52 Avenue	W 57 Avenue	2954	174.88	11.5	1	131.69	46.6
8	W 62 Avenue	6734	603.37	7	W 57 Avenue	W 62 Avenue	2646	79.60	22.7	1	22.81	31.8
9	W 67 Avenue	4077	664.51	8	W 62 Avenue	W 67 Avenue	2657	61.14	29.6	0	0.00	29.6
10	W 72 Avenue	1362	749.36	9	W 67 Avenue	W 72 Avenue	2715	84.85	21.8	1	30.18	33.9
11	S R 826	0	791.36	10	W 72 Avenue	S R 826	1362	42.00	22.1	0	0.00	22.1
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	791.36	22.1	5	238.62	31.6
										Average:	47.72	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream Intersection from delay)	Delay on Segment	Delay (sec)
114.26	148.22	2	W 37 Avenue	2	33.96
302.16	322.14	2	W 49 Avenue	5	19.98
382.66	514.35	2	W 57 Avenue	6	131.69
574.23	597.04	2	W 62 Avenue	7	22.81
710.27	740.45	2	W 72 Avenue	9	30.18

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	15.5 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	25.9 mph
To:	S R 826	Run No.:	Two	Stops Per Mile:	1.2
				Delay Per Mile:	93.6 sec
Length:	4.851 mi.	Date of Run:	02/12/92		
		Day of Week:	Wednesday		
		File Name:	C:\123R23\WORK\FLAGPMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	65.05	1	W 27 Avenue	W 32 Avenue	2688	65.05	28.2	0	0.00	28.2
3	W 37 Avenue	20218	243.33	2	W 32 Avenue	W 37 Avenue	2708	178.28	10.4	1	92.84	21.6
4	W 42 Avenue	17475	416.38	3	W 37 Avenue	W 42 Avenue	2743	173.05	10.8	1	94.19	23.7
5	W 47 Avenue	14831	480.22	4	W 42 Avenue	W 47 Avenue	2644	63.84	28.2	0	0.00	28.2
6	W 52 Avenue	12334	534.43	5	W 47 Avenue	W 52 Avenue	2497	54.21	31.4	0	0.00	31.4
7	W 57 Avenue	9380	674.93	6	W 52 Avenue	W 57 Avenue	2954	140.50	14.3	1	62.50	25.8
8	W 62 Avenue	6734	735.52	7	W 57 Avenue	W 62 Avenue	2646	60.59	29.8	0	0.00	29.8
9	W 67 Avenue	4077	853.37	8	W 62 Avenue	W 67 Avenue	2657	117.85	15.4	1	63.67	33.4
10	W 72 Avenue	1362	1084.75	9	W 67 Avenue	W 72 Avenue	2715	231.38	8.0	2	140.74	20.4
11	S R 826	0	1127.83	10	W 72 Avenue	S R 826	1362	43.08	21.6	0	0.00	21.6
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1127.83	15.5	6	453.94	25.9
										Average:	75.66	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
142.46	235.30	2	W 37 Avenue	2	92.84
319.19	413.38	2	W 42 Avenue	3	94.19
594.43	656.93	2	W 57 Avenue	6	62.50
786.70	850.37	2	W 67 Avenue	8	63.67
893.95	974.69	2	W 69 Avenue	9	80.74
1015.27	1075.27	2	W 72 Avenue	9	60.00

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	18.9 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	29.9 mph
To:	S R 826	Run No.:	Three	Stops Per Mile:	1.2
				Delay Per Mile:	70.3 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGPMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	58.99	1	W 27 Avenue	W 32 Avenue	2688	58.99	31.1	0	0.00	31.1
3	W 37 Avenue	20218	226.65	2	W 32 Avenue	W 37 Avenue	2708	167.66	11.0	1	96.52	26.0
4	W 42 Avenue	17475	316.11	3	W 37 Avenue	W 42 Avenue	2743	89.46	20.9	1	40.41	38.1
5	W 47 Avenue	14831	424.51	4	W 42 Avenue	W 47 Avenue	2644	108.40	16.6	1	46.12	28.9
6	W 52 Avenue	12334	468.40	5	W 47 Avenue	W 52 Avenue	2497	43.89	38.8	0	0.00	38.8
7	W 57 Avenue	9380	620.91	6	W 52 Avenue	W 57 Avenue	2954	152.51	13.2	1	104.20	41.7
8	W 62 Avenue	6734	718.09	7	W 57 Avenue	W 62 Avenue	2646	97.18	18.6	1	33.62	28.4
9	W 67 Avenue	4077	779.27	8	W 62 Avenue	W 67 Avenue	2657	61.18	29.6	0	0.00	29.6
10	W 72 Avenue	1362	886.67	9	W 67 Avenue	W 72 Avenue	2715	107.40	17.2	1	20.02	21.2
11	S R 826	0	924.70	10	W 72 Avenue	S R 826	1362	38.03	24.4	0	0.00	24.4
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	924.70	18.9	6	340.89	29.9
										Average:	56.82	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
127.42	223.94	2	W 37 Avenue	2	96.52
266.70	307.11	2	W 42 Avenue	3	40.41
376.59	422.71	2	W 47 Avenue	4	46.12
511.29	615.49	2	W 57 Avenue	6	104.20
681.47	715.09	2	W 62 Avenue	7	33.62
808.22	828.24	2	W 69 Avenue	9	20.02

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	15.9 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	35.5 mph
To:	S R 826	Run No.:	Four	Stops Per Mile:	1.2
				Delay Per Mile:	124.4 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGPMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	66.77	1	W 27 Avenue	W 32 Avenue	2688	66.77	27.4	0	0.00	27.4
3	W 37 Avenue	20218	225.01	2	W 32 Avenue	W 37 Avenue	2708	158.24	11.7	1	111.99	39.9
4	W 42 Avenue	17475	412.22	3	W 37 Avenue	W 42 Avenue	2743	187.21	10.0	1	144.15	43.4
5	W 47 Avenue	14831	470.88	4	W 42 Avenue	W 47 Avenue	2644	58.66	30.7	0	0.00	30.7
6	W 52 Avenue	12334	513.12	5	W 47 Avenue	W 52 Avenue	2497	42.24	40.3	0	0.00	40.3
7	W 57 Avenue	9380	710.45	6	W 52 Avenue	W 57 Avenue	2954	197.33	10.2	1	131.62	30.7
8	W 62 Avenue	6734	764.08	7	W 57 Avenue	W 62 Avenue	2646	53.63	33.6	0	0.00	33.6
9	W 67 Avenue	4077	822.69	8	W 62 Avenue	W 67 Avenue	2657	58.61	30.9	1	14.55	41.1
10	W 72 Avenue	1362	955.25	9	W 67 Avenue	W 72 Avenue	2715	132.56	14.0	1	90.42	43.9
11	S R 826	0	1095.78	10	W 72 Avenue	S R 826	1362	140.53	6.6	1	110.93	31.4
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1095.78	15.9	6	603.66	35.5
										Average:	100.61	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
103.23	215.22	2	W 37 Avenue	2	111.99
259.30	403.45	2	W 42 Avenue	3	144.15
565.63	697.25	2	W 57 Avenue	6	131.62
805.75	820.30	2	W 67 Avenue	8	14.55
847.55	937.97	2	W 72 Avenue	9	90.42
973.21	1084.14	2	W 76 Court	10	110.93

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	17.4 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	30.9 mph
To:	S R 826	Run No.:	Five	Stops Per Mile:	1.6
				Delay Per Mile:	90.1 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGPMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	63.96	1	W 27 Avenue	W 32 Avenue	2688	63.96	28.7	0	0.00	28.7
3	W 37 Avenue	20218	258.25	2	W 32 Avenue	W 37 Avenue	2708	194.29	9.5	1	147.08	39.1
4	W 42 Avenue	17475	351.45	3	W 37 Avenue	W 42 Avenue	2743	93.20	20.1	1	41.20	36.0
5	W 47 Avenue	14831	408.93	4	W 42 Avenue	W 47 Avenue	2644	57.48	31.4	0	0.00	31.4
6	W 52 Avenue	12334	498.07	5	W 47 Avenue	W 52 Avenue	2497	89.14	19.1	1	16.82	23.5
7	W 57 Avenue	9380	638.78	6	W 52 Avenue	W 57 Avenue	2954	140.71	14.3	1	69.87	28.4
8	W 62 Avenue	6734	685.49	7	W 57 Avenue	W 62 Avenue	2646	46.71	38.6	0	0.00	38.6
9	W 67 Avenue	4077	747.37	8	W 62 Avenue	W 67 Avenue	2657	61.88	29.3	1	14.31	38.1
10	W 72 Avenue	1362	892.74	9	W 67 Avenue	W 72 Avenue	2715	145.37	12.7	2	65.11	23.1
11	S R 826	0	1002.00	10	W 72 Avenue	S R 826	1362	109.26	8.5	1	82.92	35.3
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	1002.00	17.4	8	437.31	30.9
										Average:	54.66	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
109.72	256.80	2	W 37 Avenue	2	147.08
295.56	336.76	2	W 42 Avenue	3	41.20
453.21	470.03	2	W 49 Avenue	5	16.82
567.91	637.78	2	W 57 Avenue	6	69.87
725.55	739.86	2	W 67 Avenue	8	14.31
775.41	800.31	2	W 69 Avenue	9	24.90
850.53	890.74	2	W 72 Avenue	9	40.21
908.17	991.09	2	W 76 Court	10	82.92

TRAVEL TIME AND DELAY SURVEY

Transport Analysis Professionals, Inc.

Individual Run Report

Artery:	W Flagler Street	Peak Period:	PM Peak	Travel Speed:	17.5 mph
From:	W 27 Avenue	Run Direction:	Westbound	Running Speed:	31.7 mph
To:	S R 826	Run No.:	Six	Stops Per Mile:	1.0
				Delay Per Mile:	92.5 sec
Length:	4.851 mi.	Date of Run:	02/13/92		
		Day of Week:	Thursday		
		File Name:	C:\123R23\WORK\FLAGPMWB.WK1		

Control Point #	Cross Street Reference Name	DMI (feet)	Elapsed Time Crossing Cntrl Pt (sec)	Segment Number	Segment Limits From	Segment Limits To	Segment Distance (ft)	Total Time on Segment (sec)	Overall Travel Speed (mph)	No. of Stops	Stopped Delay (sec)	Running Speed (mph)
1	W 27 Avenue	25614	0.00									
2	W 32 Avenue	22926	50.53	1	W 27 Avenue	W 32 Avenue	2688	50.53	36.3	0	0.00	36.3
3	W 37 Avenue	20218	322.81	2	W 32 Avenue	W 37 Avenue	2708	272.28	6.8	1	232.97	47.0
4	W 42 Avenue	17475	402.72	3	W 37 Avenue	W 42 Avenue	2743	79.91	23.4	1	23.91	33.4
5	W 47 Avenue	14831	471.70	4	W 42 Avenue	W 47 Avenue	2644	68.98	26.1	0	0.00	26.1
6	W 52 Avenue	12334	579.17	5	W 47 Avenue	W 52 Avenue	2497	107.47	15.8	1	32.54	22.7
7	W 57 Avenue	9380	643.90	6	W 52 Avenue	W 57 Avenue	2954	64.73	31.1	1	17.71	42.8
8	W 62 Avenue	6734	700.16	7	W 57 Avenue	W 62 Avenue	2646	56.26	32.1	0	0.00	32.1
9	W 67 Avenue	4077	754.75	8	W 62 Avenue	W 67 Avenue	2657	54.59	33.2	0	0.00	33.2
10	W 72 Avenue	1362	959.37	9	W 67 Avenue	W 72 Avenue	2715	204.62	9.0	1	141.54	29.3
11	S R 826	0	998.89	10	W 72 Avenue	S R 826	1362	39.52	23.5	0	0.00	23.5
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
NA	NA		0.00	NA	NA	NA	0	0.00	NA	0	0.00	NA
	Segment Length:	4.851	mi.			Entire Section:	25614	998.89	17.5	5	448.67	31.7
										Average:	89.73	

DELAY MEASUREMENTS

Elapsed time (sec) Begin Delay	End Delay	Delay Type	Location (Nearest downstream intersection from delay)	Delay on Segment	Delay (sec)
85.94	318.91	2	W 37 Avenue	2	232.97
370.61	394.52	2	W 42 Avenue	3	23.91
506.46	539.00	2	W 49 Avenue	5	32.54
612.37	630.08	2	W 57 Avenue	6	17.71
808.55	950.09	70	Railroad	9	141.54

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY TRIP SUMMARY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours MORNING PEAK HOUR

Trip No.	Trip Start Time	Travel Time (min.)	Travel Speed (mph)	Running Time (min.)	Running Speed (mph)	Number Stops	Total Stop Delay (min.)
1	738	0:19:19	13.9	0:11:20	23.6	11	0: 7:59
2	801	0:19:14	14.6	0:12:10	23.1	14	0: 7: 4
3	821	0:16:33	17.0	0:11:10	25.2	11	0: 5:23
Average		0:18:22	15.2	0:11:33	24.0	12.0	0: 6:48
Std. Dev.		2.2	2.3	.8	1.6	2.4	1.9

APPROXIMATE MINIMUM SAMPLE-SIZE REQUIREMENTS FOR TRAVEL-TIME AND DELAY STUDIES WITH CONFIDENCE LEVEL OF 95%

Average Range in Travel Speed (mph)	Minimum Number of Runs for Specified Permitted Error (all speeds + or -)				
	1.0 mph	2.0 mph	3.0 mph	4.0 mph	5.0 mph
2.5	4	2	2	2	2
5.0	8	4	3	2	2
10.0	21	8	5	4	3
15.0	38	14	8	6	5
20.0	59	21	12	8	6

TABLE 17-4, p.530 OF "TRANSPORTATION AND TRAFFIC ENGINEERING HANDBOOK", Second Edition, ITE 1982

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 738 hours MORNING PEAK HOUR TRIP # 1

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 72ND AVENUE	0:16: 8	28331	NW/SW 57TH AVENUE	39	TRAF SIG
NW/SW 67TH AVENUE	0:17:13	31007	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 62ND AVENUE	0:18: 3	33662	NW/SW 57TH AVENUE	74	TRAF SIG
NW/SW 57TH AVENUE	0:21:17	35078	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	0:22:34	37790	NW/SW 52ND AVENUE	8	TRAF SIG
NW/SW 47TH AVENUE	0:23:53	40482	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	0:27: 8	43137	NW/SW 47TH AVENUE	18	TRAF SIG
NW/SW 37TH AVENUE	0:29:47	45828	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	0:31:45	48530	NW/SW 42ND AVENUE	47	TRAF SIG
NW/SW 27TH AVENUE	0:35: 7	51221	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 25TH AVENUE	0:35:27	51896	NW/SW 42ND AVENUE	59	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 37TH AVENUE	15	TRAF SIG
			NW/SW 37TH AVENUE	57	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 32ND AVENUE	46	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 27TH AVENUE	38	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 27TH AVENUE	78	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.5 mi. Trip Time: 0:19:19 min. Travel Spd: 13.9 mph
Stop Time: 0: 7:59 min. Run Time: 0:11:20 min. Run Spd: 23.6 mph

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOV. 20, 1991

TRIP START TIME: 801 hours MORNING PEAK HOUR TRIP # 2

CONTROL POINTS

LOCATION	TIME	POSITION (FEET)
NW/SW 72ND AVENUE	0:38:12	52147
NW/SW 67TH AVENUE	0:40:11	54765
NW/SW 62ND AVENUE	0:41:14	57420
NW/SW 57TH AVENUE	0:43: 2	60059
NW/SW 52ND AVENUE	0:45: 9	62771
NW/SW 47TH AVENUE	0:47: 8	65468
NW/SW 42ND AVENUE	0:50:52	68112
NW/SW 37TH AVENUE	0:51:52	70804
NW/SW 32ND AVENUE	0:53:24	73516
NW/SW 27TH AVENUE	0:57: 7	76186
NW/SW 25TH AVENUE	0:57:26	76855

STOPS

LOCATION	DELAY (SEC)	CAUSE
NW/SW 67TH AVENUE	42	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 57TH AVENUE	13	TRAF SIG
NW/SW 52ND AVENUE	12	SCHOOL ZN
NW/SW 52ND AVENUE	38	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	38	SCHOOL ZN
NW/SW 47TH AVENUE	20	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	8	TRAF SIG
NW/SW 42ND AVENUE	42	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	6	TRAF SIG
NW/SW 42ND AVENUE	56	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	29	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 27TH AVENUE	13	PARKING
NW/SW 27TH AVENUE	45	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 27TH AVENUE	62	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.7 mi. Trip Time: 0:19:14 min. Travel Spd: 14.6 mph
Stop Time: 0: 7: 4 min. Run Time: 0:12:10 min. Run Spd: 23.1 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOV. 20, 1991

TRIP START TIME: 821 hours MORNING PEAK HOUR TRIP # 3

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 72ND AVENUE	0:58:33	77080	NW/SW 67TH AVENUE	7	TRAF SIG
NW/SW 67TH AVENUE	1: 0:11	79725	NW/SW 67TH AVENUE	3	TRAF SIG
NW/SW 62ND AVENUE	1: 1: 0	82385	NW/SW 57TH AVENUE	69	TRAF SIG
NW/SW 57TH AVENUE	1: 3:13	85024	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	1: 4:12	87736	NW/SW 47TH AVENUE	25	TRAF SIG
NW/SW 47TH AVENUE	1: 5:51	90427	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	1: 9:48	93077	NW/SW 42ND AVENUE	19	TRAF SIG
NW/SW 37TH AVENUE	1:10:57	95774	NW/SW 42ND AVENUE	12	TRAF SIG
NW/SW 32ND AVENUE	1:11:59	98475	NW/SW 42ND AVENUE	35	TRAF SIG
NW/SW 27TH AVENUE	1:14:44	101167	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 25TH AVENUE	1:15: 6	101836	NW/SW 42ND AVENUE	16	TRAF SIG
			NW/SW 42ND AVENUE	55	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 27TH AVENUE	12	TRAF SIG
			NW/SW 27TH AVENUE	70	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.7 mi. Trip Time: 0:16:33 min. Travel Spd: 17.0 mph
Stop Time: 0: 5:23 min. Run Time: 0:11:10 min. Run Spd: 25.2 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours MORNING PEAK HOUR

FUEL CONSUMPTION
(FHWA, March 1980 - Revised April, 1981)

1.	Length, miles	4.61
2.	Vehicles per hour, thousands	1.50
3.	Vehicle-miles per hour, thousands	6.92
4.	Average running speed	23.97
5.	Number of stops per vehicle	12.00
6.	Idling time, hours per vehicle	.11
7.	Fuel consumption rate	
7.1	For uniform speed, gallons per 1000 veh-miles (#4 to Fig. A.1)	50.33
7.2	Addl. due to stopping, gallons per 1000 stops (#4 to Fig. A.2)	7.22
7.3	Addl. due to idling, gallons per 1000 veh-hrs	650.00
8.	Fuel consumption, gallons per hour	
8.1	For uniform speed (#3 x #7.1)	348.08
8.2	Addl. due to stopping (#2 x #5 x #7.2)	129.92
8.3	Addl. due to idling (#2 x #6 x #7.3)	110.68
8.4	Total fuel consumption (#8.1 + #8.2 + #8.3)	588.68

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY TRIP SUMMARY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours MORNING PEAK HOUR PAGE # 1

Trip No.	Trip Start Time	Travel Time (min.)	Travel Speed (mph)	Running Time (min.)	Running Speed (mph)	Number Stops	Total Stop Delay (min.)
1	723	0:12:28	22.1	0: 9:49	28.1	7	0: 2:39
2	738	0:14:19	19.7	0: 9:32	29.5	9	0: 4:47
3	756	0:16: 5	17.5	0:10:11	27.6	10	0: 5:54
Average		0:14:17	19.8	0: 9:50	28.4	8.7	0: 4:26
Std. Dev.		2.6	3.3	.5	1.4	2.2	2.3

APPROXIMATE MINIMUM SAMPLE-SIZE REQUIREMENTS FOR TRAVEL-TIME AND DELAY STUDIES WITH CONFIDENCE LEVEL OF 95%

Average Range in Travel Speed (mph)	Minimum Number of Runs for Specified Permitted Error (all speeds + or -)				
	1.0 mph	2.0 mph	3.0 mph	4.0 mph	5.0 mph
2.5	4	2	2	2	2
5.0	8	4	3	2	2
10.0	21	8	5	4	3
15.0	38	14	8	6	5
20.0	59	21	12	8	6

TABLE 17-4, p.530 OF "TRANSPORTATION AND TRAFFIC ENGINEERING HANDBOOK", Second Edition, ITE 1982

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours MORNING PEAK HOUR TRIP # 1

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 25TH AVENUE	0: 0:54	2430	NW/SW 37TH AVENUE	33	TRAF SIG
NW/SW 27TH AVENUE	0: 1:11	3099	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	0: 2: 3	5801	NW/SW 42ND AVENUE	18	TRAF SIG
NW/SW 37TH AVENUE	0: 3:37	8497	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	0: 5: 7	11194	NW/SW 47TH AVENUE	3	TRAF SIG
NW/SW 47TH AVENUE	0: 6:18	13865	NW/SW 57TH AVENUE	63	TRAF SIG
NW/SW 52ND AVENUE	0: 7:29	16594	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 57TH AVENUE	0: 9:21	18747	NW/SW 62ND AVENUE	9	TRAF SIG
NW/SW 62ND AVENUE	0:10:31	21396	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 67TH AVENUE	0:11:47	24046	NW/SW 67TH AVENUE	11	TRAF SIG
NW/SW 72ND AVENUE	0:13:22	26711	SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 72ND AVENUE	22	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.6 mi. Trip Time: 0:12:28 min. Travel Spd: 22.1 mph
Stop Time: 0: 2:39 min. Run Time: 0: 9:49 min. Run Spd: 28.1 mph

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOV. 20, 1991

TRIP START TIME: 738 hours MORNING PEAK HOUR TRIP # 2

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 25TH AVENUE	0:15:14	27301	NW/SW 27TH AVENUE	27	TRAF SIG
NW/SW 27TH AVENUE	0:16:12	27960	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	0:17:11	30656	NW/SW 42ND AVENUE	3	TRAF SIG
NW/SW 37TH AVENUE	0:18: 3	33353	NW/SW 42ND AVENUE	69	TRAF SIG
NW/SW 42ND AVENUE	0:20:31	36044	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 47TH AVENUE	0:21:25	38704	NW/SW 52ND AVENUE	9	TRAF SIG
NW/SW 52ND AVENUE	0:22:50	41406	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 57TH AVENUE	0:24:56	44108	NW/SW 52ND AVENUE	85	SCHOOL ZN
NW/SW 62ND AVENUE	0:26:27	46757	NW/SW 57TH AVENUE	9	TRAF SIG
NW/SW 67TH AVENUE	0:27:45	49407	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 72ND AVENUE	0:29:33	52072	NW/SW 62ND AVENUE	28	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 67TH AVENUE	17	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 72ND AVENUE	40	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.7 mi. Trip Time: 0:14:19 min. Travel Spd: 19.7 mph
Stop Time: 0: 4:47 min. Run Time: 0: 9:32 min. Run Spd: 29.5 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOV. 20, 1991

TRIP START TIME: 756 hours MORNING PEAK HOUR TRIP # 3

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 25TH AVENUE	0:33:54	56284	NW/SW 27TH AVENUE	17	TRAF SIG
NW/SW 27TH AVENUE	0:34:44	56958	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	0:35:35	59655	NW/SW 42ND AVENUE	34	TRAF SIG
NW/SW 37TH AVENUE	0:36:27	62357	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	0:40:59	65043	NW/SW 42ND AVENUE	60	TRAF SIG
NW/SW 47TH AVENUE	0:42:43	67698	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	0:43:44	70394	NW/SW 42ND AVENUE	79	TRAF SIG
NW/SW 57TH AVENUE	0:45:34	73101	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 62ND AVENUE	0:46:51	75756	NW/SW 47TH AVENUE	44	TRAF SIG
NW/SW 67TH AVENUE	0:48: 7	78395	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 72ND AVENUE	0:49:59	81060	NW/SW 52ND AVENUE	53	SCHOOL ZN
			NW/SW 57TH AVENUE	22	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 62ND AVENUE	9	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 67TH AVENUE	4	TRAF SIG
			NW/SW 72ND AVENUE	32	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.7 mi. Trip Time: 0:16: 5 min. Travel Spd: 17.5 mph
Stop Time: 0: 5:54 min. Run Time: 0:10:11 min. Run Spd: 27.6 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours MORNING PEAK HOUR

FUEL CONSUMPTION
(FHWA, March 1980 - Revised April, 1981)

1.	Length, miles	4.66
2.	Vehicles per hour, thousands	.75
3.	Vehicle-miles per hour, thousands	3.50
4.	Average running speed	28.43
5.	Number of stops per vehicle	8.67
6.	Idling time, hours per vehicle	.07
7.	Fuel consumption rate	
	7.1 For uniform speed, gallons per 1000 veh-miles (#4 to Fig. A.1)	47.28
	7.2 Addl. due to stopping, gallons per 1000 stops (#4 to Fig. A.2)	8.78
	7.3 Addl. due to idling, gallons per 1000 veh-hrs	650.00
8.	Fuel consumption, gallons per hour	
	8.1 For uniform speed (#3 x #7.1)	165.28
	8.2 Addl. due to stopping (#2 x #5 x #7.2)	57.07
	8.3 Addl. due to idling (#2 x #6 x #7.3)	36.11
	8.4 Total fuel consumption (#8.1 + #8.2 + #8.3)	258.46

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours MORNING PEAK HOUR

AIR POLLUTION
(FHWA, March 1980 & NCHRP 133, Work Sheet 6)
(Revised April, 1981)

1.	Length, miles	4.66
2.	Vehicles per hour, thousands	.75
3.	Vehicle-miles per hour, thousands	3.50
4.	Percent single unit trucks	.02
5.	Average running speed (mph)	28.43
6.	Number of stops per vehicle	8.67
7.	Idling time, hours per 1000 vehicles	74.07
8.	Reference HC emissions for automobiles	
	8.1 Steady speed factor (#5 to Fig. A.1)	4.16
	8.2 Running HC emissions, pounds per hr. (#8.1 x #3)	14.53
	8.3 HC per 1000 stops, pounds (#5 to Fig. 20)	.00
	8.4 HC emissions from stops, pounds per hr. (#8.3 x #6 x #2)	.01
	8.5 HC emissions from idling, pounds per hr. (#7 x #2 x 0.0087)	.48
	8.6 Total reference HC emissions (#8.2 + #8.4 + #8.5)	15.03
9.	Reference CO emissions for automobiles	
	9.1 Steady speed factor (#5 to Fig. A.1)	47.52
	9.2 Running CO emissions, pounds per hr. (#9.1 X #3)	166.10
	9.3 CO per 1000 stops, pounds (#5 to Fig. 20)	13.91
	9.4 CO emissions from stops, pounds per hr. (#9.3 x #6 x #2)	90.44
	9.5 CO emissions from idling, pounds per hr. (#7 x #2 x 1.19)	66.11
	9.6 Total reference CO emissions (#9.2 + #9.4 + 9.5)	322.66
10.	Reference auto NOX, pounds (#5 to Fig. A.1)	4.86
11.	Reference single unit truck emissions, pounds	
	11.1 HC (#4 x #8.6 x .025)	.01
	11.2 CO (#4 x #9.6 x .025)	.16
	11.3 NOX (#4 x #10 x .025)	.00
12.	Total emissions per hr. (1978 base), pounds	
	12.1 Fig. 23 HC & CO factor for 1978	.90
	12.2 Fig. 23 NOX factor for 1978	.60
	12.3 HC (#8.6 + #11.1) x (#12.1)	13.53
	12.3 CO (#9.6 + #11.2) x (#12.1)	290.54
	12.3 NOX (#10 + #11.3) x (#12.2)	2.92

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EAM.PRN

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET — RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE — DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours

