Draft Systems Interchange Modification Report (SIMR)

Florida Department of Transportation

District Four

SR 9/I-95

Limits of Project: FROM SOUTH OF SR 870/COMMERCIAL BOULEVARD TO NORTH OF CYPRESS CREEK ROAD

Broward County, Florida

Financial Management Number: 435808-1-22-02

ETDM Number: 14222

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

This action has been determined to be a Draft Preliminary Engineering Report (PER) which meets the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions and this analysis, does not involve significant environmental impacts. Signature below constitutes Location and Design Concept Acceptance:

Director of the Office of Environmental Management Date
Florida Department of Transportation

Systems Interchange Modification Report (SIMR) I-95 from south of SR 870/Commercial Boulevard to north of Cypress Creek Road

Broward County, Florida

FPID: 435808-1-22-02

Determination of Engineering and Operational Acceptability

Acceptance of this document indicates successful completion of the review and the Interchange Access Request is considered acceptable for engineering and operations. Approval is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered acceptance of the general project location and concepts described in the environmental document.

Interchange Review Coordinator	Florida Department of Transportation District Four	*Date*
State Interchange Review Coordinator	Florida Department of Transportation Central Office	*Date*
Federal Highway Administration		*Date*

Executive Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environmental (PD&E) Study for improvements to SR 9/I-95 from south of SR 870/Commercial Boulevard to north of Cypress Creek Road in Broward County, Florida. This Systems Interchange Modification Report (SIMR) documents the benefits of the proposed geometric improvements and the traffic impacts associated with the interchange improvements as they relate to surrounding transportation facilities.

Methodology

A Methodology Letter of Understanding (MLOU) was developed and approved by the Florida Department of Transportation (FDOT) District Four Interchange Review Committee (DIRC) and the FDOT Central Office on July 2016 for the I-95 from south of Commercial Boulevard to north of Cypress Creek Road PD&E study Systems Interchange Modification Report (SIMR).

The project limits include Commercial Boulevard from NW 12 Avenue to N. Andrews Avenue, Cypress Creek Road from N. Andrews Avenue to the I-95 northbound ramp terminal, and I-95 from south of Commercial Boulevard to north of Cypress Creek Road. The area of influence includes Commercial Boulevard from NW 15 Avenue to NE 6 Avenue, Cypress Creek Road from NW 6 Way to Dixie Highway (SR 811), Powerline Road from NW 46 Street to NW 56 Street, and N. Andrews Avenue from the west end of the I-95/N. Andrews Avenue overpass bridge to NW 66 Street.

Traffic forecasting and traffic operational and safety analysis were performed in accordance with the guidelines established in the MLOU. The adopted 2010 Southeast Florida Regional Planning Model (SERPM) Validation Model and 2040 SERPM Cost Feasible Model were utilized for the purposes of forecasting future travel demand. Traffic simulation software (PTV's Vissim version 9) was chosen for the analysis due to the proximity of the adjacent intersections and the need to capture driver behavior to accurately analyze the traffic operations within the study area. The Federal Highway Administration's (FHWA's) *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*, *2014 FDOT Traffic Analysis Handbook,* and *2011 Oregon Department of Transportation (ODOT) Protocol for Vissim Simulation* were used as a guideline for the development of the project's Vissim models. Traffic analysis was performed for the existing year (2015), opening year (2020), and design year (2040).

Existing Conditions

The existing I-95/Cypress Creek Road interchange is a modified partial cloverleaf interchange with loop ramps for the northbound-to-westbound and westbound-to-northbound movements. Slip ramps are located on all but the southwest quadrant. The eastbound to southbound movement is not handled at the main interchange, but via a slip ramp that accesses southbound I-95 from southbound N. Andrews Avenue. The South Florida Rail Corridor (SFRC)/CSX railroad is adjacent to and runs parallel along the west side of I-95 within the project area. The existing I-95/Commercial Boulevard interchange is a diamond interchange with a westbound to southbound flyover ramp.

Traffic operational analysis was conducted for Existing Year (2015) conditions using Vissim to document the deficiencies of the existing configuration and to provide a calibrated base model for future year analysis. The results of the intersection analyses indicate that all the intersections are operating at LOS D or better during the AM peak hour except for the Commercial Boulevard and I-95

northbound ramp terminal intersection, which is operating at LOS E. During the PM peak, all intersections are operating at LOS D or better except for the following intersections that are operating at LOS E:

- Cypress Creek Road and N. Andrews Avenue
- Commercial Boulevard and Powerline Road
- Commercial Boulevard and N. Andrews Avenue
- Commercial Boulevard and NE 6 Avenue

The Vissim models were used to produce volume and speed profiles along the I-95 general purpose lanes for the AM and PM peak periods. The results of the mainline analysis indicate the following:

- I-95 northbound experiences moderate congestion between Oakland Park Boulevard and Commercial Boulevard due to the heavy off-ramp volumes at Commercial Boulevard. Speeds between 30 and 45 mph were observed during both the AM and PM peak periods, with the lowest speeds occurring during the AM peak when the off-ramp volumes are the highest (approaching 2,000 vehicles per hour).
- I-95 northbound also experiences minor congestion between Commercial Boulevard and Cypress Creek Road during the PM peak hour due to the weaving segment between interchanges. Speeds as low as 45 mph were observed in this area before returning to free flow conditions north of the interchange.
- I-95 southbound experiences significant congestion near Cypress Creek Road and Commercial Boulevard during the PM peak period due to the short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp. Speeds as low as 15 mph were observed between the interchanges, with slow operating speeds of 30 mph or less extending to Atlantic Boulevard. This congestion is less severe during the AM peak period, but speeds as low as 30 to 35 mph were still observed in the immediate vicinity of the weaving segment.
- I-95 southbound also experiences congestion south of Commercial Boulevard where the Commercial Boulevard westbound to southbound flyover ramp merges onto I-95. Speeds as low as 25 mph were observed during both the AM and PM peak periods.

Recommended Build Alternative

The recommended Build Alternative includes improvements to the I-95/Cypress Creek Road interchange, the I-95/Commercial Boulevard interchange, and improvements to mainline I-95 in addition to the proposed 95 Express Phase 3 project. On the I-95 mainline, a southbound Collector-Distributor (CD) road system between the Cypress Creek Road and Commercial Boulevard interchanges is being proposed to reduce the number of entrance ramps on I-95. The CD road system will service the existing Cypress Creek Park and Ride and N. Andrews Avenue slip ramps and will improve the safety and operations of the project corridor by removing the closely spaced southbound on-ramp merges and short weaving segment between interchanges.

Recommended improvements at the Cypress Creek Road interchange include modifying the existing partial clover-leaf interchange by reconstructing the I-95 northbound to westbound Cypress Creek Road off-ramp and signalizing all ramp terminal intersections. The existing southbound on-ramp from N. Andrews Avenue will be widened to two lanes and the existing Cypress Creek Park and

Ride slip ramp will be reconfigured to tie into the proposed CD road system. Other improvements include an additional eastbound right turn lane at the N. Andrews Avenue intersection and bike lanes along Cypress Creek Road.

Recommended improvements at the Commercial Boulevard interchange include modifying the existing tight urban diamond interchange to provide signalized right turn movements at the ramp terminal intersections. Improvements at Powerline Road include restriping to provide two thru lanes and triple left turn lanes for the southbound approach and four thru lanes and one left turn lane for the westbound approach. At N. Andrews Avenue, the recommended alternative includes an additional eastbound thru lane, an additional southbound left turn lane, and a proposed bridge over N. Andrews Avenue providing direct access to southbound I-95. A portion of the existing westbound to southbound flyover ramp will be reconstructed to accommodate the transition from two lanes to the existing one lane flyover. The proposed bridge over N. Andrews Avenue eliminates access to eastbound Commercial Boulevard from NE 3 Avenue and requires reconfiguration of the existing frontage road that runs parallel to Commercial Boulevard. The frontage road will be reduced to a single westbound lane and all traffic from the frontage road and NE 3 Avenue will be rerouted to NW 51 Street to maintain connectivity to Commercial Boulevard. Other improvements include proposed bike lanes along Commercial Boulevard.

Alternatives Analysis

An alternatives analysis was performed to compare traffic operations of the No-Action alternative and recommended Build alternative for the opening year (2020) and design year (2040). The calibrated existing models were used to develop the opening year (2020) and the design year (2040) Vissim models and the calibration parameters from the existing conditions models were carried forward to the future conditions models. Assumed express lane volumes were obtained from the 95 Express Phase 3 CTAR completed in 2014 and ranged from 3,000 to 4,000 vehicles per hour for two lanes. The CTAR also noted that the 2040 travel demand forecasts exceeded the capacity of the I-95 mainline and reduced the I-95 mainline volumes by 10 percent for the AM peak period and 20 percent for the PM peak period in order to produce meaningful results. Similar to the 95 Express Phase 3 study, the travel demand forecasts for this study also exceed the capacity of the I-95 mainline. Consistent with the approved CTAR, and agreed upon by FDOT District Four, the I-95 mainline volumes for the SIMR were reduced by 10 percent for the AM peak period and by 20 percent for the PM peak period.

Network Performance

A network performance evaluation was performed to assess total network delay, the relative number of vehicles that are being served, and extent of the latent demand of the study area. The network performance analysis for the design year (2040) indicates that there are significant capacity constraints on I-95 for both the No-Action and Build alternatives, despite the reduction in demand volumes. The mainline and interchange improvements in the Build Alternative improve the latent demand at the end of the peak period by 17 and 29 percent during the AM and PM peak periods, respectively. In terms of total network delay, the Build Alternative shows up to a 33 percent reduction compared to the No-Action Alternative for the AM peak period and up to a 51 percent reduction for the PM peak period. The total travel time for all vehicles in the network is also reduced by up to 21 percent in the AM peak period and up to 24 percent in the PM peak period.

Mainline Operations

The Vissim models were used to produce volume and speed profiles along the I-95 general purpose lanes and express lanes for the AM and PM peak periods. The results of the mainline analysis for the design year (2040) indicate the following:

- I-95 northbound in the No-Action alternative experiences significant congestion in the AM peak period between Oakland Park Boulevard and Commercial Boulevard due to queuing from the off-ramp to Commercial Boulevard. Speeds as low as 15 mph were observed, with slow operating speeds extending beyond Oakland Park Boulevard. In the Build Alternative, improvements at the Commercial Boulevard interchange eliminate the queue spillback from the northbound off-ramp and significantly improve operations on I-95.
- I-95 northbound also experiences minor congestion between Commercial Boulevard and Cypress Creek Road during the AM peak period in both the No-Action and Build alternatives due to the weaving segment between interchanges. Speeds as low as 45 mph were observed in this area before returning to free flow conditions north of the interchange.
- I-95 northbound experiences moderate congestion between Commercial Boulevard and Cypress Creek Road during the PM peak period in both the No-Action and Build alternatives due to the weaving segment between interchanges. Speeds between 30 and 40 mph were observed in this area before returning to free flow conditions north of the interchange. Slower speeds were observed in the Build alternative compared to the No-Action alternative due to the improvements on Commercial Boulevard delivering more traffic to I-95.
- I-95 southbound in the No-Action alternative experiences significant congestion near Cypress Creek Road and Commercial Boulevard during the AM peak period due to the short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp, as well as an over-capacity condition on I-95. Speeds between 10 and 20 mph were observed between the interchanges, with congestion extending north of Atlantic Boulevard. This congestion is less severe during the PM peak period, but speeds as low as 15 mph were still observed between the interchanges.
- I-95 southbound in the Build alternative still experiences significant congestion during the AM peak period due to an over-capacity condition, but with the addition of the CD road system that eliminates the short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp, the bottleneck is shifted farther north to Cypress Creek Road. Speeds between 10 and 20 mph were observed near the Cypress Creek Road interchange, with congestion extending north of Atlantic Boulevard.
- I-95 southbound in the Build alternative is operating at or near free flow speed during the PM peak period.

The results of the link evaluation for the opening year (2020) indicate the following:

- I-95 northbound is operating at or near free flow speed during the AM peak period and experiences minor congestion between Commercial Boulevard and Cypress Creek Road due to the weaving segment between interchanges. Speeds as low as 45 mph were observed in this area before returning to free flow conditions north of the interchange.

- I-95 southbound experiences moderate congestion near Cypress Creek Road during the AM peak period due to the traffic demand south of the Cypress Creek Road westbound to I-95 southbound on-ramp. With traffic demand in the general purpose lanes at 1900 to 2000 vehicles per hour per lane, speeds as low as 20 mph were observed at the merge before returning to free flow speeds. Slow operating speeds extend north of Cypress Creek Road, but the congestion remains south of Atlantic Avenue.
- I-95 southbound is operating at or near free flow speed during the PM peak period.

Intersection Operations

The results of the intersection analyses indicate that all the intersections in the design year (2040) are operating at LOS D or better during the AM peak hour in the Build alternative except for the Commercial Boulevard and Powerline Road intersection, which is operating at LOS E. In the No-Action alternative, this intersection is operating at LOS F. During the PM peak hour, all intersections in the project limits are operating at LOS D or better in the Build alternative except for the following intersections that are operating at LOS E:

- Cypress Creek Road and N. Andrews Avenue
- Commercial Boulevard and Powerline Road
- Commercial Boulevard and N. Andrews Avenue

In the No-Action alternative, these intersections are operating at LOS F. Several intersections in the area of influence are operating at LOS F in the PM peak hour in both the No-Action and Build alternatives, but no improvements are proposed at these intersections as part of the PD&E project. While they are all operating at LOS F, the delays have been reduced at the majority of the intersections in the Build alternative due to improvements at nearby intersections within the project limits.

The results of the intersection analyses indicate that all the intersections are operating at LOS D or better during the AM peak hour in the opening year (2020) Build condition. During the PM peak hour, all intersections are operating at LOS D or better except for the Cypress Creek Road and N. Andrews Avenue intersection, which is operating at LOS E.

FHWA Policy Points

The Federal Highway Administration’s (FHWA) Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. The policy is published under the Federal Register, Volume 74, Number 43743, dated May 22, 2017. The responses provided herein for each of the two policy statements demonstrate compliance with these requirements and justification for the proposed Systems Interchange Modification Report (SIMR) in support of the I-95 from south of SR 870/Commercial Blvd to north of Cypress Creek Road PD&E Study in Broward County, Florida.

Policy:

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, FHWA's decision to

approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements.

Point #1: Proposal does not adversely impact operational safety of the existing freeway
An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An in-depth operational and safety analysis was conducted to study the impacts of the Build Alternative within the area of influence. Several performance measures were used to compare the operations of the existing system under No-Build and Build conditions. Key measures included network performance, freeway speeds, and intersection delays under No-Action and Build conditions. Analyses were conducted for the mainline, express lanes, and intersections at the ramp terminals and crossroads and they are discussed in Section 6.

Point #2: A full interchange with all traffic movements at a public road is provided
The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).

I-95 is a public facility and all interchanges within the area of influence provide full access and will continue to with the proposed interchange improvements (see Section 6 for more detail). The interchange improvements will occur at the I 95/Commercial Boulevard and I-95/Cypress Creek Road terminal ramp intersections. Additional improvements are also being proposed at the adjacent intersections to improve traffic flow at the interchanges. All basic movements are provided by the proposed design. The proposed improvements at the I 95/Cypress Creek Road interchange maintains existing ramp access but includes a southbound CD road system for the N. Andrews Avenue entrance ramp and the Cypress Creek Park and Ride slip ramp.

Conclusion

This SIMR documents the analysis methodology, traffic forecasting, and operational analysis for existing and future conditions for the I-95 from south of SR 870/Commercial Boulevard to north of Cypress Creek Road PD&E study. The operational and safety analysis demonstrated that the proposed improvements at the I-95/Cypress Creek Road and I-95/Commercial Boulevard

interchanges generally improve the operation of the I-95 mainline, ramps, ramp terminal intersections, and cross-street intersections when compared to the No-Action alternative. Safety is also expected to be improved or not degrade as compared to the No-Action alternative.

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Appendix B. I-95 at Commercial Blvd Interchange OD Study

Appendix C. Pre-PD&E Traffic Data Collection and Traffic Projections Report

Appendix D. Existing Conditions Vissim Model Development and Calibration Report

Appendix E. Existing Conditions Detailed Intersection Operations

Appendix F. PD&E Traffic Volume Development Report

Appendix G. Future Conditions Detailed Intersection Operations

Appendix H. Conceptual Signing Plan

1 Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environmental (PD&E) Study For improvements to SR 9/I-95 from south of SR 870/Commercial Boulevard to north of Cypress Creek Road in Broward County, Florida. This Systems Interchange Modification Report (SIMR) documents the benefits of the proposed geometric improvements and the information necessary to confirm the need for this project, as well as traffic impacts associated with the interchange improvements as they relate to surrounding transportation facilities. This SIMR also documents the consistency with FHWA's Policy Points.

1.1 Project Background

Interstate 95 is one of the most important surface transportation facilities along the east coast of Florida. As part of the state's Strategic Intermodal System (SIS), it is a critical asset for moving people and goods within the 12 coastal counties, including Miami-Dade, Broward, and Palm Beach Counties.

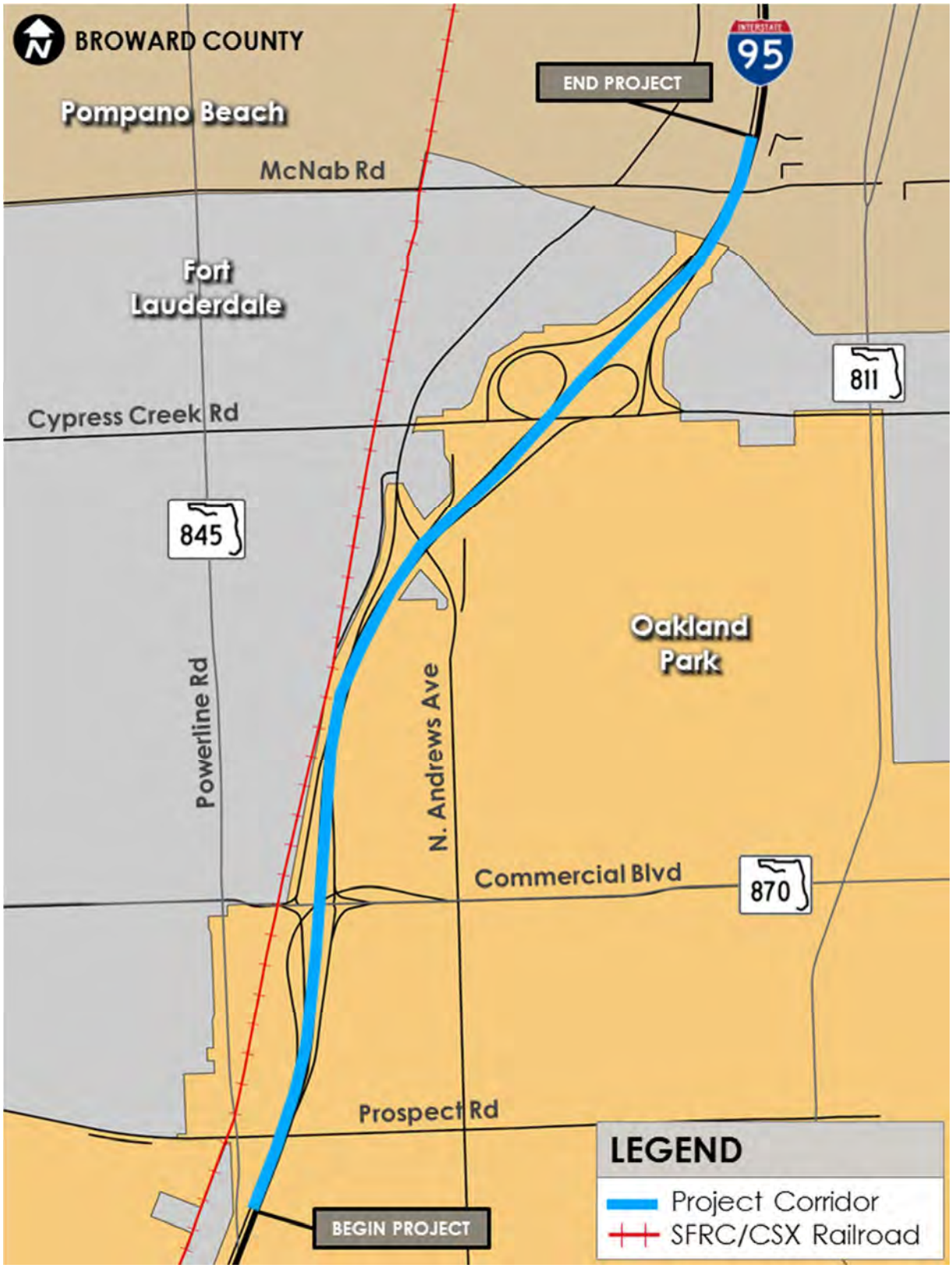
The Florida Department of Transportation (FDOT) is conducting a comprehensive systematic analysis of the I-95 interchanges in Broward and Palm Beach Counties for the first time since the initial construction of the interstate in the 1970s. Per the I-95 Interchange Master Plan, FDOT has developed preliminary design concepts to address traffic spillback onto I-95, improve traffic operations at the interchanges, reduce congestion which has reached unacceptable levels during peak hours, and to enhance overall safety at each interchange, including those at Cypress Creek Road and SR 870/Commercial Boulevard. These preliminary design concepts were developed in separate Interchange Concept Development Reports (ICDR) for each interchange completed in February 2016 (SR 870/Commercial Boulevard) and June 2015 (Cypress Creek Road).

The intent of the I-95 PD&E Study from south of Commercial Boulevard to north of Cypress Creek Road is to study in further detail the preliminary design concepts from the I-95 Interchange Master Plan ICDRs in addition to other alternatives. This PD&E Study will also include a No-Action alternative which assumes no proposed improvement and serves as a baseline for comparison against other alternatives.

1.2 Project Description

This project is proposing improvements to the Cypress Creek Road and SR 870/Commercial Boulevard interchanges and along I-95 from South of SR 870/Commercial Boulevard to North of Cypress Creek Road, a distance of approximately two miles in Broward County, Florida. A project location map is depicted in **Figure 1.1**.

Figure 1.1. Project Location Map



I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95 is one of the two major expressways, Florida's Turnpike being the other, that connect the major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the state's SIS and the National Highway System (NHS). In addition, I-95 is designated as an evacuation route along the east coast of Florida.

I-95, within the project limits, currently has six general purpose lanes (three in each direction) and two High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of I-95 is functionally classified as a Divided Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour (mph). The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access. There are two full interchanges within the project limits located at SR 870/Commercial Boulevard and Cypress Creek Road, as well as entry ramps from N. Andrews Avenue and from Cypress Creek Park and Ride Lot to I-95 southbound.

The proposed improvements will be compatible with the proposed I-95 Express Lanes Phase 3 Project, which will introduce two tolled, express lanes in place of the existing HOV lanes from Broward Boulevard in Broward County to Linton Boulevard in Palm Beach County. Phase 3A, which extends from Broward Boulevard to south of SW 10 Street and includes the limits of the proposed interchange improvements, began construction in early 2016.

1.3 Purpose and Need

The primary need for this project is to increase capacity and improve traffic operations on I-95 and at the Cypress Creek Road/I-95 and (SR 870) Commercial Boulevard/I-95 interchanges. The project is also intended to improve safety within the vicinity, including access to I-95 and the arterial intersections. Secondary considerations for the purpose and need of this project include system linkage, modal interrelationships, transportation demand, social demands and economic development, and evacuation.

I-95 within the project limits currently operates at Level of Service (LOS) F. Additionally, SR 870/Commercial Boulevard operates at LOS E east of I-95 and LOS F west of I-95, while Cypress Creek Road operates at LOS E on both sides of I-95. Without improvements, the driving conditions will continue to deteriorate well below acceptable LOS standards. The I-95 Express Phase 3 improvements will help maintain or slightly improve the I-95 corridor LOS by adding one travel lane in each direction in the form of an Express Lane. The improvements proposed as part of this project will complement the I-95 Express Lanes improvements.

The existing Cypress Creek Park and Ride southbound on ramp and SR 870/Commercial Boulevard southbound on ramp provide less than 500 feet of weave distance before the acceleration lane drops and merges with the general purpose traffic. This forces commuters to merge with the general purpose traffic while accelerating which is an unsafe maneuver.

The proposed modifications will improve the safety of the project corridor. The buses travelling onto I-95 from the Cypress Creek Park and Ride will be provided greater distance prior to merging with I-95 southbound traffic. Additionally, the existing

substandard vertical clearance of the North Andrews Avenue Bridge over I-95 will be resolved with the bridge replacement.

The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. I-95, SR 870/Commercial Boulevard, and Cypress Creek Road serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. SR 870/Commercial Boulevard and Cypress Creek Road move traffic from the east to I-95. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network (i.e., I-595 and the Florida's Turnpike).

The Cypress Creek Road Interchange Project is included in the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for Fiscal Years (FY) 2016-2020, the FDOT Work Program FY 2017- 2021, the FDOT State TIP FY 2016-2020, and the FDOT SIS Five Year Plan FY 2016-2020 for PD&E Phase in FY 2016.

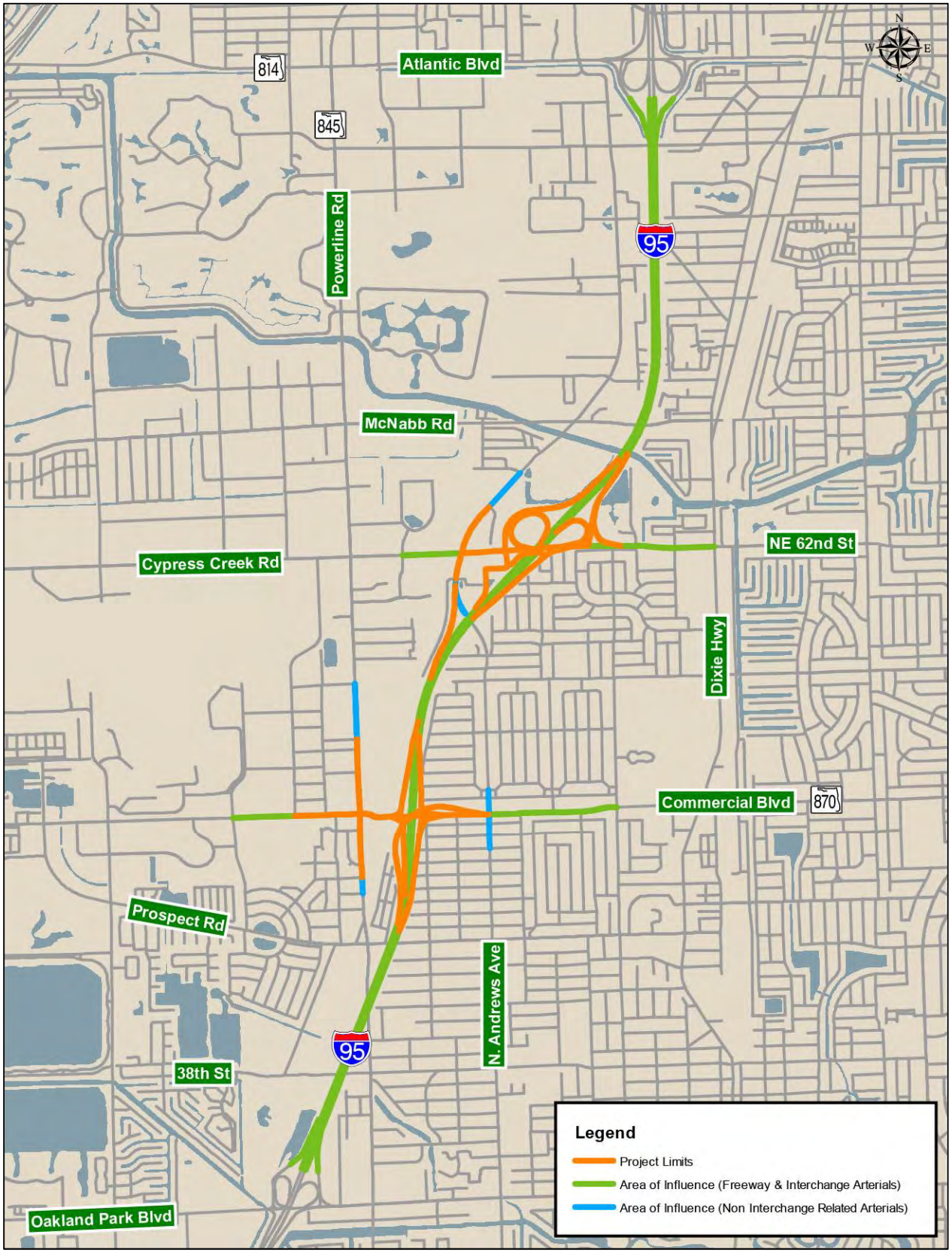
The Broward County MPO 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the cost feasible plan due to financial constraints but would be included in a future approved TIP.

2 Methodology

2.1 Project Location and Description

Figure 2.1 shows the overall project limits and location in Broward County, Florida. The project limits include Commercial Boulevard from NW 12 Avenue to N. Andrews Avenue, Cypress Creek Road from N. Andrews Avenue to the I-95 northbound ramp terminal, and I-95 from south of Commercial Boulevard to north of Cypress Creek Road. The I-95/Commercial Boulevard interchange is located 1.64 miles north of the I-95/Oakland Park Boulevard interchange and 1.19 miles south of the I-95/Cypress Creek Road interchange. The I-95/Cypress Creek Road interchange is 2.11 miles south of the I-95/Atlantic Boulevard interchange. The study area also includes an area of influence outside the project limits.

Figure 2.1. Project Location and Area of Influence



2.2 Area of Influence

The area of influence along Commercial Boulevard is from NW 15 Avenue to NE 6 Avenue and is shown is **Figure 2.2**. On Cypress Creek Road, the area of influence extends from NW 6 Way to Dixie Highway (SR 811) and is shown in **Figure 2.3**. Because the Build Alternative may include modifications to several intersections along Powerline Road and N. Andrews Avenue, the arterials of Powerline Road from NW 46 Street to NW 56 Street and N. Andrews Avenue from the west end of the I-95/N. Andrews Avenue overpass bridge to NW 66 Street are in the area of influence for this project.

The area of influence along I-95 is from the north oriented ramps of the I-95/Oakland Park Boulevard interchange to the south-oriented ramps of the I-95/Atlantic Boulevard (SR 814) interchange. The south oriented ramps at the Atlantic Boulevard interchange and the north oriented ramps at the Oakland Park Boulevard interchange are included to ensure that the ramps are not adversely impacted by the proposed improvements at the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges. The ramp terminal intersections at the Atlantic Boulevard and Oakland Park Boulevard interchanges are not part of the area of influence and therefore were not considered for analysis. The project limits and area of influence includes the following ramps and intersections:

- **Oakland Park Boulevard**
  - Oakland Park Boulevard Southbound I-95 Off-Ramp
  - Oakland Park Boulevard Northbound I-95 On-Ramp
- **Commercial Boulevard**
  - Commercial Boulevard/NW 15 Avenue
  - Commercial Boulevard/NW 12 Avenue
  - Commercial Boulevard/Powerline Road
  - Commercial Boulevard/Southbound I-95 Ramp Terminal
  - Commercial Boulevard/Northbound I-95 Ramp Terminal
  - Commercial Boulevard/N. Andrews Avenue
  - Commercial Boulevard/NE 3 Avenue
  - Commercial Boulevard/NE 6 Avenue
- **Cypress Creek Road**
  - Cypress Creek Road/NW 6 Way
  - Cypress Creek Road/N. Andrews Avenue
  - Cypress Creek Road/Southbound I-95 Ramp Terminal
  - Cypress Creek Road/Northbound I-95 Ramp Terminal
  - Cypress Creek Road/Southbound I-95 Park-n-Ride On-Ramp
  - Cypress Creek Road/Northbound I-95 Park-n-Ride Off-Ramp
  - Cypress Creek Road/NE 7 Avenue
  - Cypress Creek Road/NE 9 Avenue

- Cypress Creek Road/Dixie Highway

- **Atlantic Boulevard**
  - Atlantic Boulevard Southbound I-95 On-Ramp
  - Atlantic Boulevard Northbound I-95 Off-Ramp

- **Powerline Road**
  - Powerline Road/NW 46 Street
  - Powerline Road/NW 51 Place
  - Powerline Road/NW 53 Street
  - Powerline Road/NW 56 Street

- **N. Andrews Avenue**
  - N. Andrews Avenue/NE 48 Street
  - N. Andrews Avenue/NE 51 Street
  - N. Andrews Avenue/Southbound I-95 Ramp Terminal
  - N. Andrews Avenue/N. Andrews Way
  - N. Andrews Avenue/NE 1 Avenue
  - N. Andrews Avenue/NW 66 Street

2.3 Analysis Years

The years used for the travel demand forecasting were as follows:

- Base Year: 2010
- Design Year: 2040

The years used for the traffic operational analysis were as follows:

- Existing Year: 2015
- Opening Year: 2020
- Design Year: 2040

Figure 2.2. Project Location and Area of Influence – I-95/Commercial Boulevard



Figure 2.3. Project Location and Area of Influence – I-95/Cypress Creek Road



2.4 Data Collection

Data collection for the study consisted of information from various sources, including existing traffic and roadway characteristics information, field-collected data, area transportation plans, and FDOT standards and guidelines, which include the following:

- FDOT 5-Year Adopted Work Program;
- FDOT SIS plans;
- FDOT State Transportation Improvement Program (STIP);
- Committed improvements from local and private sources;
- 95 Express Corridor Traffic Analysis Report (CTAR);
- Broward MPO FY2015-2019 Transportation Improvement Program (TIP);
- Broward MPO Adopted Long Range Transportation Plan (LRTP);
- Broward County Comprehensive Plan;
- Broward Interchanges Master Plan;
- I-95/Commercial Boulevard Interchange Concept Development Report
- I-95/Cypress Creek Road Interchange Concept Development Report
- Broward Complete Streets Initiative Plan;
- Cypress Creek Mobility Hub Master Plan;
- Uptown Urban Village Vision;
- I-95/Atlantic Boulevard SIMR;
- Developments of Regional Impact (DRIs) within the area;
- PD&E studies and master plans within the area; and
- Unified Planning Work Program (UPWP) (if applicable).

2.5 Analysis Approach

Traffic simulation software (PTV's Vissim version 9) was chosen for the analysis. The Federal Highway Administration's (FHWA's) *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*, *2014 FDOT Traffic Analysis Handbook,* and *2011 Oregon Department of Transportation (ODOT) Protocol for Vissim Simulation* were used as a guideline for the development of the project's Vissim models.

The need for mircrosimulation is due to the proximity of the adjacent intersections and the need to capture driver behavior to accurately analyze the traffic operations within the study area. Vissim was chosen as the simulation tool for use in the analysis because of its ability to accommodate complex geometry and to allow highly customized inputs for a wide range of variables; including signal timing schemes, railroad crossing impacts, and origin-destination input for better lane utilization.

Three-hour AM and PM peak-period analyses were conducted using 15-minute flow rates for the existing year (2015), opening year (2020), and design year (2040). Vissim models were developed and calibrated to existing year conditions based on the thresholds indicated in the FDOT Traffic Analysis Handbook[1]; including traffic volume, travel time, speed, and queue lengths. Calibration parameters from the existing year Vissim models were carried forward to the future year Vissim models.

The Measures of Effectiveness (MOEs) assessed from the Vissim models included the following:

- Intersection Node Evaluation: Volume, delay, and maximum queue length for the study area intersections for all movements.
- Link evaluation segments: Volume and speed information for general use lanes, express lanes and access points within the study area. A temporal and spatial volume and speed profile will be provided.
- Network-wide Output: Total travel time, total delay time, average delay time, latent demand, and latent delay.

In this analysis, the intersection LOS is computed from the microsimulation analysis and is therefore reported as an “estimated LOS”. Vissim tracks individual vehicle movements and interactions and quantifies overall intersection delays more realistically than typical Highway Capacity Manual (HCM) methods, but for the purposes of this analysis the intersection LOS is based on HCM criteria for signalized intersections.

The I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges were evaluated based on the following considerations:

- Ramp Queues on I-95 Mainline
- Potential for an individual element (intersections or roadways) to adversely impact the performance of any other element on the facility

The proposed design concepts will be evaluated for overcapacity conditions on the I-95 mainline by analyzing ramp capacity and queuing. Overcapacity conditions will be identified whenever results show that maximum queue on a proposed ramp extends onto the I-95 mainline beyond the auxiliary lane storage capacity. Ramp queuing is not anticipated to affect I-95 mainline operations for the Proposed Build Alternatives.

3 Existing Conditions

3.1 Existing Transportation Network

Roadway geometric information was obtained from the FDOT Roadway Characteristics Inventory 7 (RCI) and Straight-Line Diagrams (SLDs). I-95 is currently an eight-lane, north-south limited access freeway facility that is part of the National Highway System, Interstate System, and the Strategic Intermodal System (SIS). It is functionally classified as an *urban principal arterial – interstate* facility within the project’s area of influence. I-95

[1] Table 7-7 Classical Model Calibration Targets

within the area of influence has a posted speed limit of 65 mph. I-95 spans Commercial Boulevard with two bridges that are each approximately 174 feet long. I-95 also spans Cypress Creek Road with two bridges that are approximately 264 and 322 feet long, respectively. I-95 passes under a westbound to southbound flyover entrance ramp from Commercial Boulevard and also passes under N. Andrews Avenue from mile post 15.89 to 15.91 between Commercial Boulevard and Cypress Creek Road.

I-95 northbound includes auxiliary lanes and weaving segments between the Oakland Park Boulevard, Commercial Boulevard, Cypress Creek Road, and Atlantic Boulevard interchanges. I-95 southbound includes auxiliary lanes and weaving segments between the Atlantic Boulevard and Cypress Creek Road interchanges as well as between the Commercial Boulevard and Oakland Park Boulevard interchanges. Between the Cypress Creek Road and Commercial Boulevard interchanges there are multiple, closely spaced on-ramps and a short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp. The approximate ramp spacing between interchanges is shown in **Figure 3.1**.

I-95 Express Phase 3 began construction in 2016 to expand the typical section in this segment to three general-purpose lanes, two express lanes, and 1 auxiliary lane in each direction between the study interchanges. This geometry will be considered as the base condition for all future year analysis of the I-95 mainline in this study.

The two interchanges being evaluated in this SIMR are Commercial Boulevard and Cypress Creek Road. Commercial Boulevard is an east-west six-lane divided facility. Its functional classification is *urban principal arterial – other* with a posted speed limit of 45 mph. There is a railroad crossing that intersects Commercial Boulevard approximately 148 feet west of the southbound I-95 off-ramp which includes two tracks. Cypress Creek Road is an east-west six-lane divided facility. Its functional classification is *urban principal arterial – other* with a posted speed limit of 45 mph. There is a railroad crossing that intersects Cypress Creek Road approximately 288 feet west of N. Andrews Avenue which includes two tracks. The signalized intersections on Commercial Boulevard and Cypress Creek Road, including the ramp terminal intersections are maintained by Broward County and are shown in **Figure 3.2**.

There are two major cross streets that intersect Commercial Boulevard and Cypress Creek Road: SR 845 (Powerline Road) and N. Andrews Avenue. Powerline Road is a north-south six-lane divided facility. Its functional classification is *urban principal arterial – other* with a posted speed limit of 45 mph. It intersects Commercial Boulevard and Cypress Creek Road west of I-95. N. Andrews Avenue is classified as an *urban minor arterial* and is a north-south four-lane undivided facility with a posted speed limit of 35 mph. It intersects Commercial Boulevard east of I-95 and Cypress Creek Road west of I-95.

The existing I-95/Commercial Boulevard interchange is a diamond interchange with a westbound-to-southbound single-lane flyover on-ramp. There is an existing weave from the southbound N. Andrews Avenue on-ramp to the Commercial Boulevard off-ramp that is approximately 1,340 feet long. The northbound and southbound off-ramps each include triple left turn lanes and one free-flow right turn lane. The northbound on-ramp includes one yield controlled right turn lane and dual left turn lanes with two receiving lanes. The southbound on-ramp includes one free flow right turn lane and one receiving

lane. The westbound to southbound movement is accommodated by the flyover ramp that is approximately 3,814 feet long.

The existing I-95/Cypress Creek Road interchange is a modified partial cloverleaf interchange with loop ramps for the northbound to westbound and westbound to northbound movements. Slip ramps are located on all but the southwest quadrant. The eastbound to southbound movement is not handled at the main interchange, but via a slip ramp that accesses southbound I-95 from southbound N. Andrews Avenue.

3.2 Environmental Characteristics

Any potential National Environmental Policy Act (NEPA) impacts associated with the proposed alternatives will be assessed concurrent with the PD&E Study. The Efficient Transportation Decision Making (ETDM) data and data being collected for the PD&E Study will be utilized to assess potential environmental impacts. The following environmental reports will be prepared as part of the PD&E Study:

- Sociocultural Effects Evaluation Report;
- Cultural Resources Assessment Report (CRAS);
- Natural Resource Evaluation (NRE);
- Noise Study Report;
- Air Quality Technical Memorandum;
- Contamination Screening Evaluation Report;
- Water Quality Impact Evaluation; and
- Type 2 Categorical Exclusion.

Figure 3.1. Existing Ramp Spacing

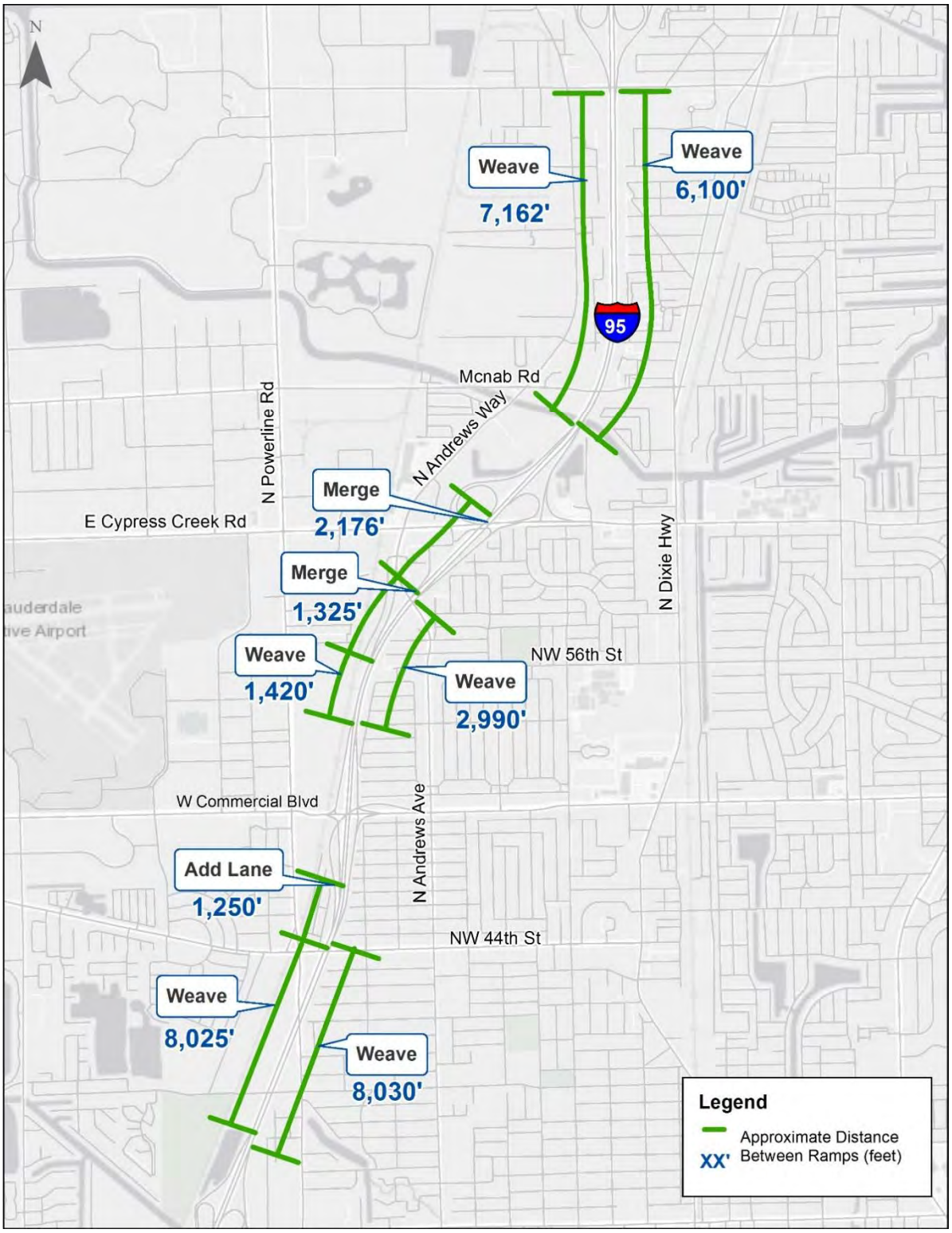
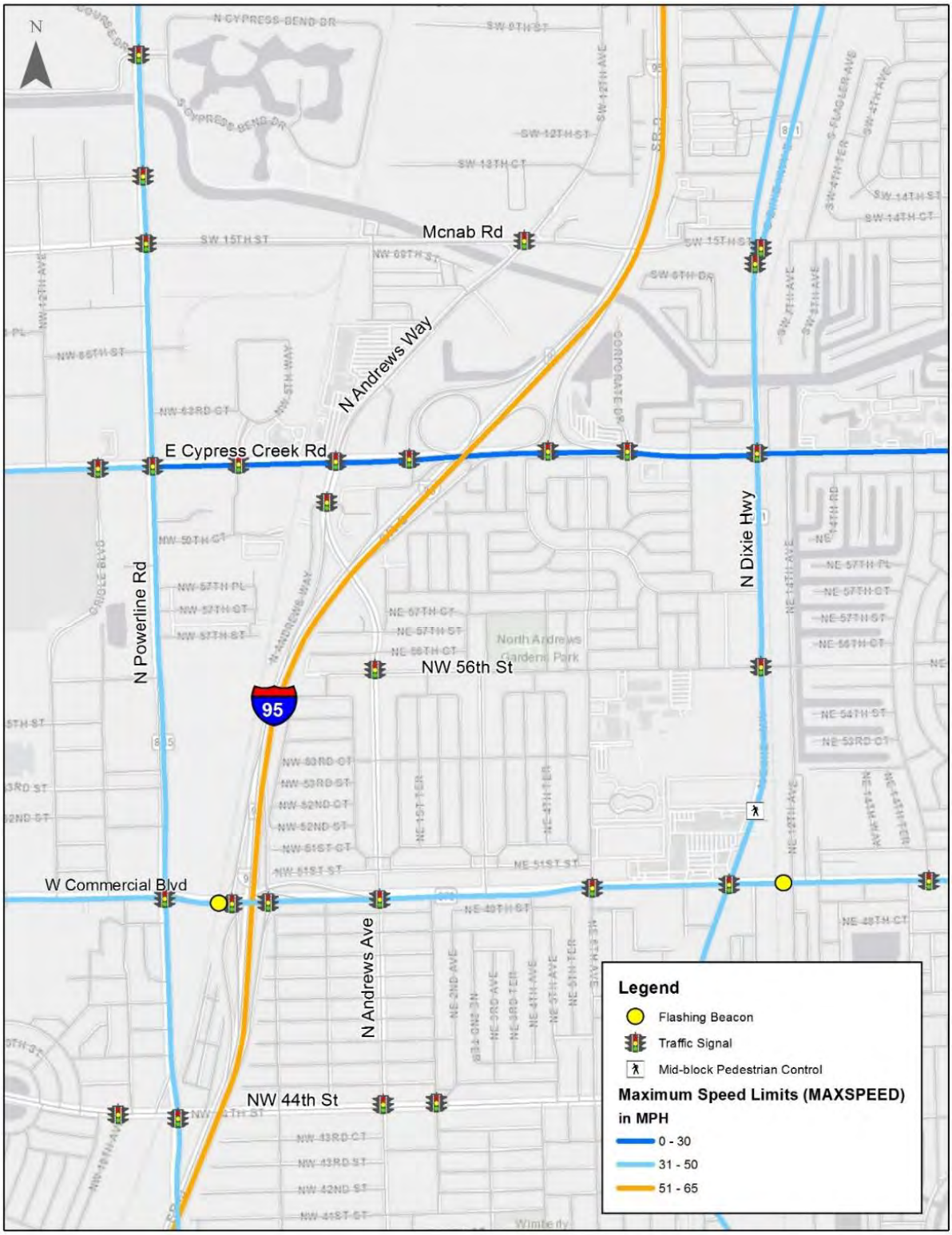


Figure 3.2. Existing Speed Limits and Traffic Signals



3.3 Land-Use Characteristics

The study area has a variety of land uses including low to medium density residential, retail, industrial and employment centers. West of I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges is comprised heavily of office, industrial, and employment centers; including Xtreme Action Park, BJ's Wholesale Club, Best Western, Universal Palms, as well as the Fort Lauderdale Executive Airport. The east side of the I-95/Commercial Boulevard interchange and the southeast quadrant of the I-95/Cypress Creek Road interchange are made up of residential land uses and the northeast quadrant of the I-95/Cypress Creek Road interchange contains some commercial, residential, recreational open space land uses. The predominant land use beyond the immediate I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges is residential.

There are two Park and Ride lots located within the study area. The Cypress Creek Park and Ride is located at the southwest quadrant of the I-95/Cypress Creek Road interchange, to the east of the Cypress Creek Tri-Rail Station. The second Park and Ride is located at the northwest quadrant of the intersection of Commercial Boulevard and N. Andrews Avenue. Several small scale residential developments are scattered throughout the area west of the I-95 corridor, including several Developments of Regional Impact (DRIs) that have been approved, pending, or planned as shown in **Figure 3.3**.

Figure 3.3. DRI locations



http://gis.broward.org/GISData.htm, January 10, 2018, Source: Broward County, GIS

3.4 Existing Transit Operations

The study area includes Tri-Rail, that runs northbound and southbound, located just west of I-95. Additionally, there are several bus routes that run through the study area. Eastbound and westbound routes include Route 62 running along Cypress Creek Road, Route 55 running along Commercial Boulevard, and Route 72 running along Oakland Park Boulevard. Northbound and southbound routes include Line 60 running on N. Andrews Avenue, Line 14 running along Powerline Road, and Line 50 running along NE 4 Avenue/Dixie Highway (**Figure 3.4**).

The Cypress Creek Park and Ride lot is located in the southeast quadrant of the I-95/Cypress Creek Road interchange and has direct access from northbound I-95 off-ramp as well as driveway access points along the intersections of N. Andrews Avenue/ N. Andrews Way and Cypress Creek Road/I-95 southbound off-ramp. There is a second Park and Ride lot located in the northwest quadrant of the intersection Commercial Boulevard and N. Andrews Avenue.

Figure 3.4. Broward County Transit Map

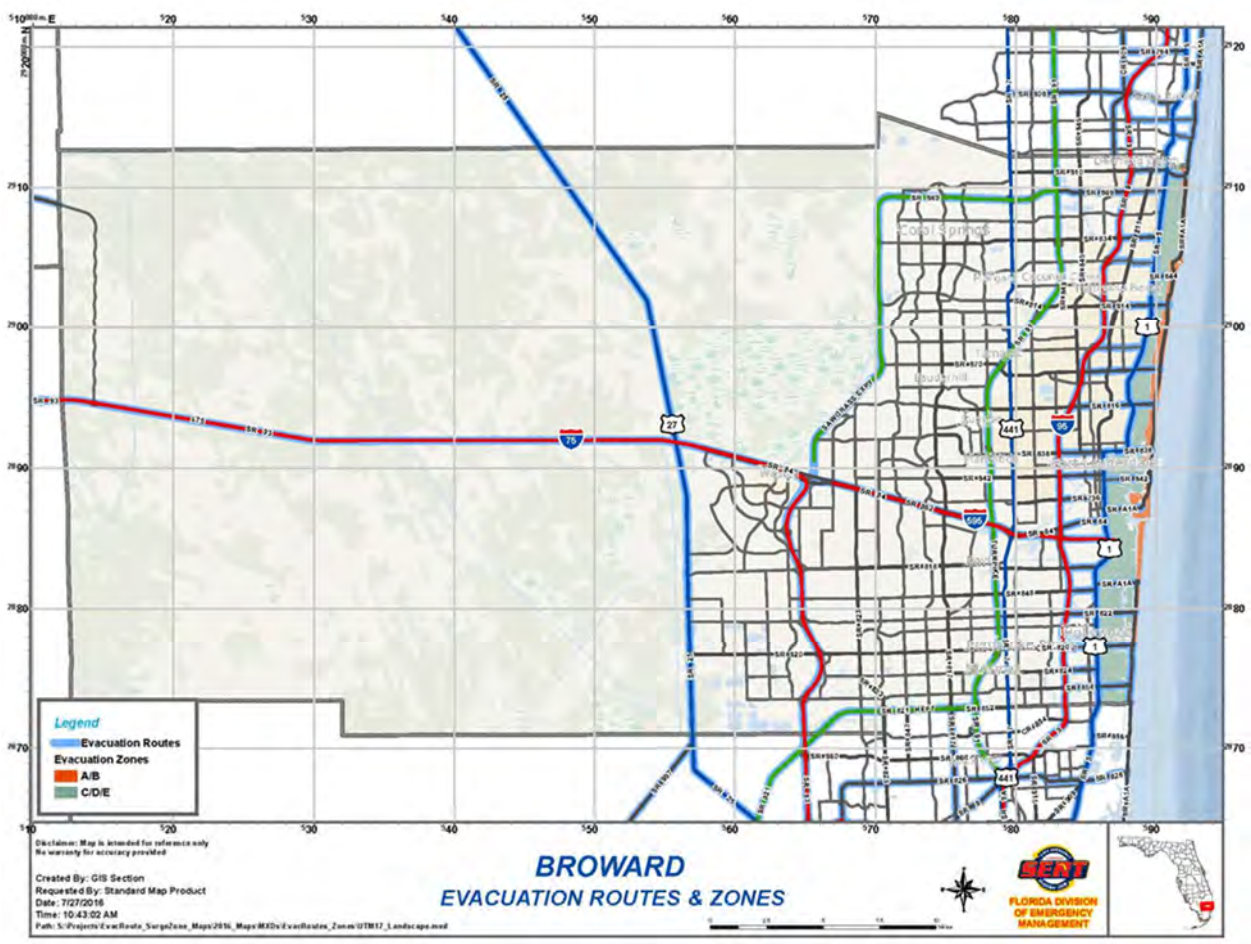


http://www.broward.org/BCT/Schedules/Pages/default.aspx , January 9, 2018, Source:broward.org

3.5 Emergency Evacuation

The I-95 corridor is a part of the designated emergency evacuation route in Broward County (**Figure 3.5**). This project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. I-95, Commercial Boulevard, and Cypress Creek Road serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. Commercial Boulevard and Cypress Creek Road move traffic from the east to I-95. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network (i.e., I-595 and the Florida's Turnpike).

Figure 3.5. Broward County Evacuation Routes



Source: http://www.floridadisaster.org/publicmapping/Evac/EVAC_BROWARD.pdf

3.6 Safety Analysis

Crash data for a five-year period (from January 2010 to December 2014) along I-95 from Commercial Boulevard to Cypress Creek Road, Commercial Boulevard from west of Powerline Road to east of N. Andrews Avenue, and ramps at the I-95 interchanges of Commercial Boulevard and Cypress Creek Road was obtained from the FDOT's Crash

Analysis Reporting System (CARS). The safety analysis data for Cypress Creek Road was identified for west of NW 6 Way to east of NE 7 Avenue and was obtained from the Broward County Safety Office and Fort Lauderdale Police Department through Signal Four Analytics. The detailed crash analysis is included in the **Appendix A**. The following is a summary of findings based on the review of crash data.

3.6.1 I-95 from Commercial Boulevard to Cypress Creek Road

The crash data used for this study was downloaded from the FDOT's Crash Analysis Reporting System (CARS) along I-95 from Commercial Boulevard to Cypress Creek Road (Section 86070000, MP 14.665 to MP 16.811). The following is a summary of findings based on the review of the crash data.

- Overall: A total of 1,252 crashes were reported during the referenced five-year period with 199 crashes in 2010, 208 crashes in 2011, 243 crashes in 2012, 286 crashes in 2013, and 316 crashes in 2014.
- Severity: Of the 1,252 crashes reported, 39 percent were injury type crashes and 61 percent were property damage only crashes. There were 2 fatal crashes reported during the referenced five-year period that occurred within the study segment.
- Type: There were 658 rear end crashes, 204 sideswipe crashes, 144 fixed object crashes, 65 angle crashes, 2 head on crashes, 5 pedestrian crashes, 1 bicycle crash, and 173 other crashes.
- Time of day: Approximately 32 percent (402 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Conditions: Approximately 22 percent (271 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 18 percent.
- The study segment was identified as part of high crash segments and included high crash rates at ramp terminals on the Department's high crash listings for all referenced five years.

3.6.2 Eastbound Commercial Boulevard to I-95 southbound on-ramp (MP 14.95)

The crash data along the ramp (Section 86070053, MP 0.000 to MP 0.120) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- Number: A total of 37 crashes were reported during the referenced five-year period with 5 crashes in 2010, 2 crashes in 2011, 7 crashes in 2012, 11 crashes in 2013, and 12 crashes in 2014.
- Severity: Of the 37 crashes reported, 6 (16 percent) were injury type crashes and 31 (84 percent) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- Type: There were 14 rear end crashes, 7 sideswipe crashes, 7 fixed object crashes, 4 angle crashes, 2 non-collisions and 3 other crashes.

- Time of Day: Approximately 32 percent (12 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Conditions: Approximately 27 percent (10 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 18 percent.
- The intersection of the ramp with Commercial Boulevard was identified as a high crash intersection on the Department's high crash listings for the year 2012 and 2013.

3.6.3 I-95 southbound on-ramp from westbound Commercial Boulevard (MP 14.76)

The crash data along Ramp Section 86070054 (MP 0.000 to MP 0.577) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 30 crashes were reported during the referenced five-year period with 8 crashes in 2010, 5 crashes in 2011, 6 crashes in 2012, 6 crashes in 2013, and 5 crashes in 2014.
- Based on crash severity, of the 30 crashes reported, 12 (40 percent) were injury type crashes and 17 (57 percent) were property damage only crashes. There was one fatal crash reported during the referenced five-year period that occurred within the study segment.
- There were 15 rear end crashes, 3 bicycle crashes, 3 angle crashes, 2 sideswipe crashes, 2 fixed object crashes, 1 left turn crash, 1 non-collisions and 3 other crashes.
- Approximately 30 percent (9 crashes) of the crashes occurred during nighttime, which is equal to the district-wide average of 30 percent.
- Approximately 13.3 percent (4 crashes) of the crashes occurred under wet/slippery pavement conditions, which is lower than the district-wide average of 15 percent.
- The intersection of the ramp with I-95 was identified as high crash intersections on the Department's high crash listings for the year 2012, 2013 and 2014.

3.6.4 I-95 northbound off-ramp at Commercial Boulevard (MP 14.79)

The crash data along Ramp Section 86070055 (MP 0.000 to MP 0.292) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 52 crashes were reported during the referenced five-year period with 8 crashes in 2010, 8 crashes in 2011, 9 crashes in 2012, 12 crashes in 2013, and 15 crashes in 2014.
- Based on crash severity, of the 52 crashes reported, 17 (33 percent) were injury type crashes and 35 (67 percent) were property damage only crashes. There were no

fatal crashes reported during the referenced five-year period within the study segment.

- There were 29 rear end crashes, 8 fixed object crashes, 4 sideswipe crashes, 3 non-collision crashes, 2 angle crashes, 1 pedestrian crash, 1 backed into crash, and 4 other crashes.
- Approximately 37 percent (19 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 17 percent (9 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 15 percent.
- The subject ramp included high crash intersections on the Department's high crash listings for the year 2011, 2012, 2013 and 2014.

3.6.5 I-95 southbound off-ramp at Commercial Boulevard (MP 15.33)

The crash data along Ramp Section 86070056 (MP 0.000 to MP 0.198) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 92 crashes were reported during the referenced five-year period with 17 crashes in 2010, 14 crashes in 2011, 20 crashes in 2012, 27 crashes in 2013, and 14 crashes in 2014.
- Based on crash severity, of the 92 crashes reported, 27 (29 percent) were injury type crashes and 65 (71 percent) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 52 rear end crashes, 18 angle crashes, 7 fixed object crashes, 5 sideswipe crashes, 2 left turn crashes, 2 pedestrian crashes, 2 non-collision crashes, 1 non fixed object collision crash and 3 other crashes.
- Approximately 25 percent (23 crashes) of the crashes occurred during nighttime, which is lower than the district-wide average of 30 percent.
- Approximately 16 percent (15 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 15 percent.
- The intersection of the ramp with Commercial Boulevard was identified as high crash intersections on the Department's high crash listings for all referenced five years.

3.6.6 I-95 northbound on-ramp at Commercial Boulevard (MP 15.33)

The crash data along Ramp Section 86070057 (MP 0.000 to MP 0.233) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 93 crashes were reported during the referenced five-year period with 8crashes in 2010, 19 crashes in 2011, 23 crashes in 2012, 25 crashes in 2013, and 18 crashes in 2014.

- Based on crash severity, of the 93 crashes reported, 39 (42 percent) were injury type crashes and 53 (57 percent) were property damage only crashes. There was one fatal crash reported during the referenced five-year period within the study segment.
- There were 31 rear end crashes, 21 angle crashes, 14 sideswipe crashes, 5 left turn crashes, 4 fixed object crashes, 4 non-collision crashes, 3 bicycle crashes and 11 other crashes.
- Approximately 37 percent (34 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 25 percent (23 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 15 percent.
- The subject ramp included high crash intersections on the Department's high crash listings for the year 2011, 2012, 2013 and 2014.

3.6.7 I-95 southbound on-ramp at N. Andrews Avenue (MP 15.75)

The crash data along Ramp Section 86070058 (MP 0.000 to MP 0.198) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 4 crashes were reported during the referenced five-year period with 1crash in 2012, 2 crashes in 2013, and 1 crash in 2014.
- Based on crash severity, of the 4 crashes reported, 1 was an injury type crash and 3 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 2 rear end crashes, 1 fixed object crash, and 1 other crash.
- There was 1 crash that occurred under wet/slippery pavement conditions and 2 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

3.6.8 I-95 southbound on-ramp at N. Andrews Avenue (MP 15.97)

The crash data along Ramp Section 86070059 (MP 0.000 to MP 0.089) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 3 crashes were reported during the referenced five-year period with 3 crashes in 2010.
- Based on crash severity, of the 3 crashes reported, all 3 crashes were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 1 non- fixed object crash, 1 non-collision crash and 1 other crash.

- There was 1 crash that occurred under wet/slippery pavement conditions and no crashes that occurred during nighttime.
- The intersection of subject ramp with I-95 was identified as high crash intersections on the Department's high crash listings for the year 2010, 2012 and 2014.

3.6.9 I-95 southbound off-ramp at Cypress Creek Road (MP 16.57)

The crash data along Ramp Section 86070060 (MP 0.000 to MP 0.427) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 46 crashes were reported during the referenced five-year period with 6 crashes in 2010, 6 crashes in 2011, 6 crashes in 2012, 11 crashes in 2013, and 17 crashes in 2014.
- Based on crash severity, of the 46 crashes reported, 13 (28 percent) were injury type crashes and 33 (72 percent) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 23 rear end crashes, 10 fixed object crashes, 3 sideswipe crashes, 3 angle crashes, 2 non-collision crashes, 1 non fixed object collision crash and 4 other crashes.
- Approximately 52 percent (24 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 26 percent (12 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 18 percent.
- The intersection of subject ramp with I-95 was identified as high crash intersections on the Department's high crash listings for all referenced five years.

3.6.10 I-95 southbound on-ramp at Cypress Creek Road (MP 16.35)

The crash data along Ramp Section 86070061 (MP 0.000 to MP 0.314) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 7 crashes were reported during the referenced five-year period with 1 crash in 2010, 1 crash in 2011, 1 crash in 2012, 3 crashes in 2013, and 1 crash in 2014.
- Based on crash severity, of the 7 crashes reported, 2 were injury type crashes and 5 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 2 fixed object crashes, 2 sideswipe crashes, and 3 non-collision crashes.
- There were 4 crashes that occurred under wet/slippery pavement conditions and 5 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

3.6.11 I-95 northbound off-ramp at Cypress Creek Road (MP 16.05)

The crash data along Ramp Section 86070062 (MP 0.000 to MP 0.284) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 13 crashes were reported during the referenced five-year period with 4 crashes in 2010, 3 crashes in 2011, 2 crashes in 2012, 1 crash in 2013, and 3 crashes in 2014.
- Based on crash severity, of the 13 crashes reported, 5 were injury type crashes and 8 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 6 fixed object crashes, 2 sideswipe crashes, 1 rear end crash, 1 angle crash, 1 bicycle crash, and 2 other crashes.
- There were 5 crashes that occurred under wet/slippery pavement conditions and 6 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

3.6.12 I-95 northbound off-ramp at Cypress Creek Road (MP 16.45)

The crash along Ramp Section 86070063 (MP 0.000 to MP 0.160) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 19 crashes were reported during the referenced five-year period with 2 crashes in 2010, 2 crashes in 2011, 7 crashes in 2012, 4 crashes in 2013, and 4 crashes in 2014.
- Based on crash severity, of the 19 crashes reported, 7 were injury type crashes and 12 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 7 fixed object crashes, 7 non-collision crashes, 2 rear end crashes, 1 sideswipe crash, 1 angle crash and 1 other crash.
- There were 14 crashes that occurred under wet/slippery pavement conditions and 4 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

3.6.13 I-95 northbound on-ramp at Cypress Creek Road (MP 16.71)

The crash data along Ramp Section 86070064 (MP 0.000 to MP 0.304) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 20 crashes were reported during the referenced five-year period with crashes in 2010, 3 crashes in 2011, 5 crashes in 2012, 5 crashes in 2013, and 4 crashes in 2014.
- Based on crash severity, of the 20 crashes reported, 7 were injury type crashes and 13 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 8 rear end crashes, 4 angle crashes, 3 fixed object crashes, 3 sideswipe crashes, 2 non-collision crashes, and 2 other crashes.
- There were 3 crashes that occurred under wet/slippery pavement conditions and 5 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

3.6.14 Commercial Boulevard from West of Powerline Road to east of N. Andrews Avenue

The crash data along Commercial Boulevard from West of Powerline Road to east of N. Andrews Avenue (Section 86014000, MP 6.198 to MP 6.808) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 574 crashes were reported during the referenced five-year period with 101 crashes in 2010, 74 crashes in 2011, 103 crashes in 2012, 142 crashes in 2013, and 154 crashes in 2014.
- Based on crash severity, of the 574 crashes reported, 171 (30 percent) were injury type crashes and 400 (70 percent) were property damage only crashes. There were 3 fatal crashes reported during the referenced five-year period that occurred within the study segment.
- There were 274 rear end crashes, 85 sideswipe crashes, 92 angle crashes, 21 fixed object crashes, 16 left turn crashes, 10 bicycle crashes, 9 non-collisions crash, 7 pedestrian crashes, 4 right turn crashes, 3 head on crashes, 3 non fixed object collision crashes, 2 backed into crashes, and 48 other crashes.
- Approximately 28 percent (159 crashes) of the crashes occurred during nighttime, which is lower than the district-wide average of 30 percent.
- Approximately 16 percent (91 crashes) of the crashes occurred under wet/slippery pavement conditions, which is lower than the district-wide average of 18 percent.
- The study segment was identified as part of high crash segments and included high crash intersections on the Department's high crash listings for all referenced five years.

3.6.15 Cypress Creek Road from West of NW 6 Way to East of NE 7 Avenue

The crash data along Cypress Creek Road from west of NW 6 Way to east of NE 7 Avenue was obtained from the Broward County Safety Office and Fort Lauderdale Police Department through Signal Four Analytics. The following is a summary of findings based on the review of crash data.

- A total of 317 crashes were reported during the referenced five-year period with 43 crashes in 2010, 34 crashes in 2011, 53 crashes in 2012, 87 crashes in 2013, and 100 crashes in 2014.
- Based on crash severity, of the 317 crashes reported, 110 (35 percent) were injury type crashes and 206 (65 percent) were property damage only crashes. There was 1 fatal crash reported in 2014 that occurred within the study segment.
- There were 192 rear end crashes, 31 sideswipe crashes, 40 non-collision crashes, 14 left turn crashes, 7 fixed object crashes, 6 angle crashes, 5 right turn crashes, 4 head on crashes, 4 bicycle crashes, 3 pedestrian crashes, and 11 other crashes.
- Approximately 22 percent (71 crashes) of the crashes occurred during nighttime, which is lower than the district-wide average of 30 percent.
- Approximately 12 percent (39 crashes) of the crashes occurred under wet/slippery pavement conditions, which is lower than the district-wide average of 18 percent.

3.7 Traffic Data

A comprehensive traffic count program was performed by FDOT in May 2015 as part of a pre-PD&E effort in preparation for this PD&E Study. Additional counts were collected in March 2016 to supplement the pre-PD&E counts that were provided. The March 2016 data collection effort also included calibration data for the Vissim analysis.

3.7.1 Traffic Volume Counts

In accordance with Manual on Uniform Traffic Studies (MUTS) and the Project Traffic Forecasting Handbook, field traffic count data, including 3-day classification counts, 3-day bi-directional volume counts, and 3-day 6-hour turning movement counts, were collected at the locations listed below:

- Oakland Park Boulevard
  - Oakland Park Boulevard/NW 21 Avenue;
  - Oakland Park Boulevard/NW 18 Avenue;
  - Oakland Park Boulevard/Southbound I-95 Ramp Terminal;
  - Oakland Park Boulevard/Northbound I-95 Ramp Terminal; and
  - Oakland Park Boulevard/Powerline Road.
- Commercial Boulevard
  - Commercial Boulevard/NW 15 Avenue;
  - Commercial Boulevard/NW 12 Avenue;

- Commercial Boulevard/Powerline Road;
- Commercial Boulevard/Southbound I-95 Ramp Terminal;
- Commercial Boulevard/Northbound I-95 Ramp Terminal;
- Commercial Boulevard/N. Andrews Avenue;
- Commercial Boulevard/NE 3 Avenue; and
- Commercial Boulevard/NE 6 Avenue.

- Cypress Creek Road
  - Cypress Creek Road/NW 6 Way;
  - Cypress Creek Road/N. Andrews Avenue;
  - Cypress Creek Road/Southbound I-95 Ramp Terminal;
  - Cypress Creek Road/Northbound I-95 Ramp Terminal;
  - Cypress Creek Road/Southbound I-95 Park & Ride On-Ramp;
  - Cypress Creek Road/Northbound I-95 Park & Ride Off-Ramp;
  - Cypress Creek Road/NE 7 Avenue;
  - Cypress Creek Road/NE 9 Avenue; and
  - Cypress Creek Road/Dixie Highway.
- Atlantic Boulevard
  - Atlantic Boulevard/N. Andrews Avenue;
  - Atlantic Boulevard/Southbound I-95 Ramp Terminal;
  - Atlantic Boulevard/Northbound I-95 Ramp Terminal;
  - Atlantic Boulevard/NW 6 Avenue; and
  - Atlantic Boulevard/Dixie Highway.
- Powerline Road
  - Powerline Road/NW 46 Street;
  - Powerline Road/NW 51 Place;
  - Powerline Road/NW 53 Street; and
  - Powerline Road/NW 56 Street.
- N. Andrews Avenue
  - N. Andrews Avenue/NE 48 Street;
  - N. Andrews Avenue/NE 51 Street;
  - N. Andrews Avenue/Southbound I-95 Ramp Terminal;
  - N. Andrews Avenue/N. Andrews Way;
  - N. Andrews Avenue/NE 1 Avenue (northern connection); and
  - N. Andrews Avenue/NW 66 Street.

The count types and locations are shown on **Figure 3.6** through **Figure 3.9**.

Figure 3.6. Count Types and Locations – Commercial Boulevard

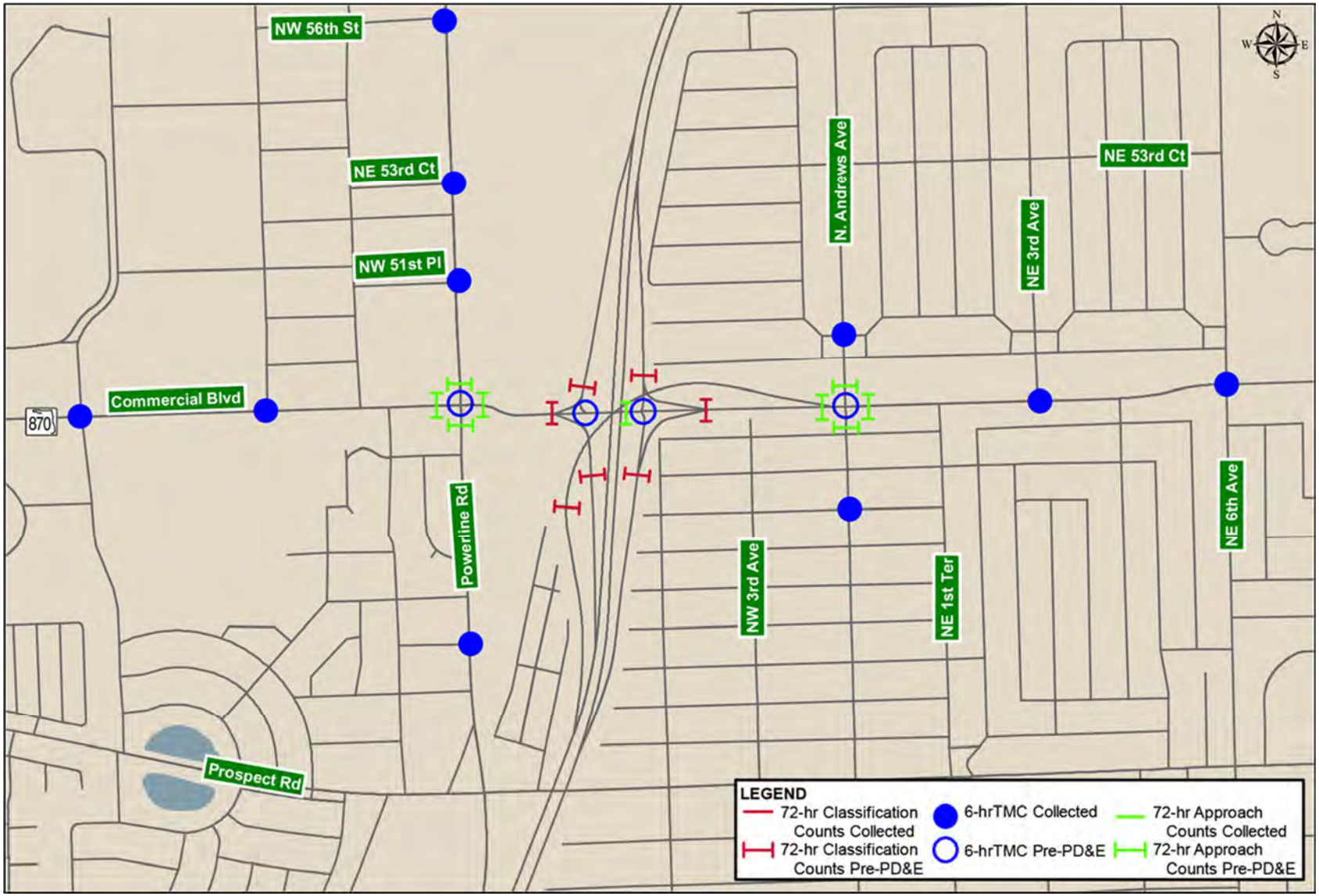


Figure 3.7. Count Types and Locations – Cypress Creek Road

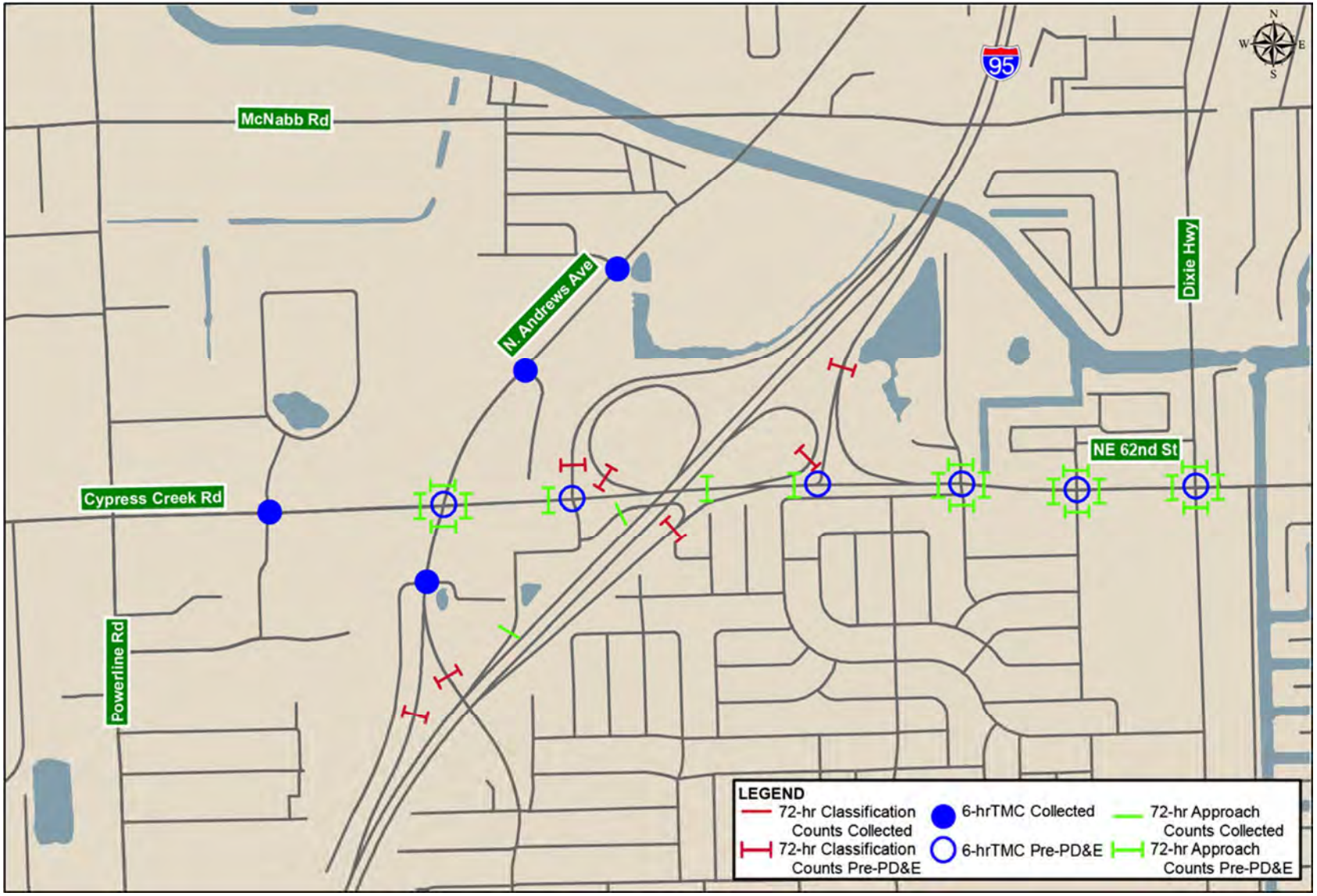
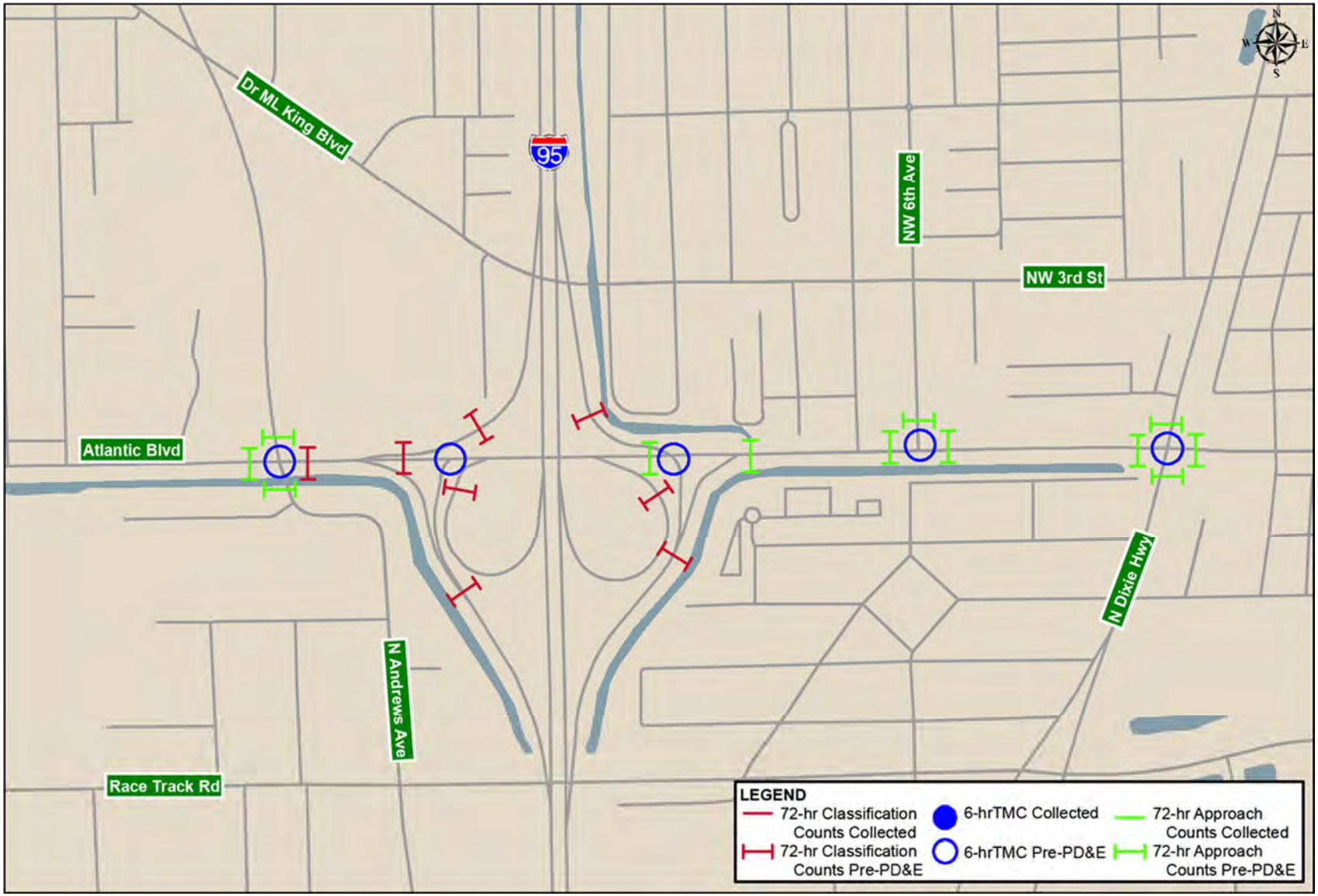


Figure 3.8. Count Types and Locations – Oakland Park Boulevard



Figure 3.9. Count Types and Locations – Atlantic Boulevard



3.7.2 Bluetooth Data

A detailed origin-destination (OD) study was performed by CTS in March 2015 for the I-95 northbound off-ramp at Commercial Boulevard in order to better understand traffic patterns for traffic exiting I-95 northbound and turning left towards the Powerline Road intersection. Detailed information on the OD study is provided in the *I-95 at Commercial Blvd Interchange OD Data Collection* memo, dated March 2015 and provided in **Appendix B**.

3.7.3 Calibration Data

In addition to traffic counts, travel times and saturation flow rates were measured in the field and queue length and signal timing observations were made for use in calibrating the Vissim simulation models.

- Saturation Flow Rates - Vehicle headways and start-up lost time were collected for each approach at the following key intersections to calibrate driver behavior at the signals:
  - Cypress Creek Road/N. Andrews Avenue;
  - Commercial Boulevard/Powerline Road; and
  - Commercial Boulevard/Northbound I-95 Off Ramp Terminal to West;
- Off-Peak Spot Speed Data - A spot speed study was conducted at the following locations during off-peak hours for developing desired speed distributions:
  - I-95 South of Commercial Boulevard;
  - I-95 between Commercial Boulevard and Cypress Creek Road;
  - I-95 North of Cypress Creek Road;
  - Commercial Boulevard West of Powerline Road;
  - Commercial Boulevard East of N. Andrews Avenue;
  - N. Andrews Avenue North of Cypress Creek Road; and
  - N. Andrews Avenue South of Cypress Creek Road.
- Peak Period Speed Data - Speed data was collected during the morning peak period from 7:00 AM to 9:00 AM and the afternoon peak period from 4:00 PM to 6:00 PM at the following locations for comparing Vissim model results to field conditions:
  - I-95 North and South between Commercial Boulevard and Cypress Creek Road;
  - N. Andrews Avenue North of Cypress Creek Road;
  - N. Andrews Avenue South of Cypress Creek Road;
  - Commercial Boulevard West of Powerline Road; and
  - Commercial Boulevard East of N. Andrews Avenue.
- Travel Time Data - Ten travel time runs were collected using the floating car method during the morning peak period from 7:00 AM to 9:00 AM and the afternoon peak period from 4:00 PM to 6:00 PM for both directions of the I-95 mainline and arterials for the entire segments within the area of influence. The travel time runs were

collected on the following segments for comparing Vissim model results to field conditions:

  - I-95 from Sunrise Boulevard to Sample Road;
  - Oakland Park Boulevard from NW 27 Avenue to N. Andrews Avenue;
  - Commercial Boulevard from NW 15 Avenue to NE 6 Avenue;
  - Cypress Creek Road from Powerline Road to NE 18 Avenue;
  - Atlantic Boulevard from Premier Drive to Cypress Creek Road;
  - Powerline Road from NW 46 Street to NW 56 Street; and
  - N. Andrews Avenue from 48 Street to 66 Street.

- Queue Length Data – Queue lengths were measured at the following intersections during the AM and PM peak hours to compare Vissim model results to field conditions:
  - Westbound Cypress Creek Road East of N. Andrews Avenue;
  - Eastbound Cypress Creek Road West of N. Andrews Avenue;
  - Southbound N. Andrews Avenue North of Cypress Creek Road;
  - I-95/Cypress Creek Road Ramp Terminals;
  - Commercial Boulevard at Powerline Road (all approaches);
  - Westbound Commercial Boulevard East of N. Andrews Avenue;
  - Eastbound Commercial Boulevard West of N. Andrews Avenue; and
  - I-95/Commercial Boulevard Ramp Terminals.

- Rail Crossing Impacts – The frequency and duration of gate closures impacting Cypress Creek Road and Commercial Boulevard were collected in the field during the AM and PM peak periods. Train schedules were obtained on the Tri-Rail and Amtrak websites.

Following the supplemental traffic count and calibration data collection effort, StreetLight OD data was obtained to verify the assumption that southbound traffic on N. Andrews Avenue might be traffic that is bypassing the Cypress Creek Road interchange to get to Commercial Boulevard. Based on the StreetLight OD data, this was found not to be the case, and that southbound traffic on N. Andrews Avenue was in fact using N. Andrews Avenue for much longer trips. Any improvements at the Cypress Creek Road interchange would therefore not reduce southbound N. Andrews Avenue traffic as initially thought.

3.7.4 Traffic Parameters

The peak-to-daily ratios (K_{pk}), directional distribution (D_{pk}), and 24-hr truck percentage (T_{24}) were based on the results of the traffic count program. The determined values were compared to historical data provided in the FDOT Florida Traffic Information (FTI) online database 2014 and the acceptable ranges obtained from the FDOT Project Traffic Forecasting Handbook, dated 2014. These sources were used to confirm the standard design-hour factor (K_{std}), design-hour directional distribution factor (D), and design-hour truck percentage (DHT), which is generally taken as half of the existing 24-hour

percentage of trucks (T_{24}), based on the FDOT Project Traffic Forecasting Handbook methodology. The design traffic factors recommended for the study area as approved in the MLOU are as follows:

K_{std} = 9.0 percent

D = 55.0 percent

DHT = 3.0 percent

3.7.5 Development of Existing Year 2015 Peak Hour Traffic Volumes

As previously discussed, a comprehensive traffic count program was performed by FDOT in May 2015 as part of a pre-PD&E effort in preparation for this PD&E Study. The existing year (2015) AADT volumes were provided in the *Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report, dated September 2015* (**Appendix C**). Additional counts were collected in March 2016 to supplement the pre-PD&E counts that were provided. AADT volumes at intersections included in the supplemental count program were estimated using the two-way approach and departure volumes and K_{std}.

The I-95 mainline AADT volumes that were provided by FDOT were shown as two-way AADT volumes. Directional I-95 mainline AADT volumes were developed to ensure that the mainline and ramp AADT volumes were balanced and were assumed to be two-way. The I-95 mainline control points used for the northbound and southbound directions were south of Commercial Boulevard and north of Cypress Creek Road, respectively. I-95 mainline Directional Design Hourly Volumes (DDHVs) were developed by applying K_{std} and D factors to the two-way AADT at the northbound and southbound control points and adding/subtracting on and off ramp volumes accordingly to ensure that the directional volumes were balanced through the system.

Existing year (2015) turning movement volumes were provided in the *Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report* for intersections that were included in that traffic count program. Turning movement volumes at intersections included in the supplemental count program were determined by applying a seasonal factor (SF) of 0.96 or 1.02, depending on when the count was taken, to the raw turning movement counts for the AM and PM peak hours.

A manual smoothing process was performed to ensure that traffic flows were balanced between adjacent intersections. Note that although the supplemental traffic data was collected in 2016, the existing year is assumed to be 2015 for all study intersections for consistency with the pre-PD&E volumes and to simplify the volume development process. Volume growth between 2015 and 2016 was assumed to negligible as the study area is nearly built-out.

The global peak hours were determined by using the turning movement counts of the study intersections to find the four consecutive 15-minute intervals in which the highest number of vehicles entered the system. The global AM peak hour was determined to occur from 7:45 AM to 8:45 AM and the global PM peak hour was determined to occur from 5:00 PM to 6:00 PM. The existing global Peak Hour Factors (PHFs) were

determined to be 0.97 and 0.98 for the AM and PM peak periods, respectively. **Figure 3.10** through **Figure 3.14** show the existing year (2015) AADT volumes, DDHVs, and turning movement volumes for both the AM and PM peak hours.

3.7.6 Pre- and Post-Peak Hour Adjustment Factors

A three-hour morning and three-hour afternoon period was used for analysis to capture the effects of congestion building before the peak hour and dissipating after the peak hour. The volumes of the hours adjacent to the peak hour were determined by applying an adjustment factor to the peak hour volumes to proportionately scale down the balanced peak hour volumes. Traffic count proportions were used to determine global scale factors for both the AM and PM peak periods.

The scale factors were determined using the ratio of adjacent peak hour volumes to actual peak hour volumes and weighting those ratios by the peak hour volumes for each intersection to obtain one overall global ratio. Scale factors of 0.87 and 0.93 were used for the pre-peak hour adjustment for the AM and PM peak period, respectively, and a scale factor of 0.87 was used for the post-peak hour adjustment for both the AM and PM peak periods.

Figure 3.10. Existing Year (2015) AADT Volumes – I-95

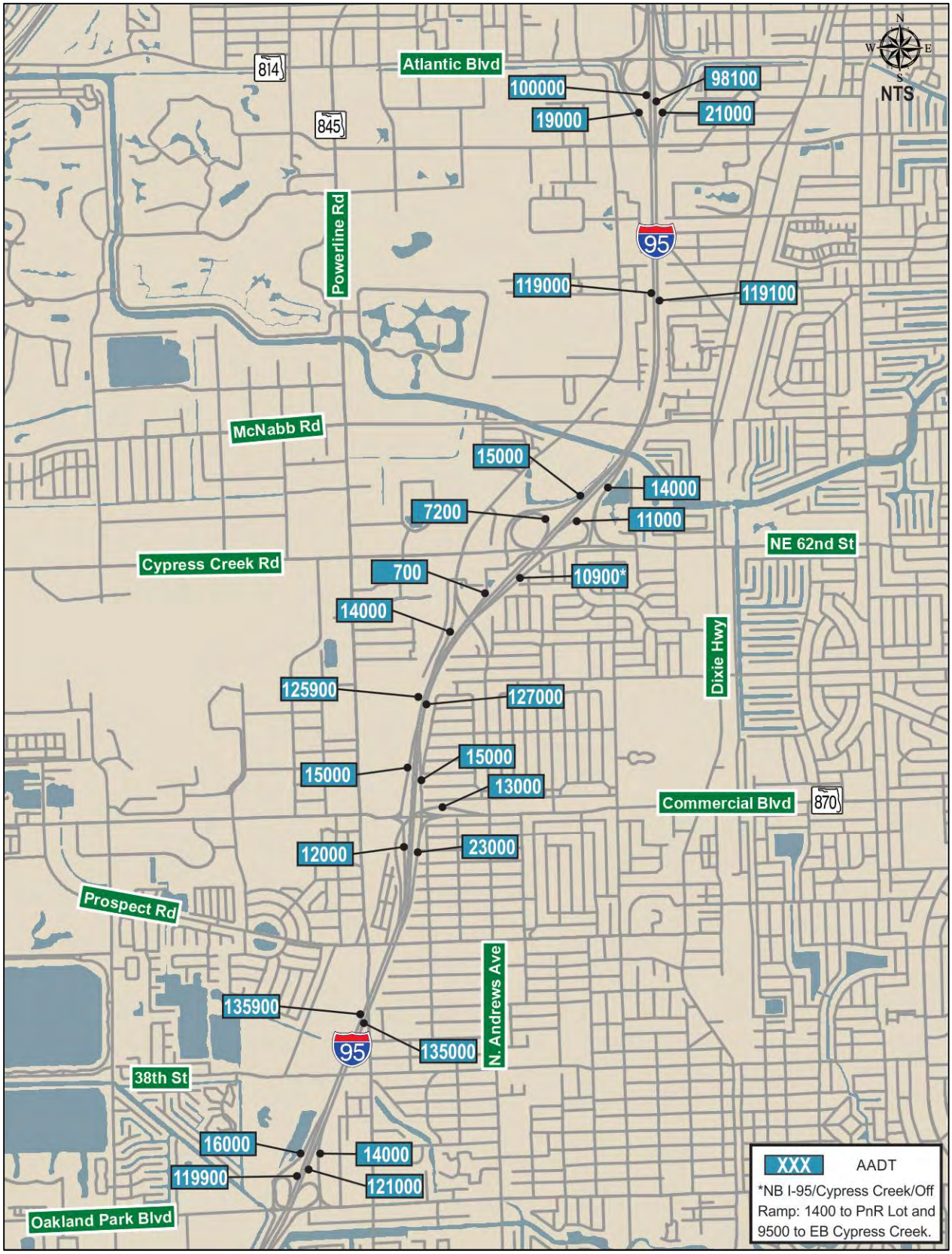


Figure 3.11. Existing Year (2015) DDHVs – I-95

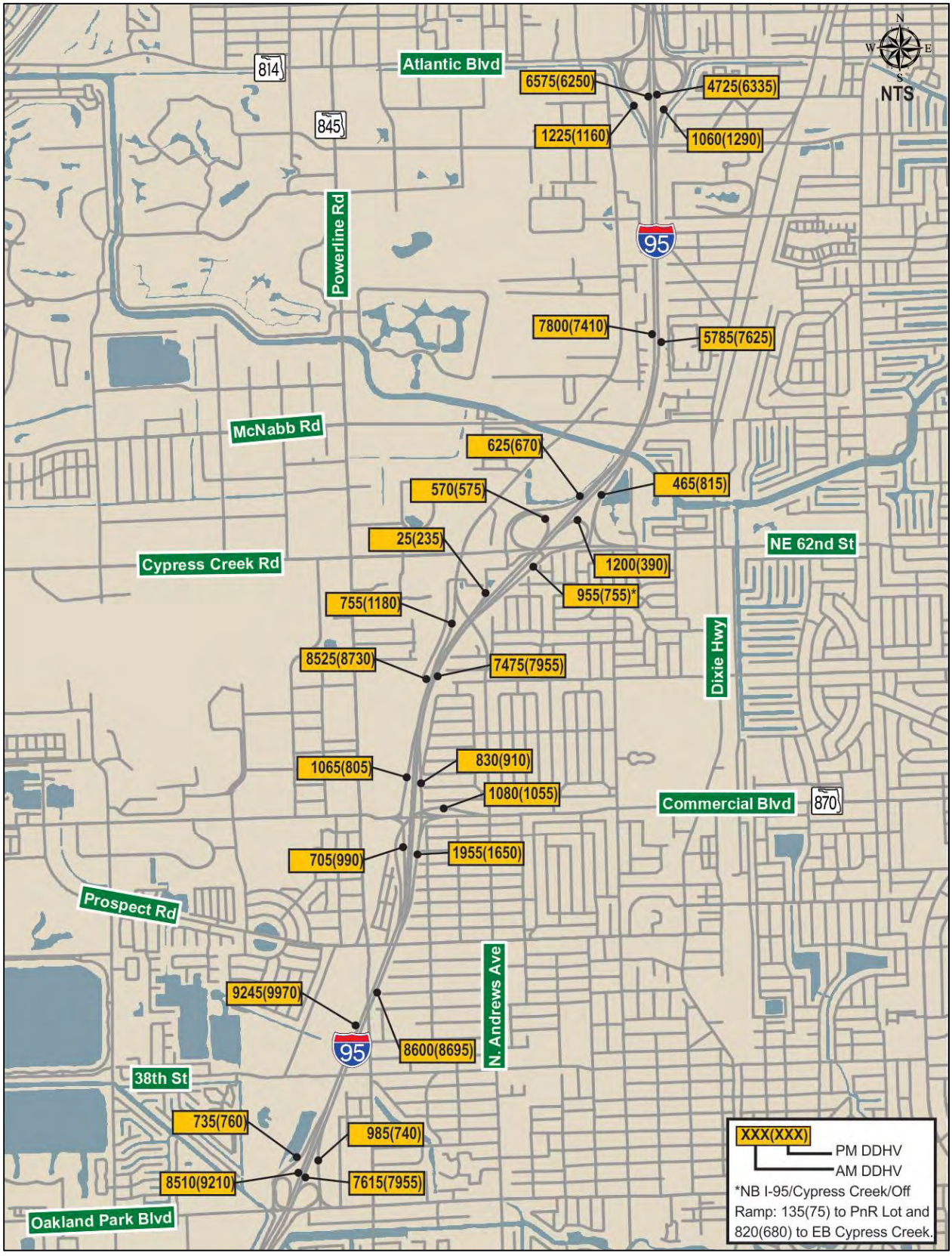


Figure 3.12. Existing Year (2015) AADT and Turning Movement Volumes – I-95/Commercial Boulevard

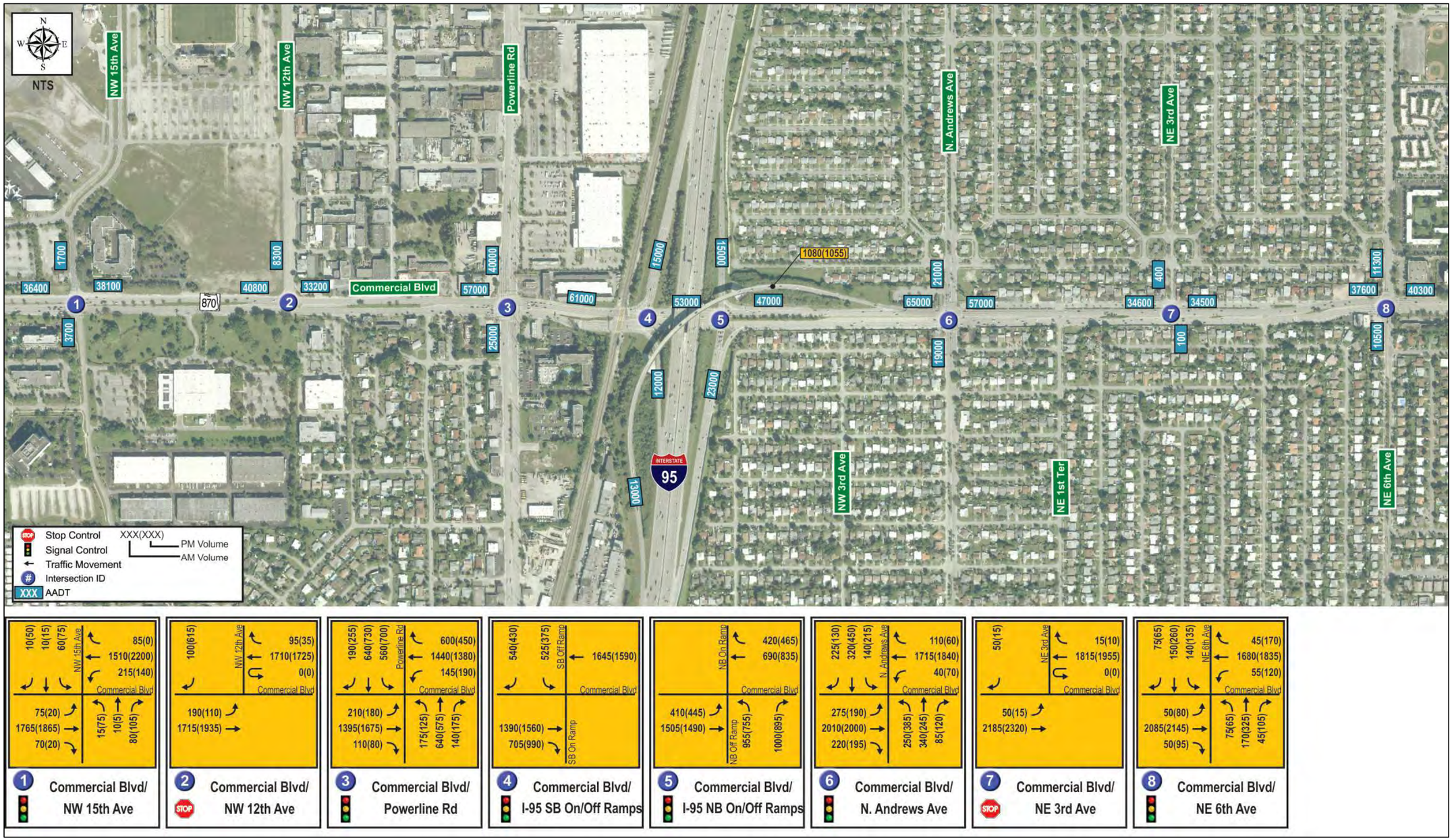


Figure 3.13. Existing Year (2015) AADT and Turning Movement Volumes – Powerline Road and Andrews Avenue

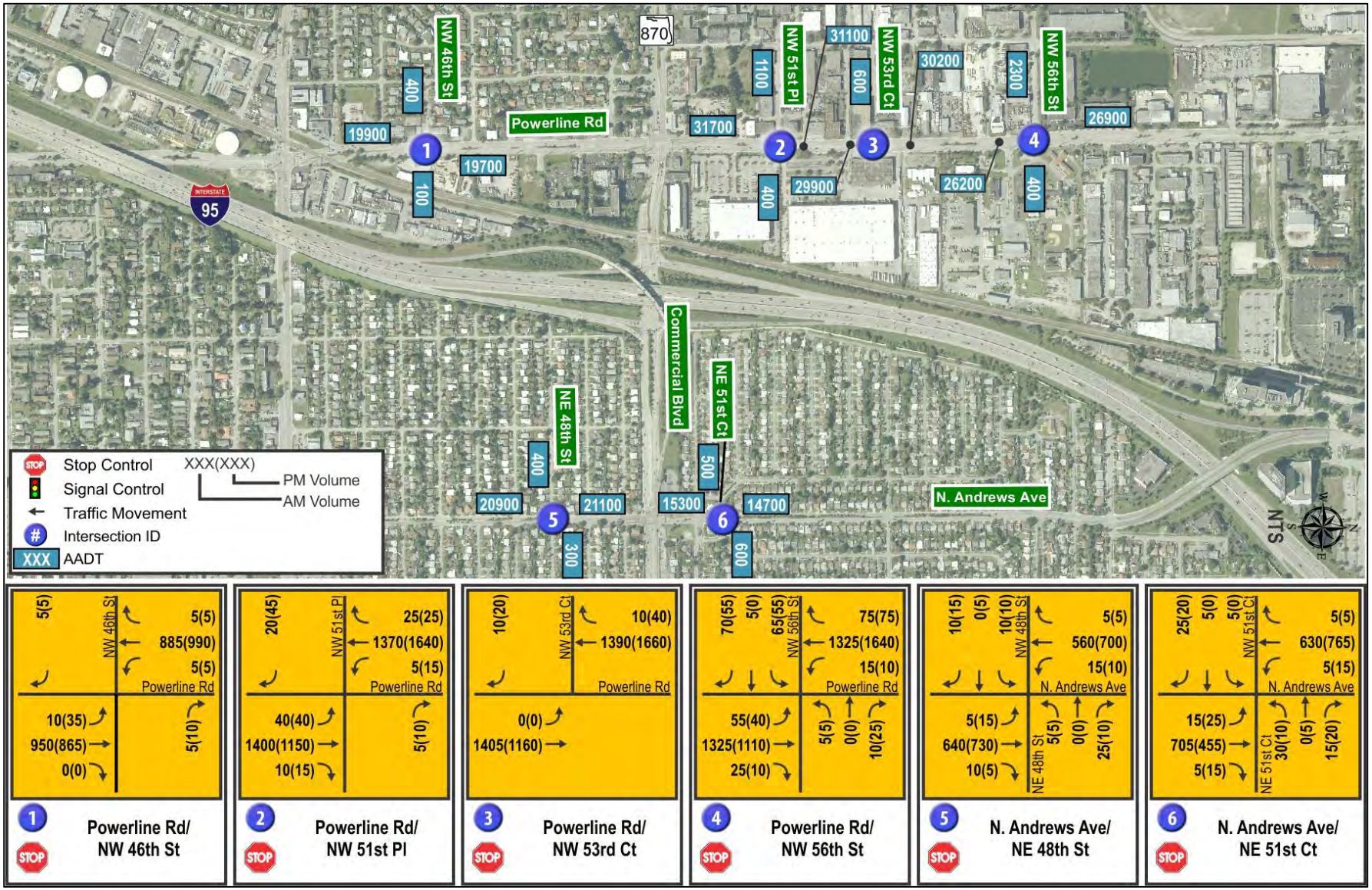
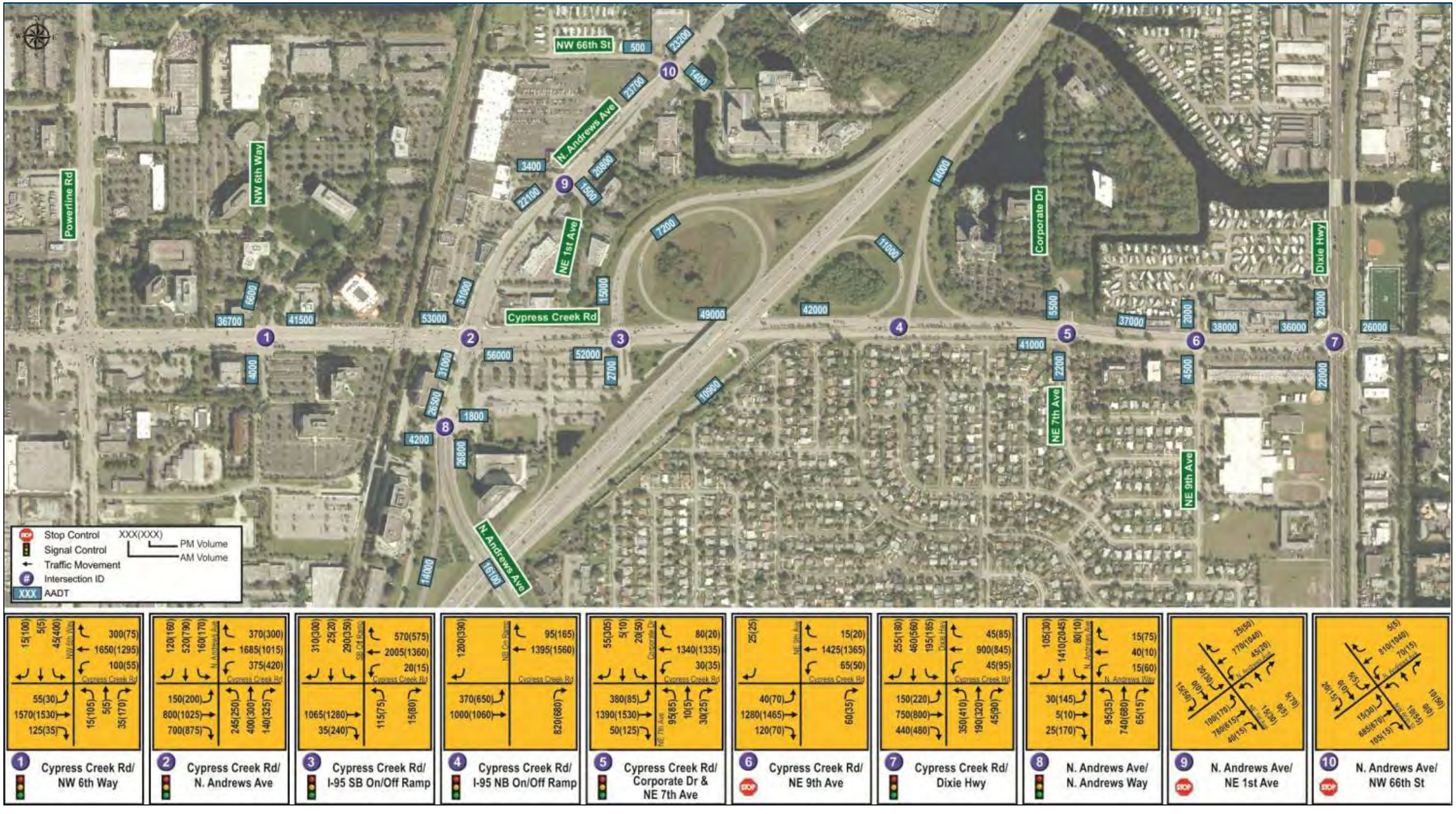


Figure 3.14. Existing Year (2015) AADT and Turning Movement Volumes – I-95/Cypress Creek Road



3.8 Existing Traffic Operations

Traffic operational analysis was conducted for Existing Year (2015) conditions using VISSIM 9.00-11, a widely-used, behavior-based multi-purpose traffic microsimulation program. VISSIM tracks individual vehicle movements and interactions more realistically than typical HCM methods and quantifies the performance of individual movements and overall delays and queue lengths for freeways, ramps, and intersections.

Vissim models were developed and calibrated using FHWA and FDOT guidelines. Model assumptions, input parameters, and network coding techniques used in developing the Vissim models are further discussed in the *Vissim Model Development and Calibration Report* in **Appendix D**. The calibrated Vissim models were utilized to evaluate traffic operations for Existing Year (2015) conditions. All simulation output is based on the average data from ten simulation runs.

In addition to Basic Freeway, Merge, Diverge, and Weaving link/driver behaviors in Vissim, a freeway "S-curve" behavior type was developed to model the north section of I-95 from south of Atlantic Boulevard to Commercial Boulevard. This segment is configured as an S-curve with multiple horizontal curvatures limiting sight distance and a short weaving segment between Cypress Creek Road and Commercial Boulevard. The S-curve link/behavior type has a lower saturation flow rate and the driver behavior parameters were adjusted to reflect the observed increased headway and reduction in capacity. Reduced speeds (55 mph) were also implemented on the horizontal curves to reflect the field observed driving behavior and achieve the desired level of congestion.

The Measures of Effectiveness (MOEs) assessed from the Vissim models included the following:

- Intersection Node Evaluation: Volume, delay, and maximum queue length for the study area intersections for all movements.
- Link evaluation segments: Volume and speed information for general use lanes, express lanes and access points within the study area. A temporal and spatial volume and speed profile will be provided.

3.8.1 I-95 Mainline Operations

The Vissim models were used to produce volume and speed profiles along the I-95 general purpose lanes for the 3-hour AM and PM peak periods using link evaluation. Average volume and average speed profiles provide a good representation of the traffic flow along the corridor. **Figure 3.15** through **Figure 3.22** show the average speed and volume profiles for I-95 northbound and southbound during the AM and PM peak periods for the existing condition.

The results of the link evaluation indicate the following:

- I-95 northbound experiences moderate congestion between Oakland Park Boulevard and Commercial Boulevard due to the heavy off-ramp volumes at Commercial Boulevard. Speeds between 30 and 45 mph were observed during both the AM and

PM peak periods, with the lowest speeds occurring during the AM peak when the off-ramp volumes are the highest (approaching 2,000 vehicles per hour).

- I-95 northbound also experiences minor congestion between Commercial Boulevard and Cypress Creek Road during the PM peak hour due to the weaving segment between interchanges. Speeds as low as 45 mph were observed in this area before returning to free flow conditions north of the interchange.
- I-95 southbound experiences significant congestion near Cypress Creek Road and Commercial Boulevard during the PM peak period due to the short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp. Speeds as low as 15 mph were observed between the interchanges, with slow operating speeds of 30 mph or less extending to Atlantic Boulevard. This congestion is less severe during the AM peak period, but speeds as low as 30 to 35 mph were still observed in the immediate vicinity of the weaving segment.
- I-95 southbound also experiences congestion south of Commercial Boulevard where the Commercial Boulevard westbound to southbound flyover ramp merges onto I-95. Speeds as low as 25 mph were observed during both the AM and PM peak periods.

Figure 3.15. I-95 Northbound Average Speed – AM Peak

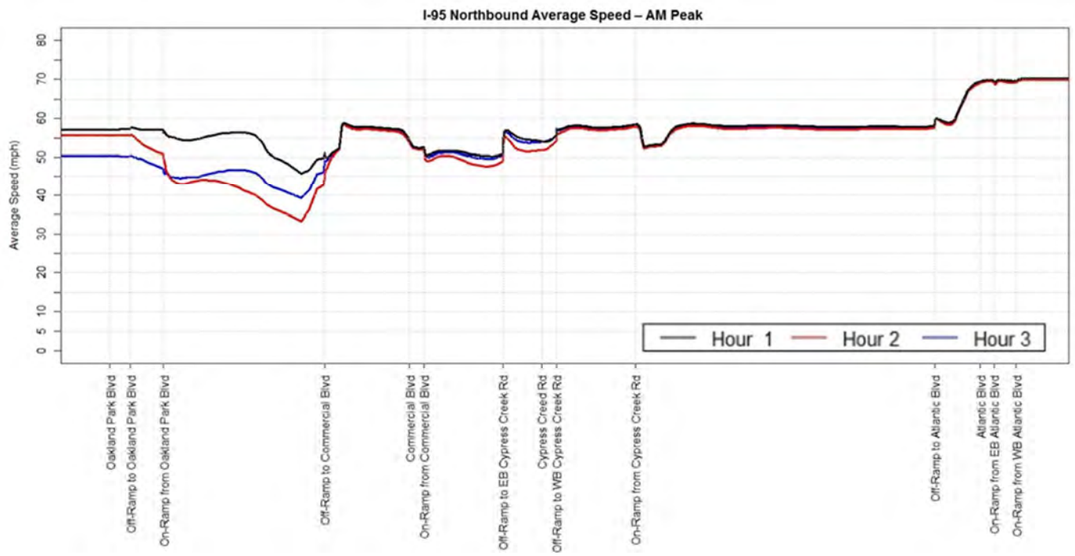


Figure 3.16. I-95 Northbound Average Volume – AM Peak

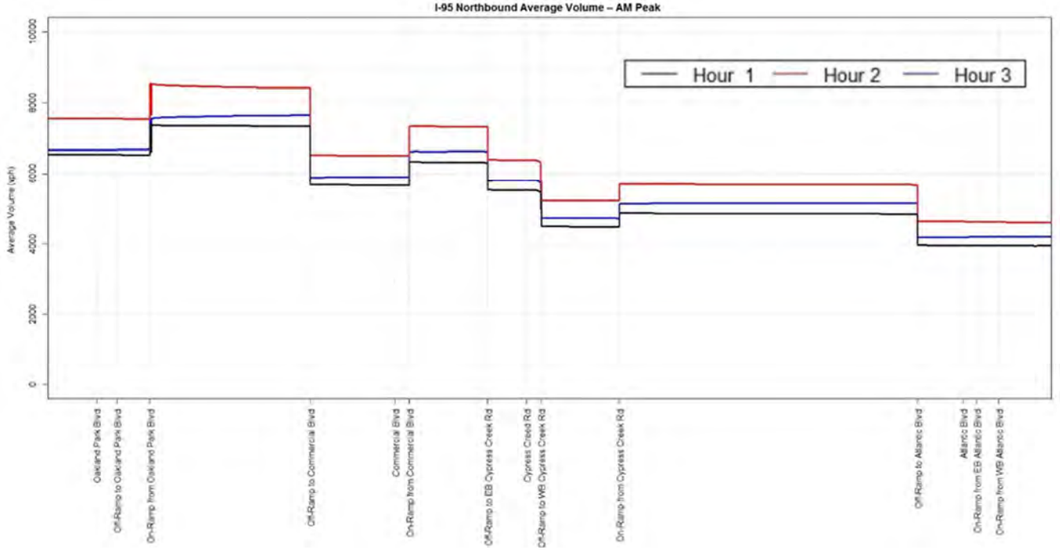


Figure 3.17. I-95 Northbound Average Speed – PM Peak

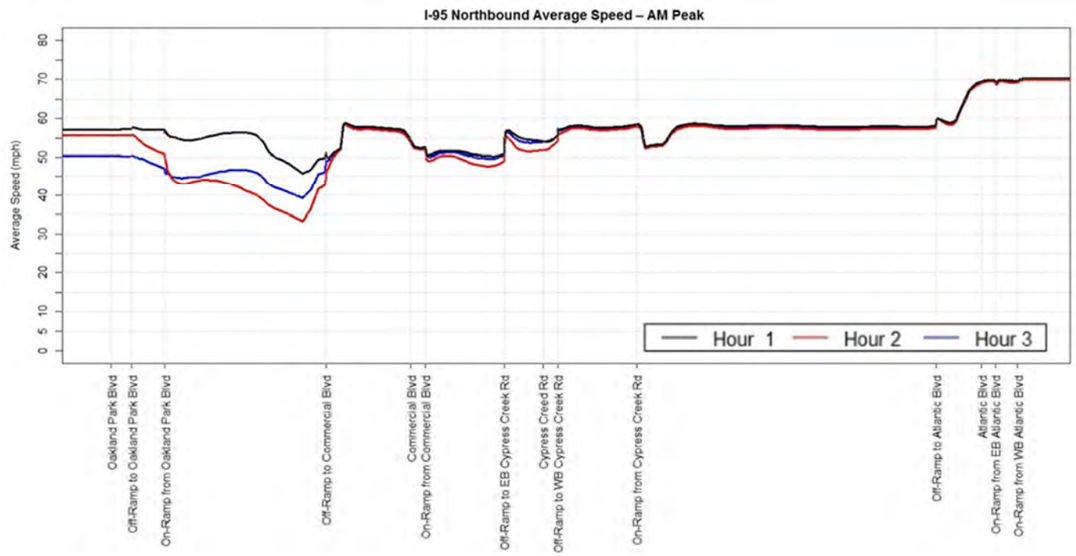


Figure 3.18. I-95 Northbound Average Volume – PM Peak

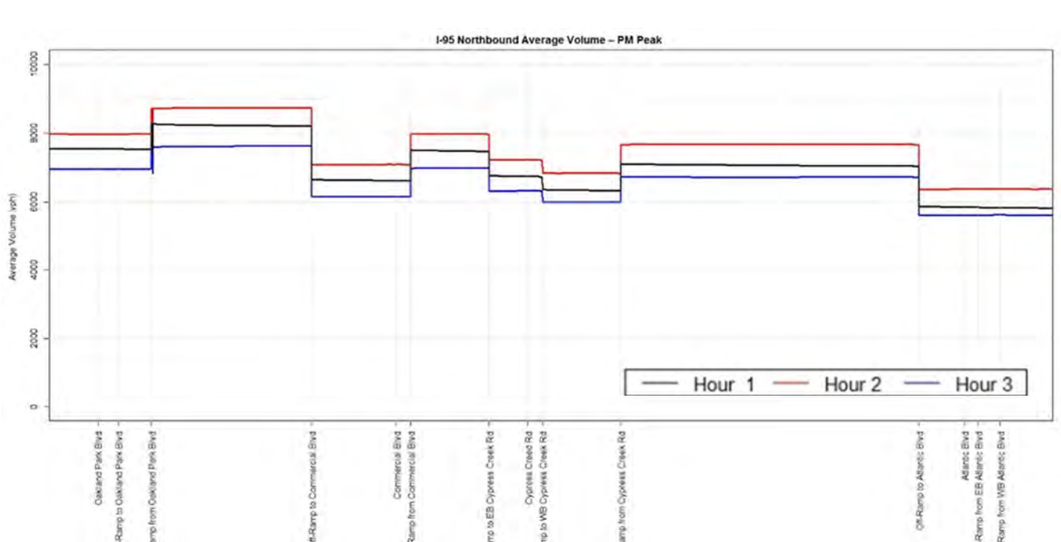


Figure 3.19. I-95 Southbound Average Speed – AM Peak

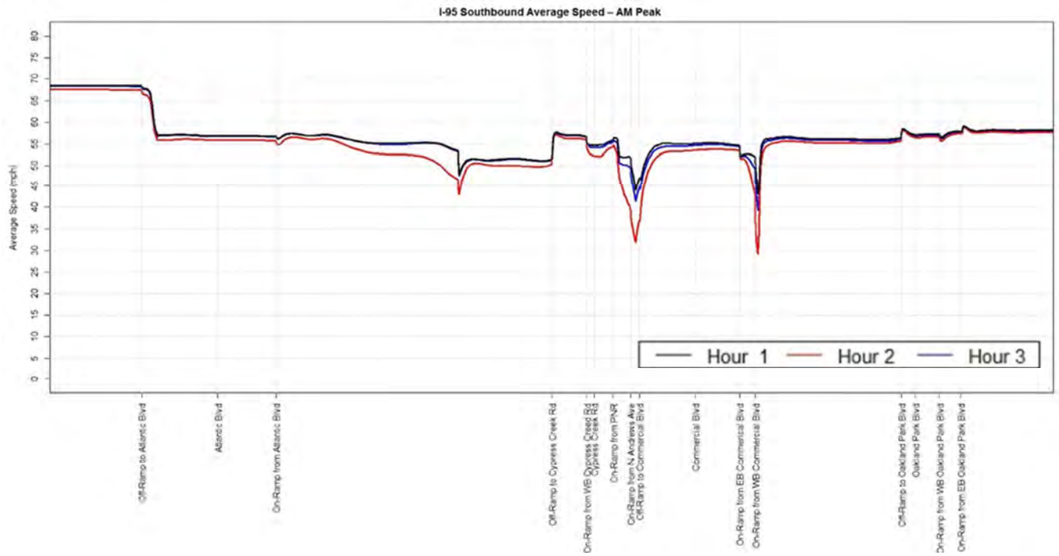


Figure 3.20. I-95 Southbound Average Volume – AM Peak

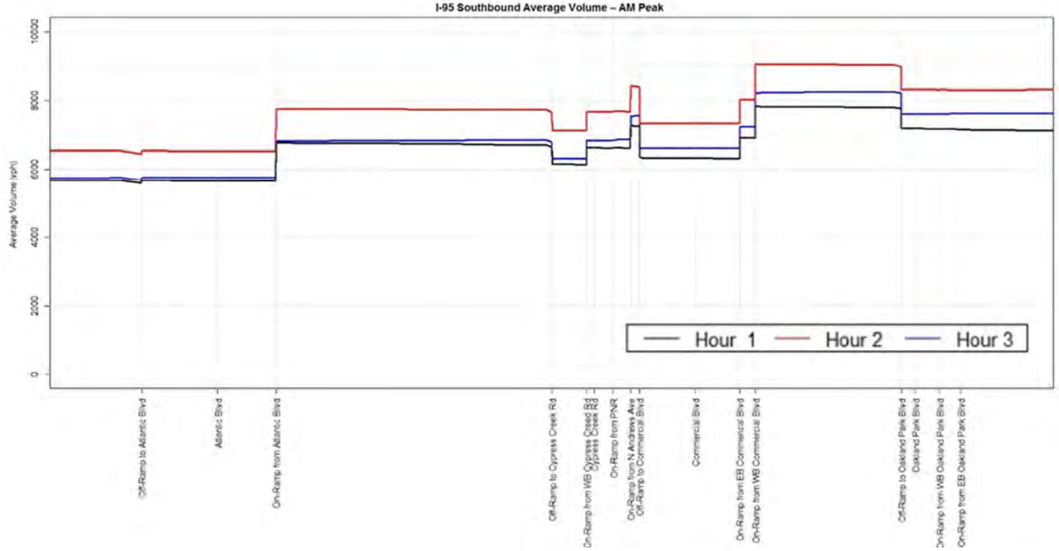


Figure 3.21. I-95 Southbound Average Speed – PM Peak

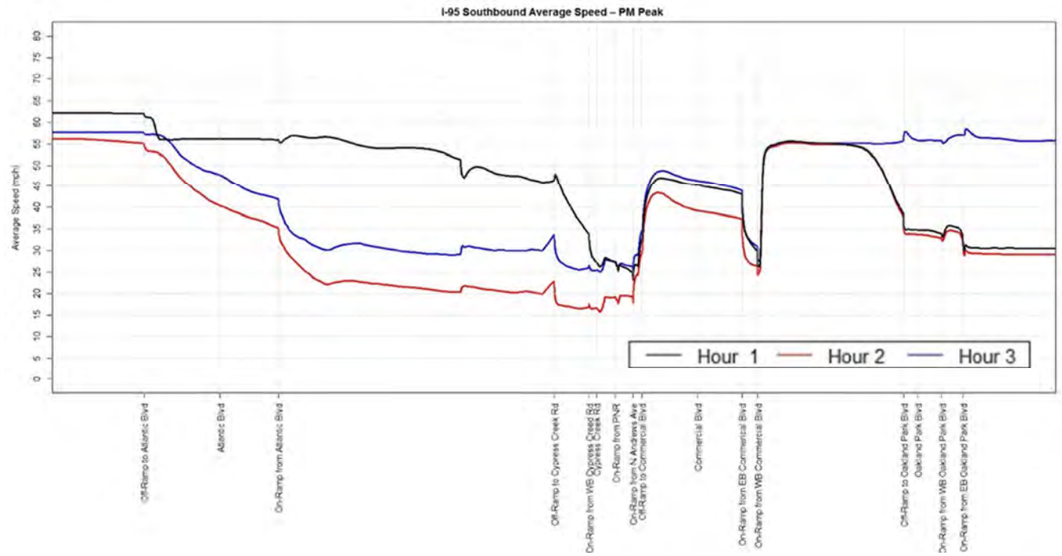
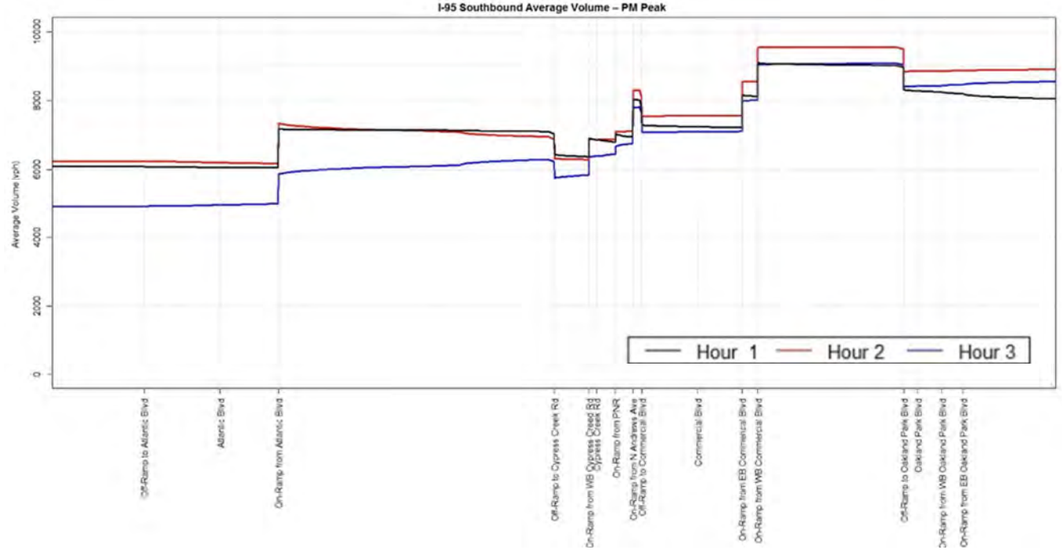


Figure 3.22. I-95 Southbound Average Volume – PM Peak



3.8.2 Intersection Operations

The Vissim models were used to evaluate intersection operations using node evaluation. Average intersection delay and an estimated LOS based on HCM metrics for both the AM and PM peak hours is summarized in **Table 3.1**. Vissim tracks individual vehicle movements and interactions and quantifies overall intersection delays more realistically than typical HCM methods, but for the purposes of this analysis the intersection LOS is based on HCM criteria for signalized intersections. Detailed output showing volume, delay, and max queue length for the study area intersections for all movements are included in **Appendix E**.

The results of the intersection analyses indicate that all the intersections are operating at LOS D or better during the AM peak hour except for the Commercial Boulevard and I-95 northbound ramp terminal intersection, which is operating at LOS E. During the PM peak, all intersections are operating at LOS D or better except for the following intersections that are operating at LOS E:

- Cypress Creek Road and N. Andrews Avenue
- Commercial Boulevard and Powerline Road
- Commercial Boulevard and N. Andrews Avenue
- Commercial Boulevard and NE 6 Avenue

Both the N. Andrews Avenue and NE 6 Avenue intersections on Commercial Boulevard are approaching LOS F, with average intersection delays in excess of 70 seconds per vehicle.

Table 3.1. Existing Year (2015) Intersection Operations Summary

Corridor	Intersection	AM Peak		PM Peak	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Cypress Creek Rd	NW 6 Way	14.7	B	49.3	D
	N. Andrews Avenue	52.7	D	65.2	E
	I-95 SB Ramps	37.2	D	23.3	C
	I-95 NB Ramps	12.9	B	21.5	C
	NW 7 Avenue	24.9	C	17.6	B
	NW 9 Avenue	2.3	A	10.4	B
	N Dixie Hwy	33.5	C	49.0	D
N. Andrews Ave	NW 66 Street	0.4	A	0.2	A
	NE 1 Avenue	0.6	A	0.5	A

Corridor	Intersection	AM Peak		PM Peak	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
	N. Andrews Way	17.6	B	18.6	B
	NW 51 Street	3.7	A	4.7	A
	NW 48 Street	0.7	A	8.3	A
Commercial Blvd	NW 15 Avenue	9.2	A	9.8	A
	NW 12 Avenue	3.0	A	7.0	A
	Powerline Road	54.1	D	60.0	E
	I-95 SB Ramps	30.4	C	28.8	C
	I-95 NB Ramps	57.1	E	39.1	D
	N. Andrews Avenue	46.6	D	71.8	E
	NE 3 Avenue	7.6	A	51.7	D
	NE 6 Avenue	26.4	C	79.0	E
Powerline Rd	NW 56 Street	1.2	A	1.0	A
	NW 53 Street	0.2	A	1.7	A
	NW 51 Pl	0.5	A	7.9	A
	NW 46 Street	0.5	A	0.5	A

In order to determine if intersection operations are impacting the interchanges or the I-95 mainline, maximum approach queue lengths for the I-95 off-ramps at Commercial Boulevard and Cypress Creek Road, as well as maximum approach queue lengths at the adjacent intersections departing the interchanges are provided in **Table 3.2**.

Table 3.2. Existing Year (2015) Intersection Queuing Summary

Intersection	Approach	AM Peak Maximum Queue (feet)	Available Storage[1] (feet)	PM Peak Maximum Queue (feet)	Available Storage[1] (feet)
Commercial Boulevard & Powerline Road	WB	822	750	786	750
Commercial Boulevard & I-95 SB Ramp	SB	365	1700	281	1700
Commercial Boulevard & I-95 NB Ramp	NB	1753	2000	731	2000

Intersection	Approach	AM Peak Maximum Queue (feet)	Available Storage[1] (feet)	PM Peak Maximum Queue (feet)	Available Storage[1] (feet)
Commercial Boulevard & N. Andrews Ave	EB	898	1300	1019	1300
Cypress Creek Road & N. Andrews Ave	WB	912	800	869	800
Cypress Creek Road & I-95 SB Ramp	SB	312	2600	361	2600
Cypress Creek Road & I-95 NB Ramps[2]	NB	80	-	0	-
Cypress Creek Road & NW 7 Avenue	EB	828	1500	493	1500

[1]Approximate distance of available storage between intersections or off-ramp storage to physical gore.
[2]I-95 northbound off-ramps at Cypress Creek Road are free flow ramps with no signal or stop control.

On Commercial Boulevard, westbound traffic at Powerline Road is queuing into the interchange, impacting operations of the northbound off-ramp. The northbound off-ramp queue is significant, at over 1,750 feet, and the left turn movement is operating at LOS F. Although traffic does not back up onto the I-95 mainline, the reduced deceleration distance, coupled with the high volume of exiting traffic, results in congestion on I-95. On Cypress Creek Road, westbound traffic at N. Andrews Avenue is queuing into the I-95 southbound ramp terminal intersection. This queue spillback does not have a significant impact on the interchange, however, as the off-ramp queues are less than 400 feet. Queuing on westbound Cypress Creek Road extends an additional 1,100 feet between ramp terminals, resulting in minor queuing on the northbound loop ramp (80 feet).

4 Future Traffic Forecasts

4.1 Travel Demand Forecasting

FDOT conducted the travel demand forecasting effort and provided the results for use in the volume development for this PD&E Study. The travel demand forecasting results were provided in the *Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report*.

The adopted 2010 Southeast Florida Regional Planning Model (SERPM) Validation Model and 2040 SERPM Cost Feasible Model were utilized for the purposes of forecasting future travel demand. The SERPM Model is based on the Florida Standard Urban Transportation Model Structure (FSUTMS) and is recognized by FDOT as the accepted travel demand forecasting model for the Broward County Region. The 2015 SERPM Annual Average Daily Traffic (AADT) volumes were used to perform a subarea validation for the project study area by comparing them to field-measured AADT counts. Post-model adjustments were made to the 2040 SERPM Cost Feasible AADT volumes in cases where the 2015 Model volume-to-count ratios did not meet acceptable thresholds. This was accomplished by adding the differences between the 2015 Model

and count AADT volumes to the 2040 Model AADT volumes. Future year AADT volumes were developed for all locations identified within the project limits and area of influence. One set of future year AADT volumes was developed for each traffic forecasting year using the SERPM output.

4.2 Development of Design Year 2040 Traffic Volumes

The design year (2040) AADT volumes were provided in the *Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report* for intersections that were included in original traffic count program. Design year (2040) AADT volumes at intersections included in the supplemental count program were estimated by growing existing AADTs by 0.5 percent.

The accepted traffic parameters were applied to the design year (2040) AADT volumes to obtain the DDHVs in the study area for the design year (2040). The existing year (2015) turning movement volumes were entered into the TMTool volume development spreadsheet and used as a basis for developing the design year (2040) turning movement volumes. Existing traffic counts and the TMTool worksheets are included in the *Design Year (2040) and Opening Year (2020) Traffic Volume Development Methodology* memo developed by HDR in September 2017 and provided in **Appendix F**.

A manual smoothing process was then performed on the design year (2040) turning movement volumes to ensure that traffic was balanced between adjacent intersections. The design year (2040) AADT, DDHVs, and turning movement volumes are shown graphically on **Figure 4.1** through **Figure 4.5**. The peak hour turning movement volumes will be scaled down to obtain volumes for the hours before and after the peak hour using proportions obtained from traffic count data to develop the demand volume for the three-hour AM and PM analysis periods for the design year (2040).

4.3 Development of Opening Year 2020 Traffic Volumes

The opening year (2020) AADT volumes were provided in the *Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report* for intersections that were included in that traffic count program. Opening year (2020) AADT volumes at intersections included in the supplemental count program were estimated by linearly interpolating the AADT volumes between the existing year (2015) and design year (2040) using TMTool worksheets.

The opening year (2020) turning movement volumes were determined using TMTool as the basis. A manual smoothing process was then performed on the opening year (2020) turning movement volumes to ensure that traffic was balanced between adjacent intersections. The opening year (2020) AADT, DDHVs, and turning movement volumes are shown graphically on **Figure 4.6** through **Figure 4.10**. The peak hour turning movement volumes will be scaled down to obtain volumes for the hours before and after the peak hour using proportions obtained from traffic count data to develop the demand volume for the three-hour AM and PM analysis periods for the opening year (2020).

Figure 4.1. Design Year (2040) AADT Volumes – I-95

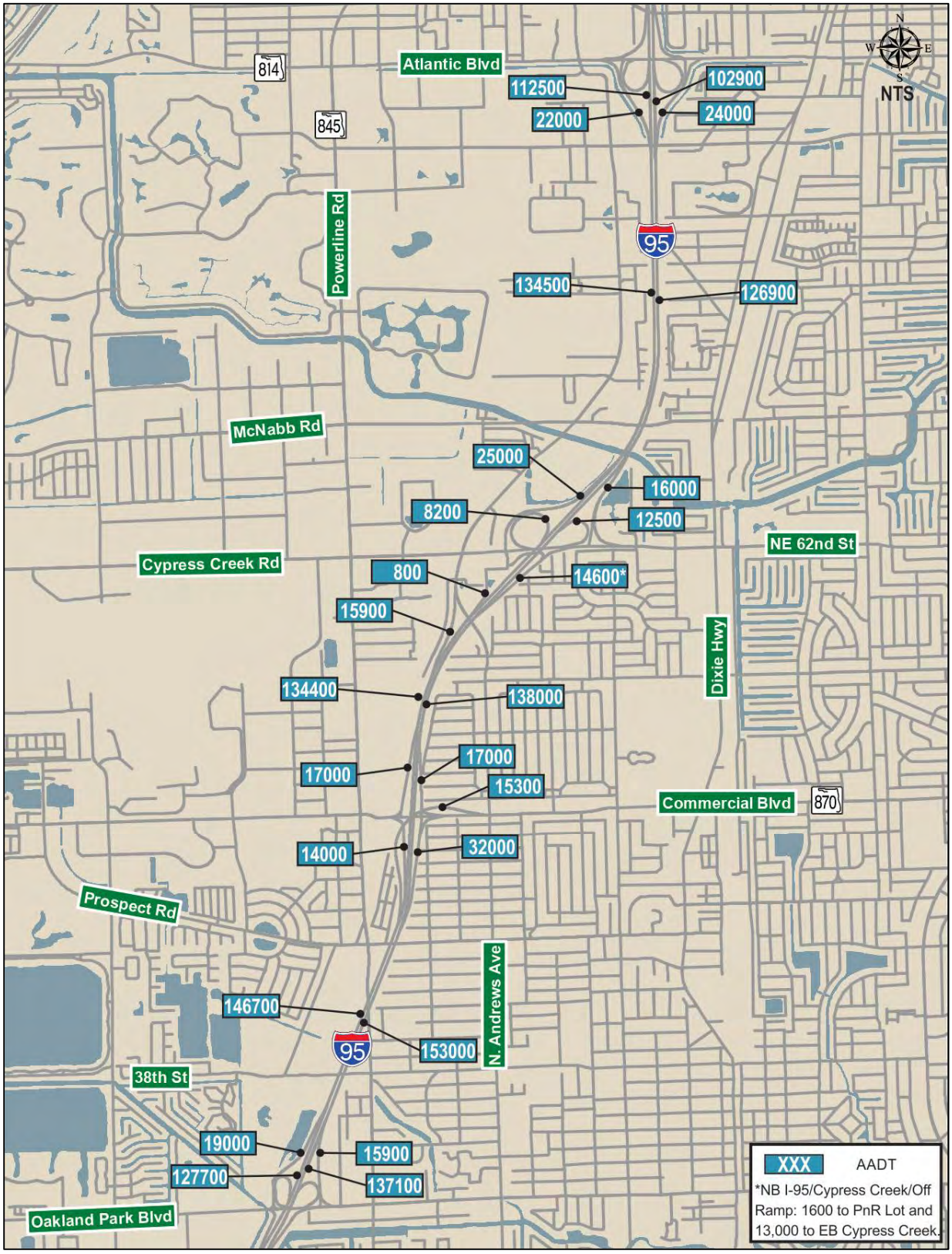


Figure 4.2. Design Year (2040) DDHVs – I-95

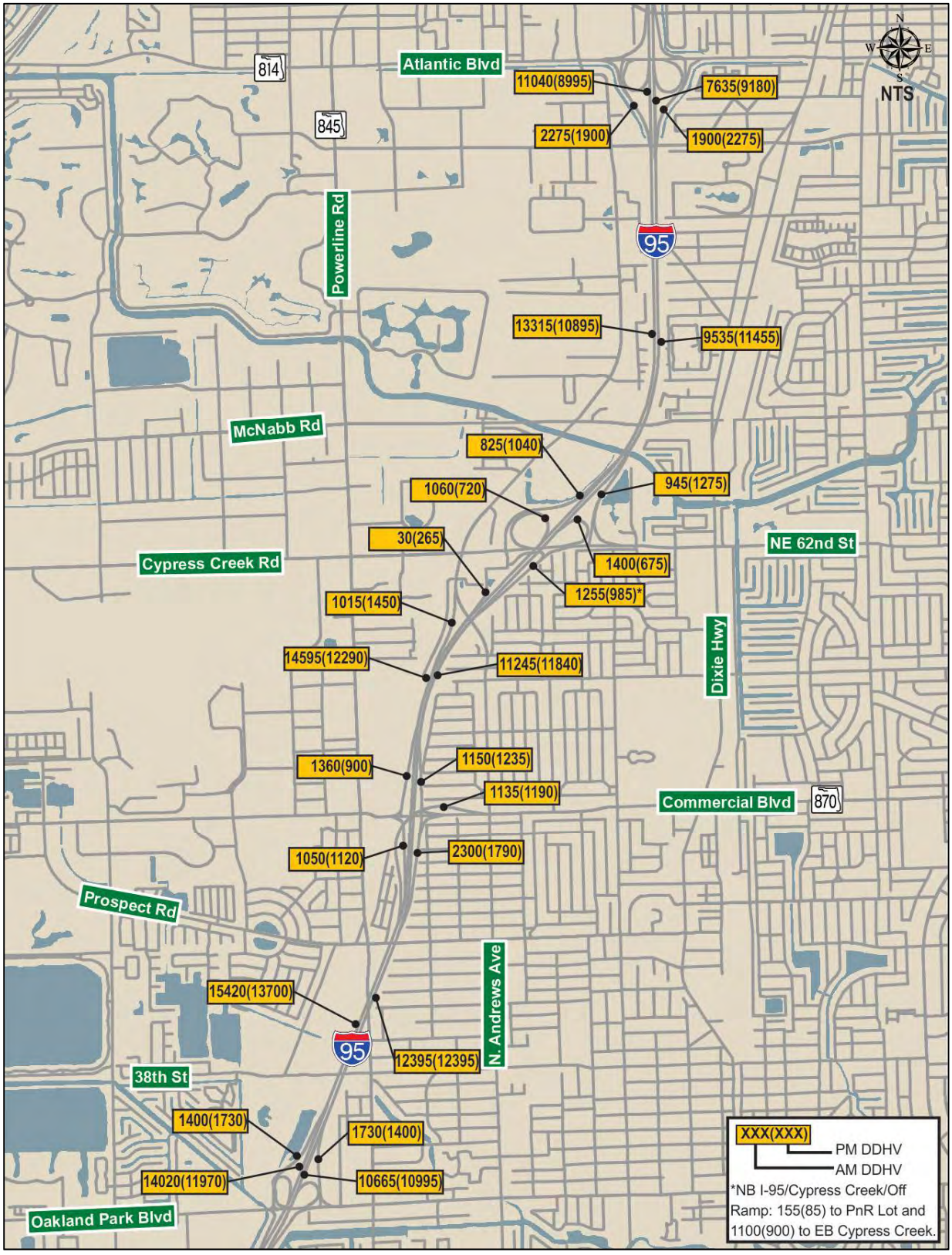


Figure 4.3. Design Year (2040) AADT and Turning Movement Volumes – I-95/Commercial Boulevard

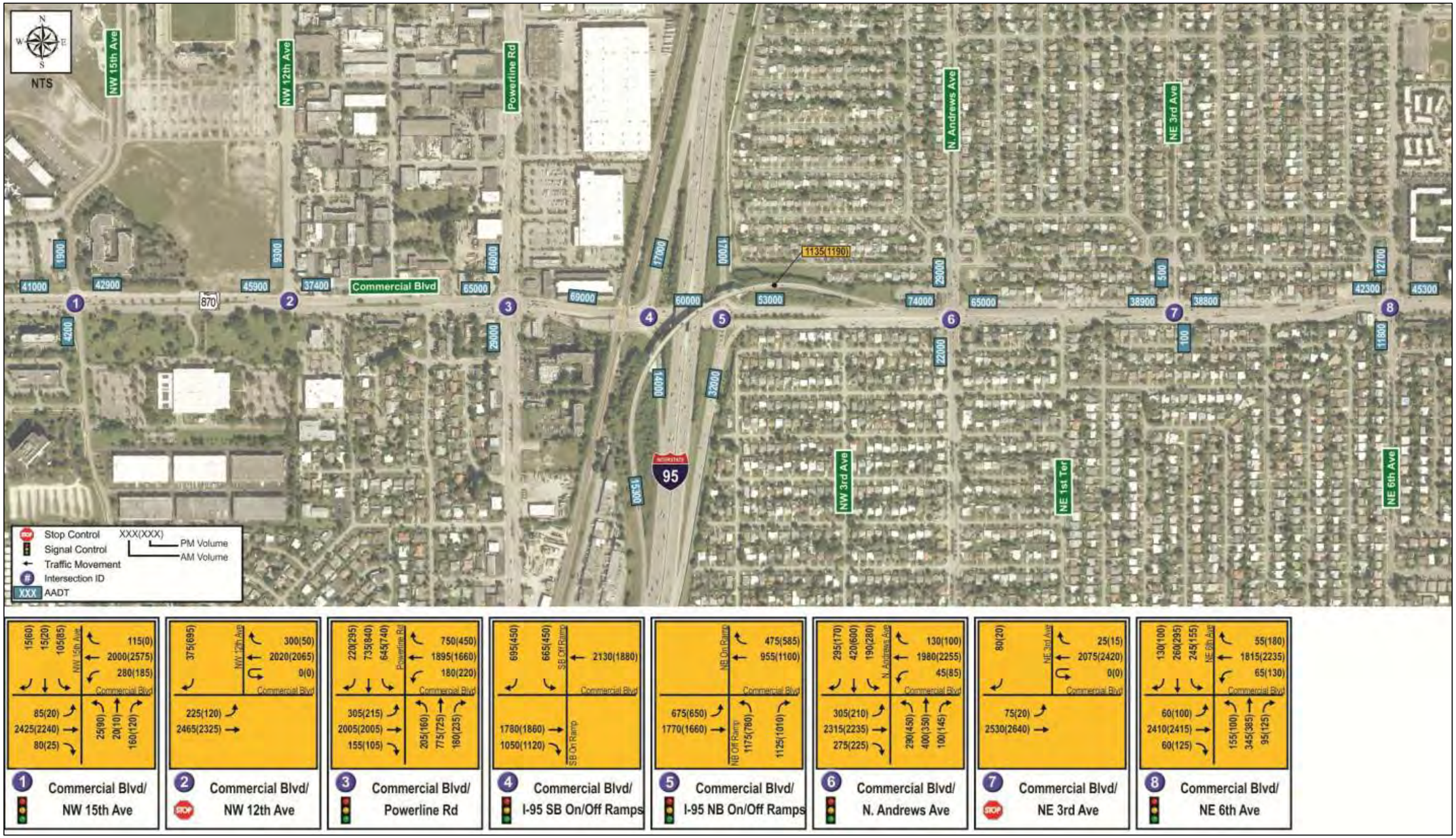


Figure 4.4. Design Year (2040) AADT and Turning Movement Volumes – Powerline Road and Andrews Avenue

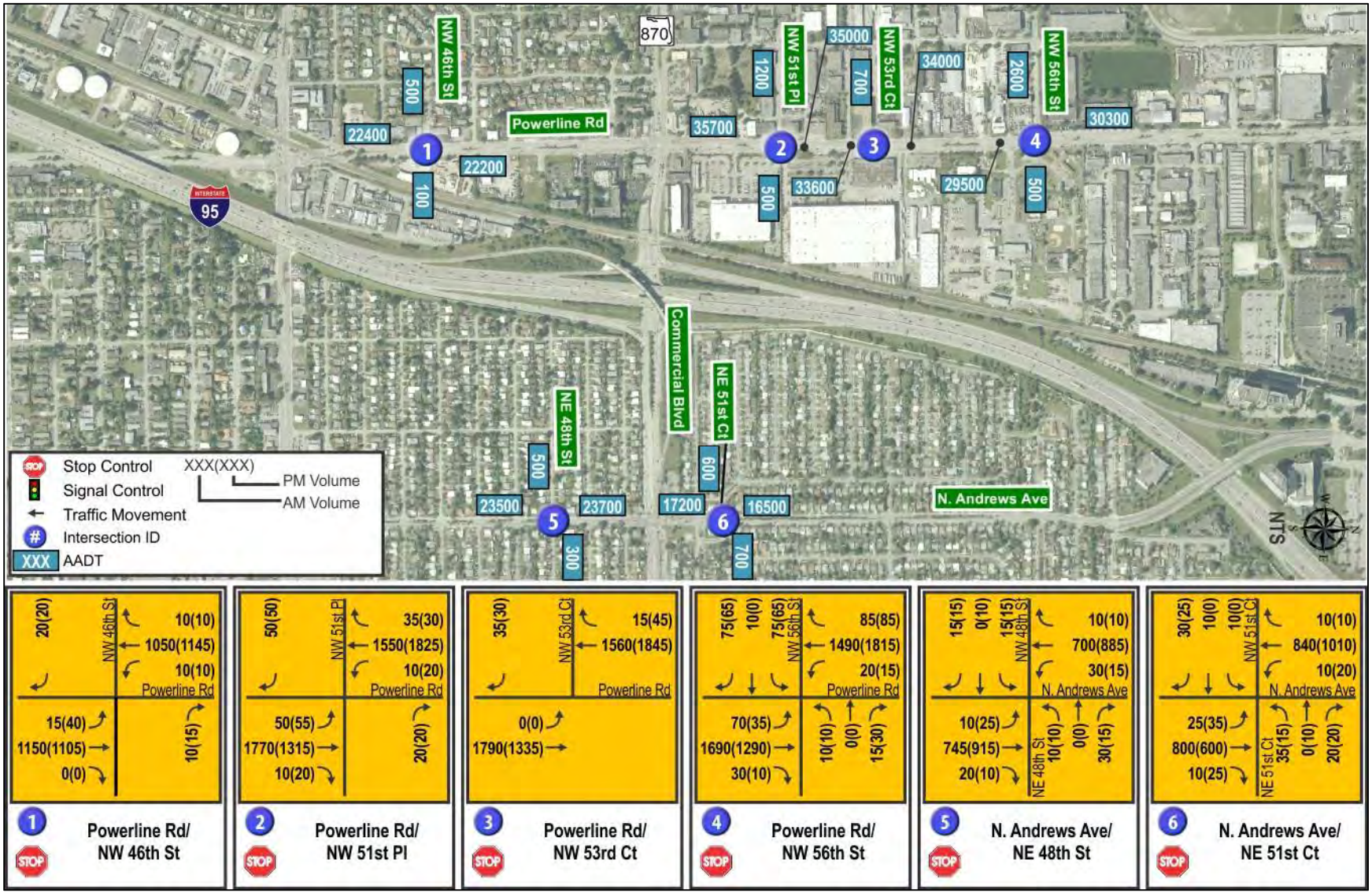


Figure 4.5. Design Year (2040) AADT and Turning Movement Volumes – I-95/Cypress Creek Road



Figure 4.6. Opening Year (2020) AADT Volumes – I-95

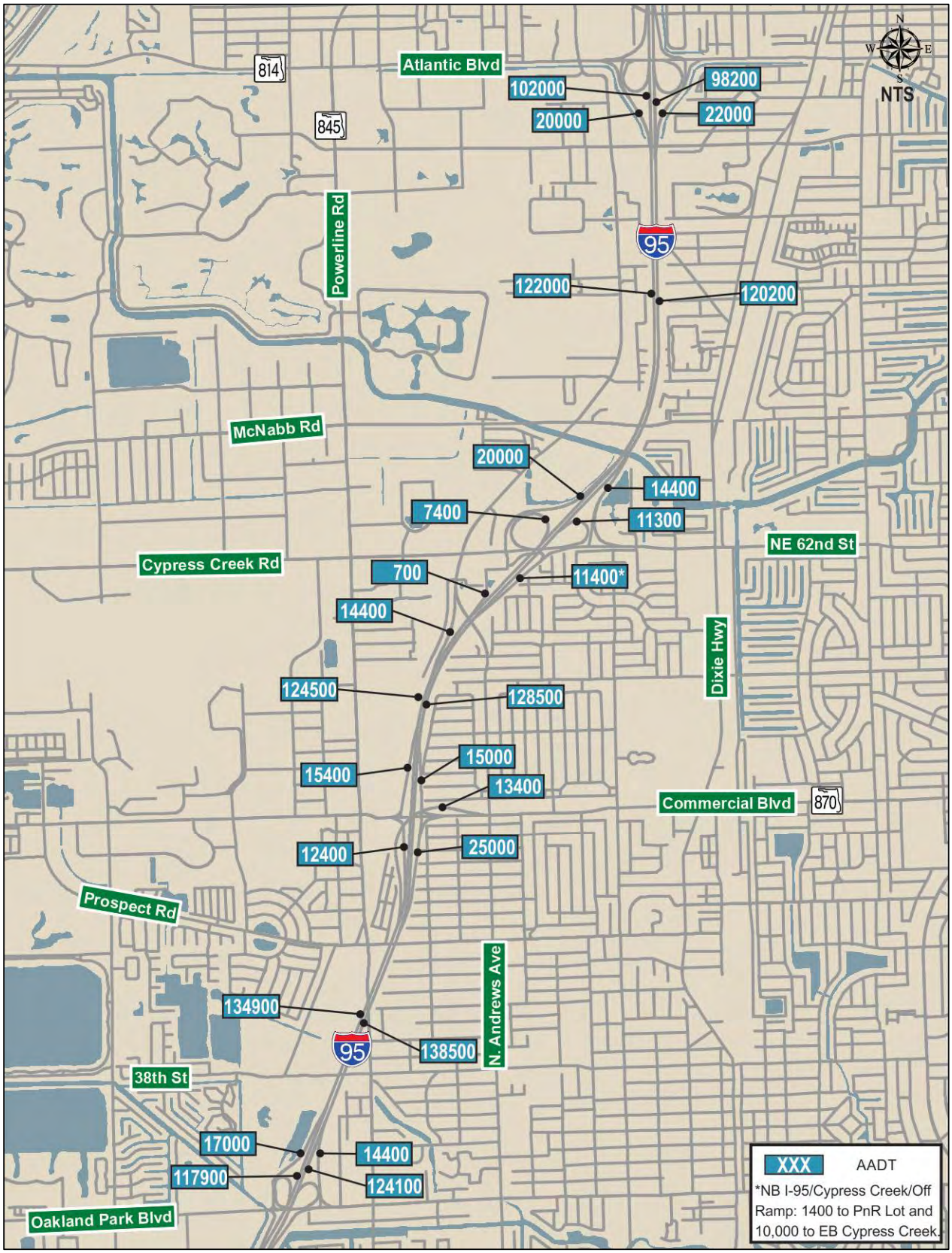


Figure 4.7. Opening Year (2020) DDHVs – I-95

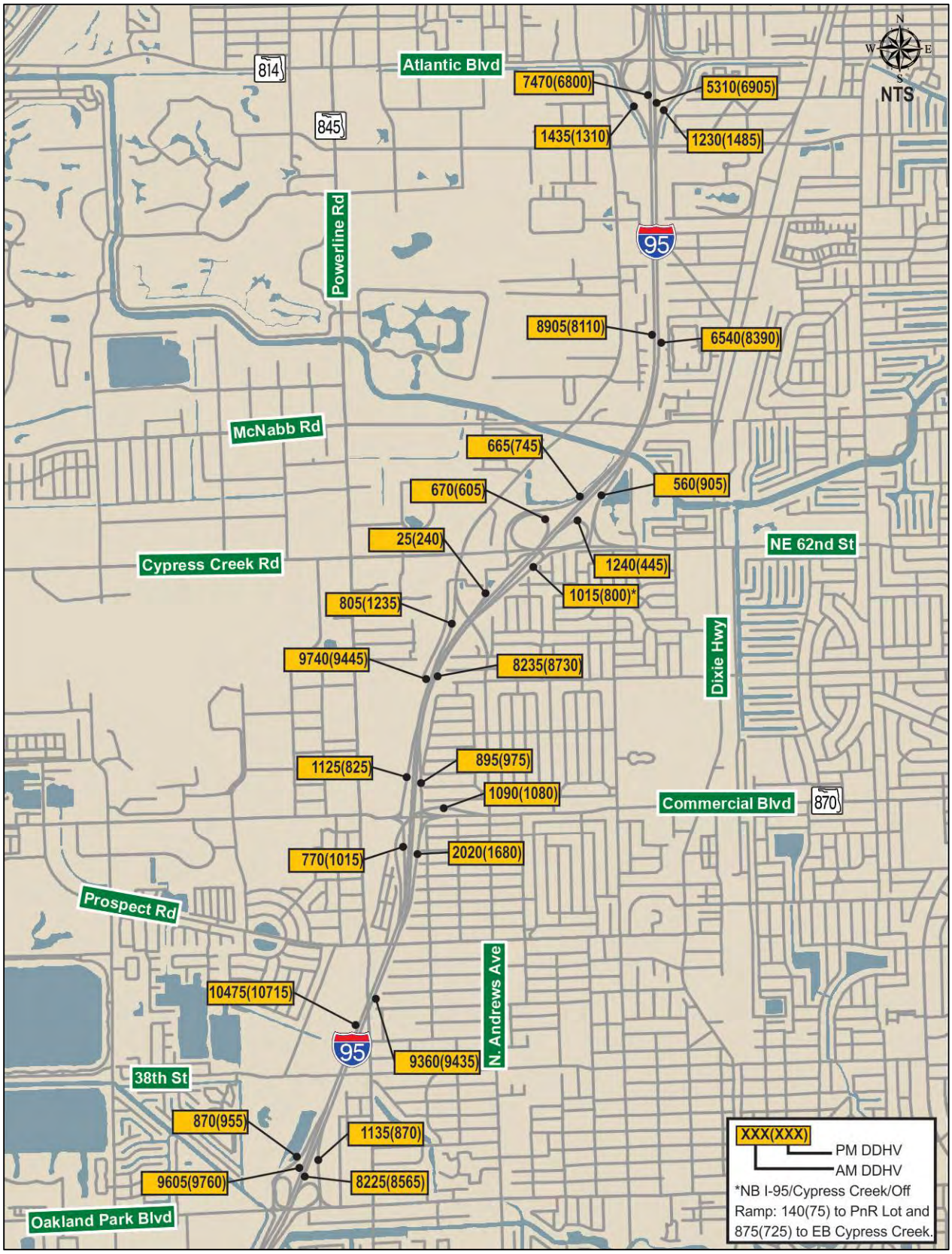


Figure 4.8. Opening Year (2020) AADT and Turning Movement Volumes – I-95/Commercial Boulevard



Figure 4.9. Opening Year (2020) AADT and Turning Movement Volumes – Powerline Road and Andrews Avenue

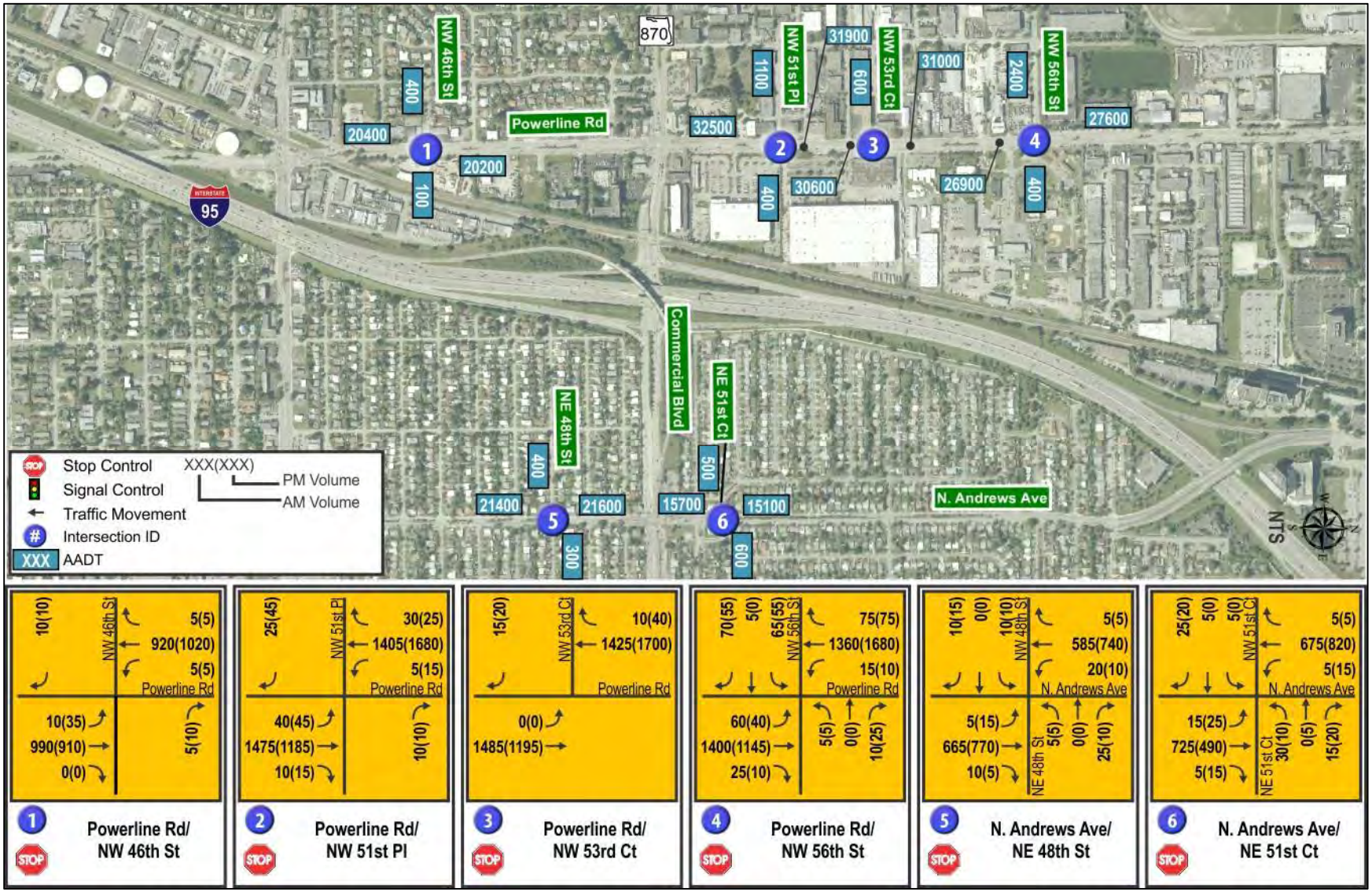


Figure 4.10. Opening Year (2020) AADT and Turning Movement Volumes – I-95/Cypress Creek Road



5 Build Alternative Development

5.1 Overview

Several improvement alternatives were considered for improving traffic operations and safety within the project limits of the I-95/Cypress Creek Road and I-95/Commercial Boulevard interchanges. A two-phase process was followed to develop, evaluate and eliminate potential project alternatives based on the purpose and need for the project.

Phase 1 consisted of a high-level screening (fatal flaw analysis) of individual subareas composed of individual interchange and intersection alternatives. The acronyms following each subarea serve as the nomenclature for the alternatives that were developed for each subarea. The acronyms will be used to distinguish each subarea throughout this section. The following locations were screened as subareas:

- Cypress Creek Road and N. Andrews Avenue Intersection (CCA);
- Cypress Creek Road and I-95 Interchange (CCI);
- Commercial Boulevard and Powerline Road Intersection (CBP);
- Commercial Boulevard and N. Andrews Avenue Intersection (CBA);
- Commercial Boulevard and I-95 Interchange (CBI).

Subarea alternatives were evaluated individually to eliminate unreasonable or nonviable alternatives and help identify viable improvements to be further analyzed in detail in Phase 2.

The evaluation of subarea alternatives did not include the I-95 mainline. A high-level screening of alternatives for the I-95 mainline resulted in only one viable alternative which is a southbound Collector-Distributor (CD) road system that starts at the Cypress Creek Park and Ride on-ramp and merges with the existing I-95 southbound on-ramp from N. Andrews Avenue. The CD road system continues southbound over Commercial Boulevard and merges with the I-95 mainline just north of Powerline Road. It should be noted that as per established goals and objectives by the project team, no additional widening will be proposed to the I-95 mainline in addition to the 95 Express Phase 3 improvements.

Phase 2 consisted of developing Corridor Alternatives by combining the subareas identified in Phase 1. Six Corridor Alternatives were selected for the Commercial Boulevard interchange and three Corridor Alternatives were selected for the Cypress Creek Road interchange. Separate corridor models were developed along Commercial Boulevard and Cypress Creek Road using the calibrated existing conditions Vissim models discussed in Section 3.8. As with the subarea screening, the corridor alternatives did not include the I-95 mainline. The intent of the corridor models was not only to further refine the subarea alternatives from Phase 1 but to analyze how the subareas along a corridor interact with one another. The corridor models helped to verify compatibility of each subarea as part of the larger system and to determine if additional modifications to the alternatives were required.

The resulting recommended Corridor Alternatives for each interchange were then combined with the recommended I-95 mainline improvement of the southbound CD road system to develop and analyze the recommended Build Alternative.

5.2 Phase I - Subarea Alternatives

5.2.1 Cypress Creek Road/N. Andrews Avenue Intersection (CCA)

The intersection of Cypress Creek Road and N. Andrews Avenue (CCA) is located approximately 550 feet to the west of the I-95 southbound exit ramp. Located in the southeast quadrant of this intersection is the Cypress Creek Park and Ride (PnR). The PnR has full access to and from Cypress Creek Road, N. Andrews Avenue, and I-95 southbound. The existing southbound I-95 terminal serves as the east driveway of the PnR and provides Cypress Creek Road with access to the PnR. Access to and from N. Andrews Avenue is provided by the PnR's western driveway at N. Andrews Way. Southbound I-95 access from the PnR is provided by an entrance ramp located to the south of the PnR parcel. As per direction from FDOT District Four, all existing PnR access was determined to be maintained with any Cypress Creek Road interchange modifications.

Two intersection subarea alternatives were evaluated for CCA; a median U-Turn alternative and an alternative that included traditional widening. Grade separating Cypress Creek Road and N. Andrews Avenue was also considered but dismissed without significant investigation due to right-of-way impacts and incompatibility with goals established by stakeholders and the City of Fort Lauderdale for Cypress Creek Road.

Alternative CCA-1: Median U-Turn (MUT) & Grade Separated Hook Turn

A median U-Turn (MUT) intersection removes either all the left turns or just a left turn pair from the main intersection. Rather than turning left at the main intersection, vehicles make a right turn followed by a U-Turn at the adjacent signalized or unsignalized intersection, or MUT. The left turn movement can also be provided by sending the left turn volume through the main intersection followed by a U-Turn at the adjacent signalized intersection, or MUT, and then a right turn at the main intersection. The benefit of a MUT intersection is the reduction in signal phases at the main intersection, thus providing more green time to the critical movements and reducing loss time.

The existing railroad to the west and the proximity of the I-95 interchange to the east, precluded using MUTs on the east and west legs of the intersection. CCA-1 placed a MUT along N. Andrews Avenue, approximately 1,100 feet north of the Cypress Creek Road intersection, at NE 1 Avenue. NE 1 Avenue would need to be signalized. This MUT serves what would be the westbound and northbound left turns at the main intersection. Due to the topography and the existing bridge on N. Andrews Avenue over I-95, rather than use a MUT, CCA-1 uses a grade separated hook turn located approximately 1,100 feet south of the main intersection. The grade separated hook turn will allow the eastbound and southbound left turns to run free-flow to complete the U-Turn movement.

The horizontal and vertical alignment of the MUT would diverge from N. Andrews Avenue, allowing for adequate longitudinal distance to gain the vertical clearance

required to go under the existing N. Andrews Avenue bridge. Although operationally this is beneficial for the free-flowing vehicles completing the U-Turn movement, weaving issues occur where the hook turn merges back with northbound N. Andrews Avenue. Additionally, the grade separated hook turn was developed with the assumption that the existing southbound I-95 entrance ramp from N. Andrews Avenue would be removed. The horizontal and vertical diverge for the grade separated hook turn and N. Andrews Avenue would be located approximately where the existing I-95 entrance ramp gore is located, making this alternative incompatible with the existing I-95 entrance ramp. Iterations were considered to maintain the existing I-95 entrance ramp while still providing the grade separated hook turn. These iterations included three eastbound right turn lanes, one bound for the I-95 entrance ramp, one bound for either the grade separated hook turn or N. Andrews Avenue, and one bound for N. Andrews Avenue.

Due to the significant out-of-direction travel for all left turn movements, right-of-way impacts at the MUTs, and weaving at the merge and diverge of the hook turn, CCA-1 was eliminated from further consideration.

Alternative CCA-2: Traditional Intersection Widening

CCA-2 widens Cypress Creek Road and N. Andrews Avenue. Widening along Cypress Creek Road and N. Andrews Avenue only included additional width for bicycle lanes in each direction. Additionally, modifications were made to the east and west legs of Cypress Creek Road. The west leg was modified from four thru lanes and a single right turn lane to three thru lanes and two right turn lanes. The east leg reduced the number of receiving lanes from four lanes to three lanes and widened the center median to meet current standards. To minimize impacts to the parking lot in the southwest quadrant and eliminate impacts to the PnR, the south curb line along the east and west leg was maintained.

CCA-2 alternative was advanced for further refinement and analysis.

5.2.2 Cypress Creek Road Interchange (CCI)

The Cypress Creek Road interchange (CCI) subarea analyzed four types of interchanges, a diverging diamond interchange (DDI), a tight diamond with displaced left turn interchange (TDDL), a braided loop ramp with flyover, and modification of the existing partial cloverleaf interchange. All interchange alternatives provide access to and from I-95 for all movements except for eastbound Cypress Creek Road to I-95 southbound. Due to the PnR located in the southwest quadrant of the interchange, direct access from eastbound Cypress Creek Road to southbound I-95 is not provided. Eastbound Cypress Creek Road to southbound I-95 is provided by the existing N. Andrews Avenue entrance ramp.

An existing I-95 southbound entrance ramp is located south of Cypress Creek Road along N. Andrews Avenue. This ramp serves the eastbound traffic along Cypress Creek Road and the southbound traffic along N. Andrews Avenue. Several alternatives were developed that removed or relocated this entrance ramp in an effort to reduce the traffic volumes at the Cypress Creek Road and N. Andrews Avenue intersection. These alternatives included a new I-95 southbound entrance ramp from NE 1 Avenue and

NW 66 Street. The I-95 southbound entrance ramp at NW 66 Street will be described below as the Canal Ramp.

The proposed entrance ramp on NE 1 Avenue extended NE 1 Avenue and used a horseshoe turn that lead into a loop ramp located approximately at the existing I-95 southbound exit ramp. Through discussions with FDOT and FHWA, it was determined that this proposed ramp location would not meet access control requirements.

The proposed Canal Ramp repurposes the east leg of the N. Andrews Avenue and NW 66 Street intersection and runs the ramp overtop an existing canal. This entrance ramp would meet access control requirements but impacts access to local businesses. The existing driveway at NW 66 Street would have to be relocated to the north to accommodate the Canal Ramp. Due to the significant right of way and access management impacts and input received throughout the study, the proposed Canal Ramp was determined not to be a viable concept and was eliminated from further considerations.

The existing I-95 interchange has two safety-related design deficiencies that should be addressed by the recommended alternative. The existing northbound to westbound exit ramp has substandard geometry leading to accidents involving vehicles leaving the roadway. Additionally, the substandard weaving length between the northbound to westbound I-95 exit ramp and the westbound to southbound I-95 entrance ramp leads to sideswipes and rear end accidents.

Alternative CCI-1: Diverging Diamond Interchange (DDI)

CCI-1 is a diverging diamond interchange. The I-95 northbound and southbound exit ramps for the DDI are located similar to a tight diamond configuration, placing the east (northbound exit ramp) and west (southbound exit ramp) two-phase signalized crossover intersections approximately 600 feet apart.

As previously mentioned, due to the PnR located in the southwest quadrant of the interchange, the southbound I-95 entrance ramp is not located at the west crossover intersection. CCI-1 combines the entrance ramp to northbound and southbound I-95 east of the northbound exit ramp at a two-phase signalized intersection. Downstream from the signal, approximately 300 feet from the gore, the northbound and southbound entrance ramps diverge and the southbound entrance ramp goes over I-95 before tying into a proposed CD road.

This interchange configuration consists of three two-phase signals; the I-95 northbound and southbound exit ramp and the I-95 northbound and southbound entrance ramp. It should be noted the location of the existing location of the PnR driveway along Cypress Creek Road would have significant impacts to the operations of CCI-1 due to the proximity of the west crossover intersection. The PnR driveway location would have to be relocated and possibly reconfigured to provide full PnR access to and from Cypress Creek Road.

Due to impacts to the PnR driveway, CCI-1 was eliminated from further consideration.

Alternative CCI-2: Tight Diamond with Displaced Left Turn (TDDL)

A displaced left turn intersection or interchange eliminates the left turn conflict at the main intersection by executing a left turn movement at a signalized intersection prior to the main intersection and running the left turn traffic on the left side of opposing traffic to the main intersection where it completes the intended left turn movement without conflicting with the opposing thru movement.

The TDDL alternative displaces two left turn movements; the left turn from the northbound I-95 exit ramp and the westbound left turn destined for the PnR. Both of these movements are then channelized to the signalized southbound I-95 exit ramp terminal intersection. The northbound left turn to westbound Cypress Creek Road runs on the same phase as the southbound left turn while the northbound left turn to the PnR is provided via a free-flow slip lane into the PnR.

By displacing the left turn from the northbound exit terminal and channelizing the traffic to the southbound exit terminal, this allows the left turns from I-95 to operate similarly to a single point urban interchange, allowing the intersection to be controlled by a three-phase signal. In addition to displacing the northbound left turn, CCI-2 also combines the entrance ramp to northbound and southbound I-95 east of the northbound exit ramp at a signalized intersection. Downstream from the signal, approximately 350 feet from the gore, the northbound and southbound entrance ramp diverge and the southbound entrance ramp goes over I-95 before tying into a proposed CD road.

This interchange configuration consists of a three-phase signal at the I-95 southbound exit ramp, a two-phase signal at the I-95 northbound exit ramp, and a two-phase signal at the I-95 northbound and southbound entrance ramp.

Due to impacts to the PnR driveway, CCI-2 was eliminated from further consideration.

Alternative CCI-3: Modification of Existing Partial Cloverleaf

The existing northbound I-95 has two separate exit ramps to Cypress Creek Road; one for eastbound Cypress Creek Road and the PnR, and one for westbound Cypress Creek Road. CCI-3 modifies the northbound I-95 exit ramp to increase capacity and improve safety by eliminating the existing weave between the northbound to westbound and westbound to southbound movements located between the I-95 exit ramp terminals. Additionally, the northbound to eastbound exit ramp is modified to eliminate the existing free-flow movement. The ramp is widened to three lanes approximately 1,000 feet from the intersection with Cypress Creek Road to accommodate two right turn lanes controlled by a signal. The existing slip ramp into the PnR is maintained.

CCI-3 moves the northbound to westbound exit gore approximately 1,000 feet upstream of the existing exit gore, requiring a new single-lane bridge over Cypress Creek Road. This modification addresses the existing loop ramp geometry safety concern by allowing for adequate deceleration length prior to the entrance curve into the loop ramp. After overcrossing Cypress Creek Road and prior to entering the loop ramp, the westbound exit ramp widens to two lanes. The two-lane loop ramp then terminates at the existing Cypress Creek Road and I-95 northbound entrance ramp intersection, eliminating the existing free-flow movement from the loop ramp. By eliminating the free-flow movement,

the weave between this movement and the I-95 westbound to southbound entrance ramp is also eliminated, addressing the existing safety issue previously described.

The existing westbound to northbound entrance ramp free-flow movement is also eliminated. The right turn lane is widened to two-lanes and extended to the signalized Cypress Creek Road and I-95 northbound entrance ramp intersection. This interchange configuration consists of a four-phase signal at the I-95 southbound exit ramp/PnR driveway, a two-phase signal at the I-95 northbound-to-eastbound exit ramp, and a two-phase signal at the I-95 northbound-to-westbound exit ramp/northbound entrance ramp.

CCI-3 was advanced for further refinement and analysis.

Alternative CCI-4: Modification of Existing Partial Cloverleaf with Northbound to Westbound Flyover

CCI-4 includes the modifications described for CCI-3 but replaces the two-lane loop ramp for the northbound to westbound movement with a flyover. The proposed flyover diverges from the existing I-95 northbound to eastbound exit ramp, crosses over Cypress Creek Road and I-95 and ties into the I-95 southbound exit ramp. The flyover effectively allows the northbound to westbound movement to operate as a displaced left turn described in CCI-2, allowing it to run on the same phase as the southbound turning movements.

CCI-4 was advanced for further refinement and analysis.

5.2.3 Commercial Boulevard/Powerline Road Intersection (CBP)

The intersection of Commercial Boulevard and Powerline Road (CBP) is located approximately 800 feet west of the I-95 southbound exit ramp. All four quadrants of the intersection are developed. Four subarea alternatives were developed and evaluated; an echelon with a MUT, MUTs along Powerline Road, a north-south grade separation of Powerline Road over Commercial Boulevard, and a typical widening alternative. Several other alternatives were considered but dismissed due to right-of-way impacts, out-of-direction travel, or impacts to the local roadway network. These other alternatives included quadrant roads located in either or both the western quadrants of the intersection.

Alternative CBP-1: Echelon with Median U-Turn (MUT)

An echelon intersection essentially splits a single four-phase signalized intersection into two two-phase signalized intersections on two different levels. By splitting a single intersection into two, congestion and delay are reduced and throughput is increased by increasing the effective green time for every movement. As previously described, a median U-turn (MUT) intersection eliminates the left turn at the main intersection and either forces the traffic to make a right turn followed by a U-turn or go through the intersection, U-turn, and then execute a right turn.

Typically, an echelon provides four legs of an intersection for both the at-grade and elevated intersections. However, due to the location of the existing railroad tracks geometrically constraining the vertical profile, the eastern leg of the intersection was

required to remain at grade. The at-grade intersection provides movements for the eastbound and westbound thru movements and right turns. Additionally, the at-grade intersection provides movements for the westbound left turn. The elevated intersection provides movements for the northbound and southbound thru and left turns.

Due to the railroad constraints previously mentioned, the southbound left is forced to turn right from the elevated intersection and utilize a MUT located at-grade approximately 1,300 feet to the west of the main intersection. To accommodate the design vehicle and a dual U-turn, a bulb-out is required at the MUT intersection. To meet design standards, CBP-1 requires widening along Commercial Boulevard and Powerline Road. CBP-1 requires a significant amount of retaining walls and structures, however it also provides acceptable operations.

CBP-1 was advanced for further refinement and analysis.

Alternative CBP-2: Median U-Turn (MUT)

CPB-2 proposed MUTs located approximately 800 feet north and south of Commercial Boulevard. The north MUT would serve the westbound and northbound left turn movements while the south MUT would serve the eastbound and southbound left turn movements. Bulb outs would be required at the MUT to allow for off-tracking of design vehicles. This alternative requires dual right turn lanes for all approaches except the eastbound right turn which can be handled by a single lane. Due to the significant out-of-direction travel for all left turn movements and right-of-way impacts at the bulb outs, CBP-2 was eliminated from further consideration.

Alternative CBP-3: North-South Grade Separation

CBP-3 proposes grade separating the north-south thru movements along Powerline Road over Commercial Boulevard. Access to developed parcels located in all four quadrants is maintained with a frontage road along Powerline Road. The touchdown points for the grade separation are approximately 1,000 feet from the Powerline Road intersection. The at grade intersection operates under a four-phase signal and provides all movements for all directions. This maintains access to the parcels in all four quadrants. To meet design standards, CBP-3 requires widening along Commercial Boulevard and Powerline Road.

CBP-3 was advanced for further refinement and analysis.

Alternative CBP-4: Traditional Intersection Widening

CPB-4 proposes minor widening and restriping along Commercial Boulevard and Powerline Road. Along Commercial Boulevard, the westbound approach to Powerline Road is restriped to provide a fourth thru lane and one left turn lane. Along Powerline Road, the southbound approach to Commercial Boulevard is restriped to provide a third left turn lane and two thru lanes. This widening also includes adding bicycle lanes in each direction. Right of way impacts to all four quadrants are anticipated.

CBP-4 was advanced for further refinement and analysis.

5.2.4 Commercial Boulevard/N. Andrews Avenue Intersection (CBA)

The intersection of Commercial Boulevard and N. Andrews Avenue (CBA) is located approximately 1,350 feet to the east of the I-95 northbound exit ramp. The southeast and southwest quadrants are developed with businesses and residential homes. The northeast quadrant has residential homes and a frontage road. The northwest quadrant has a small PnR with 14 parking spaces. Five alternatives were developed for subarea analysis: a quadrant road, grade separation, two variations of traditional intersection widening, and a traditional intersection widening with a flyover.

Alternative CBA-1: Quadrant Road with Continuous Flow Intersection

CBA-1 utilizes a quadrant road to remove left turns from the Commercial Boulevard and N. Andrews Avenue intersection. A quadrant road consists of a connector road that intersects both arterials and is used to reroute left turns from the main intersection. Rather than left turns being executed at the main intersection, left turning traffic uses a series of left or right turns at adjacent signalized intersections to complete the desired movement. This allows the main intersection to be controlled by fewer signal phases, increasing the throughput and reducing the loss time and delay of the intersection.

The quadrant road for CBA-1 was placed in the northwest quadrant of the main intersection, where the existing PnR is located. The other three quadrants were not considered for a quadrant road due to right of way impacts to businesses and residential homes. The quadrant road serves the eastbound and westbound left turns from Commercial Boulevard.

The left turns from N. Andrews Avenue are still executed at the main intersection. Both of these movements are displaced approximately 200 feet prior to the Commercial Boulevard and N. Andrews Avenue intersection. By displacing the left turns, the left turns no longer conflict with the thru movements and the northbound and southbound approaches operate as a continuous flow intersection.

CBA-1 would require removing the westbound to southbound single-lane flyover ramp to I-95 due to the proximity of the proposed quadrant road. Additionally, displacing the northbound and southbound left turns impacts right of way on the northeast and southwest quadrants. Operationally, the locations of the quadrant road intersections are too close to the main intersection and are not ideal for adequate signal coordination and progression. For these reasons, CBA-1 was eliminated from further consideration.

Alternative CBA-2: East-West Thru Movement Grade Separation

CBA-2 proposes grade separating the east-west thru traffic along Commercial Boulevard from N. Andrews Avenue. Traffic to and from N. Andrews Avenue will be maintained by a frontage road adjacent to the elevated Commercial Boulevard lanes. The touchdown points for the grade separation are approximately 700 feet from the N. Andrews Avenue intersection.

To meet design standards, CBA-2 requires widening along Commercial Boulevard. By grade separating the heavy east-west thru movements, the at-grade N. Andrews

Avenue/Frontage Road intersection provides acceptable operations. Due to right of way impacts and cost for structures, CBA-2 was eliminated from further consideration.

Alternative CBA-3: Traditional Intersection Widening – North & West Legs

CBA-3 proposes widening along Commercial Boulevard and N. Andrews Avenue. The north leg of N. Andrews Avenue adds an additional left turn lane while the approach on the south leg remains unchanged, creating an acceptable deflection through the intersection. The east and west leg of Commercial Boulevard is widened to accommodate an additional eastbound thru lane, merging back down to the existing cross-section approximately 1,200 feet east of the intersection.

To minimize right of way impacts, the south curb line along Commercial Boulevard was maintained and widening was achieved to the north, impacting a small PnR and the state-owned frontage road. Additionally, the west curb line along the southbound approach of N. Andrews Avenue was maintained and widening was achieved to the east. The northbound approach along N. Andrews Avenue maintained both the east and west curb line and required an acceptable offset of the thru lanes within the intersection to eliminate right of way impacts to adjacent parcels.

CBA-3 was advanced for further refinement and analysis.

Alternative CBA-4: Traditional Intersection Widening with Westbound Flyover

In addition to the widening proposed in CBA-3, CBA-4 proposes a westbound flyover to service the westbound traffic on Commercial Boulevard bound for southbound I-95. The flyover starts approximately 1,550 feet east of the N. Andrews Avenue intersection and runs along the north curb line of Commercial Boulevard. After crossing over N. Andrews Avenue, the flyover ties into the existing westbound to southbound flyover ramp as a second lane and is carried approximately 500 feet before merging to match the existing single lane cross-section of the existing flyover ramp.

The proposed flyover eliminates access to eastbound Commercial Boulevard from NE 3 Avenue and requires reconfiguration of the existing frontage road that runs parallel to Commercial Boulevard. The frontage road will be reduced to a single westbound lane and all traffic from the frontage road and NE 3 Avenue will be rerouted to NW 51 Street to maintain connectivity to Commercial Boulevard.

CBA-4 was advanced for further refinement and analysis.

Alternative CBA-5: Traditional Intersection Widening – North, East & West Legs

CBA-5 proposes widening along Commercial Boulevard and N. Andrews Avenue. In addition to the proposed improvements to the south and eastbound approaches described in CBA-3, CBA-5 also widens the westbound approach to include an additional thru lane. CBA-5 also retrofits the existing westbound single lane flyover entrance ramp to southbound I-95 to accommodate a two-lane entrance ramp. The second lane is carried approximately 500 feet before merging to match the existing single lane cross-section of the existing flyover ramp.

Reconfiguration of the existing frontage road that runs parallel to Commercial Boulevard is required as described in CBA-4. To minimize right of way impacts, the south curb line along Commercial Boulevard was maintained and widening was achieved to the north.

CBA-5 was advanced for further refinement and analysis.

5.2.5 Commercial Boulevard Interchange (CBI)

The Commercial Boulevard interchange (CCI) subarea evaluation consisted of two types of interchanges; a tight urban diamond interchange (TUDI) and a diverging diamond interchange (DDI). All interchange alternatives provide full access to and from I-95.

Alternative CBI-1: Tight Urban Diamond Interchange (TUDI)

CBI-1 maintains the existing tight urban diamond interchange configuration including the existing westbound to southbound flyover and modifies the I-95 exit ramps and ramp terminal intersections. The locations of the existing ramp terminal intersections are maintained with this alternative and provide approximately 300 feet between the two intersections measured from centerline to centerline.

As part of the I-95 Express Phase 3 project, improvements to the northbound exit ramp include modifying the existing single lane exit to a two-lane exit with a shared choice lane and an exit only lane located just north of the Prospect Road bridge. The two-lane exit ramp opens to four lanes approximately 1000 feet prior to the Commercial Boulevard intersection. The exit ramp widens to the outside to accommodate an additional two lanes approximately 400 feet prior to the Commercial Boulevard Intersection. CBI-1 eliminates the existing free-flow right turn lane to eastbound Commercial Boulevard and provides three left turn lanes and three right turn lanes at the signalized ramp terminal intersection.

As part of the I-95 Express Phase 3 project, improvements to the southbound exit ramp include modifying the existing single lane exit to a two-lane exit with a shared choice lane and an exit only lane located approximately 1,500 feet from the Commercial Boulevard intersection. The two lanes open to five lanes approximately 800 feet prior to the Commercial Boulevard intersection which accommodates three left turn lanes and two right turn lanes. CBI-1 eliminates the existing free-flow right turn lane to westbound Commercial Boulevard and provides three left turn lanes and two right turn lanes at the signalized ramp terminal intersection.

CBI-1 was advanced for further refinement and analysis.

Alternative CBI-2: Diverging Diamond Interchange (DDI)

CBI-2 is a diverging diamond interchange. The I-95 northbound and southbound exit ramps for the DDI are unchanged from the TUDI alternative (CBI-1) with approximately 300 feet of distance between the northbound and southbound left turn lanes. This distance allows for approximately 600 feet between the two crossover intersections. This interchange configuration consists of two two-phase signals at the ramp terminal intersections.

Due to the proximity of the railroad tracks to the west of the interchange and the residential neighborhood located in the southeast quadrant of the northbound I-95 exit ramp, the maximum design speed achieved while maintaining the critical geometric elements of a DDI was 35 mph. This design speed reduces the existing posted speed by 10 mph, which was a safety concern. Revising the geometry of the DDI to maintain a higher design speed was considered but the right of way impacts were significant. For these reasons, CBI-2 was eliminated from further consideration.

5.3 Phase 2 - Corridor Alternatives

Corridor Alternatives were developed and analyzed to aid in the selection of a recommended Build Alternative for the study area. The Corridor Alternative analysis also helped determine if the subarea alternatives identified for further evaluation required additional modification. As discussed in Section 3.8, Vissim models for this study were developed and calibrated for the AM and PM peak periods for existing year 2015 traffic conditions. The calibrated existing models were used to develop separate corridor models for Commercial Boulevard and Cypress Creek Road for the design year 2040 AM and PM peak hours. Calibration parameters from the existing conditions models were carried forward to the corridor models and the geometry of the corridor alternatives were constructed by tracing the roadway network over the proposed design files. Existing signal timings were coded in the Vissim models as a starting point and then optimized, where appropriate, for all alternatives.

The Corridor Alternatives analyses looked at identifying issues such as lane balance and utilization, signal progression, excessive queueing, alignment issues, and overall network performance. Average intersection delay and level of service were used as a relative measure of effectiveness to compare operations between the different corridor alternatives. Since the corridor models do not include the entire study area network, the results are only used to compare operations of each Corridor Alternative. The quantitative results presented in this section are not valid results to compare with the existing conditions or future No-Action and Build alternatives for the entire study area. A total of nine Corridor Alternatives were developed in addition to the No-Action alternative; three for the Cypress Creek Road corridor and six for the Commercial Boulevard corridor.

5.3.1 Cypress Creek Road Corridor Alternatives

Three Corridor Alternatives were developed and analyzed for the Cypress Creek Road corridor. Refer to **Table 5.1** for the subareas that are included in each Corridor Alternative.

Table 5.1. Cypress Creek Road Corridor Alternatives

Corridor Alternative	Subarea		Canal Ramp	Layout Figure	Detail Figure
	Interchange	N. Andrews Avenue			
1	CCI-3 Modification of Existing Partial Cloverleaf	CCA-2 Traditional Intersection Widening	Yes	Figure 5.1	Figure 5.2
2	CCI-4 Modification of Existing Partial Cloverleaf with NB-to-WB Flyover	CCA-2 Traditional Intersection Widening	Yes	Figure 5.3	Figure 5.4
1A	CCI-3 Modification of Existing Partial Cloverleaf	CCA-2 Traditional Intersection Widening	No	Figure 5.5	Figure 5.6

Cypress Creek Road Corridor Alternative 1: Modified Partial Cloverleaf and Traditional Intersection Widening

Cypress Creek Road Corridor Alternative 1 includes the modified partial cloverleaf (CCI-3) interchange alternative and the traditional widening (CCA-2) alternative at the Cypress Creek and N. Andrews Avenue intersection. Corridor Alternative 1 also includes the proposed Canal Ramp off N. Andrews Avenue north of Cypress Creek Road. The Canal Ramp reduces traffic at the N. Andrews Avenue intersection by providing an additional entrance ramp to southbound I-95.

Cypress Creek Road Corridor Alternative 2: Modified Partial Cloverleaf with NB-to-WB Flyover and Traditional Intersection Widening

Cypress Creek Road Corridor Alternative 2 includes the modified partial cloverleaf with the northbound to westbound flyover (CCI-4) interchange alternative and the traditional widening (CCA-2) alternative at the Cypress Creek and N. Andrews Avenue intersection. Alternative 2 also includes the proposed Canal Ramp off N. Andrews Avenue north of Cypress Creek Road. The Canal Ramp reduces traffic at the N. Andrews Avenue intersection by providing an additional entrance ramp to southbound I-95.

Cypress Creek Road Corridor Alternative 1A: Modified Partial Cloverleaf and Traditional Intersection Widening without Canal Ramp

Cypress Creek Road Corridor Alternative 1A is a variation of Corridor Alternative 1 but removes the southbound I-95 entrance ramp located north of the Cypress Creek Road and N. Andrews Avenue intersection. Alternative 3 also modifies the existing slip ramp south of Cypress Creek Road to two lanes to provide better lane utilization at the Cypress Creek Road and N. Andrews Avenue intersection.

Figure 5.1. Cypress Creek Road Corridor Alternative 1 Overall Layout

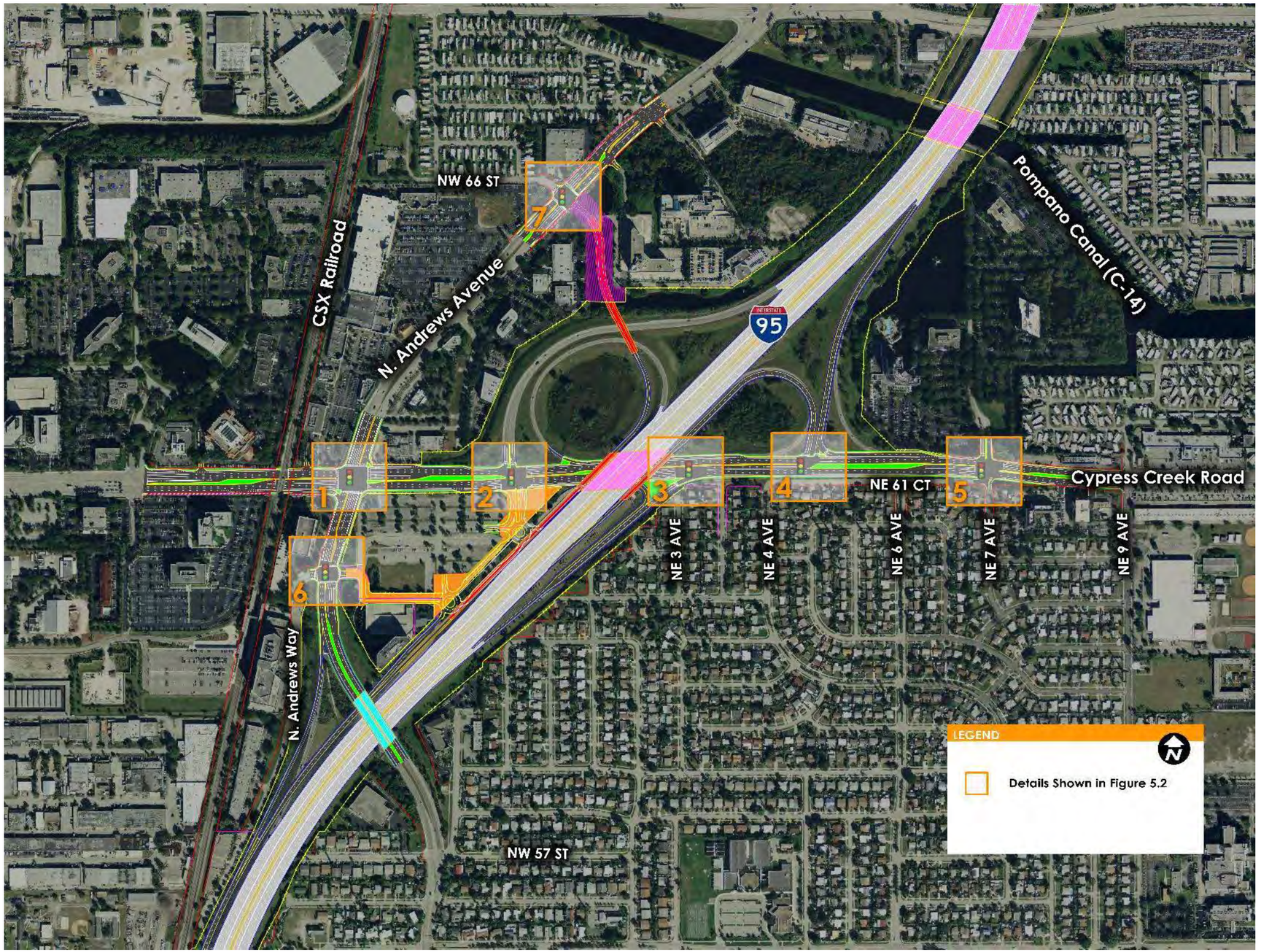
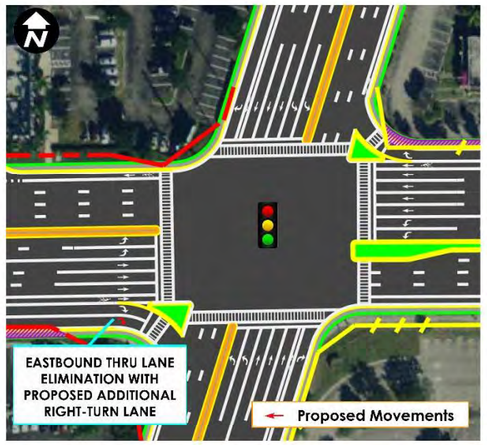
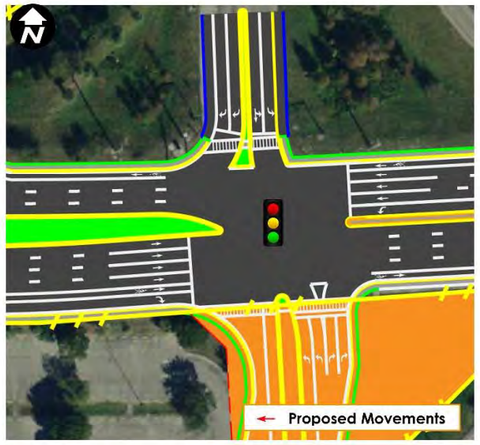


Figure 5.2 Cypress Creek Road Corridor Alternative 1 Detail Layout

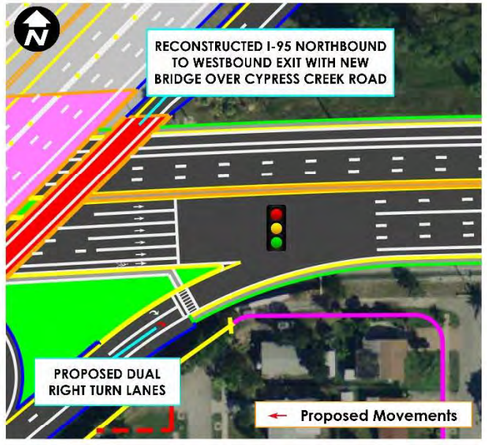
DETAILS



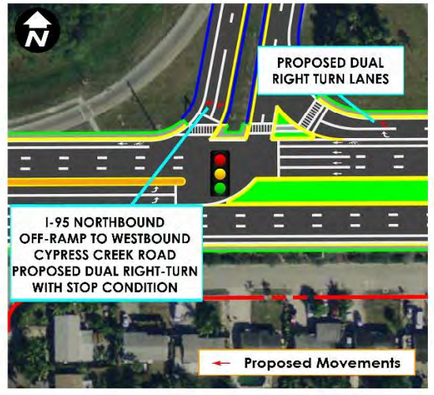
1 Cypress Creek Road and N. Andrews Avenue Intersection



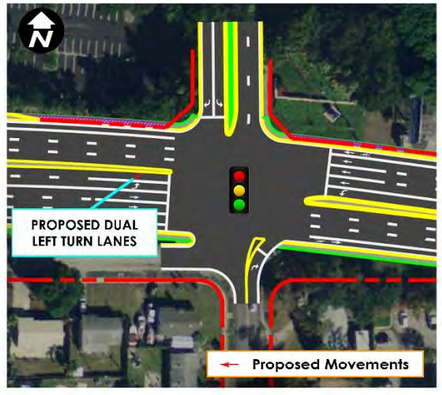
2 I-95 Southbound Off-Ramp and Cypress Creek Park and Ride Entrance/Exit



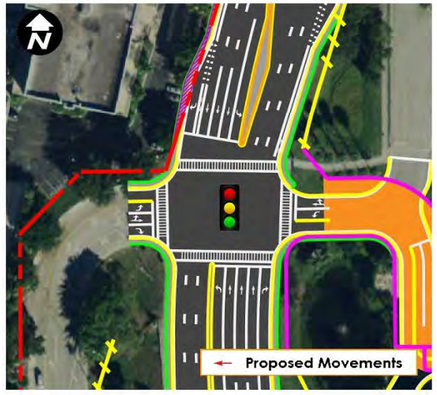
3 I-95 Northbound Off-Ramp to Eastbound Cypress Creek Road



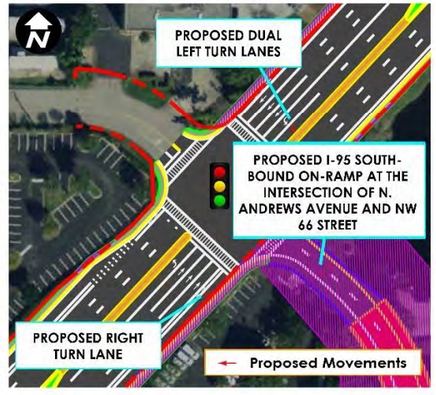
4 I-95 Northbound Cypress Creek Road On-Ramp



5 Cypress Creek Road and NE 7 Avenue Intersection



6 N. Andrews Avenue and N. Andrews Way Intersection



7 N. Andrews Avenue and NW 66 Street Intersection

LEGEND
- Existing Limited Access Right of Way
- Existing Right of Way
- Proposed Right of Way Impact

Figure 5.3 Cypress Creek Road Corridor Alternative 2 Overall Layout

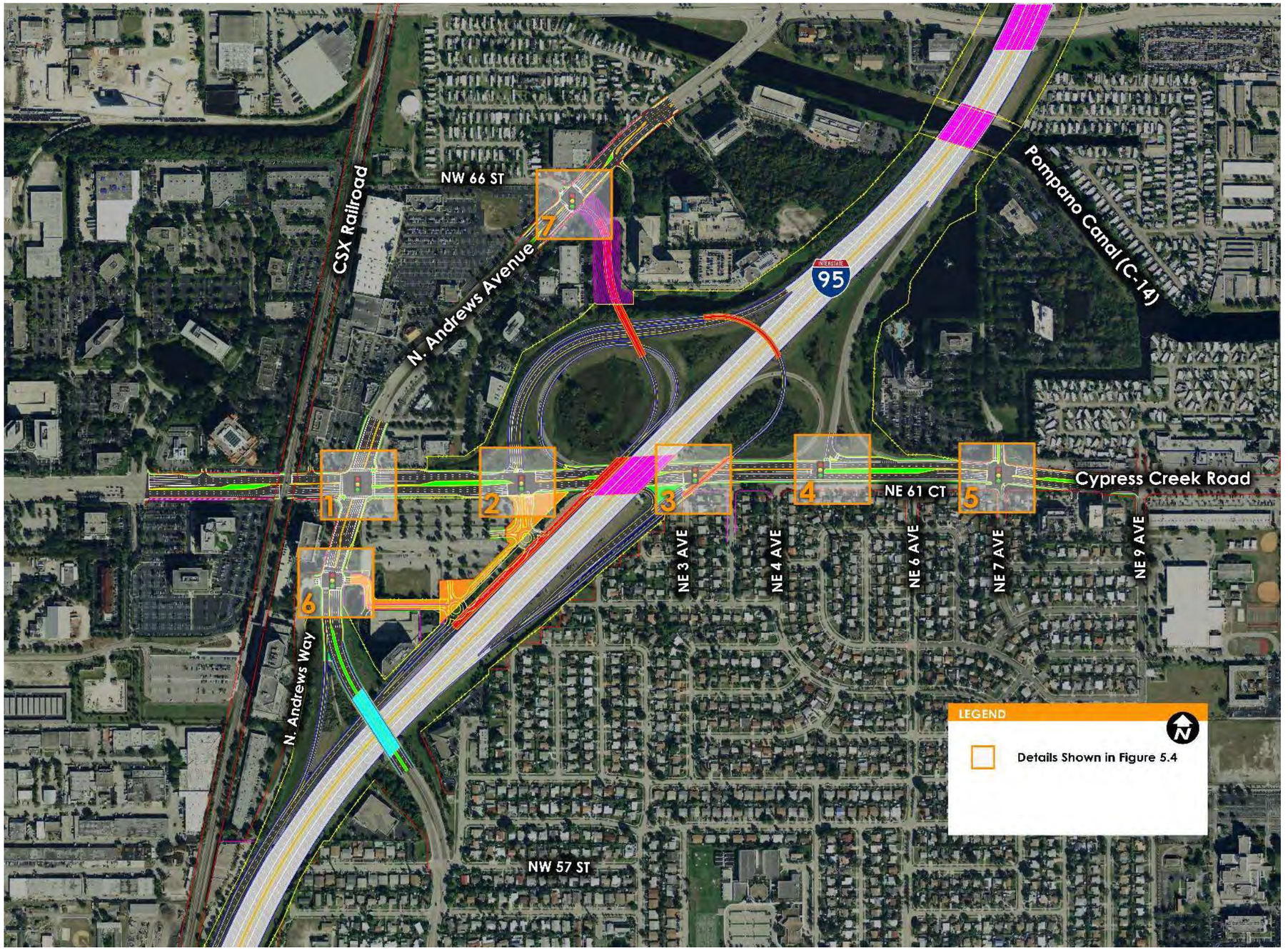


Figure 5.4. Cypress Creek Road Corridor Alternative 2 Detail Layout

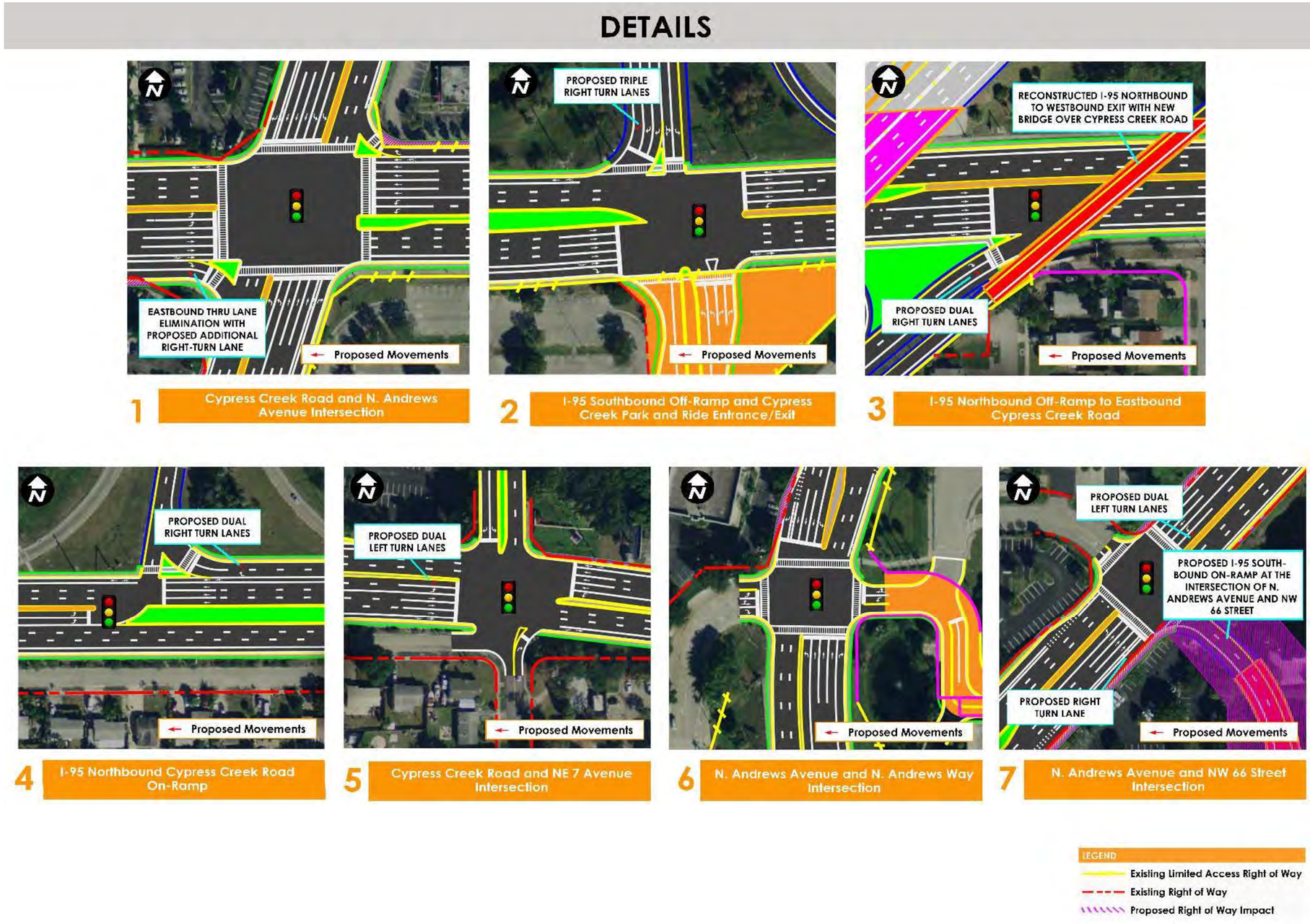


Figure 5.5. Cypress Creek Road Corridor Alternative 1A Overall Layout

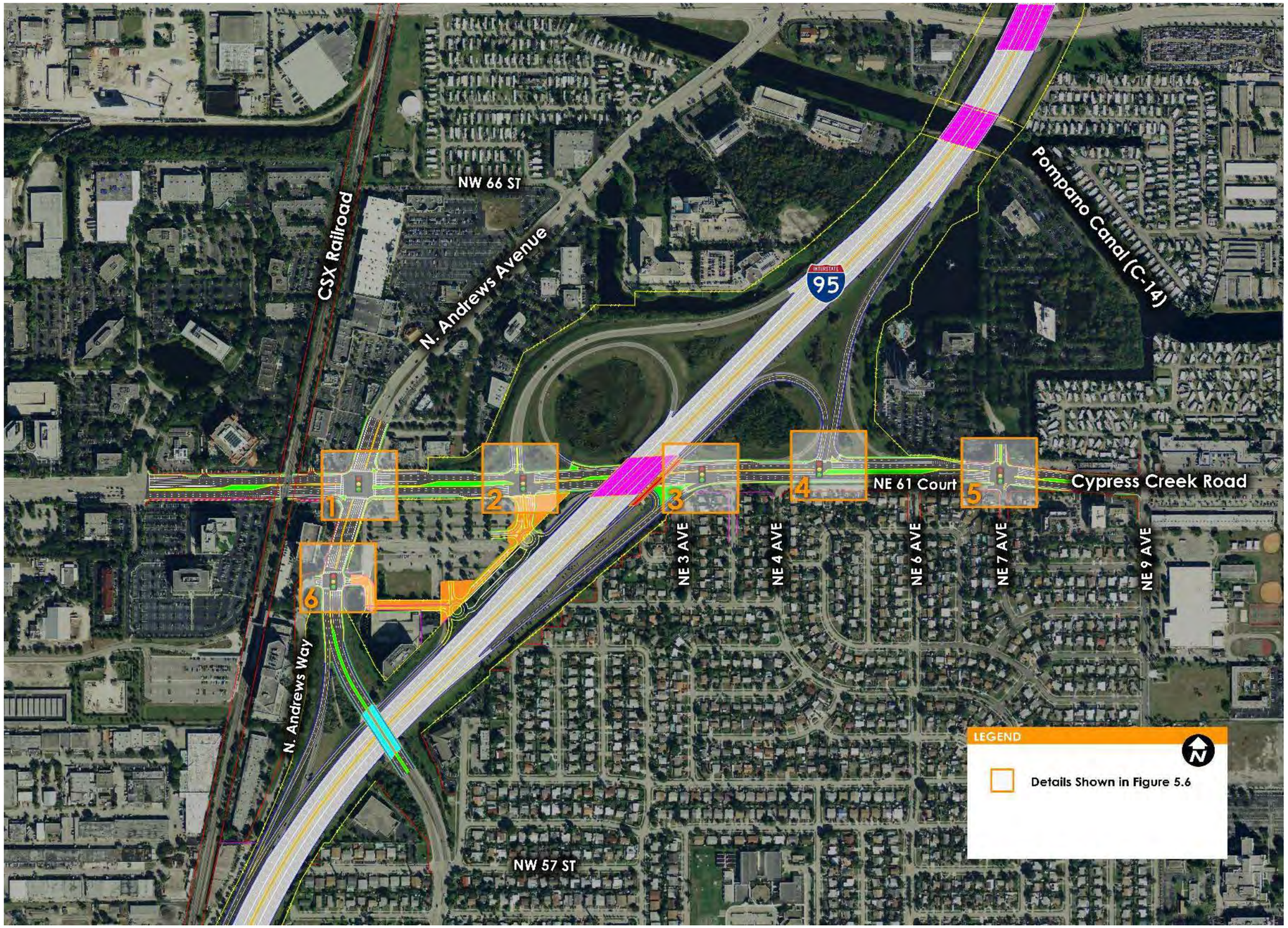
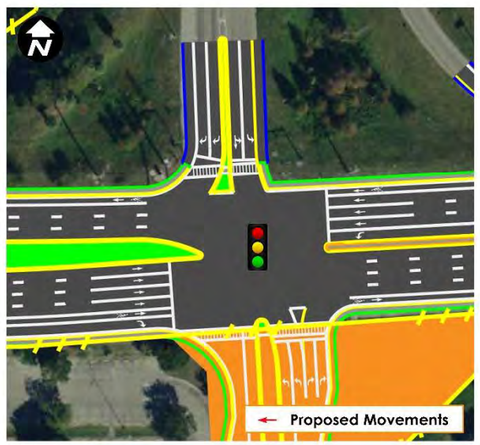


Figure 5.6. Cypress Creek Road Corridor Alternative 1A Detail Layout

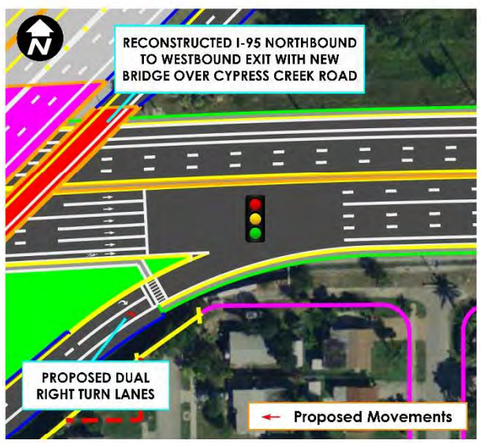
DETAILS



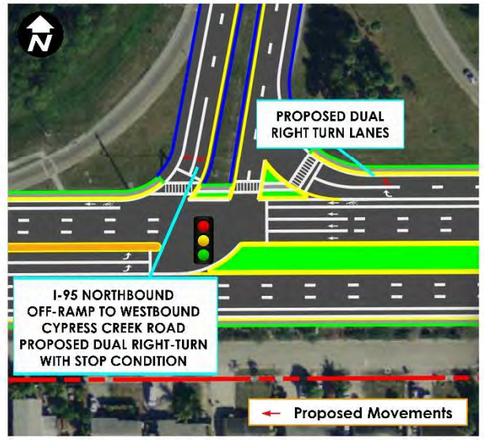
1 Cypres Creek Road and N. Andrews Avenue Intersection



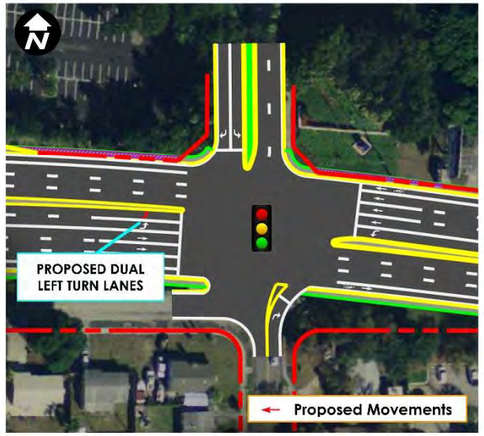
2 I-95 Southbound Off-Ramp and Cypress Creek Park and Ride Entrance/Exit



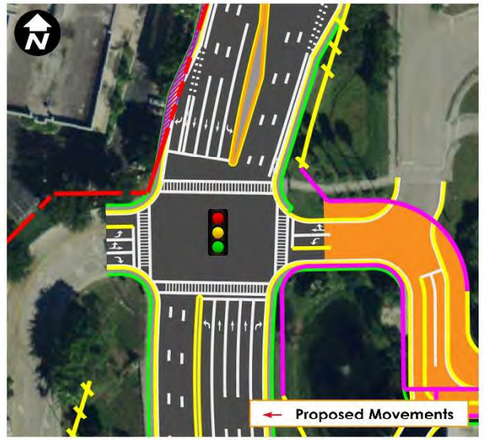
3 I-95 Northbound Off-Ramp to Eastbound Cypress Creek Road



4 I-95 Northbound Off-Ramp to Westbound Cypress Creek Road and I-95 Northbound On-Ramp



5 Cypress Creek Road and NE 7 Avenue Intersection



6 N. Andrews Avenue and N. Andrews Way Intersection

LEGEND
- Existing Limited Access Right of Way
- Existing Right of Way
- Proposed Right of Way Impact

5.3.2 Cypress Creek Road Corridor Alternatives Analysis

The Cypress Creek Road Corridor Alternative Vissim models were used to evaluate intersection operations using node evaluation. Average intersection delay and an estimated LOS based on HCM metrics for both the AM and PM peak hours are summarized in **Table 5.2** and **Table 5.3** for the Design Year (2040). The results of the intersection analyses indicate that the intersections are operating at LOS D or better for all Corridor Alternatives during the AM peak hour. During the PM peak hour, all intersections are operating at LOS D or better except for Cypress Creek Road and N. Andrews Avenue in Alternative 3, which is operating at LOS E.

Table 5.2. 2040 AM Cypress Creek Road Corridor Intersection Results

Intersection	No-Action		Corridor Alternative 1		Corridor Alternative 2		Corridor Alternative 1A	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Cypress Creek Road & N. Andrews Avenue	47.8	D	33.2	C	37.0	D	35.4	D
Cypress Creek Road & I-95 SB Exit Ramp	35.5	D	28.7	C	39.8	D	29.0	C
Cypress Creek Road & I-95 NB Exit Ramp	5.6	A	18.3	B	19.6	B	18.4	B
Cypress Creek Road & I-95 NB On Ramp	20.9	C	37.9	D	16.9	B	38.7	D
Cypress Creek Road & NW 7 Avenue	32.5	C	36.5	D	37.2	D	36.9	D

Table 5.3. 2040 PM Cypress Creek Road Corridor Intersection Results

Intersection	No-Action		Corridor Alternative 1		Corridor Alternative 2		Corridor Alternative 1A	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Cypress Creek Road & N. Andrews Avenue	94.4	F	41.2	D	43.4	D	66.7	E
Cypress Creek Road & I-95 SB Exit Ramp	107.9	F	28.0	C	33.6	C	42.5	D
Cypress Creek Road & I-95 NB Exit Ramp	40.5	D	18.5	B	19.0	B	18.2	B

Intersection	No-Action		Corridor Alternative 1		Corridor Alternative 2		Corridor Alternative 1A	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Cypress Creek Road & I-95 NB On Ramp	44.4	D	25.4	C	12.4	B	26.2	C
Cypress Creek Road & NW 7 Avenue	81.4	F	36.2	D	35.1	D	35.5	D

Comparing operational results between Corridor Alternative 1 and Corridor Alternative 2, there is no significant operational improvement provided with the northbound to westbound flyover proposed in Corridor Alternative 2. The proposed flyover would have a significant increase in cost to construct and for this reason, Corridor Alternative 2 was eliminated from further consideration.

Comparing the operational results between Corridor Alternative 1 and Corridor Alternative 1A, a degradation of operations is seen during the design year PM peak hour at the Cypress Creek Road and N. Andrews Avenue intersection in Corridor Alternative 1A. By eliminating the proposed I-95 entrance ramp at the canal, more traffic is sent through the intersection to the existing slip ramp located south of the intersection, resulting in LOS E operations at the Cypress Creek Road and N. Andrews Avenue intersection. Due to the significant right of way and access management impacts and input received throughout the study, the proposed Canal Ramp was determined not to be a viable concept and was eliminated from further considerations. Corridor Alternative 1 was therefore eliminated from further consideration and Corridor Alternative 1A is the recommended alternative for the Cypress Creek Road corridor.

5.3.3 Commercial Boulevard Corridor Alternatives

A total of seven subareas were advanced into the Commercial Boulevard corridor analysis; three for Powerline Road, one for the interchange, and three for N. Andrews Avenue. Six Corridor Alternatives were developed and analyzed for the Commercial Boulevard corridor. Refer to **Table 5.4** for the subareas that are included in each Corridor Alternative.

Table 5.4. Commercial Boulevard Corridor Alternatives

Corridor Alternative	Subarea			Layout Figure	Detail Figure
	Powerline Road	Interchange	N. Andrews Avenue		
1	CBP-4 Traditional Intersection Widening	CBI-1 Tight Urban Diamond Interchange	CBA-3 Traditional Intersection Widening North & East Legs	Figure 5.7	Figure 5.8

Corridor Alternative	Subarea			Layout Figure	Detail Figure
	Powerline Road	Interchange	N. Andrews Avenue		
2	CBP-1 Echelon with Median U-turn	CBI-1 Tight Urban Diamond Interchange	CBA-4 Traditional Intersection Widening with WB Flyover	Figure 5.9	Figure 5.10
3	CBP-3 N/S Thru Movement Grade Separation	CBI-1 Tight Urban Diamond Interchange	CBA-5 Traditional Intersection Widening North, East & West Legs	Figure 5.11	Figure 5.12
4	CBP-3 N/S Thru Movement Grade Separation	CBI-1 Tight Urban Diamond Interchange	CBA-4 Traditional Intersection Widening with WB Flyover	Figure 5.13	Figure 5.14
5	CBP-4 Traditional Intersection Widening	CBI-1 Tight Urban Diamond Interchange	CBA-5 Traditional Intersection Widening North, East & West Legs	Figure 5.15	Figure 5.16
6	CBP-4 Traditional Intersection Widening	CBI-1 Tight Urban Diamond Interchange	CBA-4 Traditional Intersection Widening with WB Flyover	Figure 5.17	Figure 5.18

Commercial Boulevard Corridor Alternative 1: TUDI with Traditional Intersection Widening at Powerline Road and N. Andrews Avenue

Commercial Boulevard Corridor Alternative 1 includes a tight urban diamond interchange alternative (CBI-1), traditional widening at Powerline Road (CBP-4), and traditional widening at N. Andrews Avenue (CBA-3) that adds an additional eastbound thru lane on Commercial Boulevard and a second southbound left turn lane on N. Andrews Avenue.

Commercial Boulevard Corridor Alternative 2: TUDI with Echelon at Powerline Road and Traditional Intersection Widening with Westbound Flyover at N. Andrews Avenue

Commercial Boulevard Corridor Alternative 2 includes a tight urban diamond interchange alternative (CBI-1), an echelon with MUT at Powerline Road (CBP-1), and traditional widening at N. Andrews Avenue with a westbound flyover (CBA-4) that adds an additional eastbound thru lane on Commercial Boulevard, a second southbound left turn lane on N. Andrews Avenue, and a flyover for westbound Commercial Boulevard to southbound I-95 traffic.

Commercial Boulevard Corridor Alternative 3: TUDI with Grade Separation at Powerline Road and Traditional Intersection Widening at N. Andrews Avenue

Commercial Boulevard Corridor Alternative 3 includes a tight urban diamond interchange alternative (CBI-1), north-south grade separation at Powerline Road (CBP-3), and traditional widening at N. Andrews Avenue (CBA-5) that adds an additional eastbound and westbound thru lane on Commercial Boulevard, a second southbound left turn lane on N. Andrews Avenue, and modifies the westbound to southbound flyover ramp to I-95 from a one lane diverge off Commercial Boulevard to a two lane diverge.

Commercial Boulevard Corridor Alternative 4: TUDI with Grade Separation at Powerline Road and Traditional Intersection Widening with Westbound Flyover at N. Andrews Avenue

Commercial Boulevard Corridor Alternative 4 includes a tight urban diamond interchange alternative (CBI-1), north-south grade separation at Powerline Road (CBP-3), and traditional widening at N. Andrews Avenue with a westbound flyover (CBA-4) that adds an additional eastbound thru lane on Commercial Boulevard, a second southbound left turn lane on N. Andrews Avenue, and a flyover for westbound Commercial Boulevard to southbound I-95 traffic.

Commercial Boulevard Corridor Alternative 5: TUDI with Traditional Intersection Widening at Powerline Road and Traditional Intersection Widening at N. Andrews Avenue

Commercial Boulevard Corridor Alternative 5 includes a tight urban diamond interchange alternative (CBI-1), traditional widening at Powerline Road (CBP-4), and traditional widening at N. Andrews Avenue (CBA-5) that adds an additional eastbound and westbound thru lane on Commercial Boulevard, a second southbound left turn lane on N. Andrews Avenue, and modifies the westbound to southbound flyover ramp to I-95 from a one lane diverge off Commercial Boulevard to a two lane diverge.

Commercial Boulevard Corridor Alternative 6: TUDI with Traditional Intersection Widening at Powerline Road and Traditional Intersection Widening with Westbound Flyover at N. Andrews Avenue

Commercial Boulevard Corridor Alternative 6 includes a tight urban diamond interchange alternative (CBI-1), traditional widening at Powerline Road (CBP-4), and traditional widening at N. Andrews Avenue with a westbound flyover (CBA-4) that adds an additional eastbound thru lane on Commercial Boulevard, a second southbound left turn lane on N. Andrews Avenue, and a flyover for westbound Commercial Boulevard to southbound I-95 traffic.

Figure 5.7. Commercial Boulevard Corridor Alternative 1 Overall Layout

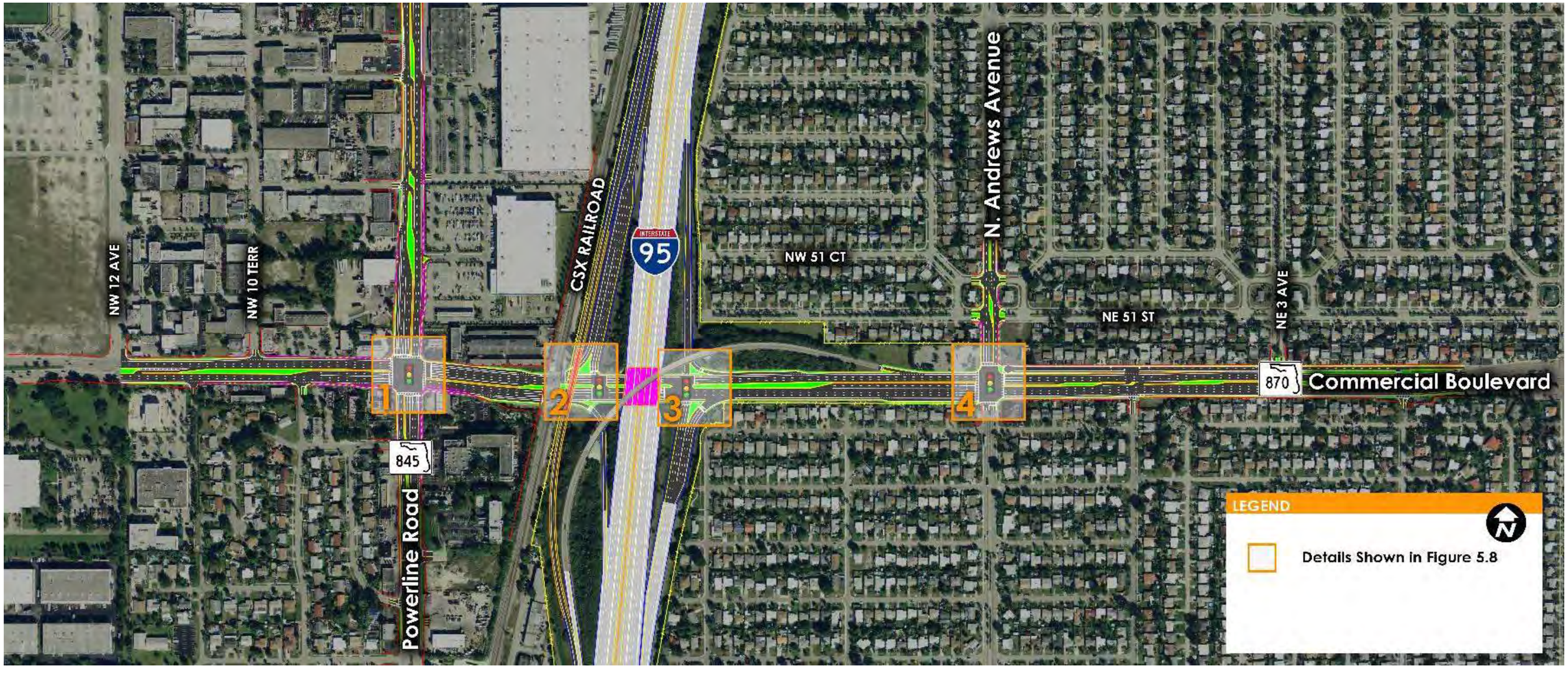


Figure 5.8. Commercial Boulevard Corridor Alternative 1 Detail Layout

DETAILS

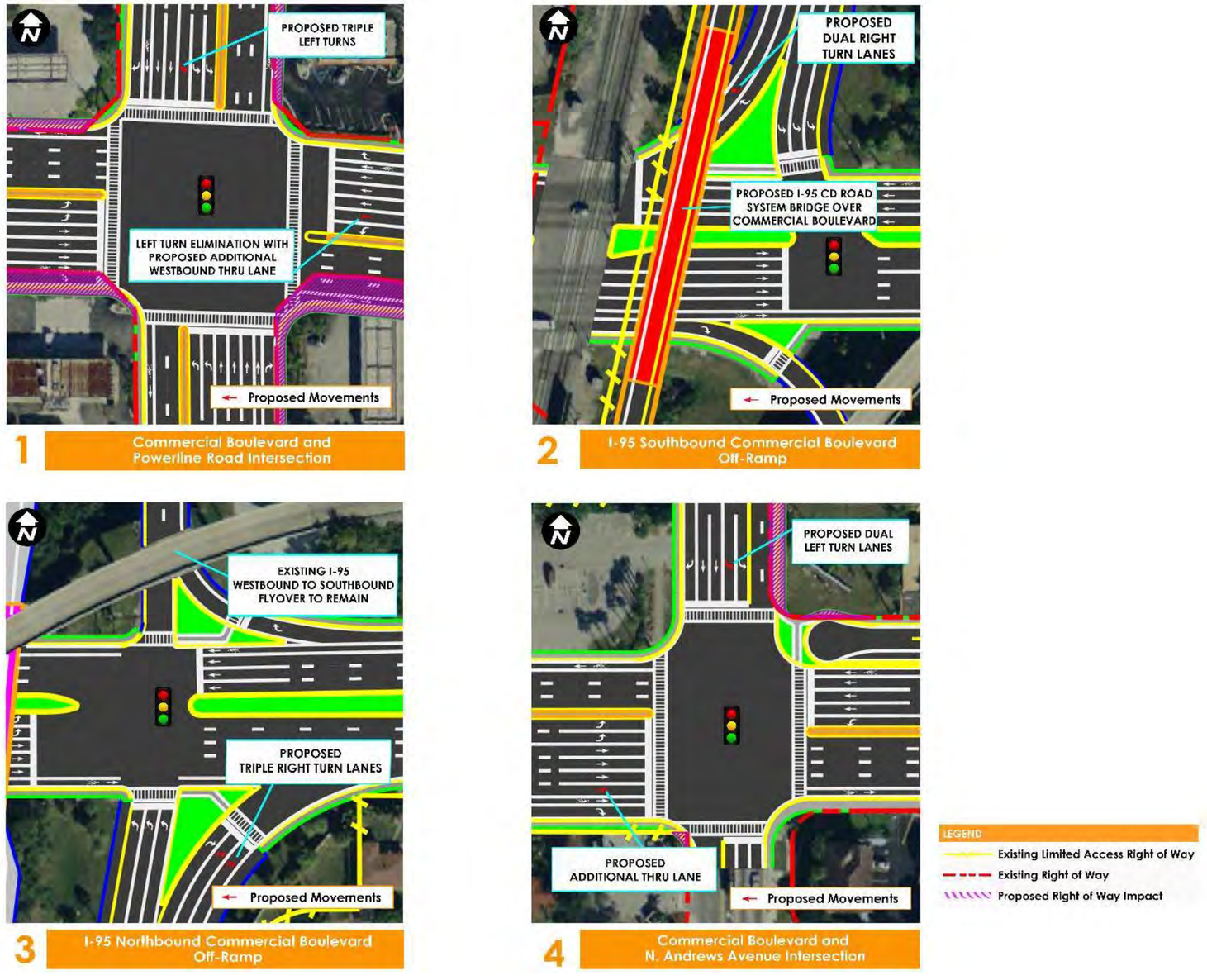


Figure 5.9. Commercial Boulevard Corridor Alternative 2 Overall Layout

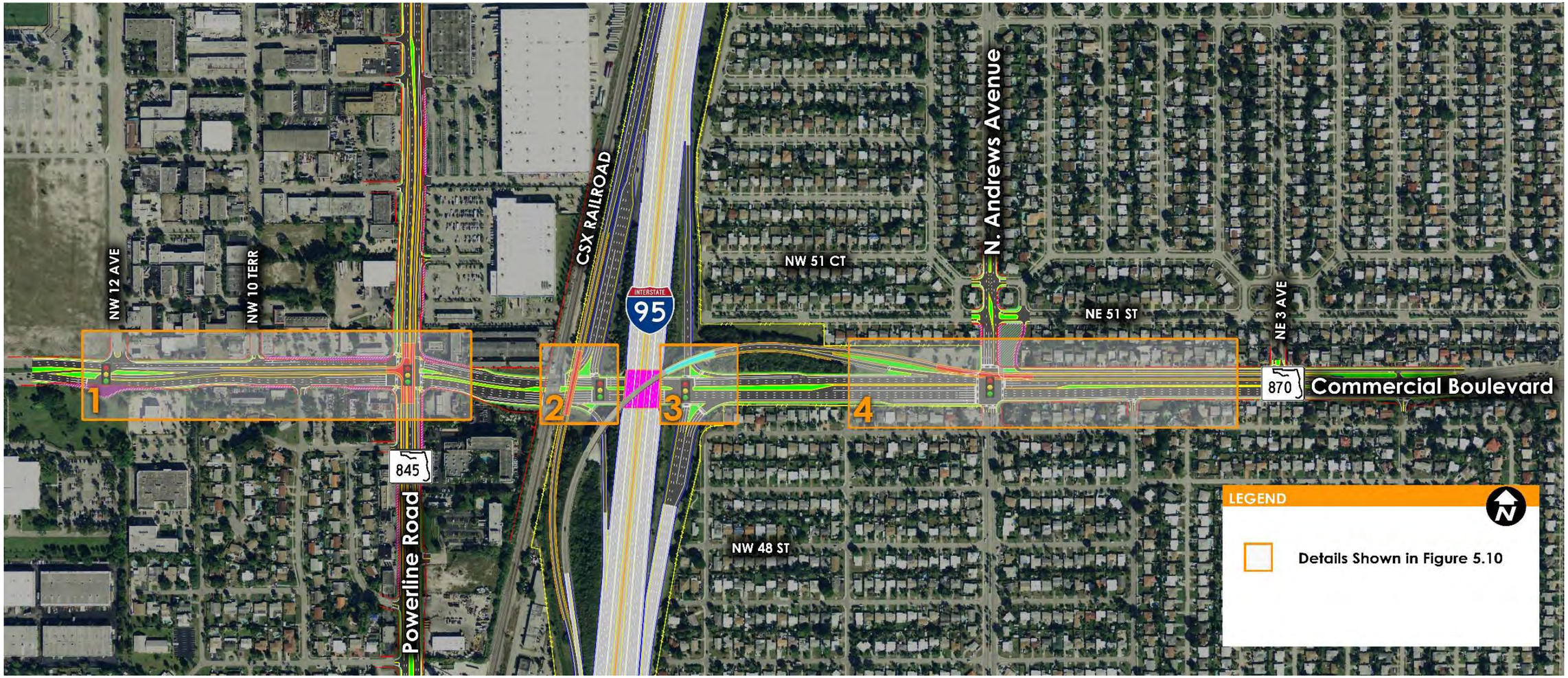


Figure 5.10. Commercial Boulevard Corridor Alternative 2 Detail Layout

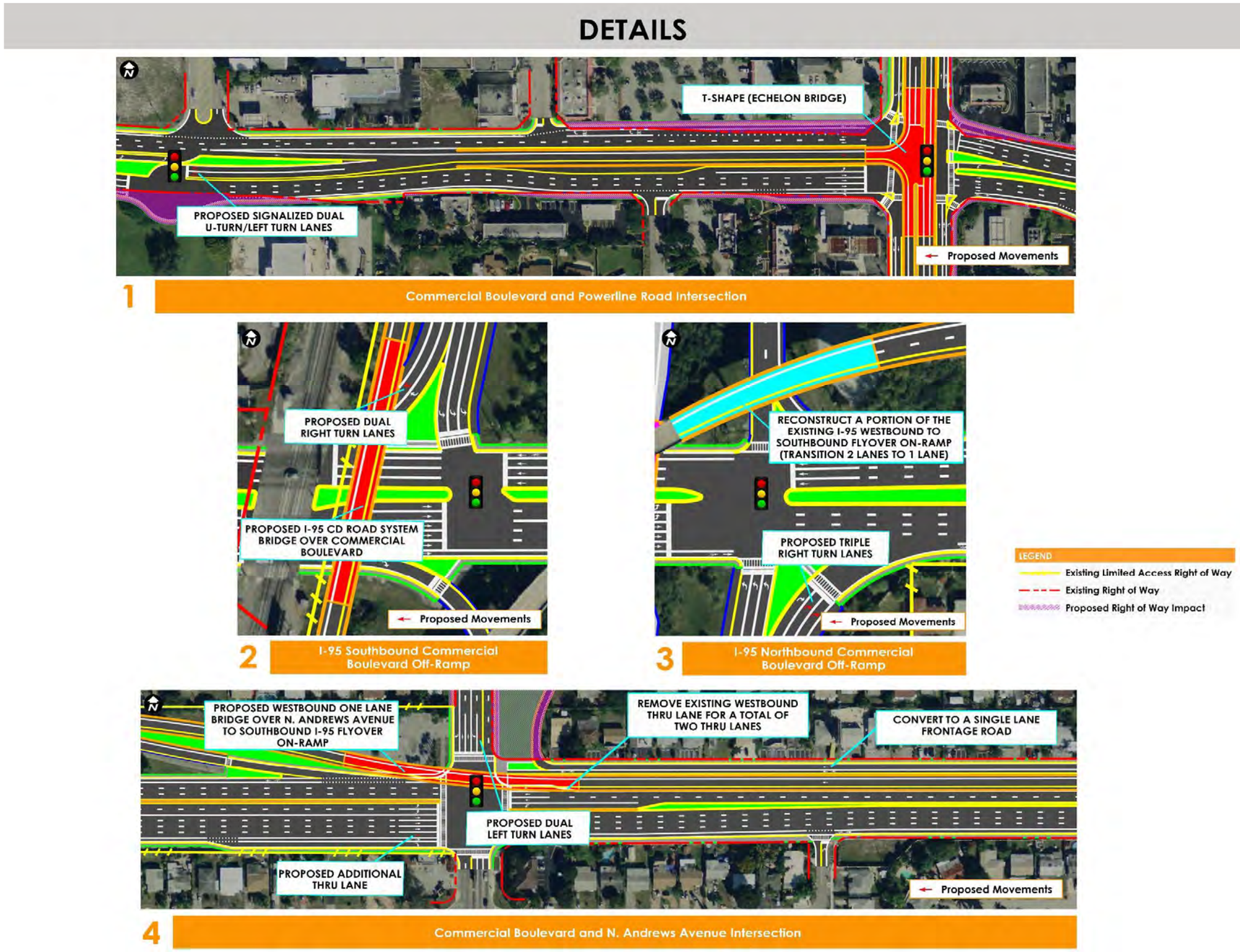


Figure 5.11. Commercial Boulevard Corridor Alternative 3 Overall Layout

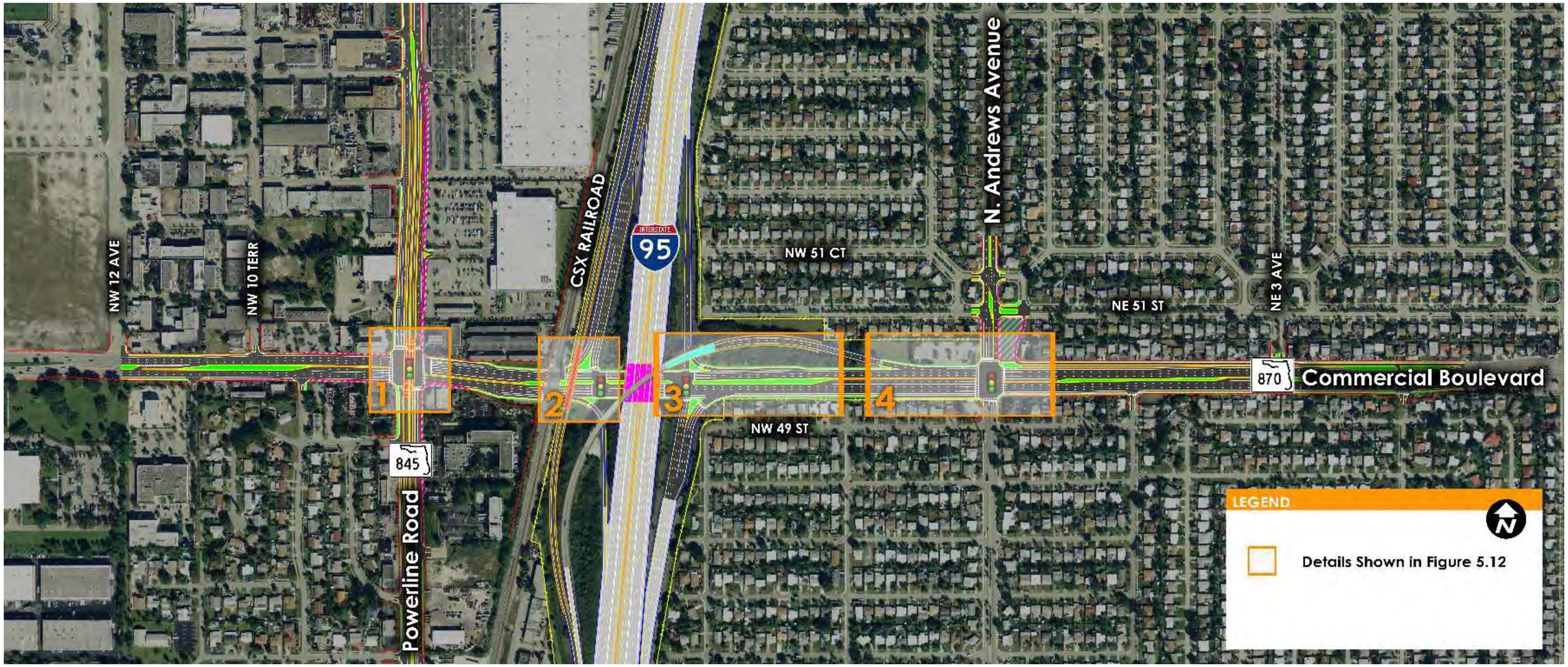


Figure 5.12. Commercial Boulevard Corridor Alternative 3 Detail Layout

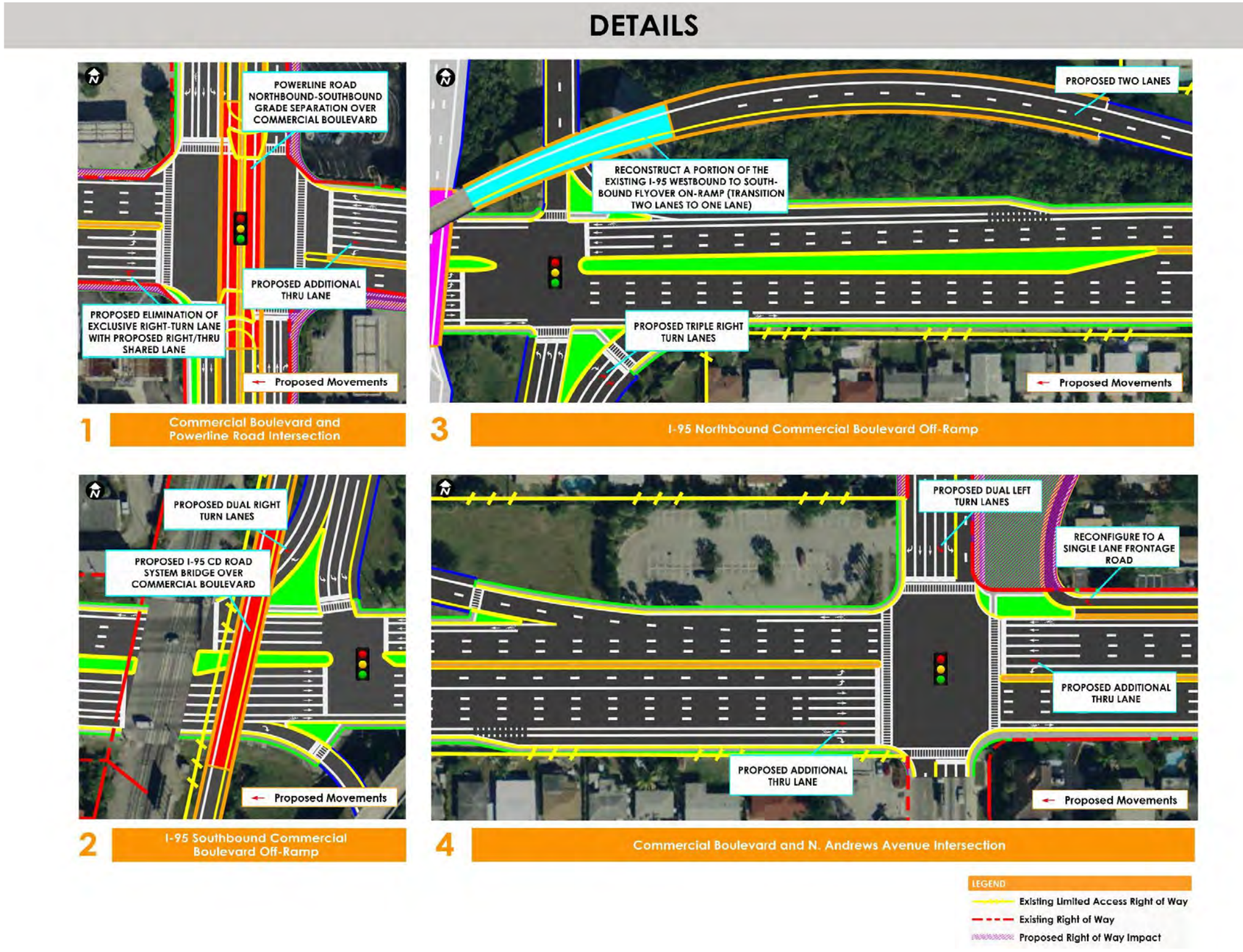


Figure 5.13. Commercial Boulevard Corridor Alternative 4 Overall Layout

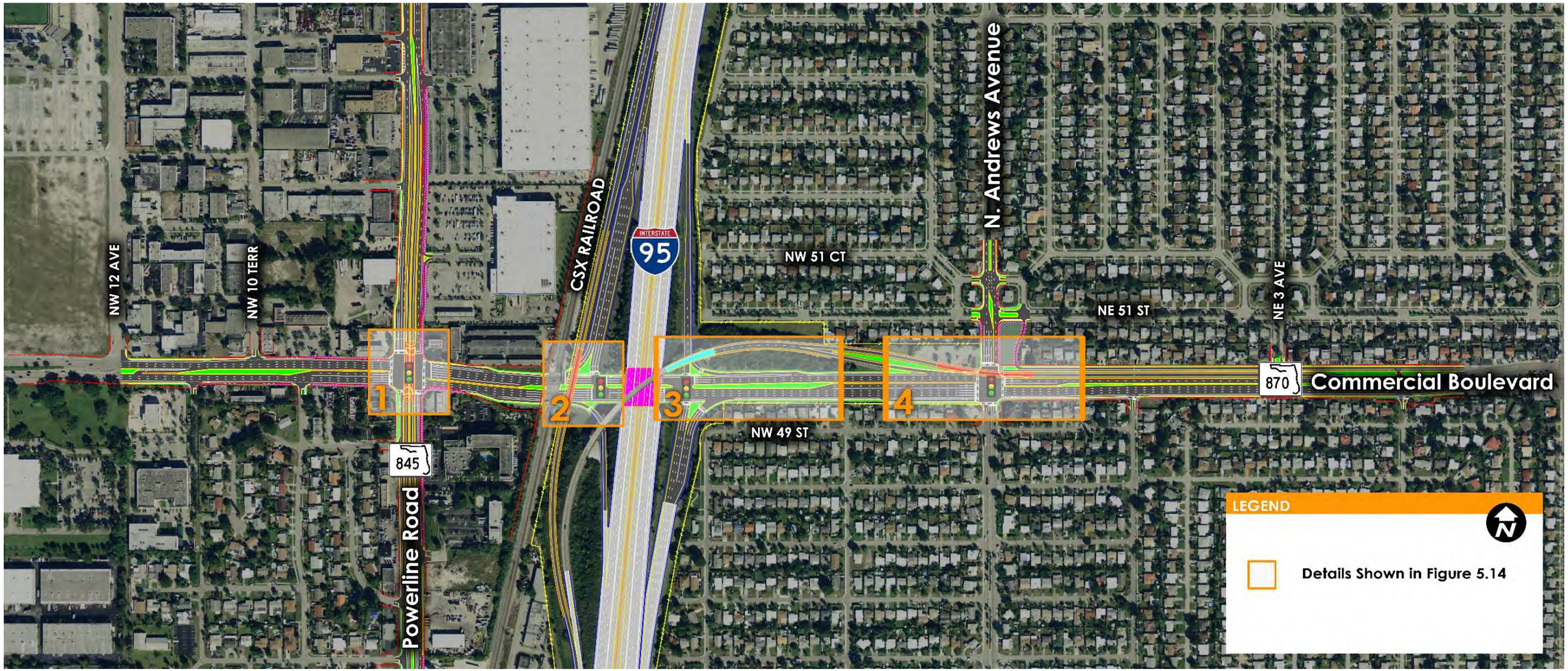
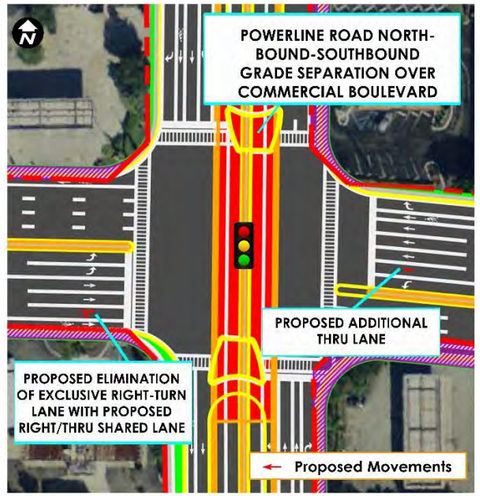
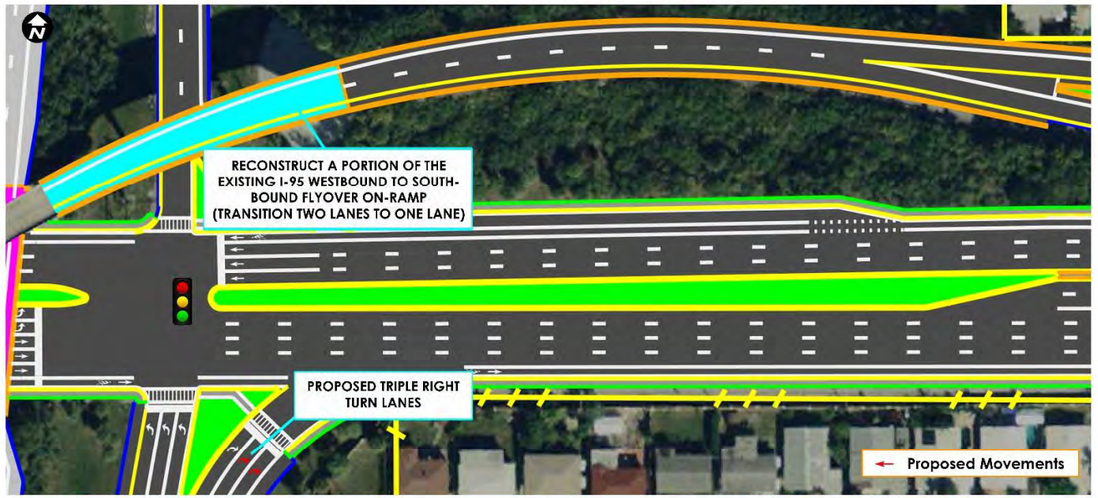


Figure 5.14. Commercial Boulevard Corridor Alternative 4 Detail Layout

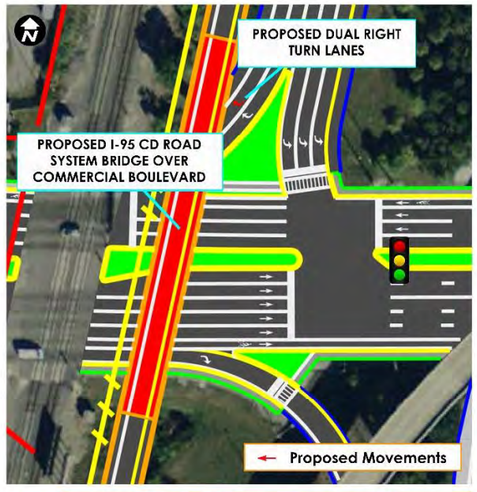
DETAILS



1 Commercial Boulevard and Powerline Road Intersection



3 I-95 Northbound Commercial Boulevard Off-Ramp



2 I-95 Southbound Commercial Boulevard Off-Ramp



4 Commercial Boulevard and N. Andrews Avenue Intersection

LEGEND
- Existing Limited Access Right of Way
- Existing Right of Way
- Proposed Right of Way Impact

Figure 5.15. Commercial Boulevard Corridor Alternative 5 Overall Layout

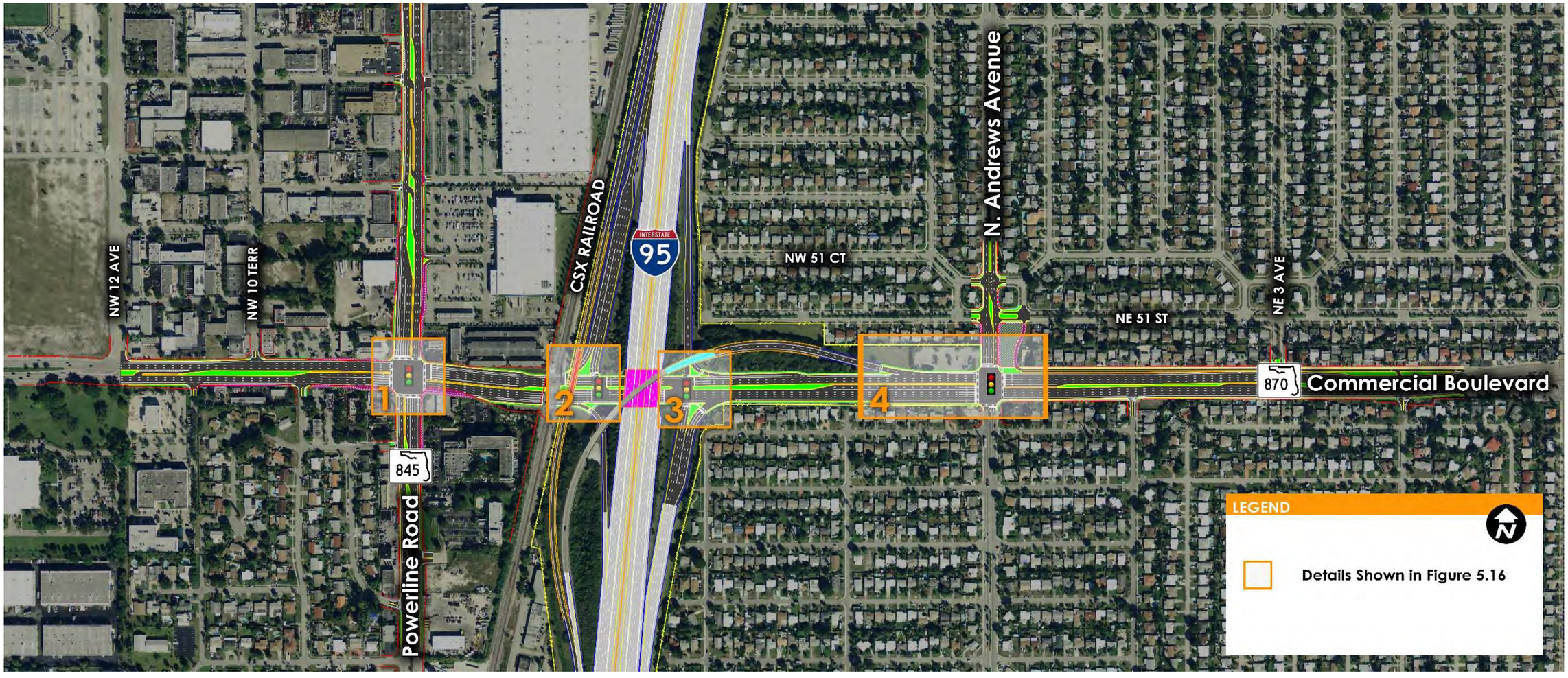
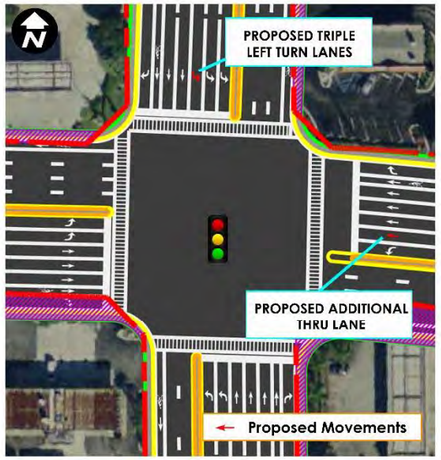
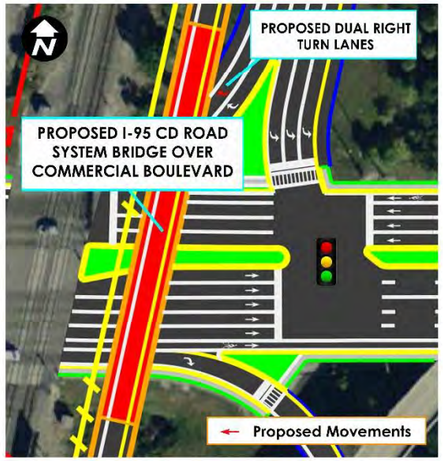


Figure 5.16. Commercial Boulevard Corridor Alternative 5 Detail Layout

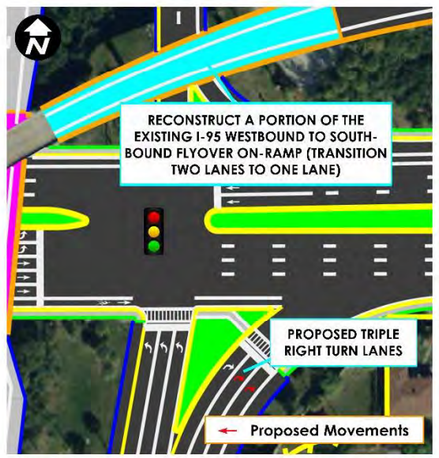
DETAILS



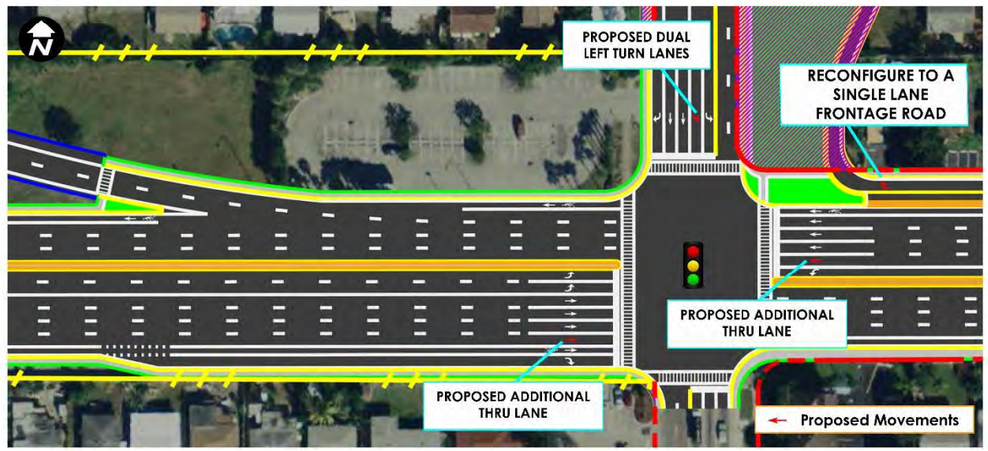
1 Commercial Boulevard and Powerline Road Intersection



2 I-95 Southbound Commercial Boulevard Off-Ramp



3 I-95 Northbound Commercial Boulevard Off-Ramp



4 Commercial Boulevard and N. Andrews Avenue Intersection

LEGEND
- Existing Limited Access Right of Way
- Existing Right of Way
- Proposed Right of Way Impact

Figure 5.17. Commercial Boulevard Corridor Alternative 6 Overall Layout

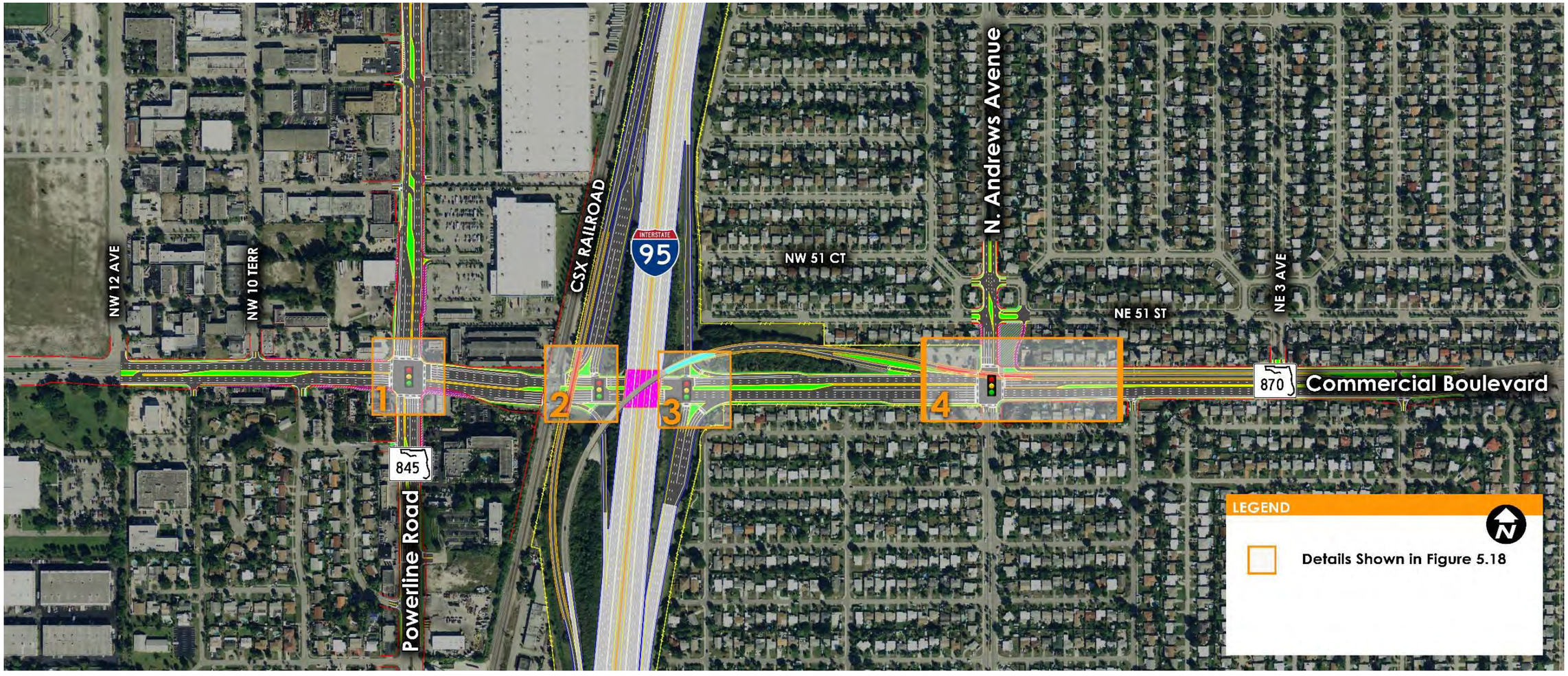
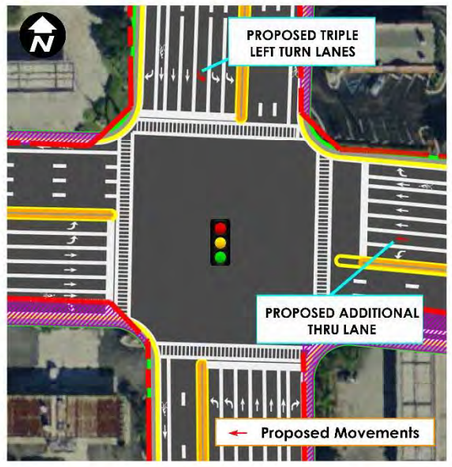
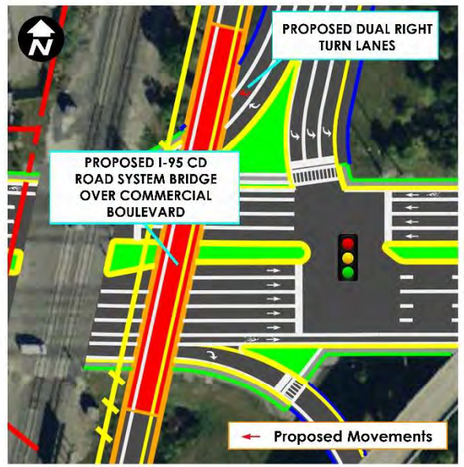


Figure 5.18. Commercial Boulevard Corridor Alternative 6 Detail Layout

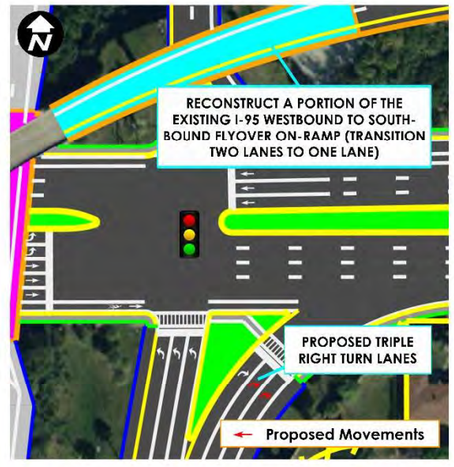
DETAILS



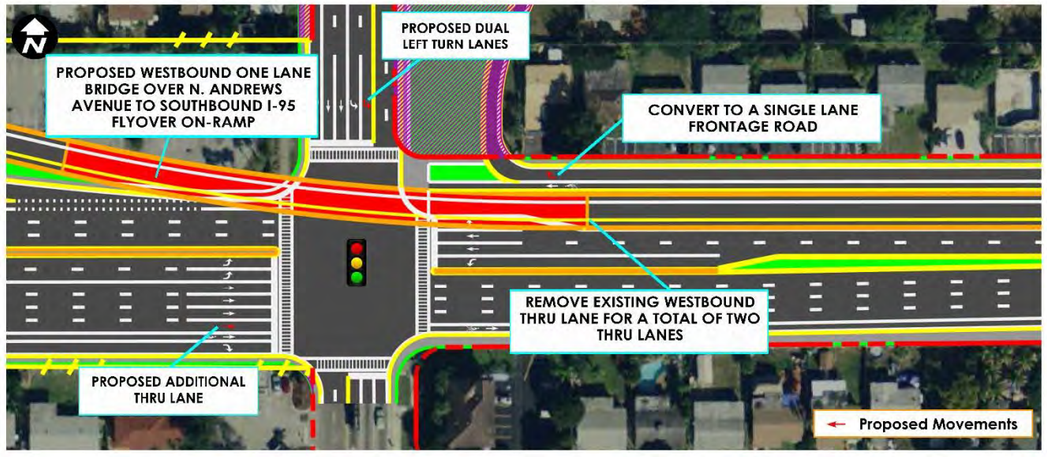
1 Commercial Boulevard and Powerline Road Intersection



2 I-95 Southbound Commercial Boulevard Off-Ramp



3 I-95 Northbound Commercial Boulevard Off-Ramp



4 Commercial Boulevard and N. Andrews Avenue Intersection

LEGEND
- Existing Limited Access Right of Way
- Existing Right of Way
- Proposed Right of Way Impact

5.3.4 Commercial Boulevard Corridor Alternatives Analysis

The Commercial Boulevard Corridor Alternative Vissim models were used to evaluate intersection operations using node evaluation. Average intersection delay and an estimated LOS based on HCM metrics for both the AM and PM peak hours are summarized in **Table 5.5** and **Table 5.6** for the Design Year (2040). The results of the intersection analyses indicate that the I-95 ramp terminal intersections are operating similarly (LOS D or better) for all corridor alternatives during the AM and PM peak hours.