Date: 11/20/91
FLAGLER E AM

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
**********				********** WESTBOUND	
82	0	0: 0: 0	0	START RUN	
8	2430	0: 0:54	45	C.L. CROSS STREET	NW/SW 25TH AVENUE
8	3099	0: 1:11	39	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	5801	0: 2: 3	52	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	8335	0: 2:57	47	TRAFFIC SIGNAL DELAY	
20	8335	0: 3:24	0	SIGNAL TURNS GREEN	
22	8341	0: 3:30	1	END TRAF SIGNL DELAY	
8	8497	0: 3:37	22	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	10912	0: 4:37	40	TRAFFIC SIGNAL DELAY	
20	10912	0: 4:43	0	SIGNAL TURNS GREEN	
22	10912	0: 4:55	0	END TRAF SIGNL DELAY	
8	11194	0: 5: 7	24	C.L. CROSS STREET	NW/SW 42ND AVENUE
2	13645	0: 6: 8	40	TRAFFIC SIGNAL DELAY	
22	13666	0: 6:11	7	END TRAF SIGNL DELAY	
8	13865	0: 6:18	28	C.L. CROSS STREET	NW/SW 47TH AVENUE
8	16594	0: 7:29	38	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	18605	0: 8:11	48	TRAFFIC SIGNAL DELAY	
20	18605	0: 9: 8	0	SIGNAL TURNS GREEN	
22	18605	0: 9:14	0	END TRAF SIGNL DELAY	
8	18747	0: 9:21	20	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	21224	0:10:15	46	TRAFFIC SIGNAL DELAY	
20	21224	0:10:20	0	SIGNAL TURNS GREEN	
22	21229	0:10:24	1	END TRAF SIGNL DELAY	
8	21396	0:10:31	24	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	23910	0:11:29	43	TRAFFIC SIGNAL DELAY	
20	23910	0:11:36	0	SIGNAL TURNS GREEN	
22	23910	0:11:40	0	END TRAF SIGNL DELAY	
8	24046	0:11:47	19	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	26565	0:12:53	38	TRAFFIC SIGNAL DELAY	
20	26565	0:13:11	0	SIGNAL TURNS GREEN	
22	26565	0:13:15	0	END TRAF SIGNL DELAY	
8	26711	0:13:22	21	C.L. CROSS STREET	NW/SW 72ND AVENUE
84	26941	0:13:28	38	END RUN	
**********				********** EASTBOUND	
82	27693	0:15:42	6	START RUN	
8	28331	0:16: 8	25	C.L. CROSS STREET	NW/SW 72ND AVENUE
8	31007	0:17:13	41	C.L. CROSS STREET	NW/SW 67TH AVENUE
8	33662	0:18: 3	53	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	34200	0:18:48	12	TRAFFIC SIGNAL DELAY	
20	34211	0:18:52	3	SIGNAL TURNS GREEN	
22	34300	0:19:27	3	END TRAF SIGNL DELAY	
2	35026	0:20: 1	21	TRAFFIC SIGNAL DELAY	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EAM.PRN

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
20	35026	0:21:13	0	SIGNAL TURNS GREEN	
22	35042	0:21:15	8	END TRAF SIGNL DELAY	
8	35078	0:21:17	18	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	37362	0:22:10	43	TRAFFIC SIGNAL DELAY	
20	37362	0:22:16	0	SIGNAL TURNS GREEN	
22	37362	0:22:18	0	END TRAF SIGNL DELAY	
8	37790	0:22:34	27	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	39066	0:23: 3	44	TRAFFIC SIGNAL DELAY	
20	39066	0:23:19	0	SIGNAL TURNS GREEN	
22	39081	0:23:21	8	END TRAF SIGNL DELAY	
8	40482	0:23:53	44	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	42212	0:24:37	39	TRAFFIC SIGNAL DELAY	
20	42212	0:24:48	0	SIGNAL TURNS GREEN	
22	42238	0:25:24	1	END TRAF SIGNL DELAY	
2	42719	0:25:53	17	TRAFFIC SIGNAL DELAY	
20	42734	0:26:33	0	SIGNAL TURNS GREEN	
22	42740	0:26:52	0	END TRAF SIGNL DELAY	
8	43137	0:27: 8	25	C.L. CROSS STREET	NW/SW 42ND AVENUE
2	44987	0:27:55	39	TRAFFIC SIGNAL DELAY	
22	44992	0:28:10	0	END TRAF SIGNL DELAY	
2	45567	0:28:39	20	TRAFFIC SIGNAL DELAY	
20	45572	0:29:19	0	SIGNAL TURNS GREEN	
22	45572	0:29:36	0	END TRAF SIGNL DELAY	
8	45828	0:29:47	23	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	48331	0:30:51	39	TRAFFIC SIGNAL DELAY	
20	48331	0:31:34	0	SIGNAL TURNS GREEN	
22	48337	0:31:37	2	END TRAF SIGNL DELAY	
8	48530	0:31:45	24	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	50688	0:32:46	35	TRAFFIC SIGNAL DELAY	
20	50688	0:33: 8	0	SIGNAL TURNS GREEN	
22	50693	0:33:24	0	END TRAF SIGNL DELAY	
2	51023	0:33:40	21	TRAFFIC SIGNAL DELAY	
20	51023	0:34:52	0	SIGNAL TURNS GREEN	
22	51028	0:34:58	1	END TRAF SIGNL DELAY	
8	51221	0:35: 7	21	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	51896	0:35:27	34	C.L. CROSS STREET	NW/SW 25TH AVENUE
84	52050	0:35:39	13	END RUN	
83	52060	0:35:59	1	ADDITIONAL DATA FILE	
**********				WESTBOUND	
82	152	0: 0:42	25	START RUN	
8	742	0: 2:34	5	C.L. CROSS STREET	NW/SW 25TH AVENUE
2	1212	0: 2:56	21	TRAFFIC SIGNAL DELAY	
20	1212	0: 3:18	0	SIGNAL TURNS GREEN	
22	1212	0: 3:23	0	END TRAF SIGNL DELAY	
8	1401	0: 3:32	21	C.L. CROSS STREET	NW/SW 27TH AVENUE

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EAM.PRN

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
8	4097	0: 4:31	46	C.L. CROSS STREET	NW/SW 32ND AVENUE
8	6794	0: 5:23	52	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	9051	0: 6:13	45	TRAFFIC SIGNAL DELAY	
22	9051	0: 6:16	0	END TRAF SIGNL DELAY	
2	9344	0: 6:35	15	TRAFFIC SIGNAL DELAY	
20	9355	0: 7:40	0	SIGNAL TURNS GREEN	
22	9355	0: 7:44	0	END TRAF SIGNL DELAY	
8	9485	0: 7:51	19	C.L. CROSS STREET	NW/SW 42ND AVENUE
8	12145	0: 8:45	49	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	13426	0: 9:18	39	TRAFFIC SIGNAL DELAY	
20	13426	0: 9:25	0	SIGNAL TURNS GREEN	
22	13426	0: 9:27	0	END TRAF SIGNL DELAY	
24	14601	0: 9:58	38	SCHOOL ZONE DELAY	
8	14847	0:10:10	21	C.L. CROSS STREET	NW/SW 52ND AVENUE
42	15918	0:11:23	15	SCHOOL ZONE RESUME	
2	17444	0:12: 2	39	TRAFFIC SIGNAL DELAY	
20	17444	0:12: 8	0	SIGNAL TURNS GREEN	
22	17444	0:12:11	0	END TRAF SIGNL DELAY	
8	17549	0:12:16	21	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	20120	0:13:15	44	TRAFFIC SIGNAL DELAY	
20	20120	0:13:41	0	SIGNAL TURNS GREEN	
22	20125	0:13:43	3	END TRAF SIGNL DELAY	
8	20198	0:13:47	18	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	22770	0:14:44	45	TRAFFIC SIGNAL DELAY	
20	22770	0:14:59	0	SIGNAL TURNS GREEN	
22	22775	0:15: 1	3	END TRAF SIGNL DELAY	
8	22848	0:15: 5	18	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	25393	0:16: 7	41	TRAFFIC SIGNAL DELAY	
20	25393	0:16:43	0	SIGNAL TURNS GREEN	
22	25398	0:16:47	1	END TRAF SIGNL DELAY	
8	25513	0:16:53	19	C.L. CROSS STREET	NW/SW 72ND AVENUE
84	26914	0:17:38	31	END RUN	
**********				EASTBOUND	
82	28466	0:19:56	11	START RUN	
8	28717	0:22:41	2	C.L. CROSS STREET	NW/SW 72ND AVENUE
2	30880	0:23:41	36	TRAFFIC SIGNAL DELAY	
20	30880	0:24: 8	0	SIGNAL TURNS GREEN	
22	30880	0:24:23	0	END TRAF SIGNL DELAY	
8	31335	0:24:40	27	C.L. CROSS STREET	NW/SW 67TH AVENUE
8	33990	0:25:43	42	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	35871	0:26:51	28	TRAFFIC SIGNAL DELAY	
22	35892	0:27: 4	2	END TRAF SIGNL DELAY	
8	36629	0:27:31	27	C.L. CROSS STREET	NW/SW 57TH AVENUE
24	38275	0:28:17	36	SCHOOL ZONE DELAY	
42	38401	0:28:29	100	SCHOOL ZONE RESUME	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EAM.PRN

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
2	38401	0:28:30	1	TRAFFIC SIGNAL DELAY	
20	38610	0:28:51	10	SIGNAL TURNS GREEN	
22	38667	0:29: 8	3	END TRAF SIGNL DELAY	
24	38667	0:29: 9	0	SCHOOL ZONE DELAY	
8	39341	0:29:38	22	C.L. CROSS STREET	NW/SW 52ND AVENUE
42	39686	0:29:47	38	SCHOOL ZONE RESUME	
2	41824	0:31: 8	26	TRAFFIC SIGNAL DELAY	
20	41824	0:31:20	0	SIGNAL TURNS GREEN	
22	41829	0:31:28	1	END TRAF SIGNL DELAY	
8	42038	0:31:37	23	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	43391	0:32:15	36	TRAFFIC SIGNAL DELAY	
22	43397	0:32:23	1	END TRAF SIGNL DELAY	
2	43841	0:32:49	17	TRAFFIC SIGNAL DELAY	
20	43841	0:33:23	0	SIGNAL TURNS GREEN	
22	43857	0:33:31	2	END TRAF SIGNL DELAY	
2	43904	0:33:39	6	TRAFFIC SIGNAL DELAY	
22	43909	0:33:45	1	END TRAF SIGNL DELAY	
2	44421	0:34:12	19	TRAFFIC SIGNAL DELAY	
20	44421	0:34:58	0	SIGNAL TURNS GREEN	
22	44421	0:35: 8	0	END TRAF SIGNL DELAY	
8	44682	0:35:21	20	C.L. CROSS STREET	NW/SW 42ND AVENUE
8	47374	0:36:21	45	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	49872	0:37:16	45	TRAFFIC SIGNAL DELAY	
20	49872	0:37:42	0	SIGNAL TURNS GREEN	
22	49877	0:37:45	2	END TRAF SIGNL DELAY	
8	50086	0:37:53	26	C.L. CROSS STREET	NW/SW 32ND AVENUE
7	51225	0:38:27	34	PARKING DELAY	
77	51586	0:38:40	28	END PARKING DELAY	
2	51993	0:39: 8	15	TRAFFIC SIGNAL DELAY	
20	51993	0:39:41	0	SIGNAL TURNS GREEN	
22	51993	0:39:53	0	END TRAF SIGNL DELAY	
2	52354	0:40:21	13	TRAFFIC SIGNAL DELAY	
20	52422	0:41: 5	2	SIGNAL TURNS GREEN	
22	52432	0:41:23	1	END TRAF SIGNL DELAY	
8	52756	0:41:36	25	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	53425	0:41:55	35	C.L. CROSS STREET	NW/SW 25TH AVENUE
84	53614	0:42: 0	38	END RUN	
83	53624	0:42:10	1	ADDITIONAL DATA FILE	
**********				WESTBOUND	
82	89	0: 0: 4	21	START RUN	
8	4301	0: 4:25	16	C.L. CROSS STREET	NW/SW 25TH AVENUE
2	4813	0: 4:51	20	TRAFFIC SIGNAL DELAY	
20	4813	0: 5: 3	0	SIGNAL TURNS GREEN	
22	4824	0: 5: 8	2	END TRAF SIGNL DELAY	
8	4975	0: 5:15	22	C.L. CROSS STREET	NW/SW 27TH AVENUE

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EAM.PRN

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
8	7672	0: 6: 6	53	C.L. CROSS STREET	NW/SW 32ND AVENUE
8	10374	0: 6:58	52	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	12391	0: 7:48	40	TRAFFIC SIGNAL DELAY	
20	12391	0: 8: 5	0	SIGNAL TURNS GREEN	
22	12443	0: 8:22	3	END TRAF SIGNL DELAY	
2	12673	0: 8:52	8	TRAFFIC SIGNAL DELAY	
20	12678	0: 9:45	0	SIGNAL TURNS GREEN	
22	12736	0: 9:52	8	END TRAF SIGNL DELAY	
2	12971	0:10: 7	16	TRAFFIC SIGNAL DELAY	
20	12971	0:11:24	0	SIGNAL TURNS GREEN	
22	12976	0:11:26	3	END TRAF SIGNL DELAY	
8	13060	0:11:30	21	C.L. CROSS STREET	NW/SW 42ND AVENUE
2	15662	0:12:27	46	TRAFFIC SIGNAL DELAY	
20	15662	0:13:10	0	SIGNAL TURNS GREEN	
22	15662	0:13:11	0	END TRAF SIGNL DELAY	
8	15715	0:13:14	18	C.L. CROSS STREET	NW/SW 47TH AVENUE
24	18228	0:14: 7	47	SCHOOL ZONE DELAY	
8	18411	0:14:15	23	C.L. CROSS STREET	NW/SW 52ND AVENUE
42	19488	0:15: 0	24	SCHOOL ZONE RESUME	
2	20899	0:15:33	43	TRAFFIC SIGNAL DELAY	
20	20899	0:15:48	0	SIGNAL TURNS GREEN	
22	20904	0:15:55	1	END TRAF SIGNL DELAY	
8	21118	0:16: 5	21	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	23569	0:17: 3	42	TRAFFIC SIGNAL DELAY	
20	23569	0:17: 6	0	SIGNAL TURNS GREEN	
22	23569	0:17:12	0	END TRAF SIGNL DELAY	
8	23773	0:17:22	20	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	26240	0:18:26	39	TRAFFIC SIGNAL DELAY	
22	26240	0:18:30	0	END TRAF SIGNL DELAY	
8	26412	0:18:38	22	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	28915	0:19:50	35	TRAFFIC SIGNAL DELAY	
20	28915	0:20:17	0	SIGNAL TURNS GREEN	
22	28921	0:20:22	1	END TRAF SIGNL DELAY	
8	29077	0:20:30	20	C.L. CROSS STREET	NW/SW 72ND AVENUE
84	29407	0:20:38	41	END RUN	
**********				EASTBOUND	
82	32453	0:24:46	12	START RUN	
8	32678	0:25:53	3	C.L. CROSS STREET	NW/SW 72ND AVENUE
2	33959	0:26:33	32	TRAFFIC SIGNAL DELAY	
22	33985	0:26:40	4	END TRAF SIGNL DELAY	
2	35066	0:27:16	30	TRAFFIC SIGNAL DELAY	
22	35066	0:27:19	0	END TRAF SIGNL DELAY	
8	35323	0:27:31	21	C.L. CROSS STREET	NW/SW 67TH AVENUE
8	37983	0:28:20	54	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	40423	0:29:16	44	TRAFFIC SIGNAL DELAY	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EAM.PRN

SURVEY IDENTIFICATION: FLAGLER E AM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 20, 1991

TRIP START TIME: 723 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
20	40423	0:30:17	0	SIGNAL TURNS GREEN	
22	40423	0:30:25	0	END TRAF SIGNL DELAY	
8	40622	0:30:33	25	C.L. CROSS STREET	NW/SW 57TH AVENUE
8	43334	0:31:32	46	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	44536	0:32: 8	33	TRAFFIC SIGNAL DELAY	
20	44536	0:32:28	0	SIGNAL TURNS GREEN	
22	44541	0:32:33	1	END TRAF SIGNL DELAY	
8	46025	0:33:11	39	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	47504	0:33:49	39	TRAFFIC SIGNAL DELAY	
22	47504	0:34: 8	0	END TRAF SIGNL DELAY	
2	47729	0:34:24	14	TRAFFIC SIGNAL DELAY	
22	47734	0:34:36	0	END TRAF SIGNL DELAY	
2	47954	0:34:49	17	TRAFFIC SIGNAL DELAY	
20	47959	0:35:21	0	SIGNAL TURNS GREEN	
22	47969	0:35:24	3	END TRAF SIGNL DELAY	
2	48111	0:35:34	14	TRAFFIC SIGNAL DELAY	
22	48116	0:35:50	0	END TRAF SIGNL DELAY	
2	48607	0:36:10	25	TRAFFIC SIGNAL DELAY	
20	48607	0:37: 3	0	SIGNAL TURNS GREEN	
22	48612	0:37: 5	3	END TRAF SIGNL DELAY	
8	48675	0:37: 8	21	C.L. CROSS STREET	NW/SW 42ND AVENUE
8	51372	0:38:17	39	C.L. CROSS STREET	NW/SW 37TH AVENUE
8	54073	0:39:19	44	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	56070	0:40: 2	46	TRAFFIC SIGNAL DELAY	
22	56085	0:40:14	1	END TRAF SIGNL DELAY	
2	56420	0:40:38	14	TRAFFIC SIGNAL DELAY	
20	56420	0:41:32	0	SIGNAL TURNS GREEN	
22	56430	0:41:48	1	END TRAF SIGNL DELAY	
8	56765	0:42: 4	21	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	57434	0:42:26	30	C.L. CROSS STREET	NW/SW 25TH AVENUE
84	57826	0:42:36	39	END RUN	
87	58066	0:42:52	15	END ALL RUNS	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY TRIP SUMMARY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR

Trip No.	Trip Start Time	Travel Time (min.)	Travel Speed (mph)	Running Time (min.)	Running Speed (mph)	Number Stops	Total Stop Delay (min.)
1	1605	0:16:11	17.4	0:10:49	26.1	9	0: 5:22
2	1628	0:15:33	18.1	0: 7:28	37.7	11	0: 8: 5
3	1648	0:15:50	17.8	0:11:54	23.7	10	0: 3:56
Average		0:15:51	17.8	0:10: 3	29.1	10.0	0: 5:47
Std. Dev.		.4	.5	3.3	10.6	1.4	3.0

APPROXIMATE MINIMUM SAMPLE-SIZE REQUIREMENTS
FOR TRAVEL-TIME AND DELAY STUDIES
WITH CONFIDENCE LEVEL OF 95%

Average Range in Travel Speed (mph)	Minimum Number of Runs for Specified Permitted Error (all speeds + or -)				
	1.0 mph	2.0 mph	3.0 mph	4.0 mph	5.0 mph
2.5	4	2	2	2	2
5.0	8	4	3	2	2
10.0	21	8	5	4	3
15.0	38	14	8	6	5
20.0	59	21	12	8	6

TABLE 17-4, p.530 OF "TRANSPORTATION AND TRAFFIC ENGINEERING HANDBOOK", Second Edition, ITE 1982

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR TRIP # 1

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 72ND AVENUE	0: 3: 2	2608	NW/SW 67TH AVENUE	28	TRAF SIG
NW/SW 67TH AVENUE	0: 4:35	5278	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 62ND AVENUE	0: 5:26	7933	NW/SW 57TH AVENUE	71	TRAF SIG
NW/SW 57TH AVENUE	0: 7:54	10577	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	0: 8:59	13290	NW/SW 47TH AVENUE	13	TRAF SIG
NW/SW 47TH AVENUE	0:10:27	15981	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	0:15:55	18636	NW/SW 42ND AVENUE	25	TRAF SIG
NW/SW 37TH AVENUE	0:17: 9	21333	NW/SW 42ND AVENUE	33	TRAF SIG
NW/SW 32ND AVENUE	0:18: 6	24034	NW/SW 42ND AVENUE	36	TRAF SIG
NW/SW 27TH AVENUE	0:18:59	26736	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 25TH AVENUE	0:19:13	27410	NW/SW 42ND AVENUE	33	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 42ND AVENUE	77	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 37TH AVENUE	6	TRAF SIG

Trip Dist: 4.7 mi. Trip Time: 0:16:11 min. Travel Spd: 17.4 mph
Stop Time: 0: 5:22 min. Run Time: 0:10:49 min. Run Spd: 26.1 mph

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOV. 25, 1991

TRIP START TIME: 1628 hours EVENING PEAK HOUR TRIP # 2

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 72ND AVENUE	0:23: 8	28727	NW/SW 67TH AVENUE	22	TRAF SIG
NW/SW 67TH AVENUE	0:24:37	31345	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 62ND AVENUE	0:25:28	34000	NW/SW 57TH AVENUE	23	TRAF SIG
NW/SW 57TH AVENUE	0:26:54	36650	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	0:28:25	39362	NW/SW 52ND AVENUE	18	TRAF SIG
NW/SW 47TH AVENUE	0:30:26	42053	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	0:33: 4	44703	NW/SW 47TH AVENUE	20	TRAF SIG
NW/SW 37TH AVENUE	0:35:40	47405	NW/SW 47TH AVENUE	25	TRAF SIG
NW/SW 32ND AVENUE	0:37: 2	50101	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 27TH AVENUE	0:38:21	52798	NW/SW 42ND AVENUE	74	TRAF SIG
NW/SW 25TH AVENUE	0:38:41	53472	SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 37TH AVENUE	104	TRAF SIG
			NW/SW 37TH AVENUE	96	TRAF SIG
			NW/SW 37TH AVENUE	74	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 32ND AVENUE	25	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 27TH AVENUE	4	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN

Trip Dist: 4.7 mi. Trip Time: 0:15:33 min. Travel Spd: 18.1 mph
Stop Time: 0: 8: 5 min. Run Time: 0: 7:28 min. Run Spd: 37.7 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOV. 25, 1991

TRIP START TIME: 1648 hours EVENING PEAK HOUR TRIP # 3

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 72ND AVENUE	0:43:41	55484	NW/SW 67TH AVENUE	4	TRAF SIG
NW/SW 67TH AVENUE	0:46: 6	58123	NW/SW 67TH AVENUE	28	TRAF SIG
NW/SW 62ND AVENUE	0:47:22	60778	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 57TH AVENUE	0:48:52	63422	NW/SW 62ND AVENUE	4	TRAF SIG
NW/SW 52ND AVENUE	0:49:57	66135	NW/SW 57TH AVENUE	10	TRAF SIG
NW/SW 47TH AVENUE	0:51:30	68831	NW/SW 47TH AVENUE	25	TRAF SIG
NW/SW 42ND AVENUE	0:53:44	71486	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 37TH AVENUE	0:56:28	74183	NW/SW 42ND AVENUE	62	TRAF SIG
NW/SW 32ND AVENUE	0:58: 2	76879	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 27TH AVENUE	0:59:13	79581	NW/SW 37TH AVENUE	4	TRAF SIG
NW/SW 25TH AVENUE	0:59:31	80255	NW/SW 37TH AVENUE	73	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 32ND AVENUE	25	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 27TH AVENUE	1	TRAF SIG

Trip Dist: 4.7 mi. Trip Time: 0:15:50 min. Travel Spd: 17.8 mph
Stop Time: 0: 3:56 min. Run Time: 0:11:54 min. Run Spd: 23.7 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO
PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR

FUEL CONSUMPTION
(FHWA, March 1980 - Revised April, 1981)

1.	Length, miles	4.69
2.	Vehicles per hour, thousands	1.30
3.	Vehicle-miles per hour, thousands	6.10
4.	Average running speed	29.12
5.	Number of stops per vehicle	10.00
6.	Idling time, hours per vehicle	.10
7.	Fuel consumption rate	
	7.1 For uniform speed, gallons per 1000 veh-miles (#4 to Fig. A.1)	46.96
	7.2 Addl. due to stopping, gallons per 1000 stops (#4 to Fig. A.2)	9.02
	7.3 Addl. due to idling, gallons per 1000 veh-hrs	650.00
8.	Fuel consumption, gallons per hour	
	8.1 For uniform speed (#3 x #7.1)	286.39
	8.2 Addl. due to stopping (#2 x #5 x #7.2)	117.30
	8.3 Addl. due to idling (#2 x #6 x #7.3)	81.61
	8.4 Total fuel consumption (#8.1 + #8.2 + #8.3)	485.30

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: EASTBOUND

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR

AIR POLLUTION
(FHWA, March 1980 & NCHRP 133, Work Sheet 6)
(Revised April, 1981)

1.	Length, miles	4.69
2.	Vehicles per hour, thousands	1.30
3.	Vehicle-miles per hour, thousands	6.10
4.	Percent single unit trucks	.02
5.	Average running speed (mph)	29.12
6.	Number of stops per vehicle	10.00
7.	Idling time, hours per 1000 vehicles	96.57
8.	Reference HC emissions for automobiles	
	8.1 Steady speed factor (#5 to Fig. A.1)	4.09
	8.2 Running HC emissions, pounds per hr. (#8.1 x #3)	24.93
	8.3 HC per 1000 stops, pounds (#5 to Fig. 20)	.01
	8.4 HC emissions from stops, pounds per hr. (#8.3 x #6 x #2)	.07
	8.5 HC emissions from idling, pounds per hr. (#7 x #2 x 0.0087)	1.09
	8.6 Total reference HC emissions (#8.2 + #8.4 + #8.5)	26.10
9.	Reference CO emissions for automobiles	
	9.1 Steady speed factor (#5 to Fig. A.1)	46.40
	9.2 Running CO emissions, pounds per hr. (#9.1 X #3)	283.03
	9.3 CO per 1000 stops, pounds (#5 to Fig. 20)	14.65
	9.4 CO emissions from stops, pounds per hr. (#9.3 x #6 x #2)	190.40
	9.5 CO emissions from idling, pounds per hr. (#7 x #2 x 1.19)	149.40
	9.6 Total reference CO emissions (#9.2 + #9.4 + 9.5)	622.83
10.	Reference auto NOX, pounds (#5 to Fig. A.1)	5.03
11.	Reference single unit truck emissions, pounds	
	11.1 HC (#4 x #8.6 x .025)	.01
	11.2 CO (#4 x #9.6 x .025)	.31
	11.3 NOX (#4 x #10 x .025)	.00
12.	Total emissions per hr. (1978 base), pounds	
	12.1 Fig. 23 HC & CO factor for 1978	.90
	12.2 Fig. 23 NOX factor for 1978	.60
	12.3 HC (#8.6 + #11.1) x (#12.1)	23.50
	12.3 CO (#9.6 + #11.2) x (#12.1)	560.83
	12.3 NOX (#10 + #11.3) x (#12.2)	3.02

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY TRIP SUMMARY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR

Trip No.	Trip Start Time	Travel Time (min.)	Travel Speed (mph)	Running Time (min.)	Running Speed (mph)	Number Stops	Total Stop Delay (min.)
1	1625	0:19:20	14.5	0:11:43	24.0	10	0: 7:37
2	1647	0:25:51	10.9	0:14:26	19.5	15	0:11:25
3	1714	0:25:26	11.0	0:13:34	20.6	22	0:11:52
Average		0:23:32	12.1	0:13:14	21.4	15.7	0:10:18
Std. Dev.		5.2	2.9	2.0	3.3	8.5	3.3

APPROXIMATE MINIMUM SAMPLE-SIZE REQUIREMENTS FOR TRAVEL-TIME AND DELAY STUDIES WITH CONFIDENCE LEVEL OF 95%

Average Range in Travel Speed (mph)	Minimum Number of Runs for Specified Permitted Error (all speeds + or -)				
	1.0 mph	2.0 mph	3.0 mph	4.0 mph	5.0 mph
2.5	4	2	2	2	2
5.0	8	4	3	2	2
10.0	21	8	5	4	3
15.0	38	14	8	6	5
20.0	59	21	12	8	6

TABLE 17-4, p.530 OF "TRANSPORTATION AND TRAFFIC ENGINEERING HANDBOOK", Second Edition, ITE 1982

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1625 hours EVENING PEAK HOUR TRIP # 1

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 25TH AVENUE	0:21: 9	28252	NW/SW 27TH AVENUE	63	TRAF SIG
NW/SW 27TH AVENUE	0:22:47	28921	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	0:23:51	31623	NW/SW 37TH AVENUE	62	TRAF SIG
NW/SW 37TH AVENUE	0:27:39	34288	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	0:29: 6	36984	NW/SW 37TH AVENUE	79	TRAF SIG
NW/SW 47TH AVENUE	0:29:59	39639	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	0:30:55	42346	NW/SW 42ND AVENUE	19	TRAF SIG
NW/SW 57TH AVENUE	0:34:21	45043	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 62ND AVENUE	0:35:49	47687	NW/SW 57TH AVENUE	31	TRAF SIG
NW/SW 67TH AVENUE	0:36:41	50342	NW/SW 57TH AVENUE	69	TRAF SIG
NW/SW 72ND AVENUE	0:40:29	52981	SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 62ND AVENUE	17	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 72ND AVENUE	39	TRAF SIG
			NW/SW 72ND AVENUE	53	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 72ND AVENUE	25	TRAF SIG