At the Commercial Boulevard and Powerline Road intersection, Corridor Alternatives 2, 3, and 4 outperform all other alternatives because of the grade separation of critical movements that improve overall intersection operations. Due to factors such as access management, structure cost, and out-of-the-way travel for left turns, the grade separated options at the Commercial Boulevard and Powerline Road intersection were eliminated from further consideration. While the Commercial Boulevard and Powerline Road intersection is operating at an LOS E/F in the design year with traditional widening in Corridor Alternatives 1, 5, and 6, the analysis demonstrated that the alternatives would improve overall interchange operations compared to the No-Action Alternative.

At the Commercial Boulevard and N. Andrews Avenue intersection, Corridor Alternatives 2 through 6 significantly improve intersection operations compared to Corridor Alternative 1. All alternatives include a second southbound left turn lane on N. Andrews Avenue and an additional eastbound thru lane on Commercial Boulevard to minimize queueing that can impact the interchange. The primary difference is that Corridor Alternative 1 does not provide any improvements for westbound Commercial Boulevard. As previously discussed, Corridor Alternative 2, 3, and 4 were eliminated from further consideration due to impacts at Powerline Road. Of the remaining Corridor Alternatives, both Corridor Alternative 5 and 6 improve overall intersection operations by either widening westbound Commercial Boulevard to add a fourth thru lane, or by constructing a westbound flyover over N. Andrews Avenue.

The results of the intersection analyses show that the Commercial Boulevard and N. Andrews intersection is operating at LOS F in the PM peak hour, compared to LOS D in Corridor Alternative 5 and LOS E in Corridor Alternative 6. While the overall average intersection delay increased by 11 seconds (due in part to the reduction in westbound thru lanes), the delays for the critical westbound Commercial Boulevard to southbound I-95 movement are significantly reduced. Corridor Alternative 6 is therefore the recommended alternative for the Commercial Boulevard corridor.

Table 5.5. 2040 AM Commercial Boulevard Corridor Alternatives Intersection Results

Intersection	No-Action		Corridor Alternative 1		Corridor Alternative 2		Corridor Alternative 3		Corridor Alternative 4		Corridor Alternative 5		Corridor Alternative 6	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Commercial Boulevard & Powerline Road	83.7	F	72.2	E	34.3	C	50.2	D	49.9	D	75.0	E	77.0	E
Commercial Boulevard & I-95 SB Ramps	38.8	D	25.2	C	23.5	C	24.4	C	25.4	C	35.1	D	35.2	D
Commercial Boulevard & I-95 NB Ramps	55.9	E	31.1	C	29.0	C	26.6	C	30.7	C	31.6	C	31.8	C
Commercial Boulevard & N. Andrews Avenue	72.5	E	72.2	E	36.6	D	35.5	D	37.7	D	42.8	D	34.4	C

Table 5.6. 2040 PM Commercial Boulevard Corridor Alternatives Intersection Results

Intersection	No-Action		Corridor Alternative 1		Corridor Alternative 2		Corridor Alternative 3		Corridor Alternative 4		Corridor Alternative 5		Corridor Alternative 6	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Commercial Boulevard & Powerline Road	79.2	E	82.1	F	15.2	B	50.2	D	37.7	D	81.3	F	80.3	F
Commercial Boulevard & I-95 SB Ramps	34.0	C	16.6	B	16.1	B	17.0	B	17.3	B	14.0	B	16.9	B
Commercial Boulevard & I-95 NB Ramps	34.9	C	29.5	C	26.6	C	23.6	C	27.8	C	22.2	C	29.5	C
Commercial Boulevard & N. Andrews Avenue	133.9	F	96.7	F	61.2	E	57.8	E	62.6	E	50.9	D	62.3	E

6 Project Alternatives

6.1 No-Action Alternative

I-95 in the study area is an eight-lane facility with three general purpose travel lanes and one HOV lane in each direction. The FDOT is currently implementing Phase 3 of the 95 Express Lanes project continuing 29 miles north from Stirling Road in Broward County to Linton Boulevard in Palm Beach County. The 95 Express Phase 3A project will convert the existing HOV lane in each direction to dual Express Lanes in each direction and modify the use of these lanes to include managed toll lanes. The resulting typical section becomes a 10-lane facility comprised of three general purpose lanes and two express lanes in each direction. The No-Action Alternative includes the 95 Express 3A improvements for the I-95 mainline. No improvements on Cypress Creek Road or Commercial Boulevard are assumed for the No-Action Alternative.

6.2 Transportation Systems Management and Operations Alternative (TSM&O)

TSM&O alternatives generally provide short-term improvements that extend the service life of the facility. TSM&O alternatives also seek to maximize the performance and utilization of the existing infrastructure through implementation of systems, services, and projects. This may include milling and resurfacing of the roadway surface to extend pavement life, improvements to roadway signing and pavement markings, traffic incident management, traveler information services, traffic control and repairs/enhancements to pedestrian facilities aimed at enhancing safety and meeting Americans with Disabilities Act (ADA) requirements. TSM&O improvements will only alleviate some operational, geometric and safety deficiencies along some portions of the study area. Their implementation alone would not suffice to reach the types of enhancement sought by this PD&E. It was therefore concluded that in addition to the TSM&O solutions, major reconstruction alternatives would be required to meet the Purpose and Need for this project.

6.3 Recommended Build Alternative

The recommended Build Alternative includes improvements to the I-95/Cypress Creek Road interchange, the I-95/Commercial Boulevard interchange, and improvements to mainline I-95 in addition to the proposed 95 Express Phase 3A project.

6.3.1 I-95 Mainline

In addition to the 95 Express Phase 3 improvements, a southbound CD road system between the Cypress Creek Road and Commercial Boulevard interchanges is recommended to reduce the number of entrance ramps on I-95. The CD road system will service the existing Cypress Creek Park and Ride and N. Andrews Avenue slip ramps and will improve the safety and operations of the project corridor by removing the closely

spaced southbound on-ramp merges and short weaving segment between interchanges. On-ramp traffic from the Cypress Creek Park and Ride and N. Andrews Avenue will be sent over Commercial Boulevard to join the existing westbound to southbound flyover ramp on Commercial Boulevard. The proposed widening of the I-95 bridge over W. Prospect Road for the 95 Express Phase 3 improvements will be utilized to accommodate an additional lane from the southbound CD/flyover ramp. The recommended improvements for the I-95 mainline are shown in **Figure 6.1**.

6.3.2 Cypress Creek Road Interchange

Recommended improvements at the Cypress Creek Road interchange include modifying the existing partial clover-leaf interchange by reconstructing the I-95 northbound to westbound Cypress Creek Road off-ramp and signalizing all ramp terminal intersections. The existing on-ramp from N. Andrews Avenue will be widened to two lanes and will tie into the proposed CD road system. The existing Cypress Creek Park and Ride slip ramp will also be reconfigured to begin the CD road system.

The Cypress Creek Park and Ride lot is being leased by FDOT District Four for potential future site development. The proposed improvements to the interchange area are consistent with retaining all the existing access to the Cypress Creek Park and Ride lot as directed by FDOT District Four. Other improvements include an additional eastbound right turn lane at the N. Andrews Avenue intersection and bike lanes along Cypress Creek Road. The recommended improvements for the Cypress Creek Road interchange area are shown in **Figure 6.2**.

6.3.3 Commercial Boulevard Interchange

Recommended improvements at the Commercial Boulevard interchange include modifying the existing tight urban diamond interchange to provide signalized right turn movements at the ramp terminal intersections. The northbound right turn will be three lanes and the southbound right turn will be two lanes. Improvements at Powerline Road include restriping to provide two thru lanes and triple left turn lanes for the southbound approach and four thru lanes and one left turn lane for the westbound approach.

Improvements at N. Andrews Avenue include an additional eastbound thru lane, an additional southbound left turn lane, and a proposed bridge over N. Andrews Avenue providing direct access to southbound I-95. A portion of the existing westbound to southbound flyover ramp will need to be reconstructed to transition from two lanes to one lane. The proposed flyover eliminates access to eastbound Commercial Boulevard from NE 3 Avenue and requires reconfiguration of the existing frontage road that runs parallel to Commercial Boulevard. The frontage road will be reduced to a single westbound lane and all traffic from the frontage road and NE 3 Avenue will be rerouted to NW 51 Street to maintain connectivity to Commercial Boulevard. The Park and Ride lot in the northwest quadrant of Commercial Boulevard and N. Andrews Avenue will be impacted by the new westbound Commercial Boulevard flyover ramp. Other improvements include proposed bike lanes along Commercial Boulevard. The recommended improvements for the Commercial Boulevard interchange area are shown in **Figure 6.3** and **Figure 6.4.**

Figure 6.1. Recommended I-95 Mainline Improvements

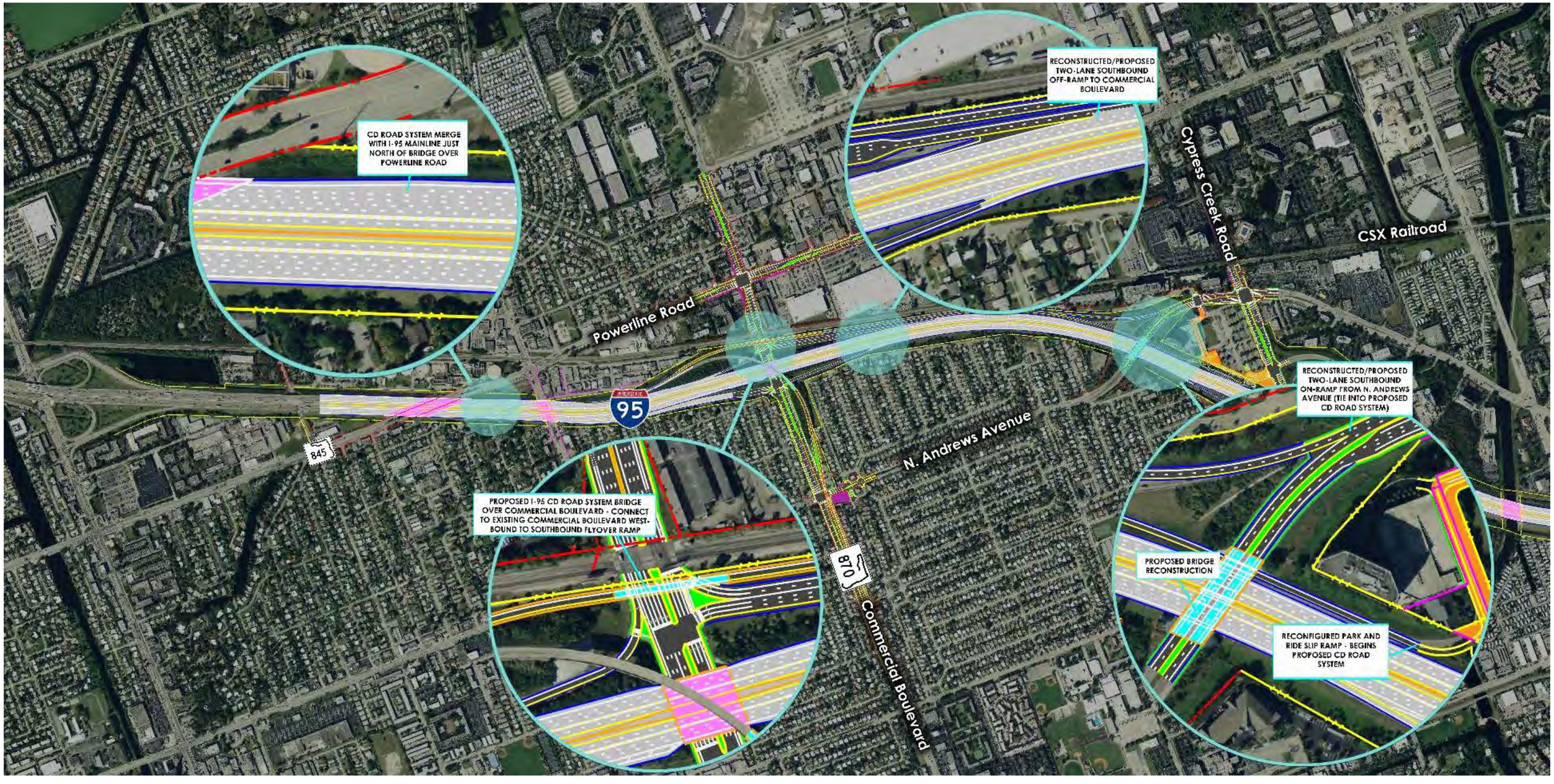


Figure 6.2. Recommended Cypress Creek Road Interchange Alternative



Figure 6.3. Recommended Commercial Boulevard Interchange Alternative

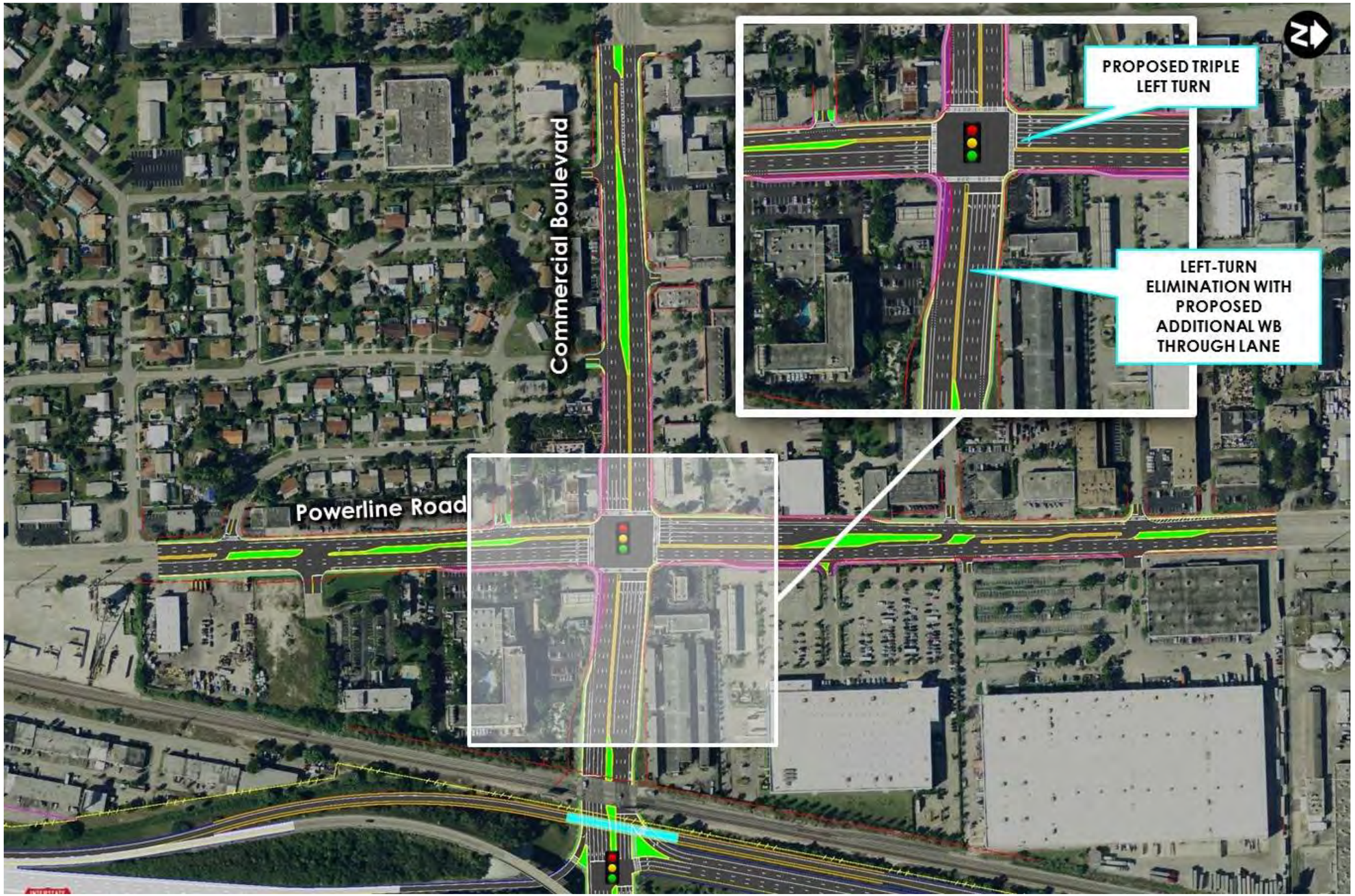


Figure 6.4. Recommended Commercial Boulevard Interchange Alternative



7 Alternatives Analysis

This section documents the future conditions analysis for the project limits and area of influence and compares traffic operations of the No-Action and Build alternatives. A Vissim microsimulation analysis was performed to evaluate the effects of the proposed improvements in the study area for the opening year (2020) and the design year (2040).

7.1 Simulation Model Development

As discussed in Section 3.8, Vissim models for this study were developed and calibrated for the AM and PM peak periods for existing year 2015 traffic conditions. The calibrated existing models were used to develop the opening year 2020 and the design year 2040 Vissim models. Calibration parameters from the existing conditions models were carried forward to the future conditions models. The geometry of the No-Action and Build alternative models were constructed by tracing the roadway network over the proposed design files. Existing signal timings were coded in the Vissim models as a starting point and then optimized, where appropriate, for both alternatives. Similar to existing conditions, inputs for both AM and PM peak periods included a 1-hour shoulder period before the peak hour and a 1-hour shoulder period after the peak hour. A 30-minute seeding period was used prior to the start of the first shoulder hour.

Vehicle inputs for the express lanes were obtained from the 95 Express Phase 3 CTAR completed in 2014. The express lane volumes in the study area ranged from 3,000 to 4,000 vph for two lanes. At the time it was developed, the CTAR noted that the 2040 travel demand forecasts exceeded the capacity of the I-95 mainline. In order to produce meaningful results, it was determined that the design year demand volumes would be reduced by 10 percent for the AM peak period and 20 percent for the PM peak period. Similar to the 95 Express Phase 3 study, the travel demand forecasts for this study also exceed the capacity of the I-95 mainline. Consistent with the approved CTAR, and agreed upon by the FDOT, the I-95 mainline volumes for the SIMR were reduced by 10 percent for the AM peak period and by 20 percent for the PM peak period.

The Measures of Effectiveness (MOEs) assessed from the Vissim models included the following:

- Intersection Node Evaluation: Volume, delay, and maximum queue length for the study area intersections for all movements.
- Link evaluation segments: Volume and speed information for general use lanes, express lanes and access points within the study area.
- Network-wide Output: Total travel time, total delay time, average delay time, latent demand, and latent delay.

7.2 Network Performance

A network performance evaluation is an important statistic as it provides the relative number of vehicles that are being served and extent of the latent demand of the study area. Network wide statistics for the Design Year (2040) are summarized for the AM and PM peak periods in **Table 7.1** and **Table 7.2** for the No-Action and Build alternatives. The network wide statistics for the Build alternative have also been provided for the Opening Year (2020) and are summarized in **Table 7.3**.

The network performance analysis for the Design Year (2040) indicates that there are significant capacity constraints on I-95 for both the No-Action and Build alternatives, despite the reduction in demand volumes. The mainline and interchange improvements in the Build Alternative improve the latent demand at the end of the peak period by 16 and 30 percent during the AM and PM peak periods, respectively. The latent demand in the Opening Year (2020) Build Alternative is not nearly as significant as in the Design Year (2040), with approximately 450 unserved vehicles at the end of the AM peak period and 200 unserved vehicles at the end of the PM peak period.

In terms of total network delay, the Build Alternative shows a 17 to 34 percent reduction compared to the No-Action Alternative for the AM peak period and a 20 to 58 percent reduction for the PM peak period. The total travel time for all vehicles in the network is also reduced by 6 to 18 percent in the AM peak period and 5 to 26 percent in the PM peak period.

Table 7.1. Design Year (2040) AM Network Wide Performance Summary

	Hour 1			Hour 2			Hour 3		
Parameter	No-Action	Build	Percent Improvement	No-Action	Build	Percent Improvement	No-Action	Build	Percent Improvement
Total Travel Time (hr)	5100	4793	6%	6599	5874	11%	6508	5331	18%
Total Delay Time (hr)	2317	1923	17%	3649	2768	24%	3772	2503	34%
Average Delay Time (sec/veh)	208	172	17%	294	221	25%	329	220	33%
Latent Delay Time (hr)	1063	955	10%	5062	4342	14%	9818	8266	16%
Vehicles Left the Network	34324	34942	2%	37870	39408	4%	35321	35851	2%
Latent Demand (veh)	2406	2046	15%	7678	6577	14%	11654	9755	16%

Table 7.2. Design Year (2040) PM Network Wide Performance Summary

Parameter	Hour 1			Hour 2			Hour 3		
	No-Action	Build	Percent Improvement	No-Action	Build	Percent Improvement	No-Action	Build	Percent Improvement
Total Travel Time (hr)	4118	3926	5%	5413	4651	14%	5245	3861	26%
Total Delay Time (hr)	1220	970	20%	2396	1516	37%	2481	1047	58%
Average Delay Time (sec/veh)	105	83	21%	191	120	37%	213	92	57%
Latent Delay Time (hr)	520	488	6%	2035	1590	22%	3646	2496	32%
Vehicles Left the Network	37198	37662	1%	39616	41173	4%	37073	37584	1%
Latent Demand (veh)	1071	943	12%	3105	2180	30%	3887	2731	30%

Table 7.3. Opening Year (2020) Build Network Wide Performance Summary

Parameter	AM			PM		
	Hour 1	Hour 2	Hour 3	Hour 1	Hour 2	Hour 3
Total Travel Time (hr)	3057	3623	3172	3453	3783	3213
Total Delay Time (hr)	541	793	642	713	862	634
Average Delay Time (sec/veh)	60	76	69	69	76	63
Latent Delay Time (hr)	40	249	425	29	160	219
Vehicles Left the Network	29390	33932	30626	33762	37286	32983
Latent Demand (veh)	97	370	456	73	219	196

7.3 I-95 Mainline Operations

The Vissim models were used to produce volume and speed profiles along the I-95 general purpose lanes and express lanes for the 3-hour AM and PM peak periods using link evaluation. Average volume and average speed profiles provide a good representation of the traffic flow along the corridor.

7.3.1 2040 Operational Results

Figure 7.1 through **Figure 7.16** show the average speed and volume profiles for I-95 northbound and southbound during the AM and PM peak periods for the Design Year (2040) No-Action and Build alternatives.

The results of the link evaluation indicate the following:

- I-95 northbound in the No-Action alternative experiences significant congestion in the AM peak period between Oakland Park Boulevard and Commercial Boulevard due to queuing from the off-ramp to Commercial Boulevard. Speeds as low as 15 mph were observed, with slow operating speeds extending beyond Oakland Park Boulevard. In the Build Alternative, improvements at the Commercial Boulevard interchange eliminate the queue spillback from the northbound off-ramp and significantly improve operations on I-95.
- I-95 northbound also experiences minor congestion between Commercial Boulevard and Cypress Creek Road during the AM peak period in both the No-Action and Build alternatives due to the weaving segment between interchanges. Speeds as low as 45 mph were observed in this area before returning to free flow conditions north of the interchange.
- I-95 northbound experiences moderate congestion between Commercial Boulevard and Cypress Creek Road during the PM peak period in both the No-Action and Build alternatives due to the weaving segment between interchanges. Speeds between 30 and 40 mph were observed in this area before returning to free flow conditions north of the interchange. Slower speeds were observed in the Build alternative compared to the No-Action alternative due to the improvements on Commercial Boulevard delivering more traffic to I-95.
- I-95 southbound in the No-Action alternative experiences significant congestion near Cypress Creek Road and Commercial Boulevard during the AM peak period due to the short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp, as well as an over-capacity condition on I-95. Speeds between 10 and 20 mph were observed between the interchanges, with congestion extending north of Atlantic Boulevard. This congestion is less severe during the PM peak period, but speeds as low as 15 mph were still observed between the interchanges.
- I-95 southbound in the Build alternative still experiences significant congestion during the AM peak period due to an over-capacity condition, but with the addition of the CD road system eliminates the short weaving segment between the N. Andrews Avenue on-ramp and the Commercial Boulevard off-ramp, the bottleneck is shifted farther north to Cypress Creek Road. Speeds between 10 and 20 mph were observed near the Cypress Creek Road interchange, with congestion extending north of Atlantic Boulevard.
- I-95 southbound in the Build alternative is operating at or near free flow speed during the PM peak period.

Figure 7.1. I-95 Northbound Average Speed – 2040 No-Action AM Peak

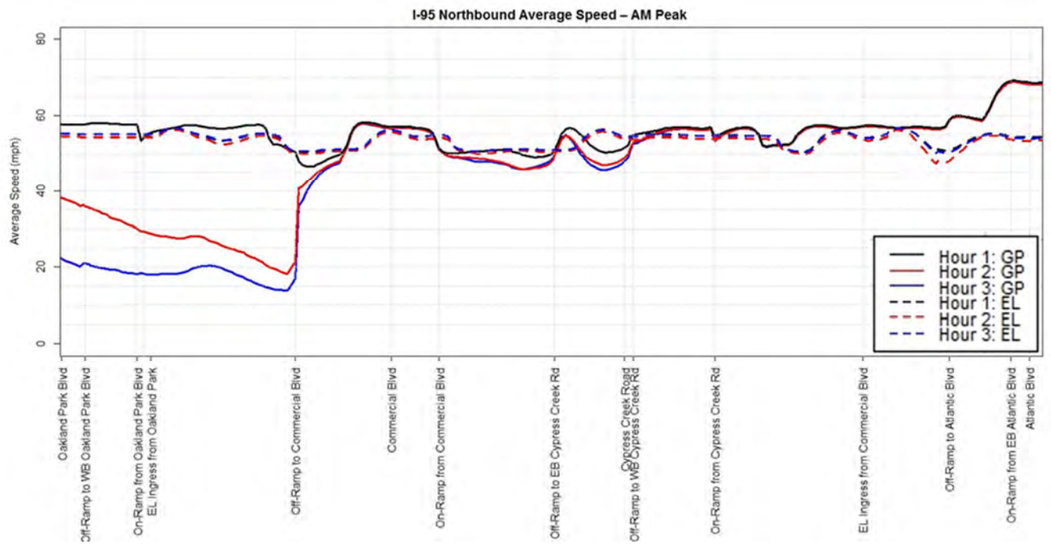


Figure 7.2. I-95 Northbound Average Volume – 2040 No-Action AM Peak

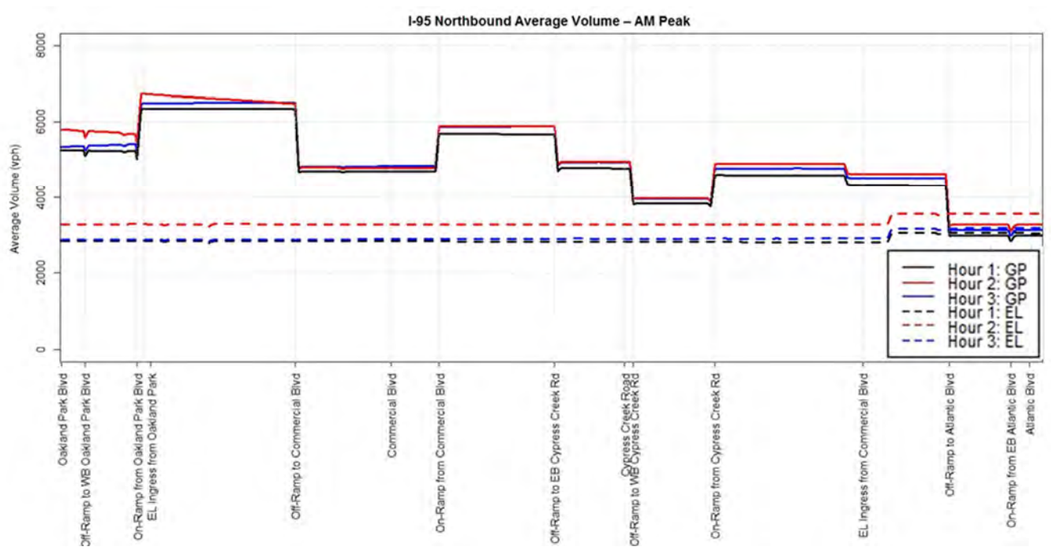


Figure 7.3. I-95 Northbound Average Speed – 2040 Build AM Peak

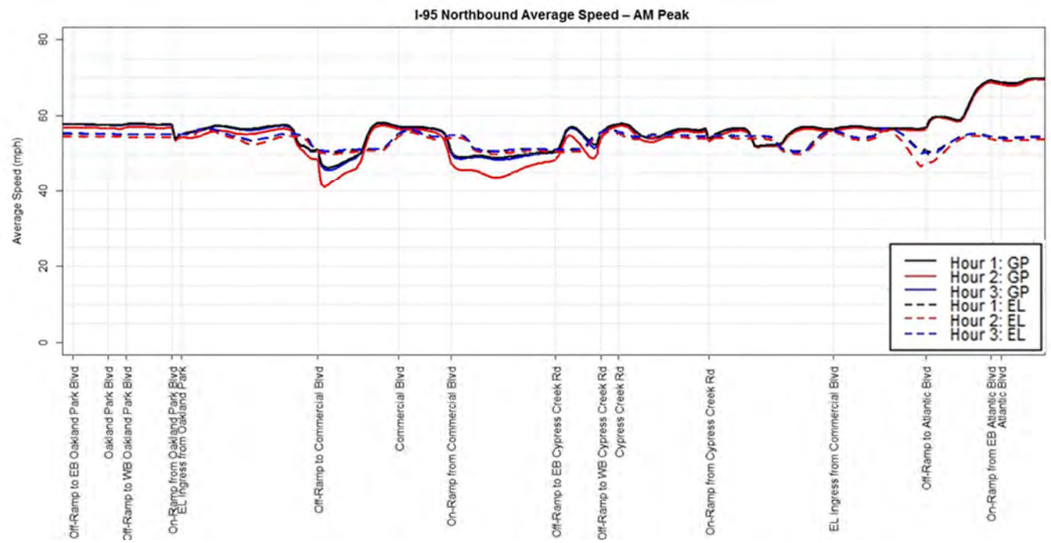


Figure 7.4. I-95 Northbound Average Volume – 2040 Build AM Peak

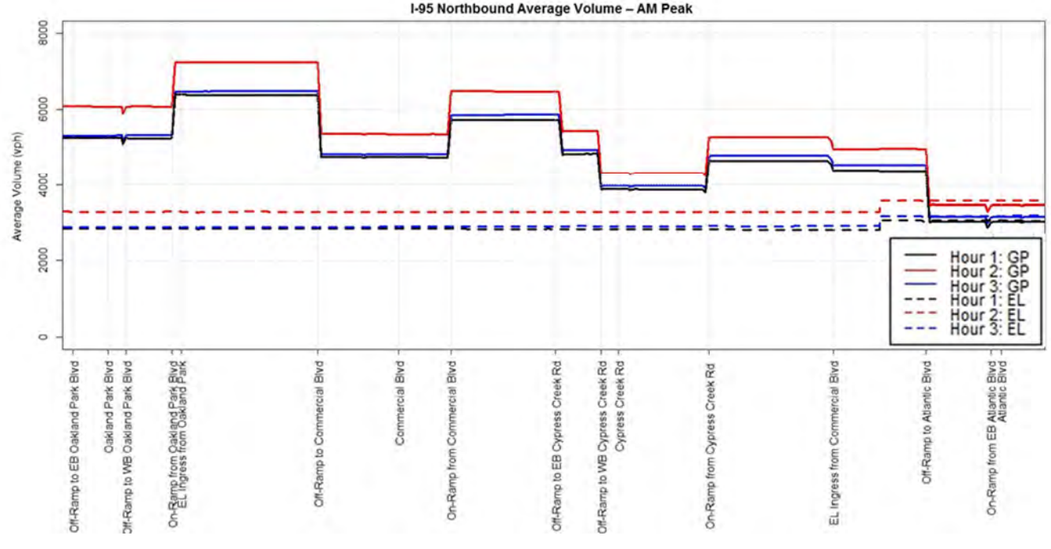


Figure 7.5. I-95 Southbound Average Speed – 2040 No-Action AM Peak

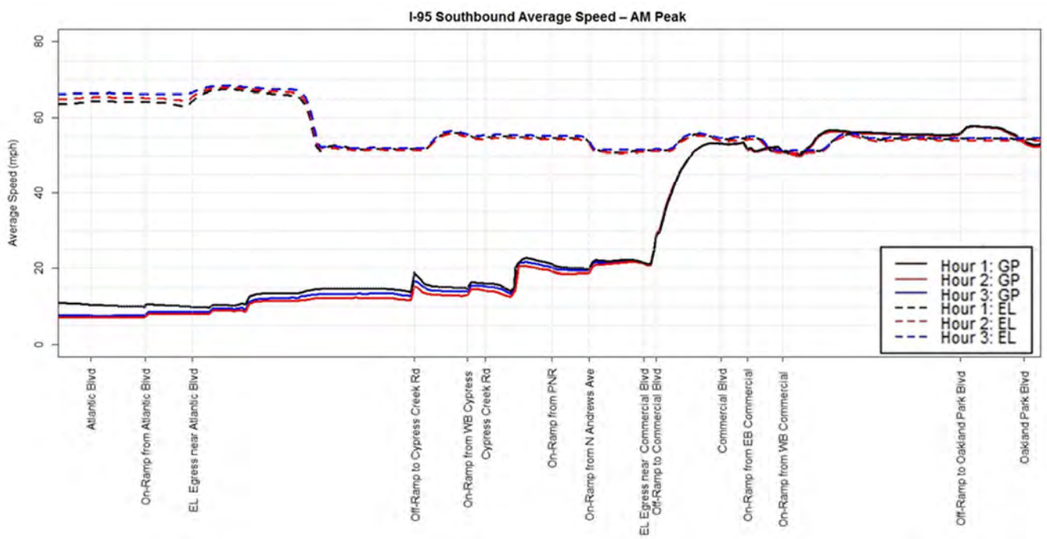


Figure 7.6. I-95 Southbound Average Volume – 2040 No-Action AM Peak

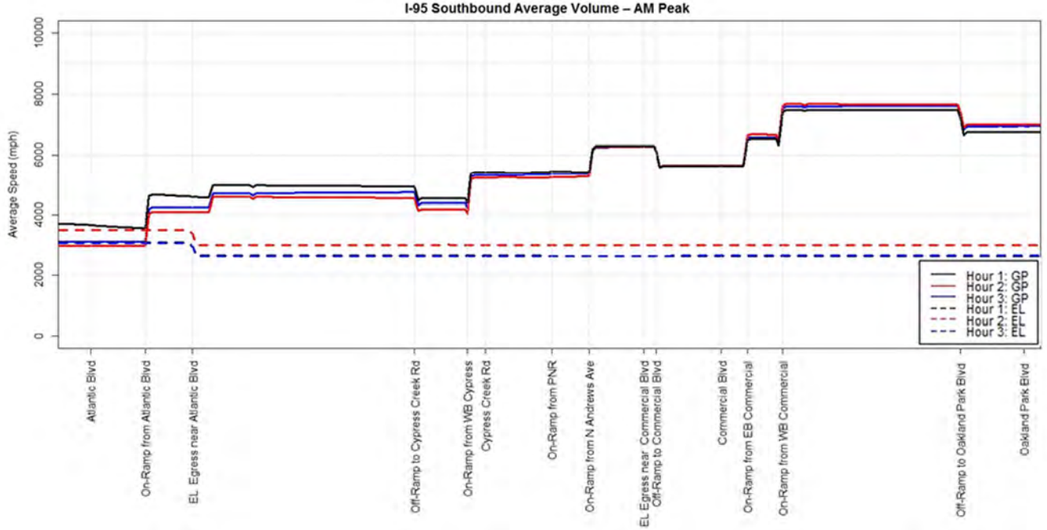


Figure 7.7. I-95 Southbound Average Speed – 2040 Build AM Peak

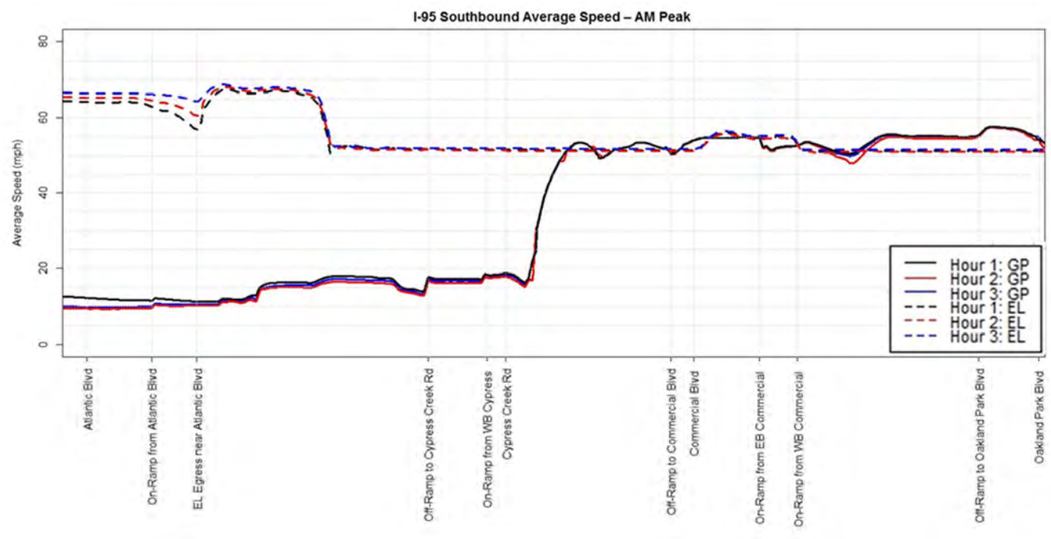


Figure 7.8. I-95 Southbound Average Volume – 2040 Build AM Peak

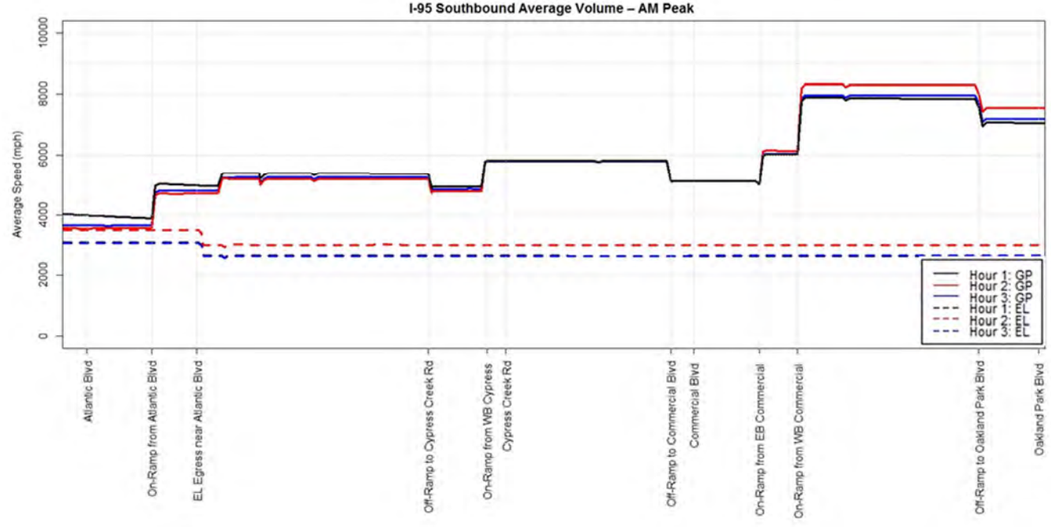


Figure 7.9. I-95 Northbound Average Speed – 2040 No-Action PM Peak

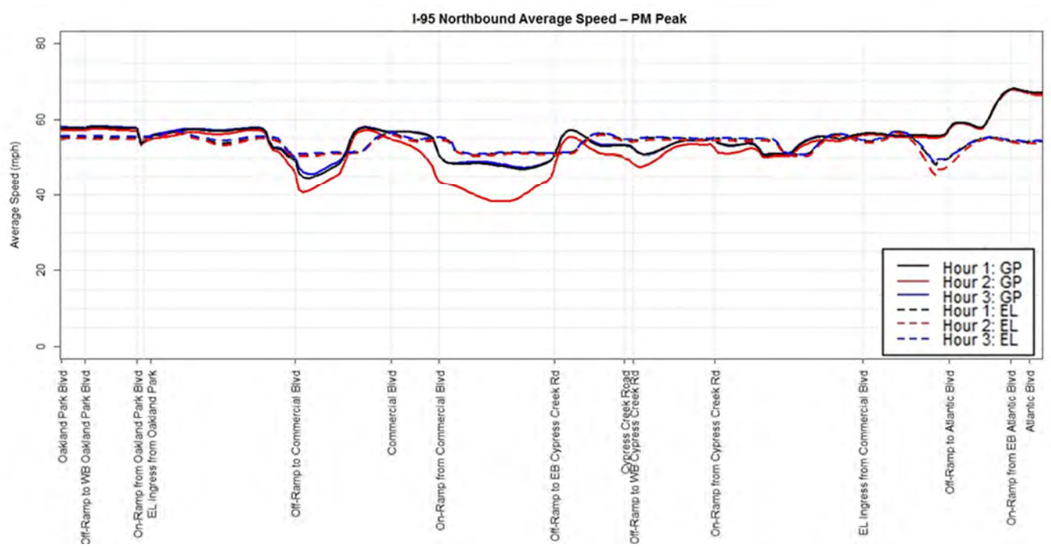


Figure 7.10. I-95 Northbound Average Volume – 2040 No-Action PM Peak

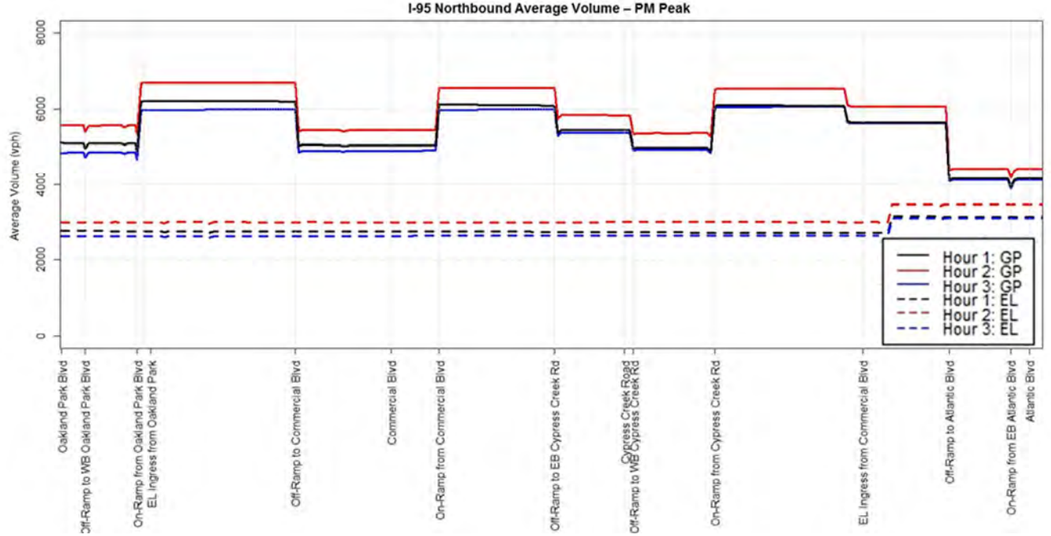


Figure 7.11. I-95 Northbound Average Speed – 2040 Build PM Peak

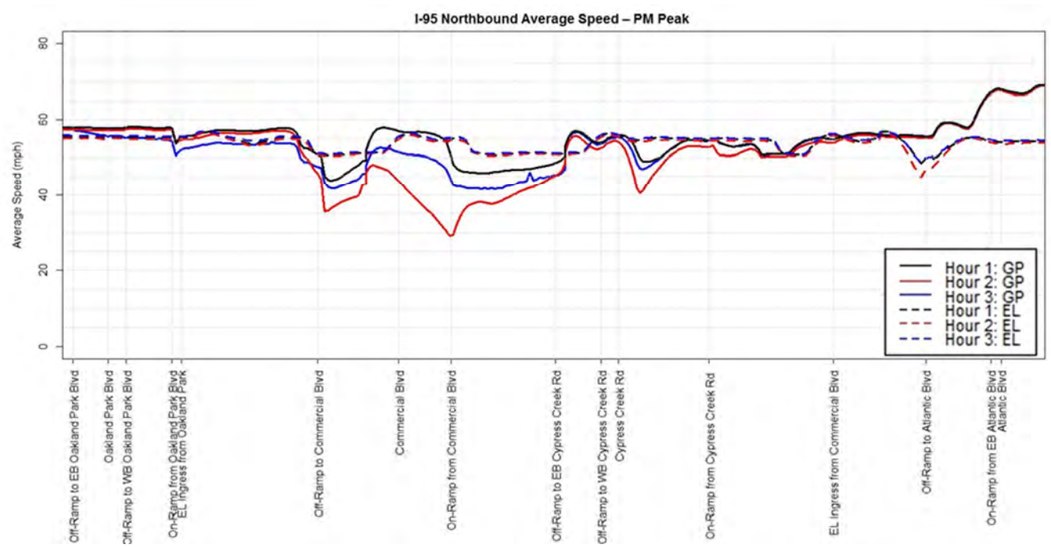


Figure 7.12. I-95 Northbound Average Volume – 2040 Build PM Peak

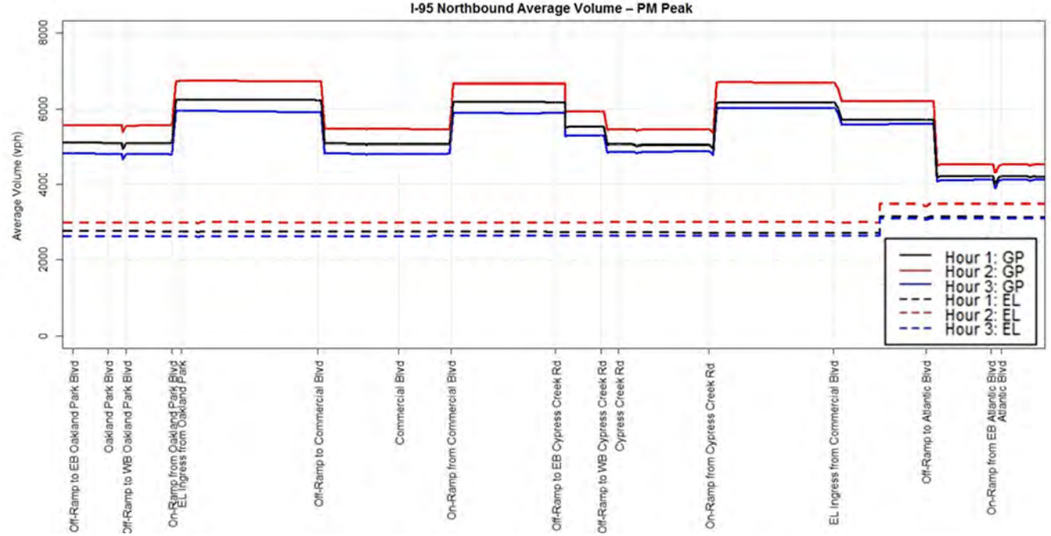


Figure 7.13. I-95 Southbound Average Speed – 2040 No-Action PM Peak

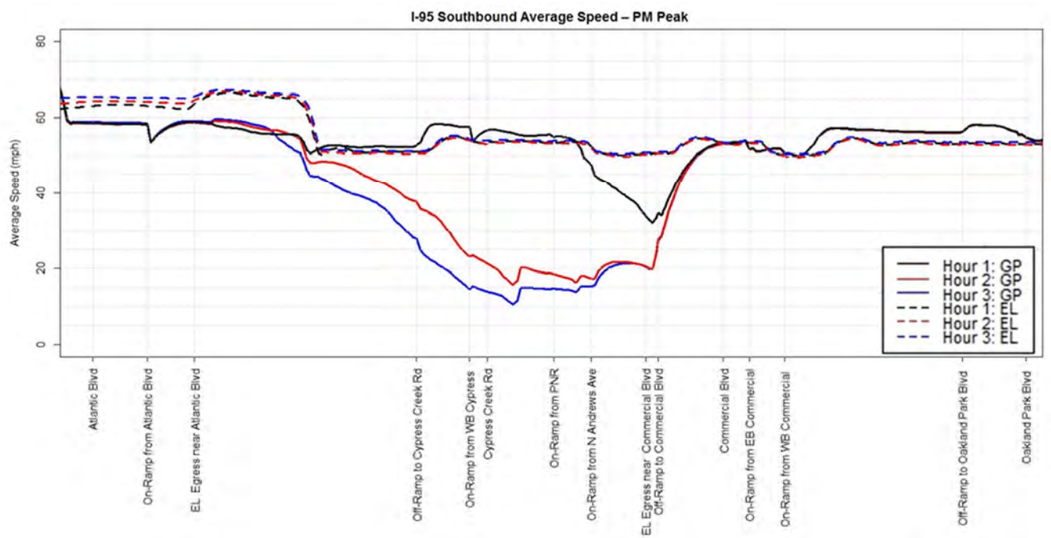


Figure 7.14. I-95 Southbound Average Volume – 2040 No-Action PM Peak

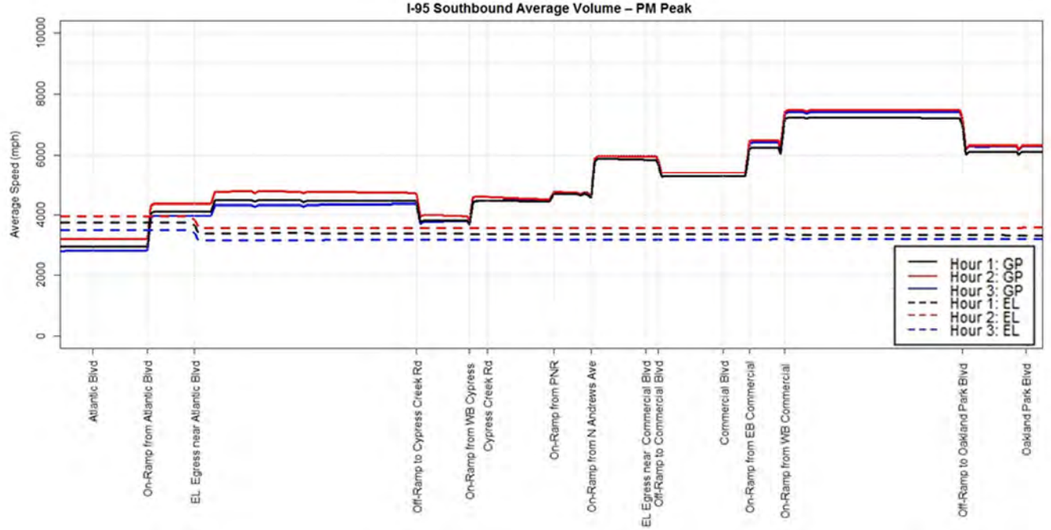


Figure 7.15. I-95 Southbound Average Speed – 2040 Build PM Peak

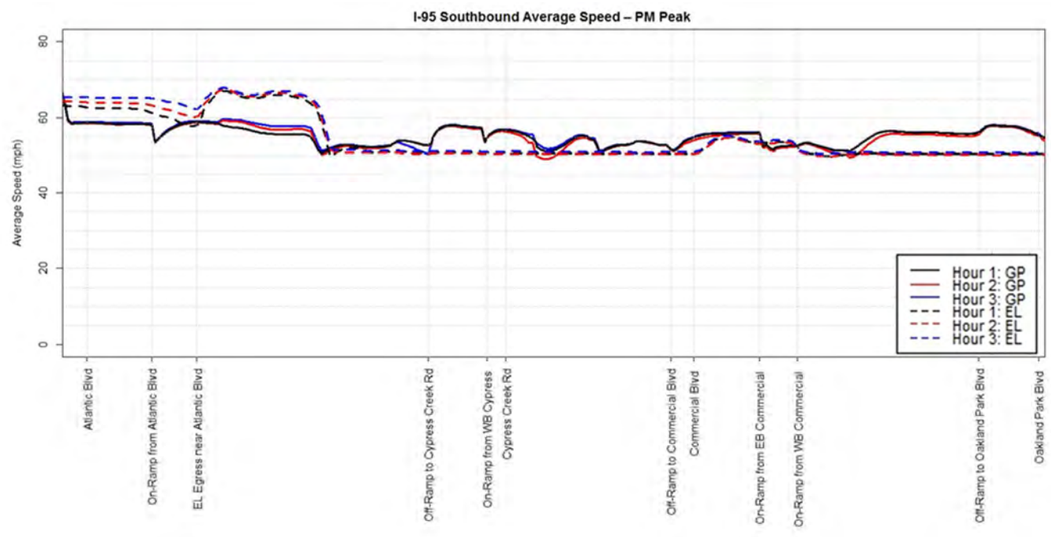
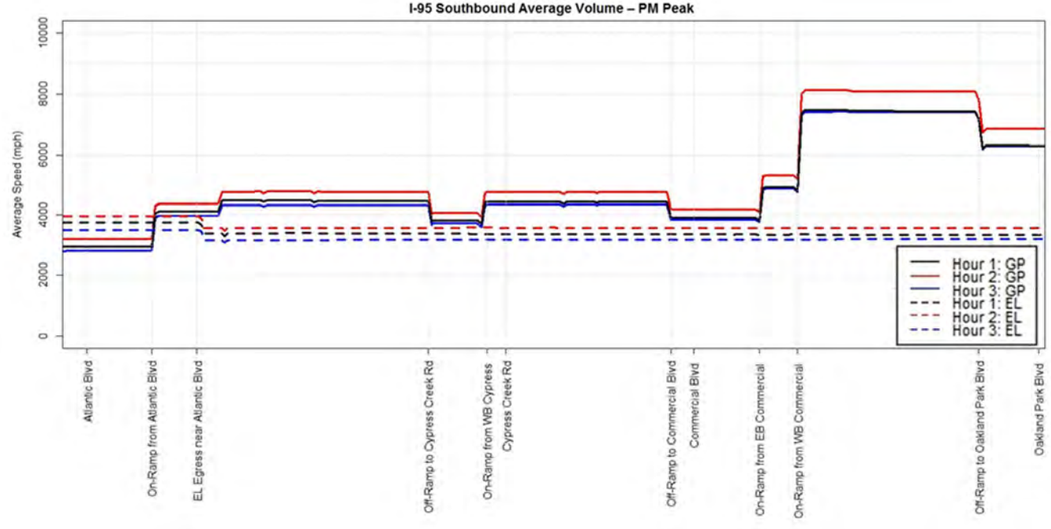


Figure 7.16. I-95 Southbound Average Volume – 2040 Build PM Peak



7.3.2 2020 Operational Results

Figure 7.17 through **Figure 7.24** show the average speed and volume profiles for I-95 northbound and southbound during the AM and PM peak periods for the Opening Year (2020) Build condition.

The results of the link evaluation indicate the following:

- I-95 northbound is operating at or near free flow speed during the AM peak period.
- I-95 southbound experiences moderate congestion near Cypress Creek Road during the AM peak period due to the traffic demand south of the Cypress Creek Road westbound to I-95 southbound on-ramp. With traffic demand in the general purpose lanes at 1900 to 2000 vehicles per hour per lane, speeds as low as 20 mph were observed at the merge before returning to free flow speeds. Slow operating speeds extend north of Cypress Creek Road, but the congestion remains south of Atlantic Boulevard.
- I-95 northbound is operating at or near free flow speed during the PM peak period and experiences minor congestion between Commercial Boulevard and Cypress Creek Road due to the weaving segment between interchanges. Speeds as low as 45 mph were observed in this area before returning to free flow conditions north of the interchange.
- I-95 southbound is operating at or near free flow speed during the PM peak period.

Figure 7.17. I-95 Northbound Average Speed – 2020 Build AM Peak

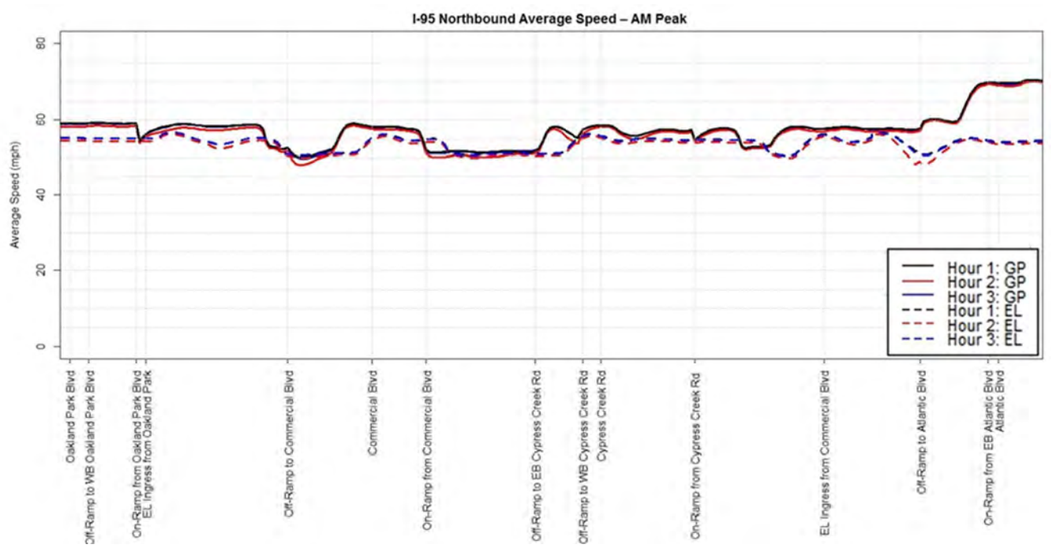


Figure 7.18. I-95 Northbound Average Volume – 2020 Build AM Peak

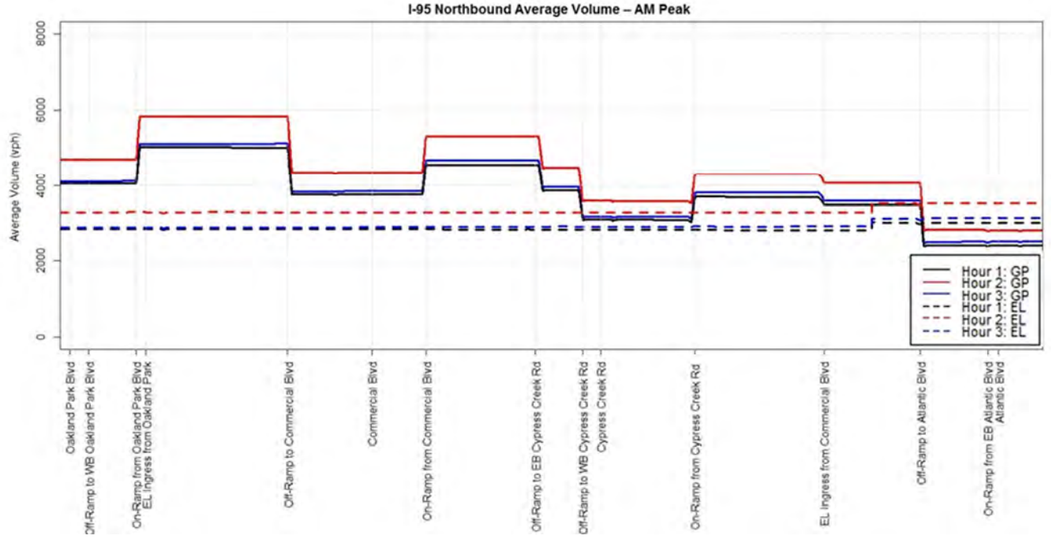


Figure 7.19. I-95 Northbound Average Speed – 2020 Build PM Peak

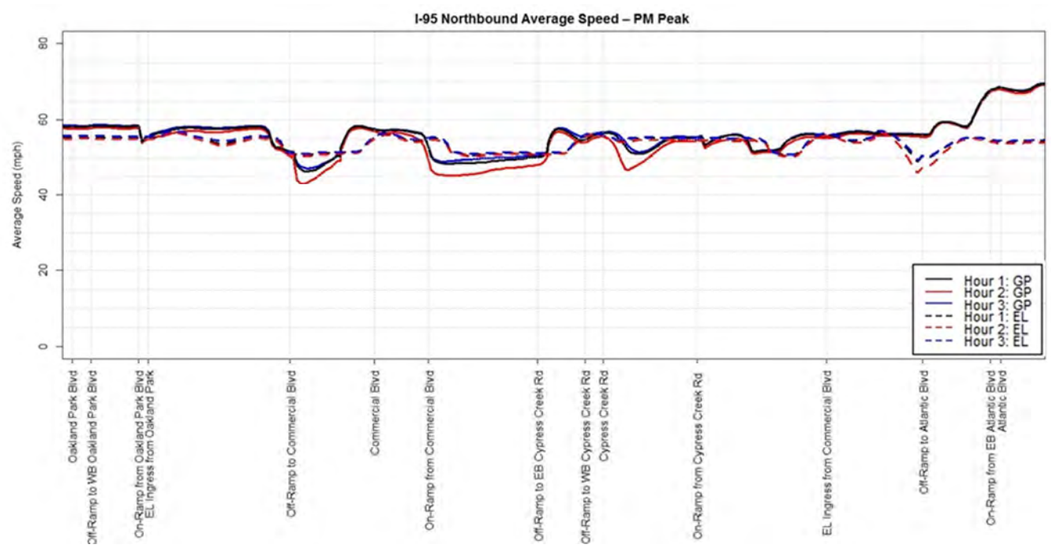


Figure 7.20. I-95 Northbound Average Volume – 2020 Build PM Peak

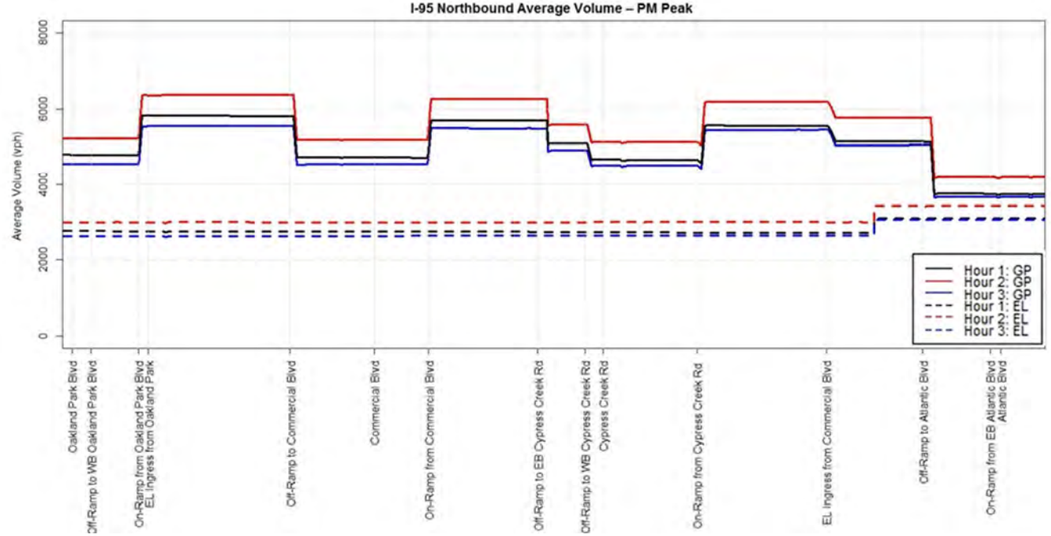


Figure 7.21. I-95 Southbound Average Speed – 2020 Build AM Peak

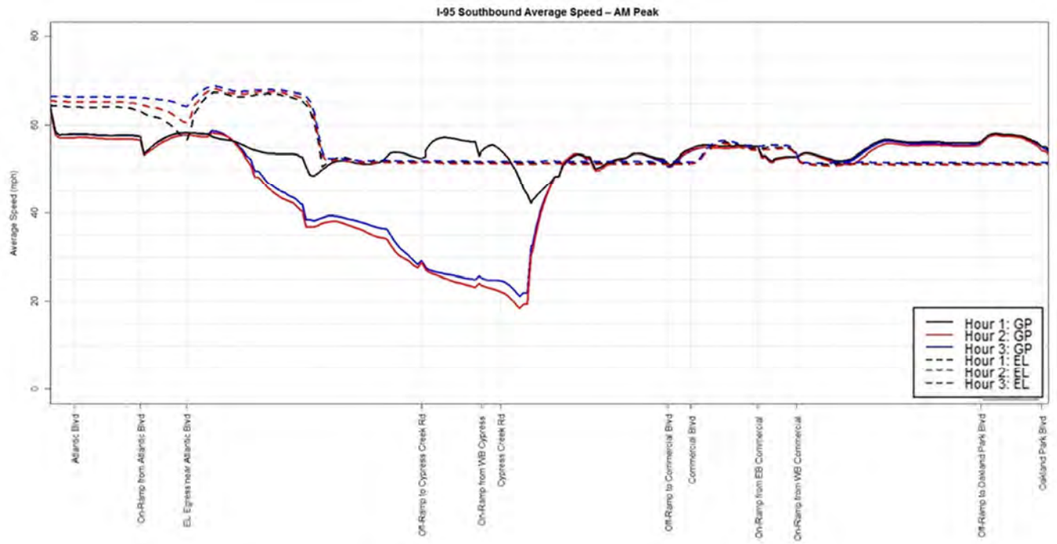


Figure 7.22. I-95 Southbound Average Volume – 2020 Build AM Peak

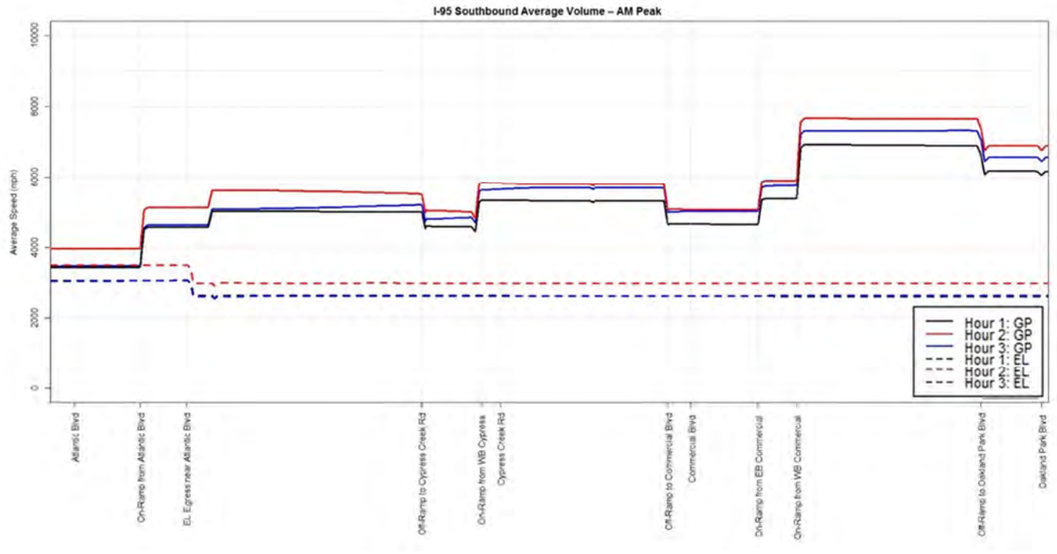


Figure 7.23. I-95 Southbound Average Speed – 2020 Build PM Peak

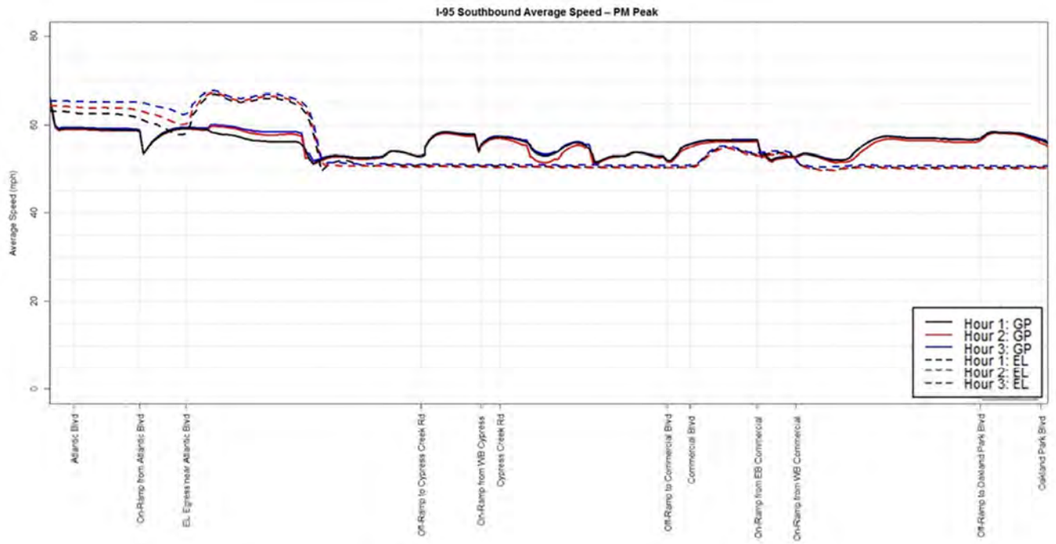
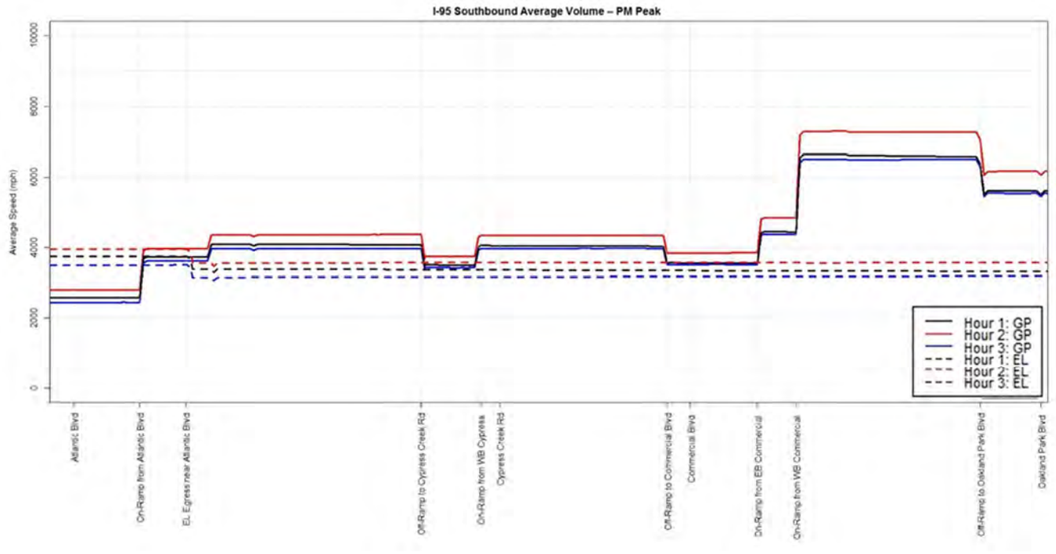


Figure 7.24. I-95 Southbound Average Volume – 2020 Build PM Peak



7.4 Intersection Operations

The Vissim models were used to evaluate intersection operations using node evaluation. Average intersection delay and an estimated LOS based on HCM metrics for both the AM and PM peak hours is summarized in **Table 7.4** for the Design Year (2040) and in **Table 7.6** for the Opening Year (2020). Vissim tracks individual vehicle movements and interactions and quantifies overall intersection delays more realistically than typical HCM methods, but for the purposes of this analysis the intersection LOS is based on HCM criteria for signalized intersections. Detailed output showing volume, delay, and max queue length for the study area intersections for all movements are included in **Appendix G**.

7.4.1 2040 Operational Results

The results of the intersection analyses indicate that all the intersections are operating at LOS D or better during the AM peak hour in the Build alternative except for the Commercial Boulevard and Powerline Road intersection, which is operating at LOS E. In the No-Action alternative, this intersection is operating at LOS F. During the PM peak hour, all intersections in the project limits are operating at LOS D or better in the Build alternative except for the following intersections that are operating at LOS E:

- Cypress Creek Road and N. Andrews Avenue
- Commercial Boulevard and Powerline Road
- Commercial Boulevard and N. Andrews Avenue

In the No-Action alternative, these intersections are operating at LOS E or F. Several intersections in the area of influence are operating at LOS F in the PM peak hour in both the No-Action and Build alternatives. No improvements are proposed at these intersections as part of the PD&E project. While they are all operating at LOS F, the delays have been reduced at the majority of the intersections in the Build alternative due to improvements at nearby intersections within the project limits.

Table 7.4. Design Year (2040) Build vs No-Action Intersection Results

Corridor	Intersection	AM Peak No-Action 2040		AM Peak Build 2040		PM Peak No-Action 2040		PM Peak Build 2040	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Cypress Creek Rd	NW 6 Way	38.0	D	28.0	C	221.6	F	109.3	F
	N. Andrews Avenue	50.7	D	44.1	D	98.5	F	79.6	E
	I-95 SB Ramps	48.9	D	18.7	B	45.2	D	53.8	D
	I-95 NB Ramp Off	-	-	16.9	B	-	-	18.0	B
	I-95 NB Ramp On	14.0	B	27.9	C	55.9	E	30.2	C

Corridor	Intersection	AM Peak No-Action 2040		AM Peak Build 2040		PM Peak No-Action 2040		PM Peak Build 2040	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
	NW 7 Avenue	31.1	C	35.1	D	20.9	C	36.4	D
	NW 9 Avenue	2.3	A	2.6	A	6.7	A	11.3	B
	N Dixie Hwy	50.1	D	49.8	D	90.6	F	92.8	F
N. Andrews Ave	NW 66 Street	6.1	A	5.9	A	5.8	A	6.0	A
	NE 1 Avenue	8.2	A	11.6	B	16.2	B	13.4	B
	N. Andrews Way	23.8	C	22.2	C	21.7	C	13.1	B
	NW 51 Street	9.4	A	3.7	A	49.6	D	30.3	C
	NW 48 Street	4.3	A	1.0	A	218.6	F	18.6	B
Commercial Blvd	NW 15 Avenue	20.2	C	20.6	C	13.5	B	18.5	B
	NW 12 Avenue	20.3	C	6.3	A	9.7	A	12.9	B
	Powerline Road	82.8	F	59.9	E	80.5	F	70.5	E
	I-95 SB Ramps	37.9	D	17.8	B	37.6	D	15.0	B
	I-95 NB Ramps	84.4	F	31.3	C	37.4	D	27.8	C
	N. Andrews Avenue	64.4	E	31.8	C	79.9	E	59.9	E
	NE 3 Avenue	37.5	D	8.9	A	58.6	E	11.7	B
	NE 6 Avenue	58.4	E	46.9	D	154.7	F	94.1	F
Powerline Rd	NW 56 Street	1.4	A	1.0	A	16.3	B	1.3	A
	NW 53 Street	0.8	A	0.6	A	54.8	D	11.1	B
	NW 51 Pl	3.6	A	1.1	A	28.5	C	10.5	B
	NW 46 Street	0.5	A	0.6	A	0.6	A	0.8	A

In order to determine if intersection operations are impacting the interchanges or the I-95 mainline, maximum approach queue lengths for the I-95 off-ramps at Commercial Boulevard and Cypress Creek Road, as well as maximum approach queue lengths at the adjacent intersections departing the interchanges are provided in **Table 7.5**.

Table 7.5. Design Year (2040) Build vs No-Action Intersection Queuing Summary

Intersection	Alternative	Approach	AM Peak Maximum Queue (feet)	Available Storage[1] (feet)	PM Peak Maximum Queue (feet)	Available Storage[1] (feet)
Commercial Boulevard & Powerline Road	No-Action	WB	829	750	798	750
	Build	WB	736	750	493	750
Commercial Boulevard & I-95 SB Ramp	No-Action	SB	227	1700	227	1700
	Build	SB	357	1700	272	1700
Commercial Boulevard & I-95 NB Ramp	No-Action	NB	6487	2000	482	2000
	Build	NB	493	2000	339	2000
Commercial Boulevard & N. Andrews Ave	No-Action	EB	995	1300	973	1300
	Build	EB	370	1300	561	1300
Cypress Creek Road & N. Andrews Ave	No-Action	WB	665	800	922	800
	Build	WB	659	800	926	800
Cypress Creek Road & I-95 SB Ramp	No-Action	SB	242	2600	386	2600
	Build	SB	233	2600	465	2600
Cypress Creek Road & I-95 NB Ramps	No-Action[2]	NB	0	-	0	-
	Build[3]	NB	432	2000	281	2000
Cypress Creek Road & NW 7 Avenue	No-Action	EB	797	1500	465	1500
	Build	EB	511	1500	747	1500

[1)] Approximate distance of available storage between intersections or off-ramp storage to physical gore.
[2)] I-95 northbound off-ramps at Cypress Creek Road are free flow ramps with no signal or stop control under No-Action condition.
[3)] Maximum approach queue length for either northbound to eastbound or northbound to westbound ramps.

In the No-Action alternative, westbound traffic on Commercial Boulevard at Powerline Road is queuing into the interchange during the AM peak hour, impacting operations of the northbound off-ramp. The northbound off-ramp queue is significant, at approximately 6,500 feet, and the left turn movement is operating at LOS F. The queue spillback from the northbound off-ramp results in significant congestion on I-95. The maximum approach queue length for westbound traffic at Powerline Road also extends into the interchange during the PM peak hour in the No-Action alternative, but this queueing is

limited in duration and does not impact the I-95 ramps. In the Build alternative, westbound traffic on Commercial Boulevard at Powerline Road queues up to the interchange during the AM peak hour, but this is the maximum approach queue length that was observed and is limited in duration. Unlike the No-Action alternative, queuing in the Build alternative does not impact the northbound off-ramp.

On Cypress Creek Road, westbound traffic at N. Andrews Avenue is queuing into the I-95 southbound ramp terminal intersection in the PM peak hour in both the No-Action and Build alternatives. This queue spillback does not have a significant impact on the interchange, however, as the off-ramp queues are less than 500 feet.

7.4.2 2020 Operational Results

The results of the intersection analyses indicate that all the intersections are operating at LOS D or better during the AM peak hour in the Opening Year (2020) Build condition. During the PM peak hour, all intersections in the project limits are operating at LOS D or better except for the Cypress Creek Road and N. Andrews Avenue intersection, which is operating at LOS E.

Table 7.6. Opening Year (2020) Build Intersection Results

Corridor	Intersection	AM Peak Build 2020		PM Peak Build 2020	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Cypress Creek Rd	NW 6 Way	17.6	B	34.8	C
	N. Andrews Avenue	36.6	D	55.3	E
	I-95 SB Ramps	15.4	B	18.8	B
	I-95 NB Ramp Off	13.9	B	15.1	B
	I-95 NB Ramp On	21.1	C	19.4	B
	NW 7 Avenue	27.5	C	26.8	C
	NW 9 Avenue	1.6	A	2.9	A
	N. Dixie Hwy	32.7	C	52.2	D
N. Andrews Ave	NW 66 Street	4.4	A	5.2	A
	NE 1 Avenue	7.2	A	9.8	A
	N. Andrews Way	19.9	B	12.7	B
	NW 51 Street	2.3	A	5.5	A
	NW 48 Street	0.8	A	1.2	A
Commercial Blvd	NW 15 Avenue	11.3	B	14.9	B

Corridor	Intersection	AM Peak Build 2020		PM Peak Build 2020	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
	NW 12 Avenue	3.3	A	4.5	A
	Powerline Road	46.2	D	46.1	D
	I-95 SB Ramps	17.3	B	13.9	B
	I-95 NB Ramps	29.6	C	27.3	C
	N. Andrews Avenue	28.1	C	41.5	D
	NE 3 Avenue	6.8	A	7.7	A
	NE 6 Avenue	33.7	C	56.0	E
Powerline Rd	NW 56 Street	0.8	A	0.7	A
	NW 53 Street	0.4	A	0.6	A
	NW 51 Pl	0.5	A	0.9	A
	NW 46 Street	0.5	A	0.7	A

In order to determine if intersection operations are impacting the interchanges or the I-95 mainline, maximum approach queue lengths for the I-95 off-ramps at Commercial Boulevard and Cypress Creek Road, as well as maximum approach queue lengths at the adjacent intersections departing the interchanges are provided in **Table 7.7**. As shown below, the AM and PM peak hour maximum approach queue lengths in the Opening Year (2020) Build condition do not exceed the available storage lengths and there are no impacts to the I-95 ramps.

Table 7.7. Opening Year (2020) Intersection Queuing Summary

Intersection	Approach	AM Peak Maximum Queue (feet)	Available Storage[1] (feet)	PM Peak Maximum Queue (feet)	Available Storage[1] (feet)
Commercial Boulevard & Powerline Road	WB	548	750	437	750
Commercial Boulevard & I-95 SB Ramp	SB	373	1700	252	1700
Commercial Boulevard & I-95 NB Ramp	NB	418	2000	332	2000
Commercial Boulevard & N. Andrews Ave	EB	299	1300	538	1300
Cypress Creek Road & N. Andrews Ave	WB	343	800	602	800

Intersection	Approach	AM Peak Maximum Queue (feet)	Available Storage[1] (feet)	PM Peak Maximum Queue (feet)	Available Storage[1] (feet)
Cypress Creek Road & I-95 SB Ramp	SB	220	2600	241	2600
Cypress Creek Road & I-95 NB Ramps[2]	NB	318	2000	243	2000
Cypress Creek Road & NW 7 Avenue	EB	346	1500	519	1500

[1]Approximate distance of available storage between intersections or off-ramp storage to physical gore.
[2]Maximum approach queue length for either northbound to eastbound or northbound to westbound ramps.

8 Other Considerations

8.1 Consistency with Other Projects

The Build Alternatives are consistent with the Broward MPO Adopted LRTP, Broward County Comprehensive Plan, Broward Interchanges Master Plan, Cypress Creek Mobility Hub Master Plan, I-95/Atlantic Boulevard SIMR, and approved DRIs within the area of influence. Broward MPO's 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the Cost Feasible Plan due to financial constraints but would be included in a future approved TIP. Steps will be developed to bring the plan into consistency if the Alternatives become inconsistent with any plan.

The proposed improvements are also consistent with the ongoing I-95 Express Lanes Phase 3 project. The I-95 Express Phase 3 project will convert the existing HOV lane in each direction to dual Express Lanes in each direction and modify the use of these lanes to include managed toll lanes.

8.2 Conceptual Signing Plan

Conceptual signing and marking plans in accordance with FHWA guidelines were prepared for the Recommended Build Alternatives and are provided in **Appendix H**.

The signing plans provided in the SIMR are conceptual in nature and will be subject to final design for construction. The purpose of the provided signing plans is to demonstrate their ability to provide adequate advance signing and directions to drivers entering and/or exiting the study interchanges under the proposed Build Alternative improvements.

8.3 Design Schedule

The PD&E study is currently in progress. The MLOU was submitted to FHWA and approved on July 15, 2016. Design is currently funded, however right of way and construction is not funded in the FDOT Adopted Work Program. Location Design

Concept Acceptance is scheduled for December 2018. The public hearing is tentatively scheduled for August 2018.

9 Conclusion & Recommendations

The I-95 at Cypress Creek Road and Commercial Boulevard SIMR documented the analysis methodology, traffic forecasting, and operational analysis for existing and future conditions for the I-95 from south of Commercial Boulevard to north of Cypress Creek Road PD&E study. The operational and safety analysis demonstrated that the proposed improvements at the I-95/Cypress Creek Road and I-95/Commercial Boulevard interchanges generally improve the operation of the I-95 mainline, ramps, ramp terminal intersections, and cross-street intersections when compared to the No-Action alternative. Safety is also expected to be improved or not degrade as compared to the No-Action alternative.

The Build alternative includes the following recommended improvements for the I-95 mainline, I-95/Cypress Creek Road interchange, and I-95/Commercial Boulevard interchange in addition to the on-going I-95 Express Phase 3 improvements:

- I-95 Mainline
    - Removal of closely spaced southbound on-ramp merges between the Cypress Creek Park and Ride and N. Andrews Avenue slip ramps at Cypress Creek Road interchange;
    - Proposed southbound CD road system between Cypress Creek Road and Commercial Boulevard to service the Cypress Creek Park and Ride and N. Andrews Avenue slip ramps. On-ramp traffic will be sent over Commercial Boulevard to join the existing westbound to southbound flyover ramp on Commercial Boulevard;
    - Utilize proposed widening of I-95 bridge over W. Prospect Road for Express Phase 3 improvements to accommodate additional lane from the southbound CD road system/flyover ramp.
    - Reconstruct the N. Andrews Avenue Bridge over the I-95 mainline.
- I-95/Cypress Creek Road Interchange
    - Proposed additional eastbound right turn lane at N. Andrews Avenue intersection;
    - Reconstructed two-lane southbound on-ramp from N. Andrews Avenue (tie into proposed southbound CD road system);
    - Reconfigure Cypress Creek Park and Ride slip ramp and begin proposed southbound CD system;
    - Reconstruct I-95 northbound to westbound Cypress Creek Road off-ramp and signalize both northbound ramp terminal intersections;
    - Proposed bike lanes along Cypress Creek Road.

- I-95/Commercial Boulevard Interchange
    - Proposed restriping of southbound Powerline Road to two thru lanes and triple left turn lanes;
    - Proposed additional westbound thru lane at Powerline Road (requires elimination of one westbound left turn lane);
    - Signalization of northbound and southbound off-ramp right turn movements (proposed dual southbound right turn lanes and triple northbound right turn lanes);
    - Proposed additional eastbound thru lane at N. Andrews Avenue;
    - Proposed additional southbound left turn lane at N. Andrews Avenue;
    - Proposed bridge over N. Andrews Avenue to southbound I-95. Reconstruct a portion of the existing westbound to southbound flyover ramp (transition from two lanes to one lane);
    - Proposed bike lanes along Commercial Boulevard.

Appendix A. I-95 from Commercial Boulevard to Cypress Creek Road Crash Analysis

March 27, 2018

CTS Engineering, Inc.
8095 NW 12 Street, Suite 315
Doral, FL 33126
Phone: 305-599-8698
www.ctseinc.com

DRAFT TECHNICAL MEMORANDUM

To: Roberto C. Gutierrez, P.E.
Stantec

From: Sheng Yang, P.E., PTOE
CTS Engineering, Inc.

Copies: Suresh Allu, E.I. (CTS)

Date: June 24, 2016

Subject: **I-95 from Commercial Boulevard to Cypress Creek Road**
Section 86070000, MP 14.665 and MP 16.811

CRASH DATA REVIEW

The crash data for five most recent years (from January 2010 to December 2014) along I-95 from Commercial Boulevard to Cypress Creek Road, Commercial Boulevard from west of Powerline Road to east of Andrews Avenue, and ramps at the I-95 interchanges of Commercial Boulevard and Cypress Creek Road were obtained from the FDOT's Crash Analysis Reporting System (CARS). For Cypress Creek Road from west of NW 6 Way to east of NE 7 Avenue was obtained from the Broward County Safety Office and Fort Lauderdale Police Department through Signal Four Analytics. The crash summary tables are included as **Attachment 1**. The following is a summary of findings based on the review of crash data.

I-95 from Commercial Boulevard to Cypress Creek Road

The crash data for five most recent years (from January 2010 to December 2014) along I-95 from Commercial Boulevard to Cypress Creek Road (Section 86070000, MP 14.665 to MP 16.811) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 1,252 crashes were reported during the referenced five-year period with 199 crashes in 2010, 208 crashes in 2011, 243 crashes in 2012, 286 crashes in 2013, and 316 crashes in 2014.
- Based on crash severity, of the 1,252 crashes reported, 490 (39%) were injury type crashes and 760 (61%) were property damage only crashes. There were 2 fatal crashes reported during the referenced five-year period that occurred within the study segment.
- There were 658 rear end crashes, 204 sideswipe crashes, 144 fixed object crashes, 65 angle crashes, 2 head on crashes, 5 pedestrian crashes, 1 bicycle crash, 1 backed into crash, and 172 other crashes.
- Approximately 32% (402 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 22% (271 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 18 percent.
- The study segment was identified as part of high crash segments and included high crash intersections on the Department's high crash listings for all referenced five years.

Table 1 Crash Severity Summary by location along I-95 from Commercial Blvd to Cypress Creek Rd

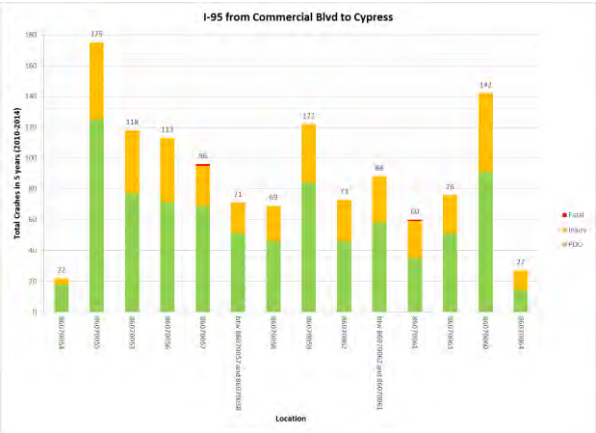
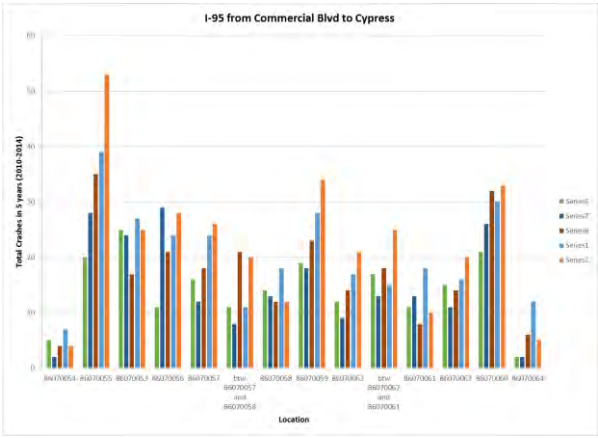


Table 2 Crash Summary by year by location along I-95 from Commercial Blvd to Cypress Creek Rd

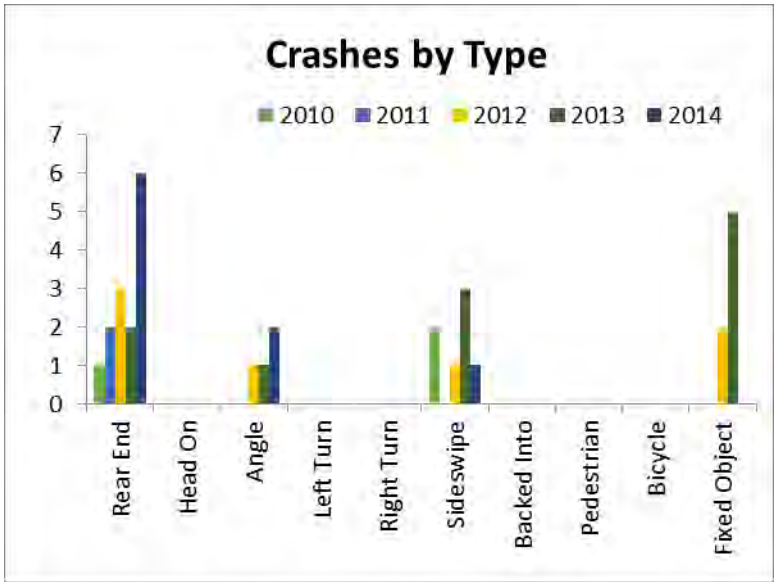


I-95 southbound on ramp from eastbound Commercial Boulevard (Section 86070053)

The crash data for five most recent years (from January 2010 to December 2014) along the ramp (Section 86070053, MP 0.000 to MP 0.120) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 37 crashes were reported during the referenced five-year period with 5 crashes in 2010, 2 crashes in 2011, 7 crashes in 2012, 11 crashes in 2013, and 12 crashes in 2014.
- Based on crash severity, of the 37 crashes reported, 6 (16%) were injury type crashes and 31 (84%) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 14 rear end crashes, 7 sideswipe crashes, 7 fixed object crashes, 4 angle crashes, 2 non-collisions and 3 other crashes.
- Approximately 32% (12 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 27% (10 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 18 percent.
- The intersection of the ramp with Commercial Boulevard was identified as high crash intersections on the Department's high crash listings for the year 2012 and 2013.

Table 3 Crash Summary along Ramp 86070053

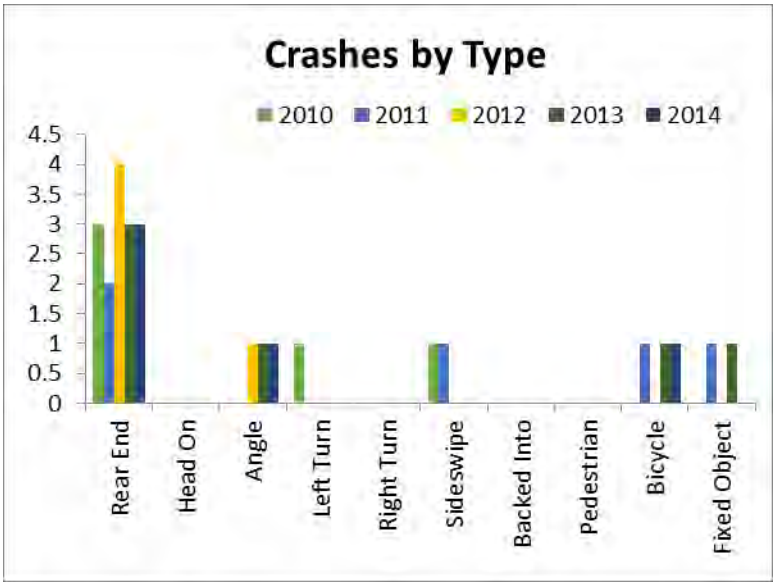


I-95 southbound on ramp from westbound Commercial Boulevard (Section 86070054)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070054 (MP 0.000 to MP 0.577) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 30 crashes were reported during the referenced five-year period with 8 crashes in 2010, 5 crashes in 2011, 6 crashes in 2012, 6 crashes in 2013, and 5 crashes in 2014.
- Based on crash severity, of the 30 crashes reported, 12 (40%) were injury type crashes and 17 (57%) were property damage only crashes. There was one fatal crash reported during the referenced five-year period that occurred within the study segment.
- There were 15 rear end crashes, 3 bicycle crashes, 3 angle crashes, 2 sideswipe crashes, 2 fixed object crashes, 1 left turn crash, 1 non-collisions and 3 other crashes.
- Approximately 30% (9 crashes) of the crashes occurred during nighttime, which is equal to the district-wide average of 30 percent.
- Approximately 13.3% (4 crashes) of the crashes occurred under wet/slippery pavement conditions, which is lower than the district-wide average of 15 percent.
- The intersection of the ramp with I-95 was identified as high crash intersections on the Department's high crash listings for the year 2012, 2013 and 2014.

Table 4 Crash Summary along Ramp 86070054

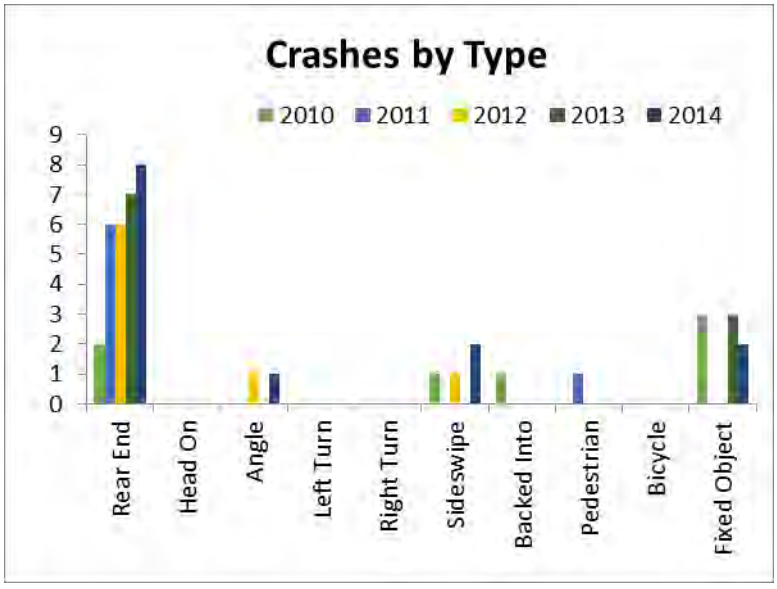


I-95 northbound off ramp at Commercial Boulevard (Section 86070055)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070055 (MP 0.000 to MP 0.292) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 52 crashes were reported during the referenced five-year period with 8 crashes in 2010, 8 crashes in 2011, 9 crashes in 2012, 12 crashes in 2013, and 15 crashes in 2014.
- Based on crash severity, of the 52 crashes reported, 17 (33%) were injury type crashes and 35 (67%) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 29 rear end crashes, 8 fixed object crashes, 4 sideswipe crashes, 3 non-collision crashes, 2 angle crashes, 1 pedestrian crash, 1 backed into crash, and 4 other crashes.
- Approximately 37% (19 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 17% (9 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 15 percent.
- The subject ramp included high crash intersections on the Department's high crash listings for the year 2011, 2012, 2013 and 2014.

Table 4 Crash Summary along Ramp 86070055

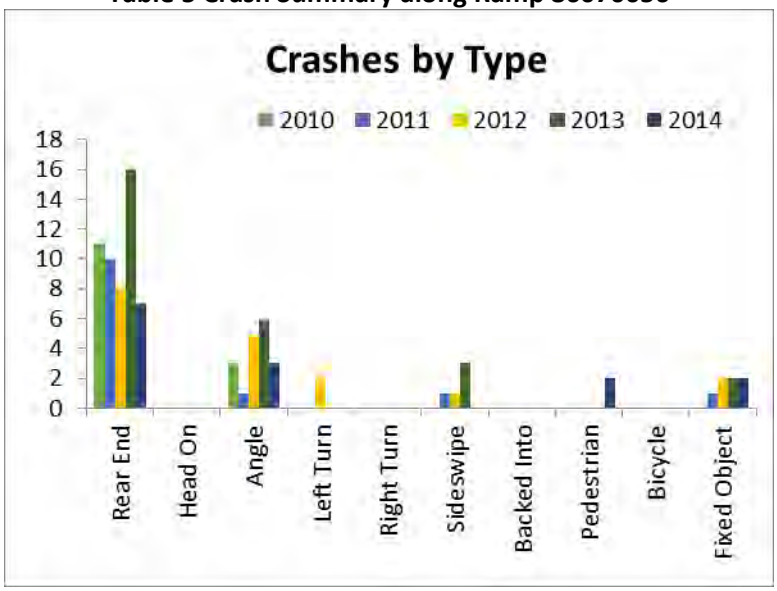


I-95 southbound off ramp at Commercial Boulevard (Section 86070056)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070056 (MP 0.000 to MP 0.198) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 92 crashes were reported during the referenced five-year period with 17 crashes in 2010, 14 crashes in 2011, 20 crashes in 2012, 27 crashes in 2013, and 14 crashes in 2014.
- Based on crash severity, of the 92 crashes reported, 27 (29%) were injury type crashes and 65 (71%) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 52 rear end crashes, 18 angle crashes, 7 fixed object crashes, 5 sideswipe crashes, 2 left-turn crashes, 2 pedestrian crashes, 2 non-collision crashes, 1 non fixed object collision crash and 3 other crashes.
- Approximately 25% (23 crashes) of the crashes occurred during nighttime, which is lower than the district-wide average of 30 percent.
- Approximately 16% (15 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 15 percent.
- The intersection of the ramp with Commercial Boulevard was identified as high crash intersections on the Department's high crash listings for all referenced five years.

Table 5 Crash Summary along Ramp 86070056

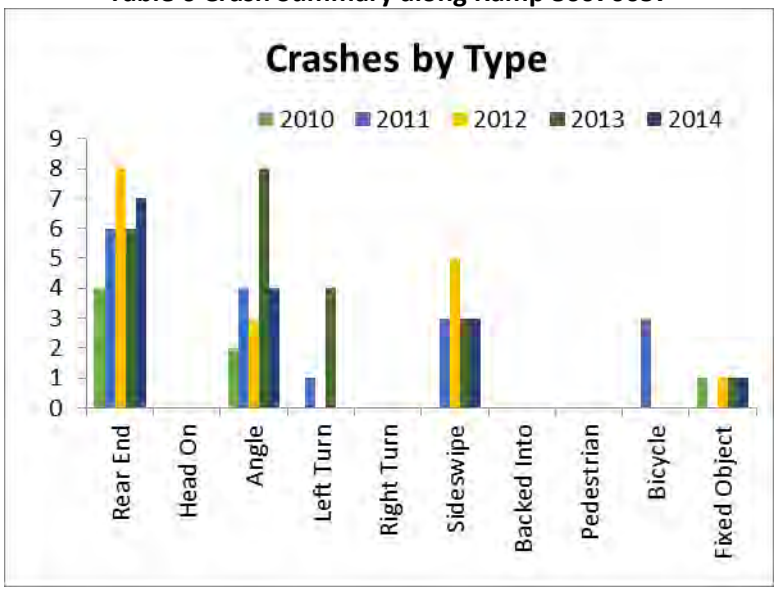


I-95 northbound on ramp at Commercial Boulevard (Section 86070057)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070057 (MP 0.000 to MP 0.233) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 93 crashes were reported during the referenced five-year period with 8 crashes in 2010, 19 crashes in 2011, 23 crashes in 2012, 25 crashes in 2013, and 18 crashes in 2014.
- Based on crash severity, of the 93 crashes reported, 39 (42%) were injury type crashes and 53 (57%) were property damage only crashes. There was one fatal crash reported during the referenced five-year period within the study segment.
- There were 31 rear end crashes, 21 angle crashes, 14 sideswipe crashes, 5 left-turn crashes, 4 fixed object crashes, 4 non-collision crashes, 3 bicycle crashes and 11 other crashes.
- Approximately 37% (34 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 25% (23 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 15 percent.
- The subject ramp included high crash intersections on the Department's high crash listings for the year 2011, 2012, 2013 and 2014.

Table 6 Crash Summary along Ramp 86070057

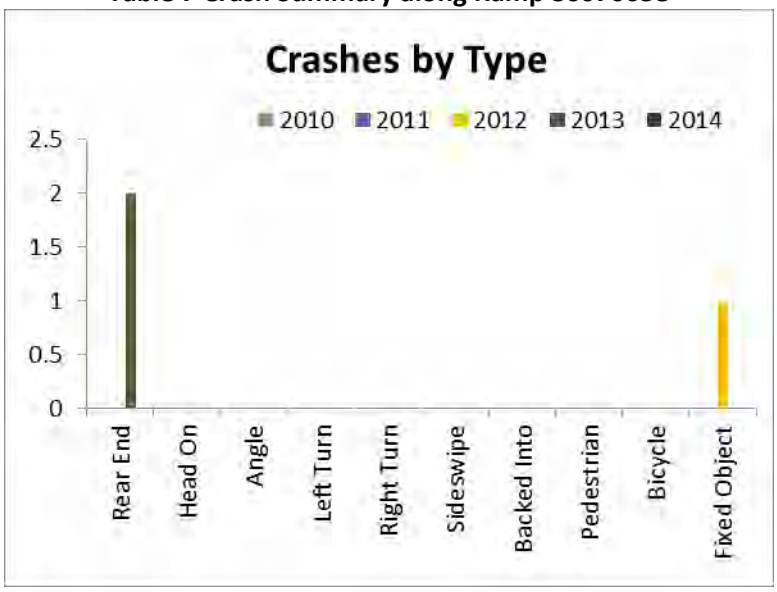


I-95 southbound on ramp at Andrews Avenue (Section 86070058)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070058 (MP 0.000 to MP 0.198) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 4 crashes were reported during the referenced five-year period with 1crash in 2012, 2 crashes in 2013, and 1 crash in 2014.
- Based on crash severity, of the 4 crashes reported, 1 was an injury type crash and 3 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 2 rear end crashes, 1 fixed object crash, and 1 other crash.
- There was 1 crash that occurred under wet/slippery pavement conditions and 2 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

Table 7 Crash Summary along Ramp 86070058

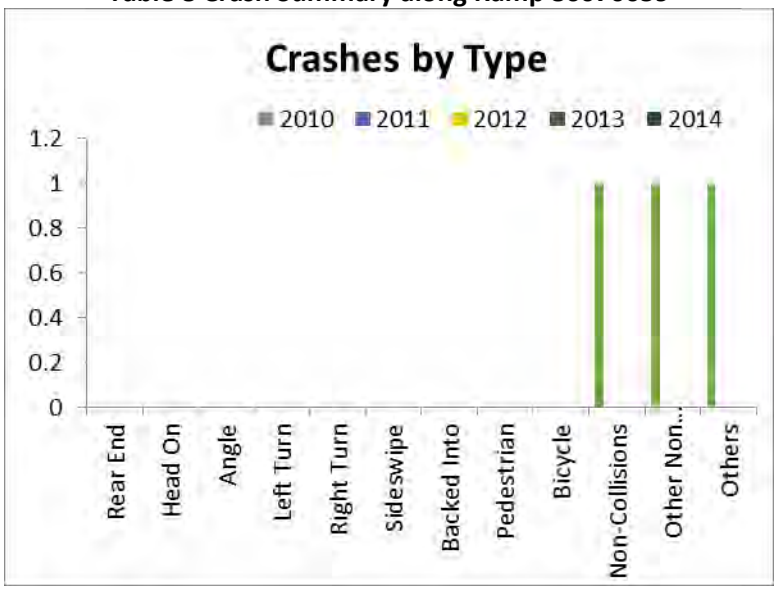


I-95 southbound on ramp at Andrews Avenue (Section 86070059)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070059 (MP 0.000 to MP 0.089) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 3 crashes were reported during the referenced five-year period with 3 crashes in 2010.
- Based on crash severity, of the 3 crashes reported, all 3 crashes were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 1 non fixed object crash, 1 non-collision crash and 1 other crash.
- There was 1 crash that occurred under wet/slippery pavement conditions and no crashes that occurred during nighttime.
- The intersection of subject ramp with I-95 was identified as high crash intersections on the Department's high crash listings for the year 2010, 2012 and 2014.

Table 8 Crash Summary along Ramp 86070059

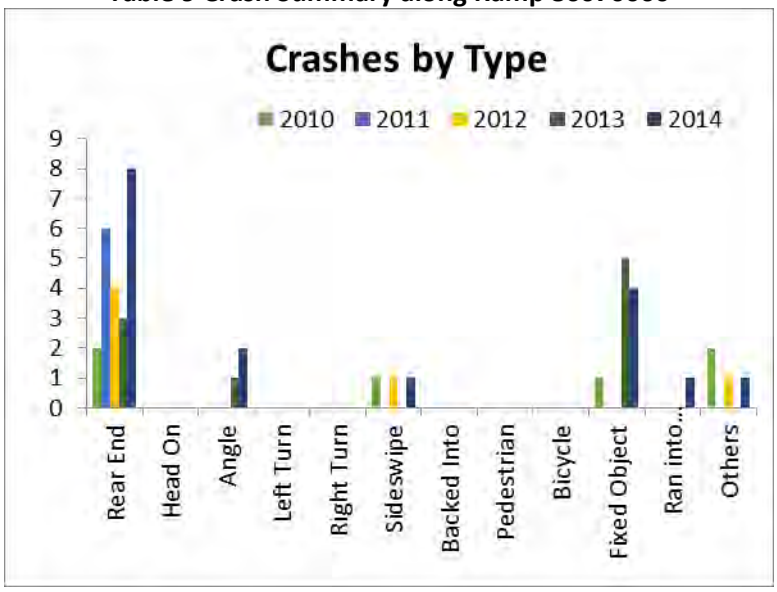


I-95 southbound off ramp at Cypress Creek Road (Section 86070060)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070060 (MP 0.000 to MP 0.427) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 46 crashes were reported during the referenced five-year period with 6 crashes in 2010, 6 crashes in 2011, 6 crashes in 2012, 11 crashes in 2013, and 17 crashes in 2014.
- Based on crash severity, of the 46 crashes reported, 13 (28%) were injury type crashes and 33 (72%) were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 23 rear end crashes, 10 fixed object crashes, 3 sideswipe crashes, 3 angle crashes, 2 non-collision crashes, 1 non fixed object collision crash and 4 other crashes.
- Approximately 52% (24 crashes) of the crashes occurred during nighttime, which is higher than the district-wide average of 30 percent.
- Approximately 26% (12 crashes) of the crashes occurred under wet/slippery pavement conditions, which is higher than the district-wide average of 18 percent.
- The intersection of subject ramp with I-95 was identified as high crash intersections on the Department's high crash listings for all referenced five years.

Table 9 Crash Summary along Ramp 86070060

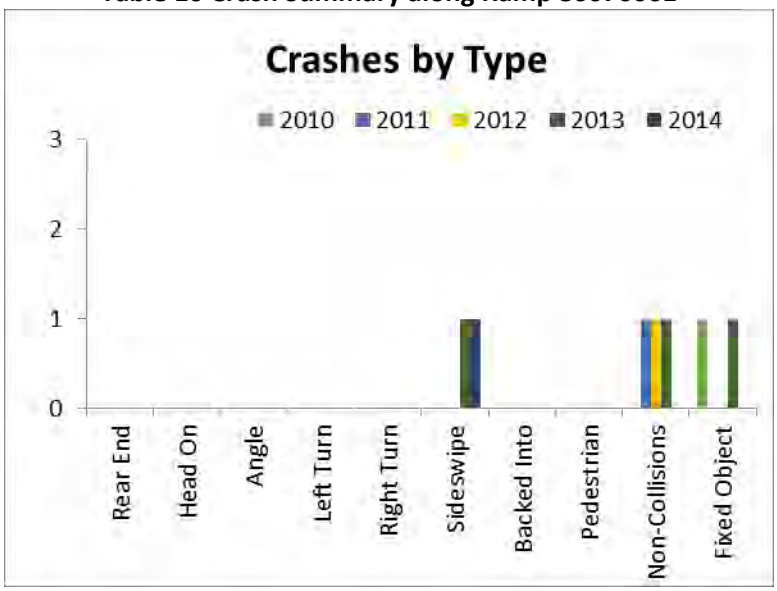


I-95 southbound on ramp at Cypress Creek Road (Section 86070061)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070061 (MP 0.000 to MP 0.314) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 7 crashes were reported during the referenced five-year period with 1 crash in 2010, 1 crash in 2011, 1 crash in 2012, 3 crashes in 2013, and 1 crash in 2014.
- Based on crash severity, of the 7 crashes reported, 2 were injury type crashes and 5 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 2 fixed object crashes, 2 sideswipe crashes, and 3 non-collision crashes.
- There were 4 crashes that occurred under wet/slippery pavement conditions and 5 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

Table 10 Crash Summary along Ramp 86070061

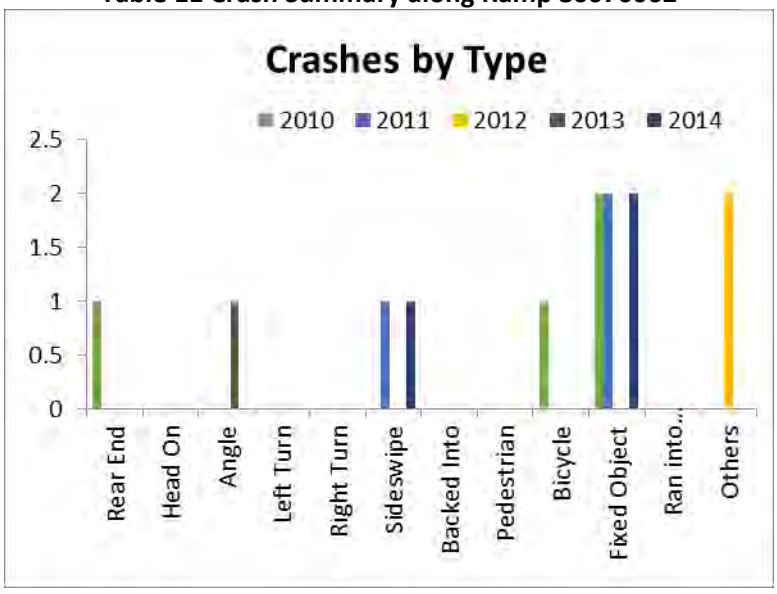


I-95 northbound off ramp at Cypress Creek Road (Section 86070062)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070062 (MP 0.000 to MP 0.284) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 13 crashes were reported during the referenced five-year period with 4 crashes in 2010, 3 crashes in 2011, 2 crashes in 2012, 1 crash in 2013, and 3 crashes in 2014.
- Based on crash severity, of the 13 crashes reported, 5 were injury type crashes and 8 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 6 fixed object crashes, 2 sideswipe crashes, 1 rear end crash, 1 angle crash, 1 bicycle crash, and 2 other crashes.
- There were 5 crashes that occurred under wet/slippery pavement conditions and 6 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

Table 11 Crash Summary along Ramp 86070062

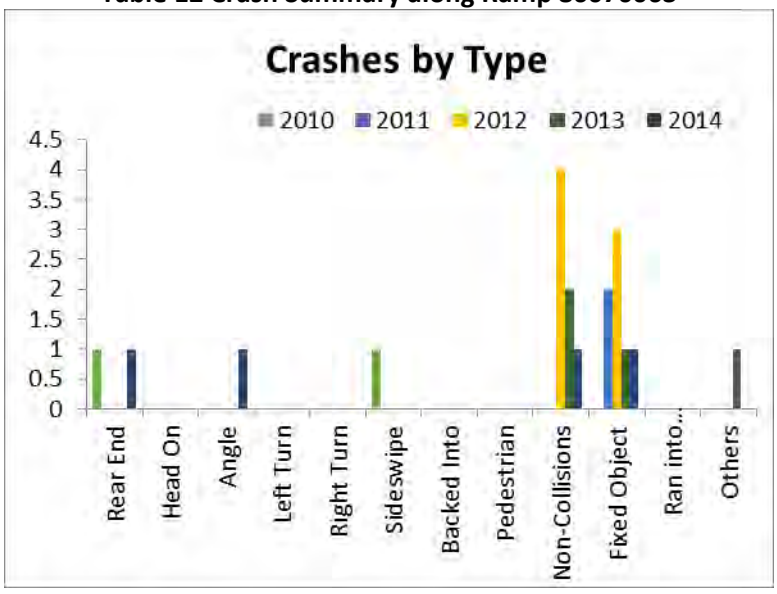


I-95 northbound off ramp at Cypress Creek Road (Section 86070063)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070063 (MP 0.000 to MP 0.160) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 19 crashes were reported during the referenced five-year period with 2 crashes in 2010, 2 crashes in 2011, 7 crashes in 2012, 4 crashes in 2013, and 4 crashes in 2014.
- Based on crash severity, of the 19 crashes reported, 7 were injury type crashes and 12 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 7 fixed object crashes, 7 non-collision crashes, 2 rear end crashes, 1 sideswipe crash, 1 angle crash and 1 other crash.
- There were 14 crashes that occurred under wet/slippery pavement conditions and 4 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

Table 12 Crash Summary along Ramp 86070063

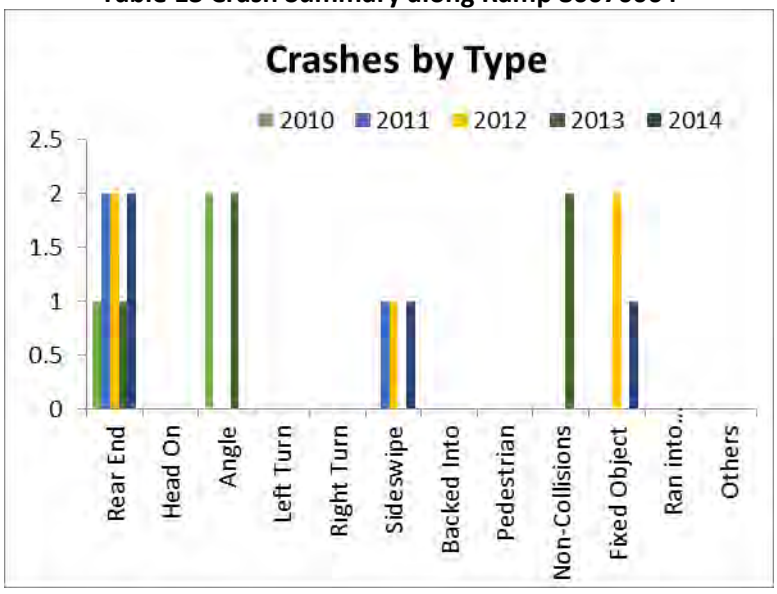


I-95 northbound on ramp at Cypress Creek Road (Section 86070064)

The crash data for five most recent years (from January 2010 to December 2014) along Ramp Section 86070064 (MP 0.000 to MP 0.304) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 20 crashes were reported during the referenced five-year period with 3 crashes in 2010, 3 crashes in 2011, 5 crashes in 2012, 5 crashes in 2013, and 4 crashes in 2014.
- Based on crash severity, of the 20 crashes reported, 7 were injury type crashes and 13 were property damage only crashes. There were no fatal crashes reported during the referenced five-year period within the study segment.
- There were 8 rear end crashes, 4 angle crashes, 3 fixed object crashes, 3 sideswipe crashes, 2 non-collision crashes, and 2 other crashes.
- There were 3 crashes that occurred under wet/slippery pavement conditions and 5 crashes that occurred during nighttime.
- The subject ramp was not identified as part of high crash segments nor included high crash intersections on the Department's high crash listings for all referenced five years.

Table 13 Crash Summary along Ramp 86070064

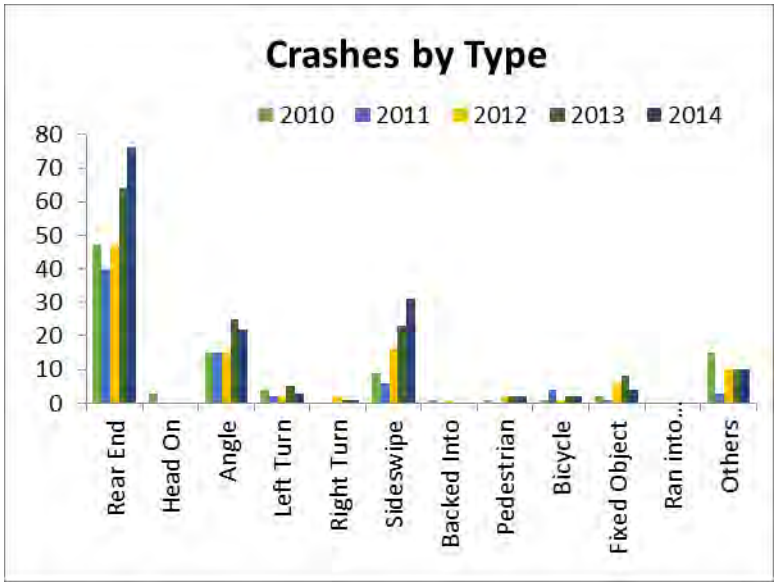


Commercial Boulevard from West of Powerline Road to east of Andrews Avenue

The crash data for five most recent years (from January 2010 to December 2014) along Commercial Boulevard from West of Powerline Road to east of Andrews Avenue (Section 86014000, MP 6.198 to MP 6.808) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). The following is a summary of findings based on the review of crash data.

- A total of 574 crashes were reported during the referenced five-year period with 101 crashes in 2010, 74 crashes in 2011, 103 crashes in 2012, 142 crashes in 2013, and 154 crashes in 2014.
- Based on crash severity, of the 574 crashes reported, 171 (30%) were injury type crashes and 400 (70%) were property damage only crashes. There were 3 fatal crashes reported during the referenced five-year period that occurred within the study segment.
- There were 274 rear end crashes, 85 sideswipe crashes, 92 angle crashes, 21 fixed object crashes, 16 left-turn crashes, 10 bicycle crashes, 9 non-collisions crash, 7 pedestrian crashes, 4 right-turn crashes, 3 head on crashes, 3 non fixed object collision crashes, 2 backed into crashes, and 48 other crashes.
- Approximately 28% (159 crashes) of the crashes occurred during nighttime, which is lower than the district-wide average of 30 percent.
- Approximately 16% (91 crashes) of the crashes occurred under wet/slippery pavement conditions, which is lower than the district-wide average of 18 percent.
- The study segment was identified as part of high crash segments and included high crash intersections on the Department's high crash listings for all referenced five years.

Table 14 Crash Summary along Commercial Boulevard from W of Powerline Road to E of Andrews Avenue

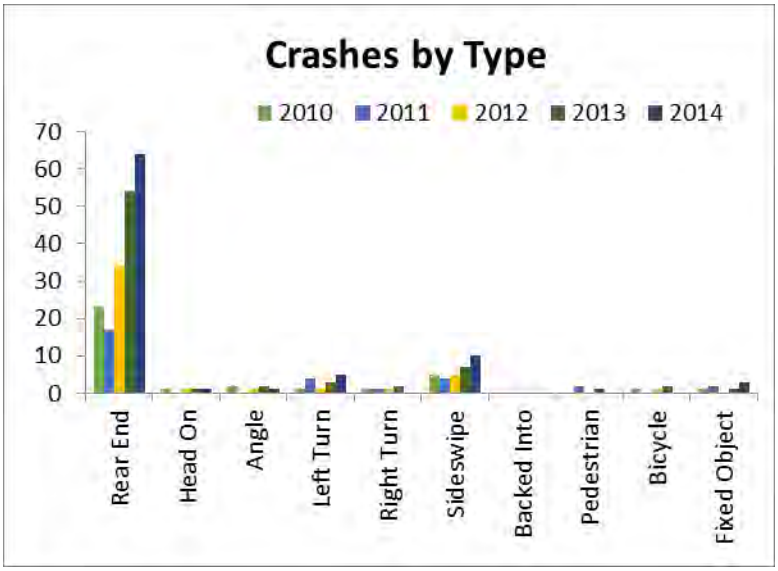


Cypress Creek Road from W of NW 6 Way to E of NE 7 Avenue

The crash data for five most recent years (from January 2010 to December 2014) along Cypress Creek Road from west of NW 6 Way to east of NE 7 Avenue was obtained from the Broward County Safety Office and Fort Lauderdale Police Department through Signal Four Analytics. The following is a summary of findings based on the review of crash data.

- A total of 317 crashes were reported during the referenced five-year period with 43 crashes in 2010, 34 crashes in 2011, 53 crashes in 2012, 87 crashes in 2013, and 100 crashes in 2014.
- Based on crash severity, of the 317 crashes reported, 110 (35%) were injury type crashes and 206 (65%) were property damage only crashes. There was 1 fatal crash reported in 2014 that occurred within the study segment.
- There were 192 rear end crashes, 31 sideswipe crashes, 40 non-collision crashes, 14 left-turn crashes, 7 fixed object crashes, 6 angle crashes, 5 right-turn crashes, 4 head on crashes, 4 bicycle crashes, 3 pedestrian crashes, and 11 other crashes.
- Approximately 22% (71 crashes) of the crashes occurred during nighttime, which is lower than the district-wide average of 30 percent.
- Approximately 12% (39 crashes) of the crashes occurred under wet/slippery pavement conditions, which is lower than the district-wide average of 18 percent.

Table 15 Crash Summary along Cypress Creek Road from W of NW 6 Way to E of NE 7 Avenue



ATTACHMENT 1

CRASH SUMMARY TABLES

ATTACHMENT 1

CRASH SUMMARY TABLES

CRASH STATISTICS

I-95 from Commercial Blvd to Cypress		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	86	93	127	170	182	658	132	52.6%
	Head On	2	0	0	0	0	2	0	0.2%
	Angle	16	18	11	9	11	65	13	5.2%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	31	35	44	43	51	204	41	16.3%
	Backed Into	1	0	0	0	0	1	0	0.1%
	Pedestrian	0	0	3	1	1	5	1	0.4%
	Bicycle	0	1	0	0	0	1	0	0.1%
	Fixed Object	*18*	*37*	*29*	*38*	*22*	*144*	*29*	*11.5%*
	Other Non Fixed Object Collisions	*8*	*4*	*8*	*6*	*14*	*40*	*8*	*3.2%*
	Non-Collisions	*4*	*7*	*8*	*7*	*12*	*38*	*8*	*3.0%*
	Others	33	13	13	12	23	94	19	7.5%
	Total Crashes	**199**	**208**	**243**	**286**	**316**	**1252**	**250**	**100.0%**
SEVERITY	PDO Crashes	108	118	138	174	207	745	149	59.5%
	Fatal Crashes	0	2	0	0	0	2	0	0.2%
	Injury Crashes	91	88	105	112	109	505	101	40.3%
LIGHTING CONDITIONS	Daylight	128	129	172	196	225	850	170	67.9%
	Dusk	6	3	5	8	12	34	7	2.7%
	Dawn	8	5	0	1	7	21	4	1.7%
	Dark	57	71	66	81	72	347	69	27.7%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	168	161	191	210	251	981	196	78.4%
	Wet	31	47	52	76	65	271	54	21.6%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	13	17	23	32	29	114	23	9.1%
	February	14	24	24	23	20	105	21	8.4%
	March	14	26	18	26	33	117	23	9.3%
	April	9	18	23	17	28	95	19	7.6%
	May	18	17	14	25	26	100	20	8.0%
	June	21	27	15	21	23	107	21	8.5%
	July	18	9	25	25	20	97	19	7.7%
	August	10	11	25	30	21	97	19	7.7%
	September	23	16	22	18	30	109	22	8.7%
	October	10	14	16	23	33	96	19	7.7%
	November	25	9	21	32	28	115	23	9.2%
	December	24	20	17	14	25	100	20	8.0%
DAY OF WEEK	Monday	16	29	25	43	60	173	35	13.8%
	Tuesday	24	28	38	45	55	190	38	15.2%
	Wednesday	28	33	30	44	46	181	36	14.5%
	Thursday	38	34	49	46	58	225	45	18.0%
	Friday	34	32	56	56	45	223	45	17.8%
	Saturday	38	27	23	34	28	150	30	12.0%
	Sunday	21	25	22	18	24	110	22	8.8%
HOUR OF DAY	00:00-06:00	23	32	29	26	30	140	28	11.2%
	06:00-09:00	69	26	52	55	61	263	53	21.0%
	09:00-11:00	77	21	19	14	25	156	31	12.5%
	11:00-13:00	89	13	13	17	11	143	29	11.4%
	13:00-15:00	106	15	26	15	36	198	40	15.8%
	15:00-18:00	153	54	57	81	88	433	87	34.6%
	18:00-24:00	199	47	47	78	65	436	87	34.8%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rloooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	14.673	11/24/10	Wed	1600	Coll. W/Mvble Obj On Road	0	0	1	Day	Dry	No Improper Driving/Act
2	14.765	07/21/10	Wed	1200	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
3	14.765	11/09/10	Tue	1300	Coll. W/Mvble Obj On Road	0	0	1	Day	Dry	No Improper Driving/Act
4	14.773	11/24/10	Wed	1800	Coll. W/Mvble Obj On Road	0	0	1	Night	Dry	No Improper Driving/Act
5	14.792	02/22/10	Mon	0100	Rear-End	0	1	0	Night	Wet	Unknown/Not Coded
6	14.792	11/29/10	Mon	2300	Sideswipe	0	0	1	Night	Dry	Improper Lane Change
7	14.804	05/04/10	Tue	2100	Sideswipe	0	1	0	Night	Dry	Improper Lane Change
8	14.804	09/06/10	Mon	2200	Concrete Barrier Wall	0	1	0	Night	Wet	Careless Driving
9	14.804	12/16/10	Thu	1700	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
10	14.823	02/05/10	Fri	2000	Rear-End	0	2	0	Night	Wet	Unknown/Not Coded
11	14.823	02/07/10	Sun	0600	Concrete Barrier Wall	0	1	0	Night	Dry	Unknown/Not Coded
12	14.823	02/07/10	Sun	0600	Sideswipe	0	1	0	Night	Dry	Unknown/Not Coded
13	14.823	02/13/10	Sat	0700	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
14	14.823	02/24/10	Wed	0800	Rear-End	0	2	0	Day	Wet	Careless Driving
15	14.823	03/16/10	Tue	0800	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
16	14.823	04/09/10	Fri	2100	Rear-End	0	0	1	Night	Dry	Careless Driving
17	14.823	06/11/10	Fri	1400	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
18	14.823	09/16/10	Thu	1500	Angle	0	0	1	Day	Dry	Improper Lane Change
19	14.823	12/02/10	Thu	0700	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
20	14.823	12/30/10	Thu	0600	All Other	0	0	1	Night	Dry	Unknown/Not Coded
21	14.865	06/03/10	Thu	1800	Rear-End	0	0	1	Day	Wet	Followed Too Closely
22	14.865	08/26/10	Thu	1600	All Other	0	0	1	Day	Dry	Improper Load
23	14.865	10/13/10	Wed	1900	Coll. W/Mvble Obj On Road	0	1	0	Night	Dry	Improper Load
24	14.884	12/12/10	Sun	0000	Coll. W/ Mv On Roadway	0	1	0	Night	Dry	Unknown/Not Coded
25	14.940	06/26/10	Sat	1400	Concrete Barrier Wall	0	1	0	Day	Dry	No Improper Driving/Act
26	14.959	06/07/10	Mon	1700	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
27	14.959	11/28/10	Sun	1700	Concrete Barrier Wall	0	0	1	Night	Wet	Exceeded Safe Speed Limit
28	14.959	12/04/10	Sat	0700	Concrete Barrier Wall	0	1	0	Day	Dry	Careless Driving
29	14.978	03/01/10	Mon	1600	Rear-End	0	1	0	Day	Dry	Exceeded Safe Speed Limit
30	14.997	11/27/10	Sat	0000	Rear-End	0	1	0	Night	Dry	Careless Driving
31	15.007	04/27/10	Tue	1300	Sideswipe	0	3	0	Day	Dry	Careless Driving
32	15.016	07/07/10	Wed	1100	Coll. W/Mvble Obj On Road	0	0	1	Day	Dry	No Improper Driving/Act
33	15.016	09/03/10	Fri	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
34	15.016	09/03/10	Fri	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
35	15.016	09/14/10	Tue	1300	Hit Guardrail	0	1	0	Day	Wet	Careless Driving
36	15.026	07/28/10	Wed	1700	Rear-End	0	0	1	Day	Dry	Exceeded Safe Speed Limit
37	15.035	01/15/10	Fri	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
38	15.035	03/25/10	Thu	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
39	15.035	10/20/10	Wed	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
40	15.045	07/08/10	Thu	1500	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
41	15.045	07/23/10	Fri	1200	All Other	0	0	1	Day	Wet	Unknown/Not Coded
42	15.045	09/14/10	Tue	0900	All Other	0	0	1	Day	Dry	Failed To Maintain Equipment
43	15.054	07/12/10	Mon	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
44	15.073	12/08/10	Wed	2300	Angle	0	5	0	Night	Dry	Unknown/Not Coded
45	15.107	11/12/10	Fri	1600	All Other	0	1	0	Day	Dry	Failed To Maintain Equipment
46	15.125	05/18/10	Tue	0700	Rear-End	0	4	0	Day	Dry	Unknown/Not Coded
47	15.125	06/20/10	Sun	0600	Hit Guardrail	0	0	1	Night	Dry	Exceeded Safe Speed Limit
48	15.125	11/28/10	Sun	2200	Head-On	0	4	0	Night	Wet	Unknown/Not Coded
49	15.134	11/29/10	Mon	0200	Overturned	0	4	0	Night	Dry	No Improper Driving/Act
50	15.163	03/04/10	Thu	2200	Sideswipe	0	0	1	Night	Dry	Improper Lane Change
51	15.163	06/20/10	Sun	0600	Rear-End	0	1	0	Night	Dry	Unknown/Not Coded
52	15.206	06/26/10	Sat	2200	Hit Guardrail	0	0	1	Night	Dry	Unknown/Not Coded
53	15.206	11/05/10	Fri	0200	Angle	0	1	0	Night	Dry	Unknown/Not Coded
54	15.207	12/16/10	Thu	0700	All Other	0	1	0	Day	Dry	Unknown/Not Coded
55	15.247	01/05/10	Tue	0900	Angle	0	1	0	Day	Dry	Unknown/Not Coded
56	15.258	07/16/10	Fri	0400	Sideswipe	0	0	1	Night	Dry	Improper Lane Change
57	15.258	09/21/10	Tue	1200	Angle	0	0	1	Day	Dry	Careless Driving
58	15.295	05/11/10	Tue	2300	Coll. W/ Parked Car	0	2	0	Night	Dry	Driver Distraction
59	15.295	12/22/10	Wed	1600	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
60	15.356	01/13/10	Wed	1800	Rear-End	0	0	1	Night	Dry	Careless Driving
61	15.356	01/14/10	Thu	1800	Rear-End	0	0	1	Night	Dry	Careless Driving
62	15.356	01/15/10	Fri	1400	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
63	15.356	02/17/10	Wed	0800	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
64	15.356	03/11/10	Thu	0700	Rear-End	0	1	0	Day	Wet	Unknown/Not Coded
65	15.356	05/20/10	Thu	0500	Sideswipe	0	1	0	Night	Wet	Improper Lane Change
66	15.356	06/08/10	Tue	1400	All Other	0	0	1	Day	Dry	Unknown/Not Coded
67	15.356	07/20/10	Tue	0900	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
68	15.356	09/15/10	Wed	1300	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
69	15.356	11/05/10	Fri	0100	Hit Guardrail	0	1	0	Night	Dry	No Improper Driving/Act
70	15.356	11/20/10	Sat	1100	All Other	0	0	1	Day	Dry	Improper Lane Change
71	15.356	12/08/10	Wed	1500	All Other	0	0	1	Day	Dry	Unknown/Not Coded
72	15.356	12/16/10	Thu	1600	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act
73	15.356	12/16/10	Thu	1700	Rear-End	0	0	1	Night	Dry	No Improper Driving/Act
74	15.356	12/17/10	Fri	1600	Coll. W/ Mv On Roadway	0	0	1	Day	Dry	No Improper Driving/Act
75	15.390	10/31/10	Sun	0600	Angle	0	2	0	Day	Dry	Careless Driving
76	15.573	12/10/10	Fri	1900	Rear-End	0	1	0	Night	Dry	Unknown/Not Coded
77	15.579	06/05/10	Sat	1900	Rear-End	0	2	0	Day	Wet	Careless Driving
78	15.606	01/23/10	Sat	1100	All Other	0	0	1	Day	Dry	Unknown/Not Coded
79	15.606	02/25/10	Thu	1000	All Other	0	1	0	Day	Dry	Improper Lane Change
80	15.606	03/17/10	Wed	0800	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
81	15.606	07/02/10	Fri	2200	Hit Sign/Sign Post	0	1	0	Night	Wet	No Improper Driving/Act
82	15.606	07/14/10	Wed	0800	Rear-End	0	0	1	Day	Dry	Careless Driving
83	15.606	08/04/10	Wed	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
84	15.606	08/23/10	Mon	0700	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
85	15.606	08/27/10	Fri	0000	Cargo Loss Or Shift	0	0	1	Day	Dry	Improper Load
86	15.606	09/08/10	Wed	1600	Rear-End	0	2	0	Day	Dry	Careless Driving
87	15.747	02/28/10	Sun	0300	Sideswipe	0	0	1	Night	Dry	Careless Driving
88	15.747	03/07/10	Sun	0300	Rear-End	0	1	0	Night	Dry	Careless Driving
89	15.747	04/30/10	Fri	1700	Rear-End	0	0	1	Night	Dry	Followed Too Closely
90	15.747	06/25/10	Fri	1400	Sideswipe	0	0	1	Day	Dry	Followed Too Closely
91	15.747	07/30/10	Fri	1500	All Other	0	2	0	Day	Dry	Improper Lane Change
92	15.747	08/25/10	Wed	1800	Rear-End	0	0	1	Day	Wet	Careless Driving

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
93	15.747	09/07/10	Tue	0800	Rear-End	0	1	0	Day	Wet	Unknown/Not Coded
94	15.747	09/08/10	Wed	1800	Rear-End	0	1	0	Day	Wet	Careless Driving
95	15.747	10/15/10	Fri	1600	Rear-End	0	1	0	Day	Dry	Exceed Stated Speed Limit
96	15.747	12/22/10	Wed	1800	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
97	15.787	12/11/10	Sat	0900	All Other	0	1	0	Day	Dry	Unknown/Not Coded
98	15.800	02/04/10	Thu	2000	Rear-End	0	1	0	Night	Dry	Careless Driving
99	15.847	11/02/10	Tue	1800	All Other	0	0	1	Day	Dry	Unknown/Not Coded
100	15.856	02/15/10	Mon	2000	Angle	0	0	1	Night	Dry	Failed To Yield Right-Of-Way
101	15.997	01/29/10	Fri	0100	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
102	15.997	03/20/10	Sat	0700	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
103	15.997	04/20/10	Tue	1600	All Other	0	0	1	Day	Dry	Improper Lane Change
104	15.997	04/20/10	Tue	1600	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
105	15.997	05/10/10	Mon	1600	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
106	15.997	05/25/10	Tue	1800	Rear-End	0	0	1	Day	Wet	Unknown/Not Coded
107	15.997	06/18/10	Fri	0600	All Other	0	0	1	Day	Dry	Unknown/Not Coded
108	15.997	07/19/10	Mon	0700	Cargo Loss Or Shift	0	0	1	Day	Wet	Improper Load
109	15.997	08/24/10	Tue	0900	Rear-End	0	2	0	Day	Dry	Unknown/Not Coded
110	15.997	09/09/10	Thu	0700	Rear-End	0	1	0	Day	Wet	Careless Driving
111	15.997	09/09/10	Thu	0800	Rear-End	0	0	1	Day	Wet	Careless Driving
112	15.997	09/17/10	Fri	1300	All Other	0	0	1	Day	Dry	Unknown/Not Coded
113	15.997	10/07/10	Thu	1700	Rear-End	0	2	0	Day	Dry	Drove Left Of Center
114	15.997	11/19/10	Fri	0200	Concrete Barrier Wall	0	0	1	Night	Dry	Careless Driving
115	15.997	11/29/10	Mon	0800	Rear-End	0	0	1	Day	Dry	Careless Driving
116	15.997	11/29/10	Mon	1700	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
117	15.997	12/20/10	Mon	2000	Bridge/Pier/Abutment/Rail	0	1	0	Night	Dry	No Improper Driving/Act
118	16.047	12/15/10	Wed	1600	Concrete Barrier Wall	0	1	0	Day	Dry	No Improper Driving/Act
119	16.050	05/29/10	Sat	1700	All Other	0	0	1	Day	Dry	Improper Turn
120	16.050	12/02/10	Thu	0200	Hit Tree/Shrubbery	0	1	0	Night	Dry	No Improper Driving/Act
121	16.058	05/23/10	Sun	1900	Sideswipe	0	2	0	Night	Dry	Improper Lane Change
122	16.058	11/13/10	Sat	1700	Coll. W/ Mv On Roadway	0	0	1	Night	Dry	Unknown/Not Coded
123	16.087	01/14/10	Thu	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
124	16.097	11/01/10	Mon	1800	Angle	0	0	1	Night	Dry	Improper Lane Change
125	16.106	05/19/10	Wed	1800	Rear-End	0	0	1	Day	Wet	Careless Driving
126	16.106	06/07/10	Mon	0700	Rear-End	0	2	0	Day	Dry	No Improper Driving/Act
127	16.114	05/21/10	Fri	0800	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
128	16.147	10/22/10	Fri	1700	Rear-End	0	3	0	Day	Dry	Careless Driving
129	16.152	04/27/10	Tue	0800	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
130	16.152	05/25/10	Tue	0900	Rear-End	0	2	0	Day	Dry	No Improper Driving/Act
131	16.152	06/01/10	Tue	1100	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
132	16.152	11/25/10	Thu	0600	Angle	0	3	0	Night	Wet	Careless Driving
133	16.171	05/08/10	Sat	2200	Sideswipe	0	0	1	Night	Dry	Improper Lane Change
134	16.171	09/09/10	Thu	2300	Angle	0	0	1	Night	Dry	Unknown/Not Coded
135	16.190	04/02/10	Fri	2200	Backed Into	0	0	1	Night	Dry	Improper Backing
136	16.209	05/08/10	Sat	2200	Angle	0	0	1	Night	Dry	Improper Lane Change
137	16.209	09/04/10	Sat	1500	Coll. W/ Mv On Roadway	0	1	0	Day	Dry	Improper Lane Change
138	16.217	07/09/10	Fri	1700	Rear-End	0	0	1	Day	Dry	Improper Lane Change
139	16.219	01/06/10	Wed	1200	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act
140	16.228	03/12/10	Fri	1900	Rear-End	0	0	1	Night	Wet	Unknown/Not Coded
141	16.228	04/25/10	Sun	0200	Angle	0	0	1	Night	Dry	Improper Lane Change
142	16.228	06/04/10	Fri	0300	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
143	16.228	06/17/10	Thu	0700	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
144	16.228	08/11/10	Wed	1100	Concrete Barrier Wall	0	0	1	Day	Dry	Unknown/Not Coded
145	16.228	12/02/10	Thu	1800	Angle	0	0	1	Night	Dry	Followed Too Closely
146	16.260	01/20/10	Wed	1500	Sideswipe	0	0	1	Day	Dry	Careless Driving
147	16.356	03/18/10	Thu	0800	Sideswipe	0	1	0	Day	Dry	No Improper Driving/Act
148	16.356	07/08/10	Thu	0800	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
149	16.356	09/13/10	Mon	1400	All Other	0	0	1	Day	Dry	Unknown/Not Coded
150	16.365	06/08/10	Tue	1400	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
151	16.365	09/04/10	Sat	1500	Sideswipe	0	1	0	Day	Dry	Unknown/Not Coded
152	16.365	09/09/10	Thu	0000	Head-On	0	0	1	Night	Wet	Followed Too Closely
153	16.365	11/16/10	Tue	1800	Rear-End	0	3	0	Night	Dry	Unknown/Not Coded
154	16.365	12/26/10	Sun	0000	All Other	0	0	1	Day	Dry	Unknown/Not Coded
155	16.375	06/14/10	Mon	0600	All Other	0	2	0	Day	Dry	No Improper Driving/Act
156	16.384	07/21/10	Wed	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
157	16.432	04/29/10	Thu	0800	Rear-End	0	0	1	Day	Dry	Careless Driving
158	16.432	06/16/10	Wed	0700	Rear-End	0	3	0	Day	Dry	Unknown/Not Coded
159	16.432	08/23/10	Mon	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
160	16.437	07/24/10	Sat	0000	Sideswipe	0	1	0	Night	Wet	Unknown/Not Coded
161	16.437	08/13/10	Fri	2200	Angle	0	2	0	Night	Dry	Careless Driving
162	16.437	10/29/10	Fri	1200	Angle	0	0	1	Day	Dry	Unknown/Not Coded
163	16.437	12/02/10	Thu	0700	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
164	16.451	09/18/10	Sat	0500	All Other	0	0	1	Night	Dry	Improper Lane Change
165	16.454	02/17/10	Wed	1800	Sideswipe	0	1	0	Night	Dry	Careless Driving
166	16.454	03/19/10	Fri	2200	Hit Guardrail	0	1	0	Night	Dry	No Improper Driving/Act
167	16.470	06/29/10	Tue	0700	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
168	16.479	05/25/10	Tue	0800	Rear-End	0	2	0	Day	Dry	Unknown/Not Coded
169	16.489	10/01/10	Fri	0600	Coll. W/Mvble Obj On Road	0	0	1	Day	Dry	No Improper Driving/Act
170	16.489	11/06/10	Sat	1800	Angle	0	0	1	Night	Dry	Unknown/Not Coded
171	16.526	06/07/10	Mon	0800	Rear-End	0	1	0	Day	Dry	Careless Driving
172	16.564	01/22/10	Fri	1100	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
173	16.573	02/24/10	Wed	1400	Rear-End	0	1	0	Day	Wet	Unknown/Not Coded
174	16.587	01/14/10	Thu	1900	Rear-End	0	0	1	Night	Dry	No Improper Driving/Act
175	16.587	01/21/10	Thu	0300	Overturned	0	3	0	Night	Dry	Unknown/Not Coded
176	16.587	02/21/10	Sun	0500	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
177	16.587	03/12/10	Fri	0600	Rear-End	0	1	0	Night	Wet	Careless Driving
178	16.587	05/05/10	Wed	1900	Rear-End	0	1	0	Day	Dry	Careless Driving
179	16.587	05/18/10	Tue	1600	Rear-End	0	0	1	Day	Wet	Careless Driving
180	16.587	05/19/10	Wed	0600	Sideswipe	0	1	0	Day	Dry	Careless Driving
181	16.587	06/19/10	Sat	0900	Sideswipe	0	0	1	Day	Dry	Careless Driving
182	16.587	08/31/10	Tue	0700	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
183	16.587	09/15/10	Wed	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
184	16.587	09/15/10	Wed	1600	Rear-End	0	1	0	Day	Dry	Careless Driving

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
185	16.587	10/13/10	Wed	1800	All Other	0	1	0	Night	Dry	Improper Lane Change
186	16.587	10/22/10	Fri	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
187	16.587	11/05/10	Fri	1400	All Other	0	0	1	Day	Dry	Careless Driving
188	16.587	11/07/10	Sun	2000	Sideswipe	0	0	1	Night	Wet	Careless Driving
189	16.587	11/18/10	Thu	1700	Rear-End	0	4	0	Night	Dry	Unknown/Not Coded
190	16.587	12/27/10	Mon	1500	Coll. W/ Mv On Roadway	0	1	0	Day	Dry	No Improper Driving/Act
191	16.587	12/29/10	Wed	0600	Coll. W/ Mv On Roadway	0	0	1	Night	Dry	Unknown/Not Coded
192	16.737	12/29/10	Wed	0600	Rear-End	0	2	0	Night	Dry	No Improper Driving/Act
193	16.749	03/22/10	Mon	0500	Hit Guardrail	0	1	0	Day	Dry	Unknown/Not Coded
194	0.577	11/23/10	Tue	1300	All Other	0	0	1	Day	Dry	Unknown/Not Coded
195	0.000	05/17/10	Mon	1300	Concrete Barrier Wall	0	1	0	Day	Dry	Careless Driving
196	0.051	03/03/10	Wed	1400	Coll. W/Mvble Obj On Road	0	0	1	Day	Dry	No Improper Driving/Act
197	0.089	07/26/10	Mon	1100	All Other	0	1	0	Day	Dry	Improper Lane Change
198	0.000	07/04/10	Sun	0600	Utility/Light Pole	0	0	1	Night	Wet	Careless Driving
199	0.019	09/11/10	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
199	**0**	**91**	**108**	**86**	**2**	**16**	**0**	**0**	**31**	**1**	**0**	**0**	**18**	**0**	**33**
Percent	*0.00%*	*45.73%*	*54.27%*	*43.22%*	*1.01%*	*8.04%*	*0.00%*	*0.00%*	*15.58%*	*0.50%*	*0.00%*	*0.00%*	*9.05%*	*0.00%*	*16.58%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**128**	**71**	**31**	**168**	**55**	**1**	**1**	**0**	**5**	**0**	**3**	**3**	**3**	**9**	**0**
Percent	*64.32%*	*35.68%*	*15.58%*	*84.42%*	*27.64%*	*0.50%*	*0.50%*	*0.00%*	*2.51%*	*0.00%*	*1.51%*	*1.51%*	*1.51%*	*4.52%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **233,133** SPOT CRASH RATE **1.090** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	14.673	03/18/11	Fri	1008	Rear-End	0	0	1	Day	Dry	No Contributing Action
2	14.675	12/09/11	Fri	0245	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
3	14.789	06/27/11	Mon	1545	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
4	14.804	06/22/11	Wed	0434	Other Non-Collision	0	0	1	Night	Dry	#N/A
5	14.804	08/23/11	Tue	1543	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
6	14.804	08/09/11	Tue	1542	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
7	14.804	06/20/11	Mon	1228	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
8	14.804	09/24/11	Sat	1001	Sideswipe	0	0	1	Day	Dry	#N/A
9	14.804	12/29/11	Thu	1618	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	14.804	10/18/11	Tue	2302	Rear-End	0	0	1	Night	Wet	Followed too Closely
11	14.804	11/09/11	Wed	1834	Rear-End	0	1	0	Night	Dry	No Contributing Action
12	14.804	10/01/11	Sat	0520	Rear-End	0	0	1	Night	Dry	#N/A
13	14.804	12/18/11	Sun	0800	Other Fixed Object	0	0	1	Day	Dry	Other Contributing Action
14	14.823	01/18/11	Tue	0901	Sideswipe	0	0	1	Day	Wet	#N/A
15	14.823	02/27/11	Sun	0043	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
16	14.823	02/10/11	Thu	0540	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
17	14.823	02/24/11	Thu	0109	Rear-End	0	1	0	Night	Dry	Followed too Closely
18	14.823	06/29/11	Wed	0557	Not Coded	0	0	1	Night	Dry	#N/A
19	14.823	08/20/11	Sat	0724	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	14.823	09/22/11	Thu	2122	Rear-End	0	0	1	Night	Dry	#N/A
21	14.823	06/25/11	Sat	1340	Not Coded	0	1	0	Day	Dry	No Contributing Action
22	14.823	11/09/11	Wed	1651	Sideswipe	0	0	1	Day	Dry	No Contributing Action
23	14.854	05/28/11	Sat	0700	Angle	0	0	1	Day	Dry	No Contributing Action
24	14.854	11/18/11	Fri	0437	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
25	14.865	07/03/11	Sun	0435	Not Coded	0	0	1	Night	Wet	#N/A
26	14.865	09/04/11	Sun	2245	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
27	14.865	12/09/11	Fri	0209	Sideswipe	0	3	0	Night	Dry	Careless or Negligent Manner
28	14.873	01/17/11	Mon	1443	Rear-End	0	0	1	Day	Wet	Improper Turn
29	14.874	01/25/11	Tue	1904	Rear-End	0	0	1	Night	Dry	#N/A
30	14.884	04/05/11	Tue	0842	Rear-End	0	0	1	Day	Dry	Other Contributing Action
31	14.904	06/02/11	Thu	1931	Guardrail Face	0	3	0	Night	Dry	Careless or Negligent Manner
32	14.923	11/17/11	Thu	1532	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
33	14.940	04/21/11	Thu	2256	Guardrail Face	0	1	0	Night	Dry	Failed To Keep In Proper Lane
34	14.954	10/17/11	Mon	2353	Rear-End	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
35	14.954	09/11/11	Sun	0340	Guardrail Face	0	0	1	Night	Wet	Careless or Negligent Manner
36	14.959	06/07/11	Tue	1740	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
37	14.959	09/12/11	Mon	1402	Concrete Traffic Barrier	0	2	0	Day	Dry	Other Contributing Action
38	14.978	01/17/11	Mon	1440	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
39	14.978	05/13/11	Fri	2200	Rear-End	0	2	0	Night	Dry	Drove too Fast for Conditions
40	14.978	05/29/11	Sun	1512	Concrete Traffic Barrier	0	3	0	Day	Dry	Swerved Or Avoided
41	14.978	06/05/11	Sun	2007	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
42	14.978	06/28/11	Tue	1606	Rear-End	0	1	0	Day	Wet	Followed too Closely
43	14.997	07/09/11	Sat	2212	Rear-End	0	0	1	Night	Dry	No Contributing Action
44	15.001	05/22/11	Sun	1808	Concrete Traffic Barrier	0	0	1	Day	Dry	#N/A
45	15.016	06/08/11	Wed	1720	Rear-End	0	0	1	Day	Dry	No Contributing Action
46	15.016	07/03/11	Sun	0424	Other Fixed Object	0	1	0	Night	Wet	#N/A
47	15.035	02/12/11	Sat	2041	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
48	15.035	04/14/11	Thu	1041	Other Non-Fixed Object	0	0	1	Day	Dry	#N/A
49	15.035	12/27/11	Tue	1452	Not Coded	0	0	1	Day	Dry	#N/A
50	15.054	02/04/11	Fri	1502	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
51	15.064	06/27/11	Mon	1749	Rear-End	0	3	0	Day	Dry	Followed too Closely
52	15.093	12/09/11	Fri	0815	Rear-End	0	0	1	Day	Wet	Other Contributing Action
53	15.125	05/03/11	Tue	0904	Rear-End	0	1	0	Day	Dry	No Contributing Action
54	15.134	01/07/11	Fri	1314	Rear-End	0	0	1	Day	Dry	#N/A
55	15.134	05/25/11	Wed	0734	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
56	15.134	05/25/11	Wed	0758	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
57	15.144	06/10/11	Fri	1033	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
58	15.144	06/10/11	Fri	2343	Guardrail Face	0	0	1	Night	Dry	#N/A
59	15.144	06/10/11	Fri	2343	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
60	15.144	06/16/11	Thu	1708	Rear-End	0	0	1	Day	Dry	#N/A
61	15.144	12/18/11	Sun	0018	Not Coded	0	0	1	Night	Wet	#N/A
62	15.182	02/09/11	Wed	1149	Concrete Traffic Barrier	0	3	0	Day	Dry	#N/A
63	15.186	02/09/11	Wed	0017	Sideswipe	0	0	1	Night	Dry	#N/A
64	15.201	01/29/11	Sat	0947	Rear-End	0	1	0	Day	Dry	Other Contributing Action
65	15.201	05/27/11	Fri	1933	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
66	15.201	06/17/11	Fri	0740	Rear-End	0	0	1	Day	Dry	Followed too Closely
67	15.201	11/18/11	Fri	2242	Guardrail Face	0	0	1	Night	Wet	#N/A
68	15.206	10/17/11	Mon	1636	Rear-End	0	1	0	Day	Wet	No Contributing Action
69	15.247	03/10/11	Thu	1958	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
70	15.247	02/23/11	Wed	0324	Rear-End	0	0	1	Night	Dry	#N/A
71	15.247	03/22/11	Tue	1548	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
72	15.256	03/02/11	Wed	0505	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
73	15.258	12/13/11	Tue	0821	Angle	0	2	0	Day	Wet	Over-Correcting/Over-Steering
74	15.276	10/16/11	Sun	2133	Sideswipe	0	5	0	Night	Wet	Careless or Negligent Manner
75	15.295	01/19/11	Wed	1040	Concrete Traffic Barrier	0	1	0	Day	Dry	#N/A
76	15.295	01/18/11	Tue	0725	Sideswipe	0	3	0	Day	Wet	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
77	15.295	03/22/11	Tue	1228	Rear-End	0	0	1	Day	Dry	Improper Backing
78	15.295	03/09/11	Wed	2020	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
79	15.295	12/27/11	Tue	1515	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
80	15.306	09/17/11	Sat	1205	Rear-End	0	0	1	Day	Dry	#N/A
81	15.356	07/04/11	Mon	1735	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
82	15.356	03/03/11	Thu	1432	Rear-End	0	0	1	Day	Dry	#N/A
83	15.356	02/20/11	Sun	2100	Angle	0	0	1	Night	Dry	#N/A
84	15.356	03/30/11	Wed	1437	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
85	15.356	05/09/11	Mon	2300	Rear-End	0	1	0	Night	Dry	Other Contributing Action
86	15.356	06/02/11	Thu	0803	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87	15.356	05/21/11	Sat	2158	Sideswipe	0	0	1	Night	Dry	#N/A
88	15.356	12/16/11	Fri	1755	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89	15.406	01/19/11	Wed	1724	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
90	15.426	02/11/11	Fri	2251	Concrete Traffic Barrier	1	1	0	Night	Dry	Careless or Negligent Manner
91	15.497	02/17/11	Thu	1113	Rear-End	0	0	1	Day	Dry	Other Contributing Action
92	15.606	01/28/11	Fri	1727	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
93	15.606	03/14/11	Mon	1646	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
94	15.606	02/02/11	Wed	0750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
95	15.606	06/24/11	Fri	1648	Rear-End	0	0	1	Day	Wet	No Contributing Action
96	15.606	10/10/11	Mon	1844	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
97	15.606	10/18/11	Tue	1233	Rear-End	0	1	0	Day	Wet	#N/A
98	15.606	12/08/11	Thu	1841	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
99	15.697	01/26/11	Wed	0749	Sideswipe	0	0	1	Day	Wet	#N/A
100	15.747	01/11/11	Tue	1651	Rear-End	0	1	0	Day	Dry	Followed too Closely
101	15.747	10/09/11	Sun	0018	Angle	0	1	0	Night	Wet	#N/A
102	15.747	01/25/11	Tue	1857	Angle	0	1	0	Night	Dry	#N/A
103	15.747	02/07/11	Mon	1717	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
104	15.747	03/13/11	Sun	2223	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
105	15.747	03/17/11	Thu	1953	Not Coded	0	2	0	Night	Dry	#N/A
106	15.747	08/24/11	Wed	1325	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
107	15.747	09/24/11	Sat	1757	Angle	0	0	1	Day	Wet	#N/A
108	15.747	10/16/11	Sun	0945	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
109	15.747	12/09/11	Fri	1737	Rear-End	0	0	1	Night	Wet	#N/A
110	15.767	05/26/11	Thu	1051	Sideswipe	0	0	1	Day	Dry	#N/A
111	15.847	02/26/11	Sat	2137	Sideswipe	0	0	1	Night	Dry	Improper Passing
112	15.896	03/23/11	Wed	0951	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
113	15.963	07/13/11	Wed	1620	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
114	15.975	07/29/11	Fri	1622	Rear-End	0	0	1	Day	Dry	#N/A
115	15.975	12/10/11	Sat	0200	Rear-End	0	3	0	Night	Wet	No Contributing Action
116	15.997	02/14/11	Mon	0805	Sideswipe	0	1	0	Day	Dry	#N/A
117	15.997	04/26/11	Tue	0745	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
118	15.997	07/09/11	Sat	1910	Not Coded	0	1	0	Day	Dry	No Contributing Action
119	15.997	03/21/11	Mon	1721	Angle	0	0	1	Day	Dry	No Contributing Action
120	15.997	03/21/11	Mon	1749	Rear-End	0	1	0	Day	Dry	No Contributing Action
121	15.997	04/01/11	Fri	1404	Rear-End	0	0	1	Day	Dry	No Contributing Action
122	15.997	03/17/11	Thu	1504	Rear-End	0	0	1	Day	Dry	No Contributing Action
123	15.997	04/21/11	Thu	1130	Sideswipe	0	1	0	Day	Dry	#N/A
124	15.997	06/05/11	Sun	0357	Sideswipe	0	0	1	Night	Dry	#N/A
125	15.997	04/22/11	Fri	1744	Rear-End	0	0	1	Day	Dry	#N/A
126	15.997	09/03/11	Sat	0640	Not Coded	0	4	0	Night	Wet	Other Contributing Action
127	15.997	09/16/11	Fri	1533	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
128	15.997	09/26/11	Mon	0915	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
129	15.997	10/28/11	Fri	1406	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
130	16.047	12/14/11	Wed	1855	Rear-End	0	0	1	Night	Dry	No Contributing Action
131	16.050	01/01/11	Sat	0504	Other Post, Pole Or Support	0	1	0	Night	Dry	No Contributing Action
132	16.050	06/07/11	Tue	0540	Guardrail End	0	0	1	Night	Dry	#N/A
133	16.058	02/22/11	Tue	1243	Not Coded	0	0	1	Day	Dry	Other Contributing Action
134	16.058	02/26/11	Sat	2115	Angle	0	0	1	Night	Dry	No Contributing Action
135	16.058	06/24/11	Fri	1752	Rear-End	0	0	1	Day	Wet	No Contributing Action
136	16.106	12/29/11	Thu	1757	Sideswipe	0	0	1	Day	Dry	#N/A
137	16.147	03/13/11	Sun	1500	Rear-End	0	0	1	Day	Dry	#N/A
138	16.147	12/12/11	Mon	2012	Not Coded	0	0	1	Night	Dry	No Contributing Action
139	16.152	02/05/11	Sat	1127	Angle	0	0	1	Day	Dry	#N/A
140	16.152	10/31/11	Mon	0819	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
141	16.152	04/19/11	Tue	1810	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
142	16.152	07/25/11	Mon	1732	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
143	16.190	03/07/11	Mon	0935	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
144	16.209	04/30/11	Sat	1226	Rear-End	0	0	1	Day	Dry	#N/A
145	16.209	08/12/11	Fri	1604	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
146	16.209	11/22/11	Tue	1806	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
147	16.219	03/23/11	Wed	0025	Utility Pole/Light Support	0	1	0	Night	Dry	Drove too Fast for Conditions
148	16.219	05/25/11	Wed	1258	Rear-End	0	0	1	Day	Dry	#N/A
149	16.228	02/04/11	Fri	0953	Guardrail Face	0	1	0	Night	Wet	#N/A
150	16.228	04/13/11	Wed	0912	Rear-End	0	0	1	Day	Dry	Other Contributing Action
151	16.243	06/23/11	Thu	0646	Guardrail Face	0	0	1	Day	Dry	#N/A
152	16.297	04/17/11	Sun	0312	Concrete Traffic Barrier	1	0	0	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
153	16.332	02/04/11	Fri	2125	Guardrail End	0	1	0	Night	Wet	Careless or Negligent Manner
154	16.336	08/06/11	Sat	0420	Angle	0	4	0	Night	Dry	No Contributing Action
155	16.339	09/03/11	Sat	1330	Sideswipe	0	0	1	Day	Wet	#N/A
156	16.343	04/06/11	Wed	0840	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
157	16.356	12/10/11	Sat	0110	Angle	0	2	0	Night	Wet	Careless or Negligent Manner
158	16.362	10/21/11	Fri	1538	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
159	16.365	02/28/11	Mon	1649	Rear-End	0	0	1	Day	Dry	No Contributing Action
160	16.365	03/23/11	Wed	1740	Rear-End	0	1	0	Day	Dry	#N/A
161	16.387	03/02/11	Wed	0058	Concrete Traffic Barrier	0	2	0	Night	Wet	No Contributing Action
162	16.394	09/03/11	Sat	1928	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
163	16.398	09/03/11	Sat	1403	Sideswipe	0	0	1	Day	Wet	No Contributing Action
164	16.432	01/13/11	Thu	0937	Rear-End	0	2	0	Day	Dry	Other Contributing Action
165	16.432	05/24/11	Tue	1748	Concrete Traffic Barrier	0	0	1	Day	Dry	Other Contributing Action
166	16.437	11/14/11	Mon	1802	Rear-End	0	0	1	Night	Dry	No Contributing Action
167	16.437	12/27/11	Tue	1747	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
168	16.454	09/04/11	Sun	0726	Other Non-Collision	0	0	1	Day	Dry	#N/A
169	16.466	06/07/11	Tue	0742	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
170	16.487	08/18/11	Thu	1921	Other Non-Collision	0	0	1	Night	Dry	Other Contributing Action
171	16.487	12/12/11	Mon	1820	Angle	0	0	1	Day	Dry	#N/A
172	16.489	02/19/11	Sat	0945	Rear-End	0	1	0	Day	Dry	Other Contributing Action
173	16.489	08/20/11	Sat	0030	Angle	0	1	0	Night	Dry	Failed To Keep In Proper Lane
174	16.526	06/26/11	Sun	2305	Concrete Traffic Barrier	0	1	0	Night	Wet	#N/A
175	16.526	07/25/11	Mon	0839	Concrete Traffic Barrier	0	2	0	Day	Dry	Failed To Keep In Proper Lane
176	16.537	11/02/11	Wed	1823	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action
177	16.537	03/06/11	Sun	0806	Not Coded	0	0	1	Day	Wet	#N/A
178	16.570	01/13/11	Thu	1111	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
179	16.570	02/10/11	Thu	0940	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
180	16.587	03/03/11	Thu	1551	Rear-End	0	0	1	Day	Dry	#N/A
181	16.587	03/12/11	Sat	0400	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
182	16.587	04/14/11	Thu	1737	Rear-End	0	0	1	Day	Wet	No Contributing Action
183	16.587	04/21/11	Thu	1428	Rear-End	0	0	1	Day	Dry	No Contributing Action
184	16.587	04/21/11	Thu	2051	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
185	16.587	05/02/11	Mon	0748	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
186	16.587	04/03/11	Sun	1754	Sideswipe	0	3	0	Day	Dry	Careless or Negligent Manner
187	16.587	05/25/11	Wed	1724	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
188	16.587	06/16/11	Thu	1737	Rear-End	0	0	1	Day	Dry	#N/A
189	16.587	05/20/11	Fri	1535	Rear-End	0	0	1	Day	Dry	No Contributing Action
190	16.587	06/08/11	Wed	0304	Rear-End	0	1	0	Night	Dry	#N/A
191	16.587	08/24/11	Wed	1752	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
192	16.587	09/05/11	Mon	0536	Rear-End	0	0	1	Night	Dry	#N/A
193	16.587	06/03/11	Fri	1342	Not Coded	0	0	1	Day	Dry	No Contributing Action
194	16.587	08/11/11	Thu	1646	Rear-End	0	2	0	Day	Wet	No Contributing Action
195	16.587	12/02/11	Fri	0959	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
196	16.587	11/14/11	Mon	1533	Traffic Sign Support	0	0	1	Day	Dry	Careless or Negligent Manner
197	16.587	10/31/11	Mon	0844	Other Non-Collision	0	3	0	Day	Wet	Other Contributing Action
198	16.602	03/29/11	Tue	0711	Angle	0	1	0	Day	Dry	Improper Passing
199	16.637	04/07/11	Thu	2151	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
200	16.711	03/06/11	Sun	1925	Rear-End	0	4	0	Night	Wet	Other Contributing Action
201	16.737	10/30/11	Sun	0014	Concrete Traffic Barrier	0	5	0	Night	Wet	#N/A
202	0.000	03/17/11	Thu	1554	Rear-End	0	0	1	Day	Dry	No Contributing Action
203	0.000	01/26/11	Wed	0939	Utility Pole/Light Support	0	1	0	Day	Dry	Ran Off Roadway
204	0.009	04/28/11	Thu	1159	Rear-End	0	0	1	Day	Dry	#N/A
205	0.214	02/09/11	Wed	1612	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
206	0.233	08/14/11	Sun	2138	Pedalcycle	0	1	0	Night	Dry	#N/A
207	0.314	05/31/11	Tue	0248	Overturn/Rollover	0	2	0	Night	Wet	Drove too Fast for Conditions
208	0.047	09/29/11	Thu	0900	Traffic Sign Support	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
208	**2**	**88**	**119**	**93**	**0**	**18**	**0**	**0**	**35**	**0**	**1**	**0**	**37**	**0**	**13**
Percent	*0.96%*	*42.31%*	*57.21%*	*44.71%*	*0.00%*	*8.65%*	*0.00%*	*0.00%*	*16.83%*	*0.00%*	*0.48%*	*0.00%*	*17.79%*	*0.00%*	*6.25%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**129**	**79**	**47**	**161**	**57**	**0**	**1**	**0**	**4**	**2**	**0**	**1**	**1**	**14**	**0**
Percent	*62.02%*	*37.98%*	*22.60%*	*77.40%*	*27.40%*	*0.00%*	*0.48%*	*0.00%*	*1.92%*	*0.96%*	*0.00%*	*0.48%*	*0.48%*	*6.73%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **240,901**

SPOT CRASH RATE **1.102** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	14.675	10/01/12	Mon	1018	Rear-End	0	0	1	Day	Dry	Over-Correcting/Over-Steering
2	14.770	06/12/12	Tue	1642	Other Non-Collision	0	2	0	Day	Dry	Swerved Or Avoided
3	14.804	06/01/12	Fri	0747	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
4	14.804	09/13/12	Thu	1446	Angle	0	6	0	Night	Wet	Drove too Fast for Conditions
5	14.804	07/13/12	Fri	1039	Sideswipe	0	0	1	Day	Wet	No Contributing Action
6	14.804	07/24/12	Tue	0755	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	14.804	06/01/12	Fri	0808	Other Non-Fixed Object	0	2	0	Day	Wet	No Contributing Action
8	14.804	04/08/12	Sun	1546	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
9	14.804	02/15/12	Wed	1632	Rear-End	0	1	0	Day	Dry	Other Contributing Action
10	14.804	02/25/12	Sat	0819	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
11	14.804	01/10/12	Tue	1834	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
12	14.804	01/30/12	Mon	1658	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
13	14.804	03/14/12	Wed	1726	Rear-End	0	0	1	Day	Dry	No Contributing Action
14	14.804	04/05/12	Thu	0700	Sideswipe	0	0	1	Day	Wet	#N/A
15	14.804	02/21/12	Tue	1933	Sideswipe	0	0	1	Night	Dry	#N/A
16	14.804	05/10/12	Thu	1053	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
17	14.804	07/22/12	Sun	0402	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
18	14.804	06/08/12	Fri	1620	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
19	14.804	07/19/12	Thu	1746	Rear-End	0	0	1	Day	Dry	No Contributing Action
20	14.804	08/23/12	Thu	1650	Rear-End	0	1	0	Day	Dry	Followed too Closely
21	14.804	09/05/12	Wed	0918	Rear-End	0	0	1	Day	Wet	No Contributing Action
22	14.804	08/21/12	Tue	0703	Other Non-Fixed Object	0	0	1	Day	Wet	No Contributing Action
23	14.804	07/11/12	Wed	0138	Concrete Traffic Barrier	0	0	1	Night	Wet	#N/A
24	14.804	11/08/12	Thu	2255	Concrete Traffic Barrier	0	1	0	Night	Dry	Other Contributing Action
25	14.804	09/11/12	Tue	1821	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
26	14.804	11/12/12	Mon	1514	Rear-End	0	0	1	Day	Dry	#N/A
27	14.804	12/09/12	Sun	0035	Angle	0	0	1	Night	Dry	#N/A
28	14.804	11/24/12	Sat	2330	Rear-End	0	1	0	Night	Dry	#N/A
29	14.804	11/30/12	Fri	1416	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
30	14.823	01/10/12	Tue	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	14.823	04/20/12	Fri	1020	Rear-End	0	0	1	Day	Dry	Other Contributing Action
32	14.823	06/15/12	Fri	0730	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
33	14.854	11/16/12	Fri	2128	Angle	0	1	0	Night	Wet	#N/A
34	14.854	08/23/12	Thu	1731	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
35	14.856	12/13/12	Thu	1030	Sideswipe	0	0	1	Day	Dry	#N/A
36	14.865	01/09/12	Mon	1755	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
37	14.865	11/19/12	Mon	2227	Rear-End	0	0	1	Night	Dry	Other Contributing Action
38	14.884	04/14/12	Sat	0130	Concrete Traffic Barrier	0	3	0	Night	Wet	Drove too Fast for Conditions
39	14.884	06/22/12	Fri	0955	Pedestrian	0	3	0	Day	Dry	Failed To Keep In Proper Lane
40	14.884	12/21/12	Fri	2218	Concrete Traffic Barrier	0	0	1	Night	Dry	Over-Correcting/Over-Steering
41	14.954	01/26/12	Thu	0707	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
42	14.954	01/27/12	Fri	0754	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
43	14.954	08/14/12	Tue	0530	Concrete Traffic Barrier	0	1	0	Night	Wet	Other Contributing Action
44	14.954	12/04/12	Tue	0805	Rear-End	0	0	1	Day	Dry	#N/A
45	14.959	05/12/12	Sat	1415	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
46	14.959	04/29/12	Sun	1155	Guardrail Face	0	1	0	Day	Wet	Drove too Fast for Conditions
47	14.959	04/27/12	Fri	0907	Other Non-Fixed Object	0	0	1	Day	Dry	#N/A
48	14.973	04/13/12	Fri	0730	Rear-End	0	0	1	Day	Dry	Other Contributing Action
49	14.978	04/05/12	Thu	0731	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
50	15.016	05/10/12	Thu	1515	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
51	15.016	07/13/12	Fri	0813	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
52	15.035	11/18/12	Sun	0200	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
53	15.069	04/13/12	Fri	0554	Sideswipe	0	1	0	Night	Dry	#N/A
54	15.115	11/29/12	Thu	2006	Concrete Traffic Barrier	0	0	1	Night	Dry	Swerved Or Avoided
55	15.134	06/16/12	Sat	1410	Angle	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
56	15.134	02/07/12	Tue	1334	Rear-End	0	0	1	Day	Dry	No Contributing Action
57	15.134	02/07/12	Tue	1449	Rear-End	0	0	1	Day	Dry	No Contributing Action
58	15.134	09/14/12	Fri	0744	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
59	15.134	10/15/12	Mon	1120	Angle	0	3	0	Day	Dry	#N/A
60	15.144	06/04/12	Mon	0647	Sideswipe	0	0	1	Day	Dry	#N/A
61	15.163	08/29/12	Wed	0815	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
62	15.201	08/06/12	Mon	1100	Sideswipe	0	0	1	Day	Wet	Swerved Or Avoided
63	15.201	06/01/12	Fri	1728	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
64	15.201	08/06/12	Mon	0738	Rear-End	0	0	1	Day	Wet	Other Contributing Action
65	15.201	08/16/12	Thu	0737	Rear-End	0	0	1	Day	Dry	Other Contributing Action
66	15.201	09/21/12	Fri	1724	Rear-End	0	3	0	Day	Wet	Other Contributing Action
67	15.203	04/15/12	Sun	0825	Guardrail Face	0	1	0	Day	Dry	Careless or Negligent Manner
68	15.206	08/15/12	Wed	1315	Rear-End	0	0	1	Day	Dry	Other Contributing Action
69	15.247	01/04/12	Wed	0653	Sideswipe	0	0	1	Day	Dry	#N/A
70	15.292	03/03/12	Sat	1950	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
71	15.292	03/29/12	Thu	0211	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
72	15.295	01/01/12	Sun	0400	Guardrail Face	0	0	1	Night	Dry	Ran Off Roadway
73	15.304	12/13/12	Thu	0825	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
74	15.304	02/01/12	Wed	2043	Sideswipe	0	2	0	Night	Dry	Improper Passing
75	15.306	09/11/12	Tue	0745	Pedestrian	0	0	1	Day	Dry	#N/A
76	15.330	04/26/12	Thu	1446	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
77	15.356	09/21/12	Fri	1000	Not Coded	0	0	1	Day	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	15.356	05/03/12	Thu	1814	Rear-End	0	0	1	Day	Dry	Followed too Closely
79	15.356	08/15/12	Wed	0807	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
80	15.356	03/13/12	Tue	0740	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
81	15.356	01/06/12	Fri	0548	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
82	15.356	01/07/12	Sat	0519	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
83	15.356	02/18/12	Sat	0202	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
84	15.356	03/27/12	Tue	0701	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
85	15.356	05/15/12	Tue	1325	Other Non-Collision	0	0	1	Day	Dry	#N/A
86	15.356	05/21/12	Mon	1633	Rear-End	0	0	1	Day	Dry	Other Contributing Action
87	15.356	05/23/12	Wed	0707	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
88	15.356	07/01/12	Sun	1630	Sideswipe	0	0	1	Day	Dry	#N/A
89	15.356	09/06/12	Thu	0813	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
90	15.356	11/08/12	Thu	1846	Rear-End	0	1	0	Night	Dry	No Contributing Action
91	15.356	12/17/12	Mon	1648	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
92	15.406	08/15/12	Wed	1429	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
93	15.406	09/28/12	Fri	1215	Sideswipe	0	0	1	Day	Dry	No Contributing Action
94	15.447	12/04/12	Tue	1830	Rear-End	0	0	1	Night	Dry	Followed too Closely
95	15.473	12/28/12	Fri	1704	Pedestrian	0	6	0	Day	Dry	Erratic, Reckless or Aggressive
96	15.485	02/21/12	Tue	0833	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
97	15.497	04/24/12	Tue	1650	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
98	15.506	07/07/12	Sat	1520	Not Coded	0	1	0	Day	Dry	#N/A
99	15.606	08/21/12	Tue	0630	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
100	15.606	06/28/12	Thu	0725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
101	15.606	01/05/12	Thu	1404	Rear-End	0	0	1	Day	Dry	No Contributing Action
102	15.606	02/21/12	Tue	1908	Not Coded	0	1	0	Night	Dry	No Contributing Action
103	15.606	01/08/12	Sun	2041	Sideswipe	0	0	1	Night	Dry	#N/A
104	15.606	03/12/12	Mon	0805	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
105	15.606	07/05/12	Thu	0900	Not Coded	0	0	1	Day	Dry	No Contributing Action
106	15.606	07/13/12	Fri	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
107	15.606	07/01/12	Sun	0432	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
108	15.606	10/12/12	Fri	1532	Sideswipe	0	3	0	Day	Dry	Failed To Keep In Proper Lane
109	15.606	10/27/12	Sat	1905	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
110	15.606	09/05/12	Wed	1610	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
111	15.606	09/12/12	Wed	1741	Concrete Traffic Barrier	0	1	0	Day	Wet	No Contributing Action
112	15.606	12/10/12	Mon	1814	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
113	15.606	10/18/12	Thu	1034	Angle	0	0	1	Day	Dry	Other Contributing Action
114	15.606	12/08/12	Sat	1321	Rear-End	0	2	0	Day	Dry	No Contributing Action
115	15.679	12/06/12	Thu	0735	Concrete Traffic Barrier	0	0	1	Day	Dry	Over-Correcting/Over-Steering
116	15.747	03/09/12	Fri	1627	Rear-End	0	0	1	Day	Dry	Followed too Closely
117	15.747	01/07/12	Sat	2248	Not Coded	0	1	0	Night	Dry	Other Contributing Action
118	15.747	03/23/12	Fri	1823	Rear-End	0	0	1	Day	Dry	#N/A
119	15.747	02/23/12	Thu	1439	Sideswipe	0	0	1	Day	Dry	#N/A
120	15.747	07/19/12	Thu	1454	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
121	15.747	07/19/12	Thu	1741	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	15.747	09/14/12	Fri	0503	Tree (Standing)	0	1	0	Night	Dry	No Contributing Action
123	15.747	07/26/12	Thu	1419	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
124	15.800	03/11/12	Sun	0021	Other Non-Collision	0	0	1	Night	Dry	#N/A
125	15.847	08/18/12	Sat	2351	Angle	0	1	0	Night	Wet	#N/A
126	15.847	09/02/12	Sun	2307	Other Fixed Object	0	1	0	Night	Dry	No Contributing Action
127	15.997	05/29/12	Tue	0841	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
128	15.997	01/04/12	Wed	1801	Rear-End	0	1	0	Night	Dry	#N/A
129	15.997	03/08/12	Thu	0825	Rear-End	0	2	0	Day	Wet	No Contributing Action
130	15.997	02/09/12	Thu	0923	Rear-End	0	0	1	Day	Wet	Followed too Closely
131	15.997	03/22/12	Thu	0153	Rear-End	0	1	0	Night	Dry	Followed too Closely
132	15.997	01/06/12	Fri	2203	Sideswipe	0	0	1	Night	Dry	No Contributing Action
133	15.997	03/11/12	Sun	2137	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
134	15.997	07/28/12	Sat	1723	Sideswipe	0	0	1	Day	Dry	No Contributing Action
135	15.997	04/16/12	Mon	0849	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
136	15.997	07/03/12	Tue	1300	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
137	15.997	07/21/12	Sat	2247	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
138	15.997	06/20/12	Wed	1754	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
139	15.997	08/03/12	Fri	1652	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
140	15.997	07/17/12	Tue	1712	Sideswipe	0	0	1	Day	Wet	No Contributing Action
141	15.997	10/27/12	Sat	2000	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
142	15.997	07/03/12	Tue	1212	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	#N/A
143	15.997	08/17/12	Fri	2040	Sideswipe	0	1	0	Night	Wet	#N/A
144	15.997	12/03/12	Mon	0540	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
145	15.997	11/08/12	Thu	0021	Angle	0	0	1	Night	Dry	#N/A
146	15.997	09/21/12	Fri	1835	Rear-End	0	0	1	Day	Wet	#N/A
147	15.997	09/09/12	Sun	1914	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
148	15.997	11/02/12	Fri	1417	Struck by Falling/Shifting Cargo	0	2	0	Day	Dry	Other Contributing Action
149	15.997	11/08/12	Thu	1840	Rear-End	0	0	1	Night	Dry	No Contributing Action
150	16.026	01/12/12	Thu	1726	Rear-End	0	3	0	Night	Dry	No Contributing Action
151	16.039	07/25/12	Wed	0819	Rear-End	0	0	1	Day	Dry	Other Contributing Action
152	16.047	02/03/12	Fri	1553	Rear-End	0	1	0	Day	Dry	#N/A
153	16.047	04/27/12	Fri	2254	Concrete Traffic Barrier	0	2	0	Night	Dry	#N/A
154	16.047	06/01/12	Fri	1404	Rear-End	0	0	1	Day	Wet	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
155	16.058	05/30/12	Wed	1723	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
156	16.058	09/23/12	Sun	1510	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
157	16.058	01/08/12	Sun	2025	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
158	16.058	02/07/12	Tue	0813	Rear-End	0	0	1	Day	Wet	Followed too Closely
159	16.058	04/13/12	Fri	1247	Rear-End	0	0	1	Day	Wet	#N/A
160	16.058	11/04/12	Sun	1103	Sideswipe	0	0	1	Day	Dry	#N/A
161	16.097	10/12/12	Fri	1549	Rear-End	0	0	1	Day	Dry	#N/A
162	16.133	01/31/12	Tue	1121	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
163	16.147	02/15/12	Wed	0932	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
164	16.152	02/22/12	Wed	1032	Rear-End	0	1	0	Day	Dry	Other Contributing Action
165	16.152	02/10/12	Fri	0719	Rear-End	0	0	1	Day	Wet	No Contributing Action
166	16.152	02/10/12	Fri	0719	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
167	16.152	08/03/12	Fri	0054	Sideswipe	0	0	1	Night	Dry	#N/A
168	16.152	10/10/12	Wed	0830	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
169	16.171	05/19/12	Sat	1004	Rear-End	0	1	0	Day	Dry	Other Contributing Action
170	16.190	01/20/12	Fri	2119	Not Coded	0	1	0	Night	Dry	#N/A
171	16.190	08/03/12	Fri	1720	Rear-End	0	0	1	Day	Wet	#N/A
172	16.190	08/23/12	Thu	0902	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action
173	16.209	02/02/12	Thu	1337	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
174	16.209	01/20/12	Fri	2119	Not Coded	0	1	0	Night	Dry	#N/A
175	16.209	11/22/12	Thu	0335	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
176	16.217	08/26/12	Sun	1725	Sideswipe	0	0	1	Day	Wet	Drove too Fast for Conditions
177	16.219	01/26/12	Thu	0822	Rear-End	0	1	0	Day	Dry	Other Contributing Action
178	16.219	06/29/12	Fri	1446	Concrete Traffic Barrier	0	1	0	Day	Dry	#N/A
179	16.228	07/21/12	Sat	0518	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
180	16.228	10/15/12	Mon	0952	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
181	16.238	11/22/12	Thu	0355	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
182	16.290	08/24/12	Fri	0821	Rear-End	0	0	1	Day	Dry	Swerved Or Avoided
183	16.342	03/29/12	Thu	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
184	16.356	11/18/12	Sun	1240	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
185	16.365	02/07/12	Tue	1311	Sideswipe	0	3	0	Day	Dry	Failed To Keep In Proper Lane
186	16.375	02/24/12	Fri	2317	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
187	16.375	07/17/12	Tue	1135	Sideswipe	0	0	1	Day	Dry	No Contributing Action
188	16.394	04/08/12	Sun	0840	Rear-End	0	2	0	Day	Dry	Other Contributing Action
189	16.394	08/12/12	Sun	1929	Not Coded	0	2	0	Night	Wet	Careless or Negligent Manner
190	16.413	12/05/12	Wed	1807	Rear-End	0	0	1	Night	Dry	Followed too Closely
191	16.432	05/02/12	Wed	1731	Rear-End	0	0	1	Day	Dry	#N/A
192	16.432	08/23/12	Thu	0855	Rear-End	0	0	1	Day	Dry	#N/A
193	16.432	03/20/12	Tue	1808	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
194	16.432	02/20/12	Mon	2342	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
195	16.432	03/27/12	Tue	1724	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
196	16.437	04/12/12	Thu	0138	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
197	16.437	05/29/12	Tue	1726	Rear-End	0	1	0	Day	Dry	No Contributing Action
198	16.437	08/13/12	Mon	0020	Traffic Signal Support	0	2	0	Night	Wet	Ran Off Roadway
199	16.437	07/17/12	Tue	1445	Overturn/Rollover	0	1	0	Day	Wet	Careless or Negligent Manner
200	16.437	10/31/12	Wed	0930	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
201	16.451	07/05/12	Thu	1746	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
202	16.460	04/18/12	Wed	0438	Angle	0	2	0	Night	Dry	Careless or Negligent Manner
203	16.526	10/27/12	Sat	1808	Rear-End	0	0	1	Night	Dry	#N/A
204	16.526	12/10/12	Mon	1519	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
205	16.537	01/26/12	Thu	1622	Rear-End	0	0	1	Day	Dry	No Contributing Action
206	16.537	09/17/12	Mon	1646	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
207	16.547	12/19/12	Wed	0745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
208	16.570	02/21/12	Tue	1610	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
209	16.587	08/06/12	Mon	0728	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
210	16.587	11/02/12	Fri	1657	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
211	16.587	09/11/12	Tue	0740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
212	16.587	09/30/12	Sun	1112	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
213	16.587	02/06/12	Mon	0158	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
214	16.587	03/16/12	Fri	0337	Sideswipe	0	1	0	Night	Wet	Careless or Negligent Manner
215	16.587	03/16/12	Fri	0825	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
216	16.587	04/23/12	Mon	1528	Not Coded	0	0	1	Day	Dry	#N/A
217	16.587	03/26/12	Mon	1416	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
218	16.587	04/06/12	Fri	1349	Rear-End	0	0	1	Day	Wet	#N/A
219	16.587	04/16/12	Mon	1625	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
220	16.587	06/20/12	Wed	1820	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
221	16.587	07/12/12	Thu	1802	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
222	16.587	08/18/12	Sat	2130	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
223	16.587	09/28/12	Fri	1320	Guardrail Face	0	1	0	Day	Dry	No Contributing Action
224	16.587	10/30/12	Tue	1730	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
225	16.587	10/26/12	Fri	0425	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
226	16.587	09/28/12	Fri	1322	Sideswipe	0	0	1	Day	Dry	#N/A
227	16.587	11/10/12	Sat	0112	Angle	0	1	0	Night	Dry	#N/A
228	16.587	10/25/12	Thu	1707	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
229	16.587	09/12/12	Wed	1155	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
230	16.587	11/22/12	Thu	0618	Rear-End	0	2	0	Night	Dry	#N/A
231	16.587	11/13/12	Tue	1810	Rear-End	0	0	1	Night	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
232	16.587	12/06/12	Thu	1927	Rear-End	0	1	0	Night	Dry	No Contributing Action
233	16.621	06/06/12	Wed	1755	Concrete Traffic Barrier	0	0	1	Day	Dry	#N/A
234	16.637	05/08/12	Tue	0750	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
235	16.716	01/10/12	Tue	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
236	16.727	12/29/12	Sat	1048	Rear-End	0	0	1	Day	Dry	Followed too Closely
237	16.737	10/19/12	Fri	1602	Not Coded	0	2	0	Day	Wet	Careless or Negligent Manner
238	16.737	11/14/12	Wed	1714	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
239	16.783	04/04/12	Wed	1643	Rear-End	0	2	0	Day	Dry	#N/A
240	16.783	04/05/12	Thu	1832	Rear-End	0	4	0	Day	Dry	Other Contributing Action
241	0.575	05/25/12	Fri	0755	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
242	0.577	02/11/12	Sat	0707	Angle	0	0	1	Day	Wet	#N/A
243	0.038	10/26/12	Fri	1103	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
243	**0**	**105**	**138**	**127**	**0**	**11**	**0**	**0**	**44**	**0**	**3**	**1**	**29**	**0**	**13**
Percent	*0.00%*	*43.21%*	*56.79%*	*52.26%*	*0.00%*	*4.53%*	*0.00%*	*0.00%*	*18.11%*	*0.00%*	*1.23%*	*0.41%*	*11.93%*	*0.00%*	*5.35%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**172**	**71**	**52**	**191**	**90**	**1**	**0**	**0**	**5**	**1**	**0**	**2**	**2**	**11**	**0**
Percent	*70.78%*	*29.22%*	*21.40%*	*78.60%*	*37.04%*	*0.41%*	*0.00%*	*0.00%*	*2.06%*	*0.41%*	*0.00%*	*0.82%*	*0.82%*	*4.53%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **240,306**

SPOT CRASH RATE **1.291** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	14.754	03/31/13	Sun	1557	Sideswipe	0	0	1	Day	Dry	#N/A
2	14.754	06/10/13	Mon	0743	Rear-End	0	0	1	Day	Dry	No Contributing Action
3	14.754	10/05/13	Sat	1139	Sideswipe	0	0	1	Day	Dry	No Contributing Action
4	14.765	09/03/13	Tue	1525	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
5	14.770	01/03/13	Thu	1105	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
6	14.770	05/13/13	Mon	1325	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
7	14.773	07/18/13	Thu	0828	Sideswipe	0	0	1	Day	Wet	No Contributing Action
8	14.792	02/22/13	Fri	2131	Traffic Sign Support	0	0	1	Night	Dry	Other Contributing Action
9	14.792	12/27/13	Fri	2045	Overturn/Rollover	0	3	0	Night	Dry	Careless or Negligent Manner
10	14.796	03/29/13	Fri	1948	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
11	14.804	01/24/13	Thu	1124	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
12	14.804	01/15/13	Tue	1626	Rear-End	0	0	1	Day	Dry	No Contributing Action
13	14.804	02/08/13	Fri	2007	Concrete Traffic Barrier	0	0	1	Night	Dry	Other Contributing Action
14	14.804	02/01/13	Fri	1730	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
15	14.804	03/22/13	Fri	1600	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
16	14.804	04/12/13	Fri	0800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
17	14.804	04/30/13	Tue	1620	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
18	14.804	05/17/13	Fri	1756	Rear-End	0	0	1	Day	Dry	#N/A
19	14.804	06/10/13	Mon	1431	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	14.804	06/13/13	Thu	1947	Concrete Traffic Barrier	0	4	0	Night	Dry	Careless or Negligent Manner
21	14.804	08/02/13	Fri	0345	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
22	14.804	08/08/13	Thu	0803	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	14.804	08/12/13	Mon	1318	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24	14.804	09/25/13	Wed	0931	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
25	14.804	07/14/13	Sun	0644	Rear-End	0	0	1	Day	Wet	Failed To Keep In Proper Lane
26	14.804	07/19/13	Fri	0237	Sideswipe	0	0	1	Night	Wet	Other Contributing Action
27	14.804	09/16/13	Mon	0005	Guardrail Face	0	0	1	Day	Wet	Swerved Or Avoided
28	14.804	10/14/13	Mon	2031	Sideswipe	0	1	0	Night	Dry	#N/A
29	14.804	11/22/13	Fri	0857	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
30	14.804	12/19/13	Thu	2011	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
31	14.804	12/19/13	Thu	1633	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	14.823	01/18/13	Fri	1615	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
33	14.823	02/05/13	Tue	1735	Rear-End	0	2	0	Day	Dry	#N/A
34	14.823	10/17/13	Thu	1810	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
35	14.827	09/24/13	Tue	0720	Rear-End	0	0	1	Day	Wet	Other Contributing Action
36	14.854	03/07/13	Thu	1440	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
37	14.854	09/18/13	Wed	1715	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
38	14.854	11/21/13	Thu	1930	Rear-End	0	0	1	Night	Wet	#N/A
39	14.865	04/15/13	Mon	0851	Other Non-Collision	0	2	0	Day	Wet	Other Contributing Action
40	14.865	05/02/13	Thu	1614	Sideswipe	0	0	1	Day	Wet	Improper Turn
41	14.865	04/29/13	Mon	0757	Rear-End	0	0	1	Day	Dry	Other Contributing Action
42	14.865	07/09/13	Tue	1101	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
43	14.865	09/24/13	Tue	0743	Rear-End	0	0	1	Day	Wet	Other Contributing Action
44	14.865	10/23/13	Wed	0810	Rear-End	0	0	1	Day	Dry	Followed too Closely
45	14.954	07/30/13	Tue	1732	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
46	14.954	07/12/13	Fri	1307	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
47	14.954	08/20/13	Tue	1750	Rear-End	0	1	0	Day	Dry	Followed too Closely
48	14.954	11/15/13	Fri	1429	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
49	14.959	07/10/13	Wed	0514	Guardrail Face	0	0	1	Night	Wet	Failed To Keep In Proper Lane
50	14.959	05/28/13	Tue	0529	Not Coded	0	0	1	Night	Wet	No Contributing Action
51	14.959	08/10/13	Sat	1848	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
52	14.959	10/09/13	Wed	1650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
53	14.959	12/31/13	Tue	2142	Concrete Traffic Barrier	0	3	0	Night	Dry	No Contributing Action
54	14.973	05/29/13	Wed	0155	Tree (Standing)	0	2	0	Night	Wet	Drove too Fast for Conditions
55	14.978	06/29/13	Sat	1906	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
56	14.997	01/31/13	Thu	0844	Rear-End	0	0	1	Day	Dry	Other Contributing Action
57	14.997	10/01/13	Tue	1754	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
58	15.016	04/17/13	Wed	0827	Rear-End	0	0	1	Day	Dry	Other Contributing Action
59	15.016	05/14/13	Tue	1627	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
60	15.016	07/09/13	Tue	1435	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
61	15.016	08/12/13	Mon	1240	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
62	15.026	11/01/13	Fri	1625	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
63	15.035	06/11/13	Tue	1825	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
64	15.044	08/03/13	Sat	2029	Angle	0	4	0	Night	Wet	Swerved Or Avoided
65	15.045	11/17/13	Sun	0210	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
66	15.075	08/07/13	Wed	1706	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
67	15.115	03/23/13	Sat	1659	Sideswipe	0	4	0	Day	Dry	Careless or Negligent Manner
68	15.125	06/27/13	Thu	1320	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	15.125	06/27/13	Thu	1600	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
70	15.130	01/31/13	Thu	0844	Rear-End	0	0	1	Day	Dry	Other Contributing Action
71	15.144	11/20/13	Wed	1159	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
72	15.144	11/27/13	Wed	0728	Guardrail Face	0	1	0	Day	Wet	Drove too Fast for Conditions
73	15.163	02/05/13	Tue	1631	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
74	15.163	01/31/13	Thu	0844	Rear-End	0	0	1	Day	Dry	Other Contributing Action
75	15.163	02/02/13	Sat	0838	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
76	15.163	08/08/13	Thu	0800	Rear-End	0	2	0	Day	Dry	Other Contributing Action
77	15.182	05/18/13	Sat	1837	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	15.201	08/02/13	Fri	0739	Rear-End	0	1	0	Day	Dry	Other Contributing Action
79	15.206	01/30/13	Wed	2320	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
80	15.206	08/11/13	Sun	2055	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
81	15.210	10/18/13	Fri	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
82	15.239	12/06/13	Fri	1827	Rear-End	0	1	0	Night	Dry	Other Contributing Action
83	15.247	12/20/13	Fri	0324	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
84	15.276	10/29/13	Tue	0816	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
85	15.295	04/30/13	Tue	1745	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
86	15.295	08/22/13	Thu	2158	Sideswipe	0	0	1	Night	Dry	No Contributing Action
87	15.295	06/28/13	Fri	1625	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88	15.295	08/24/13	Sat	1221	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action
89	15.306	10/21/13	Mon	0835	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
90	15.306	03/06/13	Wed	2130	Not Coded	0	3	0	Night	Dry	Careless or Negligent Manner
91	15.306	05/24/13	Fri	1608	Rear-End	0	1	0	Day	Dry	#N/A
92	15.306	08/12/13	Mon	1653	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
93	15.356	07/13/13	Sat	1444	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
94	15.356	01/25/13	Fri	0840	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
95	15.356	05/05/13	Sun	1044	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
96	15.356	01/12/13	Sat	1102	Concrete Traffic Barrier	0	1	0	Day	Dry	Other Contributing Action
97	15.356	01/08/13	Tue	1826	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
98	15.356	02/05/13	Tue	1730	Rear-End	0	3	0	Day	Dry	Other Contributing Action
99	15.356	02/15/13	Fri	1859	Rear-End	0	0	1	Night	Wet	#N/A
100	15.356	03/25/13	Mon	1420	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
101	15.356	04/19/13	Fri	1753	Rear-End	0	0	1	Day	Dry	No Contributing Action
102	15.356	03/01/13	Fri	2128	Rear-End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
103	15.356	02/07/13	Thu	2153	Not Coded	0	0	1	Night	Dry	#N/A
104	15.356	02/19/13	Tue	1643	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
105	15.356	04/05/13	Fri	1354	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
106	15.356	04/21/13	Sun	2125	Rear-End	0	0	1	Night	Wet	#N/A
107	15.356	05/12/13	Sun	1808	Rear-End	0	0	1	Day	Wet	#N/A
108	15.356	06/15/13	Sat	0352	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
109	15.356	08/03/13	Sat	2108	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
110	15.356	07/17/13	Wed	1728	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
111	15.356	11/22/13	Fri	2033	Rear-End	0	0	1	Night	Dry	#N/A
112	15.356	10/21/13	Mon	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
113	15.356	11/05/13	Tue	1922	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
114	15.406	07/29/13	Mon	1834	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
115	15.409	08/03/13	Sat	1212	Not Coded	0	1	0	Day	Dry	Over-Correcting/Over-Steering
116	15.485	01/17/13	Thu	1214	Rear-End	0	0	1	Day	Dry	Other Contributing Action
117	15.573	01/20/13	Sun	2212	Angle	0	0	1	Night	Wet	#N/A
118	15.606	03/23/13	Sat	1825	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
119	15.606	01/27/13	Sun	1724	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
120	15.606	05/01/13	Wed	1614	Rear-End	0	0	1	Day	Wet	No Contributing Action
121	15.606	03/21/13	Thu	0026	Angle	0	1	0	Night	Dry	Other Contributing Action
122	15.606	05/23/13	Thu	1143	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
123	15.606	03/23/13	Sat	0428	Tree (Standing)	0	0	1	Night	Wet	No Contributing Action
124	15.606	05/23/13	Thu	0748	Not Coded	0	0	1	Day	Dry	No Contributing Action
125	15.606	05/31/13	Fri	1850	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
126	15.606	08/08/13	Thu	1725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
127	15.706	07/10/13	Wed	0738	Rear-End	0	1	0	Day	Wet	No Contributing Action
128	15.747	05/24/13	Fri	0816	Other Non-Fixed Object	0	1	0	Day	Dry	Other Contributing Action
129	15.747	04/05/13	Fri	0331	Concrete Traffic Barrier	0	0	1	Night	Wet	Other Contributing Action
130	15.747	06/17/13	Mon	1732	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
131	15.747	07/26/13	Fri	0645	Sideswipe	0	1	0	Day	Dry	No Contributing Action
132	15.747	07/29/13	Mon	1135	Not Coded	0	0	1	Day	Dry	No Contributing Action
133	15.747	08/25/13	Sun	1215	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
134	15.747	09/19/13	Thu	0730	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
135	15.747	11/22/13	Fri	0802	Rear-End	0	0	1	Day	Dry	Other Contributing Action
136	15.747	10/29/13	Tue	1653	Sideswipe	0	0	1	Day	Dry	#N/A
137	15.747	11/15/13	Fri	1817	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
138	15.747	11/26/13	Tue	1826	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
139	15.747	10/10/13	Thu	1329	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
140	15.747	10/11/13	Fri	1047	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
141	15.774	09/11/13	Wed	0838	Rear-End	0	0	1	Day	Wet	Other Contributing Action
142	15.776	02/21/13	Thu	1856	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
143	15.868	05/24/13	Fri	1007	Rear-End	0	0	1	Day	Dry	Other Contributing Action
144	15.868	07/30/13	Tue	0703	Concrete Traffic Barrier	0	0	1	Day	Dry	Over-Correcting/Over-Steering
145	15.868	11/08/13	Fri	0750	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
146	15.947	04/21/13	Sun	1847	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
147	15.963	02/27/13	Wed	1900	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
148	15.963	11/25/13	Mon	1044	Sideswipe	0	3	0	Day	Dry	Other Contributing Action
149	15.963	11/25/13	Mon	1044	Concrete Traffic Barrier	0	1	0	Day	Dry	Other Contributing Action
150	15.997	06/13/13	Thu	2358	Traffic Sign Support	0	0	1	Night	Dry	No Contributing Action
151	15.997	03/03/13	Sun	1507	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
152	15.997	01/28/13	Mon	0953	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
153	15.997	07/01/13	Mon	0200	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
154	15.997	02/20/13	Wed	0843	Rear-End	0	0	1	Day	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
155	15.997	05/28/13	Tue	0825	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
156	15.997	07/09/13	Tue	1620	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
157	15.997	05/25/13	Sat	2240	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
158	15.997	06/08/13	Sat	1819	Sideswipe	0	1	0	Day	Dry	Improper Passing
159	15.997	08/11/13	Sun	0715	Sideswipe	0	1	0	Day	Dry	#N/A
160	15.997	08/21/13	Wed	0830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
161	15.997	08/31/13	Sat	1545	Rear-End	0	0	1	Day	Wet	#N/A
162	15.997	09/22/13	Sun	1604	Sideswipe	0	0	1	Day	Dry	No Contributing Action
163	15.997	09/21/13	Sat	0628	Not Coded	0	0	1	Night	Wet	Swerved Or Avoided
164	15.997	09/10/13	Tue	1845	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
165	15.997	10/17/13	Thu	0330	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
166	15.997	11/08/13	Fri	1915	Rear-End	0	0	1	Night	Wet	Followed too Closely
167	15.997	11/12/13	Tue	1820	Rear-End	0	0	1	Night	Dry	Followed too Closely
168	15.997	12/06/13	Fri	0400	Sideswipe	0	0	1	Night	Dry	#N/A
169	15.997	11/21/13	Thu	1603	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
170	15.997	12/06/13	Fri	0237	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
171	16.026	02/02/13	Sat	1145	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
172	16.026	02/01/13	Fri	2340	Sideswipe	0	1	0	Night	Dry	Failed To Keep In Proper Lane
173	16.047	06/11/13	Tue	0936	Angle	0	2	0	Day	Dry	No Contributing Action
174	16.058	08/01/13	Thu	0740	Rear-End	0	3	0	Day	Dry	Improper Passing
175	16.076	04/03/13	Wed	1652	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
176	16.076	01/01/13	Tue	0358	Sideswipe	0	0	1	Night	Dry	No Contributing Action
177	16.087	01/23/13	Wed	1825	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
178	16.087	01/22/13	Tue	0953	Rear-End	0	0	1	Day	Dry	Improper Passing
179	16.095	06/08/13	Sat	0721	Angle	0	1	0	Day	Wet	Over-Correcting/Over-Steering
180	16.095	11/23/13	Sat	0001	Sideswipe	0	0	1	Night	Wet	#N/A
181	16.106	11/09/13	Sat	0228	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
182	16.114	06/10/13	Mon	1741	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
183	16.124	01/17/13	Thu	1613	Concrete Traffic Barrier	0	1	0	Day	Dry	Other Contributing Action
184	16.133	06/08/13	Sat	0802	Overturn/Rollover	0	1	0	Day	Wet	Over-Correcting/Over-Steering
185	16.147	09/12/13	Thu	0735	Concrete Traffic Barrier	0	1	0	Day	Wet	Other Contributing Action
186	16.147	10/13/13	Sun	1603	Guardrail Face	0	0	1	Day	Dry	No Contributing Action
187	16.147	11/20/13	Wed	1627	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
188	16.152	08/26/13	Mon	0826	Rear-End	0	0	1	Day	Dry	Other Contributing Action
189	16.152	02/15/13	Fri	1935	Rear-End	0	3	0	Night	Wet	Careless or Negligent Manner
190	16.152	05/06/13	Mon	1516	Rear-End	0	1	0	Day	Dry	Other Contributing Action
191	16.152	08/03/13	Sat	2110	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
192	16.152	10/23/13	Wed	1655	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
193	16.152	10/07/13	Mon	2000	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
194	16.152	11/20/13	Wed	1121	Rear-End	0	0	1	Day	Wet	Other Contributing Action
195	16.152	11/27/13	Wed	0802	Rear-End	0	0	1	Day	Wet	Other Contributing Action
196	16.171	11/20/13	Wed	1242	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
197	16.190	03/08/13	Fri	2149	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
198	16.190	03/08/13	Fri	2229	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
199	16.190	10/10/13	Thu	1644	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
200	16.209	05/10/13	Fri	0820	Rear-End	0	0	1	Day	Dry	Other Contributing Action
201	16.209	08/12/13	Mon	0645	Tree (Standing)	0	1	0	Day	Dry	No Contributing Action
202	16.219	11/08/13	Fri	1745	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
203	16.290	08/12/13	Mon	1735	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
204	16.290	09/06/13	Fri	1703	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
205	16.302	01/01/13	Tue	1809	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
206	16.314	03/22/13	Fri	2149	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
207	16.341	01/23/13	Wed	1718	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
208	16.365	03/30/13	Sat	0133	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
209	16.365	09/03/13	Tue	0804	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
210	16.365	09/21/13	Sat	0453	Not Coded	0	1	0	Night	Wet	Careless or Negligent Manner
211	16.365	07/19/13	Fri	1744	Rear-End	0	7	0	Day	Dry	Careless or Negligent Manner
212	16.365	12/20/13	Fri	1813	Rear-End	0	0	1	Night	Dry	#N/A
213	16.375	06/17/13	Mon	1658	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
214	16.375	06/17/13	Mon	1711	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
215	16.375	06/17/13	Mon	1916	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
216	16.375	06/26/13	Wed	1859	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
217	16.375	09/23/13	Mon	2350	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
218	16.375	04/17/13	Wed	0147	Sideswipe	0	0	1	Night	Wet	Drove too Fast for Conditions
219	16.413	11/04/13	Mon	1739	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
220	16.413	11/21/13	Thu	0829	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
221	16.428	07/01/13	Mon	2043	Rear-End	0	3	0	Night	Wet	Careless or Negligent Manner
222	16.432	10/01/13	Tue	1710	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
223	16.432	01/16/13	Wed	2051	Sideswipe	0	0	1	Night	Dry	#N/A
224	16.432	07/23/13	Tue	1740	Rear-End	0	0	1	Day	Dry	#N/A
225	16.432	05/09/13	Thu	0249	Rear-End	0	0	1	Night	Dry	No Contributing Action
226	16.437	01/17/13	Thu	0842	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
227	16.437	08/17/13	Sat	1732	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
228	16.486	01/01/13	Tue	1050	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
229	16.486	02/19/13	Tue	0849	Rear-End	0	0	1	Day	Dry	Other Contributing Action
230	16.489	11/15/13	Fri	2320	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
231	16.497	03/27/13	Wed	1557	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
232	16.497	03/27/13	Wed	1643	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
233	16.526	05/11/13	Sat	2243	Sideswipe	0	0	1	Night	Dry	Improper Passing
234	16.545	12/05/13	Thu	1746	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
235	16.547	02/06/13	Wed	1832	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
236	16.547	01/09/13	Wed	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
237	16.547	01/21/13	Mon	1905	Rear-End	0	4	0	Night	Wet	No Contributing Action
238	16.547	02/21/13	Thu	1653	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
239	16.564	03/02/13	Sat	0900	Rear-End	0	0	1	Day	Dry	No Contributing Action
240	16.570	04/03/13	Wed	1515	Rear-End	0	0	1	Day	Dry	No Contributing Action
241	16.587	04/25/13	Thu	1710	Rear-End	0	0	1	Day	Dry	Followed too Closely
242	16.587	01/29/13	Tue	1743	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
243	16.587	03/07/13	Thu	1620	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
244	16.587	03/18/13	Mon	1505	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
245	16.587	02/28/13	Thu	1728	Rear-End	0	0	1	Day	Dry	No Contributing Action
246	16.587	03/24/13	Sun	0340	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
247	16.587	03/09/13	Sat	1035	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
248	16.587	06/04/13	Tue	0715	Rear-End	0	1	0	Day	Wet	No Contributing Action
249	16.587	07/13/13	Sat	1525	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
250	16.587	08/05/13	Mon	0819	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
251	16.587	07/23/13	Tue	1145	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
252	16.587	07/17/13	Wed	0929	Concrete Traffic Barrier	0	0	1	Day	Wet	#N/A
253	16.587	07/29/13	Mon	0853	Rear-End	0	0	1	Day	Dry	Followed too Closely
254	16.587	09/10/13	Tue	1712	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
255	16.587	10/07/13	Mon	2000	Rear-End	0	2	0	Night	Wet	#N/A
256	16.587	10/30/13	Wed	1815	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
257	16.587	10/31/13	Thu	1410	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
258	16.587	11/11/13	Mon	0638	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
259	16.587	12/10/13	Tue	1856	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
260	16.587	12/27/13	Fri	1756	Sideswipe	0	0	1	Night	Dry	No Contributing Action
261	16.587	12/23/13	Mon	1700	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
262	16.637	07/19/13	Fri	1420	Rear-End	0	2	0	Day	Dry	Other Contributing Action
263	16.647	01/21/13	Mon	1946	Rear-End	0	4	0	Night	Wet	Careless or Negligent Manner
264	16.676	04/03/13	Wed	1516	Concrete Traffic Barrier	0	7	0	Day	Dry	Swerved Or Avoided
265	16.697	01/09/13	Wed	1840	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
266	16.716	12/20/13	Fri	0807	Rear-End	0	0	1	Day	Dry	Other Contributing Action
267	16.737	04/30/13	Tue	1719	Other Non-Fixed Object	0	0	1	Day	Wet	No Contributing Action
268	16.747	01/23/13	Wed	1846	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
269	16.797	01/21/13	Mon	1946	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
270	16.797	02/06/13	Wed	1747	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
271	16.797	02/06/13	Wed	1943	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
272	16.797	03/15/13	Fri	0740	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
273	16.797	05/28/13	Tue	1825	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
274	16.810	11/11/13	Mon	0512	Rear-End	0	1	0	Night	Dry	Other Contributing Action
275	0.120	03/06/13	Wed	2317	Guardrail Face	0	0	1	Night	Dry	Failed To Keep In Proper Lane
276	0.120	09/22/13	Sun	0620	Tree (Standing)	0	0	1	Night	Wet	Drove too Fast for Conditions
277	0.000	08/31/13	Sat	1901	Traffic Signal Support	0	0	1	Day	Wet	Drove too Fast for Conditions
278	0.000	11/15/13	Fri	2359	Not Coded	0	0	1	Night	Dry	#N/A
279	0.000	01/30/13	Wed	1445	Rear-End	0	0	1	Day	Dry	Followed too Closely
280	0.200	02/07/13	Thu	1912	Overturn/Rollover	0	0	1	Night	Dry	Followed too Closely
281	0.198	03/07/13	Thu	2057	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
282	0.198	11/15/13	Fri	1719	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
283	0.314	10/10/13	Thu	0411	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
284	0.314	08/17/13	Sat	2050	Traffic Sign Support	0	0	1	Night	Dry	Careless or Negligent Manner
285	0.000	05/12/13	Sun	1720	Utility Pole/Light Support	0	0	1	Day	Wet	Careless or Negligent Manner
286	0.038	05/20/13	Mon	0900	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
286	**0**	**112**	**174**	**170**	**0**	**9**	**0**	**0**	**43**	**0**	**1**	**0**	**38**	**0**	**12**
Percent	*0.00%*	*39.16%*	*60.84%*	*59.44%*	*0.00%*	*3.15%*	*0.00%*	*0.00%*	*15.03%*	*0.00%*	*0.35%*	*0.00%*	*13.29%*	*0.00%*	*4.20%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**196**	**90**	**76**	**210**	**139**	**0**	**1**	**0**	**11**	**4**	**0**	**0**	**0**	**7**	**0**
Percent	*68.53%*	*31.47%*	*26.57%*	*73.43%*	*48.60%*	*0.00%*	*0.35%*	*0.00%*	*3.85%*	*1.40%*	*0.00%*	*0.00%*	*0.00%*	*2.45%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **242,984**

SPOT CRASH RATE **1.503** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	14.754	10/11/14	Sat	0522	Rear-End	0	0	1	Night	Dry	No Contributing Action
2	14.754	10/27/14	Mon	1620	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
3	14.770	10/06/14	Mon	0720	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	#N/A
4	14.789	11/05/14	Wed	2210	Rear-End	0	0	1	Night	Dry	Other Contributing Action
5	14.792	06/19/14	Thu	2232	Guardrail End	0	0	1	Night	Wet	No Contributing Action
6	14.804	09/03/14	Wed	2246	Other Non-Fixed Object	0	0	1	Night	Dry	#N/A
7	14.804	01/06/14	Mon	0600	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
8	14.804	01/05/14	Sun	1455	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
9	14.804	01/06/14	Mon	1845	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
10	14.804	05/05/14	Mon	0801	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	14.804	01/29/14	Wed	1803	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
12	14.804	01/31/14	Fri	0207	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
13	14.804	02/04/14	Tue	1820	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
14	14.804	02/02/14	Sun	0522	Not Coded	0	0	1	Night	Dry	#N/A
15	14.804	01/30/14	Thu	1908	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
16	14.804	03/20/14	Thu	1445	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
17	14.804	03/31/14	Mon	1525	Sideswipe	0	0	1	Day	Dry	No Contributing Action
18	14.804	02/27/14	Thu	0830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
19	14.804	04/07/14	Mon	1642	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
20	14.804	03/09/14	Sun	1945	Sideswipe	0	0	1	Night	Dry	#N/A
21	14.804	03/03/14	Mon	0856	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
22	14.804	03/26/14	Wed	1621	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	14.804	04/04/14	Fri	0218	Sideswipe	0	1	0	Night	Dry	#N/A
24	14.804	04/07/14	Mon	2356	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
25	14.804	04/30/14	Wed	1353	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
26	14.804	04/30/14	Wed	1449	Not Coded	0	2	0	Day	Dry	No Contributing Action
27	14.804	06/05/14	Thu	1725	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
28	14.804	06/06/14	Fri	1558	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
29	14.804	06/24/14	Tue	1306	Angle	0	3	0	Day	Dry	No Contributing Action
30	14.804	06/26/14	Thu	1607	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
31	14.804	06/26/14	Thu	1643	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	14.804	07/08/14	Tue	1700	Concrete Traffic Barrier	0	1	0	Day	Wet	Careless or Negligent Manner
33	14.804	06/21/14	Sat	0630	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
34	14.804	11/18/14	Tue	1740	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
35	14.804	06/25/14	Wed	0110	Angle	0	0	1	Night	Dry	#N/A
36	14.804	08/06/14	Wed	1629	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
37	14.804	09/02/14	Tue	0858	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
38	14.804	07/06/14	Sun	1026	Other Non-Collision	0	0	1	Day	Wet	Careless or Negligent Manner
39	14.804	07/08/14	Tue	1026	Rear-End	0	0	1	Day	Dry	No Contributing Action
40	14.804	10/06/14	Mon	0914	Not Coded	0	0	1	Day	Dry	No Contributing Action
41	14.804	08/25/14	Mon	1032	Rear-End	0	0	1	Day	Dry	No Contributing Action
42	14.804	11/07/14	Fri	0921	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
43	14.804	12/29/14	Mon	0639	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
44	14.804	11/16/14	Sun	2236	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
45	14.804	10/20/14	Mon	0825	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
46	14.804	11/10/14	Mon	0728	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
47	14.804	12/27/14	Sat	1740	Rear-End	0	2	0	Night	Dry	Swerved Or Avoided
48	14.804	12/09/14	Tue	1030	Rear-End	0	1	0	Day	Dry	Other Contributing Action
49	14.854	04/17/14	Thu	1450	Rear-End	0	2	0	Day	Wet	Swerved Or Avoided
50	14.865	04/11/14	Fri	2040	Guardrail Face	0	0	1	Night	Dry	#N/A
51	14.865	04/18/14	Fri	1014	Angle	0	3	0	Day	Dry	Other Contributing Action
52	14.865	07/14/14	Mon	0900	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
53	14.865	08/16/14	Sat	1321	Not Coded	0	1	0	Day	Dry	No Contributing Action
54	14.865	11/11/14	Tue	1900	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
55	14.865	11/21/14	Fri	1204	Angle	0	0	1	Day	Wet	Other Contributing Action
56	14.902	05/13/14	Tue	0838	Sideswipe	0	1	0	Day	Wet	Other Contributing Action
57	14.954	09/13/14	Sat	1531	Rear-End	0	0	1	Day	Wet	#N/A
58	14.954	12/19/14	Fri	1533	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
59	14.959	11/10/14	Mon	0815	Rear-End	0	0	1	Day	Wet	Improper Passing
60	14.959	03/01/14	Sat	1141	Angle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
61	14.959	04/09/14	Wed	1742	Other Fixed Object	0	0	1	Day	Dry	#N/A
62	14.959	06/24/14	Tue	1354	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
63	14.959	10/17/14	Fri	2150	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
64	14.959	09/27/14	Sat	1500	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
65	14.959	12/10/14	Wed	0620	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
66	14.959	11/07/14	Fri	1455	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
67	14.978	01/25/14	Sat	1658	Rear-End	0	0	1	Day	Dry	#N/A
68	14.978	07/21/14	Mon	1459	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
69	14.997	09/03/14	Wed	0839	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
70	15.016	02/07/14	Fri	0025	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
71	15.016	05/29/14	Thu	0958	Rear-End	0	1	0	Day	Wet	Other Contributing Action
72	15.016	12/08/14	Mon	2000	Rear-End	0	1	0	Day	Dry	#N/A
73	15.035	03/04/14	Tue	0825	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
74	15.035	09/15/14	Mon	0412	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
75	15.035	10/07/14	Tue	2112	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
76	15.045	07/08/14	Tue	0831	Overturn/Rollover	0	1	0	Day	Wet	Careless or Negligent Manner
77	15.106	02/03/14	Mon	1746	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	15.110	01/28/14	Tue	0756	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
79	15.125	07/23/14	Wed	1302	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
80	15.144	05/30/14	Fri	1408	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
81	15.144	09/04/14	Thu	1335	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
82	15.144	12/26/14	Fri	0037	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
83	15.163	03/19/14	Wed	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
84	15.163	03/22/14	Sat	1133	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
85	15.163	06/11/14	Wed	0718	Rear-End	0	0	1	Day	Dry	Other Contributing Action
86	15.182	01/08/14	Wed	1514	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
87	15.182	05/12/14	Mon	1404	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
88	15.201	07/17/14	Thu	1715	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
89	15.201	07/17/14	Thu	1716	Sideswipe	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
90	15.201	04/18/14	Fri	0524	Rear-End	0	0	1	Night	Dry	No Contributing Action
91	15.201	06/06/14	Fri	1337	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
92	15.201	08/18/14	Mon	1715	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
93	15.201	09/26/14	Fri	0712	Sideswipe	0	0	1	Day	Wet	Swerved Or Avoided
94	15.201	11/02/14	Sun	1500	Rear-End	0	3	0	Day	Dry	Other Contributing Action
95	15.206	01/31/14	Fri	1915	Rear-End	0	1	0	Night	Dry	#N/A
96	15.206	10/24/14	Fri	1428	Struck by Falling/Shifting Cargo	0	0	1	Day	Wet	No Contributing Action
97	15.247	02/22/14	Sat	1551	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
98	15.258	05/15/14	Thu	1803	Rear-End	0	0	1	Day	Wet	#N/A
99	15.258	11/04/14	Tue	0702	Rear-End	0	3	0	Day	Dry	Other Contributing Action
100	15.295	06/23/14	Mon	0837	Tree (Standing)	0	0	1	Day	Dry	Over-Correcting/Over-Steering
101	15.295	08/02/14	Sat	2153	Rear-End	0	1	0	Night	Dry	Other Contributing Action
102	15.295	11/20/14	Thu	0802	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
103	15.306	02/06/14	Thu	1840	Not Coded	0	0	1	Night	Dry	#N/A
104	15.306	08/13/14	Wed	1658	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
105	15.333	09/24/14	Wed	1853	Parked Motor Vehicle	0	1	0	Night	Dry	Careless or Negligent Manner
106	15.356	01/03/14	Fri	1510	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
107	15.356	03/10/14	Mon	2150	Not Coded	0	5	0	Night	Dry	#N/A
108	15.356	01/08/14	Wed	1716	Rear-End	0	0	1	Day	Wet	#N/A
109	15.356	04/05/14	Sat	1414	Rear-End	0	2	0	Day	Dry	No Contributing Action
110	15.356	01/10/14	Fri	0711	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
111	15.356	04/10/14	Thu	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
112	15.356	04/17/14	Thu	2116	Sideswipe	0	0	1	Night	Wet	Other Contributing Action
113	15.356	04/29/14	Tue	1718	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
114	15.356	05/29/14	Thu	1825	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
115	15.356	08/27/14	Wed	0930	Sideswipe	0	0	1	Day	Dry	No Contributing Action
116	15.356	07/29/14	Tue	1807	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
117	15.356	07/05/14	Sat	2248	Sideswipe	0	0	1	Night	Wet	#N/A
118	15.356	10/22/14	Wed	1005	Rear-End	0	0	1	Day	Dry	#N/A
119	15.356	08/07/14	Thu	0916	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
120	15.356	08/22/14	Fri	1619	Rear-End	0	0	1	Day	Dry	#N/A
121	15.356	08/25/14	Mon	1824	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
122	15.356	09/09/14	Tue	1733	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
123	15.356	10/04/14	Sat	0431	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
124	15.356	10/04/14	Sat	0439	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
125	15.356	09/25/14	Thu	0845	Rear-End	0	1	0	Day	Dry	Followed too Closely
126	15.356	10/06/14	Mon	1325	Not Coded	0	0	1	Day	Dry	Other Contributing Action
127	15.356	11/25/14	Tue	2331	Rear-End	0	0	1	Night	Dry	#N/A
128	15.356	10/23/14	Thu	1455	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
129	15.356	10/31/14	Fri	1356	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
130	15.406	08/04/14	Mon	1840	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
131	15.485	03/24/14	Mon	0901	Rear-End	0	1	0	Day	Dry	Other Contributing Action
132	15.485	03/18/14	Tue	0835	Rear-End	0	0	1	Day	Wet	Other Contributing Action
133	15.506	04/29/14	Tue	1917	Sideswipe	0	0	1	Night	Dry	#N/A
134	15.554	12/04/14	Thu	1559	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
135	15.561	05/16/14	Fri	1256	Sideswipe	0	0	1	Day	Dry	#N/A
136	15.606	01/23/14	Thu	1838	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
137	15.606	03/27/14	Thu	1630	Rear-End	0	0	1	Day	Dry	#N/A
138	15.606	03/04/14	Tue	0845	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
139	15.606	05/27/14	Tue	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
140	15.606	04/11/14	Fri	2206	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
141	15.606	06/20/14	Fri	0940	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
142	15.606	10/09/14	Thu	1309	Not Coded	0	0	1	Day	Dry	Other Contributing Action
143	15.606	12/23/14	Tue	1745	Angle	0	0	1	Night	Dry	#N/A
144	15.606	11/03/14	Mon	1733	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
145	15.606	11/07/14	Fri	1713	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
146	15.606	12/02/14	Tue	1044	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
147	15.606	12/02/14	Tue	1051	Other Non-Collision	0	0	1	Day	Wet	#N/A
148	15.606	10/05/14	Sun	2132	Sideswipe	0	0	1	Night	Dry	#N/A
149	15.606	10/16/14	Thu	1438	Rear-End	0	0	1	Day	Dry	Other Contributing Action
150	15.636	05/01/14	Thu	0955	Rear-End	0	0	1	Day	Dry	Other Contributing Action
151	15.747	08/06/14	Wed	0250	Rear-End	0	0	1	Night	Dry	#N/A
152	15.747	02/23/14	Sun	1840	Not Coded	0	0	1	Night	Dry	#N/A
153	15.747	03/25/14	Tue	1640	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
154	15.747	05/24/14	Sat	0330	Rear-End	0	0	1	Night	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
155	15.747	07/01/14	Tue	1638	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
156	15.747	07/14/14	Mon	1650	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
157	15.747	09/24/14	Wed	0841	Not Coded	0	0	1	Day	Wet	No Contributing Action
158	15.747	09/25/14	Thu	1610	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
159	15.747	12/02/14	Tue	1340	Concrete Traffic Barrier	0	1	0	Day	Wet	No Contributing Action
160	15.747	11/05/14	Wed	0733	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
161	15.856	10/09/14	Thu	0709	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
162	15.856	10/03/14	Fri	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
163	15.868	04/14/14	Mon	1326	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
164	15.868	05/08/14	Thu	1029	Sideswipe	0	0	1	Day	Dry	Over-Correcting/Over-Steering
165	15.868	11/20/14	Thu	2023	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
166	15.947	09/18/14	Thu	0825	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
167	15.963	10/07/14	Tue	0904	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
168	15.975	10/20/14	Mon	1510	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
169	15.997	10/23/14	Thu	1600	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
170	15.997	01/09/14	Thu	1103	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
171	15.997	04/22/14	Tue	0745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
172	15.997	03/17/14	Mon	0115	Not Coded	0	1	0	Night	Dry	#N/A
173	15.997	01/09/14	Thu	1612	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
174	15.997	02/10/14	Mon	1350	Other Non-Fixed Object	0	1	0	Day	Dry	No Contributing Action
175	15.997	10/23/14	Thu	0802	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
176	15.997	03/06/14	Thu	1615	Sideswipe	0	0	1	Day	Wet	No Contributing Action
177	15.997	02/11/14	Tue	0714	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
178	15.997	02/27/14	Thu	0956	Traffic Sign Support	0	0	1	Day	Dry	No Contributing Action
179	15.997	06/17/14	Tue	1249	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
180	15.997	07/14/14	Mon	0739	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
181	15.997	05/02/14	Fri	0811	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
182	15.997	03/24/14	Mon	1822	Not Coded	0	1	0	Night	Wet	#N/A
183	15.997	05/14/14	Wed	1809	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
184	15.997	06/07/14	Sat	0535	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
185	15.997	04/15/14	Tue	0828	Rear-End	0	0	1	Day	Dry	Other Contributing Action
186	15.997	08/08/14	Fri	1702	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
187	15.997	05/31/14	Sat	1458	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
188	15.997	08/07/14	Thu	0735	Rear-End	0	0	1	Day	Dry	No Contributing Action
189	15.997	08/11/14	Mon	1300	Rear-End	0	0	1	Day	Dry	#N/A
190	15.997	08/02/14	Sat	2048	Not Coded	0	1	0	Night	Wet	Careless or Negligent Manner
191	15.997	09/22/14	Mon	1343	Not Coded	0	0	1	Day	Wet	#N/A
192	15.997	11/06/14	Thu	1351	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
193	15.997	11/19/14	Wed	1851	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
194	15.997	11/19/14	Wed	1852	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
195	15.997	10/05/14	Sun	0558	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
196	15.997	10/28/14	Tue	0837	Sideswipe	0	0	1	Day	Dry	Improper Passing
197	16.020	03/02/14	Sun	0123	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
198	16.020	12/14/14	Sun	1200	Rear-End	0	1	0	Day	Dry	Other Contributing Action
199	16.047	04/10/14	Thu	1750	Rear-End	0	1	0	Day	Dry	#N/A
200	16.047	09/17/14	Wed	0745	Rear-End	0	1	0	Day	Dry	Followed too Closely
201	16.058	05/13/14	Tue	1504	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
202	16.058	03/14/14	Fri	0336	Other Non-Collision	0	1	0	Night	Dry	Other Contributing Action
203	16.058	12/05/14	Fri	0850	Rear-End	0	0	1	Day	Dry	Other Contributing Action
204	16.058	09/26/14	Fri	1743	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
205	16.058	12/02/14	Tue	1625	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
206	16.058	11/20/14	Thu	0858	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
207	16.087	08/08/14	Fri	1850	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
208	16.095	09/02/14	Tue	1552	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
209	16.106	01/29/14	Wed	1800	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
210	16.106	06/09/14	Mon	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
211	16.114	07/08/14	Tue	0917	Rear-End	0	0	1	Day	Dry	Other Contributing Action
212	16.147	01/18/14	Sat	1325	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
213	16.147	02/22/14	Sat	1508	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
214	16.147	10/30/14	Thu	1553	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
215	16.152	07/27/14	Sun	0102	Rear-End	0	0	1	Night	Dry	#N/A
216	16.152	09/17/14	Wed	1806	Rear-End	0	0	1	Day	Wet	#N/A
217	16.152	11/06/14	Thu	1510	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
218	16.162	02/13/14	Thu	1853	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
219	16.171	01/22/14	Wed	1746	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
220	16.171	04/18/14	Fri	1123	Not Coded	0	1	0	Day	Dry	Improper Passing
221	16.171	12/07/14	Sun	0003	Rear-End	0	1	0	Night	Dry	Other Contributing Action
222	16.171	12/06/14	Sat	2359	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
223	16.190	01/20/14	Mon	1613	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
224	16.190	04/15/14	Tue	0420	Traffic Sign Support	0	1	0	Night	Dry	Careless or Negligent Manner
225	16.190	10/08/14	Wed	1555	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
226	16.209	03/31/14	Mon	1510	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
227	16.209	05/27/14	Tue	1755	Rear-End	0	1	0	Day	Dry	#N/A
228	16.209	10/23/14	Thu	1853	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
229	16.219	07/03/14	Thu	1333	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
230	16.219	09/09/14	Tue	2040	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
231	16.219	11/15/14	Sat	2027	Sideswipe	0	0	1	Night	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 14.665 TO 16.811 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
232	16.228	03/20/14	Thu	1757	Sideswipe	0	0	1	Day	Dry	#N/A
233	16.228	03/08/14	Sat	0602	Parked Motor Vehicle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
234	16.228	03/09/14	Sun	1117	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
235	16.228	04/07/14	Mon	1438	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
236	16.228	07/23/14	Wed	1921	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
237	16.228	08/15/14	Fri	1330	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
238	16.228	10/12/14	Sun	0609	Rear-End	0	0	1	Night	Dry	#N/A
239	16.228	12/17/14	Wed	1656	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
240	16.275	05/29/14	Thu	1705	Rear-End	0	1	0	Day	Wet	#N/A
241	16.339	01/06/14	Mon	0844	Rear-End	0	0	1	Day	Dry	Swerved Or Avoided
242	16.346	02/24/14	Mon	0732	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
243	16.347	09/14/14	Sun	0458	Overturn/Rollover	0	2	0	Night	Wet	Drove too Fast for Conditions
244	16.351	01/08/14	Wed	1455	Not Coded	0	0	1	Day	Wet	Careless or Negligent Manner
245	16.356	01/14/14	Tue	0823	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
246	16.356	05/01/14	Thu	2005	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
247	16.365	12/18/14	Thu	1002	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
248	16.394	05/08/14	Thu	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
249	16.394	12/03/14	Wed	0819	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
250	16.413	01/18/14	Sat	1709	Rear-End	0	0	1	Day	Dry	#N/A
251	16.432	02/20/14	Thu	1837	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
252	16.432	06/11/14	Wed	1752	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
253	16.432	06/24/14	Tue	1757	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
254	16.432	09/02/14	Tue	1510	Pedestrian	0	1	0	Day	Dry	Improper Passing
255	16.437	01/15/14	Wed	0830	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
256	16.437	01/24/14	Fri	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
257	16.437	04/01/14	Tue	1729	Rear-End	0	0	1	Day	Dry	No Contributing Action
258	16.437	04/20/14	Sun	0430	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
259	16.437	03/26/14	Wed	0820	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
260	16.437	03/26/14	Wed	0820	Sideswipe	0	0	1	Day	Dry	#N/A
261	16.437	09/12/14	Fri	1625	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
262	16.451	02/21/14	Fri	1623	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
263	16.451	06/10/14	Tue	2211	Concrete Traffic Barrier	0	1	0	Night	Dry	Drove too Fast for Conditions
264	16.454	11/14/14	Fri	1840	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
265	16.479	12/30/14	Tue	0828	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
266	16.489	07/23/14	Wed	1700	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
267	16.497	09/12/14	Fri	0806	Not Coded	0	0	1	Day	Dry	Other Contributing Action
268	16.497	12/08/14	Mon	1127	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
269	16.526	09/08/14	Mon	0500	Rear-End	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
270	16.526	02/16/14	Sun	1400	Concrete Traffic Barrier	0	3	0	Day	Dry	Careless or Negligent Manner
271	16.526	11/01/14	Sat	0602	Sideswipe	0	0	1	Night	Dry	No Contributing Action
272	16.526	12/09/14	Tue	1750	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
273	16.526	12/22/14	Mon	1830	Rear-End	0	1	0	Night	Dry	Improper Backing
274	16.587	01/08/14	Wed	0938	Not Coded	0	1	0	Day	Wet	#N/A
275	16.587	04/20/14	Sun	0635	Sideswipe	0	5	0	Day	Dry	#N/A
276	16.587	02/12/14	Wed	2045	Rear-End	0	2	0	Night	Wet	No Contributing Action
277	16.587	03/11/14	Tue	1740	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
278	16.587	01/17/14	Fri	0811	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
279	16.587	01/20/14	Mon	1732	Rear-End	0	0	1	Day	Dry	No Contributing Action
280	16.587	02/03/14	Mon	1546	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
281	16.587	03/04/14	Tue	1540	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
282	16.587	03/24/14	Mon	1800	Angle	0	2	0	Day	Wet	Careless or Negligent Manner
283	16.587	03/04/14	Tue	0733	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
284	16.587	05/22/14	Thu	1649	Rear-End	0	0	1	Day	Dry	No Contributing Action
285	16.587	06/16/14	Mon	0738	Rear-End	0	0	1	Day	Dry	#N/A
286	16.587	07/10/14	Thu	0843	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
287	16.587	05/30/14	Fri	1738	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
288	16.587	10/01/14	Wed	1724	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
289	16.587	12/03/14	Wed	2303	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
290	16.587	09/29/14	Mon	1733	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
291	16.587	08/11/14	Mon	1002	Other Non-Collision	0	0	1	Day	Dry	Ran Off Roadway
292	16.587	08/25/14	Mon	2121	Guardrail Face	0	0	1	Night	Wet	Careless or Negligent Manner
293	16.587	10/23/14	Thu	1828	Rear-End	0	0	1	Day	Dry	No Contributing Action
294	16.587	11/24/14	Mon	0058	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
295	16.587	11/04/14	Tue	0846	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
296	16.602	09/19/14	Fri	1234	Concrete Traffic Barrier	0	1	0	Day	Wet	Over-Correcting/Over-Steering
297	16.621	06/29/14	Sun	0421	Sideswipe	0	0	1	Night	Dry	#N/A
298	16.621	09/08/14	Mon	0548	Rear-End	0	1	0	Night	Wet	Other Contributing Action
299	16.621	09/25/14	Thu	1742	Rear-End	0	0	1	Day	Wet	#N/A
300	16.637	10/10/14	Fri	1546	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
301	16.687	02/21/14	Fri	1815	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
302	16.716	03/30/14	Sun	0547	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
303	16.716	09/08/14	Mon	0623	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
304	16.716	11/22/14	Sat	0530	Rear-End	0	0	1	Night	Dry	Other Contributing Action
305	16.737	03/09/14	Sun	1940	Sideswipe	0	2	0	Night	Dry	No Contributing Action
306	0.118	05/04/14	Sun	1901	Rear-End	0	0	1	Night	Dry	#N/A
307	0.573	08/11/14	Mon	1640	Rear-End	0	0	1	Day	Dry	Followed too Closely
308	0.000	06/01/14	Sun	1918	Rear-End	0	0	1	Day	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **Commercial Blvd to Cypress** M.P. **14.665** TO **16.811** ENGINEER: **CTS Engineering, Inc.**

STUDY PERIOD: FROM **1/ 2014** TO **12/ 2014** COUNTY: **0**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
309	0.000	05/01/14	Thu	2046	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
310	0.000	05/21/14	Wed	1942	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
311	0.001	05/12/14	Mon	1436	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
312	0.000	10/13/14	Mon	1014	Ditch	0	1	0	Day	Dry	Careless or Negligent Manner
313	0.009	04/30/14	Wed	2244	Sideswipe	0	0	1	Night	Dry	No Contributing Action
314	0.019	03/25/14	Tue	0800	Ditch	0	1	0	Day	Wet	No Contributing Action
315	0.038	04/26/14	Sat	0350	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
316	0.000	06/10/14	Tue	1616	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
316	**0**	**109**	**207**	**182**	**0**	**11**	**0**	**0**	**51**	**0**	**1**	**2**	**22**	**0**	**23**
Percent	*0.00%*	*34.49%*	*65.51%*	*57.59%*	*0.00%*	*3.48%*	*0.00%*	*0.00%*	*16.14%*	*0.00%*	*0.32%*	*0.63%*	*6.96%*	*0.00%*	*7.28%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**225**	**91**	**65**	**251**	**158**	**1**	**0**	**0**	**5**	**4**	**0**	**1**	**1**	**5**	**0**
Percent	*71.20%*	*28.80%*	*20.57%*	*79.43%*	*50.00%*	*0.32%*	*0.00%*	*0.00%*	*1.58%*	*1.27%*	*0.00%*	*0.32%*	*0.32%*	*1.58%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **243,642**

SPOT CRASH RATE **1.656** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB ON RAMP At commercial Blvd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	1	2	3	2	6	14	3	37.8%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	1	1	2	4	1	10.8%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	2	0	1	3	1	7	1	18.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*2*	*5*	*0*	*7*	*1*	*18.9%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*2*	*0*	*0*	*0*	*0*	*2*	*0*	*5.4%*
	Others	0	0	0	0	3	3	1	8.1%
	Total Crashes	**5**	**2**	**7**	**11**	**12**	**37**	**7**	**100.0%**
SEVERITY	PDO Crashes	3	1	6	11	10	31	6	83.8%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	2	1	1	0	2	6	1	16.2%
LIGHTING CONDITIONS	Daylight	2	2	6	6	9	25	5	67.6%
	Dusk	0	0	0	0	1	1	0	2.7%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	3	0	1	5	2	11	2	29.7%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	2	1	6	8	9	26	5	70.3%
	Wet	2	1	1	3	3	10	2	27.0%
	Others	1	0	0	0	0	1	0	2.7%
MONTH OF YEAR	January	1	0	0	0	0	1	0	2.7%
	February	0	0	0	2	0	2	0	5.4%
	March	1	0	1	2	0	4	1	10.8%
	April	0	0	0	1	0	1	0	2.7%
	May	1	1	2	1	1	6	1	16.2%
	June	0	0	0	0	2	2	0	5.4%
	July	1	0	1	1	1	4	1	10.8%
	August	0	0	1	0	3	4	1	10.8%
	September	0	0	0	2	2	4	1	10.8%
	October	0	1	0	0	1	2	0	5.4%
	November	1	0	1	0	2	4	1	10.8%
	December	0	0	1	2	0	3	1	8.1%
DAY OF WEEK	Monday	0	1	0	1	2	4	1	10.8%
	Tuesday	1	0	1	3	1	6	1	16.2%
	Wednesday	1	0	2	3	3	9	2	24.3%
	Thursday	2	0	1	0	3	6	1	16.2%
	Friday	0	1	1	3	0	5	1	13.5%
	Saturday	0	0	0	0	1	1	0	2.7%
	Sunday	1	0	2	1	2	6	1	16.2%
HOUR OF DAY	00:00-06:00	0	0	0	2	1	3	1	8.1%
	06:00-09:00	0	0	0	2	0	2	0	5.4%
	09:00-11:00	0	0	0	1	2	3	1	8.1%
	11:00-13:00	1	0	3	1	2	7	1	18.9%
	13:00-15:00	2	0	0	2	2	6	1	16.2%
	15:00-18:00	2	2	3	1	3	11	2	29.7%
	18:00-24:00	5	0	1	2	2	10	2	27.0%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070053 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 0.000 TO 0.120 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.009	03/06/10	Sat	2000	Overturned	0	1	0	Night	Dry	Unknown/Not Coded
2	0.009	05/19/10	Wed	1900	Rear-End	0	0	1	Night	Wet	Careless Driving
3	0.038	07/14/10	Wed	1100	Overturned	0	1	0	Day	Wet	No Improper Driving/Act
4	6.407	01/25/10	Mon	1400	Sideswipe	0	0	1	Day	Dry	Disregarded Traffic Signal
5	6.409	11/09/10	Tue	1800	Sideswipe	0	0	1	Night	Unknown	Unknown/Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*40.00%*	*60.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**2**	**3**	**2**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*40.00%*	*60.00%*	*40.00%*	*40.00%*	*20.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,000** SPOT CRASH RATE **10.378** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070053 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 0.000 TO 0.120 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.411	05/02/11	Mon	1530	Rear-End	0	2	0	Day	Dry	No Contributing Action
2	6.428	10/07/11	Fri	1608	Rear-End	0	0	1	Day	Wet	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
2	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*50.00%*	*50.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*50.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **58,500** SPOT CRASH RATE **0.781** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070053 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 0.000 TO 0.120 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.411	03/15/12	Thu	1728	Rear-End	0	1	0	Day	Dry	Followed too Closely
2	6.411	07/11/12	Wed	2121	Rear-End	0	0	1	Night	Dry	#N/A
3	6.416	12/09/12	Sun	1225	Rear-End	0	0	1	Day	Dry	Other Contributing Action
4	6.426	11/27/12	Tue	1720	Angle	0	0	1	Day	Dry	No Contributing Action
5	0.002	05/16/12	Wed	1109	Guardrail Face	0	0	1	Day	Dry	#N/A
6	0.004	08/26/12	Sun	1622	Tree (Standing)	0	0	1	Day	Wet	#N/A
7	0.019	05/11/12	Fri	1100	Sideswipe	0	0	1	Day	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
7	**0**	**1**	**6**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*14.29%*	*85.71%*	*42.86%*	*0.00%*	*14.29%*	*0.00%*	*0.00%*	*14.29%*	*0.00%*	*0.00%*	*0.00%*	*28.57%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**6**	**1**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*85.71%*	*14.29%*	*14.29%*	*85.71%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,500** SPOT CRASH RATE **13.897** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070053 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 0.000 TO 0.120 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.399	07/02/13	Tue	1119	Sideswipe	0	0	1	Day	Dry	#N/A
2	6.421	02/22/13	Fri	0740	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	6.421	03/18/13	Mon	2330	Curb	0	0	1	Night	Dry	Ran Off Roadway
4	6.424	12/11/13	Wed	1045	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
5	6.427	04/24/13	Wed	1326	Rear-End	0	0	1	Day	Dry	#N/A
6	6.429	09/24/13	Tue	1705	Angle	0	0	1	Day	Dry	Other Contributing Action
7	6.437	12/17/13	Tue	1349	Sideswipe	0	0	1	Day	Dry	No Contributing Action
8	0.015	02/15/13	Fri	0012	Guardrail Face	0	0	1	Night	Wet	Other Contributing Action
9	0.057	05/31/13	Fri	0200	Tree (Standing)	0	0	1	Night	Wet	Drove too Fast for Conditions
10	0.120	03/06/13	Wed	2317	Guardrail Face	0	0	1	Night	Dry	Failed To Keep In Proper Lane
11	0.120	09/22/13	Sun	0620	Tree (Standing)	0	0	1	Night	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
11	**0**	**0**	**11**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**
Percent	*0.00%*	*0.00%*	*100.00%*	*18.18%*	*0.00%*	*9.09%*	*0.00%*	*0.00%*	*27.27%*	*0.00%*	*0.00%*	*0.00%*	*45.45%*	*0.00%*	*0.00%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**6**	**5**	**3**	**8**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**0**
Percent	*54.55%*	*45.45%*	*27.27%*	*72.73%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.18%*	*0.00%*	*0.00%*	*0.00%*	*9.09%*	*27.27%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,500** SPOT CRASH RATE **21.838** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070053 STATE ROUTE: 9
ROADWAY LIMITS: Commercial Blvd to Cypress M.P. 0.000 TO 0.120 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.407	11/17/14	Mon	0030	Not Coded	0	1	0	Night	Dry	No Contributing Action
2	6.414	09/04/14	Thu	0930	Rear-End	0	1	0	Day	Dry	Followed too Closely
3	6.414	11/01/14	Sat	2200	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
4	6.424	09/10/14	Wed	1230	Rear-End	0	0	1	Day	Dry	#N/A
5	6.425	06/11/14	Wed	1140	Rear-End	0	0	1	Day	Dry	Other Contributing Action
6	6.426	08/04/14	Mon	1415	Angle	0	0	1	Day	Dry	No Contributing Action
7	6.429	08/28/14	Thu	1055	Rear-End	0	0	1	Day	Wet	#N/A
8	6.431	06/11/14	Wed	1640	Rear-End	0	0	1	Day	Dry	Followed too Closely
9	6.433	07/22/14	Tue	1600	Not Coded	0	0	1	Day	Wet	#N/A
10	6.433	08/03/14	Sun	1430	Not Coded	0	0	1	Day	Wet	Drove too Fast for Conditions
11	6.437	10/30/14	Thu	1632	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
12	0.118	05/04/14	Sun	1901	Rear-End	0	0	1	Night	Dry	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
12	**0**	**2**	**10**	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
Percent	*0.00%*	*16.67%*	*83.33%*	*50.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*8.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**9**	**3**	**3**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*75.00%*	*25.00%*	*25.00%*	*75.00%*	*0.00%*	*8.33%*	*0.00%*	*0.00%*	*8.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **56,875** SPOT CRASH RATE **4.817** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB ON RAMP At commercial Blvd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	3	2	4	3	3	15	3	50.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	1	1	1	3	1	10.0%
	Left Turn	1	0	0	0	0	1	0	3.3%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	1	0	0	0	2	0	6.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	1	0	1	1	3	1	10.0%
	Fixed Object	*0*	*1*	*0*	*1*	*0*	*2*	*0*	*6.7%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*3.3%*
	Others	3	0	0	0	0	3	1	10.0%
	Total Crashes	**8**	**5**	**6**	**6**	**5**	**30**	**6**	**100.0%**
SEVERITY	PDO Crashes	3	4	4	4	2	17	3	56.7%
	Fatal Crashes	0	0	0	1	0	1	0	3.3%
	Injury Crashes	5	1	2	1	3	12	2	40.0%
LIGHTING CONDITIONS	Daylight	6	4	4	3	4	21	4	70.0%
	Dusk	0	0	1	1	0	2	0	6.7%
	Dawn	0	1	0	0	0	1	0	3.3%
	Dark	2	0	0	0	0	2	0	6.7%
	Unknown	0	0	1	2	1	4	1	13.3%
SURFACE CONDITIONS	Dry	8	3	4	6	5	26	5	86.7%
	Wet	0	2	2	0	0	4	1	13.3%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	1	1	0	0	2	0	6.7%
	February	1	0	1	0	2	4	1	13.3%
	March	1	0	1	1	0	3	1	10.0%
	April	0	0	0	0	0	0	0	0.0%
	May	0	1	1	1	1	4	1	13.3%
	June	0	0	0	0	0	0	0	0.0%
	July	0	1	0	1	0	2	0	6.7%
	August	1	0	0	0	1	2	0	6.7%
	September	1	0	0	1	0	2	0	6.7%
	October	3	1	0	2	1	7	1	23.3%
	November	1	0	1	0	0	2	0	6.7%
	December	0	1	1	0	0	2	0	6.7%
DAY OF WEEK	Monday	0	2	1	1	1	5	1	16.7%
	Tuesday	0	1	1	1	0	3	1	10.0%
	Wednesday	3	0	2	2	0	7	1	23.3%
	Thursday	2	0	0	1	0	3	1	10.0%
	Friday	0	1	1	0	2	4	1	13.3%
	Saturday	3	1	1	1	0	6	1	20.0%
	Sunday	0	0	0	0	2	2	0	6.7%
HOUR OF DAY	00:00-06:00	2	0	0	0	0	2	0	6.7%
	06:00-09:00	2	2	2	1	0	7	1	23.3%
	09:00-11:00	2	0	0	0	1	3	1	10.0%
	11:00-13:00	3	0	0	0	1	4	1	13.3%
	13:00-15:00	5	1	1	1	0	8	2	26.7%
	15:00-18:00	7	2	1	1	2	13	3	43.3%
	18:00-24:00	8	0	2	3	1	14	3	46.7%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070054 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.577 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.675	02/12/10	Fri	1300	Left-Turn	0	1	0	Day	Dry	Disregarded Traffic Signal
2	6.684	03/03/10	Wed	0200	Rear-End	0	1	0	Night	Dry	Alchol-Under Influence
3	6.692	10/20/10	Wed	1200	Rear-End	0	1	0	Day	Dry	Followed Too Closely
4	6.694	09/07/10	Tue	1800	All Other	0	0	1	Day	Dry	Unknown/Not Coded
5	6.701	08/20/10	Fri	0100	All Other	0	1	0	Night	Dry	Unknown/Not Coded
6	6.701	10/08/10	Fri	1700	Sideswipe	0	0	1	Day	Dry	Careless Driving
7	0.388	10/05/10	Tue	1600	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
8	0.577	11/23/10	Tue	1300	All Other	0	0	1	Day	Dry	Unknown/Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
8	**0**	**5**	**3**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
Percent	*0.00%*	*62.50%*	*37.50%*	*37.50%*	*0.00%*	*0.00%*	*12.50%*	*0.00%*	*12.50%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*37.50%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**6**	**2**	**0**	**8**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**1**	**0**
Percent	*75.00%*	*25.00%*	*0.00%*	*100.00%*	*12.50%*	*0.00%*	*0.00%*	*12.50%*	*0.00%*	*0.00%*	*12.50%*	*12.50%*	*12.50%*	*12.50%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **13,000** SPOT CRASH RATE **2.922** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070054 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.577 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.627	05/31/11	Tue	0630	Other Post, Pole Or Support	0	0	1	Night	Wet	Not Coded
2	6.701	01/03/11	Mon	0755	Rear-End	0	0	1	Day	Dry	No Contributing Action
3	6.701	10/24/11	Mon	1701	Rear-End	0	0	1	Day	Dry	Other Contributing Action
4	0.038	12/24/11	Sat	1605	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
5	0.200	07/22/11	Fri	1407	Sideswipe	0	0	1	Day	Wet	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*20.00%*	*80.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*20.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*80.00%*	*20.00%*	*40.00%*	*60.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,500** SPOT CRASH RATE **2.064** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070054 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.577 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.663	01/24/12	Tue	1832	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
2	0.065	11/12/12	Mon	1354	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
3	0.095	12/05/12	Wed	1732	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	0.482	03/28/12	Wed	1850	Overturn/Rollover	0	1	0	Night	Wet	No Contributing Action
5	0.575	05/25/12	Fri	0755	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
6	0.577	02/11/12	Sat	0707	Angle	0	0	1	Day	Wet	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
6	**0**	**2**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*33.33%*	*66.67%*	*66.67%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**2**	**2**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*66.67%*	*33.33%*	*33.33%*	*66.67%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,500** SPOT CRASH RATE **2.477** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070054 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.577 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.675	07/17/13	Wed	2110	Angle	0	0	1	Night	Dry	No Contributing Action
2	6.675	10/23/13	Wed	2225	Pedalcycle	0	0	1	Night	Dry	No Contributing Action
3	6.720	05/30/13	Thu	0750	Rear-End	0	0	1	Day	Dry	Followed too Closely
4	6.720	10/19/13	Sat	1703	Rear-End	0	4	0	Day	Dry	Followed too Closely
5	6.720	03/12/13	Tue	1918	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
6	0.002	09/30/13	Mon	1339	Curb	1	0	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
6	**1**	**1**	**4**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**
Percent	*16.67%*	*16.67%*	*66.67%*	*50.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**3**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*50.00%*	*50.00%*	*0.00%*	*100.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **54,000** SPOT CRASH RATE **0.528** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070054 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.577 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.682	05/23/14	Fri	1535	Rear-End	0	2	0	Day	Dry	Followed too Closely
2	0.000	10/26/14	Sun	1242	Angle	0	1	0	Day	Dry	No Contributing Action
3	0.002	02/23/14	Sun	2012	Pedalcycle	0	1	0	Night	Dry	#N/A
4	0.168	02/21/14	Fri	0948	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
5	0.573	08/11/14	Mon	1640	Rear-End	0	0	1	Day	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	**0**	**3**	**2**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*60.00%*	*40.00%*	*60.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**1**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*80.00%*	*20.00%*	*0.00%*	*100.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,000** SPOT CRASH RATE **1.696** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 NB OFF RAMP At Commercial Blvd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	2	6	6	7	8	29	6	55.8%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	1	0	1	2	0	3.8%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	0	1	0	2	4	1	7.7%
	Backed Into	1	0	0	0	0	1	0	1.9%
	Pedestrian	0	1	0	0	0	1	0	1.9%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*3*	*0*	*0*	*3*	*2*	*8*	*2*	*15.4%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*1*	*0*	*0*	*2*	*3*	*1*	*5.8%*
	Others	1	0	1	2	0	4	1	7.7%
	Total Crashes	**8**	**8**	**9**	**12**	**15**	**52**	**10**	**100.0%**
SEVERITY	PDO Crashes	4	6	7	10	8	35	7	67.3%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	4	2	2	2	7	17	3	32.7%
LIGHTING CONDITIONS	Daylight	5	4	7	7	10	33	7	63.5%
	Dusk	0	1	0	0	0	1	0	1.9%
	Dawn	0	0	0	0	1	1	0	1.9%
	Dark	3	0	0	0	0	3	1	5.8%
	Unknown	0	3	2	5	4	14	3	26.9%
SURFACE CONDITIONS	Dry	7	5	9	8	13	42	8	80.8%
	Wet	0	3	0	4	2	9	2	17.3%
	Others	1	0	0	0	0	1	0	1.9%
MONTH OF YEAR	January	2	0	0	1	0	3	1	5.8%
	February	1	0	1	0	0	2	0	3.8%
	March	0	2	1	0	4	7	1	13.5%
	April	0	0	0	1	1	2	0	3.8%
	May	1	0	0	1	0	2	0	3.8%
	June	1	0	0	2	3	6	1	11.5%
	July	0	1	1	1	0	3	1	5.8%
	August	0	2	1	3	1	7	1	13.5%
	September	0	1	2	1	3	7	1	13.5%
	October	0	1	1	1	0	3	1	5.8%
	November	1	1	1	1	2	6	1	11.5%
	December	2	0	1	0	1	4	1	7.7%
DAY OF WEEK	Monday	1	2	3	0	4	10	2	19.2%
	Tuesday	1	1	0	3	1	6	1	11.5%
	Wednesday	3	1	1	3	0	8	2	15.4%
	Thursday	2	4	1	1	1	9	2	17.3%
	Friday	0	0	2	2	1	5	1	9.6%
	Saturday	1	0	1	3	4	9	2	17.3%
	Sunday	0	0	1	0	4	5	1	9.6%
HOUR OF DAY	00:00-06:00	1	1	1	3	3	9	2	17.3%
	06:00-09:00	2	1	0	1	1	5	1	9.6%
	09:00-11:00	3	1	2	0	4	10	2	19.2%
	11:00-13:00	4	1	2	0	1	8	2	15.4%
	13:00-15:00	6	0	2	0	1	9	2	17.3%
	15:00-18:00	6	2	1	5	2	16	3	30.8%
	18:00-24:00	8	2	1	3	3	17	3	32.7%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070055 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.292 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	05/17/10	Mon	1300	Concrete Barrier Wall	0	1	0	Day	Dry	Careless Driving
2	0.095	06/11/10	Fri	0000	Concrete Barrier Wall	0	0	1	Night	Dry	Unknown/Not Coded
3	0.103	01/10/10	Sun	1200	Sideswipe	0	3	0	Day	Dry	Improper Lane Change
4	0.197	01/06/10	Wed	1900	Backed Into	0	0	1	Night	Dry	Improper Backing
5	0.283	12/07/10	Tue	1900	All Other	0	1	0	Night	Dry	Unknown/Not Coded
6	0.288	02/23/10	Tue	0800	Rear-End	0	0	1	Day	Dry	Careless Driving
7	0.292	11/03/10	Wed	1400	Hit Sign/Sign Post	0	0	1	Day	Slippery	Unknown/Not Coded
8	0.292	12/07/10	Tue	0900	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
8	**0**	**4**	**4**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**1**
Percent	*0.00%*	*50.00%*	*50.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.50%*	*12.50%*	*0.00%*	*0.00%*	*37.50%*	*0.00%*	*12.50%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**5**	**3**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*62.50%*	*37.50%*	*0.00%*	*87.50%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.50%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **24,000** SPOT CRASH RATE **3.128** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070055 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.292 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	03/17/11	Thu	1554	Rear-End	0	0	1	Day	Dry	No Contributing Action
2	0.254	03/17/11	Thu	0641	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
3	0.254	08/18/11	Thu	1008	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
4	0.273	09/29/11	Thu	1720	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
5	0.273	11/15/11	Tue	1237	Pedestrian	0	0	1	Day	Dry	Improper Passing
6	0.281	08/10/11	Wed	2153	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
7	0.283	10/17/11	Mon	1854	Rear-End	0	4	0	Night	Wet	Careless or Negligent Manner
8	0.290	07/04/11	Mon	0322	Other Non-Collision	0	0	1	Night	Wet	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
8	**0**	**2**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*25.00%*	*75.00%*	*75.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.50%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**4**	**3**	**5**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
Percent	*50.00%*	*50.00%*	*37.50%*	*62.50%*	*37.50%*	*0.00%*	*0.00%*	*0.00%*	*12.50%*	*12.50%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **23,500** SPOT CRASH RATE **3.194** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070055 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.292 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.146	02/25/12	Sat	0900	Sideswipe	0	0	1	Day	Dry	Not Coded
2	0.235	09/10/12	Mon	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
3	0.273	08/10/12	Fri	1100	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	0.273	09/13/12	Thu	2148	Angle	0	0	1	Night	Dry	No Contributing Action
5	0.273	11/05/12	Mon	0910	Rear-End	0	0	1	Day	Dry	No Contributing Action
6	0.285	03/26/12	Mon	1421	Not Coded	0	0	1	Day	Dry	Improper Backing
7	0.287	12/14/12	Fri	1410	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	0.290	07/08/12	Sun	0253	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
9	0.292	10/31/12	Wed	1515	Rear-End	0	1	0	Day	Dry	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
9	**0**	**2**	**7**	**6**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Percent	*0.00%*	*22.22%*	*77.78%*	*66.67%*	*0.00%*	*11.11%*	*0.00%*	*0.00%*	*11.11%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.11%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**7**	**2**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*77.78%*	*22.22%*	*0.00%*	*100.00%*	*44.44%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **23,500** SPOT CRASH RATE **3.593** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070055 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.292 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	08/31/13	Sat	1901	Traffic Signal Support	0	0	1	Day	Wet	Drove too Fast for Conditions
2	0.000	11/15/13	Fri	2359	Not Coded	0	0	1	Night	Dry	#N/A
3	0.146	06/21/13	Fri	1627	Rear-End	0	0	1	Day	Dry	#N/A
4	0.197	10/01/13	Tue	0745	Rear-End	0	0	1	Day	Dry	Other Contributing Action
5	0.254	05/29/13	Wed	1616	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
6	0.273	01/30/13	Wed	1613	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	0.283	04/30/13	Tue	1558	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
8	0.288	08/06/13	Tue	0340	Rear-End	0	2	0	Night	Dry	#N/A
9	0.288	07/06/13	Sat	0556	Rear-End	0	0	1	Night	Dry	#N/A
10	0.290	09/18/13	Wed	1710	Curb	0	0	1	Day	Dry	Careless or Negligent Manner
11	0.290	08/31/13	Sat	0149	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
12	0.292	06/06/13	Thu	2100	Not Coded	0	0	1	Night	Wet	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
12	**0**	**2**	**10**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**
Percent	*0.00%*	*16.67%*	*83.33%*	*58.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*16.67%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**7**	**5**	**4**	**8**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*58.33%*	*41.67%*	*33.33%*	*66.67%*	*41.67%*	*0.00%*	*0.00%*	*0.00%*	*8.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **22,000** SPOT CRASH RATE **5.118** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070055 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.292 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	06/01/14	Sun	1918	Rear-End	0	0	1	Day	Dry	#N/A
2	0.095	03/15/14	Sat	1929	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
3	0.159	12/06/14	Sat	0203	Rear-End	0	3	0	Night	Dry	No Contributing Action
4	0.192	03/09/14	Sun	0510	Overturn/Rollover	0	0	1	Night	Dry	Drove too Fast for Conditions
5	0.269	11/02/14	Sun	1238	Rear-End	0	1	0	Day	Dry	No Contributing Action
6	0.281	08/29/14	Fri	1418	Rear-End	0	6	0	Day	Dry	Careless or Negligent Manner
7	0.281	09/04/14	Thu	0825	Rear-End	0	1	0	Day	Wet	No Contributing Action
8	0.286	06/28/14	Sat	1745	Rear-End	0	0	1	Day	Dry	#N/A
9	0.286	09/29/14	Mon	0905	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	0.287	09/30/14	Tue	0910	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
11	0.288	04/20/14	Sun	0120	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
12	0.289	03/31/14	Mon	2327	Traffic Sign Support	0	1	0	Night	Dry	Careless or Negligent Manner
13	0.291	11/10/14	Mon	0940	Other Fixed Object	0	0	1	Day	Wet	#N/A
14	0.292	06/30/14	Mon	0900	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
15	0.292	03/15/14	Sat	1550	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
15	**0**	**7**	**8**	**8**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*46.67%*	*53.33%*	*53.33%*	*0.00%*	*6.67%*	*0.00%*	*0.00%*	*13.33%*	*0.00%*	*0.00%*	*0.00%*	*13.33%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**10**	**5**	**2**	**13**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*66.67%*	*33.33%*	*13.33%*	*86.67%*	*26.67%*	*0.00%*	*0.00%*	*0.00%*	*6.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **22,000** SPOT CRASH RATE **6.397** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB OFF RAMP At Commercial Blvd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	11	10	8	16	7	52	10	56.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	3	1	5	6	3	18	4	19.6%
	Left Turn	0	0	2	0	0	2	0	2.2%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	1	1	3	0	5	1	5.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	2	2	0	2.2%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*1*	*2*	*2*	*2*	*7*	*1*	*7.6%*
	Other Non Fixed Object Collisions	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*1.1%*
	Non-Collisions	*1*	*0*	*1*	*0*	*0*	*2*	*0*	*2.2%*
	Others	2	0	1	0	0	3	1	3.3%
	Total Crashes	**17**	**14**	**20**	**27**	**14**	**92**	**18**	**100.0%**
SEVERITY	PDO Crashes	14	8	13	19	11	65	13	70.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	3	6	7	8	3	27	5	29.3%
LIGHTING CONDITIONS	Daylight	15	11	13	22	8	69	14	75.0%
	Dusk	0	1	2	0	1	4	1	4.3%
	Dawn	1	0	1	0	0	2	0	2.2%
	Dark	1	2	4	5	5	17	3	18.5%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	14	12	15	23	13	77	15	83.7%
	Wet	3	2	5	4	1	15	3	16.3%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	2	1	0	3	0	6	1	6.5%
	February	2	0	0	0	2	4	1	4.3%
	March	0	2	0	3	1	6	1	6.5%
	April	3	1	1	3	1	9	2	9.8%
	May	0	1	4	1	3	9	2	9.8%
	June	2	1	2	2	0	7	1	7.6%
	July	0	2	1	1	3	7	1	7.6%
	August	3	1	0	2	0	6	1	6.5%
	September	1	1	3	1	0	6	1	6.5%
	October	1	2	5	4	2	14	3	15.2%
	November	1	1	2	4	2	10	2	10.9%
	December	2	1	2	3	0	8	2	8.7%
DAY OF WEEK	Monday	1	1	4	6	3	15	3	16.3%
	Tuesday	3	2	5	5	0	15	3	16.3%
	Wednesday	2	3	2	4	5	16	3	17.4%
	Thursday	5	2	2	2	3	14	3	15.2%
	Friday	2	1	3	7	1	14	3	15.2%
	Saturday	1	2	2	1	1	7	1	7.6%
	Sunday	3	3	2	2	1	11	2	12.0%
HOUR OF DAY	00:00-06:00	1	0	2	4	1	8	2	8.7%
	06:00-09:00	4	3	2	4	0	13	3	14.1%
	09:00-11:00	5	1	4	4	2	16	3	17.4%
	11:00-13:00	9	2	2	2	1	16	3	17.4%
	13:00-15:00	11	1	2	2	4	20	4	21.7%
	15:00-18:00	15	3	3	8	0	29	6	31.5%
	18:00-24:00	17	4	5	3	6	35	7	38.0%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070056 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.373	02/26/10	Fri	1500	Rear-End	0	0	1	Day	Dry	Followed Too Closely
2	6.397	12/07/10	Tue	0800	All Other	0	1	0	Day	Dry	Unknown/Not Coded
3	6.398	04/12/10	Mon	1300	Overturned	0	0	1	Day	Dry	Improper Turn
4	6.398	08/25/10	Wed	1100	Rear-End	0	0	1	Day	Dry	Followed Too Closely
5	6.398	09/30/10	Thu	1500	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
6	6.398	10/09/10	Sat	1800	Rear-End	0	0	1	Day	Dry	Followed Too Closely
7	6.398	12/26/10	Sun	0700	Angle	0	0	1	Day	Wet	Disregarded Traffic Signal
8	0.103	01/07/10	Thu	0700	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
9	0.103	01/23/10	Sat	1800	Rear-End	0	2	0	Night	Dry	Careless Driving
10	0.194	02/10/10	Wed	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
11	0.196	08/30/10	Mon	1500	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
12	0.197	06/16/10	Wed	1200	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
13	0.198	04/20/10	Tue	0500	All Other	0	0	1	Night	Wet	Followed Too Closely
14	0.198	04/26/10	Mon	1600	Angle	0	0	1	Day	Wet	Followed Too Closely
15	0.198	06/19/10	Sat	1200	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
16	0.198	08/04/10	Wed	1400	Rear-End	0	3	0	Day	Dry	Careless Driving
17	0.198	11/17/10	Wed	0900	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
17	**0**	**3**	**14**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Percent	*0.00%*	*17.65%*	*82.35%*	*64.71%*	*0.00%*	*17.65%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.76%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**15**	**2**	**3**	**14**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*88.24%*	*11.76%*	*17.65%*	*82.35%*	*17.65%*	*0.00%*	*5.88%*	*11.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **15,000** SPOT CRASH RATE **15.682** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070056 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.362	03/15/11	Tue	1125	Rear-End	0	9	0	Day	Dry	Other Contributing Action
2	6.370	11/06/11	Sun	1852	Railway Vehicle (Train, Engine)	0	11	0	Night	Dry	Other Contributing Action
3	6.370	07/21/11	Thu	1605	Rear-End	0	0	1	Day	Dry	Followed too Closely
4	6.370	12/31/11	Sat	2115	Rear-End	0	0	1	Night	Dry	Followed too Closely
5	6.398	10/31/11	Mon	1812	Rear-End	0	0	1	Day	Wet	Followed too Closely
6	6.398	10/04/11	Tue	1905	Angle	0	0	1	Night	Dry	Other Contributing Action
7	0.000	01/26/11	Wed	0939	Utility Pole/Light Support	0	1	0	Day	Dry	Ran Off Roadway
8	0.009	04/28/11	Thu	1159	Rear-End	0	0	1	Day	Dry	#N/A
9	0.160	06/10/11	Fri	0726	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
10	0.189	09/24/11	Sat	0727	Rear-End	0	0	1	Day	Dry	#N/A
11	0.194	08/03/11	Wed	1354	Rear-End	0	1	0	Day	Dry	No Contributing Action
12	0.196	03/06/11	Sun	1546	Rear-End	0	0	1	Day	Wet	#N/A
13	0.198	05/08/11	Sun	1623	Rear-End	0	3	0	Day	Dry	No Contributing Action
14	0.198	07/27/11	Wed	0850	Rear-End	0	1	0	Day	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
14	**0**	**6**	**8**	**10**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*42.86%*	*57.14%*	*71.43%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**11**	**3**	**2**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*78.57%*	*21.43%*	*14.29%*	*85.71%*	*7.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **16,000** SPOT CRASH RATE **12.107** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070056 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.370	05/19/12	Sat	0530	Rear-End	0	0	1	Night	Dry	Followed too Closely
2	6.389	10/03/12	Wed	0915	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	6.394	05/08/12	Tue	1345	Not Coded	0	0	1	Day	Dry	No Contributing Action
4	6.394	10/05/12	Fri	0650	Rear-End	0	0	1	Night	Dry	Followed too Closely
5	6.396	09/06/12	Thu	1940	Curb	0	0	1	Night	Dry	Ran Off Roadway
6	6.398	06/26/12	Tue	1850	Angle	0	0	1	Day	Dry	No Contributing Action
7	6.398	04/26/12	Thu	2116	Rear-End	0	0	1	Night	Dry	Followed too Closely
8	6.398	09/18/12	Tue	1245	Angle	0	1	0	Day	Wet	Other Contributing Action
9	6.398	11/19/12	Mon	1415	Left-Turn	0	0	1	Day	Dry	Ran Red Light
10	6.398	12/15/12	Sat	1835	Angle	0	0	1	Night	Dry	Ran Red Light
11	6.398	12/17/12	Mon	0910	Left-Turn	0	2	0	Day	Dry	Other Contributing Action
12	0.127	09/18/12	Tue	0200	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
13	0.160	10/26/12	Fri	1049	Other Non-Collision	0	1	0	Day	Wet	Other Contributing Action
14	0.179	07/11/12	Wed	1015	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
15	0.193	06/11/12	Mon	1718	Rear-End	0	0	1	Day	Dry	#N/A
16	0.194	10/07/12	Sun	1235	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
17	0.195	05/15/12	Tue	0645	Rear-End	0	1	0	Day	Wet	Other Contributing Action
18	0.198	05/07/12	Mon	1845	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
19	0.198	10/07/12	Sun	1658	Angle	0	1	0	Day	Wet	Not Coded
20	0.198	11/02/12	Fri	1525	Angle	0	2	0	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
20	**0**	**7**	**13**	**8**	**0**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**
Percent	*0.00%*	*35.00%*	*65.00%*	*40.00%*	*0.00%*	*25.00%*	*10.00%*	*0.00%*	*5.00%*	*0.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*	*5.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**13**	**7**	**5**	**15**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**2**	**0**
Percent	*65.00%*	*35.00%*	*25.00%*	*75.00%*	*15.00%*	*0.00%*	*0.00%*	*10.00%*	*5.00%*	*0.00%*	*0.00%*	*0.00%*	*5.00%*	*10.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **16,000** SPOT CRASH RATE **17.296** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070056 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.362	06/28/13	Fri	1448	Rear-End	0	0	1	Day	Dry	Followed too Closely
2	6.370	11/01/13	Fri	1553	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	6.370	11/27/13	Wed	1031	Rear-End	0	0	1	Day	Dry	Followed too Closely
4	6.370	08/09/13	Fri	0518	Angle	0	1	0	Day	Dry	Other Contributing Action
5	6.379	11/04/13	Mon	1235	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
6	6.389	10/08/13	Tue	1645	Angle	0	0	1	Day	Dry	#N/A
7	6.389	12/28/13	Sat	0908	Rear-End	0	0	1	Day	Dry	Followed too Closely
8	6.391	10/28/13	Mon	1513	Rear-End	0	1	0	Day	Dry	Followed too Closely
9	6.393	01/15/13	Tue	2145	Angle	0	0	1	Night	Dry	Other Contributing Action
10	6.396	12/02/13	Mon	0600	Rear-End	0	0	1	Day	Wet	Other Contributing Action
11	6.398	04/22/13	Mon	2028	Angle	0	1	0	Night	Wet	Careless or Negligent Manner
12	6.398	10/14/13	Mon	1706	Curb	0	0	1	Day	Dry	#N/A
13	6.398	12/04/13	Wed	0002	Angle	0	1	0	Night	Dry	Ran Red Light
14	6.398	03/01/13	Fri	0943	Angle	0	0	1	Day	Dry	No Contributing Action
15	0.000	01/30/13	Wed	1445	Rear-End	0	0	1	Day	Dry	Followed too Closely
16	0.095	05/05/13	Sun	0923	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
17	0.103	03/01/13	Fri	1558	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	0.141	04/16/13	Tue	0837	Rear-End	0	1	0	Day	Wet	No Contributing Action
19	0.141	09/05/13	Thu	0716	Rear-End	0	0	1	Day	Dry	#N/A
20	0.160	06/27/13	Thu	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
21	0.179	04/30/13	Tue	1531	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
22	0.193	08/04/13	Sun	0350	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
23	0.193	11/06/13	Wed	0118	Other Post, Pole Or Support	0	1	0	Night	Dry	Drove too Fast for Conditions
24	0.194	03/29/13	Fri	1211	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
25	0.196	01/11/13	Fri	0759	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
26	0.196	07/22/13	Mon	1939	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
27	0.196	10/08/13	Tue	1626	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
27	**0**	**8**	**19**	**16**	**0**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*29.63%*	*70.37%*	*59.26%*	*0.00%*	*22.22%*	*0.00%*	*0.00%*	*11.11%*	*0.00%*	*0.00%*	*0.00%*	*7.41%*	*0.00%*	*0.00%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**22**	**5**	**4**	**23**	**7**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*81.48%*	*18.52%*	*14.81%*	*85.19%*	*25.93%*	*0.00%*	*0.00%*	*3.70%*	*7.41%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.70%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,500** SPOT CRASH RATE **25.765** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070056 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.389	02/24/14	Mon	1456	Pedestrian	0	1	0	Day	Dry	#N/A
2	6.398	02/12/14	Wed	1837	Angle	0	0	1	Night	Wet	Failed To Keep In Proper Lane
3	6.398	07/13/14	Sun	0308	Pedestrian	0	0	1	Night	Dry	#N/A
4	6.398	10/11/14	Sat	1840	Curb	0	0	1	Night	Dry	Ran Off Roadway
5	6.398	11/05/14	Wed	1241	Rear-End	0	1	0	Day	Dry	Followed too Closely
6	6.398	11/26/14	Wed	2250	Angle	0	1	0	Night	Dry	Ran Red Light
7	0.000	05/01/14	Thu	2046	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
8	0.000	05/21/14	Wed	1942	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
9	0.001	05/12/14	Mon	1436	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	0.141	07/28/14	Mon	1338	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	0.179	03/20/14	Thu	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	0.189	07/23/14	Wed	0938	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
13	0.197	04/04/14	Fri	2156	Guardrail Face	0	0	1	Night	Dry	Careless or Negligent Manner
14	0.198	10/30/14	Thu	1441	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
14	**0**	**3**	**11**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*21.43%*	*78.57%*	*50.00%*	*0.00%*	*21.43%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.29%*	*0.00%*	*14.29%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**8**	**6**	**1**	**13**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*57.14%*	*42.86%*	*7.14%*	*92.86%*	*57.14%*	*0.00%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,500** SPOT CRASH RATE **13.360** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 NB ON RAMP At Commercial Blvd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	4	6	8	6	7	31	6	33.3%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	4	3	8	4	21	4	22.6%
	Left Turn	0	1	0	4	0	5	1	5.4%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	3	5	3	3	14	3	15.1%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	3	0	0	0	3	1	3.2%
	Fixed Object	*1*	*0*	*1*	*1*	*1*	*4*	*1*	*4.3%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*1*	*0*	*2*	*1*	*4*	*1*	*4.3%*
	Others	1	1	6	1	2	11	2	11.8%
	Total Crashes	**8**	**19**	**23**	**25**	**18**	**93**	**19**	**100.0%**
SEVERITY	PDO Crashes	3	10	13	15	12	53	11	57.0%
	Fatal Crashes	0	0	1	0	0	1	0	1.1%
	Injury Crashes	5	9	9	10	6	39	8	41.9%
LIGHTING CONDITIONS	Daylight	4	14	12	17	11	58	12	62.4%
	Dusk	0	0	0	1	0	1	0	1.1%
	Dawn	0	0	0	1	0	1	0	1.1%
	Dark	4	5	11	6	6	32	6	34.4%
	Unknown	0	0	0	0	1	1	0	1.1%
SURFACE CONDITIONS	Dry	4	16	19	18	12	69	14	74.2%
	Wet	4	3	4	7	5	23	5	24.7%
	Others	0	0	0	0	1	1	0	1.1%
MONTH OF YEAR	January	1	1	1	2	3	8	2	8.6%
	February	1	1	3	5	0	10	2	10.8%
	March	0	1	0	2	0	3	1	3.2%
	April	3	1	0	2	2	8	2	8.6%
	May	0	0	2	0	2	4	1	4.3%
	June	0	2	1	3	3	9	2	9.7%
	July	2	2	3	1	3	11	2	11.8%
	August	0	3	1	0	0	4	1	4.3%
	September	0	4	2	3	1	10	2	10.8%
	October	0	1	1	2	1	5	1	5.4%
	November	1	2	3	3	2	11	2	11.8%
	December	0	1	6	2	1	10	2	10.8%
DAY OF WEEK	Monday	0	2	2	7	0	11	2	11.8%
	Tuesday	2	4	3	5	3	17	3	18.3%
	Wednesday	0	3	2	2	1	8	2	8.6%
	Thursday	1	2	3	5	5	16	3	17.2%
	Friday	0	2	4	5	5	16	3	17.2%
	Saturday	4	5	6	1	1	17	3	18.3%
	Sunday	1	1	3	0	3	8	2	8.6%
HOUR OF DAY	00:00-06:00	0	4	5	1	3	13	3	14.0%
	06:00-09:00	0	2	2	3	4	11	2	11.8%
	09:00-11:00	0	2	5	1	1	9	2	9.7%
	11:00-13:00	0	4	2	3	2	11	2	11.8%
	13:00-15:00	0	2	0	4	1	7	1	7.5%
	15:00-18:00	3	4	3	4	5	19	4	20.4%
	18:00-24:00	8	1	6	9	2	26	5	28.0%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070057 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.233 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.466	02/05/10	Fri	1700	Rear-End	0	0	1	Day	Dry	Followed Too Closely
2	6.474	04/02/10	Fri	1500	Rear-End	0	1	0	Day	Dry	Followed Too Closely
3	6.479	01/09/10	Sat	2200	Rear-End	0	1	0	Night	Wet	Disregarded Traffic Signal
4	6.479	07/12/10	Mon	2200	Rear-End	0	1	0	Night	Dry	Unknown/Not Coded
5	6.488	11/01/10	Mon	2200	Angle	0	0	1	Night	Wet	Unknown/Not Coded
6	6.512	04/14/10	Wed	1800	Angle	0	0	1	Day	Dry	Unknown/Not Coded
7	6.512	07/02/10	Fri	2100	Concrete Barrier Wall	0	1	0	Night	Wet	Unknown/Not Coded
8	0.066	04/16/10	Fri	1500	Coll. W/ Mv On Roadway	0	3	0	Day	Wet	Failed To Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
8	0	5	3	4	0	2	0	0	0	0	0	0	1	0	1
Percent	*0.00%*	*62.50%*	*37.50%*	*50.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.50%*	*0.00%*	*12.50%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	4	4	4	4	0	1	0	1	0	0	0	0	0	0	0
Percent	*50.00%*	*50.00%*	*50.00%*	*50.00%*	*0.00%*	*12.50%*	*0.00%*	*12.50%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 47,750 SPOT CRASH RATE 1.970 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070057 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.233 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.484	09/19/11	Mon	0753	Rear-End	0	0	1	Day	Dry	Other Contributing Action
2	6.485	12/02/11	Fri	1219	Rear-End	0	1	0	Day	Dry	Other Contributing Action
3	6.487	09/03/11	Sat	0430	Rear-End	0	0	1	Night	Wet	Followed too Closely
4	6.488	09/27/11	Tue	1450	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
5	6.488	01/15/11	Sat	1104	Overturn/Rollover	0	2	0	Day	Dry	Ran Red Light
6	6.488	07/20/11	Wed	0736	Left-Turn	0	1	0	Day	Dry	No Contributing Action
7	6.488	10/08/11	Sat	1247	Angle	0	0	1	Day	Wet	Failed To Keep In Proper Lane
8	6.489	04/28/11	Thu	1645	Rear-End	0	0	1	Day	Dry	Followed too Closely
9	6.490	08/15/11	Mon	1523	Rear-End	0	0	1	Day	Dry	No Contributing Action
10	6.511	09/17/11	Sat	0220	Sideswipe	0	1	0	Night	Dry	Ran Red Light
11	6.512	08/09/11	Tue	0908	Sideswipe	0	0	1	Day	Dry	Improper Turn
12	6.512	03/15/11	Tue	0549	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
13	6.512	11/16/11	Wed	1540	Angle	0	2	0	Day	Dry	Ran Red Light
14	6.512	06/28/11	Tue	1102	Not Coded	0	0	1	Day	Wet	Failed To Keep In Proper Lane
15	6.512	07/29/11	Fri	1024	Angle	0	0	1	Day	Dry	Ran Red Light
16	6.516	11/17/11	Thu	1425	Rear-End	0	4	0	Day	Dry	Followed too Closely
17	0.009	06/04/11	Sat	0522	Sideswipe	0	0	1	Night	Dry	No Contributing Action
18	0.214	02/09/11	Wed	1612	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
19	0.233	08/14/11	Sun	2138	Pedalcycle	0	1	0	Night	Dry	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
19	0	9	10	6	0	4	1	0	3	0	3	0	0	0	1
Percent	*0.00%*	*47.37%*	*52.63%*	*31.58%*	*0.00%*	*21.05%*	*5.26%*	*0.00%*	*15.79%*	*0.00%*	*15.79%*	*0.00%*	*0.00%*	*0.00%*	*5.26%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	14	5	3	16	1	0	1	4	0	0	0	0	0	0	0
Percent	*73.68%*	*26.32%*	*15.79%*	*84.21%*	*5.26%*	*0.00%*	*5.26%*	*21.05%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 15,500 SPOT CRASH RATE 14.414 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070057 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.233 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.446	02/24/12	Fri	1653	Rear-End	0	0	1	Day	Dry	Followed too Closely
2	6.446	05/05/12	Sat	1220	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	6.488	01/05/12	Thu	1715	Not Coded	0	1	0	Day	Dry	Ran Red Light
4	6.488	07/24/12	Tue	1045	Angle	0	0	1	Day	Dry	Not Coded
5	6.488	12/01/12	Sat	0955	Rear-End	0	1	0	Day	Dry	Followed too Closely
6	6.508	07/07/12	Sat	1210	Rear-End	0	1	0	Day	Dry	Other Contributing Action
7	6.512	02/11/12	Sat	0330	Not Coded	0	0	1	Night	Wet	Careless or Negligent Manner
8	6.512	05/20/12	Sun	2110	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
9	6.512	09/06/12	Thu	1620	Not Coded	1	1	0	Day	Wet	Other Contributing Action
10	6.512	09/09/12	Sun	0420	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
11	6.512	10/22/12	Mon	2305	Impact Attenuator/Crash Cushion	0	1	0	Night	Dry	Failed To Keep In Proper Lane
12	6.512	11/23/12	Fri	0200	Not Coded	0	0	1	Night	Dry	Drove too Fast for Conditions
13	6.512	12/07/12	Fri	0549	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
14	6.512	12/07/12	Fri	1052	Angle	0	1	0	Day	Dry	Wrong Side or Wrong Way
15	6.512	12/18/12	Tue	1955	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
16	6.514	02/06/12	Mon	1015	Not Coded	0	0	1	Day	Wet	Ran Off Roadway
17	6.516	07/14/12	Sat	1806	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
18	6.521	11/14/12	Wed	0820	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
19	6.521	12/15/12	Sat	1833	Not Coded	0	2	0	Night	Dry	Careless or Negligent Manner
20	0.002	06/10/12	Sun	0347	Sideswipe	0	1	0	Night	Dry	Other Contributing Action
21	0.004	11/22/12	Thu	2000	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
22	0.057	12/18/12	Tue	0634	Sideswipe	0	0	1	Night	Dry	No Contributing Action
23	0.100	08/22/12	Wed	0923	Rear-End	0	0	1	Day	Dry	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
23	**1**	**9**	**14**	**8**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**6**
Percent	*4.35%*	*39.13%*	*60.87%*	*34.78%*	*0.00%*	*13.04%*	*0.00%*	*0.00%*	*21.74%*	*0.00%*	*0.00%*	*0.00%*	*4.35%*	*0.00%*	*26.09%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**12**	**11**	**4**	**19**	**5**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**
Percent	*52.17%*	*47.83%*	*17.39%*	*82.61%*	*21.74%*	*4.35%*	*0.00%*	*4.35%*	*4.35%*	*0.00%*	*0.00%*	*0.00%*	*4.35%*	*0.00%*	*4.35%*

TOTAL ENTERING VEHICLES/ADT: **15,500**

SPOT CRASH RATE **17.448** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070057 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.233 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.446	02/18/13	Mon	1725	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
2	6.461	06/17/13	Mon	0755	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
3	6.471	04/04/13	Thu	1942	Rear-End	0	0	1	Night	Wet	No Contributing Action
4	6.475	11/13/13	Wed	1315	Not Coded	0	1	0	Day	Wet	Other Contributing Action
5	6.488	10/08/13	Tue	2205	Left-Turn	0	1	0	Night	Dry	Other Contributing Action
6	6.488	11/01/13	Fri	1115	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
7	6.488	11/21/13	Thu	1256	Angle	0	0	1	Day	Wet	#N/A
8	6.488	02/11/13	Mon	2358	Left-Turn	0	0	1	Night	Dry	No Contributing Action
9	6.488	12/09/13	Mon	0252	Left-Turn	0	2	0	Night	Dry	Other Contributing Action
10	6.488	03/07/13	Thu	2340	Angle	0	0	1	Night	Dry	No Contributing Action
11	6.491	12/28/13	Sat	1350	Rear-End	0	2	0	Day	Dry	Followed too Closely
12	6.493	10/01/13	Tue	1303	Rear-End	0	1	0	Day	Dry	No Contributing Action
13	6.497	06/20/13	Thu	1300	Left-Turn	0	1	0	Day	Dry	Other Contributing Action
14	6.508	06/28/13	Fri	0725	Rear-End	0	0	1	Day	Dry	Followed too Closely
15	6.512	03/26/13	Tue	1805	Angle	0	0	1	Day	Dry	Other Contributing Action
16	6.512	04/05/13	Fri	0940	Angle	0	0	1	Day	Wet	Ran Red Light
17	6.512	01/25/13	Fri	1552	Angle	0	0	1	Day	Dry	#N/A
18	6.512	09/10/13	Tue	0739	Angle	0	1	0	Day	Wet	Ran Red Light
19	6.512	09/13/13	Fri	1730	Sideswipe	0	0	1	Day	Dry	#N/A
20	6.512	02/19/13	Tue	1125	Angle	0	0	1	Day	Dry	Ran Stop Sign
21	6.521	07/08/13	Mon	1820	Angle	0	1	0	Day	Wet	Careless or Negligent Manner
22	6.531	02/04/13	Mon	2301	Other Traffic Barrier	0	4	0	Night	Dry	Careless or Negligent Manner
23	0.006	09/02/13	Mon	1755	Other Non-Collision	0	0	1	Day	Wet	Drove too Fast for Conditions
24	0.095	01/09/13	Wed	1902	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
25	0.200	02/07/13	Thu	1912	Overturn/Rollover	0	0	1	Night	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
25	**0**	**10**	**15**	**6**	**0**	**8**	**4**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**
Percent	*0.00%*	*40.00%*	*60.00%*	*24.00%*	*0.00%*	*32.00%*	*16.00%*	*0.00%*	*12.00%*	*0.00%*	*0.00%*	*0.00%*	*4.00%*	*0.00%*	*4.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**17**	**8**	**7**	**18**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*68.00%*	*32.00%*	*28.00%*	*72.00%*	*16.00%*	*0.00%*	*0.00%*	*8.00%*	*4.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,000**

SPOT CRASH RATE **20.997** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070057 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.233 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.455	07/18/14	Fri	2125	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
2	6.461	05/10/14	Sat	0705	Sideswipe	0	1	0	Day	Dry	Drove too Fast for Conditions
3	6.470	04/18/14	Fri	0745	Rear-End	0	1	0	Day	Dry	Followed too Closely
4	6.480	01/09/14	Thu	1300	Not Coded	0	0	1	Unknown	Other	#N/A
5	6.480	11/20/14	Thu	1555	Rear-End	0	2	0	Day	Dry	#N/A
6	6.488	06/27/14	Fri	1738	Angle	0	0	1	Day	Dry	#N/A
7	6.488	07/02/14	Wed	1548	Angle	0	0	1	Day	Wet	Ran Red Light
8	6.488	01/09/14	Thu	1652	Angle	0	0	1	Day	Wet	#N/A
9	6.488	05/11/14	Sun	0214	Rear-End	0	0	1	Night	Dry	No Contributing Action
10	6.489	06/20/14	Fri	1042	Not Coded	0	0	1	Day	Dry	#N/A
11	6.489	07/08/14	Tue	0749	Angle	0	0	1	Day	Wet	No Contributing Action
12	6.489	12/28/14	Sun	1655	Sideswipe	0	0	1	Day	Dry	#N/A
13	6.497	10/07/14	Tue	1241	Rear-End	0	0	1	Day	Dry	#N/A
14	6.512	11/20/14	Thu	2030	Sideswipe	0	1	0	Night	Dry	#N/A
15	0.004	09/16/14	Tue	1214	Rear-End	0	0	1	Day	Dry	#N/A
16	0.005	01/26/14	Sun	0400	Guardrail End	0	0	1	Night	Dry	Other Contributing Action
17	0.009	06/13/14	Fri	0206	Other Non-Collision	0	0	1	Night	Wet	#N/A
18	0.057	04/17/14	Thu	0610	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
18	**0**	**6**	**12**	**7**	**0**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**2**
Percent	*0.00%*	*33.33%*	*66.67%*	*38.89%*	*0.00%*	*22.22%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*5.56%*	*0.00%*	*11.11%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**11**	**6**	**5**	**12**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*61.11%*	*33.33%*	*27.78%*	*66.67%*	*11.11%*	*0.00%*	*0.00%*	*5.56%*	*5.56%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,000** SPOT CRASH RATE **15.118** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB ON RAMP At Andrews Ave		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	0	0	0	2	0	2	0	50.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	0	0	0	0	0	0.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*25.0%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Others	0	0	0	0	1	1	0	25.0%
	Total Crashes	**0**	**0**	**1**	**2**	**1**	**4**	**1**	**100.0%**
SEVERITY	PDO Crashes	0	0	1	1	1	3	1	75.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	0	0	0	1	0	1	0	25.0%
LIGHTING CONDITIONS	Daylight	0	0	1	0	1	2	0	50.0%
	Dusk	0	0	0	1	0	1	0	25.0%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	0	0	0	1	0	1	0	25.0%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	0	0	1	1	1	3	1	75.0%
	Wet	0	0	0	1	0	1	0	25.0%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0	0	0.0%
	February	0	0	0	0	0	0	0	0.0%
	March	0	0	1	1	0	2	0	50.0%
	April	0	0	0	0	0	0	0	0.0%
	May	0	0	0	0	0	0	0	0.0%
	June	0	0	0	0	0	0	0	0.0%
	July	0	0	0	0	0	0	0	0.0%
	August	0	0	0	0	0	0	0	0.0%
	September	0	0	0	0	1	1	0	25.0%
	October	0	0	0	0	0	0	0	0.0%
	November	0	0	0	1	0	1	0	25.0%
	December	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	0	0	1	0	1	2	0	50.0%
	Tuesday	0	0	0	0	0	0	0	0.0%
	Wednesday	0	0	0	0	0	0	0	0.0%
	Thursday	0	0	0	1	0	1	0	25.0%
	Friday	0	0	0	1	0	1	0	25.0%
	Saturday	0	0	0	0	0	0	0	0.0%
	Sunday	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	00:00-06:00	0	0	0	0	0	0	0	0.0%
	06:00-09:00	0	0	0	0	1	1	0	25.0%
	09:00-11:00	0	0	1	0	0	1	0	25.0%
	11:00-13:00	0	0	0	0	0	0	0	0.0%
	13:00-15:00	0	0	0	0	0	0	0	0.0%
	15:00-18:00	0	0	0	1	0	1	0	25.0%
	18:00-24:00	0	0	0	1	0	1	0	25.0%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rloooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070058 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.002	03/05/12	Mon	0932	Guardrail Face	0	0	1	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,000** SPOT CRASH RATE **0.988** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070058 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.198	03/07/13	Thu	2057	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
2	0.198	11/15/13	Fri	1719	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
2	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*50.00%*	*50.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**0**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*100.00%*	*50.00%*	*50.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,500** SPOT CRASH RATE **1.909** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070058 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.198 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.050	09/15/14	Mon	0758	Not Coded	0	0	1	Day	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **14,500** SPOT CRASH RATE **0.954** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB ON RAMP At Andrews Ave		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	0	0	0	0	0	0	0	0.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	0	0	0	0	0	0.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Other Non Fixed Object Collisions	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*33.3%*
	Non-Collisions	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*33.3%*
	Others	1	0	0	0	0	1	0	33.3%
	Total Crashes	**3**	**0**	**0**	**0**	**0**	**3**	**1**	**100.0%**
SEVERITY	PDO Crashes	3	0	0	0	0	3	1	100.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	0	0	0	0	0	0	0	0.0%
LIGHTING CONDITIONS	Daylight	3	0	0	0	0	3	1	100.0%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	2	0	0	0	0	2	0	66.7%
	Wet	1	0	0	0	0	1	0	33.3%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0	0	0.0%
	February	0	0	0	0	0	0	0	0.0%
	March	1	0	0	0	0	1	0	33.3%
	April	0	0	0	0	0	0	0	0.0%
	May	0	0	0	0	0	0	0	0.0%
	June	1	0	0	0	0	1	0	33.3%
	July	1	0	0	0	0	1	0	33.3%
	August	0	0	0	0	0	0	0	0.0%
	September	0	0	0	0	0	0	0	0.0%
	October	0	0	0	0	0	0	0	0.0%
	November	0	0	0	0	0	0	0	0.0%
	December	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	0	0	0	0	0	0	0	0.0%
	Tuesday	1	0	0	0	0	1	0	33.3%
	Wednesday	1	0	0	0	0	1	0	33.3%
	Thursday	1	0	0	0	0	1	0	33.3%
	Friday	0	0	0	0	0	0	0	0.0%
	Saturday	0	0	0	0	0	0	0	0.0%
	Sunday	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	00:00-06:00	0	0	0	0	0	0	0	0.0%
	06:00-09:00	0	0	0	0	0	0	0	0.0%
	09:00-11:00	0	0	0	0	0	0	0	0.0%
	11:00-13:00	0	0	0	0	0	0	0	0.0%
	13:00-15:00	0	0	0	0	0	0	0	0.0%
	15:00-18:00	0	0	0	0	0	0	0	0.0%
	18:00-24:00	0	0	0	0	0	0	0	0.0%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation

CRASH SUMMARY

SECTION: 86070059 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.089 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	06/01/10	Tue	0900	Overturned	0	0	1	Day	Wet	Failed To Maintain Equipment
2	0.051	03/03/10	Wed	1400	Coll. W/Mvble Obj On Road	0	0	1	Day	Dry	No Improper Driving/Act
3	0.089	07/26/10	Mon	1100	All Other	0	0	1	Day	Dry	Improper Lane Change

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	########	*0.00%*	*33.33%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **650** SPOT CRASH RATE **142.077** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB OFF RAMP At Cypress Greek Rd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	2	6	4	3	8	23	5	50.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	1	2	3	1	6.5%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	0	1	0	1	3	1	6.5%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*1*	*0*	*0*	*5*	*4*	*10*	*2*	*21.7%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*2.2%*
	Non-Collisions	*0*	*0*	*0*	*1*	*1*	*2*	*0*	*4.3%*
	Others	2	0	1	0	1	4	1	8.7%
	Total Crashes	**6**	**6**	**6**	**11**	**17**	**46**	**9**	**100.0%**
SEVERITY	PDO Crashes	5	5	4	7	12	33	7	71.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	1	1	2	4	5	13	3	28.3%
LIGHTING CONDITIONS	Daylight	3	1	4	4	10	22	4	47.8%
	Dusk	0	0	1	0	0	1	0	2.2%
	Dawn	0	0	0	0	1	1	0	2.2%
	Dark	3	0	0	0	0	3	1	6.5%
	Unknown	0	5	1	7	6	19	4	41.3%
SURFACE CONDITIONS	Dry	5	5	6	6	12	34	7	73.9%
	Wet	1	1	0	5	5	12	2	26.1%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	1	0	2	0	3	1	6.5%
	February	0	0	0	3	1	4	1	8.7%
	March	0	2	0	2	0	4	1	8.7%
	April	0	0	0	0	2	2	0	4.3%
	May	3	0	1	0	1	5	1	10.9%
	June	0	0	0	0	5	5	1	10.9%
	July	1	0	0	0	2	3	1	6.5%
	August	0	0	1	0	1	2	0	4.3%
	September	1	1	1	1	0	4	1	8.7%
	October	0	0	1	0	3	4	1	8.7%
	November	1	1	0	2	2	6	1	13.0%
	December	0	1	2	1	0	4	1	8.7%
DAY OF WEEK	Monday	0	2	0	3	4	9	2	19.6%
	Tuesday	2	1	2	0	4	9	2	19.6%
	Wednesday	0	0	1	2	2	5	1	10.9%
	Thursday	1	1	0	1	1	4	1	8.7%
	Friday	0	1	1	4	3	9	2	19.6%
	Saturday	2	0	2	1	2	7	1	15.2%
	Sunday	1	1	0	0	1	3	1	6.5%
HOUR OF DAY	00:00-06:00	1	1	0	3	3	8	2	17.4%
	06:00-09:00	1	0	1	2	3	7	1	15.2%
	09:00-11:00	2	1	0	0	1	4	1	8.7%
	11:00-13:00	2	0	0	1	0	3	1	6.5%
	13:00-15:00	4	0	1	0	3	8	2	17.4%
	15:00-18:00	4	0	2	1	5	12	2	26.1%
	18:00-24:00	6	4	2	4	2	18	4	39.1%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070060 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.427 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.419	05/17/10	Mon	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
2	0.426	07/09/10	Fri	0400	Sideswipe	0	0	1	Night	Dry	Unknown/Not Coded
3	0.426	11/05/10	Fri	2200	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
4	0.427	05/08/10	Sat	1300	Coll. W/ Mv On Roadway	0	1	0	Day	Dry	Unknown/Not Coded
5	0.427	05/10/10	Mon	2200	All Other	0	0	1	Night	Dry	No Improper Driving/Act
6	0.427	09/29/10	Wed	0900	Hit Sign/Sign Post	0	0	1	Day	Wet	Careless Driving

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
6	**0**	**1**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**
Percent	*0.00%*	*16.67%*	*83.33%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*33.33%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**3**	**1**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*50.00%*	*50.00%*	*16.67%*	*83.33%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **15,500** SPOT CRASH RATE **2.484** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070060 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.427 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.177	09/25/11	Sun	2105	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
2	0.418	03/18/11	Fri	2315	Rear-End	0	0	1	Night	Dry	#N/A
3	0.421	01/27/11	Thu	0303	Rear-End	0	0	1	Night	Dry	No Contributing Action
4	0.422	12/12/11	Mon	1807	Rear-End	0	0	1	Night	Dry	#N/A
5	0.423	11/01/11	Tue	2144	Rear-End	0	0	1	Night	Dry	Followed too Closely
6	0.427	03/07/11	Mon	0956	Rear-End	0	1	0	Day	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
6	**0**	**1**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*16.67%*	*83.33%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**1**	**5**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*16.67%*	*83.33%*	*16.67%*	*83.33%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **12,500** SPOT CRASH RATE **3.080** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070060 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.427 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.332	09/26/12	Wed	1556	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
2	0.389	10/27/12	Sat	1346	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
3	0.418	12/11/12	Tue	1825	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
4	0.418	08/31/12	Fri	2111	Not Coded	0	0	1	Night	Dry	Other Contributing Action
5	0.421	12/11/12	Tue	1625	Rear-End	0	0	1	Day	Dry	#N/A
6	0.422	05/19/12	Sat	0753	Rear-End	0	0	1	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
6	**0**	**2**	**4**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Percent	*0.00%*	*33.33%*	*66.67%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*16.67%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**2**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*66.67%*	*33.33%*	*0.00%*	*100.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **12,500** SPOT CRASH RATE **3.080** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070060 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.427 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.143	09/09/13	Mon	0648	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
2	0.227	02/27/13	Wed	1945	Other Non-Fixed Object	0	1	0	Night	Wet	No Contributing Action
3	0.238	03/22/13	Fri	2217	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
4	0.238	12/21/13	Sat	0715	Other Post, Pole Or Support	0	0	1	Day	Dry	#N/A
5	0.238	11/15/13	Fri	1808	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
6	0.257	03/22/13	Fri	2217	Rear-End	0	1	0	Night	Dry	#N/A
7	0.332	11/27/13	Wed	1100	Utility Pole/Light Support	0	0	1	Day	Wet	Drove too Fast for Conditions
8	0.399	01/21/13	Mon	0535	Overturn/Rollover	0	0	1	Night	Wet	Other Contributing Action
9	0.418	01/10/13	Thu	0015	Utility Pole/Light Support	0	0	1	Night	Dry	#N/A
10	0.427	02/15/13	Fri	1525	Angle	0	0	1	Day	Wet	Ran Red Light
11	0.427	02/11/13	Mon	0216	Traffic Sign Support	0	0	1	Night	Dry	Ran Off Roadway

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
11	**0**	**4**	**7**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**
Percent	*0.00%*	*36.36%*	*63.64%*	*27.27%*	*0.00%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*45.45%*	*0.00%*	*0.00%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**7**	**5**	**6**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*36.36%*	*63.64%*	*45.45%*	*54.55%*	*27.27%*	*0.00%*	*0.00%*	*9.09%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*9.09%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **12,500** SPOT CRASH RATE **5.646** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070060 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.427 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	10/13/14	Mon	1014	Ditch	0	1	0	Day	Dry	Careless or Negligent Manner
2	0.177	07/09/14	Wed	0625	Tree (Standing)	0	0	1	Day	Wet	#N/A
3	0.177	06/17/14	Tue	2308	Utility Pole/Light Support	0	0	1	Night	Wet	Careless or Negligent Manner
4	0.214	11/06/14	Thu	1958	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
5	0.370	07/01/14	Tue	1741	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
6	0.380	05/25/14	Sun	1414	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	0.389	06/20/14	Fri	1458	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
8	0.389	04/28/14	Mon	0600	Guardrail Face	0	0	1	Night	Dry	No Contributing Action
9	0.389	06/20/14	Fri	0359	Ran into Water/Canal	0	1	0	Night	Dry	Other Contributing Action
10	0.403	02/01/14	Sat	1636	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
11	0.408	06/13/14	Fri	1552	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
12	0.413	11/17/14	Mon	1303	Angle	0	0	1	Day	Wet	Careless or Negligent Manner
13	0.421	10/07/14	Tue	1628	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
14	0.425	04/05/14	Sat	0008	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
15	0.425	08/27/14	Wed	0840	Not Coded	0	0	1	Day	Dry	#N/A
16	0.427	06/23/14	Mon	0158	Sideswipe	0	0	1	Night	Dry	No Contributing Action
17	0.427	10/14/14	Tue	1705	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
17	**0**	**5**	**12**	**8**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**1**	**1**
Percent	*0.00%*	*29.41%*	*70.59%*	*47.06%*	*0.00%*	*11.76%*	*0.00%*	*0.00%*	*5.88%*	*0.00%*	*0.00%*	*0.00%*	*23.53%*	*5.88%*	*5.88%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**10**	**7**	**5**	**12**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**
Percent	*58.82%*	*41.18%*	*29.41%*	*70.59%*	*58.82%*	*0.00%*	*0.00%*	*0.00%*	*5.88%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.76%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **12,500** SPOT CRASH RATE **8.726** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 SB ON RAMP At Cypress Greek Rd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	0	0	0	0	0	0	0	0.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	0	1	1	2	0	28.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*1*	*0*	*0*	*1*	*0*	*2*	*0*	*28.6%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*1*	*1*	*1*	*0*	*3*	*1*	*42.9%*
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	**1**	**1**	**1**	**3**	**1**	**7**	**1**	**100.0%**
SEVERITY	PDO Crashes	1	0	0	3	1	5	1	71.4%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	0	1	1	0	0	2	0	28.6%
LIGHTING CONDITIONS	Daylight	1	0	0	0	1	2	0	28.6%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	0	1	1	3	0	5	1	71.4%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	1	0	0	1	1	3	1	42.9%
	Wet	0	1	1	2	0	4	1	57.1%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0	0	0.0%
	February	0	0	0	0	0	0	0	0.0%
	March	0	0	0	0	0	0	0	0.0%
	April	0	0	0	0	0	0	0	0.0%
	May	0	1	0	1	0	2	0	28.6%
	June	0	0	0	0	0	0	0	0.0%
	July	0	0	0	0	0	0	0	0.0%
	August	0	0	0	1	0	1	0	14.3%
	September	0	0	1	0	0	1	0	14.3%
	October	1	0	0	1	0	2	0	28.6%
	November	0	0	0	0	1	1	0	14.3%
	December	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	0	0	0	0	0	0	0	0.0%
	Tuesday	0	1	1	0	0	2	0	28.6%
	Wednesday	0	0	0	0	0	0	0	0.0%
	Thursday	0	0	0	2	0	2	0	28.6%
	Friday	0	0	0	0	1	1	0	14.3%
	Saturday	1	0	0	1	0	2	0	28.6%
	Sunday	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	00:00-06:00	0	1	0	2	0	3	1	42.9%
	06:00-09:00	0	0	0	0	0	0	0	0.0%
	09:00-11:00	0	0	0	0	0	0	0	0.0%
	11:00-13:00	0	0	0	0	0	0	0	0.0%
	13:00-15:00	0	0	0	0	0	0	0	0.0%
	15:00-18:00	1	0	0	0	1	2	0	28.6%
	18:00-24:00	1	0	1	1	0	3	1	42.9%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rloooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070061 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.314 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.125	10/29/10	Fri	1600	Hit Sign/Sign Post	0	0	1	Day	Dry	Careless Driving

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Percent	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Percent	########	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 6,300 SPOT CRASH RATE 1.385 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070061 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.314 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.314	05/31/11	Tue	0248	Overturn/Rollover	0	2	0	Night	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
Percent	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 6,400 SPOT CRASH RATE 1.363 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070061 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.314 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.250	09/25/12	Tue	2050	Other Non-Collision	0	1	0	Night	Wet	Swerved Or Avoided

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 6,400 SPOT CRASH RATE 1.363 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070061 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.314 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.076	05/02/13	Thu	0003	Overturn/Rollover	0	0	1	Night	Wet	Failed To Keep In Proper Lane
2	0.314	10/10/13	Thu	0411	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
3	0.314	08/17/13	Sat	2050	Traffic Sign Support	0	0	1	Night	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**0**	**3**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*0.00%*	*100.00%*	*66.67%*	*33.33%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **5,500** SPOT CRASH RATE **4.759** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070061 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.314 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	11/14/14	Fri	1640	Sideswipe	0	0	1	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **5,500** SPOT CRASH RATE **1.586** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 NB OFF RAMP At Andrews Ave		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	1	0	0	0	0	1	0	7.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	1	0	1	0	7.7%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	1	0	0	1	2	0	15.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	1	0	0	0	0	1	0	7.7%
	Fixed Object	*2*	*2*	*0*	*0*	*2*	*6*	*1*	*46.2%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Others	0	0	2	0	0	2	0	15.4%
	Total Crashes	**4**	**3**	**2**	**1**	**3**	**13**	**3**	**100.0%**
SEVERITY	PDO Crashes	3	1	2	0	2	8	2	61.5%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	1	2	0	1	1	5	1	38.5%
LIGHTING CONDITIONS	Daylight	3	2	1	0	1	7	1	53.8%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	1	0	0	0	0	1	0	7.7%
	Dark	0	1	1	1	2	5	1	38.5%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	2	2	1	1	2	8	2	61.5%
	Wet	2	1	1	0	1	5	1	38.5%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0	0	0.0%
	February	1	0	0	0	0	1	0	7.7%
	March	0	0	0	1	1	2	0	15.4%
	April	0	0	0	0	2	2	0	15.4%
	May	0	0	0	0	0	0	0	0.0%
	June	1	0	0	0	0	1	0	7.7%
	July	2	0	0	0	0	2	0	15.4%
	August	0	1	0	0	0	1	0	7.7%
	September	0	1	0	0	0	1	0	7.7%
	October	0	0	1	0	0	1	0	7.7%
	November	0	1	1	0	0	2	0	15.4%
	December	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	1	1	0	0	0	2	0	15.4%
	Tuesday	0	0	0	0	1	1	0	7.7%
	Wednesday	0	0	0	0	1	1	0	7.7%
	Thursday	0	1	0	0	0	1	0	7.7%
	Friday	1	1	2	0	0	4	1	30.8%
	Saturday	1	0	0	0	1	2	0	15.4%
	Sunday	1	0	0	1	0	2	0	15.4%
HOUR OF DAY	00:00-06:00	0	1	0	0	1	2	0	15.4%
	06:00-09:00	1	0	0	0	1	2	0	15.4%
	09:00-11:00	2	0	1	0	0	3	1	23.1%
	11:00-13:00	3	1	0	0	0	4	1	30.8%
	13:00-15:00	3	1	0	0	0	4	1	30.8%
	15:00-18:00	4	0	0	0	0	4	1	30.8%
	18:00-24:00	4	0	1	1	1	7	1	53.8%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070062 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.284 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	07/04/10	Sun	0600	Utility/Light Pole	0	0	1	Night	Wet	Careless Driving
2	0.265	06/18/10	Fri	1100	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
3	0.284	02/18/10	Thu	1000	Coll. W/ Bicycle	0	1	0	Day	Dry	Unknown/Not Coded
4	0.284	07/03/10	Sat	1600	Hit Other Fixed Object	0	0	1	Day	Wet	Unknown/Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
4	0	1	3	1	0	0	0	0	0	0	0	0	2	0	0
Percent	0.00%	25.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	3	1	2	2	1	0	0	0	0	0	0	0	0	0	0
Percent	75.00%	25.00%	50.00%	50.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 700 SPOT CRASH RATE 55.125 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070062 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.284 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.184	08/25/11	Thu	1329	Utility Pole/Light Support	0	0	1	Day	Wet	Swerved Or Avoided
2	0.265	11/14/11	Mon	0507	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
3	0.284	09/02/11	Fri	1207	Sideswipe	0	2	0	Day	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	0	2	1	0	0	0	0	0	1	0	0	0	2	0	0
Percent	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	66.67%	0.00%	0.00%

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	2	1	1	2	1	0	0	0	0	0	0	0	0	1	0
Percent	66.67%	33.33%	33.33%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%

TOTAL ENTERING VEHICLES/ADT: 700 SPOT CRASH RATE 41.344 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070062 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.284 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.275	11/09/12	Fri	1827	Not Coded	0	0	1	Night	Dry	No Contributing Action
2	0.284	10/26/12	Fri	0928	Not Coded	0	0	1	Day	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	1	1	1	1	0	0	0	0	1	0	0	0	0	0	0
Percent	50.00%	50.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 7,900 SPOT CRASH RATE 2.442 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070062 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.284 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.284	03/17/13	Sun	2348	Angle	0	1	0	Night	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*0.00%*	*100.00%*	*0.00%*	*100.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **7,500** SPOT CRASH RATE **1.286** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070062 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.284 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.009	04/30/14	Wed	2244	Sideswipe	0	0	1	Night	Dry	No Contributing Action
2	0.019	03/25/14	Tue	0800	Ditch	0	1	0	Day	Wet	No Contributing Action
3	0.038	04/26/14	Sat	0350	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*33.33%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*66.67%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**1**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*33.33%*	*66.67%*	*33.33%*	*66.67%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **7,600** SPOT CRASH RATE **3.808** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 NB OFF RAMP At Cypress Greek Rd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	1	0	0	0	1	2	0	10.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	1	1	0	5.3%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	0	0	0	0	1	0	5.3%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*2*	*3*	*1*	*1*	*7*	*1*	*36.8%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*4*	*2*	*1*	*7*	*1*	*36.8%*
	Others	0	0	0	1	0	1	0	5.3%
	Total Crashes	**2**	**2**	**7**	**4**	**4**	**19**	**4**	**100.0%**
SEVERITY	PDO Crashes	2	0	3	4	3	12	2	63.2%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	0	2	4	0	1	7	1	36.8%
LIGHTING CONDITIONS	Daylight	2	2	4	3	4	15	3	78.9%
	Dusk	0	0	1	0	0	1	0	5.3%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	0	0	2	1	0	3	1	15.8%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	1	2	1	0	0	4	1	21.1%
	Wet	0	0	6	4	4	14	3	73.7%
	Others	1	0	0	0	0	1	0	5.3%
MONTH OF YEAR	January	0	0	0	0	1	1	0	5.3%
	February	0	0	0	0	0	0	0	0.0%
	March	0	0	1	0	0	1	0	5.3%
	April	0	0	0	0	0	0	0	0.0%
	May	0	1	0	2	0	3	1	15.8%
	June	1	0	0	0	1	2	0	10.5%
	July	0	0	0	0	2	2	0	10.5%
	August	0	0	0	1	0	1	0	5.3%
	September	1	1	2	0	0	4	1	21.1%
	October	0	0	2	0	0	2	0	10.5%
	November	0	0	2	1	0	3	1	15.8%
	December	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	0	0	2	1	0	3	1	15.8%
	Tuesday	0	1	0	0	1	2	0	10.5%
	Wednesday	0	0	2	0	1	3	1	15.8%
	Thursday	1	1	1	1	2	6	1	31.6%
	Friday	0	0	1	1	0	2	0	10.5%
	Saturday	0	0	0	0	0	0	0	0.0%
	Sunday	1	0	1	1	0	3	1	15.8%
HOUR OF DAY	00:00-06:00	0	0	1	1	0	2	0	10.5%
	06:00-09:00	0	0	0	0	0	0	0	0.0%
	09:00-11:00	0	2	1	1	1	5	1	26.3%
	11:00-13:00	0	0	2	0	0	2	0	10.5%
	13:00-15:00	1	0	1	1	1	4	1	21.1%
	15:00-18:00	2	0	0	1	2	5	1	26.3%
	18:00-24:00	2	0	2	0	0	4	1	21.1%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rloooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070063 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.160 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.019	09/11/10	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
2	0.160	06/09/10	Wed	1400	Sideswipe	0	0	1	Day	Unknown	Improper Lane Change

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
2	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*0.00%*	*100.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	########	*0.00%*	*0.00%*	*50.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,500** SPOT CRASH RATE **2.978** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070063 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.160 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.047	09/29/11	Thu	0900	Traffic Sign Support	0	1	0	Day	Dry	Careless or Negligent Manner
2	0.076	05/03/11	Tue	0942	Utility Pole/Light Support	0	1	0	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
2	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,000** SPOT CRASH RATE **3.113** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070063 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.160 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.038	10/26/12	Fri	1103	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions
2	0.057	09/13/12	Thu	1421	Traffic Sign Support	0	0	1	Day	Wet	Careless or Negligent Manner
3	0.057	10/17/12	Wed	1826	Overturn/Rollover	0	1	0	Night	Wet	Careless or Negligent Manner
4	0.080	03/14/12	Wed	0511	Traffic Sign Support	0	0	1	Night	Wet	#N/A
5	0.095	11/26/12	Mon	2320	Traffic Sign Support	0	1	0	Night	Dry	Ran Off Roadway
6	0.160	09/16/12	Sun	1138	Overturn/Rollover	0	1	0	Day	Wet	Drove too Fast for Conditions
7	0.160	11/12/12	Mon	1007	Overturn/Rollover	0	1	0	Day	Wet	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
7	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**
Percent	*0.00%*	*57.14%*	*42.86%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*42.86%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**3**	**6**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*57.14%*	*42.86%*	*85.71%*	*14.29%*	*42.86%*	*0.00%*	*0.00%*	*0.00%*	*28.57%*	*0.00%*	*0.00%*	*0.00%*	*14.29%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,000** SPOT CRASH RATE **10.897** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070063 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.160 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	05/12/13	Sun	1720	Utility Pole/Light Support	0	0	1	Day	Wet	Careless or Negligent Manner
2	0.038	05/20/13	Mon	0900	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions
3	0.080	08/15/13	Thu	1354	Not Coded	0	0	1	Day	Wet	Drove too Fast for Conditions
4	0.095	11/08/13	Fri	0543	Overturn/Rollover	0	0	1	Night	Wet	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
4	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*25.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**1**	**4**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*75.00%*	*25.00%*	*100.00%*	*0.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **10,500** SPOT CRASH RATE **6.523** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070063 STATE ROUTE: 9

ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.160 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	06/10/14	Tue	1616	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
2	0.057	07/17/14	Thu	1345	Traffic Sign Support	0	0	1	Day	Wet	Drove too Fast for Conditions
3	0.095	07/17/14	Thu	1504	Angle	0	1	0	Day	Wet	Careless or Negligent Manner
4	0.122	01/29/14	Wed	0925	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
4	**0**	**1**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*25.00%*	*75.00%*	*25.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**4**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*100.00%*	*0.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **10,500** SPOT CRASH RATE **6.523** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

I-95 NB ON RAMP At Cypress Greek Rd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	1	2	2	1	2	8	2	40.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	0	0	2	0	4	1	20.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	1	1	0	1	3	1	15.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*2*	*0*	*1*	*3*	*1*	*15.0%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*2*	*0*	*2*	*0*	*10.0%*
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	**3**	**3**	**5**	**5**	**4**	**20**	**4**	**100.0%**
SEVERITY	PDO Crashes	1	2	4	3	3	13	3	65.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	2	1	1	2	1	7	1	35.0%
LIGHTING CONDITIONS	Daylight	3	3	3	2	3	14	3	70.0%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	0	0	1	3	1	5	1	25.0%
	Unknown	0	0	1	0	0	1	0	5.0%
SURFACE CONDITIONS	Dry	3	3	5	2	4	17	3	85.0%
	Wet	0	0	0	3	0	3	1	15.0%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	1	1	0	5.0%
	February	0	0	0	1	0	1	0	5.0%
	March	1	0	1	1	0	3	1	15.0%
	April	0	0	0	0	1	1	0	5.0%
	May	0	0	0	1	0	1	0	5.0%
	June	1	0	1	0	1	3	1	15.0%
	July	0	0	1	0	0	1	0	5.0%
	August	0	1	0	0	0	1	0	5.0%
	September	0	1	1	1	0	3	1	15.0%
	October	0	0	1	1	0	2	0	10.0%
	November	0	1	0	0	1	2	0	10.0%
	December	1	0	0	0	0	1	0	5.0%
DAY OF WEEK	Monday	0	1	0	1	0	2	0	10.0%
	Tuesday	0	0	0	2	2	4	1	20.0%
	Wednesday	1	1	1	1	1	5	1	25.0%
	Thursday	0	1	0	0	1	2	0	10.0%
	Friday	1	0	2	1	0	4	1	20.0%
	Saturday	1	0	0	0	0	1	0	5.0%
	Sunday	0	0	2	0	0	2	0	10.0%
HOUR OF DAY	00:00-06:00	0	0	0	2	0	2	0	10.0%
	06:00-09:00	1	1	1	0	0	3	1	15.0%
	09:00-11:00	1	1	3	2	0	7	1	35.0%
	11:00-13:00	2	0	1	0	0	3	1	15.0%
	13:00-15:00	2	1	0	0	0	3	1	15.0%
	15:00-18:00	3	0	0	0	2	5	1	25.0%
	18:00-24:00	3	0	0	1	2	6	1	30.0%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070064 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.304 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	03/19/10	Fri	1100	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
2	0.000	06/03/10	Thu	0600	Angle	0	1	0	Day	Dry	No Improper Driving/Act
3	0.000	12/07/10	Tue	1500	Rear-End	0	1	0	Day	Dry	Followed Too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	**0**	**2**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*66.67%*	*33.33%*	*33.33%*	*0.00%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	########	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **13,000** SPOT CRASH RATE **2.080** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070064 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.304 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	08/22/11	Mon	1340	Sideswipe	0	0	1	Day	Dry	No Contributing Action
2	0.000	09/07/11	Wed	0855	Rear-End	0	0	1	Day	Dry	Ran Red Light
3	0.250	11/10/11	Thu	0900	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*33.33%*	*66.67%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*33.33%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **12,500** SPOT CRASH RATE **2.163** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070064 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.304 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	06/15/12	Fri	0915	Rear-End	0	0	1	Day	Dry	Followed too Closely
2	0.000	07/13/12	Fri	0950	Rear-End	0	2	0	Night	Dry	Other Contributing Action
3	0.000	10/31/12	Wed	1015	Sideswipe	0	0	1	Day	Dry	Improper Turn
4	0.038	09/30/12	Sun	1255	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
5	0.095	03/11/12	Sun	0724	Traffic Sign Support	0	0	1	Unknown	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*20.00%*	*80.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*40.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**1**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*60.00%*	*20.00%*	*0.00%*	*100.00%*	*20.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **12,500** SPOT CRASH RATE **3.605** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070064 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.304 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	10/07/13	Mon	0910	Angle	0	0	1	Day	Dry	Improper Turn
2	0.000	05/01/13	Wed	0504	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
3	0.019	03/19/13	Tue	0331	Overturn/Rollover	0	1	0	Night	Wet	Careless or Negligent Manner
4	0.038	02/15/13	Fri	1955	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
5	0.095	09/10/13	Tue	0900	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	**0**	**2**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*40.00%*	*60.00%*	*20.00%*	*0.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**2**	**3**	**3**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**
Percent	*40.00%*	*60.00%*	*60.00%*	*40.00%*	*60.00%*	*0.00%*	*20.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*40.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,000** SPOT CRASH RATE **4.096** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070064 STATE ROUTE: 9
ROADWAY LIMITS: whole ramp M.P. 0.000 TO 0.304 ENGINEER: CTS Engineering, Inc.
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.019	06/17/14	Tue	1805	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
2	0.057	11/11/14	Tue	2335	Concrete Traffic Barrier	0	1	0	Night	Dry	Other Contributing Action
3	0.076	01/16/14	Thu	1722	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	0.109	04/09/14	Wed	1714	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
4	**0**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*25.00%*	*75.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**3**	**1**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*75.00%*	*25.00%*	*0.00%*	*100.00%*	*75.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **11,000** SPOT CRASH RATE **3.277** CRASHES PER MILLION ENTERING VEHICLES

CRASH STATISTICS

Commercial Blvd from W Powerline Rd to E Andrews Ave		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	47	40	47	64	76	274	55	47.7%
	Head On	3	0	0	0	0	3	1	0.5%
	Angle	15	15	15	25	22	92	18	16.0%
	Left Turn	4	2	2	5	3	16	3	2.8%
	Right Turn	0	0	2	1	1	4	1	0.7%
	Sideswipe	9	6	16	23	31	85	17	14.8%
	Backed Into	1	0	1	0	0	2	0	0.3%
	Pedestrian	1	0	2	2	2	7	1	1.2%
	Bicycle	1	4	1	2	2	10	2	1.7%
	Fixed Object	*2*	*1*	*6*	*8*	*4*	*21*	*4*	*3.7%*
	Other Non Fixed Object Collisions	*0*	*1*	*0*	*1*	*1*	*3*	*1*	*0.5%*
	Non-Collisions	*3*	*2*	*1*	*1*	*2*	*9*	*2*	*1.6%*
	Others	15	3	10	10	10	48	10	8.4%
	Total Crashes	**101**	**74**	**103**	**142**	**154**	**574**	**115**	**100.0%**
SEVERITY	PDO Crashes	64	43	69	102	122	400	80	69.7%
	Fatal Crashes	1	0	1	1	0	3	1	0.5%
	Injury Crashes	36	31	33	39	32	171	34	29.8%
LIGHTING CONDITIONS	Daylight	73	53	68	101	116	411	82	71.6%
	Dusk	2	3	3	4	2	14	3	2.4%
	Dawn	0	1	2	1	1	5	1	0.9%
	Dark	24	17	29	36	34	140	28	24.4%
	Unknown	2	0	1	0	1	4	1	0.7%
SURFACE CONDITIONS	Dry	83	63	84	115	133	478	96	83.3%
	Wet	15	11	18	27	20	91	18	15.9%
	Others	3	0	1	0	1	5	1	0.9%
MONTH OF YEAR	January	8	4	6	12	19	49	10	8.5%
	February	10	2	7	10	12	41	8	7.1%
	March	6	5	8	9	11	39	8	6.8%
	April	7	3	5	7	9	31	6	5.4%
	May	11	8	13	8	13	53	11	9.2%
	June	9	7	6	14	13	49	10	8.5%
	July	10	7	10	13	11	51	10	8.9%
	August	10	9	8	8	15	50	10	8.7%
	September	7	9	8	15	11	50	10	8.7%
	October	7	8	9	17	12	53	11	9.2%
	November	6	5	10	16	16	53	11	9.2%
	December	10	7	13	13	12	55	11	9.6%
DAY OF WEEK	Monday	8	13	15	25	16	77	15	13.4%
	Tuesday	16	16	16	28	33	109	22	19.0%
	Wednesday	16	13	15	24	29	97	19	16.9%
	Thursday	23	11	13	17	24	88	18	15.3%
	Friday	14	7	14	29	27	91	18	15.9%
	Saturday	14	9	15	12	14	64	13	11.1%
	Sunday	10	5	15	7	11	48	10	8.4%
HOUR OF DAY	00:00-06:00	7	6	10	11	10	44	9	7.7%
	06:00-09:00	15	10	13	17	17	72	14	12.5%
	09:00-11:00	23	3	14	12	17	69	14	12.0%
	11:00-13:00	37	8	15	13	23	96	19	16.7%
	13:00-15:00	57	9	6	14	26	112	22	19.5%
	15:00-18:00	78	17	18	39	36	188	38	32.8%
	18:00-24:00	101	21	27	36	25	210	42	36.6%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.210	02/17/10	Wed	1300	Rear-End	0	2	0	Day	Dry	Unknown/Not Coded
2	6.229	07/07/10	Wed	1600	Rear-End	0	3	0	Day	Dry	Unknown/Not Coded
3	6.229	07/14/10	Wed	1900	Rear-End	0	0	1	Unknown	Unknown	Unknown/Not Coded
4	6.229	08/04/10	Wed	1400	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
5	6.229	10/17/10	Sun	1600	Angle	0	0	1	Day	Dry	Improper Lane Change
6	6.236	10/14/10	Thu	1100	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
7	6.239	05/13/10	Thu	1300	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
8	6.239	12/06/10	Mon	0800	Angle	0	0	1	Day	Dry	Failed To Yield Right-Of-Way
9	6.242	07/17/10	Sat	0100	Angle	0	0	1	Night	Dry	Unknown/Not Coded
10	6.242	07/20/10	Tue	1100	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
11	6.242	09/25/10	Sat	0000	Coll. W/ Pedestrian	1	0	0	Night	Wet	Careless Driving
12	6.244	03/30/10	Tue	0900	All Other	0	1	0	Night	Dry	Unknown/Not Coded
13	6.244	05/31/10	Mon	1300	Angle	0	0	1	Day	Dry	Improper Turn
14	6.245	05/04/10	Tue	1000	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
15	6.245	08/02/10	Mon	2000	Rear-End	0	5	0	Day	Dry	Unknown/Not Coded
16	6.246	11/24/10	Wed	0700	Rear-End	0	1	0	Day	Wet	Unknown/Not Coded
17	6.246	12/08/10	Wed	2000	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
18	6.248	02/17/10	Wed	2300	Coll. W/ Mv On Roadway	0	0	1	Night	Dry	Alchol-Under Influence
19	6.248	05/01/10	Sat	0100	Coll. W/Fixed Obj Above Rd	0	0	1	Night	Dry	Unknown/Not Coded
20	6.248	05/08/10	Sat	0700	Angle	0	2	0	Day	Dry	Unknown/Not Coded
21	6.248	06/17/10	Thu	1300	Rear-End	0	2	0	Day	Dry	Unknown/Not Coded
22	6.248	08/19/10	Thu	1200	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
23	6.248	09/07/10	Tue	2000	Sideswipe	0	1	0	Night	Wet	Failed To Yield Right-Of-Way
24	6.250	08/05/10	Thu	1700	Angle	0	0	1	Day	Dry	Improper Lane Change
25	6.252	06/15/10	Tue	0900	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
26	6.263	02/04/10	Thu	1200	Rear-End	0	1	0	Day	Dry	Followed Too Closely
27	6.263	09/21/10	Tue	1500	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
28	6.285	10/18/10	Mon	1600	Rear-End	0	0	1	Day	Dry	Followed Too Closely
29	6.286	03/01/10	Mon	0800	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
30	6.295	12/01/10	Wed	1300	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
31	6.305	01/05/10	Tue	1300	Rear-End	0	1	0	Day	Dry	Followed Too Closely
32	6.373	02/26/10	Fri	1500	Rear-End	0	0	1	Day	Dry	Followed Too Closely
33	6.397	12/07/10	Tue	0800	All Other	0	1	0	Day	Dry	Unknown/Not Coded
34	6.398	04/12/10	Mon	1300	Overturned	0	0	1	Day	Dry	Improper Turn
35	6.398	08/25/10	Wed	1100	Rear-End	0	0	1	Day	Dry	Followed Too Closely
36	6.398	09/30/10	Thu	1500	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
37	6.398	10/09/10	Sat	1800	Rear-End	0	0	1	Day	Dry	Followed Too Closely
38	6.398	12/26/10	Sun	0700	Angle	0	0	1	Day	Wet	Disregarded Traffic Signal
39	6.407	01/25/10	Mon	1400	Sideswipe	0	0	1	Day	Dry	Disregarded Traffic Signal
40	6.409	11/09/10	Tue	1800	Sideswipe	0	0	1	Night	Unknown	Unknown/Not Coded
41	6.466	02/05/10	Fri	1700	Rear-End	0	0	1	Day	Dry	Followed Too Closely
42	6.474	04/02/10	Fri	1500	Rear-End	0	1	0	Day	Dry	Followed Too Closely
43	6.479	01/09/10	Sat	2200	Rear-End	0	1	0	Night	Wet	Disregarded Traffic Signal
44	6.479	07/12/10	Mon	2200	Rear-End	0	1	0	Night	Dry	Unknown/Not Coded
45	6.488	11/01/10	Mon	2200	Angle	0	0	1	Night	Wet	Unknown/Not Coded
46	6.512	04/14/10	Wed	1800	Angle	0	0	1	Day	Dry	Unknown/Not Coded
47	6.512	07/02/10	Fri	2100	Concrete Barrier Wall	0	1	0	Night	Wet	Unknown/Not Coded
48	6.557	07/18/10	Sun	1900	Hit Tree/Shrubbery	0	1	0	Day	Wet	Careless Driving
49	6.569	04/16/10	Fri	1300	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
50	6.675	02/12/10	Fri	1300	Left-Turn	0	1	0	Day	Dry	Disregarded Traffic Signal
51	6.684	03/03/10	Wed	0200	Rear-End	0	1	0	Night	Dry	Alchol-Under Influence
52	6.692	10/20/10	Wed	1200	Rear-End	0	1	0	Day	Dry	Followed Too Closely
53	6.694	09/07/10	Tue	1800	All Other	0	0	1	Day	Dry	Unknown/Not Coded
54	6.701	08/20/10	Fri	0100	All Other	0	1	0	Night	Dry	Unknown/Not Coded
55	6.701	10/08/10	Fri	1700	Sideswipe	0	0	1	Day	Dry	Careless Driving
56	6.739	02/18/10	Thu	0900	Rear-End	0	0	1	Day	Dry	Careless Driving
57	6.748	06/23/10	Wed	1700	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
58	6.749	07/02/10	Fri	0900	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
59	6.752	01/14/10	Thu	1600	Rear-End	0	0	1	Day	Dry	Followed Too Closely
60	6.752	05/04/10	Tue	1700	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
61	6.753	07/11/10	Sun	1800	Sideswipe	0	1	0	Day	Dry	Unknown/Not Coded
62	6.758	01/08/10	Fri	1200	All Other	0	0	1	Unknown	Unknown	Unknown/Not Coded
63	6.758	01/29/10	Fri	2100	Head-On	0	0	1	Night	Dry	Followed Too Closely
64	6.758	02/02/10	Tue	1700	Head-On	0	0	1	Night	Wet	Followed Too Closely
65	6.758	02/25/10	Thu	1100	Angle	0	2	0	Day	Dry	Driver Distraction
66	6.758	03/14/10	Sun	1300	All Other	0	1	0	Day	Dry	No Improper Driving/Act
67	6.758	05/13/10	Thu	1900	Coll. W/ Mv On Roadway	0	1	0	Night	Dry	Careless Driving
68	6.758	05/22/10	Sat	1700	Coll. W/ Mv On Roadway	0	1	0	Day	Dry	Improper Turn
69	6.758	06/01/10	Tue	0700	Rear-End	0	1	0	Day	Dry	Careless Driving
70	6.758	06/08/10	Tue	2100	Rear-End	0	0	1	Night	Dry	Careless Driving
71	6.758	08/03/10	Tue	0000	Left-Turn	0	0	1	Night	Dry	Failed To Yield Right-Of-Way
72	6.758	11/01/10	Mon	1500	Rear-End	0	0	1	Day	Dry	Followed Too Closely
73	6.758	12/03/10	Fri	1400	Angle	0	1	0	Day	Dry	Failed To Yield Right-Of-Way
74	6.758	12/05/10	Sun	0900	Left-Turn	0	0	1	Day	Dry	Failed To Yield Right-Of-Way
75	6.762	01/11/10	Mon	1300	All Other	0	0	1	Day	Dry	No Improper Driving/Act
76	6.764	06/07/10	Mon	1000	Angle	0	1	0	Day	Dry	Unknown/Not Coded
77	6.767	05/05/10	Wed	1300	Rear-End	0	0	1	Day	Dry	Driver Distraction
78	6.767	12/20/10	Mon	1800	All Other	0	0	1	Night	Dry	No Improper Driving/Act
79	6.786	11/08/10	Mon	1200	Rear-End	0	2	0	Day	Dry	No Improper Driving/Act
80	6.796	04/01/10	Thu	1300	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
81	6.796	05/13/10	Thu	2100	Rear-End	0	0	1	Night	Dry	Followed Too Closely
82	6.796	09/24/10	Fri	1100	All Other	0	1	0	Day	Wet	No Improper Driving/Act
83	3.583	01/09/10	Sat	1900	Coll. W/ Bicycle	0	1	0	Night	Wet	Disregarded Traffic Signal
84	3.585	06/02/10	Wed	1400	Left-Turn	0	0	1	Day	Dry	Unknown/Not Coded
85	3.587	08/05/10	Thu	1700	All Other	0	0	1	Day	Dry	Failed To Yield Right-Of-Way
86	3.587	12/29/10	Wed	1300	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
87	3.589	03/19/10	Fri	0800	Backed Into	0	0	1	Day	Dry	Improper Backing
88	3.590	09/12/10	Sun	1400	Head-On	0	0	1	Day	Dry	Followed Too Closely
89	3.594	10/17/10	Sun	1500	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
90	3.604	12/01/10	Wed	1700	Rear-End	0	0	1	Night	Dry	Unknown/Not Coded
91	0.009	03/06/10	Sat	2000	Overturned	0	1	0	Night	Dry	Unknown/Not Coded
92	0.009	05/19/10	Wed	1900	Rear-End	0	0	1	Night	Wet	Careless Driving

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **86014000** STATE ROUTE: **870**

ROADWAY LIMITS: **W Powerline Rd to E Andrews Ave** M.P. **6.198** TO **6.808** ENGINEER: **CTS Engineering, Inc.**

STUDY PERIOD: FROM **1/ 2010** TO **12/ 2010** COUNTY: **0**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
93	0.038	07/14/10	Wed	1100	Overturned	0	1	0	Day	Wet	No Improper Driving/Act
94	0.194	02/10/10	Wed	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
95	0.196	08/30/10	Mon	1500	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
96	0.197	06/16/10	Wed	1200	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
97	0.198	04/20/10	Tue	0500	All Other	0	0	1	Night	Wet	Followed Too Closely
98	0.198	04/26/10	Mon	1600	Angle	0	0	1	Day	Wet	Followed Too Closely
99	0.198	06/19/10	Sat	1200	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
100	0.198	08/04/10	Wed	1400	Rear-End	0	3	0	Day	Dry	Careless Driving
101	0.198	11/17/10	Wed	0900	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
101	**1**	**36**	**64**	**47**	**3**	**15**	**4**	**0**	**9**	**1**	**0**	**0**	**2**	**0**	**15**
Percent	*0.99%*	*35.64%*	*63.37%*	*46.53%*	*2.97%*	*14.85%*	*3.96%*	*0.00%*	*8.91%*	*0.99%*	*0.00%*	*0.00%*	*1.98%*	*0.00%*	*14.85%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**73**	**26**	**15**	**83**	**10**	**6**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
Percent	*72.28%*	*25.74%*	*14.85%*	*82.18%*	*9.90%*	*5.94%*	*2.97%*	*6.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.96%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **56,559** SPOT CRASH RATE **8.020** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.239	07/11/11	Mon	1721	Rear-End	0	0	1	Day	Dry	No Contributing Action
2	6.239	06/14/11	Tue	1251	Rear-End	0	1	0	Day	Dry	Other Contributing Action
3	6.248	04/26/11	Tue	1308	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
4	6.248	09/20/11	Tue	1456	Rear-End	0	0	1	Day	Dry	No Contributing Action
5	6.248	10/11/11	Tue	0805	Angle	0	2	0	Day	Dry	Ran Red Light
6	6.248	08/17/11	Wed	1549	Rear-End	0	0	1	Day	Dry	Other Contributing Action
7	6.248	04/11/11	Mon	1612	Rear-End	0	3	0	Day	Dry	Other Contributing Action
8	6.248	02/24/11	Thu	2020	Angle	0	0	1	Night	Dry	Other Contributing Action
9	6.248	06/25/11	Sat	1704	Angle	0	0	1	Day	Dry	No Contributing Action
10	6.252	09/21/11	Wed	1648	Rear-End	0	0	1	Day	Dry	Other Contributing Action
11	6.252	12/23/11	Fri	0028	Rear-End	0	0	1	Day	Dry	Followed too Closely
12	6.257	06/16/11	Thu	1951	Angle	0	0	1	Day	Dry	Followed too Closely
13	6.267	08/15/11	Mon	0952	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
14	6.267	01/03/11	Mon	1450	Rear-End	0	0	1	Day	Dry	Followed too Closely
15	6.271	05/15/11	Sun	1459	Rear-End	0	1	0	Day	Dry	Followed too Closely
16	6.286	05/25/11	Wed	2040	Angle	0	0	1	Night	Dry	No Contributing Action
17	6.286	06/07/11	Tue	1842	Not Coded	0	0	1	Day	Dry	Other Contributing Action
18	6.314	05/04/11	Wed	1912	Rear-End	0	1	0	Night	Dry	Followed too Closely
19	6.362	03/15/11	Tue	1125	Rear-End	0	9	0	Day	Dry	Other Contributing Action
20	6.370	11/06/11	Sun	1852	Railway Vehicle (Train, Engine)	0	11	0	Night	Dry	Other Contributing Action
21	6.370	07/21/11	Thu	1605	Rear-End	0	0	1	Day	Dry	Followed too Closely
22	6.370	12/31/11	Sat	2115	Rear-End	0	0	1	Night	Dry	Followed too Closely
23	6.398	10/31/11	Mon	1812	Rear-End	0	0	1	Day	Wet	Followed too Closely
24	6.398	10/04/11	Tue	1905	Angle	0	0	1	Night	Dry	Other Contributing Action
25	6.411	05/02/11	Mon	1530	Rear-End	0	2	0	Day	Dry	No Contributing Action
26	6.428	10/07/11	Fri	1608	Rear-End	0	0	1	Day	Wet	Followed too Closely
27	6.484	09/19/11	Mon	0753	Rear-End	0	0	1	Day	Dry	Other Contributing Action
28	6.485	12/02/11	Fri	1219	Rear-End	0	1	0	Day	Dry	Other Contributing Action
29	6.487	09/03/11	Sat	0430	Rear-End	0	0	1	Night	Wet	Followed too Closely
30	6.488	09/27/11	Tue	1450	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
31	6.488	01/15/11	Sat	1104	Overturn/Rollover	0	2	0	Day	Dry	Ran Red Light
32	6.488	07/20/11	Wed	0736	Left-Turn	0	1	0	Day	Dry	No Contributing Action
33	6.488	10/08/11	Sat	1247	Angle	0	0	1	Day	Wet	Failed To Keep In Proper Lane
34	6.489	04/28/11	Thu	1645	Rear-End	0	0	1	Day	Dry	Followed too Closely
35	6.490	08/15/11	Mon	1523	Rear-End	0	0	1	Day	Dry	No Contributing Action
36	6.511	09/17/11	Sat	0220	Sideswipe	0	1	0	Night	Dry	Ran Red Light
37	6.512	08/09/11	Tue	0908	Sideswipe	0	0	1	Day	Dry	Improper Turn
38	6.512	03/15/11	Tue	0549	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
39	6.512	11/16/11	Wed	1540	Angle	0	2	0	Day	Dry	Ran Red Light
40	6.512	06/28/11	Tue	1102	Not Coded	0	0	1	Day	Wet	Failed To Keep In Proper Lane
41	6.512	07/29/11	Fri	1024	Angle	0	0	1	Day	Dry	Ran Red Light
42	6.516	11/17/11	Thu	1425	Rear-End	0	4	0	Day	Dry	Followed too Closely
43	6.627	05/31/11	Tue	0630	Other Post, Pole Or Support	0	0	1	Night	Wet	Not Coded
44	6.701	01/03/11	Mon	0755	Rear-End	0	0	1	Day	Dry	No Contributing Action
45	6.701	10/24/11	Mon	1701	Rear-End	0	0	1	Day	Dry	Other Contributing Action
46	6.749	08/19/11	Fri	1857	Rear-End	0	0	1	Night	Dry	Followed too Closely
47	6.756	12/06/11	Tue	1213	Rear-End	0	3	0	Day	Dry	Followed too Closely
48	6.758	02/02/11	Wed	1730	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
49	6.758	09/21/11	Wed	1440	Angle	0	2	0	Day	Dry	No Contributing Action
50	6.758	12/12/11	Mon	1838	Sideswipe	0	0	1	Night	Dry	Not Coded
51	6.758	07/14/11	Thu	2253	Angle	0	1	0	Night	Dry	Ran Red Light
52	6.758	08/01/11	Mon	0140	Angle	0	1	0	Night	Dry	Ran Red Light
53	6.758	05/24/11	Tue	2015	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
54	6.758	10/26/11	Wed	2116	Rear-End	0	0	1	Night	Dry	No Contributing Action
55	6.758	07/20/11	Wed	1433	Not Coded	0	1	0	Day	Dry	Improper Passing
56	6.758	10/20/11	Thu	1141	Angle	0	0	1	Day	Dry	Ran Red Light
57	6.758	09/15/11	Thu	0850	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
58	6.759	12/26/11	Mon	2134	Rear-End	0	0	1	Night	Dry	Followed too Closely
59	6.763	05/01/11	Sun	1820	Rear-End	0	0	1	Day	Dry	Followed too Closely
60	6.767	11/18/11	Fri	2125	Rear-End	0	0	1	Night	Wet	Other Contributing Action
61	3.547	01/06/11	Thu	1835	Rear-End	0	0	1	Night	Wet	Followed too Closely
62	3.547	08/25/11	Thu	0815	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
63	3.566	03/22/11	Tue	1657	Angle	0	0	1	Day	Dry	Other Contributing Action
64	3.585	11/23/11	Wed	2352	Rear-End	0	3	0	Night	Dry	Followed too Closely
65	3.585	08/09/11	Tue	1845	Angle	0	1	0	Day	Wet	Other Contributing Action
66	3.587	03/17/11	Thu	1938	Other Non-Collision	0	2	0	Day	Dry	Other Contributing Action
67	0.038	12/24/11	Sat	1605	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
68	0.160	06/10/11	Fri	0726	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
69	0.189	09/24/11	Sat	0727	Rear-End	0	0	1	Day	Dry	#N/A
70	0.194	08/03/11	Wed	1354	Rear-End	0	1	0	Day	Dry	No Contributing Action
71	0.196	03/06/11	Sun	1546	Rear-End	0	0	1	Day	Wet	#N/A
72	0.198	05/08/11	Sun	1623	Rear-End	0	3	0	Day	Dry	No Contributing Action
73	0.198	07/27/11	Wed	0850	Rear-End	0	1	0	Day	Dry	Followed too Closely
74	0.009	06/04/11	Sat	0522	Sideswipe	0	0	1	Night	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other

State of Florida Department of Transportation
CRASH SUMMARY

SECTION:			86014000								STATE ROUTE:		870			
ROADWAY LIMITS:			W Powerline Rd to E Andrews Ave					M.P.	6.198	TO	6.808	ENGINEER:	CTS Engineering, Inc.			
STUDY PERIOD:			FROM	1/ 2011				TO	12/ 2011			COUNTY:	0			
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)			
74	**0**	**31**	**43**	**40**	**0**	**15**	**2**	**0**	**6**	**0**	**4**	**0**	**1**	**0**	**3**	
Percent	*0.00%*	*41.89%*	*58.11%*	*54.05%*	*0.00%*	*20.27%*	*2.70%*	*0.00%*	*8.11%*	*0.00%*	*5.41%*	*0.00%*	*1.35%*	*0.00%*	*4.05%*	
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way	
Total	**53**	**21**	**11**	**63**	**3**	**1**	**1**	**8**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	
Percent	*71.62%*	*28.38%*	*14.86%*	*85.14%*	*4.05%*	*1.35%*	*1.35%*	*10.81%*	*2.70%*	*1.35%*	*0.00%*	*0.00%*	*0.00%*	*4.05%*	*0.00%*	

TOTAL ENTERING VEHICLES/ADT: **56,440**

SPOT CRASH RATE **5.889** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.239	03/31/12	Sat	1545	Rear-End	0	1	0	Day	Wet	Followed too Closely
2	6.244	08/15/12	Wed	1844	Not Coded	0	0	1	Unknown	Other	Other Contributing Action
3	6.248	03/14/12	Wed	1620	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
4	6.248	04/09/12	Mon	0811	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
5	6.248	05/11/12	Fri	1446	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
6	6.248	07/15/12	Sun	2335	Pedestrian	0	1	0	Night	Wet	No Contributing Action
7	6.249	11/05/12	Mon	0614	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
8	6.251	07/11/12	Wed	1215	Angle	0	2	0	Day	Dry	Improper Turn
9	6.262	11/13/12	Tue	0819	Sideswipe	0	0	1	Day	Dry	No Contributing Action
10	6.267	12/22/12	Sat	1810	Angle	0	1	0	Night	Dry	Improper Turn
11	6.267	07/11/12	Wed	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	6.271	10/31/12	Wed	1040	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
13	6.286	05/22/12	Tue	1523	Rear-End	0	0	1	Day	Wet	Failed To Keep In Proper Lane
14	6.286	03/20/12	Tue	0701	Rear-End	0	0	1	Night	Dry	Improper Backing
15	6.305	06/23/12	Sat	0640	Angle	0	0	1	Night	Wet	Ran Red Light
16	6.343	08/07/12	Tue	0532	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
17	6.370	05/19/12	Sat	0530	Rear-End	0	0	1	Night	Dry	Followed too Closely
18	6.389	10/03/12	Wed	0915	Rear-End	0	0	1	Day	Dry	Followed too Closely
19	6.394	05/08/12	Tue	1345	Not Coded	0	0	1	Day	Dry	No Contributing Action
20	6.394	10/05/12	Fri	0650	Rear-End	0	0	1	Night	Dry	Followed too Closely
21	6.396	09/06/12	Thu	1940	Curb	0	0	1	Night	Dry	Ran Off Roadway
22	6.398	06/26/12	Tue	1850	Angle	0	0	1	Day	Dry	No Contributing Action
23	6.398	04/26/12	Thu	2116	Rear-End	0	0	1	Night	Dry	Followed too Closely
24	6.398	09/18/12	Tue	1245	Angle	0	1	0	Day	Wet	Other Contributing Action
25	6.398	11/19/12	Mon	1415	Left-Turn	0	0	1	Day	Dry	Ran Red Light
26	6.398	12/15/12	Sat	1835	Angle	0	0	1	Night	Dry	Ran Red Light
27	6.398	12/17/12	Mon	0910	Left-Turn	0	2	0	Day	Dry	Other Contributing Action
28	6.411	03/15/12	Thu	1728	Rear-End	0	1	0	Day	Dry	Followed too Closely
29	6.411	07/11/12	Wed	2121	Rear-End	0	0	1	Night	Dry	#N/A
30	6.416	12/09/12	Sun	1225	Rear-End	0	0	1	Day	Dry	Other Contributing Action
31	6.426	11/27/12	Tue	1720	Angle	0	0	1	Day	Dry	No Contributing Action
32	6.446	02/24/12	Fri	1653	Rear-End	0	0	1	Day	Dry	Followed too Closely
33	6.446	05/05/12	Sat	1220	Rear-End	0	0	1	Day	Dry	Followed too Closely
34	6.488	01/05/12	Thu	1715	Not Coded	0	1	0	Day	Dry	Ran Red Light
35	6.488	07/24/12	Tue	1045	Angle	0	0	1	Day	Dry	Not Coded
36	6.488	12/01/12	Sat	0955	Rear-End	0	1	0	Day	Dry	Followed too Closely
37	6.508	07/07/12	Sat	1210	Rear-End	0	1	0	Day	Dry	Other Contributing Action
38	6.512	02/11/12	Sat	0330	Not Coded	0	0	1	Night	Wet	Careless or Negligent Manner
39	6.512	05/20/12	Sun	2110	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
40	6.512	09/06/12	Thu	1620	Not Coded	1	1	0	Day	Wet	Other Contributing Action
41	6.512	09/09/12	Sun	0420	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
42	6.512	10/22/12	Mon	2305	Impact Attenuator/Crash Cushion	0	1	0	Night	Dry	Failed To Keep In Proper Lane
43	6.512	11/23/12	Fri	0200	Not Coded	0	0	1	Night	Dry	Drove too Fast for Conditions
44	6.512	12/07/12	Fri	0549	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
45	6.512	12/07/12	Fri	1052	Angle	0	1	0	Day	Dry	Wrong Side or Wrong Way
46	6.512	12/18/12	Tue	1955	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
47	6.514	02/06/12	Mon	1015	Not Coded	0	0	1	Day	Wet	Ran Off Roadway
48	6.516	07/14/12	Sat	1806	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
49	6.521	11/14/12	Wed	0820	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
50	6.521	12/15/12	Sat	1833	Not Coded	0	2	0	Night	Dry	Careless or Negligent Manner
51	6.540	06/28/12	Thu	0733	Rear-End	0	1	0	Day	Dry	Followed too Closely
52	6.663	01/24/12	Tue	1832	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
53	6.730	08/26/12	Sun	1332	Other Post, Pole Or Support	0	0	1	Day	Wet	Drove too Fast for Conditions
54	6.739	03/31/12	Sat	1117	Rear-End	0	0	1	Day	Dry	Followed too Closely
55	6.749	02/25/12	Sat	2100	Rear-End	0	0	1	Night	Dry	Followed too Closely
56	6.749	08/22/12	Wed	0838	Not Coded	0	1	0	Day	Dry	No Contributing Action
57	6.749	09/16/12	Sun	2210	Rear-End	0	1	0	Night	Dry	Followed too Closely
58	6.752	07/16/12	Mon	1030	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
59	6.754	04/01/12	Sun	2135	Rear-End	0	0	1	Day	Dry	Followed too Closely
60	6.754	12/10/12	Mon	0809	Rear-End	0	0	1	Day	Dry	Followed too Closely
61	6.756	05/12/12	Sat	2130	Rear-End	0	0	1	Night	Dry	Not Coded
62	6.758	04/23/12	Mon	1840	Angle	0	0	1	Day	Dry	No Contributing Action
63	6.758	01/30/12	Mon	1900	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
64	6.758	03/13/12	Tue	1930	Backed Into	0	0	1	Night	Dry	Improper Backing
65	6.758	01/20/12	Fri	1214	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
66	6.758	02/07/12	Tue	1800	Rear-End	0	0	1	Night	Dry	Followed too Closely
67	6.758	05/24/12	Thu	1520	Sideswipe	0	0	1	Day	Dry	Improper Turn
68	6.758	09/11/12	Tue	1200	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
69	6.758	09/17/12	Mon	0300	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
70	6.758	12/27/12	Thu	1433	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
71	6.758	12/27/12	Thu	1030	Rear-End	0	0	1	Day	Dry	Improper Backing
72	6.758	12/23/12	Sun	1630	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
73	6.762	10/21/12	Sun	0605	Other Fixed Object	0	0	1	Night	Dry	Ran Off Roadway
74	6.767	01/28/12	Sat	1140	Rear-End	0	1	0	Day	Dry	Followed too Closely
75	6.767	02/23/12	Thu	0820	Rear-End	0	0	1	Day	Dry	Followed too Closely
76	6.772	04/11/12	Wed	1425	Rear-End	0	0	1	Day	Dry	No Contributing Action
77	6.777	02/06/12	Mon	1918	Rear-End	0	0	1	Night	Wet	Followed too Closely

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	6.777	01/12/12	Thu	1145	Rear-End	0	0	1	Day	Dry	Followed too Closely
79	6.786	05/14/12	Mon	1725	Rear-End	0	1	0	Day	Dry	Followed too Closely
80	6.786	06/22/12	Fri	2110	Sideswipe	0	0	1	Night	Wet	Other Contributing Action
81	6.786	11/30/12	Fri	1039	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
82	6.796	03/07/12	Wed	1200	Rear-End	0	0	1	Day	Dry	Not Coded
83	6.796	08/03/12	Fri	1730	Rear-End	0	0	1	Day	Dry	Other Contributing Action
84	3.579	08/23/12	Thu	1000	Rear-End	0	0	1	Day	Dry	Not Coded
85	3.579	09/26/12	Wed	1011	Rear-End	0	7	0	Day	Dry	Other Contributing Action
86	3.581	03/21/12	Wed	1600	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
87	3.585	07/17/12	Tue	0144	Rear-End	0	0	1	Night	Wet	Other Contributing Action
88	3.585	08/10/12	Fri	1830	Rear-End	0	0	1	Day	Dry	Followed too Closely
89	3.585	10/14/12	Sun	1150	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
90	3.585	11/25/12	Sun	0519	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
91	0.002	05/16/12	Wed	1109	Guardrail Face	0	0	1	Day	Dry	#N/A
92	0.004	08/26/12	Sun	1622	Tree (Standing)	0	0	1	Day	Wet	#N/A
93	0.019	05/11/12	Fri	1100	Sideswipe	0	0	1	Day	Dry	No Contributing Action
94	0.160	10/26/12	Fri	1049	Other Non-Collision	0	1	0	Day	Wet	Other Contributing Action
95	0.179	07/11/12	Wed	1015	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
96	0.193	06/11/12	Mon	1718	Rear-End	0	0	1	Day	Dry	#N/A
97	0.194	10/07/12	Sun	1235	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
98	0.195	05/15/12	Tue	0645	Rear-End	0	1	0	Day	Wet	Other Contributing Action
99	0.198	05/07/12	Mon	1845	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
100	0.198	10/07/12	Sun	1658	Angle	0	1	0	Day	Wet	Not Coded
101	0.198	11/02/12	Fri	1525	Angle	0	2	0	Day	Dry	Other Contributing Action
102	0.002	06/10/12	Sun	0347	Sideswipe	0	1	0	Night	Dry	Other Contributing Action
103	0.004	11/22/12	Thu	2000	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
103	**1**	**33**	**70**	**47**	**0**	**15**	**2**	**2**	**16**	**1**	**3**	**0**	**6**	**0**	**10**
Percent	*0.97%*	*32.04%*	*67.96%*	*45.63%*	*0.00%*	*14.56%*	*1.94%*	*1.94%*	*15.53%*	*0.97%*	*2.91%*	*0.00%*	*5.83%*	*0.00%*	*9.71%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**68**	**34**	**18**	**84**	**16**	**5**	**3**	**4**	**3**	**0**	**0**	**0**	**3**	**3**	**1**
Percent	*66.02%*	*33.01%*	*17.48%*	*81.55%*	*15.53%*	*4.85%*	*2.91%*	*3.88%*	*2.91%*	*0.00%*	*0.00%*	*0.00%*	*2.91%*	*2.91%*	*0.97%*

TOTAL ENTERING VEHICLES/ADT: **62,083**

SPOT CRASH RATE **7.451** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.201	05/20/13	Mon	1238	Angle	0	0	1	Day	Dry	Other Contributing Action
2	6.201	10/05/13	Sat	0748	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
3	6.210	03/24/13	Sun	2036	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
4	6.210	06/17/13	Mon	1512	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
5	6.210	10/11/13	Fri	1511	Rear-End	0	0	1	Day	Dry	Other Contributing Action
6	6.210	10/21/13	Mon	1002	Angle	0	0	1	Day	Dry	Other Contributing Action
7	6.220	07/06/13	Sat	1000	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
8	6.220	09/19/13	Thu	1320	Rear-End	0	0	1	Day	Dry	Followed too Closely
9	6.220	12/25/13	Wed	1548	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
10	6.229	12/22/13	Sun	1134	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	6.239	02/22/13	Fri	0858	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
12	6.239	03/30/13	Sat	1637	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
13	6.239	04/23/13	Tue	1723	Angle	0	0	1	Day	Dry	Other Contributing Action
14	6.242	08/14/13	Wed	1828	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
15	6.242	09/01/13	Sun	1140	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
16	6.242	10/08/13	Tue	1723	Rear-End	0	0	1	Day	Wet	Other Contributing Action
17	6.242	10/23/13	Wed	1657	Rear-End	0	0	1	Day	Dry	Other Contributing Action
18	6.242	10/25/13	Fri	1305	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
19	6.246	08/02/13	Fri	1814	Rear-End	0	0	1	Day	Dry	Other Contributing Action
20	6.248	01/12/13	Sat	0847	Rear-End	0	7	0	Day	Dry	Other Contributing Action
21	6.248	02/05/13	Tue	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	6.248	05/01/13	Wed	0915	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
23	6.248	05/29/13	Wed	0808	Utility Pole/Light Support	0	0	1	Day	Wet	Other Contributing Action
24	6.248	06/11/13	Tue	1616	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
25	6.248	07/30/13	Tue	2114	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
26	6.248	09/09/13	Mon	1830	Rear-End	0	0	1	Day	Dry	Other Contributing Action
27	6.248	09/06/13	Fri	1753	Rear-End	0	0	1	Day	Dry	No Contributing Action
28	6.248	11/06/13	Wed	1523	Rear-End	0	0	1	Day	Dry	Other Contributing Action
29	6.248	12/05/13	Thu	1855	Rear-End	0	0	1	Night	Dry	Other Contributing Action
30	6.248	12/26/13	Thu	1614	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
31	6.252	02/27/13	Wed	1756	Not Coded	0	0	1	Night	Dry	Other Contributing Action
32	6.257	01/29/13	Tue	2125	Not Coded	0	1	0	Night	Dry	No Contributing Action
33	6.257	12/18/13	Wed	0800	Rear-End	0	1	0	Day	Dry	No Contributing Action
34	6.267	11/29/13	Fri	2343	Rear-End	0	1	0	Night	Dry	#N/A
35	6.267	01/12/13	Sat	1824	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
36	6.267	01/16/13	Wed	1805	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
37	6.286	08/28/13	Wed	0941	Rear-End	0	1	0	Day	Wet	Other Contributing Action
38	6.286	08/09/13	Fri	1005	Not Coded	0	0	1	Day	Dry	Other Contributing Action
39	6.290	08/27/13	Tue	0844	Not Coded	0	4	0	Night	Dry	No Contributing Action
40	6.305	06/09/13	Sun	0322	Pedestrian	0	2	0	Night	Wet	Other Contributing Action
41	6.305	01/16/13	Wed	2350	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
42	6.343	07/10/13	Wed	1249	Rear-End	0	1	0	Day	Dry	Followed too Closely
43	6.362	06/28/13	Fri	1448	Rear-End	0	0	1	Day	Dry	Followed too Closely
44	6.370	11/01/13	Fri	1553	Rear-End	0	0	1	Day	Dry	Followed too Closely
45	6.370	11/27/13	Wed	1031	Rear-End	0	0	1	Day	Dry	Followed too Closely
46	6.370	08/09/13	Fri	0518	Angle	0	1	0	Day	Dry	Other Contributing Action
47	6.379	11/04/13	Mon	1235	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
48	6.389	10/08/13	Tue	1645	Angle	0	0	1	Day	Dry	#N/A
49	6.389	12/28/13	Sat	0908	Rear-End	0	0	1	Day	Dry	Followed too Closely
50	6.391	10/28/13	Mon	1513	Rear-End	0	1	0	Day	Dry	Followed too Closely
51	6.393	01/15/13	Tue	2145	Angle	0	0	1	Night	Dry	Other Contributing Action
52	6.396	12/02/13	Mon	0600	Rear-End	0	0	1	Day	Wet	Other Contributing Action
53	6.398	04/22/13	Mon	2028	Angle	0	1	0	Night	Wet	Careless or Negligent Manner
54	6.398	10/14/13	Mon	1706	Curb	0	0	1	Day	Dry	#N/A
55	6.398	12/04/13	Wed	0002	Angle	0	1	0	Night	Dry	Ran Red Light
56	6.398	03/01/13	Fri	0943	Angle	0	0	1	Day	Dry	No Contributing Action
57	6.399	07/02/13	Tue	1119	Sideswipe	0	0	1	Day	Dry	#N/A
58	6.421	02/22/13	Fri	0740	Rear-End	0	0	1	Day	Dry	Followed too Closely
59	6.421	03/18/13	Mon	2330	Curb	0	0	1	Night	Dry	Ran Off Roadway
60	6.424	12/11/13	Wed	1045	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
61	6.427	04/24/13	Wed	1326	Rear-End	0	0	1	Day	Dry	#N/A
62	6.429	09/24/13	Tue	1705	Angle	0	0	1	Day	Dry	Other Contributing Action
63	6.437	12/17/13	Tue	1349	Sideswipe	0	0	1	Day	Dry	No Contributing Action
64	6.446	02/18/13	Mon	1725	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
65	6.461	06/17/13	Mon	0755	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
66	6.471	04/04/13	Thu	1942	Rear-End	0	0	1	Night	Wet	No Contributing Action
67	6.475	11/13/13	Wed	1315	Not Coded	0	1	0	Day	Wet	Other Contributing Action
68	6.488	10/08/13	Tue	2205	Left-Turn	0	1	0	Night	Dry	Other Contributing Action
69	6.488	11/01/13	Fri	1115	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
70	6.488	11/21/13	Thu	1256	Angle	0	0	1	Day	Wet	#N/A
71	6.488	02/11/13	Mon	2358	Left-Turn	0	0	1	Night	Dry	No Contributing Action
72	6.488	12/09/13	Mon	0252	Left-Turn	0	2	0	Night	Dry	Other Contributing Action
73	6.488	03/07/13	Thu	2340	Angle	0	0	1	Night	Dry	No Contributing Action
74	6.491	12/28/13	Sat	1350	Rear-End	0	2	0	Day	Dry	Followed too Closely
75	6.493	10/01/13	Tue	1303	Rear-End	0	1	0	Day	Dry	No Contributing Action
76	6.497	06/20/13	Thu	1300	Left-Turn	0	1	0	Day	Dry	Other Contributing Action
77	6.508	06/28/13	Fri	0725	Rear-End	0	0	1	Day	Dry	Followed too Closely

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	6.512	03/26/13	Tue	1805	Angle	0	0	1	Day	Dry	Other Contributing Action
79	6.512	04/05/13	Fri	0940	Angle	0	0	1	Day	Wet	Ran Red Light
80	6.512	01/25/13	Fri	1552	Angle	0	0	1	Day	Dry	#N/A
81	6.512	09/10/13	Tue	0739	Angle	0	1	0	Day	Wet	Ran Red Light
82	6.512	09/13/13	Fri	1730	Sideswipe	0	0	1	Day	Dry	#N/A
83	6.512	02/19/13	Tue	1125	Angle	0	0	1	Day	Dry	Ran Stop Sign
84	6.521	07/08/13	Mon	1820	Angle	0	1	0	Day	Wet	Careless or Negligent Manner
85	6.531	02/04/13	Mon	2301	Other Traffic Barrier	0	4	0	Night	Dry	Careless or Negligent Manner
86	6.559	09/17/13	Tue	1002	Not Coded	0	0	1	Day	Wet	No Contributing Action
87	6.569	11/06/13	Wed	1810	Rear-End	0	0	1	Night	Dry	Followed too Closely
88	6.675	07/17/13	Wed	2110	Angle	0	0	1	Night	Dry	No Contributing Action
89	6.675	10/23/13	Wed	2225	Pedalcycle	0	0	1	Night	Dry	No Contributing Action
90	6.720	05/30/13	Thu	0750	Rear-End	0	0	1	Day	Dry	Followed too Closely
91	6.720	10/19/13	Sat	1703	Rear-End	0	4	0	Day	Dry	Followed too Closely
92	6.720	03/12/13	Tue	1918	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
93	6.730	07/12/13	Fri	1541	Rear-End	0	2	0	Day	Dry	Followed too Closely
94	6.731	01/07/13	Mon	2210	Other Fixed Object	0	1	0	Night	Wet	Drove too Fast for Conditions
95	6.739	01/30/13	Wed	1415	Rear-End	0	1	0	Day	Dry	Followed too Closely
96	6.749	05/09/13	Thu	0825	Rear-End	0	1	0	Day	Dry	Followed too Closely
97	6.749	02/01/13	Fri	1720	Rear-End	0	0	1	Day	Dry	Followed too Closely
98	6.752	11/22/13	Fri	2115	Rear-End	0	0	1	Night	Dry	Followed too Closely
99	6.755	10/15/13	Tue	1525	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
100	6.757	10/29/13	Tue	1557	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
101	6.758	06/27/13	Thu	1120	Angle	0	1	0	Day	Dry	Improper Turn
102	6.758	07/18/13	Thu	2321	Parked Motor Vehicle	0	0	1	Night	Wet	#N/A
103	6.758	08/04/13	Sun	0138	Rear-End	0	0	1	Night	Dry	Followed too Closely
104	6.758	09/06/13	Fri	1126	Rear-End	0	1	0	Day	Dry	#N/A
105	6.758	09/13/13	Fri	1118	Sideswipe	0	0	1	Day	Dry	#N/A
106	6.758	09/28/13	Sat	0246	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
107	6.758	10/07/13	Mon	1400	Rear-End	0	0	1	Day	Dry	Followed too Closely
108	6.758	11/24/13	Sun	1755	Left-Turn	0	0	1	Night	Wet	Ran Red Light
109	6.758	01/11/13	Fri	1049	Pedalcycle	0	1	0	Day	Dry	Ran Red Light
110	6.758	01/24/13	Thu	0423	Angle	0	0	1	Night	Dry	#N/A
111	6.758	03/06/13	Wed	1511	Rear-End	0	0	1	Day	Dry	Not Coded
112	6.762	11/05/13	Tue	1320	Pedestrian	0	1	0	Day	Dry	No Contributing Action
113	6.763	09/10/13	Tue	0740	Rear-End	0	0	1	Day	Wet	No Contributing Action
114	6.777	05/13/13	Mon	1516	Rear-End	0	0	1	Day	Dry	Other Contributing Action
115	6.796	05/17/13	Fri	0741	Rear-End	0	0	1	Day	Dry	#N/A
116	6.796	06/04/13	Tue	1730	Rear-End	0	0	1	Day	Dry	Followed too Closely
117	3.579	11/30/13	Sat	2147	Rear-End	0	0	1	Night	Dry	Other Contributing Action
118	3.581	07/15/13	Mon	2015	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
119	3.582	12/21/13	Sat	1730	Rear-End	0	0	1	Day	Dry	Improper Backing
120	3.585	05/27/13	Mon	1835	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
121	3.585	09/07/13	Sat	2349	Rear-End	0	2	0	Night	Dry	Followed too Closely
122	3.587	07/26/13	Fri	1618	Angle	0	0	1	Day	Dry	Other Contributing Action
123	3.587	11/26/13	Tue	1748	Rear-End	0	0	1	Night	Wet	Other Contributing Action
124	3.588	06/06/13	Thu	1820	Not Coded	0	0	1	Night	Wet	No Contributing Action
125	3.589	06/13/13	Thu	1600	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
126	3.589	06/24/13	Mon	1948	Rear-End	0	0	1	Night	Dry	Other Contributing Action
127	3.591	04/05/13	Fri	1751	Not Coded	0	0	1	Day	Wet	Other Contributing Action
128	3.604	07/31/13	Wed	1755	Sideswipe	0	0	1	Day	Dry	No Contributing Action
129	3.613	06/06/13	Thu	0051	Not Coded	0	2	0	Night	Dry	Ran Off Roadway
130	3.613	11/07/13	Thu	2225	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
131	3.623	07/30/13	Tue	0855	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
132	0.015	02/15/13	Fri	0012	Guardrail Face	0	0	1	Night	Wet	Other Contributing Action
133	0.002	09/30/13	Mon	1339	Curb	1	0	0	Day	Dry	Careless or Negligent Manner
134	0.160	06/27/13	Thu	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
135	0.179	04/30/13	Tue	1531	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
136	0.193	08/04/13	Sun	0350	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
137	0.193	11/06/13	Wed	0118	Other Post, Pole Or Support	0	1	0	Night	Dry	Drove too Fast for Conditions
138	0.194	03/29/13	Fri	1211	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
139	0.196	01/11/13	Fri	0759	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
140	0.196	07/22/13	Mon	1939	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
141	0.196	10/08/13	Tue	1626	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
142	0.006	09/02/13	Mon	1755	Other Non-Collision	0	0	1	Day	Wet	Drove too Fast for Conditions

State of Florida Department of Transportation
CRASH SUMMARY

SECTION:	86014000			STATE ROUTE:	870
ROADWAY LIMITS:	W Powerline Rd to E Andrews Ave	M.P. 6.198	TO 6.808	ENGINEER:	CTS Engineering, Inc.
STUDY PERIOD:	FROM 1/ 2013	TO 12/ 2013		COUNTY:	0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)

State of Florida Department of Transportation
CRASH SUMMARY

SECTION:	86014000			STATE ROUTE:	870
ROADWAY LIMITS:	W Powerline Rd to E Andrews Ave	M.P. 6.198	TO 6.808	ENGINEER:	CTS Engineering, Inc.
STUDY PERIOD:	FROM 1/ 2013	TO 12/ 2013		COUNTY:	0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
142	**1**	**39**	**102**	**64**	**0**	**25**	**5**	**1**	**23**	**0**	**4**	**1**	**8**	**0**	**10**
Percent	*0.70%*	*27.46%*	*71.83%*	*45.07%*	*0.00%*	*17.61%*	*3.52%*	*0.70%*	*16.20%*	*0.00%*	*2.82%*	*0.70%*	*5.63%*	*0.00%*	*7.04%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**101**	**41**	**27**	**115**	**19**	**4**	**1**	**5**	**6**	**0**	**0**	**0**	**2**	**5**	**0**
Percent	*71.13%*	*28.87%*	*19.01%*	*80.99%*	*13.38%*	*2.82%*	*0.70%*	*3.52%*	*4.23%*	*0.00%*	*0.00%*	*0.00%*	*1.41%*	*3.52%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **61,005**

SPOT CRASH RATE **10.454** CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.220	06/04/14	Wed	1333	Sideswipe	0	0	1	Day	Dry	Improper Passing
2	6.229	11/05/14	Wed	1500	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	6.229	11/19/14	Wed	1640	Rear-End	0	0	1	Day	Dry	Other Contributing Action
4	6.229	12/05/14	Fri	1311	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
5	6.239	10/13/14	Mon	0720	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
6	6.242	09/09/14	Tue	2243	Other Non-Fixed Object	0	0	1	Night	Wet	Improper Passing
7	6.243	05/07/14	Wed	1507	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
8	6.246	08/09/14	Sat	1900	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
9	6.246	03/16/14	Sun	1441	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	6.246	06/24/14	Tue	1507	Rear-End	0	0	1	Day	Dry	Other Contributing Action
11	6.247	01/20/14	Mon	1715	Not Coded	0	0	1	Day	Dry	No Contributing Action
12	6.248	02/22/14	Sat	1240	Rear-End	0	1	0	Day	Dry	Followed too Closely
13	6.248	04/12/14	Sat	0200	Angle	0	0	1	Night	Dry	Improper Turn
14	6.248	01/28/14	Tue	0039	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
15	6.248	02/11/14	Tue	2040	Angle	0	2	0	Night	Dry	Other Contributing Action
16	6.248	02/17/14	Mon	1448	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
17	6.248	06/30/14	Mon	0755	Sideswipe	0	0	1	Day	Dry	No Contributing Action
18	6.248	07/14/14	Mon	0950	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
19	6.248	08/21/14	Thu	0820	Rear-End	0	0	1	Day	Dry	No Contributing Action
20	6.248	11/12/14	Wed	1210	Rear-End	0	0	1	Day	Dry	No Contributing Action
21	6.248	12/07/14	Sun	1945	Right-Turn	0	2	0	Night	Dry	No Contributing Action
22	6.248	12/09/14	Tue	1055	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
23	6.248	12/11/14	Thu	1341	Rear-End	0	0	1	Day	Dry	Followed too Closely
24	6.249	05/05/14	Mon	1650	Rear-End	0	0	1	Day	Dry	No Contributing Action
25	6.250	06/08/14	Sun	1249	Angle	0	2	0	Day	Wet	Other Contributing Action
26	6.250	08/16/14	Sat	1346	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
27	6.250	09/30/14	Tue	1440	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
28	6.251	02/24/14	Mon	1621	Rear-End	0	3	0	Day	Dry	Other Contributing Action
29	6.252	03/04/14	Tue	1447	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
30	6.252	12/24/14	Wed	1244	Rear-End	0	0	1	Day	Dry	Other Contributing Action
31	6.253	06/09/14	Mon	1336	Sideswipe	0	0	1	Day	Dry	#N/A
32	6.253	11/25/14	Tue	1120	Not Coded	0	0	1	Night	Dry	No Contributing Action
33	6.254	04/09/14	Wed	2047	Angle	0	0	1	Night	Dry	Other Contributing Action
34	6.255	01/17/14	Fri	1403	Rear-End	0	0	1	Day	Dry	Followed too Closely
35	6.256	08/07/14	Thu	1405	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
36	6.257	08/30/14	Sat	1255	Rear-End	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
37	6.257	04/19/14	Sat	1427	Rear-End	0	0	1	Day	Dry	No Contributing Action
38	6.257	05/08/14	Thu	1441	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
39	6.263	03/18/14	Tue	1143	Rear-End	0	0	1	Day	Dry	Other Contributing Action
40	6.267	01/10/14	Fri	1516	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
41	6.267	05/13/14	Tue	1011	Rear-End	0	1	0	Day	Dry	Followed too Closely
42	6.267	09/02/14	Tue	1756	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
43	6.267	12/09/14	Tue	0855	Rear-End	0	1	0	Day	Dry	Other Contributing Action
44	6.270	01/31/14	Fri	0025	Jackknife	0	0	1	Night	Wet	Swerved Or Avoided
45	6.286	03/12/14	Wed	0825	Rear-End	0	0	1	Day	Dry	Other Contributing Action
46	6.389	02/24/14	Mon	1456	Pedestrian	0	1	0	Day	Dry	#N/A
47	6.398	02/12/14	Wed	1837	Angle	0	0	1	Night	Wet	Failed To Keep In Proper Lane
48	6.398	07/13/14	Sun	0308	Pedestrian	0	0	1	Night	Dry	#N/A
49	6.398	10/11/14	Sat	1840	Curb	0	0	1	Night	Dry	Ran Off Roadway
50	6.398	11/05/14	Wed	1241	Rear-End	0	1	0	Day	Dry	Followed too Closely
51	6.398	11/26/14	Wed	2250	Angle	0	1	0	Night	Dry	Ran Red Light
52	6.407	11/17/14	Mon	0030	Not Coded	0	1	0	Night	Dry	No Contributing Action
53	6.414	09/04/14	Thu	0930	Rear-End	0	1	0	Day	Dry	Followed too Closely
54	6.414	11/01/14	Sat	2200	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
55	6.424	09/10/14	Wed	1230	Rear-End	0	0	1	Day	Dry	#N/A
56	6.425	06/11/14	Wed	1140	Rear-End	0	0	1	Day	Dry	Other Contributing Action
57	6.426	08/04/14	Mon	1415	Angle	0	0	1	Day	Dry	No Contributing Action
58	6.429	08/28/14	Thu	1055	Rear-End	0	0	1	Day	Wet	#N/A
59	6.431	06/11/14	Wed	1640	Rear-End	0	0	1	Day	Dry	Followed too Closely
60	6.433	07/22/14	Tue	1600	Not Coded	0	0	1	Day	Wet	#N/A
61	6.433	08/03/14	Sun	1430	Not Coded	0	0	1	Day	Wet	Drove too Fast for Conditions
62	6.437	10/30/14	Thu	1632	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
63	6.455	07/18/14	Fri	2125	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
64	6.461	05/10/14	Sat	0705	Sideswipe	0	1	0	Day	Dry	Drove too Fast for Conditions
65	6.470	04/18/14	Fri	0745	Rear-End	0	1	0	Day	Dry	Followed too Closely
66	6.480	01/09/14	Thu	1300	Not Coded	0	0	1	Unknown	Other	#N/A
67	6.480	11/20/14	Thu	1555	Rear-End	0	2	0	Day	Dry	#N/A
68	6.488	06/27/14	Fri	1738	Angle	0	0	1	Day	Dry	#N/A
69	6.488	07/02/14	Wed	1548	Angle	0	0	1	Day	Wet	Ran Red Light
70	6.488	01/09/14	Thu	1652	Angle	0	0	1	Day	Wet	#N/A
71	6.488	05/11/14	Sun	0214	Rear-End	0	0	1	Night	Dry	No Contributing Action
72	6.489	06/20/14	Fri	1042	Not Coded	0	0	1	Day	Dry	#N/A
73	6.489	07/08/14	Tue	0749	Angle	0	0	1	Day	Wet	No Contributing Action
74	6.489	12/28/14	Sun	1655	Sideswipe	0	0	1	Day	Dry	#N/A
75	6.497	10/07/14	Tue	1241	Rear-End	0	0	1	Day	Dry	#N/A
76	6.512	11/20/14	Thu	2030	Sideswipe	0	1	0	Night	Dry	#N/A
77	6.558	07/25/14	Fri	1930	Rear-End	0	0	1	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86014000 STATE ROUTE: 870

ROADWAY LIMITS: W Powerline Rd to E Andrews Ave M.P. 6.198 TO 6.808 ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: 0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	6.682	05/23/14	Fri	1535	Rear-End	0	2	0	Day	Dry	Followed too Closely
79	6.739	09/05/14	Fri	1500	Rear-End	0	0	1	Day	Dry	Other Contributing Action
80	6.741	03/14/14	Fri	0745	Rear-End	0	0	1	Day	Dry	No Contributing Action
81	6.742	11/25/14	Tue	1600	Sideswipe	0	0	1	Day	Dry	#N/A
82	6.749	01/09/14	Thu	0644	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
83	6.751	01/21/14	Tue	1532	Rear-End	0	1	0	Day	Wet	Followed too Closely
84	6.754	08/09/14	Sat	1155	Rear-End	0	0	1	Day	Dry	Followed too Closely
85	6.754	10/24/14	Fri	0215	Fence	0	0	1	Night	Dry	Ran Off Roadway
86	6.756	01/15/14	Wed	1745	Not Coded	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
87	6.756	08/07/14	Thu	2050	Rear-End	0	0	1	Night	Dry	No Contributing Action
88	6.758	01/14/14	Tue	1120	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
89	6.758	01/21/14	Tue	0935	Rear-End	0	0	1	Day	Dry	Followed too Closely
90	6.758	02/28/14	Fri	0840	Sideswipe	0	0	1	Day	Dry	Improper Turn
91	6.758	03/05/14	Wed	1400	Rear-End	0	0	1	Day	Dry	Followed too Closely
92	6.758	03/19/14	Wed	2214	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
93	6.758	05/04/14	Sun	0935	Rear-End	0	0	1	Day	Dry	#N/A
94	6.758	05/26/14	Mon	2145	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
95	6.758	08/08/14	Fri	1023	Rear-End	0	0	1	Day	Dry	Followed too Closely
96	6.758	08/12/14	Tue	1620	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
97	6.758	08/13/14	Wed	1244	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
98	6.758	10/30/14	Thu	0258	Rear-End	0	0	1	Night	Dry	Followed too Closely
99	6.758	11/12/14	Wed	1735	Angle	0	0	1	Night	Dry	#N/A
100	6.758	12/09/14	Tue	2330	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
101	6.762	03/22/14	Sat	1018	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
102	6.763	06/17/14	Tue	0714	Rear-End	0	0	1	Day	Wet	Followed too Closely
103	6.777	08/15/14	Fri	0735	Rear-End	0	1	0	Day	Dry	Other Contributing Action
104	6.777	11/29/14	Sat	1410	Rear-End	0	0	1	Day	Dry	No Contributing Action
105	6.796	02/05/14	Wed	1348	Rear-End	0	0	1	Day	Dry	Other Contributing Action
106	6.796	09/30/14	Tue	1700	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
107	6.805	03/31/14	Mon	1508	Rear-End	0	0	1	Day	Dry	Other Contributing Action
108	3.538	01/17/14	Fri	1049	Rear-End	0	3	0	Day	Dry	Other Contributing Action
109	3.538	09/23/14	Tue	1825	Rear-End	0	0	1	Day	Dry	Followed too Closely
110	3.566	11/06/14	Thu	1925	Sideswipe	0	1	0	Night	Dry	Failed To Keep In Proper Lane
111	3.566	12/09/14	Tue	1730	Not Coded	0	0	1	Night	Dry	#N/A
112	3.566	04/03/14	Thu	1735	Rear-End	0	0	1	Day	Dry	Followed too Closely
113	3.566	05/27/14	Tue	0923	Rear-End	0	0	1	Day	Dry	Followed too Closely
114	3.579	02/04/14	Tue	1628	Sideswipe	0	2	0	Day	Dry	Other Contributing Action
115	3.581	12/18/14	Thu	0910	Rear-End	0	0	1	Day	Dry	Other Contributing Action
116	3.584	01/31/14	Fri	1540	Rear-End	0	0	1	Day	Dry	No Contributing Action
117	3.585	11/18/14	Tue	0815	Rear-End	0	0	1	Day	Dry	Followed too Closely
118	3.585	01/14/14	Tue	1150	Rear-End	0	0	1	Day	Dry	Other Contributing Action
119	3.585	01/31/14	Fri	2345	Angle	0	1	0	Night	Dry	Improper Turn
120	3.585	02/20/14	Thu	1328	Not Coded	0	0	1	Day	Dry	Improper Turn
121	3.585	03/18/14	Tue	0840	Sideswipe	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
122	3.585	04/25/14	Fri	1003	Angle	0	0	1	Night	Dry	Other Contributing Action
123	3.585	04/28/14	Mon	1910	Rear-End	0	0	1	Night	Dry	Other Contributing Action
124	3.585	05/07/14	Wed	1413	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
125	3.585	05/10/14	Sat	1409	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	3.585	05/05/14	Mon	1748	Rear-End	0	0	1	Day	Dry	Other Contributing Action
127	3.585	06/07/14	Sat	1430	Angle	0	0	1	Day	Dry	Other Contributing Action
128	3.585	07/18/14	Fri	1255	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
129	3.585	07/30/14	Wed	1636	Rear-End	0	1	0	Day	Wet	Other Contributing Action
130	3.585	08/18/14	Mon	2053	Sideswipe	0	0	1	Night	Dry	Improper Passing
131	3.585	09/05/14	Fri	1830	Rear-End	0	0	1	Day	Dry	No Contributing Action
132	3.585	10/08/14	Wed	1130	Rear-End	0	0	1	Day	Dry	Other Contributing Action
133	3.585	10/28/14	Tue	1442	Angle	0	0	1	Day	Dry	No Contributing Action
134	3.585	11/14/14	Fri	0656	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
135	3.587	12/09/14	Tue	1656	Rear-End	0	0	1	Day	Dry	Other Contributing Action
136	3.588	10/08/14	Wed	1610	Rear-End	0	0	1	Day	Dry	Other Contributing Action
137	3.591	01/03/14	Fri	1216	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
138	3.591	09/18/14	Thu	1537	Left-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
139	3.594	01/30/14	Thu	1128	Sideswipe	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
140	3.594	02/14/14	Fri	1517	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
141	3.594	10/22/14	Wed	1215	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
142	3.596	12/18/14	Thu	1243	Rear-End	0	0	1	Day	Dry	Other Contributing Action
143	3.604	06/04/14	Wed	0853	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
144	3.604	07/30/14	Wed	0943	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
145	3.613	04/10/14	Thu	1800	Rear-End	0	1	0	Day	Dry	Other Contributing Action
146	0.000	10/26/14	Sun	1242	Angle	0	1	0	Day	Dry	No Contributing Action
147	0.002	02/23/14	Sun	2012	Pedalcycle	0	1	0	Night	Dry	#N/A
148	0.179	03/20/14	Thu	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
149	0.189	07/23/14	Wed	0938	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
150	0.197	04/04/14	Fri	2156	Guardrail Face	0	0	1	Night	Dry	Careless or Negligent Manner
151	0.198	10/30/14	Thu	1441	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
152	0.004	09/16/14	Tue	1214	Rear-End	0	0	1	Day	Dry	#N/A
153	0.005	01/26/14	Sun	0400	Guardrail End	0	0	1	Night	Dry	Other Contributing Action
154	0.009	06/13/14	Fri	0206	Other Non-Collision	0	0	1	Night	Wet	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION:	86014000			STATE ROUTE:	870
ROADWAY LIMITS:	W Powerline Rd to E Andrews Ave	M.P. 6.198	TO 6.808	ENGINEER:	CTS Engineering, Inc.
STUDY PERIOD:	FROM 1/ 2014	TO 12/ 2014		COUNTY:	0

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
154	**0**	**32**	**122**	**76**	**0**	**22**	**3**	**1**	**31**	**0**	**4**	**0**	**4**	**0**	**10**
Percent	*0.00%*	*20.78%*	*79.22%*	*49.35%*	*0.00%*	*14.29%*	*1.95%*	*0.65%*	*20.13%*	*0.00%*	*2.60%*	*0.00%*	*2.60%*	*0.00%*	*6.49%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**116**	**37**	**20**	**133**	**15**	**15**	**4**	**2**	**3**	**3**	**0**	**0**	**2**	**0**	**0**
Percent	*75.32%*	*24.03%*	*12.99%*	*86.36%*	*9.74%*	*9.74%*	*2.60%*	*1.30%*	*1.95%*	*1.95%*	*0.00%*	*0.00%*	*1.30%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **61,203**

SPOT CRASH RATE **11.301** CRASHES PER MILLION ENTERING VEHICLES

Cypress Creek Rd from NW 6 Way to NE 7 Ave		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011	2012	2013	2014			
CRASH TYPE	Rear End	23	17	34	54	64	192	38	60.6%
	Head On	1	0	1	1	1	4	1	1.3%
	Angle	2	0	1	2	1	6	1	1.9%
	Left Turn	1	4	1	3	5	14	3	4.4%
	Right Turn	1	1	1	2	0	5	1	1.6%
	Sideswipe	5	4	5	7	10	31	6	9.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	2	0	1	0	3	1	0.9%
	Bicycle	1	0	1	2	0	4	1	1.3%
	Fixed Object	*1*	*2*	*0*	*1*	*3*	*7*	*1*	*2.2%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*8*	*4*	*7*	*9*	*12*	*40*	*8*	*12.6%*
	Others	0	0	2	5	4	11	2	3.5%
	Total Crashes	**43**	**34**	**53**	**87**	**100**	**317**	**63**	**100.0%**
SEVERITY	PDO Crashes	25	16	25	64	76	206	41	65.0%
	Fatal Crashes	0	0	0	0	1	1	0	0.3%
	Injury Crashes	18	18	28	23	23	110	22	34.7%
LIGHTING CONDITIONS	Daylight	34	26	37	62	77	236	47	74.4%
	Dusk	0	0	1	2	1	4	1	1.3%
	Dawn	0	0	1	2	2	5	1	1.6%
	Dark	9	8	11	15	19	62	12	19.6%
	Unknown	0	0	3	2	0	5	1	1.6%
SURFACE CONDITIONS	Dry	34	33	47	65	87	266	53	83.9%
	Wet	7	1	3	16	12	39	8	12.3%
	Others	2	0	3	6	1	12	2	3.8%
MONTH OF YEAR	January	4	6	5	4	6	25	5	7.9%
	February	4	2	3	5	7	21	4	6.6%
	March	4	2	6	4	6	22	4	6.9%
	April	5	2	1	5	4	17	3	5.4%
	May	4	1	6	13	11	35	7	11.0%
	June	8	2	3	9	8	30	6	9.5%
	July	4	2	5	8	10	29	6	9.1%
	August	2	3	3	8	11	27	5	8.5%
	September	2	2	4	11	14	33	7	10.4%
	October	1	2	4	9	11	27	5	8.5%
	November	3	7	5	7	8	30	6	9.5%
	December	2	3	8	4	4	21	4	6.6%
DAY OF WEEK	Monday	6	6	8	17	18	55	11	17.4%
	Tuesday	5	3	11	15	14	48	10	15.1%
	Wednesday	7	6	9	20	18	60	12	18.9%
	Thursday	7	8	11	19	18	63	13	19.9%
	Friday	9	6	6	11	19	51	10	16.1%
	Saturday	7	3	3	4	6	23	5	7.3%
	Sunday	2	2	5	1	7	17	3	5.4%
HOUR OF DAY	00:00-06:00	4	0	1	4	7	16	3	5.0%
	06:00-09:00	4	4	10	16	20	54	11	17.0%
	09:00-11:00	7	8	10	14	5	44	9	13.9%
	11:00-13:00	4	3	4	5	14	30	6	9.5%
	13:00-15:00	5	5	6	11	13	40	8	12.6%
	15:00-18:00	10	6	13	21	19	69	14	21.8%
	18:00-24:00	9	8	9	16	22	64	13	20.2%

Notes:

1) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
2) Other Non Fixed Object Crashes include collisions with railway vehicle, animal, motor vehicle in transport, parked motor vehicle, work zone/maintenance equp. struck by falling/shifting cargo, other non fixed objects.
3) Non-collision Crashes include overturn/rlooover, fire/explosion, immersion, jackknife, cargo/equip. loss or shift, fell/jump from motor vehicle, thrown or falling object, ran into water/canal and other non-collision.
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: Cypress Creek Rd — STATE ROUTE: 0

ROADWAY LIMITS: from NW 6 Way to NE 7 Ave — M.P. NW 6 Way TO NE 7 Ave — ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2010 TO 12/ 2010 — COUNTY: Broward

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	NE 62 ST	01/07/10	Thu	16:30	Rear End	0	0	1	Day	Dry	Not Coded
2	NE 62ND ST	01/16/10	Sat	20:11	Other	0	2	0	Night	Dry	Not Coded
3	I 95	01/20/10	Wed	15:05	Sideswipe	0	0	1	Day	Dry	Not Coded
4	NW 62 ST	01/27/10	Wed	8:40	Right Turn	0	1	0	Day	Dry	Not Coded
5	NW 62 ST	02/03/10	Wed	21:04	Other	0	1	0	Day	Dry	Not Coded
6	NE 62ND ST	02/06/10	Sat	13:08	Sideswipe	0	0	1	Day	Dry	Not Coded
7	NW 62 ST	02/12/10	Fri	19:04	Rear End	0	0	1	Night	Wet	Not Coded
8	NE 62 ST	02/18/10	Thu	10:04	Bicycle	0	1	0	Day	Dry	Not Coded
9	THWEST 62I	03/01/10	Mon	13:00	Rear End	0	0	1	Day	Dry	Not Coded
10	NE 62 ST	03/11/10	Thu	8:05	Angle	0	1	0	Day	Wet	Not Coded
11	NW 62ND S	03/15/10	Mon	18:23	Rear End	0	3	0	Day	Dry	Not Coded
12	NW 62 ST	03/27/10	Sat	19:08	Rear End	0	2	0	Day	Dry	Not Coded
13	NW 62 ST	04/06/10	Tue	16:11	Rollover	0	1	0	Day	Dry	Not Coded
14	W 62 STREE	04/08/10	Thu	10:23	Left Turn	0	0	1	Day	Dry	Not Coded
15	RESS CREEK	04/12/10	Mon	17:15	Rear End	0	1	0	Day	Dry	Not Coded
16	OCK NE 62	04/19/10	Mon	9:14	Head On	0	0	1	Day	Wet	Not Coded
17	NE 62ND ST	04/20/10	Tue	8:25	Rear End	0	0	1	Day	Dry	Not Coded
18	NE 62ND ST	05/10/10	Mon	22:20	Other	0	0	1	Night	Dry	Not Coded
19	NE 62 ST	05/11/10	Tue	5:40	Rear End	0	1	0	Day	Dry	Not Coded
20	NE 62ND ST	05/20/10	Thu	1:25	Rollover	0	0	1	Night	Other	Not Coded
21	NE 62ND ST	05/28/10	Fri	8:05	Rear End	0	1	0	Day	Dry	Not Coded
22	W 62 STREE	06/02/10	Wed	12:03	Rear End	0	2	0	Day	Dry	Not Coded
23	NE 62ND ST	06/03/10	Thu	12:15	Rear End	0	1	0	Day	Wet	Not Coded
24	NW 62 ST	06/08/10	Tue	9:54	Rear End	0	0	1	Day	Dry	Not Coded
25	PRESS CREE	06/09/10	Wed	14:55	Sideswipe	0	0	1	Day	Other	Not Coded
26	NE 62 ST	06/18/10	Fri	0:15	Rear End	0	0	1	Night	Dry	Not Coded
27	SR 9 I95	06/18/10	Fri	11:03	Rear End	0	0	1	Day	Dry	Not Coded
28	RESS CREEK	06/20/10	Sun	14:24	Rear End	0	3	0	Day	Dry	Not Coded
29	OCK NW 62	06/25/10	Fri	15:36	Rear End	0	0	1	Day	Wet	Not Coded
30	E CYPRESS (	07/03/10	Sat	16:20	Off Road	0	0	1	Day	Wet	Not Coded
31	W 62 STREE	07/23/10	Fri	9:54	Rear End	0	0	1	Day	Dry	Not Coded
32	NW 62 ST	07/24/10	Sat	5:56	Other	0	0	1	Night	Dry	Not Coded
33	HWEST 62 S	07/28/10	Wed	13:06	Other	0	0	1	Day	Dry	Not Coded
34	W 62 STREE	08/25/10	Wed	12:55	Rear End	0	1	0	Day	Dry	Not Coded
35	NW 62 ST	08/27/10	Fri	15:18	Rear End	0	1	0	Day	Dry	Not Coded
36	NW 62 ST	09/17/10	Fri	16:08	Sideswipe	0	0	1	Day	Dry	Not Coded
37	PRESS CREE	09/21/10	Tue	9:20	Sideswipe	0	0	1	Day	Dry	Not Coded
38	/ 62ND STR	10/22/10	Fri	15:22	Rear End	0	0	1	Day	Dry	Not Coded
39	NW 62 ST	11/04/10	Thu	18:21	Angle	0	1	0	Day	Wet	Not Coded
40	NW 62 ST	11/08/10	Mon	23:08	Rear End	0	0	1	Night	Dry	Not Coded
41	W 62 STREE	11/20/10	Sat	17:54	Rear End	0	0	1	Night	Dry	Not Coded
42	NW 62 ST	12/05/10	Sun	22:11	Other	0	0	1	Night	Dry	Not Coded
43	SR 840	12/18/10	Sat	10:30	Rear End	0	3	0	Day	Dry	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
43	**0**	**18**	**25**	**0**	**0**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**
Percent	*0.00%*	*41.86%*	*58.14%*	*0.00%*	*0.00%*	*4.65%*	*0.00%*	*0.00%*	*11.63%*	*0.00%*	*0.00%*	*0.00%*	*2.33%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**34**	**9**	**7**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Percent	*79.07%*	*20.93%*	*16.28%*	*79.07%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*6.98%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **Cypress Creek Rd** STATE ROUTE: **0**

ROADWAY LIMITS: **from NW 6 Way to NE 7 Ave** M.P. **NW 6 Way** TO **NE 7 Ave** ENGINEER: **CTS Engineering, Inc.**

STUDY PERIOD: FROM **1/ 2011** TO **12/ 2011** COUNTY: **Broward**

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	NW 62ND S	01/02/11	Sun	9:53	Sideswipe	0	0	1	Day	Dry	Not Coded
2	NW 62ND S	01/10/11	Mon	14:05	Rear End	0	1	0	Day	Dry	Not Coded
3	NW 62ND S	01/21/11	Fri	17:43	Other	0	1	0	Day	Dry	Not Coded
4	W 62 STREE	01/22/11	Sat	10:48	Rear End	0	2	0	Day	Dry	Not Coded
5	S CREEK RD	01/27/11	Thu	9:48	Right Turn	0	0	1	Day	Dry	Not Coded
6	PRESS CREE	01/28/11	Fri	13:58	Off Road	0	1	0	Day	Dry	Not Coded
7	H WEST 62 S	02/10/11	Thu	12:20	Left Turn	0	2	0	Day	Dry	Not Coded
8	HEAST 62 S	02/16/11	Wed	7:25	Rear End	0	2	0	Day	Dry	Not Coded
9	ND STREET	03/17/11	Thu	9:39	Sideswipe	0	0	1	Day	Dry	Not Coded
10	NW 62ND S	03/23/11	Wed	16:35	Rear End	0	0	1	Day	Dry	Not Coded
11	WEST 62ND	04/12/11	Tue	17:41	Other	0	0	1	Day	Dry	Not Coded
12	ESS CREEK	04/18/11	Mon	12:00	Sideswipe	0	0	1	Day	Dry	Not Coded
13	WEST 62ND	05/20/11	Fri	22:15	Rear End	0	1	0	Night	Dry	Not Coded
14	NW 62ND S	06/01/11	Wed	20:14	Rear End	0	1	0	Night	Dry	Not Coded
15	/ 62ND STR	06/21/11	Tue	7:35	Other	0	0	1	Day	Dry	Not Coded
16	NW 62 ST	07/02/11	Sat	12:48	Sideswipe	0	0	1	Day	Dry	Not Coded
17	NORTHWE	07/23/11	Sat	14:54	Other	0	0	1	Day	Dry	Not Coded
18	NE 62 St	08/08/11	Mon	20:55	Pedestrian	0	0	1	Night	Dry	Not Coded
19	RESS CREEK	08/22/11	Mon	13:40	Left Turn	0	0	1	Day	Dry	Not Coded
20	press Creel	08/23/11	Tue	9:00	Rear End	0	0	1	Day	Dry	Not Coded
21	WEST 62ND	09/07/11	Wed	9:20	Rear End	0	0	1	Day	Dry	Not Coded
22	WEST 62ND	09/08/11	Thu	17:31	Rear End	0	3	0	Day	Wet	Not Coded
23	62ND STRE	10/14/11	Fri	23:05	Left Turn	0	3	0	Night	Dry	Not Coded
24	) EXIT RAM	10/28/11	Fri	13:35	Off Road	0	0	1	Day	Dry	Not Coded
25	/ 62ND STR	11/03/11	Thu	21:38	Rear End	0	1	0	Night	Dry	Not Coded
26	NW 62ND S	11/09/11	Wed	17:04	Rear End	0	0	1	Day	Dry	Not Coded
27	WEST 62ND	11/13/11	Sun	23:14	Rear End	0	1	0	Night	Dry	Not Coded
28	HWEST 62 S	11/17/11	Thu	9:35	Rear End	0	1	0	Day	Dry	Not Coded
29	1 (CYPRESS	11/21/11	Mon	18:15	Rear End	0	0	1	Night	Dry	Not Coded
30	CREEK BOU	11/21/11	Mon	7:59	Left Turn	0	2	0	Day	Dry	Not Coded
31	WEST 62ND	11/30/11	Wed	16:45	Pedestrian	0	1	0	Day	Dry	Not Coded
32	WEST 62ND	12/02/11	Fri	10:40	Rear End	0	2	0	Day	Dry	Not Coded
33	/ 62ND STR	12/15/11	Thu	19:13	Rear End	0	1	0	Night	Dry	Not Coded
34	SR 840	12/22/11	Thu	8:55	Rear End	0	1	0	Day	Dry	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
34	**0**	**18**	**16**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**2**	**0**	**0**
Percent	*0.00%*	*52.94%*	*47.06%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.76%*	*0.00%*	*5.88%*	*0.00%*	*5.88%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**26**	**8**	**1**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*76.47%*	*23.53%*	*2.94%*	*97.06%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.94%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: Cypress Creek Rd — STATE ROUTE: 0

ROADWAY LIMITS: from NW 6 Way to NE 7 Ave — M.P. NW 6 Way TO NE 7 Ave — ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 — COUNTY: Broward

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	H WEST 62 S	01/12/12	Thu	13:00	Rear End	0	0	1	Day	Dry	Not Coded
2	EAST 62ND	01/16/12	Mon	2:30	Rear End	0	1	0	Night	Dry	Not Coded
3	NW 62ND S	01/19/12	Thu	16:55	Angle	0	1	0	Day	Dry	Not Coded
4	WEST 62ND	01/24/12	Tue	7:08	Sideswipe	0	0	1	Day	Dry	Not Coded
5	62ND ST NE	01/26/12	Thu	20:10	Rear End	0	1	0	Night	Dry	Not Coded
6	W 62NND S	02/24/12	Fri	12:30	Rear End	0	0	1	Day	Dry	Not Coded
7	NE 62ND SS	02/27/12	Mon	6:58	Other	0	1	0	Day	Dry	Not Coded
8	/ 62ND STR	02/27/12	Mon	17:25	Rear End	0	2	0	Day	Dry	Not Coded
9	62ND ST SR	03/06/12	Tue	17:45	Rear End	0	0	1	Night	Dry	Not Coded
10	W 62 STREE	03/06/12	Tue	14:56	Rear End	0	2	0	Day	Dry	Not Coded
11	/ 62ND STR	03/12/12	Mon	14:00	Other	0	1	0	Day	Dry	Not Coded
12	/ 62ND STR	03/15/12	Thu	20:48	Other	0	1	0	Night	Dry	Not Coded
13	RESS CREEK	03/18/12	Sun	13:30	Rear End	0	0	1	Day	Dry	Not Coded
14	W 62 STREE	03/19/12	Mon	9:10	Sideswipe	0	1	0	Day	Dry	Not Coded
15	WEST 62ND	04/10/12	Tue	18:23	Sideswipe	0	0	1	Day	Dry	Not Coded
16	RESS CREEK	05/12/12	Sat	8:50	Rear End	0	0	1	Day	Dry	Not Coded
17	W 62 STREE	05/16/12	Wed	9:56	Bicycle	0	1	0	Day	Dry	Not Coded
18	ND STREET	05/20/12	Sun	10:13	Rear End	0	2	0	Day	Dry	Not Coded
19	NE 62ND ST	05/24/12	Thu	18:00	Rear End	0	0	1	Day	Dry	Not Coded
20	WEST 62ND	05/24/12	Thu	15:14	Other	0	1	0	Day	Dry	Not Coded
21	H EAST 62 S	05/31/12	Thu	12:43	Other	0	5	0	Day	Dry	Not Coded
22	T CYPRESS C	06/10/12	Sun	13:55	Other	0	0	1	Day	Dry	Not Coded
23	WEST 62ND	06/15/12	Fri	8:35	Left Turn	0	1	0	Night	Dry	Not Coded
24	NE 62ND ST	06/28/12	Thu	17:52	Rear End	0	2	0	Day	Dry	Not Coded
25	NE 62ND ST	07/13/12	Fri	9:50	Rear End	0	2	0	Night	Dry	Not Coded
26	W 62 STREE	07/16/12	Mon	7:03	Rear End	0	0	1	Day	Wet	Not Coded
27	S CREEK RD	07/17/12	Tue	6:52	Sideswipe	0	1	0	Night	Dry	Not Coded
28	WEST 62ND	07/18/12	Wed	7:45	Right Turn	0	0	1	Day	Dry	Not Coded
29	40 NW 62N	07/24/12	Tue	17:28	Rear End	0	0	1	Day	Dry	Not Coded
30	PRESS CREE	08/14/12	Tue	17:10	Rear End	0	0	1	Day	Dry	Not Coded
31	62ND STRE	08/22/12	Wed	16:30	Head On	0	0	1	Day	Dry	Not Coded
32	W 62 STREE	08/23/12	Thu	12:58	Rear End	0	3	0	Day	Dry	Not Coded
33	PRESS CREE	09/05/12	Wed	9:35	Rear End	0	0	1	Day	Dry	Not Coded
34	NW 62ND S	09/15/12	Sat	14:41	Rear End	0	1	0	Day	Dry	Not Coded
35	T CYPRESS	09/18/12	Tue	20:55	Rear End	0	0	1	Night	Wet	Not Coded
36	/ 62ND STR	09/30/12	Sun	15:35	Rear End	0	1	0	Day	Dry	Not Coded
37	NE 62ND ST	10/02/12	Tue	9:50	Rear End	0	1	0	Day	Dry	Not Coded
38	ND STREET	10/17/12	Wed	15:35	Unknown	0	0	1	Unknown	Other	Not Coded
39	NW 62ND S	10/22/12	Mon	20:50	Rear End	0	1	0	Night	Dry	Not Coded
40	NE 62ND ST	10/26/12	Fri	9:28	Other	0	0	1	Day	Wet	Not Coded
41	NW 62 ST	11/01/12	Thu	9:20	Rear End	0	0	1	Day	Dry	Not Coded
42	WEST 62ND	11/07/12	Wed	9:25	Sideswipe	0	0	1	Day	Dry	Not Coded
43	E 62 STREE	11/14/12	Wed	8:00	Rear End	0	0	1	Unknown	Other	Not Coded
44	ATE ROAD 8	11/15/12	Thu	9:00	Rear End	0	0	1	Day	Dry	Not Coded
45	840 NW 62	11/18/12	Sun	22:36	Rear End	0	1	0	Night	Dry	Not Coded
46	W 62 STREE	12/03/12	Mon	8:50	Rear End	0	1	0	Day	Dry	Not Coded
47	NE 62ND ST	12/04/12	Tue	7:22	Rear End	0	1	0	Day	Dry	Not Coded
48	40 NORTH V	12/04/12	Tue	17:20	Rear End	0	1	0	Day	Dry	Not Coded
49	NE 62ND ST	12/07/12	Fri	23:06	Rear End	0	0	1	Night	Dry	Not Coded
50	NORTHWE	12/12/12	Wed	17:30	Rear End	0	2	0	Night	Dry	Not Coded
51	T SR840 AN	12/14/12	Fri	15:44	Rear End	0	1	0	Day	Dry	Not Coded
52	62ND STRE	12/22/12	Sat	20:50	Rear End	0	0	1	Night	Dry	Not Coded
53	WEST 62ND	12/26/12	Wed	11:58	Unknown	0	0	1	Unknown	Other	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
53	**0**	**28**	**25**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**2**
Percent	*0.00%*	*52.83%*	*47.17%*	*0.00%*	*0.00%*	*1.89%*	*0.00%*	*0.00%*	*9.43%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.77%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**37**	**13**	**3**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*69.81%*	*24.53%*	*5.66%*	*88.68%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.89%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: Cypress Creek Rd — STATE ROUTE: 0

ROADWAY LIMITS: from NW 6 Way to NE 7 Ave — M.P. NW 6 Way TO NE 7 Ave — ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 — COUNTY: Broward

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	PRESS CREE	01/19/13	Sat	9:00	Rear End	0	0	1	Day	Wet	Not Coded
2	W 62 STREE	01/21/13	Mon	18:41	Rear End	0	1	0	Night	Dry	Not Coded
3	PRESS CREE	01/22/13	Tue	18:30	Rear End	0	0	1	Night	Dry	Not Coded
4	/ 62ND STR	01/30/13	Wed	9:15	Rear End	0	0	1	Day	Dry	Not Coded
5	NW 62ND S	02/07/13	Thu	6:33	Sideswipe	0	1	0	Day	Dry	Not Coded
6	WEST 62ND	02/07/13	Thu	13:18	Rear End	0	1	0	Day	Dry	Not Coded
7	62ND ST NE	02/13/13	Wed	8:39	Rear End	0	0	1	Night	Dry	Not Coded
8	/ 62ND STR	02/20/13	Wed	19:19	Pedestrian	0	1	0	Night	Dry	Not Coded
9	NE 62ND ST	02/27/13	Wed	13:11	Rear End	0	0	1	Day	Wet	Not Coded
10	NE 62ND ST	03/16/13	Sat	5:58	Sideswipe	0	0	1	Night	Dry	Not Coded
11	NE 62 ST	03/25/13	Mon	18:36	Rear End	0	0	1	Unknown	Other	Not Coded
12	/ 62ND STR	03/26/13	Tue	17:58	Head On	0	0	1	Unknown	Other	Not Coded
13	NW 62 ST	03/26/13	Tue	23:08	Bicycle	0	1	0	Night	Dry	Not Coded
14	NW 62ND S	04/03/13	Wed	17:45	Rear End	0	0	1	Day	Dry	Not Coded
15	NE 62ND ST	04/11/13	Thu	8:45	Rear End	0	0	1	Night	Other	Not Coded
16	PRESS CREE	04/16/13	Tue	8:35	Rear End	0	0	1	Night	Other	Not Coded
17	NW 62ND S	04/23/13	Tue	15:23	Rear End	0	0	1	Day	Dry	Not Coded
18	/ 62ND STR	04/24/13	Wed	18:59	Sideswipe	0	0	1	Day	Dry	Not Coded
19	NE 62ND ST	05/01/13	Wed	5:04	Rear End	0	1	0	Night	Dry	Not Coded
20	NW 62ND S	05/01/13	Wed	15:23	Left Turn	0	1	0	Day	Wet	Not Coded
21	NW 62 ST	05/02/13	Thu	14:21	Rear End	0	0	1	Day	Wet	Not Coded
22	62ND STRE	05/03/13	Fri	23:58	Other	0	1	0	Night	Dry	Not Coded
23	NE 62ND ST	05/04/13	Sat	14:10	Left Turn	0	2	0	Day	Dry	Not Coded
24	NW 62 ST	05/09/13	Thu	9:30	Rear End	0	0	1	Day	Dry	Not Coded
25	/ 62ND STR	05/10/13	Fri	17:56	Unknown	0	1	0	Day	Dry	Not Coded
26	NE 62ND ST	05/15/13	Wed	18:05	Rear End	0	0	1	Day	Dry	Not Coded
27	NE 62ND ST	05/23/13	Thu	9:18	Rear End	0	1	0	Day	Dry	Not Coded
28	62ND STRE	05/26/13	Sun	9:40	Other	0	2	0	Day	Dry	Not Coded
29	NW 62 ST	05/30/13	Thu	8:30	Right Turn	0	0	1	Day	Dry	Not Coded
30	62ND STRE	05/30/13	Thu	20:04	Rear End	0	1	0	Night	Dry	Not Coded
31	W 62 STREE	05/31/13	Fri	13:10	Other	0	1	0	Day	Dry	Not Coded
32	NE 62ND ST	06/04/13	Tue	7:30	Rear End	0	0	1	Day	Dry	Not Coded
33	NW 62 ST	06/06/13	Thu	7:20	Rear End	0	2	0	Day	Wet	Not Coded
34	W 62 STREE	06/10/13	Mon	7:00	Rear End	0	2	0	Day	Dry	Not Coded
35	/ 62ND STR	06/14/13	Fri	13:42	Rear End	0	0	1	Day	Dry	Not Coded
36	NE 62ND ST	06/19/13	Wed	1:20	Off Road	0	1	0	Night	Dry	Not Coded
37	NW 62ND S	06/19/13	Wed	17:34	Other	0	0	1	Day	Dry	Not Coded
38	NE 62 ST	06/20/13	Thu	10:50	Sideswipe	0	0	1	Day	Dry	Not Coded
39	NW 62ND S	06/27/13	Thu	15:11	Angle	0	1	0	Day	Dry	Not Coded
40	NW 62ND S	06/27/13	Thu	13:45	Rear End	0	0	1	Day	Dry	Not Coded
41	NW 62ND S	07/05/13	Fri	7:52	Rear End	0	3	0	Day	Wet	Not Coded
42	W 62 STREE	07/09/13	Tue	9:42	Rear End	0	2	0	Day	Dry	Not Coded
43	NW 62ND S	07/10/13	Wed	19:09	Rear End	0	0	1	Night	Wet	Not Coded
44	62ND STRE	07/13/13	Sat	23:04	Rear End	0	0	1	Night	Wet	Not Coded
45	NE 62ND ST	07/18/13	Thu	16:00	Unknown	0	0	1	Night	Other	Not Coded
46	NW 62 ST	07/25/13	Thu	14:35	Rear End	0	0	1	Day	Dry	Not Coded
47	NE 62ND ST	07/26/13	Fri	18:15	Rear End	0	0	1	Day	Dry	Not Coded
48	NW 62ND S	07/31/13	Wed	15:24	Rear End	0	0	1	Day	Dry	Not Coded
49	W 62 STREE	08/05/13	Mon	10:07	Rear End	0	0	1	Day	Dry	Not Coded
50	/ 62ND STR	08/13/13	Tue	6:40	Rear End	0	0	1	Day	Dry	Not Coded
51	NW 62 ST	08/14/13	Wed	14:57	Angle	0	0	1	Day	Dry	Not Coded
52	NW 62 ST	08/15/13	Thu	5:25	Left Turn	0	0	1	Night	Wet	Not Coded
53	NW 62 ST	08/19/13	Mon	10:35	Other	0	0	1	Day	Dry	Not Coded
54	WEST 62ND	08/19/13	Mon	9:05	Rear End	0	0	1	Day	Dry	Not Coded
55	EAST 62ND	08/20/13	Tue	19:05	Rear End	0	0	1	Day	Dry	Not Coded
56	NW 62ND S	08/26/13	Mon	14:23	Rear End	0	0	1	Day	Dry	Not Coded
57	NW 62ND S	09/02/13	Mon	15:04	Rear End	0	0	1	Day	Wet	Not Coded
58	W 62 STREE	09/03/13	Tue	7:50	Rear End	0	0	1	Day	Dry	Not Coded
59	NE 62 ST	09/05/13	Thu	7:47	Rear End	0	0	1	Day	Dry	Not Coded
60	W 62 STREE	09/09/13	Mon	13:26	Rear End	0	0	1	Day	Dry	Not Coded
61	NE 62ND ST	09/12/13	Thu	17:03	Unknown	0	0	1	Day	Dry	Not Coded
62	W 62 STREE	09/18/13	Wed	6:05	Rear End	0	0	1	Day	Wet	Not Coded
63	NE 62ND ST	09/23/13	Mon	17:12	Bicycle	0	1	0	Day	Wet	Not Coded
64	/ 62ND STR	09/23/13	Mon	10:08	Other	0	0	1	Day	Dry	Not Coded
65	NE 62ND ST	09/25/13	Wed	12:45	Rear End	0	0	1	Day	Wet	Not Coded
66	NE 62ND ST	09/25/13	Wed	12:53	Rear End	0	0	1	Day	Wet	Not Coded
67	WEST 62ND	09/27/13	Fri	6:50	Rear End	0	0	1	Night	Dry	Not Coded
68	NE 62ND ST	10/03/13	Thu	17:18	Rear End	0	0	1	Day	Dry	Not Coded
69	NE 62ND ST	10/07/13	Mon	9:10	Other	0	0	1	Day	Dry	Not Coded
70	W 62 STREE	10/11/13	Fri	17:31	Other	0	0	1	Day	Dry	Not Coded
71	HWEST 62 S	10/15/13	Tue	19:43	Rear End	0	0	1	Night	Dry	Not Coded
72	NW 62 ST	10/15/13	Tue	15:50	Rear End	0	0	1	Day	Dry	Not Coded
73	W 62 STREE	10/16/13	Wed	7:25	Right Turn	0	2	0	Day	Dry	Not Coded
74	NE 62ND ST	10/22/13	Tue	18:16	Rear End	0	0	1	Day	Dry	Not Coded
75	NE 62ND ST	10/22/13	Tue	17:16	Rear End	0	0	1	Day	Dry	Not Coded
76	WEST 62ND	10/22/13	Tue	17:22	Rear End	0	0	1	Day	Dry	Not Coded
77	/ 62ND STR	11/01/13	Fri	6:40	Rear End	0	2	0	Night	Dry	Not Coded

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **Cypress Creek Rd** STATE ROUTE: **0**

ROADWAY LIMITS: **from NW 6 Way to NE 7 Ave** M.P. **NW 6 Way** TO **NE 7 Ave** ENGINEER: **CTS Engineering, Inc.**

STUDY PERIOD: FROM **1/ 2013** TO **12/ 2013** COUNTY: **Broward**

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	NW 62 ST	11/04/13	Mon	11:23	Sideswipe	0	0	1	Day	Dry	Not Coded
79	NW 62 ST	11/11/13	Mon	17:11	Rear End	0	0	1	Day	Dry	Not Coded
80	NE 62ND ST	11/13/13	Wed	17:40	Sideswipe	0	0	1	Night	Wet	Not Coded
81	NW 62 ST	11/15/13	Fri	16:45	Rear End	0	0	1	Night	Wet	Not Coded
82	CREEK RD	11/25/13	Mon	11:03	Unknown	0	0	1	Day	Dry	Not Coded
83	NW 62 ST	11/28/13	Thu	11:25	Unknown	0	0	1	Night	Other	Not Coded
84	WEST 62ND	12/09/13	Mon	15:45	Sideswipe	0	0	1	Day	Dry	Not Coded
85	NW 62ND S	12/18/13	Wed	10:02	Rear End	0	0	1	Day	Dry	Not Coded
86	WEST 62ND	12/20/13	Fri	19:49	Rear End	0	0	1	Night	Dry	Not Coded
87	/ 62ND STR	12/30/13	Mon	9:24	Other	0	0	1	Day	Dry	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
87	**0**	**23**	**64**	**0**	**0**	**2**	**0**	**0**	**7**	**0**	**1**	**0**	**1**	**0**	**5**
Percent	*0.00%*	*26.44%*	*73.56%*	*0.00%*	*0.00%*	*2.30%*	*0.00%*	*0.00%*	*8.05%*	*0.00%*	*1.15%*	*0.00%*	*1.15%*	*0.00%*	*5.75%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**62**	**23**	**16**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Percent	*71.26%*	*26.44%*	*18.39%*	*74.71%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.45%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: Cypress Creek Rd — STATE ROUTE: 0

ROADWAY LIMITS: from NW 6 Way to NE 7 Ave — M.P. NW 6 Way TO NE 7 Ave — ENGINEER: CTS Engineering, Inc.

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 — COUNTY: Broward

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	WEST 62ND	01/14/14	Tue	18:45	Rear End	0	0	1	Night	Dry	Not Coded
2	ND STREET /	01/29/14	Wed	20:18	Rear End	0	0	1	Night	Dry	Not Coded
3	PRESS CREE	01/29/14	Wed	12:43	Rear End	0	0	1	Day	Dry	Not Coded
4	WEST 62ND	01/29/14	Wed	6:40	Rear End	0	2	0	Night	Wet	Not Coded
5	NW 62ND S	01/29/14	Wed	17:37	Rear End	0	0	1	Night	Wet	Not Coded
6	WEST 62ND	01/30/14	Thu	7:00	Unknown	0	2	0	Day	Wet	Not Coded
7	NE 62ND ST	02/01/14	Sat	18:16	Unknown	0	2	0	Night	Dry	Not Coded
8	WEST 62ND	02/04/14	Tue	8:13	Rear End	0	1	0	Day	Wet	Not Coded
9	W 62 STREE	02/10/14	Mon	22:30	Left Turn	0	0	1	Day	Dry	Not Coded
10	NE 62ND ST	02/13/14	Thu	12:06	Sideswipe	0	0	1	Day	Dry	Not Coded
11	NE 62 ST	02/19/14	Wed	17:47	Rear End	0	1	0	Day	Dry	Not Coded
12	NE 62ND ST	02/25/14	Tue	2:13	Rear End	0	0	1	Night	Dry	Not Coded
13	HWEST 62 S	02/26/14	Wed	14:02	Rear End	0	0	1	Day	Dry	Not Coded
14	WEST 62ND	03/03/14	Mon	14:08	Rear End	0	0	1	Day	Dry	Not Coded
15	/ 62ND STR	03/05/14	Wed	6:50	Rear End	0	0	1	Day	Dry	Not Coded
16	PRESS CREE	03/08/14	Sat	16:18	Other	0	0	1	Day	Dry	Not Coded
17	/ 62ND STR	03/10/14	Mon	18:49	Rear End	0	0	1	Day	Dry	Not Coded
18	NE 62 ST	03/24/14	Mon	12:52	Rear End	0	1	0	Day	Wet	Not Coded
19	RESS CREEK	03/28/14	Fri	14:30	Rear End	0	0	1	Day	Dry	Not Coded
20	WEST 62ND	04/08/14	Tue	18:44	Sideswipe	0	1	0	Day	Dry	Not Coded
21	WEST 62ND	04/14/14	Mon	18:03	Rear End	0	0	1	Day	Dry	Not Coded
22	WEST 62ND	04/25/14	Fri	14:08	Rear End	0	1	0	Day	Dry	Not Coded
23	WEST 62ND	04/27/14	Sun	4:00	Off Road	0	1	0	Night	Dry	Not Coded
24	NE 62ND ST	05/08/14	Thu	12:45	Sideswipe	0	0	1	Day	Dry	Not Coded
25	NE 62 ST	05/08/14	Thu	18:23	Rear End	0	0	1	Day	Dry	Not Coded
26	WEST 62ND	05/08/14	Thu	17:46	Rear End	0	0	1	Day	Dry	Not Coded
27	WEST 62ND	05/08/14	Thu	10:33	Other	0	0	1	Day	Dry	Not Coded
28	NE 62ND ST	05/12/14	Mon	17:25	Rear End	0	0	1	Night	Other	Not Coded
29	WEST 62ND	05/13/14	Tue	16:59	Unknown	0	0	1	Day	Dry	Not Coded
30	NE 62ND ST	05/14/14	Wed	8:32	Rear End	0	2	0	Day	Dry	Not Coded
31	NW 62ND S	05/15/14	Thu	21:15	Sideswipe	0	1	0	Night	Wet	Not Coded
32	62ND STRE	05/23/14	Fri	23:17	Left Turn	0	0	1	Day	Dry	Not Coded
33	NE 62ND ST	05/27/14	Tue	18:04	Rear End	0	0	1	Night	Dry	Not Coded
34	NW 62ND S	05/30/14	Fri	10:45	Other	0	0	1	Day	Dry	Not Coded
35	/ 62ND STR	06/02/14	Mon	16:50	Rear End	0	0	1	Day	Dry	Not Coded
36	W 62 STREE	06/02/14	Mon	12:48	Left Turn	0	0	1	Day	Wet	Not Coded
37	WEST 62ND	06/03/14	Tue	19:08	Rear End	0	0	1	Night	Dry	Not Coded
38	NE 62ND ST	06/06/14	Fri	8:52	Rear End	0	2	0	Day	Dry	Not Coded
39	NW 62ND S	06/06/14	Fri	8:37	Rear End	0	0	1	Day	Dry	Not Coded
40	WEST 62ND	06/13/14	Fri	18:23	Rear End	0	0	1	Day	Wet	Not Coded
41	62ND STRE	06/14/14	Sat	22:08	Other	0	0	1	Night	Dry	Not Coded
42	NW 62ND S	06/20/14	Fri	8:44	Rear End	0	0	1	Day	Dry	Not Coded
43	WEST 62ND	07/03/14	Thu	0:00	Other	0	0	1	Day	Dry	Not Coded
44	NW 62ND S	07/07/14	Mon	9:10	Rear End	0	0	1	Day	Wet	Not Coded
45	NW 62ND S	07/11/14	Fri	12:50	Rear End	0	0	1	Day	Dry	Not Coded
46	WEST 62ND	07/16/14	Wed	16:45	Other	0	0	1	Day	Wet	Not Coded
47	NE 62ND ST	07/19/14	Sat	1:00	Rear End	0	0	1	Night	Dry	Not Coded
48	WEST 62ND	07/20/14	Sun	0:06	Rear End	0	0	1	Night	Dry	Not Coded
49	WEST 62ND	07/25/14	Fri	17:20	Rear End	0	0	1	Day	Dry	Not Coded
50	/ 62ND STR	07/28/14	Mon	13:28	Rear End	0	0	1	Day	Dry	Not Coded
51	/ 62ND STR	07/28/14	Mon	18:33	Rear End	0	0	1	Night	Dry	Not Coded
52	/ 62ND STR	07/30/14	Wed	10:13	Other	0	1	0	Day	Dry	Not Coded
53	WEST 62ND	08/04/14	Mon	8:23	Head On	0	0	1	Day	Dry	Not Coded
54	/ 62ND STR	08/04/14	Mon	19:35	Rear End	0	0	1	Night	Dry	Not Coded
55	NE 62ND ST	08/17/14	Sun	15:40	Rear End	0	2	0	Day	Dry	Not Coded
56	HWEST 62 S	08/18/14	Mon	13:24	Sideswipe	0	0	1	Day	Dry	Not Coded
57	62ND STRE	08/18/14	Mon	18:00	Rear End	0	0	1	Day	Dry	Not Coded
58	NW 62 ST	08/19/14	Tue	8:40	Rear End	0	0	1	Day	Dry	Not Coded
59	/ 62ND STR	08/19/14	Tue	7:35	Rear End	0	0	1	Day	Dry	Not Coded
60	NW 62 ST	08/22/14	Fri	9:15	Rear End	0	0	1	Day	Dry	Not Coded
61	WEST 62ND	08/27/14	Wed	12:19	Rear End	0	1	0	Day	Dry	Not Coded
62	W 62 STREE	08/28/14	Thu	19:46	Rear End	0	0	1	Day	Dry	Not Coded
63	NW 62 ST	08/28/14	Thu	14:47	Other	0	1	0	Day	Dry	Not Coded
64	NE 62ND ST	09/04/14	Thu	8:41	Off Road	0	0	1	Day	Wet	Not Coded
65	HWEST 62 S	09/05/14	Fri	11:04	Rear End	0	0	1	Day	Dry	Not Coded
66	NW 62ND S	09/06/14	Sat	17:00	Rear End	0	0	1	Day	Dry	Not Coded
67	/ 62ND STR	09/07/14	Sun	13:55	Left Turn	0	0	1	Day	Dry	Not Coded
68	62ND STRE	09/11/14	Thu	7:25	Rear End	0	0	1	Day	Dry	Not Coded
69	EAST 62ND	09/15/14	Mon	8:51	Rear End	0	2	0	Day	Dry	Not Coded
70	WEST 62ND	09/15/14	Mon	13:36	Sideswipe	0	0	1	Day	Dry	Not Coded
71	EAST 62ND	09/16/14	Tue	7:50	Unknown	0	0	1	Day	Dry	Not Coded
72	NE 62ND ST	09/17/14	Wed	11:42	Sideswipe	0	0	1	Day	Dry	Not Coded
73	HEAST 62 S	09/17/14	Wed	8:25	Rear End	0	0	1	Day	Dry	Not Coded
74	NE 62 ST	09/18/14	Thu	17:34	Rear End	0	1	0	Day	Dry	Not Coded
75	W 62 STREE	09/19/14	Fri	17:46	Angle	0	0	1	Day	Dry	Not Coded
76	NW 62 ST	09/25/14	Thu	11:00	Rear End	0	2	0	Day	Dry	Not Coded
77	NW 62ND S	09/28/14	Sun	21:49	Rear End	0	0	1	Night	Dry	Not Coded

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **Cypress Creek Rd** STATE ROUTE: **0**

ROADWAY LIMITS: **from NW 6 Way to NE 7 Ave** M.P. **NW 6 Way** TO **NE 7 Ave** ENGINEER: **CTS Engineering, Inc.**

STUDY PERIOD: FROM **1/ 2014** TO **12/ 2014** COUNTY: **Broward**

No.	CRASH STREET	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	NE 62ND ST	10/02/14	Thu	8:56	Rear End	0	0	1	Day	Dry	Not Coded
79	NW 62 ST	10/03/14	Fri	8:30	Rear End	0	0	1	Day	Dry	Not Coded
80	W 62 STREE	10/03/14	Fri	12:14	Rear End	0	0	1	Day	Dry	Not Coded
81	NE 62ND ST	10/07/14	Tue	13:05	Rear End	0	0	1	Day	Dry	Not Coded
82	W 62 STREE	10/09/14	Thu	4:15	Off Road	0	1	0	Night	Dry	Not Coded
83	NE 62ND ST	10/14/14	Tue	17:05	Other	0	0	1	Day	Dry	Not Coded
84	NE 62ND ST	10/16/14	Thu	18:59	Other	0	0	1	Night	Dry	Not Coded
85	ESS CREEK I	10/17/14	Fri	15:39	Rear End	0	0	1	Day	Dry	Not Coded
86	W 62 STREE	10/20/14	Mon	13:45	Rear End	0	0	1	Day	Dry	Not Coded
87	W 62 STREE	10/29/14	Wed	17:47	Rear End	0	0	1	Day	Dry	Not Coded
88	NE 62 ST	10/29/14	Wed	11:55	Left Turn	0	0	1	Day	Dry	Not Coded
89	WEST 62ND	11/09/14	Sun	21:45	Rear End	0	2	0	Night	Wet	Not Coded
90	WEST 62ND	11/11/14	Tue	12:23	Sideswipe	0	0	1	Day	Dry	Not Coded
91	RESS CREEK	11/14/14	Fri	16:40	Rear End	0	0	1	Day	Dry	Not Coded
92	/ 62ND STR	11/14/14	Fri	6:56	Other	1	0	0	Night	Dry	Not Coded
93	NW 62ND S	11/20/14	Thu	8:13	Rear End	0	0	1	Day	Dry	Not Coded
94	WEST 62ND	11/22/14	Sat	2:47	Rear End	0	2	0	Night	Dry	Not Coded
95	/ 62ND STR	11/26/14	Wed	14:12	Rear End	0	0	1	Day	Dry	Not Coded
96	NW 62ND S	11/30/14	Sun	11:25	Rear End	0	0	1	Day	Dry	Not Coded
97	WEST 62ND	12/03/14	Wed	15:21	Sideswipe	0	0	1	Day	Dry	Not Coded
98	W 62 STREE	12/10/14	Wed	13:47	Sideswipe	0	0	1	Day	Dry	Not Coded
99	/ 62ND STR	12/19/14	Fri	18:57	Rear End	0	2	0	Night	Dry	Not Coded
100	62ND STRE	12/30/14	Tue	15:55	Other	0	0	1	Day	Dry	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
100	**1**	**23**	**76**	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**3**	**0**	**4**
Percent	*1.00%*	*23.00%*	*76.00%*	*0.00%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*	*3.00%*	*0.00%*	*4.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**77**	**23**	**12**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*77.00%*	*23.00%*	*12.00%*	*87.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.00%*	*0.00%*

Appendix B. I-95 at Commercial Blvd Interchange OD Study

March 27, 2018

MEMORANDUM

Date: March 7, 2015

To: Florida Department of Transportation District IV

From: Sheng Yang, P.E., PTOE, CTS Engineering, Inc.

Fengxuan Hu CTS Engineering, Inc.

Project: TWO 30 - I-95 at Commercial Boulevard Interchanges Origin-Destination Data Collection

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Origin-Destination Data Collection

Florida Department of Transportation (FDOT) is programmed to conduct PD&E studies for I-95 interchange improvements at Commercial Boulevard. CTS Engineering, Inc. was retained by FDOT to collect Origin-Destination (OD) data for the Palm Beach County I-95 interchanges at Commercial Boulevard northbound off-ramp left turn movements. The data will help the Department to understand the traffic patterns for vehicles leaving the interchange and turning into downstream intersections. BlueTOAD Bluetooth equipment was deployed in this study to capture vehicle OD patterns by detecting anonymous MAC addresses. This wireless identification number is used to connect Bluetooth technologies between mobile devices and vehicles.

The Origin-Destination data collection was performed from March 23 through March 25, 2016 for I-95 at Commercial Boulevard interchange (three consecutive weekdays on Tuesday, Wednesday, and Thursday. The BlueTOAD Bluetooth equipment are located at:

- I-95 at Commercial Boulevard Northbound off ramp
- Commercial Boulevard West of Powerline Road
- Powerline Road North of Commercial Boulevard
- Powerline Road South of Commercial Boulevard

The Bluetooth device for the OD study at the study interchange is shown in **Figure 1**.



Figure 1 I-95 at Northlake Boulevard Bluetooth Device Location

Origin-Destination Data Summary

The Origin-Destination data collected was summarized by daily, and morning and evening peak periods. The daily Origin-Destination data are shown in **Tables 1**. The Origin-Destination data during peak periods (7-9 AM for AM peak period and 4-6 PM for PM Peak period) are shown in **Tables 2**.

Table 1 Origin-Destination of I-95 Northbound to Commercial Boulevard (Daily Summary)

Date	Volume	To Powerline Road North of Commercial Blvd	To Commercial Blvd West of Powerline Road	To Powerline Road South of Commercial Blvd
2/23/2016	Volume	227	387	113
	%	31.2%	53.2%	15.5%
2/24/2016	Volume	297	549	139
	%	30.2%	55.7%	14.1%
2/25/2016	Volume	539	886	297
	%	31.3%	51.5%	17.2%
Average	Volume	354	607	183
	%	**30.9%**	**53.1%**	**16.0%**

Table 2 Origin-Destination of I-95 Northbound to Commercial Boulevard (Peak Periods Summary)

Date	Peak Period	Volume	To Powerline Road North of Commercial Blvd	To Commercial Blvd West of Powerline Road	To Powerline Road South of Commercial Blvd
2/23/2016	AM	Volume	16	25	4
		%	35.6%	55.6%	8.9%
	PM	Volume	40	48	15
		%	38.8%	46.6%	14.6%
2/24/2016	AM	Volume	19	28	12
		%	32.2%	47.5%	20.3%
	PM	Volume	33	82	17
		%	25.0%	62.1%	12.9%
2/25/2016	AM	Volume	44	58	17
		%	37.0%	48.7%	14.3%
	PM	Volume	92	128	44
		%	34.8%	48.5%	16.7%
Average	AM	Volume	26	37	11
		%	**35.1%**	**50.0%**	**14.9%**
	PM	Volume	55	86	25
		%	**33.1%**	**51.8%**	**15.1%**

Appendix C. Pre-PD&E Traffic Data Collection and Traffic Projections Report

March 27, 2018

TRAFFIC DATA COLLECTION &

TRAFFIC PROJECTIONS

FOR

I-95 PD&E STUDY FROM COMMERCIAL BOULEVARD TO CYPRESS CREEK ROAD

FM No. 435808-1-22-01

Final Report

Prepared by: CTS Engineering, Inc.

Date: September 28, 2015

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1. INTRODUCTION

The Florida Department of Transportation (FDOT) District 4 programmed a PD&E study at two (2) Interchanges along I-95 in Broward County. Those interchanges are:

- I-95 at Commercial Boulevard
- I-95 at Cypress Creek Road

The PD&E study location is depicted in **Figure 1**. The PD&E study will evaluate the recommendations from the Broward County I-95 Interchange Master Plan (IMP), and propose ultimate improvements to enhance the movement of people and goods at those interchanges along I-95. To streamline the PD&E process and expedite the traffic analysis, the District Planning and Environmental Management Office has retained CTS Engineering Inc. to perform traffic data collection and traffic projections before the execution of the PD&E study. The purpose of this effort is to provide the PD&E Teams with the consistent traffic data and forecasting at the beginning of the study. Based on the scope of work, the following tasks have been performed and summarized in this report:

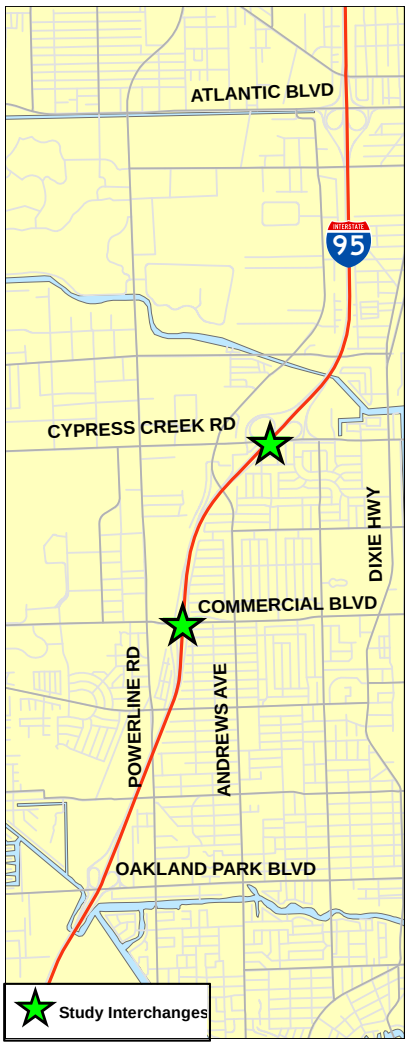


Figure 1 Study Locations

- Collect traffic data for intersections within the study limits of the PD&E studies,
- Summarize traffic data for existing conditions,
- Review and summarize available historical traffic data from the FDOT traffic in formation DVD,
- Review the latest travel demand model of Southeast Florida Regional Planning Model (SERPM) 7 and perform model runs based on the latest version of the model,
- Perform Traffic Projection for Study Corridors based on County Long Range Transportation Plan (LRTP) Cost Feasible Plan (no-build scenario).

2. DATA COLLECTION

The traffic data was collected from May, 2015 through June, 2015 on typical weekdays (Tuesday, Wednesday, and Thursday) at the intersections within the vicinity of the I-95 interchanges. This data collection effort was performed during the peak season for traffic. In general, the traffic data for each intersection included 6-hour turning movement counts (6:00 AM to 9:00 AM, and 4:00 PM to 7:00 PM) for three consecutive weekdays, including the Right-Turn-On-Red (RTOR) volumes, for three consecutive weekdays, 72-hour approach/departure machine counts for all the approaches, and vehicle classification counts for selected approaches at selected intersections.

Considering the potential impact to adjacent interchanges and major intersections, the data collection and traffic analysis effort has been extended to the interchange north and south of the study interchange, and signalized intersections east and west of the interchange termini (typically). **Figure 2** shows the study limits for the PD&E study.

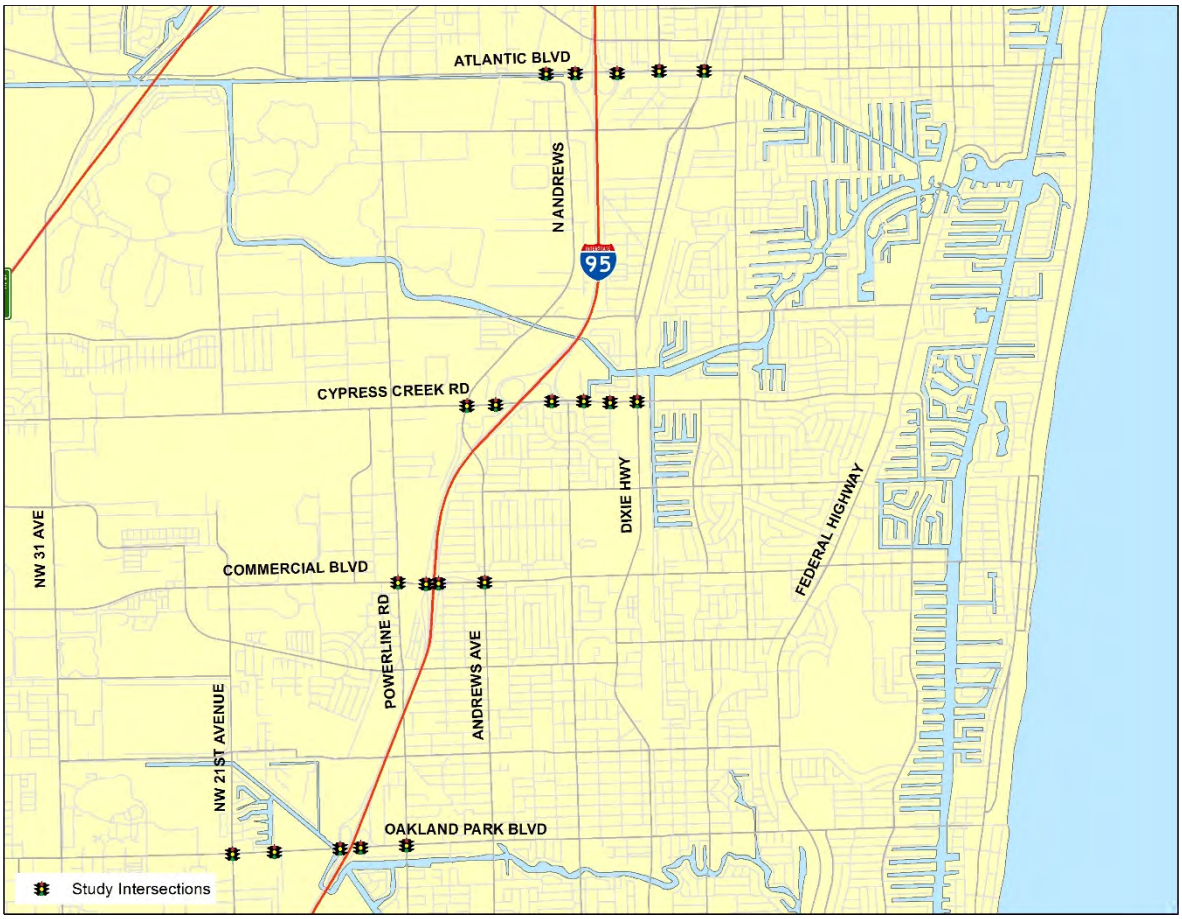


Figure 2 Study Intersections

The study intersections are summarized below:

a. Oakland Park Boulevard Corridor
   1. Oakland Park Boulevard at SW 21st Avenue
   2. Oakland Park Boulevard at SW 18th Avenue
   3. I-95 Southbound off ramp at Oakland Park Boulevard
   4. I-95 Northbound off ramp at Oakland Park Boulevard
   5. Oakland Park Boulevard at Powerline Road

b. Commercial Boulevard Corridor
   1. Commercial Boulevard at Powerline Road
   2. Commercial Boulevard at I-95 Southbound off ramp
   3. Commercial Boulevard at I-95 Northbound off ramp
   4. Commercial Boulevard at Andrews Avenue

c. Cypress Creek Road Corridor
   1. Cypress Creek Road at Andrews Avenue
   2. Cypress Creek Road at I-95 Southbound off ramp
   3. Cypress Creek Road at I-95 Northbound off ramp
   4. Cypress Creek Road at 7th Avenue
   5. Cypress Creek Road at 9th Avenue
   6. Cypress Creek Road at Dixie Highway
   7. Andrews Avenue Ramps

d. Atlantic Boulevard Corridor
   1. Atlantic Boulevard at Andrews Avenue
   2. Atlantic Boulevard at I-95 Northbound off ramp
   3. Atlantic Boulevard at I-95 Southbound off ramp
   4. Atlantic Boulevard at 6th Avenue
   5. Atlantic Boulevard at Dixie Highway

As part of this study, traffic data for I-95 mainline were obtained from the District Statistics Unit, where the 2015 count data is available from FDOT's annual traffic data collection program. For the rest of the mainline segments with no 2015 data, AADT was calculated based on 2014 historical counts and recommended growth rate of 0.5%. The following locations along the mainline are provided from the annual count program:

1. I-95 South of Oakland Park Boulevard
2. I-95 South of Commercial Boulevard
3. I-95 South of Copans Road

The 2014 AADT and a growth factor of 0.5% were used to calculate 2015 AADT at the following locations:

1. I-95 South of Cypress Creek Road
2. I-95 South of Atlantic Boulevard

3. TRAFFIC DATA SUMMARY

The detailed traffic data collection report, including the 72-hour daily volume/classification count, peak-period turning movement counts, intersection 3-day average counts summary, and intersection peak hour factor summary were attached in **Appendix A** of this report.

For this analysis, the three-day average traffic volumes were used, together with the applicable seasonal factors that published in the 2015 FDOT Traffic DVD, to calculate the 2015 AADTs for each approach of the study intersections. The axle adjustment factor is not applicable for the classification counts since the number of vehicles, instead of axles, were collected in this effort. The axel adjustment factors were applied to other traffic counts. The traffic count, 2015 AADT, daily directional volume are summarized in **Table 1**.

To develop Design Hour Volume, the peak hour volume for each approach is summarized in **Table 2**. Based on the traffic volumes on major crossing facilities, 7:30 AM to 8:30 AM was recommended as the AM peak hour for the study intersections along Commercial Boulevard, and Atlantic Boulevard. 7:15 AM to 8:15 AM was recommended as the AM peak hour for the study intersections along Oakland Park Boulevard, and 8:00 AM to 9:00 AM was recommended as the AM peak hour for the study intersections along Cypress Creek Road. 5:00 PM to 6:00 PM was recommended as the PM peak hour for all the corridors. The turning movement counts are shown in **Figures 3** through **6**. The turning movement counts along each corridor were balanced and the balanced turning movement volumes are depicted in **Figures 7** through **10**.

Table 1 2015 Daily Counts Summary

Interchange	Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2015 AADT	Daily Direction Volume						D Factor (%)				T Factor (Truck)			
										Day 1		Day 2		Day 3									
			Day 1	Day 2	Day 3	Average				EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	Day 1	Day 2	Day 3	Average	Day 1	Day 2	Day 3	Average
I-95		**I-95 North of Atlantic Blvd**	**237,047**			**237,047**	**0.96**	**1.00**	**228,000**	**118,164**	**118,883**					**50.2%**							
Atlantic Blvd	I-95 NB Ramps	I-95 NB Off Ramp	19,376	20,568	20,293	20,079	0.97	1.03	21,000	19,376		20,568		20,293		100%	100%	100%	100%	7.35%	6.87%	7.02%	7.08%
		Atlantic Blvd East of I-95 NB Ramps	57,901	59,086	58,846	58,611	0.97	1.03	59,000	28,202	29,699	28,813	30,273	28,940	29,906	51.3%	51.2%	50.8%	51.1%				
		I-95 NB On Ramp	8,353	8,273	8,601	8,409	0.97	1.03	8,700	8,353		8,273		8,601		100%	100%	100%	100%	4.92%	4.52%	4.77%	4.74%
		I-95 NB Loop Ramp from Atlantic Blvd EB	8,357	8,418	8,802	8,526	0.97	1.03	8,800	8,357		8,418		8,802		100%	100%	100%	100%	7.18%	6.64%	6.60%	6.81%
		Atlantic Blvd between I-95 SB & NB Ramps	58,473	60,162	59,955	59,530	0.97	1.03	59,000	27,007	31,466	27,516	32,646	27,828	32,127	53.8%	54.3%	53.6%	53.9%				
	I-95 SB Ramps	I-95 SB Off Ramp to Atlantic Blvd West	9,743	9,834	9,710	9,762	0.97	1.03	10,000		9,743		9,834		9,710	100%	100%	100%	100%	9.00%	8.67%	8.53%	8.73%
		Atlantic Blvd between I-95 SB & NB Ramps	58,473	60,162	59,955	59,530	0.97	1.03	59,000	27,007	31,466	27,516	32,646	27,828	32,127	53.8%	54.3%	53.6%	53.9%				
		I-95 SB On Ramp	19,507	19,696	17,054	18,752	0.97	1.03	19,000		19,507		19,696		17,054	100%	100%	100%	100%	2.35%	2.57%	3.03%	2.65%
		I-95 SB Loop Ramp to Atlantic Blvd EB	6,957	7,041	7,153	7,050	0.97	1.03	7,300	6,957		7,041		7,153		100%	100%	100%	100%	4.02%	4.09%	3.58%	3.90%
		Atlantic Blvd West of I-95 SB Ramps	57,429	56,261	57,432	57,041	0.97	1.03	59,000	25,384	32,045	24,833	31,428	25,779	31,653	55.8%	55.9%	55.1%	55.6%	7.92%	6.86%	7.47%	7.42%
	N Andrews Avenue	Atlantic Blvd West of Andrews Avenue	57,296	57,808	57,986	57,697	0.97	1.03	58,000	29,285	28,011	28,884	28,924	29,405	28,581	51.1%	50.0%	50.7%	50.6%				
		Atlantic Blvd East of Andrews Avenue	57,429	56,261	57,432	57,041	0.97	1.03	59,000	25,384	32,045	24,833	31,428	25,779	31,653	55.8%	55.9%	55.1%	55.6%	7.92%	6.86%	7.47%	7.42%
		Andrews Avenue North of Atlantic Blvd	14,932	14,443	14,190	14,522	0.97	1.03	15,000	6,139	8,793	6,267	8,176	6,113	8,077	58.9%	56.6%	56.9%	57.5%				
		Andrews Avenue South of Atlantic Blvd	21,076	19,447	20,594	20,372	0.97	1.03	20,000	13,016	8,060	11,451	7,996	12,769	7,825	61.8%	58.9%	62.0%	60.9%				
	NW 6th Avenue	Atlantic Blvd West of NW 6 Avenue	60,945	62,350	61,931	61,742	0.97	1.03	62,000	31,046	29,899	31,849	30,501	31,331	30,600	50.9%	51.1%	50.6%	50.9%				
		Atlantic Blvd East of NW 6 Avenue	54,305	56,203	55,366	55,291	0.97	1.03	55,000	26,274	28,031	26,865	29,338	26,711	28,655	51.6%	52.2%	51.8%	51.9%				
		NW 6 Avenue North of Atlantic Blvd	16,769	16,772	15,881	16,474	0.97	1.03	16,000	10,284	6,485	10,259	6,513	9,118	6,763	61.3%	61.2%	57.4%	60.0%				
	Dixie Highway	Atlantic Blvd West of Dixie Hwy	54,464	54,919	54,644	54,676	0.97	1.03	55,000	27,230	27,234	27,252	27,667	26,948	27,696	50.0%	50.4%	50.7%	50.4%				
		Atlantic Blvd East of Dixie Hwy	48,844	50,370	49,825	49,680	0.97	1.03	50,000	23,877	24,967	24,135	26,235	24,415	25,410	51.1%	52.1%	51.0%	51.4%				
		Dixie Hwy North of Atlantic Blvd	26,219	26,245	25,588	26,017	0.98	1.03	26,000	12,318	13,901	12,847	13,398	12,452	13,136	53.0%	51.0%	51.3%	51.8%				
		Dixie Hwy South of Atlantic Blvd	27,365	26,857	26,934	27,052	0.98	1.03	27,000	13,943	13,422	12,748	14,109	13,507	13,427	51.0%	52.5%	50.1%	51.2%				
I-95		**I-95 North of Cypress Creek Road**	**237,000**			**237,000**			**238,000**														
Cypress Creek Road	I-95 NB Ramps	I-95 NB Off Ramp to Cypress Creek Road EB	8,993	9,284	9,381	9,219	0.97	1.03	9,500	8,993		9,284		9,381		100%	100%	100%	100%	7.65%	8.99%	9.49%	8.71%
		South of Cypress Creek at SB Off Ramp (Park & Ride)	2,660	2,578	2,624	2,621	0.97	1.03	2,700	1,446	1,214	1,391	1,187	1,501	1,123	54.4%	54.0%	57.2%	55.2%	4.21%	4.54%	4.04%	4.26%
		Cypress Creek Road East of I-95 NB Ramps	40,767	42,221	42,042	41,677	0.97	1.03	42,000	20,738	20,029	21,337	20,884	21,031	21,011	50.9%	50.5%	50.0%	50.5%				
		I-95 NB On Ramp	12,737	13,464	13,516	13,239	0.97	1.03	14,000	12,737		13,464		13,516		100%	100%	100%	100%	4.21%	4.17%	4.34%	4.24%
		Cypress Creek Road between I-95 SB & NB Ramps	48,539	48,963	48,506	48,669	0.97	1.03	49,000	22,718	25,821	22,131	26,832	21,813	26,693	53.2%	54.8%	55.0%	54.3%				
		I-95 NB Off Loop Ramp to Cypress Creek Rd WB	10,345	10,704	10,598	10,549	0.97	1.03	11,000	10,345		10,704		10,598		100%	100%	100%	100%	7.10%	6.96%	6.55%	6.87%
	I-95 SB Ramps	I-95 NB Off Ramp to Cypress Creek Park & Ride	1,450	1,344	1,315	1,370	0.97	1.03	1,400	1,450		1,344		1,315		100%	100%	100%	100%	4.62%	4.54%	3.80%	4.32%
		I-95 SB Off Ramp	14,548	14,945	13,914	14,469	0.97	1.03	15,000		14,945		13,914		14,469	100%	100%	100%	100%	3.11%	3.02%	2.98%	3.04%
		Cypress Creek Road between I-95 SB & NB Ramps	48,539	48,963	48,506	48,669	0.97	1.03	49,000	22,718	25,821	22,131	26,832	21,813	26,693	53.2%	54.8%	55.0%	54.3%				
		Cypress Creek Road West of I-95 SB Ramps	49,767	53,163	52,089	51,673	0.97	1.03	52,000	20,735	29,032	23,465	29,698	23,224	28,865	58.3%	55.9%	55.4%	56.5%				
		I-95 SB On Ramp	6,725	7,022	7,095	6,947	0.97	1.03	7,200		6,725		7,022		7,095	100%	100%	100%	100%	3.33%	3.86%	3.48%	3.56%
	Andrews Avenue	Cypress Creek Road East of Andrews Avenue	53,952	57,565	57,168	56,228	0.97	1.03	56,000	26,303	27,649	28,597	28,968	28,303	28,865	51.2%	50.3%	50.5%	50.7%				
		Cypress Creek Road West of Andrews Avenue	52,179	54,208	53,112	53,166	0.97	1.03	53,000	27,049	25,130	28,237	25,971	27,802	25,310	51.8%	52.1%	52.3%	52.1%				
		Andrews Avenue North of Cypress Creek Road	29,227	31,627	32,482	31,112	0.97	1.03	31,000	14,626	14,601	14,922	16,705	15,570	16,912	50.0%	52.8%	52.1%	51.6%				
		Andrews Avenue South of Cypress Creek Road	30,360	31,872	31,281	31,171	0.97	1.03	31,000	8,718	21,642	9,070	22,802	9,038	22,243	71.3%	71.5%	71.1%	71.3%				
	NE 7th Avenue	Cypress Creek Road East of NE 7 Avenue	37,301	37,383	37,542	37,409	0.97	1.03	37,000	19,004	18,297	19,251	18,132	19,119	18,423	50.9%	51.5%	50.9%	51.1%				
		Cypress Creek Road West of NE 7 Avenue	40,197	41,231	41,305	40,911	0.97	1.03	41,000	20,168	20,029	20,347	20,884	20,294	21,011	50.2%	50.7%	50.9%	50.6%				
		NE 7 Avenue North of Cypress Creek Road	5,099	5,697	5,758	5,518	0.97	1.03	5,500	2,692	2,407	3,244	2,453	3,187	2,571	52.8%	56.9%	55.3%	55.0%				
		NE 7 Avenue South of Cypress Creek Road	2,135	2,255	2,084	2,158	0.97	1.03	2,200	1,211	924	1,283	972	1,127	957	56.7%	56.9%	54.1%	55.9%				
	NE 9th Avenue	Cypress Creek Road West of NE 9 Avenue	36,542	37,083	37,666	37,097	0.97	1.03	37,000	18,271	18,271	18,281	18,802	18,786	18,880	50.0%	50.7%	50.1%	50.3%				
		Cypress Creek Road East of NE 9 Avenue	38,166	38,291	38,548	38,335	0.97	1.03	38,000	20,012	18,154	20,194	18,097	20,136	18,412	52.4%	52.7%	52.2%	52.5%				
		NE 9 Avenue North of Cypress Creek Road	2,092	2,203	1,838	2,044	0.97	1.03	2,000	1,281	811	1,303	900	1,123	715	61.2%	59.1%	61.1%	60.5%				
		NE 9 Avenue South of Cypress Creek Road	4,692	4,724	3,994	4,470	0.97	1.03	4,500	2,363	2,329	2,598	2,126	2,175	1,819	50.4%	55.0%	54.5%	53.3%				
	Dixie Highway	Cypress Creek Road West of Dixie Hwy	35,928	36,613	36,988	36,510	0.97	1.03	36,000	18,354	17,574	18,476	18,137	18,596	18,392	51.1%	50.5%	50.3%	50.6%				
		Cypress Creek Road East of Dixie Hwy	26,430	26,276	26,352	26,353	0.97	1.03	26,000	11,989	14,441	12,148	14,128	12,280	14,072	54.6%	53.8%	53.4%	53.9%				
		Dixie Hwy North of Cypress Creek Road	23,744	21,331	22,368	22,481	0.98	1.03	23,000	11,663	12,081	11,637	9,694	12,059	10,309	50.9%	54.6%	53.9%	53.1%				
		Dixie Hwy South of Cypress Creek Road	21,623	21,194	21,916	21,578	0.98	1.03	22,000	9,819	11,804	9,359	11,835	9,981	11,935	54.6%	55.8%	54.5%	55.0%				
	Andrews Avenue Ramp	SB On Ramp	13,082	13,858	13,949	13,630	0.97	1.03	14,000		13,082		13,858		13,949	100%	100%	100%	100%	6.73%	6.36%	5.98%	6.36%
		Andrews Avenue NB Ramp Over I-95	8,157	8,345	8,375	8,292	0.97	1.03	8,500	8,157		8,345		8,375		100%	100%	100%	100%	4.20%	4.13%	4.07%	4.13%
		Andrews Avenue SB Ramp Over I-95	7,412	7,420	7,196	7,343	0.97	1.03	7,600		7,412		7,420		7,196	100%	100%	100%	100%	4.10%	3.96%	3.97%	4.01%

Table 1 2015 Daily Counts Summary (Cont'd)

Interchange	Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2015 AADT	Daily Direction Volume						D Factor (%)				T Factor (Truck)			
										Day 1		Day 2		Day 3									
			Day 1	Day 2	Day 3	Average				EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	Day 1	Day 2	Day 3	Average	Day 1	Day 2	Day 3	Average
I-95		**I-95 North of Commercial Blvd**	**241,000**			**241,000**			**242,000**														
Commercial Blvd	I-95 NB Ramps	I- 95 NB Off Ramp	22,916	22,580	24,072	23,189	0.97	1.01	23,000	22,916		22,580		24,072		100%	100%	100%	100%	2.53%	2.55%	2.51%	2.53%
		Commercial Blvd East of I-95 NB Ramps	49,508	49,320	46,520	48,449	0.97	1.01	47,000	28,981	20,527	28,607	20,713	26,748	19,772	58.5%	58.0%	57.5%	58.0%				
		I-95 NB on Ramp	14,507	14,818	14,655	14,660	0.97	1.01	15,000	14,507		14,818		14,655		100%	100%	100%	100%	3.18%	3.26%	3.36%	3.27%
		Commercial Blvd between I-95 SB & NB Ramps	51,720	54,225	55,023	53,656	0.97	1.01	53,000	26,830	24,890	27,675	26,550	27,898	27,125	51.9%	51.0%	50.7%	51.2%				
	I-95 SB Ramps	I- 95 SB Off Ramp	14,994	15,298	15,681	15,324	0.97	1.01	15,000		14,994		15,298		15,681	100%	100%	100%	100%		3.93%	3.54%	3.30%
		I-95 Flyover Ramp from Commercial Blvd WB	13,104	13,275	13,229	13,203	0.97	1.01	13,000		13,104		13,275		13,229	100%	100%	100%	100%	4.22%	4.34%	4.07%	4.21%
		I-95 SB On Ramp	11,776	11,782	12,088	11,882	0.97	1.01	12,000		11,776		11,782		12,088	100%	100%	100%	100%	5.08%	5.61%	4.99%	5.23%
		Commercial Blvd West of I-95 SB Ramps	59,920	61,221	59,395	60,571	0.97	1.01	61,000	29,422	30,498	29,808	31,413	29,392	30,003	50.9%	51.3%	-	51.1%	8.01%	8.14%	8.05%	8.07%
	Powerline Road	Commercial Blvd East of Powerline Road	59,736	63,264	64,212	62,404	0.97	1.01	61,000	31,533	28,203	31,874	31,390	32,506	31,706	52.8%	50.4%	50.6%	51.3%				
		Commercial Blvd West of Powerline Road	57,634	57,961	57,682	57,759	0.97	1.01	57,000	29,039	28,595	29,143	28,818	29,033	28,649	50.4%	50.3%	50.3%	50.3%				
		Powerline Road North of Commercial Blvd	40,761	41,601	42,057	41,473	0.96	1.01	40,000	20,369	20,392	20,716	20,885	20,598	21,459	50.0%	50.2%	51.0%	50.4%				
		Powerline Road South of Commercial Blvd	24,694	25,618	26,026	25,446	0.96	1.01	25,000	11,738	12,956	12,300	13,318	12,270	13,756	52.5%	52.0%	52.9%	52.4%				
	Andrews Avenue	Commercial Blvd East of Andrews Avenue	57,528	57,904	58,135	57,856	0.97	1.01	57,000	28,532	28,996	28,541	29,363	29,515	28,620	50.4%	50.7%	50.8%	50.6%				
		Commercial Blvd West of Andrews Avenue	66,098	66,856	66,371	66,442	0.97	1.01	65,000	32,897	33,201	33,360	33,496	32,880	33,491	50.2%	50.1%	50.5%	50.3%				
		Andrews Avenue North of Commercial Blvd	20,782	20,974	21,424	21,060	0.97	1.01	21,000	10,630	10,152	10,805	10,169	10,556	10,868	51.2%	51.5%	50.7%	51.1%				
		Andrews Avenue South of Commercial Blvd	19,111	19,848	18,760	19,240	0.97	1.01	19,000	9,610	9,501	10,259	9,589	9,338	9,422	50.3%	51.7%	50.2%	50.7%				
I-95		**I-95 North of Oakland Park Blvd**	**280,888**			**280,888**	**0.96**	**1.00**	**270,000**	**142,043**	**138,845**					**50.6%**			**50.6%**				
Oakland Park Blvd	I-95 NB Ramps	I- 95 NB Off Loop Ramp to Oakland Park Blvd WB	8,186	8,186	8,894	8,803	0.98	1.01	8,900	8,186		8,894		8,803		100%	100%	100%	100%	9.17%	9.92%	9.27%	9.45%
		Oakland Park Blvd East of I-95 NB Ramps	63,992	65,052	65,310	64,785	0.98	1.01	64,000	31,227	32,765	32,122	32,930	32,236	33,074	51.2%	50.6%	50.6%	50.8%				
		I-95 NB off Ramp to Oakland Park Blvd EB	13,902	14,711	14,276	14,296	0.98	1.01	14,000	13,902		14,711		14,276		100%	100%	100%	100%	5.26%	5.76%	6.02%	5.68%
		I-95 NB on Ramp	14,322	14,301	14,446	14,356	0.98	1.01	14,000	14,322		14,301		14,446		100%	100%	100%	100%	6.17%	7.57%	6.59%	6.78%
		Oakland Park Blvd between I-95 SB & NB Ramps	58,656	59,687	60,131	59,491	0.98	1.01	59,000	0:00	29,218	30,003	29,684	30,012	30,119	50.2%	50.3%	50.1%	50.2%				
	I-95 SB Ramps	I- 95 SB Off Ramp	15,599	15,491	16,606	15,899	0.98	1.01	16,000		15,599		15,491		16,606	100%	100%	100%	100%	3.59%	3.82%	3.50%	3.64%
		Oakland Park Blvd between I-95 SB & NB Ramps	58,656	59,687	60,131	59,491	0.98	1.01	59,000	29,438	29,218	30,003	29,684	30,012	30,119	50.2%	50.3%	50.1%	50.2%				
		I-95 SB On Loop Ramp	11,760	12,201	12,051	12,004	0.98	1.01	12,000		11,760		12,201		12,051	100%	100%	100%	100%	15.39%	15.07%	14.79%	15.08%
		I-95 SB On Ramp	9,918	10,047	10,584	10,183	0.98	1.01	10,000		9,918		10,047		10,584					4.23%	4.46%	3.88%	4.19%
		Oakland Park Blvd West of I-95 SB Ramps	62,498	64,051	63,898	63,275	0.98	1.01	63,000	31,907	30,591	32,574	31,477	31,729	32,169	51.1%	50.9%	50.2%	50.7%				
	Powerline Road	Oakland Park Blvd West of Powerline Road	62,482	62,372	63,021	62,625	0.98	1.01	62,000	30,327	32,155	29,802	32,570	30,337	32,684	51.5%	52.2%	51.9%	51.8%				
		Oakland Park Blvd East of Powerline Road	56,658	57,681	58,464	57,601	0.98	1.01	57,000	29,668	26,990	30,508	27,179	30,522	27,942	52.4%	52.9%	52.2%	52.5%				
		Powerline Road North of Oakland Park Blvd	23,529	25,947	26,685	25,387	0.96	1.01	25,000	12,521	11,008	13,191	12,756	12,765	13,920	53.2%	50.8%	52.2%	52.1%				
		Powerline Road South of Oakland Park Blvd	25,351	26,394	28,018	26,588	0.96	1.01	26,000	12,519	12,832	13,377	13,017	14,291	13,727	50.6%	50.7%	51.0%	50.8%				
	NW 18th Avenue	Oakland Park Blvd West of NW 18 Avenue	60,512	61,462	61,482	61,152	0.98	1.01	61,000	30,927	29,585	31,114	30,348	30,474	31,008	51.1%	50.6%	50.4%	50.7%				
		Oakland Park Blvd East of NW 18 Avenue	64,464	63,935	65,795	64,731	0.98	1.01	64,000	32,791	31,673	32,854	31,081	32,223	33,572	50.9%	51.4%	51.0%	51.1%				
		NW 18 Avenue North of Oakland Park Blvd	8,172	8,431	8,185	8,263	0.98	1.01	8,200	4,001	4,171	4,389	4,042	4,276	3,909	51.0%	52.1%	52.2%	51.8%				
		NW 18 Avenue South of Oakland Park Blvd	3,361	2,787	2,837	2,995	0.98	1.01	3,000	2,004	1,357	1,579	1,208	1,649	1,188	59.6%	56.7%	58.1%	58.1%				
	NW 21st Avenue	Oakland Park Blvd West of NW 21 Avenue	58,479	58,915	59,010	58,801	0.98	1.01	58,000	30,277	28,202	30,156	28,759	29,473	29,537	51.8%	51.2%	50.1%	51.0%				
		Oakland Park Blvd East of NW 21 Avenue	60,643	59,826	61,305	60,591	0.98	1.01	60,000	30,921	29,722	31,116	28,710	30,473	30,832	51.0%	52.0%	50.3%	51.1%				
		NW 21 Avenue North of Oakland Park Blvd	17,838	17,885	17,932	17,885	0.98	1.01	18,000	8,505	9,333	8,508	9,377	8,540	9,392	52.3%	52.4%	52.4%	52.4%				
		NW 21 Avenue South of Oakland Park Blvd	20,096	19,980	20,555	20,210	0.98	1.01	20,000	10,567	9,529	10,515	9,465	10,720	9,835	52.6%	52.6%	52.2%	52.5%				
I-95		**I-95 South of Oakland Park Blvd**	**243,587**			**243,587**	**0.96**	**0.97**	**236,000**	**120,641**	**122,946**					**50.5%**			**50.5%**	**3.23%**			**3.23%**

Table 2 2015 Peak Hour Counts Summary

Interchange	Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2015 AADT	Peak Hour Volume													
										Day 1				Day 2				Day 3					
										AM		PM		AM		PM		AM		PM			
			Day 1	Day 2	Day 3	Average				Time	Volume	Time	Volume	Time	Volume	Time	Volume	Time	Volume	Time	Volume		
I-95		**I-95 North of Atlantic Blvd**	**237,047**			**237,047**	**0.96**	**1.00**	**228,000**	**7:15**	**16,846**	**16:30**	**15,766**										
Atlantic Blvd	I-95 NB Ramps	I-95 NB Off Ramp	19,376	20,568	20,293	20,079	0.97	1.03	21,000	6:45	1,208	15:15	1,336	8:00	1,512	15:15	1,389	6:45	1,188	17:00	1,383		
		Atlantic Blvd East of I-95 NB Ramps	57,901	59,086	58,846	58,611	0.97	1.03	59,000	7:15	3,861	17:30	3,980	7:30	3,918	17:00	4,309	7:00	3,751	17:00	4,076		
		I-95 NB On Ramp	8,353	8,273	8,601	8,409	0.97	1.03	8,700	7:15	680	16:30	646	6:45	602	16:15	622	6:45	614	16:15	678		
		I-95 NB Loop Ramp from Atlantic Blvd EB	8,357	8,418	8,802	8,526	0.97	1.03	8,800	7:00	623	17:00	599	7:00	694	15:30	563	7:00	692	16:15	637		
		Atlantic Blvd between I-95 SB & NB Ramps	58,473	60,162	59,955	59,530	0.97	1.03	59,000	7:45	3,660	17:15	4,002	7:15	3,862	16:30	4,042	7:15	3,649	17:00	4,141		
	I-95 SB Ramps	I-95 SB Off Ramp to Atlantic Blvd West	9,743	9,834	9,710	9,762	0.97	1.03	10,000	7:30	590	17:15	855	8:45	599	17:15	887	7:15	585	17:15	735		
		Atlantic Blvd between I-95 SB & NB Ramps	58,473	60,162	59,955	59,530	0.97	1.03	59,000	7:45	3,660	17:15	4,002	7:15	3,862	16:30	4,042	7:15	3,649	17:00	4,141		
		I-95 SB On Ramp	19,507	19,696	17,054	18,752	0.97	1.03	19,000	7:45	1,378	12:00	1,398	8:15	1,407	14:45	1,349	7:45	1,275	14:45	1,249		
		I-95 SB Loop Ramp to Atlantic Blvd EB	6,957	7,041	7,153	7,050	0.97	1.03	7,300	7:15	466	17:00	592	7:15	503	17:15	639	8:45	453	17:30	603		
		Atlantic Blvd West of I-95 SB Ramps	57,429	56,261	57,432	57,041	0.97	1.03	59,000	8:15	3,743	16:30	3,905	7:15	3,626	15:15	3,875	7:45	3,876	13:30	3,729		
	N Andrews Avenue	Atlantic Blvd West of Andrews Avenue	57,296	57,808	57,986	57,697	0.97	1.03	58,000	7:45	3,519	17:00	4,055	7:15	3,351	17:00	4,387	8:15	3,220	17:00	4,091		
		Atlantic Blvd East of Andrews Avenue	57,429	56,261	57,432	57,041	0.97	1.03	59,000	8:15	3,743	16:30	3,905	7:15	3,626	15:15	3,875	7:45	3,876	13:30	3,729		
		Andrews Avenue North of Atlantic Blvd	14,932	14,443	14,190	14,522	0.97	1.03	15,000	7:45	1,338	17:15	1,406	7:45	1,509	17:00	1,380	7:45	1,183	16:45	1,343		
		Andrews Avenue South of Atlantic Blvd	21,076	19,447	20,594	20,372	0.97	1.03	20,000	7:45	1,715	17:00	2,072	8:00	1,384	17:00	1,532	7:45	1,510	17:00	1,860		
	NW 6th Avenue	Atlantic Blvd West of NW 6 Avenue	60,945	62,350	61,931	61,742	0.97	1.03	62,000	7:30	4,189	16:45	4,420	6:45	4,183	17:15	4,807	7:00	3,903	16:45	4,416		
		Atlantic Blvd East of NW 6 Avenue	54,305	56,203	55,366	55,291	0.97	1.03	55,000	7:15	3,827	17:15	4,000	7:30	3,987	17:00	4,371	7:30	3,827	17:00	4,065		
		NW 6 Avenue North of Atlantic Blvd	16,769	16,772	15,881	16,474	0.97	1.03	16,000	7:45	952	16:00	1,101	8:45	1,052	16:45	1,155	7:00	1,083	12:00	1,046		
	Dixie Highway	Atlantic Blvd West of Dixie Hwy	54,464	54,919	54,644	54,676	0.97	1.03	55,000	7:30	3,829	17:15	4,111	7:30	3,798	17:15	4,045	8:00	3,472	17:00	4,060		
		Atlantic Blvd East of Dixie Hwy	48,844	50,370	49,825	49,680	0.97	1.03	50,000	7:30	3,705	17:15	3,715	7:30	3,568	17:00	3,894	7:30	3,555	16:45	3,861		
		Dixie Hwy North of Atlantic Blvd	26,219	26,245	25,588	26,017	0.98	1.03	26,000	8:00	1,878	17:00	2,273	8:00	2,169	17:00	2,150	8:15	1,857	16:45	2,012		
		Dixie Hwy South of Atlantic Blvd	27,365	26,857	26,934	27,052	0.98	1.03	27,000	7:30	1,972	16:30	2,390	7:45	1,918	17:30	2,105	7:45	1,898	17:00	2,318		
I-95		**I-95 North of Cypress Creek Road**	**237,000**			**237,000**			**238,000**														
Cypress Creek Road	I-95 NB Ramps	I-95 NB Off Ramp to Cypress Creek Road EB	8,993	9,284	9,381	9,219	0.97	1.03	9,500	7:30	862	17:30	632	8:00	974	16:45	672	8:00	914	15:15	614		
		South of Cypress Creek at SB Off Ramp (Park & Ride)	2,660	2,578	2,624	2,621	0.97	1.03	2,700	7:30	253	17:00	396	8:15	256	17:00	401	8:00	297	17:00	394		
		Cypress Creek Road East of I-95 NB Ramps	40,767	42,221	42,042	41,677	0.97	1.03	42,000	7:30	3,259	17:00	3,568	8:00	3,540	17:00	3,665	8:00	3,375	16:45	3,513		
		I-95 NB On Ramp	12,737	13,464	13,516	13,239	0.97	1.03	14,000	7:15	946	16:45	1,319	7:15	1,009	16:15	1,386	7:00	1,007	17:00	1,336		
		Cypress Creek Road between I-95 SB & NB Ramps	48,539	48,963	48,506	48,669	0.97	1.03	49,000	8:45	3,916	15:45	3,281	8:15	3,785	12:45	3,388	8:30	3,773	12:30	3,375		
		I-95 NB Off Loop Ramp to Cypress Creek Rd WB	10,345	10,704	10,598	10,549	0.97	1.03	11,000	8:15	1,127	14:15	622	8:15	1,183	12:45	695	8:15	1,158	12:15	621		
	I-95 SB Ramps	I-95 NB Off Ramp to Cypress Creek Park & Ride	1,450	1,344	1,315	1,370	0.97	1.03	1,400	8:15	248	14:15	129	8:00	230	17:15	91	7:45	240	15:45	77		
		I-95 SB Off Ramp	14,548	14,945	13,914	14,469	0.97	1.03	15,000	7:45	1,416	17:00	1,478	8:00	1,535	17:00	1,378	8:30	1,286	16:45	1,118		
		Cypress Creek Road between I-95 SB & NB Ramps	48,539	48,963	48,506	48,669	0.97	1.03	49,000	8:45	3,916	15:45	3,281	8:15	3,785	12:45	3,388	8:30	3,773	12:30	3,375		
		Cypress Creek Road West of I-95 SB Ramps	49,767	53,163	52,089	51,673	0.97	1.03	52,000	8:30	3,894	14:30	3,570	8:30	4,056	13:00	3,742	8:45	4,011	12:30	3,683		
		I-95 SB On Ramp	6,725	7,022	7,095	6,947	0.97	1.03	7,200	7:30	584	15:45	607	7:00	545	15:45	683	7:15	555	15:30	630		
	Andrews Avenue	Cypress Creek Road East of Andrews Avenue	53,952	57,565	57,168	56,228	0.97	1.03	56,000	8:30	4,344	16:45	4,262	7:30	4,451	16:15	4,066	8:15	4,534	16:15	4,043		
		Cypress Creek Road West of Andrews Avenue	52,179	54,208	53,112	53,166	0.97	1.03	53,000	8:00	4,019	17:00	4,518	8:15	4,042	16:45	4,569	8:00	3,866	17:00	4,286		
		Andrews Avenue North of Cypress Creek Road	29,227	31,627	32,482	31,112	0.97	1.03	31,000	8:15	1,990	12:30	2,391	8:15	2,201	17:15	2,531	8:00	2,127	12:30	2,560		
		Andrews Avenue South of Cypress Creek Road	30,360	31,872	31,281	31,171	0.97	1.03	31,000	7:45	2,207	17:15	2,855	7:30	2,305	16:45	2,873	7:45	2,258	17:00	2,735		
	NE 7th Avenue	Cypress Creek Road East of NE 7 Avenue	37,301	37,383	37,542	37,409	0.97	1.03	37,000	7:15	2,771	17:00	3,091	7:15	2,827	17:00	2,930	8:00	2,715	17:00	2,898		
		Cypress Creek Road West of NE 7 Avenue	40,197	41,231	41,305	40,911	0.97	1.03	41,000	7:30	3,099	17:00	3,298	7:30	3,065	16:45	3,340	8:00	3,105	17:00	3,374		
		NE 7 Avenue North of Cypress Creek Road	5,099	5,697	5,758	5,518	0.97	1.03	5,500	8:45	212	16:45	1,007	8:45	275	17:00	1,186	8:45	307	17:00	1,055		
		NE 7 Avenue South of Cypress Creek Road	2,135	2,255	2,084	2,158	0.97	1.03	2,200	7:15	177	17:00	365	7:30	219	16:45	258	8:15	180	17:00	260		
	NE 9th Avenue	Cypress Creek Road West of NE 9 Avenue	36,542	37,083	37,666	37,097	0.97	1.03	37,000	7:30	2,559	17:00	2,821	8:00	2,657	16:00	2,838	8:00	2,692	17:00	2,918		
		Cypress Creek Road East of NE 9 Avenue	38,166	38,291	38,548	38,335	0.97	1.03	38,000	7:30	2,811	17:00	3,402	7:30	2,922	17:00	3,162	8:00	2,827	15:30	3,015		
		NE 9 Avenue North of Cypress Creek Road	2,092	2,203	1,838	2,044	0.97	1.03	2,000	7:15	124	12:00	202	6:45	104	12:00	177	7:45	105	12:00	193		
		NE 9 Avenue South of Cypress Creek Road	4,692	4,724	3,994	4,470	0.97	1.03	4,500	8:45	369	14:30	406	8:45	397	12:30	418	8:45	295	13:30	380		
	Dixie Highway	Cypress Creek Road West of Dixie Hwy	35,928	36,613	36,988	36,510	0.97	1.03	36,000	7:30	2,500	16:45	2,773	8:15	2,627	15:15	2,689	8:00	2,617	16:30	2,688		
		Cypress Creek Road East of Dixie Hwy	26,430	26,276	26,352	26,353	0.97	1.03	26,000	7:30	1,954	16:30	2,004	7:30	1,924	17:00	1,962	7:30	1,930	17:30	1,897		
		Dixie Hwy North of Cypress Creek Road	23,744	21,331	22,368	22,481	0.98	1.03	23,000	7:30	2,219	17:30	2,372	7:30	1,901	17:00	1,665	7:30	2,152	16:30	1,803		
		Dixie Hwy South of Cypress Creek Road	21,623	21,194	21,916	21,578	0.98	1.03	22,000	7:45	1,627	17:00	2,136	7:30	1,726	17:00	1,931	7:45	1,726	16:45	1,905		
	Andrews Avenue Ramp	SB On Ramp	13,082	13,858	13,949	13,630	0.97	1.03	14,000	7:15	794	16:15	1,134	7:30	741	16:30	1,224	7:15	787	16:30	1,241		
		Andrews Avenue NB Ramp Over I-95	8,157	8,345	8,375	8,292	0.97	1.03	8,500	7:45	928	17:00	752	7:30	904	17:00	719	7:30	894	17:15	728		
		Andrews Avenue SB Ramp Over I-95	7,412	7,420	7,196	7,343	0.97	1.03	7,600	7:15	739	17:15	1,063	7:30	560	16:45	855	7:45	527	17:15	785		

Table 2 2015 Peak Hour Counts Summary (Cont'd)

Interchange	Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2015 AADT	Peak Hour Volume												
										Day 1				Day 2				Day 3				
										AM		PM		AM		PM		AM		PM		
			Day 1	Day 2	Day 3	Average				Time	Volume	Time	Volume	Time	Volume	Time	Volume	Time	Volume	Time	Volume	
I-95		**I-95 North of Commercial Blvd**	**241,000**			**241,000**			**242,000**													
Commercial Blvd	I-95 NB Ramps	I- 95 NB Off Ramp	22,916	22,580	24,072	23,189	0.97	1.01	23,000	7:45	1,802	17:00	1,663	7:30	2,012	17:45	1,560	7:30	1,991	15:30	1,621	
		Commercial Blvd East of I-95 NB Ramps	49,508	49,320	46,520	48,449	0.97	1.01	47,000	7:30	3,606	16:15	3,461	7:30	3,385	17:00	3,536	7:45	3,167	15:15	3,276	
		I-95 NB on Ramp	14,507	14,818	14,655	14,660	0.97	1.01	15,000	7:00	1,097	16:45	1,079	7:00	1,172	17:00	1,124	7:15	1,127	16:15	1,050	
		Commercial Blvd between I-95 SB & NB Ramps	51,720	54,225	55,023	53,656	0.97	1.01	53,000	8:15	3,465	17:30	3,600	7:30	3,916	16:30	3,886	7:30	3,699	15:15	3,569	
	I-95 SB Ramps	I- 95 SB Off Ramp	14,994	15,298	15,681	15,324	0.97	1.01	15,000	8:15	1,092	15:30	1,030	7:30	1,110	15:30	1,072	8:45	1,358	15:30	1,072	
		I-95 Flyover Ramp from Commercial Blvd WB	13,104	13,275	13,229	13,203	0.97	1.01	13,000	7:15	1,071	17:00	1,092	7:15	1,097	16:30	1,067	7:15	1,122	16:30	1,119	
		I-95 SB On Ramp	11,776	11,782	12,088	11,882	0.97	1.01	12,000	7:00	805	17:00	1,111	7:00	813	16:30	1,031	7:00	822	17:00	1,072	
		Commercial Blvd West of I-95 SB Ramps	59,920	61,221	59,395	60,571	0.97	1.01	61,000	8:00	4,173	17:15	4,232	7:45	4,287	17:30	4,392	7:45	4,099	17:30	4,120	
	Powerline Road	Commercial Blvd East of Powerline Road	59,736	63,264	64,212	62,404	0.97	1.01	61,000	7:45	4,075	17:00	4,482	7:30	4,883	16:45	4,395	7:15	4,389	17:30	4,495	
		Commercial Blvd West of Powerline Road	57,634	57,961	57,682	57,759	0.97	1.01	57,000	7:30	4,193	17:00	4,555	7:30	4,313	17:15	4,333	7:30	4,177	17:00	4,533	
		Powerline Road North of Commercial Blvd	40,761	41,601	42,057	41,473	0.96	1.01	40,000	7:30	3,105	17:00	3,133	7:30	3,014	16:45	3,325	7:30	3,031	17:00	3,157	
		Powerline Road South of Commercial Blvd	24,694	25,618	26,026	25,446	0.96	1.01	25,000	7:30	1,887	17:00	2,184	7:30	1,978	17:30	2,142	7:30	1,993	17:00	2,170	
	Andrews Avenue	Commercial Blvd East of Andrews Avenue	57,528	57,904	58,135	57,856	0.97	1.01	57,000	7:45	4,168	17:00	4,235	8:00	4,375	14:45	4,081	7:15	3,710	14:45	4,004	
		Commercial Blvd West of Andrews Avenue	66,098	66,856	66,371	66,442	0.97	1.01	65,000	7:30	4,796	16:45	4,869	7:15	5,017	16:45	4,741	7:15	5,134	16:30	4,624	
		Andrews Avenue North of Commercial Blvd	20,782	20,974	21,424	21,060	0.97	1.01	21,000	7:30	1,670	16:45	1,842	8:00	1,595	17:00	1,803	7:30	1,686	16:45	1,909	
		Andrews Avenue South of Commercial Blvd	19,111	19,848	18,760	19,240	0.97	1.01	19,000	7:30	1,421	17:00	1,647	7:30	1,472	16:30	1,688	7:15	1,335	17:15	1,560	
I-95		**I-95 North of Oakland Park Blvd**	**280,888**			**280,888**	**0.96**	**1.00**	**270,000**	**7:30**	**17,760**	**16:45**	**18,537**									
Oakland Park Blvd	I-95 NB Ramps	I- 95 NB Off Loop Ramp to Oakland Park Blvd WB	8,186	8,186	8,894	8,803	0.98	1.01	8,900	7:45	453	14:45	700	7:45	606	16:15	757	7:30	580	16:00	681	
		Oakland Park Blvd East of I-95 NB Ramps	63,992	65,052	65,310	64,785	0.98	1.01	64,000	7:30	4,033	16:30	4,325	7:15	4,129	16:15	4,381	7:15	4,125	16:45	4,521	
		I-95 NB off Ramp to Oakland Park Blvd EB	13,902	14,711	14,276	14,296	0.98	1.01	14,000	7:30	941	16:45	1,098	7:00	1,002	18:00	1,106	7:00	936	16:30	1,124	
		I-95 NB on Ramp	14,322	14,301	14,446	14,356	0.98	1.01	14,000	6:45	968	14:30	897	6:45	975	14:15	932	6:45	1,013	14:00	946	
		Oakland Park Blvd between I-95 SB & NB Ramps	58,656	59,687	60,131	59,491	0.98	1.01	59,000	7:15	3,781	17:30	3,796	7:15	4,147	14:30	3,785	7:00	4,040	14;00	3,792	
	I-95 SB Ramps	I- 95 SB Off Ramp	15,599	15,491	16,606	15,899	0.98	1.01	16,000	7:15	997	15:30	1,111	7:30	996	15:15	1,111	8:30	1,092	14:45	1,084	
		Oakland Park Blvd between I-95 SB & NB Ramps	58,656	59,687	60,131	59,491	0.98	1.01	59,000	7:15	3,781	17:30	3,796	7:15	4,147	14:30	3,785	7:00	4,040	14;00	3,792	
		I-95 SB On Loop Ramp	11,760	12,201	12,051	12,004	0.98	1.01	12,000	7:15	794	16:15	919	7:15	836	16:30	927	7:15	834	16:45	883	
		I-95 SB On Ramp	9,918	10,047	10,584	10,183	0.98	1.01	10,000	7:15	844	15:00	629	7:15	887	16:30	647	7:15	908	15:30	704	
		Oakland Park Blvd West of I-95 SB Ramps	62,498	64,051	63,898	63,275	0.98	1.01	63,000	7:15	4,130	15:45	4,141	7:15	4,348	16:15	4,412	7:15	4,427	16:15	4,393	
	Powerline Road	Oakland Park Blvd West of Powerline Road	62,482	62,372	63,021	62,625	0.98	1.01	62,000	7:15	3,710	16:45	4,215	8:30	3,942	14:45	4,127	8:45	3,798	14:45	4,212	
		Oakland Park Blvd East of Powerline Road	56,658	57,681	58,464	57,601	0.98	1.01	57,000	8:15	3,449	17:15	3,952	7:45	3,585	16:45	3,965	7:30	3,598	16:45	4,261	
		Powerline Road North of Oakland Park Blvd	23,529	25,947	26,685	25,387	0.96	1.01	25,000	8:45	1,659	14:15	1,671	7:45	1,772	17:00	2,091	7:30	1,909	17:15	1,924	
		Powerline Road South of Oakland Park Blvd	25,351	26,394	28,018	26,588	0.96	1.01	26,000	7:30	2,038	17:30	2,039	7:30	1,921	16:45	2,064	7:45	1,924	16:00	2,251	
	NW 18th Avenue	Oakland Park Blvd West of NW 18 Avenue	60,512	61,462	61,482	61,152	0.98	1.01	61,000	7:15	3,979	17:00	4,329	7:15	4,082	16:15	4,205	7:15	4,217	17:00	4,226	
		Oakland Park Blvd East of NW 18 Avenue	64,464	63,935	65,795	64,731	0.98	1.01	64,000	7:15	4,197	15:00	4,194	7:00	3,908	14:45	4,579	7:15	4,606	14:45	4,459	
		NW 18 Avenue North of Oakland Park Blvd	8,172	8,431	8,185	8,263	0.98	1.01	8,200	8:45	682	12:30	677	8:45	686	12:45	724	8:45	674	12:45	703	
		NW 18 Avenue South of Oakland Park Blvd	3,361	2,787	2,837	2,995	0.98	1.01	3,000	8:45	261	12:45	307	8:30	212	13:45	262	8:45	202	14:15	247	
	NW 21st Avenue	Oakland Park Blvd West of NW 21 Avenue	58,479	58,915	59,010	58,801	0.98	1.01	58,000	7:15	3,963	17:00	4,122	7:15	3,980	16:15	4,108	7:15	4,157	16:30	4,235	
		Oakland Park Blvd East of NW 21 Avenue	60,643	59,826	61,305	60,591	0.98	1.01	60,000	7:15	3,982	16:45	4,121	7:15	4,018	14:45	3,928	7:15	4,110	16:30	4,196	
		NW 21 Avenue North of Oakland Park Blvd	17,838	17,885	17,932	17,885	0.98	1.01	18,000	7:15	1,248	16:45	1,556	7:30	1,322	17:00	1,604	7:30	1,318	17:00	1,578	
		NW 21 Avenue South of Oakland Park Blvd	20,096	19,980	20,555	20,210	0.98	1.01	20,000	7:15	1,229	17:00	2,006	7:15	1,244	16:45	1,810	7:30	1,363	17:15	1,715	
I-95		**I-95 South of Oakland Park Blvd**	**243,587**			**243,587**	**0.96**	**0.97**	**236,000**	**8:45**	**10,862**	**12:30**	**15,702**									

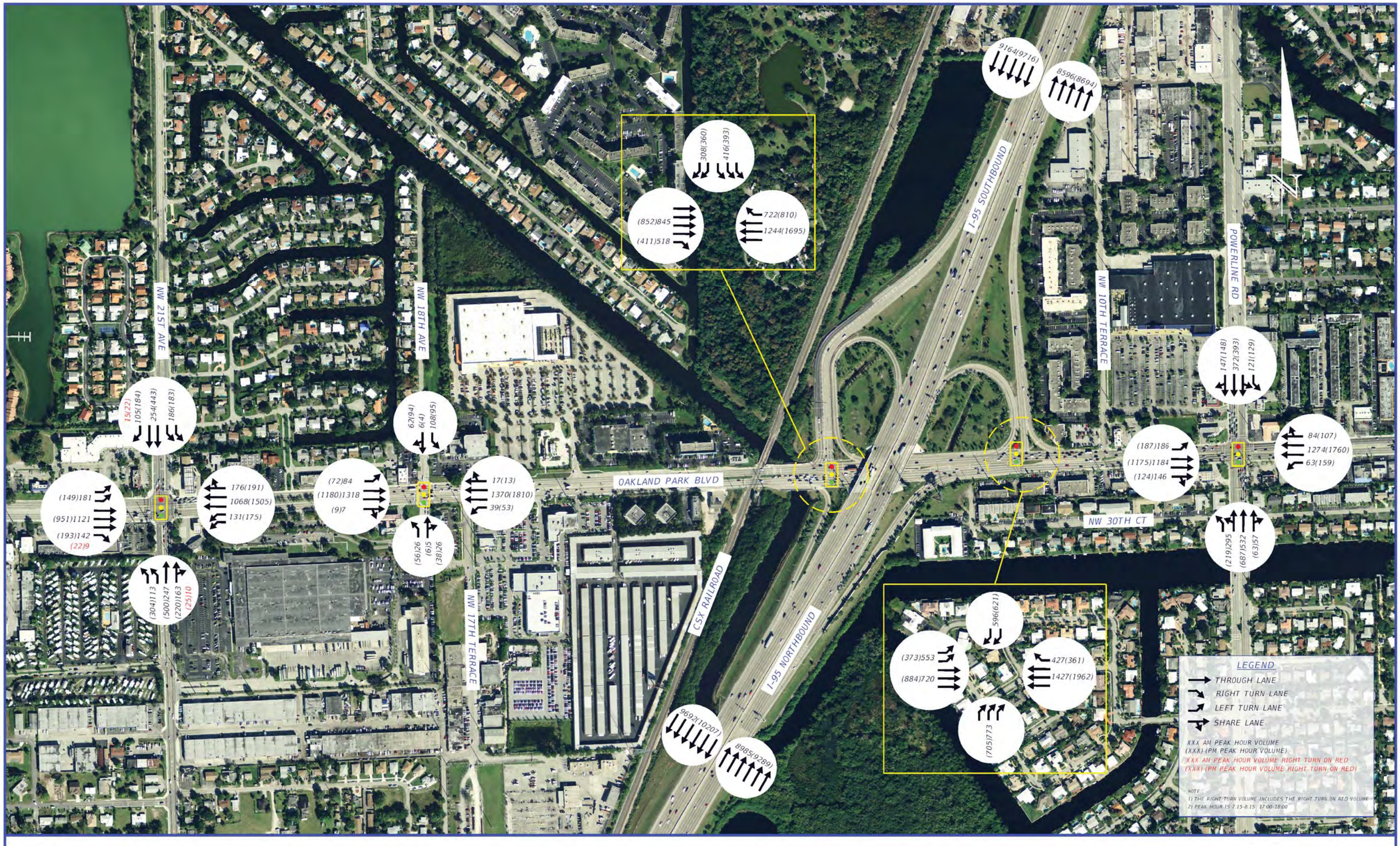


FIGURE 3 INTERSECTION TURNING MOVEMENT COUNTS AT OAKLAND PARK BLVD



FIGURE 4 INTERSECTION TURNING MOVEMENT COUNTS AT COMMERCIAL BLVD

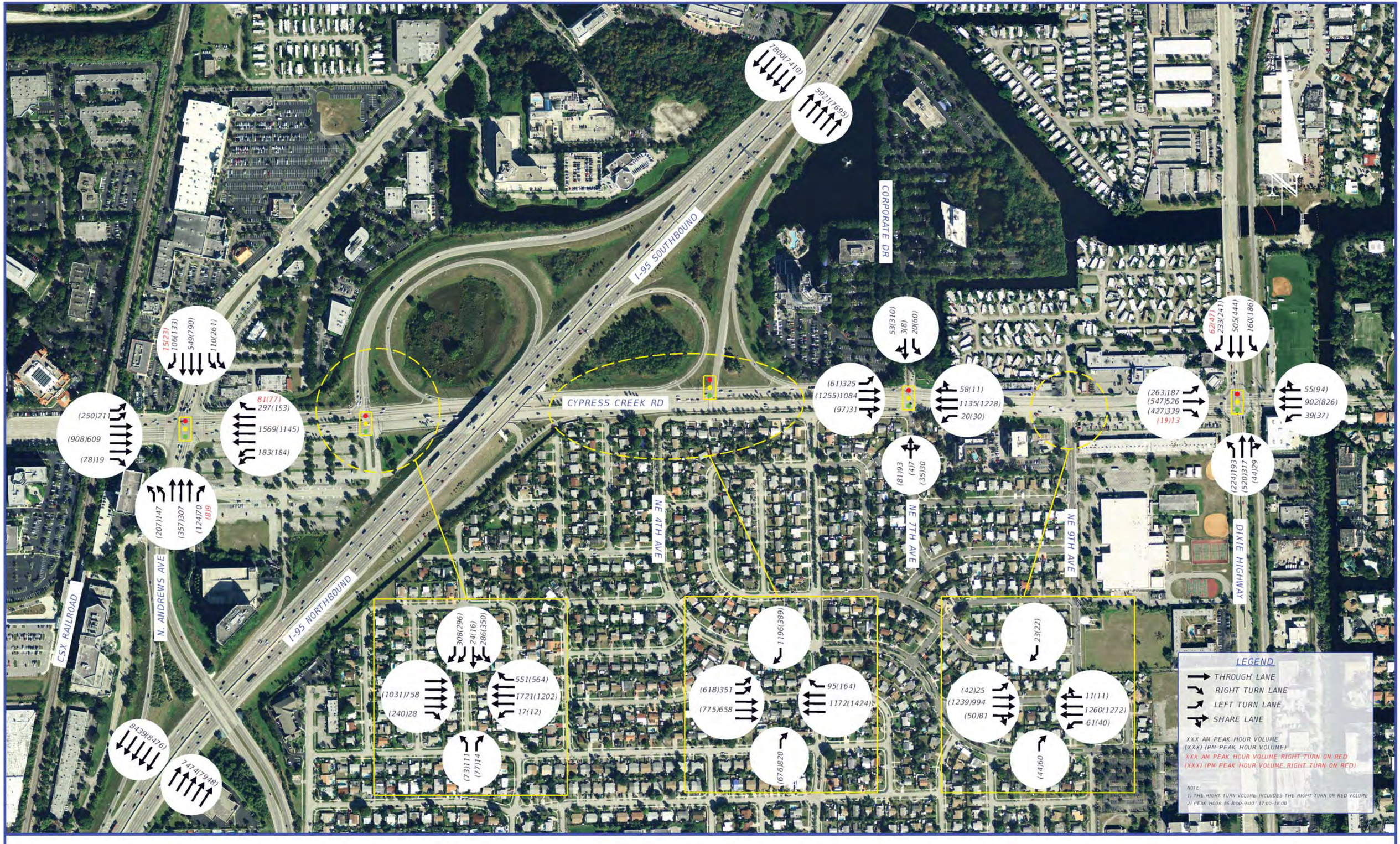


FIGURE 5 INTERSECTION TURNING MOVEMENT COUNTS AT CYPRESS CREEK ROAD

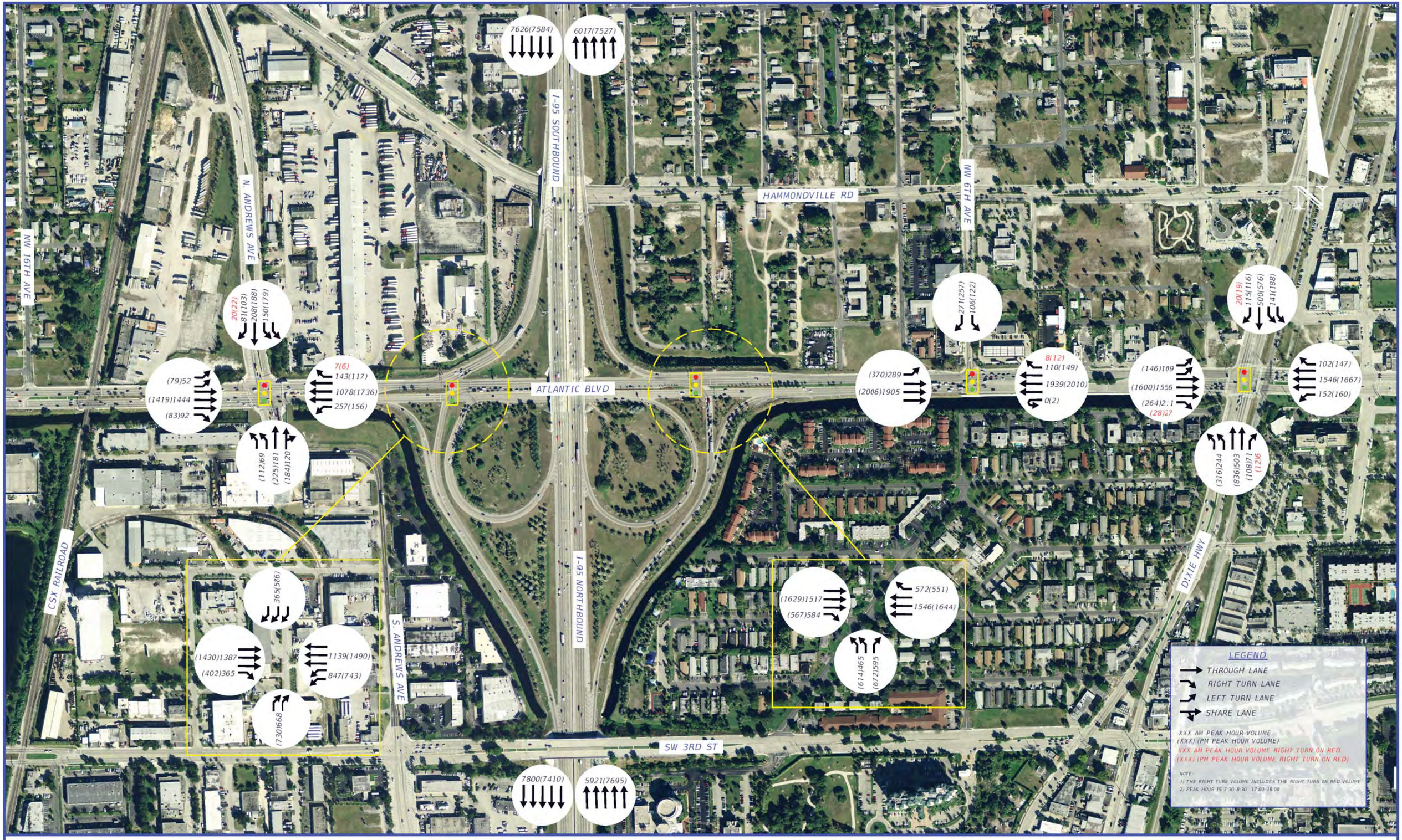


FIGURE 6 INTERSECTION TURNING MOVEMENT COUNTS AT ATLANTIC BLVD

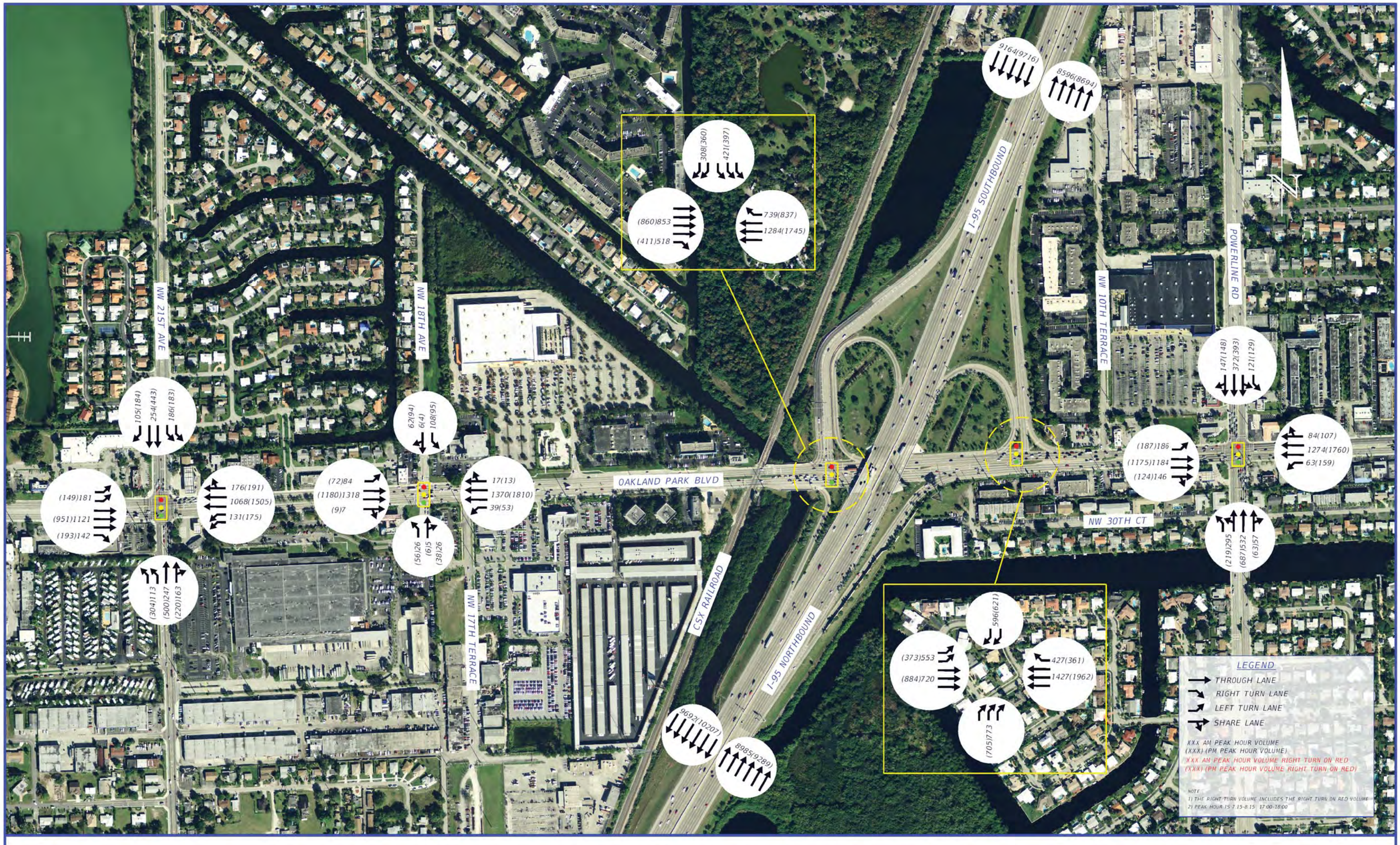


FIGURE 7 BALANCED INTERSECTION TURNING MOVEMENT COUNTS AT OAKLAND PARK BLVD



FIGURE 8 BALANCED INTERSECTION TURNING MOVEMENT COUNTS AT COMMERCIAL BLVD

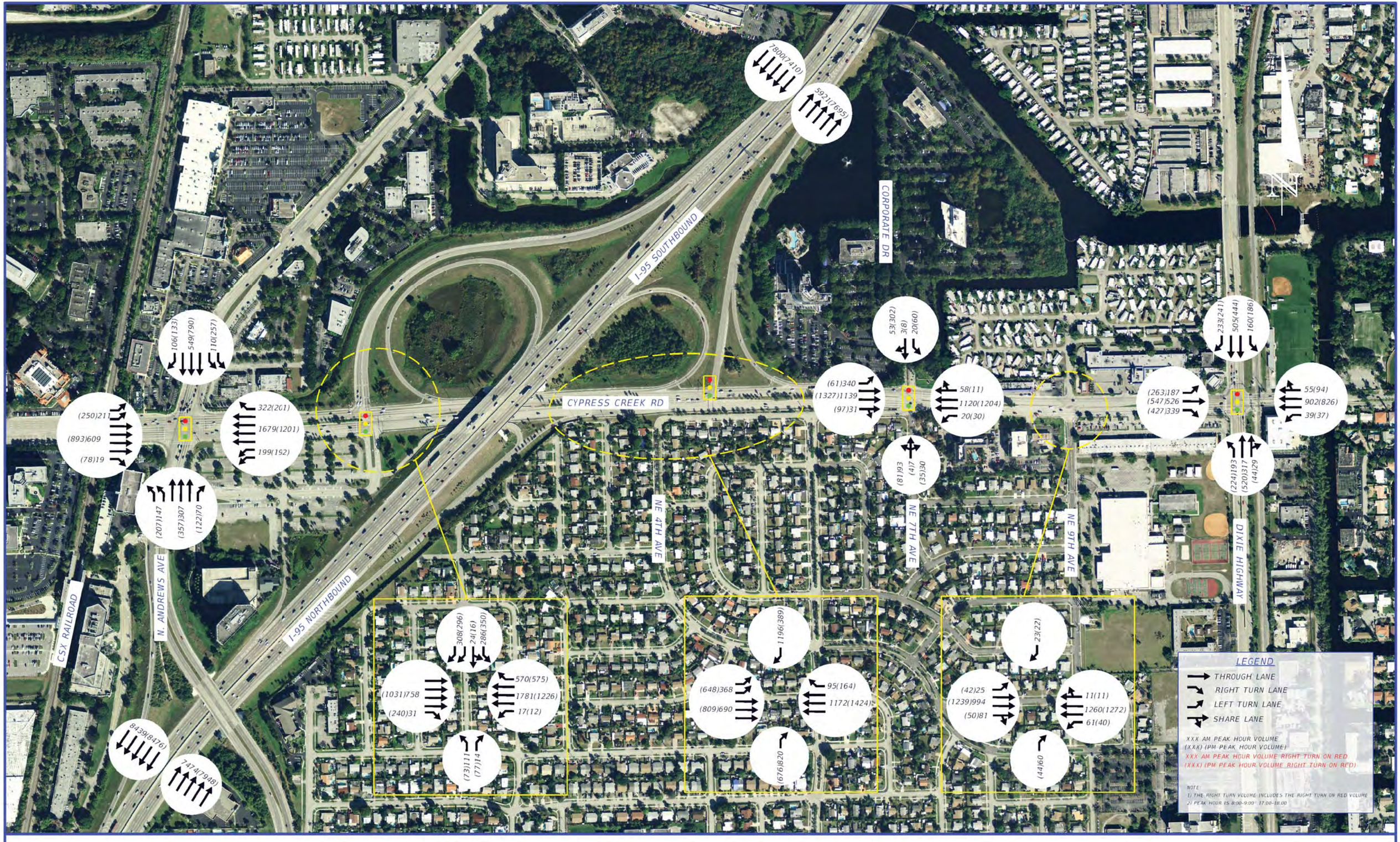


FIGURE 9 BALANCED INTERSECTION TURNING MOVEMENT COUNTS AT CYPRESS CREEK ROAD

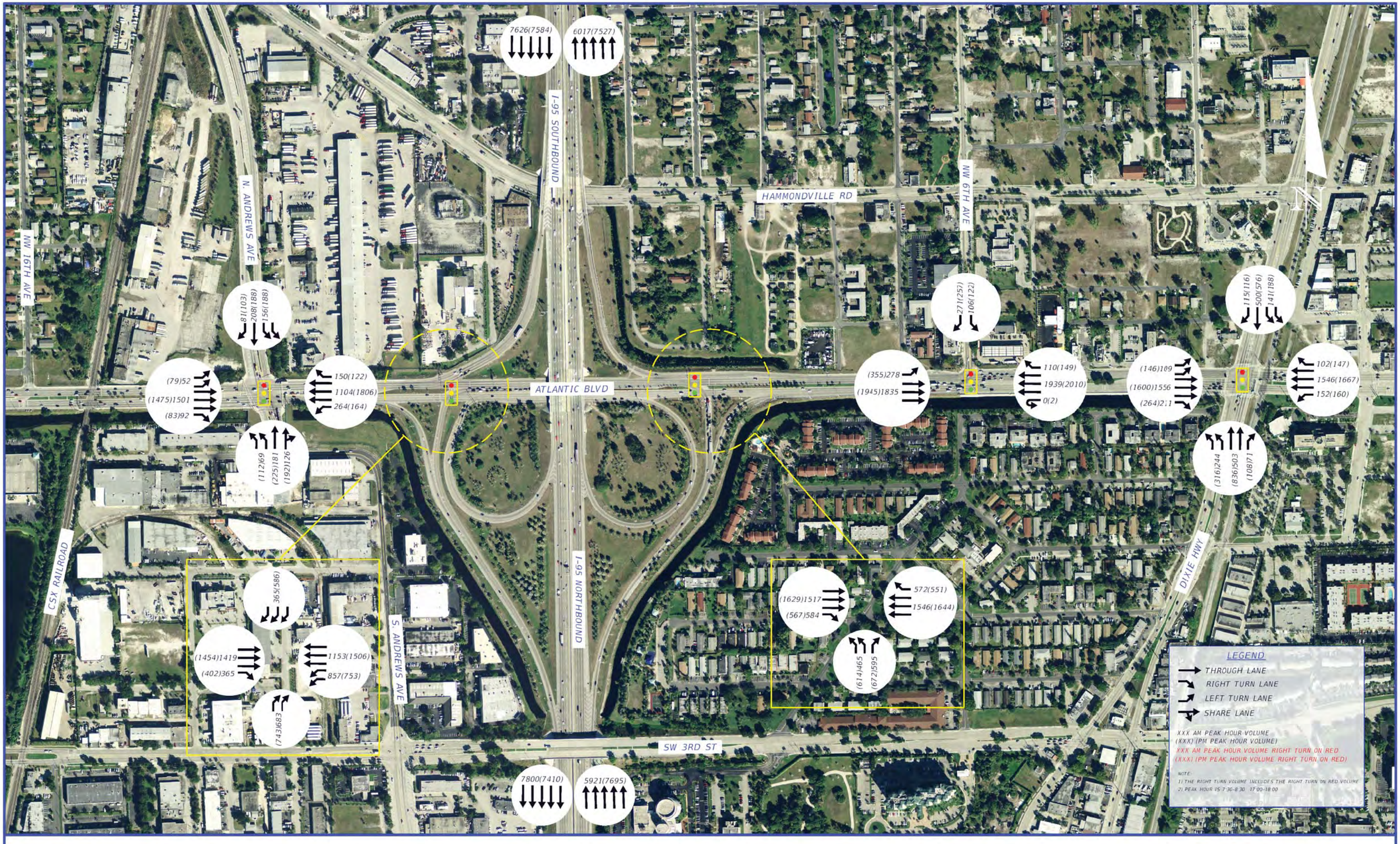


FIGURE 10 BALANCED INTERSECTION TURNING MOVEMENT COUNTS AT ATLANTIC BLVD

4. TRAFFIC FORECASTING

Various traffic forecasting methodologies have been evaluated and summarized under this study. The purpose of this effort is to recommend the most reasonable forecasting method for the study interchanges to develop consistent traffic projections. The forecast methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet (**Appendix E**);
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.0 projections using FDOT Trend analysis spreadsheet (**Appendix E**);
- Socioeconomic growth for TAZs within 2-mile buffer of the study interchanges between the base year 2010 and future year 2040, and;
- Comprehensive traffic forecasting method, which first calculated the difference between the 2015 AADT from field data and the projected 2015 AADT interpolated from 2010 and 2040 SERPM 7.0 projections, and then maintained this difference and applied to 2040 SERPM 7.0 projections to calculate 2040 AADT.