Trip Dist: 4.7 mi. Trip Time: 0:19:20 min. Travel Spd: 14.5 mph
Stop Time: 0: 7:37 min. Run Time: 0:11:43 min. Run Spd: 24.0 mph

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE

DATE: NOV. 25, 1991

TRIP START TIME: 1647 hours EVENING PEAK HOUR TRIP # 2

CONTROL POINTS

LOCATION	TIME	POSITION (FEET)
NW/SW 25TH AVENUE	0:42:23	53441
NW/SW 27TH AVENUE	0:43:41	54110
NW/SW 32ND AVENUE	0:44:45	56812
NW/SW 37TH AVENUE	0:48:16	59498
NW/SW 42ND AVENUE	0:53:13	62174
NW/SW 47TH AVENUE	0:54:13	64828
NW/SW 52ND AVENUE	0:55:37	67536
NW/SW 57TH AVENUE	0:59:36	70211
NW/SW 62ND AVENUE	1: 0:58	72866
NW/SW 67TH AVENUE	1: 2:33	75521
NW/SW 72ND AVENUE	1: 8:14	78155

STOPS

LOCATION	DELAY (SEC)	CAUSE
NW/SW 27TH AVENUE	41	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 37TH AVENUE	64	DISA VEH
NW/SW 37TH AVENUE	50	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	56	TRAF SIG
NW/SW 42ND AVENUE	75	TRAF SIG
NW/SW 42ND AVENUE	55	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 52ND AVENUE	4	TRAF SIG
NW/SW 57TH AVENUE	26	TRAF SIG
NW/SW 57TH AVENUE	9	TRAF SIG
NW/SW 57TH AVENUE	5	TRAF SIG
NW/SW 57TH AVENUE	41	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 62ND AVENUE	9	TRAF SIG
NW/SW 67TH AVENUE	14	TRAF SIG
NW/SW 72ND AVENUE	38	TRAF SIG
SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 72ND AVENUE	198	OTHER T C

Trip Dist: 4.7 mi. Trip Time: 0:25:51 min. Travel Spd: 10.9 mph
Stop Time: 0:11:25 min. Run Time: 0:14:26 min. Run Spd: 19.5 mph

NOTES:

RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

TRAVEL TIME AND DELAY STUDY

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOV. 25, 1991

TRIP START TIME: 1714 hours EVENING PEAK HOUR TRIP # 3

CONTROL POINTS			STOPS		
LOCATION	TIME	POSITION (FEET)	LOCATION	DELAY (SEC)	CAUSE
NW/SW 25TH AVENUE	1: 9: 4	78531	NW/SW 27TH AVENUE	35	TRAF SIG
NW/SW 27TH AVENUE	1:11:31	79168	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 32ND AVENUE	1:12:44	81670	NW/SW 27TH AVENUE	70	TRAF SIG
NW/SW 37TH AVENUE	1:17:40	84551	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 42ND AVENUE	1:19:25	87253	NW/SW 32ND AVENUE	4	TRAF SIG
NW/SW 47TH AVENUE	1:20:23	89903	NW/SW 37TH AVENUE	6	TRAF SIG
NW/SW 52ND AVENUE	1:21:19	92610	NW/SW 37TH AVENUE	48	TRAF SIG
NW/SW 57TH AVENUE	1:26: 0	95254	NW/SW 37TH AVENUE	61	TRAF SIG
NW/SW 62ND AVENUE	1:26:53	97904	SIGNAL TURNS GREEN	0	GRN TURN
NW/SW 67TH AVENUE	1:30:13	100543	NW/SW 37TH AVENUE	66	TRAF SIG
NW/SW 72ND AVENUE	1:34:30	103182	SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 42ND AVENUE	31	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 57TH AVENUE	19	TRAF SIG
			NW/SW 57TH AVENUE	12	TRAF SIG
			NW/SW 57TH AVENUE	32	TRAF SIG
			NW/SW 57TH AVENUE	30	TRAF SIG
			NW/SW 57TH AVENUE	74	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 67TH AVENUE	14	TRAF SIG
			NW/SW 67TH AVENUE	22	TRAF SIG
			NW/SW 67TH AVENUE	10	TRAF SIG
			NW/SW 67TH AVENUE	55	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 72ND AVENUE	6	TRAF SIG
			NW/SW 72ND AVENUE	45	TRAF SIG
			SIGNAL TURNS GREEN	0	GRN TURN
			NW/SW 72ND AVENUE	17	TRAF SIG
			NW/SW 72ND AVENUE	38	TRAF SIG
			NW/SW 72ND AVENUE	17	TRAF SIG

Trip Dist: 4.7 mi. Trip Time: 0:25:26 min. Travel Spd: 11.0 mph
Stop Time: 0:11:52 min. Run Time: 0:13:34 min. Run Spd: 20.6 mph

NOTES:
RUN TIMES & DISTANCES HAVE BEEN ADJUSTED TO CONFORM TO PREVIOUS RUNS FOR UNIFORM APPEARANCE.
SEE RAW DATA PRINTOUT FOR ACTUAL VALUES.

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR

FUEL CONSUMPTION
(FHWA, March 1980 - Revised April, 1981)

1.	Length, miles	4.68
2.	Vehicles per hour, thousands	1.40
3.	Vehicle-miles per hour, thousands	6.55
4.	Average running speed	21.36
5.	Number of stops per vehicle	15.67
6.	Idling time, hours per vehicle	.17
7.	Fuel consumption rate	
	7.1 For uniform speed, gallons per 1000 veh-miles (#4 to Fig. A.1)	53.01
	7.2 Addl. due to stopping, gallons per 1000 stops (#4 to Fig. A.2)	6.31
	7.3 Addl. due to idling, gallons per 1000 veh-hrs	650.00
8.	Fuel consumption, gallons per hour	
	8.1 For uniform speed (#3 x #7.1)	347.17
	8.2 Addl. due to stopping (#2 x #5 x #7.2)	138.33
	8.3 Addl. due to idling (#2 x #6 x #7.3)	156.22
	8.4 Total fuel consumption (#8.1 + #8.2 + #8.3)	641.71

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET DIRECTION: WESTBOUND

FROM: NW 25th AVENUE
TO: NW 72nd AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours EVENING PEAK HOUR

AIR POLLUTION
(FHWA, March 1980 & NCHRP 133, Work Sheet 6)
(Revised April, 1981)

1.	Length, miles	4.68
2.	Vehicles per hour, thousands	1.40
3.	Vehicle-miles per hour, thousands	6.55
4.	Percent single unit trucks	.02
5.	Average running speed (mph)	21.36
6.	Number of stops per vehicle	15.67
7.	Idling time, hours per 1000 vehicles	171.67
8.	Reference HC emissions for automobiles	
	8.1 Steady speed factor (#5 to Fig. A.1)	5.23
	8.2 Running HC emissions, pounds per hr. (#8.1 x #3)	34.23
	8.3 HC per 1000 stops, pounds (#5 to Fig. 20)	.00
	8.4 HC emissions from stops, pounds per hr. (#8.3 x #6 x #2)	.00
	8.5 HC emissions from idling, pounds per hr. (#7 x #2 x 0.0087)	2.09
	8.6 Total reference HC emissions (#8.2 + #8.4 + #8.5)	36.32
9.	Reference CO emissions for automobiles	
	9.1 Steady speed factor (#5 to Fig. A.1)	63.18
	9.2 Running CO emissions, pounds per hr. (#9.1 X #3)	413.78
	9.3 CO per 1000 stops, pounds (#5 to Fig. 20)	8.20
	9.4 CO emissions from stops, pounds per hr. (#9.3 x #6 x #2)	179.84
	9.5 CO emissions from idling, pounds per hr. (#7 x #2 x 1.19)	286.00
	9.6 Total reference CO emissions (#9.2 + #9.4 + 9.5)	879.61
10.	Reference auto NOX, pounds (#5 to Fig. A.1)	3.38
11.	Reference single unit truck emissions, pounds	
	11.1 HC (#4 x #8.6 x .025)	.02
	11.2 CO (#4 x #9.6 x .025)	.44
	11.3 NOX (#4 x #10 x .025)	.00
12.	Total emissions per hr. (1978 base), pounds	
	12.1 Fig. 23 HC & CO factor for 1978	.90
	12.2 Fig. 23 NOX factor for 1978	.60
	12.3 HC (#8.6 + #11.1) x (#12.1)	32.71
	12.3 CO (#9.6 + #11.2) x (#12.1)	792.05
	12.3 NOX (#10 + #11.3) x (#12.2)	2.03

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours

Date: 11/25/91
FLAGLER E PM

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
**********				EASTBOUND	
82	188	0: 0: 6	31	START RUN	
8	2608	0: 3: 2	14	C.L. CROSS STREET	NW/SW 72ND AVENUE
2	4087	0: 3:40	39	TRAFFIC SIGNAL DELAY	
20	4092	0: 4: 6	0	SIGNAL TURNS GREEN	
22	4092	0: 4: 8	0	END TRAF SIGNL DELAY	
8	5278	0: 4:35	44	C.L. CROSS STREET	NW/SW 67TH AVENUE
8	7933	0: 5:26	52	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	10353	0: 6:32	37	TRAFFIC SIGNAL DELAY	
20	10368	0: 7:32	0	SIGNAL TURNS GREEN	
22	10374	0: 7:43	1	END TRAF SIGNL DELAY	
8	10577	0: 7:54	18	C.L. CROSS STREET	NW/SW 57TH AVENUE
8	13290	0: 8:59	42	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	14330	0: 9:29	35	TRAFFIC SIGNAL DELAY	
20	14330	0: 9:32	0	SIGNAL TURNS GREEN	
22	14330	0: 9:42	0	END TRAF SIGNL DELAY	
8	15981	0:10:27	37	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	17314	0:11: 7	33	TRAFFIC SIGNAL DELAY	
22	17340	0:11:32	1	END TRAF SIGNL DELAY	
2	17471	0:11:41	15	TRAFFIC SIGNAL DELAY	
22	17518	0:12:14	1	END TRAF SIGNL DELAY	
2	17904	0:12:38	16	TRAFFIC SIGNAL DELAY	
20	17904	0:13:12	0	SIGNAL TURNS GREEN	
22	17910	0:13:14	3	END TRAF SIGNL DELAY	
2	18009	0:13:25	9	TRAFFIC SIGNAL DELAY	
20	18009	0:13:31	0	SIGNAL TURNS GREEN	
22	18014	0:13:58	0	END TRAF SIGNL DELAY	
2	18484	0:14:30	15	TRAFFIC SIGNAL DELAY	
20	18484	0:15:41	0	SIGNAL TURNS GREEN	
22	18484	0:15:47	0	END TRAF SIGNL DELAY	
8	18636	0:15:55	19	C.L. CROSS STREET	NW/SW 42ND AVENUE
2	20956	0:16:51	41	TRAFFIC SIGNAL DELAY	
22	20967	0:16:57	2	END TRAF SIGNL DELAY	
8	21333	0:17: 9	31	C.L. CROSS STREET	NW/SW 37TH AVENUE
8	24034	0:18: 6	47	C.L. CROSS STREET	NW/SW 32ND AVENUE
8	26736	0:18:59	51	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	27410	0:19:13	48	C.L. CROSS STREET	NW/SW 25TH AVENUE
84	27724	0:19:27	22	END RUN	
**********				WESTBOUND	
82	27923	0:20: 7	5	START RUN	
8	28252	0:21: 9	5	C.L. CROSS STREET	NW/SW 25TH AVENUE
2	28628	0:21:32	16	TRAFFIC SIGNAL DELAY	
20	28628	0:22:19	0	SIGNAL TURNS GREEN	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
22	28628	0:22:35	0	END TRAF SIGNL DELAY	
8	28921	0:22:47	24	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	31623	0:23:51	42	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	33750	0:24:50	36	TRAFFIC SIGNAL DELAY	
20	33765	0:25:22	0	SIGNAL TURNS GREEN	
22	33797	0:25:52	1	END TRAF SIGNL DELAY	
2	34220	0:26:16	18	TRAFFIC SIGNAL DELAY	
20	34220	0:27:32	0	SIGNAL TURNS GREEN	
22	34220	0:27:35	0	END TRAF SIGNL DELAY	
8	34288	0:27:39	17	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	36613	0:28:31	45	TRAFFIC SIGNAL DELAY	
20	36613	0:28:35	0	SIGNAL TURNS GREEN	
22	36613	0:28:50	0	END TRAF SIGNL DELAY	
8	36984	0:29: 6	23	C.L. CROSS STREET	NW/SW 42ND AVENUE
8	39639	0:29:59	50	C.L. CROSS STREET	NW/SW 47TH AVENUE
8	42346	0:30:55	48	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	44123	0:31:46	35	TRAFFIC SIGNAL DELAY	
22	44243	0:32:17	4	END TRAF SIGNL DELAY	
2	44886	0:33: 2	14	TRAFFIC SIGNAL DELAY	
20	44886	0:34: 4	0	SIGNAL TURNS GREEN	
22	44891	0:34:11	1	END TRAF SIGNL DELAY	
8	45043	0:34:21	15	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	47426	0:35:23	38	TRAFFIC SIGNAL DELAY	
20	47426	0:35:27	0	SIGNAL TURNS GREEN	
22	47447	0:35:40	2	END TRAF SIGNL DELAY	
8	47687	0:35:49	27	C.L. CROSS STREET	NW/SW 62ND AVENUE
8	50342	0:36:41	51	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	50635	0:36:52	27	TRAFFIC SIGNAL DELAY	
22	50666	0:37:31	1	END TRAF SIGNL DELAY	
2	51356	0:38: 8	19	TRAFFIC SIGNAL DELAY	
20	51387	0:38:57	1	SIGNAL TURNS GREEN	
22	51387	0:39: 1	0	END TRAF SIGNL DELAY	
2	52119	0:39:37	20	TRAFFIC SIGNAL DELAY	
22	52187	0:40: 2	3	END TRAF SIGNL DELAY	
8	52981	0:40:29	29	C.L. CROSS STREET	NW/SW 72ND AVENUE
84	53650	0:41: 1	21	END RUN	
83	53650	0:41: 2	0	ADDITIONAL DATA FILE	
**********				********** EASTBOUND	
82	0	0: 0: 6	22	START RUN	
8	1317	0: 4: 1	6	C.L. CROSS STREET	NW/SW 72ND AVENUE
2	3695	0: 4:59	41	TRAFFIC SIGNAL DELAY	
20	3700	0: 5: 8	1	SIGNAL TURNS GREEN	
22	3700	0: 5:21	0	END TRAF SIGNL DELAY	
8	3935	0: 5:30	26	C.L. CROSS STREET	NW/SW 67TH AVENUE
8	6590	0: 6:21	52	C.L. CROSS STREET	NW/SW 62ND AVENUE

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
2	8759	0: 7: 5	49	TRAFFIC SIGNAL DELAY	
20	8759	0: 7:12	0	SIGNAL TURNS GREEN	
22	8759	0: 7:28	0	END TRAF SIGNL DELAY	
8	9240	0: 7:47	25	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	11408	0: 8:42	39	TRAFFIC SIGNAL DELAY	
20	11414	0: 8:56	0	SIGNAL TURNS GREEN	
22	11414	0: 9: 0	0	END TRAF SIGNL DELAY	
8	11952	0: 9:18	30	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	12901	0: 9:37	49	TRAFFIC SIGNAL DELAY	
22	12929	0: 9:57	1	END TRAF SIGNL DELAY	
2	14528	0:10:49	31	TRAFFIC SIGNAL DELAY	
20	14528	0:11:11	0	SIGNAL TURNS GREEN	
22	14539	0:11:14	4	END TRAF SIGNL DELAY	
8	14643	0:11:19	21	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	16854	0:12:26	33	TRAFFIC SIGNAL DELAY	
20	16870	0:13:22	0	SIGNAL TURNS GREEN	
22	16870	0:13:40	0	END TRAF SIGNL DELAY	
8	17293	0:13:57	25	C.L. CROSS STREET	NW/SW 42ND AVENUE
2	19258	0:14:46	40	TRAFFIC SIGNAL DELAY	
2	19310	0:14:54	7	TRAFFIC SIGNAL DELAY	
2	19937	0:15:16	29	TRAFFIC SIGNAL DELAY	
20	19937	0:16:28	0	SIGNAL TURNS GREEN	
22	19942	0:16:30	3	END TRAF SIGNL DELAY	
8	19995	0:16:33	18	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	22514	0:17:23	50	TRAFFIC SIGNAL DELAY	
20	22514	0:17:46	0	SIGNAL TURNS GREEN	
22	22519	0:17:48	3	END TRAF SIGNL DELAY	
8	22691	0:17:55	25	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	24275	0:18:32	43	TRAFFIC SIGNAL DELAY	
20	24275	0:18:34	0	SIGNAL TURNS GREEN	
22	24280	0:18:36	3	END TRAF SIGNL DELAY	
8	25388	0:19:14	29	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	26062	0:19:34	34	C.L. CROSS STREET	NW/SW 25TH AVENUE
84	26376	0:19:47	24	END RUN	
**********				WESTBOUND	
82	26595	0:20:23	6	START RUN	
8	27055	0:22:17	4	C.L. CROSS STREET	NW/SW 25TH AVENUE
2	27348	0:22:37	15	TRAFFIC SIGNAL DELAY	
20	27363	0:23: 1	1	SIGNAL TURNS GREEN	
22	27363	0:23:18	0	END TRAF SIGNL DELAY	
8	27724	0:23:35	21	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	30426	0:24:39	42	C.L. CROSS STREET	NW/SW 32ND AVENUE
34	31852	0:25:49	20	DIS VEH,ACC,LOAD ETC	
43	32260	0:26:53	6	END DIS VEH ACC LOAD	
2	32589	0:27: 8	22	TRAFFIC SIGNAL DELAY	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET — RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE — DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours —

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
20	32631	0:27:51	1	SIGNAL TURNS GREEN	
22	32650	0:27:58	3	END TRAF SIGNL DELAY	
8	33112	0:28:10	25	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	34215	0:28:46	31	TRAFFIC SIGNAL DELAY	
22	34335	0:29:42	2	END TRAF SIGNL DELAY	
2	34706	0:30: 5	16	TRAFFIC SIGNAL DELAY	
22	34920	0:31:20	3	END TRAF SIGNL DELAY	
2	35537	0:31:59	16	TRAFFIC SIGNAL DELAY	
20	35537	0:32:44	0	SIGNAL TURNS GREEN	
22	35537	0:32:54	0	END TRAF SIGNL DELAY	
8	35788	0:33: 7	19	C.L. CROSS STREET	NW/SW 42ND AVENUE
8	38442	0:34: 7	44	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	40773	0:35:10	37	TRAFFIC SIGNAL DELAY	
22	40784	0:35:14	3	END TRAF SIGNL DELAY	
8	41150	0:35:31	22	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	42184	0:36:40	15	TRAFFIC SIGNAL DELAY	
22	42226	0:37: 6	2	END TRAF SIGNL DELAY	
2	42561	0:37:39	10	TRAFFIC SIGNAL DELAY	
22	42618	0:37:48	6	END TRAF SIGNL DELAY	
2	42900	0:38: 3	19	TRAFFIC SIGNAL DELAY	
22	42905	0:38: 8	1	END TRAF SIGNL DELAY	
2	43156	0:38:26	14	TRAFFIC SIGNAL DELAY	
20	43162	0:38:35	1	SIGNAL TURNS GREEN	
22	43198	0:39: 7	1	END TRAF SIGNL DELAY	
8	43825	0:39:30	27	C.L. CROSS STREET	NW/SW 57TH AVENUE
2	45780	0:40:21	38	TRAFFIC SIGNAL DELAY	
22	45869	0:40:30	10	END TRAF SIGNL DELAY	
8	46480	0:40:52	28	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	48759	0:41:57	35	TRAFFIC SIGNAL DELAY	
22	48759	0:42:11	0	END TRAF SIGNL DELAY	
8	49135	0:42:27	24	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	49804	0:42:52	27	TRAFFIC SIGNAL DELAY	
20	49804	0:43: 9	0	SIGNAL TURNS GREEN	
22	49804	0:43:30	0	END TRAF SIGNL DELAY	
27	50593	0:44:14	18	OTHER TRAF CNTL DLY	
72	50791	0:47:32	1	END OTHER TR CTL DLY	
8	51769	0:48: 8	27	C.L. CROSS STREET	NW/SW 72ND AVENUE
84	52077	0:48:15	44	END RUN	
83	52087	0:48:25	1	ADDITIONAL DATA FILE	
**********				EASTBOUND	
82	26	0: 0: 1	18	START RUN	
8	2038	0: 5: 1	7	C.L. CROSS STREET	NW/SW 72ND AVENUE
2	2953	0: 5:38	25	TRAFFIC SIGNAL DELAY	
22	2968	0: 5:42	4	END TRAF SIGNL DELAY	
2	4113	0: 6:35	22	TRAFFIC SIGNAL DELAY	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET
RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE
DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
20	4144	0: 6:41	5	SIGNAL TURNS GREEN	
22	4165	0: 7: 3	1	END TRAF SIGNL DELAY	
8	4677	0: 7:26	22	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	7019	0: 8:25	40	TRAFFIC SIGNAL DELAY	
22	7024	0: 8:29	1	END TRAF SIGNL DELAY	
8	7332	0: 8:42	24	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	9302	0: 9:34	38	TRAFFIC SIGNAL DELAY	
22	9308	0: 9:44	1	END TRAF SIGNL DELAY	
8	9976	0:10:12	24	C.L. CROSS STREET	NW/SW 57TH AVENUE
8	12689	0:11:17	42	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	15150	0:12:14	43	TRAFFIC SIGNAL DELAY	
20	15155	0:12:30	0	SIGNAL TURNS GREEN	
22	15166	0:12:39	1	END TRAF SIGNL DELAY	
8	15385	0:12:50	20	C.L. CROSS STREET	NW/SW 47TH AVENUE
2	17695	0:13:47	41	TRAFFIC SIGNAL DELAY	
20	17695	0:14:32	0	SIGNAL TURNS GREEN	
22	17695	0:14:49	0	END TRAF SIGNL DELAY	
8	18040	0:15: 4	23	C.L. CROSS STREET	NW/SW 42ND AVENUE
2	20089	0:15:59	37	TRAFFIC SIGNAL DELAY	
22	20104	0:16: 3	4	END TRAF SIGNL DELAY	
2	20643	0:16:29	21	TRAFFIC SIGNAL DELAY	
20	20643	0:17:38	0	SIGNAL TURNS GREEN	
22	20643	0:17:42	0	END TRAF SIGNL DELAY	
8	20737	0:17:48	16	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	23188	0:18:47	42	TRAFFIC SIGNAL DELAY	
20	23188	0:19: 7	0	SIGNAL TURNS GREEN	
22	23193	0:19:12	1	END TRAF SIGNL DELAY	
8	23433	0:19:22	24	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	25984	0:20:26	40	TRAFFIC SIGNAL DELAY	
22	26005	0:20:27	21	END TRAF SIGNL DELAY	
8	26135	0:20:33	22	C.L. CROSS STREET	NW/SW 27TH AVENUE
8	26809	0:20:51	37	C.L. CROSS STREET	NW/SW 25TH AVENUE
84	27128	0:21: 1	32	END RUN	
**********				********** WESTBOUND	
82	27322	0:21:12	18	START RUN	
8	27698	0:22: 2	8	C.L. CROSS STREET	NW/SW 25TH AVENUE
2	27792	0:22:12	9	TRAFFIC SIGNAL DELAY	
20	27792	0:22:22	0	SIGNAL TURNS GREEN	
22	27797	0:22:47	0	END TRAF SIGNL DELAY	
2	28231	0:23:14	16	TRAFFIC SIGNAL DELAY	
20	28231	0:24:21	0	SIGNAL TURNS GREEN	
22	28236	0:24:24	2	END TRAF SIGNL DELAY	
8	28335	0:24:29	20	C.L. CROSS STREET	NW/SW 27TH AVENUE
2	30598	0:25:21	44	TRAFFIC SIGNAL DELAY	
22	30624	0:25:25	7	END TRAF SIGNL DELAY	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET — RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE — DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
8	31037	0:25:42	24	C.L. CROSS STREET	NW/SW 32ND AVENUE
2	31539	0:25:59	30	TRAFFIC SIGNAL DELAY	
22	31581	0:26: 5	7	END TRAF SIGNL DELAY	
2	32344	0:26:38	23	TRAFFIC SIGNAL DELAY	
22	32511	0:27:26	3	END TRAF SIGNL DELAY	
2	33039	0:27:58	17	TRAFFIC SIGNAL DELAY	
20	33070	0:28:34	1	SIGNAL TURNS GREEN	
22	33096	0:28:59	1	END TRAF SIGNL DELAY	
2	33640	0:29:27	19	TRAFFIC SIGNAL DELAY	
20	33640	0:30:31	0	SIGNAL TURNS GREEN	
22	33640	0:30:33	0	END TRAF SIGNL DELAY	
8	33718	0:30:38	16	C.L. CROSS STREET	NW/SW 37TH AVENUE
2	35939	0:31:31	42	TRAFFIC SIGNAL DELAY	
20	35939	0:31:44	0	SIGNAL TURNS GREEN	
22	35944	0:32: 2	0	END TRAF SIGNL DELAY	
8	36420	0:32:23	23	C.L. CROSS STREET	NW/SW 42ND AVENUE
8	39070	0:33:21	46	C.L. CROSS STREET	NW/SW 47TH AVENUE
8	41777	0:34:17	48	C.L. CROSS STREET	NW/SW 52ND AVENUE
2	42075	0:34:27	30	TRAFFIC SIGNAL DELAY	
22	42122	0:34:46	2	END TRAF SIGNL DELAY	
2	42242	0:34:57	11	TRAFFIC SIGNAL DELAY	
22	42247	0:35: 9	0	END TRAF SIGNL DELAY	
2	43125	0:35:45	24	TRAFFIC SIGNAL DELAY	
22	43141	0:36:17	1	END TRAF SIGNL DELAY	
2	43177	0:36:23	6	TRAFFIC SIGNAL DELAY	
22	43240	0:36:53	2	END TRAF SIGNL DELAY	
2	43851	0:37:21	22	TRAFFIC SIGNAL DELAY	
20	43872	0:38: 6	0	SIGNAL TURNS GREEN	
22	43872	0:38:35	0	END TRAF SIGNL DELAY	
8	44421	0:38:58	24	C.L. CROSS STREET	NW/SW 57TH AVENUE
8	47071	0:39:51	50	C.L. CROSS STREET	NW/SW 62ND AVENUE
2	48978	0:40:41	38	TRAFFIC SIGNAL DELAY	
22	49009	0:40:55	2	END TRAF SIGNL DELAY	
2	49130	0:41: 3	15	TRAFFIC SIGNAL DELAY	
22	49135	0:41:25	0	END TRAF SIGNL DELAY	
2	49595	0:41:58	14	TRAFFIC SIGNAL DELAY	
22	49642	0:42: 8	5	END TRAF SIGNL DELAY	
2	49647	0:42:12	1	TRAFFIC SIGNAL DELAY	
20	49647	0:43: 5	0	SIGNAL TURNS GREEN	
22	49663	0:43: 7	8	END TRAF SIGNL DELAY	
8	49710	0:43:11	12	C.L. CROSS STREET	NW/SW 67TH AVENUE
2	49736	0:43:16	5	TRAFFIC SIGNAL DELAY	
22	49767	0:43:22	5	END TRAF SIGNL DELAY	
2	50279	0:44: 4	12	TRAFFIC SIGNAL DELAY	
20	50300	0:44:19	1	SIGNAL TURNS GREEN	