The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. The growth rates comparison results were shown in **Table 3**.

Based on the comparison and discussions with FDOT Project Manager, the comprehensive traffic forecasting method was used to develop the AADT for these PD&E studies. The traffic forecasting methodology used for each approach of each intersection was based on the 2015 AADT (from field), and 2010 and 2040 SERPM 7.0 model volumes. The 2015 model volume was interpolated using 2010 and 2040 model volumes. Then the differences of 2015 AADT and interpolated 2015 forecasted AADT from model was calculated. The recommended 2040 AADT were calculated by applying this difference to the 2040 SERPM 7.0 model volumes. Then the 2020 and 2030 volumes were interpolated using 2015 AADT and recommended 2040 volumes. For the roadway segments

where the SERPM 7 2040 model volumes are lower than the SERPM 7 2010 model volumes, or are not included in the SERPM 7 network, the future 2020, 2030, and 2040 AADTs were calculated using 2015 AADT and a compound growth factor of 0.5%. For all the roadway links, the 2015 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted. The recommended future AADTs are summarized in **Table 4**. The AADT projection are depicted in **Figures 11** through **14.**

Table 3 Growth Rates Summary

Interchange	Intersection	Location	Historical	Historical + SERPM 7 Model	SERPM 7 Model Volumes			SERPM 7 TAZ (2-Mile Buffer)								
								Population			Workers			Employment		
					2010	2040	Model Growth Rate	2010	2040	Growth Rate	2010	2040	Growth Rate	2010	2040	Growth Rate
I-95		**I-95 North of Atlantic Blvd**	-0.19%	0.16%	**231,039**	**246,232**	**0.21%**									
Atlantic Blvd	I-95 NB Ramps	I-95 NB Off Ramp			20,991	24,421	0.51%									
		Atlantic Blvd East of I-95 NB Ramps	1.15%	0.11%	53,351	55,089	0.11%									
		I-95 NB On Ramp			6,461	7,406	0.46%									
		I-95 NB Loop Ramp from Atlantic Blvd EB			8,015	8,163	0.06%									
		Atlantic Blvd between I-95 SB & NB Ramps			45,188	46,469	0.09%									
	I-95 SB Ramps	I-95 SB Off Ramp to Atlantic Blvd West			13,724	15,163	0.33%									
		Atlantic Blvd between I-95 SB & NB Ramps			45,188	46,469	0.09%									
		I-95 SB On Ramp			19,694	22,884	0.50%									
		I-95 SB Loop Ramp to Atlantic Blvd EB			8,606	3,118	-3.33%									
		Atlantic Blvd West of I-95 SB Ramps	-0.11%	-0.23%	49,296	55,996	0.43%									
	N Andrews Avenue	Atlantic Blvd West of Andrews Avenue	-0.39%	-1.10%	31,185	37,447	0.61%									
		Atlantic Blvd East of Andrews Avenue	-0.11%	-0.23%	49,296	55,996	0.43%									
		Andrews Avenue North of Atlantic Blvd			26,068	38,271	1.29%									
		Andrews Avenue South of Atlantic Blvd	-2.80%	6.28%	22,170	43,600	2.28%									
	NW 6th Avenue	Atlantic Blvd West of NW 6 Avenue	1.15%	0.11%	53,351	55,089	0.11%									
		Atlantic Blvd East of NW 6 Avenue	1.15%	0.11%	51,128	52,524	0.09%									
		NW 6 Avenue North of Atlantic Blvd			-	-	-									
	Dixie Highway	Atlantic Blvd West of Dixie Hwy	1.15%	0.11%	51,128	52,524	0.09%									
		Atlantic Blvd East of Dixie Hwy			49,897	49,266	-0.04%									
		Dixie Hwy North of Atlantic Blvd			31,710	37,950	0.60%									
		Dixie Hwy South of Atlantic Blvd	-0.82%	-0.39%	17,166	21,412	0.74%									
I-95		**I-95 North of Cypress Creek Road**	-0.15%	0.22%	**234,918**	**259,687**	**0.33%**									
Cypress Creek Road	I-95 NB Ramps	I-95 NB Off Ramp to Cypress Creek Road EB			12,180	17,216	1.16%									
		South of Cypress Creek at SB Off Ramp (Park & Ride)					-									
		Cypress Creek Road East of I-95 NB Ramps	0.19%	1.06%	41,747	52,131	0.74%									
		I-95 NB On Ramp			21,023	24,697	0.54%									
		Cypress Creek Road between I-95 SB & NB Ramps			34,437	41,274	0.61%									
		I-95 NB Off Loop Ramp to Cypress Creek Rd WB			6,852	0	-100.00%									
	I-95 SB Ramps	I-95 NB Off Ramp to Cypress Creek Park & Ride			-	2,669	-									
		I-95 SB Off Ramp			14,452	26,447	2.03%									
		Cypress Creek Road between I-95 SB & NB Ramps			34,437	41,274	0.61%									
		Cypress Creek Road West of I-95 SB Ramps	-0.54%	-0.50%	35,869	42,600	0.57%									
		I-95 SB On Ramp			4,274	2,373	-1.94%									
	Andrews Avenue	Cypress Creek Road East of Andrews Avenue	-0.54%	-0.50%	34,294	42,600	0.73%									
		Cypress Creek Road West of Andrews Avenue			54,610	67,738	0.72%									
		Andrews Avenue North of Cypress Creek Road	-2.85%	2.46%	28,628	37,209	0.88%									
		Andrews Avenue South of Cypress Creek Road	4.11%	2.14%	31,339	42,139	0.99%									
	NE 7th Avenue	Cypress Creek Road East of NE 7 Avenue	0.19%	1.06%	41,747	52,131	0.74%									
		Cypress Creek Road West of NE 7 Avenue	0.19%	1.06%	32,746	40,730	0.73%									
		NE 7 Avenue North of Cypress Creek Road			-	-	-									
		NE 7 Avenue South of Cypress Creek Road			7,191	9,335	0.87%									
	NE 9th Avenue	Cypress Creek Road West of NE 9 Avenue	0.19%	1.06%	32,746	40,730	0.73%									
		Cypress Creek Road East of NE 9 Avenue	0.19%	1.06%	32,746	40,730	0.73%									
		NE 9 Avenue North of Cypress Creek Road			-	-	-									
		NE 9 Avenue South of Cypress Creek Road			-	-	-									
	Dixie Highway	Cypress Creek Road West of Dixie Hwy	0.19%	1.06%	33,140	40,932	0.71%	170,509	258,725	1.40%	84,618	117,049	1.09%	151,708	160,022	0.18%
		Cypress Creek Road East of Dixie Hwy	-2.29%	0.27%	23,931	27,160	0.42%									
		Dixie Hwy North of Cypress Creek Road			22,642	29,187	0.85%									
		Dixie Hwy South of Cypress Creek Road			22,848	31,234	1.05%									
	Andrews Avenue Ramp	SB On Ramp			15,092	17,613	0.52%									
		Andrews Avenue NB Ramp Over I-95			9,069	12,368	1.04%									
		Andrews Avenue SB Ramp Over I-95			7,694	10,869	1.16%									
I-95		**I-95 North of Commercial Blvd**	-1.34%	-0.12%	**237,841**	**252,173**	**0.20%**									
Commercial Blvd	I-95 NB Ramps	I- 95 NB Off Ramp			24,027	35,610	1.32%									
		Commercial Blvd East of I-95 NB Ramps	-0.15%	0.65%	45,574	52,265	0.46%									
		I-95 NB on Ramp			14,399	16,443	0.44%									
		Commercial Blvd between I-95 SB & NB Ramps			45,790	46,096	0.02%									
	I-95 SB Ramps	I- 95 SB Off Ramp			21,721	16,571	-0.90%									
		I-95 Flyover Ramp from Commercial Blvd WB			18,156	22,086	0.66%									
		I-95 SB On Ramp			14,289	17,254	0.63%									
		Commercial Blvd West of I-95 SB Ramps	-0.88%	0.54%	69,532	75,669	0.28%									
	Powerline Road	Commercial Blvd East of Powerline Road	-0.88%	0.54%	69,122	75,286	0.29%									
		Commercial Blvd West of Powerline Road	-2.66%	-0.22%	49,047	57,735	0.55%									
		Powerline Road North of Commercial Blvd	-0.43%	2.07%	48,883	57,101	0.52%									
		Powerline Road South of Commercial Blvd	1.08%	2.63%	32,013	38,823	0.64%									
	Andrews Avenue	Commercial Blvd East of Andrews Avenue	3.49%	-0.16%	51,507	59,825	0.50%									
		Commercial Blvd West of Andrews Avenue	-0.15%	0.65%	63,730	74,351	0.52%									
		Andrews Avenue North of Commercial Blvd	0.31%	2.40%	15,604	22,563	1.24%									
		Andrews Avenue South of Commercial Blvd	0.38%	0.61%	19,277	22,681	0.54%									
I-95		**I-95 North of Oakland Park Blvd**	-0.10%	0.29%	**258,194**	**294,108**	**0.44%**									
Oakland Park Blvd	I-95 NB Ramps	I- 95 NB Off Loop Ramp to Oakland Park Blvd WB			7,568	6,356	-0.58%									
		Oakland Park Blvd East of I-95 NB Ramps	-0.32%	-0.17%	55,750	71,538	0.83%									
		I-95 NB off Ramp to Oakland Park Blvd EB			17,708	20,298	0.46%									
		I-95 NB on Ramp			18,194	21,187	0.51%									
		Oakland Park Blvd between I-95 SB & NB Ramps			53,993	57,596	0.22%									
	I-95 SB Ramps	I- 95 SB Off Ramp			16,092	20,127	0.75%									
		Oakland Park Blvd between I-95 SB & NB Ramps			53,993	57,596	0.22%									
		I-95 SB On Loop Ramp			13,345	13,223	-0.03%									
		I-95 SB On Ramp			8,849	11,172	0.78%									
		Oakland Park Blvd West of I-95 SB Ramps	-0.78%	0.28%	65,041	70,932	0.29%									
	Powerline Road	Oakland Park Blvd West of Powerline Road	-0.32%	-0.17%	53,787	62,026	0.48%									
		Oakland Park Blvd East of Powerline Road	0.72%	-0.03%	50,628	61,714	0.66%									
		Powerline Road North of Oakland Park Blvd	-1.53%	2.53%	49,451	51,755	0.15%									
		Powerline Road South of Oakland Park Blvd	-1.15%	2.20%	43,645	45,692	0.15%									
	NW 18th Avenue	Oakland Park Blvd West of NW 18 Avenue			59,376	64,939	0.30%									
		Oakland Park Blvd East of NW 18 Avenue	-0.78%	0.28%	59,376	64,939	0.30%									
		NW 18 Avenue North of Oakland Park Blvd	-0.78%	0.28%	-	-	-									
		NW 18 Avenue South of Oakland Park Blvd			-	-	-									
	NW 21st Avenue	Oakland Park Blvd West of NW 21 Avenue	-0.84%	0.41%	59,078	68,413	0.49%									
		Oakland Park Blvd East of NW 21 Avenue	-0.78%	0.28%	59,376	64,642	0.28%									
		NW 21 Avenue North of Oakland Park Blvd	-2.31%	1.27%	12,284	25,400	2.45%									
		NW 21 Avenue South of Oakland Park Blvd	-2.55%	-1.06%	11,055	14,803	0.98%									
I-95		**I-95 South of Oakland Park Blvd**	-0.21%	0.28%	**271,377**	**303,843**	**0.38%**									

Table 4 Recommended Future AADT

Interchange	Intersection	Location	SERPM 7 Model Volumes				2015 AADT	Future Forecasted AADT					
			2010	2040	Growth Rate	2015 Interpolated		2020	2025	2030	2035	2040	2045
I-95		**I-95 North of Atlantic Blvd**	**231,039**	**246,232**	**0.21%**	**233,504**	**233,000**	**238,000**	**244,000**	**251,000**	**256,000**	**263,000**	**269,000**
Atlantic Blvd	I-95 NB Ramps	I-95 NB Off Ramp	20,991	24,421	0.51%	21,527	21,000	22,000	22,200	22,800	23,000	24,000	25,000
		Atlantic Blvd East of I-95 NB Ramps	53,351	55,089	0.11%	53,637	59,000	61,000	62,000	64,000	65,000	67,000	69,000
		I-95 NB On Ramp	6,461	7,406	0.46%	6,610	8,700	8,900	9,200	9,400	9,600	9,900	10,000
		I-95 NB Loop Ramp from Atlantic Blvd EB	8,015	8,163	0.06%	8,039	8,800	9,000	9,300	9,500	9,700	10,000	10,300
		Atlantic Blvd between I-95 SB & NB Ramps	45,188	46,469	0.09%	45,399	59,000	61,000	62,000	64,000	65,000	67,000	69,000
	I-95 SB Ramps	I-95 SB Off Ramp to Atlantic Blvd West	13,724	15,163	0.33%	13,954	10,000	10,200	10,500	10,800	11,000	11,300	11,600
		Atlantic Blvd between I-95 SB & NB Ramps	45,188	46,469	0.09%	45,399	59,000	61,000	62,000	64,000	65,000	67,000	69,000
		I-95 SB On Ramp	19,694	22,884	0.50%	20,193	19,000	19,000	20,000	20,500	21,000	21,500	22,000
		I-95 SB Loop Ramp to Atlantic Blvd EB	**8,606**	**3,118**	-3.33%	7,266	7,300	7,500	7,700	7,900	8,100	8,300	8,500
		Atlantic Blvd West of I-95 SB Ramps	49,296	55,996	0.43%	50,354	59,000	61,000	62,000	64,000	65,000	67,000	69,000
	N Andrews Avenue	Atlantic Blvd West of Andrews Avenue	31,185	37,447	0.61%	32,151	58,000	60,000	62,000	64,000	66,000	68,000	70,000
		Atlantic Blvd East of Andrews Avenue	49,296	55,996	0.43%	50,354	59,000	61,000	62,000	64,000	65,000	67,000	69,000
		Andrews Avenue North of Atlantic Blvd	26,068	38,271	1.29%	27,791	15,000	16,000	17,000	18,000	20,000	21,000	22,000
		Andrews Avenue South of Atlantic Blvd	22,170	43,600	2.28%	24,815	20,000	22,000	25,000	28,000	31,000	35,000	39,000
	NW 6th Avenue	Atlantic Blvd West of NW 6 Avenue	53,351	55,089	0.11%	53,637	62,000	64,000	65,000	67,000	68,000	70,000	72,000
		Atlantic Blvd East of NW 6 Avenue	51,128	52,524	0.09%	51,358	55,000	56,000	58,000	59,000	61,000	62,000	64,000
		NW 6 Avenue North of Atlantic Blvd	-	-	-	-	16,000	16,400	17,000	17,200	18,000	18,100	18,600
	Dixie Highway	Atlantic Blvd West of Dixie Hwy	51,128	52,524	0.09%	51,358	55,000	56,000	58,000	59,000	61,000	62,000	64,000
		Atlantic Blvd East of Dixie Hwy	**49,897**	**49,266**	-0.04%	49,791	50,000	51,000	53,000	54,000	56,000	57,000	59,000
		Dixie Hwy North of Atlantic Blvd	31,710	37,950	0.60%	32,674	26,000	27,000	27,500	28,000	29,000	30,000	31,000
		Dixie Hwy South of Atlantic Blvd	17,166	21,412	0.74%	17,810	27,000	28,000	29,000	30,000	31,000	32,000	33,000
I-95		**I-95 North of Cypress Creek Road**	**234,918**	**259,687**	**0.33%**	**238,876**	**238,000**	**244,000**	**250,000**	**256,000**	**262,000**	**269,000**	**276,000**
Cypress Creek Road	I-95 NB Ramps	I-95 NB Off Ramp to Cypress Creek Road EB	12,180	17,216	1.16%	12,903	9,500	10,000	10,800	11,000	12,000	13,000	14,000
		South of Cypress Creek at SB Off Ramp (Park & Ride)			-	-	2,700	2,800	2,850	2,900	3,000	3,100	3,200
		Cypress Creek Road East of I-95 NB Ramps	41,747	52,131	0.74%	43,322	42,000	44,000	45,000	47,000	49,000	51,000	53,000
		I-95 NB On Ramp	21,023	24,697	0.54%	21,595	14,000	14,400	15,000	15,200	15,600	16,000	16,400
		Cypress Creek Road between I-95 SB & NB Ramps	34,437	41,274	0.61%	35,492	49,000	51,000	52,000	54,000	55,000	57,000	59,000
		I-95 NB Off Loop Ramp to Cypress Creek Rd WB	**6,852**	**0**	-100.00%	-	11,000	11,300	12,000	11,900	12,000	12,500	12,800
	I-95 SB Ramps	I-95 NB Off Ramp to Cypress Creek Park & Ride	-	2,669	-	-	1,400	1,440	1,500	1,510	1,600	1,590	1,630
		I-95 SB Off Ramp	14,452	26,447	2.03%	15,983	15,000	17,000	18,000	20,000	23,000	25,000	28,000
		Cypress Creek Road between I-95 SB & NB Ramps	34,437	41,274	0.61%	35,492	49,000	51,000	52,000	54,000	55,000	57,000	59,000
		Cypress Creek Road West of I-95 SB Ramps	35,869	42,600	0.57%	36,912	52,000	54,000	55,000	57,000	58,000	60,000	62,000
		I-95 SB On Ramp	**4,274**	**2,373**	-1.94%	3,875	7,200	7,400	7,600	7,800	8,000	8,200	8,400
	Andrews Avenue	Cypress Creek Road East of Andrews Avenue	34,294	42,600	0.73%	35,556	56,000	58,000	60,000	62,000	65,000	67,000	69,000
		Cypress Creek Road West of Andrews Avenue	54,610	67,738	0.72%	56,606	53,000	55,000	57,000	59,000	61,000	63,000	65,000
		Andrews Avenue North of Cypress Creek Road	28,628	37,209	0.88%	29,907	31,000	32,000	34,000	36,000	37,000	39,000	41,000
		Andrews Avenue South of Cypress Creek Road	31,339	42,139	0.99%	32,924	31,000	33,000	34,000	36,000	38,000	40,000	42,000
	NE 7th Avenue	Cypress Creek Road East of NE 7 Avenue	41,747	52,131	0.74%	43,322	37,000	38,000	40,000	42,000	43,000	45,000	47,000
		Cypress Creek Road West of NE 7 Avenue	32,746	40,730	0.73%	33,959	41,000	42,000	44,000	46,000	47,000	49,000	51,000
		NE 7 Avenue North of Cypress Creek Road	-	-	-	-	5,500	5,600	5,800	5,900	6,100	6,200	6,400
		NE 7 Avenue South of Cypress Creek Road	7,191	9,335	0.87%	7,511	2,200	2,300	2,400	2,500	2,600	2,700	2,800
	NE 9th Avenue	Cypress Creek Road West of NE 9 Avenue	32,746	40,730	0.73%	33,959	37,000	38,000	40,000	41,000	43,000	44,000	46,000
		Cypress Creek Road East of NE 9 Avenue	32,746	40,730	0.73%	33,959	38,000	39,000	41,000	43,000	44,000	46,000	48,000
		NE 9 Avenue North of Cypress Creek Road	-	-	-	-	2,000	2,060	2,110	2,200	2,240	2,300	2,400
		NE 9 Avenue South of Cypress Creek Road	-	-	-	-	4,500	4,600	4,700	4,900	5,000	5,100	5,200
	Dixie Highway	Cypress Creek Road West of Dixie Hwy	33,140	40,932	0.71%	34,327	36,000	37,000	39,000	40,000	41,000	43,000	45,000
		Cypress Creek Road East of Dixie Hwy	23,931	27,160	0.42%	24,441	26,000	27,000	27,200	28,000	28,400	29,000	30,000
		Dixie Hwy North of Cypress Creek Road	22,642	29,187	0.85%	23,621	23,000	24,000	25,000	26,000	27,000	28,000	29,000
		Dixie Hwy South of Cypress Creek Road	22,848	31,234	1.05%	24,070	22,000	23,000	25,000	26,000	27,000	29,000	31,000
	Andrews Avenue Ramp	SB On Ramp	15,092	17,613	0.52%	15,486	14,000	14,400	14,700	15,000	16,000	15,900	16,300
		Andrews Avenue NB Ramp Over I-95	9,069	12,368	1.04%	9,550	8,500	8,900	9,400	9,900	10,000	11,000	12,000
		Andrews Avenue SB Ramp Over I-95	7,694	10,869	1.16%	8,150	7,600	8,000	8,500	9,000	9,500	10,000	11,000

Note: The highlighted cell (in red) indicates where the SERPM 7 2040 model volume is lower than the 2010 model volume.

Table 4 Recommended Future AADT (Cont'd)

Interchange	Intersection	Location	SERPM 7 Model Volumes				2015 AADT	Future Forecasted AADT					
			2010	2040	Growth Rate	2015 Interpolated		2020	2025	2030	2035	2040	2045
I-95		**I-95 North of Commercial Blvd**	**237,841**	**252,173**	**0.20%**	**240,172**	**252,000**	**257,000**	**263,000**	**268,000**	**273,000**	**279,000**	**285,000**
Commercial Blvd	I-95 NB Ramps	I- 95 NB Off Ramp	24,027	35,610	1.32%	25,655	23,000	25,000	26,000	28,000	30,000	32,000	34,000
		Commercial Blvd East of I-95 NB Ramps	45,574	52,265	0.46%	46,626	47,000	48,000	49,000	51,000	52,000	53,000	54,000
		I-95 NB on Ramp	14,399	16,443	0.44%	14,721	15,000	15,400	16,000	16,200	16,600	17,000	17,400
		Commercial Blvd between I-95 SB & NB Ramps	45,790	46,096	0.02%	45,841	53,000	54,000	56,000	57,000	59,000	60,000	62,000
	I-95 SB Ramps	I- 95 SB Off Ramp	21,721	16,571	-0.90%	20,763	15,000	15,400	16,000	16,200	16,600	17,000	17,400
		I-95 Flyover Ramp from Commercial Blvd WB	18,156	22,086	0.66%	18,759	13,000	13,400	13,900	14,000	15,000	15,300	15,800
		I-95 SB On Ramp	14,289	17,254	0.63%	14,745	12,000	12,400	12,800	13,000	13,600	14,000	14,400
		Commercial Blvd West of I-95 SB Ramps	69,532	75,669	0.28%	70,519	61,000	63,000	64,000	66,000	67,000	69,000	71,000
	Powerline Road	Commercial Blvd East of Powerline Road	69,122	75,286	0.29%	70,113	61,000	63,000	64,000	66,000	67,000	69,000	71,000
		Commercial Blvd West of Powerline Road	49,047	57,735	0.55%	50,398	57,000	59,000	60,000	62,000	63,000	65,000	67,000
		Powerline Road North of Commercial Blvd	48,883	57,101	0.52%	50,166	40,000	41,000	42,000	43,000	45,000	46,000	47,000
		Powerline Road South of Commercial Blvd	32,013	38,823	0.64%	33,059	25,000	26,000	26,500	27,000	28,000	29,000	30,000
	Andrews Avenue	Commercial Blvd East of Andrews Avenue	51,507	59,825	0.50%	52,808	57,000	59,000	60,000	62,000	63,000	65,000	67,000
		Commercial Blvd West of Andrews Avenue	63,730	74,351	0.52%	65,388	65,000	67,000	68,000	70,000	72,000	74,000	76,000
		Andrews Avenue North of Commercial Blvd	15,604	22,563	1.24%	16,593	21,000	22,000	24,000	25,000	27,000	29,000	31,000
		Andrews Avenue South of Commercial Blvd	19,277	22,681	0.54%	19,807	19,000	20,000	20,100	21,000	21,400	22,000	23,000
I-95		**I-95 North of Oakland Park Blvd**	**258,194**	**294,108**	**0.44%**	**263,860**	**270,000**	**277,000**	**284,000**	**291,000**	**298,000**	**306,000**	**314,000**
Oakland Park Blvd	I-95 NB Ramps	I- 95 NB Off Loop Ramp to Oakland Park Blvd WB	7,568	6,356	-0.58%	7,351	8,900	9,100	9,400	9,600	9,800	10,100	10,400
		Oakland Park Blvd East of I-95 NB Ramps	55,750	71,538	0.83%	58,116	64,000	67,000	70,000	73,000	76,000	79,000	82,000
		I-95 NB off Ramp to Oakland Park Blvd EB	17,708	20,298	0.46%	18,115	14,000	14,400	14,700	15,000	16,000	15,900	16,300
		I-95 NB on Ramp	18,194	21,187	0.51%	18,662	14,000	14,400	14,700	15,000	16,000	15,900	16,300
		Oakland Park Blvd between I-95 SB & NB Ramps	53,993	57,596	0.22%	54,577	59,000	61,000	62,000	64,000	65,000	67,000	69,000
	I-95 SB Ramps	I- 95 SB Off Ramp	16,092	20,127	0.75%	16,703	16,000	17,000	17,100	18,000	18,400	19,000	20,000
		Oakland Park Blvd between I-95 SB & NB Ramps	53,993	57,596	0.22%	54,577	59,000	61,000	62,000	64,000	65,000	67,000	69,000
		I-95 SB On Loop Ramp	13,345	13,223	-0.03%	13,325	12,000	12,300	12,600	13,000	13,300	13,600	13,900
		I-95 SB On Ramp	8,849	11,172	0.78%	9,200	10,000	10,400	10,800	11,000	12,000	12,100	12,600
		Oakland Park Blvd West of I-95 SB Ramps	65,041	70,932	0.29%	65,988	63,000	65,000	66,000	68,000	69,000	71,000	73,000
	Powerline Road	Oakland Park Blvd West of Powerline Road	53,787	62,026	0.48%	55,080	62,000	64,000	65,000	67,000	68,000	70,000	72,000
		Oakland Park Blvd East of Powerline Road	50,628	61,714	0.66%	52,327	57,000	59,000	61,000	63,000	65,000	67,000	69,000
		Powerline Road North of Oakland Park Blvd	49,451	51,755	0.15%	49,828	25,000	26,000	26,200	27,000	27,400	28,000	29,000
		Powerline Road South of Oakland Park Blvd	43,645	45,692	0.15%	43,980	26,000	27,000	27,200	28,000	28,400	29,000	30,000
	NW 18th Avenue	Oakland Park Blvd West of NW 18 Avenue	59,376	64,939	0.30%	60,269	61,000	63,000	64,000	66,000	67,000	69,000	71,000
		Oakland Park Blvd East of NW 18 Avenue	59,376	64,939	0.30%	60,269	64,000	66,000	67,000	69,000	70,000	72,000	74,000
		NW 18 Avenue North of Oakland Park Blvd	-	-	-	-	8,200	8,400	8,600	8,800	9,100	9,300	9,500
		NW 18 Avenue South of Oakland Park Blvd	-	-	-	-	3,000	3,100	3,150	3,200	3,300	3,400	3,500
	NW 21st Avenue	Oakland Park Blvd West of NW 21 Avenue	59,078	68,413	0.49%	60,540	58,000	60,000	61,000	63,000	64,000	66,000	68,000
		Oakland Park Blvd East of NW 21 Avenue	59,376	64,642	0.28%	60,223	60,000	62,000	63,000	65,000	66,000	68,000	70,000
		NW 21 Avenue North of Oakland Park Blvd	12,284	25,400	2.45%	13,865	18,000	20,000	23,000	26,000	29,000	33,000	37,000
		NW 21 Avenue South of Oakland Park Blvd	11,055	14,803	0.98%	11,606	20,000	21,000	22,000	23,000	25,000	26,000	27,000
I-95		**I-95 South of Oakland Park Blvd**	**271,377**	**303,843**	**0.38%**	**276,536**	**240,000**	**245,000**	**252,000**	**258,000**	**266,000**	**272,000**	**278,000**

Note: The highlighted cell (in red) indicates where the SERPM 7 2040 model volume is lower than the 2010 model volume.

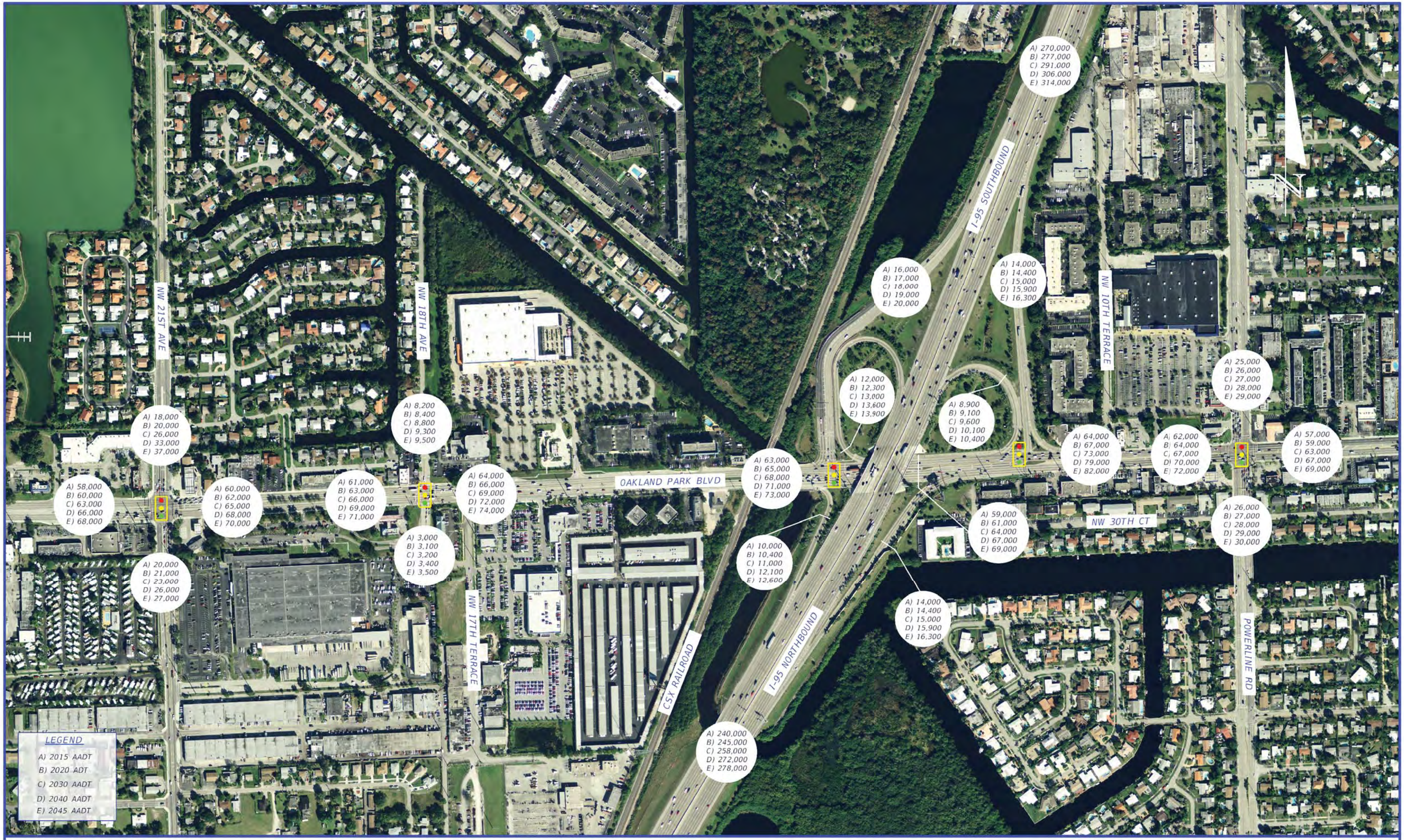


FIGURE 11 FORECASTED FUTURE AADT I-95 AT OAKLAND PARK BLVD INTERCHANGE



FIGURE 12 FORECASTED FUTURE AADT I-95 AT COMMERCIAL BLVD INTERCHANGE

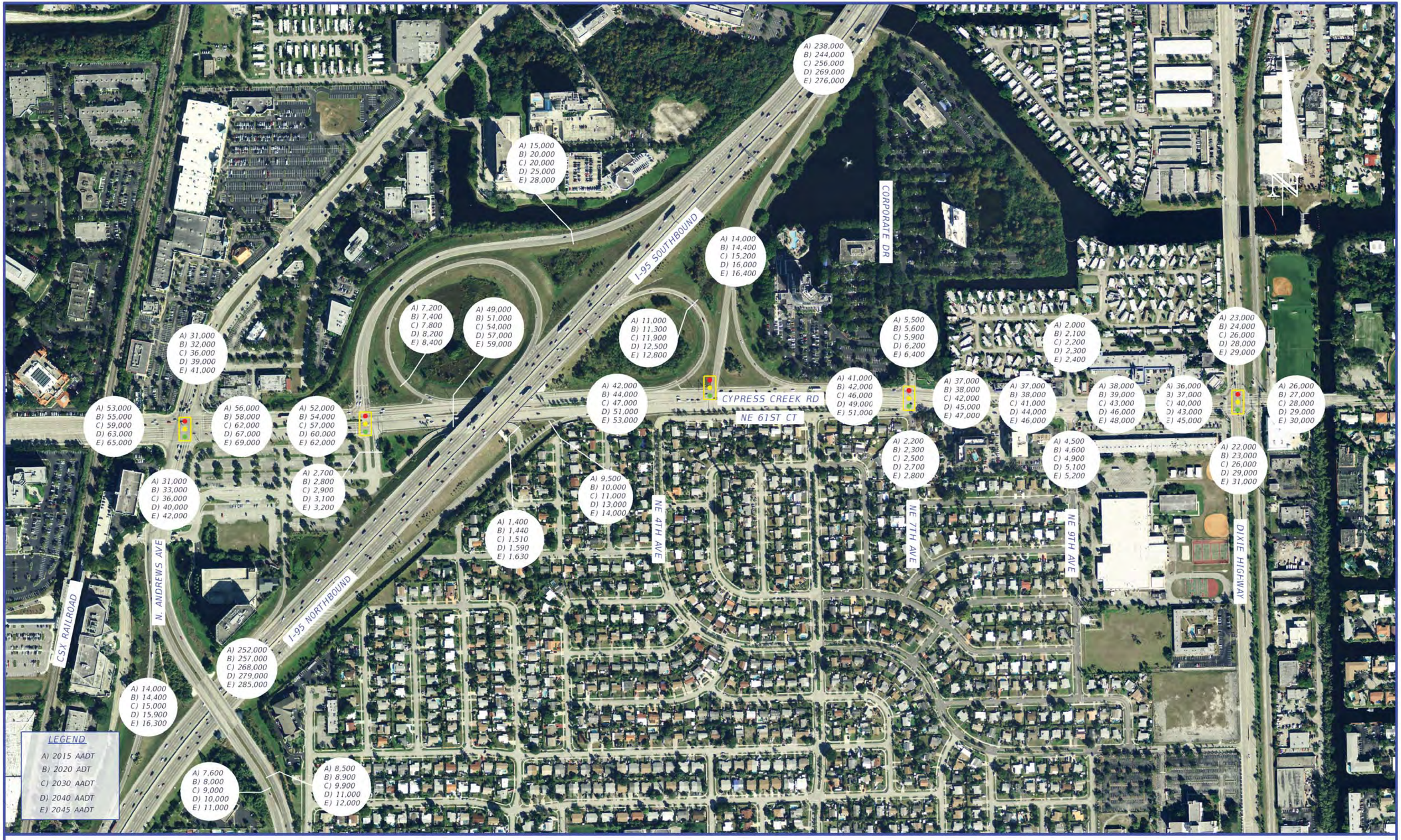


FIGURE 13 FORECASTED FUTURE AADT I-95 AT CYPRESS CREEK ROAD INTERCHANGE

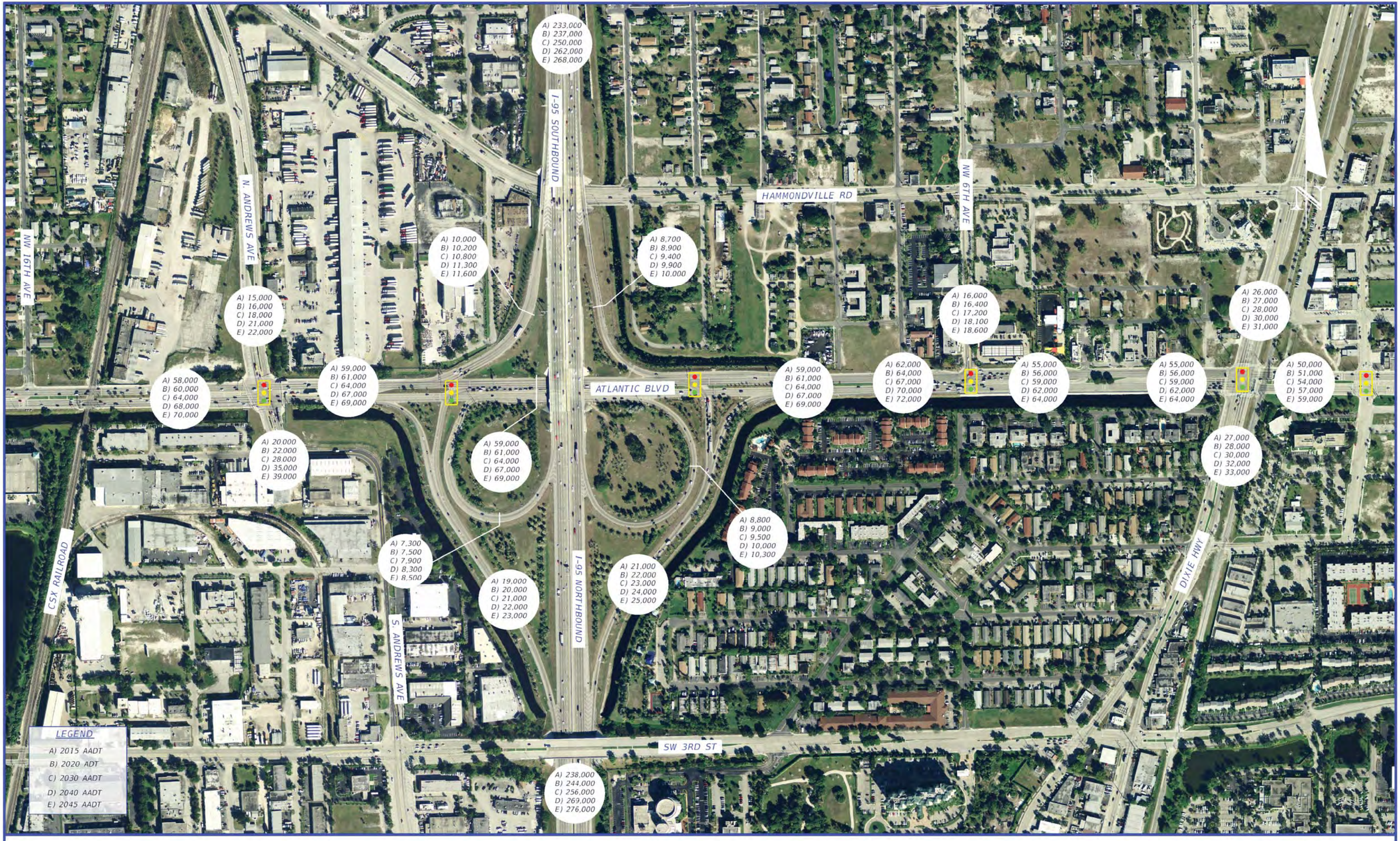


FIGURE 14 FORECASTED FUTURE AADT I-95 AT ATLANTIC BLVD INTERCHANGE

Appendix D. Existing Conditions Vissim Model Development and Calibration Report

March 27, 2018

SR-9/I-95 from South of SR-870/Commercial Boulevard to North of Cypress Creek Road

VISSIM Model Development and Calibration Report

Financial Project ID: 435808-1-22-02

Prepared by HDR Engineering for
Florida Department of Transportation District 4
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

February 3, 2017



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1 Introduction

The Florida Department of Transportation (FDOT), District Four, is conducting a Project Development and Environment (PD&E) Study at the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges. The primary purpose for this project is to increase capacity on I-95 and at the Cypress Creek Road and Commercial Boulevard interchanges. The project is also intended to improve safety within the vicinity, including access to I-95 and the arterial intersections. A Systems Interchange Modification Report (SIMR) is being prepared as part of the PD&E Study to document the evaluation of the proposed alternatives for the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges.

The purpose of this study is to develop a calibrated traffic simulation model capable of replicating existing traffic conditions, and best suited to evaluate future operations of the No-Build and Build alternatives. This document presents the Existing Conditions simulation model development and calibration results to support the I-95/Commercial Boulevard and I-95/Cypress Creek Road SIMR.

2 Study Area

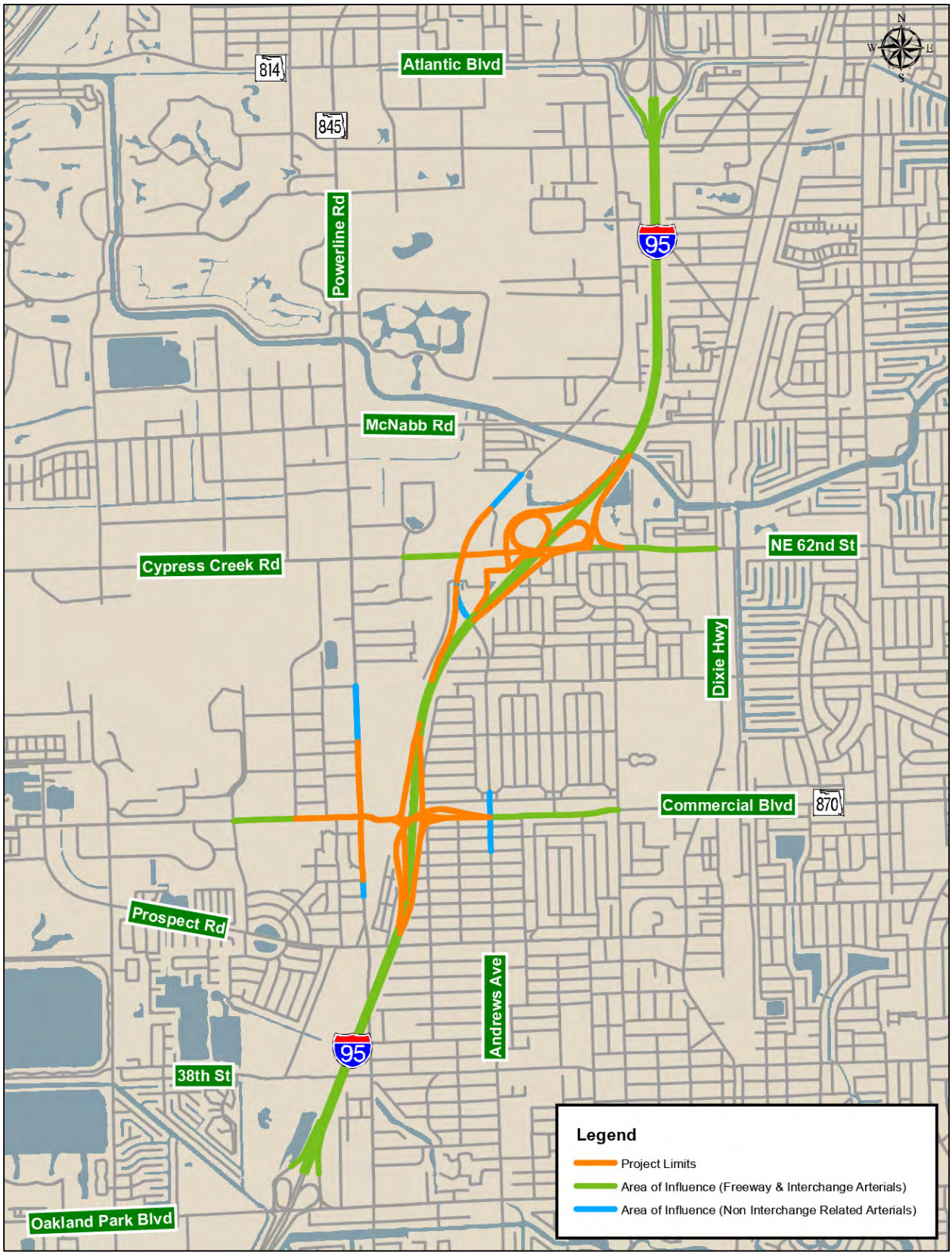
The project limits include Commercial Boulevard from NW 12th Avenue to Andrews Avenue, Cypress Creek Road from Andrews Avenue to the I-95 northbound ramp terminal, and I-95 from south of Commercial Boulevard to north of Cypress Creek Road. The simulation study area also includes an area of influence outside the project limits. The overall project location and area of influence is shown on Figure 1.

2.1 Area of Influence

The area of influence along Commercial Boulevard is from NW 15th Avenue to NE 6th Avenue. On Cypress Creek Road, the area of influence extends from NW 6th Way to Dixie Highway (SR 811). Because the Build Alternative may include modifications to several intersections along Powerline Road and Andrews Avenue, the arterials of Powerline Road from NW 46th Street to NW 56th Street and Andrews Avenue from the west end of the I-95/Andrews Avenue overpass bridge to NW 66th Street are considered to be in the area of influence for this project.

The area of influence along I-95 is from the north oriented ramps of the I-95/Oakland Park Boulevard interchange to the south-oriented ramps of the I-95/Atlantic Boulevard (SR 814) interchange. The south-oriented ramps at the Atlantic Boulevard interchange and the north oriented ramps at the Oakland Park Boulevard interchange are included to ensure that the ramps are not adversely impacted by the proposed improvements at the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges. The ramp terminal intersections at the Atlantic Boulevard and Oakland Park Boulevard interchanges are not part of the area of influence and therefore were not considered for analysis.

Figure 1. Project Location and Area of Influence



The project limits and area of influence includes the following ramps and intersections:

- **Oakland Park Boulevard**
  a. Oakland Park Boulevard Southbound I-95 Off Ramp
  b. Oakland Park Boulevard Northbound I-95 On Ramp
- **Commercial Boulevard**
  - Commercial Boulevard/NW 15th Avenue
  - Commercial Boulevard/NW 12th Avenue
  - Commercial Boulevard/Powerline Road
  - Commercial Boulevard/Southbound I-95 Ramp Terminal
  - Commercial Boulevard/Northbound I-95 Ramp Terminal
  - Commercial Boulevard/Andrews Avenue
  - Commercial Boulevard/NE 3rd Avenue
  - Commercial Boulevard/NE 6th Avenue
- **Cypress Creek Road**
  - Cypress Creek Road/NW 6th Way
  - Cypress Creek Road/Andrews Avenue
  - Cypress Creek Road/Southbound I-95 Ramp Terminal
  - Cypress Creek Road/Northbound I-95 Ramp Terminal
  - Cypress Creek Road/Southbound I-95 Park-n-Ride On Ramp
  - Cypress Creek Road/Northbound I-95 Park-n-Ride Off Ramp
  - Cypress Creek Road/NE 7th Avenue
  - Cypress Creek Road/NE 9th Avenue
  - Cypress Creek Road/Dixie Highway
- **Atlantic Boulevard**
  - Atlantic Boulevard Southbound I-95 On Ramp
  - Atlantic Boulevard Northbound I-95 Off Ramp
- **Powerline Road**
  - Powerline Road/NW 46th Street
  - Powerline Road/NW 51st Place
  - Powerline Road/NW 53rd Court
  - Powerline Road/NW 56th Street
- **Andrews Avenue**
  - Andrews Avenue/NE 48th Street
  - Andrews Avenue/NE 51st Court
  - Andrews Avenue/Southbound I-95 Ramp Terminal
  - Andrews Avenue/N Andrews Way
  - Andrews Avenue/NE 1st Avenue (northern connection)
  - Andrews Avenue/NW 66th Street

3 Model Development

The existing conditions simulation models for the study area were developed using VISSIM version 9.00-05, a widely-used, behavior-based multi-purpose traffic microsimulation program. VISSIM tracks individual vehicle movements and interactions more realistically than typical HCM methods and quantifies the performance of individual movements and overall delays and queue lengths for freeways, ramps, and intersections. Model assumptions, parameters, and network coding techniques are discussed in the following subsections. All assumptions are based on the traffic conditions collected in the field in March, 2016.

3.1 Data Inputs

Multiple data sources were used to develop the data inputs and calibration targets used in the VISSIM models for the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchange improvement project. The VISSIM model data inputs, sources, and what they were used for are shown in Table 1 below.

Table 1. VISSIM Model Data Inputs

Data	Source	Use
Traffic Volumes	CTS/FDOT	Input and Calibration
Origin-Destination	FDOT	Input
Signal Timing	Broward County	Input
Speed	CTS/RITIS	Input and Calibration
Travel Time	CTS	Calibration
Queue Length	CTS	Calibration
Train Crossing	Tri-Rail/Amtrak/CTS	Input and Calibration

Detailed information on the development of peak hour traffic volumes for calibration and analysis is provided in the *I-95 Commercial/Cypress Future Traffic Volume Development* memo, dated September 2016.

3.2 Model Geometrics

Scaled aerial photography was utilized to develop the base VISSIM network and establish intersection lane configurations, stop bar locations, and turn pocket lengths. The high resolution aerials were also used to accurately model merge, weave, diverge, and lane drop sections on I-95. The information collected from the aerial photography was verified if necessary during field observations. Model input links were extended to

two miles on I-95 and between 1,500 and 3,000 feet on arterials to provide sufficient distance for lane changes as vehicles enter the network.

3.3 Vehicle Inputs

Balanced traffic volumes were summarized in 15-minute intervals using existing count data in order to represent the traffic fluctuations during simulated peak hours, which allowed the VISSIM models to more-closely represent traffic arrival patterns and queuing on the freeway and at study intersections. The VISSIM models included a 1-hour shoulder period before the peak hour and a 30-minute dissipation period after the peak hour. Due to congestion in the study area, particularly on I-95, the shoulder hour allows congestion to build prior to the peak hour. The dissipation period controls how long the congestion lasts or how quickly it subsides.

Based on existing count data, traffic volumes in the shoulder hour were 87 percent and 93 percent of the AM and PM peak hour volumes, respectively. Traffic volumes during the dissipation period were 87 percent of both the AM and PM peak hour volumes. Given that these percentages are based on counts taken when the network is at or near capacity, these values were modified where appropriate in order to more accurately meet demand levels required to achieve the levels of congestion observed in the field.

3.4 Traffic Composition

Traffic compositions (car and truck percentages) were derived from existing count data for all model inputs except I-95. The peak hour truck percentage for I-95 was calculated following FDOT guidelines. FDOT guidelines assume that the peak hour truck percentage is equal to half of the daily truck percentage. A uniform truck percentage of 3 percent was calculated for the I-95 mainline. Peak hour truck percentages were between 1 and 2 percent on both Cypress Creek Road and Commercial Boulevard.

3.5 Vehicle Models and Distribution

Car and heavy vehicle distributions were based on the VISSIM North American default vehicle fleet developed by PTV America in January 2010. The model distribution for cars is based on North American car sales data and is shown in Table 2. The model distribution for trucks is based on an FHWA truck size and weight study and is shown in Table 3.

Table 2. Car Models and Distribution

#	Brand	Name	Type	Percentage	3D Vehicle Model
1		F-150	Truck	19.23%	LtTruck_Ford_F150_2009.v3d
2		Silverado	Truck	15.09%	LtTruck_Chevrolet_Silverado_2008.v3d
3		Camry	Car	13.46%	Car_Toyota_Camry_2006.v3d
4		Explorer	SUV	10.57%	SUV_Ford_Explorer_2008.v3d
5		Accord	Car	12.91%	Car_Honda_Accord_2003.v3d
6		Voyager	Truck	5.52%	Van_Plymouth_Voyager_1999.v3d
7	Jeep	Grand Cherokee	SUV	5.84%	SUV_Jeep_Grand_Cherokee_2002.v3d
8		Quest	Car	6.41%	Van_Nissan_Quest_1995.v3d
9	GMC	Yukon	SUV	4.99%	SUV_GMC_Yukon_XL_2008.v3d
10		Altima	Car	5.96%	Car_Nissan_Altima_2005.v3d

Table 3. Truck Models and Distribution

#	Vehicle Class	Percentage	3D Vehicle Model	
			Tractor	Trailer
1	5-Axle Tractor Semi-trailer	43.0%	HGV_wb50_tractor.v3d	HGV_wb50_trailer.v3d
2	3-Axle Single Unit Truck	24.9%	truck.v3d	
3	4-Axle Tractor Semi-trailer	9.5%	HGV_wb40_tractor.v3d	HGV_wb40_trailer.v3d
4	4-Axle or more Single Unit Truck	4.4%	HGV_flatbed_truck.v3d	
5	3-Axle Tractor Semi-trailer	4.2%	HGV_wb67d_tractor.v3d	HGV_wb67d_trailer.v3d
6	6-Axle Tractor Semi-trailer	4.0%	HGV_wb65_tractor.v3d	HGV_wb65_trailer.v3d

3.6 Vehicle Routing

Traffic patterns in VISSIM were modeled using static routes and routing decisions. Vehicle routing through the study area, where multiple intersections exist, was achieved through the development of Origin-Destination (OD) matrices. Three separate OD matrices were developed; one for the I-95 mainline and on/off-ramps, one for the Commercial Boulevard interchange, and one for the Cypress Creek Road interchange. The OD matrices were estimated by performing a detailed OD study around the Commercial Boulevard and I-95 northbound off-ramp and evaluating permitted/prohibited movements and calculating the ratios of individual turn movements at each intersection.

A detailed OD study was performed by CTS in March 2015 for the I-95 northbound off-ramp at Commercial Boulevard in order to better understand traffic patterns for traffic exiting I-95 northbound and turning left towards the Powerline Road intersection. Detailed information on the OD study is provided in the *I-95 at Commercial Blvd Interchange OD Data Collection* memo, dated March 2015.

The OD matrices were developed based on the peak hour volumes and applied throughout the peak period. Considering the complexity of balancing multiple hourly OD

matrices for I-95 and each interchange, it was decided to base the routing decisions on only the peak hour and adjust the model input volumes for the peak period. The same traffic patterns were assumed for both cars and trucks, resulting in routing decisions that were applied to all vehicle types.

3.7 Speed Distributions

Speed distribution profiles were developed for I-95, Commercial Boulevard, and Cypress Creek Road based on an off-peak spot speed study conducted between 9:00 PM and 11:00 PM. The spot speed study was performed on I-95, between the Commercial Boulevard and Cypress Creek Road interchanges, and on Commercial Boulevard east of Andrews Avenue and west of Powerline Road. A speed distribution curve for Commercial Boulevard was developed using the combined spot speed data for both directions at both locations. This speed distribution curve was also applied to Cypress Creek Road since both arterials are posted 45 mph.

In general, speed limits were used to define the speed distributions on all other roadways within the study area, including the eastern segment of Cypress Creek Road that is posted 35 mph. Desired speed distributions used in the VISSIM models are shown below in Table 4. Speed decisions were used in the models to generate desired vehicle speeds at various roadway segments and reduced speed areas were strategically placed in locations where vehicles need to reduce their speed due to roadway alignment or for turning movements at intersections.

Table 4. VISSIM Desired Speed Distributions

Facility or Speed Function	Posted Speed (mph)	Min Speed	85th Percentile	Max Speed
I-95 Southbound	65	51.0	69.0	80.0
I-95 Northbound	65	52.0	69.0	80.0
Commercial Boulevard	45	36.0	50.5	62.0
Cypress Creek Road	45	36.0	50.5	62.0
20 mph	20	18.0	19.7	20.0
25 mph	25	22.5	26.7	27.5
30 mph	30	25.0	33.5	35.0
35 mph	35	30.0	38.5	40.0
40 mph	40	35.0	43.5	45.0
45 mph	45	40.0	48.5	50.0
50 mph	50	45.0	53.5	55.0

Facility or Speed Function	Posted Speed (mph)	Min Speed	85th Percentile	Max Speed
55 mph	55	50.0	57.5	60.0
70 mph	70	60.0	78.0	85.0
Regular Right turns	n/a	8.5	11.0	11.5
Regular Left turns	n/a	13.0	16.4	17.0

3.8 Lane Change Distance and Emergency Stop Distance

The look-back or lane change distance defines the distance at which vehicles attempt to change lanes. The longer the distance, the farther back the driver prepares for their next turning movement before making the movement, thus resulting in better lane utilization. Lane change distances were initially set to a default value of 1,500 feet for arterials and 2,000 feet for freeways and adjusted, where necessary, to match field conditions and calibrate congestion levels. Lane change distances for freeway off-ramps ranged from 2,000 feet to nearly 2 miles. Known decision making patterns and engineering judgment were also used to assess the assumptions and modifications that were made where applicable.

Emergency stop is the last possible position where a vehicle can change lanes. The default value for emergency stops is 16.4 feet and was increased to 50 feet at intersections and 100 feet where diverges occurred in the model in order to allow enough space for vehicles to make decisions prior to being too close to an intersection or diverge location, especially at higher speeds. Similar to the lane-change distances, emergency stop distances were adjusted, where necessary, to match field conditions and calibrate congestion levels.

3.9 Signal Operations and Stop Control

Signal timing and phasing used in the AM and PM peak period models were provided by Broward County. Field investigations were conducted at selected locations to verify signal phasing, protected/permissive movements, right-turn-on-red behaviors, and overlap phasing. Stop control was also coded in the model for unsignalized intersections. The peak hour signal timing was assumed constant for the entire peak period. With the exception of the Commercial Boulevard and I-95 interchange, all intersections were coded with an individual signal controller using VISSIM's ring barrier controller (RBC) module. The Commercial Boulevard and I-95 ramp terminal intersections share a single signal controller.

3.10 Rail Crossings

Rail crossings at Commercial Boulevard and Cypress Creek Road were included in the VISSIM models to replicate the impacts to traffic when a train passes through the study area. Both northbound and southbound trains traveling at 79 mph were added to the

network based on the existing peak hour schedules for Tri-Rail and Amtrak. On Commercial Boulevard, rail crossing events lasted an average of 38 seconds based on field collected data (see Appendix A). For modeling purposes, a closure time of approximately 40 seconds was used, with a 5 second “yellow” time allowing approaching vehicles to cross during the initial gate warning and closing sequence. It is assumed that all vehicles are stopped at the crossing after this “yellow” phase.

At Cypress Creek Road, there is a Tri-Rail station south of the crossing that impacts the gate closure times when a northbound train arrives at the station. Based on the gate closure times collected in the field, there is at least one crossing event in the peak hour where the gates close for an extended amount of time or open and close in quick succession within a short period. This results in significant queuing on Cypress Creek Road and the I-95 southbound off-ramp. For modeling purposes, this extended gate closure time was achieved by adjusting the dwell time distribution at the station so that both shorter and longer crossings would occur.

3.11 Multiple Model Runs and Simulation Output

Due to the varying nature of the simulations between runs with different random seed numbers, VISSIM results can differ significantly from one run to the next. In order to improve model accuracy, multiple runs are required and the results should be calculated using an average of these runs. Ten runs were performed for the existing conditions models, with random seed numbers ranging from 1111 to 11110 with increments of 1111.

4 Model Calibration

Calibration is an iterative process that involves adjusting model parameters until the simulation reasonably replicates driver behavior, traffic flow patterns, and field-measured data. The calibration process used for the VISSIM models followed FDOT and FHWA guidelines for determining the acceptability of model results as compared to existing operations. A synopsis of the calibration process follows, with emphasis placed on identifying the key decisions and assumptions made in the refinement process to achieve the calibration targets outlined in subsection 4.5 and 4.6.

4.1 Visual Checking and Error Correction

The visual checking and error correction process focused on addressing coding errors before the calibration process began. This process involved reviewing data inputs, VISSIM error reports and model animations. Although primarily performed during model development, visual checking and error correction is still an important process that should be performed during calibration. When making changes to driver behavior or other model parameters, this step helps ensure that unintended consequences are minimized in the model.

Data inputs included network geometry, traffic volumes, signal timing, and route choices, and were reviewed by the model developer as well as a quality control reviewer. VISSIM

produces an error file after each simulation run. This can include vehicle removal, signal issues, end of link errors, and various others. Critical errors in the model were accounted for and corrected during this step. Visual checking of the animation was performed to check for abnormal driving behavior or irregular queuing within the network and to identify coding parameters subject to additional refinement.

4.2 Calibration Targets

The objective of model calibration is to match model performance estimates and the field performance measurements. However, there is a limit to the accuracy that results from an extensive process of matching the model to the field conditions, since observations on different days will naturally yield slightly different results due to normal fluctuations in traffic patterns. The following calibration targets were used based on the *FDOT Traffic Analysis Handbook* and the *FHWA Traffic Analysis Toolbox*:

1. Hourly Flows (Model Versus Observed)
    a. Simulated and measured link volumes for more than 85% of links to be:
        i. Within 100 vph for volumes less than 700 vph
        ii. Within 15% for volumes between 700 vph and 2700 vph
        iii. Within 400 vph, for volumes greater than 2700 vph
    b. Simulated and measured link volumes for more than 85% of links to have a GEH statistic value of five (5) or lower.
    c. Sum of link volumes within calibration area to be within 5%.
    d. Sum of link volumes to have a GEH statistic value of 5 or lower.
2. Travel Time
    a. Simulated travel time within +/- 1 minute for routes with observed travel times less than 7 minutes.
    b. Simulated travel time within +/- 15% for routes with observed travel times greater than 7 minutes.
3. Speed
    a. Modeled average speeds to be within +/- 10 mph of field-measured speeds on at least 85% of measurement locations.
4. Visual Audits
    a. Check consistency with field conditions of the following: on- and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersections and congested links; lane utilization/choice; location of bottlenecks; etc.
    b. Critical queue lengths are visually acceptable to the satisfaction of analysts and reviewers.

4.3 Volume Validation

The GEH statistic used for traffic volume calibration compares expected or measured volumes with volume output from the microsimulation model and is calculated using the following formula:

$$GEH = \sqrt{\frac{2(m-c)^2}{m+c}}$$

Notes:
m = output traffic volume from the simulation model (vph)
c = input traffic volume (vph)

The GEH is scored using the following classification:

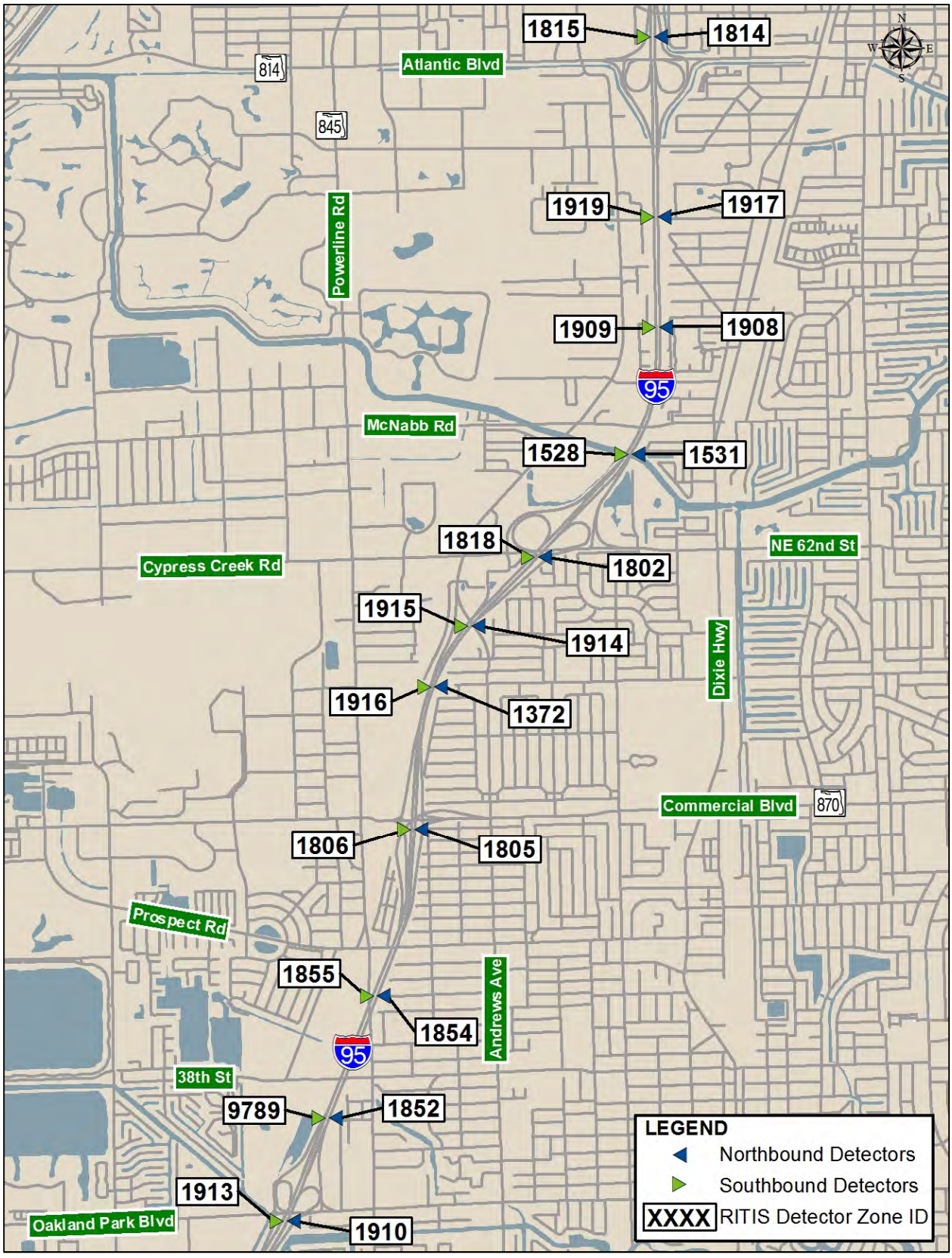
GEH < 5.0	**Acceptable fit**
5.0 <= GEH <= 10.0	Caution: possible model error or bad data
GEH > 10.0	Unacceptable

Using GEH instead of difference percentages allows for a better acceptance over a wider range of volumes. GEH is not linear and places less importance on links with low expected volumes while allowing for variation at high volume locations. GEH values higher than 5 should warrant investigation and values over 10 indicate there may be an error with the model.

4.4 Speed Validation

Speed data for calibration on I-95 was obtained from RITIS. RITIS maintains all FDOT District Four detector data in addition to several other FDOT Districts. The RITIS database was used to calculate average 15-minute, weekday speeds (Tuesday, Wednesday, and Thursday) between April 12, 2015 and May 19, 2015. A total of 22 RITIS detectors (11 per direction) within the project limits and influence area were used for calibration. The RITIS detector locations are shown below in Figure 2.

Figure 2. RITIS Detector Locations



4.5 Freeway Calibration Parameters

The primary freeway calibration parameters included driver behavior parameters related to car following and lane changing as well as connector look back distances. Drivers in South Florida are known to adapt their driving behavior to traffic conditions and will accept shorter gaps and higher densities on congested networks. Ultimately, the driver behavior directly relates to the capacity of the links they are associated with. For lower capacity sections, more conservative driver behavior parameters are used, and for higher capacity sections, more aggressive driver behavior. The driving behavior parameters for each type were varied to allow for increased headways, improved lane change (ramp merge cooperation) behavior, and overall driver aggressiveness. A total of six link/driver behavior types were developed to model the freeway segments:

- Basic Freeway
- Lower Capacity Merge/Diverge
- Lower Capacity Weave
- Higher Capacity Merge/Diverge
- Higher Capacity Weave
- Freeway S-curve

The freeway S-curve link/driver behavior type was developed to model the north section of I-95 from south of Atlantic Boulevard to Commercial Boulevard. This segment is configured as an S-curve with multiple horizontal curvatures limiting sight distance and a short weaving segment between Cypress Creek Road and Commercial Boulevard. The S-curve link/behavior type has a lower saturation flow rate and the driver behavior parameters were adjusted to reflect the observed increased headway and reduction in capacity. Reduced speeds (55 mph) were also implemented on the horizontal curves to reflect the field observed driving behavior and achieve the desired level of congestion.

For all freeway driving behaviors, the Wiedemann 99 car following model was used. The only car following model parameters that were changed were the CC0 (Standstill Distance) and the CC1 (Headway Time) parameters. For merge areas, the headways were increased to allow for better gaps for vehicles to merge. In some areas, higher capacity behavior was needed to allow for traffic to flow through (increased saturation flow rates = higher capacity section). Lower and Higher capacity driver behavior parameters were required for merge, diverge and weave areas in order to achieve calibration of the RITIS speed and field collected travel times.

In addition to modifying the Wiedemann 99 car following model parameters, the look ahead distances, number of observed vehicles, and look back distances were also adjusted under the general car following parameters. Table 5 below summarizes the adjustments made to the default “Freeway” driver behavior parameters in VISSIM in order to better replicate observed field conditions.

A critical parameter in calibrating the freeway models were the connector lane change distances. This parameter controls where vehicles begin to react and change lanes in anticipation of the freeway ramps. Starting with shorter distances and adjusting based on area specific driving behavior and lane utilization is critical in achieving the desired

congestion levels in merge, diverge and lane drop areas, especially in areas with multiple decision points. When drivers are familiar with the area, particularly during peak periods (commuter traffic), drivers often change lanes to get into the correct lanes for their downstream movement well before the ramp diverge. Therefore, increasing the lane change distance to a mile or more ahead of the decision point is often needed to achieve the desired driver behavior, lane utilization and level of congestion.

Table 5. VISSIM Freeway Driver Behavior Parameters

Freeway Driving Behavior Parameters			Units	Default	Basic Freeway	Lower Capacity Merge/Diverge	Lower Capacity Weave	Higher Capacity Merge/Diverge	Higher Capacity Weave	Freeway S-curve
Car Following Parameters	Look Ahead	Look Ahead Distance (max)	(ft)	820	1000	1000	1000	1000	1000	1000
		Observed Vehicles	--	2	6	6	6	6	6	4
		Look Back Distance (max)	(ft)	492	1000	1000	1000	1000	1000	1000
	Wiedemann 99 Freeway Model	CC0 (Standstill Distance)	(ft)	4.92	5.00	5.00	5.00	4.50	5.00	5.00
		CC1 (Headway Time)	(s)	0.90	1.05	1.19	1.19	1.02	1.09	1.35
		CC2 (Following Variation)	(ft)	13.12	--	--	--	--	--	--
		CC3 (Threshold for Following)	--	-8.00	--	--	--	--	--	--
		CC4 (Negative Following Threshold)	--	-0.35	--	--	--	--	--	--
		CC5 (Positive Following Threshold)	--	0.35	--	--	--	--	--	--
		CC6 (Speed Dependency of Oscillation)	--	11.44	--	--	--	--	--	--
		CC7 (Oscillation Acceleration)	(ft/s^2)	0.82	--	--	--	--	--	--
		CC8 (Standstill Acceleration)	(ft/s^2)	11.48	--	--	--	--	--	--
		CC9 (Acceleration at 50 mph)	(ft/s^2)	4.92	--	--	--	--	--	--

Freeway Driving Behavior Parameters			Units	Default	Basic Freeway	Lower Capacity Merge/Diverge	Lower Capacity Weave	Higher Capacity Merge/Diverge	Higher Capacity Weave	Freeway S-curve
Lane Change Parameters	Own	Maximum Deceleration (Own)	(ft/s^2)	-13.12	--	--	--	--	--	--
		-1 ft/s^2 per distance	(ft)	200	--	--	--	--	--	--
		Accepted Deceleration	(ft/s^2)	-3.28	--	--	--	--	--	--
	Trailing	Maximum Deceleration (Trailing)	(ft/s^2)	-9.84	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12
		-1 ft/s^2 per distance	(ft)	200	200	200	200	200	200	200
		Accepted Deceleration	(ft/s^2)	-1.64	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28
	Other Lane Change Parameters	Waiting Time before Diffusion	(s)	60	120	120	120	120	120	120
		Minimum Headway (Front/Rear)	(ft)	1.64	--	1.50	1.50	1.50	1.75	1.64
		Safety Distance Reduction Factor		0.60	--	0.55	0.55	0.35	0.40	0.55
		Maximum Deceleration for Cooperative Braking	(ft/s^2)	-9.84	-13.00	-12.50	-12.50	-12.50	-12.50	-13.00
		Overtake Reduced Speed Areas	(Y/N)	N	--	--	--	--	--	--
		Advanced Merging	(Y/N)	Y	--	--	--	--	--	--
		Cooperative Lane Change	(Y/N)	N	Y	Y	Y	Y	Y	Y
		Maximum Speed Difference	(mph)	6.71	--	12.00	10.00	8.00	8.00	8.00
		Maximum Collision Time	(s)	10.00	--	15.00	12.00	10.00	10.00	10.00

4.6 Arterial and Ramp Calibration Parameters

Calibration parameters for arterials and ramps are based on the default "Urban Motorized" driver behavior with a few modifications to better replicate existing conditions. The following car following parameters were modified:

- Look ahead distance: The max look ahead distance was changed from a default value of 820 feet to 1,000 feet. The number of observed vehicles was increased to 6 from the default value of 2.

In addition to the car following parameters described above, the following lane change parameters were adjusted:

- Maximum deceleration (necessary lane change): The maximum deceleration for the trailing vehicle was set to the same value as the "own" vehicle at -13.12 ft/s^2.
- Minimum headway: Defines the minimum distance to the vehicle in front of the driver that must be available for a lane change to occur in a standstill condition. The default value of 1.64 feet was changed to 1.50 feet.

- Safety distance reduction factor: The safety distance reduction factor was reduced from 0.60 to 0.50 to reflect a more aggressive driver behavior.
- Waiting time before diffusion: The waiting time before diffusion was increased from 60 to 120 seconds to reduce the number of vehicles removed from the network due to longer cycle lengths and high congestion levels.
- Cooperative lane change: This parameter was enabled (checked) to enhance merging, with a maximum speed difference of 10.00 mph and a maximum collision time of 10.00 seconds.

These changes resulted in traffic conditions on the arterials and off-ramps that were generally consistent with field observed conditions.

4.7 Localized Calibration Parameters

The I-95 corridor experiences recurring congestion within the study area in both the AM and PM peak periods that was validated by field observations and the RITIS speed data. In addition to modifying global driver behavior parameters, localized adjustments to lane change distances and other network elements were required in order to achieve the desired levels of congestion. Key adjustments are discussed below:

- Lane change distances on each off-ramp on I-95 were modified to achieve correct lane utilization, travel times, speeds and congestion levels. These distances were modified based on field observations and engineering judgment.
- Lane change distances on both the Commercial Boulevard and Cypress Creek Road turning movement connectors were adjusted to achieve proper lane utilization for observed queuing and travel times that were witnessed in the field. These adjustments were used for both the AM and PM peak periods.
- Priority rules were used to avoid blocking of intersections in areas that experienced queue spillback, specifically near the railroad crossings. These priority rules improved the driver behavior in the area to more accurately reflect field observed gap acceptance and saturated driving conditions in the area of the railroad crossings and adjacent intersections.
- Desired speed decisions on I-95 entering the model were adjusted, as the influence of ramps outside the study area impacts the driver behavior and congestion levels coming into the model. Speeds entering the model were modified to reflect RITIS data and field observations. This was necessary to match travel times and RITIS speeds within the influence areas of the VISSIM models.
- Reduced speed areas were used on the south portion of I-95 to replicate downstream congestion outside of the study area. The time sensitive speeds were replicated based on field observations and RITIS speed data for the PM peak period. No speed reductions were necessary in the AM peak period, as there was no observed congestion immediately downstream of the Oakland Park Boulevard interchange during this time period.

5 Calibration Results

The results of the VISSIM calibration process were used to validate queue lengths, traffic volumes, travel times, and speeds. While a peak period analysis was performed using a shoulder hour and a dissipation period, the calibration results discussed in the following subsections are for the peak hour only.

5.1 Queue Length Validation

The modeled maximum approach queue lengths were visually matched to field observed queue lengths. Queue length validation was particularly important at the Cypress Creek Road interchange, where significant queuing was observed on Cypress Creek Road and the I-95 southbound off-ramp as a result of the nearby rail crossing. Based on visual observations, the queue lengths in the VISSIM simulation model were within acceptable limits when compared to the queue lengths observed in the field.

5.2 Traffic Volume Validation

A comparison of the AM and PM peak hour modeled traffic volumes and balanced field- collected volumes for I-95 and at each intersection are provided in Table 6 and Table 7. The traffic volume summaries are based on total volume (sum of all turning movements) at the intersections and both the I-95 mainline and on- and off-ramp volumes at each ramp junction. Individual movement results for each intersection are provided in Appendix B.

As shown below, the AM and PM peak hour traffic volumes, as measured in the VISSIM simulation models, correlate well with the balanced field-collected volumes, with a calculated GEH of 2.2 or less for all intersections. On I-95, all mainline and ramp volumes have a calculated GEH of less than 2 during the AM peak hour. During the PM peak hour, all mainline and ramp volumes have a calculated GEH of 5 or less with the exception of three locations on I-95; southbound I-95 at the off-ramp to Cypress Creek Road, southbound I-95 at the on-ramp from westbound Cypress Creek Road, and southbound I-95 at the on-ramp from Andrews Avenue. The calculated GEH for these mainline volumes is between 5.4 and 6.0.

While these specific locations do not meet the GEH target, it is important to note that they are still within an acceptable range for calibration and that the volumes are being served within the study area. The VISSIM data collection at the ramp junctions does not capture traffic that is queued, however 100 percent of the traffic volumes on I-95 are served not only in the peak hour, but for the entire 2 ½ hour peak period.

Given that southbound I-95 is heavily congested during the PM peak period, as evidenced in the speed validation (see subsection 5.4), and that it is difficult to match balanced demand volumes to simulated volumes when congestion is occurring, it is concluded that the volume output in the VISSIM models are a good representation of existing conditions.

Table 6. Traffic Volume Summary – AM Peak Hour

Intersection/Ramp Junction	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
				vph	%			
Cypress Creek Rd & 6th Way	3920	3907	0.2	-13	-0.3%	+/- 400 vph	Yes	Yes
Andrews Ave & 66th St	1735	1729	0.1	-6	-0.3%	+/- 15%	Yes	Yes
Andrews Ave & 1st Ave	1815	1802	0.3	-13	-0.7%	+/- 15%	Yes	Yes
Andrews Ave & Andrews Way	2625	2613	0.2	-12	-0.5%	+/- 15%	Yes	Yes
Cypress Creek Rd & Andrews Ave	5665	5639	0.3	-26	-0.5%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & I-95 SB Terminal	4450	4408	0.6	-42	-0.9%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & I-95 NB Terminal	5700	5665	0.5	-35	-0.6%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & 7th Ave	3485	3445	0.7	-40	-1.1%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & 9th Ave	3030	3005	0.5	-25	-0.8%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & Dixie Highway	3825	3807	0.3	-18	-0.5%	+/- 400 vph	Yes	Yes
Commercial Blvd & 15th Ave	3905	3880	0.4	-25	-0.6%	+/- 400 vph	Yes	Yes
Commercial Blvd & 12th Ave	3810	3798	0.2	-12	-0.3%	+/- 400 vph	Yes	Yes
Powerline Rd & 56th Ave	2975	2957	0.3	-18	-0.6%	+/- 400 vph	Yes	Yes
Powerline Rd & 53rd Court	2815	2794	0.4	-21	-0.7%	+/- 400 vph	Yes	Yes
Powerline Rd & 51st Pl	2875	2849	0.5	-26	-0.9%	+/- 400 vph	Yes	Yes
Powerline Rd & 46th St	1865	1849	0.4	-16	-0.9%	+/- 15%	Yes	Yes
Commercial Blvd & Powerline Rd	6245	6204	0.5	-41	-0.7%	+/- 400 vph	Yes	Yes
Commercial Blvd & I-95 SB Terminal	4805	4745	0.9	-60	-1.2%	+/- 400 vph	Yes	Yes
Commercial Blvd & I-95 NB Terminal	4980	4906	1.1	-74	-1.5%	+/- 400 vph	Yes	Yes
Andrews Ave & 51st Court	1440	1431	0.2	-9	-0.6%	+/- 15%	Yes	Yes
Andrews Ave & 48th St	1280	1281	0.0	1	0.1%	+/- 15%	Yes	Yes
Commercial Blvd & Andrews Ave	5730	5642	1.2	-88	-1.5%	+/- 400 vph	Yes	Yes
Commercial Blvd & 3rd Ave	4115	4056	0.9	-59	-1.4%	+/- 400 vph	Yes	Yes
Commercial Blvd & 6th Ave	4620	4567	0.8	-53	-1.1%	+/- 400 vph	Yes	Yes
SB I-95 North of Atlantic Blvd	6575	6555	0.2	-20	-0.3%	+/- 400 vph	Yes	Yes
SB On-Ramp from Atlantic Blvd	1225	1213	0.3	-12	-1.0%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from Atlantic Blvd	6575	6541	0.4	-34	-0.5%	+/- 400 vph	Yes	Yes
SB Off-Ramp to Cypress Creek Rd	630	623	0.3	-7	-1.1%	+/- 100 vph	Yes	Yes
SB I-95 at SB Off-Ramp to Cypress Creek Rd	7175	7110	0.8	-65	-0.9%	+/- 400 vph	Yes	Yes
SB On-Ramp from Cypress Creek Rd WB	570	555	0.6	-15	-2.6%	+/- 100 vph	Yes	Yes
SB I-95 at SB On-Ramp from Cypress Creek Rd WB	7175	7103	0.9	-72	-1.0%	+/- 400 vph	Yes	Yes
SB On-Ramp from Andrews Ave	755	758	0.1	3	0.4%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from Andrews Ave	7770	7652	1.3	-118	-1.5%	+/- 400 vph	Yes	Yes
SB Off-Ramp to Commercial Blvd	1065	1056	0.3	-9	-0.8%	+/- 15%	Yes	Yes
SB I-95 at SB Off-Ramp to Commercial Blvd	7460	7329	1.5	-131	-1.8%	+/- 400 vph	Yes	Yes
SB On-Ramp from EB Commercial Blvd	705	705	0.0	0	0.0%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from EB Commercial Blvd	7460	7312	1.7	-148	-2.0%	+/- 400 vph	Yes	Yes
SB On-Ramp from WB Commercial Blvd	1080	1050	0.9	-30	-2.8%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from WB Commercial Blvd	8165	8014	1.7	-151	-1.8%	+/- 400 vph	Yes	Yes
NB I-95 North of Oakland Park Blvd	7615	7631	0.2	16	0.2%	+/- 400 vph	Yes	Yes
NB On-Ramp from Oakland Park Blvd	985	979	0.2	-6	-0.6%	+/- 15%	Yes	Yes
NB I-95 at NB On-Ramp from Oakland Park Blvd	7615	7678	0.7	63	0.8%	+/- 400 vph	Yes	Yes
NB Off-Ramp to Commercial Blvd	1955	1952	0.1	-3	-0.2%	+/- 15%	Yes	Yes
NB I-95 at NB Off-Ramp to Commercial Blvd	6645	6708	0.8	63	0.9%	+/- 400 vph	Yes	Yes
NB On-Ramp from Commercial Blvd	830	821	0.3	-9	-1.1%	+/- 15%	Yes	Yes
NB I-95 at NB On-Ramp from Commercial Blvd	6645	6701	0.7	56	0.8%	+/- 400 vph	Yes	Yes
NB Off-Ramp to EB Cypress Creek Rd	955	956	0.0	1	0.1%	+/- 15%	Yes	Yes
NB I-95 at NB Off-Ramp to EB Cypress Creek Rd	6520	6574	0.7	54	0.8%	+/- 400 vph	Yes	Yes
NB Off-Ramp to WB Cypress Creek Rd	1200	1204	0.1	4	0.3%	+/- 15%	Yes	Yes
NB I-95 at NB Off-Ramp to WB Cypress Creek Rd	5320	5374	0.7	54	1.0%	+/- 400 vph	Yes	Yes
NB On-Ramp from Cypress Creek Rd	465	464	0.0	-1	-0.2%	+/- 100 vph	Yes	Yes
NB I-95 at NB On-Ramp from Cypress Creek Rd	5320	5379	0.8	59	1.1%	+/- 400 vph	Yes	Yes

Table 7. Traffic Volume Summary – PM Peak Hour

Intersection/Ramp Junction	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
				vph	%			
Cypress Creek Rd & 6th Way	3805	3811	0.1	6	0.2%	+/- 400 vph	Yes	Yes
Andrews Ave & 66th St	1900	1890	0.2	-10	-0.5%	+/- 15%	Yes	Yes
Andrews Ave & 1st Ave	2090	2077	0.3	-13	-0.6%	+/- 15%	Yes	Yes
Andrews Ave & Andrews Way	3260	3276	0.3	16	0.5%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & Andrews Ave	5830	5831	0.0	1	0.0%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & I-95 SB Terminal	4295	4241	0.8	-54	-1.3%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & I-95 NB Terminal	5185	5167	0.3	-18	-0.3%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & 7th Ave	3610	3576	0.6	-34	-0.9%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & 9th Ave	3100	3079	0.4	-21	-0.7%	+/- 400 vph	Yes	Yes
Cypress Creek Rd & Dixie Highway	4270	4268	0.0	-2	0.0%	+/- 400 vph	Yes	Yes
Commercial Blvd & 15th Ave	4570	4504	1.0	-66	-1.4%	+/- 400 vph	Yes	Yes
Commercial Blvd & 12th Ave	4420	4357	1.0	-63	-1.4%	+/- 400 vph	Yes	Yes
Powerline Rd & 56th Ave	3025	3007	0.3	-18	-0.6%	+/- 400 vph	Yes	Yes
Powerline Rd & 53rd Court	2880	2854	0.5	-26	-0.9%	+/- 400 vph	Yes	Yes
Powerline Rd & 51st Pl	2940	2907	0.6	-33	-1.1%	+/- 400 vph	Yes	Yes
Powerline Rd & 46th St	1915	1903	0.3	-12	-0.6%	+/- 15%	Yes	Yes
Commercial Blvd & Powerline Rd	6515	6446	0.9	-69	-1.1%	+/- 400 vph	Yes	Yes
Commercial Blvd & I-95 SB Terminal	4945	4850	1.4	-95	-1.9%	+/- 400 vph	Yes	Yes
Commercial Blvd & I-95 NB Terminal	4885	4797	1.3	-88	-1.8%	+/- 400 vph	Yes	Yes
Andrews Ave & 51st Court	1330	1330	0.0	0	0.0%	+/- 15%	Yes	Yes
Andrews Ave & 48th St	1505	1491	0.4	-14	-0.9%	+/- 15%	Yes	Yes
Commercial Blvd & Andrews Ave	5900	5736	2.2	-164	-2.8%	+/- 400 vph	Yes	Yes
Commercial Blvd & 3rd Ave	4315	4175	2.1	-140	-3.2%	+/- 400 vph	Yes	Yes
Commercial Blvd & 6th Ave	5400	5268	1.8	-132	-2.4%	+/- 400 vph	Yes	Yes
SB I-95 North of Atlantic Blvd	6250	6231	0.2	-19	-0.3%	+/- 400 vph	Yes	Yes
SB On-Ramp from Atlantic Blvd	1160	1149	0.3	-11	-0.9%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from Atlantic Blvd	6250	6133	1.5	-117	-1.9%	+/- 400 vph	Yes	Yes
SB Off-Ramp to Cypress Creek Rd	670	618	2.0	-52	-7.8%	+/- 100 vph	Yes	Yes
SB I-95 at SB Off-Ramp to Cypress Creek Rd	6740	6304	5.4	-436	-6.5%	+/- 400 vph	No	No
SB On-Ramp from Cypress Creek Rd WB	575	567	0.3	-8	-1.4%	+/- 100 vph	Yes	Yes
SB I-95 at SB On-Ramp from Cypress Creek Rd WB	6740	6254	6.0	-486	-7.2%	+/- 400 vph	No	No
SB On-Ramp from Andrews Ave	1180	1201	0.6	21	1.8%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from Andrews Ave	7550	7081	5.5	-469	-6.2%	+/- 400 vph	No	No
SB Off-Ramp to Commercial Blvd	805	757	1.7	-48	-6.0%	+/- 15%	Yes	Yes
SB I-95 at SB Off-Ramp to Commercial Blvd	7925	7522	4.6	-403	-5.1%	+/- 400 vph	No	Yes
SB On-Ramp from EB Commercial Blvd	990	983	0.2	-7	-0.7%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from EB Commercial Blvd	7925	7536	4.4	-389	-4.9%	+/- 400 vph	Yes	Yes
SB On-Ramp from WB Commercial Blvd	1055	994	1.9	-61	-5.8%	+/- 15%	Yes	Yes
SB I-95 at SB On-Ramp from WB Commercial Blvd	8915	8523	4.2	-392	-4.4%	+/- 400 vph	Yes	Yes
NB I-95 North of Oakland Park Blvd	7955	7959	0.0	4	0.1%	+/- 400 vph	Yes	Yes
NB On-Ramp from Oakland Park Blvd	740	734	0.2	-6	-0.8%	+/- 15%	Yes	Yes
NB I-95 at NB On-Ramp from Oakland Park Blvd	7955	7977	0.2	22	0.3%	+/- 400 vph	Yes	Yes
NB Off-Ramp to Commercial Blvd	1650	1642	0.2	-8	-0.5%	+/- 15%	Yes	Yes
NB I-95 at NB Off-Ramp to Commercial Blvd	7045	7079	0.4	34	0.5%	+/- 400 vph	Yes	Yes
NB On-Ramp from Commercial Blvd	910	892	0.6	-18	-2.0%	+/- 15%	Yes	Yes
NB I-95 at NB On-Ramp from Commercial Blvd	7045	7086	0.5	41	0.6%	+/- 400 vph	Yes	Yes
NB Off-Ramp to EB Cypress Creek Rd	755	756	0.0	1	0.1%	+/- 15%	Yes	Yes
NB I-95 at NB Off-Ramp to EB Cypress Creek Rd	7200	7229	0.3	29	0.4%	+/- 400 vph	Yes	Yes
NB Off-Ramp to WB Cypress Creek Rd	390	396	0.3	6	1.5%	+/- 100 vph	Yes	Yes
NB I-95 at NB Off-Ramp to WB Cypress Creek Rd	6810	6836	0.3	26	0.4%	+/- 400 vph	Yes	Yes
NB On-Ramp from Cypress Creek Rd	815	826	0.4	11	1.3%	+/- 15%	Yes	Yes
NB I-95 at NB On-Ramp from Cypress Creek Rd	6810	6840	0.4	30	0.4%	+/- 400 vph	Yes	Yes

5.3 Travel Time Validation

A comparison of the AM and PM peak hour modeled travel times and field-collected travel times for I-95, Cypress Creek Road, and Commercial Boulevard are shown below in Table 8 and Table 9. Travel time measurements were recorded using GPS loggers for I-95 between Oakland Park Boulevard and Atlantic Boulevard, Commercial Boulevard between NW 15th Avenue and NE 6th Avenue, and Cypress Creek Road between NW 6th Way and Dixie Highway. As shown below, the AM and PM peak hour average travel times, estimated using VISSIM, correlate well with the travel times collected in the field, with the exception of the I-95 northbound segment between Oakland Park Boulevard and Commercial Boulevard in the PM peak hour.

After reviewing the field measured travel time data and the RITIS detector data, it was determined that this travel time segment did not correlate with the speed data. The PM peak period model was therefore calibrated to the RITIS speed data and the subject travel time segment was considered an outlier. Based on the results of the travel time validation, it is concluded that the average travel times in the VISSIM models are a good representation of the existing travel times that were measured in the field.

Table 8. Travel Time Summary – AM Peak Hour

Travel Time Segments				Field Measured	Calibrated Model - VISSIM			Calibration Targets	
Peak Hour	Location	Direction	Segment	Travel Time (mins)	Travel Time (mins)	Difference		Measure	Meets?
						minutes	%		
AM	I-95	NB	Oakland Park to Commercial	3.11	3.16	0.05	1.8%	± 15% or 1 min	Yes
		NB	Commercial to Cypress	1.35	1.41	0.05	3.8%	± 15% or 1 min	Yes
		NB	Cypress to Atlantic	2.06	2.16	0.10	4.7%	± 15% or 1 min	Yes
		SB	Atlantic to Cypress	3.24	2.39	-0.86	26.5%	± 15% or 1 min	Yes
		SB	Cypress to Commercial	1.44	1.51	0.07	5.1%	± 15% or 1 min	Yes
		SB	Commercial to Oakland Park	1.92	1.81	-0.12	6.0%	± 15% or 1 min	Yes
	Commercial Boulevard	EB	NW 15th to Powerline	1.27	1.46	0.19	15.1%	± 15% or 1 min	Yes
		EB	Powerline to Andrews	2.09	2.20	0.11	5.2%	± 15% or 1 min	Yes
		EB	Andrews to NE 6th	0.94	1.03	0.08	9.0%	± 15% or 1 min	Yes
		WB	NE 6th to Andrews	1.64	1.54	-0.10	6.0%	± 15% or 1 min	Yes
		WB	Andrews to Powerline	2.84	2.18	-0.66	23.2%	± 15% or 1 min	Yes
		WB	Powerline to NE 15th	0.94	0.77	-0.17	18.0%	± 15% or 1 min	Yes
	Cypress Creek Road	EB	NW 6th to Andrews	0.42	0.95	0.53	127.2%	± 15% or 1 min	Yes
		EB	Andrews to NE 7th	2.02	1.36	-0.66	32.6%	± 15% or 1 min	Yes
		EB	NE 7th to Dixie	1.80	1.22	-0.59	32.5%	± 15% or 1 min	Yes
		WB	Dixie to NE 7th	0.95	0.81	-0.14	15.0%	± 15% or 1 min	Yes
		WB	NE 7th to Andrews	2.55	2.05	-0.50	19.7%	± 15% or 1 min	Yes
		WB	Andrews to NW 6th	0.55	0.47	-0.08	13.8%	± 15% or 1 min	Yes

Table 9. Travel Time Summary – PM Peak Hour

Travel Time Segments				Field Measured	Calibrated Model - VISSIM			Calibration Targets	
Peak Hour	Location	Direction	Segment	Travel Time (mins)	Travel Time (mins)	Difference		Measure	Meets?
						minutes	%		
PM	I-95	NB	Oakland Park to Commercial	3.50	1.88	-1.62	46.3%	± 15% or 1 min	No
		NB	Commercial to Cypress	1.89	1.42	-0.47	24.9%	± 15% or 1 min	Yes
		NB	Cypress to Atlantic	2.13	2.24	0.11	5.0%	± 15% or 1 min	Yes
		SB	Atlantic to Cypress	5.17	5.22	0.05	1.0%	± 15% or 1 min	Yes
		SB	Cypress to Commercial	2.73	2.89	0.16	5.9%	± 15% or 1 min	Yes
		SB	Commercial to Oakland Park	2.43	2.43	0.00	0.2%	± 15% or 1 min	Yes
	Commercial Boulevard	EB	NW 15th to Powerline	1.33	1.47	0.14	10.4%	± 15% or 1 min	Yes
		EB	Powerline to Andrews	2.25	2.47	0.22	9.9%	± 15% or 1 min	Yes
		EB	Andrews to NE 6th	1.01	1.57	0.56	55.8%	± 15% or 1 min	Yes
		WB	NE 6th to Andrews	3.01	3.99	0.98	32.5%	± 15% or 1 min	Yes
		WB	Andrews to Powerline	2.95	2.28	-0.67	22.7%	± 15% or 1 min	Yes
		WB	Powerline to NE 15th	0.93	0.75	-0.18	19.1%	± 15% or 1 min	Yes
	Cypress Creek Road	EB	NW 6th to Andrews	1.14	1.08	-0.06	5.0%	± 15% or 1 min	Yes
		EB	Andrews to NE 7th	1.97	1.46	-0.50	25.6%	± 15% or 1 min	Yes
		EB	NE 7th to Dixie	1.76	2.40	0.63	35.9%	± 15% or 1 min	Yes
		WB	Dixie to NE 7th	0.57	0.67	0.10	18.0%	± 15% or 1 min	Yes
		WB	NE 7th to Andrews	1.67	1.84	0.16	9.8%	± 15% or 1 min	Yes
		WB	Andrews to NW 6th	0.58	0.61	0.03	5.5%	± 15% or 1 min	Yes

5.4 Speed Validation

A comparison of the AM and PM peak hour modeled speeds and RITIS detector speeds for I-95 are shown below in Table 10 through Table 13. Average speeds are provided in 15-minute intervals as well as for the peak hour. As shown below, the AM and PM peak hour and 15-minute average speeds, estimated using VISSIM, correlate well with the RITIS detector speed data. All peak hour speeds and more than 85% of the 15-minute speeds are within the +/-10 mph calibration target. Based on the results of the speed validation, it is concluded that the average speeds on I-95 in the VISSIM models are a good representation of the existing speeds that were obtained from the RITIS detectors.

Table 10. I-95 Southbound Speed Validation – AM Peak Hour

RITIS Detectors		Fifteen Minute Interval				Peak Hour
		7:45:00 AM	8:00:00 AM	8:15:00 AM	8:30:00 AM	
Zone ID	Location	AM - SB AVG Speeds - (VISSIM)				
1815	N of NB loop ramp at Atlantic	59.6	60.8	60.7	60.2	60.3
1919	S of SW 3rd St (near SW 6th St)	56.3	56.5	56.8	56.5	56.5
1909	Near SW 10th Street	46.2	46.5	48.0	46.7	46.9
1528	On Cypruss Creek Bridge	50.3	50.1	51.1	50.1	50.4
1818	S of CC (NE 62nd St) Loop ramp	54.2	54.1	54.8	54.1	54.3
1915	S of Andrews Ave Bridge	54.9	50.5	56.1	54.7	54.1
1916	S of Andrews Ave Ramp (at NE 56th St)	42.6	36.7	43.0	38.6	40.2
1806	Between Commercial Ramps (50th St)	52.2	51.1	52.1	51.8	51.8
1855	S of Commerical Ramps and 44th	46.2	41.3	42.6	40.3	42.6
9789	North of W Oakland Park Ramps	56.3	55.7	56.0	55.9	56.0
1913	S of W Oakland Park Loop Ramps	57.4	57.0	57.1	57.0	57.1
Zone ID	Location	AM - SB AVG Speeds - (RITIS)				
1815	N of NB loop ramp at Atlantic	66.2	66.2	62.3	63.3	64.5
1919	S of SW 3rd St (near SW 6th St)	51.4	51.4	46.8	48.0	49.4
1909	Near SW 10th Street	41.5	41.5	39.2	40.1	40.6
1528	On Cypruss Creek Bridge	46.8	46.8	44.7	45.6	46.0
1818	S of CC (NE 62nd St) Loop ramp	46.5	46.5	46.5	48.5	47.0
1915	S of Andrews Ave Bridge	53.1	53.1	53.4	54.6	53.5
1916	S of Andrews Ave Ramp (at NE 56th St)	48.9	48.9	47.5	47.9	48.3
1806	Between Commercial Ramps (50th St)	52.6	52.6	51.1	51.1	51.8
1855	S of Commerical Ramps and 44th	49.4	49.4	46.2	45.7	47.7
9789	North of W Oakland Park Ramps	51.5	51.5	52.1	49.3	51.1
1913	S of W Oakland Park Loop Ramps	55.3	55.3	54.6	50.3	53.9
Zone ID	Location	AM - SB Speed Difference				
1815	N of NB loop ramp at Atlantic	6.6	5.4	1.6	3.2	4.2
1919	S of SW 3rd St (near SW 6th St)	-4.9	-5.1	-10.0	-8.5	-7.1
1909	Near SW 10th Street	-4.7	-5.0	-8.9	-6.6	-6.3
1528	On Cypruss Creek Bridge	-3.4	-3.3	-6.4	-4.5	-4.4
1818	S of CC (NE 62nd St) Loop ramp	-7.7	-7.6	-8.3	-5.6	-7.3
1915	S of Andrews Ave Bridge	-1.8	2.5	-2.6	-0.2	-0.5
1916	S of Andrews Ave Ramp (at NE 56th St)	6.3	12.2	4.6	9.3	8.1
1806	Between Commercial Ramps (50th St)	0.4	1.5	-1.0	-0.7	0.1
1855	S of Commerical Ramps and 44th	3.3	8.1	3.6	5.4	5.1
9789	North of W Oakland Park Ramps	-4.8	-4.2	-3.9	-6.6	-4.9
1913	S of W Oakland Park Loop Ramps	-2.1	-1.6	-2.5	-6.8	-3.2



Table 11. I-95 Southbound Speed Validation – PM Peak Hour

RITIS Detectors		Fifteen Minute Interval				Peak Hour
		5:00:00 PM	5:15:00 PM	5:30:00 PM	5:45:00 PM	
Zone ID	Location	PM - SB AVG Speeds - (VISSIM)				
1815	N of NB loop ramp at Atlantic	56.5	56.0	54.3	46.7	53.3
1919	S of SW 3rd St (near SW 6th St)	56.3	46.7	28.8	25.1	39.2
1909	Near SW 10th Street	43.0	29.4	26.7	27.3	31.6
1528	On Cypruss Creek Bridge	42.5	28.8	26.7	27.8	31.5
1818	S of CC (NE 62nd St) Loop ramp	28.1	26.7	26.6	27.0	27.1
1915	S of Andrews Ave Bridge	27.4	27.3	27.7	28.2	27.7
1916	S of Andrews Ave Ramp (at NE 56th St)	30.1	31.0	31.5	32.2	31.2
1806	Between Commercial Ramps (50th St)	32.2	32.9	36.1	38.2	34.9
1855	S of Commerical Ramps and 44th	37.9	37.9	37.8	38.5	38.0
9789	North of W Oakland Park Ramps	35.8	35.7	35.7	35.7	35.7
1913	S of W Oakland Park Loop Ramps	32.7	32.7	32.6	32.8	32.7
Zone ID	Location	PM - SB AVG Speeds - (RITIS)				
1815	N of NB loop ramp at Atlantic	62.0	59.5	58.4	58.4	59.6
1919	S of SW 3rd St (near SW 6th St)	40.8	33.2	32.3	32.3	34.7
1909	Near SW 10th Street	32.3	24.3	25.9	25.9	27.1
1528	On Cypruss Creek Bridge	31.4	25.1	28.9	28.9	28.6
1818	S of CC (NE 62nd St) Loop ramp	28.3	24.0	28.8	28.8	27.5
1915	S of Andrews Ave Bridge	34.0	27.4	32.0	32.0	31.3
1916	S of Andrews Ave Ramp (at NE 56th St)	30.5	24.3	26.1	26.1	26.8
1806	Between Commercial Ramps (50th St)	41.8	34.3	34.7	34.7	36.4
1855	S of Commerical Ramps and 44th	43.4	39.3	37.9	37.9	39.6
9789	North of W Oakland Park Ramps	41.9	36.1	35.2	35.2	37.1
1913	S of W Oakland Park Loop Ramps	40.1	33.1	33.4	33.4	35.0
Zone ID	Location	PM - SB Speed Difference				
1815	N of NB loop ramp at Atlantic	5.5	3.5	4.1	11.7	6.2
1919	S of SW 3rd St (near SW 6th St)	-15.5	-13.4	3.5	7.3	-4.5
1909	Near SW 10th Street	-10.7	-5.0	-0.9	-1.4	-4.5
1528	On Cypruss Creek Bridge	-11.1	-3.7	2.2	1.1	-2.9
1818	S of CC (NE 62nd St) Loop ramp	0.2	-2.7	2.2	1.8	0.4
1915	S of Andrews Ave Bridge	6.6	0.1	4.3	3.8	3.7
1916	S of Andrews Ave Ramp (at NE 56th St)	0.4	-6.7	-5.4	-6.0	-4.4
1806	Between Commercial Ramps (50th St)	9.6	1.4	-1.3	-3.5	1.5
1855	S of Commerical Ramps and 44th	5.5	1.5	0.1	-0.6	1.6
9789	North of W Oakland Park Ramps	6.1	0.3	-0.5	-0.5	1.4
1913	S of W Oakland Park Loop Ramps	7.4	0.4	0.8	0.6	2.3



Table 12. I-95 Northbound Speed Validation – AM Peak Hour

RITIS Detectors		Fifteen Minute Interval				Peak Hour
		7:45:00 AM	8:00:00 AM	8:15:00 AM	8:30:00 AM	
Zone ID	Location	PM - NB AVG Speeds - (VISSIM)				
1814	N of NB loop ramp at Atlantic	69.2	69.4	69.3	69.4	69.3
1917	S of SW 3rd St (near SW 6th St)	57.2	57.5	57.5	57.4	57.4
1908	Near SW 10th Street	55.9	56.2	56.2	56.1	56.1
1531	On Cypruss Creek Bridge	57.2	57.4	57.5	57.4	57.4
1802	S of CC (NE 62nd St) off Loop ramp	51.9	52.6	53.6	54.2	53.1
1914	S of Andrews Ave Bridge	47.9	49.2	48.8	49.1	48.8
1372	S of Andrews Ave Ramp (at NE 56th St)	50.3	50.4	50.4	50.4	50.4
1805	Between Commercial Ramps (50th St)	55.9	55.9	55.9	56.0	55.9
1854	S of Commerical Ramps and 44th	38.6	36.0	37.4	39.7	37.9
1852	North of W Oakland Park Ramps	38.5	35.7	38.3	40.3	38.2
1910	S of W Oakland Park Loop Ramps	29.7	33.4	40.5	47.5	37.8
Zone ID	Location	PM - NB AVG Speeds - (RITIS)				
1814	N of NB loop ramp at Atlantic	73.9	73.9	70.5	70.2	72.1
1917	S of SW 3rd St (near SW 6th St)	64.1	64.1	64.1	64.1	64.1
1908	Near SW 10th Street	57.0	57.0	57.4	57.8	57.3
1531	On Cypruss Creek Bridge	59.7	59.7	61.9	62.5	61.0
1802	S of CC (NE 62nd St) off Loop ramp	56.0	56.0	58.3	57.8	57.1
1914	S of Andrews Ave Bridge	54.0	54.0	57.0	56.2	55.3
1372	S of Andrews Ave Ramp (at NE 56th St)	56.2	56.2	57.4	58.2	57.0
1805	Between Commercial Ramps (50th St)	55.6	55.6	54.7	55.1	55.3
1854	S of Commerical Ramps and 44th	34.5	34.5	35.2	36.9	35.3
1852	North of W Oakland Park Ramps	37.2	37.2	40.6	45.3	40.1
1910	S of W Oakland Park Loop Ramps	32.0	32.0	40.2	47.6	38.0
Zone ID	Location	PM - NB Speed Difference				
1814	N of NB loop ramp at Atlantic	4.7	4.5	1.3	0.7	2.8
1917	S of SW 3rd St (near SW 6th St)	6.9	6.6	6.6	6.7	6.7
1908	Near SW 10th Street	1.1	0.8	1.2	1.7	1.2
1531	On Cypruss Creek Bridge	2.5	2.3	4.5	5.2	3.6
1802	S of CC (NE 62nd St) off Loop ramp	4.1	3.5	4.7	3.6	4.0
1914	S of Andrews Ave Bridge	6.0	4.7	8.2	7.1	6.5
1372	S of Andrews Ave Ramp (at NE 56th St)	5.9	5.7	6.9	7.8	6.6
1805	Between Commercial Ramps (50th St)	-0.3	-0.3	-1.2	-0.9	-0.7
1854	S of Commerical Ramps and 44th	-4.1	-1.6	-2.2	-2.8	-2.7
1852	North of W Oakland Park Ramps	-1.3	1.4	2.3	5.0	1.9
1910	S of W Oakland Park Loop Ramps	2.3	-1.4	-0.4	0.1	0.2



Table 13. I-95 Northbound Speed Validation – PM Peak Hour

RITIS Detectors		Fifteen Minute Interval				Peak Hour
		5:00:00 PM	5:15:00 PM	5:30:00 PM	5:45:00 PM	
Zone ID	Location	PM - NB AVG Speeds - (VISSIM)				
1814	N of NB loop ramp at Atlantic	68.1	68.1	67.9	68.2	68.1
1917	S of SW 3rd St (near SW 6th St)	55.5	55.4	55.3	55.7	55.5
1908	Near SW 10th Street	51.1	50.9	51.0	51.3	51.0
1531	On Cypruss Creek Bridge	55.0	55.1	55.1	55.4	55.1
1802	S of CC (NE 62nd St) off Loop ramp	55.6	55.4	55.6	56.0	55.6
1914	S of Andrews Ave Bridge	48.2	48.1	48.4	48.9	48.4
1372	S of Andrews Ave Ramp (at NE 56th St)	47.5	47.0	47.6	48.1	47.5
1805	Between Commercial Ramps (50th St)	54.1	54.1	54.2	54.2	54.1
1854	S of Commerical Ramps and 44th	47.1	44.7	48.0	47.8	46.9
1852	North of W Oakland Park Ramps	51.0	51.4	53.4	53.9	52.4
1910	S of W Oakland Park Loop Ramps	56.7	56.8	57.1	57.1	56.9
Zone ID	Location	PM - NB AVG Speeds - (RITIS)				
1814	N of NB loop ramp at Atlantic	67.2	63.7	62.7	62.7	64.1
1917	S of SW 3rd St (near SW 6th St)	62.6	56.2	54.4	54.4	56.9
1908	Near SW 10th Street	53.1	49.2	46.8	46.8	49.0
1531	On Cypruss Creek Bridge	58.1	55.6	54.7	54.7	55.8
1802	S of CC (NE 62nd St) off Loop ramp	49.3	50.2	50.6	50.6	50.2
1914	S of Andrews Ave Bridge	47.1	47.3	48.2	48.2	47.7
1372	S of Andrews Ave Ramp (at NE 56th St)	50.7	51.2	52.2	52.2	51.6
1805	Between Commercial Ramps (50th St)	52.4	49.3	51.1	51.1	51.0
1854	S of Commerical Ramps and 44th	38.8	38.2	38.7	38.7	38.6
1852	North of W Oakland Park Ramps	48.2	46.8	49.6	49.6	48.6
1910	S of W Oakland Park Loop Ramps	54.4	52.1	54.9	54.9	54.1
Zone ID	Location	PM - NB Speed Difference				
1814	N of NB loop ramp at Atlantic	-0.9	-4.4	-5.1	-5.5	-4.0
1917	S of SW 3rd St (near SW 6th St)	7.1	0.8	-0.9	-1.2	1.4
1908	Near SW 10th Street	2.1	-1.6	-4.1	-4.4	-2.0
1531	On Cypruss Creek Bridge	3.1	0.5	-0.4	-0.7	0.6
1802	S of CC (NE 62nd St) off Loop ramp	-6.2	-5.2	-4.9	-5.3	-5.4
1914	S of Andrews Ave Bridge	-1.1	-0.8	-0.2	-0.7	-0.7
1372	S of Andrews Ave Ramp (at NE 56th St)	3.2	4.2	4.7	4.1	4.0
1805	Between Commercial Ramps (50th St)	-1.7	-4.8	-3.0	-3.0	-3.1
1854	S of Commerical Ramps and 44th	-8.2	-6.5	-9.2	-9.1	-8.2
1852	North of W Oakland Park Ramps	-2.8	-4.6	-3.8	-4.3	-3.8
1910	S of W Oakland Park Loop Ramps	-2.3	-4.7	-2.2	-2.1	-2.8



6 Conclusion

This report documented the VISSIM model development and calibration effort for the existing (2015) AM and PM peak periods, which will serve as the basis for the Future Conditions and Alternatives analysis that will be documented in the I-95/Commercial Boulevard and I-95/Cypress Creek Road SIMR. Overall, the calibration of the existing conditions VISSIM models produced simulation output that replicated existing traffic operations and field observed driver behavior for both the AM and PM peak periods.

Since traffic volumes are anticipated to increase within the study area, the simulation time for the Future Conditions and Alternatives analysis will be extended to a three hour peak period simulation. In addition, it is anticipated that some of the calibration parameters may be modified if geometric improvements warrant changes in vehicle speeds or capacity.

Appendix A. Rail Crossing Field Data

TRAIN SCHEDULE		
CYPRESS CREEK		
PEAK HOUR 8:00-9:00 AM		
TIME GATE CLOSES	TIME GATE OPENS	DURATION
8:03:58 AM	8:04:43 AM	0:00:45
8:32:28 AM	8:32:36 AM	0:00:08
8:33:22 AM	8:33:50 AM	0:00:28
8:34:42 AM	8:35:55 AM	0:01:13
8:38:06 AM	8:38:42 AM	0:00:36
8:57:30 AM	8:58:15 AM	0:00:45
PEAK HOUR 5:00-6:00 PM		
TIME GATE CLOSES	TIME GATE OPENS	DURATION
4:58:00 PM	4:58:40 PM	0:00:40
5:10:58 PM	5:11:55 PM	0:00:57
5:27:30 PM	5:28:25 PM	0:00:55
5:29:10 PM	5:30:20 PM	0:01:10
5:42:15 PM	5:43:10 PM	0:00:55
5:45:10 PM	5:45:52 PM	0:00:42
5:55:42 PM	5:56:43 PM	0:01:01

TRAIN SCHEDULE		
COMMERCIAL BLVD		
PEAK HOUR 7:30-8:30 AM		
TIME GATE CLOSES	TIME GATE OPENS	DURATION
7:25:28 AM	7:26:07 AM	0:00:39
7:49:42 AM	7:50:20 AM	0:00:38
7:55:03 AM	7:55:39 AM	0:00:36
8:13:40 AM	8:14:22 AM	0:00:42
8:35:44 AM	8:36:24 AM	0:00:40
PEAK HOUR 5:00-6:00 PM		
TIME GATE CLOSES	TIME GATE OPENS	DURATION
4:51:20 PM	4:51:57 PM	0:00:37
5:01:50 PM	5:02:35 PM	0:00:45
5:23:10 PM	5:23:45 PM	0:00:35
5:24:50 PM	5:25:30 PM	0:00:40
5:44:25 PM	5:44:55 PM	0:00:30

Appendix B. Intersection GEH Summary

Intersection GEH Summary - AM Peak Hour

Intersection	Node	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
						vph	%			
Cypress Creek Rd & 6th Way	100	EBL	55	52	0.4	-3	-5.5%	+/- 100 vph	Yes	Yes
	100	EBT	1570	1576	0.2	6	0.4%	+/- 15%	Yes	Yes
	100	EBR	125	121	0.4	-4	-3.2%	+/- 100 vph	Yes	Yes
	100	WBL	100	94	0.6	-6	-6.0%	+/- 100 vph	Yes	Yes
	100	WBT	1650	1655	0.1	5	0.3%	+/- 15%	Yes	Yes
	100	WBR	300	295	0.3	-5	-1.7%	+/- 100 vph	Yes	Yes
	100	NBL	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	100	NBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	100	NBR	35	33	0.3	-2	-5.7%	+/- 100 vph	Yes	Yes
	100	SBL	45	42	0.5	-3	-6.7%	+/- 100 vph	Yes	Yes
	100	SBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	100	SBR	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
Andrews Ave & 66th St	101	EBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	101	EBR	20	20	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	101	WBL	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	101	WBR	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	101	NBL	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	101	NBT	685	680	0.2	-5	-0.7%	+/- 100 vph	Yes	Yes
	101	NBR	105	107	0.2	2	1.9%	+/- 100 vph	Yes	Yes
	101	SBL	70	74	0.5	4	5.7%	+/- 100 vph	Yes	Yes
	101	SBT	810	806	0.1	-4	-0.5%	+/- 15%	Yes	Yes
	101	SBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
Andrews Ave & 1st Ave	102	EBL	20	19	0.2	-1	-5.0%	+/- 100 vph	Yes	Yes
	102	EBR	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	102	WBL	15	13	0.5	-2	-13.3%	+/- 100 vph	Yes	Yes
	102	WBR	5	6	0.4	1	20.0%	+/- 100 vph	Yes	Yes
	102	NBL	100	100	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	102	NBT	780	778	0.1	-2	-0.3%	+/- 15%	Yes	Yes
	102	NBR	40	36	0.6	-4	-10.0%	+/- 100 vph	Yes	Yes
	102	SBL	45	46	0.1	1	2.2%	+/- 100 vph	Yes	Yes
	102	SBT	770	766	0.1	-4	-0.5%	+/- 15%	Yes	Yes
	102	SBR	25	24	0.2	-1	-4.0%	+/- 100 vph	Yes	Yes
Andrews Ave & Andrews Way	103	EBL	30	27	0.6	-3	-10.0%	+/- 100 vph	Yes	Yes
	103	EBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	103	EBR	25	27	0.4	2	8.0%	+/- 100 vph	Yes	Yes
	103	WBL	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	103	WBT	40	38	0.3	-2	-5.0%	+/- 100 vph	Yes	Yes
	103	WBR	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	103	NBL	95	96	0.1	1	1.1%	+/- 100 vph	Yes	Yes
	103	NBT	740	738	0.1	-2	-0.3%	+/- 15%	Yes	Yes
	103	NBR	65	63	0.3	-2	-3.1%	+/- 100 vph	Yes	Yes
	103	SBL	80	87	0.8	7	8.8%	+/- 100 vph	Yes	Yes
	103	SBT	1410	1396	0.4	-14	-1.0%	+/- 15%	Yes	Yes
	103	SBR	105	106	0.1	1	1.0%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & Andrews Ave	110	EBL	150	147	0.2	-3	-2.0%	+/- 100 vph	Yes	Yes
	110	EBT	800	790	0.4	-10	-1.3%	+/- 15%	Yes	Yes
	110	EBR	700	712	0.5	12	1.7%	+/- 15%	Yes	Yes
	110	WBL	375	370	0.3	-5	-1.3%	+/- 100 vph	Yes	Yes
	110	WBT	1685	1685	0.0	0	0.0%	+/- 15%	Yes	Yes
	110	WBR	370	369	0.1	-1	-0.3%	+/- 100 vph	Yes	Yes
	110	NBL	245	239	0.4	-6	-2.4%	+/- 100 vph	Yes	Yes
	110	NBT	400	398	0.1	-2	-0.5%	+/- 100 vph	Yes	Yes
	110	NBR	140	139	0.1	-1	-0.7%	+/- 100 vph	Yes	Yes
	110	SBL	160	157	0.2	-3	-1.9%	+/- 100 vph	Yes	Yes
	110	SBT	520	510	0.4	-10	-1.9%	+/- 100 vph	Yes	Yes
	110	SBR	120	123	0.3	3	2.5%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & I-95 SB Terminal	120	EBT	1065	1053	0.4	-12	-1.1%	+/- 15%	Yes	Yes
	120	EBR	35	33	0.3	-2	-5.7%	+/- 100 vph	Yes	Yes
	120	WBL	20	19	0.2	-1	-5.0%	+/- 100 vph	Yes	Yes
	120	WBT	2005	1997	0.2	-8	-0.4%	+/- 15%	Yes	Yes
	120	WBR	570	559	0.5	-11	-1.9%	+/- 100 vph	Yes	Yes
	120	NBL	115	115	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	120	NBR	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	120	SBL	290	285	0.3	-5	-1.7%	+/- 100 vph	Yes	Yes
	120	SBT	25	26	0.2	1	4.0%	+/- 100 vph	Yes	Yes
	120	SBR	310	307	0.2	-3	-1.0%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & I-95 NB Terminal	130	EBL	370	368	0.1	-2	-0.5%	+/- 100 vph	Yes	Yes
	130	EBT	1820	1804	0.4	-16	-0.9%	+/- 15%	Yes	Yes
	130	WBT	1395	1369	0.7	-26	-1.9%	+/- 15%	Yes	Yes
	130	WBR	95	95	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	130	NBL	1200	1203	0.1	3	0.3%	+/- 15%	Yes	Yes
	130	NBR	820	826	0.2	6	0.7%	+/- 15%	Yes	Yes
Cypress Creek Rd & 7th Ave	140	EBL	380	370	0.5	-10	-2.6%	+/- 100 vph	Yes	Yes
	140	EBT	1390	1379	0.3	-11	-0.8%	+/- 15%	Yes	Yes
	140	EBR	50	51	0.1	1	2.0%	+/- 100 vph	Yes	Yes
	140	WBL	30	33	0.5	3	10.0%	+/- 100 vph	Yes	Yes
	140	WBT	1340	1318	0.6	-22	-1.6%	+/- 15%	Yes	Yes
	140	WBR	80	80	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	NBL	95	95	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	NBT	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	140	NBR	30	30	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	SBL	20	21	0.2	1	5.0%	+/- 100 vph	Yes	Yes
	140	SBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	SBR	55	54	0.1	-1	-1.8%	+/- 100 vph	Yes	Yes

Intersection	Node	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
						vph	%			
Cypress Creek Rd & 9th Ave	150	EBL	40	40	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	150	EBT	1280	1278	0.1	-2	-0.2%	+/- 15%	Yes	Yes
	150	EBR	120	116	0.4	-4	-3.3%	+/- 100 vph	Yes	Yes
	150	WBL	65	64	0.1	-1	-1.5%	+/- 100 vph	Yes	Yes
	150	WBT	1425	1410	0.4	-15	-1.1%	+/- 15%	Yes	Yes
	150	WBR	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	150	NBR	60	58	0.3	-2	-3.3%	+/- 100 vph	Yes	Yes
	150	SBR	25	24	0.2	-1	-4.0%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & Dixie Hwy	160	EBL	150	151	0.1	1	0.7%	+/- 100 vph	Yes	Yes
	160	EBT	750	754	0.1	4	0.5%	+/- 15%	Yes	Yes
	160	EBR	440	436	0.2	-4	-0.9%	+/- 100 vph	Yes	Yes
	160	WBL	45	43	0.3	-2	-4.4%	+/- 100 vph	Yes	Yes
	160	WBT	900	893	0.2	-7	-0.8%	+/- 15%	Yes	Yes
	160	WBR	45	47	0.3	2	4.4%	+/- 100 vph	Yes	Yes
	160	NBL	350	347	0.2	-3	-0.9%	+/- 100 vph	Yes	Yes
	160	NBT	190	184	0.4	-6	-3.2%	+/- 100 vph	Yes	Yes
	160	NBR	45	50	0.7	5	11.1%	+/- 100 vph	Yes	Yes
	160	SBL	195	197	0.1	2	1.0%	+/- 100 vph	Yes	Yes
	160	SBT	460	457	0.1	-3	-0.7%	+/- 100 vph	Yes	Yes
	160	SBR	255	248	0.4	-7	-2.7%	+/- 100 vph	Yes	Yes
Commercial Blvd & 15th Ave	200	EBL	75	75	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	EBT	1765	1762	0.1	-3	-0.2%	+/- 15%	Yes	Yes
	200	EBR	70	65	0.6	-5	-7.1%	+/- 100 vph	Yes	Yes
	200	WBL	215	214	0.1	-1	-0.5%	+/- 100 vph	Yes	Yes
	200	WBT	1510	1491	0.5	-19	-1.3%	+/- 15%	Yes	Yes
	200	WBR	85	90	0.5	5	5.9%	+/- 100 vph	Yes	Yes
	200	NBL	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	NBT	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	NBR	80	79	0.1	-1	-1.3%	+/- 100 vph	Yes	Yes
	200	SBL	60	61	0.1	1	1.7%	+/- 100 vph	Yes	Yes
	200	SBT	10	8	0.7	-2	-20.0%	+/- 100 vph	Yes	Yes
	200	SBR	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & 12th Ave	210	EBL	190	186	0.3	-4	-2.1%	+/- 100 vph	Yes	Yes
	210	EBT	1715	1709	0.1	-6	-0.3%	+/- 15%	Yes	Yes
	210	WBT	1710	1706	0.1	-4	-0.2%	+/- 15%	Yes	Yes
	210	WBR	95	100	0.5	5	5.3%	+/- 100 vph	Yes	Yes
	210	SBR	100	97	0.3	-3	-3.0%	+/- 100 vph	Yes	Yes
Powerline Rd & 56th St	211	EBL	65	64	0.1	-1	-1.5%	+/- 100 vph	Yes	Yes
	211	EBT	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	211	EBR	70	69	0.1	-1	-1.4%	+/- 100 vph	Yes	Yes
	211	WBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	211	WBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	211	WBR	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	211	NBL	55	54	0.1	-1	-1.8%	+/- 100 vph	Yes	Yes
	211	NBT	1325	1315	0.3	-10	-0.8%	+/- 15%	Yes	Yes
	211	NBR	25	23	0.4	-2	-8.0%	+/- 100 vph	Yes	Yes
	211	SBL	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	211	SBT	1325	1320	0.1	-5	-0.4%	+/- 15%	Yes	Yes
	211	SBR	75	79	0.5	4	5.3%	+/- 100 vph	Yes	Yes
Powerline Rd & 53rd Court	212	EBR	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	212	NBL	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	212	NBT	1405	1393	0.3	-12	-0.9%	+/- 15%	Yes	Yes
	212	SBT	1390	1382	0.2	-8	-0.6%	+/- 15%	Yes	Yes
	212	SBR	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
Powerline Rd & 51st Pl	213	EBR	20	19	0.2	-1	-5.0%	+/- 100 vph	Yes	Yes
	213	WBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	213	NBL	40	38	0.3	-2	-5.0%	+/- 100 vph	Yes	Yes
	213	NBT	1400	1389	0.3	-11	-0.8%	+/- 15%	Yes	Yes
	213	NBR	10	8	0.7	-2	-20.0%	+/- 100 vph	Yes	Yes
	213	SBL	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	213	SBT	1370	1360	0.3	-10	-0.7%	+/- 15%	Yes	Yes
	213	SBR	25	26	0.2	1	4.0%	+/- 100 vph	Yes	Yes
Powerline Rd & 46th St	214	EBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	214	WBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	214	NBL	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	214	NBT	950	948	0.1	-2	-0.2%	+/- 15%	Yes	Yes
	214	NBR	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	214	SBL	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	214	SBT	885	873	0.4	-12	-1.4%	+/- 15%	Yes	Yes
	214	SBR	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & Powerline Rd	220	EBL	210	212	0.1	2	1.0%	+/- 100 vph	Yes	Yes
	220	EBT	1395	1395	0.0	0	0.0%	+/- 15%	Yes	Yes
	220	EBR	110	104	0.6	-6	-5.5%	+/- 100 vph	Yes	Yes
	220	WBL	145	143	0.2	-2	-1.4%	+/- 100 vph	Yes	Yes
	220	WBT	1440	1438	0.1	-2	-0.1%	+/- 15%	Yes	Yes
	220	WBR	600	587	0.5	-13	-2.2%	+/- 100 vph	Yes	Yes
	220	NBL	175	172	0.2	-3	-1.7%	+/- 100 vph	Yes	Yes
	220	NBT	640	637	0.1	-3	-0.5%	+/- 100 vph	Yes	Yes
	220	NBR	140	140	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	220	SBL	560	542	0.8	-18	-3.2%	+/- 100 vph	Yes	Yes
	220	SBT	640	636	0.2	-4	-0.6%	+/- 100 vph	Yes	Yes
	220	SBR	190	198	0.6	8	4.2%	+/- 100 vph	Yes	Yes

Intersection	Node	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
						vph	%			
Commercial Blvd & I-95 SB Terminal	230	EBT	1390	1357	0.9	-33	-2.4%	+/- 15%	Yes	Yes
	230	EBR	705	705	0.0	0	0.0%	+/- 15%	Yes	Yes
	230	WBT	1645	1627	0.4	-18	-1.1%	+/- 15%	Yes	Yes
	230	SBL	525	511	0.6	-14	-2.7%	+/- 100 vph	Yes	Yes
	230	SBR	540	545	0.2	5	0.9%	+/- 100 vph	Yes	Yes
Commercial Blvd & I-95 NB Terminal	240	EBL	410	399	0.5	-11	-2.7%	+/- 100 vph	Yes	Yes
	240	EBT	1505	1475	0.8	-30	-2.0%	+/- 15%	Yes	Yes
	240	WBT	690	684	0.2	-6	-0.9%	+/- 100 vph	Yes	Yes
	240	WBR	420	426	0.3	6	1.4%	+/- 100 vph	Yes	Yes
	240	NBL	955	938	0.6	-17	-1.8%	+/- 15%	Yes	Yes
	240	NBR	1000	984	0.5	-16	-1.6%	+/- 15%	Yes	Yes
Andrews Ave & 51st Court	241	EBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	241	EBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	EBR	25	25	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	WBL	30	31	0.2	1	3.3%	+/- 100 vph	Yes	Yes
	241	WBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	WBR	15	13	0.5	-2	-13.3%	+/- 100 vph	Yes	Yes
	241	NBL	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	241	NBT	700	696	0.2	-4	-0.6%	+/- 15%	Yes	Yes
	241	NBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	241	SBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	241	SBT	630	629	0.0	-1	-0.2%	+/- 100 vph	Yes	Yes
	241	SBR	5	6	0.4	1	20.0%	+/- 100 vph	Yes	Yes
Andrews Ave & 48th St	242	EBL	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	EBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	EBR	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	242	WBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	242	WBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	WBR	25	23	0.4	-2	-8.0%	+/- 100 vph	Yes	Yes
	242	NBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	242	NBT	640	640	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	NBR	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	SBL	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	SBT	555	562	0.3	7	1.3%	+/- 100 vph	Yes	Yes
	242	SBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & Andrews Ave	250	EBL	275	268	0.4	-7	-2.5%	+/- 100 vph	Yes	Yes
	250	EBT	2010	1971	0.9	-39	-1.9%	+/- 15%	Yes	Yes
	250	EBR	220	216	0.3	-4	-1.8%	+/- 100 vph	Yes	Yes
	250	WBL	40	42	0.3	2	5.0%	+/- 100 vph	Yes	Yes
	250	WBT	1715	1692	0.6	-23	-1.3%	+/- 15%	Yes	Yes
	250	WBR	110	103	0.7	-7	-6.4%	+/- 100 vph	Yes	Yes
	250	NBL	250	244	0.4	-6	-2.4%	+/- 100 vph	Yes	Yes
	250	NBT	340	343	0.2	3	0.9%	+/- 100 vph	Yes	Yes
	250	NBR	85	83	0.2	-2	-2.4%	+/- 100 vph	Yes	Yes
	250	SBL	140	136	0.3	-4	-2.9%	+/- 100 vph	Yes	Yes
	250	SBT	320	323	0.2	3	0.9%	+/- 100 vph	Yes	Yes
	250	SBR	225	221	0.3	-4	-1.8%	+/- 100 vph	Yes	Yes
Commercial Blvd & 3rd Ave	260	EBL	50	44	0.9	-6	-12.0%	+/- 100 vph	Yes	Yes
	260	EBT	2185	2145	0.9	-40	-1.8%	+/- 15%	Yes	Yes
	260	WBT	1815	1802	0.3	-13	-0.7%	+/- 15%	Yes	Yes
	260	WBR	15	16	0.3	1	6.7%	+/- 100 vph	Yes	Yes
	260	SBR	50	49	0.1	-1	-2.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & 6th Ave	270	EBL	50	47	0.4	-3	-6.0%	+/- 100 vph	Yes	Yes
	270	EBT	2085	2042	0.9	-43	-2.1%	+/- 15%	Yes	Yes
	270	EBR	50	49	0.1	-1	-2.0%	+/- 100 vph	Yes	Yes
	270	WBL	55	51	0.5	-4	-7.3%	+/- 100 vph	Yes	Yes
	270	WBT	1680	1676	0.1	-4	-0.2%	+/- 15%	Yes	Yes
	270	WBR	45	47	0.3	2	4.4%	+/- 100 vph	Yes	Yes
	270	NBL	75	76	0.1	1	1.3%	+/- 100 vph	Yes	Yes
	270	NBT	170	168	0.2	-2	-1.2%	+/- 100 vph	Yes	Yes
	270	NBR	45	46	0.1	1	2.2%	+/- 100 vph	Yes	Yes
	270	SBL	140	142	0.2	2	1.4%	+/- 100 vph	Yes	Yes
	270	SBT	150	143	0.6	-7	-4.7%	+/- 100 vph	Yes	Yes
	270	SBR	75	80	0.6	5	6.7%	+/- 100 vph	Yes	Yes

Intersection GEH Summary - PM Peak Hour

Intersection	Node	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
						vph	%			
Cypress Creek Rd & 6th Way	100	EBL	30	32	0.4	2	6.7%	+/- 100 vph	Yes	Yes
	100	EBT	1530	1539	0.2	9	0.6%	+/- 15%	Yes	Yes
	100	EBR	35	36	0.2	1	2.9%	+/- 100 vph	Yes	Yes
	100	WBL	55	54	0.1	-1	-1.8%	+/- 100 vph	Yes	Yes
	100	WBT	1295	1294	0.0	-1	-0.1%	+/- 15%	Yes	Yes
	100	WBR	75	71	0.5	-4	-5.3%	+/- 100 vph	Yes	Yes
	100	NBL	105	103	0.2	-2	-1.9%	+/- 100 vph	Yes	Yes
	100	NBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	100	NBR	170	172	0.2	2	1.2%	+/- 100 vph	Yes	Yes
	100	SBL	400	404	0.2	4	1.0%	+/- 100 vph	Yes	Yes
	100	SBT	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	100	SBR	100	97	0.3	-3	-3.0%	+/- 100 vph	Yes	Yes
Andrews Ave & 66th St	101	EBL	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	101	EBR	15	13	0.5	-2	-13.3%	+/- 100 vph	Yes	Yes
	101	WBL	55	51	0.5	-4	-7.3%	+/- 100 vph	Yes	Yes
	101	WBR	50	53	0.4	3	6.0%	+/- 100 vph	Yes	Yes
	101	NBL	30	32	0.4	2	6.7%	+/- 100 vph	Yes	Yes
	101	NBT	670	661	0.3	-9	-1.3%	+/- 100 vph	Yes	Yes
	101	NBR	15	16	0.3	1	6.7%	+/- 100 vph	Yes	Yes
	101	SBL	15	16	0.3	1	6.7%	+/- 100 vph	Yes	Yes
	101	SBT	1040	1038	0.1	-2	-0.2%	+/- 15%	Yes	Yes
	101	SBR	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
Andrews Ave & 1st Ave	102	EBL	30	31	0.2	1	3.3%	+/- 100 vph	Yes	Yes
	102	EBR	50	47	0.4	-3	-6.0%	+/- 100 vph	Yes	Yes
	102	WBL	30	30	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	102	WBR	70	68	0.2	-2	-2.9%	+/- 100 vph	Yes	Yes
	102	NBL	170	170	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	102	NBT	615	610	0.2	-5	-0.8%	+/- 100 vph	Yes	Yes
	102	NBR	15	19	1.0	4	26.7%	+/- 100 vph	Yes	Yes
	102	SBL	20	19	0.2	-1	-5.0%	+/- 100 vph	Yes	Yes
	102	SBT	1040	1032	0.2	-8	-0.8%	+/- 15%	Yes	Yes
	102	SBR	50	51	0.1	1	2.0%	+/- 100 vph	Yes	Yes
Andrews Ave & Andrews Way	103	EBL	145	150	0.4	5	3.4%	+/- 100 vph	Yes	Yes
	103	EBT	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	103	EBR	170	166	0.3	-4	-2.4%	+/- 100 vph	Yes	Yes
	103	WBL	60	59	0.1	-1	-1.7%	+/- 100 vph	Yes	Yes
	103	WBT	10	13	0.9	3	30.0%	+/- 100 vph	Yes	Yes
	103	WBR	75	73	0.2	-2	-2.7%	+/- 100 vph	Yes	Yes
	103	NBL	35	37	0.3	2	5.7%	+/- 100 vph	Yes	Yes
	103	NBT	655	651	0.2	-4	-0.6%	+/- 100 vph	Yes	Yes
	103	NBR	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	103	SBL	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	103	SBT	2045	2063	0.4	18	0.9%	+/- 15%	Yes	Yes
	103	SBR	30	29	0.2	-1	-3.3%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & Andrews Ave	110	EBL	200	195	0.4	-5	-2.5%	+/- 100 vph	Yes	Yes
	110	EBT	1025	1031	0.2	6	0.6%	+/- 15%	Yes	Yes
	110	EBR	875	891	0.5	16	1.8%	+/- 15%	Yes	Yes
	110	WBL	420	422	0.1	2	0.5%	+/- 100 vph	Yes	Yes
	110	WBT	1015	1012	0.1	-3	-0.3%	+/- 15%	Yes	Yes
	110	WBR	300	300	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	110	NBL	250	247	0.2	-3	-1.2%	+/- 100 vph	Yes	Yes
	110	NBT	300	305	0.3	5	1.7%	+/- 100 vph	Yes	Yes
	110	NBR	325	317	0.4	-8	-2.5%	+/- 100 vph	Yes	Yes
	110	SBL	170	166	0.3	-4	-2.4%	+/- 100 vph	Yes	Yes
	110	SBT	790	788	0.1	-2	-0.3%	+/- 15%	Yes	Yes
	110	SBR	160	157	0.2	-3	-1.9%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & I-95 SB Terminal	120	EBT	1280	1271	0.3	-9	-0.7%	+/- 15%	Yes	Yes
	120	EBR	240	243	0.2	3	1.3%	+/- 100 vph	Yes	Yes
	120	WBL	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	120	WBT	1360	1376	0.4	16	1.2%	+/- 15%	Yes	Yes
	120	WBR	575	565	0.4	-10	-1.7%	+/- 100 vph	Yes	Yes
	120	NBL	75	73	0.2	-2	-2.7%	+/- 100 vph	Yes	Yes
	120	NBR	80	81	0.1	1	1.3%	+/- 100 vph	Yes	Yes
	120	SBL	350	318	1.8	-32	-9.1%	+/- 100 vph	Yes	Yes
	120	SBT	20	21	0.2	1	5.0%	+/- 100 vph	Yes	Yes
	120	SBR	300	279	1.2	-21	-7.0%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & I-95 NB Terminal	130	EBL	650	657	0.3	7	1.1%	+/- 100 vph	Yes	Yes
	130	EBT	1740	1704	0.9	-36	-2.1%	+/- 15%	Yes	Yes
	130	WBT	1560	1557	0.1	-3	-0.2%	+/- 15%	Yes	Yes
	130	WBR	165	168	0.2	3	1.8%	+/- 100 vph	Yes	Yes
	130	NBL	390	396	0.3	6	1.5%	+/- 100 vph	Yes	Yes
	130	NBR	680	685	0.2	5	0.7%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & 7th Ave	140	EBL	85	83	0.2	-2	-2.4%	+/- 100 vph	Yes	Yes
	140	EBT	1530	1503	0.7	-27	-1.8%	+/- 15%	Yes	Yes
	140	EBR	125	121	0.4	-4	-3.2%	+/- 100 vph	Yes	Yes
	140	WBL	35	37	0.3	2	5.7%	+/- 100 vph	Yes	Yes
	140	WBT	1335	1332	0.1	-3	-0.2%	+/- 15%	Yes	Yes
	140	WBR	20	20	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	NBL	85	86	0.1	1	1.2%	+/- 100 vph	Yes	Yes
	140	NBT	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	140	NBR	25	25	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	SBL	50	49	0.1	-1	-2.0%	+/- 100 vph	Yes	Yes
	140	SBT	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	140	SBR	305	306	0.1	1	0.3%	+/- 100 vph	Yes	Yes

Intersection	Node	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
						vph	%			
Cypress Creek Rd & 9th Ave	150	EBL	70	66	0.5	-4	-5.7%	+/- 100 vph	Yes	Yes
	150	EBT	1465	1455	0.3	-10	-0.7%	+/- 15%	Yes	Yes
	150	EBR	70	68	0.2	-2	-2.9%	+/- 100 vph	Yes	Yes
	150	WBL	50	43	1.0	-7	-14.0%	+/- 100 vph	Yes	Yes
	150	WBT	1365	1368	0.1	3	0.2%	+/- 15%	Yes	Yes
	150	WBR	20	21	0.2	1	5.0%	+/- 100 vph	Yes	Yes
	150	NBR	35	34	0.2	-1	-2.9%	+/- 100 vph	Yes	Yes
	150	SBR	25	24	0.2	-1	-4.0%	+/- 100 vph	Yes	Yes
Cypress Creek Rd & Dixie Hwy	160	EBL	220	218	0.1	-2	-0.9%	+/- 100 vph	Yes	Yes
	160	EBT	800	807	0.2	7	0.9%	+/- 15%	Yes	Yes
	160	EBR	480	483	0.1	3	0.6%	+/- 100 vph	Yes	Yes
	160	WBL	95	95	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	160	WBT	845	844	0.0	-1	-0.1%	+/- 15%	Yes	Yes
	160	WBR	85	83	0.2	-2	-2.4%	+/- 100 vph	Yes	Yes
	160	NBL	410	411	0.0	1	0.2%	+/- 100 vph	Yes	Yes
	160	NBT	320	318	0.1	-2	-0.6%	+/- 100 vph	Yes	Yes
	160	NBR	90	89	0.1	-1	-1.1%	+/- 100 vph	Yes	Yes
	160	SBL	185	189	0.3	4	2.2%	+/- 100 vph	Yes	Yes
	160	SBT	560	554	0.3	-6	-1.1%	+/- 100 vph	Yes	Yes
	160	SBR	180	177	0.2	-3	-1.7%	+/- 100 vph	Yes	Yes
Commercial Blvd & 15th Ave	200	EBL	20	20	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	EBT	1865	1870	0.1	5	0.3%	+/- 15%	Yes	Yes
	200	EBR	20	20	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	WBL	140	140	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	WBT	2200	2134	1.4	-66	-3.0%	+/- 15%	Yes	Yes
	200	WBR	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	NBL	75	73	0.2	-2	-2.7%	+/- 100 vph	Yes	Yes
	200	NBT	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	200	NBR	105	106	0.1	1	1.0%	+/- 100 vph	Yes	Yes
	200	SBL	75	70	0.6	-5	-6.7%	+/- 100 vph	Yes	Yes
	200	SBT	15	16	0.3	1	6.7%	+/- 100 vph	Yes	Yes
	200	SBR	50	50	0.0	0	0.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & 12th Ave	210	EBL	110	105	0.5	-5	-4.5%	+/- 100 vph	Yes	Yes
	210	EBT	1935	1945	0.2	10	0.5%	+/- 15%	Yes	Yes
	210	WBT	1725	1693	0.8	-32	-1.9%	+/- 15%	Yes	Yes
	210	WBR	35	35	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	210	SBR	615	579	1.5	-36	-5.9%	+/- 100 vph	Yes	Yes
Powerline Rd & 56th St	211	EBL	55	53	0.3	-2	-3.6%	+/- 100 vph	Yes	Yes
	211	EBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	211	EBR	55	55	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	211	WBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	211	WBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	211	WBR	25	24	0.2	-1	-4.0%	+/- 100 vph	Yes	Yes
	211	NBL	35	37	0.3	2	5.7%	+/- 100 vph	Yes	Yes
	211	NBT	1115	1104	0.3	-11	-1.0%	+/- 15%	Yes	Yes
	211	NBR	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	211	SBL	10	11	0.3	1	10.0%	+/- 100 vph	Yes	Yes
	211	SBT	1640	1638	0.0	-2	-0.1%	+/- 15%	Yes	Yes
	211	SBR	75	72	0.3	-3	-4.0%	+/- 100 vph	Yes	Yes
Powerline Rd & 53rd Court	212	EBR	20	18	0.5	-2	-10.0%	+/- 100 vph	Yes	Yes
	212	NBL	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	212	NBT	1160	1150	0.3	-10	-0.9%	+/- 15%	Yes	Yes
	212	SBT	1660	1647	0.3	-13	-0.8%	+/- 15%	Yes	Yes
	212	SBR	40	39	0.2	-1	-2.5%	+/- 100 vph	Yes	Yes
Powerline Rd & 51st Pl	213	EBR	45	45	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	213	WBR	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	213	NBL	40	39	0.2	-1	-2.5%	+/- 100 vph	Yes	Yes
	213	NBT	1150	1140	0.3	-10	-0.9%	+/- 15%	Yes	Yes
	213	NBR	15	17	0.5	2	13.3%	+/- 100 vph	Yes	Yes
	213	SBL	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	213	SBT	1640	1616	0.6	-24	-1.5%	+/- 15%	Yes	Yes
	213	SBR	25	26	0.2	1	4.0%	+/- 100 vph	Yes	Yes
Powerline Rd & 46th St	214	EBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	214	WBR	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	214	NBL	35	35	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	214	NBT	865	862	0.1	-3	-0.3%	+/- 15%	Yes	Yes
	214	NBR	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	214	SBL	5	5	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	214	SBT	990	982	0.3	-8	-0.8%	+/- 15%	Yes	Yes
	214	SBR	5	6	0.4	1	20.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & Powerline Rd	220	EBL	180	175	0.4	-5	-2.8%	+/- 100 vph	Yes	Yes
	220	EBT	1675	1708	0.8	33	2.0%	+/- 15%	Yes	Yes
	220	EBR	80	80	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	220	WBL	190	191	0.1	1	0.5%	+/- 100 vph	Yes	Yes
	220	WBT	1380	1337	1.2	-43	-3.1%	+/- 15%	Yes	Yes
	220	WBR	450	446	0.2	-4	-0.9%	+/- 100 vph	Yes	Yes
	220	NBL	125	120	0.5	-5	-4.0%	+/- 100 vph	Yes	Yes
	220	NBT	575	575	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	220	NBR	175	173	0.2	-2	-1.1%	+/- 100 vph	Yes	Yes
	220	SBL	700	657	1.7	-43	-6.1%	+/- 15%	Yes	Yes
	220	SBT	730	722	0.3	-8	-1.1%	+/- 15%	Yes	Yes
	220	SBR	255	262	0.4	7	2.7%	+/- 100 vph	Yes	Yes

Intersection	Node	Movement	Measured Volume	Simulated Volume	GEH	Difference		Volume Measure	Meets Measure?	Meets GEH?
						vph	%			
Commercial Blvd & I-95 SB Terminal	230	EBT	1560	1553	0.2	-7	-0.4%	+/- 15%	Yes	Yes
	230	EBR	990	983	0.2	-7	-0.7%	+/- 15%	Yes	Yes
	230	WBT	1590	1562	0.7	-28	-1.8%	+/- 15%	Yes	Yes
	230	SBL	375	344	1.6	-31	-8.3%	+/- 100 vph	Yes	Yes
	230	SBR	430	408	1.1	-22	-5.1%	+/- 100 vph	Yes	Yes
Commercial Blvd & I-95 NB Terminal	240	EBL	445	444	0.0	-1	-0.2%	+/- 100 vph	Yes	Yes
	240	EBT	1490	1459	0.8	-31	-2.1%	+/- 15%	Yes	Yes
	240	WBT	835	812	0.8	-23	-2.8%	+/- 15%	Yes	Yes
	240	WBR	465	448	0.8	-17	-3.7%	+/- 100 vph	Yes	Yes
	240	NBL	755	752	0.1	-3	-0.4%	+/- 15%	Yes	Yes
	240	NBR	895	882	0.4	-13	-1.5%	+/- 15%	Yes	Yes
Andrews Ave & 51st Court	241	EBL	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	EBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	EBR	20	18	0.5	-2	-10.0%	+/- 100 vph	Yes	Yes
	241	WBL	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	241	WBT	5	0	3.2	-5	-100.0%	+/- 100 vph	Yes	Yes
	241	WBR	15	21	1.4	6	40.0%	+/- 100 vph	Yes	Yes
	241	NBL	25	25	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	NBT	455	456	0.0	1	0.2%	+/- 100 vph	Yes	Yes
	241	NBR	15	15	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	241	SBL	15	16	0.3	1	6.7%	+/- 100 vph	Yes	Yes
	241	SBT	765	763	0.1	-2	-0.3%	+/- 15%	Yes	Yes
	241	SBR	5	7	0.8	2	40.0%	+/- 100 vph	Yes	Yes
Andrews Ave & 48th St	242	EBL	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	242	EBT	5	0	3.2	-5	-100.0%	+/- 100 vph	Yes	Yes
	242	EBR	10	15	1.4	5	50.0%	+/- 100 vph	Yes	Yes
	242	WBL	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	242	WBT	0	0	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	WBR	10	9	0.3	-1	-10.0%	+/- 100 vph	Yes	Yes
	242	NBL	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	242	NBT	730	727	0.1	-3	-0.4%	+/- 15%	Yes	Yes
	242	NBR	5	4	0.5	-1	-20.0%	+/- 100 vph	Yes	Yes
	242	SBL	10	10	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	242	SBT	700	696	0.2	-4	-0.6%	+/- 15%	Yes	Yes
	242	SBR	5	3	1.0	-2	-40.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & Andrews Ave	250	EBL	190	187	0.2	-3	-1.6%	+/- 100 vph	Yes	Yes
	250	EBT	2000	1965	0.8	-35	-1.8%	+/- 15%	Yes	Yes
	250	EBR	195	191	0.3	-4	-2.1%	+/- 100 vph	Yes	Yes
	250	WBL	70	65	0.6	-5	-7.1%	+/- 100 vph	Yes	Yes
	250	WBT	1840	1745	2.2	-95	-5.2%	+/- 15%	Yes	Yes
	250	WBR	60	59	0.1	-1	-1.7%	+/- 100 vph	Yes	Yes
	250	NBL	385	368	0.9	-17	-4.4%	+/- 100 vph	Yes	Yes
	250	NBT	245	249	0.3	4	1.6%	+/- 100 vph	Yes	Yes
	250	NBR	120	120	0.0	0	0.0%	+/- 100 vph	Yes	Yes
	250	SBL	215	208	0.5	-7	-3.3%	+/- 100 vph	Yes	Yes
	250	SBT	450	452	0.1	2	0.4%	+/- 100 vph	Yes	Yes
	250	SBR	130	127	0.3	-3	-2.3%	+/- 100 vph	Yes	Yes
Commercial Blvd & 3rd Ave	260	EBL	15	14	0.3	-1	-6.7%	+/- 100 vph	Yes	Yes
	260	EBT	2320	2282	0.8	-38	-1.6%	+/- 15%	Yes	Yes
	260	WBT	1955	1869	2.0	-86	-4.4%	+/- 15%	Yes	Yes
	260	WBR	10	7	1.0	-3	-30.0%	+/- 100 vph	Yes	Yes
	260	SBR	15	3	4.0	-12	-80.0%	+/- 100 vph	Yes	Yes
Commercial Blvd & 6th Ave	270	EBL	80	72	0.9	-8	-10.0%	+/- 100 vph	Yes	Yes
	270	EBT	2145	2111	0.7	-34	-1.6%	+/- 15%	Yes	Yes
	270	EBR	95	94	0.1	-1	-1.1%	+/- 100 vph	Yes	Yes
	270	WBL	120	117	0.3	-3	-2.5%	+/- 100 vph	Yes	Yes
	270	WBT	1835	1775	1.4	-60	-3.3%	+/- 15%	Yes	Yes
	270	WBR	170	165	0.4	-5	-2.9%	+/- 100 vph	Yes	Yes
	270	NBL	65	63	0.3	-2	-3.1%	+/- 100 vph	Yes	Yes
	270	NBT	325	322	0.2	-3	-0.9%	+/- 100 vph	Yes	Yes
	270	NBR	105	102	0.3	-3	-2.9%	+/- 100 vph	Yes	Yes
	270	SBL	135	134	0.1	-1	-0.7%	+/- 100 vph	Yes	Yes
	270	SBT	260	252	0.5	-8	-3.1%	+/- 100 vph	Yes	Yes
	270	SBR	65	61	0.5	-4	-6.2%	+/- 100 vph	Yes	Yes

Appendix E. Existing Conditions Detailed Intersection Operations

2015 Existing - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	52	84.9	83	**14.7**
				EBT	1569	12.3	518	
				EBR	121	6.8	63	
			NB	NBL	14	86.9	72	
				NBT	5	92.4	89	
				NBR	30	25.7	121	
			WB	WBL	88	70.5	247	
				WBT	1607	9.7	326	
				WBR	292	8.9	231	
			SB	SBL	43	88.0	142	
				SBT	4	96.0	142	
				SBR	14	44.7	176	
101	N Andrews Ave	NW 66th Ave	EB	EBL	4	1.7	4	**0.4**
				EBT	0	0.0	0	
				EBR	19	0.7	0	
			NB	NBL	13	0.6	0	
				NBT	668	0.4	28	
				NBR	108	1.9	59	
			WB	WBL	8	1.1	8	
				WBT	0	0.0	0	
				WBR	10	1.0	0	
			SB	SBL	71	0.8	0	
				SBT	807	0.1	0	
				SBR	4	0.7	2	
102	N Andrews Ave	NW 1st Ave	EB	EBL	18	1.1	0	**0.6**
				EBT	0	0.0	0	
				EBR	14	0.9	0	
			NB	NBL	99	1.2	2	
				NBT	766	0.8	2	
				NBR	35	1.7	42	
			WB	WBL	13	0.5	0	
				WBT	0	0.0	0	
				WBR	5	0.0	0	
			SB	SBL	46	0.7	0	
				SBT	763	0.2	0	
				SBR	24	1.5	32	
103	N Andrews Ave	N Andrews Way	EB	EBL	27	92.0	77	**17.6**
				EBT	5	91.2	77	
				EBR	25	16.7	57	
			NB	NBL	93	82.5	247	
				NBT	736	10.5	267	
				NBR	63	3.6	81	
			WB	WBL	14	81.4	89	
				WBT	39	83.2	164	
				WBR	14	30.9	189	
			SB	SBL	83	87.6	358	
				SBT	1367	9.7	363	
				SBR	102	5.5	140	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	148	101.6	178	**52.7**
				EBT	791	42.3	1196	
				EBR	702	28.0	1237	
			NB	NBL	240	129.5	516	
				NBT	396	49.1	214	
				NBR	139	5.9	139	
			WB	WBL	350	103.1	841	
				WBT	1646	50.6	912	
				WBR	359	13.3	286	
			SB	SBL	157	83.6	199	
				SBT	511	67.5	644	
				SBR	117	13.3	127	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1053	14.7	305	**37.2**
				EBR	34	2.7	45	
			NB	NBL	115	96.7	287	
				NBR	14	5.5	287	
			SB	SBL	280	69.6	294	
				SBT	25	71.2	294	
				SBR	300	83.2	312	
			WB	WBL	17	109.6	69	
				WBT	1954	34.0	1080	
				WBR	555	7.2	0	
130	Cypress Creek Rd	I-95 NB Ramps	EB	EBL	364	32.9	514	**12.9**
				EBT	1770	1.1	3	
			NB	NBR	798	1.1	0	
			SB	SBR	1170	1.7	79	
			WB	WBT	1372	7.6	420	
				WBR	99	0.7	0	

2015 Existing - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
140	Cypress Creek Rd	NW 7th Ave	EB	EBL	360	80.6	828	24.9
				EBT	1357	6.9	394	
				EBR	50	7.6	394	
			NB	NBL	94	87.6	289	
				NBT	9	86.4	289	
				NBR	30	59.0	252	
			WB	WBL	33	87.3	108	
				WBT	1323	21.4	483	
				WBR	77	19.2	532	
			SB	SBL	20	82.5	76	
				SBT	5	73.3	86	
				SBR	53	10.8	103	
150	Cypress Creek Rd	NW 9th Ave	EB	EBL	39	6.3	60	2.3
				EBT	1251	2.8	258	
				EBR	115	2.9	258	
			NB	NBR	57	12.4	89	
			WB	WBL	62	10.4	74	
				WBT	1410	0.7	0	
				WBR	17	0.9	0	
			SB	SBR	24	10.7	55	
160	Cypress Creek Rd	N Dixie Hwy	EB	EBL	144	64.3	530	33.5
				EBT	730	35.3	820	
				EBR	423	13.6	447	
			NB	NBL	350	39.7	449	
				NBT	186	37.4	160	
				NBR	48	26.9	222	
			WB	WBL	42	32.1	76	
				WBT	891	32.7	365	
				WBR	46	22.6	395	
			SB	SBL	194	32.6	233	
				SBT	462	48.9	320	
				SBR	250	9.6	185	
200	Commercial Blvd	NW 15th Ave	EB	EBL	72	13.8	63	9.2
				EBT	1760	6.6	373	
				EBR	70	2.7	63	
			NB	NBL	15	81.6	65	
				NBT	10	84.5	214	
				NBR	77	78.6	214	
			WB	WBL	212	23.2	240	
				WBT	1461	2.4	70	
				WBR	85	2.5	64	
			SB	SBL	59	83.5	281	
				SBT	8	69.8	89	
				SBR	11	14.6	109	
210	Commercial Blvd	NW 12th Ave	EB	EBL	182	19.6	264	3.0
				EBT	1708	1.1	0	
			WB	WBT	1670	3.0	234	
				WBR	96	3.7	219	
			SB	SBR	95	3.7	68	
211	Powerline Rd	NW 56th St	EB	EBL	67	10.6	99	1.2
				EBT	4	17.9	123	
				EBR	67	10.3	122	
			NB	NBL	55	8.7	71	
				NBT	1299	0.7	23	
				NBR	24	5.7	38	
			WB	WBL	4	18.7	44	
				WBT	0	0.0	44	
				WBR	9	7.4	0	
			SB	SBL	14	10.3	32	
				SBT	1322	0.1	0	
				SBR	75	0.9	0	
212	Powerline Rd	NW 53rd St	EB	EBR	9	4.2	49	0.2
			NB	NBL	0	0.0	0	
				NBT	1381	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	0	0.0	0	
			SB	SBT	1366	0.2	0	
				SBR	23	0.6	0	
213	Powerline Rd	NW 51st Pl	EB	EBR	18	8.1	52	0.5
			NB	NBL	39	7.4	54	
				NBT	1378	0.4	0	
				NBR	7	1.7	27	
			SB	SBT	1366	0.2	0	
				SBR	23	0.6	0	
214	Powerline Rd	NW 46th St	EB	EBR	4	2.2	15	0.5
			NB	NBL	10	2.8	20	
				NBT	949	0.0	0	
				NBR	0	0.0	0	
			WB	WBR	4	0.6	18	
			SB	SBT	643	56.3	0	
				SBR	193	11.5	0	

2015 Existing - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	212	81.7	209	**54.1**
				EBT	1389	42.5	808	
				EBR	106	23.8	105	
			NB	NBL	171	82.5	190	
				NBT	639	69.6	420	
				NBR	141	29.3	311	
			WB	WBL	143	85.0	188	
				WBT	1401	49.3	822	
				WBR	573	52.3	822	
			SB	SBL	551	76.1	496	
				SBT	643	56.3	333	
				SBR	193	11.5	172	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1359	38.3	677	**30.4**
				EBR	696	3.7	0	
			WB	WBT	1580	9.9	418	
			SB	SBL	523	72.2	365	
				SBR	530	7.0	293	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	407	57.4	414	**57.1**
				EBT	1486	13.1	436	
			NB	NBL	905	174.0	1753	
				NBR	947	3.4	0	
			WB	WBT	681	29.6	299	
				WBR	418	5.5	300	
241	N Andrews Ave	NW 51st St	EB	EBL	4	1.3	24	**3.7**
				EBT	4	1.4	24	
				EBR	25	14.0	71	
			NB	NBL	14	0.6	0	
				NBT	694	0.2	0	
				NBR	4	0.5	2	
			WB	WBL	30	7.6	2	
				WBT	0	0.0	2	
				WBR	13	2.4	27	
			SB	SBL	4	1.3	136	
				SBT	625	7.1	136	
				SBR	7	4.5	183	
242	N Andrews Ave	NW 48th St	EB	EBL	10	3.3	23	**0.7**
				EBT	0	0.0	0	
				EBR	8	1.2	18	
			NB	NBL	4	4.4	16	
				NBT	641	0.5	0	
				NBR	9	1.1	8	
			WB	WBL	4	4.5	22	
				WBT	0	0.0	11	
				WBR	23	4.6	34	
			SB	SBL	15	2.7	53	
				SBT	556	0.5	5	
				SBR	3	1.2	32	
250	Commercial Blvd	N Andrews Ave	EB	EBL	261	91.9	300	**46.6**
				EBT	1957	31.5	898	
				EBR	209	9.8	898	
			NB	NBL	249	66.4	432	
				NBT	345	63.4	368	
				NBR	82	56.6	403	
			WB	WBL	41	95.1	133	
				WBT	1671	50.4	1392	
				WBR	105	74.1	1433	
			SB	SBL	134	51.4	345	
				SBT	324	65.0	355	
				SBR	219	28.1	319	
260	Commercial Blvd	NE 3rd Ave	EB	EBL	44	24.7	88	**7.6**
				EBT	2118	2.1	0	
			WB	WBT	1784	12.8	712	
				WBR	15	23.5	712	
			SB	SBR	47	36.3	129	
270	Commercial Blvd	NE 6th Ave	EB	EBL	45	81.0	135	**26.4**
				EBT	2006	16.0	524	
				EBR	49	16.1	583	
			NB	NBL	75	67.3	165	
				NBT	170	74.5	225	
				NBR	43	76.2	225	
			WB	WBL	51	84.4	134	
				WBT	1681	18.9	547	
				WBR	47	19.3	584	
			SB	SBL	141	69.3	454	
				SBT	145	71.8	454	
				SBR	75	58.8	484	

2015 Existing - PM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	31	92.6	69	49.3
				EBT	1536	62.2	1237	
				EBR	36	54.1	46	
			NB	NBL	106	80.3	266	
				NBT	5	94.5	398	
				NBR	168	69.1	425	
			WB	WBL	53	116.5	169	
				WBT	1293	17.6	360	
				WBR	73	5.1	55	
			SB	SBL	402	75.6	515	
				SBT	4	74.4	515	
				SBR	98	67.8	548	
101	N Andrews Ave	NW 66th Ave	EB	EBL	5	0.9	2	0.2
				EBT	0	0.0	0	
				EBR	14	0.7	0	
			NB	NBL	31	1.0	0	
				NBT	659	0.2	0	
				NBR	16	0.9	4	
			WB	WBL	52	1.3	11	
				WBT	0	0.0	0	
				WBR	53	1.5	0	
			SB	SBL	16	0.8	0	
				SBT	1036	0.1	0	
				SBR	5	0.8	2	
102	N Andrews Ave	NW 1st Ave	EB	EBL	31	1.3	0	0.5
				EBT	0	0.0	0	
				EBR	48	1.0	0	
			NB	NBL	167	1.5	0	
				NBT	606	0.6	0	
				NBR	20	1.3	28	
			WB	WBL	30	1.1	0	
				WBT	0	0.0	0	
				WBR	68	0.4	0	
			SB	SBL	17	0.6	0	
				SBT	1035	0.2	0	
				SBR	51	1.7	33	
103	N Andrews Ave	N Andrews Way	EB	EBL	146	81.5	239	18.6
				EBT	9	75.7	239	
				EBR	170	56.9	365	
			NB	NBL	36	81.4	118	
				NBT	652	11.1	202	
				NBR	15	2.5	60	
			WB	WBL	62	83.3	242	
				WBT	12	84.9	222	
				WBR	71	25.4	248	
			SB	SBL	10	102.4	54	
				SBT	2067	9.3	510	
				SBR	28	3.6	80	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	195	106.9	440	65.2
				EBT	1030	44.3	1243	
				EBR	893	96.7	1292	
			NB	NBL	257	112.8	514	
				NBT	299	40.0	176	
				NBR	322	9.9	244	
			WB	WBL	416	127.6	786	
				WBT	1006	42.1	869	
				WBR	299	9.1	223	
			SB	SBL	170	84.1	183	
				SBT	790	81.9	958	
				SBR	156	36.1	176	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1273	12.1	205	23.3
				EBR	249	5.1	132	
			NB	NBL	75	85.6	212	
				NBR	79	7.0	212	
			SB	SBL	315	71.9	361	
				SBT	22	72.0	361	
				SBR	272	72.3	266	
			WB	WBL	14	90.1	59	
				WBT	1372	12.2	378	
				WBR	565	3.5	0	
130	Cypress Creek Rd	I-95 NB Ramps	EB	EBL	662	49.4	989	21.5
				EBT	1707	0.9	0	
			NB	NBR	682	1.2	0	
			SB	SBR	395	0.5	0	
			WB	WBT	1555	9.7	498	
				WBR	169	0.7	0	

2015 Existing - PM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
140	Cypress Creek Rd	NW 7th Ave	EB	EBL	81	90.1	281	17.6
				EBT	1508	10.7	493	
				EBR	125	11.1	493	
			NB	NBL	85	77.5	214	
				NBT	5	80.4	214	
				NBR	24	57.2	234	
			WB	WBL	35	89.7	116	
				WBT	1331	12.7	412	
				WBR	20	10.5	461	
			SB	SBL	47	82.7	131	
				SBT	10	63.7	389	
				SBR	308	15.8	406	
150	Cypress Creek Rd	NW 9th Ave	EB	EBL	66	7.3	68	10.4
				EBT	1444	18.9	750	
				EBR	65	9.1	750	
			NB	NBR	34	33.9	58	
			WB	WBL	46	20.5	76	
				WBT	1365	0.6	0	
				WBR	21	1.1	0	
			SB	SBR	24	9.8	55	
160	Cypress Creek Rd	N Dixie Hwy	EB	EBL	220	76.7	859	49.0
				EBT	791	58.9	868	
				EBR	470	27.7	717	
			NB	NBL	407	83.6	790	
				NBT	316	42.8	416	
				NBR	91	38.6	478	
			WB	WBL	91	50.4	163	
				WBT	844	39.2	410	
				WBR	86	26.4	440	
			SB	SBL	185	38.8	258	
				SBT	554	56.6	433	
				SBR	182	6.6	112	
200	Commercial Blvd	NW 15th Ave	EB	EBL	21	14.4	35	9.8
				EBT	1868	7.1	375	
				EBR	20	2.3	35	
			NB	NBL	74	77.1	198	
				NBT	5	78.5	263	
				NBR	104	82.1	263	
			WB	WBL	143	14.6	96	
				WBT	2106	3.1	135	
				WBR	0	0.0	0	
			SB	SBL	72	77.5	171	
				SBT	15	71.5	58	
				SBR	51	10.0	88	
210	Commercial Blvd	NW 12th Ave	EB	EBL	108	14.4	128	7.0
				EBT	1944	1.2	6	
			WB	WBT	1677	2.3	88	
				WBR	36	2.9	78	
			SB	SBR	576	39.5	1485	
211	Powerline Rd	NW 56th St	EB	EBL	55	12.9	68	1.0
				EBT	0	0.0	86	
				EBR	55	10.3	85	
			NB	NBL	39	11.3	65	
				NBT	1113	0.6	27	
				NBR	10	4.9	18	
			WB	WBL	4	14.3	49	
				WBT	0	0.0	49	
				WBR	24	7.4	7	
			SB	SBL	9	7.7	24	
				SBT	1638	0.2	0	
				SBR	72	1.1	0	
212	Powerline Rd	NW 53rd St	EB	EBR	18	6.1	51	1.7
			NB	NBL	0	0.0	0	
				NBT	1161	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	0	0.0	0	
			SB	SBT	1621	12.4	180	
				SBR	26	0.8	180	
213	Powerline Rd	NW 51st Pl	EB	EBR	45	22.2	70	7.9
			NB	NBL	40	20.9	88	
				NBT	1152	0.5	0	
				NBR	16	1.8	37	
			SB	SBT	1621	12.4	498	
				SBR	26	0.8	498	
214	Powerline Rd	NW 46th St	EB	EBR	4	1.3	8	0.5
			NB	NBL	34	3.7	46	
				NBT	865	0.0	0	
				NBR	0	0.0	0	
			WB	WBR	9	0.2	17	
			SB	SBT	723	56.6	0	
				SBR	257	13.6	0	

2015 Existing - PM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	181	81.7	182	**60.0**
				EBT	1694	45.9	1140	
				EBR	77	32.1	100	
			NB	NBL	120	81.8	146	
				NBT	579	70.8	440	
				NBR	176	37.6	358	
			WB	WBL	197	97.4	247	
				WBT	1337	41.2	786	
				WBR	449	34.8	786	
			SB	SBL	662	151.5	843	
				SBT	723	56.6	407	
				SBR	257	13.6	235	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1566	36.6	767	**28.8**
				EBR	983	4.5	5	
			WB	WBT	1569	10.5	418	
			SB	SBL	347	76.5	281	
				SBR	411	5.7	198	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	446	54.3	408	**39.1**
				EBT	1468	13.4	437	
			NB	NBL	774	108.0	731	
				NBR	881	1.9	3	
			WB	WBT	790	29.4	360	
				WBR	448	6.5	400	
241	N Andrews Ave	NW 51st St	EB	EBL	0	0.0	0	**4.7**
				EBT	0	0.0	0	
				EBR	18	8.9	36	
			NB	NBL	24	0.6	0	
				NBT	455	0.2	0	
				NBR	14	0.7	18	
			WB	WBL	9	10.1	0	
				WBT	0	0.0	0	
				WBR	20	1.5	25	
			SB	SBL	17	3.6	166	
				SBT	760	7.5	166	
				SBR	7	4.3	213	
242	N Andrews Ave	NW 48th St	EB	EBL	9	24.5	38	**8.3**
				EBT	0	0.0	31	
				EBR	15	6.3	56	
			NB	NBL	15	25.4	410	
				NBT	728	14.8	359	
				NBR	4	1.0	407	
			WB	WBL	4	14.9	38	
				WBT	0	0.0	28	
				WBR	9	25.3	58	
			SB	SBL	10	5.6	66	
				SBT	691	0.7	24	
				SBR	4	1.0	42	
250	Commercial Blvd	N Andrews Ave	EB	EBL	184	100.7	231	**71.8**
				EBT	1979	46.4	1019	
				EBR	190	14.3	1019	
			NB	NBL	377	114.5	716	
				NBT	253	52.6	302	
				NBR	118	43.4	337	
			WB	WBL	63	105.0	172	
				WBT	1729	106.9	1403	
				WBR	57	189.2	1403	
			SB	SBL	205	37.7	348	
				SBT	453	52.9	344	
				SBR	127	24.0	248	
260	Commercial Blvd	NE 3rd Ave	EB	EBL	15	38.4	53	**51.7**
				EBT	2282	5.0	572	
			WB	WBT	1849	106.9	1324	
				WBR	7	338.2	1324	
			SB	SBR	1	3064.6	406	
270	Commercial Blvd	NE 6th Ave	EB	EBL	70	206.9	455	**79.0**
				EBT	2101	50.6	1334	
				EBR	93	48.2	1394	
			NB	NBL	63	138.6	155	
				NBT	329	142.4	1146	
				NBR	103	145.7	1146	
			WB	WBL	113	181.8	1767	
				WBT	1761	76.6	2041	
				WBR	163	90.7	2078	
			SB	SBL	133	93.0	1079	
				SBT	255	118.6	1079	
				SBR	59	111.5	1108	

Appendix F. PD&E Traffic Volume Development Report

March 27, 2018

Memo

Date:	September 7, 2017
Project:	FPID: 435808-1-22-02; SR 9/I-95 from South of SR 870 (Commercial Boulevard) to North of Cypress Creek Road
To:	Cesar Martinez, PE, FDOT D4 PL&EM
CC:	Joshua Salazar, PE, HDR Project Manager Roberto Gutierrez, PE, Stantec Project Manager
From:	Heather Hubbard, PE, HDR Traffic Engineer Bryan St. George, EI, HDR Traffic Engineer Intern
Subject:	Design Year (2040) and Opening Year (2020) Traffic Volume Development Methodology

1. Introduction

The Florida Department of Transportation (FDOT), District Four, is conducting a Project Development and Environment (PD&E) Study at the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges. A Systems Interchange Modification Report (SIMR) is being prepared as part of the PD&E Study to document the evaluation of the Proposed Alternatives for the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges. The Methodology Letter of Understanding (MLOU) was approved by Central Office on July 15, 2016 as a programmatic project. The MLOU identifies the study limits, study intersections, type of data collection needed, analysis years, traffic forecasting process, etc. The purpose of this Traffic Volume Development Memorandum is to document the methodology employed in the development of the design year (2040) and opening year (2020) traffic volume demand for these interchanges and their adjacent cross streets that will be used in the SIMR analysis.

The project location includes Commercial Boulevard from NW 15th Avenue to NE 6th Avenue, Cypress Creek Road from NW 6th Way to Dixie Highway, and I-95 from south of Commercial Boulevard to north of Cypress Creek Road. The Build Alternative may include modifications to several intersections along Powerline Road and Andrews Avenue. Therefore, the arterials of Powerline from NW 46th Street to NW 56th Street and Andrews Avenue from the west end of the I-95/Andrews Avenue overpass bridge to NW 66th Street are considered to be in the area of influence of this project. The overall project location is shown on **Figure 1.1**. **Figure 1.2** displays the project limits and area of influence for the I-95/Commercial Boulevard interchange. **Figure 1.3** displays the project limits and area of influence for the I-95/Cypress Creek Road interchange.

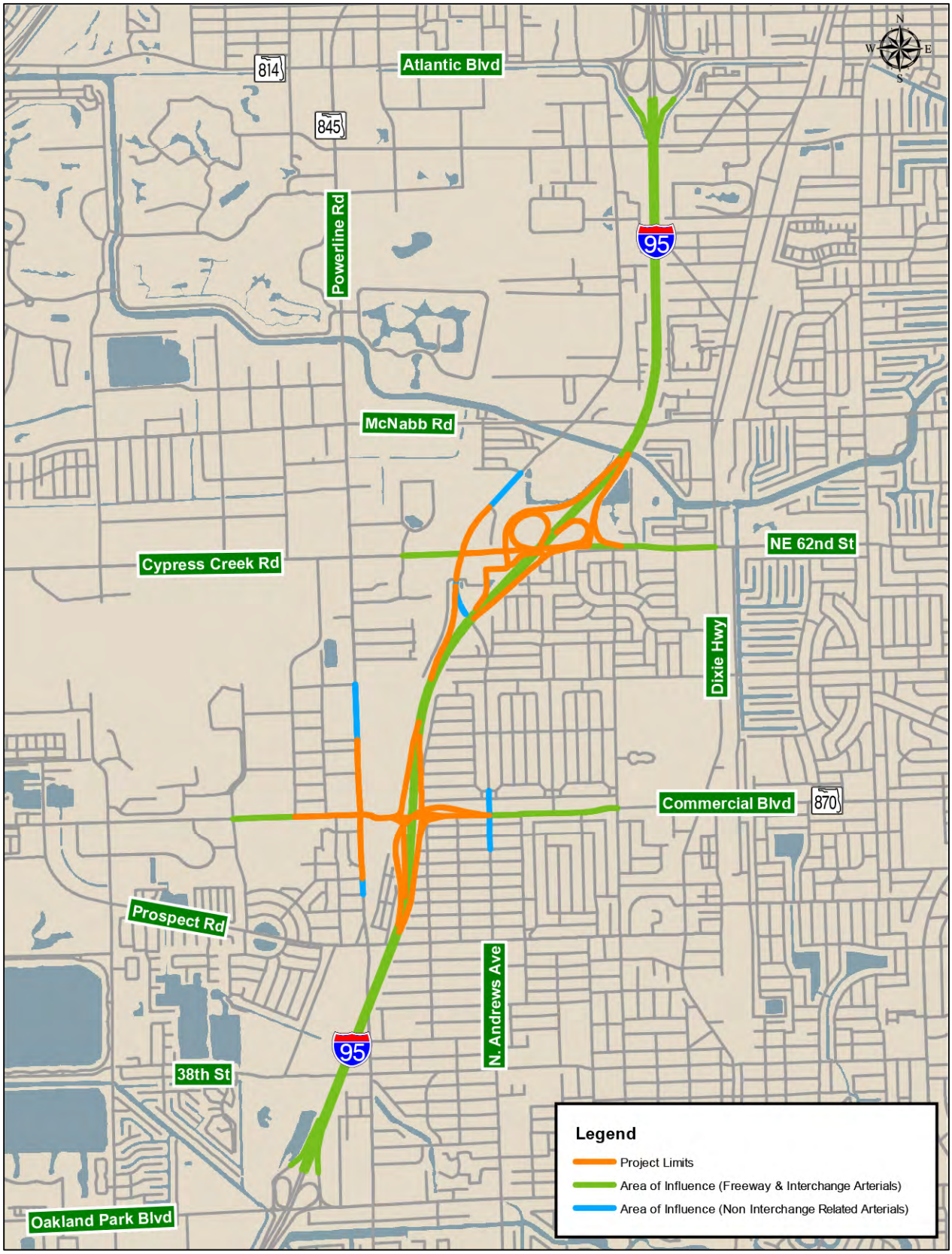


Figure 1.1. Project Location and Area of Influence



Figure 1.2. Project Location and Area of Influence – I-95/Commercial Boulevard



Figure 1.3. Project Location and Area of Influence – I-95/Cypress Creek Road

2. Traffic Data Collection

A comprehensive traffic count program was performed by FDOT in May 2015 along the arterials of Commercial Boulevard from Powerline Road to Andrews Avenue and Cypress Creek Road from Andrews Avenue to Dixie Highway as part of a pre-PD&E effort in preparation for this PD&E Study. The results were provided in the Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report, dated 2015. Six-hour turning movement counts were collected at the following intersections as part of the pre-PD&E Study traffic data collection program:

- Commercial Boulevard/Powerline Road;
- Commercial Boulevard/Southbound I-95 Ramp Terminal;
- Commercial Boulevard/Northbound I-95 Ramp Terminal;
- Commercial Boulevard/Andrews Avenue;
- Cypress Creek Road/Andrews Avenue;
- Cypress Creek Road/Southbound I-95 Ramp Terminal;
- Cypress Creek Road/Northbound I-95 Ramp Terminal;
- Cypress Creek Road/NE 7th Avenue;
- Cypress Creek Road/NE 9th Avenue; and
- Cypress Creek Road/Dixie Highway.

Additional six-hour turning movement counts were collected in March 2016 to supplement the pre-PD&E turning movement counts that were provided, as the Proposed Alternatives may impact these intersections. The additional intersections that were counted are listed below:

- Commercial Boulevard/NW 15th Avenue;
- Commercial Boulevard/NW 12th Avenue;
- Commercial Boulevard/NE 3rd Avenue;
- Commercial Boulevard/NE 6th Avenue;
- Powerline Boulevard/NW 46th Street;
- Powerline Boulevard/NW 51st Place;
- Powerline Boulevard/NW 53rd Court;
- Powerline Boulevard/NW 56th Street;
- Andrews Avenue/NE 48th Street;
- Andrews Avenue/NE 51st Court;
- Cypress Creek Road/NW 6th Way;
- Andrews Avenue/N Andrews Way;
- Andrews Avenue/NE 1st Avenue (northern connection); and
- Andrews Avenue/NW 66th Street.

Seventy-two-hour classification counts were collected at all on and off ramps at both the I-95/Commercial Boulevard and I-95/Cypress Creek Road interchanges, as well as the I-95/Oakland Park Boulevard and I-95/Atlantic Boulevard interchange ramps, as part of the Pre-PD&E Study traffic data collection. The I-95/Oakland Park Boulevard and I-95/Atlantic Boulevard interchange ramp volumes will be used in a weaving analysis along I-95. Seventy-two-hour approach counts were collected at the approaches of the study intersections from the Pre-PD&E traffic data collection as well as the Park N' Ride (PnR) lot on and off ramps. **Figure 2.1** shows the traffic count data locations along the Commercial Boulevard corridor while **Figure 2.2** shows the traffic count data locations along the Cypress Creek Road corridor. The traffic count data can be found in **Attachment A**.

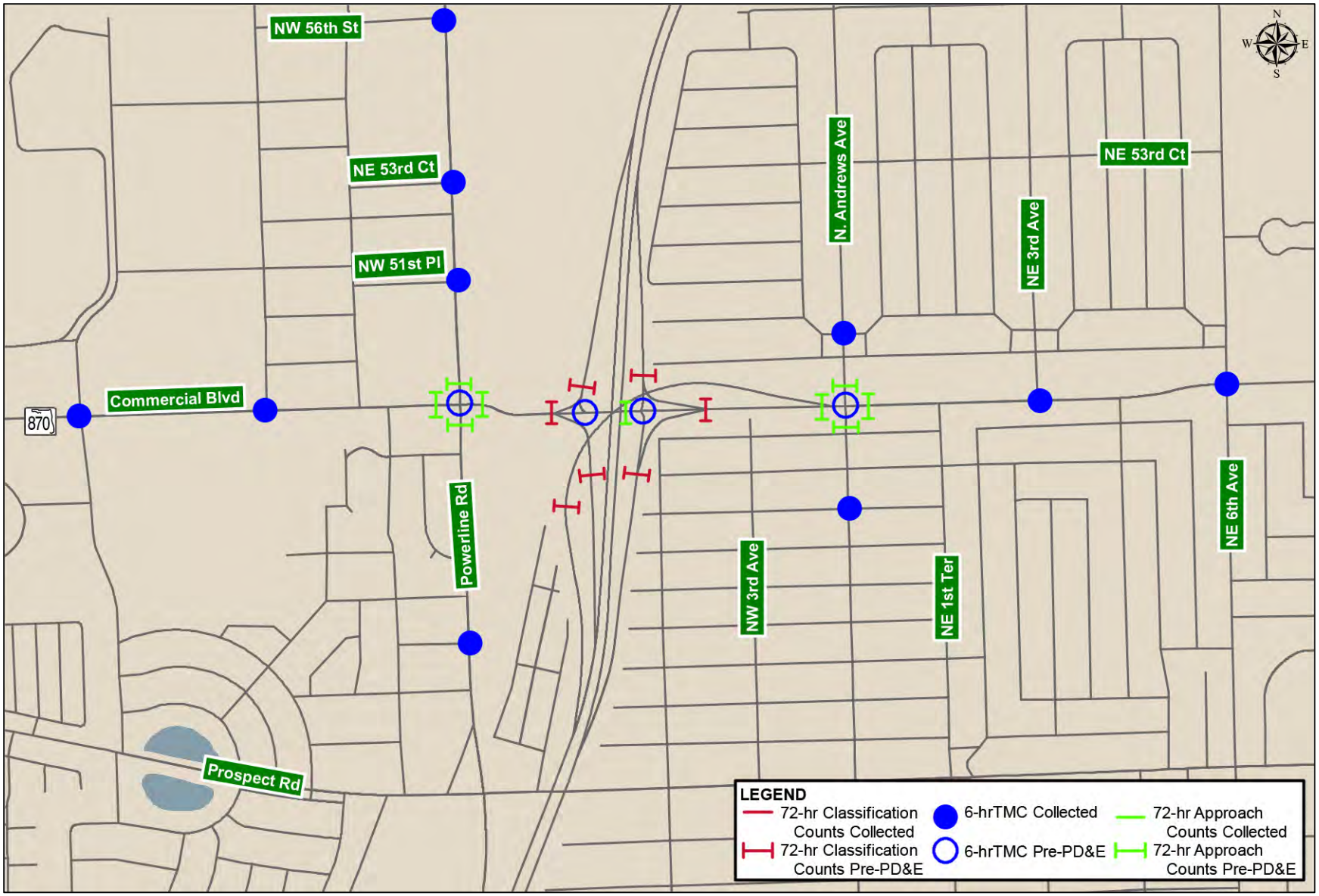


Figure 2.1. Traffic Count Types and Locations – I-95/Commercial Boulevard

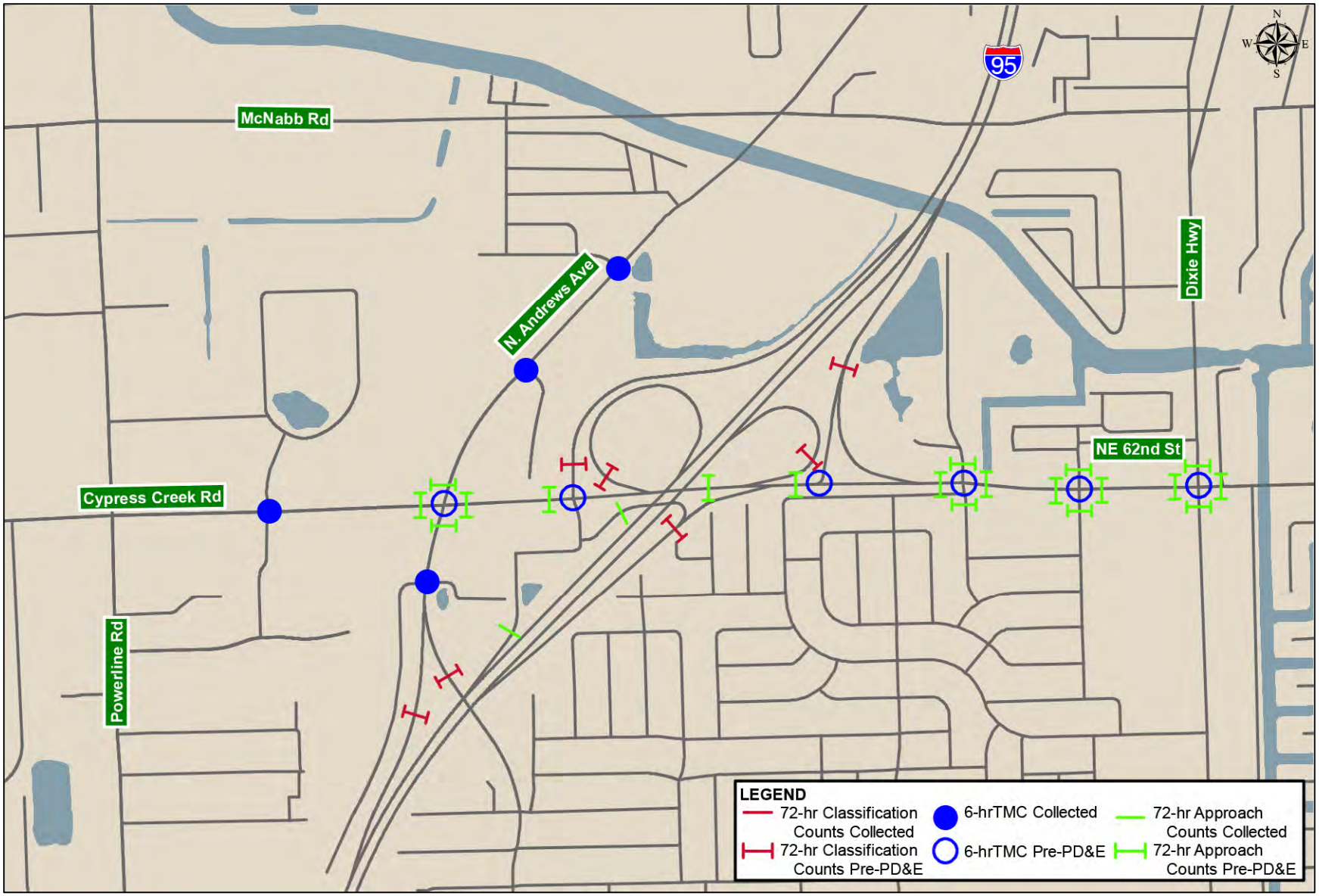


Figure 2.2. Traffic Count Types and Locations – I-95/Cypress Creek Road

3. Travel Demand Forecasting

FDOT conducted the travel demand forecasting effort and provided the results for use in the volume development for this PD&E Study. The travel demand forecasting results were provided in the Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report. The travel demand forecasting methodology, as stated in the MLOU, is summarized below.

The adopted 2010 Southeast Florida Regional Planning Model (SERPM) Validation Model and 2040 SERPM Cost Feasible Model were utilized for the purposes of forecasting future travel demand. The 2015 SERPM Annual Average Daily Traffic (AADT) volumes were used to perform a sub-area validation for the project study area by comparing them to field-measured AADT counts. Post-model adjustments were made to the 2040 SERPM Cost Feasible AADT volumes in cases where the 2015 Model volume-to-count ratios did not meet acceptable thresholds. This was accomplished by adding the differences between the 2015 Model and count AADT volumes to the 2040 Model AADT volumes. Future year AADT volumes were developed for all locations identified within the study area and area of influence. One set of future year AADT volumes was developed for each traffic forecasting year using the SERPM. These AADT volumes represent the total demand expected.

4. Traffic Parameters

The peak-to-daily ratios (K-pk), directional distribution (D-pk), and 24-hr percentage of trucks (T24-pk) were measured based on the results of the traffic count program. The measured values were compared to historical data provided in the FDOT Florida Traffic Information (FTI) online database 2014 and the acceptable ranges obtained from the FDOT Project Traffic Forecasting Handbook, dated 2014. These sources were used to determine the standard design-hour factor (K_{std}), design-hour directional distribution factor (D), and design-hour truck percentage (DHT), which is generally taken as half of the existing 24-hour percentage of trucks (T24), based on the FDOT Project Traffic Forecasting Handbook methodology. The design traffic factors recommended for the study area as approved in the MLOU are as follows:

K_{std} = 9.0 percent

D = 55.0 percent

DHT = 3.0 percent

The intent of selecting the appropriate design hour traffic factors is to ensure that the facility is designed to accommodate a specific level of future traffic loadings. Historical data can be found in **Attachment B**.

5. Development of Existing Year (2015) Peak Hour Traffic Volumes

The existing year (2015) AADT volumes were provided in the Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report for intersections that were included in that traffic count program. AADT volumes at intersections included in the supplemental count program were estimated using the two-way approach and departure volumes and K_{std}.

The I-95 mainline AADT volumes that were provided were shown as two-way AADT volumes. Directional I-95 mainline AADT volumes were developed to ensure that the mainline and ramp AADT volumes were balanced. This was accomplished by dividing the two-way AADT volumes by two, under the assumption that all trips over the course of a day begin and end at home. The

I-95 mainline control points used for the northbound and southbound directions were south of Commercial Boulevard and north of Cypress Creek Boulevard, respectively. I-95 mainline Directional Design Hourly Volumes (DDHVs) were developed by applying K_{std} and D to the two-way AADT at the northbound and southbound control points and adding/subtracting on and off ramp volumes accordingly to ensure that the directional volumes were balanced through the system.

Existing year (2015) turning movement volumes were provided in the Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report for intersections that were included in that traffic count program. Turning movement volumes at intersections included in the supplemental count program were determined by applying a seasonal factor (SF) of 0.96 or 1.02, depending on when the count was taken, to the raw turning movement counts for the AM and PM peak hours.

A manual smoothing process was performed to ensure that traffic flows were balanced between adjacent intersections. Note that although the supplemental traffic data was collected in 2016, the existing year is assumed to be 2015 for all study intersections for consistency with the Pre-PD&E volumes and to simplify the volumes development process. Volume growth between 2015 and 2016 was assumed to negligible as the study area is nearly built-out, especially after the 2016 supplemental counts were smoothed to balance with the 2015 Pre-PD&E volumes that were provided.

Figure 5.1 through **Figure 5.5** show the existing year (2015) AADT volumes, DDHVs, and turning movement volumes for both the AM and PM peak periods. The peak-hour turning movement volumes will be scaled down to obtain volumes for the hours before and after the peak hour using proportions obtained from traffic count data to develop the demand volume for the three-hour AM and PM analysis periods.

The global peak hours were determined by using the turning movement counts of the study intersections to find the four consecutive 15-minute intervals in which the highest number of vehicles entered the system. The global AM peak hour was determined to occur from 7:45 AM to 8:45 AM and the global PM peak hour was determined to occur from 5:00 PM to 6:00 PM. The existing global Peak-Hour Factors (PHFs) were determined to be 0.97 and 0.98 for the AM and PM peak periods, respectively.

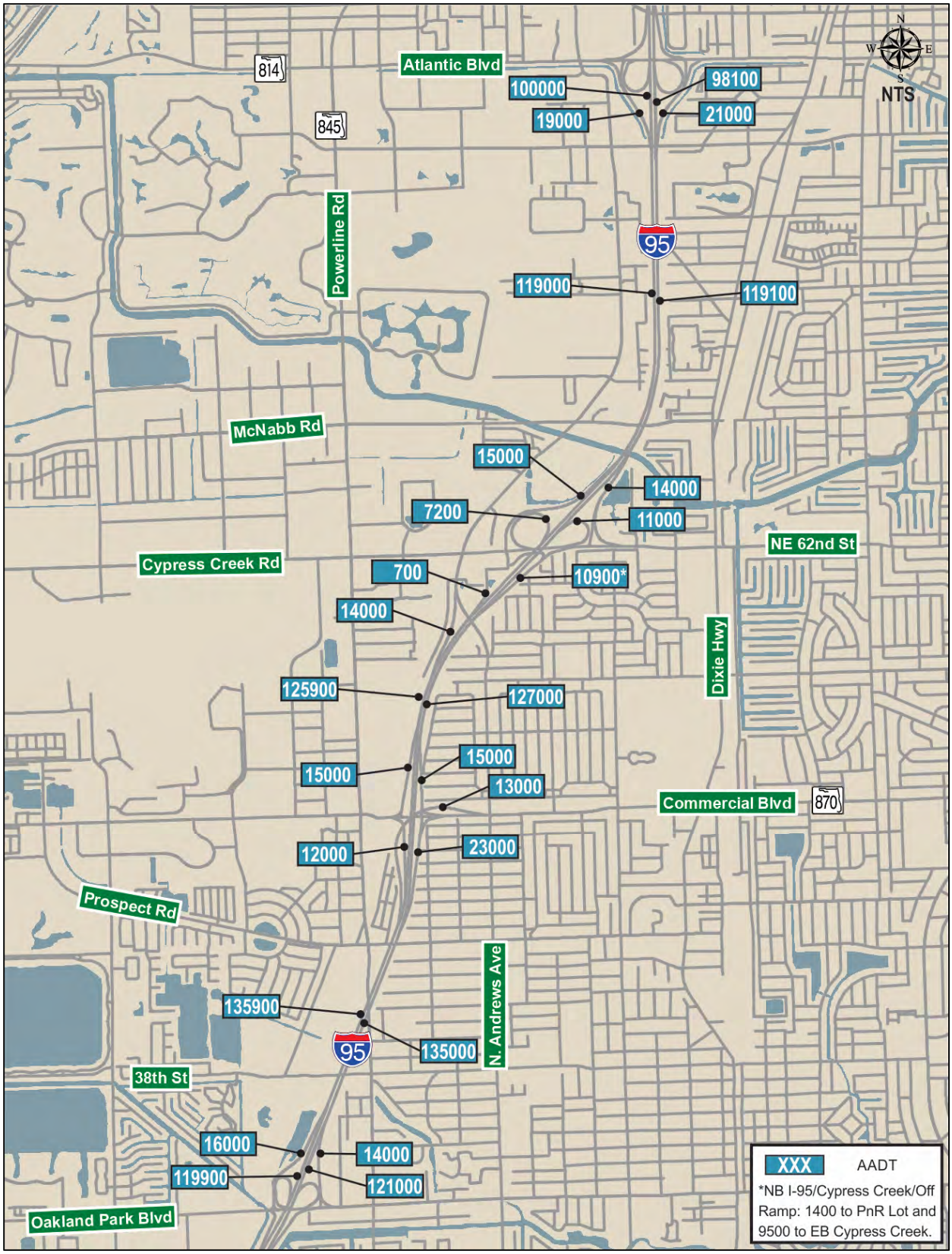


Figure 5.1. Existing Year (2015) AADT Volumes – I-95

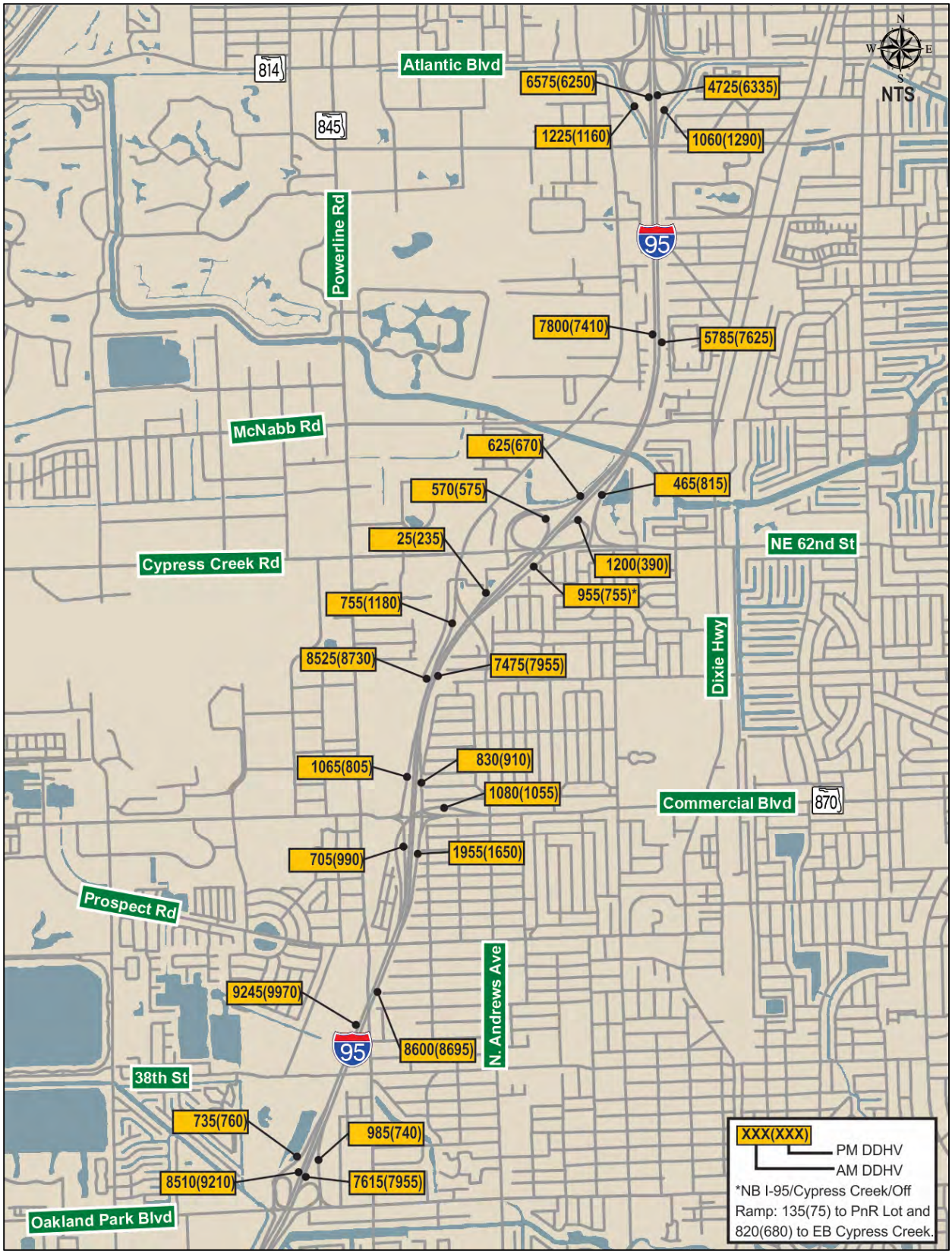


Figure 5.2. Existing Year (2015) DDHVs – I-95

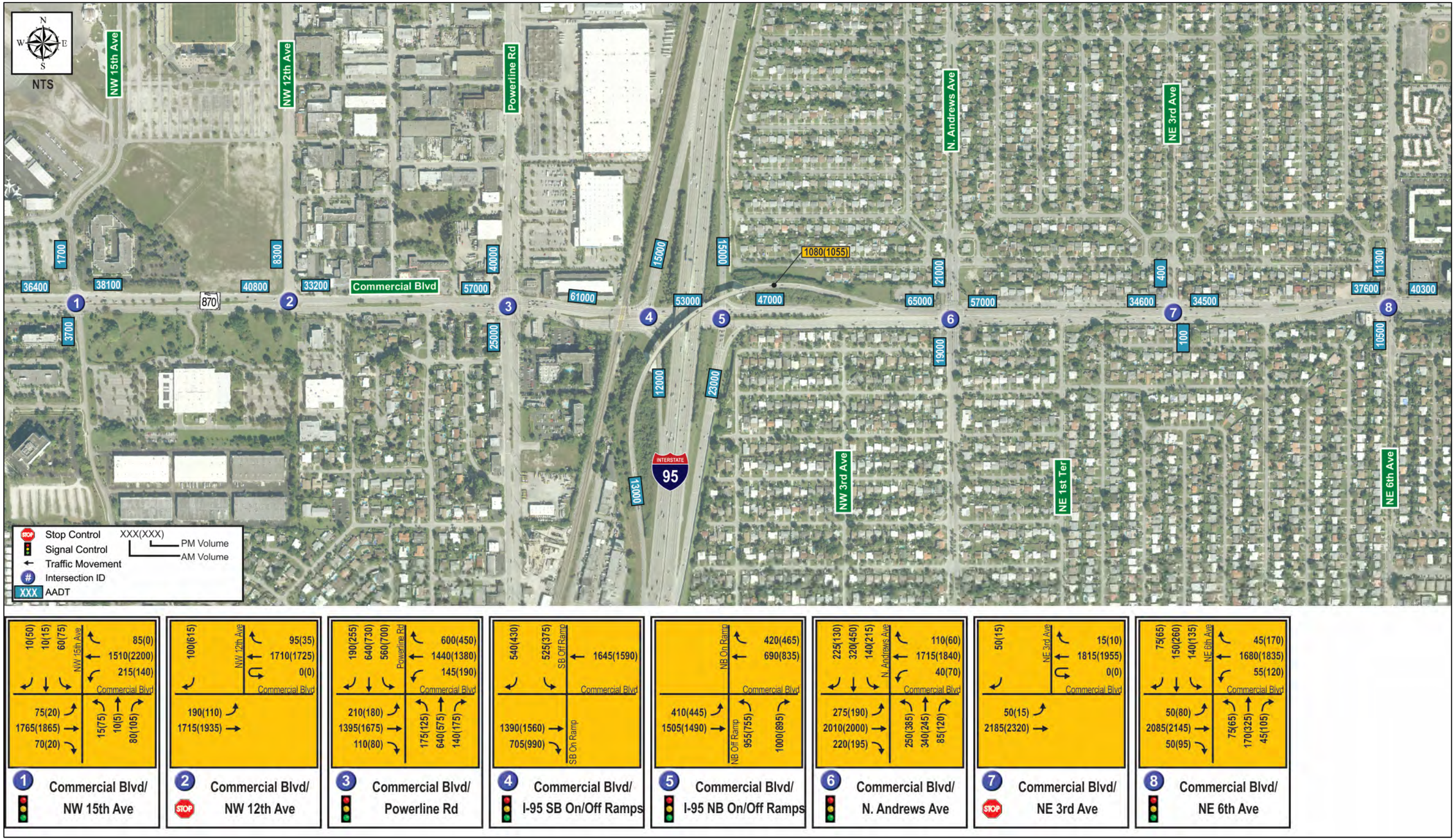


Figure 5.3. Existing Year (2015) AADT and Turning Movement Volumes – I-95/Commercial Boulevard

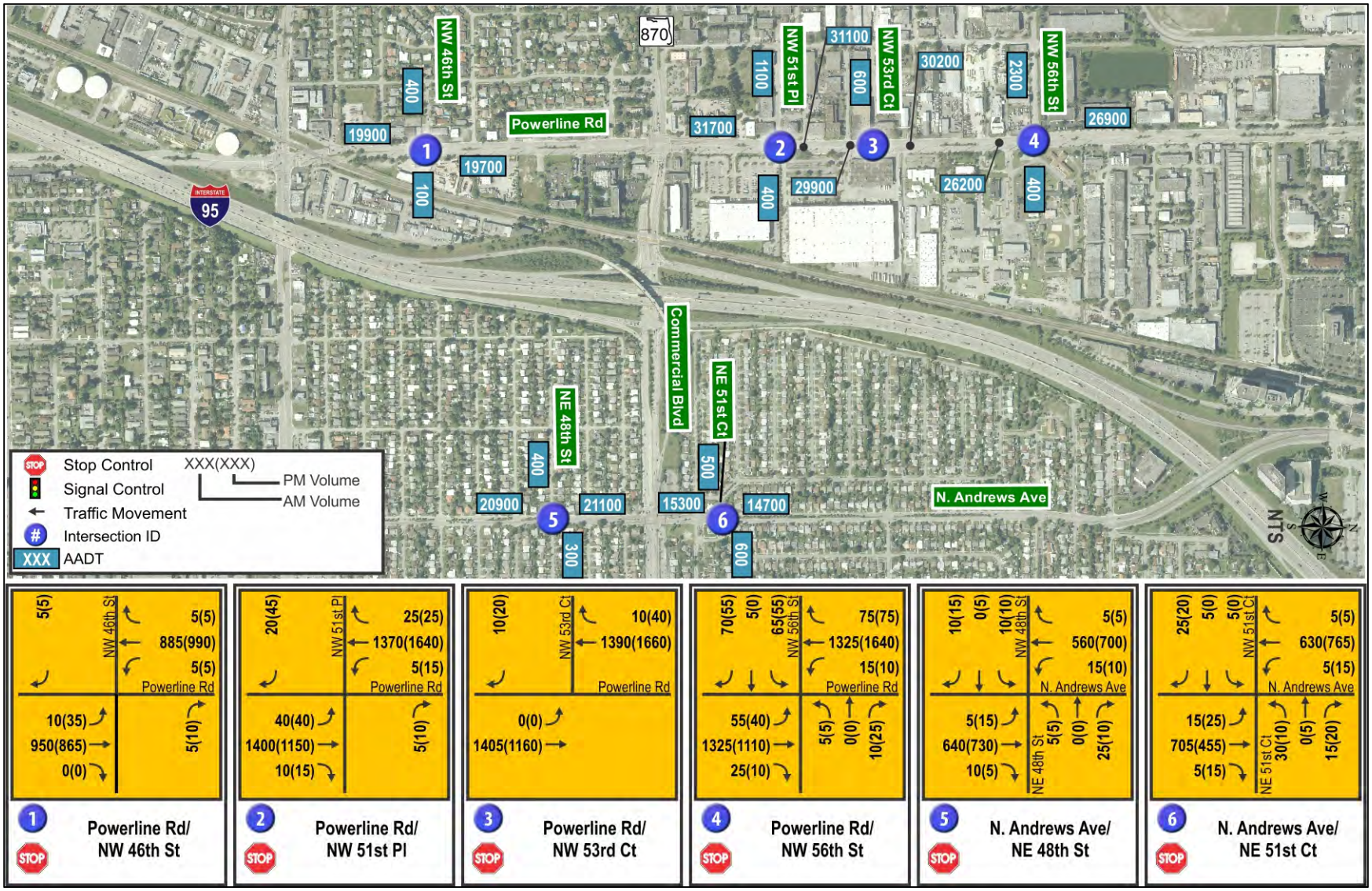


Figure 5.4. Existing Year (2015) AADT and Turning Movement Volumes –Powerline Road and Andrews Avenue



Figure 5.5. Existing Year (2015) AADT and Turning Movement Volumes – I-95/Cypress Creek Road

6. Development of Design Year (2040) and Opening Year (2020) Turning Movement Volume Development

The design year (2040) AADT volumes were provided in the Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report for intersections that were included in that traffic count program. Design year (2040) AADT volumes at intersections included in the supplemental count program were estimated by growing existing AADTs by 0.5 percent.

The accepted traffic parameters were applied to the design year (2040) AADT volumes to obtain the DDHVs in the study area for the design year (2040). The existing year (2015) turning movement volumes were entered into the TMTool volume development spreadsheet and used as a basis for developing the design year (2040) turning movement volumes. The TMTool output results are shown in **Attachment C**. A manual smoothing process was then performed on the design year (2040) turning movement volumes to ensure that traffic was balanced between adjacent intersections.

The opening year (2020) AADT volumes were provided in the Traffic Data Collection and Traffic Projections for the I-95 PD&E Study from Commercial Boulevard to Cypress Creek Road Report for intersections that were included in that traffic count program. Opening year (2020) AADT volumes at intersections included in the supplemental count program were estimated by linearly interpolating the AADT volumes between the existing year (2015) and design year (2040) using TMTool worksheets.

The opening year (2020) turning movement volumes were determined using TMTool as the basis. A manual smoothing process was then performed on the opening year (2020) turning movement volumes to ensure that traffic was balanced between adjacent intersections. The design year (2040) and the opening year (2020) AADT, DDHVs, and turning movement volumes are shown graphically on **Figure 6.1** through **Figure 6.10**. The peak-hour turning movement volumes will be scaled down to obtain volumes for the hours before and after the peak hour using proportions obtained from traffic count data to develop the demand volume for the three-hour AM and PM analysis periods for both the design year (2040) and opening year (2020).