TRANSPORT ANALYSIS PROF'S
CLIENT: METRO DADE COUNTY PUBLIC WORKS DEPARTMENT

RAW DATA FILE = FLAG_EPM.PRN

SURVEY IDENTIFICATION: FLAGLER E PM
ROUTE: WEST FLAGLER STREET RUN TYPE: MULTI-PASS TWO DIRECTION

FROM: NW 72nd AVENUE
TO: NW 25th AVENUE DATE: NOVEMBER 25, 1991

TRIP START TIME: 1605 hours

Evt	Feet	Time	FPS	EVENT DESCRIPTION	SIGNALIZED INTERSECTION
22	50316	0:44:49	1	END TRAF SIGNL DELAY	
2	50917	0:45:25	17	TRAFFIC SIGNAL DELAY	
22	50917	0:45:42	0	END TRAF SIGNL DELAY	
2	51021	0:45:56	7	TRAFFIC SIGNAL DELAY	
22	51894	0:46:34	23	END TRAF SIGNL DELAY	
2	51915	0:46:52	1	TRAFFIC SIGNAL DELAY	
22	51936	0:47: 9	1	END TRAF SIGNL DELAY	
8	52349	0:47:28	22	C.L. CROSS STREET	NW/SW 72ND AVENUE
84	53885	0:48: 7	39	END RUN	
87	54178	0:48:15	37	END ALL RUNS	

JN 1010-1 FLAGLER STREET TRAVEL TIME RUNS NOVEMBER 1991

AM

EASTBOUND

SEGMENT AVES	CUMULATIVE TIME AND DIST H/M/S FT			SEGMENT TIME SEC			AVG SEC	SEGMENT DIST FT			AVG DIST	AVG SEG SPEED FPS	AVG SEG SPEED MPH
	0 16 8 28331	0 38 12 52147	0 58 33 77080										
72 67	0 17 13 31007	0 40 11 54765	1 0 11 79725	65	119	98	94.0	2676	2618	2645	2646.3	28.2	19.2
67 62	0 18 3 33662	0 41 14 57420	1 1 0 82385	50	63	49	54.0	2655	2655	2660	2656.7	49.2	33.5
62 57	0 21 17 35078	0 43 2 60059	1 3 13 85024	194	108	133	145.0	1416	2639	2639	2231.3	15.4	10.5
57 52	0 22 34 37790	0 45 9 62771	1 4 12 87736	77	127	59	87.7	2712	2712	2712	2712.0	30.9	21.1
52 47	0 23 53 40482	0 47 8 65468	1 5 51 90427	79	119	99	99.0	2692	2697	2691	2693.3	27.2	18.5
47 42	0 27 8 43137	0 50 52 68112	1 9 48 93077	195	224	237	218.7	2655	2644	2650	2649.7	12.1	8.3
42 37	0 29 47 45828	0 51 52 70804	1 10 57 95774	159	60	59	96.0	2691	2692	2697	2693.3	28.1	19.1
37 32	0 31 45 48530	0 53 24 73516	1 11 59 98475	118	92	62	90.7	2702	2712	2701	2705.0	29.8	20.3
32 27	0 35 7 51221	0 57 7 76186	1 14 44 101167	202	223	165	196.7	2691	2670	2692	2684.3	13.6	9.3
27 25	0 35 27 51898	0 57 26 76855	1 15 6 101836	20	19	22	20.3	677	669	669	671.7	33.0	22.5

WESTBOUND

AVES	CUMULATIVE TIME AND DIST H/M/S FT			SEGMENT TIME SEC			AVG SEC	SEGMENT DIST FT			AVG DIST	AVG SEG SPEED FPS	AVG SEG SPEED MPH
	0 0 54 2430	0 15 14 27301	0 33 54 56284										
25 27	0 1 11 3099	0 16 12 27960	0 34 44 56958	17	58	50	41.7	669	659	674	667.3	16.0	10.9
27 32	0 2 3 5801	0 17 11 30656	0 35 35 59655	52	59	51	54.0	2702	2696	2697	2698.3	50.0	34.1
32 37	0 3 37 8497	0 18 3 33353	0 36 27 62357	94	52	52	66.0	2696	2697	2702	2698.3	40.9	27.9
37 42	0 5 7 11194	0 20 31 36044	0 40 59 65043	90	148	272	170.0	2697	2691	2686	2691.3	15.8	10.8
42 47	0 6 18 13865	0 21 25 38704	0 42 43 67698	71	54	104	76.3	2671	2660	2655	2662.0	34.9	23.8
47 52	0 7 29 16594	0 22 50 41406	0 43 44 70394	71	85	61	72.3	2729	2702	2696	2709.0	37.5	25.5
52 57	0 9 21 18747	0 24 56 44108	0 45 34 73101	112	126	110	116.0	2153	2702	2707	2520.7	21.7	14.8
57 62	0 10 31 21396	0 26 27 46757	0 46 51 75756	70	91	77	79.3	2649	2649	2655	2651.0	33.4	22.8
62 67	0 11 47 24046	0 27 45 49407	0 48 7 78395	76	78	76	76.7	2650	2650	2639	2646.3	34.5	23.5
67 72	0 13 22 26711	0 29 33 52072	0 49 59 81060	95	108	112	105.0	2665	2665	2665	2665.0	25.4	17.3

PM

EASTBOUND

AVES	CUMULATIVE TIME AND DIST H/M/S FT			SEGMENT TIME SEC			AVG SEC	SEGMENT DIST FT			AVG DIST	AVG SEG SPEED FPS	AVG SEG SPEED MPH
	0 3 2 28331	0 23 8 52147	0 43 41 77080										
72 67	0 4 35 31007	0 24 37 54765	0 46 6 79725	93	89	145	109.0	2676	2618	2645	2646.3	24.3	16.6
67 62	0 5 26 33662	0 25 28 57420	0 47 22 82385	51	51	76	59.3	2655	2655	2660	2656.7	44.8	30.5
62 57	0 7 54 35078	0 26 54 60059	0 48 52 85024	148	86	90	108.0	1416	2639	2639	2231.3	20.7	14.1
57 52	0 8 59 37790	0 28 25 62771	0 49 57 87736	65	91	65	73.7	2712	2712	2712	2712.0	36.8	25.1
52 47	0 10 27 40482	0 30 26 65468	0 51 30 90427	88	121	93	100.7	2692	2697	2691	2693.3	26.8	18.2
47 42	0 15 55 43137	0 33 4 68112	0 53 44 93077	328	158	134	206.7	2655	2644	2650	2649.7	12.8	8.7
42 37	0 17 9 45828	0 35 40 70804	0 56 28 95774	74	156	164	131.3	2691	2692	2697	2693.3	20.5	14.0
37 32	0 18 6 48530	0 37 2 73516	0 58 2 98475	57	82	94	77.7	2702	2712	2701	2705.0	34.8	23.7
32 27	0 18 59 51221	0 38 21 76186	0 59 13 101167	53	79	71	67.7	2691	2670	2692	2684.3	39.7	27.0
27 25	0 19 13 51898	0 38 41 76855	0 59 31 101836	14	20	18	17.3	677	669	669	671.7	38.8	26.4

WESTBOUND

AVES	CUMULATIVE TIME AND DIST H/M/S FT			SEGMENT TIME SEC			AVG SEC	SEGMENT DIST FT			AVG DIST	AVG SEG SPEED FPS	AVG SEG SPEED MPH
	0 21 9 2430	0 42 23 27301	1 9 4 56284										
25 27	0 22 47 3099	0 43 41 27960	1 11 31 56958	98	78	147	107.7	669	659	674	667.3	6.2	4.2
27 32	0 23 51 5801	0 44 45 30656	1 12 44 59655	64	64	73	67.0	2702	2696	2697	2698.3	40.3	27.5
32 37	0 27 39 8497	0 48 16 33353	1 17 40 62357	228	211	296	245.0	2696	2697	2702	2698.3	11.0	7.5
37 42	0 29 6 11194	0 53 13 36044	1 19 25 65043	87	297	105	163.0	2697	2691	2686	2691.3	16.5	11.3
42 47	0 29 59 13865	0 54 13 38704	1 20 23 67698	53	60	58	57.0	2671	2660	2655	2662.0	46.7	31.8
47 52	0 30 55 16594	0 55 37 41406	1 21 19 70394	56	84	56	65.3	2729	2702	2696	2709.0	41.5	28.3
52 57	0 34 21 18747	0 59 36 44108	1 26 0 73101	206	239	281	242.0	2153	2702	2707	2520.7	10.4	7.1
57 62	0 35 49 21396	1 0 58 46757	1 26 53 75756	88	82	53	74.3	2649	2649	2655	2651.0	35.7	24.3
62 67	0 36 41 24046	1 2 33 49407	1 30 13 78395	52	96	200	115.7	2650	2650	2639	2646.3	22.9	15.6
67 72	0 40 29 26711	1 8 14 52072	1 34 30 81060	228	341	257	275.3	2665	2665	2665	2665.0	9.7	6.6

APPENDIX B

LINK TRAFFIC VOLUMES

TRANSPORT ANALYSIS PROFESSIONALS, INC. PAGE 1
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 632 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER 200' WEST OF 42 AVE EAST & WESTBOUND FILENAME: 94-0
WEATHER: CLEAR MONDAY 6 / 24 / 91
OPERATOR: DB

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	472	*	*	*	472	*	*	472
1	*	207	*	*	*	207	*	*	207
2	*	135	*	*	*	135	*	*	135
3	*	118	*	*	*	118	*	*	118
4	*	104	*	*	*	104	*	*	104
5	*	302	*	*	*	302	*	*	302
6	*	1049	*	*	*	1049	*	*	1049
7	*	1800	*	*	*	1800	*	*	1800
8	*	1872	*	*	*	1872	*	*	1872
9	1826	*	*	*	*	1826	*	*	1826
10	1944	*	*	*	*	1944	*	*	1944
11	2018	*	*	*	*	2018	*	*	2018
PM									
12	2006	*	*	*	*	2006	*	*	2006
1	2126	*	*	*	*	2126	*	*	2126
2	1979	*	*	*	*	1979	*	*	1979
3	1835	*	*	*	*	1835	*	*	1835
4	1856	*	*	*	*	1856	*	*	1856
5	2191	*	*	*	*	2191	*	*	2191
6	2196	*	*	*	*	2196	*	*	2196
7	1780	*	*	*	*	1780	*	*	1780
8	1556	*	*	*	*	1556	*	*	1556
9	1552	*	*	*	*	1552	*	*	1552
10	1309	*	*	*	*	1309	*	*	1309
11	819	*	*	*	*	819	*	*	819
TOTALS	26993	6059	*	*	*	~~32484~~ 33052	*	*	~~32484~~ 33052
% AVG WKDAY	-83	-19	*	*	*				
% AVG DAY	-83	-19	*	*	*		*	*	
AM PEAK HR	11	8	*	*	*		*	*	
PEAK FLOW	2018	1872	*	*	*		*	*	
PM PEAK HR	6	*	*	*	*		*	*	
PEAK FLOW	2196	*	*	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 632 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER 200' WEST OF 42 AVE EAST & WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 94-0
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		162		*		*		*		162		*		*		162	
12:15	*		122		*		*		*		122		*		*		122	
12:30	*		103		*		*		*		103		*		*		103	
12:45	*	*	85	472	*	*	*	*	*	*	85	472	*	*	*	*	85	472
1:00	*		66		*		*		*		66		*		*		66	
1:15	*		51		*		*		*		51		*		*		51	
1:30	*		42		*		*		*		42		*		*		42	
1:45	*	*	48	207	*	*	*	*	*	*	48	207	*	*	*	*	48	207
2:00	*		43		*		*		*		43		*		*		43	
2:15	*		37		*		*		*		37		*		*		37	
2:30	*		31		*		*		*		31		*		*		31	
2:45	*	*	24	135	*	*	*	*	*	*	24	135	*	*	*	*	24	135
3:00	*		27		*		*		*		27		*		*		27	
3:15	*		35		*		*		*		35		*		*		35	
3:30	*		27		*		*		*		27		*		*		27	
3:45	*	*	29	118	*	*	*	*	*	*	29	118	*	*	*	*	29	118
4:00	*		27		*		*		*		27		*		*		27	
4:15	*		14		*		*		*		14		*		*		14	
4:30	*		33		*		*		*		33		*		*		33	
4:45	*	*	30	104	*	*	*	*	*	*	30	104	*	*	*	*	30	104
5:00	*		46		*		*		*		46		*		*		46	
5:15	*		64		*		*		*		64		*		*		64	
5:30	*		94		*		*		*		94		*		*		94	
5:45	*	*	98	302	*	*	*	*	*	*	98	302	*	*	*	*	98	302
6:00	*		149		*		*		*		149		*		*		149	
6:15	*		201		*		*		*		201		*		*		201	
6:30	*		321		*		*		*		321		*		*		321	
6:45	*	*	378	1049	*	*	*	*	*	*	378	1049	*	*	*	*	378	1049
7:00	*		405		*		*		*		405		*		*		405	
7:15	*		467		*		*		*		467		*		*		467	
7:30	*		477		*		*		*		477		*		*		477	
7:45	*	*	451	1800	*	*	*	*	*	*	451	1800	*	*	*	*	451	1800
8:00	*		467		*		*		*		467		*		*		467	
8:15	*		454		*		*		*		454		*		*		454	
8:30	*		465		*		*		*		465		*		*		465	
8:45	*	*	486	1872	*	*	*	*	*	*	486	1872	*	*	*	*	486	1872
9:00	474		*		*		*		*		474		*		*		474	
9:15	461		*		*		*		*		461		*		*		461	
9:30	422		*		*		*		*		422		*		*		422	
9:45	469	1826	*	*	*	*	*	*	*	*	469	1826	*	*	*	*	469	1826
10:00	478		*		*		*		*		478		*		*		478	
10:15	479		*		*		*		*		479		*		*		479	
10:30	496		*		*		*		*		496		*		*		496	
10:45	491	1944	*	*	*	*	*	*	*	*	491	1944	*	*	*	*	491	1944
11:00	501		*		*		*		*		501		*		*		501	
11:15	502		*		*		*		*		502		*		*		502	
11:30	516		*		*		*		*		516		*		*		516	
11:45	499	2018	*	*	*	*	*	*	*	*	499	2018	*	*	*	*	499	2018
AM TOTALS		5779		6056		*		*		*		11847		*		*		11847
PEAK HOUR BEGINS		11:00		8:00		*		*		*		11:00		*		*		11:00
VOLUME		2018		1872		*		*		*		2018		*		*		2018
PHF		0.98		0.96		*		*		*		0.98		*		*		0.98

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 632 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER 200' WEST OF 42 AVE EAST & WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 94-0
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	505		*		*		*		*		505		*		*		505	
12:15	499		*		*		*		*		499		*		*		499	
12:30	515		*		*		*		*		515		*		*		515	
12:45	487	2006	*	*	*	*	*	*	*	*	487	2006	*	*	*	*	487	2006
1:00	553		*		*		*		*		553		*		*		553	
1:15	521		*		*		*		*		521		*		*		521	
1:30	548		*		*		*		*		548		*		*		548	
1:45	504	2126	*	*	*	*	*	*	*	*	504	2126	*	*	*	*	504	2126
2:00	483		*		*		*		*		483		*		*		483	
2:15	521		*		*		*		*		521		*		*		521	
2:30	484		*		*		*		*		484		*		*		484	
2:45	491	1979	*	*	*	*	*	*	*	*	491	1979	*	*	*	*	491	1979
3:00	528		*		*		*		*		528		*		*		528	
3:15	422		*		*		*		*		422		*		*		422	
3:30	478		*		*		*		*		478		*		*		478	
3:45	407	1835	*	*	*	*	*	*	*	*	407	1835	*	*	*	*	407	1835
4:00	410		*		*		*		*		410		*		*		410	
4:15	484		*		*		*		*		484		*		*		484	
4:30	495		*		*		*		*		495		*		*		495	
4:45	467	1856	*	*	*	*	*	*	*	*	467	1856	*	*	*	*	467	1856
5:00	522		*		*		*		*		522		*		*		522	
5:15	539		*		*		*		*		539		*		*		539	
5:30	540		*		*		*		*		540		*		*		540	
5:45	590	2191	*	*	*	*	*	*	*	*	590	2191	*	*	*	*	590	2191
6:00	582		*		*		*		*		582		*		*		582	
6:15	562		*		*		*		*		562		*		*		562	
6:30	545		*		*		*		*		545		*		*		545	
6:45	507	2196	*	*	*	*	*	*	*	*	507	2196	*	*	*	*	507	2196
7:00	458		*		*		*		*		458		*		*		458	
7:15	478		*		*		*		*		478		*		*		478	
7:30	423		*		*		*		*		423		*		*		423	
7:45	421	1780	*	*	*	*	*	*	*	*	421	1780	*	*	*	*	421	1780
8:00	423		*		*		*		*		423		*		*		423	
8:15	396		*		*		*		*		396		*		*		396	
8:30	367		*		*		*		*		367		*		*		367	
8:45	370	1556	*	*	*	*	*	*	*	*	370	1556	*	*	*	*	370	1556
9:00	375		*		*		*		*		375		*		*		375	
9:15	393		*		*		*		*		393		*		*		393	
9:30	378		*		*		*		*		378		*		*		378	
9:45	406	1552	*	*	*	*	*	*	*	*	406	1552	*	*	*	*	406	1552
10:00	381		*		*		*		*		381		*		*		381	
10:15	346		*		*		*		*		346		*		*		346	
10:30	329		*		*		*		*		329		*		*		329	
10:45	253	1309	*	*	*	*	*	*	*	*	253	1309	*	*	*	*	253	1309
11:00	243		*		*		*		*		243		*		*		243	
11:15	224		*		*		*		*		224		*		*		224	
11:30	169		*		*		*		*		169		*		*		169	
11:45	183	819	*	*	*	*	*	*	*	*	183	819	*	*	*	*	183	819
PM TOTALS		21205		*		*		*		*		21205		*		*		21205
PEAK HOUR BEGINS		5:45		*		*		*		*		5:45		*		*		5:45
VOLUME		2279		*		*		*		*		2279		*		*		2279
PHF		0.97		*		*		*		*		0.97		*		*		0.97

TRANSPORT ANALYSIS PROFESSIONALS, INC.
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 734 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'W OF SW 27 AVE EAST&WESTBOUND
WEATHER: CLEAR
OPERATOR: CU

FILENAME: 97-0
TUESDAY 6 / 25 / 91

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	*	403	*	*	403	*	*	403
1	*	*	210	*	*	210	*	*	210
2	*	*	192	*	*	192	*	*	192
3	*	*	102	*	*	102	*	*	102
4	*	*	122	*	*	122	*	*	122
5	*	*	298	*	*	298	*	*	298
6	*	*	914	*	*	914	*	*	914
7	*	*	1625	*	*	1625	*	*	1625
8	*	*	1801	*	*	1801	*	*	1801
9	*	*	1844	*	*	1844	*	*	1844
10	*	1916	*	*	*	1916	*	*	1916
11	*	2007	*	*	*	2007	*	*	2007
PM									
12	*	2053	*	*	*	2053	*	*	2053
1	*	2088	*	*	*	2088	*	*	2088
2	*	2000	*	*	*	2000	*	*	2000
3	*	1869	*	*	*	1869	*	*	1869
4	*	2042	*	*	*	2042	*	*	2042
5	*	2021	*	*	*	2021	*	*	2021
6	*	1843	*	*	*	1843	*	*	1843
7	*	1527	*	*	*	1527	*	*	1527
8	*	1411	*	*	*	1411	*	*	1411
9	*	1341	*	*	*	1341	*	*	1341
10	*	1205	*	*	*	1205	*	*	1205
11	*	718	*	*	*	718	*	*	718
TOTALS	*	24041	7511	*	*	31552	*	*	31552
% AVG WKDAY	*	76	24	*	*				
% AVG DAY	*	76	24	*	*		*	*	
AM PEAK HR	*	11	9	*	*		*	*	
PEAK FLOW	*	2007	1844	*	*		*	*	
PM PEAK HR	*	1	*	*	*		*	*	
PEAK FLOW	*	2088	*	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 734 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'W OF SW 27 AVE EAST&WESTBOUND
WEATHER: CLEAR
OPERATOR: CU

FILENAME: 97-0
TUESDAY 6 / 25 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		*		143		*		*		143		*		*		143	
12:15	*		*		103		*		*		103		*		*		103	
12:30	*		*		77		*		*		77		*		*		77	
12:45	*	*	*	*	80	403	*	*	*	*	80	403	*	*	*	*	80	403
1:00	*		*		63		*		*		63		*		*		63	
1:15	*		*		50		*		*		50		*		*		50	
1:30	*		*		47		*		*		47		*		*		47	
1:45	*	*	*	*	50	210	*	*	*	*	50	210	*	*	*	*	50	210
2:00	*		*		63		*		*		63		*		*		63	
2:15	*		*		37		*		*		37		*		*		37	
2:30	*		*		50		*		*		50		*		*		50	
2:45	*	*	*	*	42	192	*	*	*	*	42	192	*	*	*	*	42	192
3:00	*		*		31		*		*		31		*		*		31	
3:15	*		*		28		*		*		28		*		*		28	
3:30	*		*		27		*		*		27		*		*		27	
3:45	*	*	*	*	16	102	*	*	*	*	16	102	*	*	*	*	16	102
4:00	*		*		18		*		*		18		*		*		18	
4:15	*		*		28		*		*		28		*		*		28	
4:30	*		*		43		*		*		43		*		*		43	
4:45	*	*	*	*	33	122	*	*	*	*	33	122	*	*	*	*	33	122
5:00	*		*		55		*		*		55		*		*		55	
5:15	*		*		54		*		*		54		*		*		54	
5:30	*		*		85		*		*		85		*		*		85	
5:45	*	*	*	*	104	298	*	*	*	*	104	298	*	*	*	*	104	298
6:00	*		*		145		*		*		145		*		*		145	
6:15	*		*		220		*		*		220		*		*		220	
6:30	*		*		228		*		*		228		*		*		228	
6:45	*	*	*	*	321	914	*	*	*	*	321	914	*	*	*	*	321	914
7:00	*		*		327		*		*		327		*		*		327	
7:15	*		*		381		*		*		381		*		*		381	
7:30	*		*		468		*		*		468		*		*		468	
7:45	*	*	*	*	449	1625	*	*	*	*	449	1625	*	*	*	*	449	1625
8:00	*		*		457		*		*		457		*		*		457	
8:15	*		*		424		*		*		424		*		*		424	
8:30	*		*		475		*		*		475		*		*		475	
8:45	*	*	*	*	445	1801	*	*	*	*	445	1801	*	*	*	*	445	1801
9:00	*		*		471		*		*		471		*		*		471	
9:15	*		*		472		*		*		472		*		*		472	
9:30	*		*		449		*		*		449		*		*		449	
9:45	*	*	*	*	452	1844	*	*	*	*	452	1844	*	*	*	*	452	1844
10:00	*		474		*		*		*		474		*		*		474	
10:15	*		459		*		*		*		459		*		*		459	
10:30	*		493		*		*		*		493		*		*		493	
10:45	*	*	490	1916	*	*	*	*	*	*	490	1916	*	*	*	*	490	1916
11:00	*		504		*		*		*		504		*		*		504	
11:15	*		496		*		*		*		496		*		*		496	
11:30	*		507		*		*		*		507		*		*		507	
11:45	*	*	501	2007	*	*	*	*	*	*	501	2007	*	*	*	*	501	2007
AM TOTALS	*		3913		7509		*		*		11434		*		*		11434	
PEAK HOUR BEGINS	*		11:00		8:30		*		*		11:00		*		*		11:00	
VOLUME	*		2007		1863		*		*		2007		*		*		2007	
PHF	*		0.99		0.98		*		*		0.99		*		*		0.99	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 734 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'W OF SW 27 AVE EAST&WESTBOUND
WEATHER: CLEAR
OPERATOR: CU

FILENAME: 97-0
TUESDAY 6 / 25 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	*		542		*		*		*		542		*		*		542	
12:15	*		474		*		*		*		474		*		*		474	
12:30	*		514		*		*		*		514		*		*		514	
12:45	*	*	523	2053	*	*	*	*	*	*	523	2053	*	*	*	*	523	2053
1:00	*		538		*		*		*		538		*		*		538	
1:15	*		547		*		*		*		547		*		*		547	
1:30	*		505		*		*		*		505		*		*		505	
1:45	*	*	498	2088	*	*	*	*	*	*	498	2088	*	*	*	*	498	2088
2:00	*		525		*		*		*		525		*		*		525	
2:15	*		456		*		*		*		456		*		*		456	
2:30	*		531		*		*		*		531		*		*		531	
2:45	*	*	488	2000	*	*	*	*	*	*	488	2000	*	*	*	*	488	2000
3:00	*		456		*		*		*		456		*		*		456	
3:15	*		473		*		*		*		473		*		*		473	
3:30	*		470		*		*		*		470		*		*		470	
3:45	*	*	470	1869	*	*	*	*	*	*	470	1869	*	*	*	*	470	1869
4:00	*		523		*		*		*		523		*		*		523	
4:15	*		506		*		*		*		506		*		*		506	
4:30	*		511		*		*		*		511		*		*		511	
4:45	*	*	502	2042	*	*	*	*	*	*	502	2042	*	*	*	*	502	2042
5:00	*		494		*		*		*		494		*		*		494	
5:15	*		517		*		*		*		517		*		*		517	
5:30	*		503		*		*		*		503		*		*		503	
5:45	*	*	507	2021	*	*	*	*	*	*	507	2021	*	*	*	*	507	2021
6:00	*		426		*		*		*		426		*		*		426	
6:15	*		484		*		*		*		484		*		*		484	
6:30	*		491		*		*		*		491		*		*		491	
6:45	*	*	442	1843	*	*	*	*	*	*	442	1843	*	*	*	*	442	1843
7:00	*		419		*		*		*		419		*		*		419	
7:15	*		407		*		*		*		407		*		*		407	
7:30	*		358		*		*		*		358		*		*		358	
7:45	*	*	343	1527	*	*	*	*	*	*	343	1527	*	*	*	*	343	1527
8:00	*		394		*		*		*		394		*		*		394	
8:15	*		351		*		*		*		351		*		*		351	
8:30	*		345		*		*		*		345		*		*		345	
8:45	*	*	321	1411	*	*	*	*	*	*	321	1411	*	*	*	*	321	1411
9:00	*		345		*		*		*		345		*		*		345	
9:15	*		340		*		*		*		340		*		*		340	
9:30	*		311		*		*		*		311		*		*		311	
9:45	*	*	345	1341	*	*	*	*	*	*	345	1341	*	*	*	*	345	1341
10:00	*		411		*		*		*		411		*		*		411	
10:15	*		318		*		*		*		318		*		*		318	
10:30	*		248		*		*		*		248		*		*		248	
10:45	*	*	228	1205	*	*	*	*	*	*	228	1205	*	*	*	*	228	1205
11:00	*		189		*		*		*		189		*		*		189	
11:15	*		206		*		*		*		206		*		*		206	
11:30	*		170		*		*		*		170		*		*		170	
11:45	*	*	153	718	*	*	*	*	*	*	153	718	*	*	*	*	153	718
PM TOTALS	*		20118		*		*		*		20118		*		*		20118	
PEAK HOUR BEGINS	*		12:30		*		*		*		12:30		*		*		12:30	
VOLUME	*		2122		*		*		*		2122		*		*		2122	
PHF	*		0.97		*		*		*		0.97		*		*		0.97	

TRANSPORT ANALYSIS PROFESSIONALS. INC.
HOURLY. 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 2609 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF LEJEUNE RD EAST&WESTBOUND
WEATHER: CLEAR
OPERATOR: CU

FILENAME: 1138-0
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	485	*	*	*	485	*	*	485
1	*	274	*	*	*	274	*	*	274
2	*	201	*	*	*	201	*	*	201
3	*	131	*	*	*	131	*	*	131
4	*	122	*	*	*	122	*	*	122
5	*	294	*	*	*	294	*	*	294
6	*	932	*	*	*	932	*	*	932
7	*	1581	*	*	*	1581	*	*	1581
8	*	1793	*	*	*	1793	*	*	1793
9	*	1923	*	*	*	1923	*	*	1923
10	1774	*	*	*	*	1774	*	*	1774
11	2028	*	*	*	*	2028	*	*	2028
PM									
12	2018	*	*	*	*	2018	*	*	2018
1	2041	*	*	*	*	2041	*	*	2041
2	1932	*	*	*	*	1932	*	*	1932
3	1932	*	*	*	*	1932	*	*	1932
4	2071	*	*	*	*	2071	*	*	2071
5	2112	*	*	*	*	2112	*	*	2112
6	1959	*	*	*	*	1959	*	*	1959
7	1731	*	*	*	*	1731	*	*	1731
8	1571	*	*	*	*	1571	*	*	1571
9	1569	*	*	*	*	1569	*	*	1569
10	1385	*	*	*	*	1385	*	*	1385
11	842	*	*	*	*	842	*	*	842
TOTALS	24965	7736	*	*	*	32701	*	*	32701
% AVG WKDAY	76	24	*	*	*				
% AVG DAY	76	24	*	*	*		*	*	
AM PEAK HR	11	9	*	*	*		*	*	
PEAK FLOW	2028	1923	*	*	*		*	*	
PM PEAK HR	5	*	*	*	*		*	*	
PEAK FLOW	2112	*	*	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 2609 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF LEJEUNE RD EAST&WESTBOUND
WEATHER: CLEAR
OPERATOR: CU

FILENAME: 1138-0
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		160		*		*		*		160		*		*		160	
12:15	*		140		*		*		*		140		*		*		140	
12:30	*		103		*		*		*		103		*		*		103	
12:45	*	*	82	485	*	*	*	*	*	*	82	485	*	*	*	*	82	485
1:00	*		70		*		*		*		70		*		*		70	
1:15	*		77		*		*		*		77		*		*		77	
1:30	*		62		*		*		*		62		*		*		62	
1:45	*	*	65	274	*	*	*	*	*	*	65	274	*	*	*	*	65	274
2:00	*		57		*		*		*		57		*		*		57	
2:15	*		59		*		*		*		59		*		*		59	
2:30	*		49		*		*		*		49		*		*		49	
2:45	*	*	36	201	*	*	*	*	*	*	36	201	*	*	*	*	36	201
3:00	*		42		*		*		*		42		*		*		42	
3:15	*		39		*		*		*		39		*		*		39	
3:30	*		27		*		*		*		27		*		*		27	
3:45	*	*	23	131	*	*	*	*	*	*	23	131	*	*	*	*	23	131
4:00	*		26		*		*		*		26		*		*		26	
4:15	*		24		*		*		*		24		*		*		24	
4:30	*		32		*		*		*		32		*		*		32	
4:45	*	*	40	122	*	*	*	*	*	*	40	122	*	*	*	*	40	122
5:00	*		49		*		*		*		49		*		*		49	
5:15	*		58		*		*		*		58		*		*		58	
5:30	*		74		*		*		*		74		*		*		74	
5:45	*	*	113	294	*	*	*	*	*	*	113	294	*	*	*	*	113	294
6:00	*		135		*		*		*		135		*		*		135	
6:15	*		202		*		*		*		202		*		*		202	
6:30	*		261		*		*		*		261		*		*		261	
6:45	*	*	334	932	*	*	*	*	*	*	334	932	*	*	*	*	334	932
7:00	*		344		*		*		*		344		*		*		344	
7:15	*		379		*		*		*		379		*		*		379	
7:30	*		436		*		*		*		436		*		*		436	
7:45	*	*	423	1581	*	*	*	*	*	*	423	1581	*	*	*	*	423	1581
8:00	*		425		*		*		*		425		*		*		425	
8:15	*		446		*		*		*		446		*		*		446	
8:30	*		483		*		*		*		483		*		*		483	
8:45	*	*	439	1793	*	*	*	*	*	*	439	1793	*	*	*	*	439	1793
9:00	*		505		*		*		*		505		*		*		505	
9:15	*		463		*		*		*		463		*		*		463	
9:30	*		484		*		*		*		484		*		*		484	
9:45	*	*	471	1923	*	*	*	*	*	*	471	1923	*	*	*	*	471	1923
10:00	352		*		*		*		*		352		*		*		352	
10:15	488		*		*		*		*		488		*		*		488	
10:30	470		*		*		*		*		470		*		*		470	
10:45	464	1774	*	*	*	*	*	*	*	*	464	1774	*	*	*	*	464	1774
11:00	492		*		*		*		*		492		*		*		492	
11:15	515		*		*		*		*		515		*		*		515	
11:30	488		*		*		*		*		488		*		*		488	
11:45	533	2028	*	*	*	*	*	*	*	*	533	2028	*	*	*	*	533	2028
AM TOTALS		3792		7734		*		*		*		11538		*		*		11538
PEAK HOUR BEGINS		11:00		9:00		*		*		*		11:00		*		*		11:00
VOLUME		2028		1923		*		*		*		2028		*		*		2028
PHF		0.95		0.95		*		*		*		0.95		*		*		0.95

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 2609 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF LEJEUNE RD EAST&WESTBOUND
WEATHER: CLEAR
OPERATOR: CU

FILENAME: 1138-0
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	502		*		*		*		*		502		*		*		502	
12:15	483		*		*		*		*		483		*		*		483	
12:30	511		*		*		*		*		511		*		*		511	
12:45	522	2018	*	*	*	*	*	*	*	*	522	2018	*	*	*	*	522	2018
1:00	506		*		*		*		*		506		*		*		506	
1:15	553		*		*		*		*		553		*		*		553	
1:30	482		*		*		*		*		482		*		*		482	
1:45	500	2041	*	*	*	*	*	*	*	*	500	2041	*	*	*	*	500	2041
2:00	466		*		*		*		*		466		*		*		466	
2:15	501		*		*		*		*		501		*		*		501	
2:30	468		*		*		*		*		468		*		*		468	
2:45	497	1932	*	*	*	*	*	*	*	*	497	1932	*	*	*	*	497	1932
3:00	465		*		*		*		*		465		*		*		465	
3:15	505		*		*		*		*		505		*		*		505	
3:30	470		*		*		*		*		470		*		*		470	
3:45	492	1932	*	*	*	*	*	*	*	*	492	1932	*	*	*	*	492	1932
4:00	500		*		*		*		*		500		*		*		500	
4:15	525		*		*		*		*		525		*		*		525	
4:30	495		*		*		*		*		495		*		*		495	
4:45	551	2071	*	*	*	*	*	*	*	*	551	2071	*	*	*	*	551	2071
5:00	518		*		*		*		*		518		*		*		518	
5:15	515		*		*		*		*		515		*		*		515	
5:30	550		*		*		*		*		550		*		*		550	
5:45	529	2112	*	*	*	*	*	*	*	*	529	2112	*	*	*	*	529	2112
6:00	517		*		*		*		*		517		*		*		517	
6:15	529		*		*		*		*		529		*		*		529	
6:30	472		*		*		*		*		472		*		*		472	
6:45	441	1959	*	*	*	*	*	*	*	*	441	1959	*	*	*	*	441	1959
7:00	462		*		*		*		*		462		*		*		462	
7:15	459		*		*		*		*		459		*		*		459	
7:30	430		*		*		*		*		430		*		*		430	
7:45	380	1731	*	*	*	*	*	*	*	*	380	1731	*	*	*	*	380	1731
8:00	409		*		*		*		*		409		*		*		409	
8:15	385		*		*		*		*		385		*		*		385	
8:30	413		*		*		*		*		413		*		*		413	
8:45	364	1571	*	*	*	*	*	*	*	*	364	1571	*	*	*	*	364	1571
9:00	368		*		*		*		*		368		*		*		368	
9:15	408		*		*		*		*		408		*		*		408	
9:30	407		*		*		*		*		407		*		*		407	
9:45	386	1569	*	*	*	*	*	*	*	*	386	1569	*	*	*	*	386	1569
10:00	390		*		*		*		*		390		*		*		390	
10:15	420		*		*		*		*		420		*		*		420	
10:30	282		*		*		*		*		282		*		*		282	
10:45	293	1385	*	*	*	*	*	*	*	*	293	1385	*	*	*	*	293	1385
11:00	252		*		*		*		*		252		*		*		252	
11:15	235		*		*		*		*		235		*		*		235	
11:30	185		*		*		*		*		185		*		*		185	
11:45	170	842	*	*	*	*	*	*	*	*	170	842	*	*	*	*	170	842
PM TOTALS	21163		*		*		*		*		21163		*		*		21163	
PEAK HOUR BEGINS	4:45		*		*		*		*		4:45		*		*		4:45	
VOLUME	2134		*		*		*		*		2134		*		*		2134	
PHF	0.97		*		*		*		*		0.97		*		*		0.97	

TRANSPORT ANALYSIS PROFESSIONALS, INC. PAGE 1
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 677 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200' EAST OF 72 AVE EASTBOUND FILENAME: 1139-3
WEATHER: CLEAR MONDAY 6 / 24 / 91
OPERATOR: DB

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	236	*	*	*	236	*	*	236
1	*	100	*	*	*	100	*	*	100
2	*	50	*	*	*	50	*	*	50
3	*	38	*	*	*	38	*	*	38
4	*	63	*	*	*	63	*	*	63
5	*	186	*	*	*	186	*	*	186
6	*	831	*	*	*	831	*	*	831
7	*	1945	*	*	*	1945	*	*	1945
8	*	2249	*	*	*	2249	*	*	2249
9	1927	*	*	*	*	1927	*	*	1927
10	1509	*	*	*	*	1509	*	*	1509
11	1536	*	*	*	*	1536	*	*	1536
PM									
12	1649	*	*	*	*	1649	*	*	1649
1	1670	*	*	*	*	1670	*	*	1670
2	1558	*	*	*	*	1558	*	*	1558
3	1467	*	*	*	*	1467	*	*	1467
4	1488	*	*	*	*	1488	*	*	1488
5	1485	*	*	*	*	1485	*	*	1485
6	1337	*	*	*	*	1337	*	*	1337
7	1219	*	*	*	*	1219	*	*	1219
8	1221	*	*	*	*	1221	*	*	1221
9	1126	*	*	*	*	1126	*	*	1126
10	717	*	*	*	*	717	*	*	717
11	435	*	*	*	*	435	*	*	435
TOTALS	20364	5698	*	*	*	26062	*	*	26062
% AVG WKDAY	78	22	*	*	*				
% AVG DAY	78	22	*	*	*		*	*	
AM PEAK HR	9	8	*	*	*		*	*	
PEAK FLOW	1927	2249	*	*	*		*	*	
PM PEAK HR	1	*	*	*	*		*	*	
PEAK FLOW	1670	*	*	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 677 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200' EAST OF 72 AVE EASTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1139-3
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		79		*		*		*		79		*		*		79	
12:15	*		71		*		*		*		71		*		*		71	
12:30	*		44		*		*		*		44		*		*		44	
12:45	*	*	42	236	*	*	*	*	*	*	42	236	*	*	*	*	42	236
1:00	*		30		*		*		*		30		*		*		30	
1:15	*		25		*		*		*		25		*		*		25	
1:30	*		26		*		*		*		26		*		*		26	
1:45	*	*	19	100	*	*	*	*	*	*	19	100	*	*	*	*	19	100
2:00	*		18		*		*		*		18		*		*		18	
2:15	*		13		*		*		*		13		*		*		13	
2:30	*		13		*		*		*		13		*		*		13	
2:45	*	*	6	50	*	*	*	*	*	*	6	50	*	*	*	*	6	50
3:00	*		8		*		*		*		8		*		*		8	
3:15	*		9		*		*		*		9		*		*		9	
3:30	*		9		*		*		*		9		*		*		9	
3:45	*	*	12	38	*	*	*	*	*	*	12	38	*	*	*	*	12	38
4:00	*		8		*		*		*		8		*		*		8	
4:15	*		12		*		*		*		12		*		*		12	
4:30	*		14		*		*		*		14		*		*		14	
4:45	*	*	29	63	*	*	*	*	*	*	29	63	*	*	*	*	29	63
5:00	*		20		*		*		*		20		*		*		20	
5:15	*		34		*		*		*		34		*		*		34	
5:30	*		44		*		*		*		44		*		*		44	
5:45	*	*	88	186	*	*	*	*	*	*	88	186	*	*	*	*	88	186
6:00	*		99		*		*		*		99		*		*		99	
6:15	*		159		*		*		*		159		*		*		159	
6:30	*		233		*		*		*		233		*		*		233	
6:45	*	*	340	831	*	*	*	*	*	*	340	831	*	*	*	*	340	831
7:00	*		341		*		*		*		341		*		*		341	
7:15	*		472		*		*		*		472		*		*		472	
7:30	*		574		*		*		*		574		*		*		574	
7:45	*	*	556	1945	*	*	*	*	*	*	556	1945	*	*	*	*	556	1945
8:00	*		607		*		*		*		607		*		*		607	
8:15	*		567		*		*		*		567		*		*		567	
8:30	*		546		*		*		*		546		*		*		546	
8:45	*	*	529	2249	*	*	*	*	*	*	529	2249	*	*	*	*	529	2249
9:00	596		*		*		*		*		596		*		*		596	
9:15	568		*		*		*		*		568		*		*		568	
9:30	380		*		*		*		*		380		*		*		380	
9:45	383	1927	*	*	*	*	*	*	*	*	383	1927	*	*	*	*	383	1927
10:00	370		*		*		*		*		370		*		*		370	
10:15	357		*		*		*		*		357		*		*		357	
10:30	356		*		*		*		*		356		*		*		356	
10:45	426	1509	*	*	*	*	*	*	*	*	426	1509	*	*	*	*	426	1509
11:00	342		*		*		*		*		342		*		*		342	
11:15	394		*		*		*		*		394		*		*		394	
11:30	411		*		*		*		*		411		*		*		411	
11:45	389	1536	*	*	*	*	*	*	*	*	389	1536	*	*	*	*	389	1536
AM TOTALS		4963		5695		*		*		*		10670		*		*		10670
PEAK HOUR BEGINS		9:00		7:30		*		*		*		7:30		*		*		7:30
VOLUME		1927		2306		*		*		*		2306		*		*		2306

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 677 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200' EAST OF 72 AVE EASTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1139-3
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	396		*		*		*		*		396		*		*		396	
12:15	406		*		*		*		*		406		*		*		406	
12:30	397		*		*		*		*		397		*		*		397	
12:45	450	1649	*	*	*	*	*	*	*	*	450	1649	*	*	*	*	450	1649
1:00	388		*		*		*		*		388		*		*		388	
1:15	446		*		*		*		*		446		*		*		446	
1:30	436		*		*		*		*		436		*		*		436	
1:45	400	1670	*	*	*	*	*	*	*	*	400	1670	*	*	*	*	400	1670
2:00	457		*		*		*		*		457		*		*		457	
2:15	400		*		*		*		*		400		*		*		400	
2:30	333		*		*		*		*		333		*		*		333	
2:45	366	1556	*	*	*	*	*	*	*	*	366	1556	*	*	*	*	366	1556
3:00	373		*		*		*		*		373		*		*		373	
3:15	345		*		*		*		*		345		*		*		345	
3:30	372		*		*		*		*		372		*		*		372	
3:45	397	1487	*	*	*	*	*	*	*	*	397	1487	*	*	*	*	397	1487
4:00	385		*		*		*		*		385		*		*		385	
4:15	359		*		*		*		*		359		*		*		359	
4:30	366		*		*		*		*		366		*		*		366	
4:45	378	1488	*	*	*	*	*	*	*	*	378	1488	*	*	*	*	378	1488
5:00	399		*		*		*		*		399		*		*		399	
5:15	369		*		*		*		*		369		*		*		369	
5:30	378		*		*		*		*		378		*		*		378	
5:45	339	1485	*	*	*	*	*	*	*	*	339	1485	*	*	*	*	339	1485
6:00	347		*		*		*		*		347		*		*		347	
6:15	337		*		*		*		*		337		*		*		337	
6:30	356		*		*		*		*		356		*		*		356	
6:45	297	1337	*	*	*	*	*	*	*	*	297	1337	*	*	*	*	297	1337
7:00	305		*		*		*		*		305		*		*		305	
7:15	316		*		*		*		*		316		*		*		316	
7:30	296		*		*		*		*		296		*		*		296	
7:45	302	1219	*	*	*	*	*	*	*	*	302	1219	*	*	*	*	302	1219
8:00	295		*		*		*		*		295		*		*		295	
8:15	289		*		*		*		*		289		*		*		289	
8:30	314		*		*		*		*		314		*		*		314	
8:45	323	1221	*	*	*	*	*	*	*	*	323	1221	*	*	*	*	323	1221
9:00	302		*		*		*		*		302		*		*		302	
9:15	315		*		*		*		*		315		*		*		315	
9:30	284		*		*		*		*		284		*		*		284	
9:45	225	1126	*	*	*	*	*	*	*	*	225	1126	*	*	*	*	225	1126
10:00	216		*		*		*		*		216		*		*		216	
10:15	188		*		*		*		*		188		*		*		188	
10:30	101		*		*		*		*		101		*		*		101	
10:45	152	717	*	*	*	*	*	*	*	*	152	717	*	*	*	*	152	717
11:00	133		*		*		*		*		133		*		*		133	
11:15	120		*		*		*		*		120		*		*		120	
11:30	95		*		*		*		*		95		*		*		95	
11:45	87	435	*	*	*	*	*	*	*	*	87	435	*	*	*	*	87	435
TOTALS	15392		*		*		*		*		15392		*		*		15392	
PEAK HOUR BEGINS	1:15		*		*		*		*		1:15		*		*		1:15	
VOLUME	1739		*		*		*		*		1739		*		*		1739	
PHF	0.95		*		*		*		*		0.95		*		*		0.95	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 679 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF SR 826 WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1139-7
WEDNESDAY 6 / 26 / 91

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	*	*	308	*	308	*	*	308
1	*	*	*	156	*	156	*	*	156
2	*	*	*	96	*	96	*	*	96
3	*	*	*	66	*	66	*	*	66
4	*	*	*	48	*	48	*	*	48
5	*	*	*	169	*	169	*	*	169
6	*	*	*	512	*	512	*	*	512
7	*	*	*	860	*	860	*	*	860
8	*	*	*	995	*	995	*	*	995
9	*	*	*	1096	*	1096	*	*	1096
10	*	*	*	1199	*	1199	*	*	1199
11	*	*	1429	*	*	1429	*	*	1429
PM									
12	*	*	1581	*	*	1581	*	*	1581
1	*	*	1638	*	*	1638	*	*	1638
2	*	*	1438	*	*	1438	*	*	1438
3	*	*	1678	*	*	1678	*	*	1678
4	*	*	1917	*	*	1917	*	*	1917
5	*	*	1970	*	*	1970	*	*	1970
6	*	*	1891	*	*	1891	*	*	1891
7	*	*	1354	*	*	1354	*	*	1354
8	*	*	1100	*	*	1100	*	*	1100
9	*	*	977	*	*	977	*	*	977
10	*	*	812	*	*	812	*	*	812
11	*	*	492	*	*	492	*	*	492
TOTALS	*	*	18277	5505	*	23782	*	*	23782
% AVG WKDAY	*	*	77	23	*				
% AVG DAY	*	*	77	23	*		*	*	
AM PEAK HR	*	*	11	10	*		*	*	
PEAK FLOW	*	*	1429	1199	*		*	*	
PM PEAK HR	*	*	5	*	*		*	*	
PEAK FLOW	*	*	1970	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 679 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF SR 826 WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1139-7
WEDNESDAY 6 / 26 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		*		*		104		*		104		*		*		104	
12:15	*		*		*		82		*		82		*		*		82	
12:30	*		*		*		67		*		67		*		*		67	
12:45	*	*	*	*	*	*	55	308	*	*	55	308	*	*	*	*	55	308
1:00	*		*		*		50		*		50		*		*		50	
1:15	*		*		*		43		*		43		*		*		43	
1:30	*		*		*		37		*		37		*		*		37	
1:45	*	*	*	*	*	*	26	156	*	*	26	156	*	*	*	*	26	156
2:00	*		*		*		33		*		33		*		*		33	
2:15	*		*		*		22		*		22		*		*		22	
2:30	*		*		*		24		*		24		*		*		24	
2:45	*	*	*	*	*	*	17	96	*	*	17	96	*	*	*	*	17	96
3:00	*		*		*		22		*		22		*		*		22	
3:15	*		*		*		16		*		16		*		*		16	
3:30	*		*		*		13		*		13		*		*		13	
3:45	*	*	*	*	*	*	15	66	*	*	15	66	*	*	*	*	15	66
4:00	*		*		*		14		*		14		*		*		14	
4:15	*		*		*		16		*		16		*		*		16	
4:30	*		*		*		7		*		7		*		*		7	
4:45	*	*	*	*	*	*	11	48	*	*	11	48	*	*	*	*	11	48
5:00	*		*		*		31		*		31		*		*		31	
5:15	*		*		*		38		*		38		*		*		38	
5:30	*		*		*		48		*		48		*		*		48	
5:45	*	*	*	*	*	*	52	169	*	*	52	169	*	*	*	*	52	169
6:00	*		*		*		77		*		77		*		*		77	
6:15	*		*		*		102		*		102		*		*		102	
6:30	*		*		*		154		*		154		*		*		154	
6:45	*	*	*	*	*	*	179	512	*	*	179	512	*	*	*	*	179	512
7:00	*		*		*		187		*		187		*		*		187	
7:15	*		*		*		191		*		191		*		*		191	
7:30	*		*		*		230		*		230		*		*		230	
7:45	*	*	*	*	*	*	252	860	*	*	252	860	*	*	*	*	252	860
8:00	*		*		*		212		*		212		*		*		212	
8:15	*		*		*		272		*		272		*		*		272	
8:30	*		*		*		240		*		240		*		*		240	
8:45	*	*	*	*	*	*	271	995	*	*	271	995	*	*	*	*	271	995
9:00	*		*		*		260		*		260		*		*		260	
9:15	*		*		*		259		*		259		*		*		259	
9:30	*		*		*		285		*		285		*		*		285	
9:45	*	*	*	*	*	*	292	1096	*	*	292	1096	*	*	*	*	292	1096
10:00	*		*		*		281		*		281		*		*		281	
10:15	*		*		*		320		*		320		*		*		320	
10:30	*		*		*		303		*		303		*		*		303	
10:45	*	*	*	*	*	*	295	1199	*	*	295	1199	*	*	*	*	295	1199
11:00	*		*		320		*		*		320		*		*		320	
11:15	*		*		360		*		*		360		*		*		360	
11:30	*		*		380		*		*		380		*		*		380	
11:45	*	*	*	*	369	1429	*	*	*	*	369	1429	*	*	*	*	369	1429
AM TOTALS	*		*		1418		5504		*		6934		*		*		6934	
PEAK HOUR BEGINS	*		*		11:00		10:00		*		11:00		*		*		11:00	
VOLUME	*		*		1429		1199		*		1429		*		*		1429	
PHF	*		*		0.94		0.94		*		0.94		*		*		0.94	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 679 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF SR 826 WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1139-7
WEDNESDAY 6 / 26 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	*		*		398		*		*		398		*		*		398	
12:15	*		*		391		*		*		391		*		*		391	
12:30	*		*		373		*		*		373		*		*		373	
12:45	*	*	*	*	419	1581	*	*	*	*	419	1581	*	*	*	*	419	1581
1:00	*		*		419		*		*		419		*		*		419	
1:15	*		*		397		*		*		397		*		*		397	
1:30	*		*		408		*		*		408		*		*		408	
1:45	*	*	*	*	414	1638	*	*	*	*	414	1638	*	*	*	*	414	1638
2:00	*		*		355		*		*		355		*		*		355	
2:15	*		*		373		*		*		373		*		*		373	
2:30	*		*		333		*		*		333		*		*		333	
2:45	*	*	*	*	377	1438	*	*	*	*	377	1438	*	*	*	*	377	1438
3:00	*		*		419		*		*		419		*		*		419	
3:15	*		*		440		*		*		440		*		*		440	
3:30	*		*		446		*		*		446		*		*		446	
3:45	*	*	*	*	373	1678	*	*	*	*	373	1678	*	*	*	*	373	1678
4:00	*		*		509		*		*		509		*		*		509	
4:15	*		*		481		*		*		481		*		*		481	
4:30	*		*		438		*		*		438		*		*		438	
4:45	*	*	*	*	489	1917	*	*	*	*	489	1917	*	*	*	*	489	1917
5:00	*		*		441		*		*		441		*		*		441	
5:15	*		*		491		*		*		491		*		*		491	
5:30	*		*		528		*		*		528		*		*		528	
5:45	*	*	*	*	510	1970	*	*	*	*	510	1970	*	*	*	*	510	1970
6:00	*		*		483		*		*		483		*		*		483	
6:15	*		*		521		*		*		521		*		*		521	
6:30	*		*		451		*		*		451		*		*		451	
6:45	*	*	*	*	436	1891	*	*	*	*	436	1891	*	*	*	*	436	1891
7:00	*		*		350		*		*		350		*		*		350	
7:15	*		*		356		*		*		356		*		*		356	
7:30	*		*		333		*		*		333		*		*		333	
7:45	*	*	*	*	315	1354	*	*	*	*	315	1354	*	*	*	*	315	1354
8:00	*		*		290		*		*		290		*		*		290	
8:15	*		*		271		*		*		271		*		*		271	
8:30	*		*		265		*		*		265		*		*		265	
8:45	*	*	*	*	274	1100	*	*	*	*	274	1100	*	*	*	*	274	1100
9:00	*		*		252		*		*		252		*		*		252	
9:15	*		*		228		*		*		228		*		*		228	
9:30	*		*		224		*		*		224		*		*		224	
9:45	*	*	*	*	273	977	*	*	*	*	273	977	*	*	*	*	273	977
10:00	*		*		228		*		*		228		*		*		228	
10:15	*		*		246		*		*		246		*		*		246	
10:30	*		*		191		*		*		191		*		*		191	
10:45	*	*	*	*	147	812	*	*	*	*	147	812	*	*	*	*	147	812
11:00	*		*		136		*		*		136		*		*		136	
11:15	*		*		136		*		*		136		*		*		136	
11:30	*		*		124		*		*		124		*		*		124	
11:45	*	*	*	*	96	492	*	*	*	*	96	492	*	*	*	*	96	492
PM TOTALS		*		*		16848		*		*		16848		*		*		16848
PEAK HOUR BEGINS		*		*		5:30		*		*		5:30		*		*		5:30
VOLUME		*		*		2042		*		*		2042		*		*		2042
PHF		*		*		0.97		*		*		0.97		*		*		0.97

TRANSPORT ANALYSIS PROFESSIONALS, INC. PAGE 1
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1066 GK 638 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF NW 72 AVE EASTBOUND FILENAME: 1140-3
WEATHER: CLEAR MONDAY 6 / 24 / 91
OPERATOR: DB

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	244	*	*	*	244	*	*	244
1	*	96	*	*	*	96	*	*	96
2	*	50	*	*	*	50	*	*	50
3	*	42	*	*	*	42	*	*	42
4	*	63	*	*	*	63	*	*	63
5	*	154	*	*	*	154	*	*	154
6	*	656	*	*	*	656	*	*	656
7	*	1613	*	*	*	1613	*	*	1613
8	*	1811	*	*	*	1811	*	*	1811
9	*	1412	*	*	*	1412	*	*	1412
10	*	1385	*	*	*	1385	*	*	1385
11	1360	*	*	*	*	1360	*	*	1360
PM									
12	1528	*	*	*	*	1528	*	*	1528
1	1494	*	*	*	*	1494	*	*	1494
2	1345	*	*	*	*	1345	*	*	1345
3	1636	*	*	*	*	1636	*	*	1636
4	1632	*	*	*	*	1632	*	*	1632
5	1692	*	*	*	*	1692	*	*	1692
6	1355	*	*	*	*	1355	*	*	1355
7	1102	*	*	*	*	1102	*	*	1102
8	1054	*	*	*	*	1054	*	*	1054
9	966	*	*	*	*	966	*	*	966
10	676	*	*	*	*	676	*	*	676
11	441	*	*	*	*	441	*	*	441
TOTALS	16281	7526	*	*	*	23807	*	*	23807
% AVG WKDAY	68	32	*	*	*				
% AVG DAY	68	32	*	*	*		*	*	
AM PEAK HR	11	8	*	*	*		*	*	
PEAK FLOW	1360	1811	*	*	*		*	*	
PM PEAK HR	5	*	*	*	*		*	*	
PEAK FLOW	1692	*	*	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 638 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF NW 72 AVE EASTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1140-3
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		83		*		*		*		83		*		*		83	
12:15	*		64		*		*		*		64		*		*		64	
12:30	*		45		*		*		*		45		*		*		45	
12:45	*	*	52	244	*	*	*	*	*	*	52	244	*	*	*	*	52	244
1:00	*		37		*		*		*		37		*		*		37	
1:15	*		26		*		*		*		26		*		*		26	
1:30	*		17		*		*		*		17		*		*		17	
1:45	*	*	16	96	*	*	*	*	*	*	16	96	*	*	*	*	16	96
2:00	*		11		*		*		*		11		*		*		11	
2:15	*		21		*		*		*		21		*		*		21	
2:30	*		6		*		*		*		6		*		*		6	
2:45	*	*	12	50	*	*	*	*	*	*	12	50	*	*	*	*	12	50
3:00	*		9		*		*		*		9		*		*		9	
3:15	*		12		*		*		*		12		*		*		12	
3:30	*		12		*		*		*		12		*		*		12	
3:45	*	*	9	42	*	*	*	*	*	*	9	42	*	*	*	*	9	42
4:00	*		8		*		*		*		8		*		*		8	
4:15	*		10		*		*		*		10		*		*		10	
4:30	*		20		*		*		*		20		*		*		20	
4:45	*	*	25	63	*	*	*	*	*	*	25	63	*	*	*	*	25	63
5:00	*		21		*		*		*		21		*		*		21	
5:15	*		29		*		*		*		29		*		*		29	
5:30	*		46		*		*		*		46		*		*		46	
5:45	*	*	58	154	*	*	*	*	*	*	58	154	*	*	*	*	58	154
6:00	*		85		*		*		*		85		*		*		85	
6:15	*		128		*		*		*		128		*		*		128	
6:30	*		180		*		*		*		180		*		*		180	
6:45	*	*	263	656	*	*	*	*	*	*	263	656	*	*	*	*	263	656
7:00	*		310		*		*		*		310		*		*		310	
7:15	*		400		*		*		*		400		*		*		400	
7:30	*		477		*		*		*		477		*		*		477	
7:45	*	*	426	1613	*	*	*	*	*	*	426	1613	*	*	*	*	426	1613
8:00	*		479		*		*		*		479		*		*		479	
8:15	*		506		*		*		*		506		*		*		506	
8:30	*		427		*		*		*		427		*		*		427	
8:45	*	*	399	1811	*	*	*	*	*	*	399	1811	*	*	*	*	399	1811
9:00	*		342		*		*		*		342		*		*		342	
9:15	*		381		*		*		*		381		*		*		381	
9:30	*		370		*		*		*		370		*		*		370	
9:45	*	*	319	1412	*	*	*	*	*	*	319	1412	*	*	*	*	319	1412
10:00	*		345		*		*		*		345		*		*		345	
10:15	*		337		*		*		*		337		*		*		337	
10:30	*		369		*		*		*		369		*		*		369	
10:45	*	*	334	1385	*	*	*	*	*	*	334	1385	*	*	*	*	334	1385
11:00	344		*		*		*		*		344		*		*		344	
11:15	331		*		*		*		*		331		*		*		331	
11:30	329		*		*		*		*		329		*		*		329	
11:45	356	1360	*	*	*	*	*	*	*	*	356	1360	*	*	*	*	356	1360
AM TOTALS		1349		7525		*		*		*		8886		*		*		8886
PEAK HOUR BEGINS		11:00		7:30		*		*		*		7:30		*		*		7:30
VOLUME		1360		1888		*		*		*		1888		*		*		1888
PHF		0.96		0.93		*		*		*		0.93		*		*		0.93