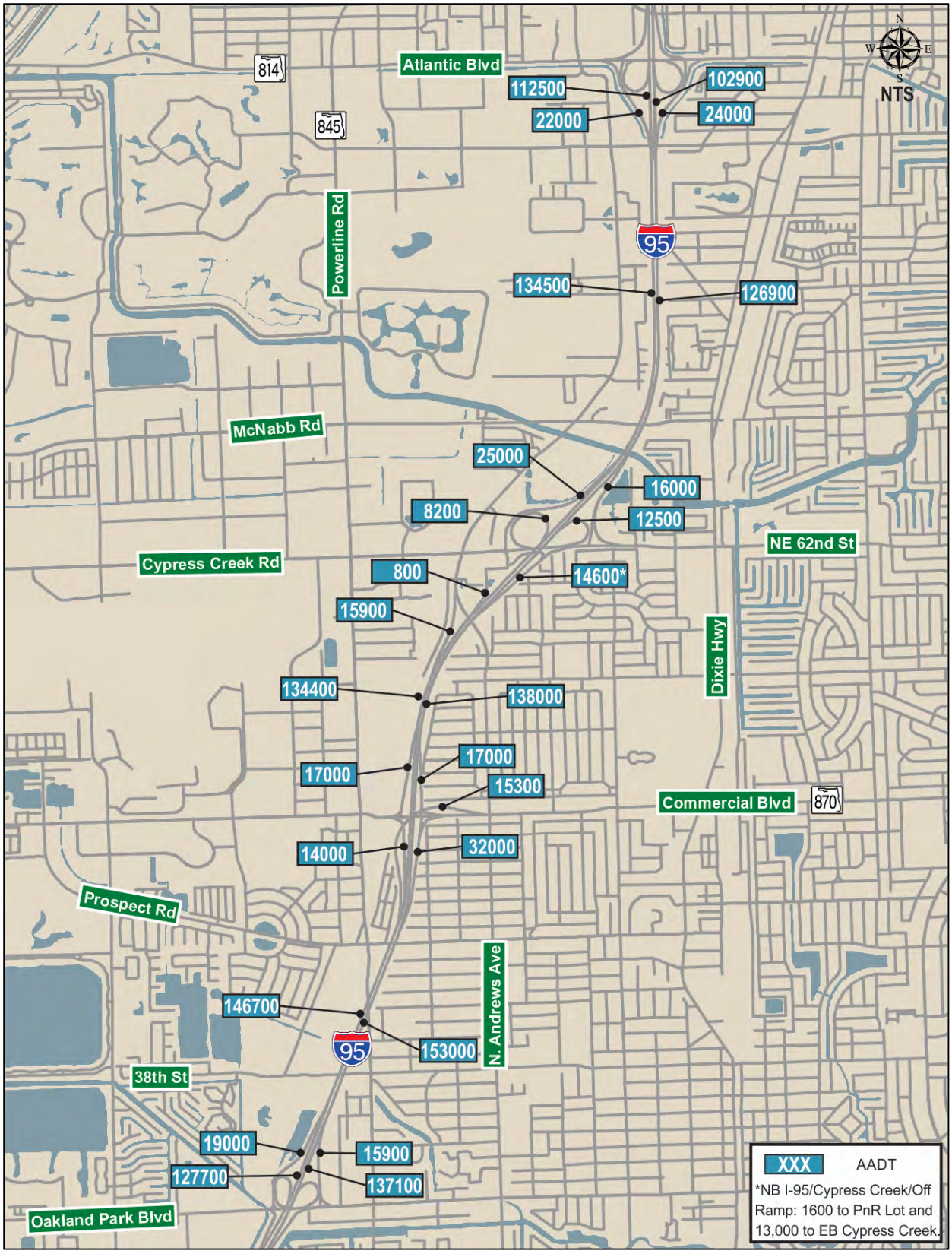


Figure 6.1. Design Year (2040) AADT Volumes – I-95

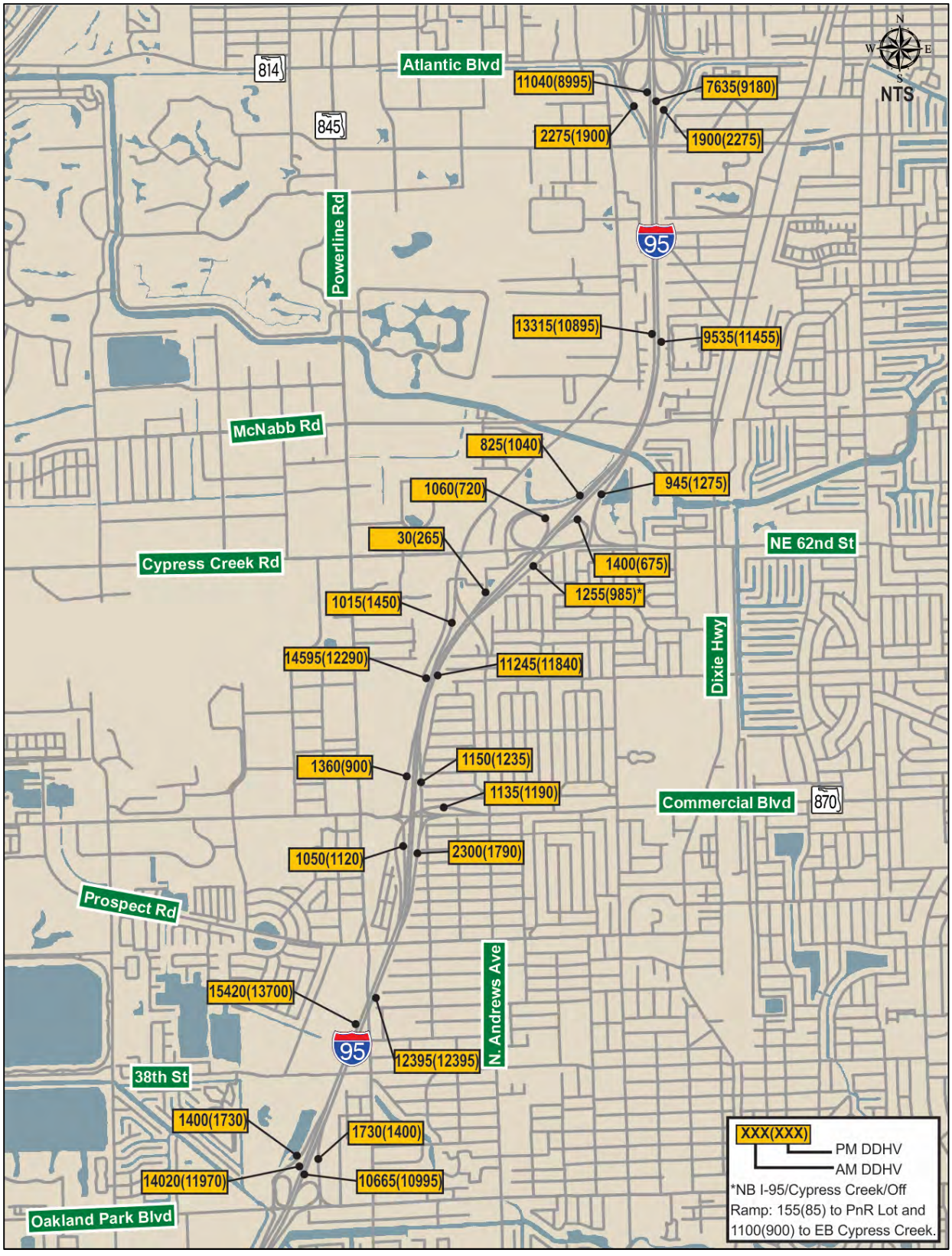


Figure 6.2. Design Year (2040) DDHVs – I-95

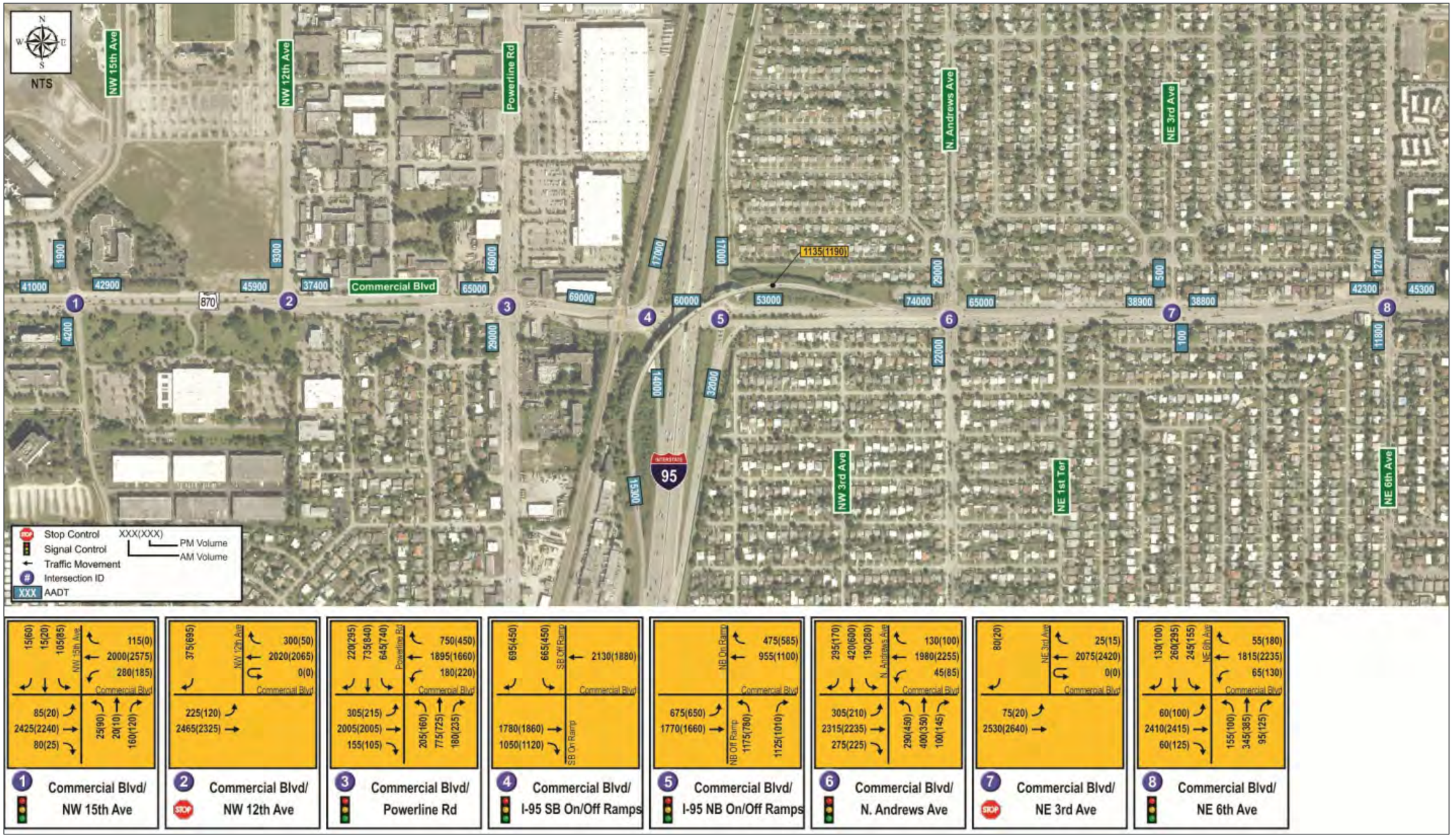


Figure 6.3. Design Year (2040) AADT and Turning Movement Volumes – I-95/Commercial Boulevard

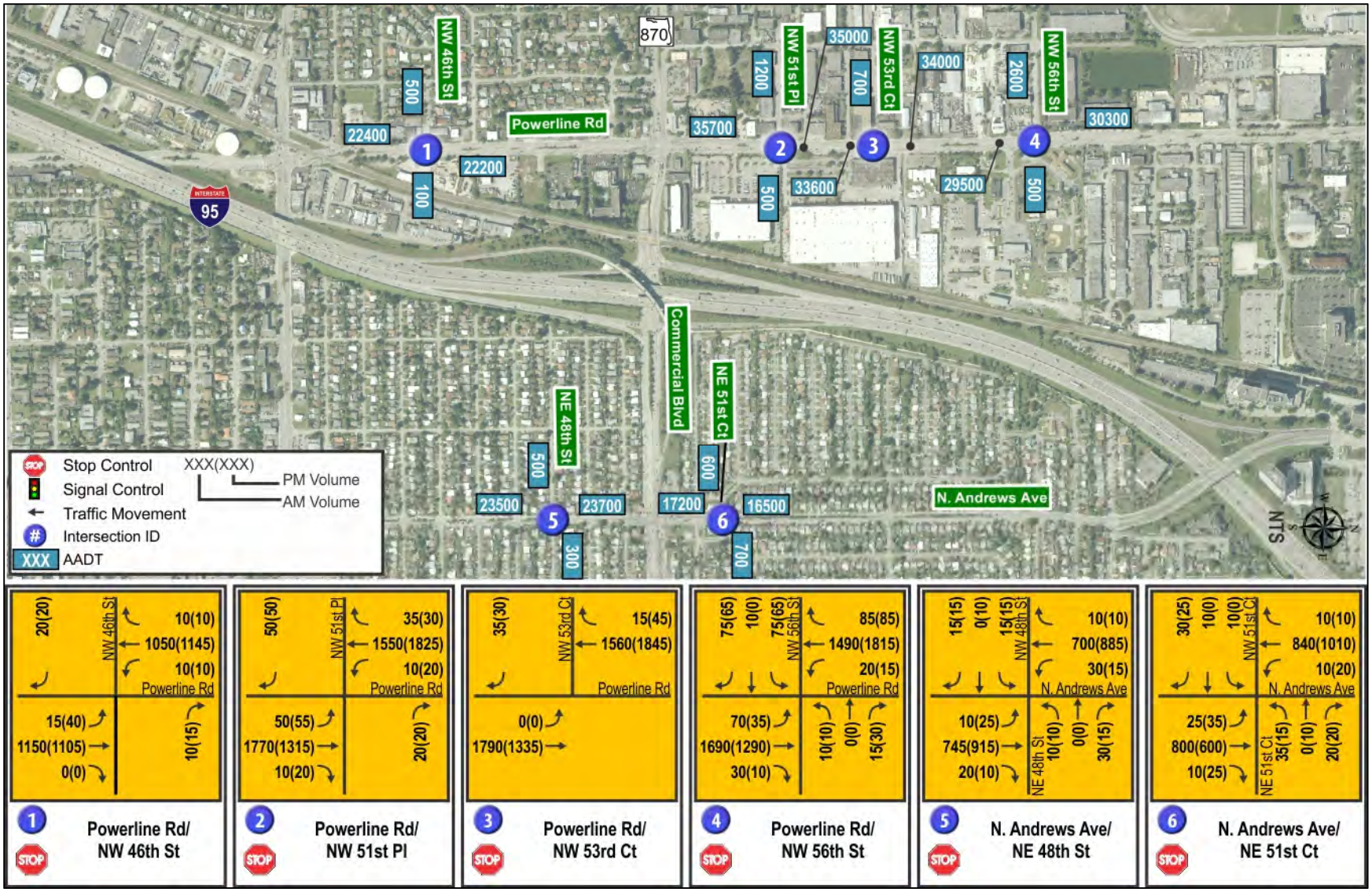


Figure 6.4. Design Year (2040) AADT and Turning Movement Volumes – Powerline Road and Andrews Avenue



Figure 6.5. Design Year (2040) AADT and Turning Movement Volumes – I-95/Cypress Creek Road

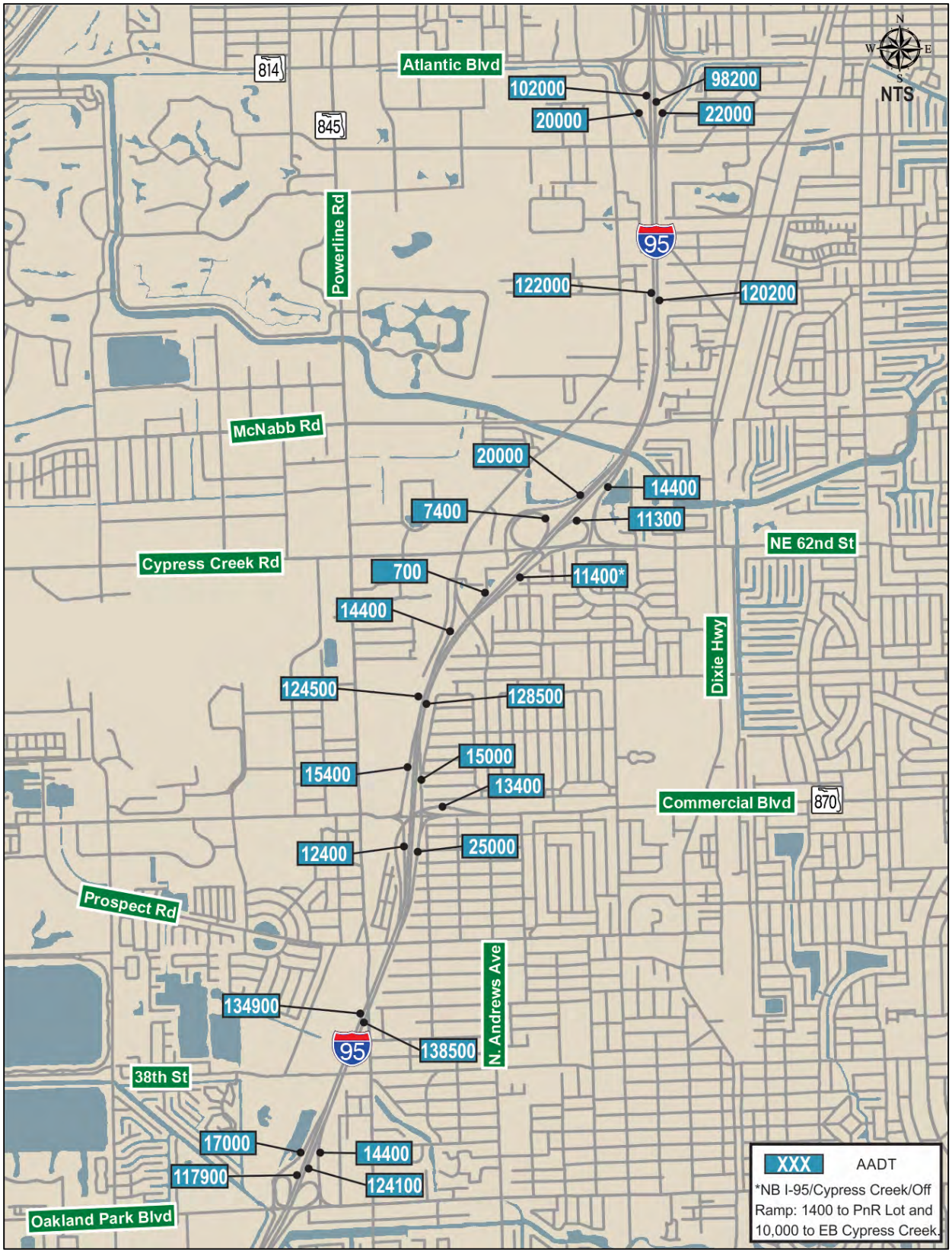


Figure 6.6. Opening Year (2020) AADT Volumes – I-95

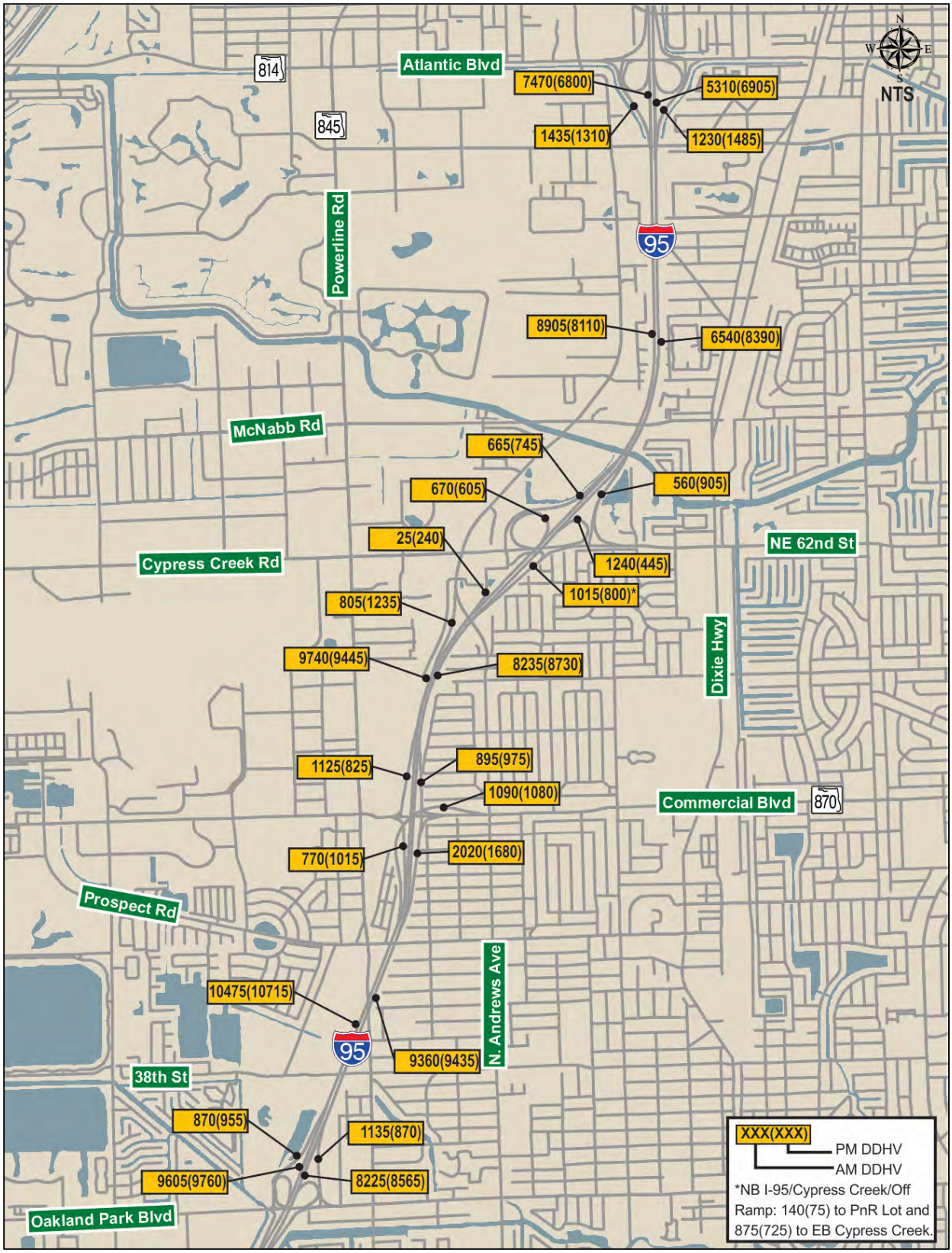


Figure 6.7. Opening Year (2020) DDHVs – I-95

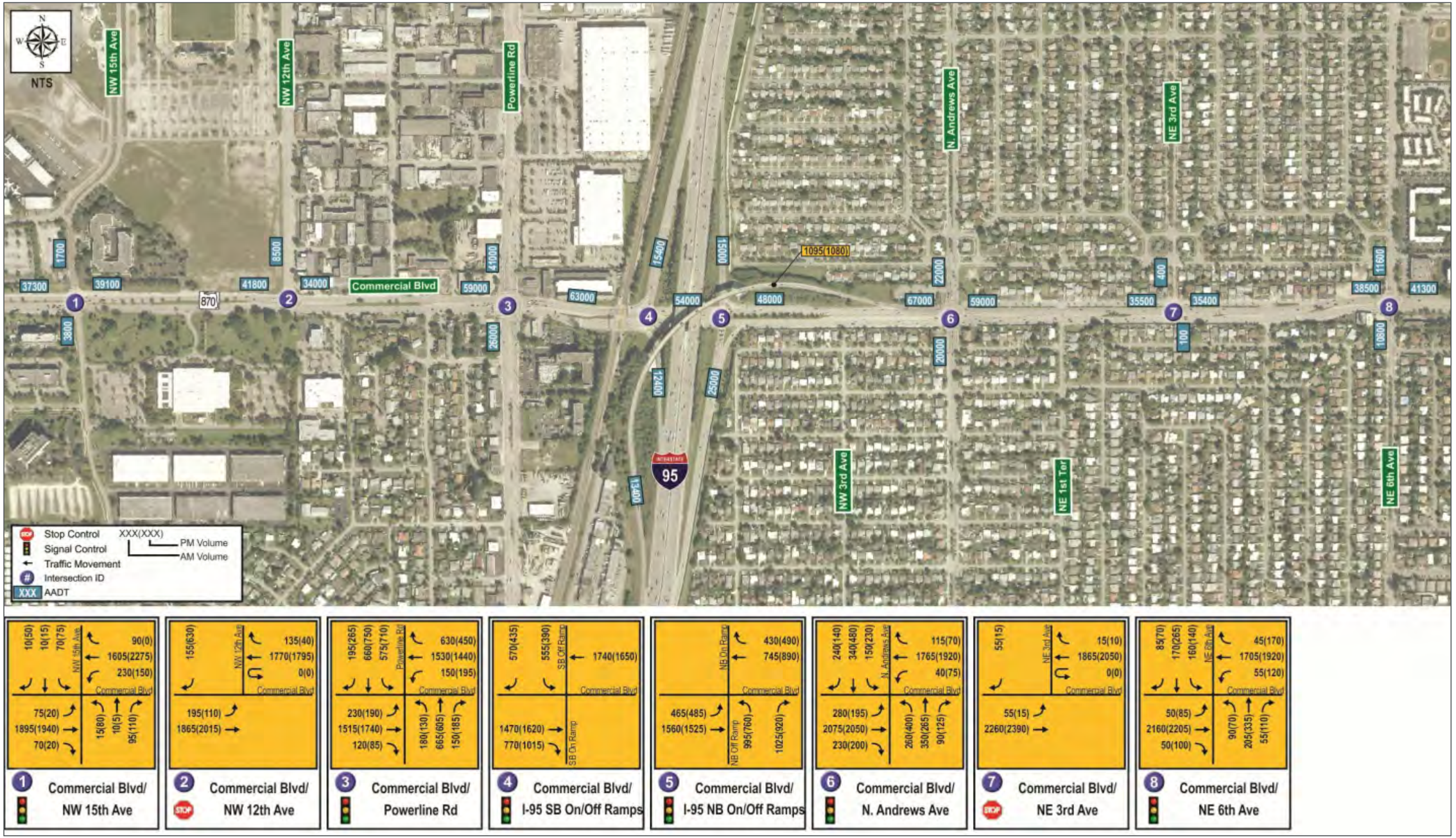


Figure 6.8. Opening Year (2020) AADT and Turning Movement Volumes – I-95/Commercial Boulevard

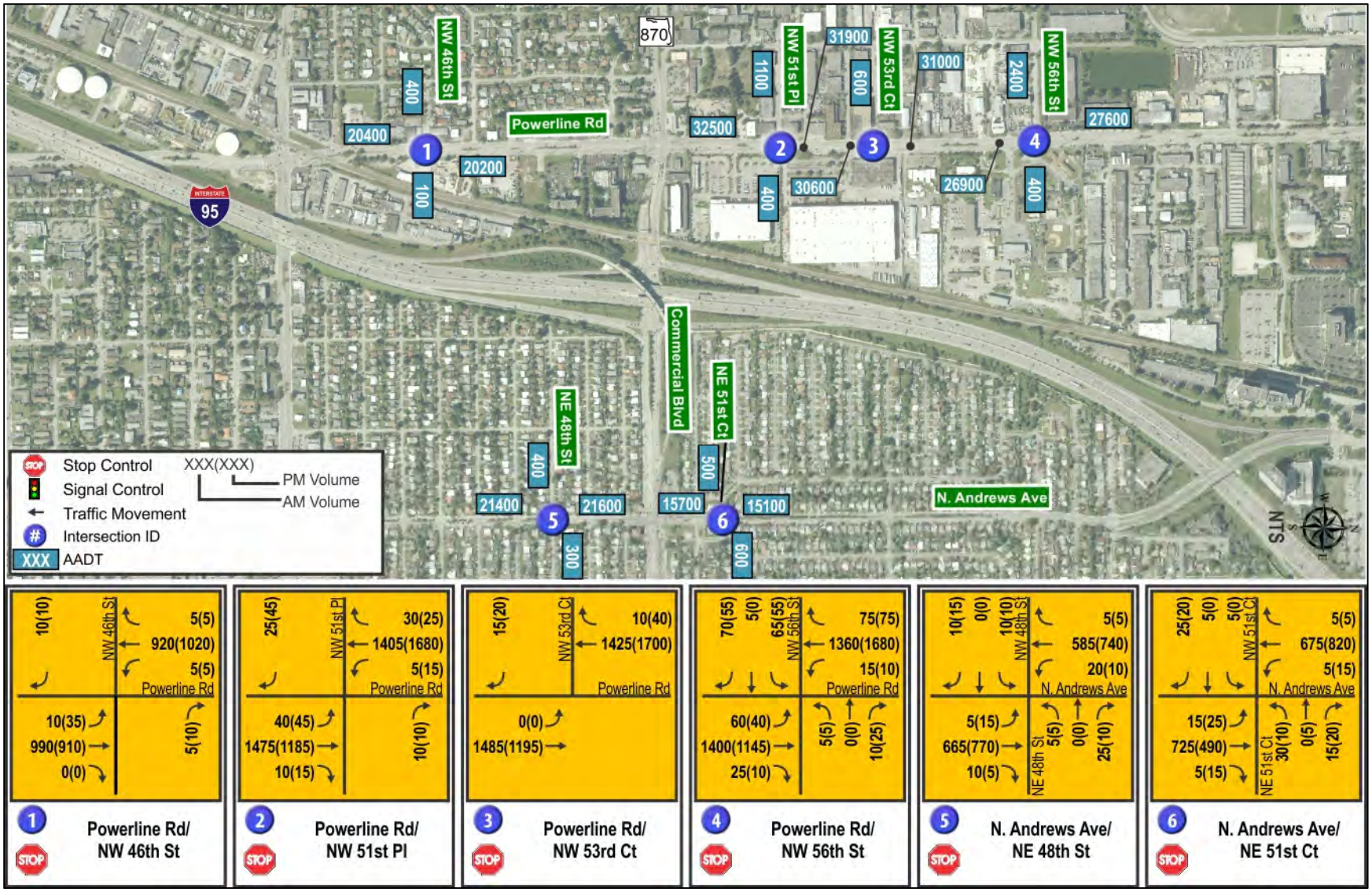


Figure 6.9. Opening Year (2020) AADT and Turning Movement Volumes – Powerline Road and Andrews Avenue



Figure 6.10. Opening Year (2020) AADT and Turning Movement Volumes – I-95/Cypress Creek Road

Attachment A
Traffic Count Data

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at I-95 NB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

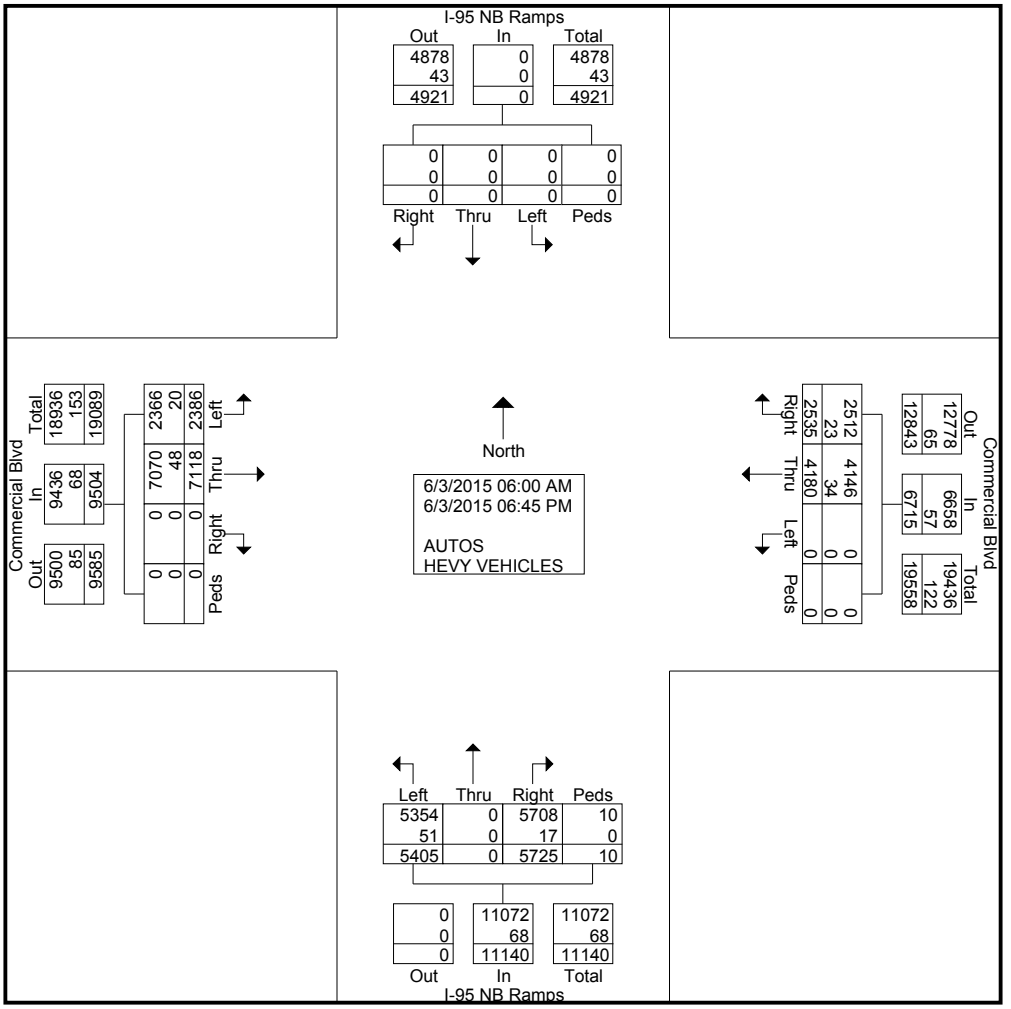
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	82	81	0	0	163	0	34	68	0	102	91	0	72	0	163	0	0	0	0	0	428
06:15 AM	94	113	0	0	207	0	50	84	0	134	118	0	112	0	230	0	0	0	0	0	571
06:30 AM	113	159	0	0	272	0	90	99	0	189	204	0	157	0	361	0	0	0	0	0	822
06:45 AM	126	340	0	0	466	0	107	104	0	211	235	0	184	0	419	0	0	0	0	0	1096
Total	415	693	0	0	1108	0	281	355	0	636	648	0	525	0	1173	0	0	0	0	0	2917
07:00 AM	108	345	0	0	453	0	160	98	0	258	229	0	315	0	544	0	0	0	0	0	1255
07:15 AM	118	343	0	0	461	0	133	101	0	234	232	0	250	0	482	0	0	0	0	0	1177
07:30 AM	120	282	0	0	402	0	191	115	0	306	220	0	243	0	463	0	0	0	0	0	1171
07:45 AM	99	351	0	0	450	0	207	121	0	328	294	0	306	0	600	0	0	0	0	0	1378
Total	445	1321	0	0	1766	0	691	435	0	1126	975	0	1114	0	2089	0	0	0	0	0	4981
08:00 AM	67	321	0	0	388	0	170	92	0	262	281	0	259	0	540	0	0	0	0	0	1190
08:15 AM	84	335	0	0	419	0	190	107	0	297	286	0	282	0	568	0	0	0	0	0	1284
08:30 AM	97	258	0	0	355	0	195	90	0	285	231	0	217	0	448	0	0	0	0	0	1088
08:45 AM	88	306	0	0	394	0	184	85	0	269	248	0	261	0	509	0	0	0	0	0	1172
Total	336	1220	0	0	1556	0	739	374	0	1113	1046	0	1019	0	2065	0	0	0	0	0	4734
*** BREAK ***																					
04:00 PM	104	309	0	0	413	0	168	145	0	313	237	0	306	5	548	0	0	0	0	0	1274
04:15 PM	84	283	0	0	367	0	211	128	0	339	255	0	286	0	541	0	0	0	0	0	1247
04:30 PM	94	296	0	0	390	0	187	136	0	323	245	0	297	3	545	0	0	0	0	0	1258
04:45 PM	109	394	0	0	503	0	219	114	0	333	202	0	182	0	384	0	0	0	0	0	1220
Total	391	1282	0	0	1673	0	785	523	0	1308	939	0	1071	8	2018	0	0	0	0	0	4999
05:00 PM	120	323	0	0	443	0	257	97	0	354	259	0	260	1	520	0	0	0	0	0	1317
05:15 PM	104	309	0	0	413	0	189	126	0	315	229	0	238	0	467	0	0	0	0	0	1195
05:30 PM	113	317	0	0	430	0	224	112	0	336	244	0	249	1	494	0	0	0	0	0	1260
05:45 PM	98	342	0	0	440	0	231	113	0	344	197	0	210	0	407	0	0	0	0	0	1191
Total	435	1291	0	0	1726	0	901	448	0	1349	929	0	957	2	1888	0	0	0	0	0	4963
06:00 PM	87	313	0	0	400	0	190	89	0	279	212	0	284	0	496	0	0	0	0	0	1175
06:15 PM	97	315	0	0	412	0	209	103	0	312	242	0	244	0	486	0	0	0	0	0	1210
06:30 PM	91	326	0	0	417	0	200	98	0	298	228	0	264	0	492	0	0	0	0	0	1207
06:45 PM	89	357	0	0	446	0	184	110	0	294	186	0	247	0	433	0	0	0	0	0	1173
Total	364	1311	0	0	1675	0	783	400	0	1183	868	0	1039	0	1907	0	0	0	0	0	4765
Grand Total	2386	7118	0	0	9504	0	4180	2535	0	6715	5405	0	5725	10	11140	0	0	0	0	0	27359
Apprch %	25.1	74.9	0	0		0	62.2	37.8	0		48.5	0	51.4	0.1		0	0	0	0		
Total %	8.7	26	0	0	34.7	0	15.3	9.3	0	24.5	19.8	0	20.9	0	40.7	0	0	0	0	0	
AUTOS	2366	7070	0	0	9436	0	4146	2512	0	6658	5354	0	5708	10	11072	0	0	0	0	0	27166
% AUTOS	99.2	99.3	0	0	99.3	0	99.2	99.1	0	99.2	99.1	0	99.7	100	99.4	0	0	0	0	0	99.3
HEVY VEHICLES	20	48	0	0	68	0	34	23	0	57	51	0	17	0	68	0	0	0	0	0	193
% HEVY VEHICLES	0.8	0.7	0	0	0.7	0	0.8	0.9	0	0.8	0.9	0	0.3	0	0.6	0	0	0	0	0	0.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at I-95 NB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



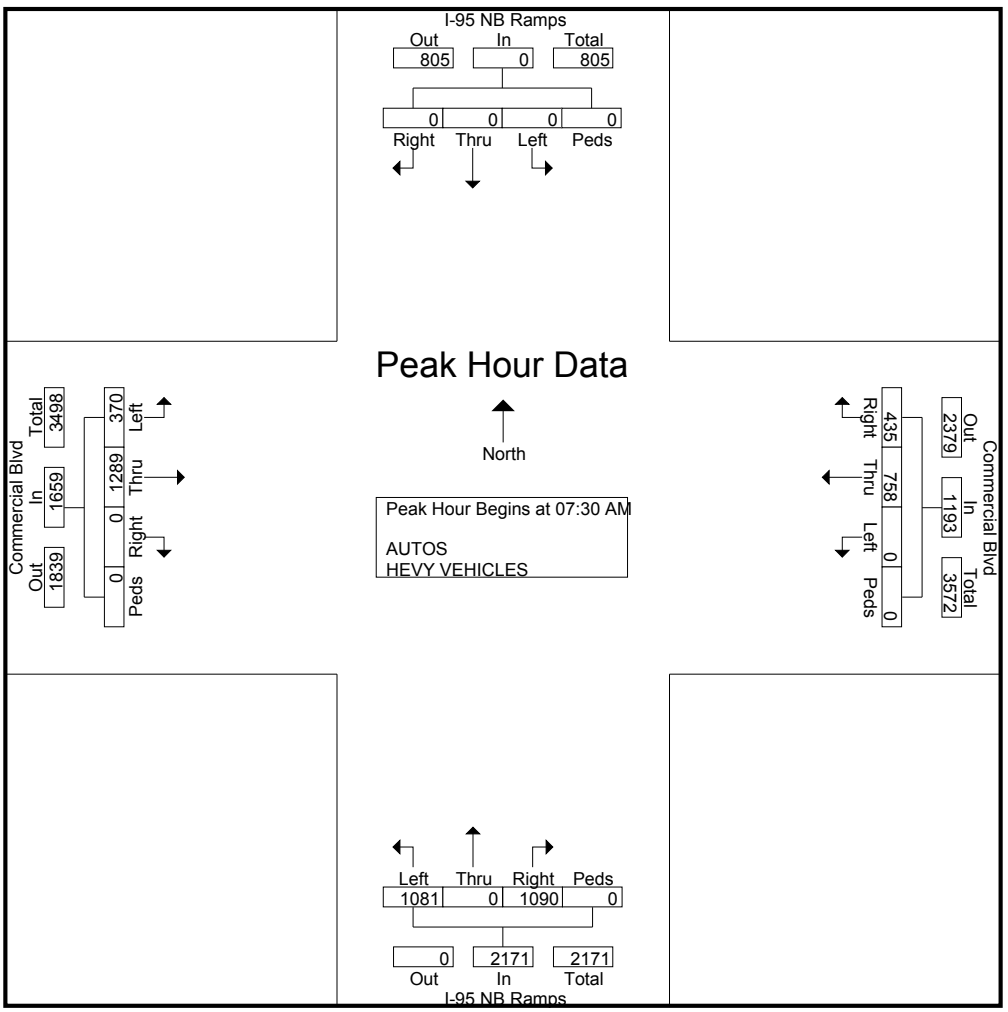
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File Name : Commercial Blvd at I-95 NB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 3

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**120**	282	0	0	402	0	191	115	0	306	220	0	243	0	463	0	0	0	0	0	1171
07:45 AM	99	**351**	0	0	**450**	0	**207**	**121**	0	**328**	**294**	0	**306**	0	**600**	0	0	0	0	0	**1378**
08:00 AM	67	321	0	0	388	0	170	92	0	262	281	0	259	0	540	0	0	0	0	0	1190
08:15 AM	84	335	0	0	419	0	190	107	0	297	286	0	282	0	568	0	0	0	0	0	1284
Total Volume	370	1289	0	0	1659	0	758	435	0	1193	1081	0	1090	0	2171	0	0	0	0	0	5023
% App. Total	22.3	77.7	0	0		0	63.5	36.5	0		49.8	0	50.2	0		0	0	0	0		
PHF	.771	.918	.000	.000	.922	.000	.915	.899	.000	.909	.919	.000	.891	.000	.905	.000	.000	.000	.000	.000	.911



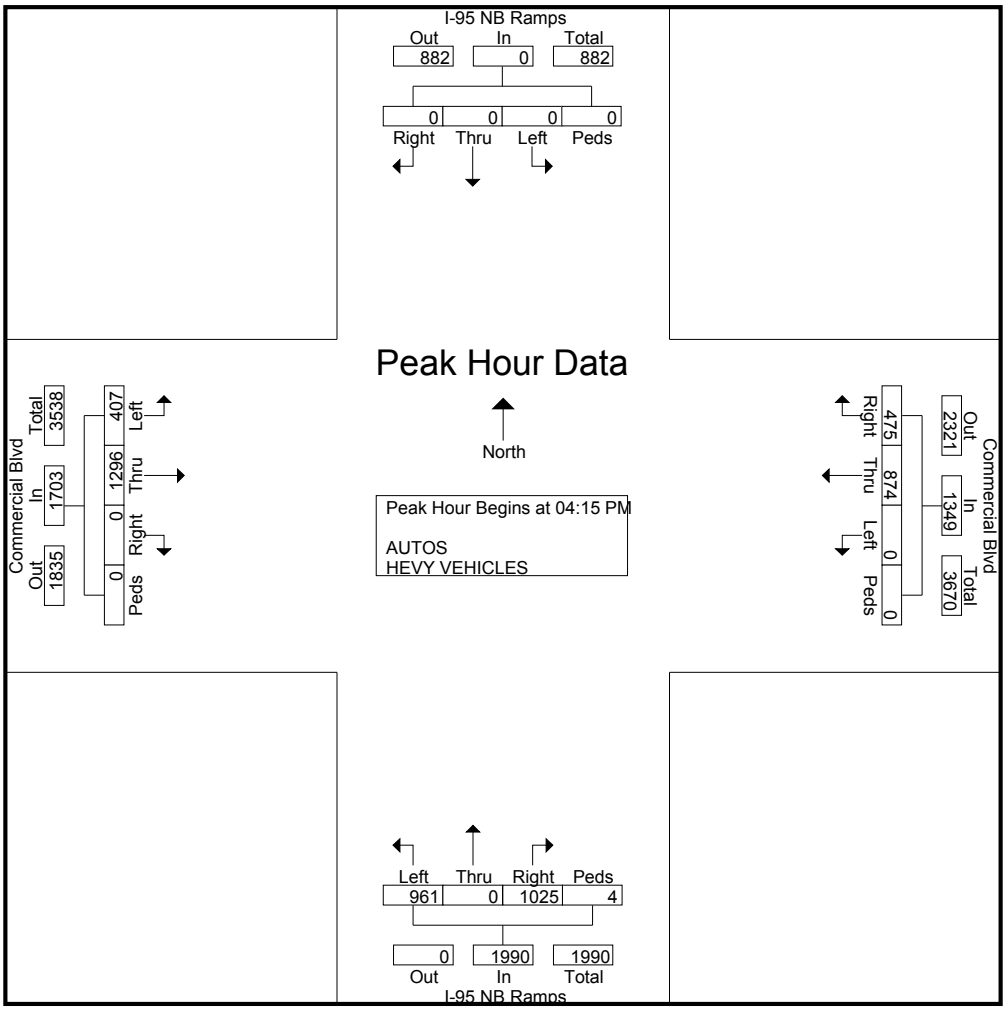
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File Name : Commercial Blvd at I-95 NB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 4

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	84	283	0	0	367	0	211	128	0	339	255	0	286	0	541	0	0	0	0	0	1247
04:30 PM	94	296	0	0	390	0	187	**136**	0	323	245	0	**297**	**3**	**545**	0	0	0	0	0	1258
04:45 PM	109	**394**	0	0	**503**	0	219	114	0	333	202	0	182	0	384	0	0	0	0	0	1220
05:00 PM	**120**	323	0	0	443	0	**257**	97	0	**354**	**259**	0	260	1	520	0	0	0	0	0	**1317**
Total Volume	407	1296	0	0	1703	0	874	475	0	1349	961	0	1025	4	1990	0	0	0	0	0	5042
% App. Total	23.9	76.1	0	0		0	64.8	35.2	0		48.3	0	51.5	0.2		0	0	0	0		
PHF	.848	.822	.000	.000	.846	.000	.850	.873	.000	.953	.928	.000	.863	.333	.913	.000	.000	.000	.000	.000	.957



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Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	1	2	0	0	3	0	2	1	0	3	2	0	1	0	3	0	0	0	0	0	9
06:15 AM	2	3	0	0	5	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	9
06:30 AM	1	3	0	0	4	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	8
06:45 AM	2	9	0	0	11	0	2	1	0	3	4	0	3	0	7	0	0	0	0	0	21
Total	6	17	0	0	23	0	7	2	0	9	9	0	6	0	15	0	0	0	0	0	47
07:00 AM	1	2	0	0	3	0	2	1	0	3	2	0	1	0	3	0	0	0	0	0	9
07:15 AM	2	6	0	0	8	0	1	1	0	2	3	0	2	0	5	0	0	0	0	0	15
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3
07:45 AM	0	4	0	0	4	0	3	0	0	3	2	0	2	0	4	0	0	0	0	0	11
Total	3	12	0	0	15	0	6	2	0	8	8	0	7	0	15	0	0	0	0	0	38
08:00 AM	1	0	0	0	1	0	2	1	0	3	2	0	1	0	3	0	0	0	0	0	7
08:15 AM	1	2	0	0	3	0	3	1	0	4	1	0	1	0	2	0	0	0	0	0	9
08:30 AM	2	2	0	0	4	0	2	1	0	3	3	0	0	0	3	0	0	0	0	0	10
08:45 AM	2	2	0	0	4	0	2	1	0	3	4	0	0	0	4	0	0	0	0	0	11
Total	6	6	0	0	12	0	9	4	0	13	10	0	2	0	12	0	0	0	0	0	37
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	1	2	0	3	2	0	1	0	3	0	0	0	0	0	8
04:15 PM	0	3	0	0	3	0	3	2	0	5	2	0	0	0	2	0	0	0	0	0	10
04:30 PM	0	2	0	0	2	0	2	1	0	3	1	0	1	0	2	0	0	0	0	0	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Total	0	8	0	0	8	0	6	5	0	11	8	0	2	0	10	0	0	0	0	0	29
05:00 PM	0	1	0	0	1	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	8
05:15 PM	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
05:30 PM	1	1	0	0	2	0	1	2	0	3	3	0	0	0	3	0	0	0	0	0	8
05:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	3	2	0	0	5	0	1	5	0	6	11	0	0	0	11	0	0	0	0	0	22
06:00 PM	1	2	0	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
06:30 PM	1	1	0	0	2	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	2	3	0	0	5	0	5	5	0	10	5	0	0	0	5	0	0	0	0	0	20
Grand Total	20	48	0	0	68	0	34	23	0	57	51	0	17	0	68	0	0	0	0	0	193
Apprch %	29.4	70.6	0	0		0	59.6	40.4	0		75	0	25	0		0	0	0	0		
Total %	10.4	24.9	0	0	35.2	0	17.6	11.9	0	29.5	26.4	0	8.8	0	35.2	0	0	0	0	0	

CTS Engineering, Inc.

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Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at I-95 SB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

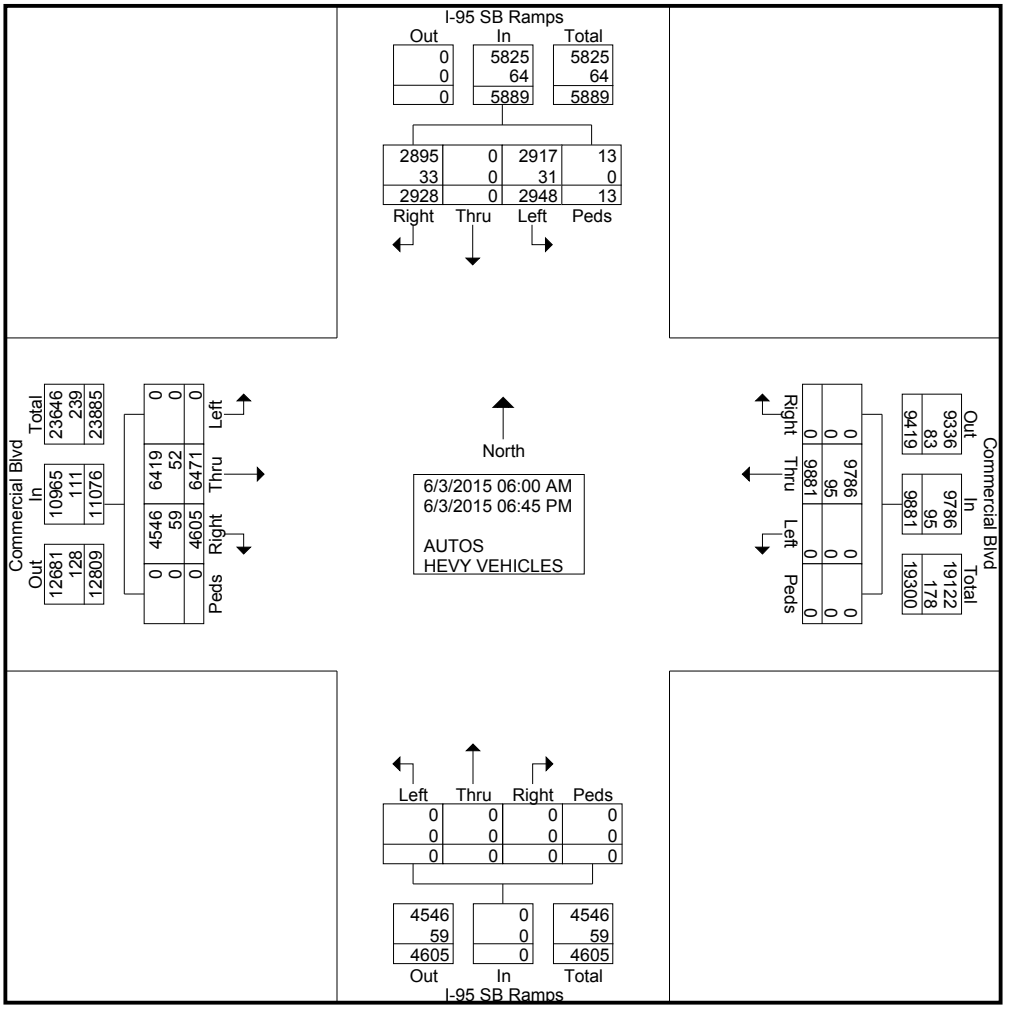
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	103	103	0	206	0	112	0	0	112	0	0	0	0	0	55	0	47	1	103	421
06:15 AM	0	118	116	0	234	0	143	0	0	143	0	0	0	0	0	76	0	63	1	140	517
06:30 AM	0	155	135	0	290	0	294	0	0	294	0	0	0	0	0	106	0	86	0	192	776
06:45 AM	0	322	171	0	493	0	351	0	0	351	0	0	0	0	0	142	0	93	0	235	1079
Total	0	698	525	0	1223	0	900	0	0	900	0	0	0	0	0	379	0	289	2	670	2793
07:00 AM	0	303	190	0	493	0	411	0	0	411	0	0	0	0	0	157	0	147	0	304	1208
07:15 AM	0	313	181	0	494	0	381	0	0	381	0	0	0	0	0	149	0	120	0	269	1144
07:30 AM	0	269	160	0	429	0	428	0	0	428	0	0	0	0	0	130	0	124	1	255	1112
07:45 AM	0	321	190	0	511	0	512	0	0	512	0	0	0	0	0	126	0	139	0	265	1288
Total	0	1206	721	0	1927	0	1732	0	0	1732	0	0	0	0	0	562	0	530	1	1093	4752
08:00 AM	0	275	205	0	480	0	461	0	0	461	0	0	0	0	0	120	0	124	0	244	1185
08:15 AM	0	298	198	0	496	0	487	0	0	487	0	0	0	0	0	123	0	132	0	255	1238
08:30 AM	0	226	125	0	351	0	439	0	0	439	0	0	0	0	0	121	0	125	1	247	1037
08:45 AM	0	262	126	0	388	0	469	0	0	469	0	0	0	0	0	129	0	133	0	262	1119
Total	0	1061	654	0	1715	0	1856	0	0	1856	0	0	0	0	0	493	0	514	1	1008	4579
*** BREAK ***																					
04:00 PM	0	265	210	0	475	0	419	0	0	419	0	0	0	0	0	139	0	111	0	250	1144
04:15 PM	0	201	184	0	385	0	489	0	0	489	0	0	0	0	0	154	0	120	0	274	1148
04:30 PM	0	234	198	0	432	0	455	0	0	455	0	0	0	0	0	147	0	116	0	263	1150
04:45 PM	0	362	208	0	570	0	435	0	0	435	0	0	0	0	0	150	0	129	0	279	1284
Total	0	1062	800	0	1862	0	1798	0	0	1798	0	0	0	0	0	590	0	476	0	1066	4726
05:00 PM	0	320	293	0	613	0	545	0	0	545	0	0	0	0	0	117	0	141	0	258	1416
05:15 PM	0	304	314	0	618	0	431	0	0	431	0	0	0	0	0	101	0	135	2	238	1287
05:30 PM	0	313	304	0	617	0	488	0	0	488	0	0	0	0	0	110	0	138	1	249	1354
05:45 PM	0	323	177	0	500	0	436	0	0	436	0	0	0	0	0	114	0	103	1	218	1154
Total	0	1260	1088	0	2348	0	1900	0	0	1900	0	0	0	0	0	442	0	517	4	963	5211
06:00 PM	0	280	200	0	480	0	413	0	0	413	0	0	0	0	0	112	0	170	1	283	1176
06:15 PM	0	293	213	0	506	0	466	0	0	466	0	0	0	0	0	119	0	152	2	273	1245
06:30 PM	0	286	207	0	493	0	440	0	0	440	0	0	0	0	0	128	0	161	2	291	1224
06:45 PM	0	325	197	0	522	0	376	0	0	376	0	0	0	0	0	123	0	119	0	242	1140
Total	0	1184	817	0	2001	0	1695	0	0	1695	0	0	0	0	0	482	0	602	5	1089	4785
Grand Total	0	6471	4605	0	11076	0	9881	0	0	9881	0	0	0	0	0	2948	0	2928	13	5889	26846
Apprch %	0	58.4	41.6	0		0	100	0	0		0	0	0	0		50.1	0	49.7	0.2		
Total %	0	24.1	17.2	0	41.3	0	36.8	0	0	36.8	0	0	0	0	0	11	0	10.9	0	21.9	
AUTOS	0	6419	4546	0	10965	0	9786	0	0	9786	0	0	0	0	0	2917	0	2895	13	5825	26576
% AUTOS	0	99.2	98.7	0	99	0	99	0	0	99	0	0	0	0	0	98.9	0	98.9	100	98.9	99
HEVY VEHICLES	0	52	59	0	111	0	95	0	0	95	0	0	0	0	0	31	0	33	0	64	270
% HEVY VEHICLES	0	0.8	1.3	0	1	0	1	0	0	1	0	0	0	0	0	1.1	0	1.1	0	1.1	1

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Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



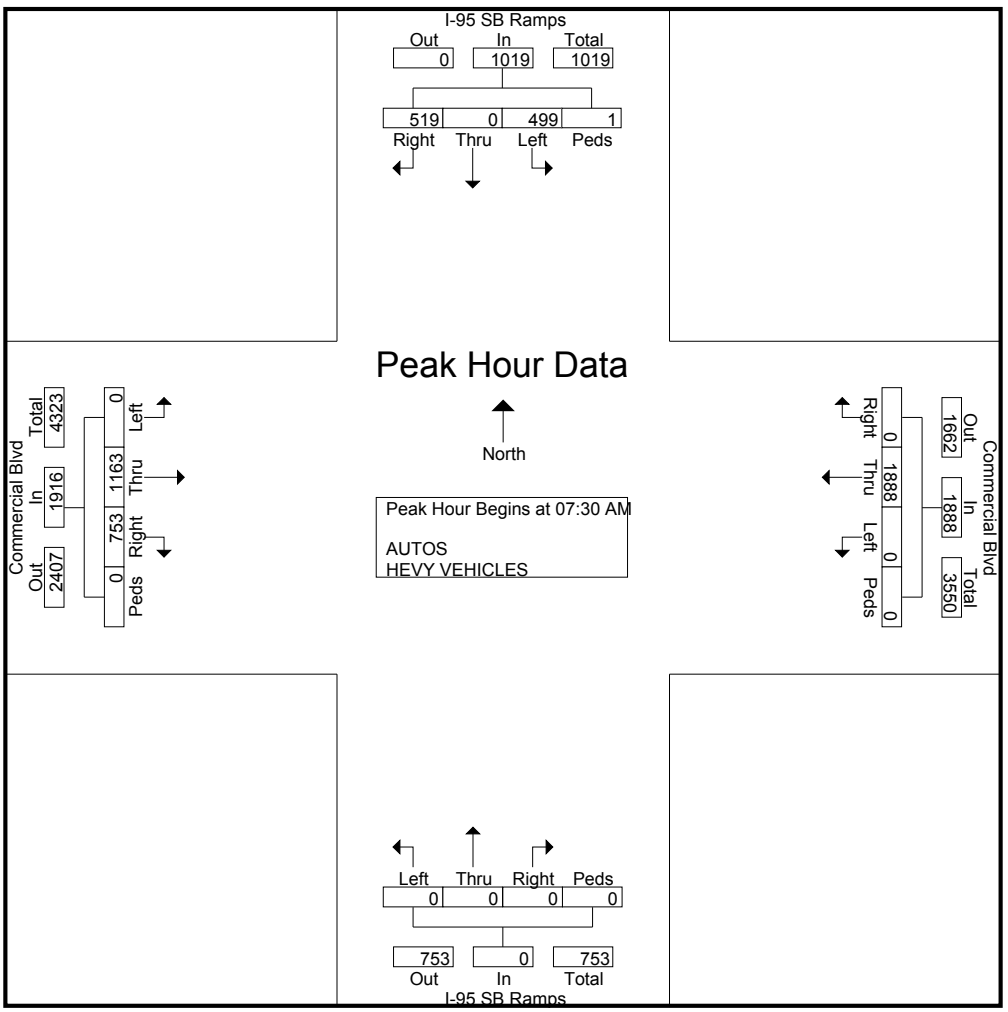
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	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	269	160	0	429	0	428	0	0	428	0	0	0	0	0	**130**	0	124	**1**	255	1112
07:45 AM	0	**321**	190	0	**511**	0	**512**	0	0	**512**	0	0	0	0	0	126	0	**139**	0	**265**	**1288**
08:00 AM	0	275	**205**	0	480	0	461	0	0	461	0	0	0	0	0	120	0	124	0	244	1185
08:15 AM	0	298	198	0	496	0	487	0	0	487	0	0	0	0	0	123	0	132	0	255	1238
Total Volume	0	1163	753	0	1916	0	1888	0	0	1888	0	0	0	0	0	499	0	519	1	1019	4823
% App. Total	0	60.7	39.3	0		0	100	0	0		0	0	0	0		49	0	50.9	0.1		
PHF	.000	.906	.918	.000	.937	.000	.922	.000	.000	.922	.000	.000	.000	.000	.000	.960	.000	.933	.250	.961	.936



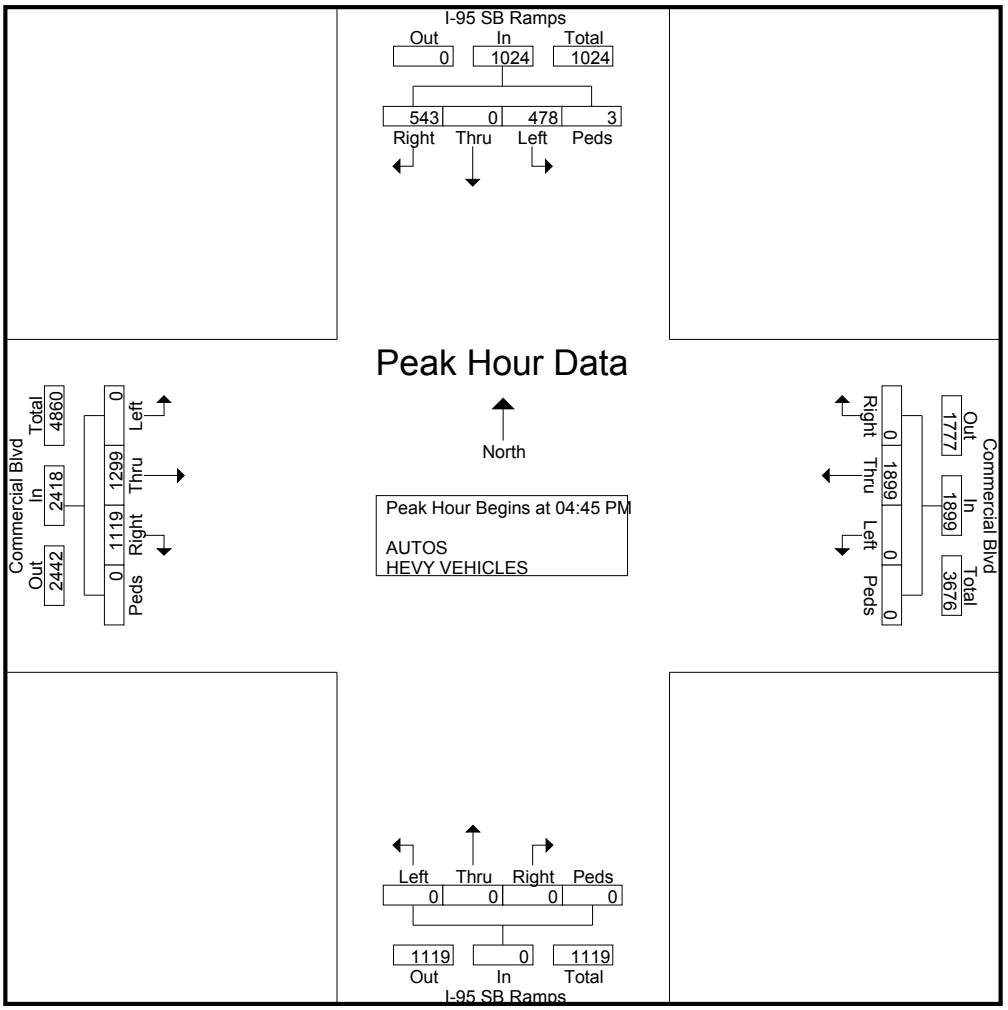
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	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	**362**	208	0	570	0	435	0	0	435	0	0	0	0	0	**150**	0	129	0	**279**	1284
05:00 PM	0	320	293	0	613	0	**545**	0	0	**545**	0	0	0	0	0	117	0	**141**	0	258	**1416**
05:15 PM	0	304	**314**	0	**618**	0	431	0	0	431	0	0	0	0	0	101	0	135	**2**	238	1287
05:30 PM	0	313	304	0	617	0	488	0	0	488	0	0	0	0	0	110	0	138	1	249	1354
Total Volume	0	1299	1119	0	2418	0	1899	0	0	1899	0	0	0	0	0	478	0	543	3	1024	5341
% App. Total	0	53.7	46.3	0		0	100	0	0		0	0	0	0		46.7	0	53	0.3		
PHF	.000	.897	.891	.000	.978	.000	.871	.000	.000	.871	.000	.000	.000	.000	.000	.797	.000	.963	.375	.918	.943



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at I-95 SB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	2	1	0	3	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	7
06:15 AM	0	1	3	0	4	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	8
06:30 AM	0	2	2	0	4	0	5	0	0	5	0	0	0	0	0	3	0	1	0	4	13
06:45 AM	0	5	2	0	7	0	7	0	0	7	0	0	0	0	0	4	0	0	0	4	18
Total	0	10	8	0	18	0	17	0	0	17	0	0	0	0	0	9	0	2	0	11	46
07:00 AM	0	5	5	0	10	0	7	0	0	7	0	0	0	0	0	2	0	2	0	4	21
07:15 AM	0	5	4	0	9	0	7	0	0	7	0	0	0	0	0	2	0	1	0	3	19
07:30 AM	0	4	3	0	7	0	5	0	0	5	0	0	0	0	0	3	0	1	0	4	16
07:45 AM	0	2	4	0	6	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	10
Total	0	16	16	0	32	0	22	0	0	22	0	0	0	0	0	8	0	4	0	12	66
08:00 AM	0	4	7	0	11	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	16
08:15 AM	0	3	6	0	9	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	14
08:30 AM	0	2	4	0	6	0	4	0	0	4	0	0	0	0	0	2	0	1	0	3	13
08:45 AM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	2	0	2	0	4	15
Total	0	12	17	0	29	0	18	0	0	18	0	0	0	0	0	6	0	5	0	11	58
*** BREAK ***																					
04:00 PM	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	2	0	2	0	4	9
04:15 PM	0	2	2	0	4	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	11
04:30 PM	0	2	2	0	4	0	5	0	0	5	0	0	0	0	0	1	0	2	0	3	12
04:45 PM	0	2	2	0	4	0	4	0	0	4	0	0	0	0	0	3	0	2	0	5	13
Total	0	7	7	0	14	0	18	0	0	18	0	0	0	0	0	6	0	7	0	13	45
05:00 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	1	0	3	0	4	12
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	5
05:30 PM	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	1	0	3	0	4	10
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	2	2	0	4	0	12	0	0	12	0	0	0	0	0	2	0	11	0	13	29
06:00 PM	0	2	2	0	4	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	8
06:15 PM	0	1	3	0	4	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	7
06:30 PM	0	1	3	0	4	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	7
06:45 PM	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	5	9	0	14	0	8	0	0	8	0	0	0	0	0	0	0	4	0	4	26
Grand Total	0	52	59	0	111	0	95	0	0	95	0	0	0	0	0	31	0	33	0	64	270
Apprch %	0	46.8	53.2	0		0	100	0	0		0	0	0	0		48.4	0	51.6	0		
Total %	0	19.3	21.9	0	41.1	0	35.2	0	0	35.2	0	0	0	0	0	11.5	0	12.2	0	23.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at Powerline Rd_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

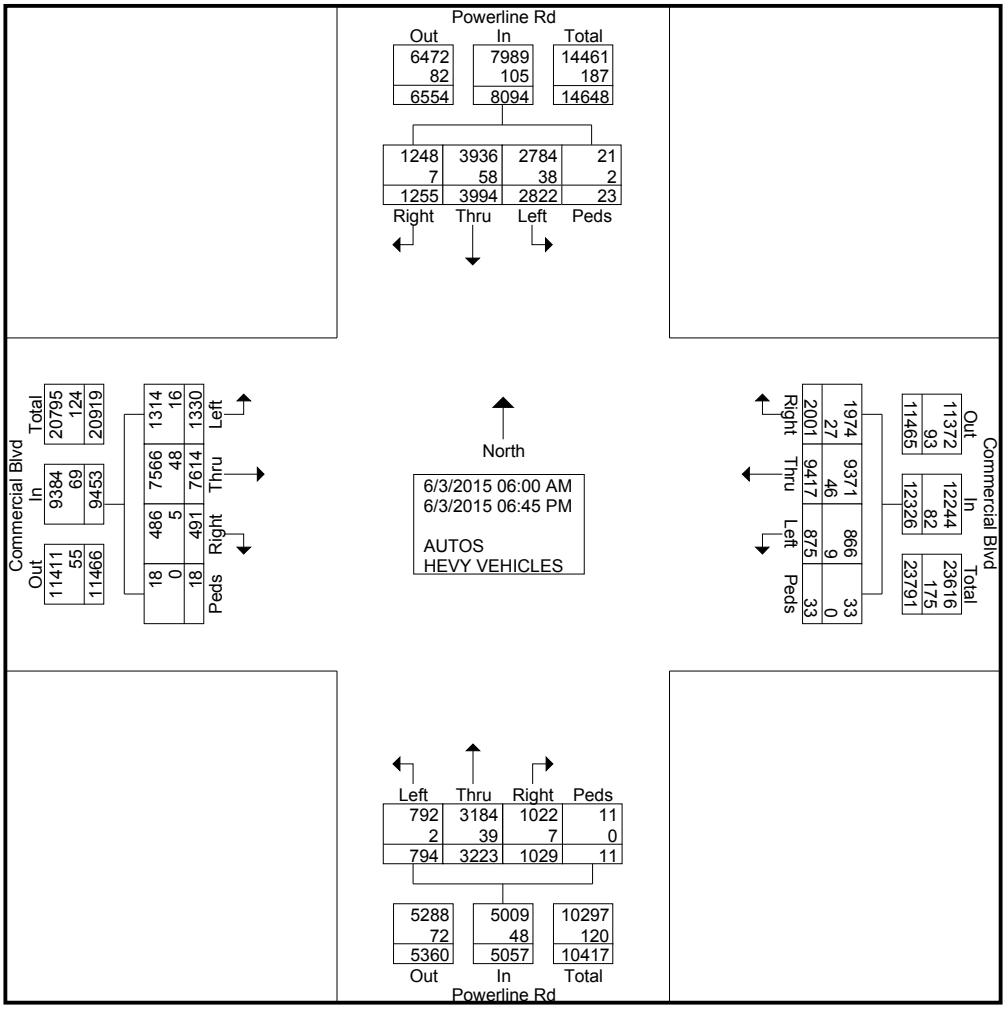
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	22	139	14	0	175	21	100	42	2	165	14	76	22	0	112	56	66	18	2	142	594
06:15 AM	35	162	19	1	217	24	134	54	2	214	24	82	30	0	136	72	108	26	1	207	774
06:30 AM	44	225	19	0	288	29	266	75	3	373	27	87	28	0	142	92	128	31	1	252	1055
06:45 AM	40	356	19	1	416	41	304	91	1	437	25	119	43	0	187	92	124	35	0	251	1291
Total	141	882	71	2	1096	115	804	262	8	1189	90	364	123	0	577	312	426	110	4	852	3714
07:00 AM	44	358	16	1	419	23	436	78	4	541	27	153	48	0	228	105	145	33	3	286	1474
07:15 AM	43	364	18	3	428	31	369	85	3	488	26	136	46	1	209	99	135	34	2	270	1395
07:30 AM	48	318	25	1	392	34	381	114	2	531	27	119	41	1	188	111	177	33	0	321	1432
07:45 AM	57	375	30	0	462	36	476	109	0	621	59	154	46	2	261	113	201	45	0	359	1703
Total	192	1415	89	5	1701	124	1662	386	9	2181	139	562	181	4	886	428	658	145	5	1236	6004
08:00 AM	55	345	32	0	432	33	412	120	2	567	46	176	55	0	277	98	159	38	1	296	1572
08:15 AM	57	360	31	2	450	35	447	114	1	597	53	165	51	0	269	106	181	42	1	330	1646
08:30 AM	63	233	21	1	318	31	383	119	1	534	33	122	48	1	204	123	193	47	1	364	1420
08:45 AM	38	259	15	0	312	22	459	90	0	571	32	149	32	0	213	120	154	42	0	316	1412
Total	213	1197	99	3	1512	121	1701	443	4	2269	164	612	186	1	963	447	687	169	3	1306	6050
*** BREAK ***																					
04:00 PM	71	335	27	0	433	39	391	82	2	514	25	134	41	2	202	122	154	60	0	336	1485
04:15 PM	52	239	15	1	307	44	456	84	2	586	53	159	40	2	254	141	191	77	1	410	1557
04:30 PM	61	287	22	1	371	42	423	84	2	551	39	147	41	1	228	132	173	69	1	375	1525
04:45 PM	51	386	23	2	462	38	417	82	1	538	35	122	53	0	210	125	167	65	0	357	1567
Total	235	1247	87	4	1573	163	1687	332	7	2189	152	562	175	5	894	520	685	271	2	1478	6134
05:00 PM	67	428	15	0	510	42	525	76	1	644	29	155	44	0	228	113	193	64	2	372	1754
05:15 PM	72	375	15	0	462	52	428	67	0	547	24	151	44	1	220	167	194	108	4	473	1702
05:30 PM	69	402	15	0	486	47	477	72	0	596	27	154	44	0	225	140	194	86	3	423	1730
05:45 PM	58	343	24	1	426	36	412	64	2	514	37	130	49	0	216	127	209	71	0	407	1563
Total	266	1548	69	1	1884	177	1842	279	3	2301	117	590	181	1	889	547	790	329	9	1675	6749
06:00 PM	59	311	22	1	393	39	447	65	1	552	36	128	50	0	214	137	195	66	0	398	1557
06:15 PM	67	327	19	1	414	43	466	79	1	589	34	124	48	0	206	146	199	58	0	403	1612
06:30 PM	79	333	17	0	429	47	450	77	0	574	33	142	43	0	218	142	175	53	0	370	1591
06:45 PM	78	354	18	1	451	46	358	78	0	482	29	139	42	0	210	143	179	54	0	376	1519
Total	283	1325	76	3	1687	175	1721	299	2	2197	132	533	183	0	848	568	748	231	0	1547	6279
Grand Total	1330	7614	491	18	9453	875	9417	2001	33	12326	794	3223	1029	11	5057	2822	3994	1255	23	8094	34930
Apprch %	14.1	80.5	5.2	0.2		7.1	76.4	16.2	0.3		15.7	63.7	20.3	0.2		34.9	49.3	15.5	0.3		
Total %	3.8	21.8	1.4	0.1	27.1	2.5	27	5.7	0.1	35.3	2.3	9.2	2.9	0	14.5	8.1	11.4	3.6	0.1	23.2	
AUTOS	1314	7566	486	18	9384	866	9371	1974	33	12244	792	3184	1022	11	5009	2784	3936	1248	21	7989	34626
% AUTOS	98.8	99.4	99	100	99.3	99	99.5	98.7	100	99.3	99.7	98.8	99.3	100	99.1	98.7	98.5	99.4	91.3	98.7	99.1
HEVY VEHICLES	16	48	5	0	69	9	46	27	0	82	2	39	7	0	48	38	58	7	2	105	304
% HEVY VEHICLES	1.2	0.6	1	0	0.7	1	0.5	1.3	0	0.7	0.3	1.2	0.7	0	0.9	1.3	1.5	0.6	8.7	1.3	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at Powerline Rd_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



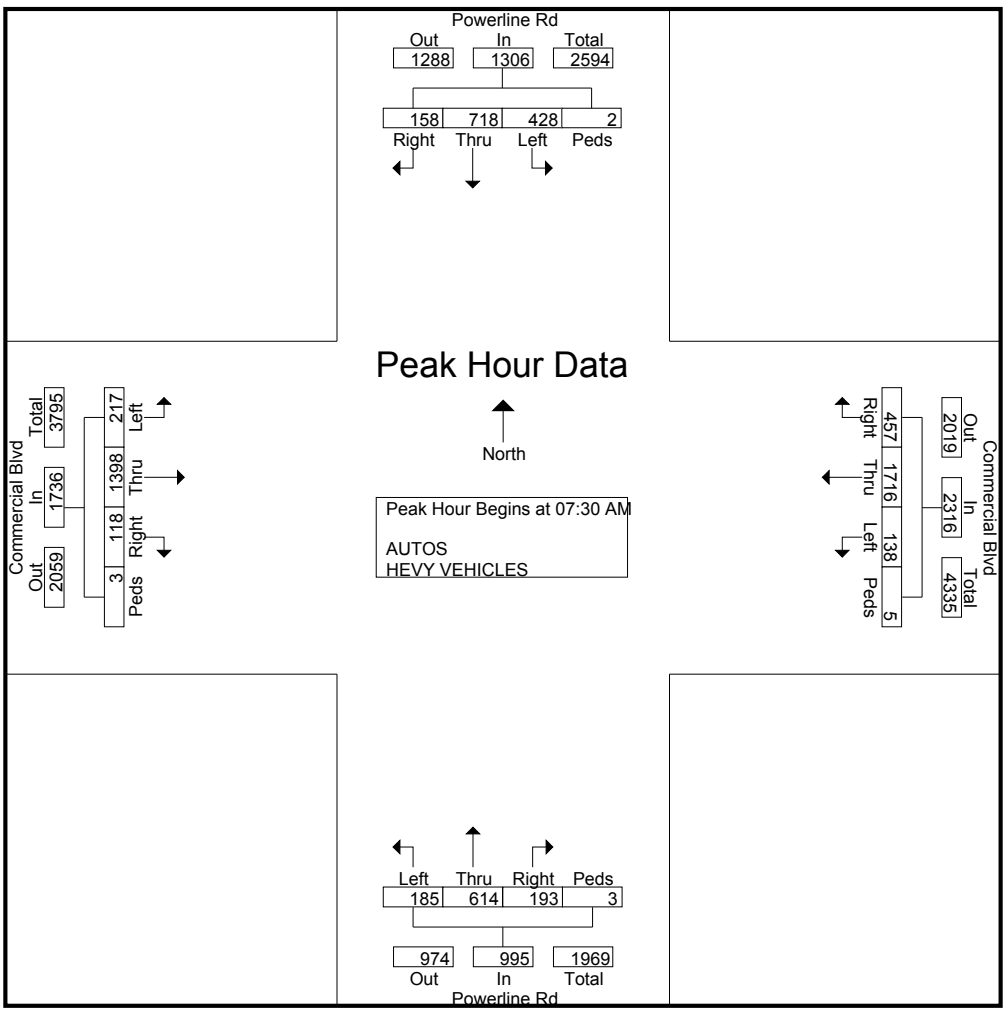
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at Powerline Rd_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 3

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	48	318	25	1	392	34	381	114	**2**	531	27	119	41	1	188	111	177	33	0	321	1432
07:45 AM	**57**	**375**	30	0	**462**	**36**	**476**	109	0	**621**	**59**	154	46	**2**	261	**113**	**201**	**45**	0	**359**	**1703**
08:00 AM	55	345	**32**	0	432	33	412	**120**	2	567	46	**176**	**55**	0	**277**	98	159	38	**1**	296	1572
08:15 AM	57	360	31	**2**	450	35	447	114	1	597	53	165	51	0	269	106	181	42	1	330	1646
Total Volume	217	1398	118	3	1736	138	1716	457	5	2316	185	614	193	3	995	428	718	158	2	1306	6353
% App. Total	12.5	80.5	6.8	0.2		6	74.1	19.7	0.2		18.6	61.7	19.4	0.3		32.8	55	12.1	0.2		
PHF	.952	.932	.922	.375	.939	.958	.901	.952	.625	.932	.784	.872	.877	.375	.898	.947	.893	.878	.500	.909	.933



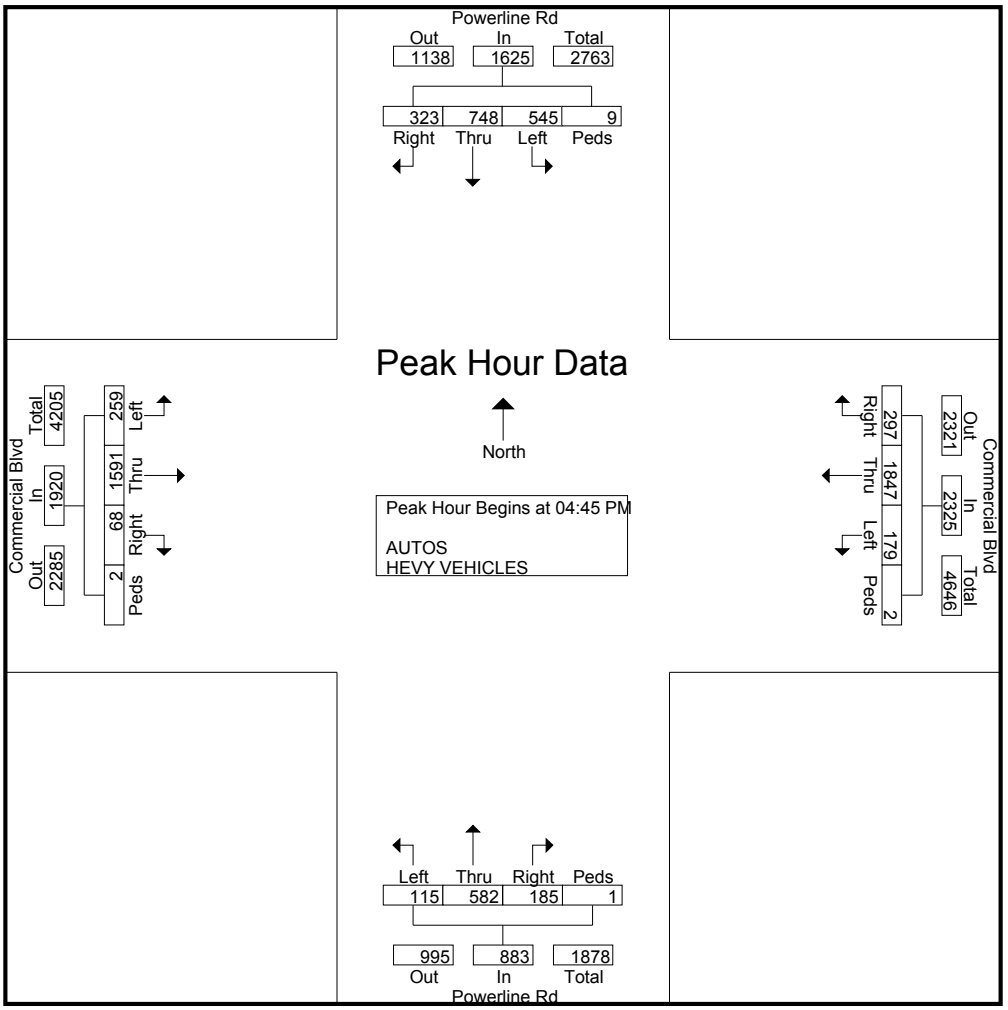
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at Powerline Rd_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 4

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	51	386	**23**	**2**	462	38	417	**82**	**1**	538	**35**	122	**53**	0	210	125	167	65	0	357	1567
05:00 PM	67	**428**	15	0	**510**	42	**525**	76	1	**644**	29	**155**	44	0	**228**	113	193	64	2	372	**1754**
05:15 PM	**72**	375	15	0	462	**52**	428	67	0	547	24	151	44	**1**	220	**167**	**194**	**108**	**4**	**473**	1702
05:30 PM	69	402	15	0	486	47	477	72	0	596	27	154	44	0	225	140	194	86	3	423	1730
Total Volume	259	1591	68	2	1920	179	1847	297	2	2325	115	582	185	1	883	545	748	323	9	1625	6753
% App. Total	13.5	82.9	3.5	0.1		7.7	79.4	12.8	0.1		13	65.9	21	0.1		33.5	46	19.9	0.6		
PHF	.899	.929	.739	.250	.941	.861	.880	.905	.500	.903	.821	.939	.873	.250	.968	.816	.964	.748	.563	.859	.963



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commercial Blvd at Powerline Rd_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	5
06:15 AM	0	1	1	0	2	0	2	1	0	3	0	1	0	0	1	1	1	0	0	2	8
06:30 AM	0	5	1	0	6	1	2	1	0	4	0	1	1	0	2	2	1	0	0	3	15
06:45 AM	0	4	0	0	4	2	2	4	0	8	0	1	1	0	2	1	4	0	0	5	19
Total	0	11	2	0	13	3	7	7	0	17	0	4	2	0	6	5	6	0	0	11	47
07:00 AM	1	3	0	0	4	1	6	2	0	9	0	1	1	0	2	2	0	0	0	2	17
07:15 AM	1	4	0	0	5	0	4	3	0	7	0	1	1	0	2	2	2	0	0	4	18
07:30 AM	1	3	1	0	5	1	1	1	0	3	1	1	0	0	2	2	2	0	0	4	14
07:45 AM	0	3	0	0	3	1	3	2	0	6	0	2	0	0	2	3	4	1	0	8	19
Total	3	13	1	0	17	3	14	8	0	25	1	5	2	0	8	9	8	1	0	18	68
08:00 AM	0	6	0	0	6	1	1	1	0	3	0	2	0	0	2	6	7	0	0	13	24
08:15 AM	1	5	0	0	6	1	2	1	0	4	0	2	0	0	2	5	6	1	0	12	24
08:30 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	9
08:45 AM	2	2	0	0	4	1	5	3	0	9	1	4	0	0	5	0	7	0	0	7	25
Total	4	16	0	0	20	3	8	5	0	16	1	8	0	0	9	11	25	1	0	37	82
*** BREAK ***																					
04:00 PM	3	1	0	0	4	0	1	1	0	2	0	5	0	0	5	0	3	2	0	5	16
04:15 PM	2	1	1	0	4	0	5	2	0	7	0	2	0	0	2	3	1	1	0	5	18
04:30 PM	2	1	1	0	4	0	3	2	0	5	0	4	0	0	4	2	2	2	0	6	19
04:45 PM	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	2	3	0	0	5	11
Total	7	5	2	0	14	0	9	7	0	16	0	13	0	0	13	7	9	5	0	21	64
05:00 PM	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	2	3	0	0	5	11
05:15 PM	1	1	0	0	2	0	3	0	0	3	0	1	2	0	3	0	1	0	1	2	10
05:30 PM	0	1	0	0	1	0	3	0	0	3	0	2	1	0	3	1	2	0	1	4	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Total	2	3	0	0	5	0	8	0	0	8	0	5	3	0	8	4	8	0	2	14	35
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	2	2	0	0	4	8
Grand Total	16	48	5	0	69	9	46	27	0	82	2	39	7	0	48	38	58	7	2	105	304
Apprch %	23.2	69.6	7.2	0		11	56.1	32.9	0		4.2	81.2	14.6	0		36.2	55.2	6.7	1.9		
Total %	5.3	15.8	1.6	0	22.7	3	15.1	8.9	0	27	0.7	12.8	2.3	0	15.8	12.5	19.1	2.3	0.7	34.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 2B- Commercial Blvd & 12th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

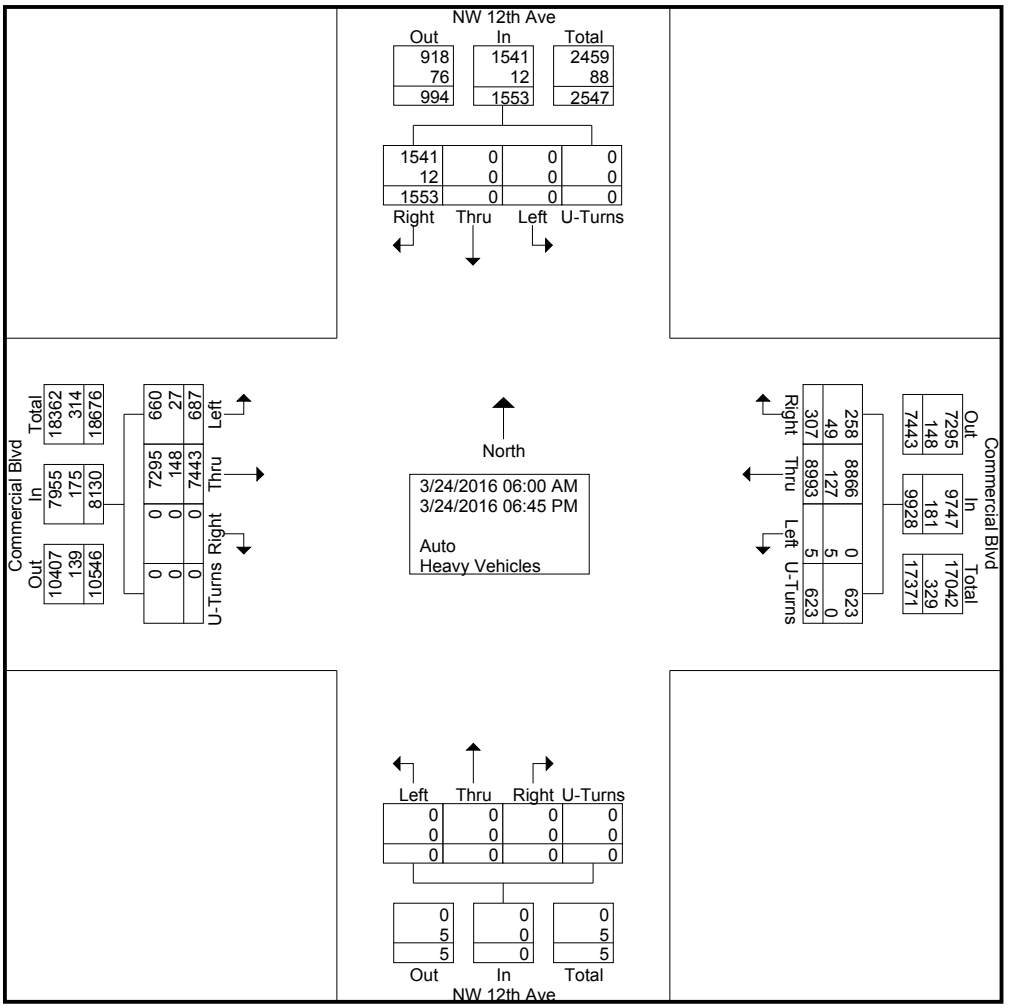
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NW 12th Ave NORTHBOUND					NW 12th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	17	180	0	0	197	0	154	8	11	173	0	0	0	0	0	0	0	12	0	12	382
06:15 AM	21	240	0	0	261	0	202	5	18	225	0	0	0	0	0	0	0	13	0	13	499
06:30 AM	25	345	0	0	370	0	239	19	26	284	0	0	0	0	0	0	0	11	0	11	665
06:45 AM	29	343	0	0	372	0	349	8	21	378	0	0	0	0	0	0	0	14	0	14	764
Total	92	1108	0	0	1200	0	944	40	76	1060	0	0	0	0	0	0	0	50	0	50	2310
07:00 AM	27	325	0	0	352	0	314	12	19	345	0	0	0	0	0	0	0	13	0	13	710
07:15 AM	30	349	0	0	379	0	321	15	29	365	0	0	0	0	0	0	0	11	0	11	755
07:30 AM	27	356	0	0	383	0	425	16	33	474	0	0	0	0	0	0	0	8	0	8	865
07:45 AM	70	282	0	0	352	0	374	27	29	430	0	0	0	0	0	0	0	18	0	18	800
Total	154	1312	0	0	1466	0	1434	70	110	1614	0	0	0	0	0	0	0	50	0	50	3130
08:00 AM	55	343	0	0	398	0	398	22	31	451	0	0	0	0	0	0	0	21	0	21	870
08:15 AM	38	306	0	0	344	0	371	21	19	411	0	0	0	0	0	0	0	33	0	33	788
08:30 AM	42	300	0	0	342	0	443	25	22	490	0	0	0	0	0	0	0	29	0	29	861
08:45 AM	33	344	0	0	377	2	380	21	25	428	0	0	0	0	0	0	0	52	0	52	857
Total	168	1293	0	0	1461	2	1592	89	97	1780	0	0	0	0	0	0	0	135	0	135	3376
*** BREAK ***																					
04:00 PM	24	241	0	0	265	0	471	14	28	513	0	0	0	0	0	0	0	32	0	32	810
04:15 PM	28	297	0	0	325	0	514	14	23	551	0	0	0	0	0	0	0	41	0	41	917
04:30 PM	18	309	0	0	327	0	491	18	22	531	0	0	0	0	0	0	0	67	0	67	925
04:45 PM	26	252	0	0	278	0	465	10	23	498	0	0	0	0	0	0	0	77	0	77	853
Total	96	1099	0	0	1195	0	1941	56	96	2093	0	0	0	0	0	0	0	217	0	217	3505
05:00 PM	28	420	0	0	448	0	437	13	27	477	0	0	0	0	0	0	0	89	0	89	1014
05:15 PM	27	433	0	0	460	0	393	9	23	425	0	0	0	0	0	0	0	174	0	174	1059
05:30 PM	26	306	0	0	332	0	405	6	22	433	0	0	0	0	0	0	0	148	0	148	913
05:45 PM	25	350	0	0	375	0	336	4	40	380	0	0	0	0	0	0	0	228	0	228	983
Total	106	1509	0	0	1615	0	1571	32	112	1715	0	0	0	0	0	0	0	639	0	639	3969
06:00 PM	18	295	0	0	313	0	334	7	57	398	0	0	0	0	0	0	0	180	0	180	891
06:15 PM	14	322	0	0	336	3	373	3	37	416	0	0	0	0	0	0	0	150	0	150	902
06:30 PM	25	254	0	0	279	0	389	2	19	410	0	0	0	0	0	0	0	75	0	75	764
06:45 PM	14	251	0	0	265	0	415	8	19	442	0	0	0	0	0	0	0	57	0	57	764
Total	71	1122	0	0	1193	3	1511	20	132	1666	0	0	0	0	0	0	0	462	0	462	3321
Grand Total	687	7443	0	0	8130	5	8993	307	623	9928	0	0	0	0	0	0	0	1553	0	1553	19611
Apprch %	8.5	91.5	0	0		0.1	90.6	3.1	6.3		0	0	0	0		0	0	100	0		
Total %	3.5	38	0	0	41.5	0	45.9	1.6	3.2	50.6	0	0	0	0	0	0	0	7.9	0	7.9	
Auto	660	7295	0	0	7955	0	8866	258	623	9747	0	0	0	0	0	0	0	1541	0	1541	19243
% Auto	96.1	98	0	0	97.8	0	98.6	84	100	98.2	0	0	0	0	0	0	0	99.2	0	99.2	98.1
Heavy Vehicles	27	148	0	0	175	5	127	49	0	181	0	0	0	0	0	0	0	12	0	12	368
% Heavy Vehicles	3.9	2	0	0	2.2	100	1.4	16	0	1.8	0	0	0	0	0	0	0	0.8	0	0.8	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 2B- Commercial Blvd & 12th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 2B- Commercial Blvd & 12th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NW 12th Ave NORTHBOUND					NW 12th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**55**	343	0	0	**398**	0	398	22	**31**	451	0	0	0	0	0	0	0	21	0	21	**870**
08:15 AM	38	306	0	0	344	0	371	21	19	411	0	0	0	0	0	0	0	33	0	33	788
08:30 AM	42	300	0	0	342	0	**443**	**25**	22	**490**	0	0	0	0	0	0	0	29	0	29	861
08:45 AM	33	**344**	0	0	377	**2**	380	21	25	428	0	0	0	0	0	0	0	**52**	0	**52**	857
Total Volume	168	1293	0	0	1461	2	1592	89	97	1780	0	0	0	0	0	0	0	135	0	135	3376
% App. Total	11.5	88.5	0	0		0.1	89.4	5	5.4		0	0	0	0		0	0	100	0		
PHF	.764	.940	.000	.000	.918	.250	.898	.890	.782	.908	.000	.000	.000	.000	.000	.000	.000	.649	.000	.649	.970

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					06:00 AM					08:00 AM					
+0 mins.	30	349	0	0	379	0	374	**27**	29	430	0	0	0	0	0	0	0	21	0	21	
+15 mins.	27	**356**	0	0	383	0	398	22	**31**	451	0	0	0	0	0	0	0	33	0	33	
+30 mins.	**70**	282	0	0	352	0	371	21	19	411	0	0	0	0	0	0	0	29	0	29	
+45 mins.	55	343	0	0	**398**	0	**443**	25	22	**490**	0	0	0	0	0	0	0	**52**	0	**52**	
Total Volume	182	1330	0	0	1512	0	1586	95	101	1782	0	0	0	0	0	0	0	135	0	135	
% App. Total	12	88	0	0		0	89	5.3	5.7		0	0	0	0		0	0	100	0		
PHF	.650	.934	.000	.000	.950	.000	.895	.880	.815	.909	.000	.000	.000	.000	.000	.000	.000	.649	.000	.649	

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Miami, Florida 33126

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PROJECT: I-95 at Commercial Blvd PD&E
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File Name : 2B- Commercial Blvd & 12th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NW 12th Ave NORTHBOUND					NW 12th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**28**	420	0	0	448	0	**437**	**13**	27	**477**	0	0	0	0	0	0	0	89	0	89	1014
05:15 PM	27	**433**	0	0	**460**	0	393	9	23	425	0	0	0	0	0	0	0	174	0	174	**1059**
05:30 PM	26	306	0	0	332	0	405	6	22	433	0	0	0	0	0	0	0	148	0	148	913
05:45 PM	25	350	0	0	375	0	336	4	**40**	380	0	0	0	0	0	0	0	**228**	0	**228**	983
Total Volume	106	1509	0	0	1615	0	1571	32	112	1715	0	0	0	0	0	0	0	639	0	639	3969
% App. Total	6.6	93.4	0	0		0	91.6	1.9	6.5		0	0	0	0		0	0	100	0		
PHF	.946	.871	.000	.000	.878	.000	.899	.615	.700	.899	.000	.000	.000	.000	.000	.000	.000	.701	.000	.701	.937

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:00 PM					05:15 PM					
+0 mins.	**28**	420	0	0	448	0	471	14	**28**	513	0	0	0	0	0	0	0	174	0	174	
+15 mins.	27	**433**	0	0	**460**	0	**514**	14	23	**551**	0	0	0	0	0	0	0	148	0	148	
+30 mins.	26	306	0	0	332	0	491	**18**	22	531	0	0	0	0	0	0	0	**228**	0	**228**	
+45 mins.	25	350	0	0	375	0	465	10	23	498	0	0	0	0	0	0	0	180	0	180	
Total Volume	106	1509	0	0	1615	0	1941	56	96	2093	0	0	0	0	0	0	0	730	0	730	
% App. Total	6.6	93.4	0	0		0	92.7	2.7	4.6		0	0	0	0		0	0	100	0		
PHF	.946	.871	.000	.000	.878	.000	.944	.778	.857	.950	.000	.000	.000	.000	.000	.000	.000	.800	.000	.800	

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File Name : 2B- Commercial Blvd & 12th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NW 12th Ave NORTHBOUND					NW 12th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	3	6	0	9	0	0	0	0	0	0	0	0	0	0	10
06:15 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
06:30 AM	1	13	0	0	14	0	2	9	0	11	0	0	0	0	0	0	0	1	0	1	26
06:45 AM	4	5	0	0	9	0	10	4	0	14	0	0	0	0	0	0	0	2	0	2	25
Total	5	21	0	0	26	0	20	19	0	39	0	0	0	0	0	0	0	3	0	3	68
07:00 AM	1	16	0	0	17	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	26
07:15 AM	3	6	0	0	9	0	3	3	0	6	0	0	0	0	0	0	0	1	0	1	16
07:30 AM	1	18	0	0	19	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	24
07:45 AM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	5	51	0	0	56	0	14	5	0	19	0	0	0	0	0	0	0	2	0	2	77
08:00 AM	0	9	0	0	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	3	8	0	0	11	0	6	7	0	13	0	0	0	0	0	0	0	1	0	1	25
08:30 AM	3	9	0	0	12	0	8	7	0	15	0	0	0	0	0	0	0	0	0	0	27
08:45 AM	2	12	0	0	14	2	6	3	0	11	0	0	0	0	0	0	0	0	0	0	25
Total	8	38	0	0	46	2	21	17	0	40	0	0	0	0	0	0	0	1	0	1	87
*** BREAK ***																					
04:00 PM	3	5	0	0	8	0	9	5	0	14	0	0	0	0	0	0	0	0	0	0	22
04:15 PM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	16	0	0	16	0	7	1	0	8	0	0	0	0	0	0	0	1	0	1	25
04:45 PM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	6
Total	4	27	0	0	31	0	23	6	0	29	0	0	0	0	0	0	0	3	0	3	63
05:00 PM	2	2	0	0	4	0	16	0	0	16	0	0	0	0	0	0	0	1	0	1	21
05:15 PM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	1	0	0	1	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	10
05:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	0	1	0	1	10
Total	3	4	0	0	7	0	38	2	0	40	0	0	0	0	0	0	0	2	0	2	49
06:00 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
06:15 PM	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
Total	2	7	0	0	9	3	11	0	0	14	0	0	0	0	0	0	0	1	0	1	24
Grand Total	27	148	0	0	175	5	127	49	0	181	0	0	0	0	0	0	0	12	0	12	368
Apprch %	15.4	84.6	0	0		2.8	70.2	27.1	0		0	0	0	0		0	0	100	0		
Total %	7.3	40.2	0	0	47.6	1.4	34.5	13.3	0	49.2	0	0	0	0	0	0	0	3.3	0	3.3	

CTS Engineering, Inc.

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File Name : 2B- Commercial Blvd & 12th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NW 12th Ave NORTHBOUND					NW 12th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

CTS Engineering, Inc.

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Miami, Florida 33126

CLIENT : CTS Engineering, Inc.
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : 1B- Commercial Blvd & 15th Ave - Wednesday
Site Code : 00000000
Start Date : 3/23/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

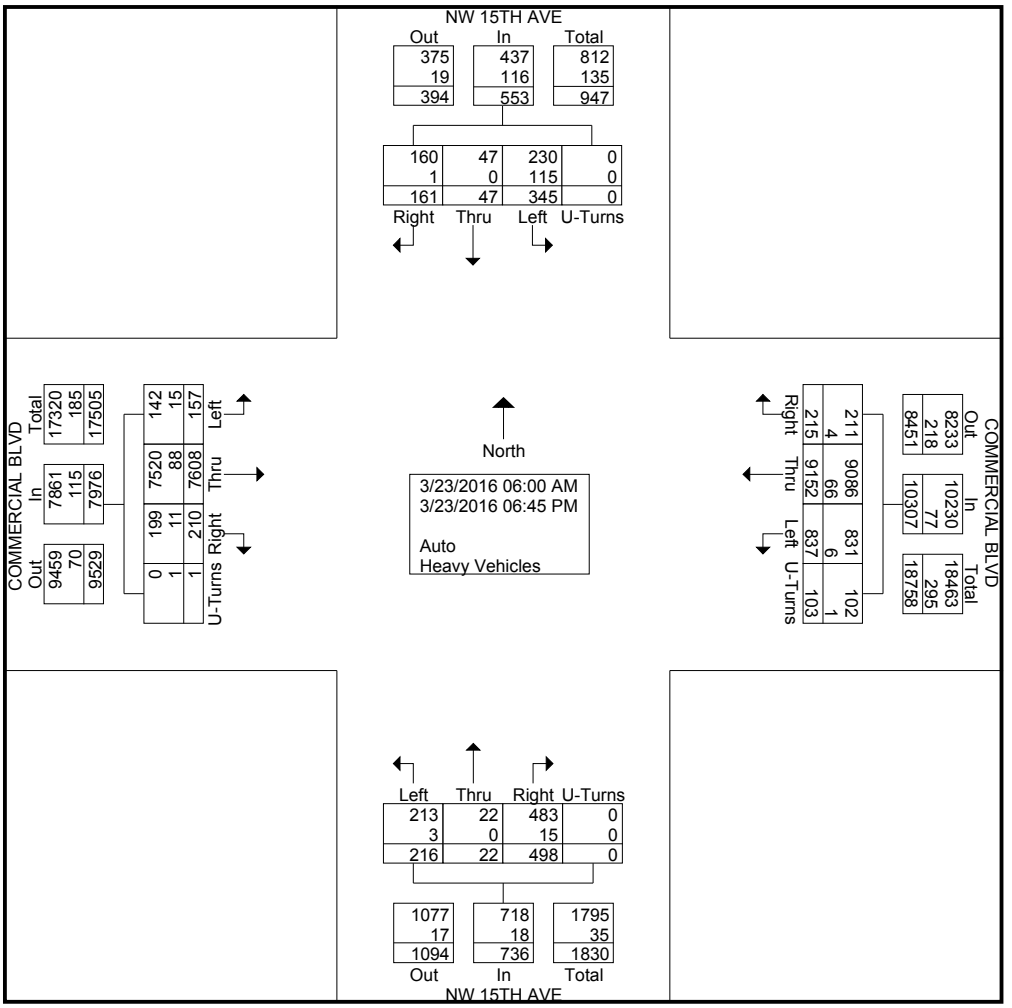
	COMMERCIAL BLVD EASTBOUND					COMMERCIAL BLVD WESTBOUND					NW 15TH AVE NORTHBOUND					NW 15TH AVE SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	197	3	0	200	10	155	1	1	167	0	0	7	0	7	2	1	0	0	3	377
06:15 AM	1	193	3	0	197	10	208	0	2	220	0	1	10	0	11	1	0	0	0	1	429
06:30 AM	5	299	5	0	309	18	209	32	3	262	1	0	13	0	14	8	0	1	0	9	594
06:45 AM	3	340	5	0	348	22	341	12	5	380	3	1	26	0	30	1	0	2	0	3	761
Total	9	1029	16	0	1054	60	913	45	11	1029	4	2	56	0	62	12	1	3	0	16	2161
07:00 AM	9	327	8	0	344	39	292	11	3	345	1	1	24	0	26	16	0	1	0	17	732
07:15 AM	4	339	18	0	361	42	288	13	1	344	1	0	28	0	29	15	3	2	0	20	754
07:30 AM	3	388	21	0	412	63	361	26	3	453	3	1	27	0	31	7	0	0	0	7	903
07:45 AM	21	370	21	0	412	97	291	20	13	421	4	1	29	0	34	20	2	1	0	23	890
Total	37	1424	68	0	1529	241	1232	70	20	1563	9	3	108	0	120	58	5	4	0	67	3279
08:00 AM	21	335	28	0	384	51	352	25	10	438	2	2	19	0	23	13	2	1	0	16	861
08:15 AM	17	392	10	0	419	40	327	26	12	405	2	2	19	0	23	11	2	4	0	17	864
08:30 AM	16	391	13	0	420	39	408	18	2	467	4	2	15	0	21	17	3	0	0	20	928
08:45 AM	21	373	13	0	407	60	340	20	6	426	3	1	19	0	23	16	2	2	0	20	876
Total	75	1491	64	0	1630	190	1427	89	30	1736	11	7	72	0	90	57	9	7	0	73	3529
*** BREAK ***																					
04:00 PM	4	291	6	0	301	14	457	0	7	478	18	2	31	0	51	23	1	10	0	34	864
04:15 PM	4	308	4	0	316	18	527	0	4	549	13	0	20	0	33	15	3	11	0	29	927
04:30 PM	1	350	7	1	359	18	508	0	0	526	22	0	23	0	45	18	2	7	0	27	957
04:45 PM	3	311	9	0	323	21	523	0	2	546	28	2	11	0	41	13	2	18	0	33	943
Total	12	1260	26	1	1299	71	2015	0	13	2099	81	4	85	0	170	69	8	46	0	123	3691
05:00 PM	4	351	7	0	362	46	476	0	8	530	27	1	37	0	65	21	6	16	0	43	1000
05:15 PM	2	396	4	0	402	27	480	0	5	512	18	0	21	0	39	24	4	11	0	39	992
05:30 PM	9	356	4	0	369	36	475	0	4	515	13	1	30	0	44	13	3	15	0	31	959
05:45 PM	1	305	4	0	310	29	417	0	2	448	15	0	18	0	33	18	0	10	0	28	819
Total	16	1408	19	0	1443	138	1848	0	19	2005	73	2	106	0	181	76	13	52	0	141	3770
06:00 PM	2	274	4	0	280	45	423	2	3	473	10	1	23	0	34	17	5	15	0	37	824
06:15 PM	1	244	6	0	251	35	448	3	3	489	13	1	19	0	33	18	3	12	0	33	806
06:30 PM	2	240	4	0	246	31	419	3	2	455	9	1	16	0	26	22	2	11	0	35	762
06:45 PM	3	238	3	0	244	26	427	3	2	458	6	1	13	0	20	16	1	11	0	28	750
Total	8	996	17	0	1021	137	1717	11	10	1875	38	4	71	0	113	73	11	49	0	133	3142
Grand Total	157	7608	210	1	7976	837	9152	215	103	10307	216	22	498	0	736	345	47	161	0	553	19572
Apprch %	2	95.4	2.6	0		8.1	88.8	2.1	1		29.3	3	67.7	0		62.4	8.5	29.1	0		
Total %	0.8	38.9	1.1	0	40.8	4.3	46.8	1.1	0.5	52.7	1.1	0.1	2.5	0	3.8	1.8	0.2	0.8	0	2.8	
Auto	142	7520	199	0	7861	831	9086	211	102	10230	213	22	483	0	718	230	47	160	0	437	19246
% Auto	90.4	98.8	94.8	0	98.6	99.3	99.3	98.1	99	99.3	98.6	100	97	0	97.6	66.7	100	99.4	0	79	98.3
Heavy Vehicles	15	88	11	1	115	6	66	4	1	77	3	0	15	0	18	115	0	1	0	116	326
% Heavy Vehicles	9.6	1.2	5.2	100	1.4	0.7	0.7	1.9	1	0.7	1.4	0	3	0	2.4	33.3	0	0.6	0	21	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT : CTS Engineering, Inc.
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : 1B- Commercial Blvd & 15th Ave - Wednesday
Site Code : 00000000
Start Date : 3/23/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT : CTS Engineering, Inc.
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : 1B- Commercial Blvd & 15th Ave - Wednesday
Site Code : 00000000
Start Date : 3/23/2016
Page No : 3

	COMMERCIAL BLVD EASTBOUND					COMMERCIAL BLVD WESTBOUND					NW 15TH AVE NORTHBOUND					NW 15TH AVE SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**21**	370	21	0	412	**97**	291	20	**13**	421	**4**	1	**29**	0	**34**	**20**	2	1	0	**23**	890
08:00 AM	21	335	**28**	0	384	51	352	25	10	438	2	**2**	19	0	23	13	2	1	0	16	861
08:15 AM	17	**392**	10	0	419	40	327	**26**	12	405	2	2	19	0	23	11	2	**4**	0	17	864
08:30 AM	16	391	13	0	**420**	39	**408**	18	2	**467**	4	2	15	0	21	17	**3**	0	0	20	**928**
Total Volume	75	1488	72	0	1635	227	1378	89	37	1731	12	7	82	0	101	61	9	6	0	76	3543
% App. Total	4.6	91	4.4	0		13.1	79.6	5.1	2.1		11.9	6.9	81.2	0		80.3	11.8	7.9	0		
PHF	.893	.949	.643	.000	.973	.585	.844	.856	.712	.927	.750	.875	.707	.000	.743	.763	.750	.375	.000	.826	.954

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:00 AM					07:45 AM					
+0 mins.	**21**	370	21	0	412	51	352	25	10	438	1	**1**	24	0	26	**20**	2	1	0	**23**	
+15 mins.	21	335	**28**	0	384	40	327	**26**	**12**	405	1	0	28	0	29	13	2	1	0	16	
+30 mins.	17	**392**	10	0	419	39	**408**	18	2	**467**	3	1	27	0	31	11	2	**4**	0	17	
+45 mins.	16	391	13	0	**420**	**60**	340	20	6	426	**4**	1	**29**	0	**34**	17	**3**	0	0	20	
Total Volume	75	1488	72	0	1635	190	1427	89	30	1736	9	3	108	0	120	61	9	6	0	76	
% App. Total	4.6	91	4.4	0		10.9	82.2	5.1	1.7		7.5	2.5	90	0		80.3	11.8	7.9	0		
PHF	.893	.949	.643	.000	.973	.792	.874	.856	.625	.929	.563	.750	.931	.000	.882	.763	.750	.375	.000	.826	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT : CTS Engineering, Inc.
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : 1B- Commercial Blvd & 15th Ave - Wednesday
Site Code : 00000000
Start Date : 3/23/2016
Page No : 4

	COMMERCIAL BLVD EASTBOUND					COMMERCIAL BLVD WESTBOUND					NW 15TH AVE NORTHBOUND					NW 15TH AVE SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	311	**9**	0	323	21	**523**	0	2	**546**	**28**	**2**	11	0	41	13	2	**18**	0	33	943
05:00 PM	4	351	7	0	362	**46**	476	0	**8**	530	27	1	**37**	0	**65**	21	**6**	16	0	**43**	**1000**
05:15 PM	2	**396**	4	0	**402**	27	480	0	5	512	18	0	21	0	39	**24**	4	11	0	39	992
05:30 PM	**9**	356	4	0	369	36	475	0	4	515	13	1	30	0	44	13	3	15	0	31	959
Total Volume	18	1414	24	0	1456	130	1954	0	19	2103	86	4	99	0	189	71	15	60	0	146	3894
% App. Total	1.2	97.1	1.6	0		6.2	92.9	0	0.9		45.5	2.1	52.4	0		48.6	10.3	41.1	0		
PHF	.500	.893	.667	.000	.905	.707	.934	.000	.594	.963	.768	.500	.669	.000	.727	.740	.625	.833	.000	.849	.974

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					04:30 PM					04:45 PM					
+0 mins.	3	311	**9**	0	323	18	**527**	0	4	**549**	22	0	23	0	45	13	2	**18**	0	33	
+15 mins.	4	351	7	0	362	18	508	0	0	526	**28**	**2**	11	0	41	21	**6**	16	0	**43**	
+30 mins.	2	**396**	4	0	**402**	21	523	0	2	546	27	1	**37**	0	**65**	**24**	4	11	0	39	
+45 mins.	**9**	356	4	0	369	**46**	476	0	**8**	530	18	0	21	0	39	13	3	15	0	31	
Total Volume	18	1414	24	0	1456	103	2034	0	14	2151	95	3	92	0	190	71	15	60	0	146	
% App. Total	1.2	97.1	1.6	0		4.8	94.6	0	0.7		50	1.6	48.4	0		48.6	10.3	41.1	0		
PHF	.500	.893	.667	.000	.905	.560	.965	.000	.438	.980	.848	.375	.622	.000	.731	.740	.625	.833	.000	.849	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT : CTS Engineering, Inc.
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : 1B- Commercial Blvd & 15th Ave - Wednesday
Site Code : 00000000
Start Date : 3/23/2016
Page No : 1

Groups Printed- Heavy Vehicles

	COMMERCIAL BLVD EASTBOUND					COMMERCIAL BLVD WESTBOUND					NW 15TH AVE NORTHBOUND					NW 15TH AVE SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	6	0	0	6	0	2	3	0	5	0	0	0	0	0	8	0	0	0	8	19
06:45 AM	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
Total	0	15	0	0	15	0	16	3	0	19	0	0	0	0	0	8	0	0	0	8	42
07:00 AM	2	4	0	0	6	2	7	0	0	9	0	0	1	0	1	16	0	0	0	16	32
07:15 AM	0	6	1	0	7	0	4	0	0	4	0	0	2	0	2	14	0	0	0	14	27
07:30 AM	1	6	1	0	8	0	4	0	0	4	0	0	1	0	1	2	0	0	0	2	15
07:45 AM	3	6	0	0	9	0	1	1	1	3	1	0	0	0	1	18	0	0	0	18	31
Total	6	22	2	0	30	2	16	1	1	20	1	0	4	0	5	50	0	0	0	50	105
08:00 AM	4	2	0	0	6	0	1	0	0	1	0	0	1	0	1	10	0	0	0	10	18
08:15 AM	2	4	0	0	6	0	6	0	0	6	0	0	1	0	1	10	0	0	0	10	23
08:30 AM	1	8	0	0	9	0	5	0	0	5	0	0	0	0	0	11	0	0	0	11	25
08:45 AM	1	3	1	0	5	0	6	0	0	6	0	0	2	0	2	15	0	0	0	15	28
Total	8	17	1	0	26	0	18	0	0	18	0	0	4	0	4	46	0	0	0	46	94
*** BREAK ***																					
04:00 PM	0	8	2	0	10	0	4	0	0	4	0	0	2	0	2	11	0	1	0	12	28
04:15 PM	1	1	2	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
04:30 PM	0	9	1	1	11	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	15
04:45 PM	0	3	1	0	4	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	7
Total	1	21	6	1	29	1	7	0	0	8	1	0	5	0	6	11	0	1	0	12	55
05:00 PM	0	5	2	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
05:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	3	0	0	3	1	3	0	0	4	1	0	1	0	2	0	0	0	0	0	9
05:45 PM	0	5	0	0	5	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	8
Total	0	13	2	0	15	3	9	0	0	12	1	0	2	0	3	0	0	0	0	0	30
*** BREAK ***																					
Grand Total	15	88	11	1	115	6	66	4	1	77	3	0	15	0	18	115	0	1	0	116	326
Apprch %	13	76.5	9.6	0.9		7.8	85.7	5.2	1.3		16.7	0	83.3	0		99.1	0	0.9	0		
Total %	4.6	27	3.4	0.3	35.3	1.8	20.2	1.2	0.3	23.6	0.9	0	4.6	0	5.5	35.3	0	0.3	0	35.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT : CTS Engineering, Inc.
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : 1B- Commercial Blvd & 15th Ave - Wednesday
Site Code : 00000000
Start Date : 3/23/2016
Page No : 1

Groups Printed- Peds

	COMMERCIAL BLVD EASTBOUND					COMMERCIAL BLVD WESTBOUND					NW 15TH AVE NORTHBOUND					NW 15TH AVE SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	5
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
*** BREAK ***																					
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	5
*** BREAK ***																					
Grand Total	0	0	0	4	4	0	0	0	4	4	0	0	0	1	1	0	0	0	8	8	17
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	23.5	23.5	0	0	0	23.5	23.5	0	0	0	5.9	5.9	0	0	0	47.1	47.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 3B- Commercial Blvd & NE 3 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

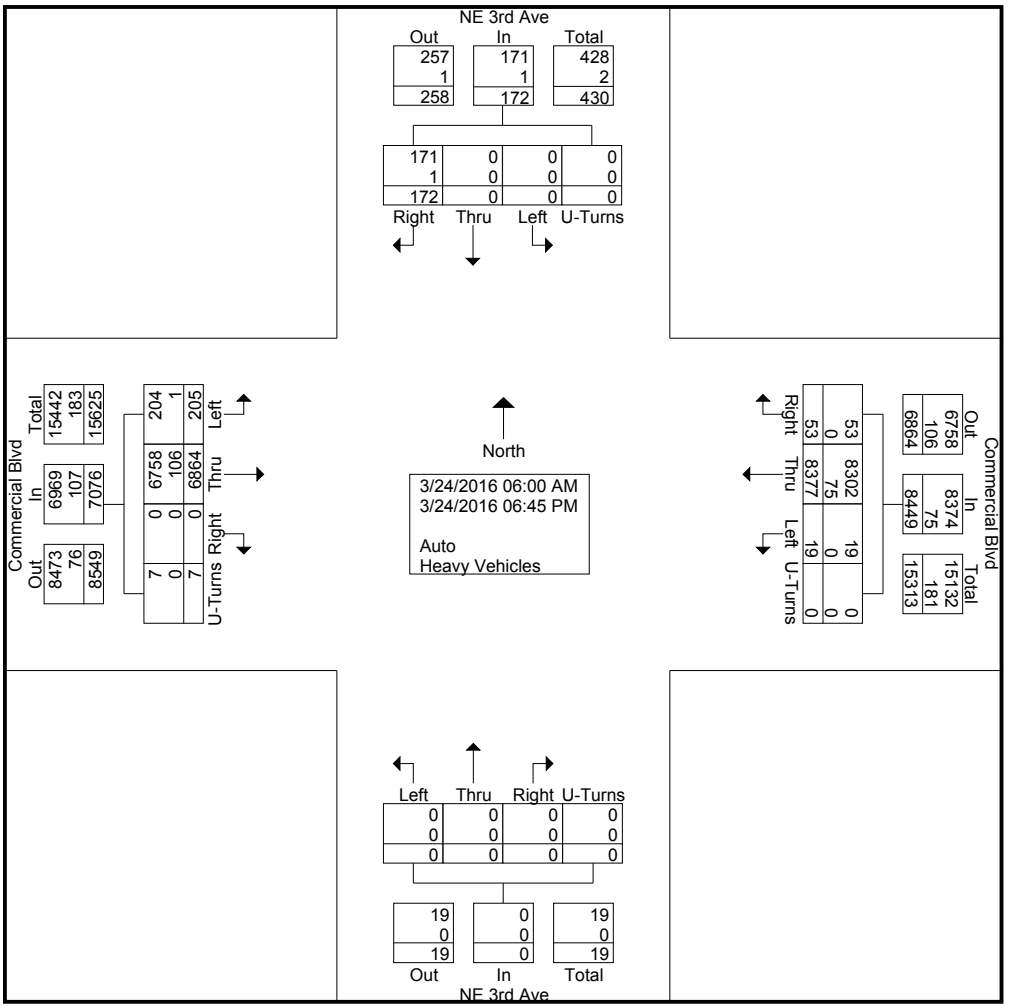
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 3rd Ave NORTHBOUND					NE 3rd Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	5	117	0	0	122	0	116	0	0	116	0	0	0	0	0	0	0	9	0	9	247
06:15 AM	4	150	0	0	154	1	173	0	0	174	0	0	0	0	0	0	0	5	0	5	333
06:30 AM	3	242	0	1	246	1	188	1	0	190	0	0	0	0	0	0	0	3	0	3	439
06:45 AM	10	318	0	0	328	0	198	4	0	202	0	0	0	0	0	0	0	12	0	12	542
Total	22	827	0	1	850	2	675	5	0	682	0	0	0	0	0	0	0	29	0	29	1561
07:00 AM	16	257	0	0	273	1	224	1	0	226	0	0	0	0	0	0	0	8	0	8	507
07:15 AM	25	305	0	1	331	0	293	1	0	294	0	0	0	0	0	0	0	13	0	13	638
07:30 AM	18	281	0	0	299	1	285	1	0	287	0	0	0	0	0	0	0	14	0	14	600
07:45 AM	13	323	0	0	336	2	260	5	0	267	0	0	0	0	0	0	0	15	0	15	618
Total	72	1166	0	1	1239	4	1062	8	0	1074	0	0	0	0	0	0	0	50	0	50	2363
08:00 AM	14	268	0	3	285	0	240	3	0	243	0	0	0	0	0	0	0	15	0	15	543
08:15 AM	12	321	0	1	334	0	277	2	0	279	0	0	0	0	0	0	0	15	0	15	628
08:30 AM	9	310	0	0	319	0	267	1	0	268	0	0	0	0	0	0	0	5	0	5	592
08:45 AM	7	242	0	0	249	0	273	4	0	277	0	0	0	0	0	0	0	13	0	13	539
Total	42	1141	0	4	1187	0	1057	10	0	1067	0	0	0	0	0	0	0	48	0	48	2302
*** BREAK ***																					
04:00 PM	6	283	0	0	289	3	487	3	0	493	0	0	0	0	0	0	0	6	0	6	788
04:15 PM	8	315	0	0	323	0	528	2	0	530	0	0	0	0	0	0	0	1	0	1	854
04:30 PM	7	357	0	0	364	1	549	0	0	550	0	0	0	0	0	0	0	3	0	3	917
04:45 PM	7	316	0	0	323	1	474	1	0	476	0	0	0	0	0	0	0	4	0	4	803
Total	28	1271	0	0	1299	5	2038	6	0	2049	0	0	0	0	0	0	0	14	0	14	3362
05:00 PM	1	331	0	1	333	0	468	0	0	468	0	0	0	0	0	0	0	3	0	3	804
05:15 PM	3	356	0	0	359	1	467	3	0	471	0	0	0	0	0	0	0	3	0	3	833
05:30 PM	3	327	0	0	330	3	483	4	0	490	0	0	0	0	0	0	0	3	0	3	823
05:45 PM	5	332	0	0	337	1	452	2	0	455	0	0	0	0	0	0	0	6	0	6	798
Total	12	1346	0	1	1359	5	1870	9	0	1884	0	0	0	0	0	0	0	15	0	15	3258
06:00 PM	6	282	0	0	288	2	419	4	0	425	0	0	0	0	0	0	0	11	0	11	724
06:15 PM	3	212	0	0	215	1	464	3	0	468	0	0	0	0	0	0	0	2	0	2	685
06:30 PM	11	299	0	0	310	0	420	5	0	425	0	0	0	0	0	0	0	0	0	0	735
06:45 PM	9	320	0	0	329	0	372	3	0	375	0	0	0	0	0	0	0	3	0	3	707
Total	29	1113	0	0	1142	3	1675	15	0	1693	0	0	0	0	0	0	0	16	0	16	2851
Grand Total	205	6864	0	7	7076	19	8377	53	0	8449	0	0	0	0	0	0	0	172	0	172	15697
Apprch %	2.9	97	0	0.1		0.2	99.1	0.6	0		0	0	0	0		0	0	100	0		
Total %	1.3	43.7	0	0	45.1	0.1	53.4	0.3	0	53.8	0	0	0	0	0	0	0	1.1	0	1.1	
Auto	204	6758	0	7	6969	19	8302	53	0	8374	0	0	0	0	0	0	0	171	0	171	15514
% Auto	99.5	98.5	0	100	98.5	100	99.1	100	0	99.1	0	0	0	0	0	0	0	99.4	0	99.4	98.8
Heavy Vehicles	1	106	0	0	107	0	75	0	0	75	0	0	0	0	0	0	0	1	0	1	183
% Heavy Vehicles	0.5	1.5	0	0	1.5	0	0.9	0	0	0.9	0	0	0	0	0	0	0	0.6	0	0.6	1.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 3B- Commercial Blvd & NE 3 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

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Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
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COUNTY: Broward

File Name : 3B- Commercial Blvd & NE 3 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 3rd Ave NORTHBOUND					NE 3rd Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**25**	305	0	1	331	0	**293**	1	0	**294**	0	0	0	0	0	0	0	13	0	13	**638**
07:30 AM	18	281	0	0	299	1	285	1	0	287	0	0	0	0	0	0	0	14	0	14	600
07:45 AM	13	**323**	0	0	**336**	**2**	260	**5**	0	267	0	0	0	0	0	0	0	**15**	0	**15**	618
08:00 AM	14	268	0	**3**	285	0	240	3	0	243	0	0	0	0	0	0	0	15	0	15	543
Total Volume	70	1177	0	4	1251	3	1078	10	0	1091	0	0	0	0	0	0	0	57	0	57	2399
% App. Total	5.6	94.1	0	0.3		0.3	98.8	0.9	0		0	0	0	0		0	0	100	0		
PHF	.700	.911	.000	.333	.931	.375	.920	.500	.000	.928	.000	.000	.000	.000	.000	.000	.000	.950	.000	.950	.940

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:15 AM					06:00 AM					07:30 AM					
+0 mins.	13	**323**	0	0	**336**	0	**293**	1	0	**294**	0	0	0	0	0	0	0	14	0	14	
+15 mins.	**14**	268	0	**3**	285	1	285	1	0	287	0	0	0	0	0	0	0	**15**	0	**15**	
+30 mins.	12	321	0	1	334	**2**	260	**5**	0	267	0	0	0	0	0	0	0	15	0	15	
+45 mins.	9	310	0	0	319	0	240	3	0	243	0	0	0	0	0	0	0	15	0	15	
Total Volume	48	1222	0	4	1274	3	1078	10	0	1091	0	0	0	0	0	0	0	59	0	59	
% App. Total	3.8	95.9	0	0.3		0.3	98.8	0.9	0		0	0	0	0		0	0	100	0		
PHF	.857	.946	.000	.333	.948	.375	.920	.500	.000	.928	.000	.000	.000	.000	.000	.000	.000	.983	.000	.983	

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PROJECT: I-95 at Commercial Blvd PD&E
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File Name : 3B- Commercial Blvd & NE 3 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 3rd Ave NORTHBOUND					NE 3rd Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**8**	315	0	0	323	0	528	**2**	0	530	0	0	0	0	0	0	0	1	0	1	854
04:30 PM	7	**357**	0	0	**364**	**1**	**549**	0	0	**550**	0	0	0	0	0	0	0	3	0	3	**917**
04:45 PM	7	316	0	0	323	1	474	1	0	476	0	0	0	0	0	0	0	**4**	0	**4**	803
05:00 PM	1	331	0	**1**	333	0	468	0	0	468	0	0	0	0	0	0	0	3	0	3	804
Total Volume	23	1319	0	1	1343	2	2019	3	0	2024	0	0	0	0	0	0	0	11	0	11	3378
% App. Total	1.7	98.2	0	0.1		0.1	99.8	0.1	0		0	0	0	0		0	0	100	0		
PHF	.719	.924	.000	.250	.922	.500	.919	.375	.000	.920	.000	.000	.000	.000	.000	.000	.000	.688	.000	.688	.921

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					04:00 PM					05:15 PM					
+0 mins.	**7**	**357**	0	0	**364**	**3**	487	**3**	0	493	0	0	0	0	0	0	0	3	0	3	
+15 mins.	7	316	0	0	323	0	528	2	0	530	0	0	0	0	0	0	0	3	0	3	
+30 mins.	1	331	0	**1**	333	1	**549**	0	0	**550**	0	0	0	0	0	0	0	6	0	6	
+45 mins.	3	356	0	0	359	1	474	1	0	476	0	0	0	0	0	0	0	**11**	0	**11**	
Total Volume	18	1360	0	1	1379	5	2038	6	0	2049	0	0	0	0	0	0	0	23	0	23	
% App. Total	1.3	98.6	0	0.1		0.2	99.5	0.3	0		0	0	0	0		0	0	100	0		
PHF	.643	.952	.000	.250	.947	.417	.928	.500	.000	.931	.000	.000	.000	.000	.000	.000	.000	.523	.000	.523	

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JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 3B- Commercial Blvd & NE 3 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 3rd Ave NORTHBOUND					NE 3rd Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
06:30 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
06:45 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
Total	0	21	0	0	21	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	31
07:00 AM	1	7	0	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
07:15 AM	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
07:30 AM	0	13	0	0	13	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	1	35	0	0	36	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	51
08:00 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
08:45 AM	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	20	0	0	20	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	33
*** BREAK ***																					
04:00 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	11
04:30 PM	0	10	0	0	10	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	14
04:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	23	0	0	23	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	41
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	16
06:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
Grand Total	1	106	0	0	107	0	75	0	0	75	0	0	0	0	0	0	0	1	0	1	183
Apprch %	0.9	99.1	0	0		0	100	0	0		0	0	0	0		0	0	100	0		
Total %	0.5	57.9	0	0	58.5	0	41	0	0	41	0	0	0	0	0	0	0	0.5	0	0.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 3B- Commercial Blvd & NE 3 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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Groups Printed- Peds

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 3rd Ave NORTHBOUND					NE 3rd Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Grand Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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File Name : 4B- Commercial Blvd & NE 6 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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Groups Printed- Auto - Heavy Vehicles

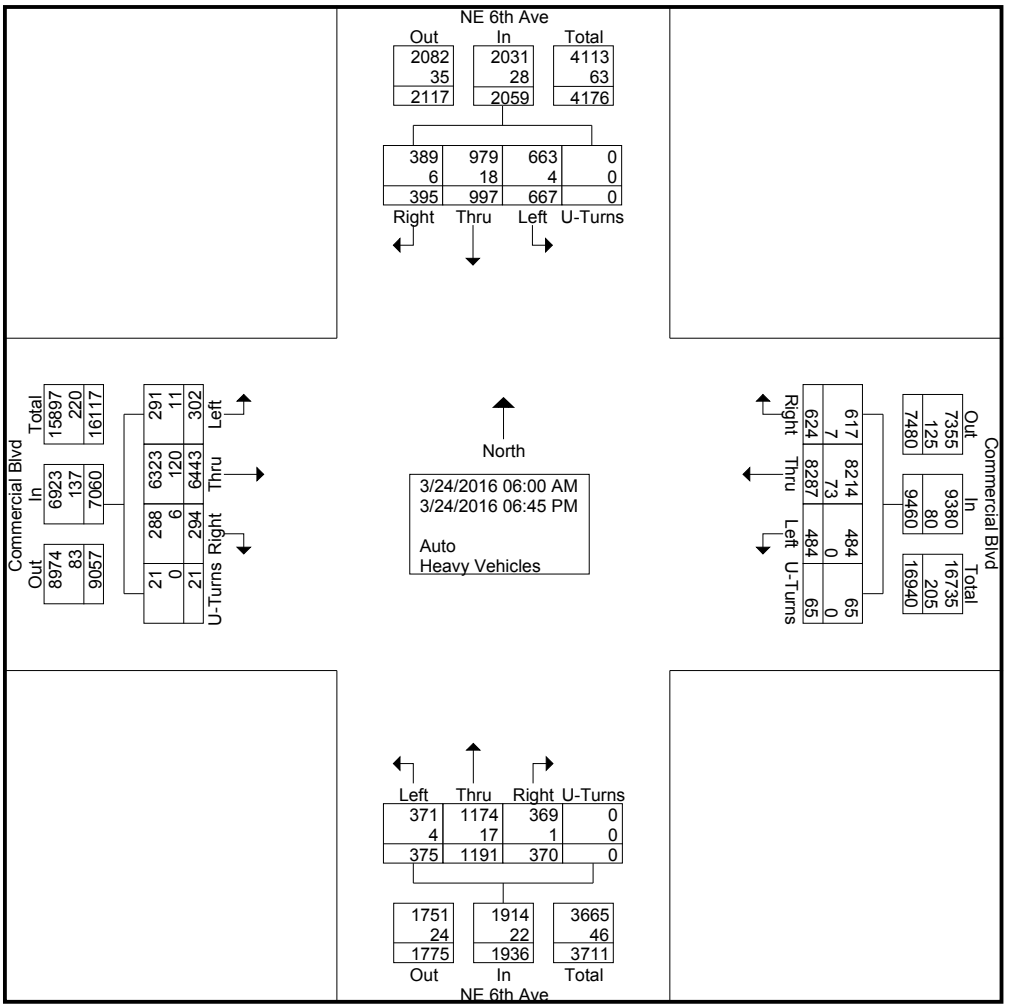
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 6th Ave NORTHBOUND					NE 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	5	101	1	0	107	4	94	5	1	104	4	0	2	0	6	7	3	7	0	17	234
06:15 AM	1	134	4	0	139	4	140	1	1	146	15	8	1	0	24	4	7	5	0	16	325
06:30 AM	7	196	3	0	206	5	157	1	0	163	12	11	6	0	29	8	10	13	0	31	429
06:45 AM	8	291	6	1	306	4	166	7	0	177	12	15	10	0	37	27	12	9	0	48	568
Total	21	722	14	1	758	17	557	14	2	590	43	34	19	0	96	46	32	34	0	112	1556
07:00 AM	14	224	7	0	245	3	189	12	1	205	11	43	6	0	60	16	24	17	0	57	567
07:15 AM	14	265	5	0	284	14	257	21	2	294	22	53	14	0	89	25	49	31	0	105	772
07:30 AM	6	301	15	0	322	4	261	22	0	287	21	65	16	0	102	37	58	27	0	122	833
07:45 AM	11	287	10	1	309	10	230	7	2	249	27	53	11	0	91	40	45	18	0	103	752
Total	45	1077	37	1	1160	31	937	62	5	1035	81	214	47	0	342	118	176	93	0	387	2924
08:00 AM	5	257	13	0	275	17	253	10	4	284	17	44	5	0	66	35	34	17	0	86	711
08:15 AM	11	256	9	1	277	15	269	14	2	300	18	36	15	0	69	39	39	24	0	102	748
08:30 AM	12	287	6	0	305	11	259	12	3	285	12	40	12	0	64	27	36	16	0	79	733
08:45 AM	9	305	10	0	324	13	279	16	6	314	13	33	8	0	54	28	39	22	0	89	781
Total	37	1105	38	1	1181	56	1060	52	15	1183	60	153	40	0	253	129	148	79	0	356	2973
*** BREAK ***																					
04:00 PM	16	205	14	5	240	38	467	44	8	557	25	59	18	0	102	25	53	20	0	98	997
04:15 PM	20	289	15	1	325	27	531	40	3	601	19	79	25	0	123	24	39	21	0	84	1133
04:30 PM	9	320	25	0	354	41	558	31	4	634	20	52	20	0	92	34	63	14	0	111	1191
04:45 PM	24	342	20	1	387	33	488	55	4	580	11	75	14	0	100	26	51	21	0	98	1165
Total	69	1156	74	7	1306	139	2044	170	19	2372	75	265	77	0	417	109	206	76	0	391	4486
05:00 PM	20	323	24	0	367	24	468	40	4	536	17	72	33	0	122	28	54	21	0	103	1128
05:15 PM	25	347	23	4	399	32	478	53	4	567	13	82	24	0	119	28	71	18	0	117	1202
05:30 PM	15	334	15	2	366	30	466	43	3	542	23	110	30	0	163	29	63	18	0	110	1181
05:45 PM	17	325	17	1	360	37	496	36	5	574	11	74	21	0	106	53	82	10	0	145	1185
Total	77	1329	79	7	1492	123	1908	172	16	2219	64	338	108	0	510	138	270	67	0	475	4696
06:00 PM	14	209	15	1	239	25	442	42	0	509	19	68	22	0	109	37	70	13	0	120	977
06:15 PM	20	282	16	3	321	43	522	29	0	594	8	55	13	0	76	36	43	8	0	87	1078
06:30 PM	6	255	11	0	272	30	426	42	4	502	13	30	16	0	59	23	22	11	0	56	889
06:45 PM	13	308	10	0	331	20	391	41	4	456	12	34	28	0	74	31	30	14	0	75	936
Total	53	1054	52	4	1163	118	1781	154	8	2061	52	187	79	0	318	127	165	46	0	338	3880
Grand Total	302	6443	294	21	7060	484	8287	624	65	9460	375	1191	370	0	1936	667	997	395	0	2059	20515
Apprch %	4.3	91.3	4.2	0.3		5.1	87.6	6.6	0.7		19.4	61.5	19.1	0		32.4	48.4	19.2	0		
Total %	1.5	31.4	1.4	0.1	34.4	2.4	40.4	3	0.3	46.1	1.8	5.8	1.8	0	9.4	3.3	4.9	1.9	0	10	
Auto	291	6323	288	21	6923	484	8214	617	65	9380	371	1174	369	0	1914	663	979	389	0	2031	20248
% Auto	96.4	98.1	98	100	98.1	100	99.1	98.9	100	99.2	98.9	98.6	99.7	0	98.9	99.4	98.2	98.5	0	98.6	98.7
Heavy Vehicles	11	120	6	0	137	0	73	7	0	80	4	17	1	0	22	4	18	6	0	28	267
% Heavy Vehicles	3.6	1.9	2	0	1.9	0	0.9	1.1	0	0.8	1.1	1.4	0.3	0	1.1	0.6	1.8	1.5	0	1.4	1.3

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File Name : 4B- Commercial Blvd & NE 6 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 6th Ave NORTHBOUND					NE 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**14**	265	5	0	284	14	257	21	2	**294**	22	53	14	0	89	25	49	**31**	0	105	772
07:30 AM	6	**301**	**15**	0	**322**	4	**261**	**22**	0	287	21	**65**	**16**	0	**102**	37	**58**	27	0	**122**	**833**
07:45 AM	11	287	10	**1**	309	10	230	7	2	249	**27**	53	11	0	91	**40**	45	18	0	103	752
08:00 AM	5	257	13	0	275	**17**	253	10	**4**	284	17	44	5	0	66	35	34	17	0	86	711
Total Volume	36	1110	43	1	1190	45	1001	60	8	1114	87	215	46	0	348	137	186	93	0	416	3068
% App. Total	3	93.3	3.6	0.1		4	89.9	5.4	0.7		25	61.8	13.2	0		32.9	44.7	22.4	0		
PHF	.643	.922	.717	.250	.924	.662	.959	.682	.500	.947	.806	.827	.719	.000	.853	.856	.802	.750	.000	.852	.921

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					08:00 AM					07:15 AM					07:15 AM					
+0 mins.	**14**	265	5	0	284	**17**	253	10	4	284	22	53	14	0	89	25	49	**31**	0	105	
+15 mins.	6	**301**	**15**	0	**322**	15	269	14	2	300	21	**65**	**16**	0	**102**	37	**58**	27	0	**122**	
+30 mins.	11	287	10	**1**	309	11	259	12	3	285	**27**	53	11	0	91	**40**	45	18	0	103	
+45 mins.	5	257	13	0	275	13	**279**	**16**	**6**	**314**	17	44	5	0	66	35	34	17	0	86	
Total Volume	36	1110	43	1	1190	56	1060	52	15	1183	87	215	46	0	348	137	186	93	0	416	
% App. Total	3	93.3	3.6	0.1		4.7	89.6	4.4	1.3		25	61.8	13.2	0		32.9	44.7	22.4	0		
PHF	.643	.922	.717	.250	.924	.824	.950	.813	.625	.942	.806	.827	.719	.000	.853	.856	.802	.750	.000	.852	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 4B- Commercial Blvd & NE 6 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 6th Ave NORTHBOUND					NE 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	323	**24**	0	367	24	468	40	4	536	17	72	**33**	0	122	28	54	**21**	0	103	1128
05:15 PM	**25**	**347**	23	**4**	**399**	32	478	**53**	4	567	13	82	24	0	119	28	71	18	0	117	**1202**
05:30 PM	15	334	15	2	366	30	466	43	3	542	**23**	**110**	30	0	**163**	29	63	18	0	110	1181
05:45 PM	17	325	17	1	360	**37**	**496**	36	**5**	**574**	11	74	21	0	106	**53**	**82**	10	0	**145**	1185
Total Volume	77	1329	79	7	1492	123	1908	172	16	2219	64	338	108	0	510	138	270	67	0	475	4696
% App. Total	5.2	89.1	5.3	0.5		5.5	86	7.8	0.7		12.5	66.3	21.2	0		29.1	56.8	14.1	0		
PHF	.770	.957	.823	.438	.935	.831	.962	.811	.800	.966	.696	.768	.818	.000	.782	.651	.823	.798	.000	.819	.977

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					05:00 PM					05:15 PM				
+0 mins.	24	342	20	1	387	38	467	44	**8**	557	17	72	**33**	0	122	28	71	**18**	0	117
+15 mins.	20	323	**24**	0	367	27	531	40	3	601	13	82	24	0	119	29	63	18	0	110
+30 mins.	**25**	**347**	23	**4**	**399**	**41**	**558**	31	4	**634**	**23**	**110**	30	0	**163**	**53**	**82**	10	0	**145**
+45 mins.	15	334	15	2	366	33	488	**55**	4	580	11	74	21	0	106	37	70	13	0	120
Total Volume	84	1346	82	7	1519	139	2044	170	19	2372	64	338	108	0	510	147	286	59	0	492
% App. Total	5.5	88.6	5.4	0.5		5.9	86.2	7.2	0.8		12.5	66.3	21.2	0		29.9	58.1	12	0	
PHF	.840	.970	.854	.438	.952	.848	.916	.773	.594	.935	.696	.768	.818	.000	.782	.693	.872	.819	.000	.848

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 4B- Commercial Blvd & NE 6 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 6th Ave NORTHBOUND					NE 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
06:15 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:30 AM	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	6
06:45 AM	1	8	0	0	9	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	14
Total	3	19	0	0	22	0	7	0	0	7	0	1	1	0	2	0	1	0	0	1	32
07:00 AM	2	8	0	0	10	0	2	0	0	2	0	4	0	0	4	1	1	1	0	3	19
07:15 AM	0	9	0	0	9	0	3	2	0	5	2	1	0	0	3	1	0	3	0	4	21
07:30 AM	0	16	0	0	16	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	21
07:45 AM	1	9	1	0	11	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	14
Total	3	42	1	0	46	0	11	4	0	15	2	5	0	0	7	2	1	4	0	7	75
08:00 AM	0	2	1	0	3	0	1	0	0	1	1	1	0	0	2	0	1	1	0	2	8
08:15 AM	0	7	2	0	9	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	1	7	1	0	9	0	6	0	0	6	0	5	0	0	5	0	1	0	0	1	21
08:45 AM	0	10	0	0	10	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	20
Total	1	26	4	0	31	0	12	1	0	13	1	8	0	0	9	0	7	1	0	8	61
*** BREAK ***																					
04:00 PM	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	8
04:15 PM	1	1	0	0	2	0	12	0	0	12	0	1	0	0	1	1	1	0	0	2	17
04:30 PM	0	10	0	0	10	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	14
04:45 PM	0	9	0	0	9	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	17
Total	2	23	0	0	25	0	23	2	0	25	1	1	0	0	2	1	3	0	0	4	56
05:00 PM	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	9
05:30 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	1	2	0	0	3	7
Total	2	3	1	0	6	0	10	0	0	10	0	1	0	0	1	1	6	1	0	8	25
06:00 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	0	7	0	10	0	0	10	0	1	0	0	1	0	0	0	0	0	18
Grand Total	11	120	6	0	137	0	73	7	0	80	4	17	1	0	22	4	18	6	0	28	267
Apprch %	8	87.6	4.4	0		0	91.2	8.8	0		18.2	77.3	4.5	0		14.3	64.3	21.4	0		
Total %	4.1	44.9	2.2	0	51.3	0	27.3	2.6	0	30	1.5	6.4	0.4	0	8.2	1.5	6.7	2.2	0	10.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 4B- Commercial Blvd & NE 6 Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					NE 6th Ave NORTHBOUND					NE 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	5
Total	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	7
07:00 AM	0	0	0	2	2	0	0	0	5	5	0	0	0	1	1	0	0	0	2	2	10
07:15 AM	0	0	0	3	3	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	5	5	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	11
07:45 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	13	13	0	0	0	13	13	0	0	0	1	1	0	0	0	5	5	32
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	1	1	10
*** BREAK ***																					
04:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
04:15 PM	0	0	0	2	2	0	2	0	3	5	0	0	0	0	0	0	0	0	3	3	10
04:30 PM	0	0	0	11	11	0	0	0	6	6	0	0	0	0	0	0	0	0	2	2	19
04:45 PM	0	0	0	1	1	0	0	0	6	6	0	0	0	0	0	0	0	0	2	2	9
Total	0	0	0	17	17	0	2	0	15	17	0	0	0	0	0	0	0	0	8	8	42
05:00 PM	0	0	0	4	4	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	11
05:15 PM	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	7
05:30 PM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	5
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	10	10	0	0	0	11	11	0	0	0	0	0	0	0	0	4	4	25
06:00 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	6
06:15 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
*** BREAK ***																					
06:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	4	0	0	0	6	6	0	0	0	0	0	0	0	0	4	4	14
Grand Total	0	0	0	44	44	0	2	0	60	62	0	0	0	1	1	0	0	0	23	23	130
Apprch %	0	0	0	100		0	3.2	0	96.8		0	0	0	100		0	0	0	100		
Total %	0	0	0	33.8	33.8	0	1.5	0	46.2	47.7	0	0	0	0.8	0.8	0	0	0	17.7	17.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commerical Blvd at Andrews Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

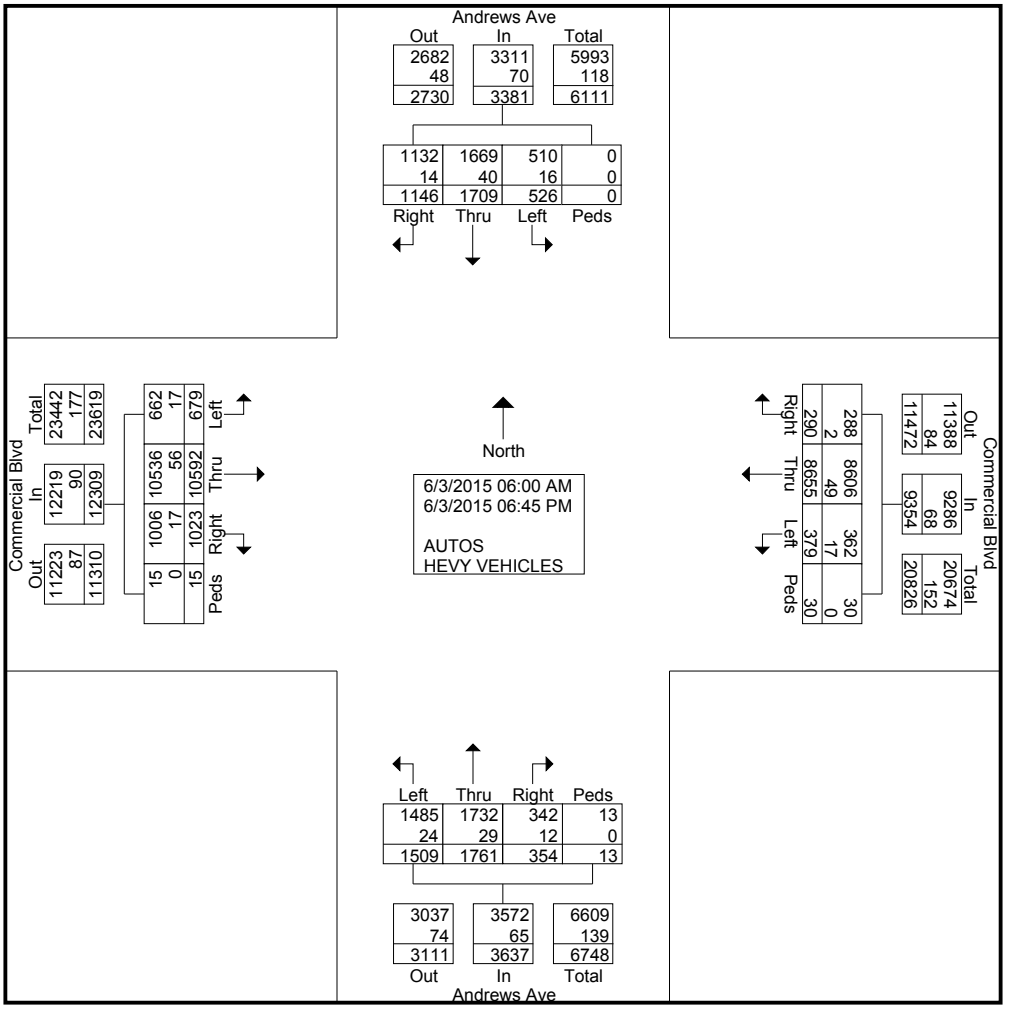
	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	1	144	7	0	152	5	118	5	1	129	31	18	8	0	57	6	13	23	0	42	380
06:15 AM	5	199	13	1	218	6	152	4	0	162	35	26	6	0	67	6	20	33	0	59	506
06:30 AM	8	277	22	0	307	7	215	3	1	226	45	30	10	1	86	12	35	39	0	86	705
06:45 AM	12	453	26	1	492	10	231	4	2	247	55	31	12	0	98	14	54	51	0	119	956
Total	26	1073	68	2	1169	28	716	16	4	764	166	105	36	1	308	38	122	146	0	306	2547
07:00 AM	14	547	57	4	622	10	274	7	1	292	73	59	6	0	138	21	46	49	0	116	1168
07:15 AM	18	500	48	1	567	13	271	8	2	294	87	64	14	1	166	20	64	63	0	147	1174
07:30 AM	16	451	46	1	514	14	357	14	1	386	77	56	15	1	149	19	67	59	0	145	1194
07:45 AM	22	556	41	1	620	19	416	18	2	455	73	64	14	1	152	19	77	69	0	165	1392
Total	70	2054	192	7	2323	56	1318	47	6	1427	310	243	49	3	605	79	254	240	0	573	4928
08:00 AM	40	477	41	0	558	12	341	16	2	371	86	90	14	0	190	22	45	42	0	109	1228
08:15 AM	53	502	41	0	596	21	374	22	2	419	67	80	17	1	165	32	93	67	0	192	1372
08:30 AM	41	380	45	0	466	25	395	21	1	442	65	82	17	0	164	26	77	58	0	161	1233
08:45 AM	35	465	40	0	540	27	390	16	0	433	55	75	16	0	146	26	71	44	0	141	1260
Total	169	1824	167	0	2160	85	1500	75	5	1665	273	327	64	1	665	106	286	211	0	603	5093
*** BREAK ***																					
04:00 PM	40	498	49	0	587	13	389	9	1	412	81	75	17	0	173	18	57	36	0	111	1283
04:15 PM	36	450	60	1	547	28	421	14	1	464	75	62	16	2	155	21	102	42	0	165	1331
04:30 PM	37	471	58	0	566	23	413	11	3	450	73	68	19	1	161	28	77	43	0	148	1325
04:45 PM	37	464	50	0	551	23	469	13	1	506	70	68	18	1	157	27	93	46	0	166	1380
Total	150	1883	217	1	2251	87	1692	47	6	1832	299	273	70	4	646	94	329	167	0	590	5319
05:00 PM	42	480	40	0	562	15	459	11	1	486	76	120	19	0	215	35	116	55	0	206	1469
05:15 PM	41	433	51	2	527	18	438	15	1	472	59	110	17	2	188	34	106	67	0	207	1394
05:30 PM	34	451	54	1	540	14	504	14	1	533	48	112	13	0	173	28	111	62	0	201	1447
05:45 PM	34	442	49	2	527	16	478	13	1	508	49	109	15	0	173	26	102	59	0	187	1395
Total	151	1806	194	5	2156	63	1879	53	4	1999	232	451	64	2	749	123	435	243	0	801	5705
06:00 PM	30	507	34	0	571	22	349	18	1	390	74	138	18	0	230	33	93	48	0	174	1365
06:15 PM	24	454	57	0	535	11	397	12	2	422	52	74	19	1	146	20	79	38	0	137	1240
06:30 PM	32	486	52	0	570	20	400	10	1	431	50	77	15	1	143	21	63	30	0	114	1258
06:45 PM	27	505	42	0	574	7	404	12	1	424	53	73	19	0	145	12	48	23	0	83	1226
Total	113	1952	185	0	2250	60	1550	52	5	1667	229	362	71	2	664	86	283	139	0	508	5089
Grand Total	679	10592	1023	15	12309	379	8655	290	30	9354	1509	1761	354	13	3637	526	1709	1146	0	3381	28681
Apprch %	5.5	86.1	8.3	0.1		4.1	92.5	3.1	0.3		41.5	48.4	9.7	0.4		15.6	50.5	33.9	0		
Total %	2.4	36.9	3.6	0.1	42.9	1.3	30.2	1	0.1	32.6	5.3	6.1	1.2	0	12.7	1.8	6	4	0	11.8	
AUTOS	662	10536	1006	15	12219	362	8606	288	30	9286	1485	1732	342	13	3572	510	1669	1132	0	3311	28388
% AUTOS	97.5	99.5	98.3	100	99.3	95.5	99.4	99.3	100	99.3	98.4	98.4	96.6	100	98.2	97	97.7	98.8	0	97.9	99
HEVY VEHICLES	17	56	17	0	90	17	49	2	0	68	24	29	12	0	65	16	40	14	0	70	293
% HEVY VEHICLES	2.5	0.5	1.7	0	0.7	4.5	0.6	0.7	0	0.7	1.6	1.6	3.4	0	1.8	3	2.3	1.2	0	2.1	1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commerical Blvd at Andrews Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



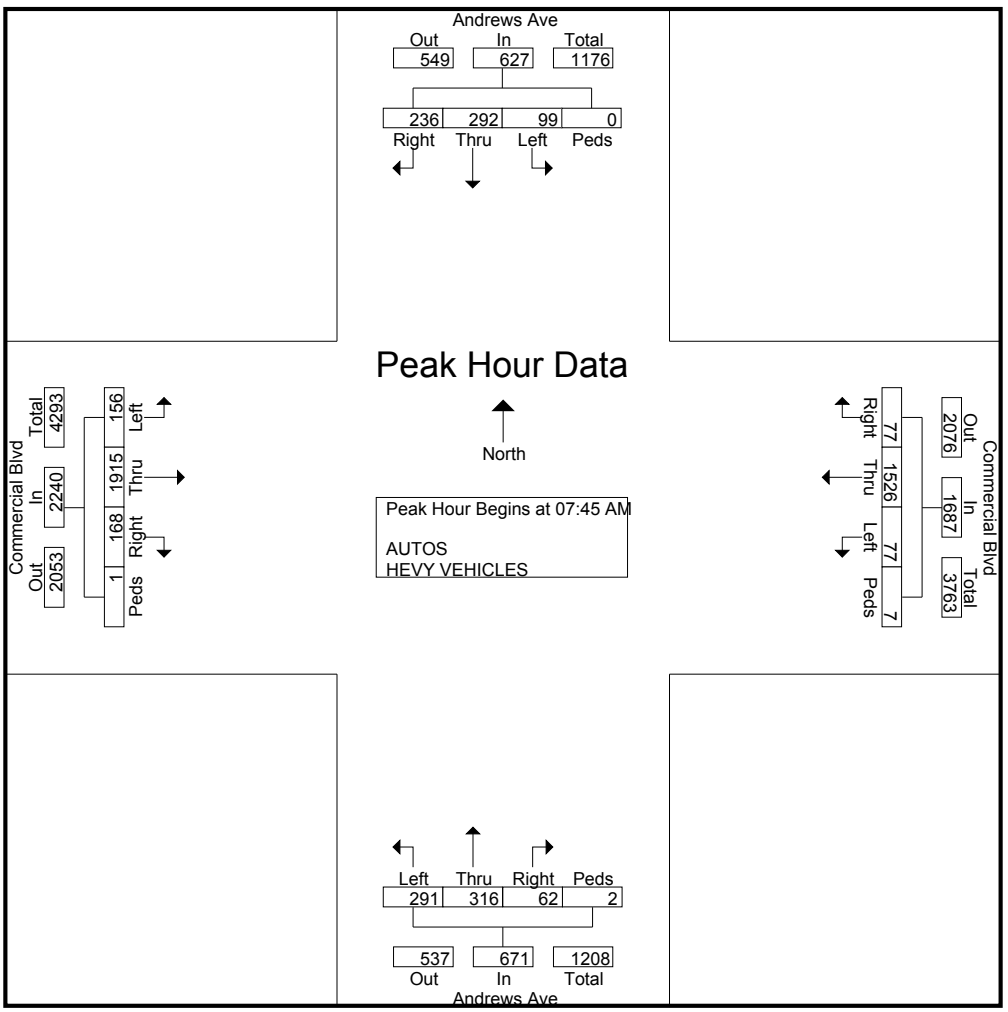
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commerical Blvd at Andrews Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 3

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	22	**556**	41	**1**	**620**	19	**416**	18	**2**	**455**	73	64	14	**1**	152	19	77	**69**	0	165	**1392**
08:00 AM	40	477	41	0	558	12	341	16	2	371	**86**	**90**	14	0	**190**	22	45	42	0	109	1228
08:15 AM	**53**	502	41	0	596	21	374	**22**	2	419	67	80	**17**	1	165	**32**	**93**	67	0	**192**	1372
08:30 AM	41	380	**45**	0	466	**25**	395	21	1	442	65	82	17	0	164	26	77	58	0	161	1233
Total Volume	156	1915	168	1	2240	77	1526	77	7	1687	291	316	62	2	671	99	292	236	0	627	5225
% App. Total	7	85.5	7.5	0		4.6	90.5	4.6	0.4		43.4	47.1	9.2	0.3		15.8	46.6	37.6	0		
PHF	.736	.861	.933	.250	.903	.770	.917	.875	.875	.927	.846	.878	.912	.500	.883	.773	.785	.855	.000	.816	.938



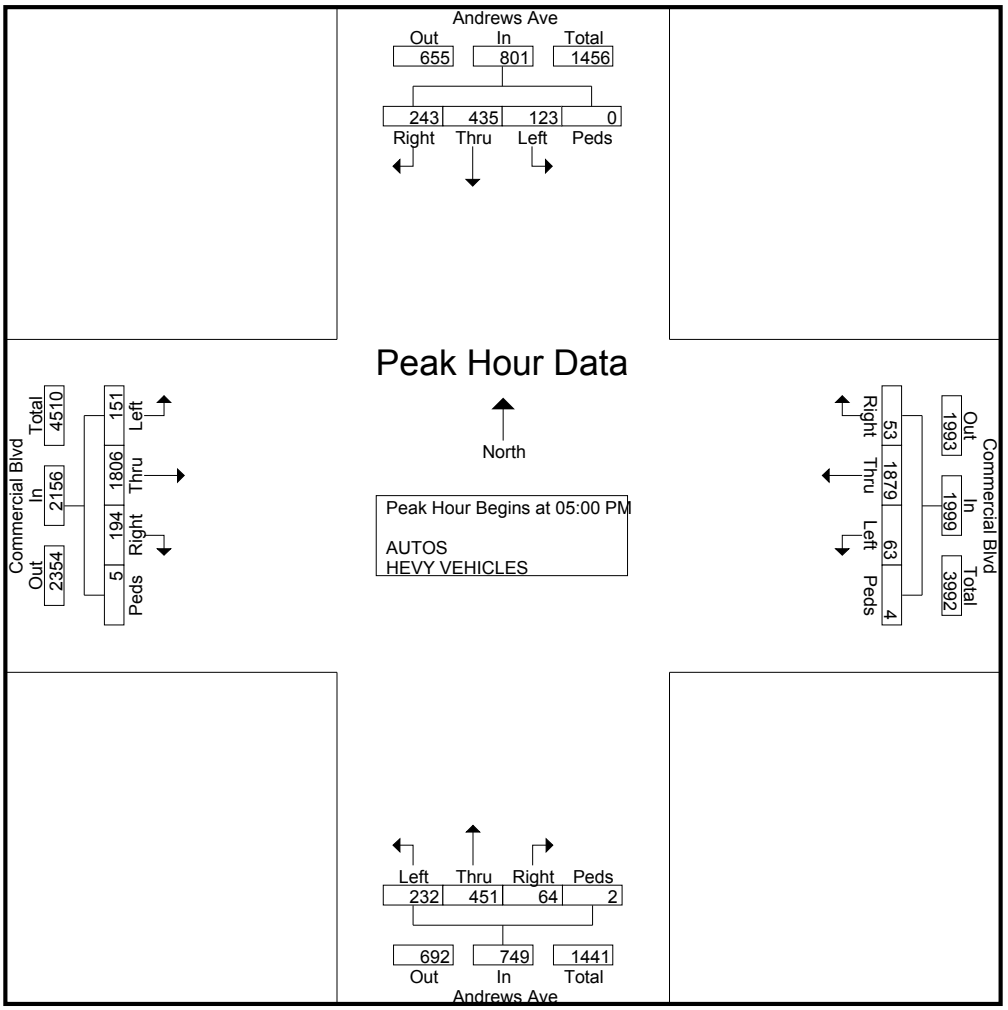
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commerical Blvd at Andrews Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 4

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**42**	**480**	40	0	**562**	15	459	11	**1**	486	**76**	**120**	**19**	0	**215**	**35**	**116**	55	0	206	**1469**
05:15 PM	41	433	51	**2**	527	**18**	438	**15**	1	472	59	110	17	**2**	188	34	106	**67**	0	**207**	1394
05:30 PM	34	451	**54**	1	540	14	**504**	14	1	**533**	48	112	13	0	173	28	111	62	0	201	1447
05:45 PM	34	442	49	2	527	16	478	13	1	508	49	109	15	0	173	26	102	59	0	187	1395
Total Volume	151	1806	194	5	2156	63	1879	53	4	1999	232	451	64	2	749	123	435	243	0	801	5705
% App. Total	7	83.8	9	0.2		3.2	94	2.7	0.2		31	60.2	8.5	0.3		15.4	54.3	30.3	0		
PHF	.899	.941	.898	.625	.959	.875	.932	.883	1.00	.938	.763	.940	.842	.250	.871	.879	.938	.907	.000	.967	.971



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Commerical Blvd at Andrews Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Commercial Blvd EASTBOUND					Commercial Blvd WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	4	0	0	4	0	2	0	0	2	1	1	0	0	2	2	1	0	0	3	11
06:15 AM	1	2	1	0	4	2	1	0	0	3	1	2	1	0	4	1	2	2	0	5	16
06:30 AM	0	3	2	0	5	1	1	0	0	2	3	1	1	0	5	2	1	1	0	4	16
06:45 AM	0	2	1	0	3	1	3	0	0	4	1	1	0	0	2	1	2	1	0	4	13
Total	1	11	4	0	16	4	7	0	0	11	6	5	2	0	13	6	6	4	0	16	56
07:00 AM	2	1	1	0	4	1	6	0	0	7	1	2	1	0	4	1	5	1	0	7	22
07:15 AM	1	3	1	0	5	2	5	0	0	7	1	2	1	0	4	1	3	1	0	5	21
07:30 AM	1	5	1	0	7	0	3	0	0	3	2	1	1	0	4	0	3	2	0	5	19
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	4	9	3	0	16	3	14	0	0	17	4	5	3	0	12	3	11	4	0	18	63
08:00 AM	0	5	1	0	6	0	3	1	0	4	0	1	0	0	1	1	2	0	0	3	14
08:15 AM	2	5	1	0	8	1	3	0	0	4	1	3	1	0	5	1	4	1	0	6	23
08:30 AM	2	3	1	0	6	2	3	0	0	5	1	2	2	0	5	1	3	2	0	6	22
08:45 AM	1	1	0	0	2	2	3	0	0	5	1	1	2	0	4	1	3	1	0	5	16
Total	5	14	3	0	22	5	12	1	0	18	3	7	5	0	15	4	12	4	0	20	75
*** BREAK ***																					
04:00 PM	0	3	0	0	3	1	3	1	0	5	1	0	0	0	1	0	1	0	0	1	10
04:15 PM	0	4	1	0	5	1	2	0	0	3	1	0	0	0	1	0	2	1	0	3	12
04:30 PM	0	2	2	0	4	2	1	0	0	3	1	1	1	0	3	1	1	0	0	2	12
04:45 PM	0	3	1	0	4	0	0	0	0	0	1	2	1	0	4	1	1	0	0	2	10
Total	0	12	4	0	16	4	6	1	0	11	4	3	2	0	9	2	5	1	0	8	44
05:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
05:15 PM	1	2	1	0	4	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	8
05:30 PM	1	2	1	0	4	1	1	0	0	2	1	2	0	0	3	1	1	0	0	2	11
05:45 PM	1	1	0	0	2	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	6
Total	4	5	2	0	11	1	5	0	0	6	2	5	0	0	7	1	3	1	0	5	29
06:00 PM	1	2	0	0	3	0	2	0	0	2	1	1	0	0	2	0	1	0	0	1	8
06:15 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	5
06:30 PM	1	1	1	0	3	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	7
06:45 PM	1	1	0	0	2	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	6
Total	3	5	1	0	9	0	5	0	0	5	5	4	0	0	9	0	3	0	0	3	26
Grand Total	17	56	17	0	90	17	49	2	0	68	24	29	12	0	65	16	40	14	0	70	293
Apprch %	18.9	62.2	18.9	0		25	72.1	2.9	0		36.9	44.6	18.5	0		22.9	57.1	20	0		
Total %	5.8	19.1	5.8	0	30.7	5.8	16.7	0.7	0	23.2	8.2	9.9	4.1	0	22.2	5.5	13.7	4.8	0	23.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 4B- Powerline & NW 46th Street - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

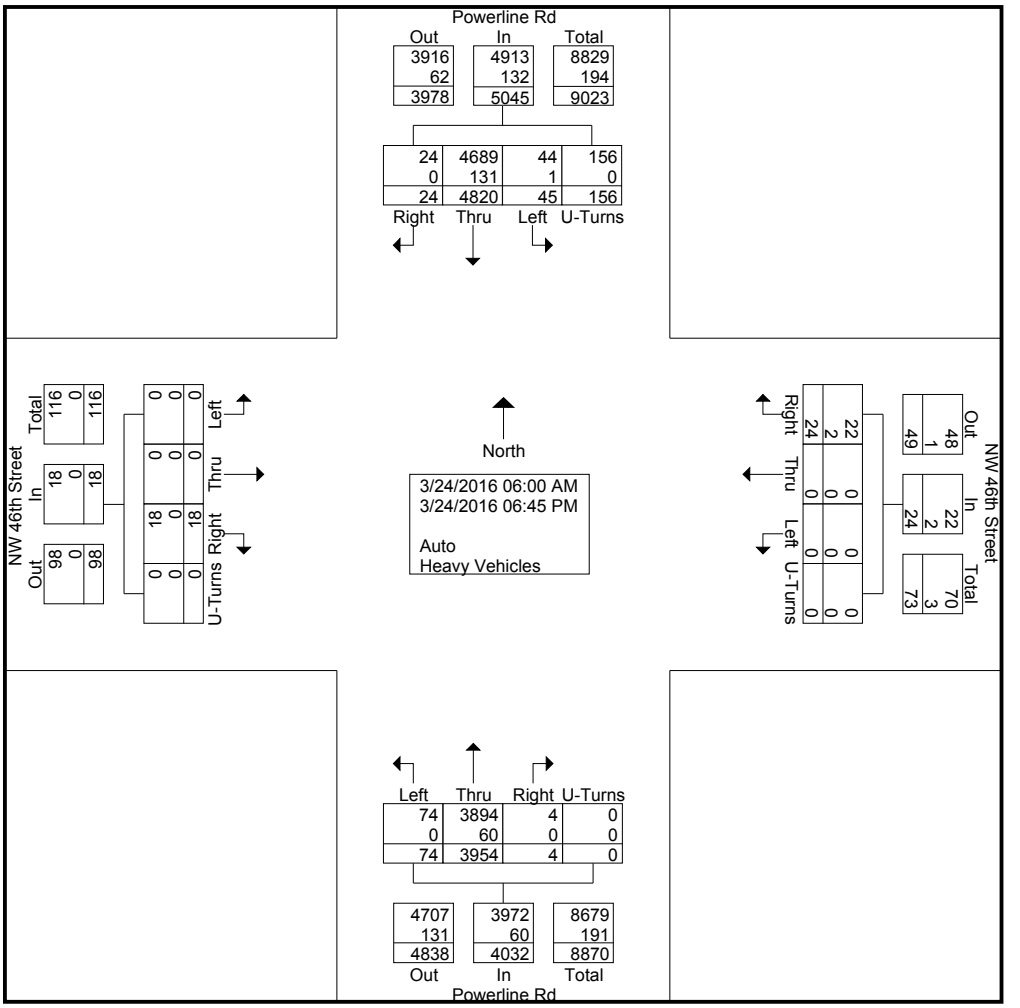
	NW 46th Street EASTBOUND					NW 46th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	2	0	2	0	69	0	0	69	0	62	0	1	63	134
06:15 AM	0	0	0	0	0	0	0	1	0	1	0	89	0	0	89	6	59	0	4	69	159
06:30 AM	0	0	1	0	1	0	0	0	0	0	1	120	1	0	122	4	89	0	11	104	227
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	139	0	0	139	3	131	0	4	138	277
Total	0	0	1	0	1	0	0	3	0	3	1	417	1	0	419	13	341	0	20	374	797
07:00 AM	0	0	0	0	0	0	0	2	0	2	1	145	1	0	147	0	166	0	6	172	321
07:15 AM	0	0	1	0	1	0	0	2	0	2	1	155	0	0	156	1	177	0	7	185	344
07:30 AM	0	0	1	0	1	0	0	3	0	3	2	209	0	0	211	4	205	2	7	218	433
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	249	0	0	251	3	204	0	11	218	469
Total	0	0	2	0	2	0	0	7	0	7	6	758	1	0	765	8	752	2	31	793	1567
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	180	0	0	181	1	190	0	9	200	381
08:15 AM	0	0	0	0	0	0	0	1	0	1	2	252	0	0	254	1	187	1	4	193	448
08:30 AM	0	0	1	0	1	0	0	0	0	0	1	193	0	0	194	0	176	0	4	180	375
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	202	0	0	202	3	187	0	7	197	400
Total	0	0	1	0	1	0	0	2	0	2	4	827	0	0	831	5	740	1	24	770	1604
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	0	0	0	2	165	0	0	167	4	216	1	10	231	399
04:15 PM	0	0	3	0	3	0	0	0	0	0	3	186	0	0	189	2	231	3	6	242	434
04:30 PM	0	0	3	0	3	0	0	0	0	0	2	173	0	0	175	0	204	3	4	211	389
04:45 PM	0	0	2	0	2	0	0	1	0	1	7	213	0	0	220	1	259	2	4	266	489
Total	0	0	9	0	9	0	0	1	0	1	14	737	0	0	751	7	910	9	24	950	1711
05:00 PM	0	0	1	0	1	0	0	1	0	1	7	155	0	0	162	0	236	3	12	251	415
05:15 PM	0	0	0	0	0	0	0	2	0	2	6	159	0	0	165	2	294	0	7	303	470
05:30 PM	0	0	0	0	0	0	0	5	0	5	15	192	0	0	207	2	305	0	7	314	526
05:45 PM	0	0	1	0	1	0	0	1	0	1	5	179	0	0	184	1	313	1	9	324	510
Total	0	0	2	0	2	0	0	9	0	9	33	685	0	0	718	5	1148	4	35	1192	1921
06:00 PM	0	0	0	0	0	0	0	0	0	0	5	172	0	0	177	0	277	1	5	283	460
06:15 PM	0	0	1	0	1	0	0	1	0	1	3	102	1	0	106	1	233	4	6	244	352
06:30 PM	0	0	2	0	2	0	0	0	0	0	4	159	0	0	163	5	231	2	6	244	409
06:45 PM	0	0	0	0	0	0	0	1	0	1	4	97	1	0	102	1	188	1	5	195	298
Total	0	0	3	0	3	0	0	2	0	2	16	530	2	0	548	7	929	8	22	966	1519
Grand Total	0	0	18	0	18	0	0	24	0	24	74	3954	4	0	4032	45	4820	24	156	5045	9119
Apprch %	0	0	100	0		0	0	100	0		1.8	98.1	0.1	0		0.9	95.5	0.5	3.1		
Total %	0	0	0.2	0	0.2	0	0	0.3	0	0.3	0.8	43.4	0	0	44.2	0.5	52.9	0.3	1.7	55.3	
Auto	0	0	18	0	18	0	0	22	0	22	74	3894	4	0	3972	44	4689	24	156	4913	8925
% Auto	0	0	100	0	100	0	0	91.7	0	91.7	100	98.5	100	0	98.5	97.8	97.3	100	100	97.4	97.9
Heavy Vehicles	0	0	0	0	0	0	0	2	0	2	0	60	0	0	60	1	131	0	0	132	194
% Heavy Vehicles	0	0	0	0	0	0	0	8.3	0	8.3	0	1.5	0	0	1.5	2.2	2.7	0	0	2.6	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 4B- Powerline & NW 46th Street - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
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File Name : 4B- Powerline & NW 46th Street - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	NW 46th Street EASTBOUND					NW 46th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	**1**	0	**1**	0	0	**3**	0	**3**	**2**	209	0	0	211	**4**	**205**	**2**	7	**218**	433
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	249	0	0	251	3	204	0	**11**	218	**469**
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	180	0	0	181	1	190	0	9	200	381
08:15 AM	0	0	0	0	0	0	0	1	0	1	2	**252**	0	0	**254**	1	187	1	4	193	448
Total Volume	0	0	1	0	1	0	0	4	0	4	7	890	0	0	897	9	786	3	31	829	1731
% App. Total	0	0	100	0		0	0	100	0		0.8	99.2	0	0		1.1	94.8	0.4	3.7		
PHF	.000	.000	.250	.000	.250	.000	.000	.333	.000	.333	.875	.883	.000	.000	.883	.563	.959	.375	.705	.951	.923

Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM					06:45 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	**1**	0	**1**	0	0	0	0	0	**2**	209	0	0	211	**4**	**205**	**2**	7	**218**
+15 mins.	0	0	0	0	0	0	0	2	0	2	2	249	0	0	251	3	204	0	**11**	218
+30 mins.	0	0	0	0	0	0	0	2	0	2	1	180	0	0	181	1	190	0	9	200
+45 mins.	0	0	1	0	1	0	0	**3**	0	**3**	2	**252**	0	0	**254**	1	187	1	4	193
Total Volume	0	0	2	0	2	0	0	7	0	7	7	890	0	0	897	9	786	3	31	829
% App. Total	0	0	100	0		0	0	100	0		0.8	99.2	0	0		1.1	94.8	0.4	3.7	
PHF	.000	.000	.500	.000	.500	.000	.000	.583	.000	.583	.875	.883	.000	.000	.883	.563	.959	.375	.705	.951

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
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Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 4B- Powerline & NW 46th Street - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	NW 46th Street EASTBOUND					NW 46th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	0	0	2	0	2	6	159	0	0	165	**2**	294	0	7	303	470
05:30 PM	0	0	0	0	0	0	0	**5**	0	**5**	**15**	**192**	0	0	**207**	2	305	0	7	314	**526**
05:45 PM	0	0	**1**	0	**1**	0	0	1	0	1	5	179	0	0	184	1	**313**	**1**	**9**	**324**	510
06:00 PM	0	0	0	0	0	0	0	0	0	0	5	172	0	0	177	0	277	1	5	283	460
Total Volume	0	0	1	0	1	0	0	8	0	8	31	702	0	0	733	5	1189	2	28	1224	1966
% App. Total	0	0	100	0		0	0	100	0		4.2	95.8	0	0		0.4	97.1	0.2	2.3		
PHF	.000	.000	.250	.000	.250	.000	.000	.400	.000	.400	.517	.914	.000	.000	.885	.625	.950	.500	.778	.944	.934

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:45 PM					04:45 PM					05:15 PM				
+0 mins.	0	0	1	0	1	0	0	1	0	1	7	**213**	0	0	**220**	**2**	294	0	7	303
+15 mins.	0	0	**3**	0	**3**	0	0	1	0	1	7	155	0	0	162	2	305	0	7	314
+30 mins.	0	0	3	0	3	0	0	2	0	2	6	159	0	0	165	1	**313**	**1**	**9**	**324**
+45 mins.	0	0	2	0	2	0	0	**5**	0	**5**	**15**	192	0	0	207	0	277	1	5	283
Total Volume	0	0	9	0	9	0	0	9	0	9	35	719	0	0	754	5	1189	2	28	1224
% App. Total	0	0	100	0		0	0	100	0		4.6	95.4	0	0		0.4	97.1	0.2	2.3	
PHF	.000	.000	.750	.000	.750	.000	.000	.450	.000	.450	.583	.844	.000	.000	.857	.625	.950	.500	.778	.944

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 4B- Powerline & NW 46th Street - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 46th Street EASTBOUND					NW 46th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	6
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	8	0	0	8	1	7	0	0	8	17
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	11	0	0	11	13
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	10	0	0	10	12
Total	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	35	0	0	35	45
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	14	0	0	14	16
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	11	0	0	11	15
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	42	0	0	42	51
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	9	0	0	9	17
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	25	0	0	25	40
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	12	0	0	12	26
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	10	0	0	10	15
Grand Total	0	0	0	0	0	0	0	2	0	2	0	60	0	0	60	1	131	0	0	132	194
Apprch %	0	0	0	0		0	0	100	0		0	100	0	0		0.8	99.2	0	0		
Total %	0	0	0	0	0	0	0	1	0	1	0	30.9	0	0	30.9	0.5	67.5	0	0	68	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 4B- Powerline & NW 46th Street - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 46th Street EASTBOUND					NW 46th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
07:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1	7
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	5	5	0	0	0	1	1	0	0	0	0	0	9
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	4
05:45 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	6
Total	0	0	0	3	3	0	0	0	4	4	0	0	0	0	0	0	4	0	2	6	13
*** BREAK ***																					
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	3	4
Grand Total	0	0	0	9	9	0	0	0	19	19	0	0	0	2	2	0	6	0	4	10	40
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	60	0	40		
Total %	0	0	0	22.5	22.5	0	0	0	47.5	47.5	0	0	0	5	5	0	15	0	10	25	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Powerline & NW 51st Pl - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

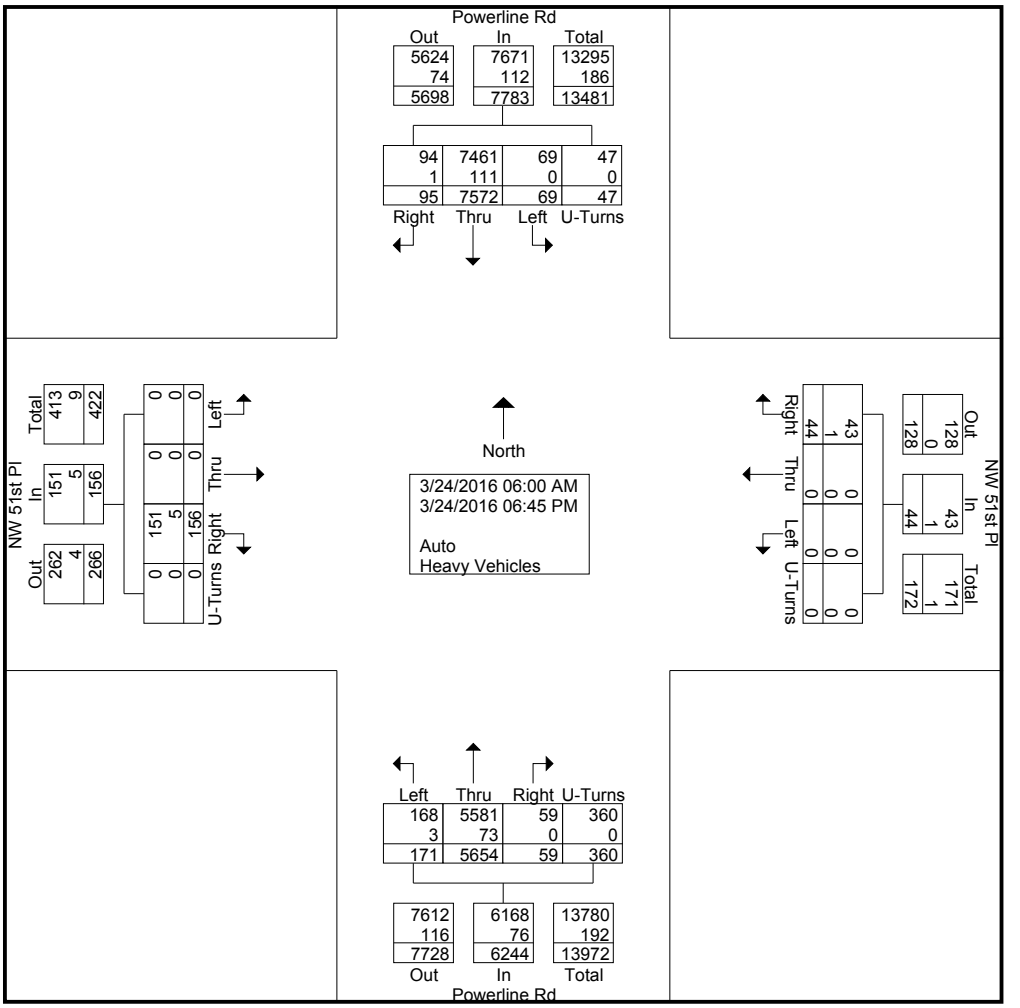
	NW 51st Pl EASTBOUND					NW 51st Pl WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	0	0	0	4	96	1	1	102	0	88	1	0	89	192
06:15 AM	0	0	5	0	5	0	0	0	0	0	3	163	2	4	172	0	120	0	0	120	297
06:30 AM	0	0	4	0	4	0	0	0	0	0	3	147	0	3	153	2	149	0	0	151	308
06:45 AM	0	0	5	0	5	0	0	0	0	0	6	245	2	5	258	2	173	0	0	175	438
Total	0	0	15	0	15	0	0	0	0	0	16	651	5	13	685	4	530	1	0	535	1235
07:00 AM	0	0	4	0	4	0	0	0	0	0	6	234	0	9	249	2	284	0	1	287	540
07:15 AM	0	0	6	0	6	0	0	0	0	0	5	220	0	12	237	1	254	1	1	257	500
07:30 AM	0	0	8	0	8	0	0	1	0	1	6	219	0	12	237	0	275	3	1	279	525
07:45 AM	0	0	4	0	4	0	0	0	0	0	10	224	3	13	250	2	294	7	0	303	557
Total	0	0	22	0	22	0	0	1	0	1	27	897	3	46	973	5	1107	11	3	1126	2122
08:00 AM	0	0	2	0	2	0	0	1	0	1	13	264	0	15	292	0	306	4	2	312	607
08:15 AM	0	0	4	0	4	0	0	0	0	0	4	316	1	10	331	1	280	6	5	292	627
08:30 AM	0	0	8	0	8	0	0	0	0	0	5	298	0	17	320	1	252	4	2	259	587
08:45 AM	0	0	7	0	7	0	0	2	0	2	7	318	2	13	340	6	323	4	3	336	685
Total	0	0	21	0	21	0	0	3	0	3	29	1196	3	55	1283	8	1161	18	12	1199	2506
*** BREAK ***																					
04:00 PM	0	0	12	0	12	0	0	8	0	8	10	259	4	25	298	1	360	4	2	367	685
04:15 PM	0	0	2	0	2	0	0	7	0	7	5	246	3	24	278	2	359	3	4	368	655
04:30 PM	0	0	7	0	7	0	0	0	0	0	15	197	8	26	246	14	354	4	6	378	631
04:45 PM	0	0	14	0	14	0	0	2	0	2	8	276	7	23	314	7	455	8	3	473	803
Total	0	0	35	0	35	0	0	17	0	17	38	978	22	98	1136	24	1528	19	15	1586	2774
05:00 PM	0	0	15	0	15	0	0	3	0	3	9	283	4	22	318	1	444	8	1	454	790
05:15 PM	0	0	12	0	12	0	0	4	0	4	9	260	2	19	290	9	458	6	0	473	779
05:30 PM	0	0	12	0	12	0	0	0	0	0	11	227	6	17	261	2	450	7	3	462	735
05:45 PM	0	0	6	0	6	0	0	3	0	3	8	267	2	13	290	0	484	4	0	488	787
Total	0	0	45	0	45	0	0	10	0	10	37	1037	14	71	1159	12	1836	25	4	1877	3091
06:00 PM	0	0	8	0	8	0	0	2	0	2	2	271	4	12	289	2	436	12	2	452	751
06:15 PM	0	0	3	0	3	0	0	3	0	3	4	247	1	19	271	6	408	4	2	420	697
06:30 PM	0	0	1	0	1	0	0	2	0	2	9	205	4	22	240	7	302	3	8	320	563
06:45 PM	0	0	6	0	6	0	0	6	0	6	9	172	3	24	208	1	264	2	1	268	488
Total	0	0	18	0	18	0	0	13	0	13	24	895	12	77	1008	16	1410	21	13	1460	2499
Grand Total	0	0	156	0	156	0	0	44	0	44	171	5654	59	360	6244	69	7572	95	47	7783	14227
Apprch %	0	0	100	0		0	0	100	0		2.7	90.6	0.9	5.8		0.9	97.3	1.2	0.6		
Total %	0	0	1.1	0	1.1	0	0	0.3	0	0.3	1.2	39.7	0.4	2.5	43.9	0.5	53.2	0.7	0.3	54.7	
Auto	0	0	151	0	151	0	0	43	0	43	168	5581	59	360	6168	69	7461	94	47	7671	14033
% Auto	0	0	96.8	0	96.8	0	0	97.7	0	97.7	98.2	98.7	100	100	98.8	100	98.5	98.9	100	98.6	98.6
Heavy Vehicles	0	0	5	0	5	0	0	1	0	1	3	73	0	0	76	0	111	1	0	112	194
% Heavy Vehicles	0	0	3.2	0	3.2	0	0	2.3	0	2.3	1.8	1.3	0	0	1.2	0	1.5	1.1	0	1.4	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Powerline & NW 51st Pl - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Powerline & NW 51st Pl - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	NW 51st Pl EASTBOUND					NW 51st Pl WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	2	0	2	0	0	1	0	1	**13**	264	0	15	292	0	306	4	2	312	607
08:15 AM	0	0	4	0	4	0	0	0	0	0	4	316	1	10	331	1	280	**6**	**5**	292	627
08:30 AM	0	0	**8**	0	**8**	0	0	0	0	0	5	298	0	**17**	320	1	252	4	2	259	587
08:45 AM	0	0	7	0	7	0	0	**2**	0	**2**	7	**318**	**2**	13	**340**	**6**	**323**	4	3	**336**	**685**
Total Volume	0	0	21	0	21	0	0	3	0	3	29	1196	3	55	1283	8	1161	18	12	1199	2506
% App. Total	0	0	100	0		0	0	100	0		2.3	93.2	0.2	4.3		0.7	96.8	1.5	1		
PHF	.000	.000	.656	.000	.656	.000	.000	.375	.000	.375	.558	.940	.375	.809	.943	.333	.899	.750	.600	.892	.915

Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					08:00 AM					08:00 AM					08:00 AM				
+0 mins.	0	0	5	0	5	0	0	1	0	1	**13**	264	0	15	292	0	306	4	2	312
+15 mins.	0	0	4	0	4	0	0	0	0	0	4	316	1	10	331	1	280	**6**	**5**	292
+30 mins.	0	0	6	0	6	0	0	0	0	0	5	298	0	**17**	320	1	252	4	2	259
+45 mins.	0	0	**8**	0	**8**	0	0	**2**	0	**2**	7	**318**	**2**	13	**340**	**6**	**323**	4	3	**336**
Total Volume	0	0	23	0	23	0	0	3	0	3	29	1196	3	55	1283	8	1161	18	12	1199
% App. Total	0	0	100	0		0	0	100	0		2.3	93.2	0.2	4.3		0.7	96.8	1.5	1	
PHF	.000	.000	.719	.000	.719	.000	.000	.375	.000	.375	.558	.940	.375	.809	.943	.333	.899	.750	.600	.892

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
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Client: Metric Engineering, Inc.
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County: Broward

File Name : 3B- Powerline & NW 51st Pl - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	NW 51st Pl EASTBOUND					NW 51st Pl WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	14	0	14	0	0	2	0	2	8	276	**7**	**23**	314	7	455	**8**	**3**	**473**	**803**
05:00 PM	0	0	**15**	0	**15**	0	0	3	0	3	9	**283**	4	22	**318**	1	444	8	1	454	790
05:15 PM	0	0	12	0	12	0	0	**4**	0	**4**	9	260	2	19	290	**9**	**458**	6	0	473	779
05:30 PM	0	0	12	0	12	0	0	0	0	0	**11**	227	6	17	261	2	450	7	3	462	735
Total Volume	0	0	53	0	53	0	0	9	0	9	37	1046	19	81	1183	19	1807	29	7	1862	3107
% App. Total	0	0	100	0		0	0	100	0		3.1	88.4	1.6	6.8		1	97	1.6	0.4		
PHF	.000	.000	.883	.000	.883	.000	.000	.563	.000	.563	.841	.924	.679	.880	.930	.528	.986	.906	.583	.984	.967

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					04:45 PM					05:00 PM				
+0 mins.	0	0	14	0	14	0	0	**8**	0	**8**	8	276	**7**	**23**	314	1	444	**8**	1	454
+15 mins.	0	0	**15**	0	**15**	0	0	7	0	7	9	**283**	4	22	**318**	**9**	458	6	0	473
+30 mins.	0	0	12	0	12	0	0	0	0	0	9	260	2	19	290	2	450	7	**3**	462
+45 mins.	0	0	12	0	12	0	0	2	0	2	**11**	227	6	17	261	0	**484**	4	0	**488**
Total Volume	0	0	53	0	53	0	0	17	0	17	37	1046	19	81	1183	12	1836	25	4	1877
% App. Total	0	0	100	0		0	0	100	0		3.1	88.4	1.6	6.8		0.6	97.8	1.3	0.2	
PHF	.000	.000	.883	.000	.883	.000	.000	.531	.000	.531	.841	.924	.679	.880	.930	.333	.948	.781	.333	.962

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Powerline & NW 51st Pl - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 51st Pl EASTBOUND					NW 51st Pl WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
06:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	7
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	1	0	1	0	0	0	0	0	0	9	0	0	9	0	9	0	0	9	19
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	10
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	8	0	0	8	11
Total	0	0	2	0	2	0	0	0	0	0	2	9	0	0	11	0	23	0	0	23	36
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	10	0	0	10	14
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	12	0	0	12	16
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
Total	0	0	0	0	0	0	0	1	0	1	0	14	0	0	14	0	29	0	0	29	44
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	3	0	0	3	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	11
04:30 PM	0	0	1	0	1	0	0	0	0	0	1	4	0	0	5	0	4	0	0	4	10
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	8	1	0	9	17
Total	0	0	2	0	2	0	0	0	0	0	1	25	0	0	26	0	20	1	0	21	49
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	9	0	0	9	11
Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	16	0	0	16	24
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	14	0	0	14	22
Grand Total	0	0	5	0	5	0	0	1	0	1	3	73	0	0	76	0	111	1	0	112	194
Apprch %	0	0	100	0		0	0	100	0		3.9	96.1	0	0		0	99.1	0.9	0		
Total %	0	0	2.6	0	2.6	0	0	0.5	0	0.5	1.5	37.6	0	0	39.2	0	57.2	0.5	0	57.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Powerline & NW 51st Pl - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 51st Pl EASTBOUND					NW 51st Pl WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
06:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	4
*** BREAK ***																					
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
05:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
Grand Total	0	0	0	15	15	0	0	0	2	2	0	0	0	0	0	0	0	0	5	5	22
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	68.2	68.2	0	0	0	9.1	9.1	0	0	0	0	0	0	0	0	22.7	22.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Powerline & NW 53rd Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

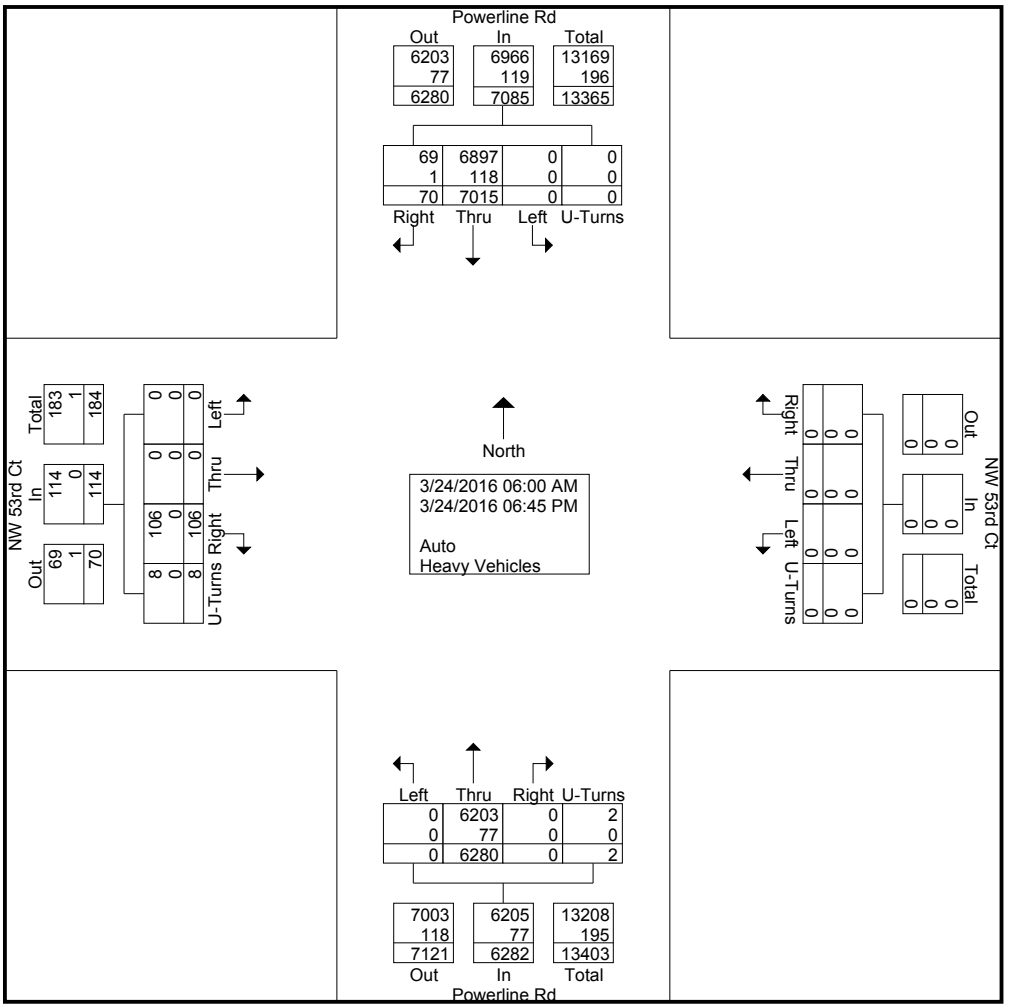
	NW 53rd Ct EASTBOUND					NW 53rd Ct WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	11	0	11	0	0	0	0	0	0	101	0	0	101	0	75	1	0	76	188
06:15 AM	0	0	10	0	10	0	0	0	0	0	0	178	0	0	178	0	105	0	0	105	293
06:30 AM	0	0	7	0	7	0	0	0	0	0	0	173	0	0	173	0	137	1	0	138	318
06:45 AM	0	0	3	1	4	0	0	0	0	0	0	268	0	0	268	0	169	1	0	170	442
Total	0	0	31	1	32	0	0	0	0	0	0	720	0	0	720	0	486	3	0	489	1241
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	244	0	0	244	0	290	1	0	291	535
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	241	0	0	241	0	243	1	0	244	486
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	254	0	0	254	0	260	1	0	261	516
07:45 AM	0	0	4	2	6	0	0	0	0	0	0	268	0	0	268	0	280	2	0	282	556
Total	0	0	6	2	8	0	0	0	0	0	0	1007	0	0	1007	0	1073	5	0	1078	2093
08:00 AM	0	0	4	0	4	0	0	0	0	0	0	298	0	0	298	0	286	2	0	288	590
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	342	0	0	342	0	259	0	0	259	603
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	317	0	0	317	0	240	3	0	243	561
08:45 AM	0	0	5	1	6	0	0	0	0	0	0	337	0	0	337	0	302	1	0	303	646
Total	0	0	10	3	13	0	0	0	0	0	0	1294	0	0	1294	0	1087	6	0	1093	2400
*** BREAK ***																					
04:00 PM	0	0	9	0	9	0	0	0	0	0	0	294	0	2	296	0	322	3	0	325	630
04:15 PM	0	0	8	1	9	0	0	0	0	0	0	282	0	0	282	0	315	1	0	316	607
04:30 PM	0	0	4	0	4	0	0	0	0	0	0	260	0	0	260	0	339	2	0	341	605
04:45 PM	0	0	5	0	5	0	0	0	0	0	0	315	0	0	315	0	424	1	0	425	745
Total	0	0	26	1	27	0	0	0	0	0	0	1151	0	2	1153	0	1400	7	0	1407	2587
05:00 PM	0	0	7	0	7	0	0	0	0	0	0	299	0	0	299	0	405	7	0	412	718
05:15 PM	0	0	3	1	4	0	0	0	0	0	0	288	0	0	288	0	428	10	0	438	730
05:30 PM	0	0	2	0	2	0	0	0	0	0	0	257	0	0	257	0	410	14	0	424	683
05:45 PM	0	0	4	0	4	0	0	0	0	0	0	270	0	0	270	0	431	9	0	440	714
Total	0	0	16	1	17	0	0	0	0	0	0	1114	0	0	1114	0	1674	40	0	1714	2845
06:00 PM	0	0	8	0	8	0	0	0	0	0	0	301	0	0	301	0	397	7	0	404	713
06:15 PM	0	0	2	0	2	0	0	0	0	0	0	266	0	0	266	0	366	2	0	368	636
06:30 PM	0	0	4	0	4	0	0	0	0	0	0	244	0	0	244	0	285	0	0	285	533
06:45 PM	0	0	3	0	3	0	0	0	0	0	0	183	0	0	183	0	247	0	0	247	433
Total	0	0	17	0	17	0	0	0	0	0	0	994	0	0	994	0	1295	9	0	1304	2315
Grand Total	0	0	106	8	114	0	0	0	0	0	0	6280	0	2	6282	0	7015	70	0	7085	13481
Apprch %	0	0	93	7		0	0	0	0		0	100	0	0		0	99	1	0		
Total %	0	0	0.8	0.1	0.8	0	0	0	0	0	0	46.6	0	0	46.6	0	52	0.5	0	52.6	
Auto	0	0	106	8	114	0	0	0	0	0	0	6203	0	2	6205	0	6897	69	0	6966	13285
% Auto	0	0	100	100	100	0	0	0	0	0	0	98.8	0	100	98.8	0	98.3	98.6	0	98.3	98.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	77	0	0	77	0	118	1	0	119	196
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	1.2	0	1.7	1.4	0	1.7	1.5

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Powerline & NW 53rd Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Powerline & NW 53rd Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	NW 53rd Ct EASTBOUND					NW 53rd Ct WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	4	0	4	0	0	0	0	0	0	298	0	0	298	0	286	2	0	288	590
08:15 AM	0	0	0	**2**	2	0	0	0	0	0	0	**342**	0	0	**342**	0	259	0	0	259	603
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	317	0	0	317	0	240	**3**	0	243	561
08:45 AM	0	0	**5**	1	**6**	0	0	0	0	0	0	337	0	0	337	0	**302**	1	0	**303**	**646**
Total Volume	0	0	10	3	13	0	0	0	0	0	0	1294	0	0	1294	0	1087	6	0	1093	2400
% App. Total	0	0	76.9	23.1		0	0	0	0		0	100	0	0		0	99.5	0.5	0		
PHF	.000	.000	.500	.375	.542	.000	.000	.000	.000	.000	.000	.946	.000	.000	.946	.000	.900	.500	.000	.902	.929

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM					06:00 AM					08:00 AM					08:00 AM				
+0 mins.	0	0	**11**	0	**11**	0	0	0	0	0	0	298	0	0	298	0	286	2	0	288
+15 mins.	0	0	10	0	10	0	0	0	0	0	0	**342**	0	0	**342**	0	259	0	0	259
+30 mins.	0	0	7	0	7	0	0	0	0	0	0	317	0	0	317	0	240	**3**	0	243
+45 mins.	0	0	3	**1**	4	0	0	0	0	0	0	337	0	0	337	0	**302**	1	0	**303**
Total Volume	0	0	31	1	32	0	0	0	0	0	0	1294	0	0	1294	0	1087	6	0	1093
% App. Total	0	0	96.9	3.1		0	0	0	0		0	100	0	0		0	99.5	0.5	0	
PHF	.000	.000	.705	.250	.727	.000	.000	.000	.000	.000	.000	.946	.000	.000	.946	.000	.900	.500	.000	.902

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Powerline & NW 53rd Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016

	NW 53rd Ct EASTBOUND					NW 53rd Ct WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	5	0	5	0	0	0	0	0	0	**315**	0	0	**315**	0	424	1	0	425	**745**
05:00 PM	0	0	**7**	0	**7**	0	0	0	0	0	0	299	0	0	299	0	405	7	0	412	718
05:15 PM	0	0	3	**1**	4	0	0	0	0	0	0	288	0	0	288	0	**428**	10	0	**438**	730
05:30 PM	0	0	2	0	2	0	0	0	0	0	0	257	0	0	257	0	410	**14**	0	424	683
Total Volume	0	0	17	1	18	0	0	0	0	0	0	1159	0	0	1159	0	1667	32	0	1699	2876
% App. Total	0	0	94.4	5.6		0	0	0	0		0	100	0	0		0	98.1	1.9	0		
PHF	.000	.000	.607	.250	.643	.000	.000	.000	.000	.000	.000	.920	.000	.000	.920	.000	.974	.571	.000	.970	.965

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:30 PM					05:00 PM					
+0 mins.	0	0	**9**	0	**9**	0	0	0	0	0	0	260	0	0	260	0	405	7	0	412	
+15 mins.	0	0	8	**1**	9	0	0	0	0	0	0	**315**	0	0	**315**	0	428	10	0	438	
+30 mins.	0	0	4	0	4	0	0	0	0	0	0	299	0	0	299	0	410	**14**	0	424	
+45 mins.	0	0	5	0	5	0	0	0	0	0	0	288	0	0	288	0	**431**	9	0	**440**	
Total Volume	0	0	26	1	27	0	0	0	0	0	0	1162	0	0	1162	0	1674	40	0	1714	
% App. Total	0	0	96.3	3.7		0	0	0	0		0	100	0	0		0	97.7	2.3	0		
PHF	.000	.000	.722	.250	.750	.000	.000	.000	.000	.000	.000	.922	.000	.000	.922	.000	.971	.714	.000	.974	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Powerline & NW 53rd Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 53rd Ct EASTBOUND					NW 53rd Ct WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	9	0	0	9	18
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	9	0	0	9	11
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	33	0	0	33	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	14	0	0	14	19
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	12	0	0	12	16
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	1	0	9	12
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	36	1	0	37	52
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	3	0	0	3	12
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	10	0	0	10	16
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	2	9
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
Total	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	23	0	0	23	48
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	7
Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	11	0	0	11	23
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
Grand Total	0	0	0	0	0	0	0	0	0	0	0	77	0	0	77	0	118	1	0	119	196
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	99.2	0.8	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	39.3	0	0	39.3	0	60.2	0.5	0	60.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Powerline & NW 53rd Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 53rd Ct EASTBOUND					NW 53rd Ct WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Powerline & NW 56th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

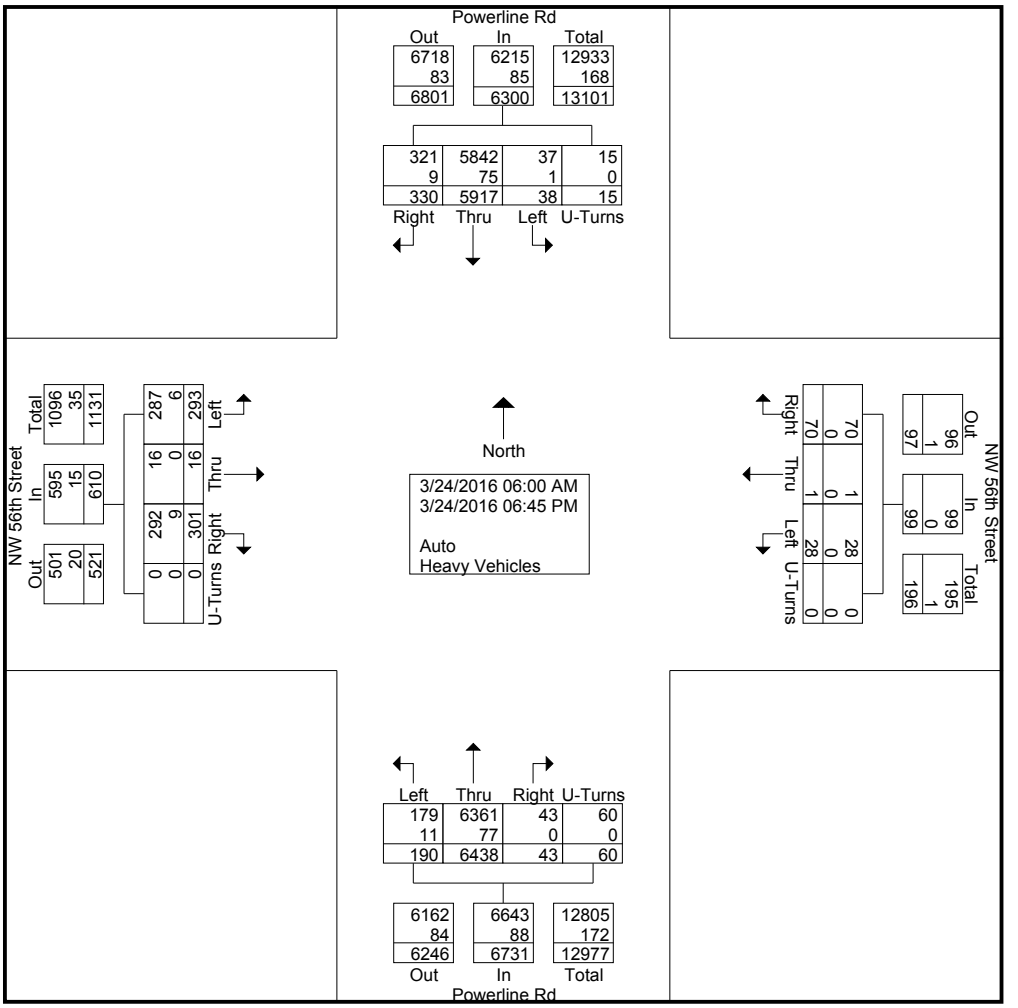
	NW 56th Street EASTBOUND					NW 56th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	3	1	5	0	9	0	0	0	0	0	1	101	0	0	102	1	68	3	0	72	183
06:15 AM	8	1	1	0	10	0	0	0	0	0	3	155	1	2	161	0	81	7	0	88	259
06:30 AM	9	0	9	0	18	0	0	0	0	0	5	189	0	2	196	1	119	7	1	128	342
06:45 AM	7	3	9	0	19	0	0	2	0	2	8	296	3	2	309	2	164	12	0	178	508
Total	27	5	24	0	56	0	0	2	0	2	17	741	4	6	768	4	432	29	1	466	1292
07:00 AM	11	4	14	0	29	1	0	1	0	2	10	243	3	3	259	2	159	6	0	167	457
07:15 AM	11	1	19	0	31	1	0	1	0	2	17	254	0	0	271	2	217	16	0	235	539
07:30 AM	13	2	10	0	25	0	0	4	0	4	8	291	2	2	303	2	260	19	0	281	613
07:45 AM	20	0	18	0	38	1	0	5	0	6	11	338	5	3	357	4	256	20	1	281	682
Total	55	7	61	0	123	3	0	11	0	14	46	1126	10	8	1190	10	892	61	1	964	2291
08:00 AM	23	0	25	0	48	1	0	1	0	2	17	328	8	0	353	2	245	26	1	274	677
08:15 AM	13	2	15	0	30	2	0	1	0	3	13	370	9	4	396	1	251	19	0	271	700
08:30 AM	10	0	8	0	18	1	0	2	0	3	14	357	2	1	374	4	221	13	1	239	634
08:45 AM	21	0	18	0	39	3	0	5	0	8	10	357	4	2	373	3	229	15	0	247	667
Total	67	2	66	0	135	7	0	9	0	16	54	1412	23	7	1496	10	946	73	2	1031	2678
*** BREAK ***																					
04:00 PM	14	1	21	0	36	5	1	3	0	9	10	296	1	3	310	2	278	13	0	293	648
04:15 PM	17	0	18	0	35	1	0	3	0	4	6	295	0	2	303	0	280	16	0	296	638
04:30 PM	10	0	18	0	28	4	0	5	0	9	10	294	1	4	309	3	260	17	1	281	627
04:45 PM	12	0	14	0	26	3	0	10	0	13	7	294	1	3	305	1	319	12	2	334	678
Total	53	1	71	0	125	13	1	21	0	35	33	1179	3	12	1227	6	1137	58	3	1204	2591
05:00 PM	19	0	13	0	32	1	0	7	0	8	11	281	0	6	298	2	332	18	1	353	691
05:15 PM	17	0	24	0	41	0	0	9	0	9	7	279	1	5	292	1	318	19	0	338	680
05:30 PM	11	0	10	0	21	0	0	5	0	5	4	235	0	2	241	3	314	22	2	341	608
05:45 PM	9	0	10	0	19	1	0	2	0	3	7	247	1	4	259	0	358	16	3	377	658
Total	56	0	57	0	113	2	0	23	0	25	29	1042	2	17	1090	6	1322	75	6	1409	2637
06:00 PM	11	1	7	0	19	2	0	0	0	2	3	281	0	6	290	2	339	19	1	361	672
06:15 PM	10	0	7	0	17	1	0	3	0	4	4	260	0	3	267	0	345	9	0	354	642
06:30 PM	9	0	1	0	10	0	0	0	0	0	4	232	0	0	236	0	296	5	0	301	547
06:45 PM	5	0	7	0	12	0	0	1	0	1	0	165	1	1	167	0	208	1	1	210	390
Total	35	1	22	0	58	3	0	4	0	7	11	938	1	10	960	2	1188	34	2	1226	2251
Grand Total	293	16	301	0	610	28	1	70	0	99	190	6438	43	60	6731	38	5917	330	15	6300	13740
Apprch %	48	2.6	49.3	0		28.3	1	70.7	0		2.8	95.6	0.6	0.9		0.6	93.9	5.2	0.2		
Total %	2.1	0.1	2.2	0	4.4	0.2	0	0.5	0	0.7	1.4	46.9	0.3	0.4	49	0.3	43.1	2.4	0.1	45.9	
Auto	287	16	292	0	595	28	1	70	0	99	179	6361	43	60	6643	37	5842	321	15	6215	13552
% Auto	98	100	97	0	97.5	100	100	100	0	100	94.2	98.8	100	100	98.7	97.4	98.7	97.3	100	98.7	98.6
Heavy Vehicles	6	0	9	0	15	0	0	0	0	0	11	77	0	0	88	1	75	9	0	85	188
% Heavy Vehicles	2	0	3	0	2.5	0	0	0	0	0	5.8	1.2	0	0	1.3	2.6	1.3	2.7	0	1.3	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Powerline & NW 56th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
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County: Broward

File Name : 1B- Powerline & NW 56th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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	NW 56th Street EASTBOUND					NW 56th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	20	0	18	0	38	1	0	**5**	0	**6**	11	338	5	3	357	**4**	**256**	20	**1**	**281**	682
08:00 AM	**23**	0	**25**	0	**48**	1	0	1	0	2	**17**	328	8	0	353	2	245	**26**	1	274	677
08:15 AM	13	**2**	15	0	30	**2**	0	1	0	3	13	**370**	**9**	**4**	**396**	1	251	19	0	271	**700**
08:30 AM	10	0	8	0	18	1	0	2	0	3	14	357	2	1	374	4	221	13	1	239	634
Total Volume	66	2	66	0	134	5	0	9	0	14	55	1393	24	8	1480	11	973	78	3	1065	2693
% App. Total	49.3	1.5	49.3	0		35.7	0	64.3	0		3.7	94.1	1.6	0.5		1	91.4	7.3	0.3		
PHF	.717	.250	.660	.000	.698	.625	.000	.450	.000	.583	.809	.941	.667	.500	.934	.688	.950	.750	.750	.948	.962

Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					08:00 AM					08:00 AM					07:30 AM					
+0 mins.	11	1	19	0	31	1	0	1	0	2	**17**	328	8	0	353	2	**260**	19	0	**281**	
+15 mins.	13	**2**	10	0	25	2	0	1	0	3	13	**370**	**9**	**4**	**396**	**4**	256	20	**1**	281	
+30 mins.	20	0	18	0	38	1	0	2	0	3	14	357	2	1	374	2	245	**26**	1	274	
+45 mins.	**23**	0	**25**	0	**48**	**3**	0	**5**	0	**8**	10	357	4	2	373	1	251	19	0	271	
Total Volume	67	3	72	0	142	7	0	9	0	16	54	1412	23	7	1496	9	1012	84	2	1107	
% App. Total	47.2	2.1	50.7	0		43.8	0	56.2	0		3.6	94.4	1.5	0.5		0.8	91.4	7.6	0.2		
PHF	.728	.375	.720	.000	.740	.583	.000	.450	.000	.500	.794	.954	.639	.438	.944	.563	.973	.808	.500	.985	

CTS Engineering, Inc.

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Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Powerline & NW 56th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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	NW 56th Street EASTBOUND					NW 56th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	10	0	18	0	28	**4**	0	5	0	9	10	**294**	**1**	4	**309**	**3**	260	17	1	281	627
04:45 PM	12	0	14	0	26	3	0	**10**	0	**13**	7	294	1	3	305	1	319	12	**2**	334	678
05:00 PM	**19**	0	13	0	32	1	0	7	0	8	**11**	281	0	**6**	298	2	**332**	18	1	**353**	**691**
05:15 PM	17	0	**24**	0	**41**	0	0	9	0	9	7	279	1	5	292	1	318	**19**	0	338	680
Total Volume	58	0	69	0	127	8	0	31	0	39	35	1148	3	18	1204	7	1229	66	4	1306	2676
% App. Total	45.7	0	54.3	0		20.5	0	79.5	0		2.9	95.3	0.2	1.5		0.5	94.1	5.1	0.3		
PHF	.763	.000	.719	.000	.774	.500	.000	.775	.000	.750	.795	.976	.750	.750	.974	.583	.925	.868	.500	.925	.968

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:00 PM					05:30 PM					
+0 mins.	10	0	18	0	28	**4**	0	5	0	9	**10**	**296**	**1**	3	**310**	**3**	314	**22**	2	341	
+15 mins.	12	0	14	0	26	3	0	**10**	0	**13**	6	295	0	2	303	0	**358**	16	**3**	**377**	
+30 mins.	**19**	0	13	0	32	1	0	7	0	8	10	294	1	**4**	309	2	339	19	1	361	
+45 mins.	17	0	**24**	0	**41**	0	0	9	0	9	7	294	1	3	305	0	345	9	0	354	
Total Volume	58	0	69	0	127	8	0	31	0	39	33	1179	3	12	1227	5	1356	66	6	1433	
% App. Total	45.7	0	54.3	0		20.5	0	79.5	0		2.7	96.1	0.2	1		0.3	94.6	4.6	0.4		
PHF	.763	.000	.719	.000	.774	.500	.000	.775	.000	.750	.825	.996	.750	.750	.990	.417	.947	.750	.500	.950	

CTS Engineering, Inc.

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County: Broward

File Name : 1B- Powerline & NW 56th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 56th Street EASTBOUND					NW 56th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	2	1	0	3	6
06:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	6
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	3	10	0	0	13	0	7	1	0	8	21
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	6
07:15 AM	1	0	3	0	4	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	1	0	5	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Total	1	0	3	0	4	0	0	0	0	0	2	9	0	0	11	0	12	1	0	13	28
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	13
08:15 AM	3	0	3	0	6	0	0	0	0	0	3	4	0	0	7	0	10	1	0	11	24
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
Total	4	0	3	0	7	0	0	0	0	0	3	20	0	0	23	0	23	1	0	24	54
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	1	0	7	12
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	3	0	0	3	12
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	2	0	0	2	10
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6	0	0	7	8
Total	0	0	2	0	2	0	0	0	0	0	0	21	0	0	21	1	17	1	0	19	42
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	3	1	0	4	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Total	1	0	0	0	1	0	0	0	0	0	0	12	0	0	12	0	10	1	0	11	24
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	6
06:15 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	4	0	0	4	8
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	3	5	0	0	8	0	6	4	0	10	19
Grand Total	6	0	9	0	15	0	0	0	0	0	11	77	0	0	88	1	75	9	0	85	188
Apprch %	40	0	60	0		0	0	0	0		12.5	87.5	0	0		1.2	88.2	10.6	0		
Total %	3.2	0	4.8	0	8	0	0	0	0	0	5.9	41	0	0	46.8	0.5	39.9	4.8	0	45.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Powerline & NW 56th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 56th Street EASTBOUND					NW 56th Street WESTBOUND					Powerline Rd NORTHBOUND					Powerline Rd SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	3	3	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	8
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:15 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
07:45 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	7
Total	0	0	0	4	4	0	0	0	5	5	0	0	0	6	6	0	0	0	0	0	15
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	6
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	5	5	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	5
*** BREAK ***																					
06:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	9	9	0	0	0	17	17	0	0	0	15	15	0	0	0	0	0	41
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0		
Total %	0	0	0	22	22	0	0	0	41.5	41.5	0	0	0	36.6	36.6	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Andrews Ave & NW 48th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

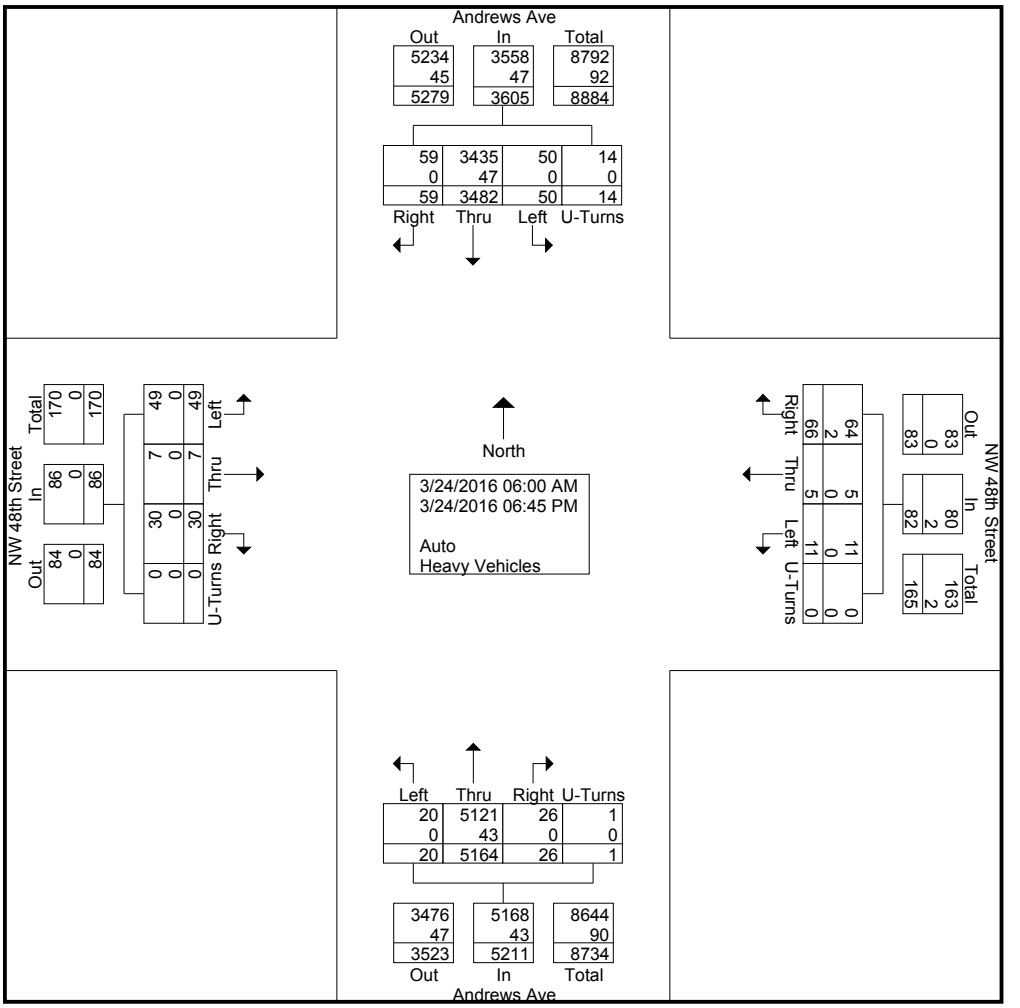
	NW 48th Street EASTBOUND					NW 48th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	2	0	1	0	3	0	0	2	0	2	0	102	0	0	102	0	29	0	0	29	136
06:15 AM	0	0	0	0	0	0	0	1	0	1	0	96	0	0	96	0	30	20	0	50	147
06:30 AM	2	0	0	0	2	0	0	0	0	0	0	150	1	0	151	0	59	12	0	71	224
06:45 AM	4	1	1	0	6	0	0	4	0	4	0	129	0	0	129	1	94	0	0	95	234
Total	8	1	2	0	11	0	0	7	0	7	0	477	1	0	478	1	212	32	0	245	741
07:00 AM	4	0	1	0	5	2	0	6	0	8	0	107	0	0	107	1	114	2	0	117	237
07:15 AM	6	0	0	0	6	1	0	4	0	5	0	250	1	0	251	1	115	0	1	117	379
07:30 AM	2	0	3	0	5	0	0	5	0	5	0	200	3	0	203	1	128	1	2	132	345
07:45 AM	4	0	4	0	8	1	0	6	0	7	0	210	1	0	211	2	145	0	2	149	375
Total	16	0	8	0	24	4	0	21	0	25	0	767	5	0	772	5	502	3	5	515	1336
08:00 AM	2	0	1	0	3	0	0	7	0	7	1	229	2	0	232	4	112	1	0	117	359
08:15 AM	1	0	3	0	4	0	0	8	0	8	0	245	3	0	248	4	149	0	0	153	413
08:30 AM	2	0	2	0	4	1	0	5	0	6	0	230	1	0	231	3	144	0	0	147	388
08:45 AM	2	1	0	0	3	0	0	2	0	2	0	189	1	1	191	1	128	0	0	129	325
Total	7	1	6	0	14	1	0	22	0	23	1	893	7	1	902	12	533	1	0	546	1485
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	1	2	0	5	1	225	1	0	227	3	158	0	0	161	393
04:15 PM	0	1	2	0	3	0	0	1	0	1	3	238	1	0	242	3	146	1	1	151	397
04:30 PM	2	0	1	0	3	1	1	2	0	4	1	326	1	0	328	2	170	4	1	177	512
04:45 PM	1	0	1	0	2	0	0	0	0	0	0	248	4	0	252	1	175	0	0	176	430
Total	3	1	4	0	8	3	2	5	0	10	5	1037	7	0	1049	9	649	5	2	665	1732
05:00 PM	3	1	1	0	5	1	0	2	0	3	2	311	1	0	314	2	192	3	2	199	521
05:15 PM	2	0	2	0	4	0	0	1	0	1	6	289	0	0	295	1	188	2	1	192	492
05:30 PM	2	0	3	0	5	0	0	2	0	2	0	274	0	0	274	4	208	0	0	212	493
05:45 PM	3	0	0	0	3	0	0	4	0	4	3	268	2	0	273	3	210	0	1	214	494
Total	10	1	6	0	17	1	0	9	0	10	11	1142	3	0	1156	10	798	5	4	817	2000
06:00 PM	0	2	2	0	4	1	1	1	0	3	0	241	1	0	242	4	207	2	2	215	464
06:15 PM	1	1	2	0	4	1	0	0	0	1	0	222	1	0	223	3	235	5	0	243	471
06:30 PM	1	0	0	0	1	0	1	1	0	2	3	184	1	0	188	2	179	1	0	182	373
06:45 PM	3	0	0	0	3	0	1	0	0	1	0	201	0	0	201	4	167	5	1	177	382
Total	5	3	4	0	12	2	3	2	0	7	3	848	3	0	854	13	788	13	3	817	1690
Grand Total	49	7	30	0	86	11	5	66	0	82	20	5164	26	1	5211	50	3482	59	14	3605	8984
Apprch %	57	8.1	34.9	0		13.4	6.1	80.5	0		0.4	99.1	0.5	0		1.4	96.6	1.6	0.4		
Total %	0.5	0.1	0.3	0	1	0.1	0.1	0.7	0	0.9	0.2	57.5	0.3	0	58	0.6	38.8	0.7	0.2	40.1	
Auto	49	7	30	0	86	11	5	64	0	80	20	5121	26	1	5168	50	3435	59	14	3558	8892
% Auto	100	100	100	0	100	100	100	97	0	97.6	100	99.2	100	100	99.2	100	98.7	100	100	98.7	99
Heavy Vehicles	0	0	0	0	0	0	0	2	0	2	0	43	0	0	43	0	47	0	0	47	92
% Heavy Vehicles	0	0	0	0	0	0	0	3	0	2.4	0	0.8	0	0	0.8	0	1.3	0	0	1.3	1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Andrews Ave & NW 48th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

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Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Andrews Ave & NW 48th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	NW 48th Street EASTBOUND					NW 48th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**4**	0	**4**	0	**8**	**1**	0	6	0	7	0	210	1	0	211	2	145	0	**2**	149	375
08:00 AM	2	0	1	0	3	0	0	7	0	7	**1**	229	2	0	232	**4**	112	**1**	0	117	359
08:15 AM	1	0	3	0	4	0	0	**8**	0	**8**	0	**245**	**3**	0	**248**	4	**149**	0	0	**153**	**413**
08:30 AM	2	0	2	0	4	1	0	5	0	6	0	230	1	0	231	3	144	0	0	147	388
Total Volume	9	0	10	0	19	2	0	26	0	28	1	914	7	0	922	13	550	1	2	566	1535
% App. Total	47.4	0	52.6	0		7.1	0	92.9	0		0.1	99.1	0.8	0		2.3	97.2	0.2	0.4		
PHF	.563	.000	.625	.000	.594	.500	.000	.813	.000	.875	.250	.933	.583	.000	.929	.813	.923	.250	.250	.925	.929

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	4	0	1	0	5	**1**	0	6	0	7	0	210	1	0	211	2	145	0	**2**	149
+15 mins.	**6**	0	0	0	6	0	0	7	0	7	**1**	229	2	0	232	**4**	112	**1**	0	117
+30 mins.	2	0	3	0	5	0	0	**8**	0	**8**	0	**245**	**3**	0	**248**	4	**149**	0	0	**153**
+45 mins.	4	0	**4**	0	**8**	1	0	5	0	6	0	230	1	0	231	3	144	0	0	147
Total Volume	16	0	8	0	24	2	0	26	0	28	1	914	7	0	922	13	550	1	2	566
% App. Total	66.7	0	33.3	0		7.1	0	92.9	0		0.1	99.1	0.8	0		2.3	97.2	0.2	0.4	
PHF	.667	.000	.500	.000	.750	.500	.000	.813	.000	.875	.250	.933	.583	.000	.929	.813	.923	.250	.250	.925

CTS Engineering, Inc.

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County: Broward

File Name : 3B- Andrews Ave & NW 48th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
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	NW 48th Street EASTBOUND					NW 48th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**3**	**1**	1	0	**5**	**1**	0	2	0	3	2	**311**	1	0	**314**	2	192	**3**	**2**	199	**521**
05:15 PM	2	0	2	0	4	0	0	1	0	1	**6**	289	0	0	295	1	188	2	1	192	492
05:30 PM	2	0	**3**	0	5	0	0	2	0	2	0	274	0	0	274	**4**	208	0	0	212	493
05:45 PM	3	0	0	0	3	0	0	**4**	0	**4**	3	268	**2**	0	273	3	**210**	0	1	**214**	494
Total Volume	10	1	6	0	17	1	0	9	0	10	11	1142	3	0	1156	10	798	5	4	817	2000
% App. Total	58.8	5.9	35.3	0		10	0	90	0		1	98.8	0.3	0		1.2	97.7	0.6	0.5		
PHF	.833	.250	.500	.000	.850	.250	.000	.563	.000	.625	.458	.918	.375	.000	.920	.625	.950	.417	.500	.954	.960

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:30 PM					05:30 PM				
+0 mins.	**3**	**1**	1	0	**5**	**2**	**1**	**2**	0	**5**	1	**326**	1	0	**328**	**4**	208	0	0	212
+15 mins.	2	0	2	0	4	0	0	1	0	1	0	248	**4**	0	252	3	210	0	1	214
+30 mins.	2	0	**3**	0	5	1	1	2	0	4	2	311	1	0	314	4	207	2	**2**	215
+45 mins.	3	0	0	0	3	0	0	0	0	0	**6**	289	0	0	295	3	**235**	**5**	0	**243**
Total Volume	10	1	6	0	17	3	2	5	0	10	9	1174	6	0	1189	14	860	7	3	884
% App. Total	58.8	5.9	35.3	0		30	20	50	0		0.8	98.7	0.5	0		1.6	97.3	0.8	0.3	
PHF	.833	.250	.500	.000	.850	.375	.500	.625	.000	.500	.375	.900	.375	.000	.906	.875	.915	.350	.375	.909

CTS Engineering, Inc.

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Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Andrews Ave & NW 48th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 48th Street EASTBOUND					NW 48th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	7	0	0	7	16
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	18
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	10	0	0	10	17
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	2	0	2	0	6	0	0	6	0	5	0	0	5	13
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
Grand Total	0	0	0	0	0	0	0	2	0	2	0	43	0	0	43	0	47	0	0	47	92
Apprch %	0	0	0	0		0	0	100	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	2.2	0	2.2	0	46.7	0	0	46.7	0	51.1	0	0	51.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 3B- Andrews Ave & NW 48th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 48th Street EASTBOUND					NW 48th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Andrews Ave & NW 51 Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

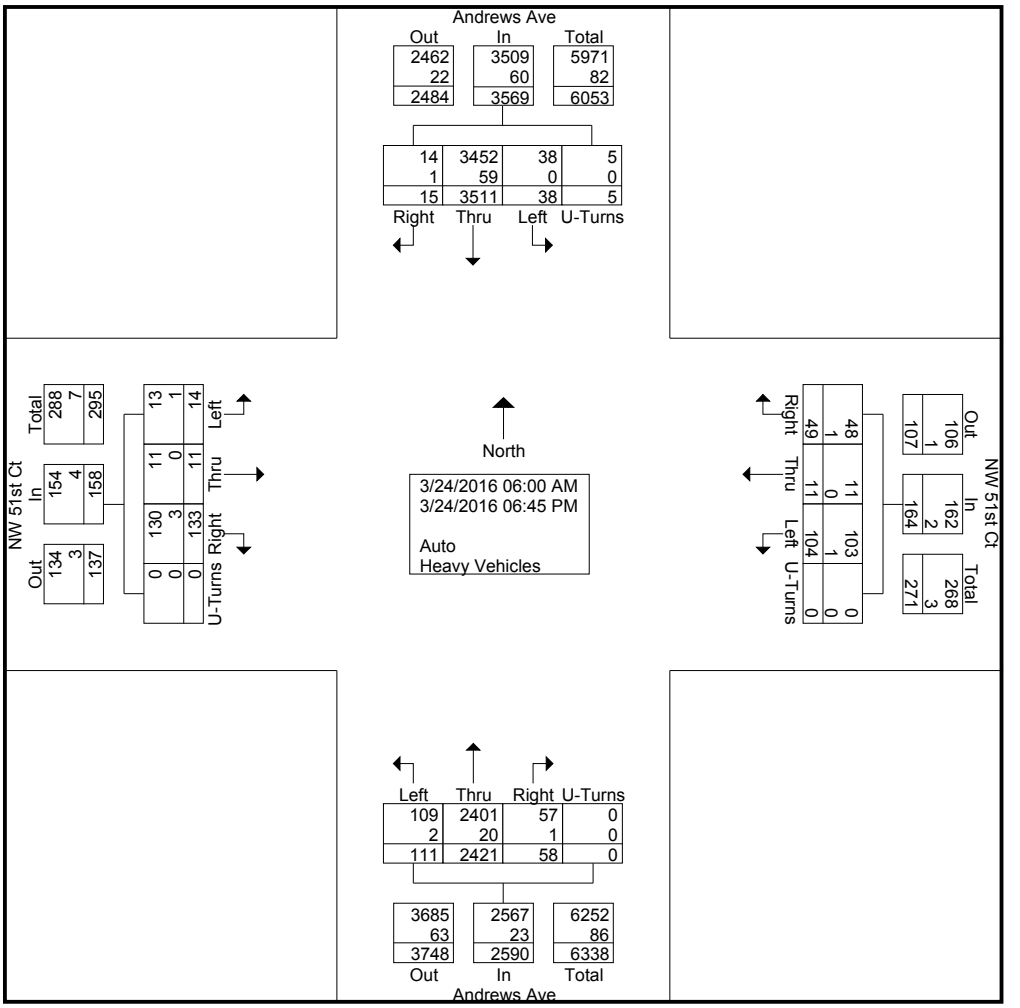
	NW 51st Ct EASTBOUND					NW 51st Ct WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	2	1	0	0	3	0	0	5	0	5	0	25	0	0	25	1	27	0	0	28	61
06:15 AM	0	0	8	0	8	5	0	0	0	5	0	44	0	0	44	0	45	0	0	45	102
06:30 AM	2	0	6	0	8	1	0	1	0	2	2	57	1	0	60	0	67	0	0	67	137
06:45 AM	1	0	5	0	6	7	0	0	0	7	1	91	0	0	92	0	71	1	0	72	177
Total	5	1	19	0	25	13	0	6	0	19	3	217	1	0	221	1	210	1	0	212	477
07:00 AM	1	0	7	0	8	5	0	1	0	6	1	63	0	0	64	0	106	0	0	106	184
07:15 AM	1	0	12	0	13	9	0	0	0	9	5	65	2	0	72	0	107	0	0	107	201
07:30 AM	2	0	11	0	13	7	1	2	0	10	0	93	6	0	99	2	145	0	1	148	270
07:45 AM	1	0	8	0	9	12	0	4	0	16	6	106	1	0	113	4	123	1	0	128	266
Total	5	0	38	0	43	33	1	7	0	41	12	327	9	0	348	6	481	1	1	489	921
08:00 AM	0	0	5	0	5	8	0	2	0	10	1	111	0	0	112	0	120	0	0	120	247
08:15 AM	2	1	7	0	10	5	0	4	0	9	1	147	0	0	148	0	135	0	0	135	302
08:30 AM	0	1	2	0	3	3	0	2	0	5	3	131	3	0	137	1	151	2	1	155	300
08:45 AM	0	0	4	0	4	4	0	2	0	6	4	127	0	0	131	1	121	1	0	123	264
Total	2	2	18	0	22	20	0	10	0	30	9	516	3	0	528	2	527	3	1	533	1113
*** BREAK ***																					
04:00 PM	1	0	4	0	5	4	1	1	0	6	7	109	2	0	118	4	152	1	1	158	287
04:15 PM	0	1	4	0	5	2	3	0	0	5	6	122	3	0	131	0	145	2	0	147	288
04:30 PM	0	1	4	0	5	6	0	1	0	7	8	113	4	0	125	5	165	1	0	171	308
04:45 PM	0	2	2	0	4	9	1	4	0	14	9	119	1	0	129	0	192	0	0	192	339
Total	1	4	14	0	19	21	5	6	0	32	30	463	10	0	503	9	654	4	1	668	1222
05:00 PM	0	0	5	0	5	3	1	2	0	6	10	132	3	0	145	5	211	0	0	216	372
05:15 PM	0	0	4	0	4	2	1	3	0	6	2	117	8	0	127	5	229	2	0	236	373
05:30 PM	0	0	5	0	5	2	0	5	0	7	10	113	4	0	127	0	216	0	0	216	355
05:45 PM	0	0	4	0	4	3	0	3	0	6	6	115	4	0	125	1	222	0	0	223	358
Total	0	0	18	0	18	10	2	13	0	25	28	477	19	0	524	11	878	2	0	891	1458
06:00 PM	0	0	2	0	2	1	2	2	0	5	9	118	5	0	132	2	160	0	0	162	301
06:15 PM	0	2	8	0	10	1	1	2	0	4	3	104	5	0	112	4	228	1	0	233	359
06:30 PM	1	0	11	0	12	4	0	1	0	5	4	102	3	0	109	1	203	2	2	208	334
06:45 PM	0	2	5	0	7	1	0	2	0	3	13	97	3	0	113	2	170	1	0	173	296
Total	1	4	26	0	31	7	3	7	0	17	29	421	16	0	466	9	761	4	2	776	1290
Grand Total	14	11	133	0	158	104	11	49	0	164	111	2421	58	0	2590	38	3511	15	5	3569	6481
Apprch %	8.9	7	84.2	0		63.4	6.7	29.9	0		4.3	93.5	2.2	0		1.1	98.4	0.4	0.1		
Total %	0.2	0.2	2.1	0	2.4	1.6	0.2	0.8	0	2.5	1.7	37.4	0.9	0	40	0.6	54.2	0.2	0.1	55.1	
Auto	13	11	130	0	154	103	11	48	0	162	109	2401	57	0	2567	38	3452	14	5	3509	6392
% Auto	92.9	100	97.7	0	97.5	99	100	98	0	98.8	98.2	99.2	98.3	0	99.1	100	98.3	93.3	100	98.3	98.6
Heavy Vehicles	1	0	3	0	4	1	0	1	0	2	2	20	1	0	23	0	59	1	0	60	89
% Heavy Vehicles	7.1	0	2.3	0	2.5	1	0	2	0	1.2	1.8	0.8	1.7	0	0.9	0	1.7	6.7	0	1.7	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Andrews Ave & NW 51 Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Andrews Ave & NW 51 Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	NW 51st Ct EASTBOUND					NW 51st Ct WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	**8**	0	9	**12**	0	**4**	0	**16**	**6**	106	1	0	113	**4**	123	1	0	128	266
08:00 AM	0	0	5	0	5	8	0	2	0	10	1	111	0	0	112	0	120	0	0	120	247
08:15 AM	**2**	**1**	7	0	**10**	5	0	4	0	9	1	**147**	0	0	**148**	0	135	0	0	135	**302**
08:30 AM	0	1	2	0	3	3	0	2	0	5	3	131	**3**	0	137	1	**151**	**2**	**1**	**155**	300
Total Volume	3	2	22	0	27	28	0	12	0	40	11	495	4	0	510	5	529	3	1	538	1115
% App. Total	11.1	7.4	81.5	0		70	0	30	0		2.2	97.1	0.8	0		0.9	98.3	0.6	0.2		
PHF	.375	.500	.688	.000	.675	.583	.000	.750	.000	.625	.458	.842	.333	.000	.861	.313	.876	.375	.250	.868	.923

Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					08:00 AM					07:45 AM				
+0 mins.	1	0	7	0	8	9	0	0	0	9	1	111	0	0	112	**4**	123	1	0	128
+15 mins.	1	0	**12**	0	**13**	7	**1**	2	0	10	1	**147**	0	0	**148**	0	120	0	0	120
+30 mins.	**2**	0	11	0	13	**12**	0	**4**	0	**16**	3	131	**3**	0	137	0	135	0	0	135
+45 mins.	1	0	8	0	9	8	0	2	0	10	**4**	127	0	0	131	1	**151**	**2**	**1**	**155**
Total Volume	5	0	38	0	43	36	1	8	0	45	9	516	3	0	528	5	529	3	1	538
% App. Total	11.6	0	88.4	0		80	2.2	17.8	0		1.7	97.7	0.6	0		0.9	98.3	0.6	0.2	
PHF	.625	.000	.792	.000	.827	.750	.250	.500	.000	.703	.563	.878	.250	.000	.892	.313	.876	.375	.250	.868

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Andrews Ave & NW 51 Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	NW 51st Ct EASTBOUND					NW 51st Ct WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**5**	0	**5**	**3**	**1**	2	0	6	**10**	**132**	3	0	**145**	**5**	211	0	0	216	372
05:15 PM	0	0	4	0	4	2	1	3	0	6	2	117	**8**	0	127	5	**229**	**2**	0	**236**	**373**
05:30 PM	0	0	5	0	5	2	0	**5**	0	**7**	10	113	4	0	127	0	216	0	0	216	355
05:45 PM	0	0	4	0	4	3	0	3	0	6	6	115	4	0	125	1	222	0	0	223	358
Total Volume	0	0	18	0	18	10	2	13	0	25	28	477	19	0	524	11	878	2	0	891	1458
% App. Total	0	0	100	0		40	8	52	0		5.3	91	3.6	0		1.2	98.5	0.2	0		
PHF	.000	.000	.900	.000	.900	.833	.500	.650	.000	.893	.700	.903	.594	.000	.903	.550	.959	.250	.000	.944	.977

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM					04:30 PM					04:15 PM					05:00 PM					
+0 mins.	0	0	2	0	2	6	0	1	0	7	6	122	3	0	131	**5**	211	0	0	216	
+15 mins.	0	**2**	8	0	10	**9**	**1**	**4**	0	**14**	8	113	**4**	0	125	5	**229**	**2**	0	**236**	
+30 mins.	**1**	0	**11**	0	**12**	3	1	2	0	6	9	119	1	0	129	0	216	0	0	216	
+45 mins.	0	2	5	0	7	2	1	3	0	6	**10**	**132**	3	0	**145**	1	222	0	0	223	
Total Volume	1	4	26	0	31	20	3	10	0	33	33	486	11	0	530	11	878	2	0	891	
% App. Total	3.2	12.9	83.9	0		60.6	9.1	30.3	0		6.2	91.7	2.1	0		1.2	98.5	0.2	0		
PHF	.250	.500	.591	.000	.646	.556	.750	.625	.000	.589	.825	.920	.688	.000	.914	.550	.959	.250	.000	.944	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Andrews Ave & NW 51 Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 51st Ct EASTBOUND					NW 51st Ct WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
Total	1	0	2	0	3	0	0	0	0	0	0	4	0	0	4	0	6	1	0	7	14
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	9	0	0	9	13
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	4	0	0	4	9
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	9
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	0	1	0	1	0	0	1	0	1	0	8	0	0	8	0	15	0	0	15	25
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	12	0	0	12	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	12	0	0	12	13
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	5	0	0	5	8
Grand Total	1	0	3	0	4	1	0	1	0	2	2	20	1	0	23	0	59	1	0	60	89
Apprch %	25	0	75	0		50	0	50	0		8.7	87	4.3	0		0	98.3	1.7	0		
Total %	1.1	0	3.4	0	4.5	1.1	0	1.1	0	2.2	2.2	22.5	1.1	0	25.8	0	66.3	1.1	0	67.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 2B- Andrews Ave & NW 51 Ct - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 51st Ct EASTBOUND					NW 51st Ct WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	0	1	1	6
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
06:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
Grand Total	0	0	0	2	2	0	0	0	13	13	0	0	0	2	2	0	0	0	2	2	19
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	10.5	10.5	0	0	0	68.4	68.4	0	0	0	10.5	10.5	0	0	0	10.5	10.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at Andrews Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
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Groups Printed- AUTOS - HEVY VEHICLES

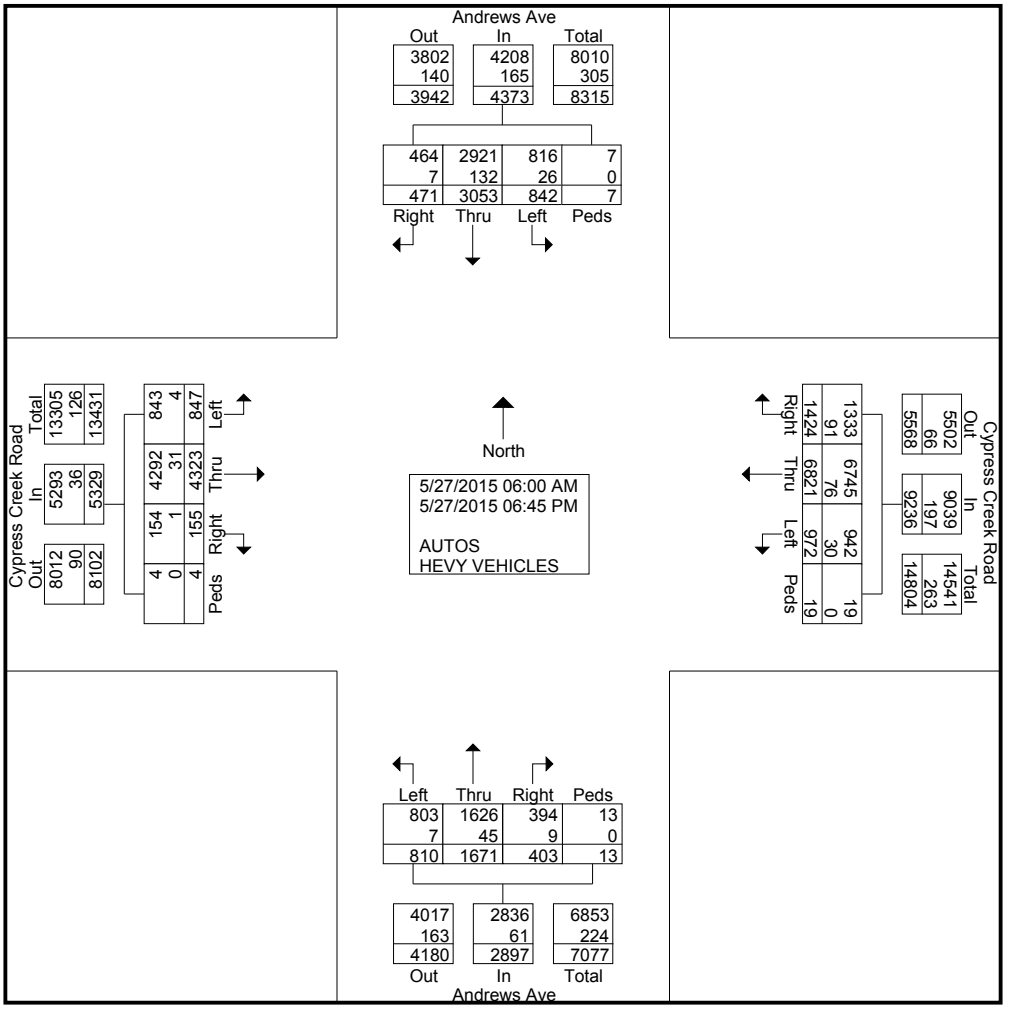
	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	9	85	3	0	97	5	99	51	0	155	8	27	6	0	41	7	43	9	2	61	354
06:15 AM	16	103	2	0	121	6	132	64	1	203	14	40	10	0	64	10	70	7	1	88	476
06:30 AM	21	124	1	0	146	12	186	71	1	270	17	53	14	0	84	12	99	11	0	122	622
06:45 AM	16	140	0	0	156	16	202	91	0	309	23	66	13	0	102	12	113	9	0	134	701
Total	62	452	6	0	520	39	619	277	2	937	62	186	43	0	291	41	325	36	3	405	2153
07:00 AM	24	179	4	0	207	28	287	59	0	374	26	71	15	0	112	17	102	15	0	134	827
07:15 AM	20	160	2	0	182	22	260	75	0	357	24	69	14	0	107	15	109	13	0	137	783
07:30 AM	47	164	5	1	217	30	296	70	1	397	39	88	21	0	148	23	159	22	2	206	968
07:45 AM	39	185	2	0	226	63	331	102	1	497	34	86	16	1	137	49	131	20	0	200	1060
Total	130	688	13	1	832	143	1174	306	2	1625	123	314	66	1	504	104	501	70	2	677	3638
08:00 AM	32	203	3	0	238	70	455	59	1	585	36	60	11	0	107	23	104	18	0	145	1075
08:15 AM	36	144	3	0	183	67	401	81	1	550	35	73	13	1	122	37	118	20	0	175	1030
08:30 AM	41	157	5	0	203	21	367	54	0	442	26	62	14	0	102	21	115	29	0	165	912
08:45 AM	35	150	3	0	188	32	414	79	0	525	31	79	16	0	126	16	89	19	0	124	963
Total	144	654	14	0	812	190	1637	273	2	2102	128	274	54	1	457	97	426	86	0	609	3980
*** BREAK ***																					
04:00 PM	38	199	11	0	248	44	266	44	1	355	49	74	10	0	133	55	151	28	0	234	970
04:15 PM	44	224	8	0	276	75	312	50	1	438	33	75	13	0	121	45	130	21	0	196	1031
04:30 PM	41	215	10	0	266	60	315	47	1	423	41	75	12	0	128	50	141	25	0	216	1033
04:45 PM	59	221	15	1	296	24	299	35	1	359	37	70	20	0	127	48	157	33	1	239	1021
Total	182	859	44	1	1086	203	1192	176	4	1575	160	294	55	0	509	198	579	107	1	885	4055
05:00 PM	34	218	10	0	262	73	251	50	0	374	55	87	17	0	159	61	146	21	0	228	1023
05:15 PM	47	231	14	0	292	56	307	55	0	418	49	63	47	7	166	36	138	19	0	193	1069
05:30 PM	40	205	12	0	257	65	288	53	0	406	52	76	32	4	164	49	143	20	0	212	1039
05:45 PM	58	216	16	0	290	39	295	28	1	363	34	74	21	0	129	53	153	38	1	245	1027
Total	179	870	52	0	1101	233	1141	186	1	1561	190	300	117	11	618	199	580	98	1	878	4158
06:00 PM	32	212	7	0	251	64	237	52	1	354	31	73	15	0	119	65	141	11	0	217	941
06:15 PM	34	206	5	1	246	19	292	64	4	379	44	87	19	0	150	46	173	17	0	236	1011
06:30 PM	33	188	6	1	228	42	262	59	3	366	38	79	17	0	134	56	157	14	0	227	955
06:45 PM	51	194	8	0	253	39	267	31	0	337	34	64	17	0	115	36	171	32	0	239	944
Total	150	800	26	2	978	164	1058	206	8	1436	147	303	68	0	518	203	642	74	0	919	3851
Grand Total	847	4323	155	4	5329	972	6821	1424	19	9236	810	1671	403	13	2897	842	3053	471	7	4373	21835
Apprch %	15.9	81.1	2.9	0.1		10.5	73.9	15.4	0.2		28	57.7	13.9	0.4		19.3	69.8	10.8	0.2		
Total %	3.9	19.8	0.7	0	24.4	4.5	31.2	6.5	0.1	42.3	3.7	7.7	1.8	0.1	13.3	3.9	14	2.2	0	20	
AUTOS	843	4292	154	4	5293	942	6745	1333	19	9039	803	1626	394	13	2836	816	2921	464	7	4208	21376
% AUTOS	99.5	99.3	99.4	100	99.3	96.9	98.9	93.6	100	97.9	99.1	97.3	97.8	100	97.9	96.9	95.7	98.5	100	96.2	97.9
HEVY VEHICLES	4	31	1	0	36	30	76	91	0	197	7	45	9	0	61	26	132	7	0	165	459
% HEVY VEHICLES	0.5	0.7	0.6	0	0.7	3.1	1.1	6.4	0	2.1	0.9	2.7	2.2	0	2.1	3.1	4.3	1.5	0	3.8	2.1

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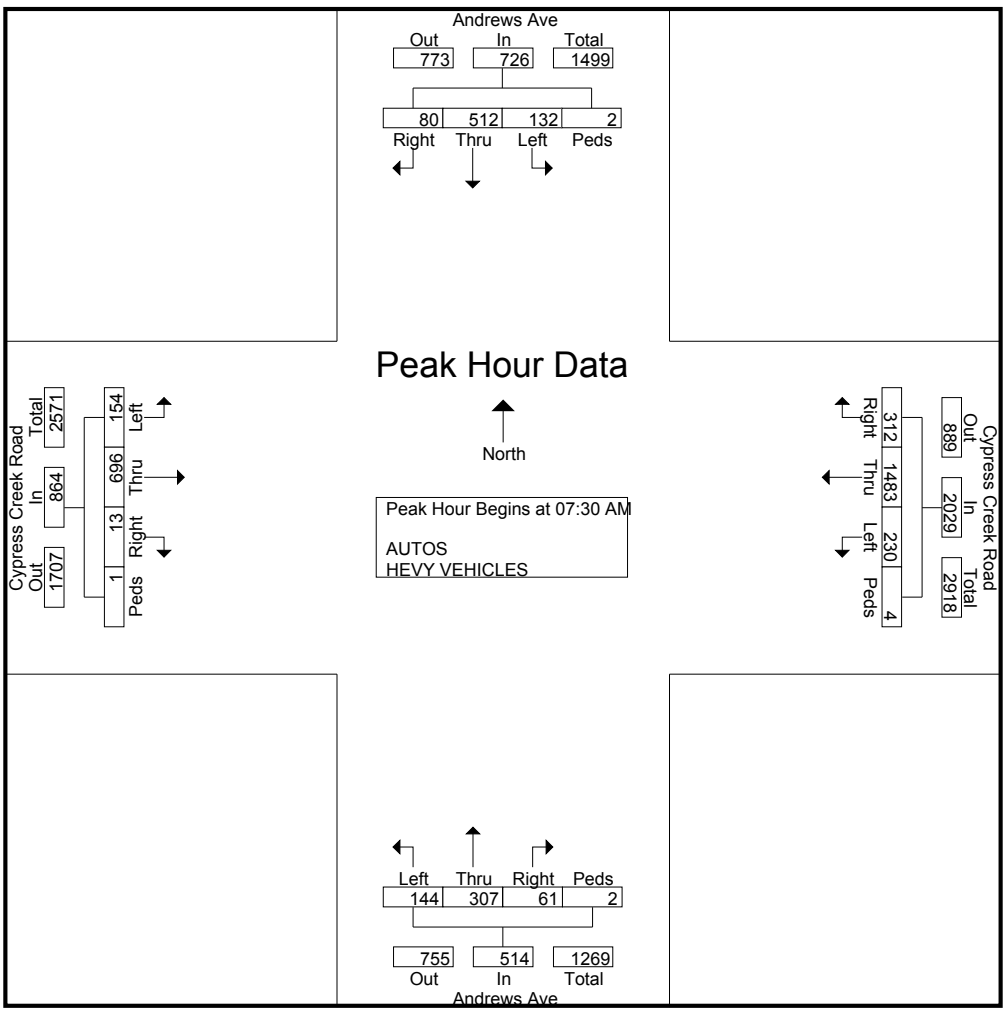
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	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**47**	164	**5**	**1**	217	30	296	70	**1**	397	**39**	**88**	**21**	0	**148**	23	**159**	**22**	**2**	**206**	968
07:45 AM	39	185	2	0	226	63	331	**102**	1	497	34	86	16	**1**	137	**49**	131	20	0	200	1060
08:00 AM	32	**203**	3	0	**238**	**70**	**455**	59	1	**585**	36	60	11	0	107	23	104	18	0	145	**1075**
08:15 AM	36	144	3	0	183	67	401	81	1	550	35	73	13	1	122	37	118	20	0	175	1030
Total Volume	154	696	13	1	864	230	1483	312	4	2029	144	307	61	2	514	132	512	80	2	726	4133
% App. Total	17.8	80.6	1.5	0.1		11.3	73.1	15.4	0.2		28	59.7	11.9	0.4		18.2	70.5	11	0.3		
PHF	.819	.857	.650	.250	.908	.821	.815	.765	1.00	.867	.923	.872	.726	.500	.868	.673	.805	.909	.250	.881	.961



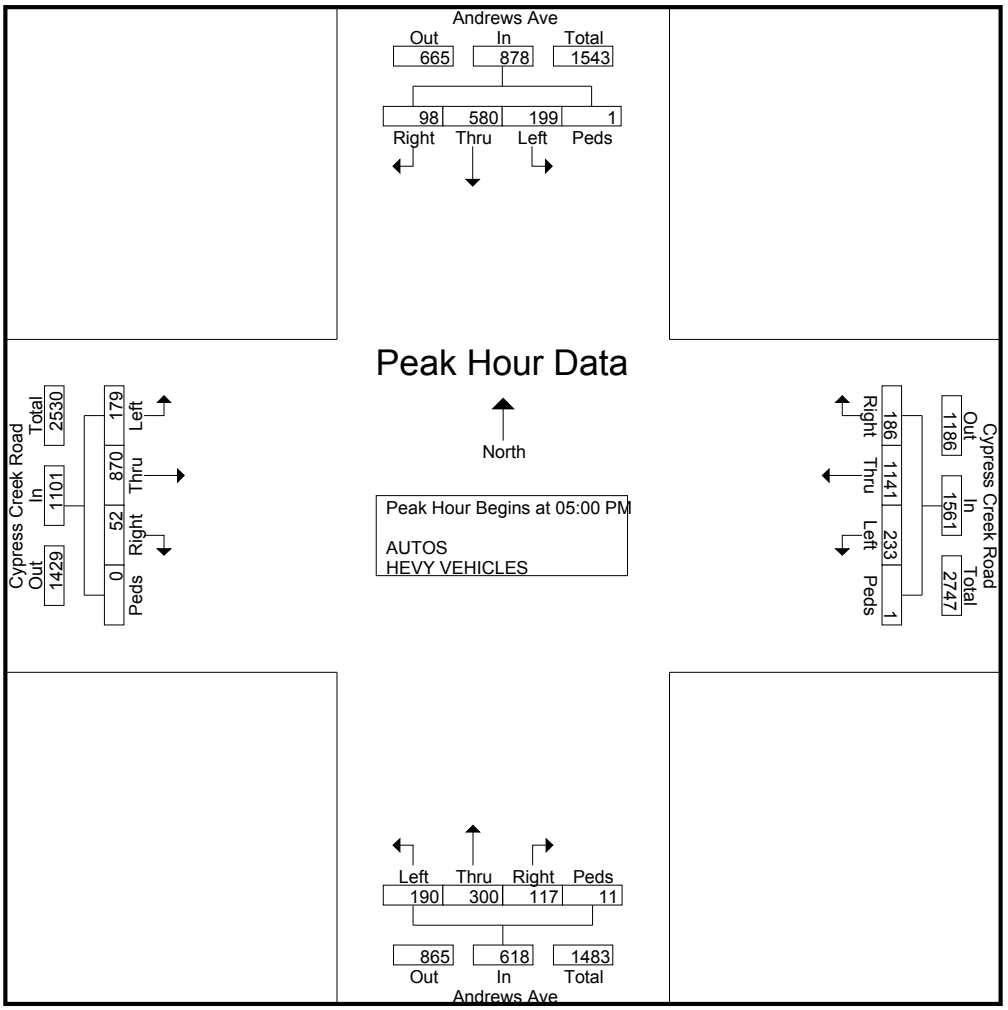
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	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	34	218	10	0	262	**73**	251	50	0	374	**55**	**87**	17	0	159	**61**	146	21	0	228	1023
05:15 PM	47	**231**	14	0	**292**	56	**307**	**55**	0	**418**	49	63	**47**	**7**	**166**	36	138	19	0	193	**1069**
05:30 PM	40	205	12	0	257	65	288	53	0	406	52	76	32	4	164	49	143	20	0	212	1039
05:45 PM	**58**	216	**16**	0	290	39	295	28	**1**	363	34	74	21	0	129	53	**153**	**38**	**1**	**245**	1027
Total Volume	179	870	52	0	1101	233	1141	186	1	1561	190	300	117	11	618	199	580	98	1	878	4158
% App. Total	16.3	79	4.7	0		14.9	73.1	11.9	0.1		30.7	48.5	18.9	1.8		22.7	66.1	11.2	0.1		
PHF	.772	.942	.813	.000	.943	.798	.929	.845	.250	.934	.864	.862	.622	.393	.931	.816	.948	.645	.250	.896	.972



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Groups Printed- HEVY VEHICLES

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	2	0	0	2	2	3	4	0	9	0	3	0	0	3	0	9	0	0	9	23
06:15 AM	0	2	0	0	2	1	2	3	0	6	2	2	1	0	5	0	8	0	0	8	21
06:30 AM	0	0	0	0	0	2	2	2	0	6	1	1	1	0	3	0	6	0	0	6	15
06:45 AM	0	1	0	0	1	1	3	5	0	9	0	2	0	0	2	2	9	1	0	12	24
Total	0	5	0	0	5	6	10	14	0	30	3	8	2	0	13	2	32	1	0	35	83
07:00 AM	0	2	0	0	2	2	1	7	0	10	1	2	0	0	3	2	6	0	0	8	23
07:15 AM	0	2	0	0	2	1	2	6	0	9	0	2	0	0	2	2	9	1	0	12	25
07:30 AM	0	1	0	0	1	3	4	3	0	10	1	3	1	0	5	1	4	1	0	6	22
07:45 AM	0	1	0	0	1	1	4	5	0	10	0	2	0	0	2	3	10	0	0	13	26
Total	0	6	0	0	6	7	11	21	0	39	2	9	1	0	12	8	29	2	0	39	96
08:00 AM	0	3	0	0	3	4	7	2	0	13	0	2	1	0	3	0	5	1	0	6	25
08:15 AM	0	2	0	0	2	3	6	4	0	13	0	2	0	0	2	2	8	1	0	11	28
08:30 AM	1	1	0	0	2	1	2	2	0	5	1	0	0	0	1	2	3	0	0	5	13
08:45 AM	0	2	1	0	3	2	10	3	0	15	1	0	0	0	1	1	10	0	0	11	30
Total	1	8	1	0	10	10	25	11	0	46	2	4	1	0	7	5	26	2	0	33	96
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	8	7	0	15	0	4	0	0	4	1	8	0	0	9	28
04:15 PM	0	2	0	0	2	2	1	5	0	8	0	0	0	0	0	1	2	0	0	3	13
04:30 PM	0	1	0	0	1	1	5	6	0	12	0	2	0	0	2	1	5	0	0	6	21
04:45 PM	1	2	0	0	3	1	1	4	0	6	0	2	1	0	3	2	5	2	0	9	21
Total	1	5	0	0	6	4	15	22	0	41	0	8	1	0	9	5	20	2	0	27	83
05:00 PM	0	1	0	0	1	0	2	4	0	6	0	1	1	0	2	2	6	0	0	8	17
05:15 PM	1	0	0	0	1	1	5	4	0	10	0	2	2	0	4	0	3	0	0	3	18
05:30 PM	0	1	0	0	1	1	4	4	0	9	0	2	1	0	3	1	5	0	0	6	19
05:45 PM	1	1	0	0	2	1	1	1	0	3	0	1	0	0	1	1	3	0	0	4	10
Total	2	3	0	0	5	3	12	13	0	28	0	6	4	0	10	4	17	0	0	21	64
06:00 PM	0	2	0	0	2	0	1	3	0	4	0	3	0	0	3	1	4	0	0	5	14
06:15 PM	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	7
06:30 PM	0	0	0	0	0	0	1	3	0	4	0	2	0	0	2	1	2	0	0	3	9
06:45 PM	0	0	0	0	0	0	1	2	0	3	0	2	0	0	2	0	2	0	0	2	7
Total	0	4	0	0	4	0	3	10	0	13	0	10	0	0	10	2	8	0	0	10	37
Grand Total	4	31	1	0	36	30	76	91	0	197	7	45	9	0	61	26	132	7	0	165	459
Apprch %	11.1	86.1	2.8	0		15.2	38.6	46.2	0		11.5	73.8	14.8	0		15.8	80	4.2	0		
Total %	0.9	6.8	0.2	0	7.8	6.5	16.6	19.8	0	42.9	1.5	9.8	2	0	13.3	5.7	28.8	1.5	0	35.9	

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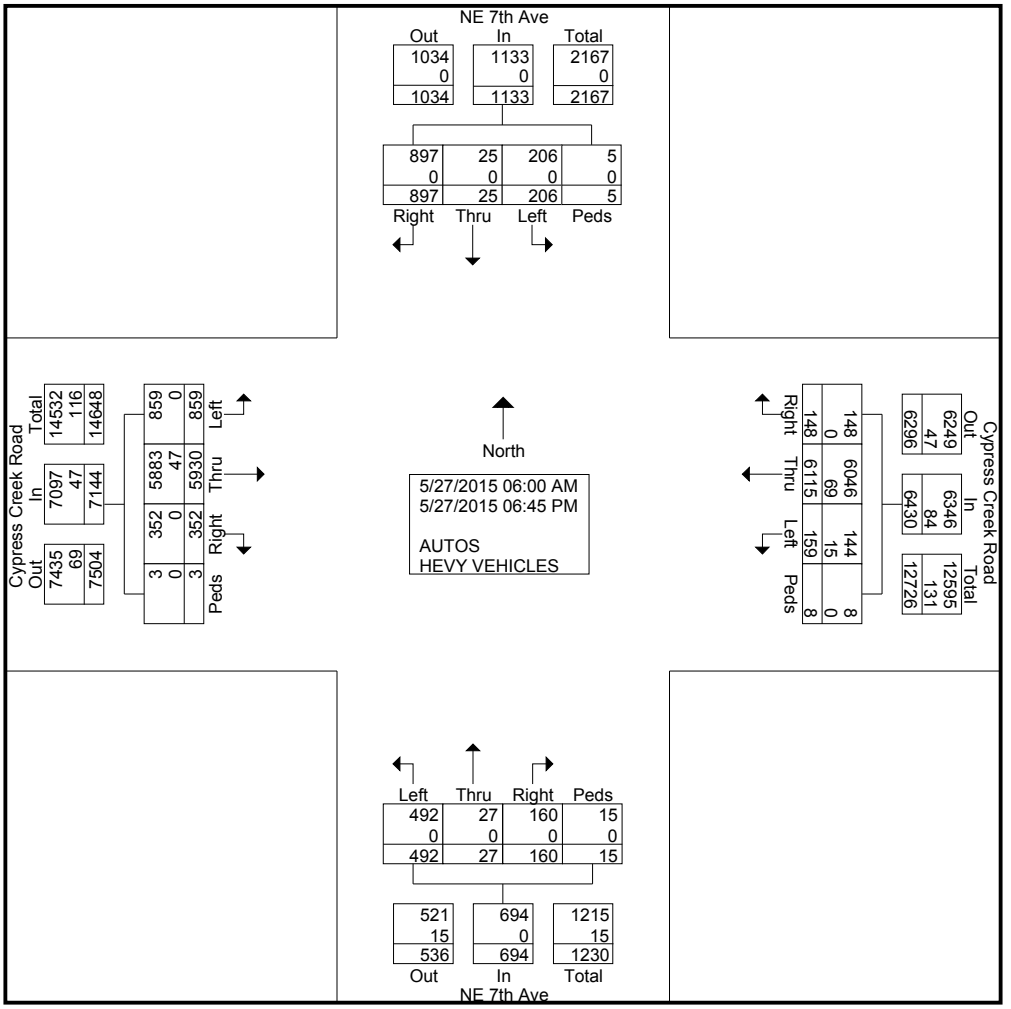
	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 7th Ave NORTHBOUND					NE 7th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	4	68	2	0	74	1	98	2	0	101	10	1	2	0	13	0	0	3	0	3	191
06:15 AM	10	107	3	0	120	2	121	1	1	125	9	1	3	0	13	1	0	4	0	5	263
06:30 AM	17	120	5	0	142	3	134	1	1	139	13	2	4	0	19	1	1	5	0	7	307
06:45 AM	20	165	7	0	192	5	188	3	1	197	15	0	4	1	20	3	0	8	0	11	420
Total	51	460	17	0	528	11	541	7	3	562	47	4	13	1	65	5	1	20	0	26	1181
07:00 AM	33	212	6	0	251	3	225	2	0	230	24	0	6	1	31	4	0	6	1	11	523
07:15 AM	27	246	7	0	280	4	261	3	1	269	21	0	5	1	27	4	0	7	1	12	588
07:30 AM	62	236	10	0	308	4	274	13	1	292	23	1	4	0	28	3	0	12	0	15	643
07:45 AM	80	286	11	0	377	4	300	18	0	322	22	2	10	1	35	4	1	18	0	23	757
Total	202	980	34	0	1216	15	1060	36	2	1113	90	3	25	3	121	15	1	43	2	61	2511
08:00 AM	119	285	8	0	412	8	280	19	0	307	29	1	11	3	44	4	2	15	0	21	784
08:15 AM	100	259	10	0	369	6	301	19	0	326	26	2	11	2	41	4	1	17	0	22	758
08:30 AM	72	266	6	0	344	3	282	12	1	298	25	3	6	0	34	5	0	13	0	18	694
08:45 AM	87	273	9	0	369	3	263	20	0	286	22	1	6	1	30	2	1	18	0	21	706
Total	378	1083	33	0	1494	20	1126	70	1	1217	102	7	34	6	149	15	4	63	0	82	2942
*** BREAK ***																					
04:00 PM	23	247	19	0	289	14	299	6	0	319	34	1	5	0	40	8	2	47	0	57	705
04:15 PM	14	284	14	0	312	6	311	0	0	317	16	2	5	0	23	9	1	36	0	46	698
04:30 PM	19	268	17	0	304	11	304	3	0	318	25	2	5	0	32	8	2	42	0	52	706
04:45 PM	13	286	22	0	321	5	281	5	1	292	16	2	12	1	31	14	2	53	0	69	713
Total	69	1085	72	0	1226	36	1195	14	1	1246	91	7	27	1	126	39	7	178	0	224	2822
05:00 PM	19	308	16	0	343	8	261	2	0	271	28	0	9	1	38	11	3	73	0	87	739
05:15 PM	12	299	34	0	345	13	285	4	0	302	23	1	6	0	30	19	2	95	1	117	794
05:30 PM	16	305	25	0	346	10	273	3	0	286	26	1	8	1	36	15	3	91	1	110	778
05:45 PM	21	295	20	0	336	5	299	1	1	306	17	1	9	0	27	14	1	70	1	86	755
Total	68	1207	95	0	1370	36	1118	10	1	1165	94	3	32	2	131	59	9	329	3	400	3066
06:00 PM	28	262	24	2	316	8	294	3	0	305	21	1	5	0	27	28	1	75	0	104	752
06:15 PM	23	282	28	0	333	13	242	2	0	257	18	0	8	1	27	11	1	52	0	64	681
06:30 PM	17	272	26	1	316	11	271	3	0	285	12	1	7	1	21	20	1	64	0	85	707
06:45 PM	23	299	23	0	345	9	268	3	0	280	17	1	9	0	27	14	0	73	0	87	739
Total	91	1115	101	3	1310	41	1075	11	0	1127	68	3	29	2	102	73	3	264	0	340	2879
Grand Total	859	5930	352	3	7144	159	6115	148	8	6430	492	27	160	15	694	206	25	897	5	1133	15401
Apprch %	12	83	4.9	0		2.5	95.1	2.3	0.1		70.9	3.9	23.1	2.2		18.2	2.2	79.2	0.4		
Total %	5.6	38.5	2.3	0	46.4	1	39.7	1	0.1	41.8	3.2	0.2	1	0.1	4.5	1.3	0.2	5.8	0	7.4	
AUTOS	859	5883	352	3	7097	144	6046	148	8	6346	492	27	160	15	694	206	25	897	5	1133	15270
% AUTOS	100	99.2	100	100	99.3	90.6	98.9	100	100	98.7	100	100	100	100	100	100	100	100	100	100	99.1
HEVY VEHICLES	0	47	0	0	47	15	69	0	0	84	0	0	0	0	0	0	0	0	0	0	131
% HEVY VEHICLES	0	0.8	0	0	0.7	9.4	1.1	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0.9

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Start Date : 5/27/2015
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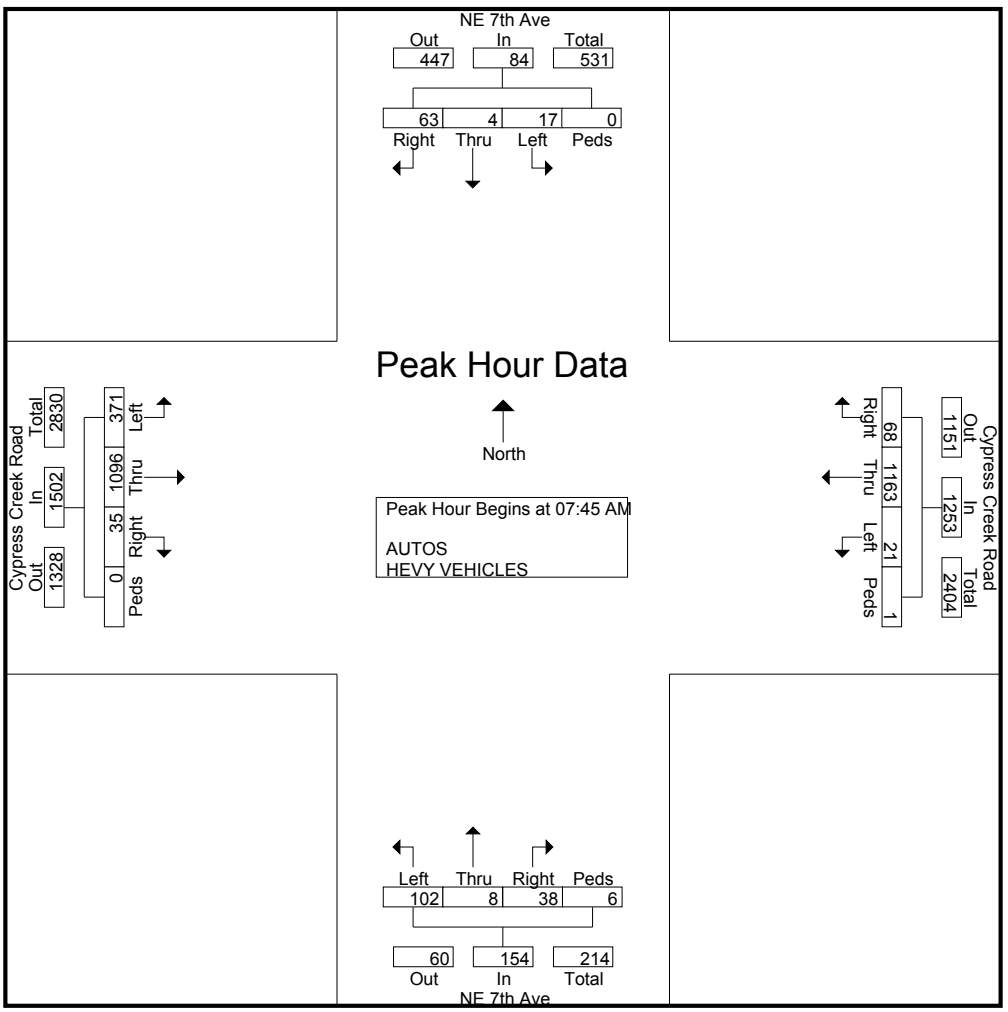
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at NE 7th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 3

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 7th Ave NORTHBOUND					NE 7th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	80	**286**	**11**	0	377	4	300	18	0	322	22	2	10	1	35	4	1	**18**	0	**23**	757
08:00 AM	**119**	285	8	0	**412**	**8**	280	**19**	0	307	**29**	1	**11**	**3**	**44**	4	**2**	15	0	21	**784**
08:15 AM	100	259	10	0	369	6	**301**	19	0	**326**	26	2	11	2	41	4	1	17	0	22	758
08:30 AM	72	266	6	0	344	3	282	12	**1**	298	25	**3**	6	0	34	**5**	0	13	0	18	694
Total Volume	371	1096	35	0	1502	21	1163	68	1	1253	102	8	38	6	154	17	4	63	0	84	2993
% App. Total	24.7	73	2.3	0		1.7	92.8	5.4	0.1		66.2	5.2	24.7	3.9		20.2	4.8	75	0		
PHF	.779	.958	.795	.000	.911	.656	.966	.895	.250	.961	.879	.667	.864	.500	.875	.850	.500	.875	.000	.913	.954



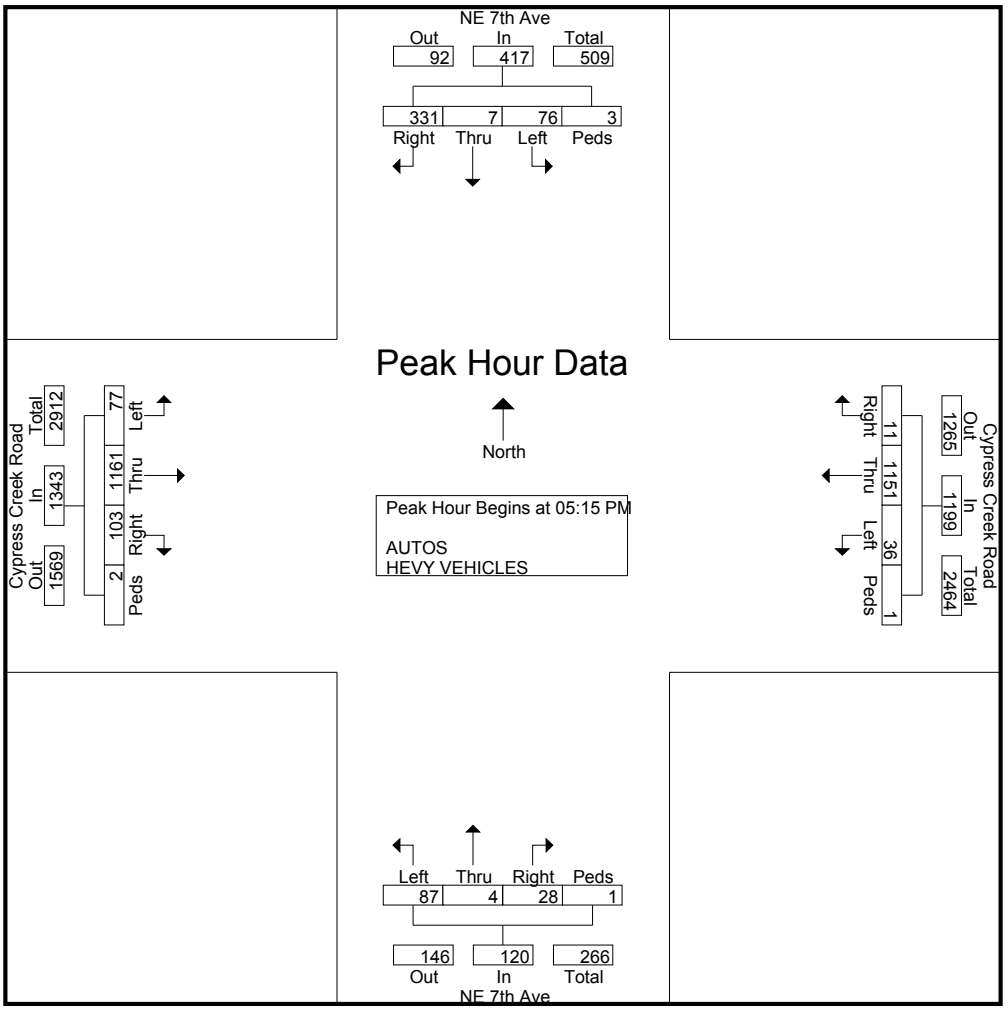
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	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 7th Ave NORTHBOUND					NE 7th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	12	299	**34**	0	345	**13**	285	**4**	0	302	23	**1**	6	0	30	19	2	**95**	**1**	**117**	**794**
05:30 PM	16	**305**	25	0	**346**	10	273	3	0	286	**26**	1	8	**1**	**36**	15	**3**	91	1	110	778
05:45 PM	21	295	20	0	336	5	**299**	1	**1**	**306**	17	1	**9**	0	27	14	1	70	1	86	755
06:00 PM	**28**	262	24	**2**	316	8	294	3	0	305	21	1	5	0	27	**28**	1	75	0	104	752
Total Volume	77	1161	103	2	1343	36	1151	11	1	1199	87	4	28	1	120	76	7	331	3	417	3079
% App. Total	5.7	86.4	7.7	0.1		3	96	0.9	0.1		72.5	3.3	23.3	0.8		18.2	1.7	79.4	0.7		
PHF	.688	.952	.757	.250	.970	.692	.962	.688	.250	.980	.837	1.00	.778	.250	.833	.679	.583	.871	.750	.891	.969



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Groups Printed- HEVY VEHICLES

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 7th Ave NORTHBOUND					NE 7th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	3	0	0	3	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	9
06:30 AM	0	2	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7
06:45 AM	0	2	0	0	2	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	8	0	0	8	4	15	0	0	19	0	0	0	0	0	0	0	0	0	0	27
07:00 AM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	6	0	0	6	3	7	0	0	10	0	0	0	0	0	0	0	0	0	0	16
08:00 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	9	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	23
*** BREAK ***																					
04:00 PM	0	1	0	0	1	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	2	0	0	2	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	9
04:45 PM	0	2	0	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	6	0	0	6	6	21	0	0	27	0	0	0	0	0	0	0	0	0	0	33
05:00 PM	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	11	0	0	11	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	18
06:00 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
Grand Total	0	47	0	0	47	15	69	0	0	84	0	0	0	0	0	0	0	0	0	0	131
Apprch %	0	100	0	0		17.9	82.1	0	0		0	0	0	0		0	0	0	0		
Total %	0	35.9	0	0	35.9	11.5	52.7	0	0	64.1	0	0	0	0	0	0	0	0	0	0	

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Site Code : 00000000
Start Date : 5/26/2015
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Groups Printed- AUTOS - HEVY VEHICLES

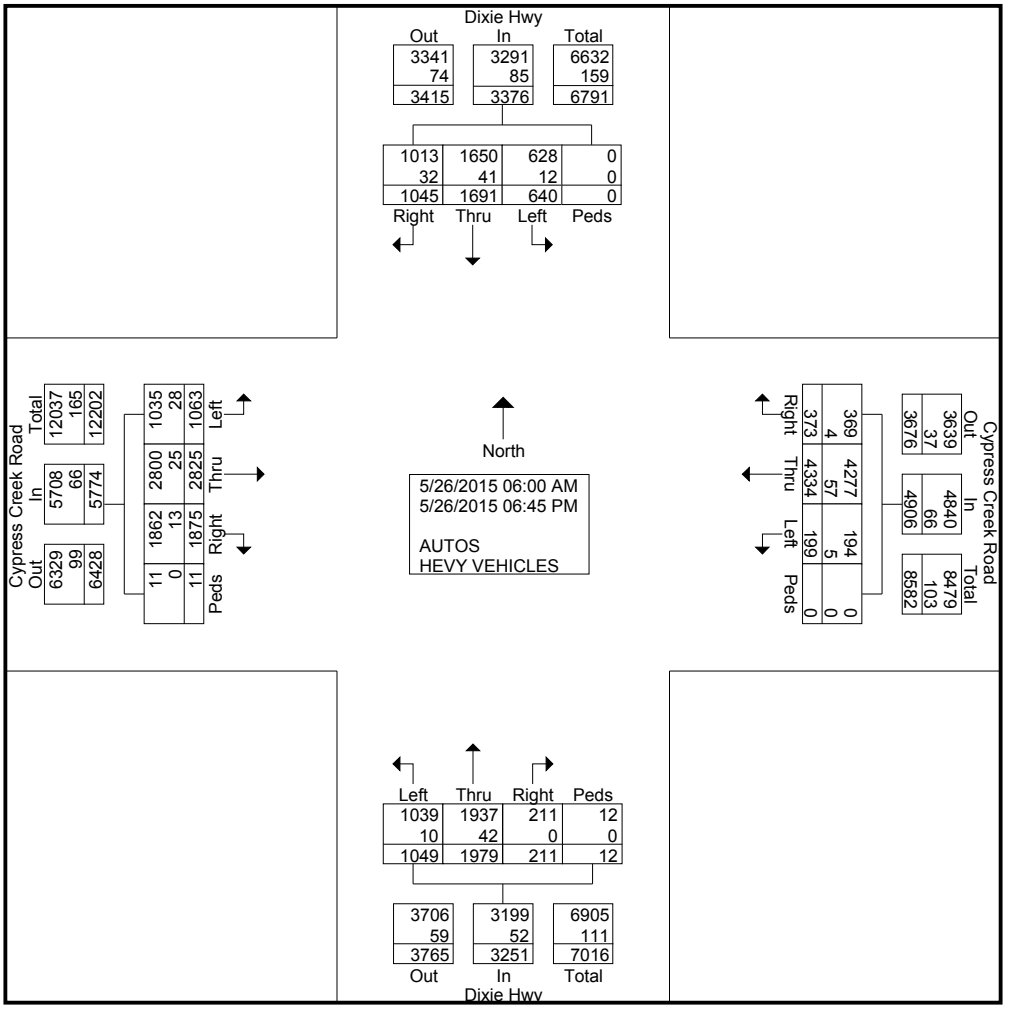
	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Dixie Hwy NORTHBOUND					Dixie Hwy SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	9	39	13	0	61	2	57	5	0	64	9	23	2	0	34	4	21	36	0	61	220
06:15 AM	21	64	20	0	105	3	71	6	0	80	16	31	7	1	55	9	26	35	0	70	310
06:30 AM	15	52	40	0	107	3	65	6	0	74	13	28	5	1	47	7	24	35	0	66	294
06:45 AM	30	80	44	0	154	5	110	6	0	121	24	35	4	0	63	10	41	48	0	99	437
Total	75	235	117	0	427	13	303	23	0	339	62	117	18	2	199	30	112	154	0	296	1261
07:00 AM	41	107	53	1	202	6	129	8	0	143	35	31	3	0	69	15	49	51	0	115	529
07:15 AM	45	119	88	2	254	9	189	11	0	209	44	67	9	0	120	30	80	50	0	160	743
07:30 AM	40	114	71	2	227	8	204	10	0	222	40	49	6	0	95	23	65	51	0	139	683
07:45 AM	48	120	97	0	265	7	232	14	0	253	48	68	5	0	121	37	78	50	0	165	804
Total	174	460	309	5	948	30	754	43	0	827	167	215	23	0	405	105	272	202	0	579	2759
08:00 AM	52	122	102	1	277	5	217	8	0	230	52	77	6	1	136	29	82	34	0	145	788
08:15 AM	35	111	88	0	234	17	227	18	0	262	52	69	7	2	130	44	96	53	0	193	819
08:30 AM	44	115	95	1	255	12	222	13	0	247	52	74	7	2	135	34	90	44	0	168	805
08:45 AM	47	123	91	1	262	9	216	15	0	240	48	61	8	3	120	39	88	47	0	174	796
Total	178	471	376	3	1028	43	882	54	0	979	204	281	28	8	521	146	356	178	0	680	3208
*** BREAK ***																					
04:00 PM	51	111	77	0	239	6	206	16	0	228	51	94	12	0	157	16	66	47	0	129	753
04:15 PM	44	161	85	0	290	9	227	28	0	264	55	132	12	1	200	28	78	35	0	141	895
04:30 PM	47	137	81	0	265	8	217	23	0	248	53	114	12	1	180	23	72	42	0	137	830
04:45 PM	53	158	95	0	306	9	194	21	0	224	49	121	15	0	185	29	88	40	0	157	872
Total	195	567	338	0	1100	32	844	88	0	964	208	461	51	2	722	96	304	164	0	564	3350
05:00 PM	60	133	104	0	297	10	162	15	0	187	52	120	17	0	189	36	98	40	0	174	847
05:15 PM	65	140	90	0	295	12	198	29	0	239	48	138	9	0	195	34	77	42	0	153	882
05:30 PM	63	137	97	0	297	11	181	22	0	214	50	129	13	0	192	35	88	40	0	163	866
05:45 PM	58	145	92	0	295	11	205	20	0	236	53	109	12	0	174	29	81	48	0	158	863
Total	246	555	383	0	1184	44	746	86	0	876	203	496	51	0	750	134	344	170	0	648	3458
06:00 PM	41	132	93	1	267	9	223	17	0	249	54	116	11	0	181	32	75	55	0	162	859
06:15 PM	56	130	78	1	265	10	183	20	0	213	51	103	10	0	164	33	77	30	0	140	782
06:30 PM	49	131	85	1	266	10	203	19	0	232	53	92	11	0	156	33	80	43	0	156	810
06:45 PM	49	144	96	0	289	8	196	23	0	227	47	98	8	0	153	31	71	49	0	151	820
Total	195	537	352	3	1087	37	805	79	0	921	205	409	40	0	654	129	303	177	0	609	3271
Grand Total	1063	2825	1875	11	5774	199	4334	373	0	4906	1049	1979	211	12	3251	640	1691	1045	0	3376	17307
Apprch %	18.4	48.9	32.5	0.2		4.1	88.3	7.6	0		32.3	60.9	6.5	0.4		19	50.1	31	0		
Total %	6.1	16.3	10.8	0.1	33.4	1.1	25	2.2	0	28.3	6.1	11.4	1.2	0.1	18.8	3.7	9.8	6	0	19.5	
AUTOS	1035	2800	1862	11	5708	194	4277	369	0	4840	1039	1937	211	12	3199	628	1650	1013	0	3291	17038
% AUTOS	97.4	99.1	99.3	100	98.9	97.5	98.7	98.9	0	98.7	99	97.9	100	100	98.4	98.1	97.6	96.9	0	97.5	98.4
HEVY VEHICLES	28	25	13	0	66	5	57	4	0	66	10	42	0	0	52	12	41	32	0	85	269
% HEVY VEHICLES	2.6	0.9	0.7	0	1.1	2.5	1.3	1.1	0	1.3	1	2.1	0	0	1.6	1.9	2.4	3.1	0	2.5	1.6

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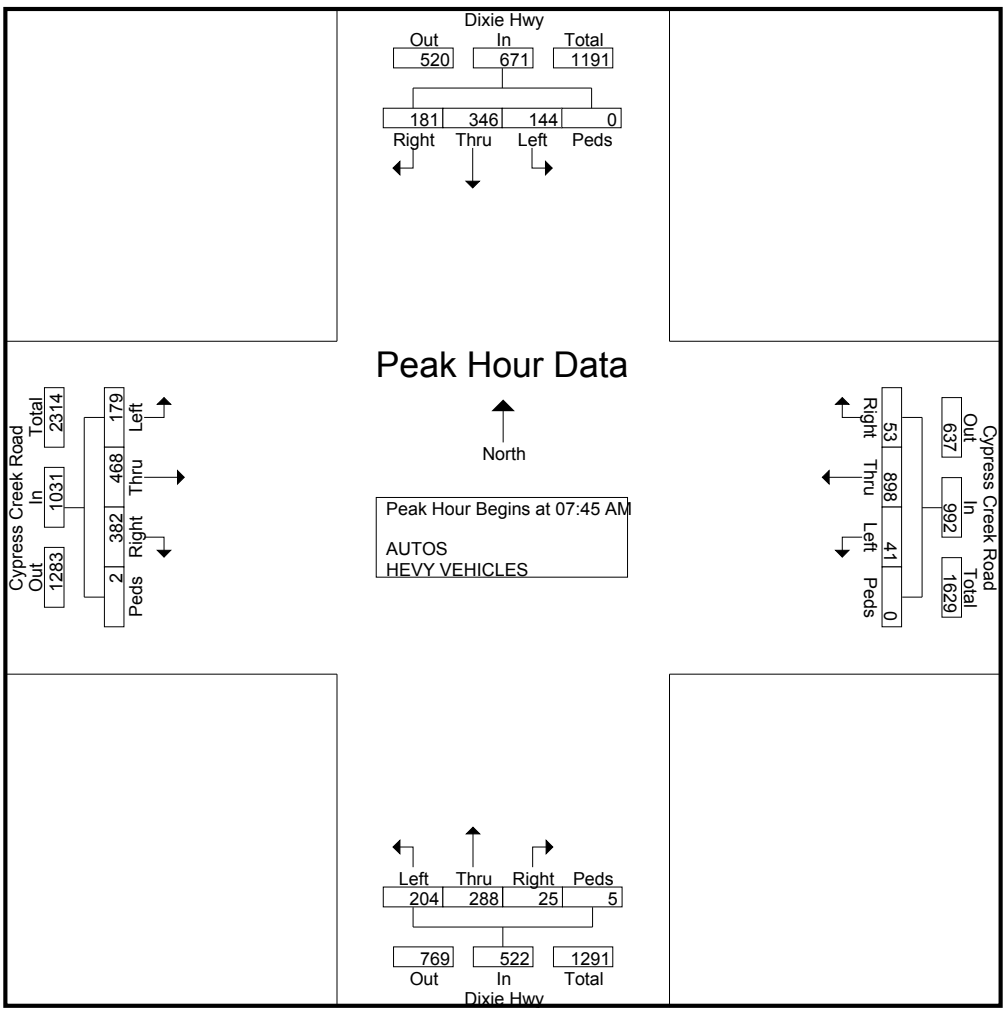
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	48	120	97	0	265	7	**232**	14	0	253	48	68	5	0	121	37	78	50	0	165	804
08:00 AM	**52**	**122**	**102**	**1**	**277**	5	217	8	0	230	**52**	**77**	6	1	**136**	29	82	34	0	145	788
08:15 AM	35	111	88	0	234	**17**	227	**18**	0	**262**	52	69	**7**	**2**	130	**44**	**96**	**53**	0	**193**	**819**
08:30 AM	44	115	95	1	255	12	222	13	0	247	52	74	7	2	135	34	90	44	0	168	805
Total Volume	179	468	382	2	1031	41	898	53	0	992	204	288	25	5	522	144	346	181	0	671	3216
% App. Total	17.4	45.4	37.1	0.2		4.1	90.5	5.3	0		39.1	55.2	4.8	1		21.5	51.6	27	0		
PHF	.861	.959	.936	.500	.931	.603	.968	.736	.000	.947	.981	.935	.893	.625	.960	.818	.901	.854	.000	.869	.982



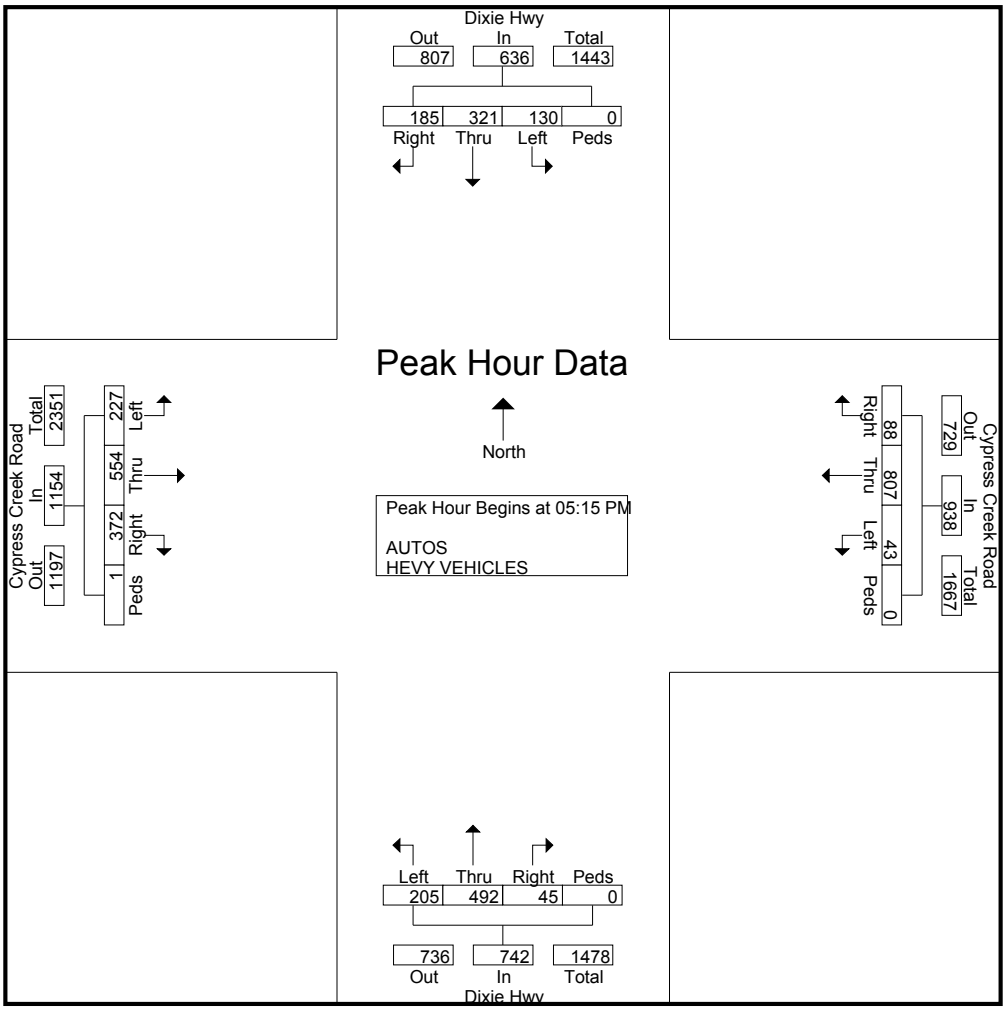
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Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	**65**	140	90	0	295	**12**	198	**29**	0	239	48	**138**	9	0	**195**	34	77	42	0	153	**882**
05:30 PM	63	137	**97**	0	**297**	11	181	22	0	214	50	129	**13**	0	192	**35**	**88**	40	0	**163**	866
05:45 PM	58	**145**	92	0	295	11	205	20	0	236	53	109	12	0	174	29	81	48	0	158	863
06:00 PM	41	132	93	**1**	267	9	**223**	17	0	**249**	**54**	116	11	0	181	32	75	**55**	0	162	859
Total Volume	227	554	372	1	1154	43	807	88	0	938	205	492	45	0	742	130	321	185	0	636	3470
% App. Total	19.7	48	32.2	0.1		4.6	86	9.4	0		27.6	66.3	6.1	0		20.4	50.5	29.1	0		
PHF	.873	.955	.959	.250	.971	.896	.905	.759	.000	.942	.949	.891	.865	.000	.951	.929	.912	.841	.000	.975	.984



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06:00 AM	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	0	2	4	0	6	10
06:15 AM	0	0	1	0	1	0	1	0	0	1	2	4	0	0	6	2	0	5	0	7	15
06:30 AM	0	1	1	0	2	1	1	0	0	2	2	3	0	0	5	1	1	5	0	7	16
06:45 AM	1	2	2	0	5	1	2	0	0	3	2	3	0	0	5	1	2	3	0	6	19
Total	1	4	4	0	9	3	4	0	0	7	7	11	0	0	18	4	5	17	0	26	60
07:00 AM	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	1	1	0	0	2	7
07:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	8
07:30 AM	1	2	0	0	3	0	1	0	0	1	1	1	0	0	2	1	2	1	0	4	10
07:45 AM	1	2	1	0	4	0	3	0	0	3	1	2	0	0	3	2	1	2	0	5	15
Total	3	7	1	0	11	0	6	0	0	6	3	5	0	0	8	4	6	5	0	15	40
08:00 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	8
08:15 AM	0	1	1	0	2	1	2	0	0	3	0	3	0	0	3	0	4	1	0	5	13
08:30 AM	0	1	1	0	2	1	1	0	0	2	0	3	0	0	3	0	4	1	0	5	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	2	0	5	7
Total	0	4	3	0	7	2	3	0	0	5	0	10	0	0	10	0	14	4	0	18	40
*** BREAK ***																					
04:00 PM	2	1	1	0	4	0	10	1	0	11	0	2	0	0	2	0	1	1	0	2	19
04:15 PM	2	0	1	0	3	0	7	0	0	7	0	1	0	0	1	1	1	0	0	2	13
04:30 PM	1	1	1	0	3	0	8	1	0	9	0	2	0	0	2	1	1	1	0	3	17
04:45 PM	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	11
Total	8	2	3	0	13	0	30	2	0	32	0	5	0	0	5	3	5	2	0	10	60
05:00 PM	4	1	0	0	5	0	1	0	0	1	0	2	0	0	2	1	1	1	0	3	11
05:15 PM	4	1	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	9
05:30 PM	4	1	0	0	5	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	9
05:45 PM	2	2	1	0	5	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	9
Total	14	5	1	0	20	0	4	0	0	4	0	6	0	0	6	1	5	2	0	8	38
06:00 PM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	1	1	0	2	7
06:15 PM	1	1	1	0	3	0	3	1	0	4	0	1	0	0	1	0	1	0	0	1	9
06:30 PM	1	1	0	0	2	0	2	1	0	3	0	1	0	0	1	0	2	1	0	3	9
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	6
Total	2	3	1	0	6	0	10	2	0	12	0	5	0	0	5	0	6	2	0	8	31
Grand Total	28	25	13	0	66	5	57	4	0	66	10	42	0	0	52	12	41	32	0	85	269
Apprch %	42.4	37.9	19.7	0		7.6	86.4	6.1	0		19.2	80.8	0	0		14.1	48.2	37.6	0		
Total %	10.4	9.3	4.8	0	24.5	1.9	21.2	1.5	0	24.5	3.7	15.6	0	0	19.3	4.5	15.2	11.9	0	31.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

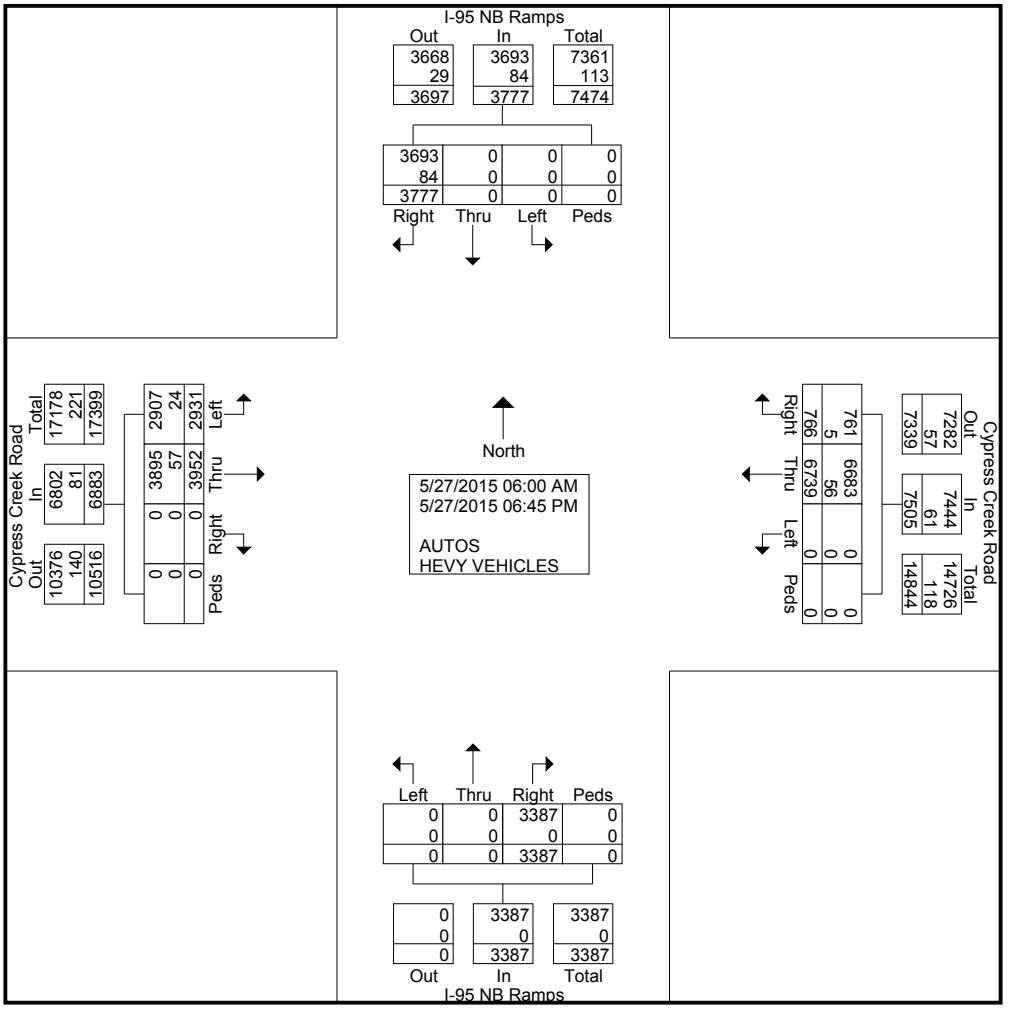
	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	65	41	0	0	106	0	77	28	0	105	0	0	36	0	36	0	0	82	0	82	329
06:15 AM	79	81	0	0	160	0	99	31	0	130	0	0	39	0	39	0	0	108	0	108	437
06:30 AM	103	81	0	0	184	0	126	32	0	158	0	0	68	0	68	0	0	154	0	154	564
06:45 AM	110	127	0	0	237	0	198	25	0	223	0	0	73	0	73	0	0	158	0	158	691
Total	357	330	0	0	687	0	500	116	0	616	0	0	216	0	216	0	0	502	0	502	2021
07:00 AM	118	164	0	0	282	0	261	29	0	290	0	0	95	0	95	0	0	175	0	175	842
07:15 AM	114	170	0	0	284	0	258	30	0	288	0	0	119	0	119	0	0	167	0	167	858
07:30 AM	121	191	0	0	312	0	247	33	0	280	0	0	127	0	127	0	0	208	0	208	927
07:45 AM	98	204	0	0	302	0	331	27	0	358	0	0	181	0	181	0	0	239	0	239	1080
Total	451	729	0	0	1180	0	1097	119	0	1216	0	0	522	0	522	0	0	789	0	789	3707
08:00 AM	86	257	0	0	343	0	329	23	0	352	0	0	164	0	164	0	0	369	0	369	1228
08:15 AM	80	166	0	0	246	0	337	19	0	356	0	0	216	0	216	0	0	305	0	305	1123
08:30 AM	94	153	0	0	247	0	280	24	0	304	0	0	201	0	201	0	0	258	0	258	1010
08:45 AM	75	167	0	0	242	0	272	21	0	293	0	0	213	0	213	0	0	294	0	294	1042
Total	335	743	0	0	1078	0	1218	87	0	1305	0	0	794	0	794	0	0	1226	0	1226	4403
*** BREAK ***																					
04:00 PM	128	171	0	0	299	0	321	65	0	386	0	0	127	0	127	0	0	101	0	101	913
04:15 PM	150	185	0	0	335	0	353	40	0	393	0	0	136	0	136	0	0	135	0	135	999
04:30 PM	139	181	0	0	320	0	341	47	0	388	0	0	131	0	131	0	0	129	0	129	968
04:45 PM	130	180	0	0	310	0	305	42	0	347	0	0	146	0	146	0	0	121	0	121	924
Total	547	717	0	0	1264	0	1320	194	0	1514	0	0	540	0	540	0	0	486	0	486	3804
05:00 PM	185	196	0	0	381	0	320	36	0	356	0	0	156	0	156	0	0	100	0	100	993
05:15 PM	168	197	0	0	365	0	368	35	0	403	0	0	159	0	159	0	0	108	0	108	1035
05:30 PM	177	170	0	0	347	0	347	39	0	386	0	0	188	0	188	0	0	98	0	98	1019
05:45 PM	136	176	0	0	312	0	330	39	0	369	0	0	167	0	167	0	0	85	0	85	933
Total	666	739	0	0	1405	0	1365	149	0	1514	0	0	670	0	670	0	0	391	0	391	3980
06:00 PM	143	151	0	0	294	0	314	32	0	346	0	0	174	0	174	0	0	97	0	97	911
06:15 PM	167	170	0	0	337	0	317	25	0	342	0	0	171	0	171	0	0	102	0	102	952
06:30 PM	130	172	0	0	302	0	318	21	0	339	0	0	153	0	153	0	0	98	0	98	892
06:45 PM	135	201	0	0	336	0	290	23	0	313	0	0	147	0	147	0	0	86	0	86	882
Total	575	694	0	0	1269	0	1239	101	0	1340	0	0	645	0	645	0	0	383	0	383	3637
Grand Total	2931	3952	0	0	6883	0	6739	766	0	7505	0	0	3387	0	3387	0	0	3777	0	3777	21552
Apprch %	42.6	57.4	0	0		0	89.8	10.2	0		0	0	100	0		0	0	100	0		
Total %	13.6	18.3	0	0	31.9	0	31.3	3.6	0	34.8	0	0	15.7	0	15.7	0	0	17.5	0	17.5	
AUTOS	2907	3895	0	0	6802	0	6683	761	0	7444	0	0	3387	0	3387	0	0	3693	0	3693	21326
% AUTOS	99.2	98.6	0	0	98.8	0	99.2	99.3	0	99.2	0	0	100	0	100	0	0	97.8	0	97.8	99
HEVY VEHICLES	24	57	0	0	81	0	56	5	0	61	0	0	0	0	0	0	0	84	0	84	226
% HEVY VEHICLES	0.8	1.4	0	0	1.2	0	0.8	0.7	0	0.8	0	0	0	0	0	0	0	2.2	0	2.2	1

CTS Engineering, Inc.