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 638 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 200'E OF NW 72 AVE EASTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1140-3
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	357		*		*		*		*		357		*		*		357	
12:15	353		*		*		*		*		353		*		*		353	
12:30	399		*		*		*		*		399		*		*		399	
12:45	419	1528	*	*	*	*	*	*	*	*	419	1528	*	*	*	*	419	1528
1:00	374		*		*		*		*		374		*		*		374	
1:15	370		*		*		*		*		370		*		*		370	
1:30	376		*		*		*		*		376		*		*		376	
1:45	374	1494	*	*	*	*	*	*	*	*	374	1494	*	*	*	*	374	1494
2:00	353		*		*		*		*		353		*		*		353	
2:15	346		*		*		*		*		346		*		*		346	
2:30	301		*		*		*		*		301		*		*		301	
2:45	345	1345	*	*	*	*	*	*	*	*	345	1345	*	*	*	*	345	1345
3:00	422		*		*		*		*		422		*		*		422	
3:15	398		*		*		*		*		398		*		*		398	
3:30	391		*		*		*		*		391		*		*		391	
3:45	425	1636	*	*	*	*	*	*	*	*	425	1636	*	*	*	*	425	1636
4:00	392		*		*		*		*		392		*		*		392	
4:15	416		*		*		*		*		416		*		*		416	
4:30	391		*		*		*		*		391		*		*		391	
4:45	433	1632	*	*	*	*	*	*	*	*	433	1632	*	*	*	*	433	1632
5:00	430		*		*		*		*		430		*		*		430	
5:15	448		*		*		*		*		448		*		*		448	
5:30	402		*		*		*		*		402		*		*		402	
5:45	412	1692	*	*	*	*	*	*	*	*	412	1692	*	*	*	*	412	1692
6:00	377		*		*		*		*		377		*		*		377	
6:15	377		*		*		*		*		377		*		*		377	
6:30	306		*		*		*		*		306		*		*		306	
6:45	295	1355	*	*	*	*	*	*	*	*	295	1355	*	*	*	*	295	1355
7:00	265		*		*		*		*		265		*		*		265	
7:15	293		*		*		*		*		293		*		*		293	
7:30	272		*		*		*		*		272		*		*		272	
7:45	272	1102	*	*	*	*	*	*	*	*	272	1102	*	*	*	*	272	1102
8:00	275		*		*		*		*		275		*		*		275	
8:15	267		*		*		*		*		267		*		*		267	
8:30	236		*		*		*		*		236		*		*		236	
8:45	276	1054	*	*	*	*	*	*	*	*	276	1054	*	*	*	*	276	1054
9:00	265		*		*		*		*		265		*		*		265	
9:15	248		*		*		*		*		248		*		*		248	
9:30	220		*		*		*		*		220		*		*		220	
9:45	233	966	*	*	*	*	*	*	*	*	233	966	*	*	*	*	233	966
10:00	213		*		*		*		*		213		*		*		213	
10:15	201		*		*		*		*		201		*		*		201	
10:30	140		*		*		*		*		140		*		*		140	
10:45	122	676	*	*	*	*	*	*	*	*	122	676	*	*	*	*	122	676
11:00	129		*		*		*		*		129		*		*		129	
11:15	119		*		*		*		*		119		*		*		119	
11:30	102		*		*		*		*		102		*		*		102	
11:45	91	441	*	*	*	*	*	*	*	*	91	441	*	*	*	*	91	441
PM TOTALS	14921		*		*		*		*		14921		*		*		14921	
PEAK HOUR BEGINS	4:45		*		*		*		*		4:45		*		*		4:45	
VOLUME	1713		*		*		*		*		1713		*		*		1713	
PHF	0.96		*		*		*		*		0.96		*		*		0.96	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 626 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 400' WEST OF 72 AVE WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1140-7
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24	TUESDAY 25	WEDNESDAY 26	THURSDAY 27	FRIDAY 28	WEEKDAY AVERAGE	SATURDAY 29	SUNDAY 30	7 DAY AVERAGE
AM									
12	*	205	*	*	*	205	*	*	205
1	*	102	*	*	*	102	*	*	102
2	*	59	*	*	*	59	*	*	59
3	*	47	*	*	*	47	*	*	47
4	*	38	*	*	*	38	*	*	38
5	*	154	*	*	*	154	*	*	154
6	*	544	*	*	*	544	*	*	544
7	*	855	*	*	*	855	*	*	855
8	*	1044	*	*	*	1044	*	*	1044
9	860	*	*	*	*	860	*	*	860
10	968	*	*	*	*	968	*	*	968
11	915	*	*	*	*	915	*	*	915
PM									
12	1180	*	*	*	*	1180	*	*	1180
1	1213	*	*	*	*	1213	*	*	1213
2	1167	*	*	*	*	1167	*	*	1167
3	1203	*	*	*	*	1203	*	*	1203
4	1291	*	*	*	*	1291	*	*	1291
5	1371	*	*	*	*	1371	*	*	1371
6	1473	*	*	*	*	1473	*	*	1473
7	1042	*	*	*	*	1042	*	*	1042
8	830	*	*	*	*	830	*	*	830
9	694	*	*	*	*	694	*	*	694
10	597	*	*	*	*	597	*	*	597
11	376	*	*	*	*	376	*	*	376
TOTALS	15180	3048	*	*	*	18228	*	*	18228
% AVG WKDAY	83	17	*	*	*				
% AVG DAY	83	17	*	*	*		*	*	
AM PEAK HR	10	8	*	*	*		*	*	
PEAK FLOW	968	1044	*	*	*		*	*	
PM PEAK HR	6	*	*	*	*		*	*	
PEAK FLOW	1473	*	*	*	*		*	*	

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 626 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 400' WEST OF 72 AVE WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1140-7
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 AM	*		72		*		*		*		72		*		*		72	
12:15	*		59		*		*		*		59		*		*		59	
12:30	*		43		*		*		*		43		*		*		43	
12:45	*	*	31	205	*	*	*	*	*	*	31	205	*	*	*	*	31	205
1:00	*		28		*		*		*		28		*		*		28	
1:15	*		31		*		*		*		31		*		*		31	
1:30	*		26		*		*		*		26		*		*		26	
1:45	*	*	17	102	*	*	*	*	*	*	17	102	*	*	*	*	17	102
2:00	*		15		*		*		*		15		*		*		15	
2:15	*		11		*		*		*		11		*		*		11	
2:30	*		19		*		*		*		19		*		*		19	
2:45	*	*	14	59	*	*	*	*	*	*	14	59	*	*	*	*	14	59
3:00	*		17		*		*		*		17		*		*		17	
3:15	*		11		*		*		*		11		*		*		11	
3:30	*		10		*		*		*		10		*		*		10	
3:45	*	*	9	47	*	*	*	*	*	*	9	47	*	*	*	*	9	47
4:00	*		7		*		*		*		7		*		*		7	
4:15	*		11		*		*		*		11		*		*		11	
4:30	*		8		*		*		*		8		*		*		8	
4:45	*	*	12	38	*	*	*	*	*	*	12	38	*	*	*	*	12	38
5:00	*		22		*		*		*		22		*		*		22	
5:15	*		39		*		*		*		39		*		*		39	
5:30	*		39		*		*		*		39		*		*		39	
5:45	*	*	54	154	*	*	*	*	*	*	54	154	*	*	*	*	54	154
6:00	*		76		*		*		*		76		*		*		76	
6:15	*		115		*		*		*		115		*		*		115	
6:30	*		179		*		*		*		179		*		*		179	
6:45	*	*	174	544	*	*	*	*	*	*	174	544	*	*	*	*	174	544
7:00	*		190		*		*		*		190		*		*		190	
7:15	*		199		*		*		*		199		*		*		199	
7:30	*		219		*		*		*		219		*		*		219	
7:45	*	*	247	855	*	*	*	*	*	*	247	855	*	*	*	*	247	855
8:00	*		258		*		*		*		258		*		*		258	
8:15	*		264		*		*		*		264		*		*		264	
8:30	*		246		*		*		*		246		*		*		246	
8:45	*	*	276	1044	*	*	*	*	*	*	276	1044	*	*	*	*	276	1044
9:00	214		*		*		*		*		214		*		*		214	
9:15	206		*		*		*		*		206		*		*		206	
9:30	205		*		*		*		*		205		*		*		205	
9:45	235	860	*	*	*	*	*	*	*	*	235	860	*	*	*	*	235	860
10:00	272		*		*		*		*		272		*		*		272	
10:15	242		*		*		*		*		242		*		*		242	
10:30	229		*		*		*		*		229		*		*		229	
10:45	225	968	*	*	*	*	*	*	*	*	225	968	*	*	*	*	225	968
11:00	254		*		*		*		*		254		*		*		254	
11:15	223		*		*		*		*		223		*		*		223	
11:30	244		*		*		*		*		244		*		*		244	
11:45	194	915	*	*	*	*	*	*	*	*	194	915	*	*	*	*	194	915
AM TOTALS		2734		3045		*		*		*		5791		*		*		5791
PEAK HOUR BEGINS		9:45		8:00		*		*		*		8:00		*		*		8:00
VOLUME		978		1044		*		*		*		1044		*		*		1044
[illegible]		[illegible]		[illegible]		*		*		*		[illegible]		*		*		[illegible]

TRANSPORT ANALYSIS PROFESSIONALS, INC.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 1056 GK 626 CORRECTION FACTOR: 1.00
LOCATION: FLAGLER ST 400' WEST OF 72 AVE WESTBOUND
WEATHER: CLEAR
OPERATOR: DB

FILENAME: 1140-7
MONDAY 6 / 24 / 91

HOUR BEGINS	MONDAY 24		TUESDAY 25		WEDNESDAY 26		THURSDAY 27		FRIDAY 28		WEEKDAY AVERAGE		SATURDAY 29		SUNDAY 30		7 DAY AVERAGE	
12:00 PM	343		*		*		*		*		343		*		*		343	
12:15	243		*		*		*		*		243		*		*		243	
12:30	291		*		*		*		*		291		*		*		291	
12:45	303	1180	*	*	*	*	*	*	*	*	303	1180	*	*	*	*	303	1180
1:00	264		*		*		*		*		264		*		*		264	
1:15	333		*		*		*		*		333		*		*		333	
1:30	311		*		*		*		*		311		*		*		311	
1:45	305	1213	*	*	*	*	*	*	*	*	305	1213	*	*	*	*	305	1213
2:00	289		*		*		*		*		289		*		*		289	
2:15	305		*		*		*		*		305		*		*		305	
2:30	289		*		*		*		*		289		*		*		289	
2:45	284	1167	*	*	*	*	*	*	*	*	284	1167	*	*	*	*	284	1167
3:00	282		*		*		*		*		282		*		*		282	
3:15	274		*		*		*		*		274		*		*		274	
3:30	325		*		*		*		*		325		*		*		325	
3:45	322	1203	*	*	*	*	*	*	*	*	322	1203	*	*	*	*	322	1203
4:00	307		*		*		*		*		307		*		*		307	
4:15	332		*		*		*		*		332		*		*		332	
4:30	320		*		*		*		*		320		*		*		320	
4:45	332	1291	*	*	*	*	*	*	*	*	332	1291	*	*	*	*	332	1291
5:00	328		*		*		*		*		328		*		*		328	
5:15	335		*		*		*		*		335		*		*		335	
5:30	343		*		*		*		*		343		*		*		343	
5:45	365	1371	*	*	*	*	*	*	*	*	365	1371	*	*	*	*	365	1371
6:00	370		*		*		*		*		370		*		*		370	
6:15	361		*		*		*		*		361		*		*		361	
6:30	382		*		*		*		*		382		*		*		382	
6:45	360	1473	*	*	*	*	*	*	*	*	360	1473	*	*	*	*	360	1473
7:00	270		*		*		*		*		270		*		*		270	
7:15	252		*		*		*		*		252		*		*		252	
7:30	272		*		*		*		*		272		*		*		272	
7:45	248	1042	*	*	*	*	*	*	*	*	248	1042	*	*	*	*	248	1042
8:00	211		*		*		*		*		211		*		*		211	
8:15	209		*		*		*		*		209		*		*		209	
8:30	193		*		*		*		*		193		*		*		193	
8:45	217	830	*	*	*	*	*	*	*	*	217	830	*	*	*	*	217	830
9:00	177		*		*		*		*		177		*		*		177	
9:15	176		*		*		*		*		176		*		*		176	
9:30	184		*		*		*		*		184		*		*		184	
9:45	157	694	*	*	*	*	*	*	*	*	157	694	*	*	*	*	157	694
10:00	173		*		*		*		*		173		*		*		173	
10:15	157		*		*		*		*		157		*		*		157	
10:30	138		*		*		*		*		138		*		*		138	
10:45	129	597	*	*	*	*	*	*	*	*	129	597	*	*	*	*	129	597
11:00	100		*		*		*		*		100		*		*		100	
11:15	101		*		*		*		*		101		*		*		101	
11:30	84		*		*		*		*		84		*		*		84	
11:45	91	376	*	*	*	*	*	*	*	*	91	376	*	*	*	*	91	376
PM TOTALS	12437		*		*		*		*		12437		*		*		12437	
PEAK HOUR BEGINS	5:45		*		*		*		*		5:45		*		*		5:45	
VOLUME	1478		*		*		*		*		1478		*		*		1478	
PHF	0.97		*		*		*		*		0.97		*		*		0.97	

APPENDIX C

INTERSECTION PEAK PERIOD TURNING MOVEMENT COUNTS

TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1
N-S Street: NORTHWEST 42nd AVENUE
+W Street: WEST FLAGLER STREET
Operator : DON B & MARY B

PAGE: 1
FILE: FLAG042

Movements by: All Veh

DATE: 11/21/91

Time Begin	S'bnd RT	S'bnd THRU	S'bnd LT	W'bnd RT	W'bnd THRU	W'bnd LT	N'bnd RT	N'bnd THRU	N'bnd LT	E'bnd RT	E'bnd THRU	E'bnd LT	Vehicle Total
7:00 AM	21	342	33	18	132	18	19	328	6	14	192	45	1168
7:15	30	368	16	17	160	6	24	390	16	2	296	42	1367
7:30	36	402	27	16	209	9	24	422	18	6	300	38	1507
7:45	52	460	19	20	156	18	24	454	18	6	283	49	1559
HR TOTAL	139	1572	95	71	657	51	91	1594	58	28	1071	174	5601
8:00 AM	66	466	33	14	178	9	32	417	25	5	292	43	1580
8:15	36	481	22	18	172	8	20	425	23	8	283	39	1535
8:30	39	485	24	22	168	13	20	405	21	9	289	44	1539
8:45	31	478	26	28	157	11	29	381	28	3	298	47	1517
HR TOTAL	172	1910	105	82	675	41	101	1628	97	25	1162	173	6171
Break													
4:00 PM	59	465	48	24	311	26	12	254	17	50	209	18	1493
4:15	68	436	53	24	315	30	14	337	15	7	268	21	1588
4:30	102	533	44	18	297	25	14	346	14	17	245	14	1669
4:45	103	488	50	20	287	37	9	348	20	15	230	15	1622
HR TOTAL	332	1922	195	86	1210	118	49	1285	66	89	952	68	6372
5:00 PM	72	533	42	17	312	28	13	405	16	24	272	18	1752
5:15	95	554	46	22	292	31	17	430	15	15	255	10	1782
5:30	107	561	45	15	312	22	9	383	15	16	255	15	1755
5:45	87	548	52	12	312	22	10	393	16	3	259	15	1729
HR TOTAL	361	2196	185	66	1228	103	49	1611	62	58	1041	58	7018
TOTAL	1004	7600	580	305	3770	313	290	6118	283	200	4226	473	25162

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

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
S'bnd	5:00 PM	0.96	361	2196	185	2742	13	80	7
W'bnd	4:00 PM	0.96	86	1210	118	1414	6	86	8
N'bnd	7:30 AM	0.96	100	1718	84	1902	5	90	4
E'bnd	7:15 AM	0.99	19	1171	172	1362	1	86	13
			Entire Intersection						
S'bnd	5:00 PM	0.96	361	2196	185	2742	13	80	7
W'bnd		0.98	66	1228	103	1397	5	88	7
N'bnd		0.93	49	1611	62	1722	3	94	4
E'bnd		0.92	58	1041	58	1157	5	90	5

TRANSPORT ANALYSIS PROFESSIONALS, INC.

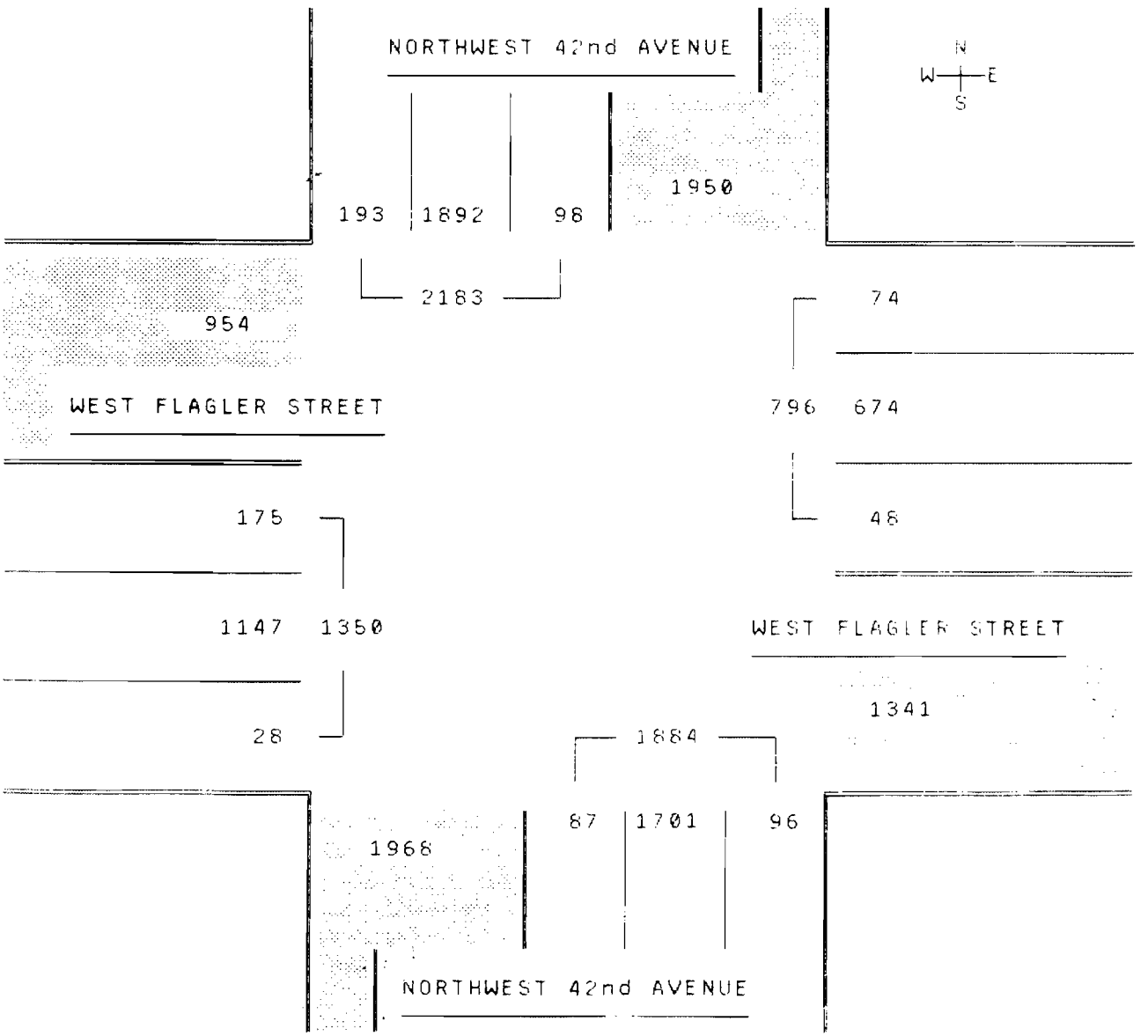
Reference.: 1010-1
N-S Street: NORTHWEST 42nd AVENUE
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B

Movements by: All Veh

PAGE: 1
FILE: FLAG042
DATE: 11/21/91

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
S'bnd	8:00 AM	0.97	172	1910	105	2187	8	87	5
W'bnd	7:30 AM	0.88	68	715	44	827	8	86	5
N'bnd	7:30 AM	0.96	100	1718	84	1902	5	90	4
E'bnd	7:15 AM	0.99	19	1171	172	1362	1	86	13
			Entire Intersection						
S'bnd	7:45 AM	0.97	193	1892	98	2183	9	87	4
W'bnd		0.98	74	674	48	796	9	85	6
N'bnd		0.95	96	1701	87	1884	5	90	5
E'bnd		0.99	28	1147	175	1350	2	85	13



TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1
N-S Street: NORTHWEST 42nd AVENUE
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B

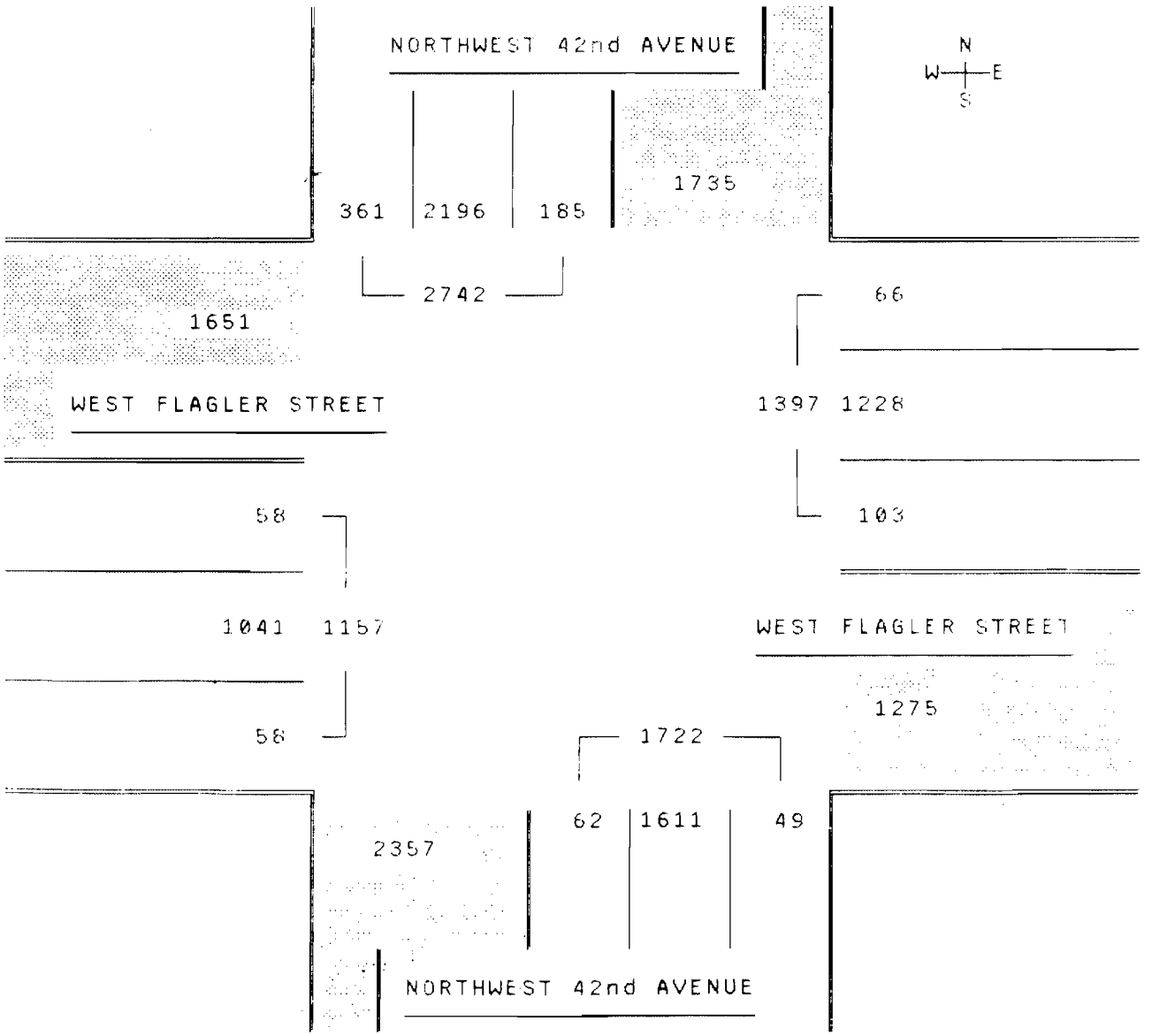
Movements by: All Veh

FILE: FLAG@42

DATE: 11/21/91

PEAK PERIOD ANALYSIS FOR THE PERIOD: 04:00 PM - 06:00 PM

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
S'bnd	5:00 PM	0.96	361	2196	185	2742	13	80	7
W'bnd	4:00 PM	0.96	86	1210	118	1414	6	86	8
N'bnd	5:00 PM	0.93	49	1611	62	1722	3	94	4
E'bnd	5:00 PM	0.92	58	1041	58	1157	5	90	5
Entire Intersection									
S'bnd	5:00 PM	0.96	361	2196	185	2742	13	80	7
W'bnd		0.98	66	1228	103	1397	5	88	7
N'bnd		0.93	49	1611	62	1722	3	94	4
E'bnd		0.92	58	1041	58	1157	5	90	5



TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1
N-S Street: NORTHWEST 27th AVENUE
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B