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Miami, Florida 33126

CLIENT: FDOT 4
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COUNTY: Broward

File Name : Cypress Creek at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 2



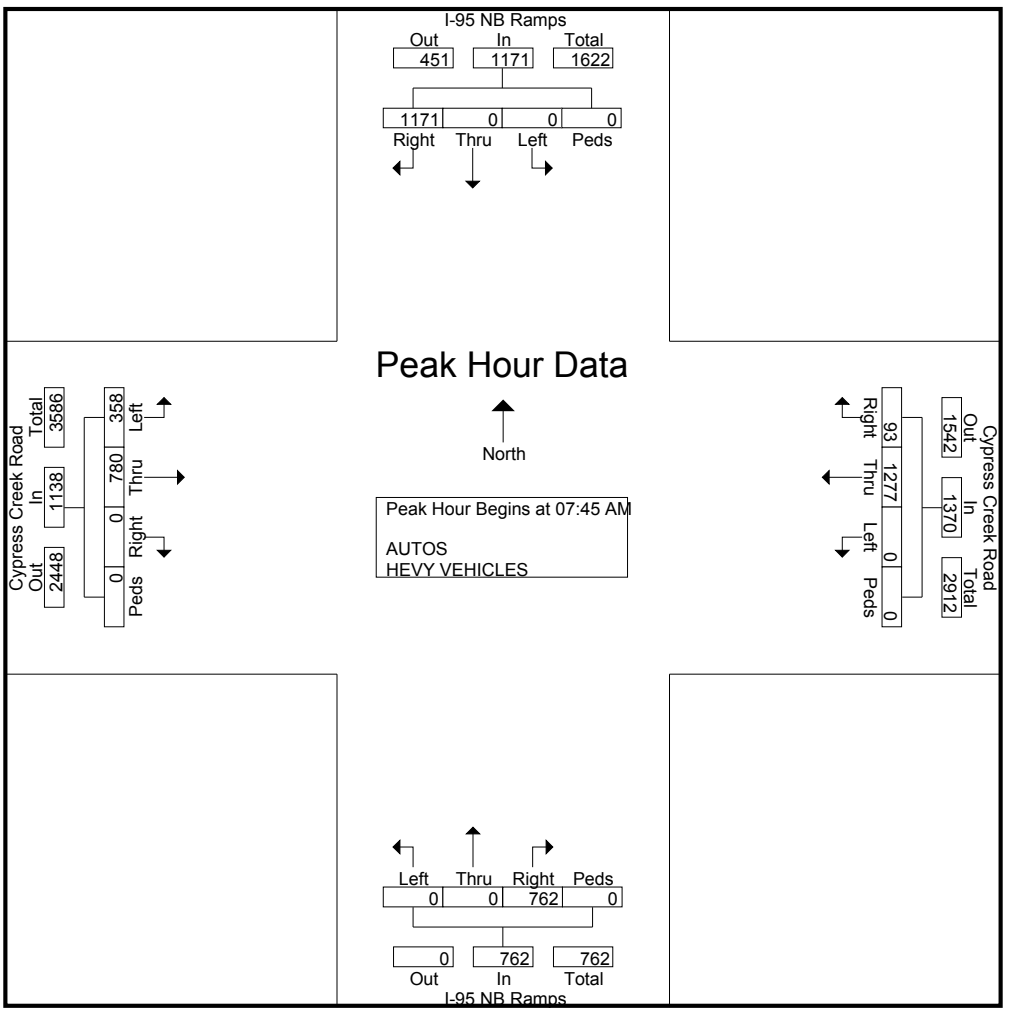
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File Name : Cypress Creek at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
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	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**98**	204	0	0	302	0	331	**27**	0	**358**	0	0	181	0	181	0	0	239	0	239	1080
08:00 AM	86	**257**	0	0	**343**	0	329	23	0	352	0	0	164	0	164	0	0	**369**	0	**369**	**1228**
08:15 AM	80	166	0	0	246	0	**337**	19	0	356	0	0	**216**	0	**216**	0	0	305	0	305	1123
08:30 AM	94	153	0	0	247	0	280	24	0	304	0	0	201	0	201	0	0	258	0	258	1010
Total Volume	358	780	0	0	1138	0	1277	93	0	1370	0	0	762	0	762	0	0	1171	0	1171	4441
% App. Total	31.5	68.5	0	0		0	93.2	6.8	0		0	0	100	0		0	0	100	0		
PHF	.913	.759	.000	.000	.829	.000	.947	.861	.000	.957	.000	.000	.882	.000	.882	.000	.000	.793	.000	.793	.904



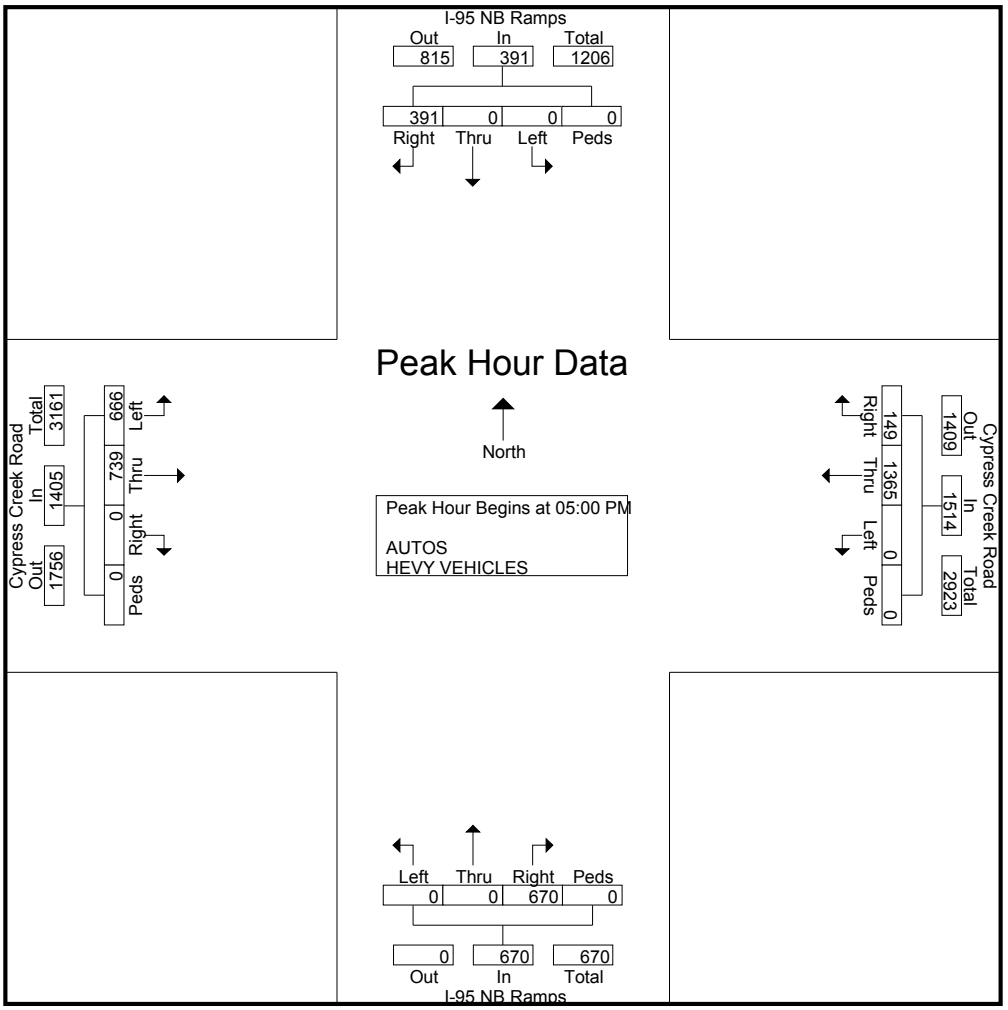
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 4

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**185**	196	0	0	**381**	0	320	36	0	356	0	0	156	0	156	0	0	100	0	100	993
05:15 PM	168	**197**	0	0	365	0	**368**	35	0	**403**	0	0	159	0	159	0	0	**108**	0	**108**	**1035**
05:30 PM	177	170	0	0	347	0	347	**39**	0	386	0	0	**188**	0	**188**	0	0	98	0	98	1019
05:45 PM	136	176	0	0	312	0	330	39	0	369	0	0	167	0	167	0	0	85	0	85	933
Total Volume	666	739	0	0	1405	0	1365	149	0	1514	0	0	670	0	670	0	0	391	0	391	3980
% App. Total	47.4	52.6	0	0		0	90.2	9.8	0		0	0	100	0		0	0	100	0		
PHF	.900	.938	.000	.000	.922	.000	.927	.955	.000	.939	.000	.000	.891	.000	.891	.000	.000	.905	.000	.905	.961



CTS Engineering, Inc.

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File Name : Cypress Creek at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
06:15 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	6
06:45 AM	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	9
Total	2	7	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	4	0	4	21
07:00 AM	3	1	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	7	0	7	12
07:15 AM	2	2	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	5	0	5	12
07:30 AM	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	7
07:45 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	9
Total	6	9	0	0	15	0	9	0	0	9	0	0	0	0	0	0	0	16	0	16	40
08:00 AM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	11
08:15 AM	1	4	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	4	0	4	12
08:30 AM	2	2	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	10
08:45 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	5	0	5	9
Total	6	10	0	0	16	0	10	0	0	10	0	0	0	0	0	0	0	16	0	16	42
*** BREAK ***																					
04:00 PM	0	4	0	0	4	0	8	2	0	10	0	0	0	0	0	0	0	4	0	4	18
04:15 PM	2	2	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	6	0	6	12
04:30 PM	1	3	0	0	4	0	5	2	0	7	0	0	0	0	0	0	0	5	0	5	16
04:45 PM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	9
Total	4	11	0	0	15	0	17	5	0	22	0	0	0	0	0	0	0	18	0	18	55
05:00 PM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	9
05:15 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	11
05:30 PM	1	5	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	11
05:45 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	8
Total	3	17	0	0	20	0	5	0	0	5	0	0	0	0	0	0	0	14	0	14	39
06:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	9
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	5
06:30 PM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	9
06:45 PM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	6
Total	3	3	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	16	0	16	29
Grand Total	24	57	0	0	81	0	56	5	0	61	0	0	0	0	0	0	0	84	0	84	226
Apprch %	29.6	70.4	0	0		0	91.8	8.2	0		0	0	0	0		0	0	100	0		
Total %	10.6	25.2	0	0	35.8	0	24.8	2.2	0	27	0	0	0	0	0	0	0	37.2	0	37.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at NE 9th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

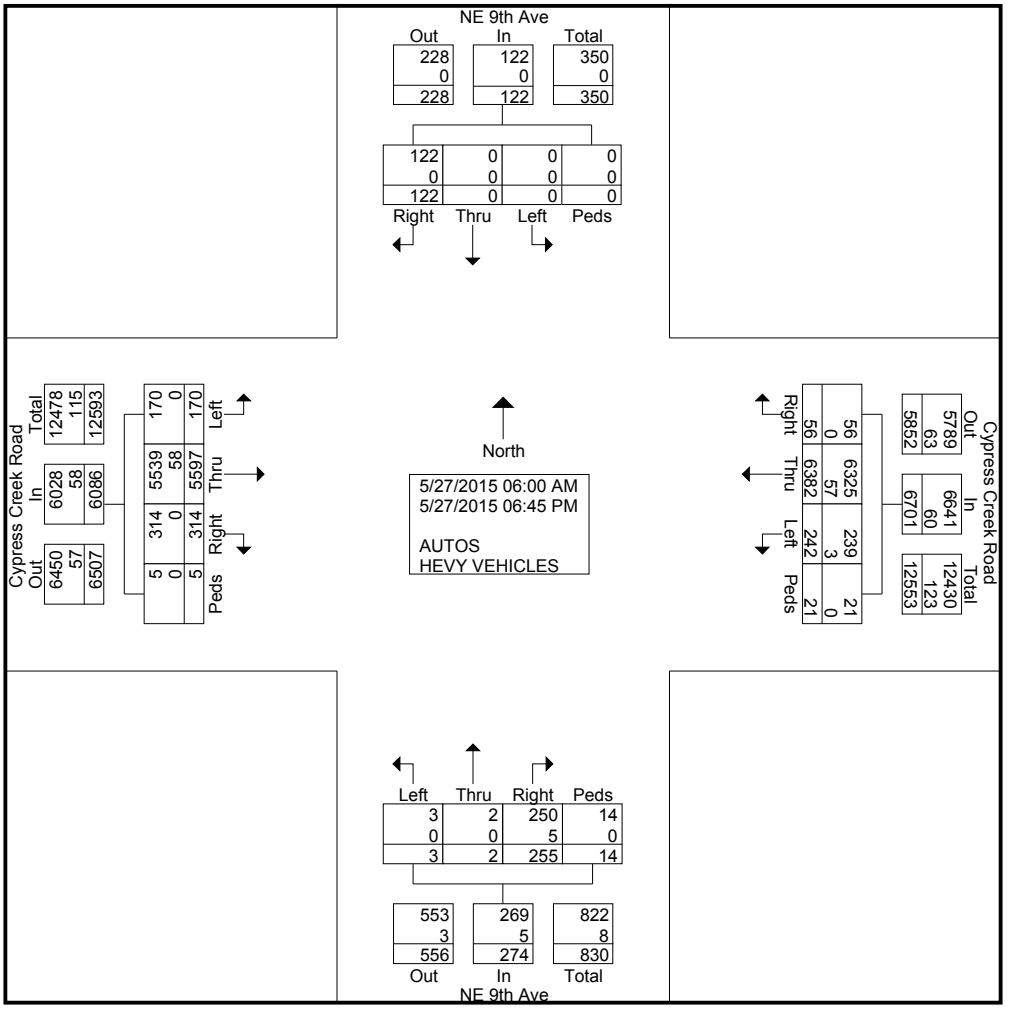
	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 9th Ave NORTHBOUND					NE 9th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	4	62	2	5	73	3	96	0	0	99	0	0	3	0	3	0	0	2	0	2	177
06:15 AM	3	101	2	0	106	3	113	0	0	116	0	0	3	0	3	0	0	3	0	3	228
06:30 AM	4	112	2	0	118	2	117	0	0	119	0	0	4	0	4	0	0	3	0	3	244
06:45 AM	4	153	5	0	162	9	180	4	1	194	0	1	6	0	7	0	0	6	0	6	369
Total	15	428	11	5	459	17	506	4	1	528	0	1	16	0	17	0	0	14	0	14	1018
07:00 AM	3	208	3	0	214	8	227	1	0	236	2	0	2	0	4	0	0	1	0	1	455
07:15 AM	5	246	4	0	255	9	279	3	1	292	1	1	4	0	6	0	0	4	0	4	557
07:30 AM	6	220	12	0	238	5	291	2	1	299	0	0	6	0	6	0	0	5	0	5	548
07:45 AM	6	262	26	0	294	11	328	1	1	341	0	0	10	1	11	0	0	6	0	6	652
Total	20	936	45	0	1001	33	1125	7	3	1168	3	1	22	1	27	0	0	16	0	16	2212
08:00 AM	5	265	24	0	294	13	309	2	0	324	0	0	13	0	13	0	0	9	0	9	640
08:15 AM	6	233	25	0	264	12	331	2	1	346	0	0	12	1	13	0	0	8	0	8	631
08:30 AM	7	238	24	0	269	14	307	3	1	325	0	0	16	0	16	0	0	6	0	6	616
08:45 AM	8	244	19	0	271	21	293	2	0	316	0	0	30	0	30	0	0	4	0	4	621
Total	26	980	92	0	1098	60	1240	9	2	1311	0	0	71	1	72	0	0	27	0	27	2508
*** BREAK ***																					
04:00 PM	3	230	23	0	256	8	313	4	2	327	0	0	13	1	14	0	0	6	0	6	603
04:15 PM	5	276	11	0	292	11	317	3	1	332	0	0	10	1	11	0	0	7	0	7	642
04:30 PM	4	254	17	0	275	10	319	4	1	334	0	0	13	1	14	0	0	7	0	7	630
04:45 PM	8	287	14	0	309	9	284	3	1	297	0	0	13	1	14	0	0	5	0	5	625
Total	20	1047	65	0	1132	38	1233	14	5	1290	0	0	49	4	53	0	0	25	0	25	2500
05:00 PM	11	296	12	0	319	8	262	0	0	270	0	0	11	0	11	0	0	6	0	6	606
05:15 PM	14	285	13	0	312	12	291	3	1	307	0	0	13	0	13	0	0	3	0	3	635
05:30 PM	13	291	13	0	317	10	276	2	1	289	0	0	12	0	12	0	0	5	0	5	623
05:45 PM	9	288	11	0	308	9	304	4	2	319	0	0	11	1	12	0	0	5	0	5	644
Total	47	1160	49	0	1256	39	1133	9	4	1185	0	0	47	1	48	0	0	19	0	19	2508
06:00 PM	13	254	7	0	274	13	318	3	3	337	0	0	16	0	16	0	0	7	0	7	634
06:15 PM	7	254	19	0	280	17	256	3	1	277	0	0	13	3	16	0	0	5	0	5	578
06:30 PM	10	255	13	0	278	15	289	3	2	309	0	0	12	2	14	0	0	6	0	6	607
06:45 PM	12	283	13	0	308	10	282	4	0	296	0	0	9	2	11	0	0	3	0	3	618
Total	42	1046	52	0	1140	55	1145	13	6	1219	0	0	50	7	57	0	0	21	0	21	2437
Grand Total	170	5597	314	5	6086	242	6382	56	21	6701	3	2	255	14	274	0	0	122	0	122	13183
Apprch %	2.8	92	5.2	0.1		3.6	95.2	0.8	0.3		1.1	0.7	93.1	5.1		0	0	100	0		
Total %	1.3	42.5	2.4	0	46.2	1.8	48.4	0.4	0.2	50.8	0	0	1.9	0.1	2.1	0	0	0.9	0	0.9	
AUTOS	170	5539	314	5	6028	239	6325	56	21	6641	3	2	250	14	269	0	0	122	0	122	13060
% AUTOS	100	99	100	100	99	98.8	99.1	100	100	99.1	100	100	98	100	98.2	0	0	100	0	100	99.1
HEVY VEHICLES	0	58	0	0	58	3	57	0	0	60	0	0	5	0	5	0	0	0	0	0	123
% HEVY VEHICLES	0	1	0	0	1	1.2	0.9	0	0	0.9	0	0	2	0	1.8	0	0	0	0	0	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at NE 9th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 2



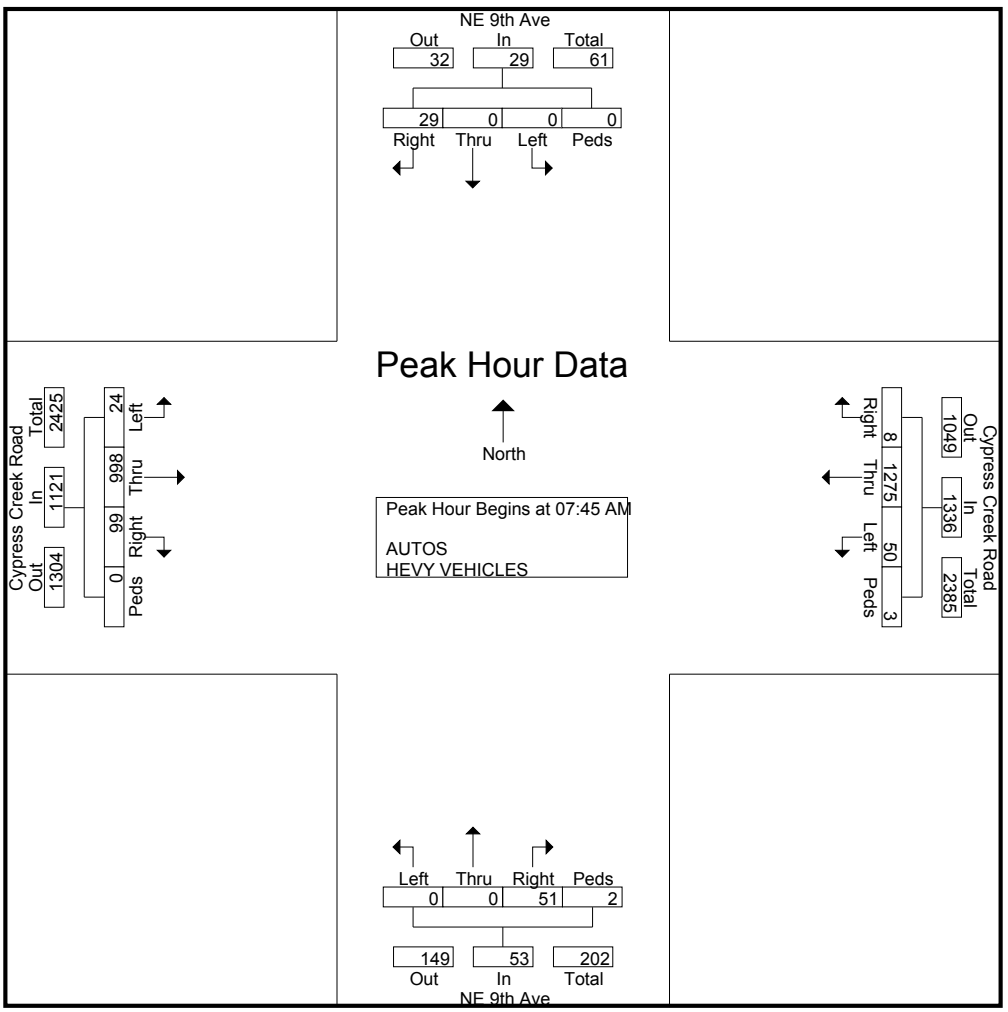
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Start Date : 5/27/2015
Page No : 3

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 9th Ave NORTHBOUND					NE 9th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	262	**26**	0	**294**	11	328	1	**1**	341	0	0	10	**1**	11	0	0	6	0	6	**652**
08:00 AM	5	**265**	24	0	294	13	309	2	0	324	0	0	13	0	13	0	0	**9**	0	**9**	640
08:15 AM	6	233	25	0	264	12	**331**	2	1	**346**	0	0	12	1	13	0	0	8	0	8	631
08:30 AM	**7**	238	24	0	269	**14**	307	**3**	1	325	0	0	**16**	0	**16**	0	0	6	0	6	616
Total Volume	24	998	99	0	1121	50	1275	8	3	1336	0	0	51	2	53	0	0	29	0	29	2539
% App. Total	2.1	89	8.8	0		3.7	95.4	0.6	0.2		0	0	96.2	3.8		0	0	100	0		
PHF	.857	.942	.952	.000	.953	.893	.963	.667	.750	.965	.000	.000	.797	.500	.828	.000	.000	.806	.000	.806	.974



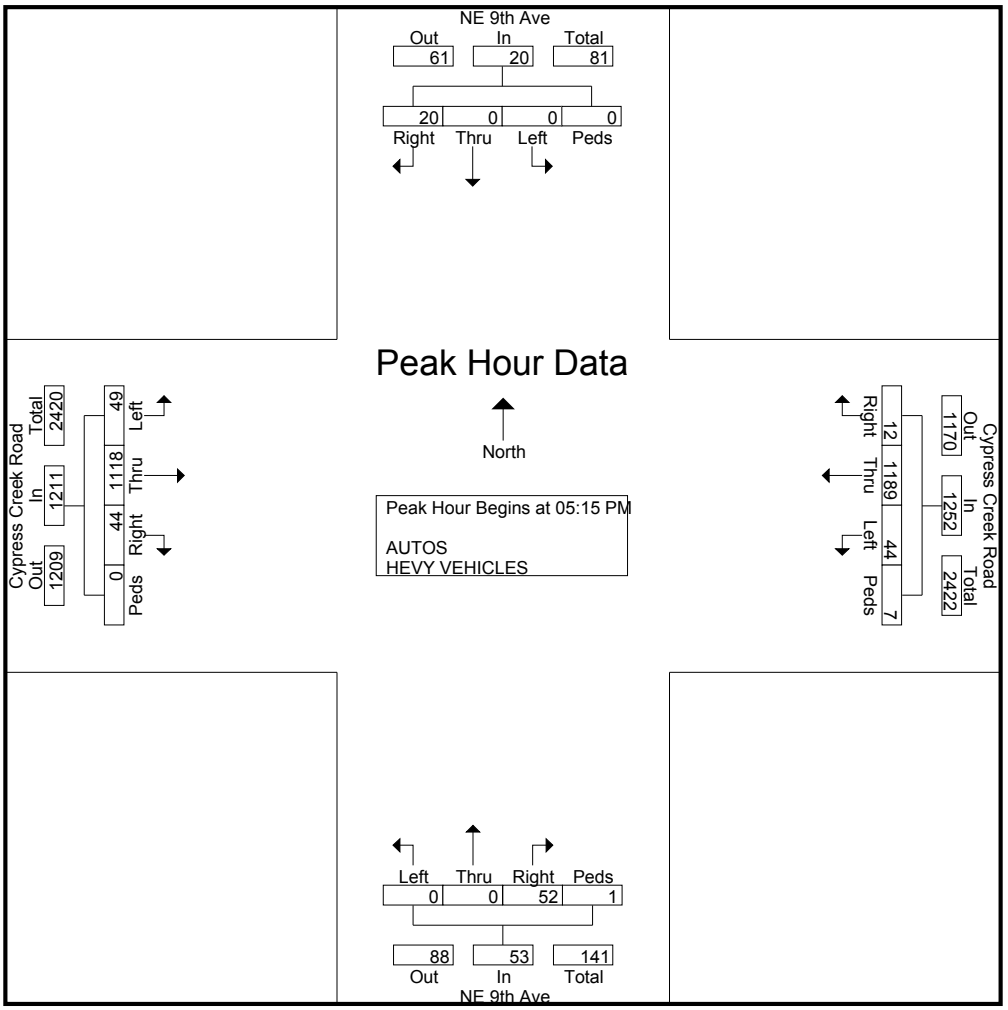
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	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 9th Ave NORTHBOUND					NE 9th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	**14**	285	**13**	0	312	12	291	3	1	307	0	0	13	0	13	0	0	3	0	3	635
05:30 PM	13	**291**	13	0	**317**	10	276	2	1	289	0	0	12	0	12	0	0	5	0	5	623
05:45 PM	9	288	11	0	308	9	304	**4**	2	319	0	0	11	**1**	12	0	0	5	0	5	**644**
06:00 PM	13	254	7	0	274	**13**	**318**	3	**3**	**337**	0	0	**16**	0	**16**	0	0	**7**	0	**7**	634
Total Volume	49	1118	44	0	1211	44	1189	12	7	1252	0	0	52	1	53	0	0	20	0	20	2536
% App. Total	4	92.3	3.6	0		3.5	95	1	0.6		0	0	98.1	1.9		0	0	100	0		
PHF	.875	.960	.846	.000	.955	.846	.935	.750	.583	.929	.000	.000	.813	.250	.828	.000	.000	.714	.000	.714	.984



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Groups Printed- HEVY VEHICLES

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					NE 9th Ave NORTHBOUND					NE 9th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:30 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	9	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	18
07:00 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
Total	0	9	0	0	9	2	6	0	0	8	0	0	1	0	1	0	0	0	0	0	18
08:00 AM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
08:15 AM	0	3	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
08:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	10	0	0	10	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	17
*** BREAK ***																					
04:00 PM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	11
04:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	3	0	0	3	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	13
04:45 PM	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	7
Total	0	9	0	0	9	0	24	0	0	24	0	0	2	0	2	0	0	0	0	0	35
05:00 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	15	0	0	15	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	22
06:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
Grand Total	0	58	0	0	58	3	57	0	0	60	0	0	5	0	5	0	0	0	0	0	123
Apprch %	0	100	0	0		5	95	0	0		0	0	100	0		0	0	0	0		
Total %	0	47.2	0	0	47.2	2.4	46.3	0	0	48.8	0	0	4.1	0	4.1	0	0	0	0	0	

CTS Engineering, Inc.

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File Name : Cypress Creek at I-95 SB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

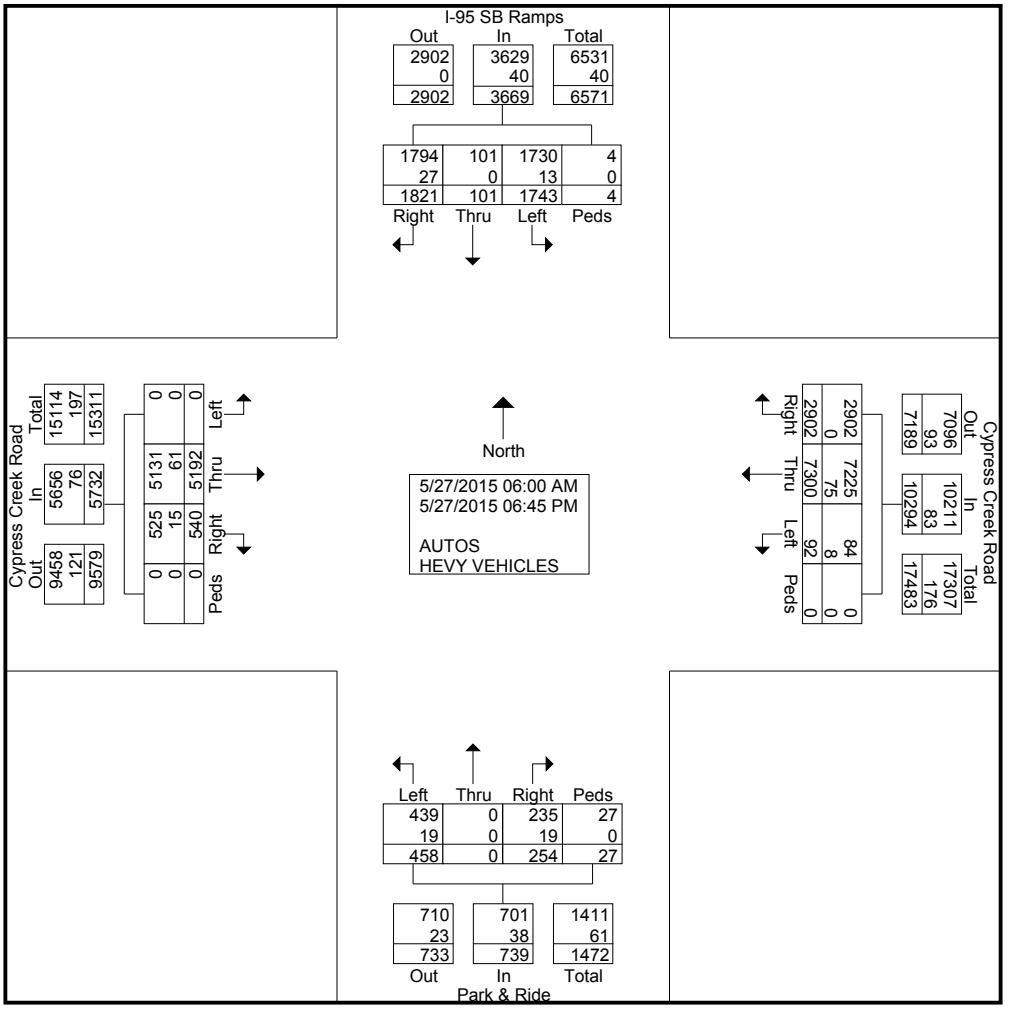
	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Park & Ride NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	87	3	0	90	2	119	39	0	160	6	0	2	1	9	17	3	34	1	55	314
06:15 AM	0	123	2	0	125	3	154	58	0	215	10	0	3	1	14	39	3	49	1	92	446
06:30 AM	0	127	2	0	129	3	208	72	0	283	15	0	4	1	20	63	2	64	0	129	561
06:45 AM	0	180	1	0	181	8	247	96	0	351	14	0	5	1	20	65	0	55	0	120	672
Total	0	517	8	0	525	16	728	265	0	1009	45	0	14	4	63	184	8	202	2	396	1993
07:00 AM	0	207	8	0	215	3	310	110	0	423	15	0	4	0	19	95	2	78	1	176	833
07:15 AM	0	218	5	0	223	6	279	131	0	416	15	0	5	1	21	81	1	67	1	150	810
07:30 AM	0	223	8	0	231	2	300	147	0	449	22	0	6	1	29	94	8	93	0	195	904
07:45 AM	0	222	8	0	230	9	410	126	0	545	28	0	9	0	37	84	9	69	0	162	974
Total	0	870	29	0	899	20	1299	514	0	1833	80	0	24	2	106	354	20	307	2	683	3521
08:00 AM	0	267	8	0	275	5	508	148	0	661	32	0	4	2	38	83	5	77	0	165	1139
08:15 AM	0	177	8	0	185	7	467	136	0	610	31	0	7	1	39	84	7	74	0	165	999
08:30 AM	0	179	5	0	184	5	371	148	0	524	27	0	2	2	31	76	8	72	0	156	895
08:45 AM	0	185	11	0	196	4	429	123	0	556	45	0	4	2	51	66	4	76	0	146	949
Total	0	808	32	0	840	21	1775	555	0	2351	135	0	17	7	159	309	24	299	0	632	3982
*** BREAK ***																					
04:00 PM	0	233	38	0	271	3	275	143	0	421	12	0	10	2	24	67	4	75	0	146	862
04:15 PM	0	277	16	0	293	0	333	139	0	472	20	0	5	0	25	61	3	100	0	164	954
04:30 PM	0	260	28	0	288	2	329	126	0	457	17	0	6	1	24	64	2	92	0	158	927
04:45 PM	0	230	63	0	293	2	290	130	0	422	11	0	14	1	26	82	3	76	0	161	902
Total	0	1000	145	0	1145	7	1227	538	0	1772	60	0	35	4	99	274	12	343	0	629	3645
05:00 PM	0	268	70	0	338	1	270	152	0	423	28	0	15	3	46	105	7	87	0	199	1006
05:15 PM	0	256	62	0	318	2	318	151	0	471	20	0	29	1	50	99	6	92	0	197	1036
05:30 PM	0	237	67	0	304	2	299	143	0	444	25	0	24	2	51	102	4	95	0	201	1000
05:45 PM	0	218	37	0	255	3	283	125	0	411	15	0	22	1	38	92	4	82	0	178	882
Total	0	979	236	0	1215	8	1170	571	0	1749	88	0	90	7	185	398	21	356	0	775	3924
06:00 PM	0	242	35	0	277	11	273	114	0	398	7	0	24	0	31	42	5	74	0	121	827
06:15 PM	0	269	14	0	283	2	287	120	0	409	16	0	20	1	37	58	4	87	0	149	878
06:30 PM	0	250	25	0	275	7	279	117	0	403	12	0	14	1	27	50	2	82	0	134	839
06:45 PM	0	257	16	0	273	0	262	108	0	370	15	0	16	1	32	74	5	71	0	150	825
Total	0	1018	90	0	1108	20	1101	459	0	1580	50	0	74	3	127	224	16	314	0	554	3369
Grand Total	0	5192	540	0	5732	92	7300	2902	0	10294	458	0	254	27	739	1743	101	1821	4	3669	20434
Apprch %	0	90.6	9.4	0		0.9	70.9	28.2	0		62	0	34.4	3.7		47.5	2.8	49.6	0.1		
Total %	0	25.4	2.6	0	28.1	0.5	35.7	14.2	0	50.4	2.2	0	1.2	0.1	3.6	8.5	0.5	8.9	0	18	
AUTOS	0	5131	525	0	5656	84	7225	2902	0	10211	439	0	235	27	701	1730	101	1794	4	3629	20197
% AUTOS	0	98.8	97.2	0	98.7	91.3	99	100	0	99.2	95.9	0	92.5	100	94.9	99.3	100	98.5	100	98.9	98.8
HEVY VEHICLES	0	61	15	0	76	8	75	0	0	83	19	0	19	0	38	13	0	27	0	40	237
% HEVY VEHICLES	0	1.2	2.8	0	1.3	8.7	1	0	0	0.8	4.1	0	7.5	0	5.1	0.7	0	1.5	0	1.1	1.2

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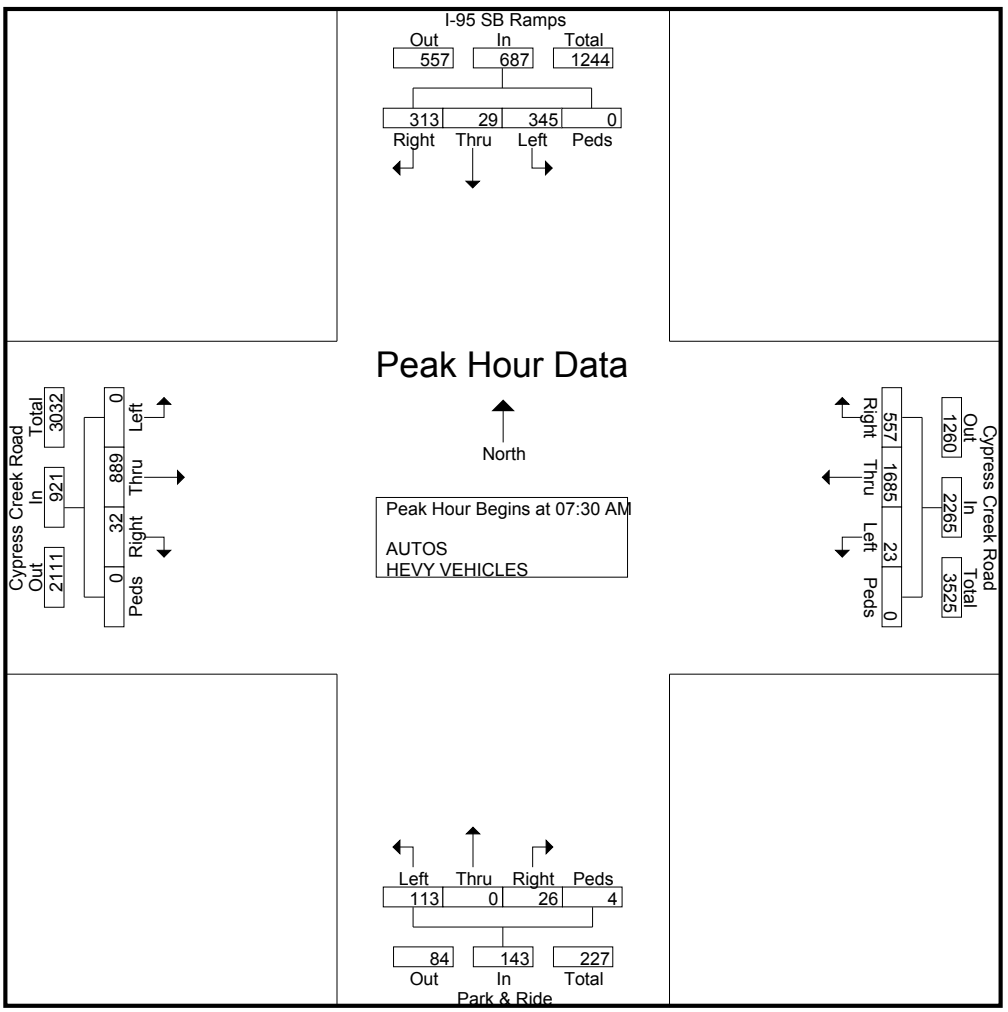
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	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Park & Ride NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	223	**8**	0	231	2	300	147	0	449	22	0	6	1	29	**94**	8	**93**	0	**195**	904
07:45 AM	0	222	8	0	230	**9**	410	126	0	545	28	0	**9**	0	37	84	**9**	69	0	162	974
08:00 AM	0	**267**	8	0	**275**	5	**508**	**148**	0	**661**	**32**	0	4	**2**	38	83	5	77	0	165	**1139**
08:15 AM	0	177	8	0	185	7	467	136	0	610	31	0	7	1	**39**	84	7	74	0	165	999
Total Volume	0	889	32	0	921	23	1685	557	0	2265	113	0	26	4	143	345	29	313	0	687	4016
% App. Total	0	96.5	3.5	0		1	74.4	24.6	0		79	0	18.2	2.8		50.2	4.2	45.6	0		
PHF	.000	.832	1.00	.000	.837	.639	.829	.941	.000	.857	.883	.000	.722	.500	.917	.918	.806	.841	.000	.881	.881



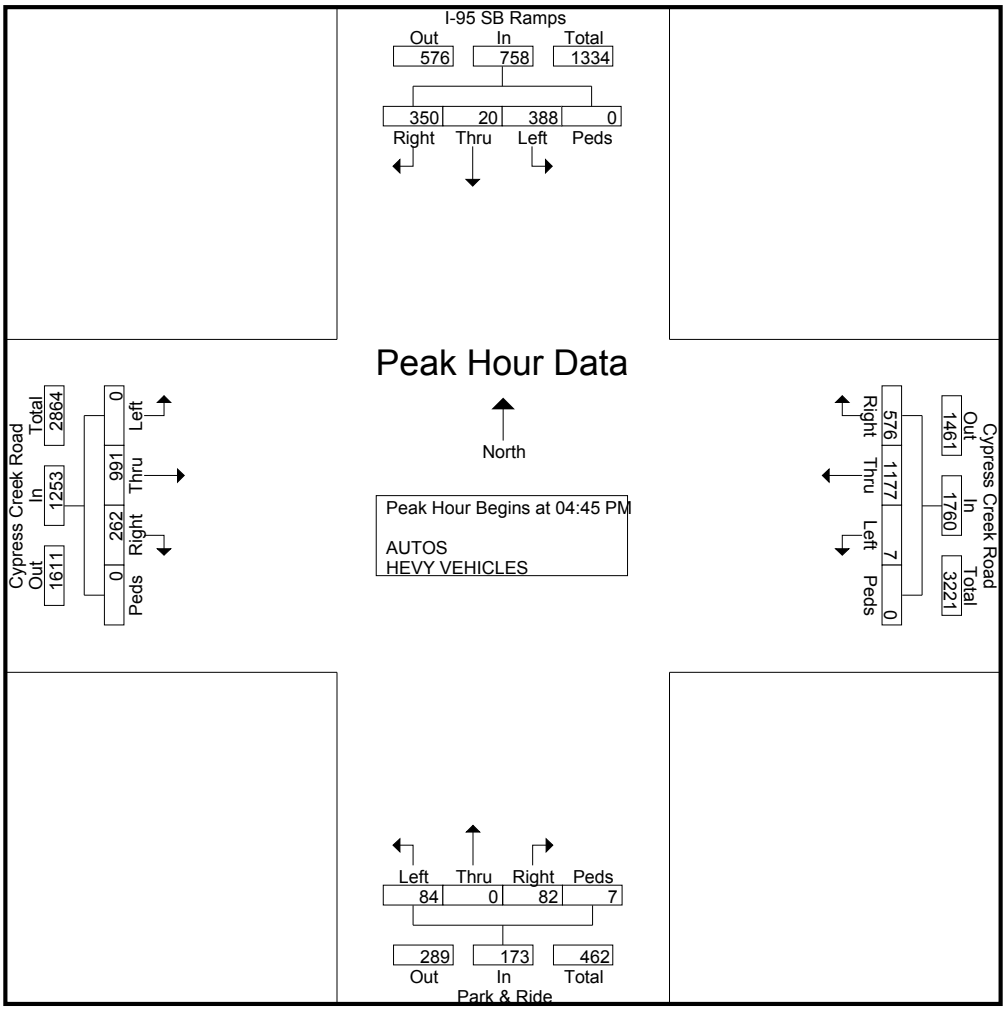
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	230	63	0	293	**2**	290	130	0	422	11	0	14	1	26	82	3	76	0	161	902
05:00 PM	0	**268**	**70**	0	**338**	1	270	**152**	0	423	**28**	0	15	**3**	46	**105**	**7**	87	0	199	1006
05:15 PM	0	256	62	0	318	2	**318**	151	0	**471**	20	0	**29**	1	50	99	6	92	0	197	**1036**
05:30 PM	0	237	67	0	304	2	299	143	0	444	25	0	24	2	**51**	102	4	**95**	0	**201**	1000
Total Volume	0	991	262	0	1253	7	1177	576	0	1760	84	0	82	7	173	388	20	350	0	758	3944
% App. Total	0	79.1	20.9	0		0.4	66.9	32.7	0		48.6	0	47.4	4		51.2	2.6	46.2	0		
PHF	.000	.924	.936	.000	.927	.875	.925	.947	.000	.934	.750	.000	.707	.583	.848	.924	.714	.921	.000	.943	.952



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Cypress Creek at I-95 SB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Cypress Creek Road EASTBOUND					Cypress Creek Road WESTBOUND					Park & Ride NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	2	0	0	2	1	2	0	0	3	0	0	1	0	1	1	0	1	0	2	8
06:30 AM	0	2	0	0	2	1	2	0	0	3	0	0	1	0	1	1	0	1	0	2	8
06:45 AM	0	6	0	0	6	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	11
Total	0	11	0	0	11	3	8	0	0	11	0	0	3	0	3	2	0	2	0	4	29
07:00 AM	0	7	1	0	8	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	13
07:15 AM	0	7	1	0	8	1	4	0	0	5	0	0	1	0	1	1	0	0	0	1	15
07:30 AM	0	3	2	0	5	0	3	0	0	3	0	0	2	0	2	2	0	1	0	3	13
07:45 AM	0	3	2	0	5	0	4	0	0	4	1	0	1	0	2	3	0	1	0	4	15
Total	0	20	6	0	26	1	15	0	0	16	1	0	4	0	5	7	0	2	0	9	56
08:00 AM	0	4	0	0	4	0	5	0	0	5	2	0	0	0	2	1	0	2	0	3	14
08:15 AM	0	4	1	0	5	0	5	0	0	5	2	0	1	0	3	2	0	2	0	4	17
08:30 AM	0	2	1	0	3	1	5	0	0	6	2	0	1	0	3	1	0	1	0	2	14
08:45 AM	0	3	1	0	4	1	8	0	0	9	3	0	0	0	3	0	0	4	0	4	20
Total	0	13	3	0	16	2	23	0	0	25	9	0	2	0	11	4	0	9	0	13	65
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	5	0	0	5	1	0	1	0	2	0	0	2	0	2	11
04:15 PM	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	3	1	0	4	0	4	0	0	4	1	0	1	0	2	0	0	1	0	1	11
04:45 PM	0	2	2	0	4	0	3	0	0	3	1	0	1	0	2	0	0	2	0	2	11
Total	0	10	4	0	14	0	15	0	0	15	3	0	3	0	6	0	0	5	0	5	40
05:00 PM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	7
05:15 PM	0	2	0	0	2	1	3	0	0	4	1	0	1	0	2	0	0	1	0	1	9
05:30 PM	0	2	1	0	3	1	3	0	0	4	1	0	1	0	2	0	0	2	0	2	11
05:45 PM	0	1	0	0	1	0	2	0	0	2	1	0	2	0	3	0	0	2	0	2	8
Total	0	7	2	0	9	2	10	0	0	12	3	0	4	0	7	0	0	7	0	7	35
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	1	0	1	4
06:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	1	0	1	4
Total	0	0	0	0	0	0	4	0	0	4	3	0	3	0	6	0	0	2	0	2	12
Grand Total	0	61	15	0	76	8	75	0	0	83	19	0	19	0	38	13	0	27	0	40	237
Apprch %	0	80.3	19.7	0		9.6	90.4	0	0		50	0	50	0		32.5	0	67.5	0		
Total %	0	25.7	6.3	0	32.1	3.4	31.6	0	0	35	8	0	8	0	16	5.5	0	11.4	0	16.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 1B- Cypress Creek & NW 6th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

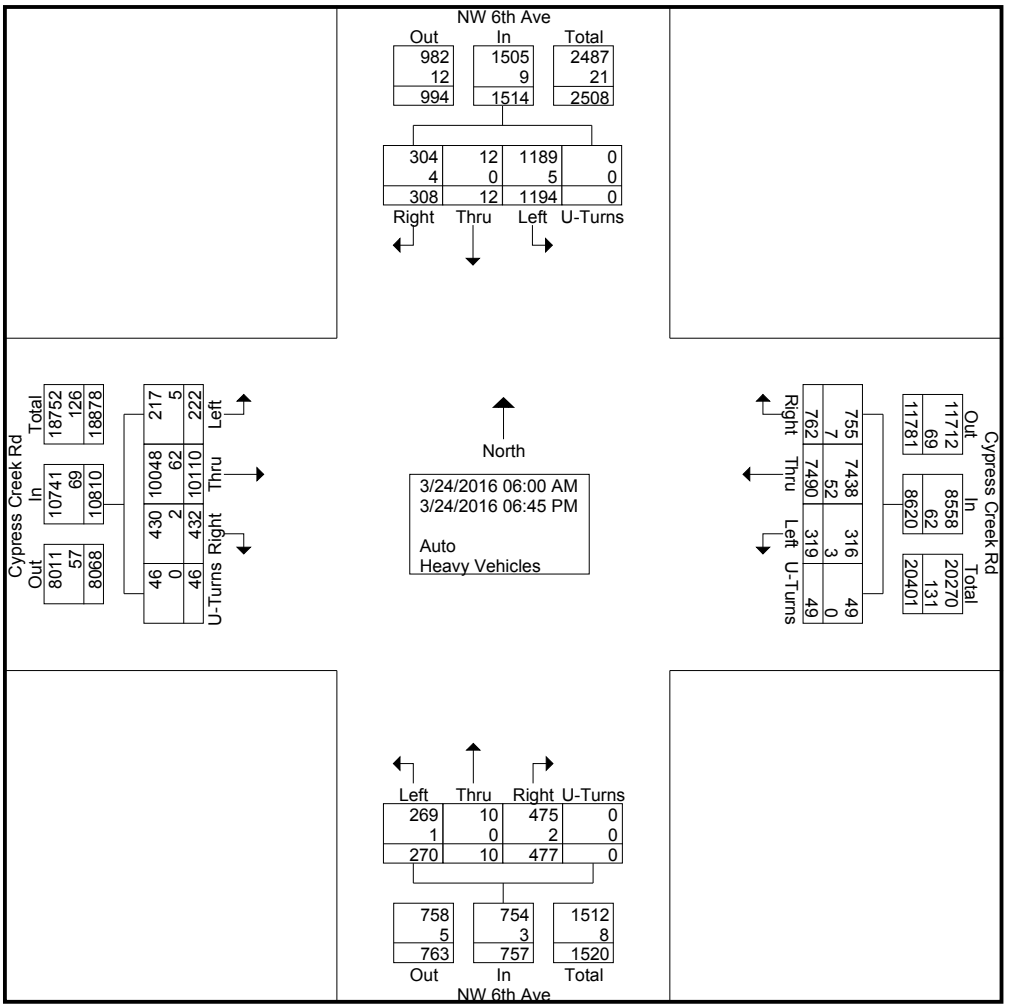
	Cypress Creek Rd EASTBOUND					Cypress Creek Rd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	3	253	22	0	278	2	96	11	0	109	0	0	6	0	6	3	1	1	0	5	398
06:15 AM	3	364	11	0	378	6	126	5	0	137	4	0	3	0	7	1	0	2	0	3	525
06:30 AM	1	365	18	0	384	4	138	11	2	155	2	0	7	0	9	7	1	1	0	9	557
06:45 AM	2	444	33	0	479	17	225	28	1	271	6	0	3	0	9	8	1	1	0	10	769
Total	9	1426	84	0	1519	29	585	55	3	672	12	0	19	0	31	19	3	5	0	27	2249
07:00 AM	2	441	18	0	461	17	221	21	3	262	2	0	13	0	15	5	0	2	0	7	745
07:15 AM	6	508	26	1	541	14	243	31	1	289	4	0	8	0	12	5	1	7	0	13	855
07:30 AM	4	508	29	1	542	15	338	33	4	390	4	0	8	0	12	3	0	2	0	5	949
07:45 AM	10	540	21	0	571	17	293	38	6	354	4	1	9	0	14	11	2	4	0	17	956
Total	22	1997	94	2	2115	63	1095	123	14	1295	14	1	38	0	53	24	3	15	0	42	3505
08:00 AM	16	469	31	0	516	24	365	64	7	460	2	0	8	0	10	1	1	4	0	6	992
08:15 AM	5	517	45	0	567	26	405	88	3	522	1	1	4	0	6	15	0	4	0	19	1114
08:30 AM	26	485	31	2	544	29	302	105	0	436	6	2	11	0	19	16	2	3	0	21	1020
08:45 AM	45	503	29	1	578	33	393	115	3	544	5	1	9	0	15	9	0	6	0	15	1152
Total	92	1974	136	3	2205	112	1465	372	13	1962	14	4	32	0	50	41	3	17	0	61	4278
*** BREAK ***																					
04:00 PM	14	434	18	2	468	3	367	11	3	384	16	1	39	0	56	55	1	19	0	75	983
04:15 PM	13	457	9	4	483	11	363	34	2	410	12	0	22	0	34	121	0	28	0	149	1076
04:30 PM	9	397	11	3	420	5	429	22	2	458	12	0	35	0	47	103	0	41	0	144	1069
04:45 PM	17	398	21	3	439	7	344	18	1	370	19	0	31	0	50	76	0	36	0	112	971
Total	53	1686	59	12	1810	26	1503	85	8	1622	59	1	127	0	187	355	1	124	0	480	4099
05:00 PM	9	418	9	3	439	16	373	30	1	420	28	0	67	0	95	114	0	37	0	151	1105
05:15 PM	6	446	8	7	467	12	466	17	2	497	25	1	35	0	61	109	1	22	0	132	1157
05:30 PM	9	459	11	6	485	9	374	13	2	398	30	0	36	0	66	100	0	20	0	120	1069
05:45 PM	3	325	8	2	338	16	310	18	1	345	24	0	39	0	63	93	1	20	0	114	860
Total	27	1648	36	18	1729	53	1523	78	6	1660	107	1	177	0	285	416	2	99	0	517	4191
06:00 PM	1	377	6	1	385	12	386	18	2	418	25	2	35	0	62	95	0	22	0	117	982
06:15 PM	8	374	4	3	389	16	382	13	1	412	22	0	24	0	46	134	0	12	0	146	993
06:30 PM	4	298	5	5	312	2	300	12	2	316	13	0	13	0	26	60	0	6	0	66	720
06:45 PM	6	330	8	2	346	6	251	6	0	263	4	1	12	0	17	50	0	8	0	58	684
Total	19	1379	23	11	1432	36	1319	49	5	1409	64	3	84	0	151	339	0	48	0	387	3379
Grand Total	222	10110	432	46	10810	319	7490	762	49	8620	270	10	477	0	757	1194	12	308	0	1514	21701
Apprch %	2.1	93.5	4	0.4		3.7	86.9	8.8	0.6		35.7	1.3	63	0		78.9	0.8	20.3	0		
Total %	1	46.6	2	0.2	49.8	1.5	34.5	3.5	0.2	39.7	1.2	0	2.2	0	3.5	5.5	0.1	1.4	0	7	
Auto	217	10048	430	46	10741	316	7438	755	49	8558	269	10	475	0	754	1189	12	304	0	1505	21558
% Auto	97.7	99.4	99.5	100	99.4	99.1	99.3	99.1	100	99.3	99.6	100	99.6	0	99.6	99.6	100	98.7	0	99.4	99.3
Heavy Vehicles	5	62	2	0	69	3	52	7	0	62	1	0	2	0	3	5	0	4	0	9	143
% Heavy Vehicles	2.3	0.6	0.5	0	0.6	0.9	0.7	0.9	0	0.7	0.4	0	0.4	0	0.4	0.4	0	1.3	0	0.6	0.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 1B- Cypress Creek & NW 6th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 1B- Cypress Creek & NW 6th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	Cypress Creek Rd EASTBOUND					Cypress Creek Rd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	16	469	31	0	516	24	365	64	**7**	460	2	0	8	0	10	1	1	4	0	6	992
08:15 AM	5	**517**	**45**	0	567	26	**405**	88	3	522	1	1	4	0	6	15	0	4	0	19	1114
08:30 AM	26	485	31	**2**	544	29	302	105	0	436	**6**	**2**	**11**	0	**19**	**16**	**2**	3	0	**21**	1020
08:45 AM	**45**	503	29	1	**578**	**33**	393	**115**	3	**544**	5	1	9	0	15	9	0	**6**	0	15	**1152**
Total Volume	92	1974	136	3	2205	112	1465	372	13	1962	14	4	32	0	50	41	3	17	0	61	4278
% App. Total	4.2	89.5	6.2	0.1		5.7	74.7	19	0.7		28	8	64	0		67.2	4.9	27.9	0		
PHF	.511	.955	.756	.375	.954	.848	.904	.809	.464	.902	.583	.500	.727	.000	.658	.641	.375	.708	.000	.726	.928

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					07:00 AM					07:45 AM					
+0 mins.	16	469	31	0	516	24	365	64	**7**	460	2	0	**13**	0	**15**	11	**2**	**4**	0	17	
+15 mins.	5	**517**	**45**	0	567	26	**405**	88	3	522	**4**	0	8	0	12	1	1	4	0	6	
+30 mins.	26	485	31	**2**	544	29	302	105	0	436	4	0	8	0	12	15	0	4	0	19	
+45 mins.	**45**	503	29	1	**578**	**33**	393	**115**	3	**544**	4	**1**	9	0	14	**16**	2	3	0	**21**	
Total Volume	92	1974	136	3	2205	112	1465	372	13	1962	14	1	38	0	53	43	5	15	0	63	
% App. Total	4.2	89.5	6.2	0.1		5.7	74.7	19	0.7		26.4	1.9	71.7	0		68.3	7.9	23.8	0		
PHF	.511	.955	.756	.375	.954	.848	.904	.809	.464	.902	.875	.250	.731	.000	.883	.672	.625	.938	.000	.750	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 1B- Cypress Creek & NW 6th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	Cypress Creek Rd EASTBOUND					Cypress Creek Rd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	9	397	11	3	420	5	429	22	**2**	458	12	0	35	0	47	103	0	**41**	0	144	1069
04:45 PM	**17**	398	**21**	3	439	7	344	18	1	370	19	0	31	0	50	76	0	36	0	112	971
05:00 PM	9	418	9	3	439	**16**	373	**30**	1	420	**28**	0	**67**	0	**95**	**114**	0	37	0	**151**	1105
05:15 PM	6	**446**	8	**7**	**467**	12	**466**	17	2	**497**	25	**1**	35	0	61	109	**1**	22	0	132	**1157**
Total Volume	41	1659	49	16	1765	40	1612	87	6	1745	84	1	168	0	253	402	1	136	0	539	4302
% App. Total	2.3	94	2.8	0.9		2.3	92.4	5	0.3		33.2	0.4	66.4	0		74.6	0.2	25.2	0		
PHF	.603	.930	.583	.571	.945	.625	.865	.725	.750	.878	.750	.250	.627	.000	.666	.882	.250	.829	.000	.892	.930

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					05:00 PM					04:15 PM					
+0 mins.	**17**	398	**21**	3	439	5	429	22	**2**	458	28	0	**67**	0	**95**	**121**	0	28	0	149	
+15 mins.	9	418	9	3	439	7	344	18	1	370	25	**1**	35	0	61	103	0	**41**	0	144	
+30 mins.	6	446	8	**7**	467	**16**	373	**30**	1	420	**30**	0	36	0	66	76	0	36	0	112	
+45 mins.	9	**459**	11	6	**485**	12	**466**	17	2	**497**	24	0	39	0	63	114	0	37	0	**151**	
Total Volume	41	1721	49	19	1830	40	1612	87	6	1745	107	1	177	0	285	414	0	142	0	556	
% App. Total	2.2	94	2.7	1		2.3	92.4	5	0.3		37.5	0.4	62.1	0		74.5	0	25.5	0		
PHF	.603	.937	.583	.679	.943	.625	.865	.725	.750	.878	.892	.250	.660	.000	.750	.855	.000	.866	.000	.921	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 1B- Cypress Creek & NW 6th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Cypress Creek Rd EASTBOUND					Cypress Creek Rd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	5
06:45 AM	0	9	0	0	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	0	14	0	0	14	1	4	1	0	6	0	0	0	0	0	1	0	0	0	1	21
07:00 AM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	0	3	1	0	4	1	3	1	0	5	0	0	1	0	1	0	0	0	0	0	10
07:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	5	0	0	5	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	8
Total	0	13	1	0	14	2	11	1	0	14	0	0	1	0	1	0	0	1	0	1	30
08:00 AM	2	4	0	0	6	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	17
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:30 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	4
08:45 AM	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	3	9	0	0	12	0	11	4	0	15	1	0	0	0	1	2	0	0	0	2	30
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	10
04:30 PM	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	1	16	1	0	18	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	28
05:00 PM	1	3	0	0	4	0	3	1	0	4	0	0	1	0	1	0	0	1	0	1	10
05:15 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	1	0	1	0	2	7
05:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	1	9	0	0	10	0	13	1	0	14	0	0	1	0	1	1	0	2	0	3	28
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																					
06:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	6
Grand Total	5	62	2	0	69	3	52	7	0	62	1	0	2	0	3	5	0	4	0	9	143
Apprch %	7.2	89.9	2.9	0		4.8	83.9	11.3	0		33.3	0	66.7	0		55.6	0	44.4	0		
Total %	3.5	43.4	1.4	0	48.3	2.1	36.4	4.9	0	43.4	0.7	0	1.4	0	2.1	3.5	0	2.8	0	6.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: Metric Engineering, Inc.
JOB NO: 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY: Broward

File Name : 1B- Cypress Creek & NW 6th Ave - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	Cypress Creek Rd EASTBOUND					Cypress Creek Rd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	6
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	6
*** BREAK ***																					
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	3	3	0	0	0	4	4	12
08:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
*** BREAK ***																					
08:30 AM	0	0	0	7	7	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	11
08:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7
Total	0	0	0	12	12	0	0	0	0	0	0	0	0	2	2	0	0	0	8	8	22
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
04:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
04:30 PM	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	2	2	0	0	0	0	0	2	0	0	1	3	0	0	0	3	3	8
Total	0	0	0	10	10	0	0	0	1	1	2	0	0	1	3	0	0	0	7	7	21
05:00 PM	0	1	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	1	0	9	10	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	14
*** BREAK ***																					
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
Grand Total	0	1	0	37	38	0	0	0	1	1	2	0	0	8	10	0	0	0	26	26	75
Apprch %	0	2.6	0	97.4		0	0	0	100		20	0	0	80		0	0	0	100		
Total %	0	1.3	0	49.3	50.7	0	0	0	1.3	1.3	2.7	0	0	10.7	13.3	0	0	0	34.7	34.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & Andrews Way
Site Code : 00000000
Start Date : 6/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Andrews Way Eastbound					Andrews Way Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	1	2	6	0	2	1	1	4	0	3	37	2	42	0	2	123	4	129	181
06:15 AM	0	7	0	4	11	0	3	1	0	4	0	2	58	1	61	0	1	147	11	159	235
06:30 AM	0	7	0	1	8	0	2	2	3	7	2	2	88	5	97	1	4	209	5	219	331
06:45 AM	0	4	0	9	13	0	1	0	0	1	5	8	107	4	124	0	2	156	13	171	309
Total	0	21	1	16	38	0	8	4	4	16	7	15	290	12	324	1	9	635	33	678	1056
07:00 AM	0	4	1	3	8	0	1	5	4	10	2	5	149	5	161	0	6	219	13	238	417
07:15 AM	0	5	0	3	8	0	2	10	1	13	1	6	132	8	147	0	5	260	14	279	447
07:30 AM	0	6	0	3	9	0	2	9	0	11	2	10	194	7	213	0	10	240	13	263	496
07:45 AM	0	4	0	5	9	0	5	9	3	17	4	28	172	15	219	0	10	254	20	284	529
Total	0	19	1	14	34	0	10	33	8	51	9	49	647	35	740	0	31	973	60	1064	1889
08:00 AM	0	6	0	5	11	0	0	13	0	13	2	13	194	9	218	1	15	284	32	332	574
08:15 AM	0	6	0	7	13	0	2	8	3	13	1	25	232	16	274	0	24	236	28	288	588
08:30 AM	0	10	1	5	16	0	3	5	7	15	2	23	189	19	233	0	30	242	24	296	560
08:45 AM	0	5	0	6	11	0	4	18	3	25	5	18	178	12	213	1	26	220	27	274	523
Total	0	27	1	23	51	0	9	44	13	66	10	79	793	56	938	2	95	982	111	1190	2245
*** BREAK ***																					
04:00 PM	0	12	0	24	36	0	4	1	16	21	1	4	128	3	136	0	0	330	12	342	535
04:15 PM	0	17	0	13	30	0	2	1	5	8	0	5	159	4	168	0	4	415	7	426	632
04:30 PM	0	28	1	29	58	0	7	1	11	19	0	3	172	4	179	0	2	395	11	408	664
04:45 PM	0	19	4	17	40	0	13	3	19	35	0	3	162	2	167	0	3	411	6	420	662
Total	0	76	5	83	164	0	26	6	51	83	1	15	621	13	650	0	9	1551	36	1596	2493
05:00 PM	0	40	3	52	95	0	20	1	19	40	0	7	152	4	163	0	2	362	4	368	666
05:15 PM	0	24	2	32	58	0	12	0	12	24	1	6	148	3	158	0	5	436	9	450	690
05:30 PM	0	49	1	42	92	0	15	2	20	37	2	9	167	3	181	0	1	338	6	345	655
05:45 PM	0	24	2	38	64	0	11	2	15	28	2	8	154	4	168	0	1	342	9	352	612
Total	0	137	8	164	309	0	58	5	66	129	5	30	621	14	670	0	9	1478	28	1515	2623
Grand Total	0	280	16	300	596	0	111	92	142	345	32	188	2972	130	3322	3	153	5619	268	6043	10306
Apprch %	0	47	2.7	50.3		0	32.2	26.7	41.2		1	5.7	89.5	3.9		0	2.5	93	4.4		
Total %	0	2.7	0.2	2.9	5.8	0	1.1	0.9	1.4	3.3	0.3	1.8	28.8	1.3	32.2	0	1.5	54.5	2.6	58.6	
Auto	0	279	16	300	595	0	95	92	134	321	32	187	2958	119	3296	3	146	5478	267	5894	10106
% Auto	0	99.6	100	100	99.8	0	85.6	100	94.4	93	100	99.5	99.5	91.5	99.2	100	95.4	97.5	99.6	97.5	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.2	0	14.4	0	5.6	7	0	0.5	0.5	8.5	0.8	0	4.6	2.5	0.4	2.5	1.9

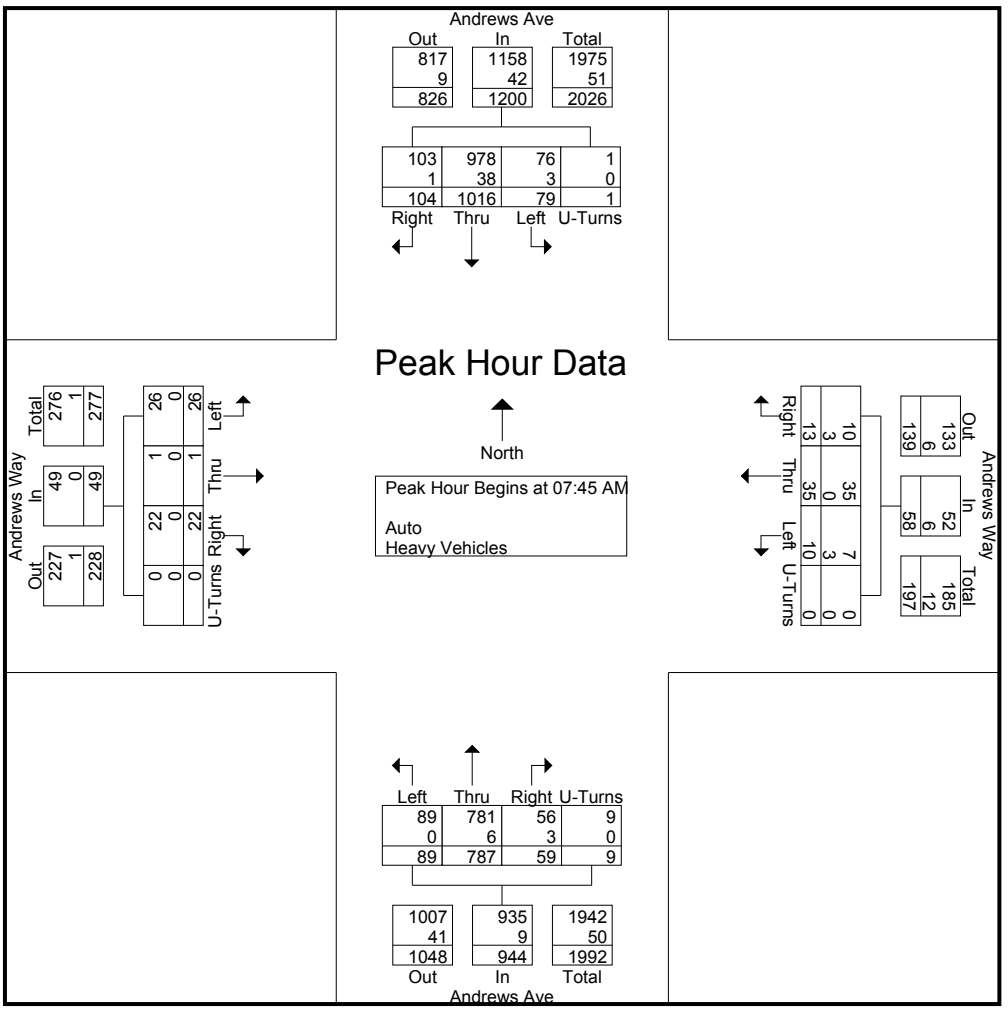
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & Andrews Way
Site Code : 00000000
Start Date : 6/8/2016
Page No : 2

	Andrews Way Eastbound					Andrews Way Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	4	0	5	9	0	5	9	3	17	4	28	172	15	219	0	10	254	20	284	529
08:00 AM	0	6	0	5	11	0	0	13	0	13	2	13	194	9	218	1	15	284	32	332	574
08:15 AM	0	6	0	7	13	0	2	8	3	13	1	25	232	16	274	0	24	236	28	288	588
08:30 AM	0	10	1	5	16	0	3	5	7	15	2	23	189	19	233	0	30	242	24	296	560
Total Volume	0	26	1	22	49	0	10	35	13	58	9	89	787	59	944	1	79	1016	104	1200	2251
% App. Total	0	53.1	2	44.9		0	17.2	60.3	22.4		1	9.4	83.4	6.2		0.1	6.6	84.7	8.7		
PHF	.000	.650	.250	.786	.766	.000	.500	.673	.464	.853	.563	.795	.848	.776	.861	.250	.658	.894	.813	.904	.957
Auto	0	26	1	22	49	0	7	35	10	52	9	89	781	56	935	1	76	978	103	1158	2194
% Auto	0	100	100	100	100	0	70.0	100	76.9	89.7	100	100	99.2	94.9	99.0	100	96.2	96.3	99.0	96.5	97.5
Heavy Vehicles	0	0	0	0	0	0	3	0	3	6	0	0	6	3	9	0	3	38	1	42	57
% Heavy Vehicles	0	0	0	0	0	0	30.0	0	23.1	10.3	0	0	0.8	5.1	1.0	0	3.8	3.7	1.0	3.5	2.5



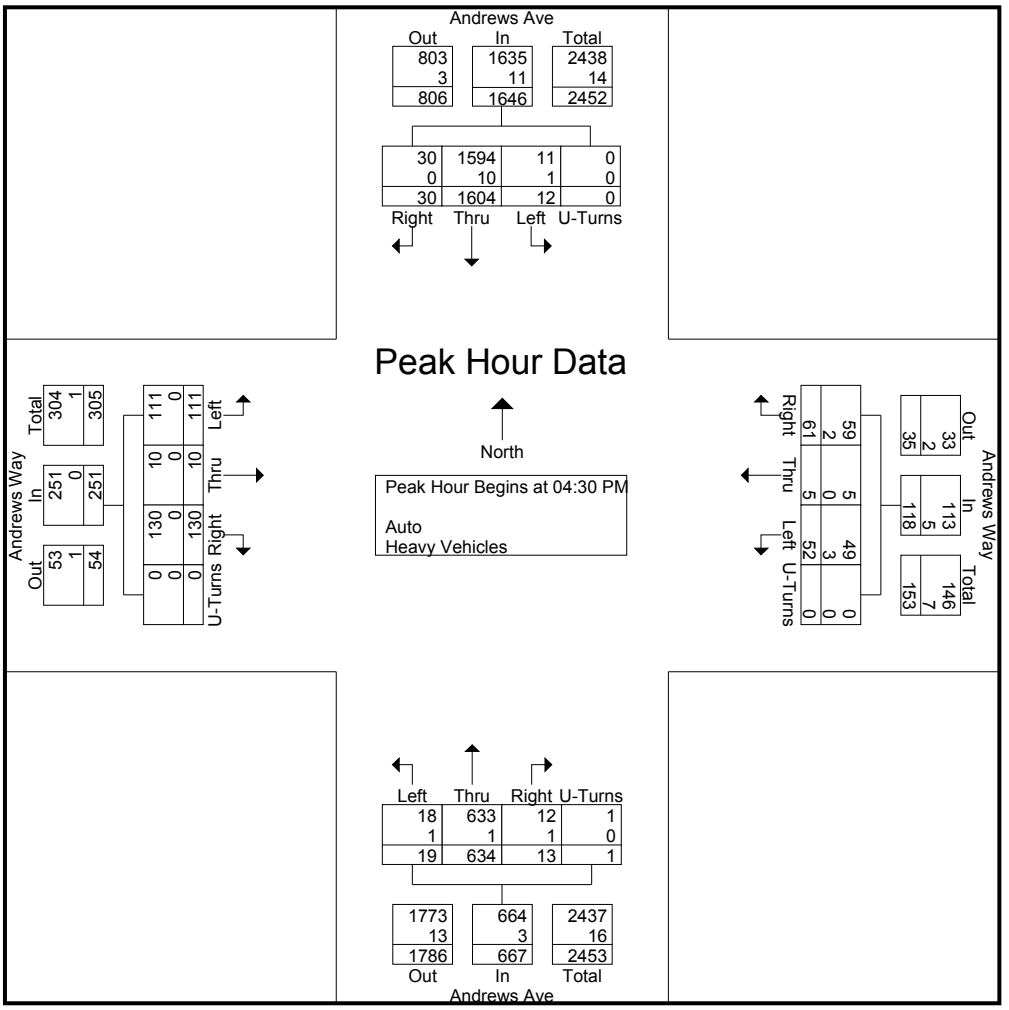
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & Andrews Way
Site Code : 00000000
Start Date : 6/8/2016
Page No : 3

	Andrews Way Eastbound					Andrews Way Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	28	1	29	58	0	7	1	11	19	0	3	172	4	179	0	2	395	11	408	664
04:45 PM	0	19	4	17	40	0	13	3	19	35	0	3	162	2	167	0	3	411	6	420	662
05:00 PM	0	40	3	52	95	0	20	1	19	40	0	7	152	4	163	0	2	362	4	368	666
05:15 PM	0	24	2	32	58	0	12	0	12	24	1	6	148	3	158	0	5	436	9	450	690
Total Volume	0	111	10	130	251	0	52	5	61	118	1	19	634	13	667	0	12	1604	30	1646	2682
% App. Total	0	44.2	4	51.8		0	44.1	4.2	51.7		0.1	2.8	95.1	1.9		0	0.7	97.4	1.8		
PHF	.000	.694	.625	.625	.661	.000	.650	.417	.803	.738	.250	.679	.922	.813	.932	.000	.600	.920	.682	.914	.972
Auto	0	111	10	130	251	0	49	5	59	113	1	18	633	12	664	0	11	1594	30	1635	2663
% Auto	0	100	100	100	100	0	94.2	100	96.7	95.8	100	94.7	99.8	92.3	99.6	0	91.7	99.4	100	99.3	99.3
Heavy Vehicles	0	0	0	0	0	0	3	0	2	5	0	1	1	1	3	0	1	10	0	11	19
% Heavy Vehicles	0	0	0	0	0	0	5.8	0	3.3	4.2	0	5.3	0.2	7.7	0.4	0	8.3	0.6	0	0.7	0.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & Andrews Way
Site Code : 00000000
Start Date : 6/8/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Andrews Way Eastbound					Andrews Way Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	0	1	14	0	15	18
06:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	8
06:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	1	10	0	11	13
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	12	0	12	13
Total	0	1	0	0	1	0	3	0	1	4	0	0	1	2	3	0	2	42	0	44	52
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	0	1	12	0	13	16
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	8	0	8	11
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	12	0	12	14
07:45 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	1	1	0	1	8	0	9	12
Total	0	0	0	0	0	0	3	0	2	5	0	0	3	3	6	0	2	40	0	42	53
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	15	0	15	18
08:15 AM	0	0	0	0	0	0	1	0	1	2	0	0	1	1	2	0	1	8	0	9	13
08:30 AM	0	0	0	0	0	0	1	0	1	2	0	0	2	1	3	0	1	7	1	9	14
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	2	0	0	2	0	2	6
Total	0	0	0	0	0	0	4	0	2	6	0	0	7	3	10	0	2	32	1	35	51
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	0	0	6	0	6	9
04:30 PM	0	0	0	0	0	0	1	0	1	2	0	0	1	0	1	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	3	0	1	4	0	0	2	1	3	0	0	13	0	13	20
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	3	0	4	6
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	3	0	3	5
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	6	0	6	8
Total	0	0	0	0	0	0	3	0	2	5	0	1	1	2	4	0	1	14	0	15	24
Grand Total	0	1	0	0	1	0	16	0	8	24	0	1	14	11	26	0	7	141	1	149	200
Apprch %	0	100	0	0		0	66.7	0	33.3		0	3.8	53.8	42.3		0	4.7	94.6	0.7		
Total %	0	0.5	0	0	0.5	0	8	0	4	12	0	0.5	7	5.5	13	0	3.5	70.5	0.5	74.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & Andrews Way
Site Code : 00000000
Start Date : 6/8/2016
Page No : 1

Groups Printed- Peds

	Andrews Way Eastbound					Andrews Way Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	5
06:45 AM	1	0	0	0	1	6	0	0	0	6	3	0	0	0	3	0	0	0	0	0	10
Total	4	0	0	0	4	7	0	0	0	7	6	0	0	0	6	0	0	0	0	0	17
07:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
07:45 AM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Total	2	0	0	0	2	2	0	0	0	2	5	0	0	1	6	0	0	0	0	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
*** BREAK ***																					
04:30 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	6
Total	1	0	0	0	1	3	0	0	0	3	5	0	0	0	5	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	5
Grand Total	7	0	0	0	7	15	0	0	0	15	22	0	0	1	23	0	0	0	0	0	45
Apprch %	100	0	0	0		100	0	0	0		95.7	0	0	4.3		0	0	0	0		
Total %	15.6	0	0	0	15.6	33.3	0	0	0	33.3	48.9	0	0	2.2	51.1	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & NE 1st Ave
Site Code : 00000000
Start Date : 6/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	NE 1st Ave Eastbound					NE 1st Ave Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	0	1	2	0	0	0	0	0	0	9	72	0	81	2	1	60	1	64	147
06:15 AM	0	0	0	1	1	0	0	0	0	0	0	18	108	1	127	0	0	86	0	86	214
06:30 AM	0	1	0	0	1	0	2	0	2	4	0	12	124	1	137	2	0	94	0	96	238
06:45 AM	0	1	0	2	3	0	1	1	2	4	1	4	161	3	169	0	1	87	0	88	264
Total	0	3	0	4	7	0	3	1	4	8	1	43	465	5	514	4	2	327	1	334	863
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	15	162	4	181	0	0	94	0	94	276
07:15 AM	0	3	1	1	5	0	3	0	0	3	0	12	128	6	146	2	3	158	1	164	318
07:30 AM	0	4	2	5	11	0	0	0	1	1	0	28	158	4	190	0	4	128	5	137	339
07:45 AM	0	3	0	1	4	0	4	0	0	4	3	16	206	8	233	2	9	162	3	176	417
Total	0	10	3	7	20	0	8	0	1	9	3	71	654	22	750	4	16	542	9	571	1350
08:00 AM	0	4	0	2	6	0	3	0	0	3	5	16	148	5	174	0	8	186	4	198	381
08:15 AM	0	5	0	7	12	0	3	0	1	4	2	37	181	8	228	2	13	213	6	234	478
08:30 AM	0	6	0	3	9	0	4	0	1	5	1	30	189	17	237	1	13	183	8	205	456
08:45 AM	0	4	1	5	10	0	4	0	3	7	0	30	242	10	282	0	7	149	4	160	459
Total	0	19	1	17	37	0	14	0	5	19	8	113	760	40	921	3	41	731	22	797	1774
*** BREAK ***																					
04:00 PM	0	6	0	11	17	0	5	1	12	18	12	49	125	5	191	0	10	244	6	260	486
04:15 PM	0	5	2	12	19	0	2	0	9	11	12	54	108	6	180	2	7	205	5	219	429
04:30 PM	0	4	1	13	18	0	11	1	15	27	7	32	136	6	181	0	17	322	8	347	573
04:45 PM	0	4	0	13	17	0	6	0	10	16	7	38	133	3	181	2	8	220	9	239	453
Total	0	19	3	49	71	0	24	2	46	72	38	173	502	20	733	4	42	991	28	1065	1941
05:00 PM	0	3	0	14	17	0	17	0	31	48	6	32	130	8	176	0	4	317	7	328	569
05:15 PM	0	6	0	11	17	0	6	0	11	17	11	51	158	5	225	0	6	290	19	315	574
05:30 PM	0	8	0	9	17	0	1	1	12	14	16	41	156	5	218	1	6	250	11	268	517
05:45 PM	0	8	0	12	20	0	3	0	13	16	9	53	155	1	218	0	3	224	11	238	492
Total	0	25	0	46	71	0	27	1	67	95	42	177	599	19	837	1	19	1081	48	1149	2152
Grand Total	0	76	7	123	206	0	76	4	123	203	92	577	2980	106	3755	16	120	3672	108	3916	8080
Apprch %	0	36.9	3.4	59.7		0	37.4	2	60.6		2.5	15.4	79.4	2.8		0.4	3.1	93.8	2.8		
Total %	0	0.9	0.1	1.5	2.5	0	0.9	0	1.5	2.5	1.1	7.1	36.9	1.3	46.5	0.2	1.5	45.4	1.3	48.5	
Auto	0	76	7	123	206	0	74	4	123	201	92	571	2889	106	3658	16	118	3534	108	3776	7841
% Auto	0	100	100	100	100	0	97.4	100	100	99	100	99	96.9	100	97.4	100	98.3	96.2	100	96.4	97
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	6	91	0	97	0	2	138	0	140	239
% Heavy Vehicles	0	0	0	0	0	0	2.6	0	0	1	0	1	3.1	0	2.6	0	1.7	3.8	0	3.6	3

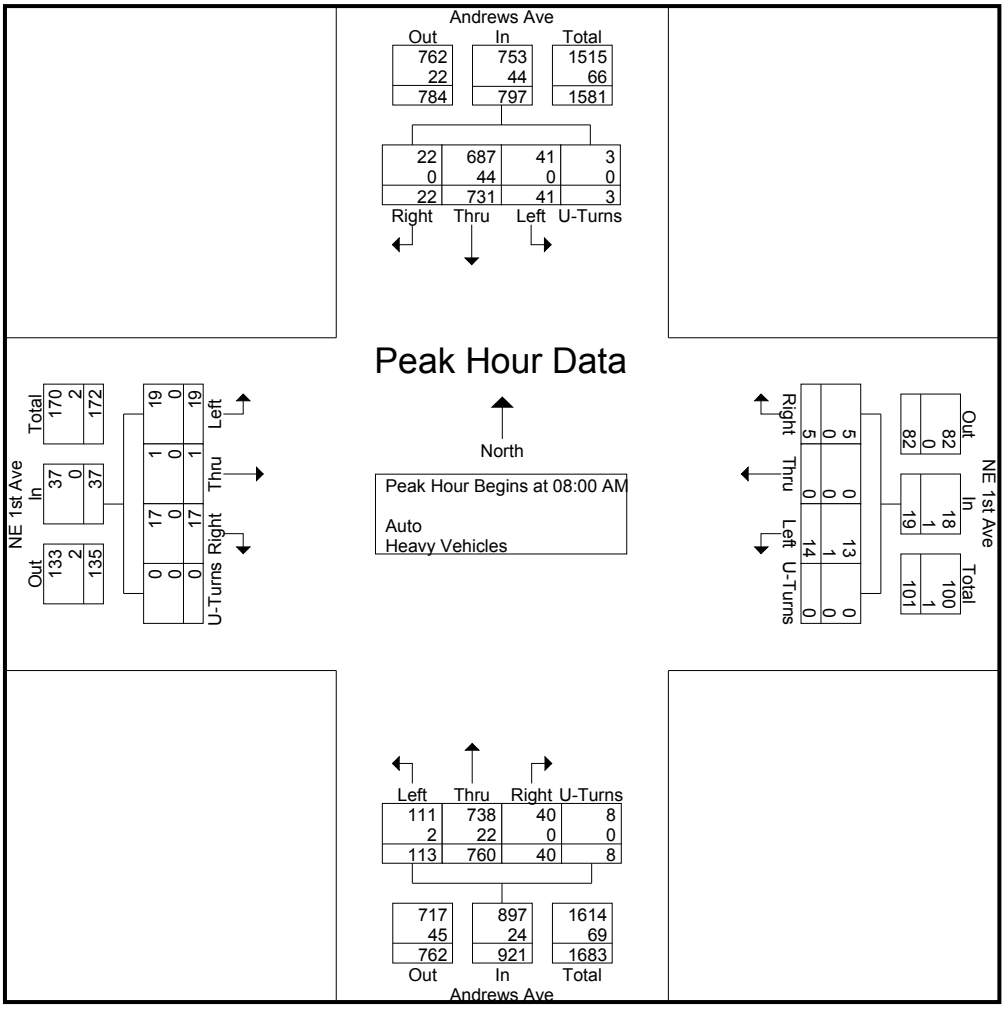
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & NE 1st Ave
Site Code : 00000000
Start Date : 6/8/2016
Page No : 2

	NE 1st Ave Eastbound					NE 1st Ave Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	0	2	6	0	3	0	0	3	5	16	148	5	174	0	8	186	4	198	381
08:15 AM	0	5	0	7	12	0	3	0	1	4	2	37	181	8	228	2	13	213	6	234	478
08:30 AM	0	6	0	3	9	0	4	0	1	5	1	30	189	17	237	1	13	183	8	205	456
08:45 AM	0	4	1	5	10	0	4	0	3	7	0	30	242	10	282	0	7	149	4	160	459
Total Volume	0	19	1	17	37	0	14	0	5	19	8	113	760	40	921	3	41	731	22	797	1774
% App. Total	0	51.4	2.7	45.9		0	73.7	0	26.3		0.9	12.3	82.5	4.3		0.4	5.1	91.7	2.8		
PHF	.000	.792	.250	.607	.771	.000	.875	.000	.417	.679	.400	.764	.785	.588	.816	.375	.788	.858	.688	.851	.928
Auto	0	19	1	17	37	0	13	0	5	18	8	111	738	40	897	3	41	687	22	753	1705
% Auto	0	100	100	100	100	0	92.9	0	100	94.7	100	98.2	97.1	100	97.4	100	100	94.0	100	94.5	96.1
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	2	22	0	24	0	0	44	0	44	69
% Heavy Vehicles	0	0	0	0	0	0	7.1	0	0	5.3	0	1.8	2.9	0	2.6	0	0	6.0	0	5.5	3.9



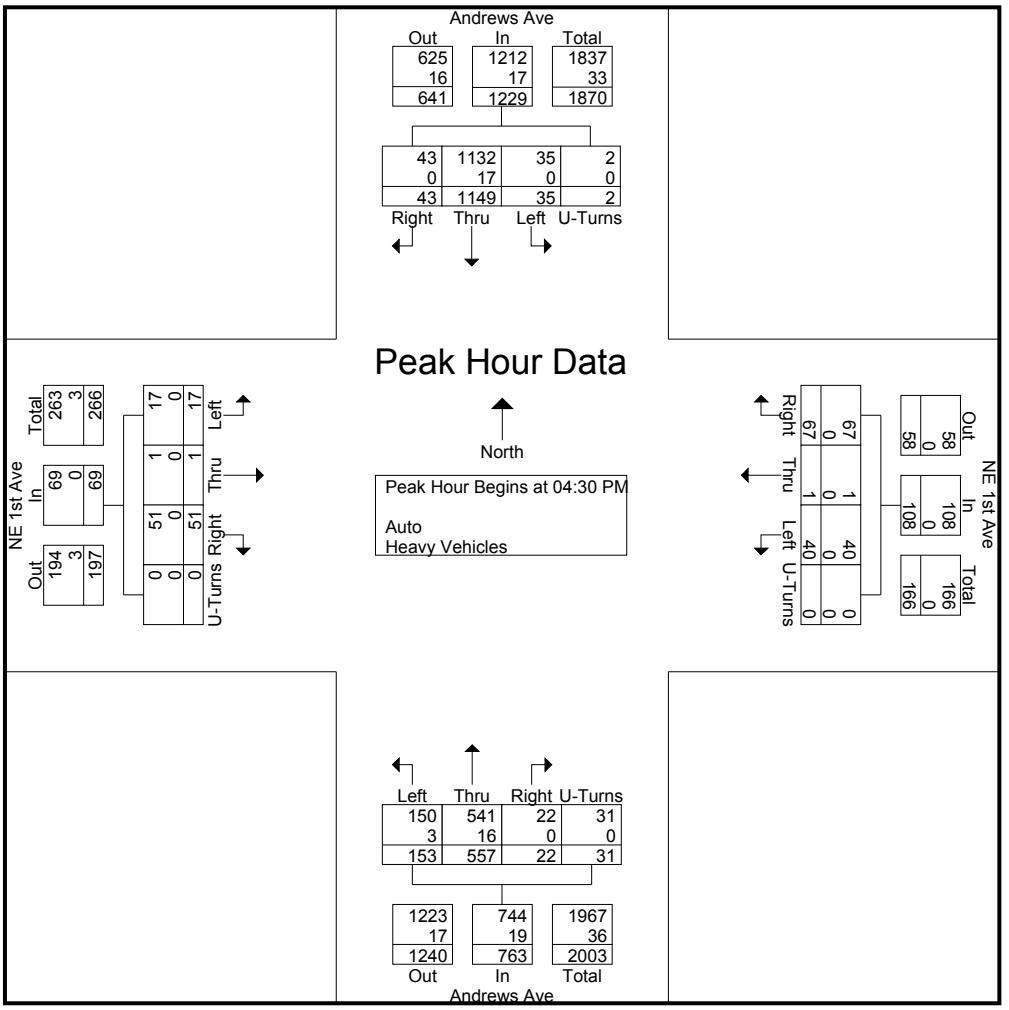
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & NE 1st Ave
Site Code : 00000000
Start Date : 6/8/2016
Page No : 3

	NE 1st Ave Eastbound					NE 1st Ave Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	4	1	13	18	0	11	1	15	27	7	32	136	6	181	0	17	322	8	347	573
04:45 PM	0	4	0	13	17	0	6	0	10	16	7	38	133	3	181	2	8	220	9	239	453
05:00 PM	0	3	0	14	17	0	17	0	31	48	6	32	130	8	176	0	4	317	7	328	569
05:15 PM	0	6	0	11	17	0	6	0	11	17	11	51	158	5	225	0	6	290	19	315	574
Total Volume	0	17	1	51	69	0	40	1	67	108	31	153	557	22	763	2	35	1149	43	1229	2169
% App. Total	0	24.6	1.4	73.9		0	37	0.9	62		4.1	20.1	73	2.9		0.2	2.8	93.5	3.5		
PHF	.000	.708	.250	.911	.958	.000	.588	.250	.540	.563	.705	.750	.881	.688	.848	.250	.515	.892	.566	.885	.945
Auto	0	17	1	51	69	0	40	1	67	108	31	150	541	22	744	2	35	1132	43	1212	2133
% Auto	0	100	100	100	100	0	100	100	100	100	100	98.0	97.1	100	97.5	100	100	98.5	100	98.6	98.3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	3	16	0	19	0	0	17	0	17	36
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.0	2.9	0	2.5	0	0	1.5	0	1.4	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & NE 1st Ave
Site Code : 00000000
Start Date : 6/8/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NE 1st Ave Eastbound					NE 1st Ave Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	13	0	14	16
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	11	0	11	14
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	4	0	4	8
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	5	0	5	9
Total	0	0	0	0	0	0	1	0	0	1	0	0	12	0	12	0	1	33	0	34	47
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	6	0	6	15
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	14	0	15	18
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	7	0	7	12
Total	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	1	30	0	31	51
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	0	0	8	0	8	13
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	8	0	8	13
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	14	0	14	19
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	8	0	10	0	0	14	0	14	24
Total	0	0	0	0	0	0	1	0	0	1	0	2	22	0	24	0	0	44	0	44	69
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	7	0	7	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	2	0	2	10
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	4	0	4	11
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	1	22	0	23	0	0	14	0	14	37
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	6	0	6	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	6	0	6	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	1	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	0	4	6
Total	0	0	0	0	0	0	0	0	0	0	0	3	15	0	18	0	0	17	0	17	35
Grand Total	0	0	0	0	0	0	2	0	0	2	0	6	91	0	97	0	2	138	0	140	239
Apprch %	0	0	0	0		0	100	0	0		0	6.2	93.8	0		0	1.4	98.6	0		
Total %	0	0	0	0	0	0	0.8	0	0	0.8	0	2.5	38.1	0	40.6	0	0.8	57.7	0	58.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2016003
PROJECT: I-95 at Commercial Blvd PD&E
COUNTY : Broward

File Name : Andrews Ave & NE 1st Ave
Site Code : 00000000
Start Date : 6/8/2016
Page No : 1

Groups Printed- Peds

	NE 1st Ave Eastbound					NE 1st Ave Westbound					Andrews Ave Northbound					Andrews Ave Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
06:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9
Grand Total	10	0	0	0	10	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	15
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	66.7	0	0	0	66.7	33.3	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Andrews Ave & NW 66th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

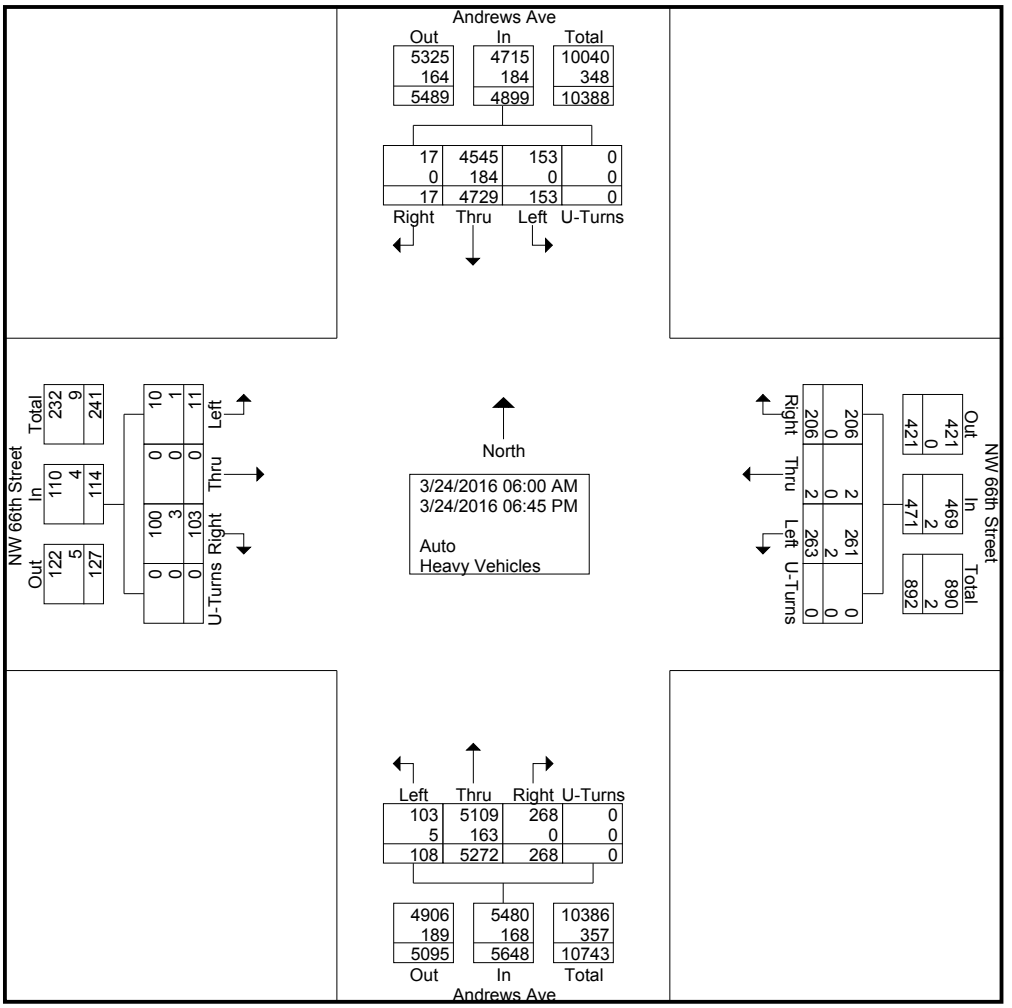
	NW 66th Street EASTBOUND					NW 66th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	5	0	5	0	0	0	0	0	0	112	1	0	113	0	68	0	0	68	186
06:15 AM	0	0	2	0	2	3	0	0	0	3	0	116	2	0	118	0	68	0	0	68	191
06:30 AM	0	0	2	0	2	0	0	0	0	0	3	170	3	0	176	2	99	1	0	102	280
06:45 AM	1	0	4	0	5	0	0	0	0	0	1	271	2	0	274	2	100	0	0	102	381
Total	1	0	13	0	14	3	0	0	0	3	4	669	8	0	681	4	335	1	0	340	1038
07:00 AM	0	0	4	0	4	0	0	0	0	0	1	176	1	0	178	3	161	0	0	164	346
07:15 AM	0	0	6	0	6	2	1	3	0	6	4	187	8	0	199	3	140	0	0	143	354
07:30 AM	0	0	10	0	10	1	0	2	0	3	5	238	8	0	251	6	164	0	0	170	434
07:45 AM	2	0	6	0	8	1	0	0	0	1	5	311	7	0	323	8	169	1	0	178	510
Total	2	0	26	0	28	4	1	5	0	10	15	912	24	0	951	20	634	1	0	655	1644
08:00 AM	0	0	4	0	4	2	0	3	0	5	5	215	19	0	239	10	195	0	0	205	453
08:15 AM	0	0	6	0	6	3	0	1	0	4	3	234	39	0	276	24	223	1	0	248	534
08:30 AM	2	0	4	0	6	4	0	3	0	7	2	239	42	0	283	26	183	0	0	209	505
08:45 AM	0	0	6	0	6	8	0	10	0	18	4	249	100	0	353	30	176	1	0	207	584
Total	2	0	20	0	22	17	0	17	0	34	14	937	200	0	1151	90	777	2	0	869	2076
*** BREAK ***																					
04:00 PM	0	0	7	0	7	5	0	8	0	13	8	266	5	0	279	3	246	0	0	249	548
04:15 PM	2	0	4	0	6	8	0	3	0	11	6	208	2	0	216	4	197	3	0	204	437
04:30 PM	1	0	3	0	4	9	0	4	0	13	11	233	2	0	246	3	291	2	0	296	559
04:45 PM	2	0	5	0	7	7	0	5	0	12	4	222	6	0	232	5	252	0	0	257	508
Total	5	0	19	0	24	29	0	20	0	49	29	929	15	0	973	15	986	5	0	1006	2052
05:00 PM	0	0	2	0	2	23	0	20	0	43	6	250	5	0	261	6	292	0	0	298	604
05:15 PM	0	0	5	0	5	6	0	10	0	16	5	283	0	0	288	6	299	1	0	306	615
05:30 PM	0	0	0	0	0	10	0	12	0	22	6	223	0	0	229	0	257	1	0	258	509
05:45 PM	1	0	7	0	8	14	0	5	0	19	11	246	7	0	264	3	261	1	0	265	556
Total	1	0	14	0	15	53	0	47	0	100	28	1002	12	0	1042	15	1109	3	0	1127	2284
06:00 PM	0	0	3	0	3	60	0	51	0	111	4	238	5	0	247	3	288	1	0	292	653
06:15 PM	0	0	1	0	1	48	0	36	0	84	7	218	3	0	228	0	245	3	0	248	561
06:30 PM	0	0	3	0	3	22	1	16	0	39	1	180	0	0	181	3	181	0	0	184	407
06:45 PM	0	0	4	0	4	27	0	14	0	41	6	187	1	0	194	3	174	1	0	178	417
Total	0	0	11	0	11	157	1	117	0	275	18	823	9	0	850	9	888	5	0	902	2038
Grand Total	11	0	103	0	114	263	2	206	0	471	108	5272	268	0	5648	153	4729	17	0	4899	11132
Apprch %	9.6	0	90.4	0		55.8	0.4	43.7	0		1.9	93.3	4.7	0		3.1	96.5	0.3	0		
Total %	0.1	0	0.9	0	1	2.4	0	1.9	0	4.2	1	47.4	2.4	0	50.7	1.4	42.5	0.2	0	44	
Auto	10	0	100	0	110	261	2	206	0	469	103	5109	268	0	5480	153	4545	17	0	4715	10774
% Auto	90.9	0	97.1	0	96.5	99.2	100	100	0	99.6	95.4	96.9	100	0	97	100	96.1	100	0	96.2	96.8
Heavy Vehicles	1	0	3	0	4	2	0	0	0	2	5	163	0	0	168	0	184	0	0	184	358
% Heavy Vehicles	9.1	0	2.9	0	3.5	0.8	0	0	0	0.4	4.6	3.1	0	0	3	0	3.9	0	0	3.8	3.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Andrews Ave & NW 66th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Andrews Ave & NW 66th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 3

	NW 66th Street EASTBOUND					NW 66th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	4	0	4	2	0	3	0	5	**5**	215	19	0	239	10	195	0	0	205	453
08:15 AM	0	0	**6**	0	**6**	3	0	1	0	4	3	234	39	0	276	24	**223**	**1**	0	**248**	534
08:30 AM	**2**	0	4	0	6	4	0	3	0	7	2	239	42	0	283	26	183	0	0	209	505
08:45 AM	0	0	6	0	6	**8**	0	**10**	0	**18**	4	**249**	**100**	0	**353**	**30**	176	1	0	207	**584**
Total Volume	2	0	20	0	22	17	0	17	0	34	14	937	200	0	1151	90	777	2	0	869	2076
% App. Total	9.1	0	90.9	0		50	0	50	0		1.2	81.4	17.4	0		10.4	89.4	0.2	0		
PHF	.250	.000	.833	.000	.917	.531	.000	.425	.000	.472	.700	.941	.500	.000	.815	.750	.871	.500	.000	.876	.889

Peak Hour Analysis From 06:00 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					08:00 AM				
+0 mins.	0	0	4	0	4	2	0	3	0	5	**5**	215	19	0	239	10	195	0	0	205
+15 mins.	0	0	6	0	6	3	0	1	0	4	3	234	39	0	276	24	**223**	**1**	0	**248**
+30 mins.	0	0	**10**	0	**10**	4	0	3	0	7	2	239	42	0	283	26	183	0	0	209
+45 mins.	**2**	0	6	0	8	**8**	0	**10**	0	**18**	4	**249**	**100**	0	**353**	**30**	176	1	0	207
Total Volume	2	0	26	0	28	17	0	17	0	34	14	937	200	0	1151	90	777	2	0	869
% App. Total	7.1	0	92.9	0		50	0	50	0		1.2	81.4	17.4	0		10.4	89.4	0.2	0	
PHF	.250	.000	.650	.000	.700	.531	.000	.425	.000	.472	.700	.941	.500	.000	.815	.750	.871	.500	.000	.876

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Andrews Ave & NW 66th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 4

	NW 66th Street EASTBOUND					NW 66th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	5	0	5	6	0	10	0	16	5	**283**	0	0	**288**	**6**	**299**	**1**	0	**306**	615
05:30 PM	0	0	0	0	0	10	0	12	0	22	6	223	0	0	229	0	257	1	0	258	509
05:45 PM	**1**	0	**7**	0	**8**	14	0	5	0	19	**11**	246	**7**	0	264	3	261	1	0	265	556
06:00 PM	0	0	3	0	3	**60**	0	**51**	0	**111**	4	238	5	0	247	3	288	1	0	292	**653**
Total Volume	1	0	15	0	16	90	0	78	0	168	26	990	12	0	1028	12	1105	4	0	1121	2333
% App. Total	6.2	0	93.8	0		53.6	0	46.4	0		2.5	96.3	1.2	0		1.1	98.6	0.4	0		
PHF	.250	.000	.536	.000	.500	.375	.000	.382	.000	.378	.591	.875	.429	.000	.892	.500	.924	1.00	.000	.916	.893

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					06:00 PM					05:00 PM					04:30 PM					
+0 mins.	0	0	**7**	0	**7**	**60**	0	**51**	0	**111**	6	250	5	0	261	3	291	**2**	0	296	
+15 mins.	**2**	0	4	0	6	48	0	36	0	84	5	**283**	0	0	**288**	5	252	0	0	257	
+30 mins.	1	0	3	0	4	22	**1**	16	0	39	6	223	0	0	229	**6**	292	0	0	298	
+45 mins.	2	0	5	0	7	27	0	14	0	41	**11**	246	**7**	0	264	6	**299**	1	0	**306**	
Total Volume	5	0	19	0	24	157	1	117	0	275	28	1002	12	0	1042	20	1134	3	0	1157	
% App. Total	20.8	0	79.2	0		57.1	0.4	42.5	0		2.7	96.2	1.2	0		1.7	98	0.3	0		
PHF	.625	.000	.679	.000	.857	.654	.250	.574	.000	.619	.636	.885	.429	.000	.905	.833	.948	.375	.000	.945	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Andrews Ave & NW 66th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 66th Street EASTBOUND					NW 66th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	10
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	20
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	14	0	0	14	17
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	14
Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	41	0	0	41	61
07:00 AM	0	0	2	0	2	0	0	0	0	0	1	7	0	0	8	0	11	0	0	11	21
07:15 AM	0	0	1	0	1	0	0	0	0	0	1	8	0	0	9	0	9	0	0	9	19
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	4	0	0	4	14
07:45 AM	1	0	0	0	1	1	0	0	0	1	1	6	0	0	7	0	14	0	0	14	23
Total	1	0	3	0	4	1	0	0	0	1	3	31	0	0	34	0	38	0	0	38	77
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	14	0	0	14	21
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	12	0	0	12	21
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	13	0	0	13	19
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	9	0	0	9	22
Total	0	0	0	0	0	1	0	0	0	1	0	34	0	0	34	0	48	0	0	48	83
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	11	0	0	13	0	7	0	0	7	20
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	7	0	0	7	15
Total	0	0	0	0	0	0	0	0	0	0	2	29	0	0	31	0	23	0	0	23	54
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6	14
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	5	0	0	5	17
Total	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	19	0	0	19	49
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	11
Total	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	15	0	0	15	34
Grand Total	1	0	3	0	4	2	0	0	0	2	5	163	0	0	168	0	184	0	0	184	358
Apprch %	25	0	75	0		100	0	0	0		3	97	0	0		0	100	0	0		
Total %	0.3	0	0.8	0	1.1	0.6	0	0	0	0.6	1.4	45.5	0	0	46.9	0	51.4	0	0	51.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

Client: Metric Engineering, Inc.
Job No: 2016003
Project: I-95 at Commercial Blvd PD&E
County: Broward

File Name : 1B- Andrews Ave & NW 66th St - Wednesday
Site Code : 00000000
Start Date : 3/24/2016
Page No : 1

Groups Printed- Peds

	NW 66th Street EASTBOUND					NW 66th Street WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
07:00 AM	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	2	5
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	11	11	0	0	0	1	1	0	0	0	4	4	2	0	0	0	2	18
08:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
08:15 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	6
08:30 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	2	0	0	0	2	7
Total	0	0	0	10	10	0	0	0	3	3	0	0	0	7	7	2	0	0	0	2	22
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	1	0	0	1	2	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	2	4
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	5	5	3	0	0	1	4	11
06:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	3
Grand Total	0	0	0	30	30	0	0	0	7	7	0	0	0	18	18	9	0	0	2	11	66
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		81.8	0	0	18.2		
Total %	0	0	0	45.5	45.5	0	0	0	10.6	10.6	0	0	0	27.3	27.3	13.6	0	0	3	16.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at I-95 NB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

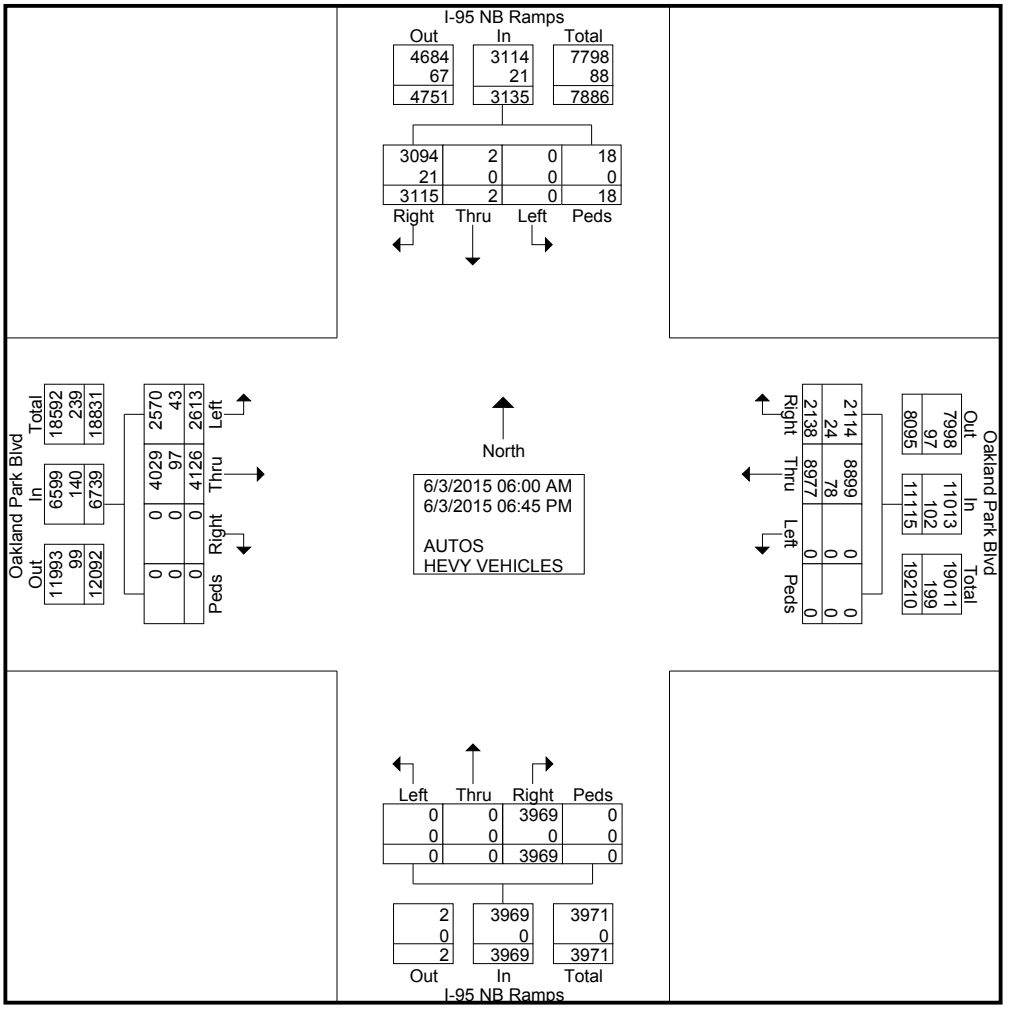
	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	94	99	0	0	193	0	143	48	0	191	0	0	62	0	62	0	0	36	0	36	482
06:15 AM	119	154	0	0	273	0	168	64	0	232	0	0	88	0	88	0	0	64	0	64	657
06:30 AM	141	176	0	0	317	0	242	98	0	340	0	0	129	0	129	0	0	92	0	92	878
06:45 AM	160	203	0	0	363	0	295	82	0	377	0	0	138	0	138	0	0	105	0	105	983
Total	514	632	0	0	1146	0	848	292	0	1140	0	0	417	0	417	0	0	297	0	297	3000
07:00 AM	158	239	0	0	397	0	365	93	0	458	0	0	149	0	149	0	0	121	2	123	1127
07:15 AM	144	173	0	0	317	0	336	94	0	430	0	0	203	0	203	0	0	113	2	115	1065
07:30 AM	141	186	0	0	327	0	342	91	0	433	0	0	200	0	200	0	0	136	0	136	1096
07:45 AM	120	138	0	0	258	0	375	88	0	463	0	0	194	0	194	0	0	168	0	168	1083
Total	563	736	0	0	1299	0	1418	366	0	1784	0	0	746	0	746	0	0	538	4	542	4371
08:00 AM	127	93	0	0	220	0	373	84	0	457	0	0	186	0	186	0	0	98	0	98	961
08:15 AM	124	122	0	0	246	0	378	87	0	465	0	0	184	0	184	0	0	133	0	133	1028
08:30 AM	123	217	0	0	340	0	315	100	0	415	0	0	170	0	170	0	2	121	0	123	1048
08:45 AM	63	146	0	0	209	0	349	92	0	441	0	0	150	0	150	0	0	114	1	115	915
Total	437	578	0	0	1015	0	1415	363	0	1778	0	0	690	0	690	0	2	466	1	469	3952
*** BREAK ***																					
04:00 PM	81	153	0	0	234	0	417	109	0	526	0	0	179	0	179	0	0	146	1	147	1086
04:15 PM	86	119	0	0	205	0	416	94	0	510	0	0	183	0	183	0	0	167	3	170	1068
04:30 PM	84	157	0	0	241	0	417	102	0	519	0	0	161	0	161	0	0	157	2	159	1080
04:45 PM	88	158	0	0	246	0	426	91	0	517	0	0	171	0	171	0	0	180	0	180	1114
Total	339	587	0	0	926	0	1676	396	0	2072	0	0	694	0	694	0	0	650	6	656	4348
05:00 PM	124	217	0	0	341	0	487	91	0	578	0	0	158	0	158	0	0	178	2	180	1257
05:15 PM	100	171	0	0	271	0	498	90	0	588	0	0	178	0	178	0	0	123	0	123	1160
05:30 PM	112	190	0	0	302	0	493	92	0	585	0	0	172	0	172	0	0	149	1	150	1209
05:45 PM	75	201	0	0	276	0	461	86	0	547	0	0	184	0	184	0	0	149	1	150	1157
Total	411	779	0	0	1190	0	1939	359	0	2298	0	0	692	0	692	0	0	599	4	603	4783
06:00 PM	60	208	0	0	268	0	474	91	0	565	0	0	183	0	183	0	0	111	0	111	1127
06:15 PM	123	206	0	0	329	0	381	96	0	477	0	0	184	0	184	0	0	169	1	170	1160
06:30 PM	92	206	0	0	298	0	428	95	0	523	0	0	185	0	185	0	0	140	1	141	1147
06:45 PM	74	194	0	0	268	0	398	80	0	478	0	0	178	0	178	0	0	145	1	146	1070
Total	349	814	0	0	1163	0	1681	362	0	2043	0	0	730	0	730	0	0	565	3	568	4504
Grand Total	2613	4126	0	0	6739	0	8977	2138	0	11115	0	0	3969	0	3969	0	2	3115	18	3135	24958
Apprch %	38.8	61.2	0	0		0	80.8	19.2	0		0	0	100	0		0	0.1	99.4	0.6		
Total %	10.5	16.5	0	0	27	0	36	8.6	0	44.5	0	0	15.9	0	15.9	0	0	12.5	0.1	12.6	
AUTOS	2570	4029	0	0	6599	0	8899	2114	0	11013	0	0	3969	0	3969	0	2	3094	18	3114	24695
% AUTOS	98.4	97.6	0	0	97.9	0	99.1	98.9	0	99.1	0	0	100	0	100	0	100	99.3	100	99.3	98.9
HEVY VEHICLES	43	97	0	0	140	0	78	24	0	102	0	0	0	0	0	0	0	21	0	21	263
% HEVY VEHICLES	1.6	2.4	0	0	2.1	0	0.9	1.1	0	0.9	0	0	0	0	0	0	0	0.7	0	0.7	1.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at I-95 NB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



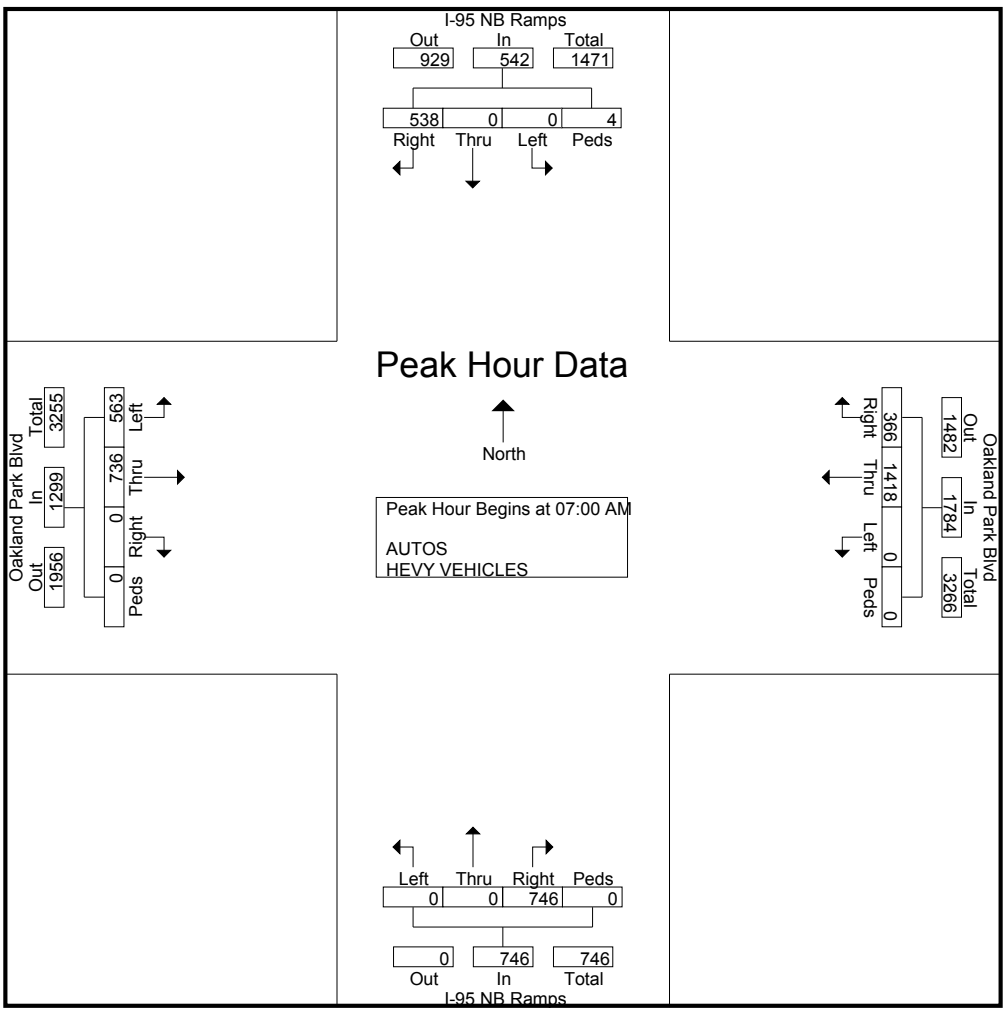
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Start Date : 6/3/2015
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	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**158**	**239**	0	0	**397**	0	365	93	0	458	0	0	149	0	149	0	0	121	**2**	123	**1127**
07:15 AM	144	173	0	0	317	0	336	**94**	0	430	0	0	**203**	0	**203**	0	0	113	2	115	1065
07:30 AM	141	186	0	0	327	0	342	91	0	433	0	0	200	0	200	0	0	136	0	136	1096
07:45 AM	120	138	0	0	258	0	**375**	88	0	**463**	0	0	194	0	194	0	0	**168**	0	**168**	1083
Total Volume	563	736	0	0	1299	0	1418	366	0	1784	0	0	746	0	746	0	0	538	4	542	4371
% App. Total	43.3	56.7	0	0		0	79.5	20.5	0		0	0	100	0		0	0	99.3	0.7		
PHF	.891	.770	.000	.000	.818	.000	.945	.973	.000	.963	.000	.000	.919	.000	.919	.000	.000	.801	.500	.807	.970



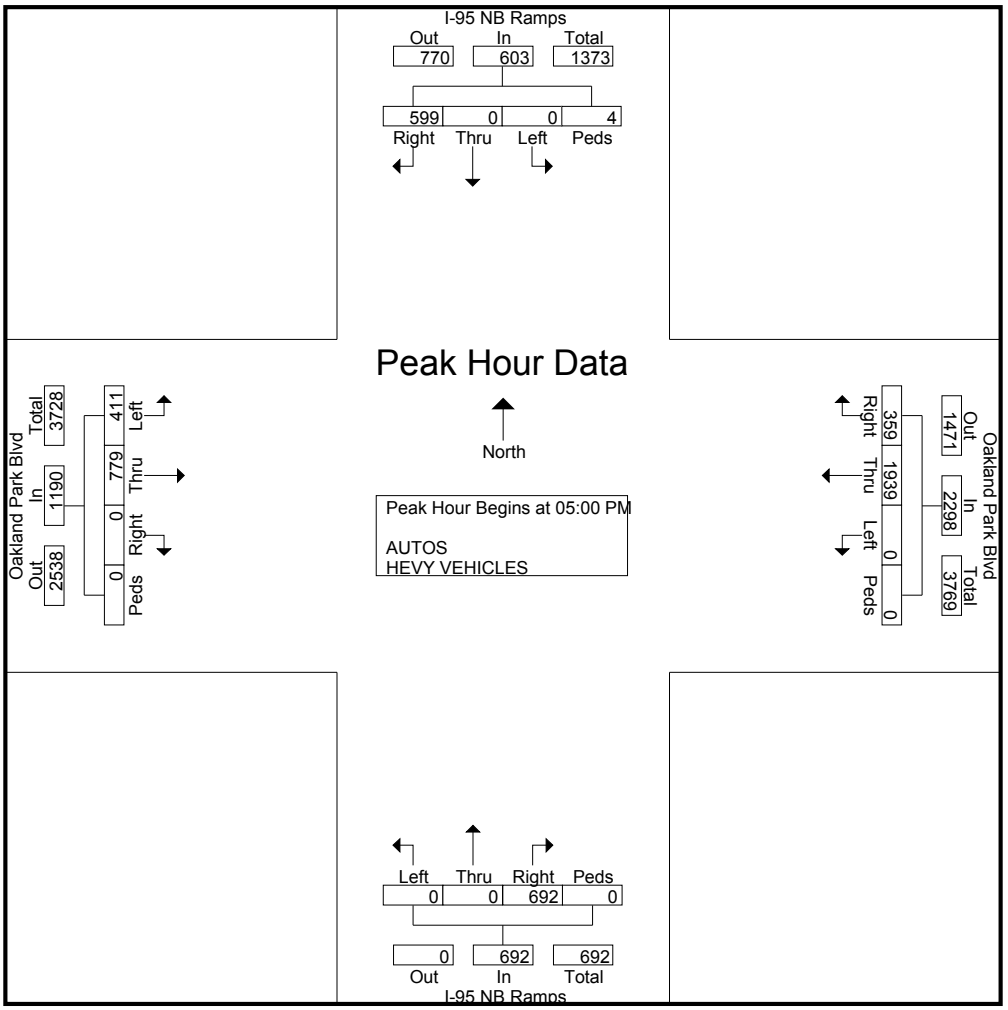
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	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**124**	**217**	0	0	**341**	0	487	91	0	578	0	0	158	0	158	0	0	**178**	**2**	**180**	**1257**
05:15 PM	100	171	0	0	271	0	**498**	90	0	**588**	0	0	178	0	178	0	0	123	0	123	1160
05:30 PM	112	190	0	0	302	0	493	**92**	0	585	0	0	172	0	172	0	0	149	1	150	1209
05:45 PM	75	201	0	0	276	0	461	86	0	547	0	0	**184**	0	**184**	0	0	149	1	150	1157
Total Volume	411	779	0	0	1190	0	1939	359	0	2298	0	0	692	0	692	0	0	599	4	603	4783
% App. Total	34.5	65.5	0	0		0	84.4	15.6	0		0	0	100	0		0	0	99.3	0.7		
PHF	.829	.897	.000	.000	.872	.000	.973	.976	.000	.977	.000	.000	.940	.000	.940	.000	.000	.841	.500	.838	.951



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Groups Printed- HEVY VEHICLES

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 NB Ramps NORTHBOUND					I-95 NB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	5	7	0	0	12	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	15
06:15 AM	2	4	0	0	6	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	11
06:30 AM	3	1	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
06:45 AM	3	5	0	0	8	0	4	1	0	5	0	0	0	0	0	0	0	1	0	1	14
Total	13	17	0	0	30	0	10	4	0	14	0	0	0	0	0	0	0	3	0	3	47
07:00 AM	2	7	0	0	9	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	14
07:15 AM	3	6	0	0	9	0	4	1	0	5	0	0	0	0	0	0	0	2	0	2	16
07:30 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	2	11	0	0	13	0	3	2	0	5	0	0	0	0	0	0	0	2	0	2	20
Total	7	26	0	0	33	0	14	4	0	18	0	0	0	0	0	0	0	6	0	6	57
08:00 AM	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	7
08:15 AM	1	7	0	0	8	0	4	2	0	6	0	0	0	0	0	0	0	1	0	1	15
08:30 AM	2	4	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
08:45 AM	1	10	0	0	11	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	22
Total	4	23	0	0	27	0	21	6	0	27	0	0	0	0	0	0	0	1	0	1	55
*** BREAK ***																					
04:00 PM	1	3	0	0	4	0	4	1	0	5	0	0	0	0	0	0	0	2	0	2	11
04:15 PM	1	4	0	0	5	0	4	1	0	5	0	0	0	0	0	0	0	1	0	1	11
04:30 PM	1	4	0	0	5	0	4	1	0	5	0	0	0	0	0	0	0	2	0	2	12
04:45 PM	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	9
Total	4	14	0	0	18	0	14	4	0	18	0	0	0	0	0	0	0	7	0	7	43
05:00 PM	1	3	0	0	4	0	4	2	0	6	0	0	0	0	0	0	0	1	0	1	11
05:15 PM	2	1	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	8
05:30 PM	1	2	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
Total	5	8	0	0	13	0	12	4	0	16	0	0	0	0	0	0	0	4	0	4	33
06:00 PM	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	6
06:15 PM	4	2	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	3	3	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
06:45 PM	2	1	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	10	9	0	0	19	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	28
Grand Total	43	97	0	0	140	0	78	24	0	102	0	0	0	0	0	0	0	21	0	21	263
Apprch %	30.7	69.3	0	0		0	76.5	23.5	0		0	0	0	0		0	0	100	0		
Total %	16.3	36.9	0	0	53.2	0	29.7	9.1	0	38.8	0	0	0	0	0	0	0	8	0	8	

CTS Engineering, Inc.

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Site Code : 00000000
Start Date : 6/3/2015
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Groups Printed- AUTOS - HEVY VEHICLES

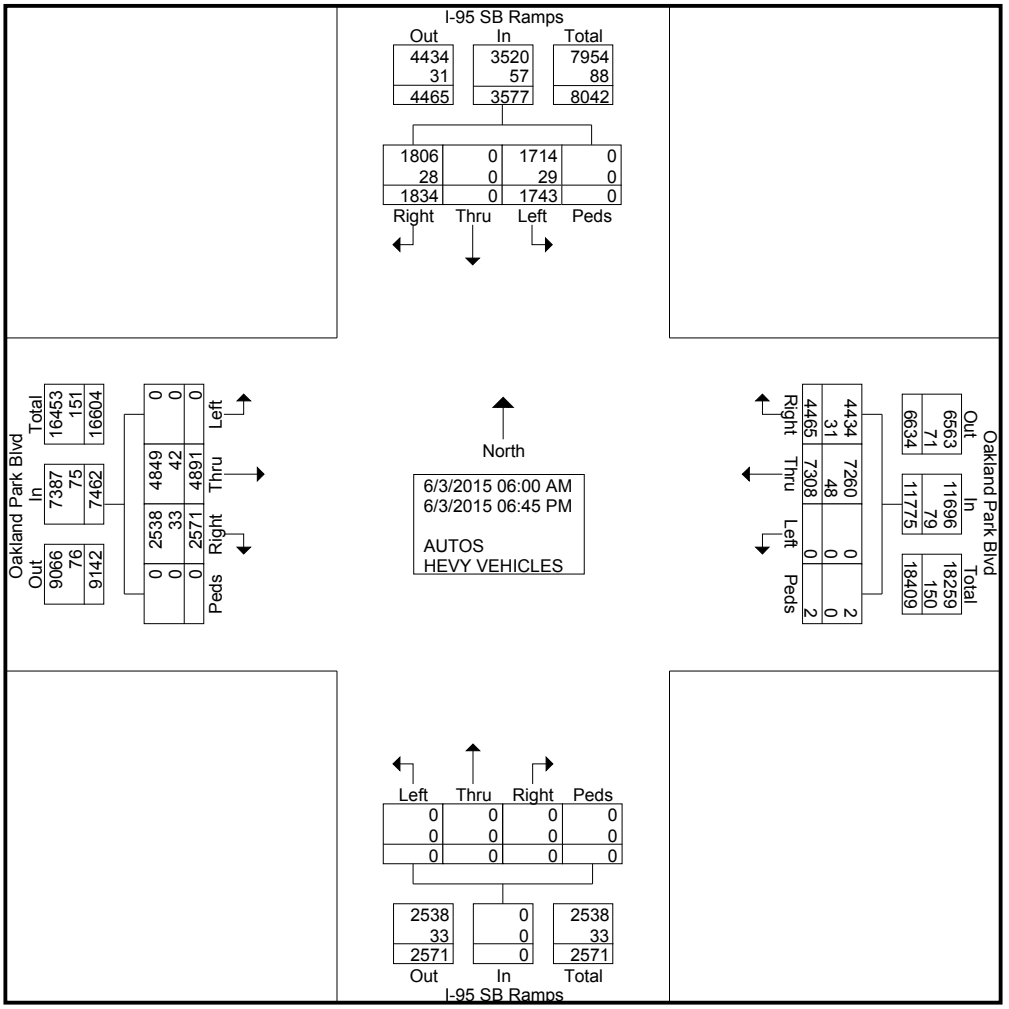
	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	149	82	0	231	0	80	88	0	168	0	0	0	0	0	34	0	15	0	49	448
06:15 AM	0	223	102	0	325	0	122	131	0	253	0	0	0	0	0	41	0	29	0	70	648
06:30 AM	0	286	110	0	396	0	166	155	0	321	0	0	0	0	0	46	0	30	0	76	793
06:45 AM	0	321	123	0	444	0	199	188	0	387	0	0	0	0	0	31	0	38	0	69	900
Total	0	979	417	0	1396	0	567	562	0	1129	0	0	0	0	0	152	0	112	0	264	2789
07:00 AM	0	324	158	0	482	0	252	230	0	482	0	0	0	0	0	53	0	45	0	98	1062
07:15 AM	0	241	139	0	380	0	230	210	0	440	0	0	0	0	0	66	0	55	0	121	941
07:30 AM	0	234	111	0	345	0	269	205	0	474	0	0	0	0	0	87	0	74	0	161	980
07:45 AM	0	161	146	0	307	0	320	191	0	511	0	0	0	0	0	92	0	67	0	159	977
Total	0	960	554	0	1514	0	1071	836	0	1907	0	0	0	0	0	298	0	241	0	539	3960
08:00 AM	0	138	127	0	265	0	283	183	0	466	0	0	0	0	0	97	0	82	0	179	910
08:15 AM	0	151	117	0	268	0	298	187	0	485	0	0	0	0	0	95	0	73	0	168	921
08:30 AM	0	238	117	0	355	0	274	171	0	445	0	0	0	0	0	89	0	85	0	174	974
08:45 AM	0	116	89	0	205	0	302	143	0	445	0	0	0	0	0	92	0	81	0	173	823
Total	0	643	450	0	1093	0	1157	684	0	1841	0	0	0	0	0	373	0	321	0	694	3628
*** BREAK ***																					
04:00 PM	0	151	124	0	275	0	344	205	0	549	0	0	0	0	0	86	0	80	0	166	990
04:15 PM	0	123	101	0	224	0	361	207	0	568	0	0	0	0	0	84	0	89	0	173	965
04:30 PM	0	161	111	0	272	0	353	208	0	561	0	0	0	0	0	79	0	99	0	178	1011
04:45 PM	0	166	89	0	255	0	369	215	0	584	0	0	0	0	0	81	0	99	0	180	1019
Total	0	601	425	0	1026	0	1427	835	0	2262	0	0	0	0	0	330	0	367	0	697	3985
05:00 PM	0	243	116	0	359	0	423	217	0	640	0	0	0	0	0	84	0	104	0	188	1187
05:15 PM	0	183	98	0	281	0	381	218	1	600	0	0	0	0	0	86	0	95	0	181	1062
05:30 PM	0	212	108	0	320	0	403	216	1	620	0	0	0	0	0	84	0	91	0	175	1115
05:45 PM	0	199	79	0	278	0	381	209	0	590	0	0	0	0	0	77	0	95	0	172	1040
Total	0	837	401	0	1238	0	1588	860	2	2450	0	0	0	0	0	331	0	385	0	716	4404
06:00 PM	0	195	94	0	289	0	365	203	0	568	0	0	0	0	0	70	0	103	0	173	1030
06:15 PM	0	259	72	0	331	0	378	164	0	542	0	0	0	0	0	54	0	95	0	149	1022
06:30 PM	0	224	83	0	307	0	371	183	0	554	0	0	0	0	0	62	0	114	0	176	1037
06:45 PM	0	193	75	0	268	0	384	138	0	522	0	0	0	0	0	73	0	96	0	169	959
Total	0	871	324	0	1195	0	1498	688	0	2186	0	0	0	0	0	259	0	408	0	667	4048
Grand Total	0	4891	2571	0	7462	0	7308	4465	2	11775	0	0	0	0	0	1743	0	1834	0	3577	22814
Apprch %	0	65.5	34.5	0		0	62.1	37.9	0		0	0	0	0		48.7	0	51.3	0		
Total %	0	21.4	11.3	0	32.7	0	32	19.6	0	51.6	0	0	0	0	0	7.6	0	8	0	15.7	
AUTOS	0	4849	2538	0	7387	0	7260	4434	2	11696	0	0	0	0	0	1714	0	1806	0	3520	22603
% AUTOS	0	99.1	98.7	0	99	0	99.3	99.3	100	99.3	0	0	0	0	0	98.3	0	98.5	0	98.4	99.1
HEVY VEHICLES	0	42	33	0	75	0	48	31	0	79	0	0	0	0	0	29	0	28	0	57	211
% HEVY VEHICLES	0	0.9	1.3	0	1	0	0.7	0.7	0	0.7	0	0	0	0	0	1.7	0	1.5	0	1.6	0.9

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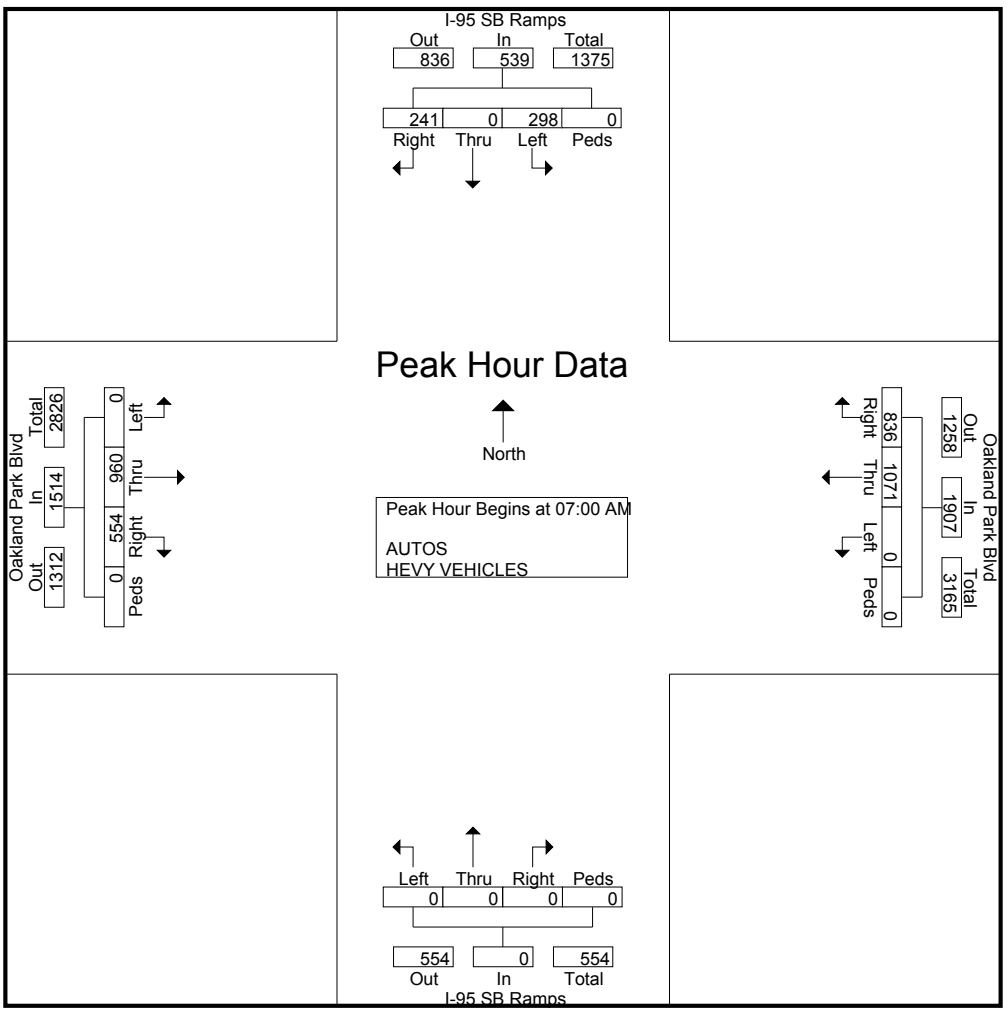
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	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**324**	**158**	0	**482**	0	252	**230**	0	482	0	0	0	0	0	53	0	45	0	98	**1062**
07:15 AM	0	241	139	0	380	0	230	210	0	440	0	0	0	0	0	66	0	55	0	121	941
07:30 AM	0	234	111	0	345	0	269	205	0	474	0	0	0	0	0	87	0	**74**	0	**161**	980
07:45 AM	0	161	146	0	307	0	**320**	191	0	**511**	0	0	0	0	0	**92**	0	67	0	159	977
Total Volume	0	960	554	0	1514	0	1071	836	0	1907	0	0	0	0	0	298	0	241	0	539	3960
% App. Total	0	63.4	36.6	0		0	56.2	43.8	0		0	0	0	0		55.3	0	44.7	0		
PHF	.000	.741	.877	.000	.785	.000	.837	.909	.000	.933	.000	.000	.000	.000	.000	.810	.000	.814	.000	.837	.932



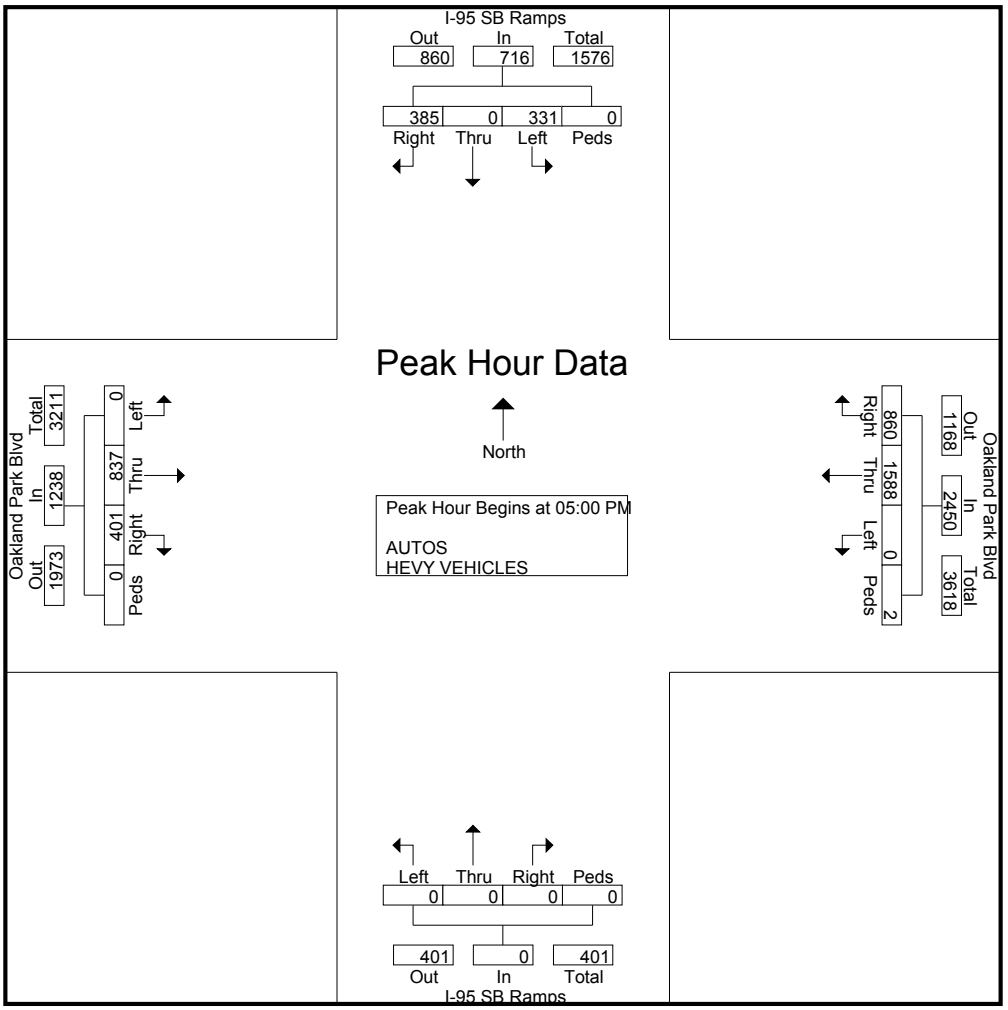
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	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**243**	**116**	0	**359**	0	**423**	217	0	**640**	0	0	0	0	0	84	0	**104**	0	**188**	**1187**
05:15 PM	0	183	98	0	281	0	381	**218**	**1**	600	0	0	0	0	0	**86**	0	95	0	181	1062
05:30 PM	0	212	108	0	320	0	403	216	1	620	0	0	0	0	0	84	0	91	0	175	1115
05:45 PM	0	199	79	0	278	0	381	209	0	590	0	0	0	0	0	77	0	95	0	172	1040
Total Volume	0	837	401	0	1238	0	1588	860	2	2450	0	0	0	0	0	331	0	385	0	716	4404
% App. Total	0	67.6	32.4	0		0	64.8	35.1	0.1		0	0	0	0		46.2	0	53.8	0		
PHF	.000	.861	.864	.000	.862	.000	.939	.986	.500	.957	.000	.000	.000	.000	.000	.962	.000	.925	.000	.952	.928



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at I-95 SB Ramp_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					I-95 SB Ramps NORTHBOUND					I-95 SB Ramps SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	4	0	1	0	5	9
06:15 AM	0	3	3	0	6	0	4	2	0	6	0	0	0	0	0	3	0	2	0	5	17
06:30 AM	0	2	2	0	4	0	2	1	0	3	0	0	0	0	0	2	0	2	0	4	11
06:45 AM	0	2	3	0	5	0	2	1	0	3	0	0	0	0	0	1	0	2	0	3	11
Total	0	7	9	0	16	0	9	6	0	15	0	0	0	0	0	10	0	7	0	17	48
07:00 AM	0	1	2	0	3	0	3	1	0	4	0	0	0	0	0	3	0	3	0	6	13
07:15 AM	0	2	1	0	3	0	3	2	0	5	0	0	0	0	0	2	0	2	0	4	12
07:30 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	0	1	0	2	7
07:45 AM	0	2	0	0	2	0	2	2	0	4	0	0	0	0	0	3	0	0	0	3	9
Total	0	5	3	0	8	0	11	7	0	18	0	0	0	0	0	9	0	6	0	15	41
08:00 AM	0	1	1	0	2	0	2	2	0	4	0	0	0	0	0	2	0	0	0	2	8
08:15 AM	0	2	2	0	4	0	1	1	0	2	0	0	0	0	0	2	0	1	0	3	9
08:30 AM	0	2	2	0	4	0	2	1	0	3	0	0	0	0	0	1	0	1	0	2	9
08:45 AM	0	3	2	0	5	0	2	1	0	3	0	0	0	0	0	1	0	1	0	2	10
Total	0	8	7	0	15	0	7	5	0	12	0	0	0	0	0	6	0	3	0	9	36
*** BREAK ***																					
04:00 PM	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	7
04:15 PM	0	1	1	0	2	0	3	2	0	5	0	0	0	0	0	0	0	2	0	2	9
04:30 PM	0	2	0	0	2	0	2	3	0	5	0	0	0	0	0	0	0	2	0	2	9
04:45 PM	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0	0	1	0	1	6
Total	0	8	3	0	11	0	6	8	0	14	0	0	0	0	0	0	0	6	0	6	31
05:00 PM	0	3	1	0	4	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	8
05:15 PM	0	2	2	0	4	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	8
05:30 PM	0	3	2	0	5	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	8
05:45 PM	0	2	2	0	4	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	7
Total	0	10	7	0	17	0	7	3	0	10	0	0	0	0	0	2	0	2	0	4	31
06:00 PM	0	1	2	0	3	0	2	1	0	3	0	0	0	0	0	1	0	2	0	3	9
06:15 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	1	0	2	0	3	7
06:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	4	4	0	8	0	8	2	0	10	0	0	0	0	0	2	0	4	0	6	24
Grand Total	0	42	33	0	75	0	48	31	0	79	0	0	0	0	0	29	0	28	0	57	211
Apprch %	0	56	44	0		0	60.8	39.2	0		0	0	0	0		50.9	0	49.1	0		
Total %	0	19.9	15.6	0	35.5	0	22.7	14.7	0	37.4	0	0	0	0	0	13.7	0	13.3	0	27	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 18th Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

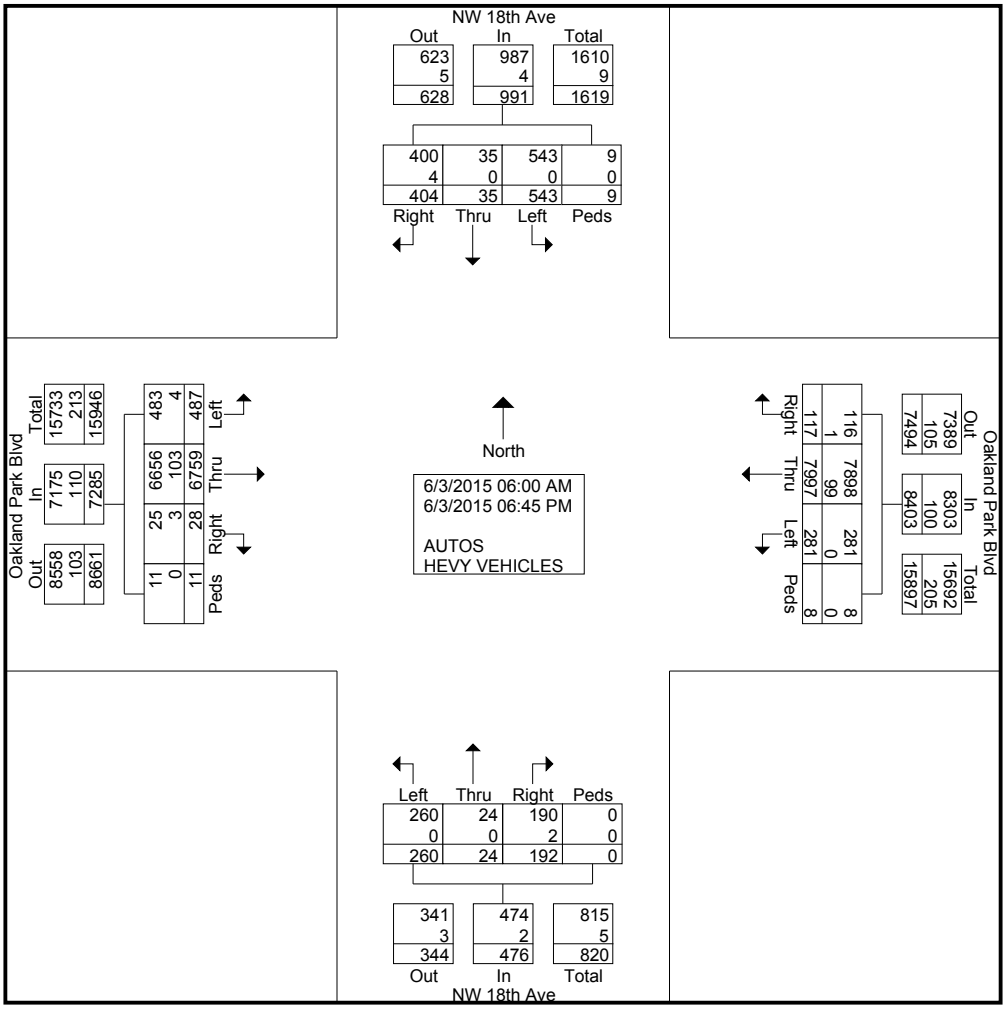
	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 18th Ave NORTHBOUND					NW 18th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	12	253	0	0	265	5	106	1	0	112	3	0	6	0	9	10	1	5	0	16	402
06:15 AM	11	291	0	0	302	7	147	1	0	155	3	0	7	0	10	12	1	6	0	19	486
06:30 AM	11	349	0	1	361	8	190	1	0	199	3	0	5	0	8	15	2	9	0	26	594
06:45 AM	17	370	1	0	388	11	208	3	0	222	1	0	5	0	6	19	1	7	1	28	644
Total	51	1263	1	1	1316	31	651	6	0	688	10	0	23	0	33	56	5	27	1	89	2126
07:00 AM	16	411	2	0	429	9	290	4	0	303	6	1	5	0	12	18	2	12	0	32	776
07:15 AM	17	350	2	0	369	12	266	4	0	282	4	1	5	0	10	19	1	10	1	31	692
07:30 AM	17	340	2	1	360	10	288	2	0	300	6	2	9	0	17	24	2	15	1	42	719
07:45 AM	28	288	1	0	317	8	341	4	0	353	5	0	2	0	7	37	2	17	0	56	733
Total	78	1389	7	1	1475	39	1185	14	0	1238	21	4	21	0	46	98	7	54	2	161	2920
08:00 AM	30	255	1	2	288	5	294	9	0	308	8	1	9	0	18	38	2	20	1	61	675
08:15 AM	29	253	1	1	284	9	314	6	0	329	7	1	6	0	14	38	1	19	0	58	685
08:30 AM	26	317	2	2	347	15	282	5	2	304	12	0	11	0	23	23	3	15	0	41	715
08:45 AM	26	213	1	0	240	11	320	8	0	339	15	0	15	0	30	30	3	17	1	51	660
Total	111	1038	5	5	1159	40	1210	28	2	1280	42	2	41	0	85	129	9	71	2	211	2735
*** BREAK ***																					
04:00 PM	18	245	1	1	265	16	377	9	0	402	18	2	14	0	34	22	2	22	1	47	748
04:15 PM	26	212	2	0	240	11	408	4	2	425	15	0	12	0	27	23	3	24	0	50	742
04:30 PM	22	247	1	1	271	14	399	8	1	422	17	1	13	0	31	23	3	23	1	50	774
04:45 PM	23	253	2	1	279	13	430	6	0	449	20	1	13	0	34	33	2	33	1	69	831
Total	89	957	6	3	1055	54	1614	27	3	1698	70	4	52	0	126	101	10	102	3	216	3095
05:00 PM	10	270	2	0	282	22	436	6	0	464	13	4	9	0	26	22	0	19	0	41	813
05:15 PM	17	256	0	0	273	11	397	0	0	408	13	0	5	0	18	15	1	20	0	36	735
05:30 PM	14	263	1	0	278	17	379	3	0	399	13	2	7	0	22	19	1	20	0	40	739
05:45 PM	22	270	3	1	296	14	444	5	1	464	13	2	10	0	25	26	1	21	1	49	834
Total	63	1059	6	1	1129	64	1656	14	1	1735	52	8	31	0	91	82	3	80	1	166	3121
06:00 PM	19	250	1	0	270	18	422	10	0	450	14	2	5	0	21	18	0	15	0	33	774
06:15 PM	28	276	0	0	304	7	419	3	1	430	19	1	4	0	24	16	0	16	0	32	790
06:30 PM	24	263	1	0	288	13	417	9	1	440	17	2	5	0	24	17	0	16	0	33	785
06:45 PM	24	264	1	0	289	15	423	6	0	444	15	1	10	0	26	26	1	23	0	50	809
Total	95	1053	3	0	1151	53	1681	28	2	1764	65	6	24	0	95	77	1	70	0	148	3158
Grand Total	487	6759	28	11	7285	281	7997	117	8	8403	260	24	192	0	476	543	35	404	9	991	17155
Apprch %	6.7	92.8	0.4	0.2		3.3	95.2	1.4	0.1		54.6	5	40.3	0		54.8	3.5	40.8	0.9		
Total %	2.8	39.4	0.2	0.1	42.5	1.6	46.6	0.7	0	49	1.5	0.1	1.1	0	2.8	3.2	0.2	2.4	0.1	5.8	
AUTOS	483	6656	25	11	7175	281	7898	116	8	8303	260	24	190	0	474	543	35	400	9	987	16939
% AUTOS	99.2	98.5	89.3	100	98.5	100	98.8	99.1	100	98.8	100	100	99	0	99.6	100	100	99	100	99.6	98.7
HEVY VEHICLES	4	103	3	0	110	0	99	1	0	100	0	0	2	0	2	0	0	4	0	4	216
% HEVY VEHICLES	0.8	1.5	10.7	0	1.5	0	1.2	0.9	0	1.2	0	0	1	0	0.4	0	0	1	0	0.4	1.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 18th Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



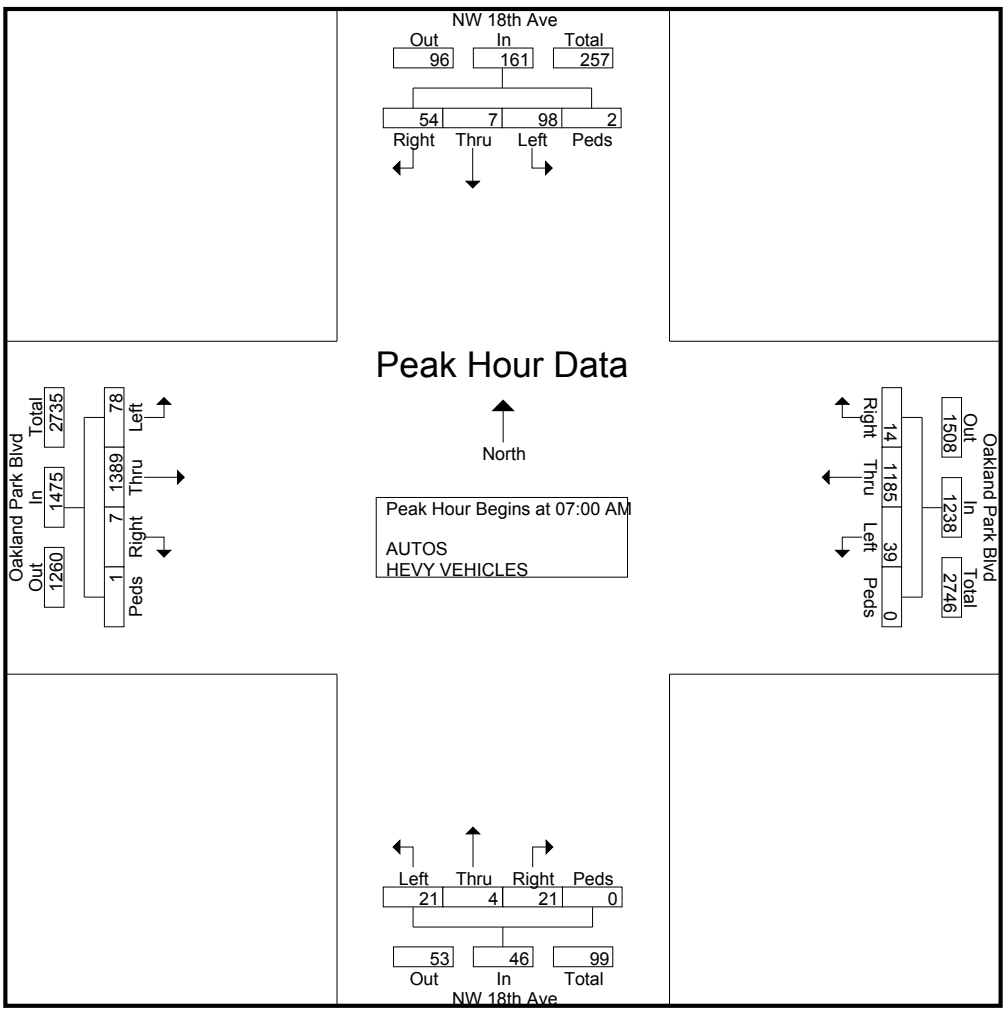
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
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COUNTY: Broward

File Name : Oakland Park at NW 18th Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 3

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 18th Ave NORTHBOUND					NW 18th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	16	**411**	**2**	0	**429**	9	290	**4**	0	303	**6**	1	5	0	12	18	**2**	12	0	32	**776**
07:15 AM	17	350	2	0	369	**12**	266	4	0	282	4	1	5	0	10	19	1	10	**1**	31	692
07:30 AM	17	340	2	**1**	360	10	288	2	0	300	6	**2**	**9**	0	**17**	24	2	15	1	42	719
07:45 AM	**28**	288	1	0	317	8	**341**	4	0	**353**	5	0	2	0	7	**37**	2	**17**	0	**56**	733
Total Volume	78	1389	7	1	1475	39	1185	14	0	1238	21	4	21	0	46	98	7	54	2	161	2920
% App. Total	5.3	94.2	0.5	0.1		3.2	95.7	1.1	0		45.7	8.7	45.7	0		60.9	4.3	33.5	1.2		
PHF	.696	.845	.875	.250	.860	.813	.869	.875	.000	.877	.875	.500	.583	.000	.676	.662	.875	.794	.500	.719	.941



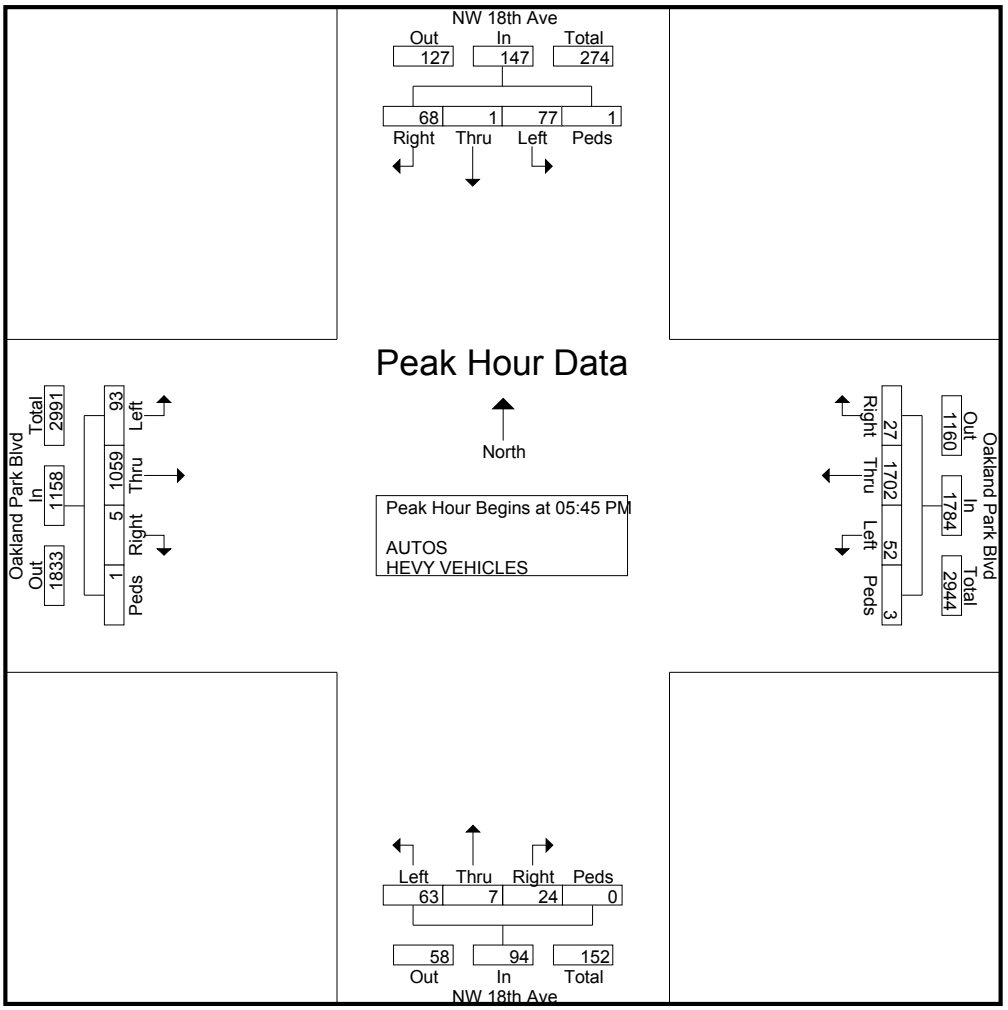
CTS Engineering, Inc.

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Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 18th Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 4

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 18th Ave NORTHBOUND					NW 18th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 PM																					
05:45 PM	22	270	**3**	**1**	296	14	**444**	5	**1**	**464**	13	**2**	**10**	0	**25**	**26**	**1**	**21**	**1**	**49**	**834**
06:00 PM	19	250	1	0	270	**18**	422	**10**	0	450	14	2	5	0	21	18	0	15	0	33	774
06:15 PM	**28**	**276**	0	0	**304**	7	419	3	1	430	**19**	1	4	0	24	16	0	16	0	32	790
06:30 PM	24	263	1	0	288	13	417	9	1	440	17	2	5	0	24	17	0	16	0	33	785
Total Volume	93	1059	5	1	1158	52	1702	27	3	1784	63	7	24	0	94	77	1	68	1	147	3183
% App. Total	8	91.5	0.4	0.1		2.9	95.4	1.5	0.2		67	7.4	25.5	0		52.4	0.7	46.3	0.7		
PHF	.830	.959	.417	.250	.952	.722	.958	.675	.750	.961	.829	.875	.600	.000	.940	.740	.250	.810	.250	.750	.954



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Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 18th Ave NORTHBOUND					NW 18th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
06:15 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
06:30 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
06:45 AM	1	7	1	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
Total	1	24	1	0	26	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	41
07:00 AM	1	3	1	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	1	6	1	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
07:30 AM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
07:45 AM	1	7	0	0	8	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	11
Total	3	22	2	0	27	0	22	0	0	22	0	0	1	0	1	0	0	0	0	0	50
08:00 AM	0	7	0	0	7	0	4	1	0	5	0	0	0	0	0	0	0	2	0	2	14
08:15 AM	0	7	0	0	7	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	12
08:30 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	16
Total	0	26	0	0	26	0	17	1	0	18	0	0	1	0	1	0	0	4	0	4	49
*** BREAK ***																					
04:00 PM	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
04:45 PM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Total	0	16	0	0	16	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	38
05:00 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
06:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	7	0	0	7	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	21
Grand Total	4	103	3	0	110	0	99	1	0	100	0	0	2	0	2	0	0	4	0	4	216
Apprch %	3.6	93.6	2.7	0		0	99	1	0		0	0	100	0		0	0	100	0		
Total %	1.9	47.7	1.4	0	50.9	0	45.8	0.5	0	46.3	0	0	0.9	0	0.9	0	0	1.9	0	1.9	

CTS Engineering, Inc.

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PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 21 Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

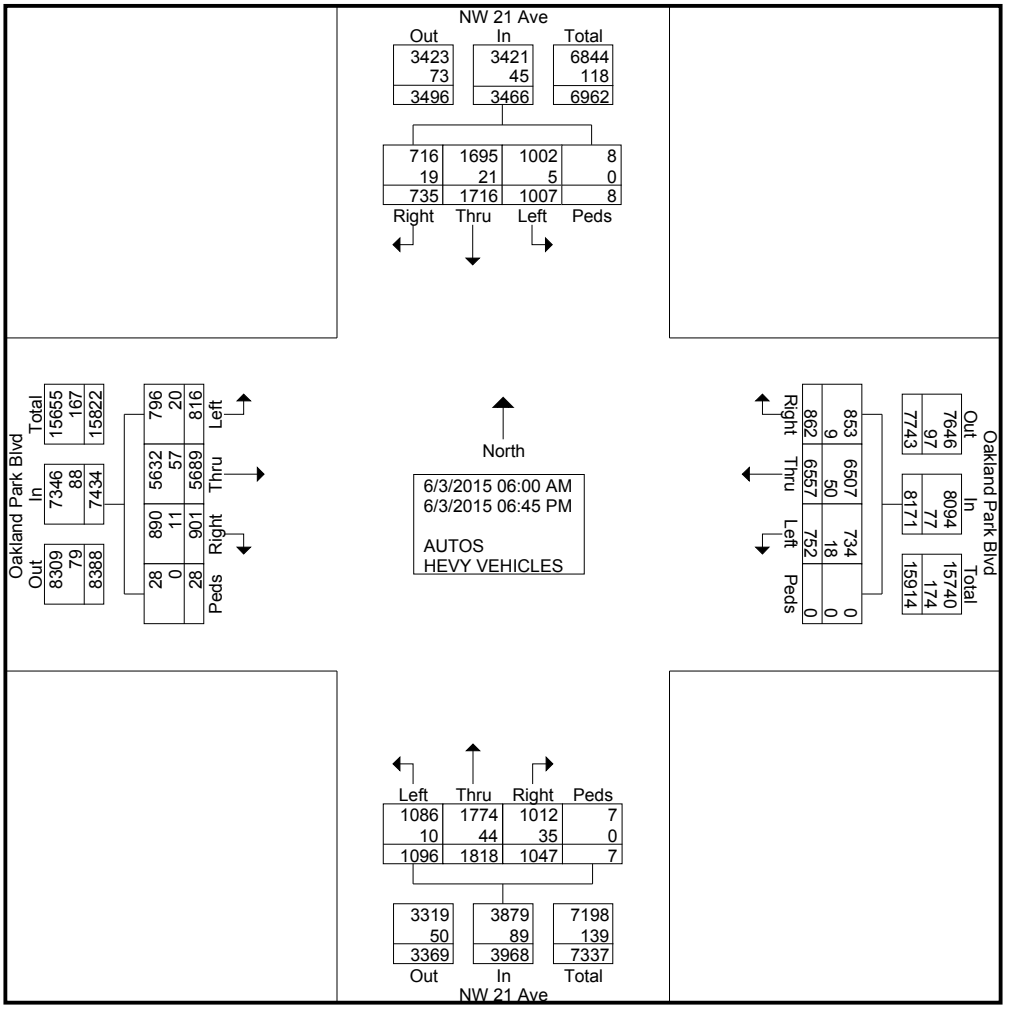
	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 21 Ave NORTHBOUND					NW 21 Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	10	215	14	0	239	11	88	7	0	106	5	21	16	0	42	22	15	12	0	49	436
06:15 AM	10	246	16	0	272	15	117	9	0	141	8	27	22	0	57	25	26	15	0	66	536
06:30 AM	16	296	21	2	335	19	154	14	0	187	15	35	21	0	71	28	39	17	0	84	677
06:45 AM	38	329	36	0	403	15	164	23	0	202	22	37	52	1	112	40	34	23	2	99	816
Total	74	1086	87	2	1249	60	523	53	0	636	50	120	111	1	282	115	114	67	2	298	2465
07:00 AM	38	370	36	0	444	14	239	36	0	289	21	72	48	1	142	45	53	27	1	126	1001
07:15 AM	38	318	37	0	393	15	210	29	0	254	22	53	49	1	125	42	44	25	0	111	883
07:30 AM	35	300	28	1	364	29	215	41	0	285	23	56	33	1	113	40	55	23	0	118	880
07:45 AM	31	268	49	4	352	36	281	40	0	357	35	65	33	0	133	52	63	32	0	147	989
Total	142	1256	150	5	1553	94	945	146	0	1185	101	246	163	3	513	179	215	107	1	502	3753
08:00 AM	64	214	36	0	314	48	259	40	0	347	21	64	52	0	137	46	91	23	1	161	959
08:15 AM	48	216	44	2	310	41	268	40	0	349	28	65	42	0	135	49	77	28	1	155	949
08:30 AM	47	271	32	1	351	42	214	38	0	294	25	41	30	1	97	47	55	22	1	125	867
08:45 AM	30	184	39	2	255	36	249	44	0	329	40	52	39	0	131	43	42	19	0	104	819
Total	189	885	151	5	1230	167	990	162	0	1319	114	222	163	1	500	185	265	92	3	545	3594
*** BREAK ***																					
04:00 PM	33	194	47	1	275	35	314	43	0	392	56	78	51	0	185	44	68	24	0	136	988
04:15 PM	25	186	36	1	248	36	336	42	0	414	81	95	44	0	220	40	83	44	0	167	1049
04:30 PM	29	204	42	1	276	36	329	43	0	408	69	86	47	0	202	42	76	33	0	151	1037
04:45 PM	32	211	40	1	284	45	376	48	0	469	58	84	47	0	189	39	76	35	1	151	1093
Total	119	795	165	4	1083	152	1355	176	0	1683	264	343	189	0	796	165	303	136	1	605	4167
05:00 PM	36	198	45	1	280	32	335	47	0	414	79	138	56	0	273	54	88	39	0	181	1148
05:15 PM	46	194	45	1	286	33	341	35	0	409	72	99	66	0	237	40	123	50	0	213	1145
05:30 PM	41	196	45	1	283	33	319	42	0	394	76	119	61	0	256	47	106	45	0	198	1131
05:45 PM	33	224	44	2	303	44	359	47	0	450	77	130	49	0	256	40	107	39	1	187	1196
Total	156	812	179	5	1152	142	1354	171	0	1667	304	486	232	0	1022	181	424	173	1	779	4620
06:00 PM	30	196	48	1	275	40	332	38	0	410	75	117	48	0	240	53	113	35	0	201	1126
06:15 PM	43	222	41	3	309	32	354	41	0	427	67	88	53	1	209	46	104	46	0	196	1141
06:30 PM	37	208	45	2	292	37	341	40	0	418	71	103	51	1	226	50	109	41	0	200	1136
06:45 PM	26	229	35	1	291	28	363	35	0	426	50	93	37	0	180	33	69	38	0	140	1037
Total	136	855	169	7	1167	137	1390	154	0	1681	263	401	189	2	855	182	395	160	0	737	4440
Grand Total	816	5689	901	28	7434	752	6557	862	0	8171	1096	1818	1047	7	3968	1007	1716	735	8	3466	23039
Apprch %	11	76.5	12.1	0.4		9.2	80.2	10.5	0		27.6	45.8	26.4	0.2		29.1	49.5	21.2	0.2		
Total %	3.5	24.7	3.9	0.1	32.3	3.3	28.5	3.7	0	35.5	4.8	7.9	4.5	0	17.2	4.4	7.4	3.2	0	15	
AUTOS	796	5632	890	28	7346	734	6507	853	0	8094	1086	1774	1012	7	3879	1002	1695	716	8	3421	22740
% AUTOS	97.5	99	98.8	100	98.8	97.6	99.2	99	0	99.1	99.1	97.6	96.7	100	97.8	99.5	98.8	97.4	100	98.7	98.7
HEVY VEHICLES	20	57	11	0	88	18	50	9	0	77	10	44	35	0	89	5	21	19	0	45	299
% HEVY VEHICLES	2.5	1	1.2	0	1.2	2.4	0.8	1	0	0.9	0.9	2.4	3.3	0	2.2	0.5	1.2	2.6	0	1.3	1.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 21 Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



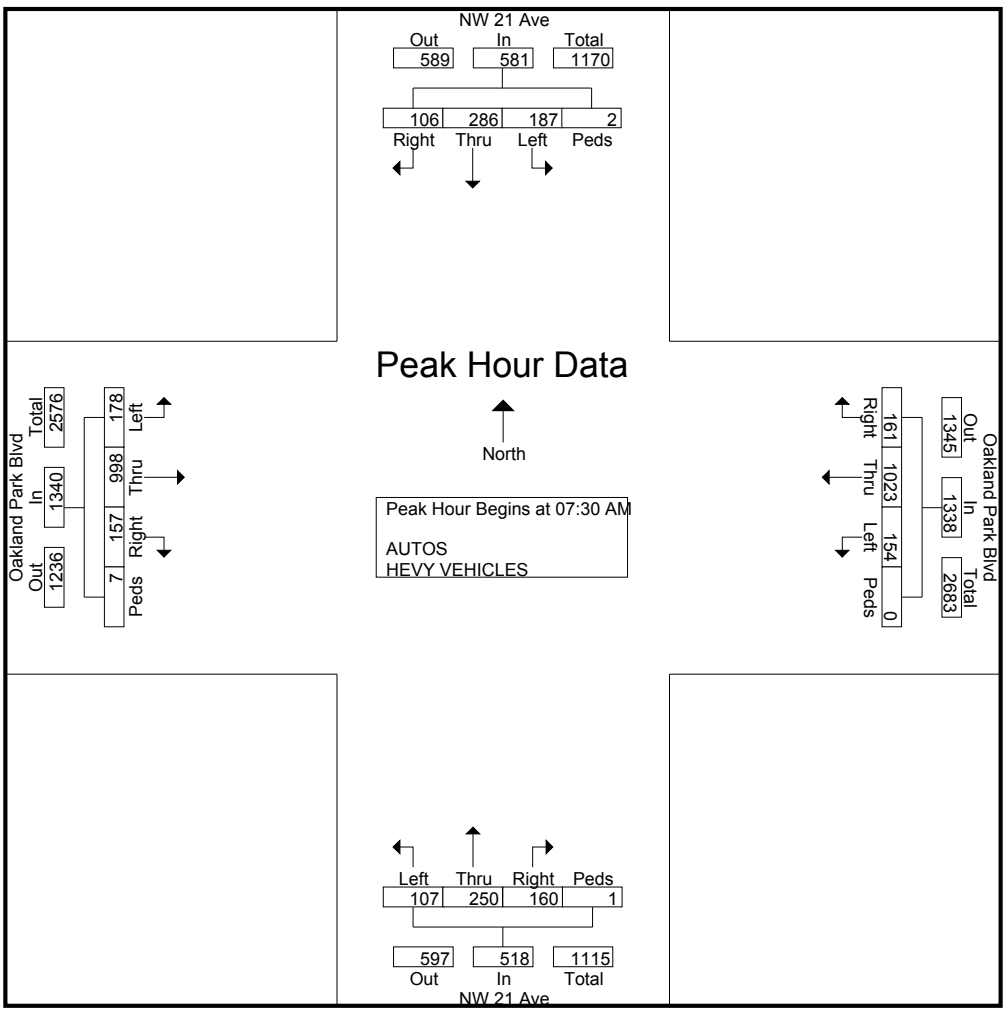
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
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COUNTY: Broward

File Name : Oakland Park at NW 21 Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 3

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 21 Ave NORTHBOUND					NW 21 Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	35	**300**	28	1	**364**	29	215	**41**	0	285	23	56	33	**1**	113	40	55	23	0	118	880
07:45 AM	31	268	**49**	**4**	352	36	**281**	40	0	**357**	**35**	**65**	33	0	133	**52**	63	**32**	0	147	**989**
08:00 AM	**64**	214	36	0	314	**48**	259	40	0	347	21	64	**52**	0	**137**	46	**91**	23	**1**	**161**	959
08:15 AM	48	216	44	2	310	41	268	40	0	349	28	65	42	0	135	49	77	28	1	155	949
Total Volume	178	998	157	7	1340	154	1023	161	0	1338	107	250	160	1	518	187	286	106	2	581	3777
% App. Total	13.3	74.5	11.7	0.5		11.5	76.5	12	0		20.7	48.3	30.9	0.2		32.2	49.2	18.2	0.3		
PHF	.695	.832	.801	.438	.920	.802	.910	.982	.000	.937	.764	.962	.769	.250	.945	.899	.786	.828	.500	.902	.955



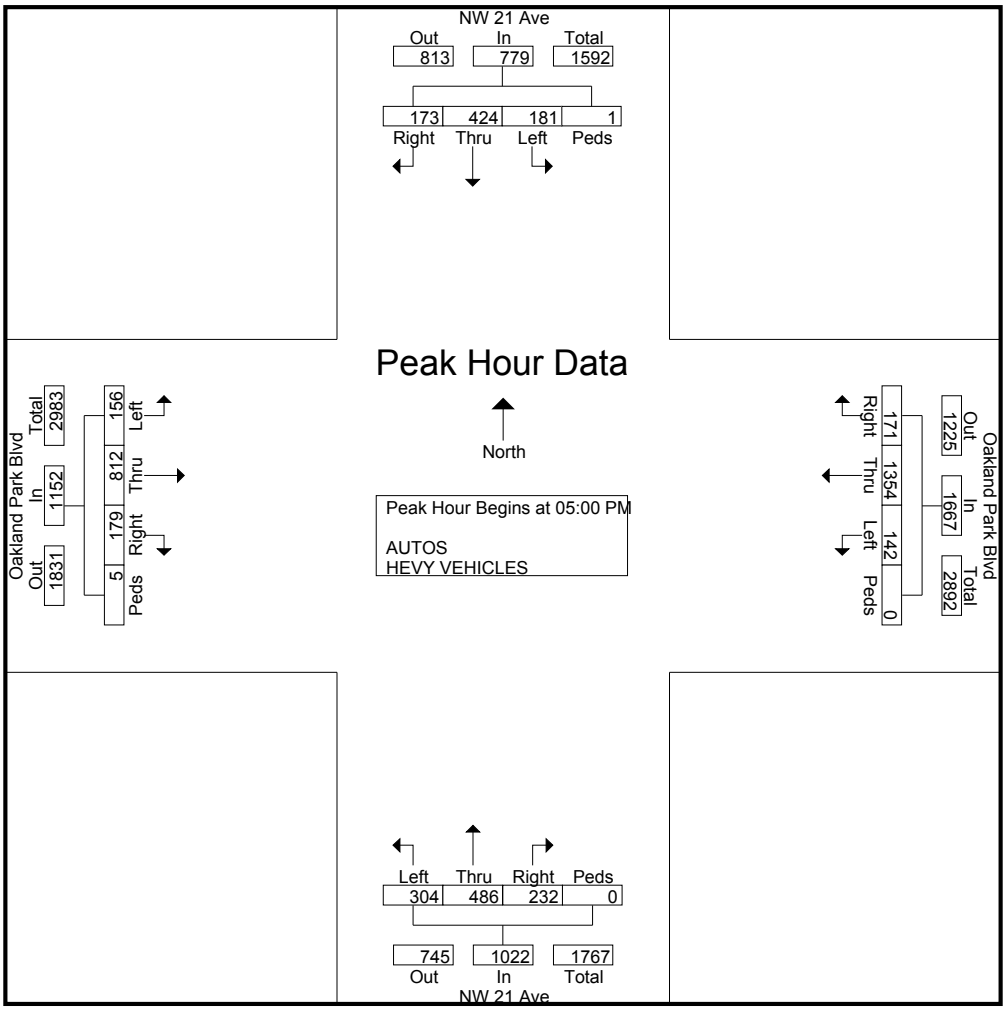
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 21 Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 4

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 21 Ave NORTHBOUND					NW 21 Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	36	198	**45**	1	280	32	335	**47**	0	414	**79**	**138**	56	0	**273**	**54**	88	39	0	181	1148
05:15 PM	**46**	194	45	1	286	33	341	35	0	409	72	99	**66**	0	237	40	**123**	**50**	0	**213**	1145
05:30 PM	41	196	45	1	283	33	319	42	0	394	76	119	61	0	256	47	106	45	0	198	1131
05:45 PM	33	**224**	44	**2**	**303**	**44**	**359**	47	0	**450**	77	130	49	0	256	40	107	39	**1**	187	**1196**
Total Volume	156	812	179	5	1152	142	1354	171	0	1667	304	486	232	0	1022	181	424	173	1	779	4620
% App. Total	13.5	70.5	15.5	0.4		8.5	81.2	10.3	0		29.7	47.6	22.7	0		23.2	54.4	22.2	0.1		
PHF	.848	.906	.994	.625	.950	.807	.943	.910	.000	.926	.962	.880	.879	.000	.936	.838	.862	.865	.250	.914	.966



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at NW 21 Ave_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					NW 21 Ave NORTHBOUND					NW 21 Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	1	0	0	1	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	5
06:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
06:45 AM	0	3	1	0	4	1	2	1	0	4	1	4	3	0	8	2	1	1	0	4	20
Total	0	7	1	0	8	3	4	2	0	9	1	4	5	0	10	2	1	1	0	4	31
07:00 AM	0	3	0	0	3	1	4	1	0	6	1	3	2	0	6	1	1	1	0	3	18
07:15 AM	0	2	1	0	3	1	3	0	0	4	1	2	1	0	4	1	1	1	0	3	14
07:30 AM	0	2	0	0	2	1	4	1	0	6	1	3	2	0	6	1	1	1	0	3	17
07:45 AM	1	3	1	0	5	2	4	1	0	7	1	2	2	0	5	0	1	1	0	2	19
Total	1	10	2	0	13	5	15	3	0	23	4	10	7	0	21	3	4	4	0	11	68
08:00 AM	1	4	1	0	6	2	2	1	0	5	1	3	2	0	6	0	1	1	0	2	19
08:15 AM	1	4	2	0	7	1	2	1	0	4	1	3	1	0	5	0	1	1	0	2	18
08:30 AM	1	3	2	0	6	1	1	0	0	2	1	2	1	0	4	0	1	1	0	2	14
08:45 AM	0	2	1	0	3	2	3	0	0	5	0	3	1	0	4	0	1	1	0	2	14
Total	3	13	6	0	22	6	8	2	0	16	3	11	5	0	19	0	4	4	0	8	65
*** BREAK ***																					
04:00 PM	1	2	0	0	3	1	2	0	0	3	0	3	3	0	6	0	0	2	0	2	14
04:15 PM	2	3	1	0	6	0	2	0	0	2	0	2	3	0	5	0	1	2	0	3	16
04:30 PM	1	2	1	0	4	1	2	0	0	3	0	2	2	0	4	0	1	1	0	2	13
04:45 PM	1	2	0	0	3	0	2	0	0	2	0	2	2	0	4	0	1	1	0	2	11
Total	5	9	2	0	16	2	8	0	0	10	0	9	10	0	19	0	3	6	0	9	54
05:00 PM	2	2	0	0	4	0	1	1	0	2	1	1	1	0	3	0	1	0	0	1	10
05:15 PM	2	2	0	0	4	0	1	0	0	1	0	2	1	0	3	0	1	1	0	2	10
05:30 PM	2	2	0	0	4	0	1	1	0	2	1	2	1	0	4	0	1	1	0	2	12
05:45 PM	1	3	0	0	4	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	9
Total	7	9	0	0	16	0	5	2	0	7	2	6	4	0	12	0	4	2	0	6	41
06:00 PM	1	2	0	0	3	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	8
06:15 PM	1	3	0	0	4	1	3	0	0	4	0	1	1	0	2	0	1	1	0	2	12
06:30 PM	1	2	0	0	3	1	2	0	0	3	0	1	1	0	2	0	1	1	0	2	10
06:45 PM	1	2	0	0	3	0	3	0	0	3	0	1	1	0	2	0	2	0	0	2	10
Total	4	9	0	0	13	2	10	0	0	12	0	4	4	0	8	0	5	2	0	7	40
Grand Total	20	57	11	0	88	18	50	9	0	77	10	44	35	0	89	5	21	19	0	45	299
Apprch %	22.7	64.8	12.5	0		23.4	64.9	11.7	0		11.2	49.4	39.3	0		11.1	46.7	42.2	0		
Total %	6.7	19.1	3.7	0	29.4	6	16.7	3	0	25.8	3.3	14.7	11.7	0	29.8	1.7	7	6.4	0	15.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at Powerline RD_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

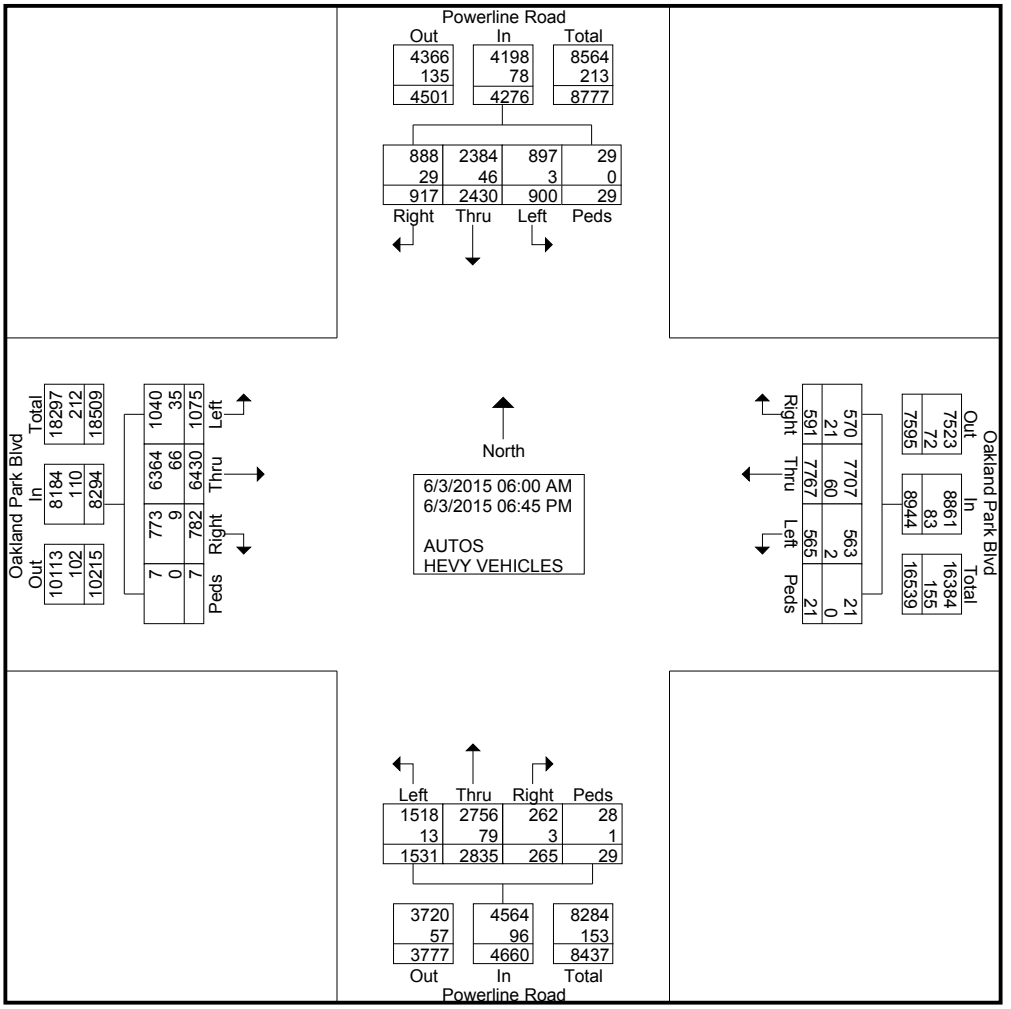
	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					Powerline Road NORTHBOUND					Powerline Road SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	32	132	12	0	176	12	140	14	0	166	34	54	10	4	102	10	34	34	1	79	523
06:15 AM	36	188	20	0	244	15	175	19	1	210	28	77	1	2	108	16	43	38	0	97	659
06:30 AM	40	231	27	2	300	17	242	21	2	282	25	98	8	1	132	21	50	44	1	116	830
06:45 AM	76	233	25	1	335	22	280	16	2	320	70	84	15	3	172	39	81	45	1	166	993
Total	184	784	84	3	1055	66	837	70	5	978	157	313	34	10	514	86	208	161	3	458	3005
07:00 AM	59	301	32	1	393	11	311	21	0	343	78	112	19	1	210	25	85	51	2	163	1109
07:15 AM	67	273	29	0	369	17	302	18	1	338	74	125	18	2	219	32	83	49	1	165	1091
07:30 AM	53	321	40	1	415	18	252	24	1	295	99	150	17	2	268	34	72	35	1	142	1120
07:45 AM	29	280	45	0	354	21	315	27	1	364	71	121	13	2	207	35	136	32	2	205	1130
Total	208	1175	146	2	1531	67	1180	90	3	1340	322	508	67	7	904	126	376	167	6	675	4450
08:00 AM	29	290	34	0	353	11	306	22	0	339	84	134	11	2	231	49	138	28	0	215	1138
08:15 AM	30	283	40	0	353	17	313	27	1	358	77	128	12	1	218	43	138	31	0	212	1141
08:30 AM	55	315	37	0	407	18	284	25	1	328	65	126	10	0	201	37	55	40	1	133	1069
08:45 AM	47	261	31	0	339	23	285	21	0	329	60	103	5	0	168	32	92	79	0	203	1039
Total	161	1149	142	0	1452	69	1188	95	2	1354	286	491	38	3	818	161	423	178	1	763	4387
*** BREAK ***																					
04:00 PM	49	270	34	0	353	40	375	32	1	448	63	99	6	0	168	44	115	41	1	201	1170
04:15 PM	32	272	37	0	341	28	380	32	1	441	56	105	5	0	166	47	116	39	2	204	1152
04:30 PM	41	272	36	0	349	34	377	32	1	444	60	102	6	0	168	46	116	41	2	205	1166
04:45 PM	47	250	28	0	325	26	338	22	1	387	53	132	12	2	199	39	96	45	2	182	1093
Total	169	1064	135	0	1368	128	1470	118	4	1720	232	438	29	2	701	176	443	166	7	792	4581
05:00 PM	43	260	26	0	329	29	404	23	1	457	79	148	17	1	245	43	115	37	2	197	1228
05:15 PM	49	254	29	0	332	34	431	30	2	497	78	128	6	1	213	45	128	20	5	198	1240
05:30 PM	47	256	28	0	331	32	419	27	2	480	78	139	12	1	230	44	110	29	2	185	1226
05:45 PM	45	303	42	0	390	28	362	29	0	419	51	179	12	2	244	49	114	38	1	202	1255
Total	184	1073	125	0	1382	123	1616	109	5	1853	286	594	47	5	932	181	467	124	10	782	4949
06:00 PM	42	286	42	0	370	25	402	27	1	455	71	127	12	0	210	51	137	28	0	216	1251
06:15 PM	46	298	34	1	379	33	355	27	0	415	59	108	13	0	180	38	125	37	1	201	1175
06:30 PM	44	293	38	1	376	29	380	27	0	436	66	119	13	0	198	45	132	33	1	211	1221
06:45 PM	37	308	36	0	381	25	339	28	1	393	52	137	12	2	203	36	119	23	0	178	1155
Total	169	1185	150	2	1506	112	1476	109	2	1699	248	491	50	2	791	170	513	121	2	806	4802
Grand Total	1075	6430	782	7	8294	565	7767	591	21	8944	1531	2835	265	29	4660	900	2430	917	29	4276	26174
Apprch %	13	77.5	9.4	0.1		6.3	86.8	6.6	0.2		32.9	60.8	5.7	0.6		21	56.8	21.4	0.7		
Total %	4.1	24.6	3	0	31.7	2.2	29.7	2.3	0.1	34.2	5.8	10.8	1	0.1	17.8	3.4	9.3	3.5	0.1	16.3	
AUTOS	1040	6364	773	7	8184	563	7707	570	21	8861	1518	2756	262	28	4564	897	2384	888	29	4198	25807
% AUTOS	96.7	99	98.8	100	98.7	99.6	99.2	96.4	100	99.1	99.2	97.2	98.9	96.6	97.9	99.7	98.1	96.8	100	98.2	98.6
HEVY VEHICLES	35	66	9	0	110	2	60	21	0	83	13	79	3	1	96	3	46	29	0	78	367
% HEVY VEHICLES	3.3	1	1.2	0	1.3	0.4	0.8	3.6	0	0.9	0.8	2.8	1.1	3.4	2.1	0.3	1.9	3.2	0	1.8	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Oakland Park at Powerline RD_06032015
Site Code : 00000000
Start Date : 6/3/2015
Page No : 2



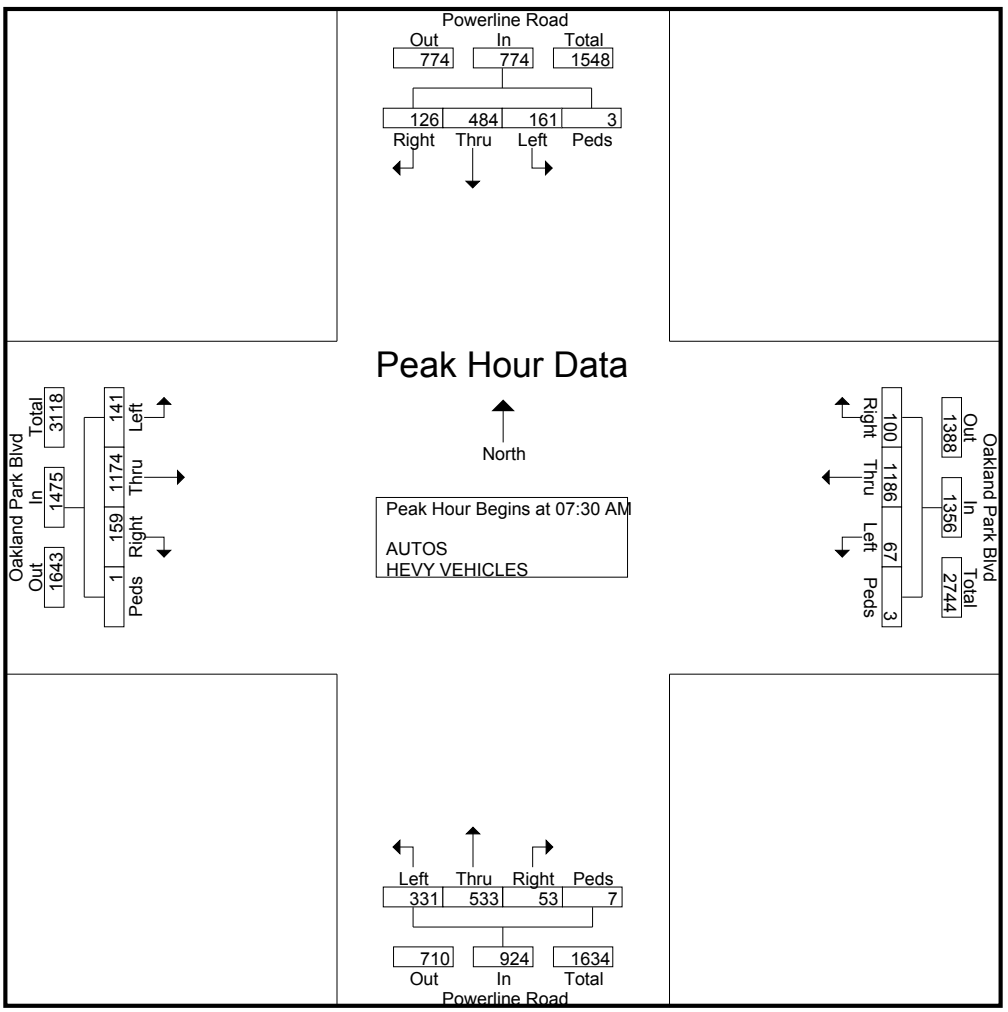
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

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File Name : Oakland Park at Powerline RD_06032015
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Start Date : 6/3/2015
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	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					Powerline Road NORTHBOUND					Powerline Road SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**53**	**321**	40	**1**	**415**	18	252	24	**1**	295	**99**	**150**	**17**	**2**	**268**	34	72	**35**	1	142	1120
07:45 AM	29	280	**45**	0	354	**21**	**315**	**27**	1	**364**	71	121	13	2	207	35	136	32	**2**	205	1130
08:00 AM	29	290	34	0	353	11	306	22	0	339	84	134	11	2	231	**49**	**138**	28	0	**215**	1138
08:15 AM	30	283	40	0	353	17	313	27	1	358	77	128	12	1	218	43	138	31	0	212	**1141**
Total Volume	141	1174	159	1	1475	67	1186	100	3	1356	331	533	53	7	924	161	484	126	3	774	4529
% App. Total	9.6	79.6	10.8	0.1		4.9	87.5	7.4	0.2		35.8	57.7	5.7	0.8		20.8	62.5	16.3	0.4		
PHF	.665	.914	.883	.250	.889	.798	.941	.926	.750	.931	.836	.888	.779	.875	.862	.821	.877	.900	.375	.900	.992



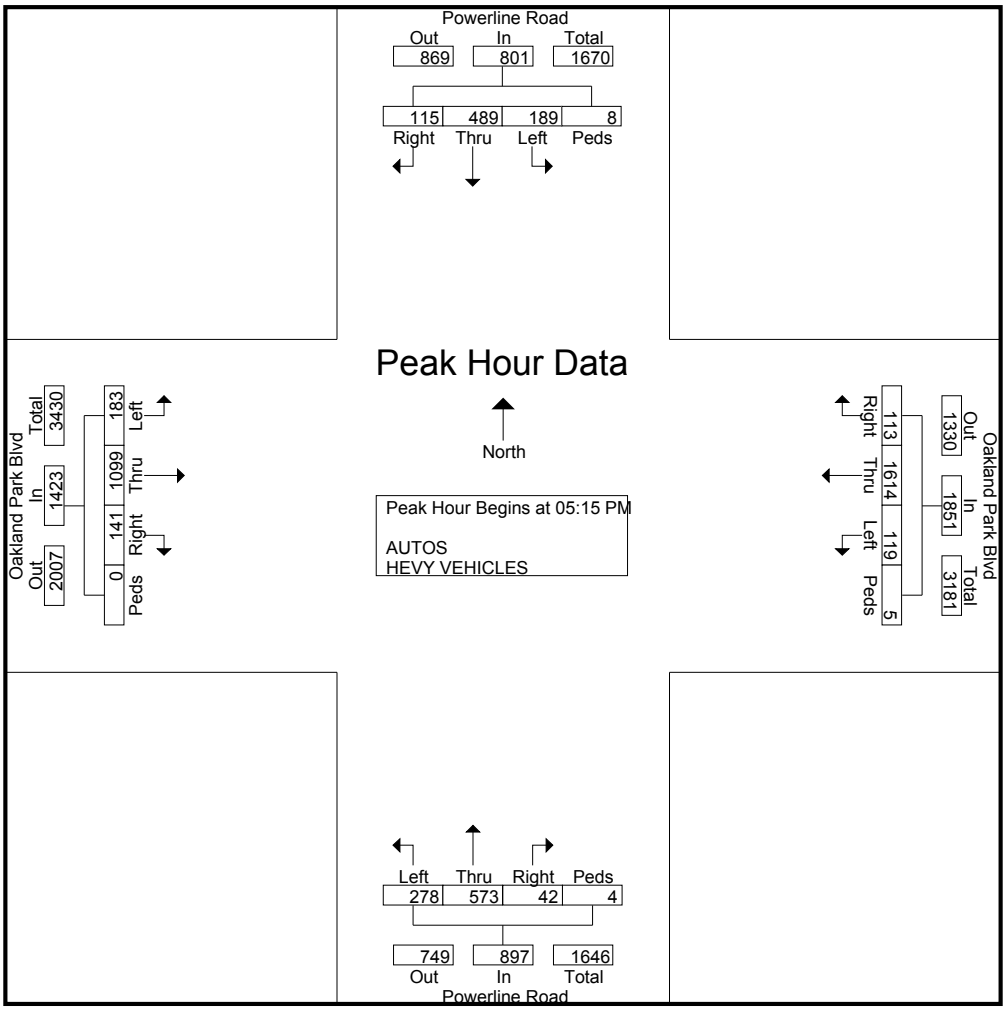
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	**49**	254	29	0	332	**34**	**431**	**30**	**2**	**497**	**78**	128	6	1	213	45	128	20	**5**	198	1240
05:30 PM	47	256	28	0	331	32	419	27	2	480	78	139	**12**	1	230	44	110	29	2	185	1226
05:45 PM	45	**303**	**42**	0	**390**	28	362	29	0	419	51	**179**	12	**2**	**244**	49	114	**38**	1	202	**1255**
06:00 PM	42	286	42	0	370	25	402	27	1	455	71	127	12	0	210	**51**	**137**	28	0	**216**	1251
Total Volume	183	1099	141	0	1423	119	1614	113	5	1851	278	573	42	4	897	189	489	115	8	801	4972
% App. Total	12.9	77.2	9.9	0		6.4	87.2	6.1	0.3		31	63.9	4.7	0.4		23.6	61	14.4	1		
PHF	.934	.907	.839	.000	.912	.875	.936	.942	.625	.931	.891	.800	.875	.500	.919	.926	.892	.757	.400	.927	.990



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Groups Printed- HEVY VEHICLES

	Oakland Park Blvd EASTBOUND					Oakland Park Blvd WESTBOUND					Powerline Road NORTHBOUND					Powerline Road SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	4	0	0	4	0	3	2	0	5	0	0	0	0	0	0	1	2	0	3	12
06:15 AM	0	2	0	0	2	0	1	2	0	3	0	1	1	0	2	0	2	1	0	3	10
06:30 AM	2	1	0	0	3	0	2	0	0	2	0	2	0	0	2	0	3	1	0	4	11
06:45 AM	1	5	1	0	7	0	3	1	0	4	0	1	0	0	1	0	2	2	0	4	16
Total	3	12	1	0	16	0	9	5	0	14	0	4	1	0	5	0	8	6	0	14	49
07:00 AM	2	5	0	0	7	0	2	1	0	3	0	3	1	0	4	0	2	2	0	4	18
07:15 AM	1	5	1	0	7	0	3	0	0	3	0	2	1	0	3	0	2	2	0	4	17
07:30 AM	0	1	2	0	3	0	2	1	0	3	0	2	0	0	2	0	0	1	0	1	9
07:45 AM	4	6	1	0	11	1	4	2	0	7	0	5	0	0	5	0	5	1	0	6	29
Total	7	17	4	0	28	1	11	4	0	16	0	12	2	0	14	0	9	6	0	15	73
08:00 AM	1	3	1	0	5	0	4	0	0	4	0	2	0	0	2	1	8	2	0	11	22
08:15 AM	3	3	1	0	7	1	4	1	0	6	0	4	0	0	4	1	7	2	0	10	27
08:30 AM	2	2	0	0	4	0	2	2	0	4	0	3	0	0	3	0	2	1	0	3	14
08:45 AM	6	4	2	0	12	0	3	1	0	4	0	8	0	0	8	1	0	3	0	4	28
Total	12	12	4	0	28	1	13	4	0	18	0	17	0	0	17	3	17	8	0	28	91
*** BREAK ***																					
04:00 PM	1	3	0	0	4	0	5	2	0	7	1	5	0	0	6	0	1	1	0	2	19
04:15 PM	0	2	0	0	2	0	3	1	0	4	1	7	0	0	8	0	0	0	0	0	14
04:30 PM	1	3	0	0	4	0	4	1	0	5	1	6	0	0	7	0	1	1	0	2	18
04:45 PM	0	3	0	0	3	0	2	2	0	4	1	3	0	1	5	0	1	2	0	3	15
Total	2	11	0	0	13	0	14	6	0	20	4	21	0	1	26	0	3	4	0	7	66
05:00 PM	0	1	0	0	1	0	1	0	0	1	1	3	0	0	4	0	2	2	0	4	10
05:15 PM	1	3	0	0	4	0	3	1	0	4	2	6	0	0	8	0	2	0	0	2	18
05:30 PM	1	2	0	0	3	0	2	1	0	3	1	5	0	0	6	0	2	1	0	3	15
05:45 PM	2	2	0	0	4	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	9
Total	4	8	0	0	12	0	6	2	0	8	5	17	0	0	22	0	7	3	0	10	52
06:00 PM	1	2	0	0	3	0	1	0	0	1	1	3	0	0	4	0	1	1	0	2	10
06:15 PM	3	1	0	0	4	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	7
06:30 PM	2	2	0	0	4	0	2	0	0	2	1	3	0	0	4	0	1	1	0	2	12
06:45 PM	1	1	0	0	2	0	2	0	0	2	2	1	0	0	3	0	0	0	0	0	7
Total	7	6	0	0	13	0	7	0	0	7	4	8	0	0	12	0	2	2	0	4	36
Grand Total	35	66	9	0	110	2	60	21	0	83	13	79	3	1	96	3	46	29	0	78	367
Apprch %	31.8	60	8.2	0		2.4	72.3	25.3	0		13.5	82.3	3.1	1		3.8	59	37.2	0		
Total %	9.5	18	2.5	0	30	0.5	16.3	5.7	0	22.6	3.5	21.5	0.8	0.3	26.2	0.8	12.5	7.9	0	21.3	

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Groups Printed- AUTOS - HEVY VEHICLES

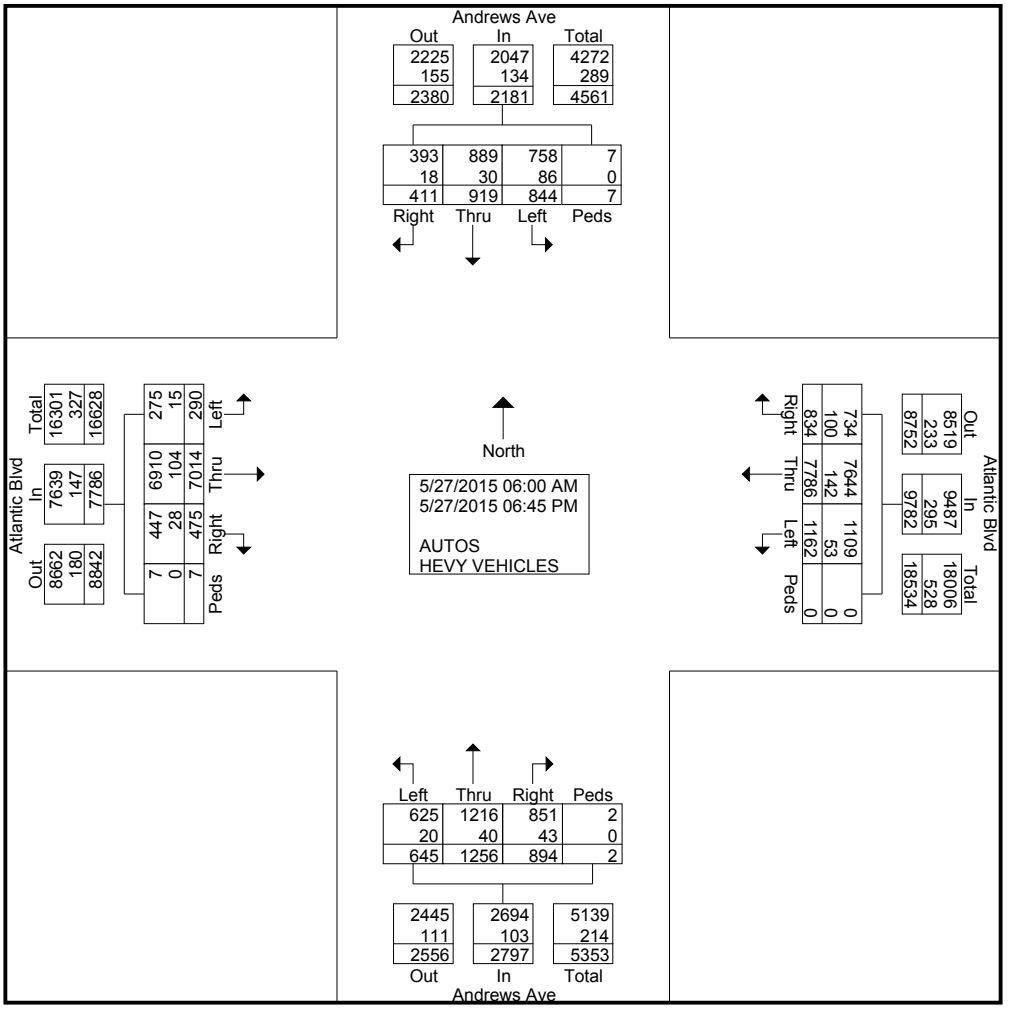
	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					Andrews Ave NORTHBOUND					Andrews Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	88	13	0	103	44	60	38	0	142	4	22	16	0	42	20	11	3	0	34	321
06:15 AM	9	143	17	0	169	51	99	34	0	184	7	23	25	0	55	17	16	6	0	39	447
06:30 AM	6	186	16	0	208	48	134	37	0	219	6	32	21	0	59	19	14	5	0	38	524
06:45 AM	11	266	19	0	296	55	215	33	0	303	11	42	25	0	78	28	18	9	0	55	732
Total	28	683	65	0	776	198	508	142	0	848	28	119	87	0	234	84	59	23	0	166	2024
07:00 AM	10	362	23	0	395	65	246	36	0	347	6	45	23	0	74	36	20	10	0	66	882
07:15 AM	13	446	27	0	486	61	289	29	0	379	13	72	35	0	120	40	36	9	0	85	1070
07:30 AM	12	375	26	0	413	63	266	32	0	361	16	59	30	0	105	38	47	13	0	98	977
07:45 AM	14	408	23	0	445	69	321	35	0	425	22	55	29	0	106	38	54	16	0	108	1084
Total	49	1591	99	0	1739	258	1122	132	0	1512	57	231	117	0	405	152	157	48	0	357	4013
08:00 AM	10	386	24	0	420	78	289	33	0	400	20	65	32	0	117	40	68	16	0	124	1061
08:15 AM	11	330	21	0	362	71	263	39	0	373	26	41	35	0	102	36	54	23	0	113	950
08:30 AM	10	256	24	0	290	63	311	37	0	411	27	53	31	0	111	37	55	20	0	112	924
08:45 AM	9	191	23	0	223	67	255	34	0	356	19	51	28	0	98	40	60	22	0	122	799
Total	40	1163	92	0	1295	279	1118	143	0	1540	92	210	126	0	428	153	237	81	0	471	3734
*** BREAK ***																					
04:00 PM	11	160	14	0	185	41	379	37	0	457	49	72	57	1	179	36	47	22	0	105	926
04:15 PM	7	172	20	0	199	35	381	39	0	455	76	67	36	0	179	46	44	18	0	108	941
04:30 PM	9	144	18	0	171	38	412	38	0	488	63	70	47	1	181	42	46	20	0	108	948
04:45 PM	16	162	22	0	200	39	411	35	0	485	27	48	53	0	128	46	3	24	0	73	886
Total	43	638	74	0	755	153	1583	149	0	1885	215	257	193	2	667	170	140	84	0	394	3701
05:00 PM	19	246	12	1	278	33	426	31	0	490	31	53	59	0	143	32	52	26	0	110	1021
05:15 PM	16	365	26	0	407	47	518	34	0	599	24	75	27	0	126	56	62	17	1	136	1268
05:30 PM	18	462	20	1	501	40	464	33	0	537	28	64	43	0	135	45	58	22	1	126	1299
05:45 PM	23	539	23	0	585	41	423	30	0	494	28	54	49	0	131	42	0	31	0	73	1283
Total	76	1612	81	2	1771	161	1831	128	0	2120	111	246	178	0	535	175	172	96	2	445	4871
06:00 PM	11	332	14	2	359	36	437	34	0	507	32	55	56	0	143	30	38	13	0	81	1090
06:15 PM	13	362	14	1	390	23	456	42	0	521	40	48	38	0	126	15	37	21	3	76	1113
06:30 PM	13	289	14	2	318	29	388	33	0	450	34	43	47	0	124	23	37	17	2	79	971
06:45 PM	17	344	22	0	383	25	343	31	0	399	36	47	52	0	135	42	42	28	0	112	1029
Total	54	1327	64	5	1450	113	1624	140	0	1877	142	193	193	0	528	110	154	79	5	348	4203
Grand Total	290	7014	475	7	7786	1162	7786	834	0	9782	645	1256	894	2	2797	844	919	411	7	2181	22546
Apprch %	3.7	90.1	6.1	0.1		11.9	79.6	8.5	0		23.1	44.9	32	0.1		38.7	42.1	18.8	0.3		
Total %	1.3	31.1	2.1	0	34.5	5.2	34.5	3.7	0	43.4	2.9	5.6	4	0	12.4	3.7	4.1	1.8	0	9.7	
AUTOS	275	6910	447	7	7639	1109	7644	734	0	9487	625	1216	851	2	2694	758	889	393	7	2047	21867
% AUTOS	94.8	98.5	94.1	100	98.1	95.4	98.2	88	0	97	96.9	96.8	95.2	100	96.3	89.8	96.7	95.6	100	93.9	97
HEVY VEHICLES	15	104	28	0	147	53	142	100	0	295	20	40	43	0	103	86	30	18	0	134	679
% HEVY VEHICLES	5.2	1.5	5.9	0	1.9	4.6	1.8	12	0	3	3.1	3.2	4.8	0	3.7	10.2	3.3	4.4	0	6.1	3

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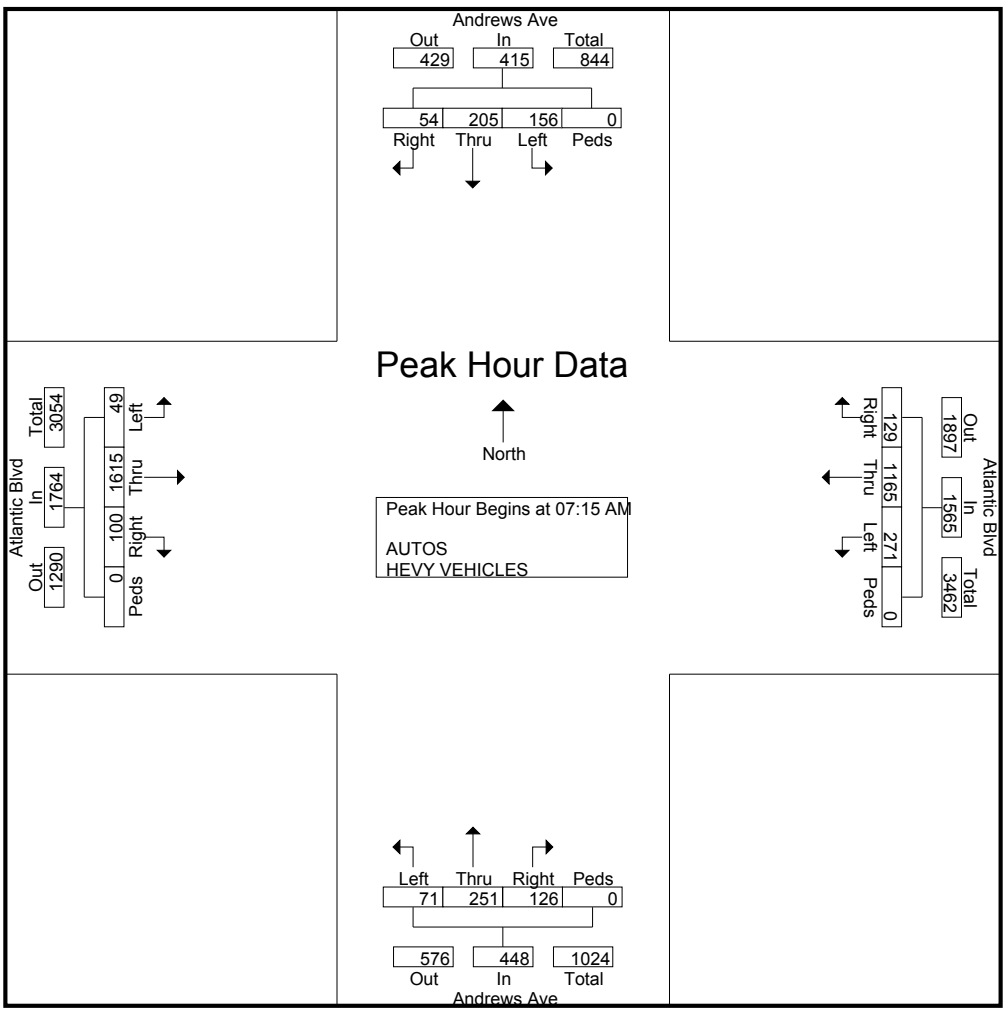
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Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	13	**446**	**27**	0	**486**	61	289	29	0	379	13	**72**	**35**	0	**120**	**40**	36	9	0	85	1070
07:30 AM	12	375	26	0	413	63	266	32	0	361	16	59	30	0	105	38	47	13	0	98	977
07:45 AM	**14**	408	23	0	445	69	**321**	**35**	0	**425**	**22**	55	29	0	106	38	54	**16**	0	108	**1084**
08:00 AM	10	386	24	0	420	**78**	289	33	0	400	20	65	32	0	117	40	**68**	16	0	**124**	1061
Total Volume	49	1615	100	0	1764	271	1165	129	0	1565	71	251	126	0	448	156	205	54	0	415	4192
% App. Total	2.8	91.6	5.7	0		17.3	74.4	8.2	0		15.8	56	28.1	0		37.6	49.4	13	0		
PHF	.875	.905	.926	.000	.907	.869	.907	.921	.000	.921	.807	.872	.900	.000	.933	.975	.754	.844	.000	.837	.967