PAGE: 1
FILE: FLAG@27

Movements by: All Veh

DATE: 11/22/91

Time	S'bnd			W'bnd			N'bnd			E'bnd			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	11	148	73	27	126	18	20	189	32	23	173	20	860
7:15	16	185	64	32	139	29	30	217	44	25	217	33	1031
7:30	21	176	66	20	158	23	17	245	46	20	223	34	1049
7:45	18	222	74	23	166	28	26	211	57	50	208	29	1112
HR TOTAL	66	731	277	102	589	98	93	862	179	118	821	116	4052
8:00 AM	18	247	70	22	144	24	24	230	32	27	224	25	1087
8:15	18	205	51	27	152	30	31	245	25	30	213	38	1065
8:30	16	279	70	19	177	35	22	218	36	27	218	18	1135
8:45	13	252	53	25	186	23	18	177	49	25	233	26	1080
HR TOTAL	65	983	244	93	659	112	95	870	142	109	888	107	4367
Break													
4:00 PM	30	289	68	18	224	33	19	223	48	45	214	30	1241
4:15	37	290	40	15	253	30	23	237	61	39	185	41	1251
4:30	38	270	52	9	280	25	15	223	52	32	194	47	1237
4:45	28	278	73	19	235	34	26	235	51	32	181	32	1224
HR TOTAL	133	1127	233	61	992	122	83	918	212	148	774	150	4953
5:00 PM	52	315	61	24	247	32	10	279	54	45	199	36	1354
5:15	27	302	60	10	249	33	20	244	59	35	202	44	1285
5:30	43	307	49	25	271	24	13	229	61	59	212	35	1328
5:45	30	320	42	17	236	28	16	200	52	33	156	35	1165
HR TOTAL	152	1244	212	76	1003	117	59	952	226	172	769	150	5132
TOTAL	416	4085	966	332	3243	449	330	3602	759	547	3252	523	18504

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

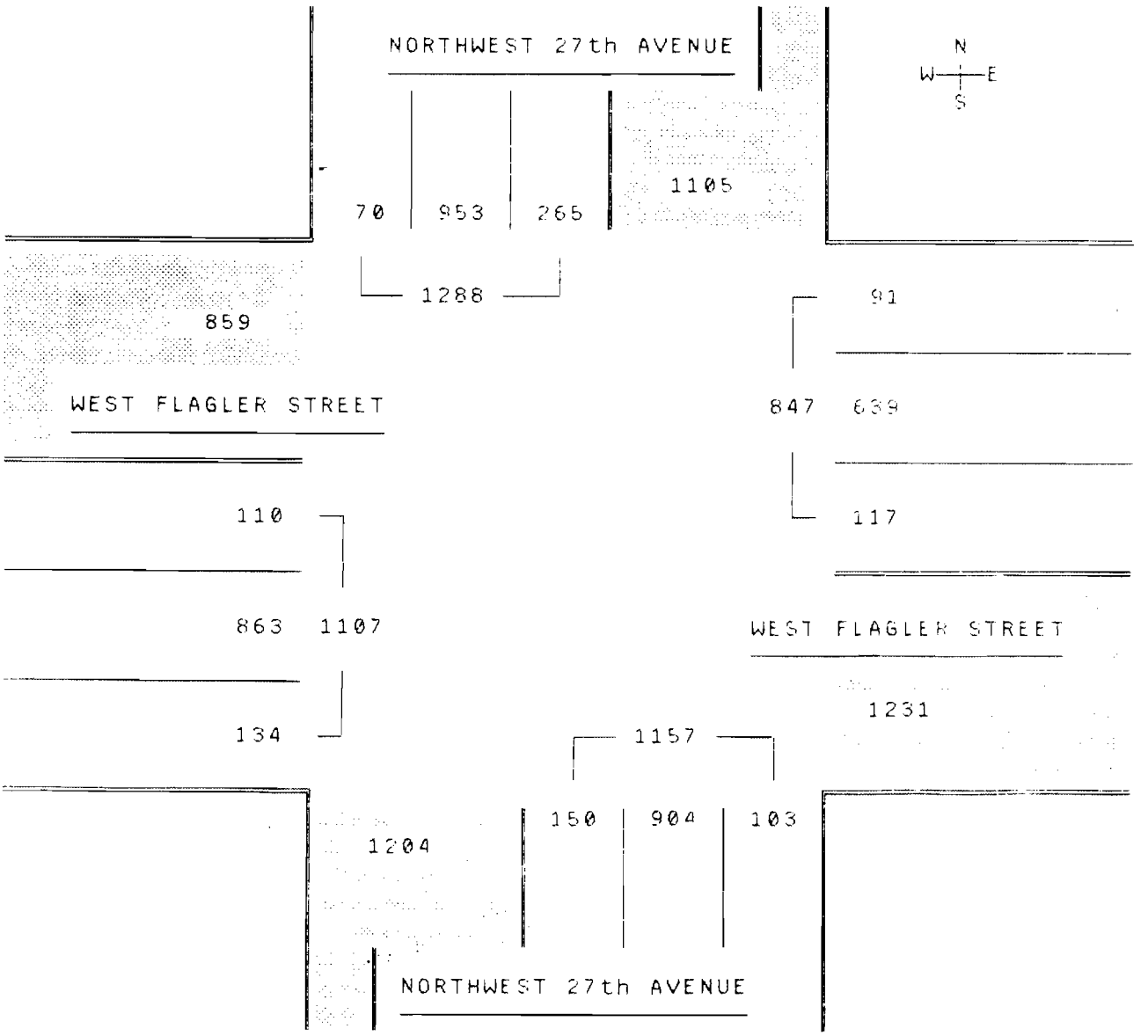
DIRECTION	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
S'bnd	5:00 PM	0.94	152	1244	212	1608	9	77	13
W'bnd	4:15 PM	0.96	67	1015	121	1203	6	84	10
N'bnd	4:45 PM	0.93	69	987	225	1281	5	77	18
E'bnd	7:30 AM	0.98	127	868	126	1121	11	77	11
			Entire Intersection						
S'bnd	4:45 PM	0.93	150	1202	243	1595	9	75	15
W'bnd		0.94	78	1002	123	1203	6	83	10
N'bnd		0.93	69	987	225	1281	5	77	18
E'bnd		0.91	171	794	147	1112	15	71	13

TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1 PAGE: 1
N-S Street: NORTHWEST 27th AVENUE FILE: FLAG027
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B Movements by: All Veh DATE: 11/22/91

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
S'bnd	8:00 AM	0.88	65	983	244	1292	5	76	19
W'bnd	8:00 AM	0.92	93	659	112	864	11	76	13
N'bnd	7:30 AM	0.97	98	931	160	1189	8	78	13
E'bnd	7:30 AM	0.98	127	868	126	1121	11	77	11
Entire Intersection									
S'bnd	7:45 AM	0.88	70	953	265	1288	5	74	21
W'bnd		0.92	91	639	117	847	11	75	14
N'bnd		0.96	103	904	150	1157	9	78	13
E'bnd		0.96	134	863	110	1107	12	78	10



TRANSPORT ANALYSIS PROFESSIONALS, INC.

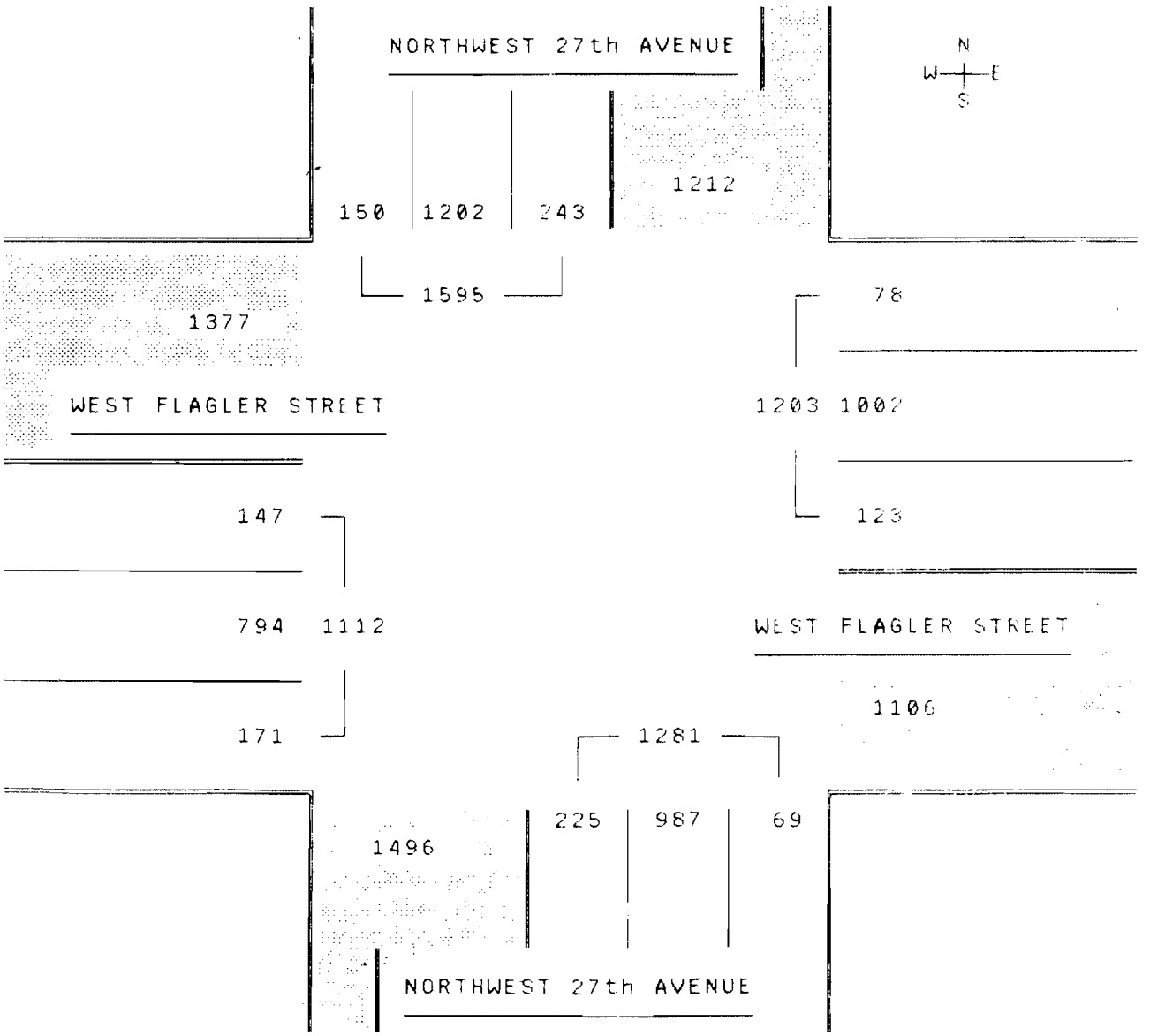
Reference.: 1010-1
N-S Street: NORTHWEST 27th AVENUE
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B

Movements by: All Veh

FILE: FLAG@27
DATE: 11/22/91

PEAK PERIOD ANALYSIS FOR THE PERIOD: 04:00 PM - 06:00 PM

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
S'bnd	5:00 PM	0.94	152	1244	212	1608	9	77	13
W'bnd	4:15 PM	0.96	67	1015	121	1203	6	84	10
N'bnd	4:45 PM	0.93	69	987	225	1281	5	77	18
E'bnd	4:45 PM	0.91	171	794	147	1112	15	71	13
Entire Intersection									
S'bnd	4:45 PM	0.93	150	1202	243	1595	9	75	15
W'bnd		0.94	78	1002	123	1203	6	83	10
N'bnd		0.93	69	987	225	1281	5	77	18
E'bnd		0.91	171	794	147	1112	15	71	13



TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1
N-S Street: NORTHWEST 67th AVENUE
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B

PAGE: 1
FILE: FLAG067

Movements by: All Veh

DATE: 11/25/91

Time	S'bnd			W'bnd			N'bnd			E'bnd			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	3	26	3	2	166	47	38	50	48	47	279	8	717
7:15	1	26	3	2	206	33	46	74	54	38	339	7	829
7:30	1	26	8	1	252	40	63	89	69	79	303	18	949
7:45	1	31	6	1	288	41	54	79	67	35	376	15	994
HR TOTAL	6	109	20	6	912	161	201	292	238	199	1297	48	3489
8:00 AM	1	39	6	2	236	28	60	71	68	34	403	19	967
8:15	2	36	3	0	249	26	56	73	77	31	316	14	883
8:30	3	30	12	13	250	41	59	68	77	25	362	10	950
8:45	2	38	6	1	258	26	53	89	84	37	323	11	928
HR TOTAL	8	143	27	16	993	121	228	301	306	127	1404	54	3728
Break													
4:00 PM	8	64	7	2	343	49	49	42	36	41	262	11	914
4:15	6	55	13	1	311	40	46	47	36	59	308	5	927
4:30	12	66	8	2	366	50	47	46	38	38	311	19	1003
4:45	11	62	11	0	349	46	55	45	37	57	268	7	948
HR TOTAL	37	247	39	5	1369	185	197	180	147	195	1149	42	3792
5:00 PM	17	59	2	0	373	63	42	38	33	75	305	14	1021
5:15	16	54	8	5	378	51	45	47	40	49	293	7	993
5:30	11	47	6	2	387	43	35	39	33	42	361	12	1018
5:45	12	32	7	0	403	53	40	37	9	37	301	13	944
HR TOTAL	56	192	23	7	1541	210	162	161	115	203	1260	46	3976
TOTAL	107	691	109	34	4815	677	788	934	806	724	5110	190	14985

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

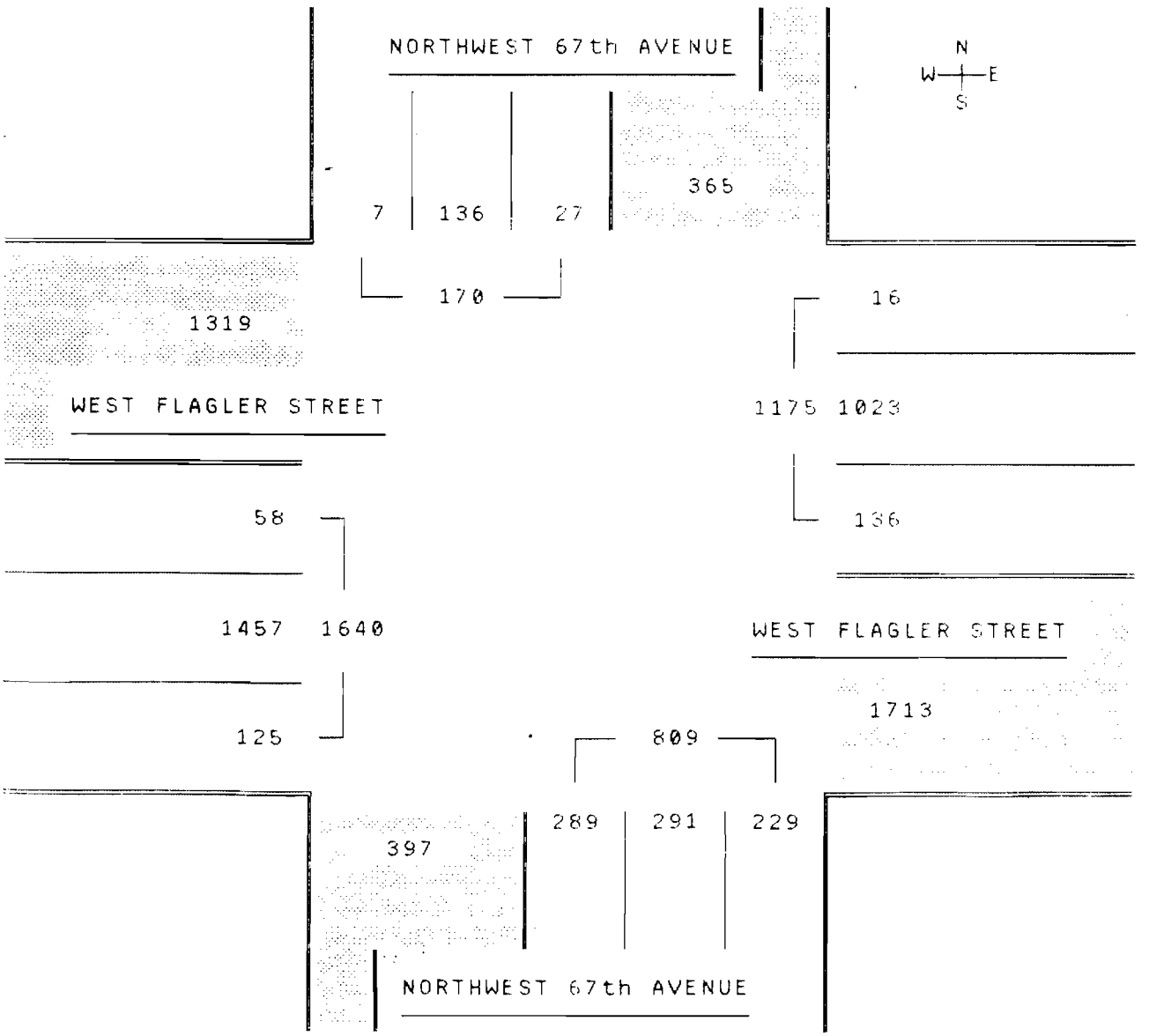
DIRECTION	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
S'bnd	4:30 PM	0.95	56	241	29	326	17	74	9
W'bnd	5:00 PM	0.96	7	1541	210	1758	0	88	12
N'bnd	8:00 AM	0.92	228	301	306	835	27	36	37
E'bnd	7:15 AM	0.91	186	1421	59	1666	11	85	4
			Entire Intersection						
S'bnd	4:45 PM	0.90	55	222	27	304	18	73	9
W'bnd		0.97	7	1487	203	1697	0	88	12
N'bnd		0.89	177	169	143	489	36	35	29
E'bnd		0.90	223	1227	40	1490	15	82	3

TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1 — PAGE: 1
N-S Street: NORTHWEST 67th AVENUE — FILE: FLAG067
-W Street: WEST FLAGLER STREET
perator : DON B & MARY B — Movements by: All Veh — DATE: 11/25/91

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
S'bnd	8:00 AM	0.97	8	143	27	178	4	80	15
W'bnd	7:45 AM	0.89	16	1023	136	1175	1	87	12
N'bnd	8:00 AM	0.92	228	301	306	835	27	36	37
E'bnd	7:15 AM	0.91	186	1421	59	1666	11	85	4
Entire Intersection									
S'bnd	7:45 AM	0.92	7	136	27	170	4	80	16
W'bnd		0.89	16	1023	136	1175	1	87	12
N'bnd		0.98	229	291	289	809	28	36	36
E'bnd		0.90	125	1457	58	1640	8	89	4

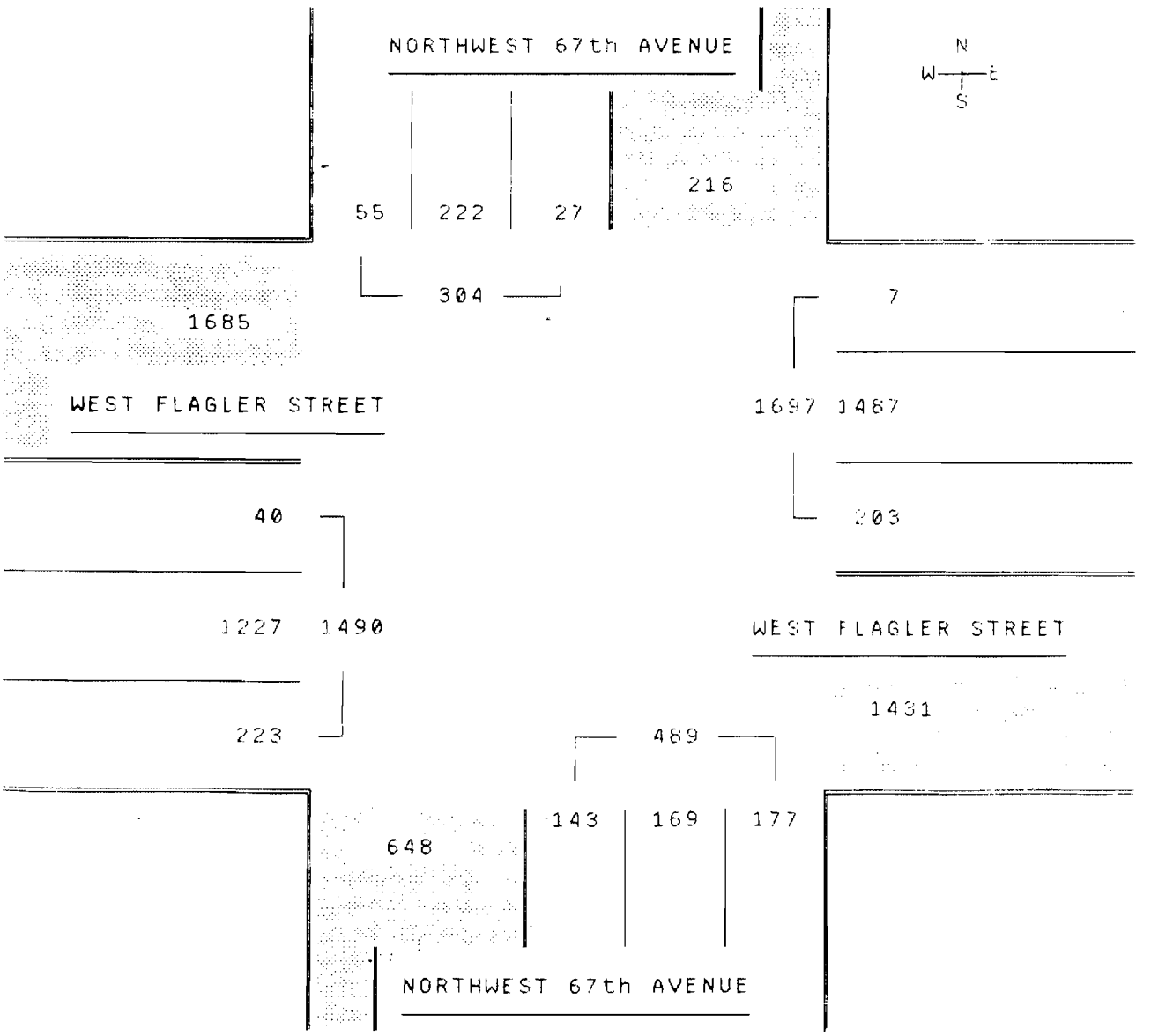


TRANSPORT ANALYSIS PROFESSIONALS, INC.

Reference.: 1010-1 PAGE: 1
N-S Street: NORTHWEST 67th AVENUE FILE: FLAG067
E-W Street: WEST FLAGLER STREET
Operator : DON B & MARY B Movements by: All Veh DATE: 11/25/91

PEAK PERIOD ANALYSIS FOR THE PERIOD: 04:00 PM - 06:00 PM

DIRECTION	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
S'bnd	4:30 PM	0.95	56	241	29	326	17	74	9
W'bnd	5:00 PM	0.96	7	1541	210	1758	0	88	12
N'bnd	4:00 PM	0.96	197	180	147	524	38	34	28
E'bnd	5:00 PM	0.91	203	1260	46	1509	13	83	3
			Entire Intersection						
S'bnd	4:45 PM	0.90	55	222	27	304	18	73	9
W'bnd		0.97	7	1487	203	1697	0	88	12
N'bnd		0.89	177	169	143	489	36	35	29
E'bnd		0.90	223	1227	40	1490	15	82	3



APPENDIX D

SIGNALIZED INTERSECTION LEVEL OF SERVICE ANALYSES

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....11/22/91
TIME.....AM
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	110	117	150	265	L	12.0	L	12.0	L	12.0	L	12.0	
TH	863	639	904	953	T	12.0	T	12.0	T	12.0	T	12.0	
RT	134	91	103	70	TR	12.0	TR	12.0	T	12.0	T	12.0	
RR	65	45	50	35		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.96	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.92	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.96	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.88	50	Y	20.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		6.0	41.0	0.0	0.0	GREEN		16.0	41.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.079	0.433	15.2	C	24.1	C
	TR	0.815	0.358	25.1	D		
WB	L	0.079	0.433	15.2	C	20.3	C
	TR	0.624	0.358	21.2	C		
NB	L	0.159	0.517	11.6	B	22.0	C
	T	0.774	0.358	23.9	C		
	R	0.106	0.358	16.6	C		
SB	L	0.511	0.517	15.8	C	25.5	D
	T	0.890	0.358	28.4	D		
	R	0.076	0.358	16.4	C		

INTERSECTION: DELAY = 23.3 (SEC/VEH) V/C = 0.735 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #1 RESTRICT PEAK E/W LEFT TURNS W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	150	265	: T	12.0	T	12.0	L	12.0	L	12.0	
TH	863	639	1014	1070	: TR	12.0	TR	12.0	T	12.0	T	12.0	
RT	134	91	103	70	:	12.0		12.0	T	12.0	T	12.0	
RR	65	45	50	35	:	12.0		12.0	R	12.0	R	12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. T	TYPE
EB	0.00	2.00	N	0	4	0.96	50	Y	26.5	3	
WB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3	
NB	0.00	2.00	N	0	2	0.96	50	Y	14.5	3	
SB	0.00	2.00	N	0	2	0.88	50	Y	14.5	3	

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	41.0	0.0	0.0	GREEN		16.0	50.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.815	0.358	25.1	D	25.1	D
WB	TR	0.624	0.358	21.2	C	21.2	C
NB	L	0.285	0.592	9.3	B	17.6	C
	T	0.718	0.433	19.0	C		
	R	0.087	0.433	12.9	B		
SB	L	0.568	0.592	13.5	B	20.0	C
	T	0.827	0.433	21.7	C		
	R	0.062	0.433	12.8	B		

INTERSECTION: DELAY = 20.6 (SEC/VEH) V/C = 0.779 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #2 REVERSIBLE FLOW W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	150	265	: T	12.0	T	12.0	L	12.0	L	12.0	
TH	863	639	1014	1070	: T	12.0	TR	12.0	T	12.0	T	12.0	
RT	134	91	103	70	: TR	12.0		12.0	T	12.0	T	12.0	
RR	65	45	50	35	:	12.0		12.0	R	12.0	R	12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.96	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.96	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.88	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	41.0	0.0	0.0	GREEN		16.0	50.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.567	0.358	20.3	C	20.3	C
WB	TR	0.624	0.358	21.2	C	21.2	C
NB	L	0.285	0.592	9.3	B	17.6	C
	T	0.718	0.433	19.0	C		
	R	0.087	0.433	12.9	B		
SB	L	0.568	0.592	13.5	B	20.0	C
	T	0.827	0.433	21.7	C		
	R	0.062	0.433	12.8	B		

INTERSECTION: DELAY = 19.6 (SEC/VEH) V/C = 0.707 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #3 WITH NO W/BND L/TURN & WITH W/BND GR/LOOP

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	110	0	150	265	LT	12.0	T	12.0	L	12.0	L	12.0	
TH	863	639	904	1070	T	12.0	TR	12.0	T	12.0	T	12.0	
RT	134	91	103	70	TR	12.0		12.0	T	12.0	T	12.0	
RR	65	45	50	35		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.96	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.92	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.96	50	Y	17.5		3
SB	0.00	2.00	N	0	2	0.88	50	Y	17.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	41.0	0.0	0.0	GREEN		16.0	50.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.816	0.358	24.8	C	24.8	C
WB	TR	0.624	0.358	21.2	C	21.2	C
NB	L	0.285	0.592	9.3	B	16.4	C
	T	0.640	0.433	17.8	C		
	R	0.087	0.433	12.9	B		
SB	L	0.382	0.592	10.3	B	19.4	C
	T	0.827	0.433	21.7	C		
	R	0.062	0.433	12.8	B		

INTERSECTION: DELAY = 20.3 (SEC/VEH) V/C = 0.749 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #4 WIHT E/W BND PERMISSIVE L/TURNS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	110	117	150	265	: LT	12.0	LT	12.0	L	12.0	L	12.0	
TH	863	639	904	953	: T	12.0	TR	12.0	T	12.0	T	12.0	
RT	134	91	103	70	: TR	12.0		12.0	T	12.0	T	12.0	
RR	65	45	50	35	:	12.0		12.0	R	12.0	R	12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.96	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.96	50	Y	17.5	3
SB	0.00	2.00	N	0	2	0.88	50	Y	17.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	46.0	0.0	0.0	GREEN		16.0	45.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.816	0.400	23.0	C	23.0	C
WB	LTR	1.111	0.400	78.5	F	78.5	F
NB	L	0.120	0.550	9.9	B	19.2	C
	T	0.708	0.392	20.9	C		
	R	0.097	0.392	14.9	B		
SB	L	0.454	0.550	13.2	B	21.1	C
	T	0.815	0.392	23.4	C		
	R	0.069	0.392	14.7	B		