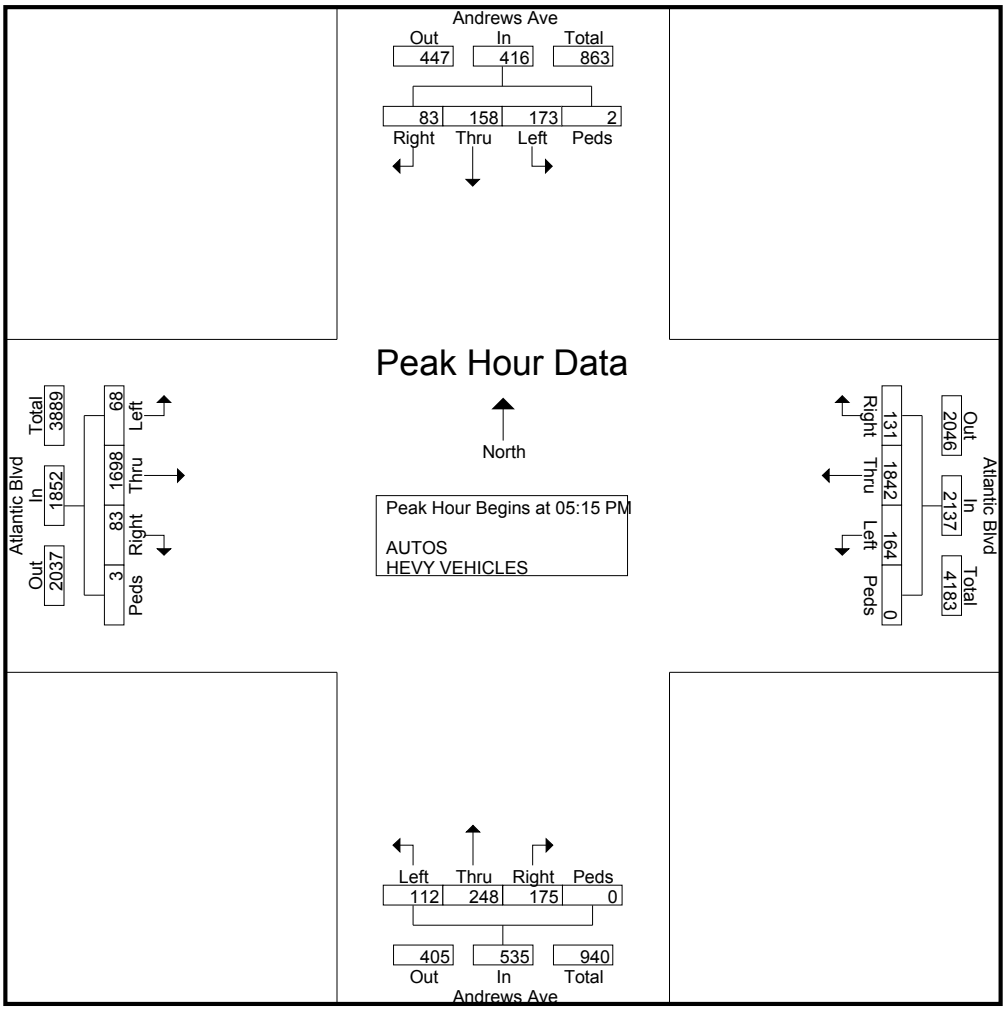
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Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	16	365	**26**	0	407	**47**	**518**	**34**	0	**599**	24	**75**	27	0	126	**56**	**62**	17	**1**	**136**	1268
05:30 PM	18	462	20	1	501	40	464	33	0	537	28	64	43	0	135	45	58	22	1	126	**1299**
05:45 PM	**23**	**539**	23	0	**585**	41	423	30	0	494	28	54	49	0	131	42	0	**31**	0	73	1283
06:00 PM	11	332	14	**2**	359	36	437	34	0	507	**32**	55	**56**	0	**143**	30	38	13	0	81	1090
Total Volume	68	1698	83	3	1852	164	1842	131	0	2137	112	248	175	0	535	173	158	83	2	416	4940
% App. Total	3.7	91.7	4.5	0.2		7.7	86.2	6.1	0		20.9	46.4	32.7	0		41.6	38	20	0.5		
PHF	.739	.788	.798	.375	.791	.872	.889	.963	.000	.892	.875	.827	.781	.000	.935	.772	.637	.669	.500	.765	.951



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06:00 AM	0	11	0	0	11	2	6	2	0	10	0	0	0	0	0	4	1	0	0	5	26
06:15 AM	0	9	3	0	12	2	6	3	0	11	0	1	2	0	3	4	0	0	0	4	30
06:30 AM	0	10	2	0	12	2	6	3	0	11	0	1	1	0	2	4	1	0	0	5	30
06:45 AM	1	5	0	0	6	2	4	2	0	8	2	3	2	0	7	5	3	0	0	8	29
Total	1	35	5	0	41	8	22	10	0	40	2	5	5	0	12	17	5	0	0	22	115
07:00 AM	1	7	3	0	11	1	2	2	0	5	1	0	1	0	2	4	2	0	0	6	24
07:15 AM	1	3	2	0	6	3	9	4	0	16	1	2	2	0	5	12	0	1	0	13	40
07:30 AM	1	5	3	0	9	2	6	3	0	11	1	1	2	0	4	8	1	1	0	10	34
07:45 AM	1	6	1	0	8	4	5	4	0	13	2	3	2	0	7	6	2	3	0	11	39
Total	4	21	9	0	34	10	22	13	0	45	5	6	7	0	18	30	5	5	0	40	137
08:00 AM	0	7	1	0	8	2	3	1	0	6	1	3	1	0	5	4	0	0	0	4	23
08:15 AM	0	6	2	0	8	2	7	6	0	15	3	1	5	0	9	3	1	2	0	6	38
08:30 AM	0	7	2	0	9	2	5	4	0	11	2	2	3	0	7	2	1	1	0	4	31
08:45 AM	1	3	2	0	6	3	9	5	0	17	1	2	1	0	4	1	3	2	0	6	33
Total	1	23	7	0	31	9	24	16	0	49	7	8	10	0	25	10	5	5	0	20	125
*** BREAK ***																					
04:00 PM	1	4	1	0	6	6	5	4	0	15	0	0	0	0	0	4	1	0	0	5	26
04:15 PM	1	2	0	0	3	2	8	8	0	18	0	0	5	0	5	3	2	0	0	5	31
04:30 PM	1	3	1	0	5	4	7	6	0	17	0	0	3	0	3	4	2	0	0	6	31
04:45 PM	1	2	0	0	3	3	4	8	0	15	0	2	3	0	5	5	3	2	0	10	33
Total	4	11	2	0	17	15	24	26	0	65	0	2	11	0	13	16	8	2	0	26	121
05:00 PM	0	5	0	0	5	2	3	3	0	8	0	3	0	0	3	1	0	1	0	2	18
05:15 PM	1	2	1	0	4	2	9	2	0	13	1	1	0	0	2	4	1	1	0	6	25
05:30 PM	1	4	1	0	6	2	6	3	0	11	1	2	0	0	3	3	1	1	0	5	25
05:45 PM	0	0	0	0	0	3	4	3	0	10	1	4	1	0	6	0	0	0	0	0	16
Total	2	11	2	0	15	9	22	11	0	42	3	10	1	0	14	8	2	3	0	13	84
06:00 PM	0	1	1	0	2	2	5	6	0	13	1	4	3	0	8	0	2	0	0	2	25
06:15 PM	1	1	1	0	3	0	6	7	0	13	2	2	2	0	6	2	1	2	0	5	27
06:30 PM	1	1	1	0	3	0	9	5	0	14	0	1	2	0	3	1	1	1	0	3	23
06:45 PM	1	0	0	0	1	0	8	6	0	14	0	2	2	0	4	2	1	0	0	3	22
Total	3	3	3	0	9	2	28	24	0	54	3	9	9	0	21	5	5	3	0	13	97
Grand Total	15	104	28	0	147	53	142	100	0	295	20	40	43	0	103	86	30	18	0	134	679
Apprch %	10.2	70.7	19	0		18	48.1	33.9	0		19.4	38.8	41.7	0		64.2	22.4	13.4	0		
Total %	2.2	15.3	4.1	0	21.6	7.8	20.9	14.7	0	43.4	2.9	5.9	6.3	0	15.2	12.7	4.4	2.7	0	19.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at Dixie Hwy_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

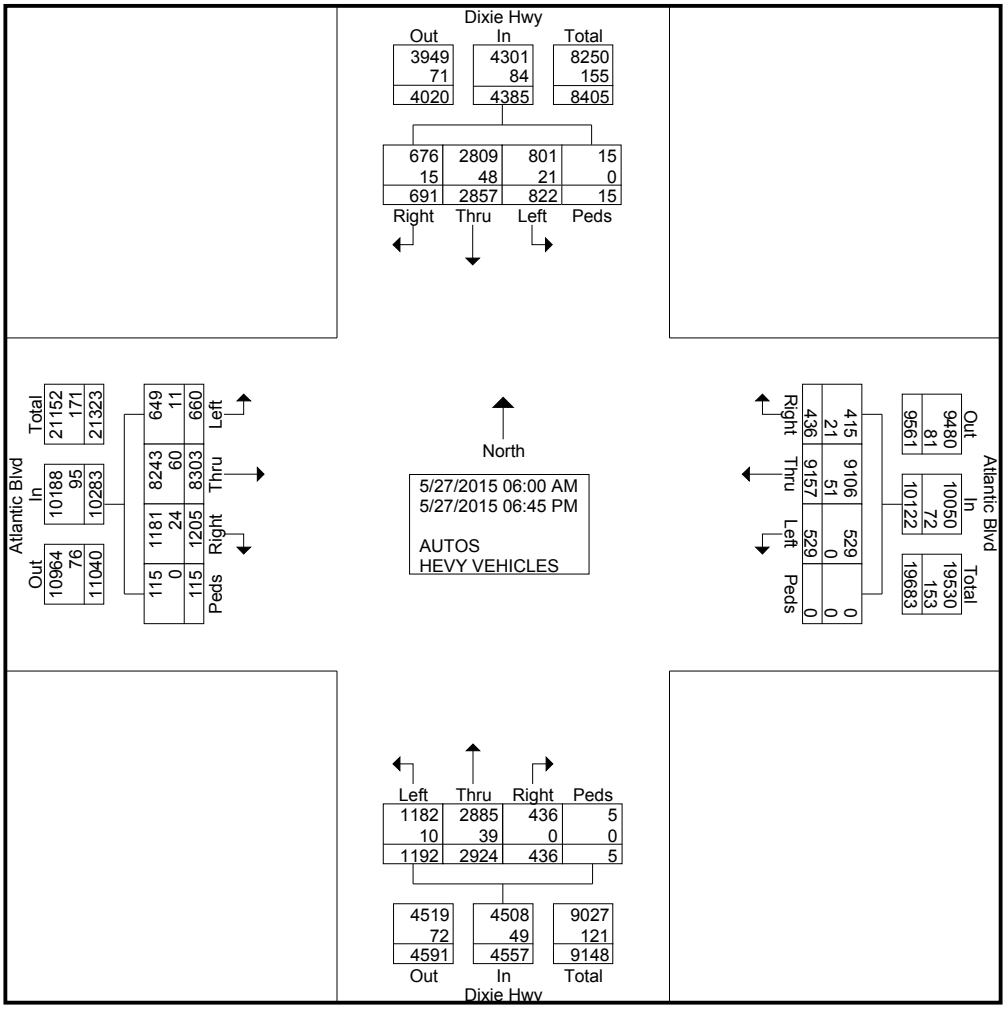
	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					Dixie Hwy NORTHBOUND					Dixie Hwy SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	6	80	34	5	125	10	108	7	0	125	22	34	0	0	56	6	20	19	0	45	351
06:15 AM	13	126	42	13	194	11	156	12	0	179	28	52	9	0	89	3	65	25	1	94	556
06:30 AM	10	192	38	9	249	11	206	10	0	227	25	43	5	0	73	5	43	23	1	72	621
06:45 AM	10	288	29	3	330	15	316	10	0	341	59	76	9	0	144	13	59	16	0	88	903
Total	39	686	143	30	898	47	786	39	0	872	134	205	23	0	362	27	187	83	2	299	2431
07:00 AM	19	387	49	9	464	17	356	13	0	386	65	107	9	2	183	23	132	25	0	180	1213
07:15 AM	16	469	48	0	533	19	389	20	0	428	46	84	14	0	144	35	121	21	0	177	1282
07:30 AM	18	416	49	5	488	23	377	17	0	417	56	96	12	1	165	30	127	24	0	181	1251
07:45 AM	13	442	48	1	504	38	486	18	0	542	55	101	14	0	170	22	86	19	0	127	1343
Total	66	1714	194	15	1989	97	1608	68	0	1773	222	388	49	3	662	110	466	89	0	665	5089
08:00 AM	44	423	63	9	539	24	413	21	0	458	34	129	13	0	176	38	142	32	0	212	1385
08:15 AM	52	432	44	6	534	30	345	16	0	391	43	143	29	0	215	63	196	38	0	297	1437
08:30 AM	48	331	54	8	441	31	449	19	0	499	39	137	21	0	197	51	170	35	0	256	1393
08:45 AM	16	281	47	3	347	23	383	20	0	426	46	119	19	0	184	33	126	22	0	181	1138
Total	160	1467	208	26	1861	108	1590	76	0	1774	162	528	82	0	772	185	634	127	0	946	5353
*** BREAK ***																					
04:00 PM	41	250	66	5	362	14	445	12	0	471	48	124	12	0	184	32	142	74	7	255	1272
04:15 PM	32	360	38	6	436	19	394	25	0	438	62	158	24	0	244	50	122	23	0	195	1313
04:30 PM	37	181	52	6	276	17	419	19	0	455	56	141	18	0	215	41	132	49	4	226	1172
04:45 PM	22	275	48	3	348	27	465	31	0	523	68	160	24	0	252	26	116	24	0	166	1289
Total	132	1066	204	20	1422	77	1723	87	0	1887	234	583	78	0	895	149	512	170	11	842	5046
05:00 PM	47	315	68	2	432	13	436	28	0	477	76	141	35	1	253	50	121	37	0	208	1370
05:15 PM	51	404	69	0	524	20	587	12	0	619	49	156	21	0	226	76	160	34	0	270	1639
05:30 PM	49	482	69	1	601	17	494	21	0	532	63	149	28	1	241	63	141	36	0	240	1614
05:45 PM	23	527	55	2	607	46	360	30	0	436	63	184	22	0	269	31	128	17	0	176	1488
Total	170	1728	261	5	2164	96	1877	91	0	2064	251	630	106	2	989	220	550	124	0	894	6111
06:00 PM	24	388	50	6	468	25	447	12	0	484	43	170	19	0	232	36	147	30	0	213	1397
06:15 PM	24	421	48	5	498	25	486	19	0	530	47	130	34	0	211	32	100	24	1	157	1396
06:30 PM	24	396	50	6	476	25	354	16	0	395	46	151	27	0	224	34	124	28	1	187	1282
06:45 PM	21	437	47	2	507	29	286	28	0	343	53	139	18	0	210	29	137	16	0	182	1242
Total	93	1642	195	19	1949	104	1573	75	0	1752	189	590	98	0	877	131	508	98	2	739	5317
Grand Total	660	8303	1205	115	10283	529	9157	436	0	10122	1192	2924	436	5	4557	822	2857	691	15	4385	29347
Apprch %	6.4	80.7	11.7	1.1		5.2	90.5	4.3	0		26.2	64.2	9.6	0.1		18.7	65.2	15.8	0.3		
Total %	2.2	28.3	4.1	0.4	35	1.8	31.2	1.5	0	34.5	4.1	10	1.5	0	15.5	2.8	9.7	2.4	0.1	14.9	
AUTOS	649	8243	1181	115	10188	529	9106	415	0	10050	1182	2885	436	5	4508	801	2809	676	15	4301	29047
% AUTOS	98.3	99.3	98	100	99.1	100	99.4	95.2	0	99.3	99.2	98.7	100	100	98.9	97.4	98.3	97.8	100	98.1	99
HEVY VEHICLES	11	60	24	0	95	0	51	21	0	72	10	39	0	0	49	21	48	15	0	84	300
% HEVY VEHICLES	1.7	0.7	2	0	0.9	0	0.6	4.8	0	0.7	0.8	1.3	0	0	1.1	2.6	1.7	2.2	0	1.9	1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at Dixie Hwy_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 2



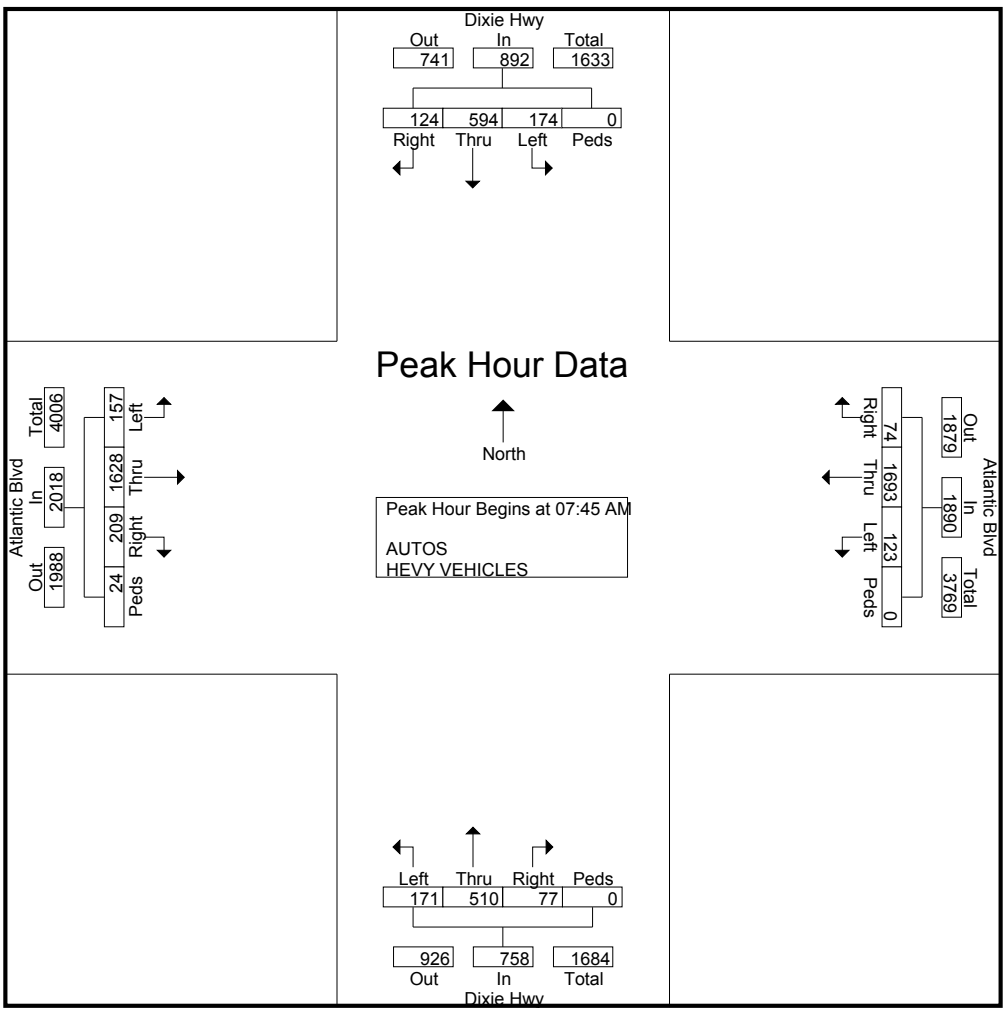
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at Dixie Hwy_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 3

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					Dixie Hwy NORTHBOUND					Dixie Hwy SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	13	**442**	48	1	504	**38**	**486**	18	0	**542**	**55**	101	14	0	170	22	86	19	0	127	1343
08:00 AM	44	423	**63**	**9**	**539**	24	413	**21**	0	458	34	129	13	0	176	38	142	32	0	212	1385
08:15 AM	**52**	432	44	6	534	30	345	16	0	391	43	**143**	**29**	0	**215**	**63**	**196**	**38**	0	**297**	**1437**
08:30 AM	48	331	54	8	441	31	449	19	0	499	39	137	21	0	197	51	170	35	0	256	1393
Total Volume	157	1628	209	24	2018	123	1693	74	0	1890	171	510	77	0	758	174	594	124	0	892	5558
% App. Total	7.8	80.7	10.4	1.2		6.5	89.6	3.9	0		22.6	67.3	10.2	0		19.5	66.6	13.9	0		
PHF	.755	.921	.829	.667	.936	.809	.871	.881	.000	.872	.777	.892	.664	.000	.881	.690	.758	.816	.000	.751	.967



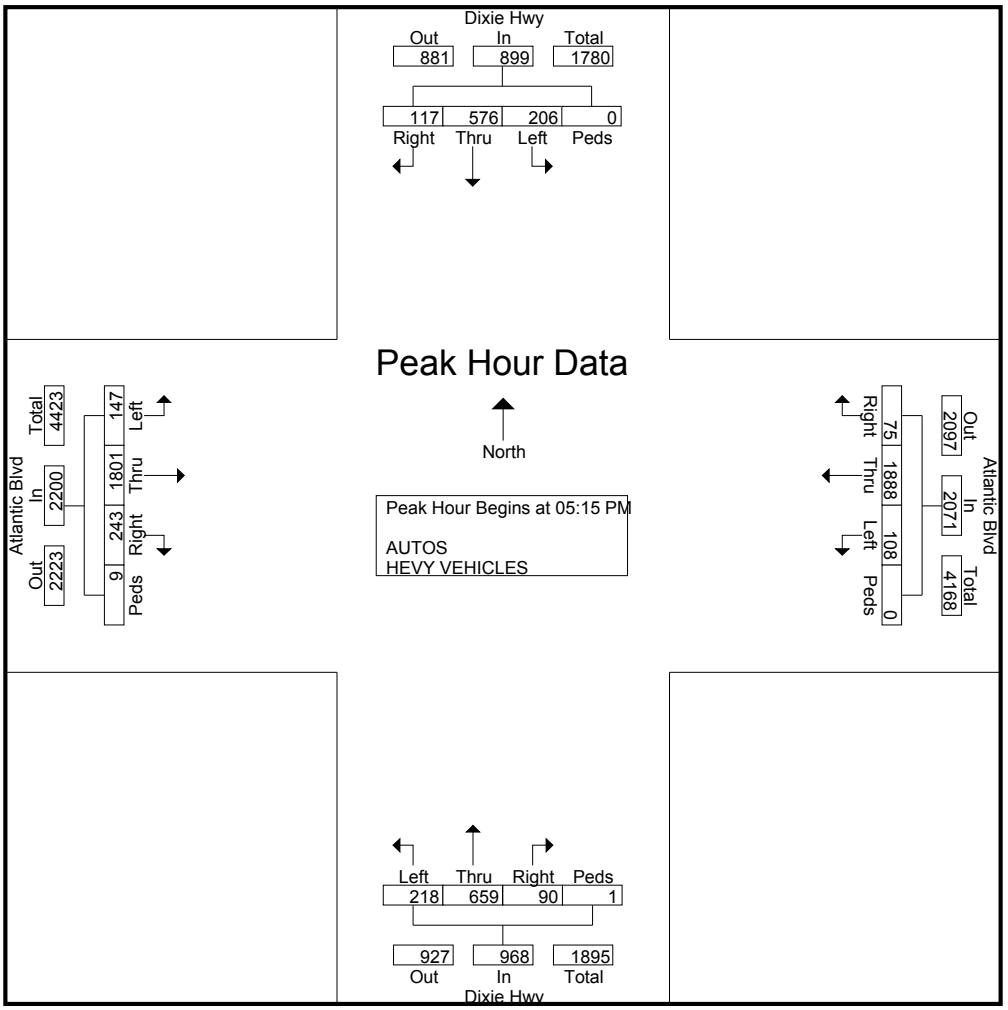
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at Dixie Hwy_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 4

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					Dixie Hwy NORTHBOUND					Dixie Hwy SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	**51**	404	**69**	0	524	20	**587**	12	0	**619**	49	156	21	0	226	**76**	**160**	34	0	**270**	**1639**
05:30 PM	49	482	69	1	601	17	494	21	0	532	**63**	149	**28**	**1**	241	63	141	**36**	0	240	1614
05:45 PM	23	**527**	55	2	**607**	**46**	360	**30**	0	436	63	**184**	22	0	**269**	31	128	17	0	176	1488
06:00 PM	24	388	50	**6**	468	25	447	12	0	484	43	170	19	0	232	36	147	30	0	213	1397
Total Volume	147	1801	243	9	2200	108	1888	75	0	2071	218	659	90	1	968	206	576	117	0	899	6138
% App. Total	6.7	81.9	11	0.4		5.2	91.2	3.6	0		22.5	68.1	9.3	0.1		22.9	64.1	13	0		
PHF	.721	.854	.880	.375	.906	.587	.804	.625	.000	.836	.865	.895	.804	.250	.900	.678	.900	.813	.000	.832	.936



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at Dixie Hwy_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					Dixie Hwy NORTHBOUND					Dixie Hwy SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	10	1	0	11	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	16
06:15 AM	0	7	3	0	10	0	5	1	0	6	0	2	0	0	2	1	4	1	0	6	24
06:30 AM	0	9	2	0	11	0	3	1	0	4	0	2	0	0	2	1	3	1	0	5	22
*** BREAK ***																					
Total	0	26	6	0	32	0	9	2	0	11	0	6	0	0	6	3	8	2	0	13	62
07:00 AM	1	1	1	0	3	0	3	0	0	3	1	1	0	0	2	0	3	1	0	4	12
07:15 AM	0	4	2	0	6	0	2	1	0	3	1	1	0	0	2	1	3	0	0	4	15
07:30 AM	1	3	2	0	6	0	3	1	0	4	1	1	0	0	2	1	3	1	0	5	17
*** BREAK ***																					
Total	2	8	5	0	15	0	8	2	0	10	3	3	0	0	6	2	9	2	0	13	44
08:00 AM	2	6	1	0	9	0	4	1	0	5	2	2	0	0	4	1	3	2	0	6	24
08:15 AM	2	4	1	0	7	0	3	1	0	4	0	3	0	0	3	2	4	0	0	6	20
08:30 AM	2	5	1	0	8	0	4	1	0	5	1	3	0	0	4	2	4	1	0	7	24
08:45 AM	1	2	2	0	5	0	1	0	0	1	0	2	0	0	2	2	3	0	0	5	13
Total	7	17	5	0	29	0	12	3	0	15	3	10	0	0	13	7	14	3	0	24	81
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	5	2	0	7	0	2	0	0	2	0	3	0	0	3	14
04:15 PM	1	2	0	0	3	0	1	3	0	4	1	2	0	0	3	2	3	2	0	7	17
04:30 PM	1	2	0	0	3	0	3	3	0	6	1	2	0	0	3	1	3	1	0	5	17
*** BREAK ***																					
Total	2	6	0	0	8	0	9	8	0	17	2	6	0	0	8	3	9	3	0	15	48
05:00 PM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	2	0	1	0	3	7
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	3	1	0	4	9
05:30 PM	0	0	1	0	1	0	1	1	0	2	0	3	0	0	3	1	2	1	0	4	10
*** BREAK ***																					
Total	0	0	2	0	2	0	3	2	0	5	0	8	0	0	8	3	5	3	0	11	26
06:00 PM	0	1	0	0	1	0	4	0	0	4	0	2	0	0	2	2	1	1	0	4	11
06:15 PM	0	0	3	0	3	0	1	2	0	3	1	1	0	0	2	0	1	0	0	1	9
06:30 PM	0	1	2	0	3	0	3	1	0	4	1	2	0	0	3	1	1	1	0	3	13
06:45 PM	0	1	1	0	2	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	6
Total	0	3	6	0	9	0	10	4	0	14	2	6	0	0	8	3	3	2	0	8	39
Grand Total	11	60	24	0	95	0	51	21	0	72	10	39	0	0	49	21	48	15	0	84	300
Apprch %	11.6	63.2	25.3	0		0	70.8	29.2	0		20.4	79.6	0	0		25	57.1	17.9	0		
Total %	3.7	20	8	0	31.7	0	17	7	0	24	3.3	13	0	0	16.3	7	16	5	0	28	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

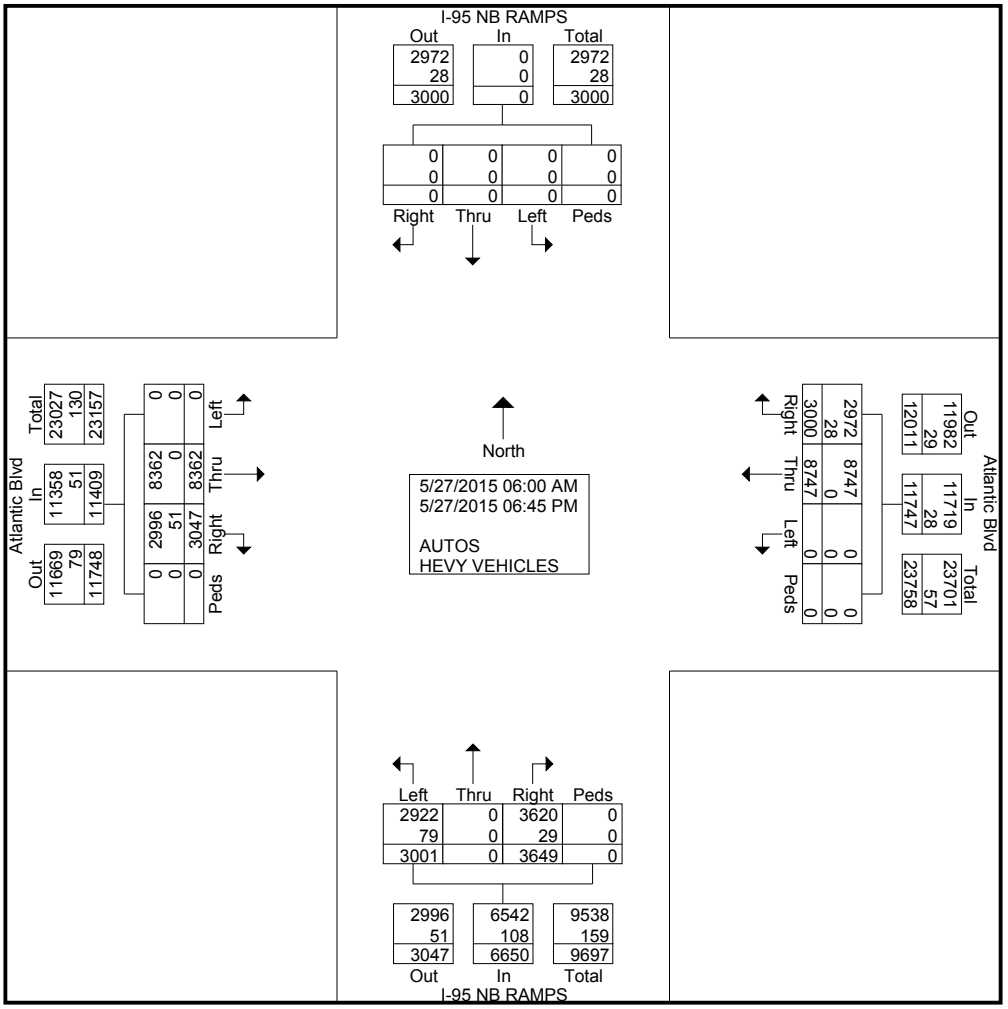
	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 NB RAMPS NORTHBOUND					I-95 NB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	66	61	0	127	0	108	52	0	160	67	0	65	0	132	0	0	0	0	0	419
06:15 AM	0	139	86	0	225	0	134	85	0	219	77	0	78	0	155	0	0	0	0	0	599
06:30 AM	0	183	100	0	283	0	170	110	0	280	87	0	116	0	203	0	0	0	0	0	766
06:45 AM	0	286	122	0	408	0	290	134	0	424	86	0	139	0	225	0	0	0	0	0	1057
Total	0	674	369	0	1043	0	702	381	0	1083	317	0	398	0	715	0	0	0	0	0	2841
07:00 AM	0	430	126	0	556	0	349	129	0	478	90	0	157	0	247	0	0	0	0	0	1281
07:15 AM	0	416	183	0	599	0	382	151	0	533	98	0	155	0	253	0	0	0	0	0	1385
07:30 AM	0	389	155	0	544	0	354	139	0	493	110	0	146	0	256	0	0	0	0	0	1293
07:45 AM	0	458	147	0	605	0	460	142	0	602	114	0	152	0	266	0	0	0	0	0	1473
Total	0	1693	611	0	2304	0	1545	561	0	2106	412	0	610	0	1022	0	0	0	0	0	5432
08:00 AM	0	451	130	0	581	0	385	131	0	516	121	0	158	0	279	0	0	0	0	0	1376
08:15 AM	0	437	129	0	566	0	329	130	0	459	139	0	149	0	288	0	0	0	0	0	1313
08:30 AM	0	328	125	0	453	0	412	123	0	535	125	0	140	0	265	0	0	0	0	0	1253
08:45 AM	0	248	120	0	368	0	343	125	0	468	108	0	137	0	245	0	0	0	0	0	1081
Total	0	1464	504	0	1968	0	1469	509	0	1978	493	0	584	0	1077	0	0	0	0	0	5023
*** BREAK ***																					
04:00 PM	0	251	122	0	373	0	389	125	0	514	154	0	154	0	308	0	0	0	0	0	1195
04:15 PM	0	291	129	0	420	0	403	128	0	531	158	0	159	0	317	0	0	0	0	0	1268
04:30 PM	0	140	125	0	265	0	445	127	0	572	166	0	177	0	343	0	0	0	0	0	1180
04:45 PM	0	193	142	0	335	0	469	122	0	591	136	0	189	0	325	0	0	0	0	0	1251
Total	0	875	518	0	1393	0	1706	502	0	2208	614	0	679	0	1293	0	0	0	0	0	4894
05:00 PM	0	292	141	0	433	0	457	136	0	593	121	0	187	0	308	0	0	0	0	0	1334
05:15 PM	0	417	143	0	560	0	524	139	0	663	138	0	180	0	318	0	0	0	0	0	1541
05:30 PM	0	558	136	0	694	0	452	138	0	590	155	0	174	0	329	0	0	0	0	0	1613
05:45 PM	0	675	137	0	812	0	356	126	0	482	174	0	153	0	327	0	0	0	0	0	1621
Total	0	1942	557	0	2499	0	1789	539	0	2328	588	0	694	0	1282	0	0	0	0	0	6109
06:00 PM	0	429	130	0	559	0	438	132	0	570	167	0	144	0	311	0	0	0	0	0	1440
06:15 PM	0	438	126	0	564	0	475	122	0	597	146	0	172	0	318	0	0	0	0	0	1479
06:30 PM	0	369	120	0	489	0	352	127	0	479	140	0	193	0	333	0	0	0	0	0	1301
06:45 PM	0	478	112	0	590	0	271	127	0	398	124	0	175	0	299	0	0	0	0	0	1287
Total	0	1714	488	0	2202	0	1536	508	0	2044	577	0	684	0	1261	0	0	0	0	0	5507
Grand Total	0	8362	3047	0	11409	0	8747	3000	0	11747	3001	0	3649	0	6650	0	0	0	0	0	29806
Apprch %	0	73.3	26.7	0		0	74.5	25.5	0		45.1	0	54.9	0		0	0	0	0		
Total %	0	28.1	10.2	0	38.3	0	29.3	10.1	0	39.4	10.1	0	12.2	0	22.3	0	0	0	0	0	
AUTOS	0	8362	2996	0	11358	0	8747	2972	0	11719	2922	0	3620	0	6542	0	0	0	0	0	29619
% AUTOS	0	100	98.3	0	99.6	0	100	99.1	0	99.8	97.4	0	99.2	0	98.4	0	0	0	0	0	99.4
HEVY VEHICLES	0	0	51	0	51	0	0	28	0	28	79	0	29	0	108	0	0	0	0	0	187
% HEVY VEHICLES	0	0	1.7	0	0.4	0	0	0.9	0	0.2	2.6	0	0.8	0	1.6	0	0	0	0	0	0.6

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 2



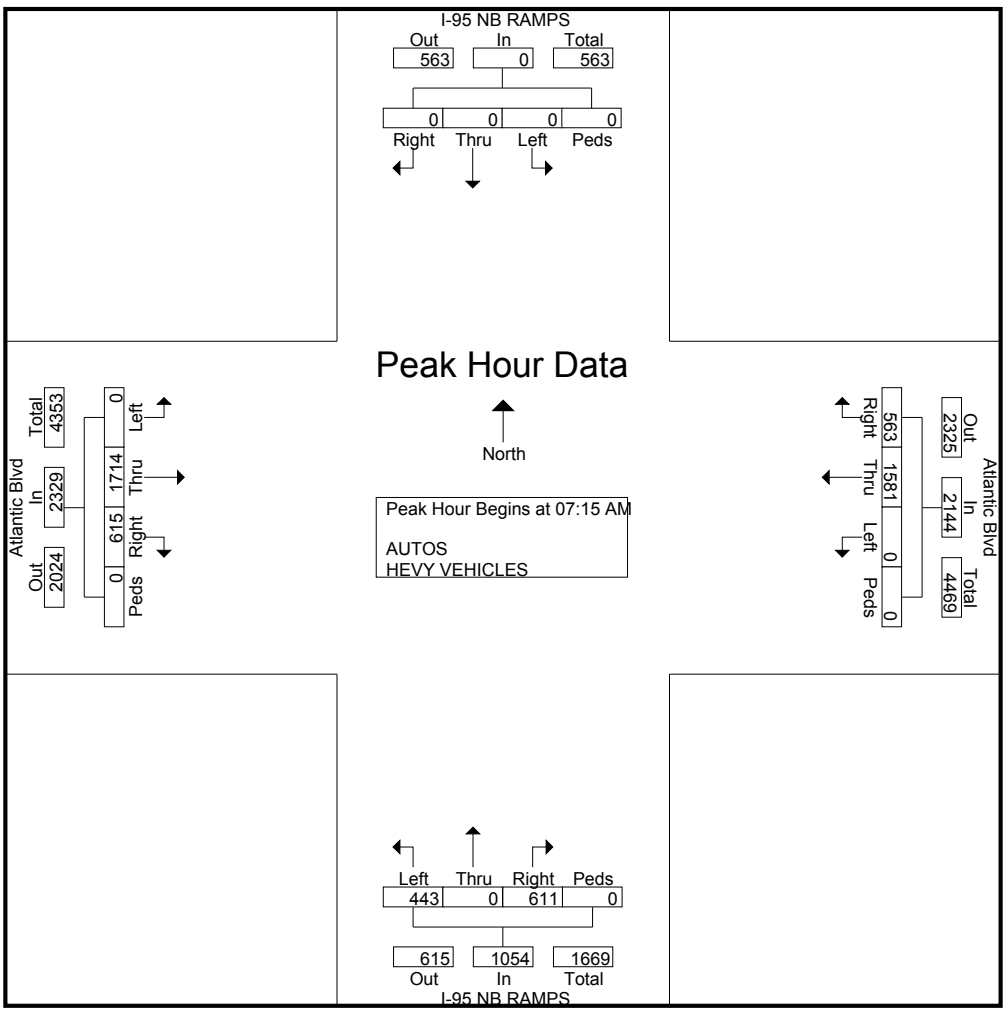
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Site Code : 00000000
Start Date : 5/27/2015
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	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 NB RAMPS NORTHBOUND					I-95 NB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	416	**183**	0	599	0	382	**151**	0	533	98	0	155	0	253	0	0	0	0	0	1385
07:30 AM	0	389	155	0	544	0	354	139	0	493	110	0	146	0	256	0	0	0	0	0	1293
07:45 AM	0	**458**	147	0	**605**	0	**460**	142	0	**602**	114	0	152	0	266	0	0	0	0	0	**1473**
08:00 AM	0	451	130	0	581	0	385	131	0	516	**121**	0	**158**	0	**279**	0	0	0	0	0	1376
Total Volume	0	1714	615	0	2329	0	1581	563	0	2144	443	0	611	0	1054	0	0	0	0	0	5527
% App. Total	0	73.6	26.4	0		0	73.7	26.3	0		42	0	58	0		0	0	0	0		
PHF	.000	.936	.840	.000	.962	.000	.859	.932	.000	.890	.915	.000	.967	.000	.944	.000	.000	.000	.000	.000	.938



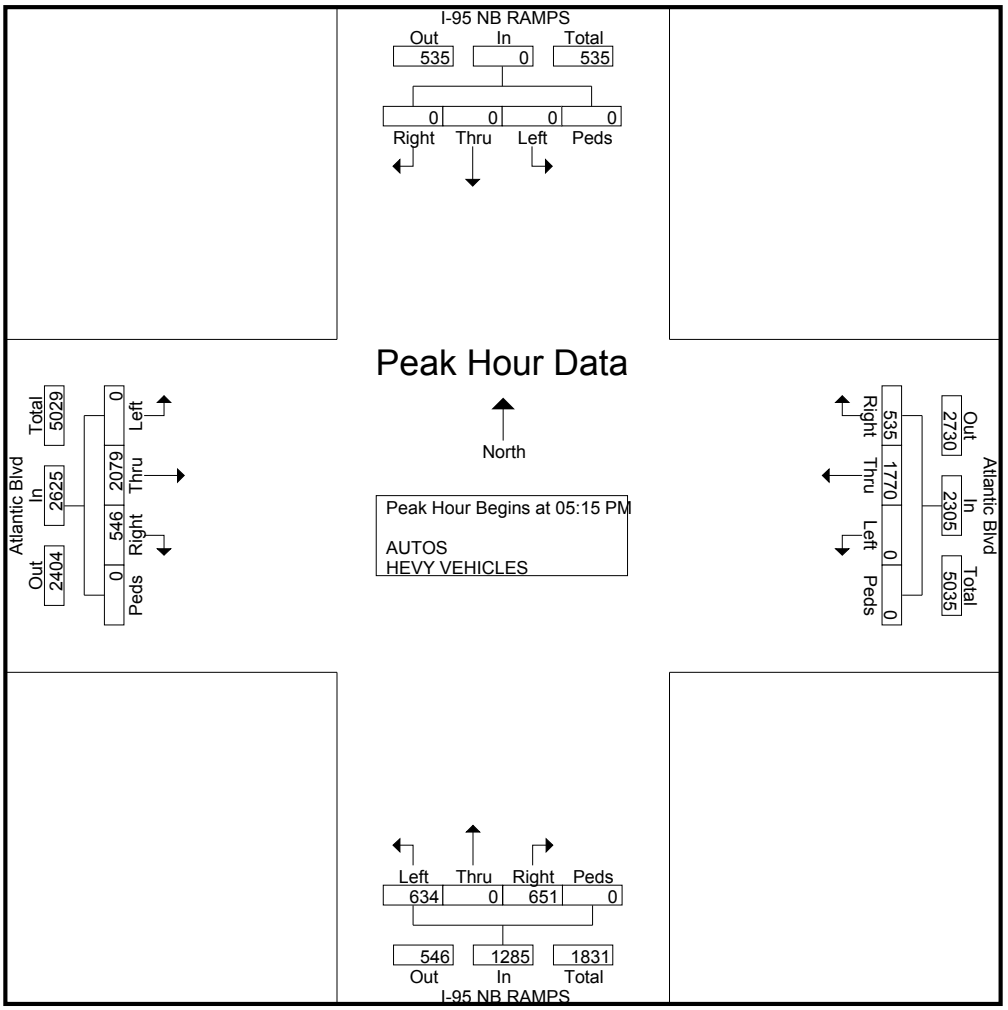
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File Name : Atlantic Ave at I-95 NB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
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	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 NB RAMPS NORTHBOUND					I-95 NB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	417	**143**	0	560	0	**524**	**139**	0	**663**	138	0	**180**	0	318	0	0	0	0	0	1541
05:30 PM	0	558	136	0	694	0	452	138	0	590	155	0	174	0	**329**	0	0	0	0	0	1613
05:45 PM	0	**675**	137	0	**812**	0	356	126	0	482	**174**	0	153	0	327	0	0	0	0	0	**1621**
06:00 PM	0	429	130	0	559	0	438	132	0	570	167	0	144	0	311	0	0	0	0	0	1440
Total Volume	0	2079	546	0	2625	0	1770	535	0	2305	634	0	651	0	1285	0	0	0	0	0	6215
% App. Total	0	79.2	20.8	0		0	76.8	23.2	0		49.3	0	50.7	0		0	0	0	0		
PHF	.000	.770	.955	.000	.808	.000	.844	.962	.000	.869	.911	.000	.904	.000	.976	.000	.000	.000	.000	.000	.959



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Groups Printed- HEVY VEHICLES

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 NB RAMPS NORTHBOUND					I-95 NB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	0	1	2	0	3	0	5	0	0	0	0	0	9
06:15 AM	0	0	3	0	3	0	0	2	0	2	4	0	2	0	6	0	0	0	0	0	11
06:30 AM	0	0	3	0	3	0	0	1	0	1	3	0	1	0	4	0	0	0	0	0	8
06:45 AM	0	0	2	0	2	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	7
Total	0	0	11	0	11	0	0	6	0	6	12	0	6	0	18	0	0	0	0	0	35
07:00 AM	0	0	1	0	1	0	0	2	0	2	1	0	1	0	2	0	0	0	0	0	5
07:15 AM	0	0	3	0	3	0	0	3	0	3	3	0	2	0	5	0	0	0	0	0	11
07:30 AM	0	0	2	0	2	0	0	1	0	1	2	0	2	0	4	0	0	0	0	0	7
07:45 AM	0	0	1	0	1	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	5
Total	0	0	7	0	7	0	0	6	0	6	8	0	7	0	15	0	0	0	0	0	28
08:00 AM	0	0	2	0	2	0	0	1	0	1	2	0	2	0	4	0	0	0	0	0	7
08:15 AM	0	0	5	0	5	0	0	2	0	2	8	0	3	0	11	0	0	0	0	0	18
08:30 AM	0	0	4	0	4	0	0	2	0	2	5	0	2	0	7	0	0	0	0	0	13
08:45 AM	0	0	1	0	1	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	7
Total	0	0	12	0	12	0	0	7	0	7	18	0	8	0	26	0	0	0	0	0	45
*** BREAK ***																					
04:00 PM	0	0	3	0	3	0	0	1	0	1	5	0	2	0	7	0	0	0	0	0	11
04:15 PM	0	0	2	0	2	0	0	1	0	1	5	0	0	0	5	0	0	0	0	0	8
04:30 PM	0	0	3	0	3	0	0	1	0	1	5	0	1	0	6	0	0	0	0	0	10
04:45 PM	0	0	2	0	2	0	0	2	0	2	4	0	1	0	5	0	0	0	0	0	9
Total	0	0	10	0	10	0	0	5	0	5	19	0	4	0	23	0	0	0	0	0	38
05:00 PM	0	0	2	0	2	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:30 PM	0	0	1	0	1	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	5
05:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	5
Total	0	0	5	0	5	0	0	2	0	2	8	0	3	0	11	0	0	0	0	0	18
06:00 PM	0	0	1	0	1	0	0	1	0	1	3	0	1	0	4	0	0	0	0	0	6
06:15 PM	0	0	2	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
06:30 PM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
06:45 PM	0	0	2	0	2	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	6
Total	0	0	6	0	6	0	0	2	0	2	14	0	1	0	15	0	0	0	0	0	23
Grand Total	0	0	51	0	51	0	0	28	0	28	79	0	29	0	108	0	0	0	0	0	187
Apprch %	0	0	100	0		0	0	100	0		73.1	0	26.9	0		0	0	0	0		
Total %	0	0	27.3	0	27.3	0	0	15	0	15	42.2	0	15.5	0	57.8	0	0	0	0	0	

CTS Engineering, Inc.

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Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
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COUNTY: Broward

File Name : Atlantic Ave at I-95 SB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

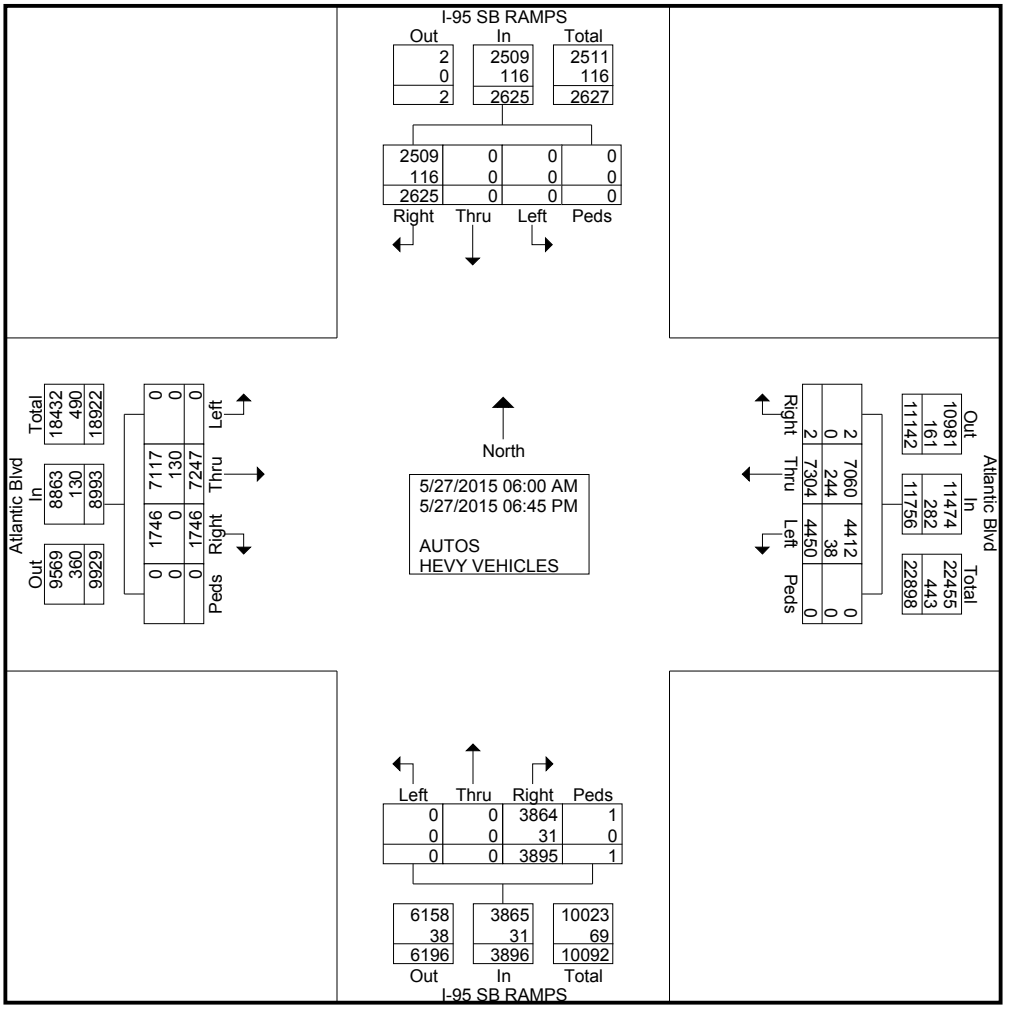
	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 SB RAMPS NORTHBOUND					I-95 SB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	84	15	0	99	105	84	0	0	189	0	0	56	0	56	0	0	42	0	42	386
06:15 AM	0	159	18	0	177	115	114	0	0	229	0	0	75	0	75	0	0	63	0	63	544
06:30 AM	0	203	31	0	234	110	156	0	0	266	0	0	66	0	66	0	0	53	0	53	619
06:45 AM	0	291	62	0	353	158	225	0	0	383	0	0	96	0	96	0	0	72	0	72	904
Total	0	737	126	0	863	488	579	0	0	1067	0	0	293	0	293	0	0	230	0	230	2453
07:00 AM	0	345	95	0	440	197	246	0	0	443	0	0	196	0	196	0	0	88	0	88	1167
07:15 AM	0	429	118	0	547	177	302	0	0	479	0	0	155	0	155	0	0	79	0	79	1260
07:30 AM	0	358	103	0	461	188	271	0	0	459	0	0	176	0	176	0	0	84	0	84	1180
07:45 AM	0	419	68	0	487	204	354	0	0	558	0	0	169	0	169	0	0	93	0	93	1307
Total	0	1551	384	0	1935	766	1173	0	0	1939	0	0	696	0	696	0	0	344	0	344	4914
08:00 AM	0	393	78	0	471	203	305	1	0	509	0	0	154	0	154	0	0	95	0	95	1229
08:15 AM	0	350	65	0	415	229	254	0	0	483	0	0	178	0	178	0	0	116	0	116	1192
08:30 AM	0	282	48	0	330	217	316	1	0	534	0	0	167	0	167	0	0	106	0	106	1137
08:45 AM	0	187	72	0	259	223	245	0	0	468	0	0	197	0	197	0	0	90	0	90	1014
Total	0	1212	263	0	1475	872	1120	2	0	1994	0	0	696	0	696	0	0	407	0	407	4572
*** BREAK ***																					
04:00 PM	0	189	55	0	244	193	371	0	0	564	0	0	159	0	159	0	0	105	0	105	1072
04:15 PM	0	201	48	0	249	239	318	0	0	557	0	0	205	0	205	0	0	128	0	128	1139
04:30 PM	0	138	86	0	224	217	386	0	0	603	0	0	183	0	183	0	0	117	0	117	1127
04:45 PM	0	157	87	0	244	209	382	0	0	591	0	0	205	0	205	0	0	120	0	120	1160
Total	0	685	276	0	961	858	1457	0	0	2315	0	0	752	0	752	0	0	470	0	470	4498
05:00 PM	0	243	91	0	334	203	370	0	0	573	0	0	189	0	189	0	0	123	0	123	1219
05:15 PM	0	393	79	0	472	139	499	0	0	638	0	0	146	0	146	0	0	145	0	145	1401
05:30 PM	0	492	90	0	582	171	424	0	0	595	0	0	168	0	168	0	0	135	0	135	1480
05:45 PM	0	588	88	0	676	179	353	0	0	532	0	0	184	1	185	0	0	160	0	160	1553
Total	0	1716	348	0	2064	692	1646	0	0	2338	0	0	687	1	688	0	0	563	0	563	5653
06:00 PM	0	344	93	0	437	209	381	0	0	590	0	0	196	0	196	0	0	152	0	152	1375
06:15 PM	0	339	96	0	435	197	394	0	0	591	0	0	191	0	191	0	0	160	0	160	1377
06:30 PM	0	287	84	0	371	204	304	0	0	508	0	0	194	0	194	0	0	154	0	154	1227
06:45 PM	0	376	76	0	452	164	250	0	0	414	0	0	190	0	190	0	0	145	0	145	1201
Total	0	1346	349	0	1695	774	1329	0	0	2103	0	0	771	0	771	0	0	611	0	611	5180
Grand Total	0	7247	1746	0	8993	4450	7304	2	0	11756	0	0	3895	1	3896	0	0	2625	0	2625	27270
Apprch %	0	80.6	19.4	0		37.9	62.1	0	0		0	0	100	0		0	0	100	0		
Total %	0	26.6	6.4	0	33	16.3	26.8	0	0	43.1	0	0	14.3	0	14.3	0	0	9.6	0	9.6	
AUTOS	0	7117	1746	0	8863	4412	7060	2	0	11474	0	0	3864	1	3865	0	0	2509	0	2509	26711
% AUTOS	0	98.2	100	0	98.6	99.1	96.7	100	0	97.6	0	0	99.2	100	99.2	0	0	95.6	0	95.6	98
HEVY VEHICLES	0	130	0	0	130	38	244	0	0	282	0	0	31	0	31	0	0	116	0	116	559
% HEVY VEHICLES	0	1.8	0	0	1.4	0.9	3.3	0	0	2.4	0	0	0.8	0	0.8	0	0	4.4	0	4.4	2

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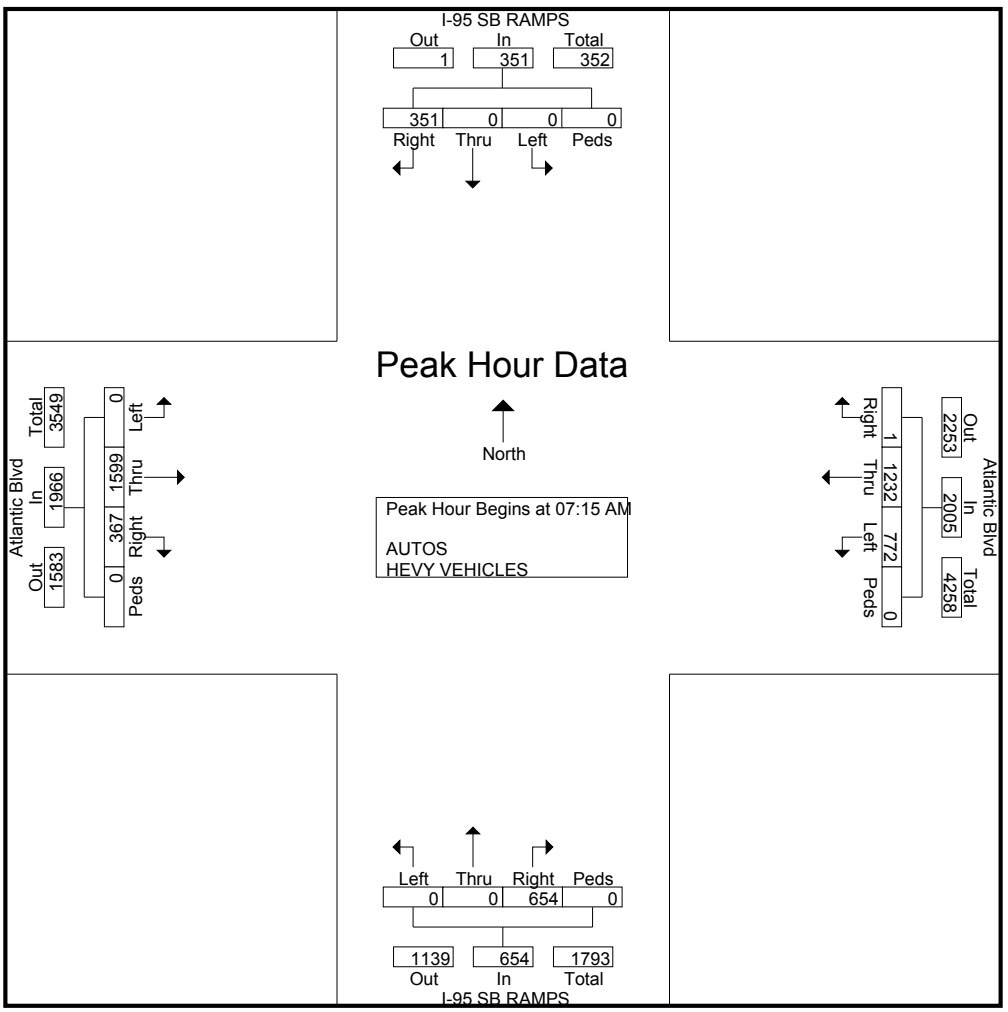
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	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 SB RAMPS NORTHBOUND					I-95 SB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**429**	**118**	0	**547**	177	302	0	0	479	0	0	155	0	155	0	0	79	0	79	1260
07:30 AM	0	358	103	0	461	188	271	0	0	459	0	0	**176**	0	**176**	0	0	84	0	84	1180
07:45 AM	0	419	68	0	487	**204**	**354**	0	0	**558**	0	0	169	0	169	0	0	93	0	93	**1307**
08:00 AM	0	393	78	0	471	203	305	**1**	0	509	0	0	154	0	154	0	0	**95**	0	**95**	1229
Total Volume	0	1599	367	0	1966	772	1232	1	0	2005	0	0	654	0	654	0	0	351	0	351	4976
% App. Total	0	81.3	18.7	0		38.5	61.4	0	0		0	0	100	0		0	0	100	0		
PHF	.000	.932	.778	.000	.899	.946	.870	.250	.000	.898	.000	.000	.929	.000	.929	.000	.000	.924	.000	.924	.952



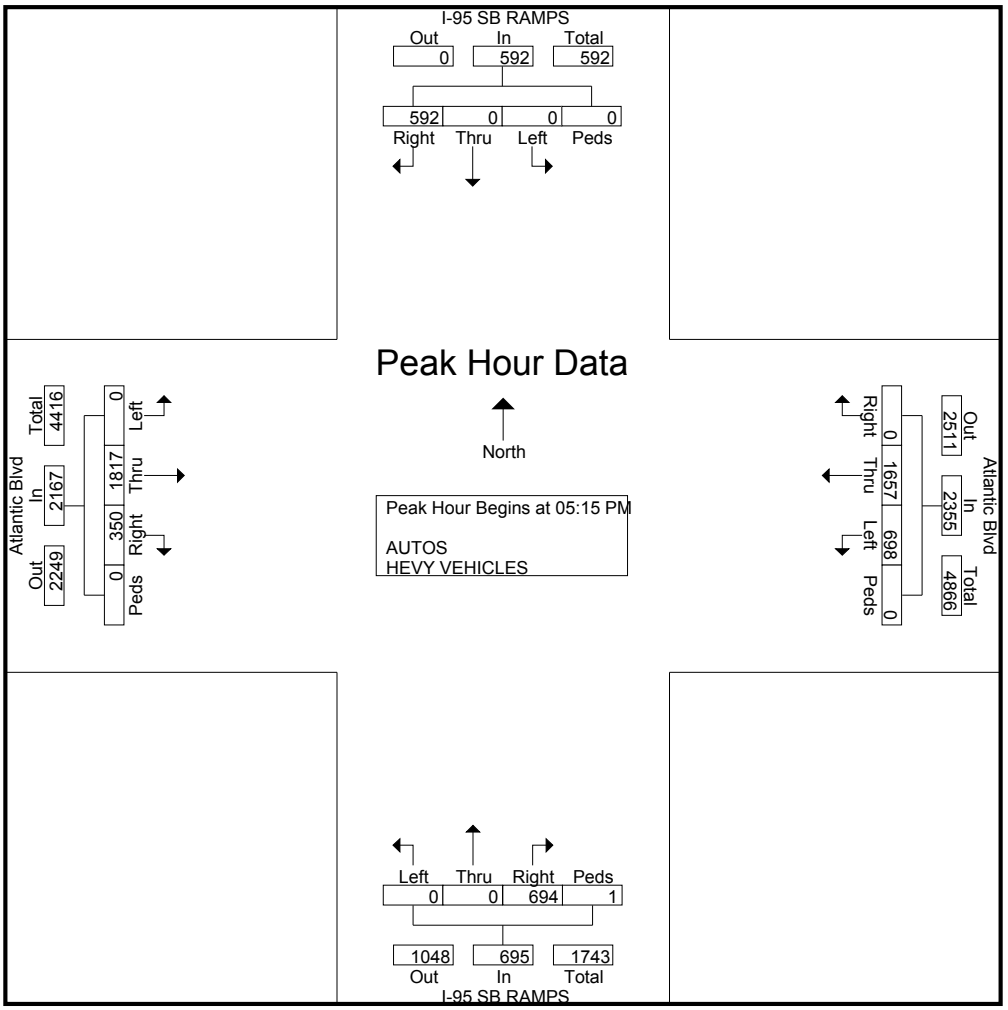
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	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 SB RAMPS NORTHBOUND					I-95 SB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	393	79	0	472	139	**499**	0	0	**638**	0	0	146	0	146	0	0	145	0	145	1401
05:30 PM	0	492	90	0	582	171	424	0	0	595	0	0	168	0	168	0	0	135	0	135	1480
05:45 PM	0	**588**	88	0	**676**	179	353	0	0	532	0	0	184	**1**	185	0	0	**160**	0	**160**	**1553**
06:00 PM	0	344	**93**	0	437	**209**	381	0	0	590	0	0	**196**	0	**196**	0	0	152	0	152	1375
Total Volume	0	1817	350	0	2167	698	1657	0	0	2355	0	0	694	1	695	0	0	592	0	592	5809
% App. Total	0	83.8	16.2	0		29.6	70.4	0	0		0	0	99.9	0.1		0	0	100	0		
PHF	.000	.773	.941	.000	.801	.835	.830	.000	.000	.923	.000	.000	.885	.250	.886	.000	.000	.925	.000	.925	.935



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at I-95 SB Ramp_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					I-95 SB RAMPS NORTHBOUND					I-95 SB RAMPS SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	6	0	0	6	1	8	0	0	9	0	0	1	0	1	0	0	2	0	2	18
06:15 AM	0	9	0	0	9	3	12	0	0	15	0	0	2	0	2	0	0	6	0	6	32
06:30 AM	0	8	0	0	8	2	10	0	0	12	0	0	2	0	2	0	0	4	0	4	26
06:45 AM	0	10	0	0	10	2	8	0	0	10	0	0	1	0	1	0	0	3	0	3	24
Total	0	33	0	0	33	8	38	0	0	46	0	0	6	0	6	0	0	15	0	15	100
07:00 AM	0	5	0	0	5	2	6	0	0	8	0	0	0	0	0	0	0	2	0	2	15
07:15 AM	0	7	0	0	7	1	13	0	0	14	0	0	5	0	5	0	0	8	0	8	34
07:30 AM	0	6	0	0	6	2	10	0	0	12	0	0	3	0	3	0	0	5	0	5	26
07:45 AM	0	4	0	0	4	2	18	0	0	20	0	0	1	0	1	0	0	6	0	6	31
Total	0	22	0	0	22	7	47	0	0	54	0	0	9	0	9	0	0	21	0	21	106
08:00 AM	0	9	0	0	9	2	6	0	0	8	0	0	2	0	2	0	0	2	0	2	21
08:15 AM	0	9	0	0	9	1	13	0	0	14	0	0	1	0	1	0	0	9	0	9	33
08:30 AM	0	9	0	0	9	2	10	0	0	12	0	0	2	0	2	0	0	6	0	6	29
08:45 AM	0	4	0	0	4	1	7	0	0	8	0	0	0	0	0	0	0	3	0	3	15
Total	0	31	0	0	31	6	36	0	0	42	0	0	5	0	5	0	0	20	0	20	98
*** BREAK ***																					
04:00 PM	0	3	0	0	3	3	19	0	0	22	0	0	1	0	1	0	0	3	0	3	29
04:15 PM	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	7	0	7	24
04:30 PM	0	6	0	0	6	2	14	0	0	16	0	0	1	0	1	0	0	5	0	5	28
04:45 PM	0	4	0	0	4	1	12	0	0	13	0	0	1	0	1	0	0	4	0	4	22
Total	0	21	0	0	21	6	54	0	0	60	0	0	3	0	3	0	0	19	0	19	103
05:00 PM	0	3	0	0	3	2	9	0	0	11	0	0	1	0	1	0	0	7	0	7	22
05:15 PM	0	2	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	6	0	6	17
05:30 PM	0	3	0	0	3	1	10	0	0	11	0	0	1	0	1	0	0	7	0	7	22
05:45 PM	0	7	0	0	7	0	10	0	0	10	0	0	2	0	2	0	0	3	0	3	22
Total	0	15	0	0	15	3	38	0	0	41	0	0	4	0	4	0	0	23	0	23	83
06:00 PM	0	2	0	0	2	2	10	0	0	12	0	0	0	0	0	0	0	4	0	4	18
06:15 PM	0	2	0	0	2	3	6	0	0	9	0	0	1	0	1	0	0	6	0	6	18
06:30 PM	0	2	0	0	2	3	8	0	0	11	0	0	1	0	1	0	0	5	0	5	19
06:45 PM	0	2	0	0	2	0	7	0	0	7	0	0	2	0	2	0	0	3	0	3	14
Total	0	8	0	0	8	8	31	0	0	39	0	0	4	0	4	0	0	18	0	18	69
Grand Total	0	130	0	0	130	38	244	0	0	282	0	0	31	0	31	0	0	116	0	116	559
Apprch %	0	100	0	0		13.5	86.5	0	0		0	0	100	0		0	0	100	0		
Total %	0	23.3	0	0	23.3	6.8	43.6	0	0	50.4	0	0	5.5	0	5.5	0	0	20.8	0	20.8	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at NW 6th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- AUTOS - HEVY VEHICLES

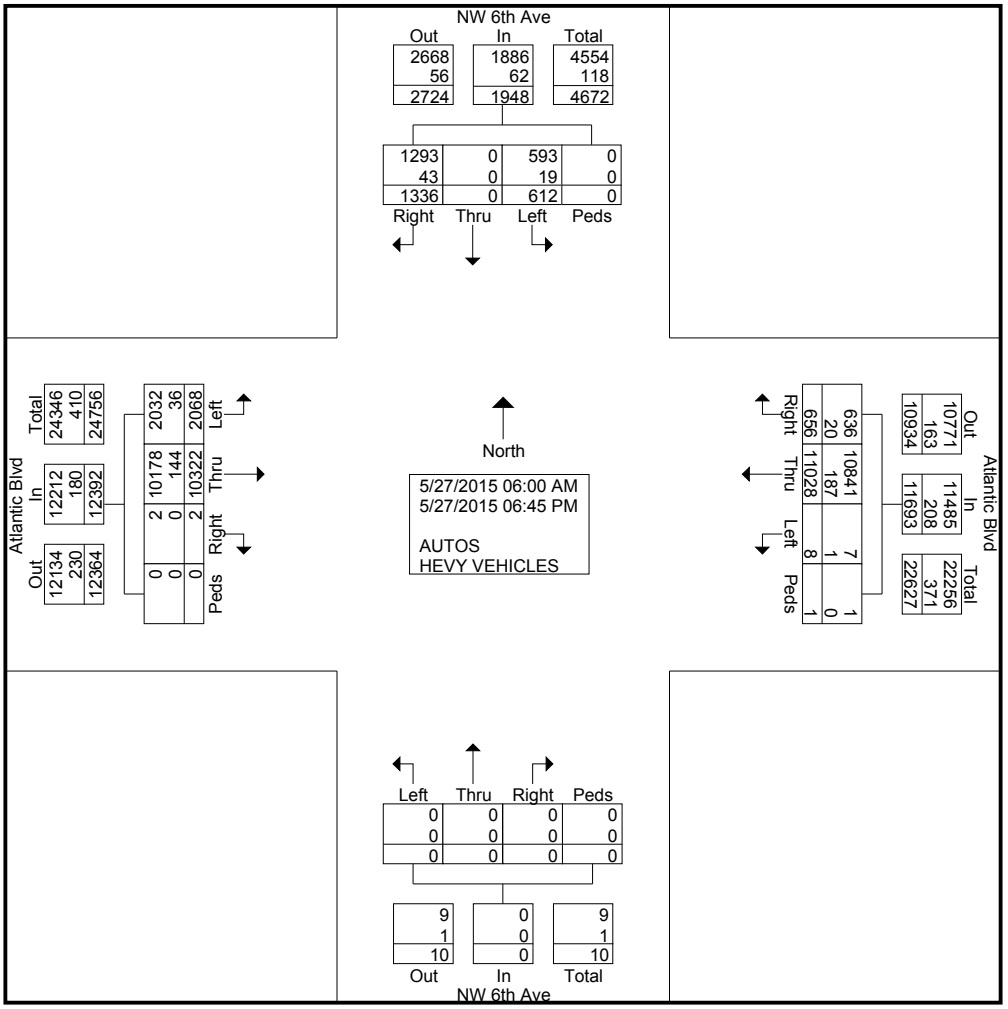
	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	30	109	0	0	139	0	140	12	0	152	0	0	0	0	0	5	0	25	0	30	321
06:15 AM	47	173	0	0	220	0	193	13	0	206	0	0	0	0	0	6	0	32	0	38	464
06:30 AM	71	238	0	0	309	0	253	12	0	265	0	0	0	0	0	7	0	37	0	44	618
06:45 AM	101	344	0	0	445	0	392	23	0	415	0	0	0	0	0	18	0	50	0	68	928
Total	249	864	0	0	1113	0	978	60	0	1038	0	0	0	0	0	36	0	144	0	180	2331
07:00 AM	143	477	0	0	620	0	457	31	0	488	0	0	0	0	0	18	0	52	0	70	1178
07:15 AM	78	515	0	0	593	0	476	20	0	496	0	0	0	0	0	49	0	77	0	126	1215
07:30 AM	70	485	0	0	555	0	447	39	0	486	0	0	0	0	0	30	0	71	0	101	1142
07:45 AM	91	548	0	0	639	0	577	33	0	610	0	0	0	0	0	31	0	51	0	82	1331
Total	382	2025	0	0	2407	0	1957	123	0	2080	0	0	0	0	0	128	0	251	0	379	4866
08:00 AM	86	547	0	0	633	0	489	16	0	505	0	0	0	0	0	37	0	48	0	85	1223
08:15 AM	74	536	0	0	610	0	427	11	0	438	0	0	0	0	0	40	0	49	0	89	1137
08:30 AM	58	435	0	0	493	0	550	20	0	570	0	0	0	0	0	32	0	60	0	92	1155
08:45 AM	58	341	0	0	399	0	444	41	0	485	0	0	0	0	0	27	0	47	0	74	958
Total	276	1859	0	0	2135	0	1910	88	0	1998	0	0	0	0	0	136	0	204	0	340	4473
*** BREAK ***																					
04:00 PM	83	338	0	0	421	1	578	24	0	603	0	0	0	0	0	22	0	70	0	92	1116
04:15 PM	48	443	0	0	491	1	482	25	0	508	0	0	0	0	0	24	0	69	0	93	1092
04:30 PM	44	218	0	0	262	0	539	28	0	567	0	0	0	0	0	27	0	66	0	93	922
04:45 PM	69	309	0	0	378	0	552	45	0	597	0	0	0	0	0	27	0	65	0	92	1067
Total	244	1308	0	0	1552	2	2151	122	0	2275	0	0	0	0	0	100	0	270	0	370	4197
05:00 PM	113	388	1	0	502	0	531	33	0	564	0	0	0	0	0	43	0	81	0	124	1190
05:15 PM	76	534	1	0	611	3	622	54	0	679	0	0	0	0	0	31	0	66	0	97	1387
05:30 PM	124	634	0	0	758	0	577	46	0	623	0	0	0	0	0	29	0	60	0	89	1470
05:45 PM	199	658	0	0	857	1	412	40	0	453	0	0	0	0	0	37	0	41	0	78	1388
Total	512	2214	2	0	2728	4	2142	173	0	2319	0	0	0	0	0	140	0	248	0	388	5435
06:00 PM	111	476	0	0	587	0	539	16	0	555	0	0	0	0	0	26	0	53	0	79	1221
06:15 PM	108	518	0	0	626	1	569	34	0	604	0	0	0	0	0	18	0	49	0	67	1297
06:30 PM	86	489	0	0	575	0	428	24	0	452	0	0	0	0	0	19	0	65	0	84	1111
06:45 PM	100	569	0	0	669	1	354	16	1	372	0	0	0	0	0	9	0	52	0	61	1102
Total	405	2052	0	0	2457	2	1890	90	1	1983	0	0	0	0	0	72	0	219	0	291	4731
Grand Total	2068	10322	2	0	12392	8	11028	656	1	11693	0	0	0	0	0	612	0	1336	0	1948	26033
Apprch %	16.7	83.3	0	0		0.1	94.3	5.6	0		0	0	0	0		31.4	0	68.6	0		
Total %	7.9	39.6	0	0	47.6	0	42.4	2.5	0	44.9	0	0	0	0	0	2.4	0	5.1	0	7.5	
AUTOS	2032	10178	2	0	12212	7	10841	636	1	11485	0	0	0	0	0	593	0	1293	0	1886	25583
% AUTOS	98.3	98.6	100	0	98.5	87.5	98.3	97	100	98.2	0	0	0	0	0	96.9	0	96.8	0	96.8	98.3
HEVY VEHICLES	36	144	0	0	180	1	187	20	0	208	0	0	0	0	0	19	0	43	0	62	450
% HEVY VEHICLES	1.7	1.4	0	0	1.5	12.5	1.7	3	0	1.8	0	0	0	0	0	3.1	0	3.2	0	3.2	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at NW 6th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015



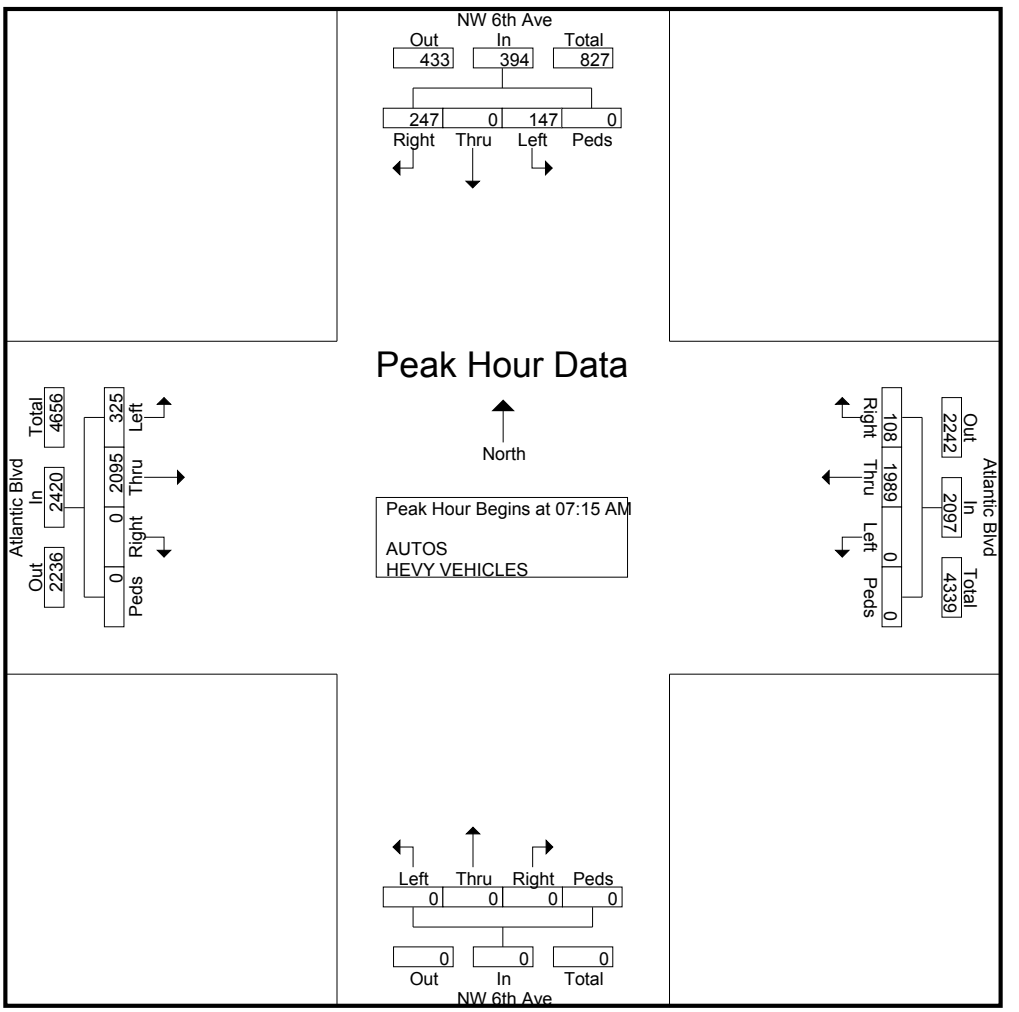
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
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File Name : Atlantic Ave at NW 6th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 3

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	78	515	0	0	593	0	476	20	0	496	0	0	0	0	0	**49**	0	**77**	0	**126**	1215
07:30 AM	70	485	0	0	555	0	447	**39**	0	486	0	0	0	0	0	30	0	71	0	101	1142
07:45 AM	**91**	**548**	0	0	**639**	0	**577**	33	0	**610**	0	0	0	0	0	31	0	51	0	82	**1331**
08:00 AM	86	547	0	0	633	0	489	16	0	505	0	0	0	0	0	37	0	48	0	85	1223
Total Volume	325	2095	0	0	2420	0	1989	108	0	2097	0	0	0	0	0	147	0	247	0	394	4911
% App. Total	13.4	86.6	0	0		0	94.8	5.2	0		0	0	0	0		37.3	0	62.7	0		
PHF	.893	.956	.000	.000	.947	.000	.862	.692	.000	.859	.000	.000	.000	.000	.000	.750	.000	.802	.000	.782	.922



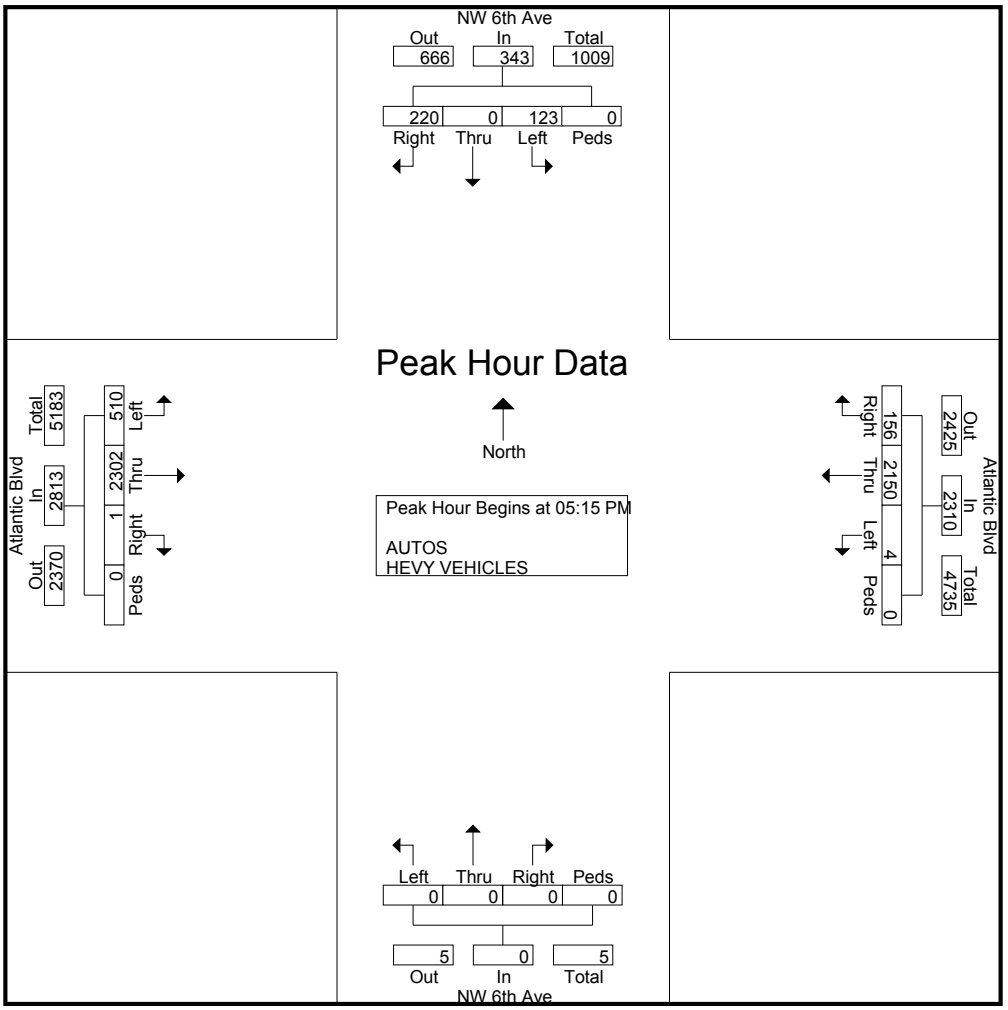
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, Florida 33126

CLIENT: FDOT 4
JOB NO: TWO 30
PROJECT: I-95 Interchange PD&E
COUNTY: Broward

File Name : Atlantic Ave at NW 6th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 4

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	76	534	**1**	0	611	**3**	**622**	**54**	0	**679**	0	0	0	0	0	31	0	**66**	0	**97**	1387
05:30 PM	124	634	0	0	758	0	577	46	0	623	0	0	0	0	0	29	0	60	0	89	**1470**
05:45 PM	**199**	**658**	0	0	**857**	1	412	40	0	453	0	0	0	0	0	**37**	0	41	0	78	1388
06:00 PM	111	476	0	0	587	0	539	16	0	555	0	0	0	0	0	26	0	53	0	79	1221
Total Volume	510	2302	1	0	2813	4	2150	156	0	2310	0	0	0	0	0	123	0	220	0	343	5466
% App. Total	18.1	81.8	0	0		0.2	93.1	6.8	0		0	0	0	0		35.9	0	64.1	0		
PHF	.641	.875	.250	.000	.821	.333	.864	.722	.000	.851	.000	.000	.000	.000	.000	.831	.000	.833	.000	.884	.930



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File Name : Atlantic Ave at NW 6th Ave_05272015
Site Code : 00000000
Start Date : 5/27/2015
Page No : 1

Groups Printed- HEVY VEHICLES

	Atlantic Blvd EASTBOUND					Atlantic Blvd WESTBOUND					NW 6th Ave NORTHBOUND					NW 6th Ave SOUTHBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	4	0	0	6	0	2	2	0	4	0	0	0	0	0	1	0	1	0	2	12
06:15 AM	2	2	0	0	4	0	2	1	0	3	0	0	0	0	0	1	0	2	0	3	10
06:30 AM	2	4	0	0	6	0	4	1	0	5	0	0	0	0	0	1	0	2	0	3	14
06:45 AM	3	8	0	0	11	0	9	0	0	9	0	0	0	0	0	1	0	2	0	3	23
Total	9	18	0	0	27	0	17	4	0	21	0	0	0	0	0	4	0	7	0	11	59
07:00 AM	2	19	0	0	21	0	14	1	0	15	0	0	0	0	0	0	0	3	0	3	39
07:15 AM	5	6	0	0	11	0	5	0	0	5	0	0	0	0	0	2	0	6	0	8	24
07:30 AM	1	9	0	0	10	0	8	0	0	8	0	0	0	0	0	4	0	6	0	10	28
07:45 AM	5	12	0	0	17	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	29
Total	13	46	0	0	59	0	39	1	0	40	0	0	0	0	0	6	0	15	0	21	120
08:00 AM	2	10	0	0	12	0	5	1	0	6	0	0	0	0	0	1	0	1	0	2	20
08:15 AM	2	11	0	0	13	0	7	0	0	7	0	0	0	0	0	1	0	1	0	2	22
08:30 AM	0	17	0	0	17	0	19	0	0	19	0	0	0	0	0	2	0	2	0	4	40
08:45 AM	2	6	0	0	8	0	10	1	0	11	0	0	0	0	0	0	0	4	0	4	23
Total	6	44	0	0	50	0	41	2	0	43	0	0	0	0	0	4	0	8	0	12	105
*** BREAK ***																					
04:00 PM	2	3	0	0	5	0	8	1	0	9	0	0	0	0	0	0	0	4	0	4	18
04:15 PM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	2	0	0	0	2	12
04:30 PM	0	1	0	0	1	0	18	2	0	20	0	0	0	0	0	0	0	2	0	2	23
04:45 PM	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	2	0	3	0	5	18
Total	2	8	0	0	10	0	42	6	0	48	0	0	0	0	0	4	0	9	0	13	71
05:00 PM	2	12	0	0	14	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	20
05:15 PM	1	0	0	0	1	1	9	3	0	13	0	0	0	0	0	0	0	0	0	0	14
05:30 PM	1	8	0	0	9	0	13	2	0	15	0	0	0	0	0	0	0	0	0	0	24
05:45 PM	0	3	0	0	3	0	4	1	0	5	0	0	0	0	0	1	0	1	0	2	10
Total	4	23	0	0	27	1	32	6	0	39	0	0	0	0	0	1	0	1	0	2	68
06:00 PM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	3	0	3	11
06:15 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	2	5	0	0	7	0	16	1	0	17	0	0	0	0	0	0	0	3	0	3	27
Grand Total	36	144	0	0	180	1	187	20	0	208	0	0	0	0	0	19	0	43	0	62	450
Apprch %	20	80	0	0		0.5	89.9	9.6	0		0	0	0	0		30.6	0	69.4	0		
Total %	8	32	0	0	40	0.2	41.6	4.4	0	46.2	0	0	0	0	0	4.2	0	9.6	0	13.8	

County: 86
Station: 9925
Description: 18th Avenue , North of Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	2	0	3	2	3	2	0	7	10
0100	0	1	0	1	2	2	0	0	0	2	4
0200	0	2	1	2	5	2	0	5	0	7	12
0300	0	0	0	1	1	0	2	5	8	15	16
0400	5	1	5	8	19	7	4	7	8	26	45
0500	0	16	8	36	60	5	5	20	18	48	108
0600	24	38	59	52	173	19	26	32	36	113	286
0700	53	60	65	77	255	34	47	56	64	201	456
0800	84	100	61	77	322	62	44	50	89	245	567
0900	117	76	97	97	387	74	83	73	97	327	714
1000	96	116	97	94	403	107	99	102	92	400	803
1100	75	101	78	62	316	76	74	84	69	303	619
1200	96	79	60	99	334	79	88	82	94	343	677
1300	106	80	63	95	344	105	87	90	79	361	705
1400	97	76	61	56	290	93	65	83	76	317	607
1500	61	61	57	75	254	85	94	90	51	320	574
1600	75	77	74	69	295	55	52	68	42	217	512
1700	83	56	56	55	250	36	40	48	37	161	411
1800	61	45	47	76	229	34	33	51	43	161	390
1900	44	54	57	40	195	38	38	42	42	160	355
2000	36	56	56	22	170	49	37	28	30	144	314
2100	33	11	9	8	61	28	33	28	17	106	167
2200	2	6	2	4	14	15	10	10	4	39	53
2300	1	3	0	3	7	5	5	5	4	19	26
24-Hour Totals:					4389					4042	8431

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	367	845	319	845	686
P.M.	1245	348	1245	376	1245	724
Daily	930	406	945	405	945	811

Generated by SPS 5.0.45P

County: 86
Station: 9926
Description: 18th Avenue , South of Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	2	0	1	4	2	2	2	0	6	10
0100	0	1	0	0	1	2	0	3	0	5	6
0200	2	0	0	0	2	0	2	0	0	2	4
0300	0	1	1	0	2	0	0	2	1	3	5
0400	0	1	0	0	1	0	0	3	0	3	4
0500	3	1	4	11	19	2	9	5	3	19	38
0600	10	8	6	12	36	4	9	8	6	27	63
0700	12	17	8	18	55	4	13	14	20	51	106
0800	16	24	30	27	97	14	13	27	19	73	170
0900	23	33	41	32	129	19	34	15	16	84	213
1000	31	26	28	20	105	28	19	21	21	89	194
1100	28	36	28	25	117	28	22	24	20	94	211
1200	41	35	36	38	150	29	20	25	27	101	251
1300	13	29	24	35	101	24	18	14	39	95	196
1400	45	34	37	36	152	21	27	24	22	94	246
1500	33	31	36	34	134	24	23	27	20	94	228
1600	27	33	35	29	124	29	12	13	15	69	193
1700	18	24	26	21	89	18	17	21	17	73	162
1800	25	25	26	33	109	25	27	25	17	94	203
1900	21	20	12	12	65	9	8	12	6	35	100
2000	16	8	8	8	40	8	12	9	9	38	78
2100	7	4	7	2	20	3	7	6	7	23	43
2200	5	8	2	6	21	7	6	8	5	26	47
2300	1	1	4	0	6	0	4	3	3	10	16
24-Hour Totals:					1579					1208	2787

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	124	830	99	830	212
P.M.	1400	152	1345	111	1345	262
Daily	1400	152	1345	111	1345	262

Generated by SPS 5.0.45P

County: 86
Station: 8916
Description: 21st Avenue , North of Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	24	18	16	83	21	16	12	12	61	144
0100	15	11	12	9	47	13	10	7	6	36	83
0200	6	5	11	6	28	10	5	11	9	35	63
0300	10	11	8	10	39	5	11	8	8	32	71
0400	11	21	10	14	56	16	11	31	14	72	128
0500	17	26	37	45	125	24	38	36	54	152	277
0600	43	56	96	105	300	74	83	110	124	391	691
0700	118	143	169	185	615	114	119	157	185	575	1190
0800	141	162	127	148	578	191	132	110	137	570	1148
0900	134	98	115	81	428	141	133	105	127	506	934
1000	84	93	111	91	379	123	116	101	133	473	852
1100	85	95	98	107	385	108	112	113	131	464	849
1200	119	94	111	107	431	150	127	148	136	561	992
1300	130	115	106	119	470	145	137	125	140	547	1017
1400	131	131	147	124	533	121	138	174	159	592	1125
1500	128	143	145	135	551	158	180	179	133	650	1201
1600	148	144	173	184	649	174	142	169	199	684	1333
1700	201	155	185	198	739	208	230	231	196	865	1604
1800	179	149	140	102	570	197	202	168	141	708	1278
1900	137	135	96	88	456	132	143	102	90	467	923
2000	95	122	89	75	381	100	91	77	81	349	730
2100	71	63	72	67	273	71	63	65	66	265	538
2200	65	58	52	47	222	50	55	53	48	206	428
2300	46	46	44	34	170	27	32	30	27	116	286
24-Hour Totals:					8508					9377	17885

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	657	730	665	730	1322
P.M.	1700	739	1645	868	1700	1604
Daily	1700	739	1645	868	1700	1604

Generated by SPS 5.0.45P

County: 86
Station: 8914
Description: 21st Avenue , South of Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	30	22	13	8	73	33	23	23	17	96	169
0100	17	13	8	14	52	9	13	10	9	41	93
0200	5	6	5	5	21	11	5	10	2	28	49
0300	6	8	8	14	36	9	5	13	16	43	79
0400	16	20	21	22	79	3	7	17	18	45	124
0500	18	35	41	47	141	16	18	29	45	108	249
0600	62	85	128	143	418	47	68	75	89	279	697
0700	115	125	137	143	520	134	179	171	194	678	1198
0800	135	101	147	150	533	160	172	182	140	654	1187
0900	170	130	128	142	570	133	130	146	123	532	1102
1000	145	135	152	126	558	123	128	109	101	461	1019
1100	148	129	142	126	545	104	117	131	119	471	1016
1200	139	138	156	134	567	168	145	142	137	592	1159
1300	147	148	147	134	576	139	156	134	142	571	1147
1400	156	151	193	173	673	108	135	165	154	562	1235
1500	182	187	195	170	734	132	162	138	139	571	1305
1600	222	214	191	284	911	148	158	182	192	680	1591
1700	244	222	257	228	951	190	203	218	194	805	1756
1800	201	232	186	159	778	179	174	151	186	690	1468
1900	148	129	144	130	551	156	159	132	127	574	1125
2000	107	92	136	118	453	107	98	84	80	369	822
2100	120	97	81	71	369	61	82	73	59	275	644
2200	59	63	76	71	269	70	70	45	45	230	499
2300	50	26	37	24	137	33	29	29	19	110	247
24-Hour Totals:					10515					9465	19980

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	597	745	708	715	1244
P.M.	1645	1007	1700	805	1645	1810
Daily	1645	1007	1700	805	1645	1810

Generated by SPS 5.0.45P

County: 86
Station: 9641
Description: 6 Avenue, North of Atlantic Blvd
Start Date: 06/03/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	39	38	33	45	155	21	18	21	21	81	236
0100	33	30	18	34	115	22	21	18	19	80	195
0200	24	13	19	13	69	13	15	8	10	46	115
0300	10	12	19	12	53	5	6	21	18	50	103
0400	17	8	23	16	64	8	19	17	15	59	123
0500	24	33	36	51	144	21	19	33	30	103	247
0600	63	89	111	142	405	40	49	65	70	224	629
0700	178	148	126	151	603	128	105	84	90	407	1010
0800	180	118	153	172	623	93	106	76	111	386	1009
0900	184	136	154	120	594	91	114	90	102	397	991
1000	144	171	143	154	612	93	76	72	96	337	949
1100	124	150	147	189	610	111	89	113	115	428	1038
1200	189	143	137	136	605	98	98	105	108	409	1014
1300	113	135	137	144	529	110	97	99	78	384	913
1400	124	125	143	154	546	100	114	126	88	428	974
1500	149	142	183	179	653	107	125	101	109	442	1095
1600	189	178	129	188	684	95	95	98	116	404	1088
1700	189	201	177	165	732	104	102	78	78	362	1094
1800	162	161	142	135	600	71	76	65	72	284	884
1900	105	106	168	143	522	78	81	93	81	333	855
2000	121	149	118	91	479	63	75	79	67	284	763
2100	71	97	77	97	342	79	66	63	60	268	610
2200	93	66	63	62	284	43	41	49	39	172	456
2300	77	68	41	50	236	50	40	25	30	145	381
24-Hour Totals:					10259					6513	16772

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	646	700	407	845	1052
P.M.	1645	755	1430	446	1645	1155
Daily	1645	755	1430	446	1645	1155

Generated by SPS 5.0.45P

County: 86
Station: 9619
Description: 7 Avenue, North of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	10	2	4	22	4	6	2	2	14	36
0100	5	0	1	3	9	1	2	2	0	5	14
0200	0	4	0	0	4	1	0	0	0	1	5
0300	3	1	0	5	9	0	2	3	3	8	17
0400	3	0	0	4	7	1	0	0	7	8	15
0500	4	2	1	5	12	4	2	9	9	24	36
0600	4	7	2	4	17	12	6	14	10	42	59
0700	18	14	11	11	54	12	18	26	23	79	133
0800	18	16	22	25	81	22	18	28	25	93	174
0900	28	22	23	24	97	42	59	51	46	198	295
1000	18	17	26	24	85	47	46	37	30	160	245
1100	29	30	45	68	172	27	24	20	26	97	269
1200	61	62	87	54	264	22	33	43	48	146	410
1300	56	57	39	32	184	54	56	62	46	218	402
1400	41	33	28	64	166	39	34	24	27	124	290
1500	74	66	52	69	261	25	26	22	64	137	398
1600	101	69	132	140	442	46	57	74	87	264	706
1700	236	195	180	130	741	118	113	97	117	445	1186
1800	119	74	59	53	305	65	87	29	21	202	507
1900	36	37	30	21	124	9	13	13	7	42	166
2000	24	13	16	19	72	13	10	13	13	49	121
2100	6	8	17	13	44	10	7	5	14	36	80
2200	24	3	8	4	39	12	8	8	2	30	69
2300	13	3	13	4	33	8	6	10	7	31	64
24-Hour Totals:					3244					2453	5697

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	98	845	177	845	275
P.M.	1645	751	1700	445	1700	1186
Daily	1645	751	1700	445	1700	1186

Generated by SPS 5.0.45P

County: 86
Station: 9617
Description: 7 Avenue, South of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	0	2	2	8	2	1	3	2	8	16
0100	1	0	1	2	4	0	0	2	0	2	6
0200	0	1	0	0	1	0	2	1	0	3	4
0300	1	0	1	0	2	1	0	1	0	2	4
0400	2	0	0	1	3	3	0	0	0	3	6
0500	1	3	3	13	20	3	4	0	0	7	27
0600	14	20	21	32	87	3	1	4	11	19	106
0700	26	26	35	44	131	6	15	26	11	58	189
0800	40	34	40	39	153	16	13	11	15	55	208
0900	30	17	8	9	64	7	8	6	9	30	94
1000	9	17	6	19	51	11	13	8	8	40	91
1100	6	10	8	9	33	6	11	9	7	33	66
1200	15	10	16	8	49	10	10	10	6	36	85
1300	13	11	15	4	43	10	8	8	7	33	76
1400	7	6	18	24	55	12	14	12	14	52	107
1500	19	19	11	41	90	17	14	18	22	71	161
1600	23	32	31	41	127	27	17	23	29	96	223
1700	31	36	27	28	122	17	42	35	31	125	247
1800	26	20	28	14	88	24	22	22	18	86	174
1900	8	10	14	5	37	29	14	12	14	69	106
2000	16	37	6	14	73	13	15	10	14	52	125
2100	7	2	4	2	15	9	17	10	11	47	62
2200	11	2	1	3	17	10	10	4	9	33	50
2300	1	2	5	2	10	3	1	4	4	12	22
24-Hour Totals:					1283					972	2255

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	158	715	68	730	219
P.M.	1630	139	1715	132	1645	258
Daily	745	158	1715	132	1645	258

Generated by SPS 5.0.45P

County: 86
Station: 9623
Description: 9 Avenue, North of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	14	7	11	37	18	22	13	10	63	100
0100	7	6	10	10	33	11	10	19	17	57	90
0200	9	9	14	2	34	7	9	8	5	29	63
0300	15	8	10	47	80	3	4	3	5	15	95
0400	29	5	0	0	34	10	0	1	2	13	47
0500	1	0	2	9	12	0	1	3	6	10	22
0600	6	7	9	24	46	5	5	5	2	17	63
0700	22	9	21	11	63	7	9	10	10	36	99
0800	9	23	5	17	54	4	14	4	15	37	91
0900	11	9	10	9	39	11	10	13	8	42	81
1000	18	15	15	10	58	6	13	30	18	67	125
1100	18	17	12	21	68	9	11	10	19	49	117
1200	27	21	37	18	103	20	20	15	19	74	177
1300	23	32	9	14	78	12	17	19	10	58	136
1400	23	32	10	23	88	12	13	7	11	43	131
1500	16	16	12	16	60	13	15	9	8	45	105
1600	21	15	12	11	59	8	7	5	6	26	85
1700	17	24	29	11	81	3	5	6	7	21	102
1800	29	12	26	17	84	6	6	3	13	28	112
1900	33	12	11	18	74	13	13	12	13	51	125
2000	13	11	19	12	55	11	6	10	11	38	93
2100	9	11	9	5	34	10	10	12	2	34	68
2200	2	7	6	5	20	12	9	7	3	31	51
2300	1	5	1	2	9	2	6	5	3	16	25
24-Hour Totals:					1303					900	2203

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	76	845	49	645	104
P.M.	1230	110	1200	74	1200	177
Daily	1230	110	1145	74	1145	180

Generated by SPS 5.0.45P

County: 86
Station: 9621
Description: 9 Avenue, South of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	2	3	4	16	4	10	7	9	30	46
0100	14	10	15	14	53	11	16	11	12	50	103
0200	8	7	8	7	30	7	11	13	10	41	71
0300	9	8	8	7	32	9	6	0	2	17	49
0400	8	5	0	1	14	3	0	5	1	9	23
0500	0	1	3	1	5	2	1	3	3	9	14
0600	3	5	7	11	26	6	13	15	6	40	66
0700	1	11	11	28	51	7	16	10	14	47	98
0800	28	33	34	56	151	12	18	34	47	111	262
0900	60	70	55	48	233	47	30	32	39	148	381
1000	44	35	37	38	154	34	47	54	36	171	325
1100	39	37	34	49	159	24	28	42	48	142	301
1200	45	35	57	41	178	67	37	51	41	196	374
1300	69	50	48	33	200	65	44	44	39	192	392
1400	37	32	32	25	126	27	39	27	47	140	266
1500	21	48	42	72	183	25	54	54	59	192	375
1600	36	44	37	40	157	10	17	12	11	50	207
1700	36	45	40	30	151	12	12	11	16	51	202
1800	50	45	44	45	184	15	15	8	40	78	262
1900	45	36	33	49	163	44	43	33	31	151	314
2000	40	47	38	30	155	37	24	31	25	117	272
2100	27	20	15	15	77	24	9	18	20	71	148
2200	10	15	21	24	70	7	13	16	10	46	116
2300	11	4	12	3	30	13	2	2	10	27	57
24-Hour Totals:					2598					2126	4724

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	241	830	158	845	397
P.M.	1230	217	1230	201	1230	418
Daily	845	241	1145	203	1230	418

Generated by SPS 5.0.45P

County: 86
Station: 0501
Description: ANDREWS AVE N OF ANDREWS WAY
Start Date: 06/08/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	12	11	14	8	45	58	36	37	38	169	214
0100	8	7	9	9	33	28	22	39	18	107	140
0200	5	4	3	6	18	29	13	14	17	73	91
0300	6	1	0	4	11	16	17	16	28	77	88
0400	6	2	8	12	28	23	23	37	38	121	149
0500	17	21	45	59	142	43	75	81	99	298	440
0600	45	68	108	122	343	127	148	214	164	653	996
0700	153	150	211	204	718	251	283	309	325	1168	1886
0800	185	242	215	190	832	307	316	325	289	1237	2069
0900	143	128	101	116	488	251	239	239	222	951	1439
1000	114	93	108	105	420	196	227	259	242	924	1344
1100	112	105	140	145	502	200	229	219	265	913	1415
1200	146	128	153	134	561	271	252	285	250	1058	1619
1300	169	167	130	111	577	284	281	256	272	1093	1670
1400	125	130	134	113	502	308	271	317	274	1170	1672
1500	125	140	172	159	596	295	300	339	274	1208	1804
1600	160	199	207	218	784	338	371	391	405	1505	2289
1700	220	199	251	215	885	387	473	363	390	1613	2498
1800	201	167	131	124	623	429	420	351	276	1476	2099
1900	88	106	80	68	342	274	243	198	172	887	1229
2000	71	62	98	76	307	189	201	151	134	675	982
2100	72	68	44	58	242	147	154	139	113	553	795
2200	30	36	42	32	140	113	93	94	82	382	522
2300	29	25	14	22	90	61	62	57	45	225	315
24-Hour Totals:					9229					18536	27765

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	846	745	1273	745	2119
P.M.	1645	888	1630	1656	1715	2521
Daily	1645	888	1630	1656	1715	2521

Generated by SPS 5.0.45P

County: 86
Station: 0503
Description: ANDREWS WAY E OF ANDREWS AVE
Start Date: 06/08/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	1	0	0	0	1	1	2
0200	2	0	0	2	4	0	0	0	0	0	4
0300	1	0	0	2	3	1	0	0	0	1	4
0400	0	1	1	1	3	0	0	0	1	1	4
0500	0	4	2	0	6	2	0	2	1	5	11
0600	6	2	10	5	23	2	2	5	6	15	38
0700	14	14	15	28	71	7	12	9	19	47	118
0800	24	43	49	39	155	12	17	10	26	65	220
0900	28	24	9	17	78	30	23	7	14	74	152
1000	14	4	11	12	41	12	10	15	10	47	88
1100	9	8	7	18	42	10	7	11	19	47	89
1200	14	19	14	17	64	20	19	10	11	60	124
1300	16	27	17	21	81	17	23	17	10	67	148
1400	15	11	6	5	37	27	15	12	16	70	107
1500	13	5	7	10	35	12	4	15	9	40	75
1600	2	9	7	11	29	16	19	17	28	80	109
1700	9	11	6	7	33	43	20	32	28	123	156
1800	11	9	7	8	35	28	16	7	14	65	100
1900	7	2	3	4	16	9	6	4	0	19	35
2000	2	1	4	2	9	5	2	5	1	13	22
2100	3	0	2	0	5	4	1	4	0	9	14
2200	3	0	4	0	7	1	0	1	0	2	9
2300	0	0	1	1	2	1	0	1	2	4	6
24-Hour Totals:					780					855	1635

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	159	830	89	815	242
P.M.	1300	81	1645	123	1645	160
Daily	815	159	1645	123	815	242

Generated by SPS 5.0.45P

County: 86
Station: 0505
Description: ANDREWS AVE S OF ANDREWS WAY
Start Date: 06/08/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	11	13	7	44	63	38	39	39	179	223
0100	8	5	11	8	32	33	21	43	17	114	146
0200	6	4	2	6	18	31	13	14	17	75	93
0300	6	2	0	5	13	13	19	18	31	81	94
0400	6	3	10	9	28	24	24	38	37	123	151
0500	12	24	39	57	132	44	78	83	101	306	438
0600	40	63	101	122	326	130	149	210	174	663	989
0700	146	144	223	226	739	244	277	296	307	1124	1863
0800	204	270	224	208	906	268	270	266	244	1048	1954
0900	152	117	107	108	484	207	224	240	184	855	1339
1000	111	90	106	94	401	197	230	250	252	929	1330
1100	91	100	121	126	438	209	236	228	261	934	1372
1200	129	112	110	135	486	289	254	282	263	1088	1574
1300	135	138	121	107	501	273	272	261	254	1060	1561
1400	114	131	112	102	459	311	263	313	282	1169	1628
1500	115	133	160	167	575	306	313	358	303	1280	1855
1600	144	170	167	173	654	388	414	436	448	1686	2340
1700	152	160	180	172	664	470	531	426	440	1867	2531
1800	166	135	125	101	527	477	462	386	298	1623	2150
1900	75	89	72	61	297	296	252	209	177	934	1231
2000	68	66	87	64	285	199	210	157	140	706	991
2100	64	65	42	55	226	163	170	145	116	594	820
2200	32	32	41	31	136	120	96	101	87	404	540
2300	26	24	16	19	85	59	67	61	45	232	317
24-Hour Totals:					8456					19074	27530

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	924	715	1148	730	2064
P.M.	1715	678	1630	1885	1715	2552
Daily	745	924	1630	1885	1715	2552

Generated by SPS 5.0.45P

County: 86
Station: 0507
Description: ANDREWS WAY W OF ANDREWS AVE
Start Date: 06/08/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	0	0	1	0	0	0	0	0	1
0100	1	3	0	0	4	1	0	0	1	2	6
0200	1	0	0	0	1	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	1	1	2	0	1	2	4	7	9
0500	6	4	3	2	15	2	5	4	5	16	31
0600	7	12	10	9	38	9	13	15	18	55	93
0700	9	10	6	9	34	23	27	28	51	129	163
0800	10	13	21	11	55	52	60	47	64	223	278
0900	16	19	8	9	52	43	30	27	23	123	175
1000	15	11	6	3	35	19	13	14	14	60	95
1100	19	7	11	16	53	10	9	11	15	45	98
1200	27	26	30	33	116	12	15	15	24	66	182
1300	38	31	21	12	102	42	24	22	21	109	211
1400	23	18	23	10	74	26	25	26	13	90	164
1500	16	20	13	25	74	12	13	14	13	52	126
1600	33	37	40	42	152	16	13	16	15	60	212
1700	63	51	88	64	266	13	15	17	14	59	325
1800	52	32	26	19	129	19	14	9	9	51	180
1900	12	6	16	9	43	7	3	13	6	29	72
2000	5	8	5	6	24	3	3	4	2	12	36
2100	8	5	2	6	21	2	2	6	4	14	35
2200	3	3	2	4	12	1	1	1	3	6	18
2300	2	0	0	0	2	1	0	0	0	1	3
24-Hour Totals:					1305					1209	2514

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	67	800	223	800	278
P.M.	1700	266	1245	112	1700	325
Daily	1700	266	800	223	1700	325

Generated by SPS 5.0.45P

County: 86
Station: 0101
Description: ANDREWS AVE N OF NE 1ST AVE
Start Date: 06/08/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	10	15	16	9	50	17	17	23	12	69	119
0100	13	9	8	10	40	10	8	15	7	40	80
0200	3	4	7	5	19	12	8	8	4	32	51
0300	8	8	7	16	39	5	3	4	12	24	63
0400	19	18	19	26	82	10	9	13	23	55	137
0500	28	32	62	82	204	19	42	31	53	145	349
0600	70	99	128	196	493	64	76	78	95	313	806
0700	164	156	195	206	721	127	159	164	170	620	1341
0800	183	218	236	253	890	179	171	206	159	715	1605
0900	228	144	135	116	623	159	138	138	122	557	1180
1000	119	130	126	116	491	113	130	131	144	518	1009
1100	130	96	160	152	538	144	136	143	190	613	1151
1200	180	175	191	202	748	212	199	200	207	818	1566
1300	177	206	159	172	714	214	187	197	160	758	1472
1400	149	152	158	148	607	166	180	187	130	663	1270
1500	149	170	148	125	592	176	187	241	172	776	1368
1600	142	175	151	141	609	301	269	378	241	1189	1798
1700	181	165	172	156	674	362	274	249	276	1161	1835
1800	161	141	109	103	514	325	241	209	154	929	1443
1900	95	89	78	67	329	189	159	126	112	586	915
2000	81	60	73	59	273	125	89	85	69	368	641
2100	56	51	44	57	208	82	90	49	44	265	473
2200	42	37	38	39	156	48	35	33	42	158	314
2300	31	23	31	19	104	35	28	24	18	105	209
24-Hour Totals:					9718					11477	21195

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	935	745	726	815	1630
P.M.	1230	776	1630	1255	1615	1898
Daily	815	935	1630	1255	1615	1898

Generated by SPS 5.0.45P

County: 86
Station: 0103
Description: NE 1ST AVE E OF ANDREWS AVE
Start Date: 06/08/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	1	2	4	1	0	2	2	5	9
0100	1	0	0	1	2	1	0	0	0	1	3
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	1	1	0	0	0	1	1	2
0400	0	0	0	2	2	0	0	0	0	0	2
0500	1	1	1	0	3	3	1	1	0	5	8
0600	1	2	1	4	8	0	2	3	2	7	15
0700	7	9	13	15	44	2	3	3	1	9	53
0800	14	17	29	26	86	4	6	5	6	21	107
0900	28	20	21	10	79	4	10	7	4	25	104
1000	12	10	9	13	44	3	3	11	10	27	71
1100	16	12	18	27	73	11	9	24	26	70	143
1200	27	32	31	29	119	19	34	52	42	147	266
1300	31	28	27	30	116	40	43	37	46	166	282
1400	20	22	26	16	84	34	19	20	15	88	172
1500	22	18	17	14	71	27	19	17	14	77	148
1600	15	16	14	16	61	18	18	19	27	82	143
1700	11	8	10	11	40	25	14	26	29	94	134
1800	11	10	8	7	36	14	21	12	9	56	92
1900	10	11	6	10	37	10	10	6	8	34	71
2000	11	8	6	7	32	5	4	8	10	27	59
2100	3	5	6	2	16	4	5	4	5	18	34
2200	1	1	2	2	6	1	3	4	1	9	15
2300	1	0	2	1	4	1	0	4	0	5	9
24-Hour Totals:					968					974	1942

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	103	845	27	830	128
P.M.	1215	123	1230	177	1230	296
Daily	1215	123	1230	177	1230	296

Generated by SPS 5.0.45P

County: 86
Station: 0105
Description: ANDREWS AVE S OF NE 1ST AVE
Start Date: 06/08/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	9	15	12	12	48	23	21	30	15	89	137
0100	14	9	9	14	46	13	9	18	8	48	94
0200	5	4	6	5	20	15	9	10	5	39	59
0300	9	5	7	18	39	6	4	5	15	30	69
0400	18	16	23	34	91	11	10	14	26	61	152
0500	37	37	63	91	228	23	47	38	60	168	396
0600	84	101	145	213	543	67	77	82	97	323	866
0700	180	180	197	229	786	130	161	166	175	632	1418
0800	209	245	260	293	1007	184	182	206	160	732	1739
0900	253	194	154	136	737	167	153	152	142	614	1351
1000	140	145	156	129	570	127	147	148	156	578	1148
1100	158	123	193	202	676	163	156	159	209	687	1363
1200	226	221	234	247	928	240	226	234	244	944	1872
1300	211	234	187	217	849	249	220	239	207	915	1764
1400	182	193	190	174	739	210	220	221	165	816	1555
1500	179	193	174	155	701	212	223	258	147	840	1541
1600	170	177	174	161	682	245	227	316	207	995	1677
1700	190	183	202	185	760	323	254	217	235	1029	1789
1800	193	175	143	139	650	276	208	176	132	792	1442
1900	117	128	110	77	432	160	133	107	94	494	926
2000	108	89	106	81	384	104	77	71	61	313	697
2100	77	78	60	63	278	74	79	41	36	230	508
2200	50	38	39	45	172	40	30	29	35	134	306
2300	29	29	31	23	112	30	23	20	15	88	200
24-Hour Totals:					11478					11591	23069

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1051	745	747	815	1766
P.M.	1200	928	1630	1100	1230	1873
Daily	815	1051	1630	1100	1230	1873

Generated by SPS 5.0.45P

County: 86
Station: 0107
Description: NE 1ST AVE W OF ANDREWS AVE
Start Date: 06/08/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	10	11	7	1	29	1	5	0	0	6	35
0100	1	0	0	2	3	0	0	0	3	3	6
0200	1	0	0	1	2	1	0	0	1	2	4
0300	0	1	1	0	2	0	1	0	0	1	3
0400	0	0	0	2	2	0	0	3	7	10	12
0500	3	4	2	2	11	4	4	3	6	17	28
0600	0	2	2	3	7	8	9	14	12	43	50
0700	5	4	7	5	21	18	22	21	23	84	105
0800	9	9	8	12	38	35	38	30	48	151	189
0900	14	9	10	13	46	32	38	42	24	136	182
1000	17	16	11	15	59	37	36	42	38	153	212
1100	15	13	20	30	78	52	45	84	83	264	342
1200	31	32	42	37	142	96	88	91	86	361	503
1300	37	52	42	51	182	87	69	52	66	274	456
1400	35	32	33	24	124	59	45	39	43	186	310
1500	31	25	17	16	89	39	48	49	33	169	258
1600	26	16	18	13	73	43	40	43	54	180	253
1700	21	17	14	13	65	45	64	57	67	233	298
1800	11	19	24	17	71	55	75	58	59	247	318
1900	20	19	21	26	86	45	70	52	25	192	278
2000	20	22	17	27	86	54	35	49	34	172	258
2100	14	23	22	17	76	22	37	21	21	101	177
2200	12	16	10	9	47	13	13	11	9	46	93
2300	12	10	11	13	46	3	5	4	7	19	65
24-Hour Totals:					1385					3050	4435

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	45	845	160	845	205
P.M.	1300	182	1200	361	1200	503
Daily	1300	182	1200	361	1200	503

Generated by SPS 5.0.45P

County: 86
Station: 9610
Description: Andrews Ave, Northbound Ramp over I-95
Start Date: 05/27/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	11	10	13	8	42
0100	6	8	5	5	24
0200	4	4	2	5	15
0300	4	2	5	3	14
0400	4	7	9	15	35
0500	18	18	30	47	113
0600	63	76	116	119	374
0700	119	167	223	231	740
0800	197	253	212	180	842
0900	154	133	118	94	499
1000	114	99	94	120	427
1100	88	97	113	94	392
1200	123	110	120	118	471
1300	141	118	123	114	496
1400	108	108	103	132	451
1500	137	142	136	140	555
1600	132	153	146	146	577
1700	146	196	192	185	719
1800	138	136	110	100	484
1900	110	91	86	80	367
2000	66	66	67	57	256
2100	76	52	45	49	222
2200	36	39	38	27	140
2300	23	20	23	24	90
24-Hour Totals:					8345

Peak Volume Information

	Hour	Volume
A.M.	730	904
P.M.	1700	719
Daily	730	904

Truck Percentage	4.13	NaN	4.13

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	65	6727	1208	100	188	27	0	26	3	1	0	0	0	0	0	345	8345

Generated by SPS 5.0.45P

County: 86
Station: 9941
Description: Andrews Avenue , North of Commerical Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	19	18	18	14	69	27	18	20	9	74	143
0100	13	7	10	13	43	9	12	6	9	36	79
0200	9	7	9	2	27	10	3	6	4	23	50
0300	7	6	4	4	21	9	3	12	7	31	52
0400	3	4	11	10	28	12	12	20	14	58	86
0500	15	31	39	43	128	17	31	57	49	154	282
0600	75	77	89	111	352	67	84	133	117	401	753
0700	112	165	216	226	719	154	152	165	116	587	1306
0800	232	260	197	224	913	194	168	145	175	682	1595
0900	187	154	122	131	594	141	170	167	156	634	1228
1000	126	125	130	139	520	141	150	143	161	595	1115
1100	134	149	124	136	543	131	124	131	140	526	1069
1200	143	141	134	173	591	196	122	129	162	609	1200
1300	222	226	140	162	750	185	154	154	131	624	1374
1400	148	151	139	189	627	146	133	132	164	575	1202
1500	173	176	185	171	705	166	186	167	118	637	1342
1600	193	217	215	212	837	165	149	167	211	692	1529
1700	231	250	260	270	1011	213	202	199	178	792	1803
1800	246	205	195	144	790	138	124	110	264	636	1426
1900	146	142	153	124	565	186	145	148	166	645	1210
2000	96	86	86	86	354	138	126	98	73	435	789
2100	74	86	61	65	286	86	95	92	89	362	648
2200	58	40	52	59	209	92	46	58	44	240	449
2300	38	34	28	23	123	44	31	24	22	121	244
24-Hour Totals:					10805					10169	20974

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	934	800	682	800	1595
P.M.	1715	1026	1645	825	1700	1803
Daily	1715	1026	1645	825	1700	1803

Generated by SPS 5.0.45P

County: 86
Station: 9615
Description: Andrews Avenue , North of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	24	16	13	66	39	35	42	26	142	208
0100	14	15	12	7	48	11	22	17	12	62	110
0200	13	11	7	11	42	27	17	10	14	68	110
0300	14	4	19	25	62	10	16	11	9	46	108
0400	18	23	26	43	110	19	11	14	21	65	175
0500	54	64	76	99	293	32	43	62	70	207	500
0600	124	129	203	239	695	75	106	169	221	571	1266
0700	231	230	215	306	982	172	184	240	237	833	1815
0800	282	328	320	345	1275	246	186	217	226	875	2150
0900	363	239	203	211	1016	216	188	195	197	796	1812
1000	221	184	200	204	809	194	213	188	183	778	1587
1100	175	185	225	227	812	183	187	221	256	847	1659
1200	276	309	275	283	1143	299	316	333	341	1289	2432
1300	295	267	268	233	1063	362	352	317	278	1309	2372
1400	219	211	227	256	913	319	253	290	266	1128	2041
1500	231	207	222	218	878	274	278	322	288	1162	2040
1600	235	259	254	235	983	254	303	333	371	1261	2244
1700	255	297	266	278	1096	321	351	352	338	1362	2458
1800	247	187	164	194	792	402	330	265	234	1231	2023
1900	199	161	147	145	652	299	201	215	193	908	1560
2000	115	131	108	128	482	188	133	160	170	651	1133
2100	107	93	93	67	360	156	135	140	117	548	908
2200	76	58	47	46	227	119	71	80	78	348	575
2300	45	20	29	29	123	78	62	38	40	218	341
24-Hour Totals:					14922					16705	31627

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1356	730	909	815	2201
P.M.	1215	1162	1715	1443	1715	2531
Daily	815	1356	1715	1443	1715	2531

Generated by SPS 5.0.47P

County: 86
Station: 9609
Description: Andrews Ave, SB off ramp to I-95
Start Date: 05/27/2015
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	34	38	30	34	136
0100	13	12	26	12	63
0200	25	13	20	17	75
0300	18	12	13	12	55
0400	21	26	24	32	103
0500	37	57	71	91	256
0600	114	146	149	129	538
0700	196	174	185	178	733
0800	180	198	166	149	693
0900	166	162	186	184	698
1000	177	200	189	129	695
1100	160	167	219	183	729
1200	179	222	207	206	814
1300	195	200	215	200	810
1400	207	205	214	216	842
1500	236	231	280	238	985
1600	295	266	312	295	1168
1700	332	285	302	289	1208
1800	300	288	255	203	1046
1900	212	157	143	148	660
2000	155	212	107	134	608
2100	123	105	123	84	435
2200	117	71	67	59	314
2300	61	53	40	40	194
24-Hour Totals:					13858

Peak Volume Information

	Hour	Volume
A.M.	730	741
P.M.	1630	1224
Daily	1630	1224

Truck Percentage	6.36	NaN	6.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	11220	1721	112	310	80	5	91	277	2	0	1	4	0	0	882	13858

Generated by SPS 5.0.45P

County: 86
Station: 9611
Description: Andrews Ave, Southbound Ramp over I-95
Start Date: 05/27/2015
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	11	16	16	11	54
0100	5	7	6	5	23
0200	12	4	3	4	23
0300	4	6	6	3	19
0400	2	7	7	5	21
0500	10	8	7	18	43
0600	23	36	55	76	190
0700	77	116	143	163	499
0800	119	135	107	100	461
0900	79	96	87	82	344
1000	83	92	70	65	310
1100	85	74	77	99	335
1200	97	110	89	125	421
1300	104	99	111	96	410
1400	89	99	107	110	405
1500	110	114	142	118	484
1600	149	150	189	208	696
1700	207	242	198	183	830
1800	171	178	122	112	583
1900	121	98	97	102	418
2000	85	71	75	65	296
2100	76	68	55	52	251
2200	61	57	45	41	204
2300	35	26	20	19	100
24-Hour Totals:					7420

Peak Volume Information

	Hour	Volume
A.M.	730	560
P.M.	1645	855
Daily	1645	855

Truck Percentage	3.96	NaN	3.96

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	54	6044	1028	99	145	23	5	18	4	0	0	0	0	0	0	294	7420

Generated by SPS 5.0.47P

County: 86
Station: 9639
Description: Andrews Avenue , North of Atlantic Blvd
Start Date: 06/03/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	15	5	11	48	10	3	6	12	31	79
0100	13	8	11	5	37	5	6	8	7	26	63
0200	8	4	4	5	21	7	7	11	4	29	50
0300	16	5	7	5	33	9	10	16	7	42	75
0400	11	17	11	29	68	8	12	12	17	49	117
0500	30	32	44	54	160	37	29	36	46	148	308
0600	59	83	105	112	359	101	74	88	182	445	804
0700	105	103	121	115	444	182	190	130	219	721	1165
0800	116	146	161	125	548	303	261	188	127	879	1427
0900	106	105	87	97	395	90	102	111	102	405	800
1000	77	68	73	94	312	92	108	94	75	369	681
1100	80	98	95	103	376	122	87	95	94	398	774
1200	86	77	104	109	376	95	89	109	91	384	760
1300	111	106	114	100	431	90	92	94	109	385	816
1400	75	115	100	102	392	93	74	104	98	369	761
1500	86	100	96	107	389	120	102	127	251	600	989
1600	113	117	114	120	464	201	228	168	202	799	1263
1700	115	129	118	109	471	274	243	174	218	909	1380
1800	90	105	84	61	340	158	186	186	56	586	926
1900	54	55	42	45	196	73	54	40	39	206	402
2000	35	44	19	38	136	37	39	40	37	153	289
2100	40	26	31	32	129	32	25	30	24	111	240
2200	19	20	19	20	78	16	26	16	18	76	154
2300	17	15	13	19	64	19	14	12	11	56	120
24-Hour Totals:					6267					8176	14443

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	548	745	971	745	1509
P.M.	1645	482	1700	909	1700	1380
Daily	800	548	745	971	745	1509

Generated by SPS 5.0.45P

County: 86
Station: 9637
Description: Andrews Avenue , South of Atlantic Blvd
Start Date: 06/03/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	32	43	16	13	104	12	6	15	7	40	144
0100	36	11	28	21	96	17	12	5	3	37	133
0200	18	5	13	12	48	3	2	6	5	16	64
0300	1	11	9	14	35	10	15	3	5	33	68
0400	13	32	17	25	87	19	11	29	32	91	178
0500	37	52	58	57	204	35	50	40	69	194	398
0600	83	79	147	145	454	51	100	120	161	432	886
0700	158	166	150	142	616	143	120	149	184	596	1212
0800	216	198	145	145	704	143	156	183	198	680	1384
0900	152	152	147	152	603	133	147	159	142	581	1184
1000	143	142	130	155	570	126	138	118	122	504	1074
1100	143	158	180	159	640	131	131	116	109	487	1127
1200	167	175	171	165	678	129	115	167	104	515	1193
1300	165	188	209	209	771	126	118	141	151	536	1307
1400	196	203	206	229	834	119	126	127	142	514	1348
1500	188	234	209	195	826	143	122	114	124	503	1329
1600	209	203	253	256	921	119	110	136	94	459	1380
1700	256	220	226	215	917	137	153	164	161	615	1532
1800	229	228	214	149	820	148	90	75	95	408	1228
1900	126	137	107	93	463	72	67	53	42	234	697
2000	110	96	75	65	346	73	38	56	58	225	571
2100	103	90	57	86	336	40	26	48	34	148	484
2200	79	45	31	41	196	34	34	17	21	106	302
2300	43	56	37	46	182	14	10	11	7	42	224
24-Hour Totals:					11451					7996	19447

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	706	800	680	800	1384
P.M.	1630	985	1715	626	1700	1532
Daily	1630	985	800	680	1700	1532

Generated by SPS 5.0.45P

County: 86
Station: 9942
Description: Andrews Avenue , South of Commerical Blvd
Start Date: 05/20/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	21	11	14	77	27	19	15	12	73	150
0100	12	13	8	4	37	6	8	9	5	28	65
0200	11	8	4	4	27	7	7	4	11	29	56
0300	6	5	4	11	26	3	8	5	11	27	53
0400	7	8	11	17	43	5	9	9	7	30	73
0500	20	27	40	66	153	10	15	23	41	89	242
0600	73	97	133	130	433	29	43	63	101	236	669
0700	165	194	205	211	775	114	156	163	176	609	1384
0800	173	170	155	162	660	181	193	186	146	706	1366
0900	167	120	127	105	519	128	154	116	125	523	1042
1000	124	134	112	114	484	132	123	116	115	486	970
1100	130	117	148	126	521	101	132	113	125	471	992
1200	153	173	162	118	606	151	134	159	135	579	1185
1300	145	179	174	198	696	135	141	115	113	504	1200
1400	186	121	194	102	603	132	132	142	140	546	1149
1500	187	175	199	151	712	166	154	179	179	678	1390
1600	161	186	211	271	829	196	187	191	228	802	1631
1700	180	174	174	237	765	187	246	228	211	872	1637
1800	140	247	156	121	664	222	204	159	161	746	1410
1900	156	169	156	122	603	134	149	113	108	504	1107
2000	103	109	73	76	361	92	117	113	76	398	759
2100	78	88	74	74	314	77	86	74	74	311	625
2200	77	56	32	58	223	60	50	43	38	191	414
2300	52	35	20	21	128	48	46	29	28	151	279
24-Hour Totals:					10259					9589	19848

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	783	745	736	730	1472
P.M.	1615	848	1715	907	1630	1688
Daily	1615	848	1715	907	1630	1688

Generated by SPS 5.0.45P

County: 86
Station: 9613
Description: Andrews Avenue , South of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	11	9	11	42	46	56	46	46	194	236
0100	4	9	5	6	24	17	20	34	19	90	114
0200	4	4	3	6	17	42	19	26	22	109	126
0300	5	2	6	3	16	21	19	22	17	79	95
0400	1	9	8	14	32	28	38	32	46	144	176
0500	20	17	33	44	114	60	73	103	116	352	466
0600	64	64	118	104	350	160	204	231	217	812	1162
0700	106	155	193	206	660	303	322	355	393	1373	2033
0800	174	217	175	160	726	361	406	334	308	1409	2135
0900	151	131	128	93	503	314	300	286	319	1219	1722
1000	107	107	95	137	446	313	315	288	242	1158	1604
1100	103	103	124	117	447	275	274	306	308	1163	1610
1200	156	147	152	151	606	297	353	332	379	1361	1967
1300	167	138	142	118	565	303	456	369	324	1452	2017
1400	115	102	116	144	477	331	330	361	347	1369	1846
1500	152	158	148	161	619	359	376	426	381	1542	2161
1600	163	167	179	178	687	474	429	492	506	1901	2588
1700	222	246	262	218	948	508	494	457	454	1913	2861
1800	190	151	105	142	588	459	444	373	315	1591	2179
1900	136	103	94	82	415	347	262	233	269	1111	1526
2000	79	73	78	70	300	236	279	189	208	912	1212
2100	79	55	53	55	242	190	173	181	133	677	919
2200	37	40	42	31	150	184	137	106	105	532	682
2300	25	25	24	22	96	102	77	92	68	339	435
24-Hour Totals:					9070					22802	31872

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	790	730	1515	730	2305
P.M.	1700	948	1630	2000	1645	2873
Daily	1700	948	1630	2000	1645	2873

Generated by SPS 5.0.47P

County: 86
Station: 9642
Description: Atlantic Blvd , East of 6 Avenue
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	88	88	68	67	311	94	78	65	56	293	604
0100	54	45	31	22	152	46	55	48	27	176	328
0200	20	22	38	25	105	26	19	38	25	108	213
0300	16	16	25	21	78	26	28	25	28	107	185
0400	13	33	22	40	108	28	34	35	41	138	246
0500	35	68	78	87	268	52	70	113	133	368	636
0600	104	178	268	369	919	212	228	415	497	1352	2271
0700	319	448	495	516	1778	504	453	613	505	2075	3853
0800	436	515	528	565	2044	432	475	498	438	1843	3887
0900	466	396	435	378	1675	408	397	364	418	1587	3262
1000	368	327	334	329	1358	355	386	406	358	1505	2863
1100	335	371	343	443	1492	365	416	376	435	1592	3084
1200	392	420	402	395	1609	401	413	453	352	1619	3228
1300	418	398	377	334	1527	448	455	397	444	1744	3271
1400	378	365	466	446	1655	348	435	466	396	1645	3300
1500	435	361	472	420	1688	505	448	486	606	2045	3733
1600	462	415	458	458	1793	528	495	526	506	2055	3848
1700	478	507	524	518	2027	679	632	473	560	2344	4371
1800	495	466	416	385	1762	622	395	338	378	1733	3495
1900	368	318	307	304	1297	337	344	318	275	1274	2571
2000	298	255	266	286	1105	316	286	275	278	1155	2260
2100	225	221	223	213	882	285	286	246	295	1112	1994
2200	172	170	185	178	705	241	233	223	182	879	1584
2300	138	147	144	98	527	175	158	128	128	589	1116
24-Hour Totals:					26865					29338	56203

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	2074	700	2075	730	3987
P.M.	1715	2044	1700	2344	1700	4371
Daily	815	2074	1700	2344	1700	4371

Generated by SPS 5.0.45P

County: 86
Station: 9528
Description: Atlantic Blvd , East of Andrews Avenue
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	122	126	84	86	418	169	128	99	82	478	896
0100	93	87	81	66	327	74	62	71	62	269	596
0200	55	68	88	59	270	40	53	44	50	187	457
0300	53	71	49	55	228	36	42	40	44	162	390
0400	38	63	75	62	238	33	60	60	72	225	463
0500	48	56	107	134	345	82	113	148	170	513	858
0600	163	208	310	269	950	191	244	332	420	1187	2137
0700	298	447	464	414	1623	413	543	387	490	1833	3456
0800	436	380	420	417	1653	445	462	448	463	1818	3471
0900	352	360	357	288	1357	413	409	408	440	1670	3027
1000	303	317	290	296	1206	439	377	443	467	1726	2932
1100	328	307	333	319	1287	405	479	459	492	1835	3122
1200	309	386	343	325	1363	431	474	437	462	1804	3167
1300	421	420	432	404	1677	477	493	487	416	1873	3550
1400	362	365	387	350	1464	463	432	482	465	1842	3306
1500	379	469	454	443	1745	494	541	533	483	2051	3796
1600	455	454	449	467	1825	497	396	516	497	1906	3731
1700	432	435	392	320	1579	556	490	452	485	1983	3562
1800	333	329	302	292	1256	495	505	479	455	1934	3190
1900	261	283	250	215	1009	466	478	429	355	1728	2737
2000	249	262	260	225	996	364	359	353	378	1454	2450
2100	219	203	189	215	826	347	306	300	331	1284	2110
2200	178	158	156	153	645	262	289	250	205	1006	1651
2300	171	146	120	109	546	179	184	171	126	660	1206
24-Hour Totals:					24833					31428	56261

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1761	715	1865	715	3626
P.M.	1600	1825	1630	2059	1515	3875
Daily	1600	1825	1630	2059	1515	3875

Truck Percentage 5.85 7.66 6.86

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	155	19811	3343	239	412	137	6	120	422	108	2	6	0	0	72	1452	24833
W	312	24744	3536	313	615	572	83	159	388	229	1	2	45	0	429	2407	31428

Generated by SPS 5.0.47P

County: 86
Station: 9646
Description: Atlantic Blvd , East of Dixie Highway
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	66	66	51	42	225	83	87	53	45	268	493
0100	46	29	27	19	121	44	34	36	16	130	251
0200	15	25	22	17	79	24	20	19	23	86	165
0300	14	20	15	20	69	26	30	14	23	93	162
0400	8	25	18	36	87	22	21	27	40	110	197
0500	34	41	57	76	208	39	66	95	116	316	524
0600	71	155	199	317	742	183	207	296	391	1077	1819
0700	211	410	490	441	1552	433	438	492	460	1823	3375
0800	424	432	436	528	1820	392	437	412	415	1656	3476
0900	420	381	383	383	1567	379	308	376	312	1375	2942
1000	333	310	311	281	1235	378	395	342	372	1487	2722
1100	338	319	301	423	1381	378	344	365	329	1416	2797
1200	355	342	418	329	1444	359	368	362	346	1435	2879
1300	418	360	323	338	1439	348	382	309	342	1381	2820
1400	272	368	413	404	1457	387	336	336	340	1399	2856
1500	370	364	427	375	1536	416	353	370	485	1624	3160
1600	405	400	426	419	1650	404	401	434	485	1724	3374
1700	422	486	461	431	1800	625	538	438	493	2094	3894
1800	486	402	402	375	1665	538	411	355	370	1674	3339
1900	324	296	293	223	1136	363	339	308	306	1316	2452
2000	291	235	253	239	1018	320	257	267	275	1119	2137
2100	218	203	203	207	831	268	311	286	268	1133	1964
2200	162	146	158	154	620	244	246	230	218	938	1558
2300	134	127	98	94	453	176	160	115	110	561	1014
24-Hour Totals:					24135					26235	50370

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1820	700	1823	730	3568
P.M.	1715	1864	1700	2094	1700	3894
Daily	1715	1864	1700	2094	1700	3894

Generated by SPS 5.0.45P

County: 86
Station: 9630
Description: Atlantic Blvd East of I-95 NB off Ramp
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	116	104	82	88	390	106	86	73	71	336	726
0100	68	68	42	48	226	66	62	45	35	208	434
0200	42	39	41	31	153	37	42	34	35	148	301
0300	24	31	27	22	104	31	37	32	30	130	234
0400	22	32	37	51	142	35	39	50	55	179	321
0500	57	79	87	121	344	73	87	136	159	455	799
0600	136	221	351	442	1150	189	265	404	443	1301	2451
0700	418	437	539	473	1867	494	485	567	457	2003	3870
0800	445	510	479	489	1923	421	506	416	415	1758	3681
0900	458	382	434	391	1665	418	417	384	425	1644	3309
1000	381	369	355	369	1474	406	388	426	385	1605	3079
1100	384	404	371	425	1584	394	424	420	420	1658	3242
1200	416	417	457	425	1715	481	420	474	386	1761	3476
1300	456	411	389	371	1627	415	493	433	433	1774	3401
1400	345	397	485	458	1685	384	478	464	458	1784	3469
1500	420	430	481	436	1767	517	470	510	442	1939	3706
1600	455	411	463	461	1790	481	547	549	504	2081	3871
1700	543	508	543	543	2137	618	502	493	559	2172	4309
1800	554	488	416	435	1893	556	459	329	400	1744	3637
1900	382	366	341	350	1439	368	357	342	348	1415	2854
2000	343	306	288	297	1234	367	300	286	316	1269	2503
2100	260	267	254	265	1046	326	327	304	283	1240	2286
2200	219	207	199	206	831	294	261	251	209	1015	1846
2300	177	171	167	112	627	197	174	146	137	654	1281
24-Hour Totals:					28813					30273	59086

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1967	700	2003	730	3918
P.M.	1715	2148	1615	2218	1700	4309
Daily	1715	2148	1615	2218	1700	4309

Generated by SPS 5.0.45P

County: 86
Station: 9640
Description: Atlantic Blvd , West of 6 Avenue
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	108	107	82	86	383	105	78	69	68	320	703
0100	66	68	39	47	220	60	56	47	34	197	417
0200	43	39	43	32	157	38	36	39	32	145	302
0300	26	30	28	22	106	28	32	33	33	126	232
0400	20	36	44	48	148	30	37	50	49	166	314
0500	55	79	88	142	364	64	81	130	133	408	772
0600	228	315	446	628	1617	194	249	326	399	1168	2785
0700	606	549	644	562	2361	385	478	494	412	1769	4130
0800	555	500	408	603	2066	475	446	425	458	1804	3870
0900	505	412	471	425	1813	414	432	411	432	1689	3502
1000	412	391	381	416	1600	376	434	429	391	1630	3230
1100	390	428	444	480	1742	419	450	446	455	1770	3512
1200	463	474	451	460	1848	453	451	524	411	1839	3687
1300	477	443	455	404	1779	459	522	465	478	1924	3703
1400	404	423	543	505	1875	387	493	521	449	1850	3725
1500	498	454	497	422	1871	560	498	529	452	2039	3910
1600	512	270	378	489	1649	556	546	584	556	2242	3891
1700	562	766	869	573	2770	524	527	506	475	2032	4802
1800	568	501	681	409	2159	523	453	373	394	1743	3902
1900	424	392	339	372	1527	378	400	330	348	1456	2983
2000	355	337	285	312	1289	331	349	295	291	1266	2555
2100	265	269	261	258	1053	325	328	291	318	1262	2315
2200	217	216	195	203	831	285	274	236	212	1007	1838
2300	179	166	167	109	621	194	171	138	146	649	1270
24-Hour Totals:					31849					30501	62350

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	2427	715	1859	645	4183
P.M.	1715	2776	1600	2242	1715	4807
Daily	1715	2776	1600	2242	1715	4807

Generated by SPS 5.0.45P

County: 86
Station: 9636
Description: Atlantic Blvd , West of Andrews Avenue
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	97	84	68	62	311	137	89	87	90	403	714
0100	69	59	49	50	227	65	63	44	45	217	444
0200	64	45	52	36	197	47	46	39	34	166	363
0300	42	36	33	33	144	31	34	20	33	118	262
0400	30	28	71	64	193	32	42	40	37	151	344
0500	66	89	114	122	391	56	68	95	141	360	751
0600	164	269	328	419	1180	131	163	257	311	862	2042
0700	485	525	457	506	1973	298	351	268	383	1300	3273
0800	494	441	347	472	1754	367	355	429	385	1536	3290
0900	423	425	446	387	1681	387	373	426	370	1556	3237
1000	454	454	344	394	1646	358	396	330	386	1470	3116
1100	394	407	391	440	1632	348	415	451	394	1608	3240
1200	416	452	475	458	1801	473	447	445	484	1849	3650
1300	474	414	518	412	1818	396	461	495	418	1770	3588
1400	398	462	472	441	1773	431	478	444	416	1769	3542
1500	460	430	464	362	1716	524	454	499	469	1946	3662
1600	460	273	346	458	1537	500	524	533	519	2076	3613
1700	459	601	601	476	2137	581	571	525	573	2250	4387
1800	505	439	506	392	1842	521	455	392	414	1782	3624
1900	376	316	339	318	1349	379	411	325	337	1452	2801
2000	277	301	252	300	1130	306	397	355	339	1397	2527
2100	259	242	255	281	1037	290	291	311	301	1193	2230
2200	234	223	197	175	829	297	284	214	200	995	1824
2300	187	160	135	104	586	219	176	141	162	698	1284
24-Hour Totals:					28884					28924	57808

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1982	830	1574	715	3351
P.M.	1715	2183	1700	2250	1700	4387
Daily	1715	2183	1700	2250	1700	4387

Generated by SPS 5.0.47P

County: 86
Station: 9644
Description: Atlantic Blvd , West of Dixie Highway
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	81	69	66	299	94	74	64	53	285	584
0100	57	46	30	27	160	47	51	40	21	159	319
0200	27	26	30	21	104	28	19	37	24	108	212
0300	18	18	20	21	77	22	29	24	20	95	172
0400	10	31	26	42	109	25	32	37	41	135	244
0500	37	62	71	122	292	56	74	112	131	373	665
0600	188	240	332	454	1214	146	225	297	369	1037	2251
0700	534	440	497	513	1984	343	452	466	420	1681	3665
0800	539	513	354	563	1969	438	412	392	434	1676	3645
0900	464	392	438	378	1672	401	399	363	416	1579	3251
1000	365	322	331	324	1342	353	383	409	350	1495	2837
1100	335	373	343	440	1491	368	418	378	439	1603	3094
1200	399	427	409	398	1633	404	418	459	357	1638	3271
1300	417	391	371	334	1513	447	457	391	446	1741	3254
1400	372	361	462	446	1641	349	433	466	396	1644	3285
1500	434	369	478	429	1710	507	447	488	424	1866	3576
1600	468	309	353	457	1587	525	492	529	500	2046	3633
1700	477	602	523	511	2113	474	523	477	445	1919	4032
1800	493	463	508	388	1852	471	397	331	373	1572	3424
1900	367	315	303	300	1285	336	348	314	271	1269	2554
2000	294	255	261	288	1098	312	288	277	271	1148	2246
2100	220	221	227	216	884	289	288	246	297	1120	2004
2200	176	176	183	176	711	249	238	221	185	893	1604
2300	131	145	141	95	512	177	155	126	127	585	1097
24-Hour Totals:					27252					27667	54919

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2062	715	1776	730	3798
P.M.	1715	2129	1600	2046	1715	4045
Daily	1715	2129	1600	2046	1715	4045

Generated by SPS 5.0.45P

County: 86
Station: 9629
Description: Atlantic Blvd West of I-95 NB off Ramp
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	97	78	56	67	298	120	100	80	77	377	675
0100	67	44	40	49	200	85	70	50	51	256	456
0200	49	49	35	35	168	57	51	44	37	189	357
0300	35	27	31	34	127	48	43	33	34	158	285
0400	25	36	42	47	150	48	36	56	66	206	356
0500	65	76	101	127	369	96	119	146	205	566	935
0600	151	203	328	374	1056	224	292	382	434	1332	2388
0700	405	528	482	473	1888	408	454	468	461	1791	3679
0800	455	367	401	451	1674	541	502	549	579	2171	3845
0900	427	393	443	365	1628	436	454	464	474	1828	3456
1000	379	376	338	336	1429	374	433	416	442	1665	3094
1100	357	401	385	419	1562	439	467	521	486	1913	3475
1200	403	411	409	415	1638	459	525	507	474	1965	3603
1300	429	405	413	422	1669	477	526	520	513	2036	3705
1400	389	430	469	428	1716	388	563	494	475	1920	3636
1500	432	420	445	443	1740	548	531	539	503	2121	3861
1600	451	439	434	418	1742	555	559	586	528	2228	3970
1700	496	486	517	513	2012	551	543	460	464	2018	4030
1800	496	480	362	361	1699	511	458	424	408	1801	3500
1900	352	337	299	288	1276	398	448	317	362	1525	2801
2000	299	298	260	283	1140	341	373	364	321	1399	2539
2100	244	253	258	262	1017	343	333	317	350	1343	2360
2200	224	217	185	152	778	320	316	258	223	1117	1895
2300	166	133	143	98	540	212	196	158	155	721	1261
24-Hour Totals:					27516					32646	60162

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1938	800	2171	715	3862
P.M.	1700	2012	1600	2228	1630	4042
Daily	1700	2012	1600	2228	1630	4042

Generated by SPS 5.0.45P

County: 86
Station: 9628
Description: Atlantic Blvd West of I-95 SB off Ramp
Start Date: 06/03/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	122	126	84	86	418	169	128	99	82	478	896
0100	93	87	81	66	327	74	62	71	62	269	596
0200	55	68	88	59	270	40	53	44	50	187	457
0300	53	71	49	55	228	36	42	40	44	162	390
0400	38	63	75	62	238	33	60	60	72	225	463
0500	48	56	107	134	345	82	113	148	170	513	858
0600	163	208	310	269	950	191	244	332	420	1187	2137
0700	298	447	464	414	1623	413	543	387	490	1833	3456
0800	436	380	420	417	1653	445	462	448	463	1818	3471
0900	352	360	357	288	1357	413	409	408	440	1670	3027
1000	303	317	290	296	1206	439	377	443	467	1726	2932
1100	328	307	333	319	1287	405	479	459	492	1835	3122
1200	309	386	343	325	1363	431	474	437	462	1804	3167
1300	421	420	432	404	1677	477	493	487	416	1873	3550
1400	362	365	387	350	1464	463	432	482	465	1842	3306
1500	379	469	454	443	1745	494	541	533	483	2051	3796
1600	455	454	449	467	1825	497	396	516	497	1906	3731
1700	432	435	392	320	1579	556	490	452	485	1983	3562
1800	333	329	302	292	1256	495	505	479	455	1934	3190
1900	261	283	250	215	1009	466	478	429	355	1728	2737
2000	249	262	260	225	996	364	359	353	378	1454	2450
2100	219	203	189	215	826	347	306	300	331	1284	2110
2200	178	158	156	153	645	262	289	250	205	1006	1651
2300	171	146	120	109	546	179	184	171	126	660	1206
24-Hour Totals:					24833					31428	56261

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1761	715	1865	715	3626
P.M.	1600	1825	1630	2059	1515	3875
Daily	1600	1825	1630	2059	1515	3875

Truck Percentage 5.85 7.66 6.86

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	155	19811	3343	239	412	137	6	120	422	108	2	6	0	0	72	1452	24833
W	312	24744	3536	313	615	572	83	159	388	229	1	2	45	0	429	2407	31428

Generated by SPS 5.0.45P

County: 86
Station: 9940
Description: Commerical Blvd , East of Andrews Avenue
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	68	48	57	256	106	71	65	37	279	535
0100	38	29	29	20	116	56	46	26	27	155	271
0200	30	13	17	21	81	25	25	17	18	85	166
0300	34	26	19	21	100	22	20	21	22	85	185
0400	19	33	41	52	145	19	35	34	40	128	273
0500	55	67	100	154	376	37	76	88	119	320	696
0600	138	230	331	467	1166	137	223	240	263	863	2029
0700	435	526	594	629	2184	307	466	418	374	1565	3749
0800	615	581	565	644	2405	543	507	463	457	1970	4375
0900	410	423	482	465	1780	417	367	405	381	1570	3350
1000	390	373	427	462	1652	365	415	411	432	1623	3275
1100	448	409	468	397	1722	398	392	413	402	1605	3327
1200	399	458	399	455	1711	423	476	496	491	1886	3597
1300	423	398	413	428	1662	480	472	450	441	1843	3505
1400	447	470	475	509	1901	475	552	472	534	2033	3934
1500	452	502	449	488	1891	546	588	501	422	2057	3948
1600	402	407	394	416	1619	526	557	538	555	2176	3795
1700	326	396	445	472	1639	516	560	554	465	2095	3734
1800	429	455	456	471	1811	480	482	454	446	1862	3673
1900	394	352	336	291	1373	418	370	374	316	1478	2851
2000	297	288	256	237	1078	299	331	291	261	1182	2260
2100	213	198	215	203	829	320	299	251	223	1093	1922
2200	190	171	143	132	636	203	217	181	187	788	1424
2300	136	93	93	86	408	199	143	161	119	622	1030
24-Hour Totals:					28541					29363	57904

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2419	800	1970	800	4375
P.M.	1430	1938	1645	2185	1445	4081
Daily	730	2419	1645	2185	800	4375

Generated by SPS 5.0.45P

County: 86
Station: 8003
Description: Commerical Blvd East of I-95 NB off Ramp
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	139	102	97	72	410	56	41	29	28	154	564
0100	54	61	42	31	188	24	29	17	19	89	277
0200	49	50	30	24	153	17	21	20	14	72	225
0300	29	29	34	23	115	15	14	13	21	63	178
0400	19	26	40	55	140	10	13	13	15	51	191
0500	50	68	97	121	336	38	45	71	91	245	581
0600	126	186	322	384	1018	101	167	201	223	692	1710
0700	383	432	505	423	1743	277	301	371	404	1353	3096
0800	499	504	550	474	2027	338	341	314	292	1285	3312
0900	530	464	448	422	1864	282	262	308	245	1097	2961
1000	403	412	413	399	1627	296	282	246	271	1095	2722
1100	314	440	397	389	1540	258	305	284	302	1149	2689
1200	447	432	407	435	1721	283	301	362	364	1310	3031
1300	425	410	387	389	1611	335	348	363	301	1347	2958
1400	439	513	495	404	1851	342	329	313	328	1312	3163
1500	416	416	460	471	1763	383	395	325	361	1464	3227
1600	391	422	438	427	1678	371	358	351	369	1449	3127
1700	456	493	487	538	1974	400	404	398	360	1562	3536
1800	497	479	466	447	1889	341	348	281	260	1230	3119
1900	410	397	337	337	1481	259	242	276	242	1019	2500
2000	363	341	285	257	1246	247	255	229	173	904	2150
2100	234	234	206	216	890	201	267	168	166	802	1692
2200	206	168	206	213	793	194	134	125	133	586	1379
2300	180	156	118	95	549	124	100	91	68	383	932
24-Hour Totals:					28607					20713	49320

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	2058	730	1454	730	3385
P.M.	1715	2015	1645	1571	1700	3536
Daily	815	2058	1645	1571	1700	3536

Truck Percentage 4.88 3.71 4.39

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	205	23285	3584	172	632	213	50	150	122	41	1	0	14	0	138	1395	28607
W	104	17301	2487	116	374	66	64	77	51	19	0	0	2	0	52	769	20713

Generated by SPS 5.0.47P

County: 86
Station: 9935
Description: Commerical Blvd , East of Powerline Rd
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	89	78	47	51	265	158	114	93	85	450	715
0100	40	41	29	37	147	68	62	48	32	210	357
0200	27	23	39	39	128	43	52	41	28	164	292
0300	43	40	55	55	193	45	29	46	36	156	349
0400	60	56	79	53	248	80	40	65	83	268	516
0500	76	104	165	172	517	82	145	193	217	637	1154
0600	214	384	487	454	1539	202	292	315	503	1312	2851
0700	572	571	620	636	2399	492	647	470	691	2300	4699
0800	511	591	547	486	2135	697	667	525	643	2532	4667
0900	430	456	447	383	1716	544	443	425	389	1801	3517
1000	371	482	441	430	1724	394	382	402	419	1597	3321
1100	443	422	446	425	1736	428	393	460	402	1683	3419
1200	432	471	456	476	1835	450	454	485	448	1837	3672
1300	466	480	423	437	1806	541	448	465	493	1947	3753
1400	498	485	456	512	1951	488	427	433	501	1849	3800
1500	552	537	544	490	2123	484	522	572	603	2181	4304
1600	544	503	600	583	2230	565	568	432	404	1969	4199
1700	666	728	657	552	2603	480	390	487	407	1764	4367
1800	520	548	488	490	2046	576	446	490	394	1906	3952
1900	410	367	367	284	1428	331	367	293	290	1281	2709
2000	301	255	244	242	1042	248	237	273	221	979	2021
2100	252	274	222	169	917	216	240	209	228	893	1810
2200	222	175	163	148	708	219	253	237	241	950	1658
2300	133	106	110	89	438	207	188	194	135	724	1162
24-Hour Totals:					31874					31390	63264

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2399	745	2580	730	4883
P.M.	1645	2634	1530	2308	1645	4395
Daily	1645	2634	745	2580	730	4883

Generated by SPS 5.0.47P

County: 86
Station: 9939
Description: Commerical Blvd , West of Andrews Avenue
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	81	92	80	84	337	117	80	79	41	317	654
0100	52	47	45	48	192	57	54	27	31	169	361
0200	42	43	32	43	160	34	28	19	20	101	261
0300	38	47	21	27	133	25	19	28	28	100	233
0400	32	48	62	59	201	29	39	51	49	168	369
0500	56	107	154	176	493	50	103	122	178	453	946
0600	229	291	498	615	1633	208	287	344	339	1178	2811
0700	564	592	684	667	2507	498	581	529	705	2313	4820
0800	612	471	613	635	2331	647	582	552	519	2300	4631
0900	553	496	485	472	2006	427	435	460	435	1757	3763
1000	433	460	514	461	1868	400	433	445	439	1717	3585
1100	413	509	488	494	1904	428	414	438	452	1732	3636
1200	523	424	498	504	1949	439	481	525	486	1931	3880
1300	561	481	438	502	1982	500	492	524	472	1988	3970
1400	448	465	580	414	1907	439	559	487	583	2068	3975
1500	517	569	565	585	2236	594	653	570	645	2462	4698
1600	503	492	496	590	2081	618	610	639	618	2485	4566
1700	541	539	543	561	2184	631	655	624	535	2445	4629
1800	553	577	577	325	2032	581	566	539	495	2181	4213
1900	380	379	324	319	1402	478	425	401	357	1661	3063
2000	329	322	324	302	1277	302	345	313	276	1236	2513
2100	304	307	205	221	1037	331	320	288	233	1172	2209
2200	220	204	224	203	851	245	235	222	195	897	1748
2300	208	169	151	129	657	213	157	167	128	665	1322
24-Hour Totals:					33360					33496	66856

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2555	745	2486	715	5017
P.M.	1745	2268	1630	2543	1645	4741
Daily	715	2555	1630	2543	715	5017

Generated by SPS 5.0.45P

County: 86
Station: 8932
Description: Commerical Blvd West of I-95 NB off Ramp
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	73	47	59	271	83	82	78	55	298	569
0100	46	41	30	33	150	58	48	37	44	187	337
0200	32	26	30	30	118	28	29	29	28	114	232
0300	39	36	47	44	166	35	38	38	37	148	314
0400	49	44	66	53	212	34	46	56	65	201	413
0500	67	87	143	142	439	71	93	122	115	401	840
0600	167	237	411	452	1267	148	307	354	418	1227	2494
0700	470	526	545	483	2024	329	359	458	545	1691	3715
0800	460	478	486	443	1867	518	429	429	428	1804	3671
0900	369	424	464	346	1603	425	456	453	343	1677	3280
1000	360	437	375	420	1592	312	352	322	452	1438	3030
1100	385	410	434	390	1619	333	333	322	358	1346	2965
1200	351	448	420	398	1617	445	418	458	317	1638	3255
1300	414	385	389	415	1603	324	338	389	379	1430	3033
1400	422	433	404	433	1692	448	485	458	498	1889	3581
1500	477	451	497	450	1875	458	467	454	518	1897	3772
1600	415	428	487	475	1805	539	429	458	555	1981	3786
1700	470	520	450	430	1870	456	465	471	483	1875	3745
1800	443	428	392	417	1680	472	456	388	267	1583	3263
1900	358	333	306	261	1258	264	255	252	243	1014	2272
2000	303	241	249	231	1024	233	233	232	228	926	1950
2100	201	241	218	190	850	175	178	188	158	699	1549
2200	168	184	158	143	653	157	164	148	139	608	1261
2300	124	104	107	85	420	129	138	125	86	478	898
24-Hour Totals:					27675					26550	54225

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2024	730	1950	730	3916
P.M.	1630	1952	1600	1981	1630	3886
Daily	700	2024	1600	1981	730	3916

Generated by SPS 5.0.45P

County: 86
Station: 8004
Description: Commerical Blvd West of I-95 SB off Ramp
Start Date: 05/20/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	95	89	80	76	340	103	110	84	83	380	720
0100	89	50	57	47	243	61	89	61	56	267	510
0200	44	46	33	40	163	59	59	32	33	183	346
0300	37	44	34	31	146	30	16	25	41	112	258
0400	37	41	60	57	195	66	49	53	63	231	426
0500	73	79	111	100	363	82	110	145	223	560	923
0600	140	198	257	314	909	188	258	329	387	1162	2071
0700	279	334	444	494	1551	442	497	532	583	2054	3605
0800	499	503	515	476	1993	571	552	570	559	2252	4245
0900	426	434	371	410	1641	543	445	437	448	1873	3514
1000	385	410	386	457	1638	406	412	422	416	1656	3294
1100	422	419	433	417	1691	384	456	431	432	1703	3394
1200	423	425	450	406	1704	463	460	434	489	1846	3550
1300	472	488	474	405	1839	444	486	478	455	1863	3702
1400	469	465	445	383	1762	443	541	447	497	1928	3690
1500	496	439	494	450	1879	431	483	495	470	1879	3758
1600	448	445	516	490	1899	469	468	518	562	2017	3916
1700	507	516	606	552	2181	573	539	520	533	2165	4346
1800	592	571	527	458	2148	503	515	455	402	1875	4023
1900	477	476	449	357	1759	394	345	360	306	1405	3164
2000	333	329	302	257	1221	352	332	314	288	1286	2507
2100	291	248	252	272	1063	287	311	272	249	1119	2182
2200	258	249	213	185	905	221	219	212	213	865	1770
2300	169	166	121	119	575	227	211	167	127	732	1307
24-Hour Totals:					29808					31413	61221

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	2011	745	2276	745	4287
P.M.	1730	2321	1645	2194	1730	4392
Daily	1730	2321	745	2276	1730	4392

Truck Percentage 5.62 10.54 8.14

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	225	24457	3038	246	523	306	45	112	258	149	2	0	34	0	413	1675	29808
W	196	23941	3419	433	632	823	17	148	525	568	5	0	160	0	546	3311	31413

Generated by SPS 5.0.45P

County: 86
Station: 9936
Description: Commerical Blvd , West of Powerline Rd
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	81	69	50	38	238	136	99	94	69	398	636
0100	34	31	21	31	117	61	48	39	29	177	294
0200	23	19	21	26	89	40	39	30	25	134	223
0300	34	35	55	42	166	44	23	28	24	119	285
0400	57	57	57	62	233	28	35	37	53	153	386
0500	78	107	177	181	543	68	73	113	114	368	911
0600	209	342	447	418	1416	147	212	223	320	902	2318
0700	537	488	589	578	2192	345	401	422	567	1735	3927
0800	508	555	503	468	2034	526	568	414	567	2075	4109
0900	402	430	372	368	1572	460	418	400	395	1673	3245
1000	370	487	398	377	1632	361	330	379	382	1452	3084
1100	368	398	433	413	1612	374	361	383	383	1501	3113
1200	459	465	456	504	1884	405	445	447	467	1764	3648
1300	502	441	431	390	1764	448	456	427	438	1769	3533
1400	422	459	457	473	1811	414	482	409	451	1756	3567
1500	449	492	479	430	1850	457	474	514	563	2008	3858
1600	483	427	531	489	1930	477	487	475	465	1904	3834
1700	591	646	620	516	2373	428	469	547	480	1924	4297
1800	522	502	397	413	1834	533	561	533	424	2051	3885
1900	373	313	294	251	1231	416	397	276	343	1432	2663
2000	230	204	217	220	871	278	271	303	250	1102	1973
2100	225	219	195	137	776	239	281	254	226	1000	1776
2200	182	149	164	118	613	214	200	216	195	825	1438
2300	115	93	79	75	362	174	172	147	103	596	958
24-Hour Totals:					29143					28818	57961

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2230	730	2083	730	4313
P.M.	1700	2373	1730	2121	1715	4333
Daily	1700	2373	1730	2121	1715	4333

Generated by SPS 5.0.47P

County: 86
Station: 9618
Description: Cypress Creek Rd , East of 7 Avenue
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	69	43	40	220	49	38	35	36	158	378
0100	38	39	47	30	154	26	21	30	27	104	258
0200	30	25	23	18	96	20	37	25	14	96	192
0300	20	12	17	25	74	29	34	26	67	156	230
0400	22	22	17	21	82	51	23	30	23	127	209
0500	30	32	64	69	195	41	47	85	94	267	462
0600	75	118	156	248	597	124	145	208	223	700	1297
0700	259	339	401	369	1368	275	339	365	340	1319	2687
0800	340	340	352	375	1407	334	307	343	316	1300	2707
0900	331	263	245	241	1080	290	245	245	228	1008	2088
1000	254	267	257	248	1026	280	231	244	207	962	1988
1100	261	241	238	308	1048	235	229	246	259	969	2017
1200	313	314	274	291	1192	255	306	268	282	1111	2303
1300	296	269	280	250	1095	291	323	266	268	1148	2243
1400	256	278	271	302	1107	253	293	272	340	1158	2265
1500	293	347	298	289	1227	293	324	315	322	1254	2481
1600	303	327	351	354	1335	320	366	299	278	1263	2598
1700	410	428	437	388	1663	306	291	337	333	1267	2930
1800	338	344	321	273	1276	262	324	268	240	1094	2370
1900	272	248	234	215	969	258	229	200	175	862	1831
2000	210	205	163	169	747	178	185	163	156	682	1429
2100	139	150	135	139	563	134	129	121	105	489	1052
2200	133	106	119	94	452	111	100	78	60	349	801
2300	78	79	57	64	278	88	58	70	73	289	567
24-Hour Totals:					19251					18132	37383

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1450	715	1378	715	2827
P.M.	1700	1663	1530	1323	1700	2930
Daily	1700	1663	715	1378	1700	2930

Generated by SPS 5.0.45P

County: 86
Station: 9622
Description: Cypress Creek Rd , East of 9 Avenue
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	53	53	29	36	171	58	38	29	35	160	331
0100	31	29	37	17	114	29	22	22	30	103	217
0200	24	15	18	10	67	23	23	18	13	77	144
0300	18	16	9	19	62	13	20	16	16	65	127
0400	17	23	17	20	77	11	21	33	24	89	166
0500	26	30	66	70	192	38	45	89	90	262	454
0600	70	108	156	254	588	123	139	189	204	655	1243
0700	259	342	436	418	1455	275	304	333	320	1232	2687
0800	345	331	351	423	1450	383	356	324	304	1367	2817
0900	391	283	259	269	1202	293	236	239	244	1012	2214
1000	262	285	272	245	1064	261	224	246	218	949	2013
1100	302	269	242	328	1141	217	237	252	254	960	2101
1200	317	325	291	286	1219	259	286	261	265	1071	2290
1300	317	294	313	256	1180	276	292	252	270	1090	2270
1400	267	292	313	327	1199	255	286	263	337	1141	2340
1500	295	409	336	315	1355	284	314	329	372	1299	2654
1600	299	364	375	404	1442	385	358	347	285	1375	2817
1700	450	434	465	414	1763	371	368	328	332	1399	3162
1800	367	377	335	284	1363	333	317	263	243	1156	2519
1900	277	277	240	223	1017	248	230	189	175	842	1859
2000	233	221	185	157	796	181	185	156	146	668	1464
2100	146	144	131	148	569	134	127	124	103	488	1057
2200	130	110	105	98	443	117	95	77	65	354	797
2300	70	70	60	65	265	88	57	74	64	283	548
24-Hour Totals:					20194					18097	38291

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1541	730	1392	730	2922
P.M.	1700	1763	1545	1462	1700	3162
Daily	1700	1763	1545	1462	1700	3162

Generated by SPS 5.0.45P

County: 86
Station: 9614
Description: Cypress Creek Rd , East of Andrews Avenue
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	52	53	37	37	179	70	81	77	64	292	471
0100	26	24	23	34	107	36	47	43	37	163	270
0200	22	24	23	22	91	39	29	34	19	121	212
0300	19	26	36	22	103	29	25	43	42	139	242
0400	27	47	42	61	177	49	45	48	51	193	370
0500	64	74	163	155	456	68	103	150	170	491	947
0600	206	261	304	349	1120	254	336	397	421	1408	2528
0700	363	422	500	532	1817	410	456	591	644	2101	3918
0800	554	558	486	494	2092	588	484	454	776	2302	4394
0900	452	405	422	443	1722	705	544	455	442	2146	3868
1000	409	393	320	297	1419	475	400	408	435	1718	3137
1100	423	411	405	421	1660	339	383	375	421	1518	3178
1200	472	470	453	445	1840	428	467	455	428	1778	3618
1300	514	459	474	509	1956	457	509	428	392	1786	3742
1400	446	453	456	408	1763	393	443	452	473	1761	3524
1500	471	464	405	445	1785	433	420	464	467	1784	3569
1600	521	516	538	537	2112	440	486	503	409	1838	3950
1700	582	473	457	517	2029	495	417	407	410	1729	3758
1800	562	554	438	347	1901	343	437	387	360	1527	3428
1900	324	317	372	253	1266	338	330	301	283	1252	2518
2000	322	379	245	222	1168	269	292	247	232	1040	2208
2100	240	194	183	186	803	195	216	210	161	782	1585
2200	227	203	122	131	683	182	176	124	131	613	1296
2300	100	84	82	82	348	137	119	123	107	486	834
24-Hour Totals:					28597					28968	57565

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2144	845	2480	730	4451
P.M.	1615	2173	1545	1896	1615	4066
Daily	1615	2173	845	2480	730	4451

Generated by SPS 5.0.45P

County: 86
Station: 9626
Description: Cypress Creek Rd , East of Dixie Highway
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	33	32	15	19	99	38	29	20	28	115	214
0100	19	11	19	8	57	14	12	10	14	50	107
0200	11	7	12	4	34	7	10	10	7	34	68
0300	11	5	5	8	29	6	14	7	7	34	63
0400	11	16	14	14	55	7	9	24	16	56	111
0500	19	18	40	49	126	25	38	61	69	193	319
0600	46	78	98	134	356	67	75	149	164	455	811
0700	145	203	231	267	846	220	226	242	264	952	1798
0800	178	182	213	229	802	274	286	247	246	1053	1855
0900	248	181	161	162	752	249	203	193	199	844	1596
1000	167	175	167	151	660	218	182	232	212	844	1504
1100	177	162	158	183	680	196	186	218	210	810	1490
1200	198	196	178	170	742	228	226	230	229	913	1655
1300	184	157	187	164	692	211	240	233	228	912	1604
1400	156	193	208	202	759	210	232	209	276	927	1686
1500	164	237	198	184	783	200	273	271	231	975	1758
1600	166	204	229	219	818	267	295	225	190	977	1795
1700	230	233	258	241	962	298	215	218	269	1000	1962
1800	209	222	212	198	841	218	238	231	198	885	1726
1900	187	151	183	159	680	205	205	177	145	732	1412
2000	151	143	120	111	525	147	155	125	113	540	1065
2100	102	101	95	96	394	110	99	91	65	365	759
2200	90	74	60	65	289	88	64	51	52	255	544
2300	46	44	36	41	167	51	45	59	52	207	374
24-Hour Totals:					12148					14128	26276

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	879	745	1071	730	1924
P.M.	1700	962	1530	1064	1700	1962
Daily	1700	962	745	1071	1700	1962

Generated by SPS 5.0.45P

County: 86
Station: 9602
Description: Cypress Creek Rd East of I-95 NB off Ramp
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	71	44	43	223	50	48	37	40	175	398
0100	34	38	47	28	147	26	21	27	25	99	246
0200	26	23	20	14	83	18	29	23	12	82	165
0300	18	12	15	19	64	27	35	26	61	149	213
0400	19	17	18	23	77	59	24	34	26	143	220
0500	29	33	67	78	207	42	54	87	112	295	502
0600	81	116	172	273	642	110	156	225	232	723	1365
0700	266	400	495	453	1614	299	379	391	357	1426	3040
0800	489	560	521	535	2105	383	377	339	336	1435	3540
0900	410	301	275	279	1265	315	281	265	242	1103	2368
1000	282	313	266	268	1129	293	262	236	256	1047	2176
1100	267	255	263	291	1076	251	261	265	266	1043	2119
1200	317	316	280	303	1216	301	345	296	307	1249	2465
1300	317	287	311	272	1187	311	360	276	263	1210	2397
1400	277	306	313	317	1213	296	317	303	383	1299	2512
1500	327	345	328	313	1313	349	362	343	471	1525	2838
1600	353	361	361	386	1461	479	427	426	444	1776	3237
1700	426	488	478	427	1819	509	479	450	408	1846	3665
1800	355	371	325	294	1345	387	372	303	297	1359	2704
1900	294	259	222	218	993	274	269	229	196	968	1961
2000	225	205	173	162	765	187	209	161	172	729	1494
2100	154	163	145	152	614	151	121	131	99	502	1116
2200	146	119	119	103	487	135	110	81	72	398	885
2300	80	76	63	73	292	89	61	80	73	303	595
24-Hour Totals:					21337					20884	42221

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	2105	715	1510	800	3540
P.M.	1700	1819	1645	1882	1700	3665
Daily	800	2105	1645	1882	1700	3665

Generated by SPS 5.0.47P

County: 86
Station: 9616
Description: Cypress Creek Rd , West of 7 Avenue
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	71	44	43	223	50	48	37	40	175	398
0100	34	38	47	28	147	26	21	27	25	99	246
0200	26	23	20	14	83	18	29	23	12	82	165
0300	18	12	15	19	64	27	35	26	61	149	213
0400	19	17	18	23	77	59	24	34	26	143	220
0500	29	33	67	78	207	42	54	87	112	295	502
0600	131	156	202	273	762	110	156	225	232	723	1485
0700	266	310	385	453	1414	299	379	391	357	1426	2840
0800	369	350	371	535	1625	383	377	339	336	1435	3060
0900	410	301	275	279	1265	315	281	265	242	1103	2368
1000	282	313	266	268	1129	293	262	236	256	1047	2176
1100	267	255	263	291	1076	251	261	265	266	1043	2119
1200	317	316	280	303	1216	301	345	296	307	1249	2465
1300	317	287	311	272	1187	311	360	276	263	1210	2397
1400	277	306	313	317	1213	296	317	303	383	1299	2512
1500	327	345	328	313	1313	349	362	343	471	1525	2838
1600	353	361	361	386	1461	479	427	426	444	1776	3237
1700	366	348	358	317	1389	509	479	450	408	1846	3235
1800	355	371	325	294	1345	387	372	303	297	1359	2704
1900	294	259	222	218	993	274	269	229	196	968	1961
2000	225	205	173	162	765	187	209	161	172	729	1494
2100	154	163	145	152	614	151	121	131	99	502	1116
2200	146	119	119	103	487	135	110	81	72	398	885
2300	80	76	63	73	292	89	61	80	73	303	595
24-Hour Totals:					20347					20884	41231

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1666	715	1510	730	3065
P.M.	1615	1474	1645	1882	1645	3340
Daily	815	1666	1645	1882	1645	3340

Generated by SPS 5.0.45P

County: 86
Station: 9620
Description: Cypress Creek Rd , West of 9 Avenue
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	69	43	40	220	49	38	35	36	158	378
0100	38	39	47	30	154	26	21	30	27	104	258
0200	30	25	23	18	96	20	37	25	14	96	192
0300	20	12	17	25	74	29	34	26	67	156	230
0400	22	22	17	21	82	51	23	30	23	127	209
0500	30	32	64	69	195	41	47	85	94	267	462
0600	115	118	156	248	637	104	145	208	223	680	1317
0700	259	239	301	309	1108	275	339	365	340	1319	2427
0800	270	270	282	375	1197	414	387	343	316	1460	2657
0900	331	263	245	241	1080	290	245	245	228	1008	2088
1000	254	267	257	248	1026	280	231	244	207	962	1988
1100	261	241	238	308	1048	235	229	246	259	969	2017
1200	313	314	274	291	1192	255	306	268	282	1111	2303
1300	296	269	280	250	1095	291	323	266	268	1148	2243
1400	256	278	271	302	1107	253	293	272	340	1158	2265
1500	293	347	298	289	1227	293	324	315	402	1334	2561
1600	303	327	351	354	1335	400	366	369	368	1503	2838
1700	320	318	317	278	1233	376	371	337	333	1417	2650
1800	288	284	321	273	1166	322	324	268	240	1154	2320
1900	272	248	234	215	969	258	229	200	175	862	1831
2000	210	205	163	169	747	178	185	163	156	682	1429
2100	139	150	135	139	563	134	129	121	105	489	1052
2200	133	106	119	94	452	111	100	78	60	349	801
2300	78	79	57	64	278	88	58	70	73	289	567
24-Hour Totals:					18281					18802	37083

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1258	730	1506	800	2657
P.M.	1615	1352	1545	1537	1600	2838
Daily	1615	1352	1545	1537	1600	2838

Generated by SPS 5.0.45P

County: 86
Station: 9612
Description: Cypress Creek Rd , West of Andrews Avenue
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	55	50	33	38	176	77	72	73	63	285	461
0100	25	20	36	22	103	33	46	37	34	150	253
0200	29	29	28	15	101	30	30	28	14	102	203
0300	19	21	36	23	99	18	24	25	24	91	190
0400	28	47	42	61	178	31	29	34	32	126	304
0500	64	78	126	127	395	37	60	110	132	339	734
0600	200	269	354	320	1143	118	155	188	284	745	1888
0700	397	465	442	492	1796	283	372	467	508	1630	3426
0800	432	529	460	435	1856	440	541	522	606	2109	3965
0900	406	372	390	432	1600	543	427	365	368	1703	3303
1000	358	342	332	311	1343	386	311	353	346	1396	2739
1100	400	363	431	386	1580	305	327	319	404	1355	2935
1200	475	493	483	514	1965	385	388	460	475	1708	3673
1300	462	434	464	349	1709	497	465	416	382	1760	3469
1400	439	381	439	400	1659	387	377	396	373	1533	3192
1500	456	474	479	390	1799	454	363	439	413	1669	3468
1600	537	507	579	593	2216	390	432	451	517	1790	4006
1700	613	746	661	550	2570	476	457	506	434	1873	4443
1800	534	545	402	357	1838	459	403	373	329	1564	3402
1900	336	325	272	262	1195	291	332	299	257	1179	2374
2000	367	351	217	227	1162	268	275	227	205	975	2137
2100	200	199	195	168	762	187	203	209	164	763	1525
2200	212	196	123	132	663	184	151	160	143	638	1301
2300	107	69	81	72	329	121	141	123	103	488	817
24-Hour Totals:					28237					25971	54208

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1913	815	2212	815	4042
P.M.	1645	2613	1645	1956	1645	4569
Daily	1645	2613	815	2212	1645	4569

Generated by SPS 5.0.47P

County: 86
Station: 9624
Description: Cypress Creek Rd , West of Dixie Highway
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	53	53	29	36	171	58	38	29	35	160	331
0100	31	29	37	17	114	29	22	22	30	103	217
0200	24	15	18	10	67	23	23	18	13	77	144
0300	18	16	9	19	62	13	20	16	16	65	127
0400	17	23	17	20	77	11	21	33	24	89	166
0500	26	30	66	70	192	38	45	89	90	262	454
0600	110	108	156	214	588	93	139	189	204	625	1213
0700	259	232	266	278	1035	275	304	333	320	1232	2267
0800	245	265	271	423	1204	383	356	324	304	1367	2571
0900	391	283	259	269	1202	293	236	239	244	1012	2214
1000	262	285	272	245	1064	261	224	246	218	949	2013
1100	302	269	242	328	1141	217	237	252	254	960	2101
1200	317	325	291	286	1219	259	286	261	265	1071	2290
1300	317	294	313	256	1180	276	292	252	270	1090	2270
1400	267	292	313	327	1199	255	286	263	337	1141	2340
1500	295	409	336	245	1285	284	314	329	372	1299	2584
1600	299	268	315	304	1186	385	358	347	355	1445	2631
1700	300	314	305	274	1193	371	368	328	332	1399	2592
1800	367	267	289	284	1207	333	317	263	243	1156	2363
1900	277	277	240	223	1017	248	230	189	175	842	1859
2000	233	221	185	157	796	181	185	156	146	668	1464
2100	146	144	131	148	569	134	127	124	103	488	1057
2200	130	110	105	98	443	117	95	77	65	354	797
2300	70	70	60	65	265	88	57	74	64	283	548
24-Hour Totals:					18476					18137	36613

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1368	730	1392	815	2627
P.M.	1445	1367	1545	1462	1515	2689
Daily	830	1368	1545	1462	1515	2689

Generated by SPS 5.0.45P

County: 86
Station: 9606
Description: Cypress Creek Rd West of I-95 NB off Ramp
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	44	42	32	30	148	71	69	56	60	256	404
0100	25	28	39	25	117	41	40	44	37	162	279
0200	18	22	20	13	73	29	28	25	17	99	172
0300	14	21	31	23	89	35	36	37	56	164	253
0400	22	20	23	32	97	72	35	43	62	212	309
0500	36	39	74	106	255	80	104	127	188	499	754
0600	164	173	245	282	864	183	238	299	404	1124	1988
0700	293	325	310	358	1286	411	412	461	527	1811	3097
0800	264	254	242	492	1252	480	604	570	613	2267	3519
0900	423	385	370	364	1542	587	417	416	392	1812	3354
1000	379	362	371	361	1473	444	360	357	362	1523	2996
1100	382	382	356	353	1473	328	322	340	366	1356	2829
1200	432	405	415	407	1659	394	415	399	414	1622	3281
1300	428	411	418	381	1638	420	465	425	345	1655	3293
1400	388	389	390	377	1544	361	398	428	443	1630	3174
1500	387	399	354	306	1446	415	409	439	470	1733	3179
1600	336	325	315	383	1359	473	468	477	491	1909	3268
1700	365	356	319	307	1347	465	444	459	404	1772	3119
1800	395	310	309	314	1328	396	408	351	342	1497	2825
1900	285	258	201	196	940	330	325	256	234	1145	2085
2000	260	222	187	161	830	240	242	235	208	925	1755
2100	176	153	144	144	617	185	178	178	146	687	1304
2200	152	137	110	102	501	174	146	111	100	531	1032
2300	65	64	61	63	253	132	99	108	102	441	694
24-Hour Totals:					22131					26832	48963

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1670	815	2374	815	3785
P.M.	1245	1664	1600	1909	1245	3388
Daily	845	1670	815	2374	815	3785

Generated by SPS 5.0.45P

County: 86
Station: 9608
Description: Cypress Creek Rd West of I-95 SB off Ramp
Start Date: 05/27/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	52	53	37	37	179	70	81	77	64	292	471
0100	26	24	23	34	107	36	47	43	37	163	270
0200	22	24	23	22	91	39	29	34	19	121	212
0300	19	26	36	22	103	29	25	43	42	139	242
0400	27	47	42	61	177	49	45	48	51	193	370
0500	64	74	163	105	406	68	103	150	170	491	897
0600	126	131	184	229	670	174	216	277	421	1088	1758
0700	223	232	230	272	957	410	456	591	644	2101	3058
0800	185	198	206	314	903	588	694	684	776	2742	3645
0900	422	405	422	443	1692	705	544	455	442	2146	3838
1000	409	393	320	297	1419	475	400	408	435	1718	3137
1100	423	411	405	421	1660	339	383	375	421	1518	3178
1200	472	470	453	445	1840	428	467	455	428	1778	3618
1300	514	459	474	509	1956	457	509	428	392	1786	3742
1400	446	453	456	408	1763	393	443	452	473	1761	3524
1500	471	464	405	295	1635	433	420	464	467	1784	3419
1600	301	306	308	347	1262	440	486	503	559	1988	3250
1700	322	313	257	287	1179	495	517	527	510	2049	3228
1800	289	284	278	347	1198	483	437	387	360	1667	2865
1900	324	317	372	253	1266	338	330	301	283	1252	2518
2000	322	379	245	222	1168	269	292	247	232	1040	2208
2100	240	194	183	186	803	195	216	210	161	782	1585
2200	227	203	122	131	683	182	176	124	131	613	1296
2300	100	84	82	82	348	137	119	123	107	486	834
24-Hour Totals:					23465					29698	53163

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1563	815	2859	830	4056
P.M.	1300	1956	1645	2098	1300	3742
Daily	1300	1956	815	2859	830	4056

Generated by SPS 5.0.45P

County: 86
Station: 9645
Description: Dixie Highway, North of Atlantic Blvd
Start Date: 06/03/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	31	29	21	106	11	19	10	12	52	158
0100	20	20	13	17	70	11	6	5	10	32	102
0200	14	13	6	9	42	4	2	1	3	10	52
0300	17	4	7	8	36	3	3	2	5	13	49
0400	14	11	8	14	47	3	9	8	7	27	74
0500	16	22	39	39	116	4	15	26	47	92	208
0600	52	68	120	138	378	106	73	80	183	442	820
0700	146	168	195	259	768	177	166	128	212	683	1451
0800	226	265	313	286	1090	310	308	185	276	1079	2169
0900	193	155	147	150	645	232	230	199	217	878	1523
1000	163	152	158	181	654	168	202	192	214	776	1430
1100	152	169	178	173	672	187	192	216	205	800	1472
1200	206	177	180	190	753	208	244	196	214	862	1615
1300	185	187	172	180	724	209	186	256	191	842	1566
1400	171	246	182	206	805	179	209	236	228	852	1657
1500	179	204	274	261	918	255	221	267	242	985	1903
1600	269	269	271	234	1043	206	227	171	241	845	1888
1700	328	279	297	267	1171	292	272	195	220	979	2150
1800	256	271	206	187	920	163	207	192	228	790	1710
1900	173	169	132	158	632	213	168	159	171	711	1343
2000	130	121	121	114	486	149	168	149	145	611	1097
2100	97	103	90	75	365	108	137	124	112	481	846
2200	61	65	55	55	236	103	99	65	75	342	578
2300	53	55	30	32	170	64	47	58	45	214	384
24-Hour Totals:					12847					13398	26245

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1090	800	1079	800	2169
P.M.	1700	1171	1645	1000	1700	2150
Daily	1700	1171	800	1079	800	2169

Generated by SPS 5.0.45P

County: 86
Station: 9627
Description: Dixie Highway, North of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	23	17	13	18	71	24	31	15	16	86	157
0100	14	10	15	12	51	13	15	18	16	62	113
0200	15	5	6	6	32	9	10	2	6	27	59
0300	9	7	5	4	25	10	12	5	8	35	60
0400	3	6	9	10	28	3	8	7	9	27	55
0500	32	16	40	59	147	14	13	22	69	118	265
0600	67	85	124	116	392	74	66	99	117	356	748
0700	193	223	348	311	1075	162	143	174	169	648	1723
0800	275	288	257	187	1007	181	155	174	168	678	1685
0900	219	186	179	195	779	144	119	132	144	539	1318
1000	161	190	142	156	649	128	144	130	123	525	1174
1100	163	141	177	156	637	135	164	162	140	601	1238
1200	164	173	154	163	654	163	164	157	156	640	1294
1300	177	168	166	157	668	160	146	150	161	617	1285
1400	160	147	202	160	669	137	169	146	181	633	1302
1500	164	194	206	202	766	172	169	170	131	642	1408
1600	209	183	270	205	867	147	142	162	174	625	1492
1700	275	249	266	216	1006	156	173	163	167	659	1665
1800	226	167	148	159	700	166	181	172	157	676	1376
1900	121	122	108	98	449	116	138	121	111	486	935
2000	107	104	87	83	381	123	116	74	82	395	776
2100	79	63	65	65	272	78	71	57	68	274	546
2200	57	47	51	36	191	48	69	53	45	215	406
2300	33	42	25	21	121	38	43	38	11	130	251
24-Hour Totals:					11637					9694	21331

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1222	730	679	730	1901
P.M.	1700	1006	1445	692	1700	1665
Daily	730	1222	1445	692	730	1901

Generated by SPS 5.0.45P

County: 86
Station: 9643
Description: Dixie Highway, South of Atlantic Blvd
Start Date: 06/03/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	22	21	41	17	101	35	44	32	37	148	249
0100	24	23	17	15	79	27	23	14	23	87	166
0200	12	17	13	14	56	17	18	14	15	64	120
0300	9	4	13	7	33	9	15	14	11	49	82
0400	13	13	14	17	57	14	19	25	24	82	139
0500	20	24	44	57	145	17	45	54	56	172	317
0600	91	82	143	167	483	80	111	164	191	546	1029
0700	139	165	176	183	663	191	207	254	330	982	1645
0800	206	234	187	260	887	269	265	244	252	1030	1917
0900	174	170	157	153	654	212	203	179	167	761	1415
1000	159	170	161	163	653	182	193	162	205	742	1395
1100	159	162	175	177	673	155	202	158	179	694	1367
1200	199	212	180	193	784	190	200	225	225	840	1624
1300	222	180	183	190	775	205	202	235	194	836	1611
1400	198	253	200	191	842	174	205	234	228	841	1683
1500	200	209	294	199	902	208	218	244	224	894	1796
1600	253	215	271	228	967	230	235	224	232	921	1888
1700	233	244	302	238	1017	242	254	269	287	1052	2069
1800	219	238	226	181	864	262	290	205	210	967	1831
1900	197	163	142	162	664	205	158	156	177	696	1360
2000	141	146	115	127	529	139	142	133	130	544	1073
2100	131	119	103	108	461	127	154	134	119	534	995
2200	67	70	71	55	263	103	91	118	85	397	660
2300	66	45	34	51	196	76	52	53	49	230	426
24-Hour Totals:					12748					14109	26857

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	887	730	1118	745	1918
P.M.	1700	1017	1730	1108	1730	2105
Daily	1700	1017	730	1118	1730	2105

Generated by SPS 5.0.45P

County: 86
Station: 9625
Description: Dixie Highway, South of Cypress Creek Rd
Start Date: 05/27/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	22	23	15	10	70	25	20	11	14	70	140
0100	10	16	8	6	40	11	6	11	11	39	79
0200	14	6	3	6	29	10	9	6	7	32	61
0300	11	8	5	6	30	8	12	5	8	33	63
0400	3	8	10	10	31	8	4	9	9	30	61
0500	9	11	19	35	74	20	13	36	37	106	180
0600	54	49	68	76	247	40	58	81	105	284	531
0700	115	108	123	135	481	150	220	338	300	1008	1489
0800	131	139	117	167	554	273	287	233	232	1025	1579
0900	138	130	147	160	575	233	200	179	213	825	1400
1000	137	127	139	116	519	161	200	173	178	712	1231
1100	142	179	149	159	629	194	145	176	174	689	1318
1200	134	171	170	156	631	178	186	184	180	728	1359
1300	165	154	130	154	603	196	179	185	167	727	1330
1400	162	192	150	180	684	169	150	192	153	664	1348
1500	174	174	194	167	709	171	189	198	196	754	1463
1600	212	188	185	207	792	221	197	213	227	858	1650
1700	204	195	185	210	794	269	300	301	267	1137	1931
1800	189	143	164	144	640	235	206	154	149	744	1384
1900	105	129	101	109	444	135	132	97	91	455	899
2000	90	81	62	67	300	98	103	84	76	361	661
2100	56	65	44	58	223	77	64	60	60	261	484
2200	27	54	44	25	150	34	46	53	36	169	319
2300	40	32	23	15	110	26	42	24	32	124	234
24-Hour Totals:					9359					11835	21194

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	582	730	1198	730	1726
P.M.	1700	794	1700	1137	1700	1931
Daily	1700	794	730	1198	1700	1931

Generated by SPS 5.0.45P

County: 86
Station: 9635
Description: I-95 NB off ramp to Atlantic Blvd, East and West
Start Date: 06/03/2015
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	82	83	63	59	287
0100	58	51	27	44	180
0200	39	33	30	23	125
0300	29	22	21	17	89
0400	27	31	36	53	147
0500	54	94	106	148	402
0600	148	214	306	339	1007
0700	286	274	303	335	1198
0800	315	384	431	382	1512
0900	297	256	281	271	1105
1000	257	228	252	278	1015
1100	257	296	294	283	1130
1200	292	280	299	295	1166
1300	268	330	320	270	1188
1400	254	305	330	311	1200
1500	314	346	355	350	1365
1600	338	331	311	333	1313
1700	308	313	302	297	1220
1800	335	281	312	275	1203
1900	269	256	224	238	987
2000	212	240	261	194	907
2100	176	176	169	175	696
2200	166	163	146	169	644
2300	139	126	121	96	482
24-Hour Totals:					20568

Peak Volume Information

	Hour	Volume
A.M.	800	1512
P.M.	1515	1389
Daily	800	1512

Truck Percentage 6.87 NaN 6.87

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	46	15380	3729	211	659	111	7	119	280	20	0	3	3	0	0	1413	20568

Generated by SPS 5.0.45P

County: 86
Station: 9927
Description: I-95 NB off ramp to Commerical Blvd, East & West
Start Date: 05/13/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	94	90	69	51	304
0100	46	40	34	19	139
0200	37	26	22	19	104
0300	21	17	19	21	78
0400	10	26	30	55	121
0500	49	88	116	147	400
0600	142	225	269	386	1022
0700	402	477	514	518	1911
0800	484	496	481	479	1940
0900	348	366	353	331	1398
1000	299	292	280	351	1222
1100	326	339	335	303	1303
1200	305	322	296	320	1243
1300	316	380	344	323	1363
1400	312	348	360	392	1412
1500	371	399	349	387	1506
1600	292	258	261	191	1002
1700	158	230	350	354	1092
1800	385	394	427	306	1512
1900	254	265	237	214	970
2000	208	209	207	202	826
2100	160	179	164	184	687
2200	173	162	129	147	611
2300	135	99	97	83	414
24-Hour Totals:					22580

Peak Volume Information

	Hour	Volume
A.M.	730	2012
P.M.	1745	1560
Daily	730	2012

Truck Percentage	2.55	NaN	2.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	100	21288	617	8	189	92	109	54	109	8	1	0	5	0	0	575	22580

Generated by SPS 5.0.45P

County: 86
Station: 9601
Description: I-95 NB off ramp to Cypress Creek Rd, East
Start Date: 05/27/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	46	48	28	26	148
0100	24	25	26	23	98
0200	19	10	16	13	58
0300	10	6	5	8	29
0400	11	9	13	10	43
0500	11	32	35	47	125
0600	37	79	101	156	373
0700	132	109	170	221	632
0800	247	238	247	242	974
0900	247	155	121	128	651
1000	124	128	107	115	474
1100	103	116	125	107	451
1200	115	111	108	128	462
1300	100	129	116	105	450
1400	104	149	140	175	568
1500	139	152	127	93	511
1600	129	140	146	155	570
1700	162	187	168	145	662
1800	145	124	157	106	532
1900	144	113	109	112	478
2000	84	90	80	75	329
2100	54	72	63	62	251
2200	69	60	58	51	238
2300	51	37	47	42	177
24-Hour Totals:					9284

Peak Volume Information

	Hour	Volume
A.M.	800	974
P.M.	1645	672
Daily	800	974

Truck Percentage	8.99	NaN	8.99

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	11	6678	1760	38	288	475	1	16	14	3	0	0	0	0	0	835	9284

Generated by SPS 5.0.45P

County: 86
Station: 9604
Description: I-95 NB off ramp to Cypress Creek Rd, West
Start Date: 05/27/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	31	36	27	28	122
0100	16	26	18	19	79
0200	16	15	17	6	54
0300	13	6	16	21	56
0400	19	19	28	33	99
0500	37	59	71	100	267
0600	92	126	149	218	585
0700	187	160	179	252	778
0800	209	274	268	306	1057
0900	335	200	195	208	938
1000	205	155	162	175	697
1100	126	133	137	158	554
1200	147	155	150	158	610
1300	176	180	181	128	665
1400	138	160	166	169	633
1500	127	139	167	123	556
1600	119	148	137	136	540
1700	105	110	133	125	473
1800	123	127	128	116	494
1900	107	104	83	79	373
2000	80	93	93	73	339
2100	76	76	78	67	297
2200	72	66	47	49	234
2300	62	55	41	46	204
24-Hour Totals:					10704

Peak Volume Information

	Hour	Volume
A.M.	815	1183
P.M.	1245	695
Daily	815	1183

Truck Percentage 6.96 NaN 6.96

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	32	8031	1896	102	288	51	0	66	224	4	0	0	10	0	0	745	10704

Generated by SPS 5.0.45P

County: 86
Station: 9911
Description: I-95 NB off ramp to Oakland Blvd-East
Start Date: 05/13/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	44	36	42	39	161
0100	30	16	23	17	86
0200	9	19	11	14	53
0300	8	16	11	16	51
0400	14	13	23	44	94
0500	34	44	89	136	303
0600	81	108	157	200	546
0700	191	259	275	277	1002
0800	178	186	253	269	886
0900	214	239	202	245	900
1000	197	185	197	195	774
1100	195	188	167	209	759
1200	185	203	172	250	810
1300	240	182	215	209	846
1400	225	196	251	218	890
1500	239	213	225	239	916
1600	244	268	313	257	1082
1700	263	247	255	226	991
1800	243	302	330	231	1106
1900	193	209	158	181	741
2000	190	166	133	124	613
2100	127	116	117	118	478
2200	85	103	85	75	348
2300	75	74	63	63	275
24-Hour Totals:					14711

Peak Volume Information

	Hour	Volume
A.M.	700	1002
P.M.	1800	1106
Daily	1800	1106

Truck Percentage	5.76	NaN	5.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	66	11498	2290	158	446	50	9	85	71	23	0	0	6	0	9	848	14711

Generated by SPS 5.0.47P

County: 86
Station: 8901
Description: I-95 NB off ramp to Oakland Blvd-West
Start Date: 05/13/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	51	39	32	46	168
0100	24	24	15	21	84
0200	19	22	13	8	62
0300	9	7	15	8	39
0400	3	15	21	15	54
0500	15	20	30	33	98
0600	46	62	68	96	272
0700	99	135	116	164	514
0800	153	149	140	123	565
0900	127	133	96	120	476
1000	106	90	108	108	412
1100	88	102	102	117	409
1200	119	125	74	146	464
1300	181	123	123	108	535
1400	105	121	126	145	497
1500	119	104	148	133	504
1600	178	208	186	179	751
1700	184	139	153	141	617
1800	156	181	160	123	620
1900	111	114	90	89	404
2000	100	99	110	102	411
2100	100	88	89	93	370
2200	68	93	68	71	300
2300	66	77	59	66	268
24-Hour Totals:					8894

Peak Volume Information

	Hour	Volume
A.M.	745	606
P.M.	1615	757
Daily	1615	757

Truck Percentage	9.92	NaN	9.92

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	32	6736	1228	51	268	47	3	369	91	35	0	0	18	0	16	882	8894

Generated by SPS 5.0.47P

County: 86
Station: 9631
Description: I-95 NB On Ramp from Atlantic Blvd,East
Start Date: 06/03/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	22	26	21	21	90
0100	17	8	13	8	46
0200	9	5	10	11	35
0300	5	10	11	8	34
0400	7	14	13	13	47
0500	14	17	40	44	115
0600	56	62	114	146	378
0700	115	173	168	124	580
0800	128	98	100	115	441
0900	102	114	116	120	452
1000	105	110	101	108	424
1100	132	110	112	132	486
1200	108	105	144	110	467
1300	113	120	123	125	481
1400	103	147	136	130	516
1500	146	145	149	138	578
1600	149	154	165	150	618
1700	153	148	154	152	607
1800	164	123	89	99	475
1900	112	86	88	98	384
2000	99	85	81	81	346
2100	82	71	64	67	284
2200	57	54	59	58	228
2300	50	42	33	36	161
24-Hour Totals:					8273

Peak Volume Information

	Hour	Volume
A.M.	645	602
P.M.	1615	622
Daily	1615	622

Truck Percentage	4.52	NaN	4.52

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	6503	1365	48	232	29	3	28	33	0	0	0	1	0	0	374	8273

Generated by SPS 5.0.45P

County: 86
Station: 9633
Description: I-95 NB On Ramp from Atlantic Blvd,West
Start Date: 06/03/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	30	23	14	11	78
0100	23	11	17	20	71
0200	25	19	15	13	72
0300	16	5	16	12	49
0400	11	11	19	16	57
0500	25	34	42	72	173
0600	68	95	139	131	433
0700	180	192	163	159	694
0800	101	93	78	99	371
0900	132	128	131	101	492
1000	139	111	100	96	446
1100	103	134	112	111	460
1200	114	102	105	122	443
1300	101	130	139	139	509
1400	115	135	142	133	525
1500	147	119	143	143	552
1600	122	155	123	122	522
1700	146	126	134	142	548
1800	130	151	87	91	459
1900	119	86	78	78	361
2000	78	91	82	84	335
2100	71	77	77	89	314
2200	82	80	63	53	278
2300	63	34	42	37	176
24-Hour Totals:					8418

Peak Volume Information

	Hour	Volume
A.M.	700	694
P.M.	1530	563
Daily	700	694

Truck Percentage 6.64 NaN 6.64

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	15	6626	1218	73	219	31	5	36	191	2	0	2	0	0	0	559	8418

Generated by SPS 5.0.45P

County: 86
Station: 9929
Description: I-95 NB On Ramp from Commerical Blvd, East & West
Start Date: 05/13/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	47	43	34	21	145
0100	20	23	18	15	76
0200	13	18	16	11	58
0300	15	14	27	23	79
0400	22	19	37	33	111
0500	28	45	78	90	241
0600	122	173	250	208	753
0700	288	314	283	287	1172
0800	262	226	224	195	907
0900	192	211	204	172	779
1000	154	211	198	179	742
1100	167	192	191	178	728
1200	182	224	209	213	828
1300	206	228	208	231	873
1400	204	263	257	266	990
1500	249	281	259	249	1038
1600	238	250	262	247	997
1700	286	308	272	258	1124
1800	221	251	196	209	877
1900	185	153	165	128	631
2000	147	120	123	127	517
2100	152	124	109	98	483
2200	108	92	95	89	384
2300	90	71	58	66	285
24-Hour Totals:					14818

Peak Volume Information

	Hour	Volume
A.M.	700	1172
P.M.	1700	1124
Daily	700	1172

Truck Percentage 3.26 NaN 3.26

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	45	12211	2079	91	247	38	1	44	57	2	0	0	3	0	0	483	14818

Generated by SPS 5.0.45P

County: 86
Station: 9603
Description: I-95 NB On Ramp from Cypress Creek Rd,East & West
Start Date: 05/27/2015
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	23	24	22	15	84
0100	12	16	17	18	63
0200	10	23	20	11	64
0300	9	13	28	32	82
0400	27	22	24	26	99
0500	17	34	51	77	179
0600	86	139	210	171	606
0700	239	257	280	231	1007
0800	241	179	180	171	771
0900	191	182	161	151	685
1000	140	155	147	133	575
1100	174	202	160	190	726
1200	169	172	188	141	670
1300	190	198	163	171	722
1400	197	213	185	214	809
1500	214	234	233	251	932
1600	282	274	257	293	1106
1700	370	374	349	283	1376
1800	308	305	198	206	1017
1900	170	145	144	123	582
2000	132	152	118	98	500
2100	95	80	82	74	331
2200	91	95	61	57	304
2300	46	42	38	48	174
24-Hour Totals:					13464

Peak Volume Information

	Hour	Volume
A.M.	715	1009
P.M.	1645	1386
Daily	1645	1386

Truck Percentage 4.17 NaN 4.17

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	34	10667	2201	88	292	69	5	40	50	0	0	1	17	0	0	562	13464

Generated by SPS 5.0.45P

County: 86
Station: 9913
Description: I-95 NB On Ramp from Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	63	56	43	47	209
0100	39	34	28	19	120
0200	20	19	18	21	78
0300	24	18	29	39	110
0400	24	35	46	43	148
0500	57	83	93	127	360
0600	145	212	238	269	864
0700	237	247	222	220	926
0800	205	183	201	209	798
0900	201	209	182	203	795
1000	195	183	211	189	778
1100	180	210	210	196	796
1200	208	204	198	222	832
1300	201	224	223	186	834
1400	205	242	248	217	912
1500	225	241	244	217	927
1600	177	161	181	155	674
1700	116	163	192	180	651
1800	164	184	190	189	727
1900	167	170	155	165	657
2000	139	173	161	144	617
2100	140	150	161	151	602
2200	150	117	142	106	515
2300	99	105	84	83	371
24-Hour Totals:					14301

Peak Volume Information

	Hour	Volume
A.M.	645	975
P.M.	1415	932
Daily	630	991

Truck Percentage 7.57 NaN 7.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	167	11181	1747	155	226	62	9	82	284	219	4	0	42	0	123	1083	14301

Generated by SPS 5.0.47P

County: 86
Station: 8832
Description: I-95 SB off ramp to Atlantic Blvd,East
Start Date: 06/03/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	28	27	15	17	87
0100	13	9	7	10	39
0200	7	11	3	5	26
0300	8	2	7	11	28
0400	4	10	11	4	29
0500	16	16	23	18	73
0600	24	48	66	105	243
0700	106	137	154	102	499
0800	110	70	98	121	399
0900	112	92	110	113	427
1000	75	85	102	86	348
1100	86	86	96	95	363
1200	112	102	105	97	416
1300	101	100	101	116	418
1400	95	93	126	109	423
1500	115	117	119	109	460
1600	128	104	102	115	449
1700	139	149	180	141	609
1800	169	140	98	101	508
1900	95	80	78	60	313
2000	93	84	67	74	318
2100	70	52	82	44	248
2200	54	49	48	44	195
2300	30	34	33	26	123
24-Hour Totals:					7041

Peak Volume Information

	Hour	Volume
A.M.	715	503
P.M.	1715	639
Daily	1715	639

Truck Percentage	4.09	NaN	4.09

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	29	5523	1201	29	171	23	3	35	21	5	0	0	1	0	0	288	7041

Generated by SPS 5.0.45P

County: 86
Station: 9432
Description: I-95 SB off ramp to Atlantic Blvd,West
Start Date: 06/03/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	34	14	31	33	112
0100	21	24	13	11	69
0200	8	13	10	14	45
0300	8	10	4	6	28
0400	19	15	23	18	75
0500	27	28	48	75	178
0600	64	88	107	154	413
0700	136	138	135	152	561
0800	126	102	125	160	513
0900	150	130	159	152	591
1000	134	121	125	120	500
1100	112	139	122	142	515
1200	150	138	131	141	560
1300	145	138	163	152	598
1400	168	142	163	154	627
1500	139	153	179	145	616
1600	177	163	174	179	693
1700	201	221	228	233	883
1800	205	123	136	111	575
1900	100	130	88	94	412
2000	116	115	112	92	435
2100	82	81	100	93	356
2200	88	83	63	55	289
2300	52	47	32	59	190
24-Hour Totals:					9834

Peak Volume Information

	Hour	Volume
A.M.	845	599
P.M.	1715	887
Daily	1715	887

Truck Percentage	8.67	NaN	8.67

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	22	6934	2025	120	359	43	1	59	261	2	0	8	0	0	0	853	9834

Generated by SPS 5.0.45P

County: 86
Station: 9931
Description: I-95 SB off ramp to Commerical Blvd, East and West
Start Date: 05/13/2015
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	62	42	28	49	181
0100	22	19	25	16	82
0200	18	22	17	12	69
0300	22	15	19	13	69
0400	44	19	31	31	125
0500	45	61	76	102	284
0600	85	132	187	259	663
0700	249	272	270	293	1084
0800	262	285	224	269	1040
0900	224	215	248	232	919
1000	190	211	211	221	833
1100	213	232	215	185	845
1200	219	235	213	215	882
1300	247	200	221	253	921
1400	231	241	229	241	942
1500	225	235	281	287	1028
1600	260	244	262	241	1007
1700	182	207	217	215	821
1800	319	255	202	217	993
1900	221	201	162	174	758
2000	153	143	144	139	579
2100	131	160	133	108	532
2200	100	97	95	81	373
2300	63	77	75	53	268
24-Hour Totals:					15298

Peak Volume Information

	Hour	Volume
A.M.	730	1110
P.M.	1530	1072
Daily	730	1110

Truck Percentage 3.54 NaN 3.54

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	47	12931	1778	41	183	178	6	47	83	1	0	0	3	0	0	542	15298

Generated by SPS 5.0.45P

County: 86
Station: 9605
Description: I-95 SB off ramp to Cypress Creek Rd,East & West
Start Date: 05/27/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	37	38	50	24	149
0100	19	28	24	19	90
0200	13	14	12	5	44
0300	13	14	23	13	63
0400	13	24	12	19	68
0500	25	26	62	68	181
0600	75	105	118	182	480
0700	198	380	401	392	1371
0800	350	375	405	405	1535
0900	319	244	162	175	900
1000	187	208	210	179	784
1100	192	172	188	216	768
1200	181	184	178	161	704
1300	198	156	179	173	706
1400	182	201	198	176	757
1500	195	218	222	288	923
1600	225	261	272	316	1074
1700	322	357	350	349	1378
1800	271	260	206	174	911
1900	158	157	161	144	620
2000	128	173	116	107	524
2100	105	114	97	82	398
2200	77	85	86	66	314
2300	50	53	52	48	203
24-Hour Totals:					14945

Peak Volume Information

	Hour	Volume
A.M.	800	1535
P.M.	1700	1378
Daily	800	1535

Truck Percentage	3.02	NaN	3.02

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	42	12557	1895	67	234	45	17	42	41	2	1	0	2	0	0	451	14945

Generated by SPS 5.0.45P

County: 86
Station: 9915
Description: I-95 SB off ramp to Oakland Blvd, East and West
Start Date: 05/13/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	79	80	43	42	244
0100	37	36	28	26	127
0200	22	23	22	18	85
0300	23	11	19	16	69
0400	26	26	30	36	118
0500	42	47	51	65	205
0600	69	126	145	194	534
0700	214	246	257	234	951
0800	252	253	221	240	966
0900	233	199	233	212	877
1000	185	214	206	222	827
1100	255	201	220	239	915
1200	240	210	250	230	930
1300	206	257	225	219	907
1400	217	239	251	283	990
1500	247	297	275	281	1100
1600	258	261	270	276	1065
1700	216	205	213	182	816
1800	103	95	157	186	541
1900	219	279	233	202	933
2000	197	203	153	176	729
2100	164	192	167	139	662
2200	131	155	128	105	519
2300	102	115	86	78	381
24-Hour Totals:					15491

Peak Volume Information

	Hour	Volume
A.M.	730	996
P.M.	1515	1111
Daily	1515	1111

Truck Percentage	3.82	NaN	3.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	53	12621	2224	76	302	46	7	49	101	11	0	0	0	0	1	592	15491

Generated by SPS 5.0.47P

County: 86
Station: 9634
Description: I-95 SB On Ramp from Atlantic Blvd EB and WB
Start Date: 06/03/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	75	44	58	37	214
0100	36	26	50	33	145
0200	39	35	28	37	139
0300	42	30	27	21	120
0400	18	19	20	29	86
0500	46	40	112	125	323
0600	251	258	243	247	999
0700	329	316	350	321	1316
0800	325	347	359	351	1382
0900	350	336	342	318	1346
1000	265	317	309	303	1194
1100	249	261	308	322	1140
1200	314	311	331	314	1270
1300	311	295	319	320	1245
1400	337	322	325	350	1334
1500	343	330	326	308	1307
1600	312	325	307	261	1205
1700	255	252	218	300	1025
1800	264	286	254	248	1052
1900	247	199	195	180	821
2000	159	157	188	187	691
2100	178	159	156	152	645
2200	157	117	96	86	456
2300	75	68	52	46	241
24-Hour Totals:					19696

Peak Volume Information

	Hour	Volume
A.M.	815	1407
P.M.	1445	1349
Daily	815	1407

Truck Percentage	2.57	NaN	2.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	41	18113	1035	98	169	50	2	56	104	28	0	0	0	0	0	507	19696

Generated by SPS 5.0.45P

County: 86
Station: 9932
Description: I-95 SB On Ramp from Commerical Blvd-East
Start Date: 05/13/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	43	34	25	19	121
0100	21	19	13	15	68
0200	23	8	7	11	49
0300	11	7	20	14	52
0400	17	22	18	19	76
0500	25	44	54	85	208
0600	109	150	151	174	584
0700	235	280	235	300	1050
0800	282	250	231	227	990
0900	184	183	192	195	754
1000	174	159	182	169	684
1100	165	152	162	180	659
1200	156	157	190	148	651
1300	157	171	200	169	697
1400	161	189	168	200	718
1500	230	235	223	243	931
1600	261	236	280	246	1023
1700	280	261	259	205	1005
1800	214	203	238	187	842
1900	197	172	155	136	660
2000	105	126	93	105	429
2100	117	131	112	84	444
2200	94	96	83	68	341
2300	70	60	65	44	239
24-Hour Totals:					13275

Peak Volume Information

	Hour	Volume
A.M.	715	1097
P.M.	1630	1067
Daily	715	1097

Truck Percentage	4.34	NaN	4.34

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	10465	2207	66	375	43	8	47	34	1	0	0	2	0	0	576	13275

Generated by SPS 5.0.45P

County: 86
Station: 9934
Description: I-95 SB On Ramp from Commerical Blvd - West
Start Date: 05/13/2015
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	31	32	17	21	101
0100	12	17	12	15	56
0200	10	4	18	18	50
0300	12	21	22	23	78
0400	21	29	30	22	102
0500	30	47	66	79	222
0600	101	164	178	154	597
0700	202	189	205	217	813
0800	177	210	176	176	739
0900	167	163	146	144	620
1000	143	160	168	152	623
1100	169	134	162	151	616
1200	139	168	164	178	649
1300	172	198	156	141	667
1400	170	182	158	183	693
1500	190	200	213	194	797
1600	253	205	263	213	934
1700	278	277	241	187	983
1800	172	206	178	180	736
1900	149	150	145	99	543
2000	115	102	79	93	389
2100	108	102	77	56	343
2200	92	62	56	49	259
2300	56	41	42	33	172
24-Hour Totals:					11782

Peak Volume Information

	Hour	Volume
A.M.	700	813
P.M.	1630	1031
Daily	1630	1031

Truck Percentage	5.61	NaN	5.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	28	8727	2366	80	395	49	2	55	76	2	0	0	2	0	0	661	11782

Generated by SPS 5.0.45P

County: 86
Station: 9607
Description: I-95 SB On Ramp from Cypress Creek Rd-Westbound
Start Date: 05/27/2015
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	23	17	10	10	60
0100	16	4	7	9	36
0200	1	6	4	3	14
0300	12	22	8	22	64
0400	32	9	12	17	70
0500	22	30	33	59	144
0600	61	85	92	98	336
0700	126	149	139	131	545
0800	119	146	111	107	483
0900	116	86	89	73	364
1000	107	82	83	77	349
1100	93	68	81	75	317
1200	88	79	67	94	328
1300	84	90	91	77	342
1400	82	76	93	96	347
1500	122	134	127	175	558
1600	199	158	151	152	660
1700	179	152	139	127	597
1800	108	148	101	98	455
1900	88	85	74	64	311
2000	60	62	60	51	233
2100	52	34	41	33	160
2200	48	31	32	24	135
2300	39	24	26	25	114
24-Hour Totals:					7022

Peak Volume Information

	Hour	Volume
A.M.	700	545
P.M.	1545	683
Daily	1545	683

Truck Percentage	3.86	NaN	3.86

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	18	5788	945	37	187	7	0	27	12	0	0	0	1	0	0	271	7022

Generated by SPS 5.0.45P

County: 86
Station: 8902
Description: I-95 SB On Ramp from Oakland Blvd - East
Start Date: 05/13/2015
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	49	35	28	18	130
0100	24	20	31	10	85
0200	30	30	18	17	95
0300	11	11	10	11	43
0400	14	22	37	18	91
0500	38	46	61	68	213
0600	112	115	155	153	535
0700	182	210	181	235	808
0800	210	201	175	170	756
0900	145	152	174	157	628
1000	134	168	149	137	588
1100	153	175	150	138	616
1200	154	181	165	148	648
1300	177	205	173	177	732
1400	172	210	209	179	770
1500	174	191	204	195	764
1600	231	198	235	212	876
1700	255	225	176	179	835
1800	158	215	204	184	761
1900	180	153	163	129	625
2000	141	120	134	112	507
2100	114	96	106	106	422
2200	101	103	93	83	380
2300	79	65	74	75	293
24-Hour Totals:					12201

Peak Volume Information

	Hour	Volume
A.M.	715	836
P.M.	1630	927
Daily	1630	927

Truck Percentage	15.07	NaN	15.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	8526	1795	145	347	31	3	1169	114	21	3	0	6	0	6	1839	12201

Generated by SPS 5.0.47P

County: 86
Station: 9917
Description: I-95 SB On Ramp from Oakland Blvd - West
Start Date: 05/20/2015
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	31	29	30	16	106
0100	18	20	20	5	63
0200	10	9	10	15	44
0300	17	17	27	24	85
0400	39	19	27	47	132
0500	38	47	72	87	244
0600	101	128	211	167	607
0700	180	205	239	247	871
0800	196	201	191	148	736
0900	156	147	137	139	579
1000	122	127	136	145	530
1100	140	132	154	142	568
1200	134	123	112	143	512
1300	133	123	158	148	562
1400	149	125	155	154	583
1500	142	143	165	144	594
1600	141	131	164	159	595
1700	158	166	151	129	604
1800	122	128	121	118	489
1900	127	121	94	118	460
2000	99	95	77	102	373
2100	61	96	73	66	296
2200	72	52	72	50	246
2300	43	41	50	34	168
24-Hour Totals:					10047

Peak Volume Information

	Hour	Volume
A.M.	715	887
P.M.	1630	647
Daily	715	887

Truck Percentage 4.46 NaN 4.46

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	38	8216	1339	52	251	21	0	30	72	17	0	0	5	0	6	448	10047

Generated by SPS 5.0.45P

County: 86
Station: 9924
Description: Oakland Blvd, East of 18th Avenue
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	117	75	63	338	164	147	105	113	529	867
0100	54	48	45	46	193	85	80	75	38	278	471
0200	28	33	39	30	130	76	58	45	30	209	339
0300	40	40	69	50	199	35	29	42	26	132	331
0400	65	62	96	92	315	31	38	55	40	164	479
0500	102	153	208	273	736	70	93	84	118	365	1101
0600	278	372	595	633	1878	156	207	226	319	908	2786
0700	568	666	700	657	2591	288	308	356	316	1268	3859
0800	568	490	540	533	2131	337	325	339	406	1407	3538
0900	531	469	518	468	1986	428	452	364	399	1643	3629
1000	463	465	484	495	1907	398	383	469	409	1659	3566
1100	475	478	516	442	1911	435	388	417	443	1683	3594
1200	478	458	531	481	1948	514	491	467	506	1978	3926
1300	493	471	514	444	1922	586	578	499	553	2216	4138
1400	489	534	541	516	2080	446	538	548	623	2155	4235
1500	526	577	532	494	2129	572	616	617	414	2219	4348
1600	432	488	523	481	1924	423	428	440	466	1757	3681
1700	501	466	476	406	1849	403	403	466	460	1732	3581
1800	399	430	400	399	1628	469	549	523	542	2083	3711
1900	388	404	379	349	1520	437	541	427	389	1794	3314
2000	319	289	276	268	1152	394	409	368	346	1517	2669
2100	251	260	244	263	1018	411	333	356	290	1390	2408
2200	228	232	211	159	830	266	328	284	245	1123	1953
2300	158	144	125	112	539	219	262	202	189	872	1411
24-Hour Totals:					32854					31081	63935

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2591	845	1650	715	3908
P.M.	1430	2160	1445	2428	1445	4579
Daily	700	2591	1445	2428	1445	4579

Generated by SPS 5.0.45P

County: 86
Station: 8915
Description: Oakland Blvd, East of 21st Avenue
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	81	109	74	66	330	155	138	109	112	514	844
0100	51	45	48	40	184	83	79	69	37	268	452
0200	29	36	37	30	132	76	53	43	30	202	334
0300	41	37	71	47	196	33	29	36	24	122	318
0400	68	60	94	96	318	29	32	48	38	147	465
0500	103	154	220	259	736	64	77	85	94	320	1056
0600	285	389	625	575	1874	130	168	217	290	805	2679
0700	567	654	662	611	2494	279	293	363	428	1363	3857
0800	557	499	503	515	2074	450	302	333	381	1466	3540
0900	508	464	463	432	1867	362	396	348	368	1474	3341
1000	444	439	455	449	1787	362	360	425	370	1517	3304
1100	440	466	479	409	1794	377	355	388	383	1503	3297
1200	433	431	464	432	1760	456	431	405	418	1710	3470
1300	444	438	477	438	1797	485	502	448	428	1863	3660
1400	467	470	518	445	1900	399	496	474	535	1904	3804
1500	485	500	473	463	1921	459	505	526	405	1895	3816
1600	409	455	482	435	1781	417	406	475	416	1714	3495
1700	469	426	459	389	1743	416	403	455	410	1684	3427
1800	388	435	398	369	1590	436	512	463	465	1876	3466
1900	368	361	361	326	1416	430	475	411	363	1679	3095
2000	295	281	283	256	1115	366	375	370	333	1444	2559
2100	236	267	223	255	981	354	336	353	271	1314	2295
2200	208	226	213	159	806	251	313	281	230	1075	1881
2300	154	143	119	104	520	209	261	201	180	851	1371
24-Hour Totals:					31116					28710	59826

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2494	730	1543	715	4018
P.M.	1430	1948	1445	2025	1445	3928
Daily	700	2494	1445	2025	715	4018

Generated by SPS 5.0.45P

County: 86
Station: 9914
Description: Oakland Blvd East of I-95 NB off Ramp
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	94	84	71	339	120	112	93	71	396	735
0100	53	42	36	41	172	83	69	62	39	253	425
0200	25	32	30	22	109	62	63	40	41	206	315
0300	24	28	31	23	106	25	21	38	24	108	214
0400	37	21	57	76	191	31	31	69	46	177	368
0500	63	84	131	221	499	72	101	123	203	499	998
0600	159	220	315	457	1151	203	306	432	463	1404	2555
0700	408	534	566	509	2017	460	477	477	529	1943	3960
0800	536	514	514	511	2075	501	494	491	463	1949	4024
0900	561	536	487	518	2102	399	467	444	418	1728	3830
1000	432	430	440	485	1787	433	426	447	411	1717	3504
1100	509	454	468	482	1913	433	462	425	409	1729	3642
1200	510	451	468	554	1983	462	505	490	452	1909	3892
1300	503	539	495	444	1981	480	502	387	495	1864	3845
1400	459	491	531	481	1962	488	538	546	511	2083	4045
1500	445	525	530	475	1975	511	544	580	532	2167	4142
1600	518	516	531	563	2128	565	544	551	541	2201	4329
1700	562	504	521	510	2097	573	555	556	520	2204	4301
1800	439	510	510	501	1960	442	505	531	515	1993	3953
1900	406	471	413	420	1710	450	429	423	385	1687	3397
2000	387	396	297	312	1392	370	407	368	338	1483	2875
2100	283	268	276	267	1094	358	282	350	324	1314	2408
2200	214	241	191	188	834	284	305	270	227	1086	1920
2300	158	146	127	114	545	214	213	208	195	830	1375
24-Hour Totals:					32122					32930	65052

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2145	745	2015	715	4129
P.M.	1615	2172	1645	2225	1615	4381
Daily	1615	2172	1645	2225	1615	4381

Generated by SPS 5.0.45P

County: 86
Station: 9920
Description: Oakland Blvd, East of Powerline Rd
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	77	69	71	58	275	117	90	72	70	349	624
0100	51	36	26	38	151	74	54	54	36	218	369
0200	23	26	25	25	99	54	69	35	33	191	290
0300	26	21	24	16	87	19	17	20	25	81	168
0400	25	11	35	57	128	23	19	41	32	115	243
0500	48	56	78	134	316	54	82	106	189	431	747
0600	114	183	260	436	993	208	298	212	346	1064	2057
0700	362	494	537	548	1941	330	353	372	363	1418	3359
0800	535	519	513	506	2073	382	327	398	273	1380	3453
0900	539	536	496	486	2057	348	321	318	374	1361	3418
1000	457	437	454	464	1812	378	372	392	367	1509	3321
1100	487	437	460	466	1850	375	386	376	370	1507	3357
1200	483	437	466	518	1904	442	434	395	399	1670	3574
1300	498	481	486	448	1913	423	408	446	425	1702	3615
1400	448	469	484	524	1925	361	393	307	411	1472	3397
1500	417	480	507	504	1908	449	320	431	456	1656	3564
1600	483	486	484	537	1990	483	455	387	463	1788	3778
1700	525	504	504	472	2005	509	481	442	461	1893	3898
1800	437	481	483	499	1900	392	405	449	432	1678	3578
1900	408	434	400	377	1619	403	368	376	324	1471	3090
2000	372	356	294	275	1297	325	346	345	308	1324	2621
2100	269	252	259	247	1027	263	288	311	268	1130	2157
2200	191	224	199	154	768	268	262	241	226	997	1765
2300	128	139	101	102	470	197	197	221	153	768	1238
24-Hour Totals:					30508					27173	57681

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2139	715	1470	745	3585
P.M.	1645	2070	1645	1895	1645	3965
Daily	730	2139	1645	1895	1645	3965

Generated by SPS 5.0.45P

County: 86
Station: 9923
Description: Oakland Blvd, West of 18th Avenue
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	87	109	67	64	327	155	145	99	120	519	846
0100	50	47	47	41	185	78	81	63	35	257	442
0200	25	39	38	31	133	78	54	40	32	204	337
0300	36	44	64	55	199	31	29	36	25	121	320
0400	62	63	94	97	316	28	34	49	40	151	467
0500	107	156	218	264	745	63	73	88	89	313	1058
0600	275	401	630	567	1873	133	178	222	225	758	2631
0700	567	659	659	612	2497	298	358	357	453	1466	3963
0800	553	496	506	515	2070	431	480	416	371	1698	3768
0900	519	456	460	437	1872	382	376	346	376	1480	3352
1000	440	435	467	441	1783	364	362	426	354	1506	3289
1100	447	463	470	417	1797	380	365	384	386	1515	3312
1200	429	437	467	428	1761	460	432	403	418	1713	3474
1300	452	426	480	444	1802	491	493	454	423	1861	3663
1400	452	481	519	444	1896	430	470	480	518	1898	3794
1500	478	501	468	459	1906	451	507	524	564	2046	3952
1600	422	446	479	436	1783	563	605	617	584	2369	4152
1700	472	423	461	392	1748	566	571	583	512	2232	3980
1800	387	429	404	369	1589	454	512	441	496	1903	3492
1900	362	363	359	324	1408	398	511	385	380	1674	3082
2000	321	270	278	270	1139	375	373	343	353	1444	2583
2100	221	273	239	226	959	353	330	344	279	1306	2265
2200	227	211	214	161	813	251	320	275	227	1073	1886
2300	142	153	125	93	513	209	250	205	177	841	1354
24-Hour Totals:					31114					30348	61462

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2497	745	1780	715	4082
P.M.	1430	1942	1615	2372	1615	4205
Daily	700	2497	1615	2372	1615	4205

Generated by SPS 5.0.47P

County: 86
Station: 8913
Description: Oakland Blvd, West of 21st Avenue
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	77	106	60	60	303	135	132	91	106	464	767
0100	48	44	44	41	177	81	68	62	38	249	426
0200	26	36	39	28	129	66	57	42	29	194	323
0300	34	37	55	44	170	29	22	32	16	99	269
0400	51	49	89	83	272	33	33	46	35	147	419
0500	96	137	213	237	683	61	69	78	80	288	971
0600	270	334	621	551	1776	114	175	196	231	716	2492
0700	536	660	724	638	2558	267	323	327	393	1310	3868
0800	514	487	531	475	2007	401	416	371	357	1545	3552
0900	520	475	441	408	1844	304	370	320	327	1321	3165
1000	395	418	447	427	1687	359	347	395	356	1457	3144
1100	396	440	414	418	1668	384	326	352	353	1415	3083
1200	461	414	438	409	1722	369	388	389	372	1518	3240
1300	443	406	495	467	1811	436	464	442	390	1732	3543
1400	422	482	490	452	1846	395	473	453	493	1814	3660
1500	439	473	432	475	1819	452	494	535	539	2020	3839
1600	375	474	488	459	1796	531	548	538	555	2172	3968
1700	510	445	466	402	1823	536	555	574	545	2210	4033
1800	349	389	389	388	1515	433	477	474	464	1848	3363
1900	392	350	337	310	1389	421	454	413	370	1658	3047
2000	292	282	250	230	1054	335	387	373	313	1408	2462
2100	200	243	207	241	891	396	338	337	249	1320	2211
2200	215	209	182	157	763	265	296	274	226	1061	1824
2300	129	119	115	90	453	210	235	184	164	793	1246
24-Hour Totals:					30156					28759	58915

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2558	745	1581	715	3980
P.M.	1615	1931	1645	2220	1615	4108
Daily	700	2558	1645	2220	1615	4108

Generated by SPS 5.0.47P

County: 86
Station: 9916
Description: Oakland Blvd West of I-95 NB off Ramp
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	113	72	71	336	156	119	105	103	483	819
0100	53	44	44	51	192	80	77	72	47	276	468
0200	33	27	34	23	117	80	78	45	41	244	361
0300	33	31	43	42	149	24	33	44	17	118	267
0400	43	45	84	78	250	29	40	74	48	191	441
0500	72	106	137	210	525	74	92	121	133	420	945
0600	213	311	476	529	1529	192	272	297	351	1112	2641
0700	471	547	553	547	2118	409	513	493	485	1900	4018
0800	542	462	474	471	1949	467	449	427	471	1814	3763
0900	520	463	466	466	1915	446	398	461	357	1662	3577
1000	385	402	432	457	1676	356	433	390	437	1616	3292
1100	478	406	484	440	1808	346	440	453	468	1707	3515
1200	485	433	485	473	1876	496	420	400	473	1789	3665
1300	444	543	462	407	1856	423	471	435	416	1745	3601
1400	436	471	499	465	1871	418	461	485	489	1853	3724
1500	434	504	530	442	1910	452	457	421	476	1806	3716
1600	437	399	483	470	1789	472	491	487	452	1902	3691
1700	431	395	440	400	1666	526	471	449	462	1908	3574
1800	311	345	352	385	1393	420	441	415	380	1656	3049
1900	316	418	336	360	1430	374	389	341	393	1497	2927
2000	320	320	285	298	1223	305	329	289	274	1197	2420
2100	266	274	272	243	1055	296	221	239	237	993	2048
2200	233	220	224	179	856	221	229	228	224	902	1758
2300	156	142	107	109	514	217	256	203	217	893	1407
24-Hour Totals:					30003					29684	59687

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2189	715	1958	715	4147
P.M.	1230	1945	1615	1956	1430	3785
Daily	715	2189	715	1958	715	4147

Generated by SPS 5.0.45P

County: 86
Station: 9918
Description: Oakland Blvd West of I-95 SB off Ramp
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	78	119	69	61	327	156	132	105	113	506	833
0100	51	46	43	42	182	84	77	65	32	258	440
0200	31	32	39	30	132	73	60	44	29	206	338
0300	39	43	66	52	200	33	30	37	25	125	325
0400	62	62	93	94	311	29	33	58	46	166	477
0500	101	150	195	263	709	70	85	82	93	330	1039
0600	290	375	578	613	1856	138	195	236	269	838	2694
0700	565	640	664	653	2522	341	418	424	492	1675	4197
0800	576	492	540	499	2107	481	487	454	417	1839	3946
0900	509	457	503	467	1936	394	428	366	415	1603	3539
1000	459	443	479	492	1873	394	378	434	396	1602	3475
1100	480	459	508	438	1885	404	377	401	421	1603	3488
1200	494	438	515	484	1931	496	455	456	446	1853	3784
1300	501	495	507	440	1943	527	508	472	476	1983	3926
1400	471	531	566	488	2056	438	484	509	544	1975	4031
1500	538	559	547	477	2121	509	546	532	556	2143	4264
1600	443	457	539	488	1927	587	607	612	591	2397	4324
1700	526	484	454	420	1884	592	530	572	479	2173	4057
1800	378	440	402	406	1626	392	514	486	463	1855	3481
1900	393	393	381	341	1508	406	492	409	353	1660	3168
2000	321	297	273	268	1159	386	377	339	349	1451	2610
2100	243	250	251	253	997	368	313	330	299	1310	2307
2200	235	235	212	171	853	253	324	263	231	1071	1924
2300	153	142	123	111	529	206	254	202	193	855	1384
24-Hour Totals:					32574					31477	64051

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2533	745	1914	715	4348
P.M.	1430	2151	1615	2402	1615	4412
Daily	715	2533	1615	2402	1615	4412

Generated by SPS 5.0.47P

County: 86
Station: 9919
Description: Oakland Blvd, West of Powerline Rd
Start Date: 05/13/2015
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	94	84	71	339	120	112	93	71	396	735
0100	53	42	36	41	172	83	69	62	39	253	425
0200	25	32	30	22	109	62	63	40	41	206	315
0300	24	28	31	23	106	25	21	38	24	108	214
0400	37	21	57	76	191	31	31	69	46	177	368
0500	63	84	131	221	499	72	101	123	143	439	938
0600	259	300	315	457	1331	203	266	342	363	1174	2505
0700	408	424	356	359	1547	390	477	477	529	1873	3420
0800	366	414	514	511	1805	501	494	491	463	1949	3754
0900	561	536	487	518	2102	399	467	444	418	1728	3830
1000	432	430	440	485	1787	433	426	447	411	1717	3504
1100	509	454	468	482	1913	433	462	425	409	1729	3642
1200	510	451	468	554	1983	462	505	490	452	1909	3892
1300	503	539	495	444	1981	480	502	387	495	1864	3845
1400	459	491	531	481	1962	488	538	546	511	2083	4045
1500	445	525	530	355	1855	511	544	580	532	2167	4022
1600	348	366	351	333	1398	565	544	551	541	2201	3599
1700	342	314	411	360	1427	573	555	556	520	2204	3631
1800	439	390	390	501	1720	442	505	531	515	1993	3713
1900	406	471	413	420	1710	450	429	423	385	1687	3397
2000	387	396	297	312	1392	370	407	368	338	1483	2875
2100	283	268	276	267	1094	358	282	350	324	1314	2408
2200	214	241	191	188	834	284	305	270	227	1086	1920
2300	158	146	127	114	545	214	213	208	195	830	1375
24-Hour Totals:					29802					32570	62372

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	2122	745	2015	830	3942
P.M.	1245	2091	1645	2225	1445	4127
Daily	830	2122	1645	2225	1445	4127

Generated by SPS 5.0.45P

County: 86
Station: 9937
Description: Powerline Rd , North of Commerical Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	32	34	36	14	116	40	42	38	26	146	262
0100	28	23	18	11	80	29	29	22	30	110	190
0200	11	10	20	6	47	25	17	29	22	93	140
0300	15	11	16	11	53	29	21	17	11	78	131
0400	18	19	30	48	115	17	29	20	19	85	200
0500	38	75	90	130	333	42	26	57	159	284	617
0600	121	172	231	290	814	219	261	265	289	1034	1848
0700	315	346	359	441	1461	242	327	410	304	1283	2744
0800	396	430	405	400	1631	323	351	316	275	1265	2896
0900	283	288	279	269	1119	258	272	284	269	1083	2202
1000	259	284	270	283	1096	241	291	263	238	1033	2129
1100	242	277	335	302	1156	261	270	272	287	1090	2246
1200	321	329	328	347	1325	323	322	355	275	1275	2600
1300	366	347	344	352	1409	326	301	332	336	1295	2704
1400	322	340	321	349	1332	298	322	365	297	1282	2614
1500	336	362	354	310	1362	371	354	362	366	1453	2815
1600	330	353	391	390	1464	384	383	360	386	1513	2977
1700	345	368	400	371	1484	510	428	498	353	1789	3273
1800	320	461	345	304	1430	390	376	423	391	1580	3010
1900	265	227	245	238	975	334	284	269	230	1117	2092
2000	182	191	197	169	739	192	209	187	146	734	1473
2100	169	158	138	120	585	167	139	166	137	609	1194
2200	95	100	92	91	378	132	90	93	77	392	770
2300	73	49	55	35	212	86	66	64	46	262	474
24-Hour Totals:					20716					20885	41601

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1672	730	1388	730	3014
P.M.	1730	1552	1645	1822	1645	3325
Daily	745	1672	1645	1822	1645	3325

Generated by SPS 5.0.45P

County: 86
Station: 9921
Description: Powerline Rd , North of Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	36	36	35	21	128	39	21	32	12	104	232
0100	24	12	19	8	63	18	20	18	15	71	134
0200	11	13	11	10	45	20	17	11	7	55	100
0300	9	8	9	12	38	18	9	14	5	46	84
0400	20	13	32	38	103	12	19	19	13	63	166
0500	57	65	95	163	380	37	29	58	81	205	585
0600	129	120	145	159	553	105	123	169	186	583	1136
0700	157	195	220	254	826	164	145	211	219	739	1565
0800	228	255	237	216	936	229	133	217	178	757	1693
0900	191	158	180	175	704	206	231	206	206	849	1553
1000	140	156	126	166	588	106	154	154	173	587	1175
1100	142	133	188	171	634	155	159	215	171	700	1334
1200	177	161	172	192	702	150	180	151	157	638	1340
1300	177	168	183	169	697	164	254	229	227	874	1571
1400	168	163	219	204	754	232	222	258	222	934	1688
1500	201	214	191	211	817	206	202	225	228	861	1678
1600	208	227	238	283	956	225	222	214	221	882	1838
1700	314	327	306	310	1257	200	196	217	221	834	2091
1800	239	299	196	187	921	253	223	185	324	985	1906
1900	161	152	165	137	615	151	153	150	122	576	1191
2000	105	136	109	115	465	121	148	114	103	486	951
2100	122	89	94	119	424	95	88	122	96	401	825
2200	97	83	84	88	352	90	100	69	58	317	669
2300	80	67	46	40	233	56	58	54	41	209	442
24-Hour Totals:					13191					12756	25947

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	974	830	832	745	1772
P.M.	1700	1257	1800	985	1700	2091
Daily	1700	1257	1800	985	1700	2091

Generated by SPS 5.0.45P

County: 86
Station: 9938
Description: Powerline Rd , South of Commerical Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	28	18	13	84	39	36	28	24	127	211
0100	16	16	16	11	59	23	25	14	21	83	142
0200	7	7	13	10	37	15	16	14	10	55	92
0300	9	4	8	9	30	15	12	12	7	46	76
0400	10	9	17	20	56	13	21	17	18	69	125
0500	28	41	41	121	231	33	33	60	61	187	418
0600	140	151	195	230	716	60	92	96	157	405	1121
0700	215	224	259	270	968	158	208	249	242	857	1825
0800	242	244	270	207	963	227	245	207	192	871	1834
0900	142	179	178	154	653	185	171	181	168	705	1358
1000	138	162	134	162	596	145	194	143	152	634	1230
1100	129	148	161	180	618	157	158	177	167	659	1277
1200	145	157	174	159	635	194	190	189	172	745	1380
1300	137	181	194	182	694	196	172	200	186	754	1448
1400	134	186	206	170	696	177	192	220	184	773	1469
1500	159	233	207	208	807	186	217	234	229	866	1673
1600	255	264	254	282	1055	186	233	253	241	913	1968
1700	219	228	216	229	892	294	326	335	266	1221	2113
1800	210	227	236	171	844	299	360	271	279	1209	2053
1900	153	130	119	109	511	247	175	170	148	740	1251
2000	103	107	96	97	403	133	126	97	123	479	882
2100	86	89	66	74	315	118	105	122	96	441	756
2200	87	76	68	57	288	81	87	64	55	287	575
2300	57	45	26	21	149	61	46	42	43	192	341
24-Hour Totals:					12300					13318	25618

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1026	730	963	730	1978
P.M.	1600	1055	1730	1260	1730	2142
Daily	1600	1055	1730	1260	1730	2142

Generated by SPS 5.0.45P

County: 86
Station: 9922
Description: owerline Rd , South of Oakland Blvd
Start Date: 05/13/2015
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	39	30	25	134	33	29	29	20	111	245
0100	23	19	16	9	67	22	19	17	18	76	143
0200	12	6	16	14	48	16	11	15	7	49	97
0300	11	8	18	16	53	11	10	16	11	48	101
0400	8	15	29	30	82	9	10	12	20	51	133
0500	49	54	62	105	270	21	16	36	42	115	385
0600	117	130	193	211	651	52	80	115	105	352	1003
0700	223	274	237	255	989	155	200	225	245	825	1814
0800	221	248	171	222	862	260	230	217	213	920	1782
0900	246	221	151	158	776	204	169	181	173	727	1503
1000	157	166	153	158	634	163	150	132	162	607	1241
1100	149	154	188	173	664	178	153	180	142	653	1317
1200	187	185	181	166	719	172	187	165	185	709	1428
1300	183	151	166	154	654	166	202	180	147	695	1349
1400	153	151	177	181	662	190	165	185	223	763	1425
1500	151	206	207	200	764	174	207	212	216	809	1573
1600	172	175	227	278	852	188	227	233	243	891	1743
1700	259	256	256	235	1006	225	282	265	261	1033	2039
1800	220	201	206	248	875	231	281	288	289	1089	1964
1900	194	176	218	162	750	240	211	179	167	797	1547
2000	161	152	145	163	621	165	164	138	121	588	1209
2100	143	141	136	128	548	135	116	133	111	495	1043
2200	142	105	93	83	423	103	104	79	67	353	776
2300	105	80	48	40	273	82	58	68	53	261	534
24-Hour Totals:					13377					13017	26394

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	989	730	960	730	1921
P.M.	1645	1049	1800	1089	1645	2064
Daily	1645	1049	1815	1098	1645	2064

Generated by SPS 5.0.45P

County: 86
Station: 0005
Description: CYPRESS CREEK PARK N RIDE I-95 SB ON RAMP
Start Date: 05/04/2016
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	0	0	1	2	3
0100	0	6	0	1	7
0200	0	0	0	0	0
0300	0	0	0	0	0
0400	0	0	1	0	1
0500	2	0	1	4	7
0600	5	6	9	6	26
0700	6	4	7	6	23
0800	8	2	7	6	23
0900	3	3	1	1	8
1000	4	3	0	2	9
1100	9	2	5	5	21
1200	9	8	6	2	25
1300	7	5	3	9	24
1400	6	5	6	4	21
1500	6	12	8	9	35
1600	31	17	39	29	116
1700	85	62	66	18	231
1800	18	22	9	12	61
1900	6	8	4	3	21
2000	1	1	1	3	6
2100	1	1	0	3	5
2200	1	4	0	0	5
2300	0	1	1	0	2
24-Hour Totals:					680

Peak Volume Information

	Hour	Volume
A.M.	715	25
P.M.	1645	242
Daily	1645	242

Truck Percentage	6.32	NaN	6.32

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	1	533	103	1	42	0	0	0	0	0	0	0	0	0	0	43	680

Generated by SPS 5.0.45P

County: 86
Station: 0001
Description: I-95 NB OFF RAMP TO CYPRESS CREEK PARK N RIDE
Start Date: 05/04/2016
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	2	1	0	4	7
0100	1	1	1	4	7
0200	1	1	0	0	2
0300	0	1	1	0	2
0400	2	1	1	4	8
0500	2	4	5	5	16
0600	7	10	16	29	62
0700	28	17	19	22	86
0800	32	46	34	30	142
0900	63	40	24	27	154
1000	17	20	25	11	73
1100	17	16	22	17	72
1200	18	16	18	15	67
1300	13	18	22	16	69
1400	16	24	18	22	80
1500	7	13	14	27	61
1600	23	22	23	21	89
1700	18	20	12	22	72
1800	20	6	8	5	39
1900	14	39	13	2	68
2000	7	7	10	8	32
2100	3	1	11	5	20
2200	4	3	8	3	18
2300	4	4	4	1	13
24-Hour Totals:					1259

Peak Volume Information

	Hour	Volume
A.M.	815	173
P.M.	1545	95
Daily	815	173

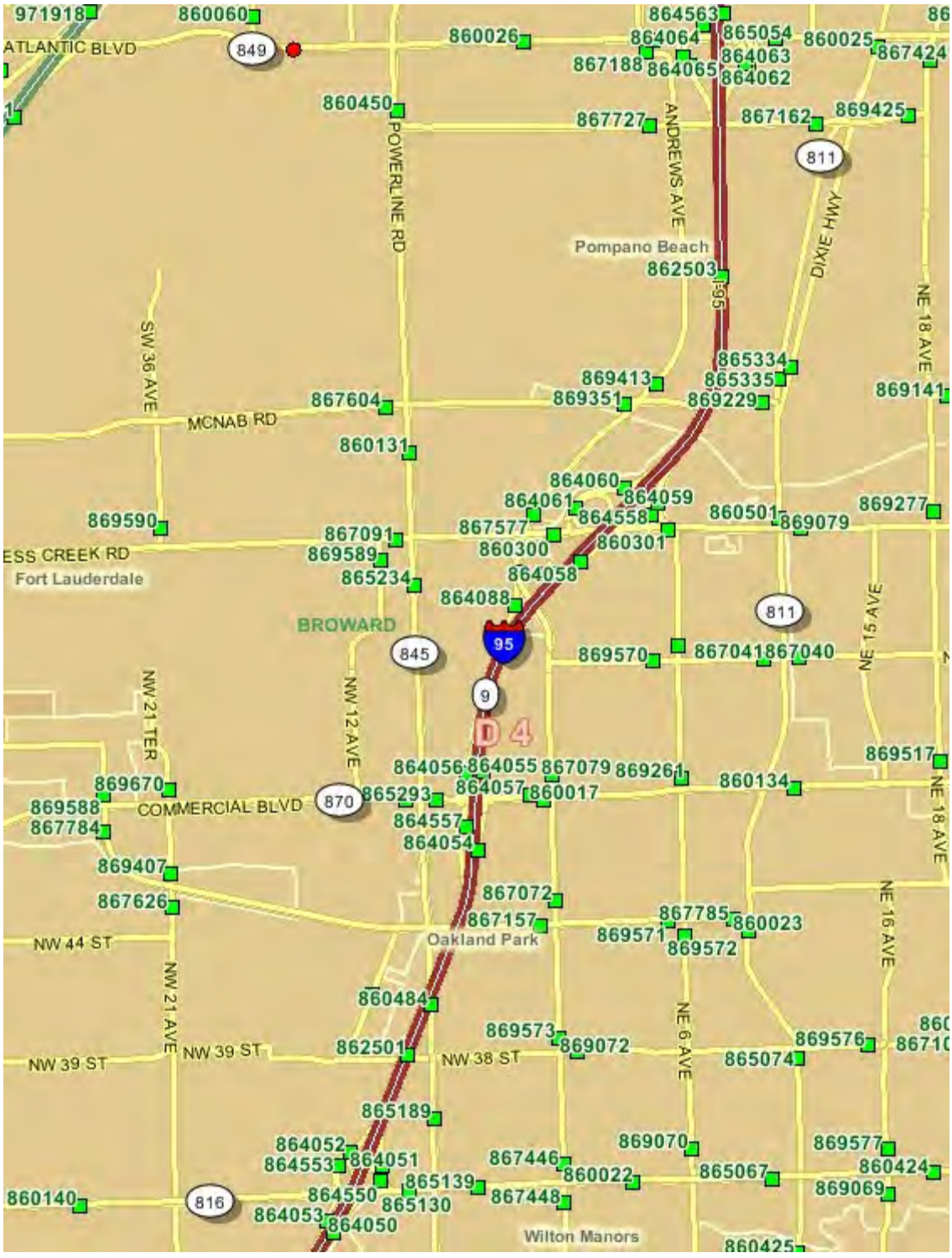
Truck Percentage	5.08	NaN	5.08

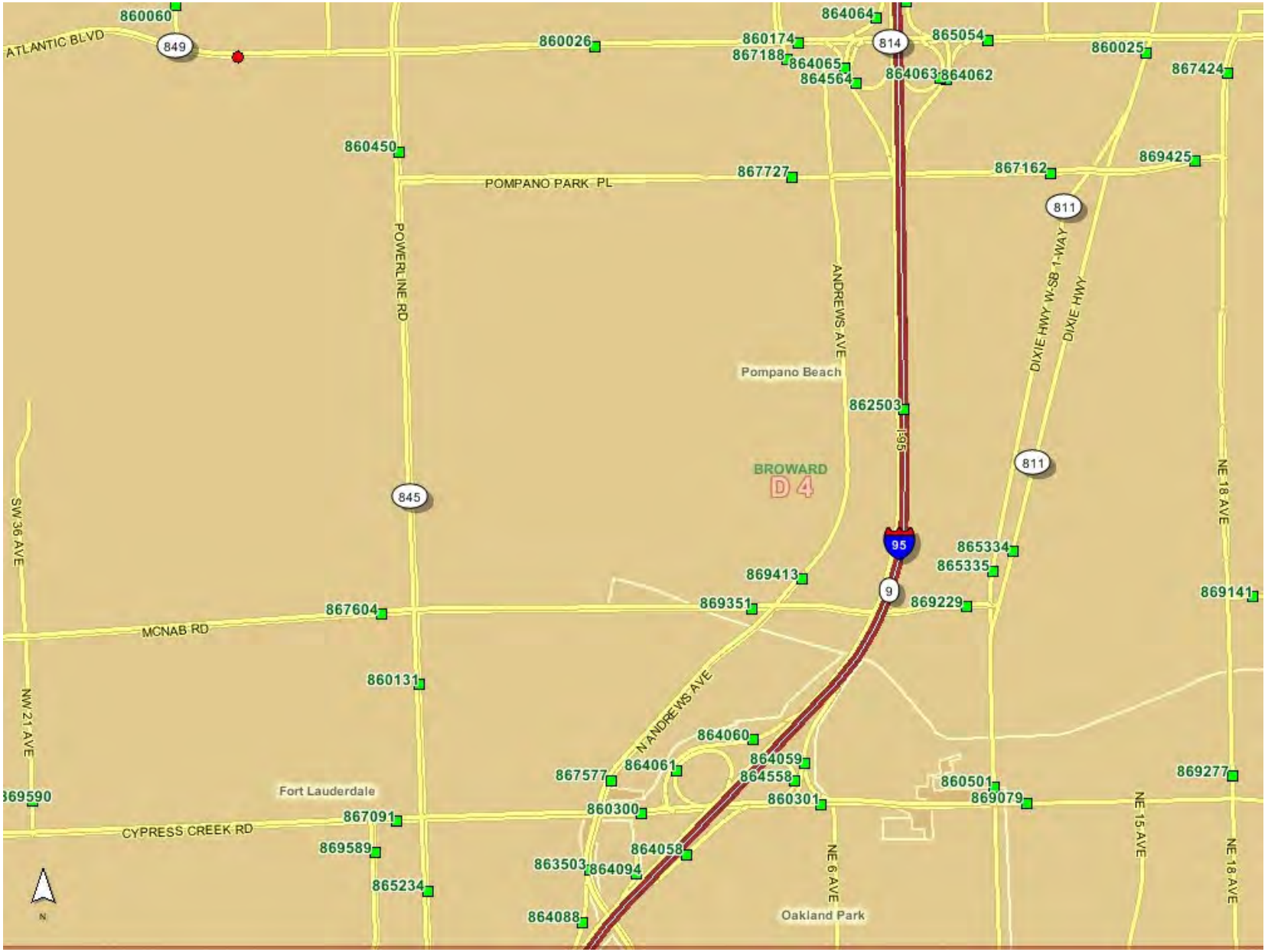
Classification Summary Database

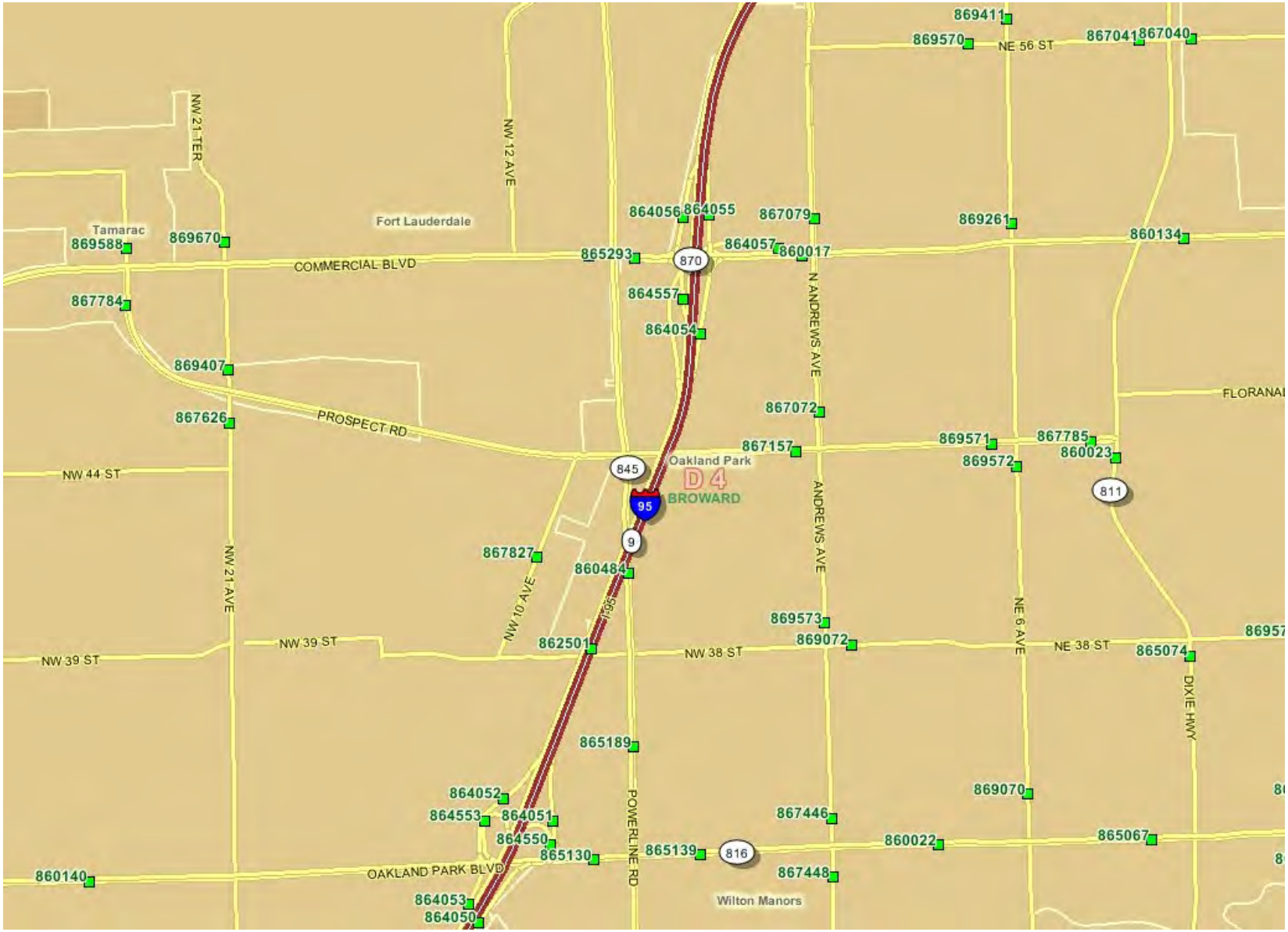
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	2	953	240	5	53	3	0	3	0	0	0	0	0	0	0	64	1259

Generated by SPS 5.0.45P

Attachment B
Historical Data


971918
860060
ATLANTIC BLVD
849
860026
864563
865054
864064
864063
860025
867424
867188
864065
864062
860450
867727
867162
869425
POWERLINE RD
ANDREWS AVE
811
DIXIE HWY
Pompano Beach
862503
95
NE 18 AVE
SW 36 AVE
865334
865335
869413
869351
869229
869141
867604
MCNAB RD
860131
864060
864059
864061
864558
860501
869277
869590
867091
867577
869079
860300
860301
ESS CREEK RD
869589
Fort Lauderdale
865234
864058
864088
811
BROWARD
845
95
869570
867041
867040
NE 15 AVE
NW 21 TER
NW 12 AVE
9
D 4
869517
864056
864055
867079
869261
860134
869670
865293
864057
860017
NE 18 AVE
869588
COMMERCIAL BLVD
870
867784
864557
864054
869407
867072
867626
867785
860023
867157
869571
NW 44 ST
Oakland Park
869572
NE 16 AVE
860484
NE 6 AVE
869573
869576
NW 21 AVE
NW 39 ST
862501
869072
NW 38 ST
865074
NW 39 ST
865189
869070
869577
864052
867446
865067
860424
864553
864051
865139
860022
869069
860140
816
864550
865130
867448
864053
864050
Wilton Manors
860425


860060
ATLANTIC BLVD
849
860026
860174
867188
864064
814
865054
860025
867424
864065
864564
864063
864062
860450
867727
POMPANO PARK PL
867162
869425
811
POWERLINE RD
ANDREWS AVE
DIXIE HWY W-SB 1-WAY
DIXIE HWY
Pompano Beach
862503
I-95
BROWARD
D 4
845
811
NE 18 AVE
SW 36 AVE
95
865334
865335
869413
9
869141
867604
869351
869229
MCNAB RD
860131
N ANDREWS AVE
NW 21 AVE
864060
864059
867577
864061
864558
869277
860501
869590
Fort Lauderdale
860300
860301
869079
867091
CYPRESS CREEK RD
NE 15 AVE
869589
864058
NE 18 AVE
863503
864094
NE 6 AVE
865234
Oakland Park
864088
N