INTERSECTION: DELAY = 32.0 (SEC/VEH) V/C = 0.879 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....11/22/91
TIME.....PM
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	147	123	225	243	L	12.0	L	12.0	L	12.0	L	12.0	
TH	794	1002	987	1202	T	12.0	T	12.0	T	12.0	T	12.0	
RT	171	78	69	150	TR	12.0	TR	12.0	T	12.0	T	12.0	
RR	85	38	33	75		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. T	TYPE
EB	0.00	2.00	N	0	4	0.91	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.94	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.93	50	Y	20.5		3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		7.0	38.0	0.0	0.0	GREEN		16.0	43.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.457	0.417	20.8	C	28.0	D
	TR	0.877	0.333	29.1	D		
WB	L	0.071	0.417	16.0	C	39.4	D
	TR	0.995	0.333	42.0	E		
NB	L	0.679	0.533	20.2	C	23.8	C
	T	0.834	0.375	24.9	C		
	R	0.072	0.375	15.6	C		
SB	L	0.501	0.533	14.8	B	37.9	D
	T	1.015	0.375	43.7	E		
	R	0.147	0.375	16.0	C		

INTERSECTION: DELAY = 32.6 (SEC/VEH) V/C = 0.903 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #1 RESTRICT PEAK E/W LEFT TURNS W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	225	243	: T	12.0	T	12.0	L	12.0	L	12.0	
TH	794	1002	1134	1325	: TR	12.0	TR	12.0	T	12.0	T	12.0	
RT	171	78	69	150	:	12.0		12.0	T	12.0	T	12.0	
RR	85	38	33	75	:	12.0		12.0	R	12.0	R	12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. T	TYPE
EB	0.00	2.00	N	0	4	0.91	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.94	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.93	50	Y	14.5		3
SB	0.00	2.00	N	0	2	0.93	50	Y	14.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	39.0	0.0	0.0	GREEN		16.0	52.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.856	0.342	27.6	D	27.6	D
WB	TR	0.970	0.342	37.3	D	37.3	D
NB	L	0.679	0.608	16.5	C	19.3	C
	T	0.798	0.450	20.1	C		
	R	0.060	0.450	12.0	B		
SB	L	0.672	0.608	16.2	C	24.5	C
	T	0.933	0.450	26.6	D		
	R	0.122	0.450	12.4	B		

INTERSECTION: DELAY = 26.3 (SEC/VEH) V/C = 0.904 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #2 REVERSIBLE FLOW W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	225	243	T	12.0	T	12.0	L	12.0	L	12.0	
TH	794	1002	1134	1325	TR	12.0	T	12.0	T	12.0	T	12.0	
RT	171	78	69	150		12.0	TR	12.0	T	12.0	T	12.0	
RR	85	38	33	75		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.91	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.94	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	39.0	0.0	0.0	GREEN		16.0	52.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.856	0.342	27.6	D	27.6	D
WB	TR	0.675	0.342	22.4	C	22.4	C
NB	L	0.679	0.608	16.5	C	19.3	C
	T	0.798	0.450	20.1	C		
	R	0.060	0.450	12.0	B		
SB	L	0.672	0.608	16.2	C	24.5	C
	T	0.933	0.450	26.6	D		
	R	0.122	0.450	12.4	B		

INTERSECTION: DELAY = 23.2 (SEC/VEH) V/C = 0.863 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #3 WITH NO E/BND L/TURN & WITH E/BND GR/LOOP

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	0	123	225	243	T	12.0	LT	12.0	L	12.0	L	12.0
TH	794	1002	1134	1202	T	12.0	T	12.0	T	12.0	T	12.0
RT	171	78	69	150		12.0	TR	12.0	T	12.0	T	12.0
RR	85	38	33	75		12.0		12.0	R	12.0	R	12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.91	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.94	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.93	50	Y	20.5		3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	42.0	0.0	0.0	GREEN		16.0	49.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	T	0.707	0.367	22.1	C	22.1	C
WB	LTR	0.947	0.367	32.0	D	32.0	D
NB	L	0.679	0.583	17.7	C	21.8	C
	T	0.845	0.425	22.8	C		
	R	0.063	0.425	13.2	B		
SB	L	0.688	0.583	18.2	C	23.6	C
	T	0.896	0.425	25.2	D		
	R	0.129	0.425	13.6	B		

INTERSECTION: DELAY = 24.9 (SEC/VEH) V/C = 0.881 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/27 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #4 WITH E/W BND PERMISSIVE L/TURNS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	147	123	225	243	LT 12.0		LT 12.0		L 12.0		L 12.0	
TH	794	1002	1134	1325	T 12.0		T 12.0		T 12.0		T 12.0	
RT	171	78	69	150	12.0		TR 12.0		T 12.0		T 12.0	
RR	85	38	33	75	12.0		12.0		R 12.0		R 12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.91	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.94	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	45.0	0.0	0.0	GREEN		16.0	46.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.714	0.392	*	*	*	*
	T	1.270	0.392	*	*		
WB	L	2.203	0.392	*	*	*	*
	TR	0.847	0.392	24.5	C		
NB	L	0.679	0.558	18.9	C	25.2	D
	T	0.898	0.400	26.7	D		
	R	0.067	0.400	14.3	B		
SB	L	0.705	0.558	20.2	C	45.3	E
	T	1.049	0.400	51.3	E		
	R	0.137	0.400	14.8	B		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 1.468 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....11/21/91
TIME.....AM
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	175	48	87	98	L	12.0	L	12.0	L	12.0	L	12.0	
TH	1147	674	1701	1892	T	12.0	T	12.0	T	12.0	T	12.0	
RT	28	74	96	193	TR	12.0	TR	12.0	T	12.0	T	12.0	
RR	13	35	45	90		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. TYPE T
EB	0.00	2.00	N	0	4	0.99	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.95	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.97	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		5.0	35.0	0.0	0.0	GREEN		6.0	58.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.089	0.375	18.4	C	79.9	F
	TR	1.133	0.308	88.7	F		
WB	L	0.089	0.375	18.4	C	24.6	C
	TR	0.707	0.308	25.0	C		
NB	L	0.249	0.575	9.8	B	45.1	E
	T	1.055	0.500	47.8	E		
	R	0.074	0.500	10.1	B		
SB	L	0.323	0.575	10.6	B	79.8	F
	T	1.149	0.500	86.9	F		
	R	0.145	0.500	10.5	B		

INTERSECTION: DELAY = 62.1 (SEC/VEH) V/C = 1.004 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #1 RESTRICT PEAK E/W LEFT TURNS W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	87	98	T	12.0	T	12.0	L	12.0	L	12.0	
TH	1235	698	1876	1940	TR	12.0	TR	12.0	T	12.0	T	12.0	
RT	28	74	96	193		12.0		12.0	T	12.0	T	12.0	
RR	13	35	45	90		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.99	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.95	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.97	50	Y	20.5		3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	36.0	0.0	0.0	GREEN		6.0	65.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.187	0.317	114.9	F	114.9	F
WB	TR	0.712	0.317	24.6	C	24.6	C
NB	L	0.249	0.633	7.5	B	38.7	D
	T	1.042	0.558	40.9	E		
	R	0.066	0.558	7.9	B		
SB	L	0.323	0.633	8.2	B	41.8	E
	T	1.055	0.558	45.1	E		
	R	0.130	0.558	8.2	B		

INTERSECTION: DELAY = 53.3 (SEC/VEH) V/C = 1.041 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #2 REVERSIBLE FLOW W/GR/LOOPS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	Ø	Ø	87	98	T	12.Ø	T	12.Ø	L	12.Ø	L	12.Ø
TH	1235	698	1876	1940	T	12.Ø	TR	12.Ø	T	12.Ø	T	12.Ø
RT	28	74	96	193	TR	12.Ø		12.Ø	T	12.Ø	T	12.Ø
RR	13	35	45	90		12.Ø		12.Ø	R	12.Ø	R	12.Ø
						12.Ø		12.Ø		12.Ø		12.Ø
						12.Ø		12.Ø		12.Ø		12.Ø

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	Ø.ØØ	2.ØØ	N	Ø	4	Ø.99	5Ø	Y	26.5	3
WB	Ø.ØØ	2.ØØ	N	Ø	4	Ø.98	5Ø	Y	26.5	3
NB	Ø.ØØ	2.ØØ	N	Ø	2	Ø.95	5Ø	Y	2Ø.5	3
SB	Ø.ØØ	2.ØØ	N	Ø	2	Ø.97	5Ø	Y	2Ø.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.Ø

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		Ø.Ø	33.Ø	Ø.Ø	Ø.Ø	GREEN		6.Ø	68.Ø	Ø.Ø	Ø.Ø
YELLOW		Ø.Ø	5.Ø	Ø.Ø	Ø.Ø	YELLOW		3.Ø	5.Ø	Ø.Ø	Ø.Ø

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	Ø.896	Ø.292	3Ø.8	D	3Ø.8	D
WB	TR	Ø.773	Ø.292	27.3	D	27.3	D
NB	L	Ø.249	Ø.658	6.6	B	27.1	D
	T	Ø.997	Ø.583	28.5	D		
	R	Ø.Ø63	Ø.583	7.Ø	B		
SB	L	Ø.323	Ø.658	7.3	B	29.1	D
	T	1.Ø1Ø	Ø.583	31.2	D		
	R	Ø.124	Ø.583	7.3	B		

INTERSECTION: DELAY = 28.6 (SEC/VEH) V/C = Ø.921 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #3 WITH NO W/BND L/TURN & WITH W/BND GR/LOOP

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	175	0	87	98	LT	12.0	T	12.0	L	12.0	L	12.0	
TH	1235	698	1701	1940	T	12.0	TR	12.0	T	12.0	T	12.0	
RT	28	74	96	193	TR	12.0		12.0	T	12.0	T	12.0	
RR	13	35	45	90		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.99	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.95	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.97	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	41.0	0.0	0.0	GREEN		6.0	60.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.086	0.358	65.1	F	65.1	F
WB	TR	0.629	0.358	21.2	C	21.2	C
NB	L	0.249	0.592	9.1	B	35.2	D
	T	1.021	0.517	37.2	D		
	R	0.072	0.517	9.4	B		
SB	L	0.323	0.592	9.9	B	75.4	F
	T	1.140	0.517	81.8	F		
	R	0.140	0.517	9.8	B		

INTERSECTION: DELAY = 54.4 (SEC/VEH) V/C = 1.055 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM
COMMENT.....SCENARIO #4 WITH E/W BND PERMISSIVE L/TURNS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	175	48	87	98	LT	12.0	LT	12.0	L	12.0	L	12.0
TH	1147	674	1701	1892	T	12.0	TR	12.0	T	12.0	T	12.0
RT	28	74	96	193	TR	12.0		12.0	T	12.0	T	12.0
RR	13	35	45	90		12.0		12.0	R	12.0	R	12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. TYPE T
EB	0.00	2.00	N	0	4	0.99	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.95	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.97	50	Y	20.5	3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	44.0	0.0	0.0	GREEN		6.0	57.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.048	0.383	51.7	E	51.7	E
WB	L	0.755	0.383	49.1	E	72.7	F
	TR	1.092	0.383	74.3	F		
NB	L	0.249	0.567	10.2	B	51.2	E
	T	1.073	0.492	54.3	E		
	R	0.075	0.492	10.4	B		
SB	L	0.323	0.567	11.0	B	89.3	F
	T	1.169	0.492	97.2	F		
	R	0.148	0.492	10.8	B		

INTERSECTION: DELAY = 67.0 (SEC/VEH) V/C = 1.071 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....11/21/91
TIME.....PM
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	58	103	62	185	L	12.0	L	12.0	L	12.0	L	12.0	
TH	1041	1228	1611	2196	T	12.0	T	12.0	T	12.0	T	12.0	
RT	58	66	49	361	TR	12.0	TR	12.0	T	12.0	T	12.0	
RR	26	32	22	150		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.96	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		5.0	35.0	0.0	0.0	GREEN		6.0	58.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.089	0.375	18.4	C	83.7	F
	TR	1.130	0.308	87.1	F		
WB	L	0.294	0.375	20.4	C	*	*
	TR	1.246	0.308	*	*		
NB	L	0.079	0.575	8.6	B	36.5	D
	T	1.021	0.500	38.0	D		
	R	0.039	0.500	9.9	B		
SB	L	1.045	0.575	98.3	F	*	*
	T	1.348	0.500	*	*		
	R	0.301	0.500	11.5	B		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 1.217 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #1 RESTRICTED PEAK E/W LEFT TURNS W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	62	185	T	12.0	T	12.0	L	12.0	L	12.0	
TH	1070	1280	1669	2299	TR	12.0	TR	12.0	T	12.0	T	12.0	
RT	58	66	49	361		12.0		12.0	T	12.0	T	12.0	
RR	26	32	22	150		12.0		12.0	R	12.0	R	12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.92	50	Y	26.5		3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5		3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.96	50	Y	20.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
GREEN		0.0	40.0	0.0	0.0	GREEN		6.0	61.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.022	0.350	46.9	E	46.9	E
WB	TR	1.143	0.350	90.6	F	90.6	F
NB	L	1.118	0.525	171.7	F	37.8	D
	T	1.007	0.525	33.5	D		
	R	0.037	0.525	8.9	B		
SB	L	1.045	0.600	97.2	F	90.6	F
	T	1.176	0.600	97.4	F		
	R	0.251	0.600	7.3	B		

INTERSECTION: DELAY = 69.5 (SEC/VEH) V/C = 1.164 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #2 REVERSIBLE FLOW W/GR/LOOS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	62	185	: T	12.0	T	12.0	L	12.0	L	12.0	
TH	1070	1280	1669	2299	: TR	12.0	T	12.0	T	12.0	T	12.0	
RT	58	66	49	361	:	12.0	TR	12.0	T	12.0	T	12.0	
RR	26	32	22	150	:	12.0		12.0	R	12.0	R	12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.96	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
GREEN		0.0	37.0	0.0	0.0	GREEN		6.0	64.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.100	0.325	73.8	F	73.8	F
WB	TR	0.856	0.325	27.2	D	27.2	D
NB	L	1.117	0.550	170.3	F	29.2	D
	T	0.961	0.550	24.5	C		
	R	0.036	0.550	8.0	B		
SB	L	1.045	0.625	96.2	F	68.8	F
	T	1.129	0.625	72.1	F		
	R	0.241	0.625	6.4	B		

INTERSECTION: DELAY = 51.3 (SEC/VEH) V/C = 1.119 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #3 WITH NO E/BND L/TURNS & WITH E/BND GR/LOOP

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	0	103	62	185	T	12.0	LT	12.0	L	12.0	L	12.0
TH	1070	1280	1669	2196	TR	12.0	T	12.0	T	12.0	T	12.0
RT	58	66	49	361		12.0	TR	12.0	T	12.0	T	12.0
RR	26	32	22	150		12.0		12.0	R	12.0	R	12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.96	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
GREEN		0.0	47.0	0.0	0.0	GREEN		8.0	52.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.876	0.408	25.0	D	25.0	D
WB	L	1.281	0.408	*	*	*	*
	TR	0.979	0.408	34.7	D		
NB	L	1.120	0.450	176.0	F	103.3	F
	T	1.175	0.450	102.2	F		
	R	0.044	0.450	12.0	B		
SB	L	0.855	0.542	41.3	E	*	*
	T	1.244	0.542	*	*		
	R	0.278	0.542	9.6	B		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 1.260 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/42 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #4 WITH E/W BND PERMISSIVE L/TURNS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	58	103	62	185	LT 12.0	LT	12.0	L	12.0	L	12.0	
TH	1070	1280	1611	2196	TR 12.0	T	12.0	T	12.0	T	12.0	
RT	58	66	49	361	12.0	TR	12.0	T	12.0	T	12.0	
RR	26	32	22	150	12.0		12.0	R	12.0	R	12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. T	TYPE
EB	0.00	2.00	N	0	4	0.92	50	Y	26.5	3	
WB	0.00	2.00	N	0	4	0.98	50	Y	26.5	3	
NB	0.00	2.00	N	0	2	0.93	50	Y	20.5	3	
SB	0.00	2.00	N	0	2	0.96	50	Y	20.5	3	

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
GREEN		0.0	40.0	0.0	0.0	GREEN		6.0	61.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.061	0.350	147.5	F	*	*
	TR	1.962	0.350	*	*		
WB	L	1.769	0.350	*	*	*	*
	TR	1.143	0.350	90.6	F		
NB	L	1.118	0.525	171.7	F	32.0	D
	T	0.972	0.525	27.2	D		
	R	0.037	0.525	8.9	B		
SB	L	1.045	0.600	97.2	F	67.3	F
	T	1.123	0.600	70.4	F		
	R	0.251	0.600	7.3	B		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 1.432 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....11/25/91
TIME.....AM PEAK
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	58	136	289	27	: L	12.0	L	12.0	L	12.0	L	12.0	
TH	1457	1023	291	136	: T	12.0	T	12.0	T	12.0	T	12.0	
RT	125	16	229	7	: TR	12.0	TR	12.0	R	12.0	R	12.0	
RR	60	7	110	3	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	25.8		3
WB	0.00	2.00	N	0	4	0.89	50	Y	25.8		3
NB	0.00	2.00	N	0	2	0.98	50	Y	25.8		3
SB	0.00	2.00	N	0	2	0.90	50	Y	25.8		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
WB	LT	X	X			SB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		7.0	60.0	0.0	0.0	GREEN		12.0	25.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.071	0.600	7.6	B	28.1	D
	TR	0.979	0.517	28.8	D		
WB	L	0.658	0.600	19.2	C	14.9	B
	TR	0.666	0.517	14.4	B		
NB	L	0.066	0.350	19.7	C	19.5	C
	T	0.476	0.350	20.0	C		
	R	0.238	0.350	17.9	C		
SB	L	0.505	0.225	36.3	D	27.3	D
	T	0.377	0.225	25.7	D		
	R	0.015	0.225	23.4	C		

INTERSECTION: DELAY = 22.2 (SEC/VEH) V/C = 0.766 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM PEAK
COMMENT.....SCENARIO #1 RESTRICT PEAK E/W LEFT TURNS W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	289	27	T	12.0	T	12.0	L	12.0	L	12.0	
TH	1457	1023	349	272	TR	12.0	TR	12.0	T	12.0	T	12.0	
RT	125	16	229	7		12.0		12.0	R	12.0	R	12.0	
RR	26	8	101	3		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. T	TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5		3
WB	0.00	2.00	N	0	4	0.89	50	Y	20.5		3
NB	0.00	2.00	N	0	2	0.98	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
WB	LT		X			SB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	62.0	0.0	0.0	GREEN		12.0	33.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.973	0.533	27.1	D	27.1	D
WB	TR	0.645	0.533	13.3	B	13.3	B
NB	L	0.047	0.417	15.8	C	16.1	C
	T	0.480	0.417	16.8	C		
	R	0.215	0.417	14.5	B		
SB	L	0.350	0.292	26.5	D	24.6	C
	T	0.581	0.292	24.5	C		
	R	0.011	0.292	19.5	C		

INTERSECTION: DELAY = 20.8 (SEC/VEH) V/C = 0.757 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM PEAK
COMMENT.....SCENARIO #2 REVERSIBLE FLOW W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	289	27	T	12.0	T	12.0	L	12.0	L	12.0	
TH	1457	1023	349	272	T	12.0	TR	12.0	T	12.0	T	12.0	
RT	125	16	229	7	TR	12.0		12.0	R	12.0	R	12.0	
RR	26	8	101	3		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5	3
WB	0.00	2.00	N	0	4	0.89	50	Y	20.5	3
NB	0.00	2.00	N	0	2	0.98	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
WB	LT		X			SB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	57.0	0.0	0.0	GREEN		12.0	38.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.735	0.492	16.3	C	16.3	C
WB	TR	0.700	0.492	16.0	C	16.0	C
NB	L	0.047	0.458	13.7	B	13.8	B
	T	0.436	0.458	14.4	B		
	R	0.195	0.458	12.5	B		
SB	L	0.218	0.333	22.0	C	21.3	C
	T	0.509	0.333	21.3	C		
	R	0.010	0.333	17.3	C		

INTERSECTION: DELAY = 16.2 (SEC/VEH) V/C = 0.591 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM PEAK
COMMENT.....SCENARIO #3 WITH NO W/BND L/TURN & WITH W/BND GR/LOOP

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	58	0	289	27	LT	12.0	T	12.0	L	12.0	L	12.0	
TH	1457	1023	291	272	T	12.0	TR	12.0	T	12.0	T	12.0	
RT	125	16	229	7	TR	12.0		12.0	R	12.0	R	12.0	
RR	26	8	101	3		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. T	TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5		3
WB	0.00	2.00	N	0	4	0.89	50	Y	20.5		3
NB	0.00	2.00	N	0	2	0.98	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
WB	LT		X			SB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	62.0	0.0	0.0	GREEN		12.0	33.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.949	0.533	23.5	C	23.5	C
WB	TR	0.645	0.533	13.3	B	13.3	B
NB	L	0.047	0.417	15.8	C	15.7	C
	T	0.400	0.417	16.0	C		
	R	0.215	0.417	14.5	B		
SB	L	0.235	0.292	24.7	C	24.4	C
	T	0.581	0.292	24.5	C		
	R	0.011	0.292	19.5	C		

INTERSECTION: DELAY = 19.3 (SEC/VEH) V/C = 0.717 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....AM PEAK
COMMENT.....SCENARIO #4 WITH E/W BND PERMISSIVE L/TURNS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	58	136	289	27	LT	12.0	LT	12.0	L	12.0	L	12.0
TH	1457	1023	291	136	T	12.0	TR	12.0	T	12.0	T	12.0
RT	125	16	229	7	TR	12.0		12.0	R	12.0	R	12.0
RR	26	8	101	3		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5	3
WB	0.00	2.00	N	0	4	0.89	50	Y	20.5	3
NB	0.00	2.00	N	0	2	0.98	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD	X	X		
WB	LT		X			SB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	67.0	0.0	0.0	GREEN		12.0	28.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.085	0.575	150.6	F	22.9	C
	TR	0.903	0.575	18.4	C		
WB	L	2.560	0.575	*	*	*	*
	TR	1.149	0.575	88.6	F		
NB	L	0.047	0.375	18.1	C	18.0	C
	T	0.444	0.375	18.4	C		
	R	0.239	0.375	16.7	C		
SB	L	0.399	0.250	30.3	D	25.0	C
	T	0.339	0.250	24.0	C		
	R	0.013	0.250	21.9	C		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 1.725 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....11/25/91
TIME.....PM
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	40	203	143	27	: L	12.0	L	12.0	L	12.0	L	12.0	
TH	1227	1487	169	222	: T	12.0	T	12.0	T	12.0	T	12.0	
RT	223	7	177	55	: TR	12.0	TR	12.0	R	12.0	R	12.0	
RR	60	7	110	3	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5	3
WB	0.00	2.00	N	0	4	0.97	50	Y	20.5	3
NB	0.00	2.00	N	0	2	0.89	50	Y	20.5	3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		12.0	60.0	0.0	0.0	GREEN		6.0	26.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.047	0.642	6.0	B	21.0	C
	TR	0.906	0.517	21.4	C		
WB	L	0.705	0.642	17.6	C	19.7	C
	TR	0.881	0.517	19.9	C		
NB	L	0.079	0.308	22.4	C	24.3	C
	T	0.457	0.233	26.0	D		
	R	0.220	0.233	24.1	C		
SB	L	0.079	0.308	22.4	C	26.6	D
	T	0.593	0.233	27.8	D		
	R	0.171	0.233	23.7	C		

INTERSECTION: DELAY = 21.2 (SEC/VEH) V/C = 0.737 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #1 RESTRICT PEAK E/W LEFT TURNS W/GR LOOPS

VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	0	0	143	27	T	12.0	T	12.0	L	12.0	L	12.0
TH	1227	1487	209	425	TR	12.0	TR	12.0	T	12.0	T	12.0
RT	223	7	177	55		12.0		12.0	R	12.0	R	12.0
RR	110	4	85	25		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5		3
WB	0.00	2.00	N	0	4	0.97	50	Y	20.5		3
NB	0.00	2.00	N	0	2	0.89	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	60.0	0.0	0.0	GREEN		6.0	41.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.869	0.517	19.4	C	19.4	C
WB	TR	0.883	0.517	20.0	C	20.0	C
NB	L	0.079	0.433	15.2	C	17.2	C
	T	0.368	0.358	18.5	C		
	R	0.197	0.358	17.2	C		
SB	L	0.079	0.433	15.2	C	23.4	C
	T	0.740	0.358	24.4	C		
	R	0.063	0.358	16.3	C		

INTERSECTION: DELAY = 19.9 (SEC/VEH) V/C = 0.765 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #2 REVERSIBLE FLOW W/GR/LOOPS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	143	27	T	12.0	T	12.0	L	12.0	L	12.0	
TH	1227	1487	209	425	TR	12.0	T	12.0	T	12.0	T	12.0	
RT	223	7	177	55		12.0	TR	12.0	R	12.0	R	12.0	
RR	110	4	85	25		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN	T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5		3
WB	0.00	2.00	N	0	4	0.97	50	Y	20.5		3
NB	0.00	2.00	N	0	2	0.89	50	Y	20.5		3
SB	0.00	2.00	N	0	2	0.90	50	Y	20.5		3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	60.0	0.0	0.0	GREEN		6.0	41.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.869	0.517	19.4	C	19.4	C
WB	TR	0.614	0.517	13.5	B	13.5	B
NB	L	0.079	0.433	15.2	C	17.2	C
	T	0.368	0.358	18.5	C		
	R	0.197	0.358	17.2	C		
SB	L	0.079	0.433	15.2	C	23.4	C
	T	0.740	0.358	24.4	C		
	R	0.063	0.358	16.3	C		

INTERSECTION: DELAY = 17.3 (SEC/VEH) V/C = 0.758 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #3 WITH NO E/BND L/TURN & WITH E/BND GR/LOOP

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	203	143	27	: T	12.0	LT	12.0	L	12.0	L	12.0	
TH	1227	1487	209	222	: TR	12.0	T	12.0	T	12.0	T	12.0	
RT	223	7	177	55	:	12.0	TR	12.0	R	12.0	R	12.0	
RR	110	4	85	25	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5	3
WB	0.00	2.00	N	0	4	0.97	50	Y	20.5	3
NB	0.00	2.00	N	0	2	0.89	50	Y	17.5	3
SB	0.00	2.00	N	0	2	0.90	50	Y	17.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	60.0	0.0	0.0	GREEN		6.0	41.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.869	0.517	19.4	C	19.4	C
WB	L	3.511	0.517	*	*	*	*
	TR	0.883	0.517	20.0	C		
NB	L	0.079	0.433	15.2	C	17.2	C
	T	0.368	0.358	18.5	C		
	R	0.197	0.358	17.2	C		
SB	L	0.079	0.433	15.2	C	18.1	C
	T	0.386	0.358	18.7	C		
	R	0.063	0.358	16.3	C		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 2.061 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..WEST FLAGLER STREET/67 AVE
AREA TYPE.....OTHER
ANALYST.....TAP/RPE
DATE.....FUTURE
TIME.....PM
COMMENT.....SCENARIO #4 WITH E/W BND PERMISSIVE L/TURNS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	40	203	143	27	LT	12.0	LT	12.0	L	12.0	L	12.0	
TH	1227	1487	169	222	TR	12.0	T	12.0	T	12.0	T	12.0	
RT	223	7	177	55		12.0	TR	12.0	R	12.0	R	12.0	
RR	110	4	85	25		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG NM	BUSES NB	PHF	PEDS	PED. Y/N	BUT. MIN T	ARR. TYPE
EB	0.00	2.00	N	0	4	0.90	50	Y	20.5	3
WB	0.00	2.00	N	0	4	0.97	50	Y	20.5	3
NB	0.00	2.00	N	0	2	0.89	50	Y	17.5	3
SB	0.00	2.00	N	0	2	0.90	50	Y	17.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT		X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		0.0	74.0	0.0	0.0	GREEN		6.0	27.0	0.0	0.0
YELLOW		0.0	5.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.743	0.633	36.2	D	*	*
	TR	1.361	0.633	*	*		
WB	L	3.523	0.633	*	*	*	*
	TR	0.720	0.633	10.3	B		
NB	L	0.079	0.317	21.8	C	23.8	C
	T	0.441	0.242	25.4	D		
	R	0.291	0.242	24.1	C		
SB	L	0.079	0.317	21.8	C	26.1	D
	T	0.573	0.242	27.0	D		
	R	0.094	0.242	22.8	C		

INTERSECTION: DELAY = * (SEC/VEH) V/C = 2.501 LOS = *