869411
869570
NE 56 ST
867041
867040
NW 21 TER
NW 12 AVE
Fort Lauderdale
Tamarac
869588
869670
864056
864055
867079
869261
860134
COMMERCIAL BLVD
865293
870
864057
860017
867784
864557
864054
869407
PROSPECT RD
867626
867072
FLORANA
867157
869571
867785
860023
869572
NW 44 ST
845
Oakland Park
D 4
BROWARD
811
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867827
860484
NW 21 AVE
NW 10 AVE
869573
NW 39 ST
862501
NW 38 ST
869072
NE 38 ST
865074
NE 6 AVE
DIXIE HWY
865189
869070
864052
864553
864051
867446
POWERLINE RD
864550
860022
865067
865130
865139
816
860140
OAKLAND PARK BLVD
867448
864053
Wilton Manors
864050

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0017 - SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	61500 C	E 30500	W 31000	9.00	54.20	3.70
2013	62000 C	E 31000	W 31000	9.00	53.60	3.90
2012	64000 C	E 31500	W 32500	9.00	52.20	3.90
2011	55000 C	E 26500	W 28500	9.00	52.50	2.30
2010	52500 C	E 26500	W 26000	8.35	52.69	2.30
2009	63000 C	E 31500	W 31500	8.53	53.89	2.30
2008	60500 C	E 30000	W 30500	8.81	54.16	2.80
2007	65000 C	E 32000	W 33000	8.63	55.75	2.80
2006	62000 C	E 30500	W 31500	8.40	55.34	2.70
2005	59500 C	E 28500	W 31000	8.20	51.70	2.70
2004	61000 C	E 31500	W 29500	9.10	55.30	2.70
2003	60500 C	E 30000	W 30500	8.60	57.50	3.50
2002	66500 C	E 32000	W 34500	8.70	56.40	2.40
2001	61000 C	E 31000	W 30000	9.00	60.20	3.50
2000	63500 C	E 32500	W 31000	8.90	57.80	2.90
1999	63500 C	E 32500	W 31000	9.60	62.50	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0300 - CYPRESS CREEK RD - W OF SR 9/I-95 W OF ANDREWS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	52000 C	E 26000	W 26000	9.00	54.20	3.50
2013	44000 C	E 21500	W 22500	9.00	53.60	6.60
2012	49500 C	E 25000	W 24500	9.00	52.20	2.20
2011	48000 C	E 23500	W 24500	9.00	52.50	2.00
2010	50000 C	E 26000	W 24000	8.35	52.69	2.10
2009	52500 C	E 26000	W 26500	8.53	53.89	2.10
2008	53000 C	E 26000	W 27000	8.81	54.16	5.40
2007	52500 C	E 26000	W 26500	8.63	55.75	2.60
2006	51000 C	E 25000	W 26000	8.40	55.34	3.30
2005	48000 C	E 24000	W 24000	8.20	51.70	4.30
2004	46500 C	E 23500	W 23000	9.10	55.30	4.30
2003	50500 C	E 26000	W 24500	8.60	57.50	4.30
2002	44500 C	E 23000	W 21500	8.70	56.40	2.40
2001	39000 C	E 19500	W 19500	9.00	60.20	3.80
2000	41500 C	E 20500	W 21000	8.90	57.80	2.90
1999	38000 C	E 18000	W 20000	9.60	62.50	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0301 - CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	43000 C	E 22000	W 21000	9.00	54.20	6.30
2013	38000 C	E 19000	W 19000	9.00	53.60	6.60
2012	38000 C	E 19500	W 18500	9.00	52.20	6.80
2011	35000 C	E 18000	W 17000	9.00	52.50	6.80
2010	34000 C	E 17000	W 17000	8.35	52.69	6.80
2009	36000 C	E 18000	W 18000	8.53	53.89	3.90
2008	41000 C	E 20500	W 20500	8.81	54.16	3.90
2007	39000 C	E 19000	W 20000	8.63	55.75	2.40
2006	38000 C	E 19000	W 19000	8.40	55.34	3.30
2005	39500 C	E 19000	W 20500	8.20	51.70	6.10
2004	37500 C	E 19000	W 18500	9.10	55.30	6.10
2003	37500 C	E 19000	W 18500	8.60	57.50	6.10
2002	37500 C	E 19000	W 18500	8.70	56.40	2.40
2001	40500 C	E 20000	W 20500	9.00	60.20	3.80
2000	39500 C	E 20500	W 19000	8.90	57.80	2.90
1999	35500 C	E 18000	W 17500	9.60	62.50	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0501 - SR 811/DIXIE HWY - N OF NW 62 ST/CYPRESS CR RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	20500 C	N 9500	S 11000	9.00	54.20	5.10
2013	19300 C	N 9300	S 10000	9.00	53.60	5.10
2012	19900 C	N 9900	S 10000	9.00	52.20	4.90
2011	18500 C	N 9000	S 9500	9.00	52.50	4.90
2010	19000 C	N 9100	S 9900	8.35	52.69	4.90
2009	19400 C	N 9400	S 10000	8.53	53.89	4.30
2008	23500 C	N 11500	S 12000	8.81	54.16	4.30
2007	21500 C	N 10500	S 11000	8.63	55.75	4.70
2006	22500 C	N 11000	S 11500	8.40	55.34	4.40
2005	22500 C	N 11000	S 11500	8.20	51.70	4.90
2004	21500 C	N 10500	S 11000	9.10	55.30	4.90
2003	21000 C	N 10500	S 10500	8.60	57.50	4.90
2002	22000 C	N 11000	S 11000	8.70	56.40	4.50
2001	22500 C	N 11000	S 11500	9.00	60.20	4.40
2000	21000 C	N 10000	S 11000	8.90	57.80	4.20
1999	20300 C	N 9800	S 10500	9.60	62.50	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2501 - SR 9 / I-95 - S OF SR 870/COMMERCIAL BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	266000 C	N 134000	S 132000	8.00	50.90	6.80
2013	271000 C	N 134000	S 137000	8.00	50.60	8.20
2012	256000 C	N 130000	S 126000	8.00	50.70	6.50
2011	264000 C	N 134000	S 130000	8.00	50.80	6.50
2010	270000 C	N 136000	S 134000	7.47	50.42	6.50
2009	267000 C	N 134000	S 133000	7.63	50.58	4.30
2008	277000 C	N 137000	S 140000	7.59	51.31	4.30
2007	268000 C	N 133000	S 135000	7.35	50.95	5.10
2006	261000 C	N 124000	S 137000	7.10	50.81	5.90
2005	268000 C	N 132000	S 136000	8.80	55.40	12.80
2004	262000 C	N 131000	S 131000	7.70	50.90	6.50
2003	259000 C	N 127000	S 132000	7.80	51.50	6.70
2002	260000 C	N 128000	S 132000	7.80	51.20	9.70
2001	271000 C	N 136000	S 135000	7.40	50.80	5.20
2000	265000 C	N 133000	S 132000	7.60	51.00	5.30
1999	257000 C	N 129000	S 128000	9.90	54.40	7.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2502 - SR 9 / I-95 - S OF CYPRESS CREEK RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	241000 S	N 120000	S 121000	8.00	50.90	5.60
2013	239000 F	N 119000	S 120000	8.00	50.60	5.20
2012	239000 C	N 119000	S 120000	8.00	50.70	6.40
2011	235000 C	N 120000	S 115000	8.00	50.80	6.40
2010	222000 C	N 114000	S 108000	7.47	50.42	6.40
2009	225000 C	N 118000	S 107000	7.63	50.58	6.70
2008	276000 C	N 138000	S 138000	7.59	51.31	6.70
2007	248000 C	N 123000	S 125000	7.35	50.95	5.10
2006	260000 S	N 128000	S 132000	7.10	50.81	5.90
2005	260000 F	N 128000	S 132000	8.80	55.40	12.80
2004	260000 C	N 128000	S 132000	7.70	50.90	6.50
2003	260000 C	N 131000	S 129000	7.80	51.50	6.70
2002	250000 C	N 124000	S 126000	7.80	51.20	9.70
2001	256000 C	N 128000	S 128000	7.40	50.80	5.20
2000	249000 C	N 125000	S 124000	7.60	51.00	5.30
1999	233000 C	N 116000	S 117000	9.90	54.40	7.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2503 - SR 9 / I-95 - S OF SR 814/ATLANTIC BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	237000 F	N 116000	S 121000	8.00	50.90	7.20
2013	235000 C	N 115000	S 120000	8.00	50.60	7.20
2012	231000 C	N 116000	S 115000	8.00	50.70	4.30
2011	235000 C	N 118000	S 117000	8.00	50.80	4.30
2010	230000 C	N 123000	S 107000	7.47	50.42	4.40
2009	221000 C	N 109000	S 112000	7.63	50.58	5.60
2008	250000 C	N 124000	S 126000	7.59	51.31	5.70
2007	246000 F	N 122000	S 124000	7.35	50.95	5.10
2006	246000 C	N 122000	S 124000	7.10	50.81	5.90
2005	244000 C	N 122000	S 122000	8.80	55.40	12.80
2004	239000 C	N 122000	S 117000	7.70	50.90	6.50
2003	246000 C	N 125000	S 121000	7.80	51.50	6.70
2002	231000 C	N 114000	S 117000	7.80	51.20	9.70
2001	239000 C	N 121000	S 118000	7.40	50.80	5.20
2000	238000 C	N 119000	S 119000	7.60	51.00	5.30
1999	230000 C	N 117000	S 113000	9.90	54.40	7.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 3503 - N ANDREWS AVE SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	24700 C	N 7700	S 17000	9.00	54.20	4.30
2013	26000 C	N 8000	S 18000	9.00	53.60	4.00
2012	27100 C	N 7600	S 19500	9.00	52.20	5.60
2011	27500 C	N 7500	S 20000	9.00	52.50	5.10
2010	26900 C	N 6900	S 20000	8.35	52.69	5.10
2009	25600 C	N 6600	S 19000	8.53	53.89	4.50
2008	21200 C	N 7200	S 14000	8.81	54.16	4.30
2007	30300 C	N 8300	S 22000	8.63	55.75	4.40
2006	15100 C	N 8100	S 7000	8.40	55.34	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4054 - I-95 NB OFF RAMP TO SR-870/COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	22000	F			9.00	99.90	5.20
2013	22000	C	N 22000	0	9.00	99.90	6.60
2012	23500	F	0	0	9.00	99.90	5.20
2011	23500	C	N 23500	0	9.00	99.90	4.00
2010	24000	F	0	0	7.47	99.99	2.10
2009	24000	C	N 24000	0	7.63	99.99	4.00
2003	24000	C	N 24000		7.80	99.90	3.80
2001	27000	F	N		7.40	50.80	3.80
2000	27000	C	N 27000		7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4055 - I-95 NB ON RAMP FROM SR-870/COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	14000	F			9.00	99.90	5.20
2013	14000	C	N 14000	0	9.00	99.90	6.60
2012	15500	F	0	0	9.00	99.90	5.20
2011	15500	C	N 15500	0	9.00	99.90	4.00
2010	14500	F	0	0	7.47	99.99	2.10
2009	14500	C	N 14500	0	7.63	99.99	4.00
2003	16500	C	N 16500		7.80	99.90	3.80
2001	17500	F	N		7.40	50.80	3.80
2000	17500	C	N 17500		7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 4056 - I-95 SB OFF RAMP TO SR-870/COMMERCIAL BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	14500 F			9.00	99.90	5.20
2013	14500 C	S 14500	0	9.00	99.90	6.60
2012	16000 F	0	0	9.00	99.90	5.20
2011	16000 C	S 16000	0	9.00	99.90	4.00
2010	15000 F	0	0	7.47	99.99	2.10
2009	15000 C	S 15000	0	7.63	99.99	4.00
2003	16000 C	S 16000	0	7.80	99.90	3.80
2001	18000 F	S		7.40	50.80	3.80
2000	18000 C	S 18000	0	7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4057 - I-95 SB ON RAMP FROM EB SR-870/COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	14000	F			9.00	99.90	5.20
2013	14000	C	S 14000	0	9.00	99.90	6.60
2012	11500	F	0	0	9.00	99.90	5.20
2011	11500	C	S 11500	0	9.00	99.90	4.00
2010	13000	F	0	0	7.47	99.99	2.10
2009	13000	C	S 13000	0	7.63	99.99	4.00
2003	11500	C	S 11500	0	7.80	99.90	3.80
2001	16000	F	S		7.40	50.80	3.80
2000	16000	C	S 16000	0	7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 86 - BROWARD

SITE: 4058 - I-95 NB OFF RAMP TO EB CYPRESS CREEK RD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	7600 F			9.00	99.90	5.20
2013	7500 C	N 7500	0	9.00	99.90	6.60
2012	7900 F	0	0	9.00	99.90	5.20
2011	7900 C	N 7900	0	9.00	99.90	4.00
2010	8300 F	0	0	7.47	99.99	2.10
2009	8300 C	N 8300	0	7.63	99.99	4.00
2003	6900 C	N 6900		7.80	99.90	3.80
2001	8400 F	N		7.40	50.80	3.80
2000	8400 C	N 8400		7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 4059 - I-95 NB RAMP FM CYPRESS CR. RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	11000 F			9.00	99.90	5.20
2013	11000 C	N 11000	0	9.00	99.90	6.60
2012	12500 F	0	0	9.00	99.90	5.20
2011	12500 C	N 12500	0	9.00	99.90	4.00
2010	13000 F	0	0	7.47	99.99	2.10
2009	13000 C	N 13000	0	7.63	99.99	4.00
2003	14500 C	N 14500		7.80	99.90	3.80
2001	15000 F	N		7.40	50.80	3.80
2000	15000 C	N 15000		7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 4060 - I-95 SB OFF RAMP TO CYPRESS CR.RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	12500 F			9.00	99.90	5.20
2013	12500 C	S 12500	0	9.00	99.90	6.60
2012	12500 F	0	0	9.00	99.90	5.20
2011	12500 C	S 12500	0	9.00	99.90	4.00
2010	15500 F	0	0	7.47	99.99	2.10
2009	15500 C	S 15500	0	7.63	99.99	4.00
2003	16000 C	S 16000	0	7.80	99.90	3.80
2001	15000 F	S		7.40	50.80	3.80
2000	15000 C	S 15000	0	7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 4061 - I-95 SB ON RAMP FROM WB CYPRESS CREEK RD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	5500 F			9.00	99.90	5.20
2013	5500 C	S 5500	0	9.00	99.90	6.60
2012	6400 F	0	0	9.00	99.90	5.20
2011	6400 C	S 6400	0	9.00	99.90	4.00
2010	6300 F	0	0	7.47	99.99	2.10
2009	6300 C	S 6300	0	7.63	99.99	4.00
2003	6700 C	S 6700	0	7.80	51.50	3.80
2001	6000 F	S		7.40	50.80	3.80
2000	6000 C	S 6000	0	7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 4088 - RAMP FROM N.ANDREWS AVE. TO S.B. I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	14500 F			9.00	99.90	3.90
2013	14500 C	S 14500	0	9.00	99.90	
2012	14000 F	0	0	9.00	99.90	
2011	14000 C	S 14000	0	9.00	99.90	5.20
2010	13500 F	0	0	7.47	99.99	3.70
2009	13500 C	S 13500	0	7.63	99.99	2.90
2003	15500 C	S 15500	0	7.80	99.90	4.20
2001	16000 F	S		7.40	50.80	3.90
2000	16000 C	S 16000	0	7.60	51.00	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 4094 - I-95 SB ON RAMP FROM CYPRESS CREEK RD/PARK-N-RIDE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	650	F				9.00	99.90	5.20
2013	650	C	S	650	0	9.00	99.90	6.60
2012	700	F		0	0	9.00	99.90	5.20
2011	700	C	S	700	0	9.00	99.90	4.00
2010	650	F		0	0	7.47	99.99	2.10
2009	650	C	S	650	0	7.63	99.99	4.00
2003	550	C	S	550	0	7.80	99.90	3.80
2001	1100	F	S			7.40	50.80	3.80
2000	1100	C	S	1100	0	7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 4557 - I-95 SB ON RAMP FROM WB SR-870/COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	11500	F			9.00	99.90	5.20
2013	11500	C	S 11500	0	9.00	99.90	6.60
2012	11500	F	0	0	9.00	99.90	5.20
2011	11500	C	S 11500	0	9.00	99.90	4.00
2010	11000	F	0	0	7.47	99.99	2.10
2009	11000	C	S 11000	0	7.63	99.99	4.00
2003	12500	C	S 12500	0	7.80	99.90	3.80
2001	12000	F	S		7.40	50.80	3.80
2000	12000	C	S 12000	0	7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 4558 - I-95 NB OFF RAMP TO WB CYPRESS CREEK RD.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	10500	F				9.00	99.90	5.20
2013	10500	C	N	10500	0	9.00	99.90	6.60
2012	11000	F		0	0	9.00	99.90	5.20
2011	11000	C	N	11000	0	9.00	99.90	4.00
2010	11500	F		0	0	7.47	99.99	2.10
2009	11500	C	N	11500	0	7.63	99.99	4.00
2003	13500	C	N	13500		7.80	99.90	3.80
2001	14000	F	N			7.40	50.80	3.80
2000	14000	C	N	14000		7.60	51.00	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 86 - BROWARD

SITE: 5234 - SR 845 /POWERLINE RD - N OF SR 870/COMMERCIAL BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	33000 C	N 17500	S 15500	9.00	54.20	6.10
2013	33000 C	N 17000	S 16000	9.00	53.60	6.10
2012	33500 C	N 16000	S 17500	9.00	52.20	6.10
2011	31000 C	N 16000	S 15000	9.00	52.50	5.90
2010	30500 C	N 15000	S 15500	8.35	52.69	5.90
2009	32500 C	N 17500	S 15000	8.53	53.89	5.90
2008	37000 C	N 19000	S 18000	8.81	54.16	5.60
2007	36000 C	N 17000	S 19000	8.63	55.75	5.60
2006	32500 C	N 16500	S 16000	8.40	55.34	4.50
2005	32500 C	N 16500	S 16000	8.20	51.70	4.50
2004	32500 C	N 16500	S 16000	9.10	55.30	4.50
2003	32000 C	N 15000	S 17000	8.60	57.50	4.30
2002	33500 C	N 16500	S 17000	8.70	56.40	4.50
2001	33500 C	N 17000	S 16500	9.00	60.20	4.60
2000	34500 C	N 17000	S 17500	8.90	57.80	5.90
1999	34500 C	N 17000	S 17500	9.60	62.50	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 86 - BROWARD

SITE: 5293 - SR 870/COMMERCIAL BLVD - W OF I-95/E OF POWERLINE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	61000 C	E 30000	W 31000	9.00	54.20	7.60
2013	60000 C	E 29500	W 30500	9.00	53.60	7.50
2012	59000 C	E 29500	W 29500	9.00	52.20	7.50
2011	58500 C	E 30000	W 28500	9.00	52.50	4.40
2010	64500 C	E 31000	W 33500	8.35	52.69	4.40
2009	58500 C	E 28500	W 30000	8.53	53.89	4.40
2008	69000 C	E 35000	W 34000	8.81	54.16	6.20
2007	67000 C	E 35000	W 32000	8.63	55.75	6.20
2006	59500 C	E 30500	W 29000	8.40	55.34	3.10
2005	64500 C	E 33000	W 31500	8.20	51.70	3.00
2004	64500 C	E 32500	W 32000	9.10	55.30	3.00
2003	62000 C	E 31500	W 30500	8.60	57.50	3.40
2002	66500 C	E 34500	W 32000	8.70	56.40	3.40
2001	65500 C	E 33500	W 32000	9.00	60.20	3.80
2000	64500 C	E 31500	W 33000	8.90	57.80	2.90
1999	63500 C	E 31000	W 32500	9.60	62.50	3.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 86 - BROWARD

SITE: 7072 - ANDREWS AVE, N OF PROSPECT RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	18200 T	N 9100	S 9100	9.00	54.20	7.40
2013	18000 S	N 9000	S 9000	9.00	53.60	7.60
2012	18000 F	N 9000	S 9000	9.00	52.20	5.90
2011	18000 C	N 9000	S 9000	9.00	52.50	6.30
2010	17000 F	N 8900	S 8100	8.35	52.69	9.30
2009	17000 C	N 8900	S 8100	8.53	53.89	5.30
2008	18600 C	N 9900	S 8700	8.81	54.16	6.50
2007	23000 C	N 12000	S 11000	8.63	55.75	4.80
2006	20000 C	N 10500	S 9500	8.40	55.34	2.90
2005	21000 C	N 11000	S 10000	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 7079 - ANDREWS AVE, N OF COMMERCIAL BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	13000 X			9.00	54.20	7.40
2013	13000 X	0	0	9.00	53.60	7.60
2012	13000 T	0	0	9.00	52.20	5.90
2011	12800 S	0	0	9.00	52.50	6.30
2010	12800 F	N 6300	S 6500	8.35	52.69	9.30
2009	12800 C	N 6300	S 6500	8.53	53.89	5.30
2008	15100 F	N 7700	S 7400	8.81	54.16	6.50
2007	15500 C	N 7900	S 7600	8.63	55.75	4.80
2006	18600 C	N 9100	S 9500	8.40	55.34	2.90
2005	14200 C	N 7300	S 6900	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 7081 - COMMERCIAL BLVD, W OF POWERLINE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	58500 C	E 28500	W 30000	9.00	54.20	6.60
2013	56000 C	E 29000	W 27000	9.00	53.60	6.70
2012	52500 C	E 26500	W 26000	9.00	52.20	6.70
2011	56000 C	E 28000	W 28000	9.00	52.50	4.40
2010	50500 C	E 26000	W 24500	8.35	52.69	4.40
2009	57000 C	E 27500	W 29500	8.53	53.89	4.40
2008	65500 S	E 33000	W 32500	8.81	54.16	4.00
2007	67500 F	E 34000	W 33500	8.63	55.75	3.70
2006	64500 C	E 32500	W 32000	8.40	55.34	3.30
2005	50500 C	E 25000	W 25500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 7091 - NW 62 ST, W OF POWERLINE RD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	37000	X			9.00	54.20	7.40
2013	36500	X	0	0	9.00	53.60	7.60
2012	36500	T	0	0	9.00	52.20	5.90
2011	36500	S	0	0	9.00	52.50	6.30
2010	36500	F	E 18000	W 18500	8.35	52.69	9.30
2009	36500	C	E 18000	W 18500	8.53	53.89	5.30
2008	49000	F	E 24000	W 25000	8.81	54.16	6.50
2007	50000	C	E 24500	W 25500	8.63	55.75	4.80
2006	55500	C	E 28500	W 27000	8.40	55.34	2.90
2005	56000	C	E 26000	W 30000	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 7577 - ANDREWS AVE, N OF NW 62 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	17500 X			9.00	54.20	7.40
2013	17500 X	0	0	9.00	53.60	7.60
2012	17500 T	0	0	9.00	52.20	5.90
2011	17400 S	0	0	9.00	52.50	6.30
2010	17400 F	N 7900	S 9500	8.35	52.69	9.30
2009	17400 C	N 7900	S 9500	8.53	53.89	5.30
2008	18700 F	N 9200	S 9500	8.81	54.16	6.50
2007	19300 C	N 9500	S 9800	8.63	55.75	4.80
2006	19900 C	N 9900	S 10000	8.40	55.34	2.90
2005	22500 C	N 11000	S 11500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 9079 - NE 62 STREET, E OF DIXIE HIGHWAY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	23000 X			9.00	54.20	7.40
2013	23000 X	0	0	9.00	53.60	7.60
2012	23000 T	0	0	9.00	52.20	5.90
2011	23000 S	0	0	9.00	52.50	6.30
2010	23000 F	E 11000	W 12000	8.35	52.69	9.30
2009	23000 C	E 11000	W 12000	8.53	53.89	5.30
2008	21000 C	E 10500	W 10500	8.81	54.16	6.50
2007	24500 C	E 12000	W 12500	8.63	55.75	4.80
2006	25500 C	E 12000	W 13500	8.40	55.34	2.90
2005	28500 C	E 14500	W 14000	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9261 - NE 6 AVE N OF COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2014	11000	R					9.00	54.20	7.40
2013	11000	T	0		0		9.00	53.60	7.60
2012	11000	S	0		0		9.00	52.20	5.90
2011	11000	F	0		0		9.00	52.50	6.30
2010	11000	C	N	0	S	0	8.35	52.69	9.30
2009	7100	F	N	3300	S	3800	8.53	53.89	5.30
2008	7300	C	N	3400	S	3900	8.81	54.16	6.50
2007	7300	C	N	4000	S	3300	8.63	55.75	4.80
2006	8800	C	N	4900	S	3900	8.40	55.34	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9411 - NE 6 AVENUE, N OF NE 56 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	3600 X			9.00	54.20	7.40
2013	3600 X	0	0	9.00	53.60	7.60
2012	3600 T	0	0	9.00	52.20	5.90
2011	3600 S	0	0	9.00	52.50	6.30
2010	3600 F	N 2000	S 1600	8.35	52.69	9.30
2009	3600 C	N 2000	S 1600	8.53	53.89	5.30
2008	3800 C	N 1700	S 2100	8.81	54.16	6.50
2007	4200 C	N 0	S 0	11.68	57.46	4.80
2006	3900 C	N 0	S 0		2.90	

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 86
STATION: 0017
DESCRIPTION: SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE
START DATE: 04/01/2014
START TIME: 2345

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	133	115	78	49	375	95	75	54	41	265	640
0100	41	37	35	34	147	34	30	34	35	133	280
0200	26	27	25	30	108	32	24	30	24	110	218
0300	31	26	30	18	105	21	22	24	41	108	213
0400	40	36	54	73	203	30	39	52	51	172	375
0500	82	103	131	123	439	66	80	122	161	429	868
0600	222	300	415	413	1350	228	282	328	337	1175	2525
0700	483	596	531	442	2052	434	473	531	538	1976	4028
0800	489	521	580	479	2069	553	524	492	436	2005	4074
0900	449	464	474	423	1810	419	394	433	408	1654	3464
1000	446	423	455	381	1705	420	434	449	459	1762	3467
1100	416	429	465	466	1776	487	466	482	490	1925	3701
1200	468	426	478	452	1824	513	494	533	508	2048	3872
1300	439	460	444	465	1808	464	505	561	517	2047	3855
1400	479	499	529	492	1999	571	531	533	571	2206	4205
1500	466	528	450	448	1892	580	553	561	555	2249	4141
1600	417	422	508	482	1829	598	596	520	524	2238	4067
1700	481	494	511	511	1997	514	497	536	562	2109	4106
1800	507	520	473	400	1900	525	497	473	453	1948	3848
1900	374	324	376	333	1407	421	448	390	409	1668	3075
2000	320	361	360	329	1370	401	336	320	316	1373	2743
2100	315	310	309	303	1237	265	270	235	211	981	2218
2200	299	267	263	250	1079	229	210	197	219	855	1934
2300	223	192	167	158	740	171	119	114	117	521	1261
24-HOUR TOTALS:					31221					31957	63178

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	2069	730	2146	715	4153
P.M.	1730	2049	1530	2310	1430	4252
DAILY	800	2069	1530	2310	1430	4252

TRUCK PERCENTAGE 4.20 3.26 3.72

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	139	26329	3442	92	665	171	64	164	113	33	0	0	9	0	0	1311	31221
W	142	25339	5435	83	422	104	48	160	122	86	0	0	16	0	0	1041	31957

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 0300
DESCRIPTION: CYPRESS CREEK RD - W OF SR 9/I-95 W OF ANDREWS
START DATE: 03/13/2014
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	85	69	67	51	272	96	107	95	78	376	648
0100	56	55	41	31	183	75	76	28	58	237	420
0200	35	34	24	19	112	57	47	42	40	186	298
0300	33	24	21	24	102	24	34	30	28	116	218
0400	39	21	32	38	130	50	31	37	38	156	286
0500	45	63	104	109	321	25	57	73	121	276	597
0600	164	184	248	324	920	98	142	193	340	773	1693
0700	355	426	366	420	1567	364	378	443	469	1654	3221
0800	415	408	404	456	1683	463	460	457	410	1790	3473
0900	401	333	405	522	1661	344	445	301	297	1387	3048
1000	522	511	518	483	2034	324	342	395	383	1444	3478
1100	467	442	430	419	1758	393	375	350	354	1472	3230
1200	393	446	423	353	1615	341	341	357	350	1389	3004
1300	499	463	446	463	1871	360	384	389	397	1530	3401
1400	448	410	458	432	1748	400	368	359	359	1486	3234
1500	388	380	359	358	1485	375	452	484	469	1780	3265
1600	366	391	393	486	1636	454	487	513	438	1892	3528
1700	541	544	432	417	1934	479	504	465	515	1963	3897
1800	483	445	424	340	1692	465	455	401	428	1749	3441
1900	316	306	288	260	1170	411	412	337	331	1491	2661
2000	285	292	317	313	1207	290	335	344	347	1316	2523
2100	263	226	207	219	915	288	282	242	220	1032	1947
2200	202	183	242	186	813	221	219	205	194	839	1652
2300	146	117	110	83	456	181	137	170	121	609	1065
24-HOUR TOTALS:					27285					26943	54228

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	1683	745	1849	745	3496
P.M.	1645	2003	1700	1963	1630	3898
DAILY	945	2073	1700	1963	1630	3898

TRUCK PERCENTAGE 2.73 4.64 3.68

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	189	22723	3627	94	284	204	80	40	32	6	0	0	6	0	0	746	27285
W	188	22591	2915	56	307	397	94	105	106	77	1	1	32	73	0	1249	26943

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 0301
DESCRIPTION: CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95
START DATE: 03/12/2014
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	217	87	49	45	398	69	70	38	34	211	609
0100	38	29	29	35	131	25	21	27	20	93	224
0200	27	41	29	27	124	19	19	19	18	75	199
0300	19	17	20	27	83	12	24	20	23	79	162
0400	25	23	40	46	134	28	42	34	45	149	283
0500	40	36	51	83	210	36	57	100	94	287	497
0600	100	118	183	241	642	134	155	224	229	742	1384
0700	252	330	393	349	1324	265	342	373	372	1352	2676
0800	317	329	295	329	1270	402	339	359	322	1422	2692
0900	304	263	292	258	1117	344	319	309	306	1278	2395
1000	248	241	250	263	1002	306	311	324	273	1214	2216
1100	238	281	308	305	1132	286	306	253	303	1148	2280
1200	341	298	317	293	1249	305	344	318	346	1313	2562
1300	283	307	334	297	1221	350	338	380	368	1436	2657
1400	280	287	290	310	1167	367	323	385	417	1492	2659
1500	350	332	339	314	1335	342	354	430	444	1570	2905
1600	331	349	334	448	1462	468	494	439	437	1838	3300
1700	399	394	345	375	1513	440	412	434	378	1664	3177
1800	338	339	333	348	1358	389	390	349	332	1460	2818
1900	270	310	299	379	1258	244	197	222	208	871	2129
2000	327	300	281	311	1219	242	222	170	175	809	2028
2100	301	306	294	298	1199	197	183	159	152	691	1890
2200	304	322	314	309	1249	153	148	111	125	537	1786
2300	281	276	267	246	1070	118	86	91	72	367	1437
24-HOUR TOTALS:					22867					22098	44965

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1389	715	1489	715	2878
P.M.	1645	1586	1545	1845	1615	3340
DAILY	1645	1586	1545	1845	1615	3340

TRUCK PERCENTAGE 6.15 6.42 6.28

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	242	18425	2466	227	590	143	67	81	128	126	0	0	45	0	327	1407	22867
W	177	17961	2143	400	511	146	42	76	108	83	0	0	53	0	398	1419	22098

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 0501
DESCRIPTION: SR 811/DIXIE HWY - N OF NW 62 ST/CYPRESS CR RD
START DATE: 03/05/2014
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	35	26	25	22	108	29	29	26	14	98	206
0100	23	17	10	18	68	23	16	8	11	58	126
0200	11	15	8	7	41	11	14	8	7	40	81
0300	8	11	8	6	33	12	8	9	4	33	66
0400	4	6	8	14	32	5	8	7	10	30	62
0500	11	8	15	18	52	12	14	23	20	69	121
0600	25	33	51	63	172	21	41	52	77	191	363
0700	86	100	137	158	481	81	126	107	168	482	963
0800	165	154	199	161	679	218	266	246	226	956	1635
0900	131	158	141	130	560	239	248	216	179	882	1442
1000	129	125	137	129	520	189	189	192	156	726	1246
1100	130	121	136	145	532	157	175	150	169	651	1183
1200	135	135	162	134	566	153	154	194	186	687	1253
1300	163	144	162	183	652	174	171	149	148	642	1294
1400	165	168	177	176	686	194	169	151	184	698	1384
1500	172	192	201	210	775	200	197	194	198	789	1564
1600	236	179	199	219	833	246	231	222	210	909	1742
1700	230	232	217	213	892	231	225	267	248	971	1863
1800	204	206	167	156	733	251	235	210	164	860	1593
1900	130	142	109	103	484	163	170	153	127	613	1097
2000	89	96	90	69	344	102	90	94	92	378	722
2100	66	65	60	58	249	62	60	60	60	242	491
2200	58	51	45	45	199	67	65	39	50	221	420
2300	57	38	38	35	168	48	37	38	33	156	324
24-HOUR TOTALS:					9859					11382	21241

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	679	815	977	800	1635
P.M.	1645	898	1730	1001	1700	1863
DAILY	1645	898	1730	1001	1700	1863

TRUCK PERCENTAGE 4.50 5.61 5.10

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	48	7747	1618	101	240	38	3	39	18	5	0	0	0	0	2	444	9859
S	86	8860	1794	135	337	45	4	69	26	18	0	0	5	0	3	639	11382

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 2501
DESCRIPTION: SR 9 / I-95 - S OF SR 870/COMMERCIAL BLVD
START DATE: 04/09/2014
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	543	543	481	365	1932	429	401	328	273	1431	3363
0100	332	288	300	251	1171	235	213	196	188	832	2003
0200	246	242	257	227	972	171	167	170	141	649	1621
0300	253	267	236	269	1025	143	195	199	175	712	1737
0400	265	329	382	467	1443	260	276	366	416	1318	2761
0500	443	539	771	966	2719	459	657	793	921	2830	5549
0600	1132	1472	1910	2091	6605	1139	1562	1770	1886	6357	12962
0700	2199	2186	1547	1260	7192	2202	2162	1853	2281	8498	15690
0800	1267	1315	2202	2302	7086	2124	2181	2182	2095	8582	15668
0900	2407	1914	1958	1894	8173	2068	2149	2155	2067	8439	16612
1000	1785	1921	1990	1907	7603	1818	1996	1884	1889	7587	15190
1100	1927	2061	1933	2062	7983	1872	1934	1957	1807	7570	15553
1200	1973	2030	2095	2049	8147	1869	1914	1907	1896	7586	15733
1300	1947	2013	2006	2008	7974	1922	1971	1885	1765	7543	15517
1400	2067	2044	2210	2210	8531	1799	1966	2157	1974	7896	16427
1500	2001	2148	2129	2126	8404	1930	2151	2224	2257	8562	16966
1600	2124	1924	2274	2102	8424	2307	2258	2428	2467	9460	17884
1700	2244	2277	2020	1731	8272	2425	2403	2340	2318	9486	17758
1800	1921	2070	2036	1942	7969	2140	2325	2194	1726	8385	16354
1900	1720	1714	1657	1543	6634	1598	1558	1397	1315	5868	12502
2000	1442	1546	1432	1400	5820	1193	1296	1191	1123	4803	10623
2100	1300	1338	1297	1388	5323	1170	1109	1084	1058	4421	9744
2200	1164	1069	1038	917	4188	1024	969	900	770	3663	7851
2300	862	741	674	614	2891	657	659	536	476	2328	5219
24-HOUR TOTALS:					136481					134806	271287

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	8825	745	8768	830	17319
P.M.	1630	8897	1630	9723	1630	18620
DAILY	1630	8897	1630	9723	1630	18620

TRUCK PERCENTAGE 3.00 10.55 6.75

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	622122387	9371	639	1653	296	55	453	954	34	8	4	4	0	1	4100	136481	
S	216104381	15984	2044	2983	1238	693	3381	2943	736	36	24	147	0	0	14225	134806	

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 3503
DESCRIPTION: N ANDREWS AVE SOUTH OF CYPRESS CREEK RD (SIS CONNE
START DATE: 02/27/2014
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	12	10	11	10	43	61	37	37	31	166	209
0100	7	5	8	7	27	41	24	22	8	95	122
0200	5	5	3	2	15	28	24	18	21	91	106
0300	3	3	4	5	15	14	28	16	18	76	91
0400	4	5	11	24	44	28	36	33	37	134	178
0500	15	17	30	46	108	46	47	86	95	274	382
0600	55	54	105	129	343	101	147	201	228	677	1020
0700	123	142	191	220	676	235	253	306	236	1030	1706
0800	214	245	184	221	864	265	237	260	208	970	1834
0900	139	107	98	94	438	185	219	197	182	783	1221
1000	98	89	76	86	349	221	191	231	210	853	1202
1100	98	98	80	82	358	259	249	239	260	1007	1365
1200	88	103	113	131	435	247	231	246	255	979	1414
1300	112	123	133	108	476	260	250	265	228	1003	1479
1400	122	102	113	140	477	254	249	292	256	1051	1528
1500	117	124	124	136	501	311	260	360	284	1215	1716
1600	109	160	149	162	580	373	307	410	355	1445	2025
1700	171	222	202	184	779	390	427	412	405	1634	2413
1800	149	148	128	111	536	383	354	343	296	1376	1912
1900	92	89	83	85	349	275	231	179	195	880	1229
2000	63	53	45	45	206	256	201	168	127	752	958
2100	62	47	45	38	192	145	146	114	144	549	741
2200	39	38	31	22	130	165	100	94	66	425	555
2300	30	24	16	7	77	85	49	53	41	228	305
24-HOUR TOTALS:					8018					17693	25711

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	870	715	1060	730	1914
P.M.	1700	779	1700	1634	1700	2413
DAILY	730	870	1700	1634	1700	2413

TRUCK PERCENTAGE 3.78 4.47 4.25

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	50	6554	1111	101	172	6	0	16	6	1	0	0	1	0	0	303	8018
S	86	14422	2372	156	393	74	11	99	26	25	0	4	3	0	22	791	17693

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 5234
DESCRIPTION: SR 845 /POWERLINE RD - N OF SR 870/COMMERCIAL BLVD
START DATE: 09/11/2014
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	33	26	20	19	98	25	22	22	21	90	188
0100	13	15	12	9	49	22	16	21	11	70	119
0200	16	13	9	2	40	18	16	12	18	64	104
0300	11	7	16	14	48	14	18	13	12	57	105
0400	22	17	14	26	79	6	13	16	15	50	129
0500	36	52	77	90	255	15	25	25	64	129	384
0600	88	109	185	213	595	73	98	103	189	463	1058
0700	222	254	363	349	1188	199	226	314	322	1061	2249
0800	336	387	366	399	1488	285	328	273	292	1178	2666
0900	318	280	277	230	1105	248	207	209	218	882	1987
1000	218	223	244	237	922	192	184	205	189	770	1692
1100	202	196	257	252	907	193	212	208	208	821	1728
1200	256	257	267	295	1075	239	216	255	254	964	2039
1300	242	282	253	310	1087	243	257	242	263	1005	2092
1400	241	245	269	288	1043	242	210	246	226	924	1967
1500	294	297	294	306	1191	238	260	283	267	1048	2239
1600	265	326	346	394	1331	277	283	330	327	1217	2548
1700	387	343	354	255	1339	359	382	380	349	1470	2809
1800	328	289	234	208	1059	353	326	285	224	1188	2247
1900	175	195	139	168	677	187	159	138	118	602	1279
2000	175	105	125	101	506	145	77	93	99	414	920
2100	84	111	87	92	374	78	74	73	75	300	674
2200	90	82	65	50	287	65	64	58	67	254	541
2300	48	46	36	34	164	51	68	32	39	190	354
24-HOUR TOTALS:					16907					15211	32118

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	1488	730	1249	730	2684
P.M.	1645	1478	1700	1470	1645	2926
DAILY	800	1488	1700	1470	1645	2926

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 5293
DESCRIPTION: SR 870/COMMERCIAL BLVD - W OF I-95/E OF POWERLINE
START DATE: 04/01/2014
START TIME: 2345

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	100	76	62	47	285	116	90	77	57	340	625
0100	41	51	34	56	182	58	62	58	56	234	416
0200	43	39	36	40	158	54	33	30	34	151	309
0300	49	29	32	36	146	29	38	32	41	140	286
0400	58	52	85	86	281	45	33	56	73	207	488
0500	107	135	181	203	626	63	94	151	152	460	1086
0600	264	393	430	449	1536	204	262	337	405	1208	2744
0700	520	543	544	533	2140	454	506	595	610	2165	4305
0800	581	515	557	461	2114	542	587	569	452	2150	4264
0900	452	456	447	396	1751	444	425	445	401	1715	3466
1000	450	444	434	407	1735	458	462	401	447	1768	3503
1100	439	466	505	503	1913	462	471	460	501	1894	3807
1200	510	507	476	545	2038	522	580	500	499	2101	4139
1300	501	479	490	488	1958	534	482	525	438	1979	3937
1400	483	462	482	449	1876	482	550	507	510	2049	3925
1500	517	521	469	516	2023	523	594	594	551	2262	4285
1600	518	550	532	599	2199	591	548	601	548	2288	4487
1700	563	552	534	511	2160	564	636	514	541	2255	4415
1800	528	408	378	388	1702	549	432	358	440	1779	3481
1900	340	329	253	301	1223	410	317	347	252	1326	2549
2000	303	269	232	222	1026	313	317	293	257	1180	2206
2100	198	211	243	222	874	318	252	254	236	1060	1934
2200	185	158	144	129	616	214	223	169	196	802	1418
2300	123	90	81	119	413	161	172	110	93	536	949
24-HOUR TOTALS:					30975					32049	63024

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	2201	730	2334	730	4507
P.M.	1645	2248	1630	2349	1630	4595
DAILY	1645	2248	1630	2349	1630	4595

TRUCK PERCENTAGE 7.96 7.17 7.56

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	313	24989	3208	406	673	492	117	195	276	263	0	0	43	0	0	2465	30975
W	271	25772	3707	327	651	425	95	183	313	255	0	0	50	0	0	2299	32049

GENERATED BY SPS 5.0.45P

COUNTY: 86
STATION: 7081
DESCRIPTION: COMMERCIAL BLVD, W OF POWERLINE RD
START DATE: 04/01/2014
START TIME: 2345

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	63	39	31	23	156	106	96	71	63	336	492
0100	27	32	38	39	136	59	49	62	46	216	352
0200	29	35	34	39	137	52	34	36	31	153	290
0300	40	35	56	40	171	28	37	34	44	143	314
0400	61	65	81	71	278	49	41	78	69	237	515
0500	90	123	151	197	561	81	104	183	192	560	1121
0600	281	367	382	458	1488	219	301	376	429	1325	2813
0700	537	544	473	527	2081	491	510	514	545	2060	4141
0800	503	515	438	417	1873	509	500	477	368	1854	3727
0900	395	429	381	431	1636	445	386	481	386	1698	3334
1000	448	409	434	384	1675	457	394	395	431	1677	3352
1100	431	460	434	468	1793	426	416	404	446	1692	3485
1200	473	459	453	465	1850	447	435	470	379	1731	3581
1300	469	457	444	458	1828	430	459	468	449	1806	3634
1400	470	494	479	426	1869	463	460	465	438	1826	3695
1500	481	496	475	529	1981	495	547	520	494	2056	4037
1600	506	571	471	581	2129	499	528	517	496	2040	4169
1700	560	589	519	539	2207	506	536	501	526	2069	4276
1800	570	447	416	348	1781	507	481	407	420	1815	3596
1900	280	298	261	284	1123	397	390	352	312	1451	2574
2000	230	233	235	197	895	355	305	323	293	1276	2171
2100	182	215	218	196	811	305	305	307	231	1148	1959
2200	159	116	127	117	519	246	246	210	178	880	1399
2300	94	99	73	76	342	210	186	130	112	638	980
24-HOUR TOTALS:					29320					30687	60007

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	2081	715	2078	700	4141
P.M.	1645	2249	1715	2070	1645	4288
DAILY	1645	2249	715	2078	1645	4288

TRUCK PERCENTAGE 5.74 7.50 6.64

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	171	24499	2968	114	324	289	161	118	245	340	2	0	89	0	0	1682	29320
W	468	25017	2900	297	669	329	196	129	273	318	1	0	90	0	0	2302	30687

GENERATED BY SPS 5.0.45P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 0017 DESCRIPTION: SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	61500	96.27	59,206	3.73	2,294	2.62	1,611	1.07	658	0.04	25
2012	64000	96.11	61,510	3.89	2,490	2.99	1,914	0.88	563	0.02	13
2009	63000	97.70	61,551	2.30	1,449	1.94	1,222	0.31	195	0.05	32
2007	65000	97.19	63,174	2.81	1,827	2.40	1,560	0.40	260	0.01	7
2004	61000	97.27	59,335	2.73	1,665	2.02	1,232	0.70	427	0.01	6
2003	60500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	66500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	61000	96.69	58,983	3.31	2,017	2.00	1,222	1.30	795	0.00	0
2000	63500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1999	63500	96.50	61,278	3.50	2,223	2.50	1,588	0.70	445	0.30	191

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 0300 DESCRIPTION: CYPRESS CREEK RD - W OF SR 9/I-95 W OF ANDREWS

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	52000	96.46	50,159	3.54	1,841	2.80	1,456	0.67	348	0.07	36
2013	44000	93.39	41,092	6.61	2,908	4.49	1,975	1.85	814	0.27	119
2012	49500	97.82	48,421	2.18	1,079	1.82	901	0.33	163	0.03	15
2011	48000	94.58	45,398	5.42	2,602	3.87	1,858	1.43	686	0.12	58
2010	50000	97.96	48,980	2.04	1,020	1.78	890	0.24	120	0.02	10
2009	52500	97.89	51,392	2.11	1,108	1.75	919	0.31	163	0.05	26
2008	53000	94.56	50,117	5.44	2,883	3.71	1,966	1.57	832	0.16	85
2007	52500	97.39	51,130	2.61	1,370	2.30	1,208	0.28	147	0.03	16
2005	48000	97.28	46,694	2.72	1,306	2.41	1,157	0.26	125	0.05	24
2003	50500	95.80	48,379	4.20	2,121	3.70	1,869	0.50	253	0.00	0
2002	44500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	39000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	41500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1999	38000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 0301 DESCRIPTION: CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	43000	93.73	40,303	6.27	2,697	4.72	2,030	1.33	572	0.22	95
2011	35000	95.61	33,464	4.39	1,537	3.47	1,215	0.83	291	0.09	32
2010	34000	93.22	31,695	6.78	2,305	5.65	1,921	0.91	309	0.22	75
2008	41000	96.06	39,385	3.94	1,615	3.13	1,283	0.75	307	0.06	25
2007	39000	97.63	38,076	2.37	924	2.05	800	0.29	113	0.03	12
2005	39500	96.74	38,212	3.26	1,288	2.89	1,142	0.35	138	0.02	8
2003	37500	94.00	35,250	6.00	2,250	5.80	2,175	0.20	75	0.00	0
2002	37500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	40500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	39500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1999	35500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 0501 DESCRIPTION: SR 811/DIXIE HWY - N OF NW 62 ST/CYPRESS CR RD

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	20500	94.90	19,454	5.10	1,046	4.25	871	0.83	170	0.02	4
2013	19300	94.87	18,310	5.13	990	4.44	857	0.69	133	0.00	0
2010	19000	95.13	18,075	4.87	925	4.24	806	0.60	114	0.03	6
2008	23500	95.75	22,501	4.25	999	3.64	855	0.61	143	0.00	0
2007	21500	95.29	20,487	4.71	1,013	4.17	897	0.54	116	0.00	0
2005	22500	94.55	21,274	5.45	1,226	4.17	938	1.26	284	0.02	5
2003	21000	95.10	19,971	4.90	1,029	4.50	945	0.40	84	0.00	0
2002	22000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	22500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	21000	95.70	20,097	4.30	903	4.00	840	0.30	63	0.00	0
1999	20300	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 2501 DESCRIPTION: SR 9 / I-95 - S OF SR 870/COMMERCIAL BLVD

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	266000	93.23	247,995	6.77	18,005	3.55	9,441	3.13	8,324	0.09	239
2013	271000	91.79	248,749	8.21	22,251	2.62	7,101	4.21	11,410	1.38	3,740
2010	270000	93.53	252,529	6.47	17,471	3.21	8,668	3.07	8,290	0.19	513
2008	277000	95.72	265,143	4.28	11,857	2.83	7,840	1.43	3,961	0.02	55
2003	259000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	260000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	271000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	265000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1999	257000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 3503 DESCRIPTION: N ANDREWS AVE SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	24700	95.74	23,648	4.26	1,052	3.55	877	0.67	165	0.04	10
2013	26000	96.01	24,962	3.99	1,038	2.73	710	1.11	289	0.15	39
2012	27100	94.42	25,588	5.58	1,512	3.70	1,003	1.86	504	0.02	5
2011	27500	94.59	26,012	5.41	1,488	3.56	979	1.81	498	0.04	11
2010	26900	94.91	25,531	5.09	1,369	3.58	963	1.49	401	0.02	5
2009	25600	95.50	24,448	4.50	1,152	3.14	804	1.33	340	0.03	8
2008	21200	95.67	20,282	4.33	918	3.86	818	0.47	100	0.00	0
2007	30300	95.65	28,982	4.35	1,318	3.10	939	1.25	379	0.00	0
2006	15100	96.68	14,599	3.32	501	3.05	461	0.26	39	0.01	2

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 5293 DESCRIPTION: SR 870/COMMERCIAL BLVD - W OF I-95/E OF POWERLINE

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	61000	92.44	56,388	7.56	4,612	5.06	3,087	2.35	1,434	0.15	92
2012	59000	92.53	54,592	7.47	4,408	5.15	3,039	2.06	1,216	0.26	153
2009	58500	95.61	55,932	4.39	2,568	3.34	1,954	0.99	579	0.06	35
2007	67000	93.79	62,839	6.21	4,161	4.13	2,767	1.88	1,260	0.20	134
2004	64500	96.95	62,533	3.05	1,967	2.30	1,484	0.69	445	0.06	39
2003	62000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	66500	96.70	64,303	3.30	2,197	2.40	1,598	0.90	599	0.00	0
2001	65500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	64500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1999	63500	96.11	61,028	3.89	2,472	2.10	1,331	1.30	824	0.50	317

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 86 -- BROWARD
SITE: 7081 DESCRIPTION: COMMERCIAL BLVD, W OF POWERLINE RD

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	58500	93.38	54,627	6.62	3,873	3.95	2,311	2.37	1,387	0.30	176
2012	52500	93.34	49,004	6.66	3,497	4.15	2,179	2.26	1,187	0.25	131
2009	57000	95.59	54,486	4.41	2,514	3.36	1,915	1.01	576	0.04	23

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8610 SR5,DADE - I-595	8611 SR 844, US1 - A1A	8612 SR 842, SR 817 - US1	8613 SR 870, SR 817 - US1
1	01/01/2015 - 01/03/2015	1.00	0.99	0.99	0.99
2	01/04/2015 - 01/10/2015	0.97	0.99	0.99	0.99
3	01/11/2015 - 01/17/2015	0.93	0.99	0.99	0.99
4	01/18/2015 - 01/24/2015	0.94	0.99	0.99	0.99
5	01/25/2015 - 01/31/2015	0.96	0.99	0.99	0.99
6	02/01/2015 - 02/07/2015	0.97	0.99	0.99	0.99
7	02/08/2015 - 02/14/2015	0.99	0.99	0.99	0.99
8	02/15/2015 - 02/21/2015	1.00	0.99	0.98	0.99
9	02/22/2015 - 02/28/2015	0.97	0.99	0.98	0.99
10	03/01/2015 - 03/07/2015	0.94	0.99	0.98	0.99
11	03/08/2015 - 03/14/2015	0.90	0.99	0.98	0.99
12	03/15/2015 - 03/21/2015	0.87	0.99	0.98	0.99
13	03/22/2015 - 03/28/2015	0.88	0.99	0.97	0.99
14	03/29/2015 - 04/04/2015	0.88	0.99	0.97	0.99
15	04/05/2015 - 04/11/2015	0.89	0.99	0.96	0.99
16	04/12/2015 - 04/18/2015	0.89	0.99	0.95	0.99
17	04/19/2015 - 04/25/2015	0.92	0.99	0.95	0.99
18	04/26/2015 - 05/02/2015	0.95	0.99	0.95	0.99
19	05/03/2015 - 05/09/2015	0.97	0.99	0.95	0.99
20	05/10/2015 - 05/16/2015	1.00	0.99	0.95	0.99
21	05/17/2015 - 05/23/2015	0.98	0.99	0.96	0.99
22	05/24/2015 - 05/30/2015	0.96	0.99	0.96	0.99
23	05/31/2015 - 06/06/2015	0.95	0.99	0.96	0.99
24	06/07/2015 - 06/13/2015	0.93	0.99	0.96	0.99
25	06/14/2015 - 06/20/2015	0.91	0.99	0.96	0.99
26	06/21/2015 - 06/27/2015	0.89	0.99	0.96	0.99
27	06/28/2015 - 07/04/2015	0.87	0.99	0.96	0.99
28	07/05/2015 - 07/11/2015	0.85	0.99	0.96	0.99
29	07/12/2015 - 07/18/2015	0.83	0.99	0.96	0.99
30	07/19/2015 - 07/25/2015	0.87	0.99	0.97	0.99
31	07/26/2015 - 08/01/2015	0.92	0.99	0.97	0.99
32	08/02/2015 - 08/08/2015	0.96	0.99	0.97	0.99
33	08/09/2015 - 08/15/2015	1.00	0.99	0.97	0.99
34	08/16/2015 - 08/22/2015	1.00	0.99	0.97	0.99
35	08/23/2015 - 08/29/2015	1.00	0.99	0.97	0.99
36	08/30/2015 - 09/05/2015	1.00	0.99	0.97	0.99
37	09/06/2015 - 09/12/2015	1.00	0.99	0.97	0.99
38	09/13/2015 - 09/19/2015	1.00	0.99	0.97	0.99
39	09/20/2015 - 09/26/2015	1.00	0.99	0.97	0.99
40	09/27/2015 - 10/03/2015	1.00	0.99	0.98	0.99
41	10/04/2015 - 10/10/2015	1.00	0.99	0.98	0.99
42	10/11/2015 - 10/17/2015	1.00	0.99	0.98	0.99
43	10/18/2015 - 10/24/2015	1.00	0.99	0.98	0.99
44	10/25/2015 - 10/31/2015	1.00	0.99	0.98	0.99
45	11/01/2015 - 11/07/2015	1.00	0.99	0.98	0.99
46	11/08/2015 - 11/14/2015	1.00	0.99	0.98	0.99
47	11/15/2015 - 11/21/2015	1.00	0.99	0.98	0.99
48	11/22/2015 - 11/28/2015	1.00	0.99	0.98	0.99
49	11/29/2015 - 12/05/2015	1.00	0.99	0.99	0.99
50	12/06/2015 - 12/12/2015	1.00	0.99	0.99	0.99
51	12/13/2015 - 12/19/2015	1.00	0.99	0.99	0.99
52	12/20/2015 - 12/26/2015	0.97	0.99	0.99	0.99
53	12/27/2015 - 12/31/2015	0.93	0.99	0.99	0.99

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8614 SR 869, SW 10TH ST	8615 SR818,FLAMINGO-SR 7	8616 SR 848, SR 817-US 1	8617 SR 824, SR 817-US 1
1	01/01/2015 - 01/03/2015	0.97	0.99	0.99	0.00
2	01/04/2015 - 01/10/2015	0.97	0.99	0.99	0.00
3	01/11/2015 - 01/17/2015	0.97	0.99	0.99	0.00
4	01/18/2015 - 01/24/2015	0.97	0.99	0.99	0.00
5	01/25/2015 - 01/31/2015	0.97	0.99	0.99	0.00
6	02/01/2015 - 02/07/2015	0.97	0.99	0.99	0.00
7	02/08/2015 - 02/14/2015	0.97	0.99	0.99	0.00
8	02/15/2015 - 02/21/2015	0.97	0.99	0.99	0.00
9	02/22/2015 - 02/28/2015	0.97	0.99	0.99	0.00
10	03/01/2015 - 03/07/2015	0.97	0.99	0.99	0.00
11	03/08/2015 - 03/14/2015	0.97	0.99	0.99	0.00
12	03/15/2015 - 03/21/2015	0.97	0.99	0.99	0.00
13	03/22/2015 - 03/28/2015	0.97	0.99	0.99	0.00
14	03/29/2015 - 04/04/2015	0.97	0.99	0.99	0.00
15	04/05/2015 - 04/11/2015	0.97	0.99	0.99	0.00
16	04/12/2015 - 04/18/2015	0.97	0.99	0.99	0.00
17	04/19/2015 - 04/25/2015	0.97	0.99	0.99	0.00
18	04/26/2015 - 05/02/2015	0.97	0.99	0.99	0.00
19	05/03/2015 - 05/09/2015	0.97	0.99	0.99	0.00
20	05/10/2015 - 05/16/2015	0.97	0.99	0.99	0.00
21	05/17/2015 - 05/23/2015	0.97	0.99	0.99	0.00
22	05/24/2015 - 05/30/2015	0.97	0.99	0.99	0.00
23	05/31/2015 - 06/06/2015	0.97	0.99	0.99	0.00
24	06/07/2015 - 06/13/2015	0.97	0.99	0.99	0.00
25	06/14/2015 - 06/20/2015	0.97	0.99	0.99	0.00
26	06/21/2015 - 06/27/2015	0.97	0.99	0.99	0.00
27	06/28/2015 - 07/04/2015	0.97	0.99	0.99	0.00
28	07/05/2015 - 07/11/2015	0.97	0.99	0.99	0.00
29	07/12/2015 - 07/18/2015	0.97	0.99	0.99	0.00
30	07/19/2015 - 07/25/2015	0.97	0.99	0.99	0.00
31	07/26/2015 - 08/01/2015	0.97	0.99	0.99	0.00
32	08/02/2015 - 08/08/2015	0.97	0.99	0.99	0.00
33	08/09/2015 - 08/15/2015	0.97	0.99	0.99	0.00
34	08/16/2015 - 08/22/2015	0.97	0.99	0.99	0.00
35	08/23/2015 - 08/29/2015	0.97	0.99	0.99	0.00
36	08/30/2015 - 09/05/2015	0.97	0.99	0.99	0.00
37	09/06/2015 - 09/12/2015	0.97	0.99	0.99	0.00
38	09/13/2015 - 09/19/2015	0.97	0.99	0.99	0.00
39	09/20/2015 - 09/26/2015	0.97	0.99	0.99	0.00
40	09/27/2015 - 10/03/2015	0.97	0.99	0.99	0.00
41	10/04/2015 - 10/10/2015	0.97	0.99	0.99	0.00
42	10/11/2015 - 10/17/2015	0.97	0.99	0.99	0.00
43	10/18/2015 - 10/24/2015	0.97	0.99	0.99	0.00
44	10/25/2015 - 10/31/2015	0.97	0.99	0.99	0.00
45	11/01/2015 - 11/07/2015	0.97	0.99	0.99	0.00
46	11/08/2015 - 11/14/2015	0.97	0.99	0.99	0.00
47	11/15/2015 - 11/21/2015	0.97	0.99	0.99	0.00
48	11/22/2015 - 11/28/2015	0.97	0.99	0.99	0.00
49	11/29/2015 - 12/05/2015	0.97	0.99	0.99	0.00
50	12/06/2015 - 12/12/2015	0.97	0.99	0.99	0.00
51	12/13/2015 - 12/19/2015	0.97	0.99	0.99	0.00
52	12/20/2015 - 12/26/2015	0.97	0.99	0.99	0.00
53	12/27/2015 - 12/31/2015	0.97	0.99	0.99	0.00

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8618 SR 5, I595 - SR 870	8619 SR 834, SR 817- US 1	8620 SR A1A, DADE - SR 5	8621 SR 814, SR 7 - US 1
1	01/01/2015 - 01/03/2015	0.99	0.98	0.98	0.98
2	01/04/2015 - 01/10/2015	0.99	0.99	0.98	0.98
3	01/11/2015 - 01/17/2015	0.99	0.99	0.98	0.98
4	01/18/2015 - 01/24/2015	0.99	0.99	0.98	0.98
5	01/25/2015 - 01/31/2015	0.99	0.99	0.98	0.98
6	02/01/2015 - 02/07/2015	0.99	0.99	0.98	0.98
7	02/08/2015 - 02/14/2015	0.99	0.99	0.98	0.98
8	02/15/2015 - 02/21/2015	0.99	0.99	0.98	0.98
9	02/22/2015 - 02/28/2015	0.99	0.99	0.98	0.98
10	03/01/2015 - 03/07/2015	0.99	0.99	0.98	0.98
11	03/08/2015 - 03/14/2015	0.99	0.98	0.98	0.98
12	03/15/2015 - 03/21/2015	0.99	0.98	0.98	0.98
13	03/22/2015 - 03/28/2015	0.99	0.98	0.98	0.98
14	03/29/2015 - 04/04/2015	0.99	0.98	0.98	0.98
15	04/05/2015 - 04/11/2015	0.99	0.98	0.98	0.98
16	04/12/2015 - 04/18/2015	0.99	0.98	0.98	0.98
17	04/19/2015 - 04/25/2015	0.99	0.98	0.98	0.98
18	04/26/2015 - 05/02/2015	0.99	0.98	0.98	0.98
19	05/03/2015 - 05/09/2015	0.99	0.98	0.98	0.98
20	05/10/2015 - 05/16/2015	0.99	0.98	0.98	0.98
21	05/17/2015 - 05/23/2015	0.99	0.98	0.98	0.98
22	05/24/2015 - 05/30/2015	0.99	0.98	0.98	0.98
23	05/31/2015 - 06/06/2015	0.99	0.98	0.98	0.98
24	06/07/2015 - 06/13/2015	0.99	0.98	0.98	0.98
25	06/14/2015 - 06/20/2015	0.99	0.98	0.98	0.98
26	06/21/2015 - 06/27/2015	0.99	0.98	0.98	0.98
27	06/28/2015 - 07/04/2015	0.99	0.98	0.98	0.98
28	07/05/2015 - 07/11/2015	0.99	0.98	0.98	0.98
29	07/12/2015 - 07/18/2015	0.99	0.98	0.98	0.98
30	07/19/2015 - 07/25/2015	0.99	0.98	0.98	0.98
31	07/26/2015 - 08/01/2015	0.99	0.98	0.98	0.98
32	08/02/2015 - 08/08/2015	0.99	0.98	0.98	0.98
33	08/09/2015 - 08/15/2015	0.99	0.98	0.98	0.98
34	08/16/2015 - 08/22/2015	0.99	0.98	0.98	0.98
35	08/23/2015 - 08/29/2015	0.99	0.98	0.98	0.98
36	08/30/2015 - 09/05/2015	0.99	0.98	0.98	0.98
37	09/06/2015 - 09/12/2015	0.99	0.98	0.98	0.98
38	09/13/2015 - 09/19/2015	0.99	0.98	0.98	0.98
39	09/20/2015 - 09/26/2015	0.99	0.98	0.98	0.98
40	09/27/2015 - 10/03/2015	0.99	0.98	0.98	0.98
41	10/04/2015 - 10/10/2015	0.99	0.98	0.98	0.98
42	10/11/2015 - 10/17/2015	0.99	0.98	0.98	0.98
43	10/18/2015 - 10/24/2015	0.99	0.98	0.98	0.98
44	10/25/2015 - 10/31/2015	0.99	0.98	0.98	0.98
45	11/01/2015 - 11/07/2015	0.99	0.98	0.98	0.98
46	11/08/2015 - 11/14/2015	0.99	0.98	0.98	0.98
47	11/15/2015 - 11/21/2015	0.99	0.98	0.98	0.98
48	11/22/2015 - 11/28/2015	0.99	0.98	0.98	0.98
49	11/29/2015 - 12/05/2015	0.99	0.98	0.98	0.98
50	12/06/2015 - 12/12/2015	0.99	0.98	0.98	0.98
51	12/13/2015 - 12/19/2015	0.99	0.98	0.98	0.98
52	12/20/2015 - 12/26/2015	0.99	0.99	0.98	0.98
53	12/27/2015 - 12/31/2015	0.99	0.99	0.98	0.98

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8622 SR 845, SR838-PB.CO.	8623 SR 816, SR 817- US 1	8624 SR84, 1WAY WB	8625 SR84, 1WAY EB
1	01/01/2015 - 01/03/2015	0.99	0.99	0.99	0.98
2	01/04/2015 - 01/10/2015	0.99	0.99	0.99	0.98
3	01/11/2015 - 01/17/2015	0.99	0.99	0.99	0.98
4	01/18/2015 - 01/24/2015	0.99	0.99	0.99	0.98
5	01/25/2015 - 01/31/2015	0.99	0.99	0.99	0.98
6	02/01/2015 - 02/07/2015	0.99	0.99	0.99	0.98
7	02/08/2015 - 02/14/2015	0.99	0.99	0.99	0.98
8	02/15/2015 - 02/21/2015	0.99	0.99	0.99	0.98
9	02/22/2015 - 02/28/2015	0.99	0.99	0.99	0.98
10	03/01/2015 - 03/07/2015	0.99	0.99	0.99	0.98
11	03/08/2015 - 03/14/2015	0.99	0.99	0.99	0.98
12	03/15/2015 - 03/21/2015	0.99	0.99	0.99	0.98
13	03/22/2015 - 03/28/2015	0.99	0.99	0.99	0.98
14	03/29/2015 - 04/04/2015	0.99	0.99	0.99	0.98
15	04/05/2015 - 04/11/2015	0.99	0.99	0.99	0.98
16	04/12/2015 - 04/18/2015	0.99	0.99	0.99	0.98
17	04/19/2015 - 04/25/2015	0.99	0.99	0.99	0.98
18	04/26/2015 - 05/02/2015	0.99	0.99	0.99	0.98
19	05/03/2015 - 05/09/2015	0.99	0.99	0.99	0.98
20	05/10/2015 - 05/16/2015	0.99	0.99	0.99	0.98
21	05/17/2015 - 05/23/2015	0.99	0.99	0.99	0.98
22	05/24/2015 - 05/30/2015	0.99	0.99	0.99	0.98
23	05/31/2015 - 06/06/2015	0.99	0.99	0.99	0.98
24	06/07/2015 - 06/13/2015	0.99	0.99	0.99	0.98
25	06/14/2015 - 06/20/2015	0.99	0.99	0.99	0.98
26	06/21/2015 - 06/27/2015	0.99	0.99	0.99	0.98
27	06/28/2015 - 07/04/2015	0.99	0.99	0.99	0.98
28	07/05/2015 - 07/11/2015	0.99	0.99	0.99	0.98
29	07/12/2015 - 07/18/2015	0.99	0.99	0.99	0.98
30	07/19/2015 - 07/25/2015	0.99	0.99	0.99	0.98
31	07/26/2015 - 08/01/2015	0.99	0.99	0.99	0.98
32	08/02/2015 - 08/08/2015	0.99	0.99	0.99	0.98
33	08/09/2015 - 08/15/2015	0.99	0.99	0.99	0.98
34	08/16/2015 - 08/22/2015	0.99	0.99	0.99	0.98
35	08/23/2015 - 08/29/2015	0.99	0.99	0.99	0.98
36	08/30/2015 - 09/05/2015	0.99	0.99	0.99	0.98
37	09/06/2015 - 09/12/2015	0.99	0.99	0.99	0.98
38	09/13/2015 - 09/19/2015	0.99	0.99	0.99	0.98
39	09/20/2015 - 09/26/2015	0.99	0.99	0.99	0.98
40	09/27/2015 - 10/03/2015	0.99	0.99	0.99	0.98
41	10/04/2015 - 10/10/2015	0.99	0.99	0.99	0.98
42	10/11/2015 - 10/17/2015	0.99	0.99	0.99	0.98
43	10/18/2015 - 10/24/2015	0.99	0.99	0.99	0.98
44	10/25/2015 - 10/31/2015	0.99	0.99	0.99	0.98
45	11/01/2015 - 11/07/2015	0.99	0.99	0.99	0.98
46	11/08/2015 - 11/14/2015	0.99	0.99	0.99	0.98
47	11/15/2015 - 11/21/2015	0.99	0.99	0.99	0.98
48	11/22/2015 - 11/28/2015	0.99	0.99	0.99	0.98
49	11/29/2015 - 12/05/2015	0.99	0.99	0.99	0.98
50	12/06/2015 - 12/12/2015	0.99	0.99	0.99	0.98
51	12/13/2015 - 12/19/2015	0.99	0.99	0.99	0.98
52	12/20/2015 - 12/26/2015	0.99	0.99	0.99	0.98
53	12/27/2015 - 12/31/2015	0.99	0.99	0.99	0.98

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8626 SR84, SR 7 - US 1	8627 SR 736, SR 7 - US 1	8628 SR 817, DADE CO-PALM	8629 SR25/US27, DADE - PA
1	01/01/2015 - 01/03/2015	0.98	0.86	0.99	0.83
2	01/04/2015 - 01/10/2015	0.98	0.86	0.99	0.83
3	01/11/2015 - 01/17/2015	0.98	0.86	0.99	0.83
4	01/18/2015 - 01/24/2015	0.98	0.86	0.99	0.83
5	01/25/2015 - 01/31/2015	0.98	0.86	0.99	0.83
6	02/01/2015 - 02/07/2015	0.97	0.86	0.99	0.83
7	02/08/2015 - 02/14/2015	0.97	0.86	0.99	0.83
8	02/15/2015 - 02/21/2015	0.97	0.86	0.99	0.83
9	02/22/2015 - 02/28/2015	0.97	0.86	0.99	0.83
10	03/01/2015 - 03/07/2015	0.96	0.86	1.00	0.83
11	03/08/2015 - 03/14/2015	0.96	0.86	1.00	0.83
12	03/15/2015 - 03/21/2015	0.96	0.86	1.00	0.83
13	03/22/2015 - 03/28/2015	0.96	0.86	1.00	0.83
14	03/29/2015 - 04/04/2015	0.96	0.86	1.00	0.83
15	04/05/2015 - 04/11/2015	0.96	0.86	1.00	0.83
16	04/12/2015 - 04/18/2015	0.96	0.86	1.00	0.83
17	04/19/2015 - 04/25/2015	0.96	0.86	1.00	0.83
18	04/26/2015 - 05/02/2015	0.96	0.86	1.00	0.83
19	05/03/2015 - 05/09/2015	0.96	0.86	1.00	0.83
20	05/10/2015 - 05/16/2015	0.96	0.86	1.00	0.83
21	05/17/2015 - 05/23/2015	0.96	0.86	1.00	0.83
22	05/24/2015 - 05/30/2015	0.96	0.86	1.00	0.83
23	05/31/2015 - 06/06/2015	0.97	0.86	1.00	0.83
24	06/07/2015 - 06/13/2015	0.97	0.86	1.00	0.83
25	06/14/2015 - 06/20/2015	0.97	0.86	1.00	0.83
26	06/21/2015 - 06/27/2015	0.97	0.86	1.00	0.83
27	06/28/2015 - 07/04/2015	0.97	0.86	1.00	0.83
28	07/05/2015 - 07/11/2015	0.97	0.86	1.00	0.83
29	07/12/2015 - 07/18/2015	0.97	0.86	1.00	0.83
30	07/19/2015 - 07/25/2015	0.97	0.86	1.00	0.83
31	07/26/2015 - 08/01/2015	0.97	0.86	1.00	0.83
32	08/02/2015 - 08/08/2015	0.97	0.86	1.00	0.83
33	08/09/2015 - 08/15/2015	0.97	0.86	0.99	0.83
34	08/16/2015 - 08/22/2015	0.97	0.86	0.99	0.83
35	08/23/2015 - 08/29/2015	0.97	0.86	0.99	0.83
36	08/30/2015 - 09/05/2015	0.97	0.86	0.99	0.83
37	09/06/2015 - 09/12/2015	0.97	0.86	0.99	0.83
38	09/13/2015 - 09/19/2015	0.97	0.86	0.99	0.83
39	09/20/2015 - 09/26/2015	0.97	0.86	0.99	0.83
40	09/27/2015 - 10/03/2015	0.97	0.86	0.99	0.83
41	10/04/2015 - 10/10/2015	0.97	0.86	0.99	0.83
42	10/11/2015 - 10/17/2015	0.97	0.86	0.99	0.83
43	10/18/2015 - 10/24/2015	0.98	0.86	0.99	0.83
44	10/25/2015 - 10/31/2015	0.98	0.86	0.99	0.83
45	11/01/2015 - 11/07/2015	0.98	0.86	0.99	0.83
46	11/08/2015 - 11/14/2015	0.98	0.86	0.99	0.83
47	11/15/2015 - 11/21/2015	0.98	0.86	0.99	0.83
48	11/22/2015 - 11/28/2015	0.98	0.86	0.99	0.83
49	11/29/2015 - 12/05/2015	0.98	0.86	0.99	0.83
50	12/06/2015 - 12/12/2015	0.98	0.86	0.99	0.83
51	12/13/2015 - 12/19/2015	0.98	0.86	0.99	0.83
52	12/20/2015 - 12/26/2015	0.98	0.86	0.99	0.83
53	12/27/2015 - 12/31/2015	0.98	0.86	0.99	0.83

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8630	8631	8632	8635
		I-595, I-95 - US 1	SR823,DADE - BROW BL	I595, I-75 - I-95	SR 818, SR 7 - US 1
1	01/01/2015 - 01/03/2015	0.97	0.99	0.96	0.98
2	01/04/2015 - 01/10/2015	0.97	0.99	0.96	0.98
3	01/11/2015 - 01/17/2015	0.97	0.99	0.96	0.98
4	01/18/2015 - 01/24/2015	0.97	0.99	0.96	0.98
5	01/25/2015 - 01/31/2015	0.97	0.99	0.96	0.98
6	02/01/2015 - 02/07/2015	0.97	0.99	0.96	0.98
7	02/08/2015 - 02/14/2015	0.97	0.99	0.96	0.98
8	02/15/2015 - 02/21/2015	0.97	0.99	0.96	0.98
9	02/22/2015 - 02/28/2015	0.97	0.99	0.96	0.98
10	03/01/2015 - 03/07/2015	0.97	0.99	0.96	0.99
11	03/08/2015 - 03/14/2015	0.97	0.99	0.96	0.99
12	03/15/2015 - 03/21/2015	0.97	0.99	0.96	0.99
13	03/22/2015 - 03/28/2015	0.97	0.99	0.96	0.99
14	03/29/2015 - 04/04/2015	0.97	0.99	0.96	0.99
15	04/05/2015 - 04/11/2015	0.97	0.99	0.96	0.99
16	04/12/2015 - 04/18/2015	0.97	0.99	0.96	0.99
17	04/19/2015 - 04/25/2015	0.97	0.99	0.96	0.99
18	04/26/2015 - 05/02/2015	0.97	0.99	0.96	0.99
19	05/03/2015 - 05/09/2015	0.97	0.99	0.96	0.99
20	05/10/2015 - 05/16/2015	0.97	0.99	0.96	0.99
21	05/17/2015 - 05/23/2015	0.97	0.99	0.96	0.99
22	05/24/2015 - 05/30/2015	0.97	0.99	0.96	0.99
23	05/31/2015 - 06/06/2015	0.97	0.99	0.96	0.99
24	06/07/2015 - 06/13/2015	0.97	0.99	0.96	0.99
25	06/14/2015 - 06/20/2015	0.97	0.99	0.96	0.99
26	06/21/2015 - 06/27/2015	0.97	0.99	0.96	0.99
27	06/28/2015 - 07/04/2015	0.97	0.99	0.96	0.99
28	07/05/2015 - 07/11/2015	0.97	0.99	0.96	0.99
29	07/12/2015 - 07/18/2015	0.97	0.99	0.96	0.99
30	07/19/2015 - 07/25/2015	0.97	0.99	0.96	0.99
31	07/26/2015 - 08/01/2015	0.97	0.99	0.96	0.99
32	08/02/2015 - 08/08/2015	0.97	0.99	0.96	0.99
33	08/09/2015 - 08/15/2015	0.97	0.99	0.96	0.99
34	08/16/2015 - 08/22/2015	0.97	0.99	0.96	0.99
35	08/23/2015 - 08/29/2015	0.97	0.99	0.96	0.98
36	08/30/2015 - 09/05/2015	0.97	0.99	0.96	0.98
37	09/06/2015 - 09/12/2015	0.97	0.99	0.96	0.98
38	09/13/2015 - 09/19/2015	0.97	0.99	0.96	0.98
39	09/20/2015 - 09/26/2015	0.97	0.99	0.96	0.98
40	09/27/2015 - 10/03/2015	0.97	0.99	0.96	0.98
41	10/04/2015 - 10/10/2015	0.97	0.99	0.96	0.98
42	10/11/2015 - 10/17/2015	0.97	0.99	0.96	0.98
43	10/18/2015 - 10/24/2015	0.97	0.99	0.96	0.98
44	10/25/2015 - 10/31/2015	0.97	0.99	0.96	0.98
45	11/01/2015 - 11/07/2015	0.97	0.99	0.96	0.98
46	11/08/2015 - 11/14/2015	0.97	0.99	0.96	0.98
47	11/15/2015 - 11/21/2015	0.97	0.99	0.96	0.98
48	11/22/2015 - 11/28/2015	0.97	0.99	0.96	0.98
49	11/29/2015 - 12/05/2015	0.97	0.99	0.96	0.98
50	12/06/2015 - 12/12/2015	0.97	0.99	0.96	0.98
51	12/13/2015 - 12/19/2015	0.97	0.99	0.96	0.98
52	12/20/2015 - 12/26/2015	0.97	0.99	0.96	0.98
53	12/27/2015 - 12/31/2015	0.97	0.99	0.96	0.98

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8636 ICWW BR.XINGS N.BROW	8637 SR820,US27-160 AVE	8638 SR820,160 AVE-US 1	8639 SR 838, SR 817-US 1
1	01/01/2015 - 01/03/2015	0.99	0.99	0.99	1.00
2	01/04/2015 - 01/10/2015	0.99	0.99	0.99	1.00
3	01/11/2015 - 01/17/2015	0.99	0.99	0.99	1.00
4	01/18/2015 - 01/24/2015	0.99	0.99	0.99	1.00
5	01/25/2015 - 01/31/2015	0.99	0.99	0.99	1.00
6	02/01/2015 - 02/07/2015	0.99	0.99	1.00	0.99
7	02/08/2015 - 02/14/2015	0.99	0.99	1.00	0.99
8	02/15/2015 - 02/21/2015	0.99	0.99	1.00	0.99
9	02/22/2015 - 02/28/2015	0.99	0.99	1.00	0.99
10	03/01/2015 - 03/07/2015	0.99	0.99	0.99	0.99
11	03/08/2015 - 03/14/2015	0.99	0.99	0.99	0.99
12	03/15/2015 - 03/21/2015	0.99	0.99	0.98	0.99
13	03/22/2015 - 03/28/2015	0.99	0.99	0.98	0.98
14	03/29/2015 - 04/04/2015	0.99	0.99	0.97	0.98
15	04/05/2015 - 04/11/2015	0.99	0.99	0.97	0.98
16	04/12/2015 - 04/18/2015	0.99	0.99	0.96	0.98
17	04/19/2015 - 04/25/2015	0.99	0.99	0.96	0.98
18	04/26/2015 - 05/02/2015	0.99	0.99	0.96	0.98
19	05/03/2015 - 05/09/2015	0.99	0.99	0.96	0.98
20	05/10/2015 - 05/16/2015	0.99	0.99	0.96	0.98
21	05/17/2015 - 05/23/2015	0.99	0.99	0.96	0.98
22	05/24/2015 - 05/30/2015	0.99	0.99	0.96	0.98
23	05/31/2015 - 06/06/2015	0.99	0.99	0.97	0.98
24	06/07/2015 - 06/13/2015	0.99	0.99	0.97	0.98
25	06/14/2015 - 06/20/2015	0.99	0.99	0.97	0.98
26	06/21/2015 - 06/27/2015	0.99	0.99	0.97	0.99
27	06/28/2015 - 07/04/2015	0.99	0.99	0.97	0.99
28	07/05/2015 - 07/11/2015	0.99	0.99	0.97	0.99
29	07/12/2015 - 07/18/2015	0.99	0.99	0.97	0.99
30	07/19/2015 - 07/25/2015	0.99	0.99	0.97	0.99
31	07/26/2015 - 08/01/2015	0.99	0.99	0.97	0.99
32	08/02/2015 - 08/08/2015	0.99	0.99	0.97	0.99
33	08/09/2015 - 08/15/2015	0.99	0.99	0.97	0.99
34	08/16/2015 - 08/22/2015	0.99	0.99	0.97	0.99
35	08/23/2015 - 08/29/2015	0.99	0.99	0.98	0.99
36	08/30/2015 - 09/05/2015	0.99	0.99	0.98	0.99
37	09/06/2015 - 09/12/2015	0.99	0.99	0.98	0.99
38	09/13/2015 - 09/19/2015	0.99	0.99	0.98	0.99
39	09/20/2015 - 09/26/2015	0.99	0.99	0.98	0.99
40	09/27/2015 - 10/03/2015	0.99	0.99	0.98	0.99
41	10/04/2015 - 10/10/2015	0.99	0.99	0.98	0.99
42	10/11/2015 - 10/17/2015	0.99	0.99	0.98	0.99
43	10/18/2015 - 10/24/2015	0.99	0.99	0.98	0.99
44	10/25/2015 - 10/31/2015	0.99	0.99	0.98	1.00
45	11/01/2015 - 11/07/2015	0.99	0.99	0.98	1.00
46	11/08/2015 - 11/14/2015	0.99	0.99	0.98	1.00
47	11/15/2015 - 11/21/2015	0.99	0.99	0.99	1.00
48	11/22/2015 - 11/28/2015	0.99	0.99	0.99	1.00
49	11/29/2015 - 12/05/2015	0.99	0.99	0.99	1.00
50	12/06/2015 - 12/12/2015	0.99	0.99	0.99	1.00
51	12/13/2015 - 12/19/2015	0.99	0.99	0.99	1.00
52	12/20/2015 - 12/26/2015	0.99	0.99	0.99	1.00
53	12/27/2015 - 12/31/2015	0.99	0.99	0.99	1.00

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8640 SR7/441,DADE -SR 736	8641 SR7/441,SR736-PALBC.	8643 SR 810, SR 7 - US 1	8644 SR 811, SR838-PB.CO.
1	01/01/2015 - 01/03/2015	0.99	0.99	0.99	0.95
2	01/04/2015 - 01/10/2015	0.99	0.99	0.99	0.95
3	01/11/2015 - 01/17/2015	0.99	0.99	0.99	0.95
4	01/18/2015 - 01/24/2015	0.99	0.99	0.99	0.95
5	01/25/2015 - 01/31/2015	0.99	0.99	0.99	0.95
6	02/01/2015 - 02/07/2015	0.99	0.99	0.99	0.96
7	02/08/2015 - 02/14/2015	0.99	0.99	0.99	0.96
8	02/15/2015 - 02/21/2015	0.99	0.99	0.99	0.96
9	02/22/2015 - 02/28/2015	0.99	0.99	0.99	0.96
10	03/01/2015 - 03/07/2015	0.99	0.99	0.99	0.97
11	03/08/2015 - 03/14/2015	0.99	0.99	0.99	0.97
12	03/15/2015 - 03/21/2015	0.99	0.99	0.99	0.97
13	03/22/2015 - 03/28/2015	0.99	0.99	0.99	0.98
14	03/29/2015 - 04/04/2015	0.99	0.99	1.00	0.98
15	04/05/2015 - 04/11/2015	0.99	0.99	1.00	0.99
16	04/12/2015 - 04/18/2015	0.99	0.99	1.00	0.99
17	04/19/2015 - 04/25/2015	0.99	0.99	1.00	0.99
18	04/26/2015 - 05/02/2015	0.99	0.99	1.00	0.99
19	05/03/2015 - 05/09/2015	0.99	0.99	1.00	0.99
20	05/10/2015 - 05/16/2015	0.99	0.99	1.00	0.99
21	05/17/2015 - 05/23/2015	0.99	0.99	1.00	0.98
22	05/24/2015 - 05/30/2015	0.99	0.99	1.00	0.98
23	05/31/2015 - 06/06/2015	0.99	0.99	1.00	0.98
24	06/07/2015 - 06/13/2015	0.99	0.99	1.00	0.98
25	06/14/2015 - 06/20/2015	0.99	0.99	1.00	0.98
26	06/21/2015 - 06/27/2015	0.99	0.99	1.00	0.98
27	06/28/2015 - 07/04/2015	0.99	0.99	1.00	0.98
28	07/05/2015 - 07/11/2015	0.99	0.99	1.00	0.98
29	07/12/2015 - 07/18/2015	0.99	0.99	1.00	0.98
30	07/19/2015 - 07/25/2015	0.99	0.99	1.00	0.97
31	07/26/2015 - 08/01/2015	0.99	0.99	1.00	0.97
32	08/02/2015 - 08/08/2015	0.99	0.99	1.00	0.97
33	08/09/2015 - 08/15/2015	0.99	0.99	1.00	0.97
34	08/16/2015 - 08/22/2015	0.99	0.99	1.00	0.97
35	08/23/2015 - 08/29/2015	0.99	0.99	0.99	0.97
36	08/30/2015 - 09/05/2015	0.99	0.99	0.99	0.97
37	09/06/2015 - 09/12/2015	0.99	0.99	0.99	0.97
38	09/13/2015 - 09/19/2015	0.99	0.99	0.99	0.97
39	09/20/2015 - 09/26/2015	0.99	0.99	0.99	0.97
40	09/27/2015 - 10/03/2015	0.99	0.99	0.99	0.96
41	10/04/2015 - 10/10/2015	0.99	0.99	0.99	0.96
42	10/11/2015 - 10/17/2015	0.99	0.99	0.99	0.96
43	10/18/2015 - 10/24/2015	0.99	0.99	0.99	0.96
44	10/25/2015 - 10/31/2015	0.99	0.99	0.99	0.96
45	11/01/2015 - 11/07/2015	0.99	0.99	0.99	0.96
46	11/08/2015 - 11/14/2015	0.99	0.99	0.99	0.96
47	11/15/2015 - 11/21/2015	0.99	0.99	0.99	0.96
48	11/22/2015 - 11/28/2015	0.99	0.99	0.99	0.96
49	11/29/2015 - 12/05/2015	0.99	0.99	0.99	0.95
50	12/06/2015 - 12/12/2015	0.99	0.99	0.99	0.95
51	12/13/2015 - 12/19/2015	0.99	0.99	0.99	0.95
52	12/20/2015 - 12/26/2015	0.99	0.99	0.99	0.95
53	12/27/2015 - 12/31/2015	0.99	0.99	0.99	0.95

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8645 BROWARD CO. ROADS	8646 SR858, SR 7 - US 1	8647 SR822, US 441-US 1	8649 A1A,US1@17ST-SR 814
1	01/01/2015 - 01/03/2015	0.99	0.99	1.00	1.00
2	01/04/2015 - 01/10/2015	0.99	0.99	1.00	1.00
3	01/11/2015 - 01/17/2015	0.99	0.99	1.00	1.00
4	01/18/2015 - 01/24/2015	0.99	0.99	1.00	1.00
5	01/25/2015 - 01/31/2015	0.99	0.99	1.00	1.00
6	02/01/2015 - 02/07/2015	0.99	0.99	1.00	1.00
7	02/08/2015 - 02/14/2015	0.99	0.99	1.00	1.00
8	02/15/2015 - 02/21/2015	0.99	0.99	1.00	1.00
9	02/22/2015 - 02/28/2015	0.99	0.99	1.00	1.00
10	03/01/2015 - 03/07/2015	0.99	0.99	1.00	1.00
11	03/08/2015 - 03/14/2015	0.99	0.99	1.00	1.00
12	03/15/2015 - 03/21/2015	0.99	0.99	1.00	1.00
13	03/22/2015 - 03/28/2015	0.99	0.99	1.00	1.00
14	03/29/2015 - 04/04/2015	0.99	0.99	1.00	1.00
15	04/05/2015 - 04/11/2015	0.99	0.99	1.00	1.00
16	04/12/2015 - 04/18/2015	0.99	0.99	1.00	1.00
17	04/19/2015 - 04/25/2015	0.99	0.99	1.00	1.00
18	04/26/2015 - 05/02/2015	0.99	0.99	1.00	1.00
19	05/03/2015 - 05/09/2015	0.99	0.99	1.00	1.00
20	05/10/2015 - 05/16/2015	0.99	0.99	1.00	1.00
21	05/17/2015 - 05/23/2015	0.99	0.99	1.00	1.00
22	05/24/2015 - 05/30/2015	0.99	0.99	1.00	1.00
23	05/31/2015 - 06/06/2015	0.99	0.99	1.00	1.00
24	06/07/2015 - 06/13/2015	0.99	0.99	1.00	1.00
25	06/14/2015 - 06/20/2015	0.99	0.99	1.00	1.00
26	06/21/2015 - 06/27/2015	0.99	0.99	1.00	1.00
27	06/28/2015 - 07/04/2015	0.99	0.99	1.00	1.00
28	07/05/2015 - 07/11/2015	0.99	0.99	1.00	1.00
29	07/12/2015 - 07/18/2015	0.99	0.99	1.00	1.00
30	07/19/2015 - 07/25/2015	0.99	0.99	1.00	1.00
31	07/26/2015 - 08/01/2015	0.99	0.99	1.00	1.00
32	08/02/2015 - 08/08/2015	0.99	0.99	1.00	1.00
33	08/09/2015 - 08/15/2015	0.99	0.99	1.00	1.00
34	08/16/2015 - 08/22/2015	0.99	0.99	1.00	1.00
35	08/23/2015 - 08/29/2015	0.99	0.99	1.00	1.00
36	08/30/2015 - 09/05/2015	0.99	0.99	1.00	1.00
37	09/06/2015 - 09/12/2015	0.99	0.99	1.00	1.00
38	09/13/2015 - 09/19/2015	0.99	0.99	1.00	1.00
39	09/20/2015 - 09/26/2015	0.99	0.99	1.00	1.00
40	09/27/2015 - 10/03/2015	0.99	0.99	1.00	1.00
41	10/04/2015 - 10/10/2015	0.99	0.99	1.00	1.00
42	10/11/2015 - 10/17/2015	0.99	0.99	1.00	1.00
43	10/18/2015 - 10/24/2015	0.99	0.99	1.00	1.00
44	10/25/2015 - 10/31/2015	0.99	0.99	1.00	1.00
45	11/01/2015 - 11/07/2015	0.99	0.99	1.00	1.00
46	11/08/2015 - 11/14/2015	0.99	0.99	1.00	1.00
47	11/15/2015 - 11/21/2015	0.99	0.99	1.00	1.00
48	11/22/2015 - 11/28/2015	0.99	0.99	1.00	1.00
49	11/29/2015 - 12/05/2015	0.99	0.99	1.00	1.00
50	12/06/2015 - 12/12/2015	0.99	0.99	1.00	1.00
51	12/13/2015 - 12/19/2015	0.99	0.99	1.00	1.00
52	12/20/2015 - 12/26/2015	0.99	0.99	1.00	1.00
53	12/27/2015 - 12/31/2015	0.99	0.99	1.00	1.00

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8650 AIA, SR 814 - PB.CO.	8651 SR 5, SR 870- PB.CO.	8652 ICWW BR.XINGS S.BROW	8655 SR 849/31 AV POMPANO
1	01/01/2015 - 01/03/2015	1.00	0.99	0.99	0.98
2	01/04/2015 - 01/10/2015	1.00	0.99	0.99	0.98
3	01/11/2015 - 01/17/2015	1.00	0.99	0.99	0.98
4	01/18/2015 - 01/24/2015	1.00	0.99	0.99	0.98
5	01/25/2015 - 01/31/2015	1.00	0.99	0.99	0.98
6	02/01/2015 - 02/07/2015	1.00	0.99	0.99	0.97
7	02/08/2015 - 02/14/2015	1.00	0.99	0.99	0.97
8	02/15/2015 - 02/21/2015	1.00	0.99	0.99	0.97
9	02/22/2015 - 02/28/2015	1.00	0.99	0.99	0.97
10	03/01/2015 - 03/07/2015	1.00	0.99	0.99	0.97
11	03/08/2015 - 03/14/2015	1.00	0.99	0.99	0.97
12	03/15/2015 - 03/21/2015	1.00	0.99	0.99	0.97
13	03/22/2015 - 03/28/2015	1.00	0.99	0.99	0.97
14	03/29/2015 - 04/04/2015	1.00	0.99	0.99	0.97
15	04/05/2015 - 04/11/2015	1.00	0.99	0.99	0.97
16	04/12/2015 - 04/18/2015	1.00	0.99	0.99	0.97
17	04/19/2015 - 04/25/2015	1.00	0.99	0.99	0.97
18	04/26/2015 - 05/02/2015	1.00	0.99	0.99	0.97
19	05/03/2015 - 05/09/2015	1.00	0.99	0.99	0.97
20	05/10/2015 - 05/16/2015	1.00	0.99	0.99	0.97
21	05/17/2015 - 05/23/2015	1.00	0.99	0.99	0.97
22	05/24/2015 - 05/30/2015	1.00	0.99	0.99	0.97
23	05/31/2015 - 06/06/2015	1.00	0.99	0.99	0.97
24	06/07/2015 - 06/13/2015	1.00	0.99	0.99	0.97
25	06/14/2015 - 06/20/2015	1.00	0.99	0.99	0.97
26	06/21/2015 - 06/27/2015	1.00	0.99	0.99	0.97
27	06/28/2015 - 07/04/2015	1.00	0.99	0.99	0.97
28	07/05/2015 - 07/11/2015	1.00	0.99	0.99	0.97
29	07/12/2015 - 07/18/2015	1.00	0.99	0.99	0.97
30	07/19/2015 - 07/25/2015	1.00	0.99	0.99	0.97
31	07/26/2015 - 08/01/2015	1.00	0.99	0.99	0.98
32	08/02/2015 - 08/08/2015	1.00	0.99	0.99	0.98
33	08/09/2015 - 08/15/2015	1.00	0.99	0.99	0.98
34	08/16/2015 - 08/22/2015	1.00	0.99	0.99	0.98
35	08/23/2015 - 08/29/2015	1.00	0.99	0.99	0.98
36	08/30/2015 - 09/05/2015	1.00	0.99	0.99	0.98
37	09/06/2015 - 09/12/2015	1.00	0.99	0.99	0.98
38	09/13/2015 - 09/19/2015	1.00	0.99	0.99	0.98
39	09/20/2015 - 09/26/2015	1.00	0.99	0.99	0.98
40	09/27/2015 - 10/03/2015	1.00	0.99	0.99	0.98
41	10/04/2015 - 10/10/2015	1.00	0.99	0.99	0.98
42	10/11/2015 - 10/17/2015	1.00	0.99	0.99	0.98
43	10/18/2015 - 10/24/2015	1.00	0.99	0.99	0.98
44	10/25/2015 - 10/31/2015	1.00	0.99	0.99	0.98
45	11/01/2015 - 11/07/2015	1.00	0.99	0.99	0.98
46	11/08/2015 - 11/14/2015	1.00	0.99	0.99	0.98
47	11/15/2015 - 11/21/2015	1.00	0.99	0.99	0.98
48	11/22/2015 - 11/28/2015	1.00	0.99	0.99	0.98
49	11/29/2015 - 12/05/2015	1.00	0.99	0.99	0.98
50	12/06/2015 - 12/12/2015	1.00	0.99	0.99	0.98
51	12/13/2015 - 12/19/2015	1.00	0.99	0.99	0.98
52	12/20/2015 - 12/26/2015	1.00	0.99	0.99	0.98
53	12/27/2015 - 12/31/2015	1.00	0.99	0.99	0.98

2015 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8675 I75, DADE CO-I595	8676 I75, I595-COLLIER CO	8695 I-95,DADE- PB.CO.
1	01/01/2015 - 01/03/2015	0.96	0.90	0.00
2	01/04/2015 - 01/10/2015	0.96	0.91	0.00
3	01/11/2015 - 01/17/2015	0.95	0.91	0.00
4	01/18/2015 - 01/24/2015	0.95	0.92	0.00
5	01/25/2015 - 01/31/2015	0.94	0.92	0.00
6	02/01/2015 - 02/07/2015	0.94	0.93	0.00
7	02/08/2015 - 02/14/2015	0.93	0.93	0.00
8	02/15/2015 - 02/21/2015	0.93	0.94	0.00
9	02/22/2015 - 02/28/2015	0.93	0.93	0.00
10	03/01/2015 - 03/07/2015	0.93	0.92	0.00
11	03/08/2015 - 03/14/2015	0.93	0.91	0.00
12	03/15/2015 - 03/21/2015	0.93	0.90	0.00
13	03/22/2015 - 03/28/2015	0.94	0.90	0.00
14	03/29/2015 - 04/04/2015	0.94	0.90	0.00
15	04/05/2015 - 04/11/2015	0.94	0.90	0.00
16	04/12/2015 - 04/18/2015	0.94	0.90	0.00
17	04/19/2015 - 04/25/2015	0.94	0.90	0.00
18	04/26/2015 - 05/02/2015	0.94	0.91	0.00
19	05/03/2015 - 05/09/2015	0.94	0.91	0.00
20	05/10/2015 - 05/16/2015	0.94	0.91	0.00
21	05/17/2015 - 05/23/2015	0.95	0.91	0.00
22	05/24/2015 - 05/30/2015	0.95	0.91	0.00
23	05/31/2015 - 06/06/2015	0.95	0.91	0.00
24	06/07/2015 - 06/13/2015	0.95	0.91	0.00
25	06/14/2015 - 06/20/2015	0.95	0.91	0.00
26	06/21/2015 - 06/27/2015	0.95	0.91	0.00
27	06/28/2015 - 07/04/2015	0.95	0.91	0.00
28	07/05/2015 - 07/11/2015	0.95	0.91	0.00
29	07/12/2015 - 07/18/2015	0.96	0.91	0.00
30	07/19/2015 - 07/25/2015	0.96	0.90	0.00
31	07/26/2015 - 08/01/2015	0.96	0.90	0.00
32	08/02/2015 - 08/08/2015	0.96	0.89	0.00
33	08/09/2015 - 08/15/2015	0.96	0.88	0.00
34	08/16/2015 - 08/22/2015	0.96	0.88	0.00
35	08/23/2015 - 08/29/2015	0.96	0.89	0.00
36	08/30/2015 - 09/05/2015	0.96	0.89	0.00
37	09/06/2015 - 09/12/2015	0.96	0.90	0.00
38	09/13/2015 - 09/19/2015	0.96	0.90	0.00
39	09/20/2015 - 09/26/2015	0.96	0.90	0.00
40	09/27/2015 - 10/03/2015	0.96	0.90	0.00
41	10/04/2015 - 10/10/2015	0.96	0.90	0.00
42	10/11/2015 - 10/17/2015	0.96	0.90	0.00
43	10/18/2015 - 10/24/2015	0.96	0.90	0.00
44	10/25/2015 - 10/31/2015	0.96	0.90	0.00
45	11/01/2015 - 11/07/2015	0.96	0.91	0.00
46	11/08/2015 - 11/14/2015	0.96	0.91	0.00
47	11/15/2015 - 11/21/2015	0.96	0.91	0.00
48	11/22/2015 - 11/28/2015	0.96	0.91	0.00
49	11/29/2015 - 12/05/2015	0.96	0.91	0.00
50	12/06/2015 - 12/12/2015	0.96	0.90	0.00
51	12/13/2015 - 12/19/2015	0.96	0.90	0.00
52	12/20/2015 - 12/26/2015	0.96	0.91	0.00
53	12/27/2015 - 12/31/2015	0.96	0.91	0.00

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	0.96	1.05
2	01/04/2015 - 01/10/2015	0.95	1.04
* 3	01/11/2015 - 01/17/2015	0.94	1.03
* 4	01/18/2015 - 01/24/2015	0.94	1.03
* 5	01/25/2015 - 01/31/2015	0.93	1.02
* 6	02/01/2015 - 02/07/2015	0.93	1.02
* 7	02/08/2015 - 02/14/2015	0.92	1.01
* 8	02/15/2015 - 02/21/2015	0.91	1.00
* 9	02/22/2015 - 02/28/2015	0.89	0.98
*10	03/01/2015 - 03/07/2015	0.88	0.97
*11	03/08/2015 - 03/14/2015	0.87	0.96
*12	03/15/2015 - 03/21/2015	0.89	0.98
*13	03/22/2015 - 03/28/2015	0.90	0.99
*14	03/29/2015 - 04/04/2015	0.92	1.01
*15	04/05/2015 - 04/11/2015	0.94	1.03
16	04/12/2015 - 04/18/2015	0.95	1.04
17	04/19/2015 - 04/25/2015	0.97	1.07
18	04/26/2015 - 05/02/2015	0.98	1.08
19	05/03/2015 - 05/09/2015	1.00	1.10
20	05/10/2015 - 05/16/2015	1.01	1.11
21	05/17/2015 - 05/23/2015	1.03	1.13
22	05/24/2015 - 05/30/2015	1.05	1.15
23	05/31/2015 - 06/06/2015	1.07	1.18
24	06/07/2015 - 06/13/2015	1.09	1.20
25	06/14/2015 - 06/20/2015	1.08	1.19
26	06/21/2015 - 06/27/2015	1.08	1.19
27	06/28/2015 - 07/04/2015	1.07	1.18
28	07/05/2015 - 07/11/2015	1.06	1.16
29	07/12/2015 - 07/18/2015	1.07	1.18
30	07/19/2015 - 07/25/2015	1.07	1.18
31	07/26/2015 - 08/01/2015	1.08	1.19
32	08/02/2015 - 08/08/2015	1.09	1.20
33	08/09/2015 - 08/15/2015	1.09	1.20
34	08/16/2015 - 08/22/2015	1.10	1.21
35	08/23/2015 - 08/29/2015	1.12	1.23
36	08/30/2015 - 09/05/2015	1.13	1.24
37	09/06/2015 - 09/12/2015	1.14	1.25
38	09/13/2015 - 09/19/2015	1.12	1.23
39	09/20/2015 - 09/26/2015	1.11	1.22
40	09/27/2015 - 10/03/2015	1.09	1.20
41	10/04/2015 - 10/10/2015	1.08	1.19
42	10/11/2015 - 10/17/2015	1.07	1.18
43	10/18/2015 - 10/24/2015	1.06	1.16
44	10/25/2015 - 10/31/2015	1.04	1.14
45	11/01/2015 - 11/07/2015	1.03	1.13
46	11/08/2015 - 11/14/2015	1.02	1.12
47	11/15/2015 - 11/21/2015	1.01	1.11
48	11/22/2015 - 11/28/2015	0.99	1.09
49	11/29/2015 - 12/05/2015	0.98	1.08
50	12/06/2015 - 12/12/2015	0.96	1.05
51	12/13/2015 - 12/19/2015	0.96	1.05
52	12/20/2015 - 12/26/2015	0.95	1.04
53	12/27/2015 - 12/31/2015	0.94	1.03

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	1.00	1.04
2	01/04/2015 - 01/10/2015	1.00	1.04
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.97	1.01
* 6	02/01/2015 - 02/07/2015	0.96	1.00
* 7	02/08/2015 - 02/14/2015	0.95	0.99
* 8	02/15/2015 - 02/21/2015	0.95	0.99
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.95	0.99
*12	03/15/2015 - 03/21/2015	0.96	1.00
*13	03/22/2015 - 03/28/2015	0.97	1.01
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	0.99	1.03
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.00	1.04
20	05/10/2015 - 05/16/2015	1.01	1.05
21	05/17/2015 - 05/23/2015	1.01	1.05
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.03	1.07
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.04	1.08
27	06/28/2015 - 07/04/2015	1.05	1.09
28	07/05/2015 - 07/11/2015	1.05	1.09
29	07/12/2015 - 07/18/2015	1.05	1.09
30	07/19/2015 - 07/25/2015	1.05	1.09
31	07/26/2015 - 08/01/2015	1.04	1.08
32	08/02/2015 - 08/08/2015	1.04	1.08
33	08/09/2015 - 08/15/2015	1.04	1.08
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.04	1.08
37	09/06/2015 - 09/12/2015	1.04	1.08
38	09/13/2015 - 09/19/2015	1.03	1.07
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.02	1.06
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.01	1.05
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	1.00	1.04
51	12/13/2015 - 12/19/2015	1.00	1.04
52	12/20/2015 - 12/26/2015	1.00	1.04
53	12/27/2015 - 12/31/2015	0.99	1.03

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	1.00	1.02
2	01/04/2015 - 01/10/2015	1.00	1.02
3	01/11/2015 - 01/17/2015	1.01	1.03
4	01/18/2015 - 01/24/2015	1.00	1.02
5	01/25/2015 - 01/31/2015	0.99	1.01
* 6	02/01/2015 - 02/07/2015	0.98	1.00
* 7	02/08/2015 - 02/14/2015	0.97	0.99
* 8	02/15/2015 - 02/21/2015	0.97	0.99
* 9	02/22/2015 - 02/28/2015	0.97	0.99
*10	03/01/2015 - 03/07/2015	0.97	0.99
*11	03/08/2015 - 03/14/2015	0.97	0.99
*12	03/15/2015 - 03/21/2015	0.97	0.99
*13	03/22/2015 - 03/28/2015	0.98	1.00
*14	03/29/2015 - 04/04/2015	0.98	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	0.99	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.01
19	05/03/2015 - 05/09/2015	0.99	1.01
20	05/10/2015 - 05/16/2015	1.00	1.02
21	05/17/2015 - 05/23/2015	1.00	1.02
22	05/24/2015 - 05/30/2015	1.01	1.03
23	05/31/2015 - 06/06/2015	1.02	1.04
24	06/07/2015 - 06/13/2015	1.02	1.04
25	06/14/2015 - 06/20/2015	1.03	1.05
26	06/21/2015 - 06/27/2015	1.04	1.06
27	06/28/2015 - 07/04/2015	1.05	1.07
28	07/05/2015 - 07/11/2015	1.06	1.08
29	07/12/2015 - 07/18/2015	1.05	1.07
30	07/19/2015 - 07/25/2015	1.05	1.07
31	07/26/2015 - 08/01/2015	1.04	1.06
32	08/02/2015 - 08/08/2015	1.04	1.06
33	08/09/2015 - 08/15/2015	1.03	1.05
34	08/16/2015 - 08/22/2015	1.03	1.05
35	08/23/2015 - 08/29/2015	1.03	1.05
36	08/30/2015 - 09/05/2015	1.02	1.04
37	09/06/2015 - 09/12/2015	1.02	1.04
38	09/13/2015 - 09/19/2015	1.01	1.03
39	09/20/2015 - 09/26/2015	1.01	1.03
40	09/27/2015 - 10/03/2015	1.00	1.02
41	10/04/2015 - 10/10/2015	0.99	1.01
42	10/11/2015 - 10/17/2015	0.99	1.01
43	10/18/2015 - 10/24/2015	0.99	1.01
44	10/25/2015 - 10/31/2015	0.99	1.01
45	11/01/2015 - 11/07/2015	1.00	1.02
46	11/08/2015 - 11/14/2015	1.00	1.02
47	11/15/2015 - 11/21/2015	1.00	1.02
48	11/22/2015 - 11/28/2015	1.00	1.02
49	11/29/2015 - 12/05/2015	1.00	1.02
50	12/06/2015 - 12/12/2015	1.00	1.02
51	12/13/2015 - 12/19/2015	1.00	1.02
52	12/20/2015 - 12/26/2015	1.00	1.02
53	12/27/2015 - 12/31/2015	1.01	1.03

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	0.99	1.03
2	01/04/2015 - 01/10/2015	0.99	1.03
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.98	1.02
* 6	02/01/2015 - 02/07/2015	0.97	1.01
* 7	02/08/2015 - 02/14/2015	0.96	1.00
* 8	02/15/2015 - 02/21/2015	0.96	1.00
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.94	0.98
*12	03/15/2015 - 03/21/2015	0.95	0.99
*13	03/22/2015 - 03/28/2015	0.96	1.00
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	1.00	1.04
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.01	1.05
20	05/10/2015 - 05/16/2015	1.02	1.06
21	05/17/2015 - 05/23/2015	1.02	1.06
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.02	1.06
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.03	1.07
27	06/28/2015 - 07/04/2015	1.04	1.08
28	07/05/2015 - 07/11/2015	1.04	1.08
29	07/12/2015 - 07/18/2015	1.04	1.08
30	07/19/2015 - 07/25/2015	1.04	1.08
31	07/26/2015 - 08/01/2015	1.03	1.07
32	08/02/2015 - 08/08/2015	1.03	1.07
33	08/09/2015 - 08/15/2015	1.03	1.07
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.05	1.09
37	09/06/2015 - 09/12/2015	1.05	1.09
38	09/13/2015 - 09/19/2015	1.04	1.08
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.03	1.07
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.00	1.04
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	0.99	1.03
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	0.99	1.03
53	12/27/2015 - 12/31/2015	0.99	1.03

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 0.99

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	0.99	1.00
2	01/04/2015 - 01/10/2015	1.02	1.03
3	01/11/2015 - 01/17/2015	1.04	1.05
4	01/18/2015 - 01/24/2015	1.03	1.04
5	01/25/2015 - 01/31/2015	1.02	1.03
6	02/01/2015 - 02/07/2015	1.00	1.01
* 7	02/08/2015 - 02/14/2015	0.99	1.00
* 8	02/15/2015 - 02/21/2015	0.99	1.00
* 9	02/22/2015 - 02/28/2015	0.99	1.00
*10	03/01/2015 - 03/07/2015	0.98	0.99
*11	03/08/2015 - 03/14/2015	0.98	0.99
*12	03/15/2015 - 03/21/2015	0.98	0.99
*13	03/22/2015 - 03/28/2015	0.99	1.00
*14	03/29/2015 - 04/04/2015	0.99	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.00
*16	04/12/2015 - 04/18/2015	0.99	1.00
*17	04/19/2015 - 04/25/2015	0.99	1.00
*18	04/26/2015 - 05/02/2015	1.00	1.01
*19	05/03/2015 - 05/09/2015	1.00	1.01
20	05/10/2015 - 05/16/2015	1.00	1.01
21	05/17/2015 - 05/23/2015	1.00	1.01
22	05/24/2015 - 05/30/2015	1.01	1.02
23	05/31/2015 - 06/06/2015	1.01	1.02
24	06/07/2015 - 06/13/2015	1.01	1.02
25	06/14/2015 - 06/20/2015	1.02	1.03
26	06/21/2015 - 06/27/2015	1.03	1.04
27	06/28/2015 - 07/04/2015	1.03	1.04
28	07/05/2015 - 07/11/2015	1.04	1.05
29	07/12/2015 - 07/18/2015	1.03	1.04
30	07/19/2015 - 07/25/2015	1.02	1.03
31	07/26/2015 - 08/01/2015	1.02	1.03
32	08/02/2015 - 08/08/2015	1.01	1.02
33	08/09/2015 - 08/15/2015	1.00	1.01
34	08/16/2015 - 08/22/2015	1.01	1.02
35	08/23/2015 - 08/29/2015	1.01	1.02
36	08/30/2015 - 09/05/2015	1.02	1.03
37	09/06/2015 - 09/12/2015	1.02	1.03
38	09/13/2015 - 09/19/2015	1.01	1.02
39	09/20/2015 - 09/26/2015	1.01	1.02
40	09/27/2015 - 10/03/2015	1.00	1.01
41	10/04/2015 - 10/10/2015	1.00	1.01
42	10/11/2015 - 10/17/2015	0.99	1.00
43	10/18/2015 - 10/24/2015	0.99	1.00
44	10/25/2015 - 10/31/2015	1.00	1.01
45	11/01/2015 - 11/07/2015	1.00	1.01
46	11/08/2015 - 11/14/2015	1.00	1.01
47	11/15/2015 - 11/21/2015	1.00	1.01
48	11/22/2015 - 11/28/2015	1.00	1.01
49	11/29/2015 - 12/05/2015	0.99	1.00
50	12/06/2015 - 12/12/2015	0.99	1.00
51	12/13/2015 - 12/19/2015	1.01	1.02
52	12/20/2015 - 12/26/2015	1.02	1.03
53	12/27/2015 - 12/31/2015	1.04	1.05

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	0.95	1.01
2	01/04/2015 - 01/10/2015	0.97	1.03
3	01/11/2015 - 01/17/2015	1.00	1.06
* 4	01/18/2015 - 01/24/2015	0.98	1.04
* 5	01/25/2015 - 01/31/2015	0.96	1.02
* 6	02/01/2015 - 02/07/2015	0.94	1.00
* 7	02/08/2015 - 02/14/2015	0.92	0.98
* 8	02/15/2015 - 02/21/2015	0.91	0.97
* 9	02/22/2015 - 02/28/2015	0.90	0.96
*10	03/01/2015 - 03/07/2015	0.90	0.96
*11	03/08/2015 - 03/14/2015	0.89	0.95
*12	03/15/2015 - 03/21/2015	0.91	0.97
*13	03/22/2015 - 03/28/2015	0.93	0.99
*14	03/29/2015 - 04/04/2015	0.95	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.04
*16	04/12/2015 - 04/18/2015	0.99	1.05
17	04/19/2015 - 04/25/2015	1.00	1.06
18	04/26/2015 - 05/02/2015	1.01	1.07
19	05/03/2015 - 05/09/2015	1.02	1.09
20	05/10/2015 - 05/16/2015	1.04	1.11
21	05/17/2015 - 05/23/2015	1.04	1.11
22	05/24/2015 - 05/30/2015	1.05	1.12
23	05/31/2015 - 06/06/2015	1.06	1.13
24	06/07/2015 - 06/13/2015	1.07	1.14
25	06/14/2015 - 06/20/2015	1.07	1.14
26	06/21/2015 - 06/27/2015	1.06	1.13
27	06/28/2015 - 07/04/2015	1.06	1.13
28	07/05/2015 - 07/11/2015	1.06	1.13
29	07/12/2015 - 07/18/2015	1.06	1.13
30	07/19/2015 - 07/25/2015	1.07	1.14
31	07/26/2015 - 08/01/2015	1.07	1.14
32	08/02/2015 - 08/08/2015	1.08	1.15
33	08/09/2015 - 08/15/2015	1.08	1.15
34	08/16/2015 - 08/22/2015	1.09	1.16
35	08/23/2015 - 08/29/2015	1.10	1.17
36	08/30/2015 - 09/05/2015	1.11	1.18
37	09/06/2015 - 09/12/2015	1.12	1.19
38	09/13/2015 - 09/19/2015	1.11	1.18
39	09/20/2015 - 09/26/2015	1.10	1.17
40	09/27/2015 - 10/03/2015	1.09	1.16
41	10/04/2015 - 10/10/2015	1.08	1.15
42	10/11/2015 - 10/17/2015	1.07	1.14
43	10/18/2015 - 10/24/2015	1.04	1.11
44	10/25/2015 - 10/31/2015	1.01	1.07
45	11/01/2015 - 11/07/2015	0.99	1.05
46	11/08/2015 - 11/14/2015	0.96	1.02
47	11/15/2015 - 11/21/2015	0.96	1.02
48	11/22/2015 - 11/28/2015	0.95	1.01
49	11/29/2015 - 12/05/2015	0.95	1.01
50	12/06/2015 - 12/12/2015	0.95	1.01
51	12/13/2015 - 12/19/2015	0.96	1.02
52	12/20/2015 - 12/26/2015	0.98	1.04
53	12/27/2015 - 12/31/2015	1.00	1.06

* PEAK SEASON

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	0.99	1.03
2	01/04/2015 - 01/10/2015	0.99	1.03
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.98	1.02
* 6	02/01/2015 - 02/07/2015	0.97	1.01
* 7	02/08/2015 - 02/14/2015	0.96	1.00
* 8	02/15/2015 - 02/21/2015	0.96	1.00
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.94	0.98
*12	03/15/2015 - 03/21/2015	0.95	0.99
*13	03/22/2015 - 03/28/2015	0.96	1.00
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	1.00	1.04
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.01	1.05
20	05/10/2015 - 05/16/2015	1.02	1.06
21	05/17/2015 - 05/23/2015	1.02	1.06
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.02	1.06
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.03	1.07
27	06/28/2015 - 07/04/2015	1.04	1.08
28	07/05/2015 - 07/11/2015	1.04	1.08
29	07/12/2015 - 07/18/2015	1.04	1.08
30	07/19/2015 - 07/25/2015	1.04	1.08
31	07/26/2015 - 08/01/2015	1.03	1.07
32	08/02/2015 - 08/08/2015	1.03	1.07
33	08/09/2015 - 08/15/2015	1.03	1.07
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.05	1.09
37	09/06/2015 - 09/12/2015	1.05	1.09
38	09/13/2015 - 09/19/2015	1.04	1.08
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.03	1.07
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.00	1.04
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	0.99	1.03
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	0.99	1.03
53	12/27/2015 - 12/31/2015	0.99	1.03

* PEAK SEASON

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2			K	D	T
SITE: 7081 - COMMERCIAL BLVD, W OF POWERLINE RD									
2014	58500	C	E	28500	W	30000	9.00	54.20	6.60
2013	56000	C	E	29000	W	27000	9.00	53.60	6.70
2012	52500	C	E	26500	W	26000	9.00	52.20	6.70
2011	56000	C	E	28000	W	28000	9.00	52.50	4.40
2010	50500	C	E	26000	W	24500	8.35	52.69	4.40
2009	57000	C	E	27500	W	29500	8.53	53.89	4.40
2008	65500	S	E	33000	W	32500	8.81	54.16	4.00
2007	67500	F	E	34000	W	33500	8.63	55.75	3.70
2006	64500	C	E	32500	W	32000	8.40	55.34	3.30
2005	50500	C	E	25000	W	25500	8.20	51.70	0.00
SITE: 5293 - SR 870/COMMERCIAL BLVD - W OF I-95/E OF POWERLINE									
2014	61000	C	E	30000	W	31000	9.00	54.20	7.60
2013	60000	C	E	29500	W	30500	9.00	53.60	7.50
2012	59000	C	E	29500	W	29500	9.00	52.20	7.50
2011	58500	C	E	30000	W	28500	9.00	52.50	4.40
2010	64500	C	E	31000	W	33500	8.35	52.69	4.40
2009	58500	C	E	28500	W	30000	8.53	53.89	4.40
2008	69000	C	E	35000	W	34000	8.81	54.16	6.20
2007	67000	C	E	35000	W	32000	8.63	55.75	6.20
2006	59500	C	E	30500	W	29000	8.40	55.34	3.10
2005	64500	C	E	33000	W	31500	8.20	51.70	3.00
2004	64500	C	E	32500	W	32000	9.10	55.30	3.00
2003	62000	C	E	31500	W	30500	8.60	57.50	3.40
2002	66500	C	E	34500	W	32000	8.70	56.40	3.40
2001	65500	C	E	33500	W	32000	9.00	60.20	3.80
2000	64500	C	E	31500	W	33000	8.90	57.80	2.90
1999	63500	C	E	31000	W	32500	9.60	62.50	3.80
SITE: 0017 - SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE									
2014	61500	C	E	30500	W	31000	9.00	54.20	3.70
2013	62000	C	E	31000	W	31000	9.00	53.60	3.90
2012	64000	C	E	31500	W	32500	9.00	52.20	3.90
2011	55000	C	E	26500	W	28500	9.00	52.50	2.30
2010	52500	C	E	26500	W	26000	8.35	52.69	2.30
2009	63000	C	E	31500	W	31500	8.53	53.89	2.30
2008	60500	C	E	30000	W	30500	8.81	54.16	2.80
2007	65000	C	E	32000	W	33000	8.63	55.75	2.80
2006	62000	C	E	30500	W	31500	8.40	55.34	2.70
2005	59500	C	E	28500	W	31000	8.20	51.70	2.70
2004	61000	C	E	31500	W	29500	9.10	55.30	2.70
2003	60500	C	E	30000	W	30500	8.60	57.50	3.50
2002	66500	C	E	32000	W	34500	8.70	56.40	2.40
2001	61000	C	E	31000	W	30000	9.00	60.20	3.50
2000	63500	C	E	32500	W	31000	8.90	57.80	2.90
1999	63500	C	E	32500	W	31000	9.60	62.50	3.60

	Weighted K	Weighted D	Weighted T
All	8.70	53.72	4.42
Last 10	8.70	53.72	4.42
Last 5	8.88	53.07	5.78

	Weighted K	Weighted D	Weighted T
All	8.80	55.40	4.65
Last 10	8.69	53.62	5.43
Last 5	8.86	53.04	6.26

	Weighted K	Weighted D	Weighted T
All	8.81	55.42	3.01
Last 10	8.70	53.64	2.96
Last 5	8.88	53.05	3.28

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2			K	D	T
SITE: 7091 - NW 62 ST, W OF POWERLINE RD									
2014	37000	X					9.00	54.20	7.40
2013	36500	X		0		0	9.00	53.60	7.60
2012	36500	T		0		0	9.00	52.20	5.90
2011	36500	S		0		0	9.00	52.50	6.30
2010	36500	F	E	18000	W	18500	8.35	52.69	9.30
2009	36500	C	E	18000	W	18500	8.53	53.89	5.30
2008	49000	F	E	24000	W	25000	8.81	54.16	6.50
2007	50000	C	E	24500	W	25500	8.63	55.75	4.80
2006	55500	C	E	28500	W	27000	8.40	55.34	2.90
2005	56000	C	E	26000	W	30000	8.20	51.70	0.00

	Weighted K	Weighted D	Weighted T
All	8.66	53.68	5.23
Last 10	8.66	53.68	5.23
Last 5	8.87	53.04	7.30

SITE: 0300 - CYPRESS CREEK RD - W OF SR 9/I-95 W OF ANDREWS									
2014	52000	C	E	26000	W	26000	9.00	54.20	3.50
2013	44000	C	E	21500	W	22500	9.00	53.60	6.60
2012	49500	C	E	25000	W	24500	9.00	52.20	2.20
2011	48000	C	E	23500	W	24500	9.00	52.50	2.00
2010	50000	C	E	26000	W	24000	8.35	52.69	2.10
2009	52500	C	E	26000	W	26500	8.53	53.89	2.10
2008	53000	C	E	26000	W	27000	8.81	54.16	5.40
2007	52500	C	E	26000	W	26500	8.63	55.75	2.60
2006	51000	C	E	25000	W	26000	8.40	55.34	3.30
2005	48000	C	E	24000	W	24000	8.20	51.70	4.30
2004	46500	C	E	23500	W	23000	9.10	55.30	4.30
2003	50500	C	E	26000	W	24500	8.60	57.50	4.30
2002	44500	C	E	23000	W	21500	8.70	56.40	2.40
2001	39000	C	E	19500	W	19500	9.00	60.20	3.80
2000	41500	C	E	20500	W	21000	8.90	57.80	2.90
1999	38000	C	E	18000	W	20000	9.60	62.50	3.30

	Weighted K	Weighted D	Weighted T
All	8.78	55.16	3.43
Last 10	8.69	53.64	3.38
Last 5	8.87	53.04	3.21

SITE: 0301 - CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95									
2014	43000	C	E	22000	W	21000	9.00	54.20	6.30
2013	38000	C	E	19000	W	19000	9.00	53.60	6.60
2012	38000	C	E	19500	W	18500	9.00	52.20	6.80
2011	35000	C	E	18000	W	17000	9.00	52.50	6.80
2010	34000	C	E	17000	W	17000	8.35	52.69	6.80
2009	36000	C	E	18000	W	18000	8.53	53.89	3.90
2008	41000	C	E	20500	W	20500	8.81	54.16	3.90
2007	39000	C	E	19000	W	20000	8.63	55.75	2.40
2006	38000	C	E	19000	W	19000	8.40	55.34	3.30
2005	39500	C	E	19000	W	20500	8.20	51.70	6.10
2004	37500	C	E	19000	W	18500	9.10	55.30	6.10
2003	37500	C	E	19000	W	18500	8.60	57.50	6.10
2002	37500	C	E	19000	W	18500	8.70	56.40	2.40
2001	40500	C	E	20000	W	20500	9.00	60.20	3.80
2000	39500	C	E	20500	W	19000	8.90	57.80	2.90
1999	35500	C	E	18000	W	17500	9.60	62.50	3.30

	Weighted K	Weighted D	Weighted T
All	8.80	55.36	4.83
Last 10	8.70	53.63	5.27
Last 5	8.88	53.08	6.65

SITE: 9079 - NE 62 STREET, E OF DIXIE HIGHWAY									
2014	23000	X					9.00	54.20	7.40
2013	23000	X		0		0	9.00	53.60	7.60
2012	23000	T		0		0	9.00	52.20	5.90
2011	23000	S		0		0	9.00	52.50	6.30
2010	23000	F	E	11000	W	12000	8.35	52.69	9.30
2009	23000	C	E	11000	W	12000	8.53	53.89	5.30
2008	21000	C	E	10500	W	10500	8.81	54.16	6.50
2007	24500	C	E	12000	W	12500	8.63	55.75	4.80
2006	25500	C	E	12000	W	13500	8.40	55.34	2.90
2005	28500	C	E	14500	W	14000	8.20	51.70	0.00

	Weighted K	Weighted D	Weighted T
All	8.68	53.59	5.43
Last 10	8.68	53.59	5.43
Last 5	8.87	53.04	7.30

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K	D	T
SITE: 0501 - SR 811/DIXIE HWY - N OF NW 62 ST/CYPRESS CR RD								
2014	20500	C	N	9500	S	11000	9.00	54.20	5.10
2013	19300	C	N	9300	S	10000	9.00	53.60	5.10
2012	19900	C	N	9900	S	10000	9.00	52.20	4.90
2011	18500	C	N	9000	S	9500	9.00	52.50	4.90
2010	19000	C	N	9100	S	9900	8.35	52.69	4.90
2009	19400	C	N	9400	S	10000	8.53	53.89	4.30
2008	23500	C	N	11500	S	12000	8.81	54.16	4.30
2007	21500	C	N	10500	S	11000	8.63	55.75	4.70
2006	22500	C	N	11000	S	11500	8.40	55.34	4.40
2005	22500	C	N	11000	S	11500	8.20	51.70	4.90
2004	21500	C	N	10500	S	11000	9.10	55.30	4.90
2003	21000	C	N	10500	S	10500	8.60	57.50	4.90
2002	22000	C	N	11000	S	11000	8.70	56.40	4.50
2001	22500	C	N	11000	S	11500	9.00	60.20	4.40
2000	21000	C	N	10000	S	11000	8.90	57.80	4.20
1999	20300	C	N	9800	S	10500	9.60	62.50	4.40
SITE: 9261 - NE 6 AVE N OF COMMERCIAL BLVD								
2014	11000	R					9.00	54.20	7.40
2013	11000	T		0		0	9.00	53.60	7.60
2012	11000	S		0		0	9.00	52.20	5.90
2011	11000	F		0		0	9.00	52.50	6.30
2010	11000	C	N	0	S	0	8.35	52.69	9.30
2009	7100	F	N	3300	S	3800	8.53	53.89	5.30
2008	7300	C	N	3400	S	3900	8.81	54.16	6.50
2007	7300	C	N	4000	S	3300	8.63	55.75	4.80
2006	8800	C	N	4900	S	3900	8.40	55.34	2.90
SITE: 9411 - NE 6 AVENUE, N OF NE 56 STREET								
2014	3600	X					9.00	54.20	7.40
2013	3600	X		0		0	9.00	53.60	7.60
2012	3600	T		0		0	9.00	52.20	5.90
2011	3600	S		0		0	9.00	52.50	6.30
2010	3600	F	N	2000	S	1600	8.35	52.69	9.30
2009	3600	C	N	2000	S	1600	8.53	53.89	5.30
2008	3800	C	N	1700	S	2100	8.81	54.16	6.50
2007	4200	C	N	0	S	0	11.68	57.46	4.80
2006	3900	C	N	0	S	0			2.90

	Weighted K	Weighted D	Weighted T
All	8.80	55.41	4.67
Last 10	8.68	53.64	4.74
Last 5	8.87	53.05	4.98

	Weighted K	Weighted D	Weighted T
All	8.77	53.67	6.40
Last 10	8.77	53.67	6.40
Last 5	8.87	53.04	7.30

	Weighted K	Weighted D	Weighted T
All	8.15	47.64	6.17
Last 10	8.15	47.64	6.17
Last 5	8.87	53.04	7.30

Historical Data Summary

YEAR	AADT	DIRECTION 1			DIRECTION 2		K	D	T
SITE: 7072 - ANDREWS AVE, N OF PROSPECT RD									
2014	18200	T	N	9100	S	9100	9.00	54.20	7.40
2013	18000	S	N	9000	S	9000	9.00	53.60	7.60
2012	18000	F	N	9000	S	9000	9.00	52.20	5.90
2011	18000	C	N	9000	S	9000	9.00	52.50	6.30
2010	17000	F	N	8900	S	8100	8.35	52.69	9.30
2009	17000	C	N	8900	S	8100	8.53	53.89	5.30
2008	18600	C	N	9900	S	8700	8.81	54.16	6.50
2007	23000	C	N	12000	S	11000	8.63	55.75	4.80
2006	20000	C	N	10500	S	9500	8.40	55.34	2.90
2005	21000	C	N	11000	S	10000	8.20	51.70	0.00
SITE: 7079 - ANDREWS AVE, N OF COMMERCIAL BLVD									
2014	13000	X					9.00	84.20	7.40
2013	13000	X		0		0	9.00	53.60	7.60
2012	13000	T		0		0	9.00	52.20	5.90
2011	12800	S		0		0	9.00	52.50	6.30
2010	12800	F	N	6300	S	6500	8.35	52.69	9.30
2009	12800	C	N	6300	S	6500	8.53	53.89	5.30
2008	15100	F	N	7700	S	7400	8.81	54.16	6.50
2007	15500	C	N	7900	S	7600	8.63	55.75	4.80
2006	18600	C	N	9100	S	9500	8.40	55.34	2.90
2005	14200	C	N	7300	S	6900	8.20	51.70	0.00
SITE: 3503 - N ANDREWS AVE SOUTH OF CYPRESS CREEK RD (SIS CONNECTOR)									
2014	24700	C	N	7700	S	17000	9.00	54.20	4.30
2013	26000	C	N	8000	S	18000	9.00	53.60	4.00
2012	27100	C	N	7600	S	19500	9.00	52.20	5.60
2011	27500	C	N	7500	S	20000	9.00	52.50	5.10
2010	26900	C	N	6900	S	20000	8.35	52.69	5.10
2009	25600	C	N	6600	S	19000	8.53	53.89	4.50
2008	21200	C	N	7200	S	14000	8.81	54.16	4.30
2007	30300	C	N	8300	S	22000	8.63	55.75	4.40
2006	15100	C	N	8100	S	7000	8.40	55.34	3.30
SITE: 7577 - ANDREWS AVE, N OF NW 62 ST									
2014	17500	X					9.00	54.20	7.40
2013	17500	X		0		0	9.00	53.60	7.60
2012	17500	T		0		0	9.00	52.20	5.90
2011	17400	S		0		0	9.00	52.50	6.30
2010	17400	F	N	7900	S	9500	8.35	52.69	9.30
2009	17400	C	N	7900	S	9500	8.53	53.89	5.30
2008	18700	F	N	9200	S	9500	8.81	54.16	6.50
2007	19300	C	N	9500	S	9800	8.63	55.75	4.80
2006	19900	C	N	9900	S	10000	8.40	55.34	2.90
2005	22500	C	N	11000	S	11500	8.20	51.70	0.00

	Weighted K	Weighted D	Weighted T
All	8.68	53.65	5.45
Last 10	8.68	53.65	5.45
Last 5	8.88	53.04	7.28

	Weighted K	Weighted D	Weighted T
All	8.68	56.47	5.44
Last 10	8.68	56.47	5.44
Last 5	8.87	59.08	7.30

	Weighted K	Weighted D	Weighted T
All	8.76	53.75	4.59
Last 10	8.76	53.75	4.59
Last 5	8.87	53.01	4.84

	Weighted K	Weighted D	Weighted T
All	8.68	53.60	5.41
Last 10	8.68	53.60	5.41
Last 5	8.87	53.04	7.30

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K	D	T
SITE: 4054 - I-95 NB OFF RAMP TO SR-870/COMMERCIAL BLVD								
2014	22000	F				9.00	99.90	5.20
2013	22000	C	N	22000	0	9.00	99.90	6.60
2012	23500	F		0	0	9.00	99.90	5.20
2011	23500	C	N	23500	0	9.00	99.90	4.00
2010	24000	F		0	0	7.47	99.99	2.10
2009	24000	C	N	24000	0	7.63	99.99	4.00
2003	24000	C	N	24000		7.80	99.90	3.80
2001	27000	F	N			7.40	50.80	3.80
2000	27000	C	N	27000		7.60	51.00	2.90
SITE: 4055 - I-95 NB ON RAMP FROM SR-870/COMMERCIAL BLVD								
2014	14000	F				9.00	99.90	5.20
2013	14000	C	N	14000	0	9.00	99.90	6.60
2012	15500	F		0	0	9.00	99.90	5.20
2011	15500	C	N	15500	0	9.00	99.90	4.00
2010	14500	F		0	0	7.47	99.99	2.10
2009	14500	C	N	14500	0	7.63	99.99	4.00
2003	16500	C	N	16500		7.80	99.90	3.80
2001	17500	F	N			7.40	50.80	3.80
2000	17500	C	N	17500		7.60	51.00	2.90
SITE: 4056 - I-95 SB OFF RAMP TO SR-870/COMMERCIAL BLVD								
2014	14500	F				9.00	99.90	5.20
2013	14500	C	S	14500	0	9.00	99.90	6.60
2012	16000	F		0	0	9.00	99.90	5.20
2011	16000	C	S	16000	0	9.00	99.90	4.00
2010	15000	F		0	0	7.47	99.99	2.10
2009	15000	C	S	15000	0	7.63	99.99	4.00
2003	16000	C	S	16000	0	7.80	99.90	3.80
2001	18000	F	S			7.40	50.80	3.80
2000	18000	C	S	18000	0	7.60	51.00	2.90
SITE: 4057 - I-95 SB ON RAMP FROM EB SR-870/COMMERCIAL BLVD								
2014	14000	F				9.00	99.90	5.20
2013	14000	C	S	14000	0	9.00	99.90	6.60
2012	11500	F		0	0	9.00	99.90	5.20
2011	11500	C	S	11500	0	9.00	99.90	4.00
2010	13000	F		0	0	7.47	99.99	2.10
2009	13000	C	S	13000	0	7.63	99.99	4.00
2003	11500	C	S	11500	0	7.80	99.90	3.80
2001	16000	F	S			7.40	50.80	3.80
2000	16000	C	S	16000	0	7.60	51.00	2.90
SITE: 4557 - I-95 SB ON RAMP FROM WB SR-870/COMMERCIAL BLVD								
2014	11500	F				9.00	99.90	5.20
2013	11500	C	S	11500	0	9.00	99.90	6.60
2012	11500	F		0	0	9.00	99.90	5.20
2011	11500	C	S	11500	0	9.00	99.90	4.00
2010	11000	F		0	0	7.47	99.99	2.10
2009	11000	C	S	11000	0	7.63	99.99	4.00
2003	12500	C	S	12500	0	7.80	99.90	3.80
2001	12000	F	S			7.40	50.80	3.80
2000	12000	C	S	12000	0	7.60	51.00	2.90

	Weighted K	Weighted D	Weighted T
All	8.17	87.73	4.12
Last 10	8.17	87.73	4.12
Last 5	8.68	99.92	4.58
All	8.18	87.62	4.13
Last 10	8.18	87.62	4.13
Last 5	8.70	99.92	4.60
All	8.18	87.58	4.13
Last 10	8.18	87.58	4.13
Last 5	8.70	99.92	4.60
All	8.17	86.91	4.16
Last 10	8.17	86.91	4.16
Last 5	8.69	99.92	4.66
All	8.21	88.67	4.18
Last 10	8.21	88.67	4.18
Last 5	8.70	99.92	4.64

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K	D	T
SITE: 4059 - I-95 NB RAMP FM CYPRESS CR. RD								
2014	11000	F				9.00	99.90	5.20
2013	11000	C	N	11000	0	9.00	99.90	6.60
2012	12500	F		0	0	9.00	99.90	5.20
2011	12500	C	N	12500	0	9.00	99.90	4.00
2010	13000	F		0	0	7.47	99.99	2.10
2009	13000	C	N	13000	0	7.63	99.99	4.00
2003	14500	C	N	14500		7.80	99.90	3.80
2001	15000	F	N			7.40	50.80	3.80
2000	15000	C	N	15000		7.60	51.00	2.90
SITE: 4060 - I-95 SB OFF RAMP TO CYPRESS CR.RD								
2014	12500	F				9.00	99.90	5.20
2013	12500	C	S	12500	0	9.00	99.90	6.60
2012	12500	F		0	0	9.00	99.90	5.20
2011	12500	C	S	12500	0	9.00	99.90	4.00
2010	15500	F		0	0	7.47	99.99	2.10
2009	15500	C	S	15500	0	7.63	99.99	4.00
2003	16000	C	S	16000	0	7.80	99.90	3.80
2001	15000	F	S			7.40	50.80	3.80
2000	15000	C	S	15000	0	7.60	51.00	2.90
SITE: 4061 - I-95 SB ON RAMP FROM WB CYPRESS CREEK RD.								
2014	5500	F				9.00	99.90	5.20
2013	5500	C	S	5500	0	9.00	99.90	6.60
2012	6400	F		0	0	9.00	99.90	5.20
2011	6400	C	S	6400	0	9.00	99.90	4.00
2010	6300	F		0	0	7.47	99.99	2.10
2009	6300	C	S	6300	0	7.63	99.99	4.00
2003	6700	C	S	6700	0	7.80	51.50	3.80
2001	6000	F	S			7.40	50.80	3.80
2000	6000	C	S	6000	0	7.60	51.00	2.90
SITE: 4058 - I-95 NB OFF RAMP TO EB CYPRESS CREEK RD.								
2014	7600	F				9.00	99.90	5.20
2013	7500	C	N	7500	0	9.00	99.90	6.60
2012	7900	F		0	0	9.00	99.90	5.20
2011	7900	C	N	7900	0	9.00	99.90	4.00
2010	8300	F		0	0	7.47	99.99	2.10
2009	8300	C	N	8300	0	7.63	99.99	4.00
2003	6900	C	N	6900		7.80	99.90	3.80
2001	8400	F	N			7.40	50.80	3.80
2000	8400	C	N	8400		7.60	51.00	2.90

	Weighted K	Weighted D	Weighted T
All	8.15	87.41	4.08
Last 10	8.15	87.41	4.08
Last 5	8.67	99.92	4.54

	Weighted K	Weighted D	Weighted T
All	8.14	88.35	4.08
Last 10	8.14	88.35	4.08
Last 5	8.64	99.92	4.50

	Weighted K	Weighted D	Weighted T
All	8.20	83.36	4.14
Last 10	8.20	83.36	4.14
Last 5	8.68	99.92	4.55

	Weighted K	Weighted D	Weighted T
All	8.19	88.36	4.14
Last 10	8.19	88.36	4.14
Last 5	8.68	99.92	4.57

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K	D	T
SITE: 4558 - I-95 NB OFF RAMP TO WB CYPRESS CREEK RD.								
2014	10500	F				9.00	99.90	5.20
2013	10500	C	N	10500	0	9.00	99.90	6.60
2012	11000	F		0	0	9.00	99.90	5.20
2011	11000	C	N	11000	0	9.00	99.90	4.00
2010	11500	F		0	0	7.47	99.99	2.10
2009	11500	C	N	11500	0	7.63	99.99	4.00
2003	13500	C	N	13500		7.80	99.90	3.80
2001	14000	F	N			7.40	50.80	3.80
2000	14000	C	N	14000		7.60	51.00	2.90
SITE: 4094 - I-95 SB ON RAMP FROM CYPRESS CREEK RD/PARK-N-RIDE								
2014	650	F				9.00	99.90	5.20
2013	650	C	S	650	0	9.00	99.90	6.60
2012	700	F		0	0	9.00	99.90	5.20
2011	700	C	S	700	0	9.00	99.90	4.00
2010	650	F		0	0	7.47	99.99	2.10
2009	650	C	S	650	0	7.63	99.99	4.00
2003	550	C	S	550	0	7.80	99.90	3.80
2001	1100	F	S			7.40	50.80	3.80
2000	1100	C	S	1100	0	7.60	51.00	2.90
SITE: 4088 - RAMP FROM N.ANDREWS AVE. TO S.B. I-95								
2014	14500	F				9.00	99.90	3.90
2013	14500	C	S	14500	0	9.00	99.90	
2012	14000	F		0	0	9.00	99.90	
2011	14000	C	S	14000	0	9.00	99.90	5.20
2010	13500	F		0	0	7.47	99.99	3.70
2009	13500	C	S	13500	0	7.63	99.99	2.90
2003	15500	C	S	15500	0	7.80	99.90	4.20
2001	16000	F	S			7.40	50.80	3.90
2000	16000	C	S	16000	0	7.60	51.00	4.10

	Weighted K	Weighted D	Weighted T
All	8.15	87.16	4.10
Last 10	8.15	87.16	4.10
Last 5	8.68	99.92	4.57

	Weighted K	Weighted D	Weighted T
All	8.13	83.95	4.08
Last 10	8.13	83.95	4.08
Last 5	8.70	99.92	4.62

	Weighted K	Weighted D	Weighted T
All	8.20	87.99	3.13
Last 10	8.20	87.99	3.13
Last 5	8.71	99.92	2.54

Historical Data Summary

YEAR	AADT	DIRECTION 1			DIRECTION 2			K	D	T
SITE: 5234 - SR 845 /POWERLINE RD - N OF SR 870/COMMERCIAL BLVD										
2014	33000	C	N	17500	S	15500		9.00	54.20	6.10
2013	33000	C	N	17000	S	16000		9.00	53.60	6.10
2012	33500	C	N	16000	S	17500		9.00	52.20	6.10
2011	31000	C	N	16000	S	15000		9.00	52.50	5.90
2010	30500	C	N	15000	S	15500		8.35	52.69	5.90
2009	32500	C	N	17500	S	15000		8.53	53.89	5.90
2008	37000	C	N	19000	S	18000		8.81	54.16	5.60
2007	36000	C	N	17000	S	19000		8.63	55.75	5.60
2006	32500	C	N	16500	S	16000		8.40	55.34	4.50
2005	32500	C	N	16500	S	16000		8.20	51.70	4.50
2004	32500	C	N	16500	S	16000		9.10	55.30	4.50
2003	32000	C	N	15000	S	17000		8.60	57.50	4.30
2002	33500	C	N	16500	S	17000		8.70	56.40	4.50
2001	33500	C	N	17000	S	16500		9.00	60.20	4.60
2000	34500	C	N	17000	S	17500		8.90	57.80	5.90
1999	34500	C	N	17000	S	17500		9.60	62.50	3.50
SITE: 2501 - SR 9 / I-95 - S OF SR 870/COMMERCIAL BLVD										
2014	266000	C	N	134000	S	132000		8.00	50.90	6.80
2013	271000	C	N	134000	S	137000		8.00	50.60	8.20
2012	256000	C	N	130000	S	126000		8.00	50.70	6.50
2011	264000	C	N	134000	S	130000		8.00	50.80	6.50
2010	270000	C	N	136000	S	134000		7.47	50.42	6.50
2009	267000	C	N	134000	S	133000		7.63	50.58	4.30
2008	277000	C	N	137000	S	140000		7.59	51.31	4.30
2007	268000	C	N	133000	S	135000		7.35	50.95	5.10
2006	261000	C	N	124000	S	137000		7.10	50.81	5.90
2005	268000	C	N	132000	S	136000		8.80	55.40	12.80
2004	262000	C	N	131000	S	131000		7.70	50.90	6.50
2003	259000	C	N	127000	S	132000		7.80	51.50	6.70
2002	260000	C	N	128000	S	132000		7.80	51.20	9.70
2001	271000	C	N	136000	S	135000		7.40	50.80	5.20
2000	265000	C	N	133000	S	132000		7.60	51.00	5.30
1999	257000	C	N	129000	S	128000		9.90	54.40	7.40
SITE: 2502 - SR 9 / I-95 - S OF CYPRESS CREEK RD										
2014	241000	S	N	120000	S	121000		8.00	50.90	5.60
2013	239000	F	N	119000	S	120000		8.00	50.60	5.20
2012	239000	C	N	119000	S	120000		8.00	50.70	6.40
2011	235000	C	N	120000	S	115000		8.00	50.80	6.40
2010	222000	C	N	114000	S	108000		7.47	50.42	6.40
2009	225000	C	N	118000	S	107000		7.63	50.58	6.70
2008	276000	C	N	138000	S	138000		7.59	51.31	6.70
2007	248000	C	N	123000	S	125000		7.35	50.95	5.10
2006	260000	S	N	128000	S	132000		7.10	50.81	5.90
2005	260000	F	N	128000	S	132000		8.80	55.40	12.80
2004	260000	C	N	128000	S	132000		7.70	50.90	6.50
2003	260000	C	N	131000	S	129000		7.80	51.50	6.70
2002	250000	C	N	124000	S	126000		7.80	51.20	9.70
2001	256000	C	N	128000	S	128000		7.40	50.80	5.20
2000	249000	C	N	125000	S	124000		7.60	51.00	5.30
1999	233000	C	N	116000	S	117000		9.90	54.40	7.40

	Weighted K	Weighted D	Weighted T
All	8.81	55.41	5.22
Last 10	8.70	53.64	5.62
Last 5	8.88	53.05	6.02

	Weighted K	Weighted D	Weighted T
All	7.88	51.39	6.72
Last 10	7.79	51.25	6.69
Last 5	7.89	50.68	6.91

	Weighted K	Weighted D	Weighted T
All	7.88	51.41	6.77
Last 10	7.79	51.29	6.76
Last 5	7.90	50.69	5.99

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2			K	D	T
SITE: 2503 - SR 9 / I-95 - S OF SR 814/ATLANTIC BLVD									
2014	237000	F	N	116000	S	121000	8.00	50.90	7.20
2013	235000	C	N	115000	S	120000	8.00	50.60	7.20
2012	231000	C	N	116000	S	115000	8.00	50.70	4.30
2011	235000	C	N	118000	S	117000	8.00	50.80	4.30
2010	230000	C	N	123000	S	107000	7.47	50.42	4.40
2009	221000	C	N	109000	S	112000	7.63	50.58	5.60
2008	250000	C	N	124000	S	126000	7.59	51.31	5.70
2007	246000	F	N	122000	S	124000	7.35	50.95	5.10
2006	246000	C	N	122000	S	124000	7.10	50.81	5.90
2005	244000	C	N	122000	S	122000	8.80	55.40	12.80
2004	239000	C	N	122000	S	117000	7.70	50.90	6.50
2003	246000	C	N	125000	S	121000	7.80	51.50	6.70
2002	231000	C	N	114000	S	117000	7.80	51.20	9.70
2001	239000	C	N	121000	S	118000	7.40	50.80	5.20
2000	238000	C	N	119000	S	119000	7.60	51.00	5.30
1999	230000	C	N	117000	S	113000	9.90	54.40	7.40

	Weighted K	Weighted D	Weighted T
All	7.88	51.40	6.47
Last 10	7.79	51.27	6.28
Last 5	7.90	50.69	5.49

	K-hist	D-hist	T-hist
Commercial Blvd	8.78	55.03	3.97
Cypress Creek Rd	8.76	54.88	4.33
Dixie Highway	8.80	55.41	4.67
NE 6th Avenue	8.59	51.97	6.33
Andrews Avenue	8.70	54.21	5.17
I-95/Commercial Blvd Ramps	8.18	87.68	4.14
I-95/Cypress Creek Rd Ramps	8.17	87.39	3.89
Powerline	8.81	55.41	5.22
I-95	7.88	51.40	6.66
Total	**8.18**	**54.97**	**5.77**

Attachment C

TMTool Input/Output Sheets

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Commercial Boulevard/NW 15th Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	1,700	38,100	3,700	36,400
Model Volume:	2040	1,900	42,900	4,200	41,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.47%	CGR	0.50%	CGR	0.54%	CGR	0.51%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.47%**	**CGR**	**0.50%**	**CGR**	**0.54%**	**CGR**	**0.51%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		1,700		38,100		3,700		36,400
NO. YEARS	5	2020	1.024	1,700	1.025	39,100	1.027	3,800	1.025	37,300
NO. YEARS	15	2030	1.071	1,800	1.076	41,000	1.081	4,000	1.076	39,200
NO. YEARS	25	2040	1.118	1,900	1.126	42,900	1.135	4,200	1.126	41,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	255				3,735			405			3,455		
		10	10	60	90	1,520	220	80	10	15	70	1,765	75	3,925
% TURNS:		13%	13%	75%	5%	83%	12%	76%	10%	14%	4%	92%	4%	
P.M.	2-Way Pk Hr Vol:	165				4,645			355			4,495		
		50	15	75	0	2,415	135	105	5	75	20	1,915	20	4,830
% TURNS:		36%	11%	54%	0%	95%	5%	57%	3%	41%	1%	98%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	13%	13%	75%	5%	83%	12%	76%	10%	14%	4%	92%	4%
2020	16%	12%	72%	5%	83%	12%	74%	9%	18%	4%	92%	4%
2030	17%	12%	72%	5%	84%	12%	73%	9%	18%	4%	92%	4%
2040	18%	11%	71%	5%	84%	12%	72%	8%	20%	4%	92%	4%
P.M.												
2015	36%	11%	54%	0%	95%	5%	57%	3%	41%	1%	98%	1%
2020	37%	10%	53%	0%	94%	6%	56%	3%	41%	2%	97%	1%
2030	37%	10%	53%	1%	94%	6%	56%	3%	41%	2%	97%	1%
2040	38%	10%	53%	1%	93%	6%	56%	3%	42%	2%	96%	1%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	15.0%	9.7%	9.8%	12.2%	10.9%	9.6%	9.5%	12.3%
2020	13.8%	9.6%	9.6%	11.6%	10.6%	9.5%	9.4%	11.7%
2030	11.4%	9.3%	9.3%	10.3%	9.8%	9.2%	9.2%	10.3%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	31.4%	84.8%	49.0%	54.9%	25.9%	52.1%	55.3%	43.5%
2020	34.1%	78.9%	48.2%	54.9%	29.7%	52.7%	55.2%	43.8%
2030	39.5%	66.9%	46.6%	55.0%	37.4%	53.8%	55.1%	44.4%
2040	45.0%	55.0%	45.0%	55.0%	45.0%	55.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/NW 15th Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	1,700	38,100	3,700	36,400
24 HR EST. AADT	2020	1,700	39,100	3,800	37,300
24 HR EST. AADT	2030	1,800	41,000	4,000	39,200
24 HR EST. AADT	2040	1,900	42,900	4,200	41,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		1,700			38,100			3,700			36,400	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		36,400	3,700	38,100	1,700	36,400	3,700	38,100	1,700	36,400	3,700	38,100	1,700
		47%	5%	49%	4%	87%	9%	50%	2%	48%	9%	88%	4%
	2020 2-WAY ADT		1,700			39,100			3,800			37,300	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,300	3,800	39,100	1,700	37,300	3,800	39,100	1,700	37,300	3,800	39,100	1,700
		47%	5%	49%	4%	87%	9%	50%	2%	48%	9%	88%	4%
	2030 2-WAY ADT		1,800			41,000			4,000			39,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,200	4,000	41,000	1,800	39,200	4,000	41,000	1,800	39,200	4,000	41,000	1,800
		47%	5%	49%	4%	87%	9%	50%	2%	48%	9%	88%	4%
	2040 2-WAY ADT		1,900			42,900			4,200			41,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,000	4,200	42,900	1,900	41,000	4,200	42,900	1,900	41,000	4,200	42,900	1,900
		47%	5%	49%	4%	87%	9%	50%	2%	48%	9%	88%	4%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	10	10	60	92	1,525	223	80	10	15	71	1,770	77
2020	EST. TURNS	13	12	62	94	1,532	225	90	11	21	73	1,804	79
2030	EST. TURNS	15	14	63	95	1,579	226	109	12	29	74	1,871	80
2040	EST. TURNS	16	15	65	96	1,605	228	126	14	39	76	1,941	82
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	50	15	75	0	2,420	139	105	6	75	21	1,920	24
2020	EST. TURNS	52	17	76	8	2,422	140	109	7	77	30	1,922	27
2030	EST. TURNS	54	18	78	17	2,424	141	111	8	78	33	1,923	34
2040	EST. TURNS	55	19	80	25	2,425	143	116	9	80	36	1,924	41

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		80	180	260	1,830	1,910	3,740	105	305	410	1,910	1,550	3,460
2015	TURN SUMMARY	80	180	260	1,841	1,910	3,751	105	305	410	1,919	1,550	3,469
CONTROL LINK VOLUMES		80	150	230	1,817	1,953	3,770	119	281	400	1,935	1,565	3,500
2020	TURN SUMMARY	86	184	270	1,850	1,956	3,806	121	309	430	1,957	1,565	3,522
CONTROL LINK VOLUMES		81	129	210	1,781	2,039	3,820	146	244	390	1,987	1,623	3,610
2030	TURN SUMMARY	92	187	279	1,900	2,043	3,943	150	314	464	2,025	1,623	3,648
CONTROL LINK VOLUMES		77	93	170	1,737	2,123	3,860	170	210	380	2,030	1,660	3,690
2040	TURN SUMMARY	96	192	288	1,929	2,132	4,061	178	319	497	2,099	1,660	3,759
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		140	30	170	2,550	2,100	4,650	185	175	360	1,955	2,545	4,500
2015	TURN SUMMARY	141	30	171	2,559	2,100	4,659	186	175	361	1,964	2,545	4,509
CONTROL LINK VOLUMES		128	32	160	2,481	2,039	4,520	190	170	360	1,908	2,452	4,360
2020	TURN SUMMARY	145	42	187	2,570	2,106	4,676	193	187	380	1,979	2,551	4,530
CONTROL LINK VOLUMES		112	58	170	2,316	1,894	4,210	199	171	370	1,799	2,251	4,050
2030	TURN SUMMARY	150	59	209	2,581	2,113	4,694	198	191	389	1,990	2,556	4,546
CONTROL LINK VOLUMES		94	76	170	2,124	1,736	3,860	208	172	380	1,661	2,029	3,690
2040	TURN SUMMARY	153	76	229	2,594	2,119	4,713	205	198	403	2,001	2,560	4,561

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Commercial Boulevard/NW 12th Avenue	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	8,300	33,200	-	40,800
Model Volume:	2040	9,300	37,400	-	45,900

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.48%	CGR	0.51%	CGR	-	CGR	0.50%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	-	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	-	CGR	0.00%	CGR
Recommended Growth Rate:	**0.48%**	**CGR**	**0.51%**	**CGR**	**-**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: **2**		EAST LEG: **2**		SOUTH LEG: **-**		WEST LEG: **2**	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		8,300		33,200		-		40,800
NO. YEARS 5	2020	1.024	8,500	1.025	34,000	-	-	1.025	41,800
NO. YEARS 15	2030	1.072	8,900	1.076	35,700	-	-	1.075	43,900
NO. YEARS 25	2040	1.120	9,300	1.127	37,400	-	-	1.125	45,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	397				3,532			-			3,737		
		100	-	0	95	1,730	-	-	-	-	-	1,705	200	3,836
% TURNS:		99%	-	0%	5%	95%	-	-	-	-	-	89%	10%	
P.M.	2-Way Pk Hr Vol:	757				3,962			-			4,647		
		615	-	0	35	1,935	-	-	-	-	-	1,990	105	4,686
% TURNS:		100%	-	0%	2%	98%	-	-	-	-	-	95%	5%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	99%	-	0%	5%	95%	-	-	-	-	-	89%	10%
2020	95%	-	4%	6%	94%	-	-	-	-	-	88%	11%
2030	94%	-	6%	7%	93%	-	-	-	-	-	88%	12%
2040	92%	-	7%	7%	93%	-	-	-	-	-	88%	12%
P.M.												
2015	100%	-	0%	2%	98%	-	-	-	-	-	95%	5%
2020	95%	-	4%	3%	97%	-	-	-	-	-	93%	7%
2030	94%	-	6%	4%	96%	-	-	-	-	-	93%	7%
2040	92%	-	7%	4%	96%	-	-	-	-	-	92%	7%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	4.8%	9.1%	10.6%	11.9%	-	-	9.2%	11.4%
2020	5.6%	9.1%	10.3%	11.3%	-	-	9.1%	10.9%
2030	7.3%	9.0%	9.7%	10.2%	-	-	9.1%	10.0%
2040	9.0%	9.0%	9.0%	9.0%	-	-	9.0%	9.0%
D FACTOR								
2015	25.4%	81.4%	51.7%	49.7%	-	-	51.0%	45.1%
2020	29.4%	76.1%	52.4%	48.8%	-	-	51.8%	45.1%
2030	37.2%	65.5%	53.7%	46.9%	-	-	53.4%	45.0%
2040	45.0%	55.0%	55.0%	45.0%	-	-	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/NW 12th Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	8,300	33,200	-	40,800
24 HR EST. AADT	2020	8,500	34,000	-	41,800
24 HR EST. AADT	2030	8,900	35,700	-	43,900
24 HR EST. AADT	2040	9,300	37,400	-	45,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		8,300			33,200			-			40,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,800	-	33,200	8,300	40,800	-	-	-	-	-	33,200	8,300
		55%	-	45%	17%	83%	-	-	-	-	-	80%	20%
	2020 2-WAY ADT		8,500			34,000			-			41,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,800	-	34,000	8,500	41,800	-	-	-	-	-	34,000	8,500
		55%	-	45%	17%	83%	-	-	-	-	-	80%	20%
	2030 2-WAY ADT		8,900			35,700			-			43,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,900	-	35,700	8,900	43,900	-	-	-	-	-	35,700	8,900
		55%	-	45%	17%	83%	-	-	-	-	-	80%	20%
	2040 2-WAY ADT		9,300			37,400			-			45,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		45,900	-	37,400	9,300	45,900	-	-	-	-	-	37,400	9,300
		55%	-	45%	17%	83%	-	-	-	-	-	80%	20%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2020	EST. TURNS	133	--	5	108	1,710	--	-	-	-	--	1,668	232
2030	EST. TURNS	217	-	9	114	1,637	-	-	-	-	-	1,590	293
2040	EST. TURNS	319	-	15	116	1,537	-	-	-	-	-	1,503	346
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2020	EST. TURNS	590	-	24	53	1,914	--	-	-	-	--	1,953	128
2030	EST. TURNS	565	-	26	78	1,834	-	-	-	-	-	1,900	203
2040	EST. TURNS	529	-	29	99	1,740	-	-	-	-	-	1,825	278

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		101	299	400	1,826	1,704	3,530	-	-	-	1,906	1,834	3,740
2015	TURN SUMMARY	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
CONTROL LINK VOLUMES		140	340	480	1,836	1,674	3,510	-	--	-	1,976	1,844	3,820
2020	TURN SUMMARY	139	363	502	1,818	1,674	3,492	-	--	-	1,900	1,844	3,744
CONTROL LINK VOLUMES		242	408	650	1,850	1,600	3,450	-	-	-	2,125	1,855	3,980
2030	TURN SUMMARY	229	408	637	1,752	1,600	3,352	-	-	-	1,886	1,855	3,741
CONTROL LINK VOLUMES		377	463	840	1,851	1,519	3,370	-	-	-	2,272	1,858	4,130
2040	TURN SUMMARY	337	463	800	1,654	1,519	3,173	-	-	-	1,850	1,858	3,708
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		616	144	760	1,971	1,989	3,960	-	-	-	2,096	2,554	4,650
2015	TURN SUMMARY	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
CONTROL LINK VOLUMES		588	182	770	1,883	1,977	3,860	-	--	-	2,056	2,504	4,560
2020	TURN SUMMARY	648	182	830	1,967	1,977	3,944	-	-	-	2,080	2,504	4,584
CONTROL LINK VOLUMES		528	282	810	1,703	1,927	3,630	-	-	-	1,969	2,401	4,370
2030	TURN SUMMARY	593	282	875	1,915	1,927	3,842	-	-	-	2,106	2,401	4,507
CONTROL LINK VOLUMES		460	380	840	1,515	1,855	3,370	-	-	-	1,859	2,271	4,130
2040	TURN SUMMARY	558	380	938	1,841	1,855	3,696	-	-	-	2,106	2,271	4,377

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Commercial Boulevard/Powerline Road		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	40,000	61,000	25,000	57,000
Model Volume:	2040	46,000	69,000	29,000	65,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.60%	CGR	0.52%	CGR	0.64%	CGR	0.56%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.60%**	**CGR**	**0.52%**	**CGR**	**0.64%**	**CGR**	**0.56%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		40,000		61,000		25,000		57,000
NO. YEARS	5	2020	1.030	41,200	1.026	62,600	1.032	25,800	1.028	58,600
NO. YEARS	15	2030	1.090	43,600	1.079	65,800	1.096	27,400	1.084	61,800
NO. YEARS	25	2040	1.150	46,000	1.131	69,000	1.160	29,000	1.140	65,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,620			4,130			1,880			3,530			
		175	745	430	490	1,505	150	185	550	145	105	1,370	230	6,080
% TURNS:		13%	55%	32%	23%	70%	7%	21%	63%	16%	6%	80%	13%	
P.M.	2-Way Pk Hr Vol:	2,735			4,435			1,960			3,960			
		290	805	550	285	1,555	175	215	555	125	85	1,655	250	6,545
% TURNS:		18%	49%	33%	14%	77%	9%	24%	62%	14%	4%	83%	13%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	13%	55%	32%	23%	70%	7%	21%	63%	16%	6%	80%	13%
2020	16%	51%	33%	24%	68%	8%	23%	59%	18%	8%	77%	15%
2030	16%	50%	33%	24%	67%	9%	23%	58%	19%	8%	76%	16%
2040	17%	49%	34%	25%	66%	9%	24%	56%	20%	8%	75%	17%
P.M.												
2015	18%	49%	33%	14%	77%	9%	24%	62%	14%	4%	83%	13%
2020	20%	46%	34%	16%	74%	10%	25%	58%	16%	6%	80%	14%
2030	20%	45%	35%	16%	73%	10%	26%	57%	17%	6%	79%	15%
2040	21%	44%	35%	17%	72%	11%	26%	56%	18%	7%	77%	16%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	6.6%	6.8%	6.8%	7.3%	7.5%	7.8%	6.2%	6.9%
2020	7.0%	7.3%	7.2%	7.6%	7.8%	8.1%	6.8%	7.4%
2030	8.0%	8.1%	8.1%	8.3%	8.4%	8.5%	7.9%	8.2%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	51.5%	60.1%	51.9%	45.4%	46.8%	45.7%	48.3%	50.3%
2020	52.2%	59.1%	52.5%	45.3%	46.4%	45.5%	47.6%	51.2%
2030	53.6%	57.1%	53.8%	45.2%	45.7%	45.3%	46.3%	53.1%
2040	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/Powerline Road
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	40,000	61,000	25,000	57,000
24 HR EST. AADT	2020	41,200	62,600	25,800	58,600
24 HR EST. AADT	2030	43,600	65,800	27,400	61,800
24 HR EST. AADT	2040	46,000	69,000	29,000	65,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT		40,000			61,000			25,000			57,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	57,000	25,000	61,000	40,000	57,000	25,000	61,000	40,000	57,000	25,000	61,000	40,000
	40%	17%	43%	33%	47%	20%	39%	25%	36%	20%	48%	32%
2020 2-WAY ADT		41,200			62,600			25,800			58,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	58,600	25,800	62,600	41,200	58,600	25,800	62,600	41,200	58,600	25,800	62,600	41,200
	40%	18%	43%	33%	47%	21%	39%	25%	36%	20%	48%	32%
2030 2-WAY ADT		43,600			65,800			27,400			61,800	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	61,800	27,400	65,800	43,600	61,800	27,400	65,800	43,600	61,800	27,400	65,800	43,600
	40%	18%	42%	33%	47%	21%	38%	25%	36%	20%	48%	32%
2040 2-WAY ADT		46,000			69,000			29,000			65,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	65,000	29,000	69,000	46,000	65,000	29,000	69,000	46,000	65,000	29,000	69,000	46,000
	40%	18%	42%	33%	46%	21%	38%	26%	36%	20%	48%	32%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	175	745	430	490	1,505	150	185	550	145	105	1,370	230
2020	EST. TURNS	253	760	495	546	1,640	185	207	[568]	181	139	1,444	292
2030	EST. TURNS	372	880	595	638	2,019	200	216	603	224	167	1,660	384
2040	EST. TURNS	523	998	700	733	2,418	230	232	645	276	206	1,861	485
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	290	805	552	287	1,556	175	215	557	125	85	1,658	251
2020	EST. TURNS	354	[832]	614	351	1,597	208	239	[583]	151	125	1,754	323
2030	EST. TURNS	423	887	696	443	1,776	234	250	635	167	159	2,055	447
2040	EST. TURNS	502	960	784	554	1,942	268	267	707	187	207	2,364	603

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,350	1,270	2,620	2,145	1,985	4,130	880	1,000	1,880	1,705	1,825	3,530
2015	TURN SUMMARY	1,350	1,270	2,620	2,145	1,985	4,130	880	1,000	1,880	1,705	1,825	3,530
CONTROL LINK VOLUMES		1,515	1,385	2,900	2,374	2,146	4,520	937	1,083	2,020	1,886	2,074	3,960
2020	TURN SUMMARY	1,508	1,407	2,915	2,371	2,146	4,517	956	1,083	2,039	1,875	2,074	3,949
CONTROL LINK VOLUMES		1,875	1,625	3,500	2,869	2,471	5,340	1,053	1,247	2,300	2,255	2,615	4,870
2030	TURN SUMMARY	1,846	1,625	3,471	2,857	2,471	5,328	1,043	1,247	2,290	2,212	2,615	4,827
CONTROL LINK VOLUMES		2,277	1,863	4,140	3,416	2,794	6,210	1,175	1,435	2,610	2,633	3,217	5,850
2040	TURN SUMMARY	2,221	1,863	4,084	3,381	2,794	6,175	1,154	1,435	2,589	2,553	3,217	5,770
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,645	1,095	2,740	2,015	2,425	4,440	895	1,065	1,960	1,990	1,970	3,960
2015	TURN SUMMARY	1,647	1,095	2,742	2,018	2,425	4,443	896	1,065	1,961	1,993	1,970	3,963
CONTROL LINK VOLUMES		1,771	1,229	3,000	2,162	2,608	4,770	948	1,132	2,080	2,208	2,102	4,310
2020	TURN SUMMARY	1,800	1,257	3,057	2,156	2,608	4,764	974	1,166	2,140	2,203	2,102	4,305
CONTROL LINK VOLUMES		2,024	1,526	3,550	2,470	3,000	5,470	1,059	1,281	2,340	2,684	2,366	5,050
2030	TURN SUMMARY	2,007	1,526	3,533	2,454	3,000	5,454	1,052	1,281	2,333	2,661	2,366	5,027
CONTROL LINK VOLUMES		2,277	1,863	4,140	2,795	3,415	6,210	1,175	1,435	2,610	3,218	2,632	5,850
2040	TURN SUMMARY	2,246	1,863	4,109	2,764	3,415	6,179	1,161	1,435	2,596	3,174	2,632	5,806

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Commercial Boulevard/I-95 On/Off Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	30,000	47,000	48,000	61,000
Model Volume:	2040	34,000	53,000	61,300	69,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.53%	CGR	0.51%	CGR	1.11%	CGR	0.52%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.53%**	**CGR**	**0.51%**	**CGR**	**1.11%**	**CGR**	**0.52%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2015		30,000		47,000		48,000		61,000
NO. YEARS	5	2020	1.027	30,800	1.026	48,200	1.055	50,700	1.026	62,600
NO. YEARS	15	2030	1.080	32,400	1.077	50,600	1.166	56,000	1.079	65,800
NO. YEARS	25	2040	1.133	34,000	1.128	53,000	1.277	61,300	1.131	69,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,895			4,545			3,740			4,130			
		540	0	525	420	650	1,080	1,000	0	955	705	870	410	7,155
% TURNS:		51%	0%	49%	20%	30%	50%	51%	0%	49%	36%	44%	21%	
P.M.	2-Way Pk Hr Vol:	1,715			4,605			3,695			4,435			
		430	0	375	465	830	1,055	895	0	755	990	985	445	7,225
% TURNS:		53%	0%	47%	20%	35%	45%	54%	0%	46%	41%	41%	18%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	51%	0%	49%	20%	30%	50%	51%	0%	49%	36%	44%	21%
	2020	50%	3%	47%	20%	32%	49%	49%	2%	48%	36%	43%	21%
	2030	49%	4%	47%	20%	32%	48%	49%	3%	48%	36%	43%	21%
	2040	49%	6%	46%	20%	32%	48%	48%	4%	48%	36%	42%	21%
P.M.													
	2015	53%	0%	47%	20%	35%	45%	54%	0%	46%	41%	41%	18%
	2020	52%	3%	45%	20%	36%	44%	52%	2%	46%	41%	40%	19%
	2030	52%	4%	44%	20%	36%	44%	52%	3%	46%	41%	40%	19%
	2040	51%	6%	44%	20%	36%	44%	51%	4%	46%	41%	40%	19%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	6.3%	5.7%	9.7%	9.8%	7.8%	7.7%	6.8%	7.3%
2020	6.9%	6.4%	9.5%	9.6%	8.0%	8.0%	7.2%	7.6%
2030	7.9%	7.7%	9.3%	9.3%	8.5%	8.5%	8.1%	8.3%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	56.2%	46.9%	47.3%	51.0%	52.3%	44.7%	48.1%	54.6%
2020	56.0%	46.6%	46.8%	51.8%	52.8%	44.7%	47.5%	54.7%
2030	55.5%	45.8%	45.9%	53.4%	53.9%	44.9%	46.2%	54.8%
2040	55.0%	45.0%	45.0%	55.0%	55.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/I-95 On/Off Ramps
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	30,000	47,000	48,000	61,000
24 HR EST. AADT	2020	30,800	48,200	50,700	62,600
24 HR EST. AADT	2030	32,400	50,600	56,000	65,800
24 HR EST. AADT	2040	34,000	53,000	61,300	69,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		30,000			47,000			48,000			61,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		61,000	48,000	47,000	30,000	61,000	48,000	47,000	30,000	61,000	48,000	47,000	30,000
		39%	31%	30%	22%	44%	35%	34%	22%	44%	38%	38%	24%
	2020 2-WAY ADT		30,800			48,200			50,700			62,600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		62,600	50,700	48,200	30,800	62,600	50,700	48,200	30,800	62,600	50,700	48,200	30,800
		39%	31%	30%	21%	43%	35%	34%	22%	44%	39%	37%	24%
	2030 2-WAY ADT		32,400			50,600			56,000			65,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		65,800	56,000	50,600	32,400	65,800	56,000	50,600	32,400	65,800	56,000	50,600	32,400
		38%	32%	29%	21%	43%	36%	34%	22%	44%	40%	36%	23%
	2040 2-WAY ADT		34,000			53,000			61,300			69,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		69,000	61,300	53,000	34,000	69,000	61,300	53,000	34,000	69,000	61,300	53,000	34,000
		38%	33%	29%	21%	42%	37%	34%	22%	44%	41%	36%	23%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	540	0	526	423	650	1,080	1,003	0	955	705	871	412
2020	EST. TURNS	610	39	538	[431]	679	[1,083]	1,025	48	1,088	812	884	461
2030	EST. TURNS	796	71	576	447	[680]	1,089	1,096	88	1,420	1,038	[885]	610
2040	EST. TURNS	985	127	606	464	[682]	1,093	1,162	156	1,778	1,266	[886]	756
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	431	0	376	468	832	1,057	897	0	757	993	987	447
2020	EST. TURNS	486	31	388	487	[833]	1,077	898	43	849	1,117	[988]	516
2030	EST. TURNS	635	62	419	563	[834]	1,153	930	85	1,070	1,405	[989]	702
2040	EST. TURNS	776	120	436	627	[835]	1,220	944	163	1,293	1,697	[991]	892

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,065	835	1,900	2,150	2,400	4,550	1,955	1,785	3,740	1,985	2,145	4,130
2015	TURN SUMMARY	1,066	835	1,901	2,153	2,400	4,553	1,958	1,785	3,743	1,988	2,145	4,133
CONTROL LINK VOLUMES		1,181	929	2,110	2,153	2,447	4,600	2,151	1,919	4,070	2,144	2,376	4,520
2020	TURN SUMMARY	1,187	940	2,127	2,192	2,447	4,639	2,161	1,934	4,095	2,157	2,376	4,533
CONTROL LINK VOLUMES		1,425	1,145	2,570	2,154	2,536	4,690	2,571	2,199	4,770	2,466	2,874	5,340
2030	TURN SUMMARY	1,444	1,145	2,589	2,216	2,557	4,773	2,604	2,199	4,803	2,533	2,896	5,429
CONTROL LINK VOLUMES		1,683	1,377	3,060	2,147	2,623	4,770	3,034	2,486	5,520	2,795	3,415	6,210
2040	TURN SUMMARY	1,718	1,377	3,095	2,239	2,654	4,893	3,096	2,486	5,582	2,909	3,445	6,354
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		805	915	1,720	2,350	2,260	4,610	1,650	2,050	3,700	2,420	2,020	4,440
2015	TURN SUMMARY	807	915	1,722	2,357	2,260	4,617	1,655	2,050	3,705	2,427	2,020	4,447
CONTROL LINK VOLUMES		914	1,046	1,960	2,408	2,242	4,650	1,805	2,225	4,030	2,606	2,164	4,770
2020	TURN SUMMARY	906	1,046	1,952	2,396	2,274	4,670	1,790	2,225	4,015	2,621	2,168	4,789
CONTROL LINK VOLUMES		1,140	1,350	2,490	2,519	2,201	4,720	2,130	2,620	4,750	2,997	2,473	5,470
2030	TURN SUMMARY	1,116	1,350	2,466	2,551	2,338	4,889	2,085	2,620	4,705	3,096	2,539	5,635
CONTROL LINK VOLUMES		1,377	1,683	3,060	2,624	2,146	4,770	2,483	3,037	5,520	3,416	2,794	6,210
2040	TURN SUMMARY	1,332	1,683	3,015	2,683	2,370	5,053	2,400	3,037	5,437	3,580	2,905	6,485

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Commercial Boulevard/Andrews Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	21,000	57,000	19,000	65,000
Model Volume:	2040	29,000	65,000	22,000	74,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	1.52%	CGR	0.56%	CGR	0.63%	CGR	0.55%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**1.52%**	**CGR**	**0.56%**	**CGR**	**0.63%**	**CGR**	**0.55%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2015		21,000		57,000		19,000		65,000
NO. YEARS	5	2020	1.076	22,600	1.028	58,600	1.032	19,600	1.028	66,800
NO. YEARS	15	2030	1.229	25,800	1.084	61,800	1.095	20,800	1.083	70,400
NO. YEARS	25	2040	1.381	29,000	1.140	65,000	1.158	22,000	1.138	74,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,220				3,885			1,250			4,545		
		300	300	100	75	1,525	75	65	290	325	195	2,045	155	5,450
% TURNS:		43%	43%	14%	4%	91%	4%	10%	43%	48%	8%	85%	6%	
P.M.	2-Way Pk Hr Vol:	1,450				4,050			1,445			4,605		
		260	425	125	55	1,850	65	70	430	240	215	1,885	155	5,775
% TURNS:		32%	52%	15%	3%	94%	3%	9%	58%	32%	10%	84%	7%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	43%	43%	14%	4%	91%	4%	10%	43%	48%	8%	85%	6%
	2020	43%	40%	17%	6%	88%	6%	13%	40%	48%	9%	83%	8%
	2030	43%	39%	18%	7%	87%	6%	13%	39%	47%	10%	82%	9%
	2040	43%	38%	19%	8%	86%	7%	14%	38%	47%	10%	80%	10%
P.M.													
	2015	32%	52%	15%	3%	94%	3%	9%	58%	32%	10%	84%	7%
	2020	33%	49%	18%	5%	91%	5%	12%	54%	34%	11%	81%	8%
	2030	34%	48%	19%	5%	90%	5%	13%	53%	34%	11%	80%	9%
	2040	34%	46%	20%	6%	88%	6%	14%	51%	34%	11%	79%	10%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	5.8%	6.9%	6.8%	7.1%	6.6%	7.6%	7.0%	7.1%
2020	6.4%	7.3%	7.3%	7.5%	7.1%	7.9%	7.4%	7.5%
2030	7.7%	8.2%	8.1%	8.2%	8.0%	8.4%	8.2%	8.2%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	57.4%	55.9%	43.1%	48.6%	54.4%	51.2%	52.7%	49.0%
2020	56.9%	55.7%	43.5%	47.9%	54.5%	52.0%	53.2%	48.2%
2030	56.0%	55.3%	44.2%	46.5%	54.8%	53.5%	54.1%	46.6%
2040	55.0%	55.0%	45.0%	45.0%	55.0%	55.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/Andrews Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	21,000	57,000	19,000	65,000
24 HR EST. AADT	2020	22,600	58,600	19,600	66,800
24 HR EST. AADT	2030	25,800	61,800	20,800	70,400
24 HR EST. AADT	2040	29,000	65,000	22,000	74,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT		21,000			57,000			19,000			65,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	65,000	19,000	57,000	21,000	65,000	19,000	57,000	21,000	65,000	19,000	57,000	21,000
	46%	13%	40%	20%	62%	18%	40%	15%	45%	20%	59%	22%
2020 2-WAY ADT		22,600			58,600			19,600			66,800	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	66,800	19,600	58,600	22,600	66,800	19,600	58,600	22,600	66,800	19,600	58,600	22,600
	46%	14%	40%	21%	61%	18%	40%	15%	45%	19%	58%	22%
2030 2-WAY ADT		25,800			61,800			20,800			70,400	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	70,400	20,800	61,800	25,800	70,400	20,800	61,800	25,800	70,400	20,800	61,800	25,800
	46%	14%	40%	22%	60%	18%	39%	16%	45%	19%	57%	24%
2040 2-WAY ADT		29,000			65,000			22,000			74,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	74,000	22,000	65,000	29,000	74,000	22,000	65,000	29,000	74,000	22,000	65,000	29,000
	46%	14%	40%	23%	59%	18%	39%	17%	44%	19%	56%	25%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	301	300	100	75	1,528	75	65	290	326	195	2,050	155
2020	EST. TURNS	362	309	146	115	1,606	98	94	303	347	218	2,162	213
2030	EST. TURNS	463	394	211	180	1,819	120	115	394	367	241	2,472	301
2040	EST. TURNS	575	473	295	272	2,029	148	143	484	392	270	2,778	418
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	260	427	124	55	1,854	65	70	430	241	217	1,886	155
2020	EST. TURNS	339	449	177	96	1,965	89	102	436	283	232	2,010	207
2030	EST. TURNS	483	493	257	135	2,281	94	126	534	336	234	2,341	276
2040	EST. TURNS	659	547	367	190	2,599	104	165	627	404	239	2,685	357

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		700	520	1,220	1,675	2,215	3,890	680	570	1,250	2,395	2,155	4,550
2015	TURN SUMMARY	701	520	1,221	1,678	2,215	3,893	681	570	1,251	2,399	2,155	4,554
CONTROL LINK VOLUMES		829	631	1,460	1,848	2,402	4,250	755	625	1,380	2,625	2,315	4,940
2020	TURN SUMMARY	817	631	1,448	1,819	2,402	4,221	744	625	1,369	2,593	2,315	4,908
CONTROL LINK VOLUMES		1,115	875	1,990	2,222	2,798	5,020	915	755	1,670	3,121	2,649	5,770
2030	TURN SUMMARY	1,068	875	1,943	2,119	2,798	4,917	877	755	1,632	3,013	2,649	5,662
CONTROL LINK VOLUMES		1,436	1,174	2,610	2,633	3,217	5,850	1,089	891	1,980	3,663	2,997	6,660
2040	TURN SUMMARY	1,344	1,174	2,518	2,450	3,217	5,667	1,020	891	1,911	3,466	2,997	6,463
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		810	640	1,450	1,970	2,080	4,050	740	710	1,450	2,255	2,355	4,610
2015	TURN SUMMARY	811	640	1,451	1,974	2,080	4,054	741	710	1,451	2,258	2,355	4,613
CONTROL LINK VOLUMES		922	738	1,660	2,101	2,289	4,390	803	747	1,550	2,403	2,587	4,990
2020	TURN SUMMARY	964	738	1,702	2,150	2,289	4,439	821	770	1,591	2,449	2,587	5,036
CONTROL LINK VOLUMES		1,165	945	2,110	2,366	2,724	5,090	939	821	1,760	2,700	3,100	5,800
2030	TURN SUMMARY	1,232	945	2,177	2,511	2,724	5,235	996	821	1,817	2,851	3,100	5,951
CONTROL LINK VOLUMES		1,436	1,174	2,610	2,633	3,217	5,850	1,089	891	1,980	2,997	3,663	6,660
2040	TURN SUMMARY	1,574	1,174	2,748	2,893	3,217	6,110	1,197	891	2,088	3,281	3,663	6,944

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Commercial Boulevard/NE 3rd Avenue	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	400	34,500	-	34,600
Model Volume:	2040	500	38,800	-	38,900

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	1.00%	CGR	0.50%	CGR	-	CGR	0.50%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	-	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	-	CGR	0.00%	CGR
Recommended Growth Rate:	**1.00%**	**CGR**	**0.50%**	**CGR**	**-**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**-**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		400		34,500		-		34,600
NO. YEARS	5	2020	1.050	400	1.025	35,400	-	-	1.025	35,500
NO. YEARS	15	2030	1.150	500	1.075	37,100	-	-	1.075	37,200
NO. YEARS	25	2040	1.250	500	1.125	38,800	-	-	1.124	38,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	117				3,802			-			3,887		
		50	-	0	15	1,625	-	-	-	-	-	2,160	50	3,906
% TURNS:		98%	-	0%	1%	99%	-	-	-	-	-	98%	2%	
P.M.	2-Way Pk Hr Vol:	42				4,032			-			4,052		
		15	-	0	10	1,955	-	-	-	-	-	2,065	15	4,066
% TURNS:		94%	-	0%	1%	99%	-	-	-	-	-	99%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	98%	-	0%	1%	99%	-	-	-	-	-	98%	2%
	2020	93%	-	5%	1%	99%	-	-	-	-	-	98%	2%
	2030	92%	-	6%	1%	99%	-	-	-	-	-	98%	2%
	2040	90%	-	8%	1%	99%	-	-	-	-	-	98%	2%
P.M.													
	2015	94%	-	0%	1%	99%	-	-	-	-	-	99%	1%
	2020	89%	-	5%	1%	99%	-	-	-	-	-	99%	1%
	2030	88%	-	6%	1%	99%	-	-	-	-	-	99%	1%
	2040	86%	-	8%	1%	99%	-	-	-	-	-	99%	1%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	29.3%	10.5%	11.0%	11.7%	-	-	11.2%	11.7%
2020	25.2%	10.2%	10.6%	11.1%	-	-	10.8%	11.2%
2030	17.1%	9.6%	9.8%	10.1%	-	-	9.9%	10.1%
2040	9.0%	9.0%	9.0%	9.0%	-	-	9.0%	9.0%
D FACTOR								
2015	43.6%	38.1%	43.2%	48.8%	-	-	56.9%	51.4%
2020	43.9%	39.5%	43.5%	48.0%	-	-	56.5%	52.1%
2030	44.4%	42.2%	44.3%	46.5%	-	-	55.8%	53.5%
2040	45.0%	45.0%	45.0%	45.0%	-	-	55.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/NE 3rd Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	400	34,500	-	34,600
24 HR EST. AADT	2020	400	35,400	-	35,500
24 HR EST. AADT	2030	500	37,100	-	37,200
24 HR EST. AADT	2040	500	38,800	-	38,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT	400			34,500			-			34,600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	34,600	-	34,500	400	34,600	-	-	-	-	-	34,500	400
	50%	-	50%	1%	99%	-	-	-	-	-	99%	1%
2020 2-WAY ADT	400			35,400			-			35,500		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	35,500	-	35,400	400	35,500	-	-	-	-	-	35,400	400
	50%	-	50%	1%	99%	-	-	-	-	-	99%	1%
2030 2-WAY ADT	500			37,100			-			37,200		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	37,200	-	37,100	500	37,200	-	-	-	-	-	37,100	500
	50%	-	50%	1%	98%	-	-	-	-	-	98%	1%
2040 2-WAY ADT	500			38,800			-			38,900		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	38,900	-	38,800	500	38,900	-	-	-	-	-	38,800	500
	50%	-	50%	1%	98%	-	-	-	-	-	98%	1%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	49	-	0	16	1,629	-	-	-	-	-	2,158	52
2020	EST. TURNS	51	-	2	18	1,631	-	-	-	-	-	2,160	54
2030	EST. TURNS	52	-	3	20	1,632	-	-	-	-	-	2,161	55
2040	EST. TURNS	53	-	4	22	1,633	-	-	-	-	-	2,162	56
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	14	-	0	9	1,954	-	-	-	-	-	2,063	14
2020	EST. TURNS	15	-	1	10	1,955	-	-	-	-	-	2,065	15
2030	EST. TURNS	17	-	2	12	1,956	-	-	-	-	-	2,066	17
2040	EST. TURNS	18	-	3	14	1,957	-	-	-	-	-	2,067	18

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		51	69	120	1,641	2,159	3,800	-	-	-	2,211	1,679	3,890
2015	TURN SUMMARY	51	69	120	1,647	2,159	3,806	-	-	-	2,213	1,679	3,892
CONTROL LINK VOLUMES		44	56	100	1,636	2,124	3,760	-	-	-	2,164	1,666	3,830
2020	TURN SUMMARY	55	95	150	1,652	2,163	3,815	-	-	-	2,216	1,684	3,900
CONTROL LINK VOLUMES		38	52	90	1,611	2,029	3,640	-	-	-	2,052	1,628	3,680
2030	TURN SUMMARY	57	76	133	1,654	2,166	3,820	-	-	-	2,219	1,686	3,905
CONTROL LINK VOLUMES		20	30	50	1,571	1,919	3,490	-	-	-	1,926	1,574	3,500
2040	TURN SUMMARY	57	79	136	1,658	2,168	3,826	-	-	-	2,220	1,688	3,908
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		16	24	40	1,966	2,064	4,030	-	-	-	2,081	1,969	4,050
2015	TURN SUMMARY	16	24	40	1,966	2,064	4,030	-	-	-	2,079	1,969	4,048
CONTROL LINK VOLUMES		16	24	40	1,895	2,055	3,950	-	-	-	2,065	1,895	3,960
2020	TURN SUMMARY	51	25	76	1,967	2,067	4,034	-	-	-	2,083	1,971	4,054
CONTROL LINK VOLUMES		20	30	50	1,738	2,002	3,740	-	-	-	2,009	1,741	3,750
2030	TURN SUMMARY	21	30	51	1,969	2,070	4,039	-	-	-	2,086	1,974	4,060
CONTROL LINK VOLUMES		20	30	50	1,571	1,919	3,490	-	-	-	1,926	1,574	3,500
2040	TURN SUMMARY	22	34	56	1,973	2,071	4,044	-	-	-	2,087	1,977	4,064

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86014000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Commercial Boulevard/NE 6th Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	11,300	40,300	10,500	37,600
Model Volume:	2040	12,700	45,300	10,500	37,600

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.50%	CGR	0.50%	CGR	0.00%	CGR	0.00%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.00%**	**CGR**	**0.00%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		11,300		40,300		10,500		37,600
NO. YEARS	5	2020	1.025	11,600	1.025	41,300	1.000	10,500	1.000	37,600
NO. YEARS	15	2030	1.074	12,100	1.074	43,300	1.000	10,500	1.000	37,600
NO. YEARS	25	2040	1.124	12,700	1.124	45,300	1.000	10,500	1.000	37,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	620				3,855			535			3,800		
		75	150	140	45	1,490	55	45	170	75	40	2,080	40	4,405
% TURNS:		21%	41%	38%	3%	94%	3%	16%	59%	26%	2%	96%	2%	
P.M.	2-Way Pk Hr Vol:	1,030				4,275			955			4,030		
		65	260	135	170	1,835	120	105	325	65	80	1,910	75	5,145
% TURNS:		14%	57%	29%	8%	86%	6%	21%	66%	13%	4%	92%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	21%	41%	38%	3%	94%	3%	16%	59%	26%	2%	96%	2%
	2020	23%	38%	39%	4%	91%	5%	19%	54%	27%	3%	93%	3%
	2030	23%	37%	39%	5%	90%	5%	19%	53%	28%	4%	92%	4%
	2040	24%	36%	40%	6%	88%	6%	21%	51%	28%	4%	91%	5%
P.M.													
	2015	14%	57%	29%	8%	86%	6%	21%	66%	13%	4%	92%	4%
	2020	17%	52%	31%	9%	84%	7%	24%	60%	16%	5%	90%	5%
	2030	18%	51%	32%	10%	83%	7%	24%	59%	17%	5%	89%	5%
	2040	18%	49%	33%	10%	82%	8%	26%	57%	17%	6%	88%	6%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	5.5%	9.1%	9.6%	10.6%	5.1%	9.1%	10.1%	10.7%
2020	6.2%	9.1%	9.5%	10.3%	5.9%	9.1%	9.9%	10.4%
2030	7.6%	9.0%	9.2%	9.6%	7.4%	9.0%	9.4%	9.7%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	58.9%	44.7%	41.2%	49.7%	54.2%	51.8%	56.8%	51.2%
2020	58.1%	44.7%	42.0%	48.8%	54.4%	52.5%	56.5%	52.0%
2030	56.5%	44.9%	43.5%	46.9%	54.7%	53.7%	55.7%	53.5%
2040	55.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86014000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Commercial Boulevard/NE 6th Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	11,300	40,300	10,500	37,600
24 HR EST. AADT	2020	11,600	41,300	10,500	37,600
24 HR EST. AADT	2030	12,100	43,300	10,500	37,600
24 HR EST. AADT	2040	12,700	45,300	10,500	37,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT	11,300			40,300			10,500			37,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,600	10,500	40,300	11,300	37,600	10,500	40,300	11,300	37,600	10,500	40,300	11,300
		43%	12%	46%	19%	63%	18%	45%	13%	42%	17%	65%	18%
	2020 2-WAY ADT	11,600			41,300			10,500			37,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,600	10,500	41,300	11,600	37,600	10,500	41,300	11,600	37,600	10,500	41,300	11,600
		42%	12%	46%	19%	63%	18%	46%	13%	42%	17%	65%	18%
	2030 2-WAY ADT	12,100			43,300			10,500			37,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,600	10,500	43,300	12,100	37,600	10,500	43,300	12,100	37,600	10,500	43,300	12,100
		41%	11%	47%	20%	62%	17%	47%	13%	40%	16%	66%	18%
	2040 2-WAY ADT	12,700			45,300			10,500			37,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,600	10,500	45,300	12,700	37,600	10,500	45,300	12,700	37,600	10,500	45,300	12,700
		40%	11%	49%	21%	62%	17%	47%	13%	39%	15%	66%	19%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	74	152	139	45	1,491	57	45	170	75	41	2,085	40
2020	EST. TURNS	86	[162]	183	71	[1,493]	79	73	171	87	59	[2,087]	60
2030	EST. TURNS	[88]	183	249	110	[1,495]	112	105	227	[88]	[61]	[2,088]	64
2040	EST. TURNS	[90]	216	324	165	[1,496]	155	144	275	[90]	[63]	[2,090]	70
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	64	262	135	170	1,836	122	106	325	65	81	1,915	75
2020	EST. TURNS	77	[264]	168	193	[1,838]	135	132	[327]	75	87	[1,916]	92
2030	EST. TURNS	[79]	[265]	204	217	[1,839]	141	155	[328]	[77]	[89]	[1,917]	[93]
2040	EST. TURNS	[80]	[266]	246	247	[1,840]	148	180	[330]	[79]	[90]	[1,918]	[94]

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		365	255	620	1,590	2,270	3,860	290	250	540	2,160	1,640	3,800
2015	TURN SUMMARY	366	255	621	1,592	2,270	3,862	291	250	541	2,166	1,640	3,806
CONTROL LINK VOLUMES		417	303	720	1,639	2,261	3,900	335	285	620	2,099	1,621	3,720
2020	TURN SUMMARY	431	303	734	1,643	2,343	3,986	332	300	632	2,206	1,666	3,872
CONTROL LINK VOLUMES		520	400	920	1,738	2,252	3,990	427	353	780	1,979	1,571	3,550
2030	TURN SUMMARY	520	400	920	1,716	2,442	4,158	420	356	776	2,213	1,671	3,884
CONTROL LINK VOLUMES		629	511	1,140	1,835	2,245	4,080	520	430	950	1,861	1,519	3,380
2040	TURN SUMMARY	630	511	1,141	1,816	2,558	4,374	510	434	944	2,224	1,677	3,901
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		460	570	1,030	2,125	2,155	4,280	495	465	960	2,065	1,965	4,030
2015	TURN SUMMARY	461	570	1,031	2,128	2,155	4,283	496	465	961	2,070	1,965	4,035
CONTROL LINK VOLUMES		472	578	1,050	2,072	2,178	4,250	500	450	950	2,028	1,872	3,900
2020	TURN SUMMARY	510	612	1,122	2,165	2,217	4,382	534	486	1,020	2,096	1,990	4,086
CONTROL LINK VOLUMES		491	599	1,090	1,958	2,222	4,180	510	440	950	1,949	1,691	3,640
2030	TURN SUMMARY	548	638	1,186	2,198	2,276	4,474	559	495	1,054	2,099	1,995	4,094
CONTROL LINK VOLUMES		514	626	1,140	1,835	2,245	4,080	520	430	950	1,861	1,519	3,380
2040	TURN SUMMARY	592	671	1,263	2,234	2,344	4,578	589	503	1,092	2,102	1,998	4,100

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86065000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Powerline Road/NW 46th Street		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	19,700	100	19,900	400
Model Volume:	2040	22,200	100	22,400	500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.51%	CGR	0.00%	CGR	0.50%	CGR	1.00%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.51%**	**CGR**	**0.00%**	**CGR**	**0.50%**	**CGR**	**1.00%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: **2**		EAST LEG: **2**		SOUTH LEG: **2**		WEST LEG: **2**	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		19,700		100		19,900		400
NO. YEARS 5	2020	1.025	20,200	1.000	100	1.025	20,400	1.050	400
NO. YEARS 15	2030	1.076	21,200	1.000	100	1.075	21,400	1.150	500
NO. YEARS 25	2040	1.127	22,200	1.000	100	1.126	22,400	1.250	500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,880			10			1,880			20			
		5	990	5	5	0	0	0	875	10	5	0	0	1,895
% TURNS:		1%	99%	1%	100%	0%	0%	0%	99%	1%	100%	0%	0%	
P.M.	2-Way Pk Hr Vol:	1,960			15			1,980			45			
		5	1,055	5	10	0	0	0	885	35	5	0	0	2,000
% TURNS:		0%	99%	0%	100%	0%	0%	0%	96%	4%	100%	0%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	1%	99%	1%	100%	0%	0%	0%	99%	1%	100%	0%	0%
	2020	1%	99%	0%	95%	0%	5%	0%	99%	1%	95%	0%	5%
	2030	1%	99%	0%	94%	0%	6%	0%	99%	1%	94%	0%	6%
	2040	1%	99%	0%	92%	0%	8%	0%	99%	1%	92%	0%	8%
P.M.													
	2015	0%	99%	0%	100%	0%	0%	0%	96%	4%	100%	0%	0%
	2020	1%	99%	0%	95%	0%	5%	0%	96%	4%	95%	0%	5%
	2030	1%	99%	0%	94%	0%	6%	0%	96%	4%	94%	0%	6%
	2040	1%	99%	0%	92%	0%	8%	0%	96%	4%	92%	0%	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	9.5%	9.9%	10.0%	15.0%	9.4%	9.9%	5.0%	11.3%
2020	9.4%	9.8%	9.8%	13.8%	9.4%	9.8%	5.8%	10.8%
2030	9.2%	9.4%	9.4%	11.4%	9.2%	9.4%	7.4%	9.9%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	53.2%	54.3%	50.0%	66.7%	47.1%	46.5%	25.0%	11.1%
2020	53.6%	54.5%	51.0%	64.3%	46.7%	46.2%	29.0%	17.9%
2030	54.3%	54.7%	53.0%	59.7%	45.8%	45.6%	37.0%	31.4%
2040	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86065000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Powerline Road/NW 46th Street
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	19,700	100	19,900	400
24 HR EST. AADT	2020	20,200	100	20,400	400
24 HR EST. AADT	2030	21,200	100	21,400	500
24 HR EST. AADT	2040	22,200	100	22,400	500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT	19,700			100			19,900			400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		400	19,900	100	19,700	400	19,900	100	19,700	400	19,900	100	19,700
		2%	98%	0%	49%	1%	50%	0%	98%	2%	50%	0%	50%
	2020 2-WAY ADT	20,200			100			20,400			400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		400	20,400	100	20,200	400	20,400	100	20,200	400	20,400	100	20,200
		2%	98%	0%	49%	1%	50%	0%	98%	2%	50%	0%	50%
	2030 2-WAY ADT	21,200			100			21,400			500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		500	21,400	100	21,200	500	21,400	100	21,200	500	21,400	100	21,200
		2%	97%	0%	49%	1%	50%	0%	97%	2%	50%	0%	50%
	2040 2-WAY ADT	22,200			100			22,400			500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		500	22,400	100	22,200	500	22,400	100	22,200	500	22,400	100	22,200
		2%	97%	0%	49%	1%	50%	0%	97%	2%	50%	0%	50%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	5	990	5	5	0	0	0	875	10	5	0	0
2020	EST. TURNS	7	1,012	6	7	2	2	1	884	12	7	2	1
2030	EST. TURNS	10	1,047	8	8	4	3	2	892	16	13	3	2
2040	EST. TURNS	12	1,094	10	10	6	5	3	895	18	19	4	4
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	6	1,055	10	10	0	0	0	885	39	5	0	0
2020	EST. TURNS	7	1,063	12	11	2	1	1	887	41	8	2	1
2030	EST. TURNS	8	1,080	14	12	4	2	3	894	42	15	3	3
2040	EST. TURNS	9	1,094	16	14	6	3	4	895	44	18	5	5

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,000	880	1,880	5	5	10	885	995	1,880	5	15	20
2015	TURN SUMMARY	1,000	880	1,880	5	5	10	885	995	1,880	5	15	20
CONTROL LINK VOLUMES		1,021	889	1,910	5	5	10	891	1,019	1,910	7	13	20
2020	TURN SUMMARY	1,025	892	1,917	11	9	20	897	1,021	1,918	10	21	31
CONTROL LINK VOLUMES		1,061	889	1,950	5	5	10	900	1,060	1,960	14	26	40
2030	TURN SUMMARY	1,064	902	1,966	15	13	28	911	1,063	1,974	18	30	48
CONTROL LINK VOLUMES		1,099	901	2,000	5	5	10	907	1,113	2,020	20	30	50
2040	TURN SUMMARY	1,117	908	2,025	21	17	38	915	1,118	2,033	26	36	62
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,065	895	1,960	10	10	20	920	1,060	1,980	5	45	50
2015	TURN SUMMARY	1,071	895	1,966	10	10	20	924	1,060	1,984	5	45	50
CONTROL LINK VOLUMES		1,074	896	1,970	9	1	10	919	1,071	1,990	8	32	40
2020	TURN SUMMARY	1,082	900	1,982	15	15	30	929	1,072	2,001	11	50	61
CONTROL LINK VOLUMES		1,088	902	1,990	7	3	10	915	1,095	2,010	16	34	50
2030	TURN SUMMARY	1,102	909	2,011	18	20	38	939	1,097	2,036	21	54	75
CONTROL LINK VOLUMES		1,099	901	2,000	5	5	10	907	1,113	2,020	20	30	50
2040	TURN SUMMARY	1,120	913	2,033	23	25	48	942	1,116	2,058	28	59	87

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86065000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Powerline Road/NW 51st Place		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	31,100	400	31,700	1,100
Model Volume:	2040	35,000	500	35,700	1,200

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.50%	CGR	1.00%	CGR	0.50%	CGR	0.36%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**1.00%**	**CGR**	**0.50%**	**CGR**	**0.36%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		31,100		400		31,700		1,100
NO. YEARS	5	2020	1.025	31,900	1.050	400	1.025	32,500	1.018	1,100
NO. YEARS	15	2030	1.075	33,400	1.150	500	1.076	34,100	1.055	1,200
NO. YEARS	25	2040	1.125	35,000	1.250	500	1.126	35,700	1.091	1,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,595			15			2,620			80			
		25	1,330	5	5	0	0	5	1,230	35	20	0	0	2,655
% TURNS:		2%	98%	0%	100%	0%	0%	0%	97%	3%	100%	0%	0%	
P.M.	2-Way Pk Hr Vol:	2,685			40			2,735			110			
		25	1,600	15	10	0	0	15	1,035	40	45	0	0	2,785
% TURNS:		2%	98%	1%	100%	0%	0%	1%	95%	4%	100%	0%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	2%	98%	0%	100%	0%	0%	0%	97%	3%	100%	0%	0%
	2020	2%	98%	0%	95%	0%	5%	0%	97%	3%	95%	0%	5%
	2030	2%	97%	0%	94%	0%	6%	1%	97%	3%	94%	0%	6%
	2040	2%	97%	1%	91%	0%	8%	1%	97%	3%	92%	0%	8%
P.M.													
	2015	2%	98%	1%	100%	0%	0%	1%	95%	4%	100%	0%	0%
	2020	2%	97%	1%	95%	0%	5%	1%	95%	4%	95%	0%	5%
	2030	2%	97%	1%	94%	0%	6%	1%	95%	4%	94%	0%	6%
	2040	2%	97%	1%	91%	0%	8%	1%	95%	4%	92%	0%	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.3%	8.6%	3.8%	10.0%	8.3%	8.6%	7.3%	10.0%
2020	8.5%	8.7%	4.8%	9.8%	8.4%	8.7%	7.6%	9.8%
2030	8.7%	8.9%	6.9%	9.4%	8.7%	8.9%	8.3%	9.4%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	52.4%	61.1%	33.3%	25.0%	48.5%	39.9%	25.0%	40.9%
2020	52.9%	59.9%	35.7%	29.0%	47.8%	40.9%	29.0%	41.7%
2030	54.0%	57.4%	40.3%	37.0%	46.4%	42.9%	37.0%	43.4%
2040	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86065000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Powerline Road/NW 51st Place
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	31,100	400	31,700	1,100
24 HR EST. AADT	2020	31,900	400	32,500	1,100
24 HR EST. AADT	2030	33,400	500	34,100	1,200
24 HR EST. AADT	2040	35,000	500	35,700	1,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT		31,100			400			31,700			1,100	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	1,100	31,700	400	31,100	1,100	31,700	400	31,100	1,100	31,700	400	31,100
	3%	95%	1%	49%	2%	50%	1%	95%	3%	50%	1%	49%
2020 2-WAY ADT		31,900			400			32,500			1,100	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	1,100	32,500	400	31,900	1,100	32,500	400	31,900	1,100	32,500	400	31,900
	3%	96%	1%	49%	2%	50%	1%	96%	3%	50%	1%	49%
2030 2-WAY ADT		33,400			500			34,100			1,200	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	1,200	34,100	500	33,400	1,200	34,100	500	33,400	1,200	34,100	500	33,400
	3%	95%	1%	49%	2%	50%	1%	95%	3%	50%	1%	49%
2040 2-WAY ADT		35,000			500			35,700			1,200	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	1,200	35,700	500	35,000	1,200	35,700	500	35,000	1,200	35,700	500	35,000
	3%	95%	1%	49%	2%	50%	1%	95%	3%	50%	1%	49%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	25	1,330	8	5	0	0	7	1,235	35	20	0	0
2020	EST. TURNS	[26]	1,401	[9]	7	[2]	[1]	[8]	1,261	[36]	23	[2]	1
2030	EST. TURNS	28	1,557	[12]	13	[3]	[2]	[10]	1,330	[38]	35	[3]	2
2040	EST. TURNS	[30]	1,716	16	18	[4]	[3]	14	1,395	[39]	46	[4]	4
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	25	1,605	15	10	0	0	15	1,040	40	45	0	0
2020	EST. TURNS	26	1,630	[16]	[12]	[1]	1	[16]	1,104	[42]	[46]	[2]	2
2030	EST. TURNS	[28]	1,676	[17]	16	[3]	[2]	17	1,243	[44]	[48]	[3]	3
2040	EST. TURNS	[30]	1,717	[19]	18	[4]	[4]	[18]	1,395	[46]	[50]	[4]	4

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,360	1,240	2,600	5	15	20	1,270	1,350	2,620	20	60	80
2015	TURN SUMMARY	1,363	1,240	2,603	5	15	20	1,277	1,350	2,627	20	60	80
CONTROL LINK VOLUMES		1,431	1,269	2,700	7	13	20	1,306	1,424	2,730	24	56	80
2020	TURN SUMMARY	1,436	1,269	2,705	10	19	29	1,306	1,425	2,731	26	64	90
CONTROL LINK VOLUMES		1,575	1,345	2,920	14	16	30	1,377	1,593	2,970	37	63	100
2030	TURN SUMMARY	1,597	1,345	2,942	18	25	43	1,378	1,594	2,972	40	69	109
CONTROL LINK VOLUMES		1,733	1,417	3,150	20	30	50	1,446	1,764	3,210	49	61	110
2040	TURN SUMMARY	1,762	1,417	3,179	25	34	59	1,449	1,765	3,214	54	73	127
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,640	1,050	2,690	10	30	40	1,090	1,650	2,740	45	65	110
2015	TURN SUMMARY	1,645	1,050	2,695	10	30	40	1,095	1,650	2,745	45	65	110
CONTROL LINK VOLUMES		1,663	1,117	2,780	11	29	40	1,156	1,674	2,830	45	65	110
2020	TURN SUMMARY	1,673	1,119	2,792	14	34	48	1,162	1,677	2,839	50	69	119
CONTROL LINK VOLUMES		1,698	1,262	2,960	17	33	50	1,296	1,724	3,020	49	61	110
2030	TURN SUMMARY	1,721	1,262	2,983	21	37	58	1,304	1,727	3,031	54	75	129
CONTROL LINK VOLUMES		1,733	1,417	3,150	20	30	50	1,446	1,764	3,210	49	61	110
2040	TURN SUMMARY	1,766	1,417	3,183	26	41	67	1,460	1,770	3,230	58	81	139

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86065000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Powerline Road/NW 53rd Court	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	30,200	-	29,900	600
Model Volume:	2040	34,000	-	33,600	700

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.50%	CGR	-	CGR	0.49%	CGR	0.67%	CGR
Historic + Model Trend GR =	0.00%	CGR	-	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	-	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**-**	**CGR**	**0.49%**	**CGR**	**0.67%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: 2	EAST LEG: -	SOUTH LEG: 2	WEST LEG: 2
	YEAR	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT
	2015	30,200	-	29,900	600
NO. YEARS 5	2020	1.025 / 31,000	- / -	1.025 / 30,600	1.033 / 600
NO. YEARS 15	2030	1.075 / 32,500	- / -	1.074 / 32,100	1.100 / 700
NO. YEARS 25	2040	1.126 / 34,000	- / -	1.124 / 33,600	1.167 / 700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,597				-			2,597			22		
		10	1,350	-	-	-	-	-	1,235	0	10	-	0	2,611
% TURNS:		1%	99%	-	-	-	-	-	100%	0%	91%	-	0%	
P.M.	2-Way Pk Hr Vol:	2,707				-			2,687			62		
		40	1,620	-	-	-	-	-	1,045	0	20	-	0	2,731
% TURNS:		2%	98%	-	-	-	-	-	100%	0%	95%	-	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	1%	99%	-	-	-	-	-	100%	0%	91%	-	0%
	2020	1%	99%	-	-	-	-	-	100%	0%	87%	-	5%
	2030	1%	99%	-	-	-	-	-	100%	0%	86%	-	6%
	2040	1%	99%	-	-	-	-	-	100%	0%	84%	-	8%
P.M.													
	2015	2%	98%	-	-	-	-	-	100%	0%	95%	-	0%
	2020	2%	98%	-	-	-	-	-	100%	0%	91%	-	5%
	2030	2%	98%	-	-	-	-	-	100%	0%	90%	-	6%
	2040	2%	98%	-	-	-	-	-	100%	0%	88%	-	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.6%	9.0%	-	-	8.7%	9.0%	3.7%	10.3%
2020	8.7%	9.0%	-	-	8.7%	9.0%	4.7%	10.1%
2030	8.8%	9.0%	-	-	8.9%	9.0%	6.9%	9.5%
2040	9.0%	9.0%	-	-	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	52.4%	61.4%	-	-	47.6%	38.9%	50.0%	33.9%
2020	52.9%	60.1%	-	-	47.1%	40.1%	51.0%	36.1%
2030	54.0%	57.5%	-	-	46.0%	42.6%	53.0%	40.5%
2040	55.0%	55.0%	-	-	45.0%	45.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86065000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Powerline Road/NW 53rd Court
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	30,200	-	29,900	600
24 HR EST. AADT	2020	31,000	-	30,600	600
24 HR EST. AADT	2030	32,500	-	32,100	700
24 HR EST. AADT	2040	34,000	-	33,600	700

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT		30,200			-			29,900			600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	600	29,900	-	-	-	-	-	30,200	600	29,900	-	30,200
	2%	98%	-	-	-	-	-	98%	2%	50%	-	50%
2020 2-WAY ADT		31,000			-			30,600			600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	600	30,600	-	-	-	-	-	31,000	600	30,600	-	31,000
	2%	98%	-	-	-	-	-	98%	2%	50%	-	50%
2030 2-WAY ADT		32,500			-			32,100			700		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	700	32,100	-	-	-	-	-	32,500	700	32,100	-	32,500
	2%	98%	-	-	-	-	-	98%	2%	50%	-	50%
2040 2-WAY ADT		34,000			-			33,600			700		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	700	33,600	-	-	-	-	-	34,000	700	33,600	-	34,000
	2%	98%	-	-	-	-	-	98%	2%	50%	-	50%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2020	EST. TURNS	13	1,406	--	-	-	-	--	1,265	3	13	--	1
2030	EST. TURNS	19	1,518	-	-	-	-	-	1,317	5	20	-	2
2040	EST. TURNS	19	1,629	-	-	-	-	-	1,372	5	29	-	3
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2020	EST. TURNS	36	1,625	--	-	-	-	--	1,107	2	21	--	1
2030	EST. TURNS	39	1,637	-	-	-	-	-	1,237	3	23	-	2
2040	EST. TURNS	28	1,633	-	-	-	-	-	1,372	3	24	-	3

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,361	1,239	2,600	-	-	-	1,236	1,364	2,600	11	9	20
2015	TURN SUMMARY	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
CONTROL LINK VOLUMES		1,424	1,266	2,690	-	--	-	1,260	1,420	2,680	14	16	30
2020	TURN SUMMARY	1,419	1,266	2,685	-	--	-	1,267	1,420	2,687	14	16	30
CONTROL LINK VOLUMES		1,550	1,320	2,870	-	-	-	1,311	1,539	2,850	25	25	50
2030	TURN SUMMARY	1,539	1,320	2,859	-	-	-	1,324	1,539	2,863	25	25	50
CONTROL LINK VOLUMES		1,683	1,377	3,060	-	-	-	1,361	1,659	3,020	35	25	60
2040	TURN SUMMARY	1,649	1,377	3,026	-	-	-	1,378	1,659	3,037	34	25	59
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,661	1,049	2,710	-	-	-	1,046	1,644	2,690	21	39	60
2015	TURN SUMMARY	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
CONTROL LINK VOLUMES		1,671	1,109	2,780	-	--	-	1,104	1,646	2,750	22	38	60
2020	TURN SUMMARY	1,660	1,109	2,769	-	--	--	1,109	1,646	2,755	22	38	60
CONTROL LINK VOLUMES		1,680	1,240	2,920	-	-	-	1,229	1,661	2,890	27	43	70
2030	TURN SUMMARY	1,678	1,240	2,918	-	-	-	1,243	1,661	2,904	27	43	70
CONTROL LINK VOLUMES		1,683	1,377	3,060	-	-	-	1,361	1,659	3,020	28	32	60
2040	TURN SUMMARY	1,663	1,377	3,040	-	-	-	1,377	1,659	3,036	28	32	60

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86065000	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Powerline Road/NW 56th Street		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	26,900	400	26,200	2,300
Model Volume:	2040	30,300	500	29,500	2,600

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.51%	CGR	1.00%	CGR	0.50%	CGR	0.52%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.51%**	**CGR**	**1.00%**	**CGR**	**0.50%**	**CGR**	**0.52%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		26,900		400		26,200		2,300
NO. YEARS	5	2020	1.025	27,600	1.050	400	1.025	26,900	1.026	2,400
NO. YEARS	15	2030	1.076	28,900	1.150	500	1.076	28,200	1.078	2,500
NO. YEARS	25	2040	1.126	30,300	1.250	500	1.126	29,500	1.130	2,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,610			60			2,595			265			
		75	1,290	15	10	0	5	25	1,155	55	65	5	65	2,765
% TURNS:		5%	93%	1%	67%	0%	33%	2%	94%	4%	48%	4%	48%	
P.M.	2-Way Pk Hr Vol:	2,775			45			2,705			215			
		75	1,600	10	25	0	5	5	1,010	30	55	0	55	2,870
% TURNS:		4%	95%	1%	83%	0%	17%	0%	97%	3%	50%	0%	50%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	5%	93%	1%	67%	0%	33%	2%	94%	4%	48%	4%	48%
	2020	6%	93%	1%	65%	0%	35%	2%	93%	5%	48%	3%	48%
	2030	6%	93%	1%	64%	1%	35%	2%	93%	5%	48%	3%	48%
	2040	6%	93%	1%	64%	1%	36%	2%	93%	5%	48%	3%	48%
P.M.													
	2015	4%	95%	1%	83%	0%	17%	0%	97%	3%	50%	0%	50%
	2020	5%	95%	1%	80%	0%	20%	1%	96%	3%	50%	0%	50%
	2030	5%	94%	1%	79%	1%	20%	1%	96%	3%	50%	0%	50%
	2040	5%	94%	1%	78%	1%	22%	1%	96%	4%	50%	0%	50%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	9.7%	10.3%	15.0%	11.3%	9.9%	10.3%	11.5%	9.3%
2020	9.6%	10.1%	13.8%	10.8%	9.7%	10.1%	11.0%	9.3%
2030	9.3%	9.5%	11.4%	9.9%	9.4%	9.5%	10.0%	9.1%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	52.9%	60.7%	25.0%	66.7%	47.6%	38.6%	50.9%	51.2%
2020	53.3%	59.6%	29.0%	64.3%	47.1%	39.9%	51.8%	51.9%
2030	54.1%	57.3%	37.0%	59.7%	46.0%	42.5%	53.4%	53.5%
2040	55.0%	55.0%	45.0%	55.0%	45.0%	45.0%	55.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86065000
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Powerline Road/NW 56th Street
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	26,900	400	26,200	2,300
24 HR EST. AADT	2020	27,600	400	26,900	2,400
24 HR EST. AADT	2030	28,900	500	28,200	2,500
24 HR EST. AADT	2040	30,300	500	29,500	2,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT	26,900			400			26,200			2,300		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,300	26,200	400	26,900	2,300	26,200	400	26,900	2,300	26,200	400	26,900
		8%	91%	1%	49%	4%	47%	1%	91%	8%	49%	1%	50%
	2020 2-WAY ADT	27,600			400			26,900			2,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,400	26,900	400	27,600	2,400	26,900	400	27,600	2,400	26,900	400	27,600
		8%	91%	1%	49%	4%	47%	1%	91%	8%	49%	1%	50%
	2030 2-WAY ADT	28,900			500			28,200			2,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,500	28,200	500	28,900	2,500	28,200	500	28,900	2,500	28,200	500	28,900
		8%	90%	2%	48%	4%	47%	2%	91%	8%	49%	1%	50%
	2040 2-WAY ADT	30,300			500			29,500			2,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,600	29,500	500	30,300	2,600	29,500	500	30,300	2,600	29,500	500	30,300
		8%	90%	2%	49%	4%	47%	1%	91%	8%	49%	1%	50%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	78	1,294	15	10	0	5	25	1,155	57	66	5	65
2020	EST. TURNS	[80]	1,318	16	[11]	[1]	6	[27]	1,156	[58]	[67]	[7]	67
2030	EST. TURNS	[81]	1,355	[17]	14	[2]	7	[28]	[1,158]	[59]	[68]	[9]	[68]
2040	EST. TURNS	[82]	1,400	[19]	[15]	[4]	[8]	[29]	[1,160]	[60]	[70]	[10]	[69]
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	79	1,605	13	25	0	5	7	1,014	31	55	0	55
2020	EST. TURNS	[80]	[1,607]	[14]	[26]	[2]	6	[8]	1,037	33	58	[2]	58
2030	EST. TURNS	[81]	[1,609]	[15]	[27]	[4]	[7]	[9]	1,089	37	60	[4]	61
2040	EST. TURNS	[83]	[1,611]	[16]	[29]	[5]	[9]	10	1,145	[39]	62	[6]	66

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,380	1,230	2,610	15	45	60	1,235	1,365	2,600	135	135	270
2015	TURN SUMMARY	1,387	1,230	2,617	15	45	60	1,238	1,365	2,603	135	135	270
CONTROL LINK VOLUMES		1,407	1,233	2,640	16	44	60	1,231	1,389	2,620	137	123	260
2020	TURN SUMMARY	1,413	1,234	2,647	18	49	67	1,241	1,390	2,631	140	139	279
CONTROL LINK VOLUMES		1,452	1,228	2,680	21	39	60	1,215	1,425	2,640	134	116	250
2030	TURN SUMMARY	1,452	1,240	2,692	23	54	77	1,245	1,430	2,675	145	142	287
CONTROL LINK VOLUMES		1,500	1,230	2,730	20	30	50	1,195	1,465	2,660	129	101	230
2040	TURN SUMMARY	1,501	1,244	2,745	27	58	85	1,249	1,477	2,726	148	146	294
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,685	1,095	2,780	30	20	50	1,045	1,665	2,710	110	110	220
2015	TURN SUMMARY	1,697	1,095	2,792	30	20	50	1,052	1,665	2,717	111	110	221
CONTROL LINK VOLUMES		1,653	1,117	2,770	28	12	40	1,080	1,630	2,710	116	104	220
2020	TURN SUMMARY	1,701	1,121	2,822	34	24	58	1,078	1,670	2,748	117	115	232
CONTROL LINK VOLUMES		1,577	1,173	2,750	30	20	50	1,141	1,549	2,690	122	108	230
2030	TURN SUMMARY	1,706	1,176	2,882	38	28	66	1,134	1,677	2,811	125	122	247
CONTROL LINK VOLUMES		1,500	1,230	2,730	25	25	50	1,195	1,465	2,660	129	101	230
2040	TURN SUMMARY	1,710	1,239	2,949	43	32	75	1,194	1,682	2,876	134	127	261

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Andrews Avenue/NW 48th Street		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	21,100	300	20,900	400
Model Volume:	2040	23,700	300	23,500	500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.49%	CGR	0.00%	CGR	0.50%	CGR	1.00%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.49%**	**CGR**	**0.00%**	**CGR**	**0.50%**	**CGR**	**1.00%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2015		21,100		300		20,900		400
NO. YEARS	5	2020	1.025	21,600	1.000	300	1.025	21,400	1.050	400
NO. YEARS	15	2030	1.074	22,700	1.000	300	1.075	22,500	1.150	500
NO. YEARS	25	2040	1.123	23,700	1.000	300	1.124	23,500	1.250	500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,250			55			1,225			30		
		5	550	15	25	0	5	10	645	5	10	0	10	1,280
% TURNS:		1%	96%	3%	83%	0%	17%	2%	98%	1%	50%	0%	50%	
P.M.	2-Way Pk Hr Vol:		1,445			35			1,445			45		
		5	690	10	10	0	5	5	720	15	10	5	10	1,485
% TURNS:		1%	98%	1%	67%	0%	33%	1%	97%	2%	40%	20%	40%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	1%	96%	3%	83%	0%	17%	2%	98%	1%	50%	0%	50%
2020	1%	97%	3%	80%	0%	20%	1%	98%	1%	50%	0%	50%
2030	1%	97%	2%	79%	0%	21%	1%	98%	1%	50%	0%	50%
2040	1%	97%	2%	78%	0%	22%	1%	98%	1%	50%	0%	50%
P.M.												
2015	1%	98%	1%	67%	0%	33%	1%	97%	2%	40%	20%	40%
2020	1%	98%	1%	65%	0%	35%	1%	97%	2%	41%	18%	41%
2030	1%	98%	1%	65%	0%	35%	1%	97%	2%	41%	18%	41%
2040	1%	98%	1%	64%	0%	36%	1%	97%	2%	42%	17%	42%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	5.9%	6.8%	18.3%	11.7%	5.9%	6.9%	7.5%	11.3%
2020	6.5%	7.3%	16.5%	11.1%	6.5%	7.3%	7.8%	10.8%
2030	7.8%	8.1%	12.7%	10.1%	7.7%	8.2%	8.4%	9.9%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	45.6%	48.8%	54.5%	42.9%	53.9%	51.2%	66.7%	55.6%
2020	45.5%	48.0%	54.6%	43.3%	54.1%	52.0%	64.3%	55.4%
2030	45.2%	46.5%	54.8%	44.1%	54.6%	53.5%	59.7%	55.2%
2040	45.0%	45.0%	55.0%	45.0%	55.0%	55.0%	55.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Andrews Avenue/NW 48th Street
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	21,100	300	20,900	400
24 HR EST. AADT	2020	21,600	300	21,400	400
24 HR EST. AADT	2030	22,700	300	22,500	500
24 HR EST. AADT	2040	23,700	300	23,500	500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT		21,100			300			20,900			400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		400	20,900	300	21,100	400	20,900	300	21,100	400	20,900	300	21,100
		2%	97%	1%	50%	1%	49%	1%	97%	2%	49%	1%	50%
2020 2-WAY ADT		21,600			300			21,400			400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		400	21,400	300	21,600	400	21,400	300	21,600	400	21,400	300	21,600
		2%	97%	1%	50%	1%	49%	1%	97%	2%	49%	1%	50%
2030 2-WAY ADT		22,700			300			22,500			500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		500	22,500	300	22,700	500	22,500	300	22,700	500	22,500	300	22,700
		2%	97%	1%	50%	1%	49%	1%	97%	2%	49%	1%	50%
2040 2-WAY ADT		23,700			300			23,500			500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		500	23,500	300	23,700	500	23,500	300	23,700	500	23,500	300	23,700
		2%	97%	1%	50%	1%	49%	1%	97%	2%	49%	1%	50%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	5	555	18	25	0	5	12	645	5	10	0	10
2020	EST. TURNS	6	624	19	27	1	6	14	736	6	11	2	11
2030	EST. TURNS	7	772	20	28	3	7	16	933	8	12	3	13
2040	EST. TURNS	12	941	21	30	4	9	18	1,146	13	13	4	14
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	6	695	13	10	0	5	6	725	19	10	6	10
2020	EST. TURNS	7	740	15	12	2	7	7	796	20	11	7	11
2030	EST. TURNS	9	841	17	14	4	8	8	970	22	13	9	12
2040	EST. TURNS	10	942	19	15	5	9	10	1,151	23	15	11	14

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		570	680	1,250	30	30	60	660	570	1,230	20	10	30
2015	TURN SUMMARY	577	680	1,257	30	30	60	662	570	1,232	20	10	30
CONTROL LINK VOLUMES		642	768	1,410	27	23	50	751	639	1,390	20	10	30
2020	TURN SUMMARY	648	774	1,422	34	35	69	757	641	1,398	24	13	37
CONTROL LINK VOLUMES		798	962	1,760	21	19	40	951	789	1,740	25	15	40
2030	TURN SUMMARY	800	973	1,773	38	39	77	956	792	1,748	28	18	46
CONTROL LINK VOLUMES		960	1,170	2,130	15	15	30	1,163	957	2,120	25	25	50
2040	TURN SUMMARY	974	1,190	2,164	43	43	86	1,177	963	2,140	31	29	60
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		705	745	1,450	15	25	40	740	710	1,450	25	25	50
2015	TURN SUMMARY	714	745	1,459	15	25	40	750	710	1,460	25	25	50
CONTROL LINK VOLUMES		755	815	1,570	14	16	30	815	755	1,570	24	16	40
2020	TURN SUMMARY	762	819	1,581	21	29	50	822	758	1,580	30	29	59
CONTROL LINK VOLUMES		859	991	1,850	13	17	30	983	857	1,840	27	23	50
2030	TURN SUMMARY	866	996	1,862	26	34	60	1,001	863	1,864	35	35	70
CONTROL LINK VOLUMES		960	1,170	2,130	12	18	30	1,163	957	2,120	25	25	50
2040	TURN SUMMARY	971	1,180	2,151	29	40	69	1,184	966	2,150	40	38	78

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Andrews Avenue/NE 51st Court		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	14,700	600	15,300	500
Model Volume:	2040	16,500	700	17,200	600

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.49%	CGR	0.67%	CGR	0.50%	CGR	0.80%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.49%**	**CGR**	**0.67%**	**CGR**	**0.50%**	**CGR**	**0.80%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		14,700		600		15,300		500
NO. YEARS	5	2020	1.024	15,100	1.033	600	1.025	15,700	1.040	500
NO. YEARS	15	2030	1.073	15,800	1.100	700	1.075	16,400	1.120	600
NO. YEARS	25	2040	1.122	16,500	1.167	700	1.124	17,200	1.200	600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,175			60			1,220			55			
		5	645	5	15	0	30	5	500	15	25	5	5	1,255
% TURNS:		1%	98%	1%	33%	0%	67%	1%	96%	3%	71%	14%	14%	
P.M.	2-Way Pk Hr Vol:	1,405			65			1,450			60			
		5	780	15	15	5	10	20	590	30	20	0	0	1,490
% TURNS:		1%	98%	2%	50%	17%	33%	3%	92%	5%	100%	0%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	1%	98%	1%	33%	0%	67%	1%	96%	3%	71%	14%	14%
2020	1%	98%	1%	35%	0%	65%	1%	96%	3%	69%	13%	18%
2030	1%	98%	1%	35%	0%	65%	1%	96%	3%	69%	13%	19%
2040	1%	98%	1%	36%	0%	64%	1%	96%	3%	68%	12%	20%
P.M.												
2015	1%	98%	2%	50%	17%	33%	3%	92%	5%	100%	0%	0%
2020	1%	97%	2%	50%	15%	35%	3%	92%	5%	95%	0%	5%
2030	1%	97%	2%	50%	15%	35%	3%	92%	5%	94%	0%	6%
2040	1%	97%	2%	50%	14%	36%	3%	92%	4%	92%	0%	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.0%	9.6%	10.0%	10.8%	8.0%	9.5%	11.0%	12.0%
2020	8.2%	9.4%	9.8%	10.5%	8.2%	9.4%	10.6%	11.4%
2030	8.6%	9.2%	9.4%	9.7%	8.6%	9.2%	9.8%	10.2%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	55.7%	56.9%	75.0%	46.2%	42.6%	44.1%	63.6%	33.3%
2020	55.6%	56.6%	71.0%	45.9%	43.1%	44.3%	61.9%	35.7%
2030	55.3%	55.8%	63.0%	45.5%	44.0%	44.7%	58.5%	40.3%
2040	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Andrews Avenue/NE 51st Court
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	14,700	600	15,300	500
24 HR EST. AADT	2020	15,100	600	15,700	500
24 HR EST. AADT	2030	15,800	700	16,400	600
24 HR EST. AADT	2040	16,500	700	17,200	600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		14,700			600			15,300			500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		500	15,300	600	14,700	500	15,300	600	14,700	500	15,300	600	14,700
		3%	93%	4%	48%	2%	50%	4%	93%	3%	50%	2%	48%
	2020 2-WAY ADT		15,100			600			15,700			500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		500	15,700	600	15,100	500	15,700	600	15,100	500	15,700	600	15,100
		3%	93%	4%	48%	2%	50%	4%	93%	3%	50%	2%	48%
	2030 2-WAY ADT		15,800			700			16,400			600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		600	16,400	700	15,800	600	16,400	700	15,800	600	16,400	700	15,800
		3%	93%	4%	48%	2%	50%	4%	92%	4%	50%	2%	48%
	2040 2-WAY ADT		16,500			700			17,200			600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		600	17,200	700	16,500	600	17,200	700	16,500	600	17,200	700	16,500
		3%	93%	4%	48%	2%	50%	4%	93%	3%	50%	2%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	6	645	5	16	0	30	5	504	19	25	5	5
2020	EST. TURNS	7	677	7	17	1	32	7	532	21	27	6	6
2030	EST. TURNS	8	739	12	19	3	34	12	589	23	28	8	7
2040	EST. TURNS	9	809	14	21	5	36	14	656	24	29	10	9
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	5	780	17	15	5	10	23	595	30	20	0	0
2020	EST. TURNS	7	788	19	16	6	11	25	607	31	21	1	1
2030	EST. TURNS	8	802	20	18	7	12	26	630	32	24	2	2
2040	EST. TURNS	9	819	21	20	8	14	28	657	33	25	4	3

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		655	525	1,180	45	15	60	520	700	1,220	35	25	60
2015	TURN SUMMARY	657	525	1,182	45	15	60	528	700	1,228	35	25	60
CONTROL LINK VOLUMES		688	552	1,240	42	18	60	553	727	1,280	33	17	50
2020	TURN SUMMARY	690	555	1,245	51	20	71	560	736	1,296	39	29	68
CONTROL LINK VOLUMES		751	609	1,360	41	29	70	621	789	1,410	34	26	60
2030	TURN SUMMARY	758	615	1,373	56	31	87	624	801	1,425	42	34	76
CONTROL LINK VOLUMES		817	673	1,490	35	25	60	697	853	1,550	30	20	50
2040	TURN SUMMARY	832	687	1,519	63	38	101	694	874	1,568	48	38	86
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		800	610	1,410	30	40	70	640	810	1,450	20	40	60
2015	TURN SUMMARY	803	610	1,413	30	40	70	647	810	1,457	20	40	60
CONTROL LINK VOLUMES		807	623	1,430	29	31	60	653	817	1,470	20	40	60
2020	TURN SUMMARY	813	624	1,437	33	45	78	664	820	1,484	23	44	67
CONTROL LINK VOLUMES		813	647	1,460	31	39	70	673	837	1,510	25	35	60
2030	TURN SUMMARY	830	650	1,480	36	48	84	688	837	1,525	28	47	75
CONTROL LINK VOLUMES		817	673	1,490	28	32	60	697	853	1,550	24	26	50
2040	TURN SUMMARY	849	680	1,529	42	53	95	717	857	1,574	32	50	82

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Cypress Creek Road/NW 6th Way		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	6,600	41,500	4,000	36,700
Model Volume:	2040	7,400	46,700	4,500	41,300

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.48%	CGR	0.50%	CGR	0.50%	CGR	0.50%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.48%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		6,600		41,500		4,000		36,700
NO. YEARS	5	2020	1.024	6,800	1.025	42,500	1.025	4,100	1.025	37,600
NO. YEARS	15	2030	1.073	7,100	1.075	44,600	1.075	4,300	1.075	39,500
NO. YEARS	25	2040	1.121	7,400	1.125	46,700	1.125	4,500	1.125	41,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	410				3,440			280			3,190		
		15	5	45	285	1,565	95	35	5	15	125	1,415	55	3,660
% TURNS:		23%	8%	69%	15%	80%	5%	64%	9%	27%	8%	89%	3%	
P.M.	2-Way Pk Hr Vol:	615				3,575			375			3,145		
		100	5	400	75	1,420	55	170	5	105	35	1,455	30	3,855
% TURNS:		20%	1%	79%	5%	92%	4%	61%	2%	38%	2%	96%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	23%	8%	69%	15%	80%	5%	64%	9%	27%	8%	89%	3%
2020	25%	7%	67%	15%	80%	5%	62%	9%	29%	8%	88%	4%
2030	26%	7%	67%	15%	80%	5%	62%	9%	29%	8%	88%	5%
2040	27%	7%	66%	15%	80%	5%	61%	9%	30%	8%	87%	5%
P.M.												
2015	20%	1%	79%	5%	92%	4%	61%	2%	38%	2%	96%	2%
2020	22%	1%	76%	6%	90%	4%	60%	2%	38%	3%	94%	3%
2030	23%	1%	76%	6%	90%	4%	59%	3%	38%	3%	94%	3%
2040	24%	2%	74%	6%	89%	4%	59%	3%	38%	3%	93%	4%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	6.2%	9.3%	8.3%	8.6%	7.0%	9.4%	8.7%	8.6%
2020	6.8%	9.3%	8.4%	8.7%	7.4%	9.3%	8.8%	8.7%
2030	7.9%	9.1%	8.7%	8.8%	8.2%	9.2%	8.9%	8.8%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	15.9%	82.1%	56.5%	43.4%	19.6%	74.7%	50.0%	48.3%
2020	21.7%	76.7%	56.2%	43.7%	24.7%	70.7%	51.0%	47.7%
2030	33.3%	65.8%	55.6%	44.3%	34.9%	62.9%	53.0%	46.3%
2040	45.0%	55.0%	55.0%	45.0%	45.0%	55.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Cypress Creek Road/NW 6th Way
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	6,600	41,500	4,000	36,700
24 HR EST. AADT	2020	6,800	42,500	4,100	37,600
24 HR EST. AADT	2030	7,100	44,600	4,300	39,500
24 HR EST. AADT	2040	7,400	46,700	4,500	41,300

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		6,600			41,500			4,000			36,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		36,700	4,000	41,500	6,600	36,700	4,000	41,500	6,600	36,700	4,000	41,500	6,600
		45%	5%	50%	14%	78%	8%	49%	8%	43%	8%	80%	13%
	2020 2-WAY ADT		6,800			42,500			4,100			37,600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,600	4,100	42,500	6,800	37,600	4,100	42,500	6,800	37,600	4,100	42,500	6,800
		45%	5%	50%	14%	78%	8%	49%	8%	43%	8%	80%	13%
	2030 2-WAY ADT		7,100			44,600			4,300			39,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,500	4,300	44,600	7,100	39,500	4,300	44,600	7,100	39,500	4,300	44,600	7,100
		45%	5%	50%	14%	78%	8%	49%	8%	43%	8%	80%	13%
	2040 2-WAY ADT		7,400			46,700			4,500			41,300	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,300	4,500	46,700	7,400	41,300	4,500	46,700	7,400	41,300	4,500	46,700	7,400
		45%	5%	50%	14%	78%	8%	49%	8%	43%	8%	80%	13%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	15	5	45	285	1,565	95	35	5	15	125	1,415	55
2020	EST. TURNS	24	7	67	[287]	1,567	99	46	6	20	[127]	1,452	69
2030	EST. TURNS	41	11	120	291	1,580	100	73	10	31	[128]	1,535	73
2040	EST. TURNS	61	16	184	[293]	[1,582]	102	104	12	42	[129]	1,600	74
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	101	5	401	78	1,423	58	170	5	106	37	1,458	31
2020	EST. TURNS	105	6	[402]	95	1,492	63	[172]	6	[107]	40	1,518	46
2030	EST. TURNS	[106]	7	[403]	146	1,678	84	[174]	8	[109]	52	1,669	69
2040	EST. TURNS	[108]	8	[405]	201	1,867	114	[176]	10	[110]	66	1,815	94

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		65	345	410	1,945	1,495	3,440	55	225	280	1,595	1,595	3,190
2015	TURN SUMMARY	65	345	410	1,945	1,495	3,440	55	225	280	1,595	1,595	3,190
CONTROL LINK VOLUMES		100	360	460	2,015	1,565	3,580	75	225	300	1,679	1,611	3,290
2020	TURN SUMMARY	97	362	459	1,953	1,565	3,518	73	233	306	1,648	1,611	3,259
CONTROL LINK VOLUMES		187	373	560	2,162	1,728	3,890	123	227	350	1,858	1,652	3,510
2030	TURN SUMMARY	173	373	546	1,970	1,728	3,698	113	239	352	1,736	1,652	3,388
CONTROL LINK VOLUMES		300	370	670	2,312	1,888	4,200	182	228	410	2,044	1,676	3,720
2040	TURN SUMMARY	260	380	640	1,977	1,888	3,865	158	246	404	1,804	1,684	3,488
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		505	115	620	1,550	2,030	3,580	280	100	380	1,520	1,630	3,150
2015	TURN SUMMARY	507	115	622	1,559	2,030	3,589	281	100	381	1,527	1,630	3,157
CONTROL LINK VOLUMES		483	147	630	1,614	2,076	3,690	270	110	380	1,551	1,699	3,250
2020	TURN SUMMARY	514	147	661	1,651	2,093	3,744	286	110	396	1,605	1,705	3,310
CONTROL LINK VOLUMES		427	223	650	1,749	2,201	3,950	247	143	390	1,616	1,874	3,490
2030	TURN SUMMARY	517	223	740	1,908	2,246	4,154	291	143	434	1,790	1,893	3,683
CONTROL LINK VOLUMES		366	304	670	1,891	2,309	4,200	223	187	410	1,673	2,047	3,720
2040	TURN SUMMARY	521	304	825	2,181	2,396	4,577	295	187	482	1,974	2,085	4,059

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Cypress Creek Road/Andrews Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	31,000	56,000	31,000	53,000
Model Volume:	2040	41,000	69,000	42,000	65,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	1.29%	CGR	0.93%	CGR	1.42%	CGR	0.91%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**1.29%**	**CGR**	**0.93%**	**CGR**	**1.42%**	**CGR**	**0.91%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2015		31,000		56,000		31,000		53,000
NO. YEARS	5	2020	1.065	33,000	1.046	58,600	1.071	33,200	1.045	55,400
NO. YEARS	15	2030	1.194	37,000	1.139	63,800	1.213	37,600	1.136	60,200
NO. YEARS	25	2040	1.323	41,000	1.232	69,000	1.355	42,000	1.226	65,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,940			3,005			2,265			3,440			
		110	550	110	325	1,685	200	70	630	150	665	615	215	5,325
% TURNS:		14%	71%	14%	15%	76%	9%	8%	74%	18%	44%	41%	14%	
P.M.	2-Way Pk Hr Vol:	2,205			2,880			2,770			3,575			
		135	790	260	205	1,205	195	125	565	210	885	890	250	5,715
% TURNS:		11%	67%	22%	13%	75%	12%	14%	63%	23%	44%	44%	12%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	14%	71%	14%	15%	76%	9%	8%	74%	18%	44%	41%	14%
	2020	17%	67%	17%	16%	73%	11%	11%	69%	20%	43%	42%	16%
	2030	17%	65%	17%	16%	72%	11%	12%	68%	20%	42%	42%	16%
	2040	18%	64%	18%	17%	71%	12%	13%	66%	21%	42%	42%	16%
P.M.													
	2015	11%	67%	22%	13%	75%	12%	14%	63%	23%	44%	44%	12%
	2020	14%	62%	24%	14%	72%	14%	16%	59%	25%	42%	44%	14%
	2030	15%	61%	24%	15%	71%	14%	17%	58%	25%	42%	44%	14%
	2040	16%	60%	25%	15%	70%	15%	18%	56%	26%	41%	44%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	6.3%	7.1%	5.4%	5.1%	7.3%	8.9%	6.5%	6.7%
2020	6.8%	7.5%	6.1%	5.9%	7.6%	8.9%	7.0%	7.2%
2030	7.9%	8.2%	7.5%	7.5%	8.3%	9.0%	8.0%	8.1%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	39.7%	53.7%	73.5%	55.7%	37.5%	32.5%	43.5%	56.6%
2020	40.8%	54.0%	69.8%	55.6%	39.0%	35.0%	43.8%	56.3%
2030	42.9%	54.5%	62.4%	55.3%	42.0%	40.0%	44.4%	55.7%
2040	45.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Cypress Creek Road/Andrews Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	31,000	56,000	31,000	53,000
24 HR EST. AADT	2020	33,000	58,600	33,200	55,400
24 HR EST. AADT	2030	37,000	63,800	37,600	60,200
24 HR EST. AADT	2040	41,000	69,000	42,000	65,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		31,000			56,000			31,000			53,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		53,000	31,000	56,000	31,000	53,000	31,000	56,000	31,000	53,000	31,000	56,000	31,000
		38%	22%	40%	27%	46%	27%	40%	22%	38%	26%	47%	26%
	2020 2-WAY ADT		33,000			58,600			33,200			55,400	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,400	33,200	58,600	33,000	55,400	33,200	58,600	33,000	55,400	33,200	58,600	33,000
		38%	23%	40%	27%	46%	27%	40%	22%	38%	27%	47%	26%
	2030 2-WAY ADT		37,000			63,800			37,600			60,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,200	37,600	63,800	37,000	60,200	37,600	63,800	37,000	60,200	37,600	63,800	37,000
		37%	23%	39%	27%	45%	28%	40%	23%	37%	27%	46%	27%
	2040 2-WAY ADT		41,000			69,000			42,000			65,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		65,000	42,000	69,000	41,000	65,000	42,000	69,000	41,000	65,000	42,000	69,000	41,000
		37%	24%	39%	28%	44%	28%	39%	23%	37%	28%	45%	27%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	109	552	111	326	1,686	202	71	631	150	666	618	214
2020	EST. TURNS	151	597	175	403	1,833	270	128	678	191	683	774	254
2030	EST. TURNS	204	754	343	516	2,221	339	247	860	248	722	1,215	289
2040	EST. TURNS	288	909	602	628	2,597	403	436	1,058	332	767	1,756	343
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	136	791	260	206	1,208	194	124	567	210	885	890	252
2020	EST. TURNS	172	792	335	269	1,333	262	184	583	240	887	1,025	283
2030	EST. TURNS	201	840	498	381	1,693	334	279	690	273	889	1,352	316
2040	EST. TURNS	245	862	697	514	2,071	406	400	786	315	890	1,697	360

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		770	1,170	1,940	2,210	800	3,010	850	1,420	2,270	1,495	1,945	3,440
2015	TURN SUMMARY	772	1,170	1,942	2,213	800	3,013	851	1,420	2,271	1,499	1,945	3,444
CONTROL LINK VOLUMES		915	1,335	2,250	2,493	1,077	3,570	990	1,550	2,540	1,695	2,175	3,870
2020	TURN SUMMARY	923	1,335	2,258	2,506	1,077	3,583	997	1,550	2,547	1,711	2,175	3,886
CONTROL LINK VOLUMES		1,254	1,666	2,920	3,005	1,805	4,810	1,315	1,815	3,130	2,137	2,673	4,810
2030	TURN SUMMARY	1,302	1,666	2,968	3,076	1,805	4,881	1,355	1,815	3,170	2,226	2,673	4,899
CONTROL LINK VOLUMES		1,661	2,029	3,690	3,416	2,794	6,210	1,701	2,079	3,780	2,633	3,217	5,850
2040	TURN SUMMARY	1,799	2,029	3,828	3,628	2,794	6,422	1,826	2,079	3,905	2,866	3,217	6,083
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,185	1,025	2,210	1,605	1,275	2,880	900	1,870	2,770	2,025	1,555	3,580
2015	TURN SUMMARY	1,187	1,025	2,212	1,608	1,275	2,883	902	1,870	2,772	2,028	1,555	3,583
CONTROL LINK VOLUMES		1,335	1,135	2,470	1,926	1,544	3,470	1,040	1,930	2,970	2,245	1,745	3,990
2020	TURN SUMMARY	1,298	1,135	2,433	1,864	1,544	3,408	1,008	1,941	2,949	2,195	1,745	3,940
CONTROL LINK VOLUMES		1,663	1,387	3,050	2,631	2,129	4,760	1,350	2,020	3,370	2,713	2,167	4,880
2030	TURN SUMMARY	1,539	1,387	2,926	2,408	2,129	4,537	1,242	2,063	3,305	2,558	2,167	4,725
CONTROL LINK VOLUMES		2,030	1,660	3,690	3,416	2,794	6,210	1,701	2,079	3,780	3,218	2,632	5,850
2040	TURN SUMMARY	1,804	1,660	3,464	2,991	2,794	5,785	1,501	2,158	3,659	2,947	2,632	5,579

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Cypress Creek Road/I-95 On/Off Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	29,000	41,000	43,800	66,000
Model Volume:	2040	41,000	49,000	52,000	75,900

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	1.66%	CGR	0.78%	CGR	0.75%	CGR	0.60%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**1.66%**	**CGR**	**0.78%**	**CGR**	**0.75%**	**CGR**	**0.60%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		29,000		41,000		43,800		66,000
NO. YEARS	5	2020	1.083	31,400	1.039	42,600	1.037	45,400	1.030	68,000
NO. YEARS	15	2030	1.248	36,200	1.117	45,800	1.112	48,700	1.090	71,900
NO. YEARS	25	2040	1.414	41,000	1.195	49,000	1.187	52,000	1.150	75,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,065			2,750			3,370			3,635			
		310	0	290	95	585	570	820	0	1,200	780	390	370	5,410
% TURNS:		52%	0%	48%	8%	47%	46%	41%	0%	59%	51%	25%	24%	
P.M.	2-Way Pk Hr Vol:	1,465			2,995			3,060			3,980			
		300	0	350	165	840	575	680	0	390	1,415	385	650	5,750
% TURNS:		46%	0%	54%	10%	53%	36%	64%	0%	36%	58%	16%	27%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	52%	0%	48%	8%	47%	46%	41%	0%	59%	51%	25%	24%
	2020	51%	3%	46%	9%	47%	44%	40%	2%	58%	49%	26%	24%
	2030	51%	4%	46%	10%	47%	44%	39%	3%	58%	49%	27%	24%
	2040	50%	5%	45%	10%	46%	43%	39%	4%	57%	48%	27%	25%
P.M.													
	2015	46%	0%	54%	10%	53%	36%	64%	0%	36%	58%	16%	27%
	2020	46%	3%	51%	12%	53%	36%	60%	2%	38%	56%	18%	27%
	2030	46%	4%	51%	12%	52%	36%	59%	3%	38%	55%	18%	27%
	2040	46%	5%	49%	13%	52%	35%	58%	4%	38%	54%	19%	27%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	3.7%	5.1%	6.7%	7.3%	7.7%	7.0%	5.5%	6.0%
2020	4.7%	5.8%	7.2%	7.6%	8.0%	7.4%	6.2%	6.6%
2030	6.9%	7.4%	8.1%	8.3%	8.5%	8.2%	7.6%	7.8%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	56.3%	44.4%	45.5%	52.8%	59.9%	35.0%	42.4%	61.6%
2020	56.1%	44.5%	45.4%	53.2%	59.0%	37.0%	42.9%	60.2%
2030	55.5%	44.7%	45.2%	54.1%	57.0%	41.0%	43.9%	57.6%
2040	55.0%	45.0%	45.0%	55.0%	55.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Cypress Creek Road/I-95 On/Off Ramps
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	29,000	41,000	43,800	66,000
24 HR EST. AADT	2020	31,400	42,600	45,400	68,000
24 HR EST. AADT	2030	36,200	45,800	48,700	71,900
24 HR EST. AADT	2040	41,000	49,000	52,000	75,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT	29,000			41,000			43,800			66,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		66,000	43,800	41,000	29,000	66,000	43,800	41,000	29,000	66,000	43,800	41,000	29,000
		44%	29%	27%	21%	48%	32%	30%	21%	49%	38%	36%	25%
	2020 2-WAY ADT	31,400			42,600			45,400			68,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		68,000	45,400	42,600	31,400	68,000	45,400	42,600	31,400	68,000	45,400	42,600	31,400
		44%	29%	27%	22%	47%	31%	30%	22%	48%	38%	36%	26%
	2030 2-WAY ADT	36,200			45,800			48,700			71,900		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		71,900	48,700	45,800	36,200	71,900	48,700	45,800	36,200	71,900	48,700	45,800	36,200
		43%	29%	28%	23%	46%	31%	30%	24%	47%	37%	35%	28%
	2040 2-WAY ADT	41,000			49,000			52,000			75,900		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		75,900	52,000	49,000	41,000	75,900	52,000	49,000	41,000	75,900	52,000	49,000	41,000
		43%	29%	28%	24%	45%	31%	30%	25%	46%	37%	35%	29%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	311	0	290	96	586	570	820	0	1,203	780	389	374
2020	EST. TURNS	443	23	375	132	680	585	829	49	1,287	873	476	475
2030	EST. TURNS	770	47	594	215	835	661	847	94	1,463	1,070	586	800
2040	EST. TURNS	1,161	91	836	317	990	737	876	166	1,605	1,278	713	1,177
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	300	0	351	166	841	576	682	0	390	1,414	386	654
2020	EST. TURNS	392	24	391	212	903	601	704	31	491	1,485	433	772
2030	EST. TURNS	623	46	503	309	1,050	661	815	71	709	1,647	457	1,108
2040	EST. TURNS	902	84	616	427	1,210	719	922	149	961	1,771	458	1,453

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		600	470	1,070	1,250	1,500	2,750	2,020	1,350	3,370	1,540	2,100	3,640
2015	TURN SUMMARY	601	470	1,071	1,252	1,500	2,752	2,024	1,350	3,374	1,543	2,100	3,643
CONTROL LINK VOLUMES		834	656	1,490	1,385	1,665	3,050	2,129	1,481	3,610	1,810	2,410	4,220
2020	TURN SUMMARY	842	656	1,498	1,397	1,681	3,078	2,165	1,481	3,646	1,824	2,410	4,234
CONTROL LINK VOLUMES		1,381	1,109	2,490	1,673	2,027	3,700	2,352	1,778	4,130	2,402	3,068	5,470
2030	TURN SUMMARY	1,411	1,109	2,520	1,710	2,027	3,737	2,404	1,778	4,182	2,456	3,068	5,524
CONTROL LINK VOLUMES		2,030	1,660	3,690	1,985	2,425	4,410	2,574	2,106	4,680	3,074	3,756	6,830
2040	TURN SUMMARY	2,088	1,660	3,748	2,044	2,425	4,469	2,647	2,106	4,753	3,168	3,756	6,924
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		650	820	1,470	1,580	1,420	3,000	1,070	1,990	3,060	2,450	1,530	3,980
2015	TURN SUMMARY	651	820	1,471	1,583	1,420	3,003	1,072	1,990	3,062	2,454	1,530	3,984
CONTROL LINK VOLUMES		816	1,014	1,830	1,732	1,528	3,260	1,240	2,110	3,350	2,714	1,786	4,500
2020	TURN SUMMARY	807	1,014	1,821	1,715	1,528	3,243	1,226	2,110	3,336	2,690	1,786	4,476
CONTROL LINK VOLUMES		1,202	1,488	2,690	2,062	1,748	3,810	1,636	2,354	3,990	3,237	2,383	5,620
2030	TURN SUMMARY	1,172	1,488	2,660	2,021	1,775	3,796	1,595	2,354	3,949	3,212	2,383	5,595
CONTROL LINK VOLUMES		1,661	2,029	3,690	2,426	1,984	4,410	2,106	2,574	4,680	3,757	3,073	6,830
2040	TURN SUMMARY	1,602	2,029	3,631	2,356	1,996	4,352	2,032	2,574	4,606	3,682	3,073	6,755

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Cypress Creek Road/Corporate Dr (NE 7th Avenue)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	5,500	37,000	2,200	41,000
Model Volume:	2040	6,200	45,000	2,700	49,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.51%	CGR	0.86%	CGR	0.91%	CGR	0.78%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.51%**	**CGR**	**0.86%**	**CGR**	**0.91%**	**CGR**	**0.78%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG: **2**		EAST LEG: **2**		SOUTH LEG: **2**		WEST LEG: **2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		5,500		37,000		2,200		41,000
NO. YEARS	5	2020	1.025	5,600	1.043	38,600	1.045	2,300	1.039	42,600
NO. YEARS	15	2030	1.076	5,900	1.130	41,800	1.136	2,500	1.117	45,800
NO. YEARS	25	2040	1.127	6,200	1.216	45,000	1.227	2,700	1.195	49,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	490				2,390			195			2,785		
		55	5	20	60	1,120	20	30	10	95	35	1,140	340	2,930
% TURNS:		69%	6%	25%	5%	93%	2%	22%	7%	70%	2%	75%	22%	
P.M.	2-Way Pk Hr Vol:	460				2,675			265			3,090		
		305	10	60	15	1,205	30	35	5	85	100	1,330	65	3,245
% TURNS:		81%	3%	16%	1%	96%	2%	28%	4%	68%	7%	89%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	69%	6%	25%	5%	93%	2%	22%	7%	70%	2%	75%	22%
	2020	67%	6%	27%	6%	92%	2%	24%	7%	68%	3%	76%	21%
	2030	67%	6%	28%	6%	92%	2%	25%	7%	68%	3%	76%	21%
	2040	66%	6%	29%	6%	92%	2%	26%	7%	67%	3%	77%	21%
P.M.													
	2015	81%	3%	16%	1%	96%	2%	28%	4%	68%	7%	89%	4%
	2020	78%	3%	19%	2%	95%	3%	30%	4%	66%	7%	88%	5%
	2030	78%	3%	20%	2%	95%	3%	30%	4%	66%	6%	88%	5%
	2040	76%	3%	21%	3%	94%	3%	31%	4%	65%	6%	88%	6%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.9%	8.4%	6.5%	7.2%	8.9%	12.0%	6.8%	7.5%
2020	8.9%	8.5%	7.0%	7.6%	8.9%	11.4%	7.2%	7.8%
2030	9.0%	8.7%	8.0%	8.3%	8.9%	10.2%	8.1%	8.4%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	16.3%	81.5%	50.2%	46.7%	69.2%	47.2%	54.4%	48.4%
2020	22.1%	76.2%	51.2%	46.4%	66.4%	46.7%	54.5%	47.7%
2030	33.5%	65.6%	53.1%	45.7%	60.7%	45.9%	54.8%	46.4%
2040	45.0%	55.0%	55.0%	45.0%	55.0%	45.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Cypress Creek Road/Corporate Dr (NE 7th Avenue)
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	5,500	37,000	2,200	41,000
24 HR EST. AADT	2020	5,600	38,600	2,300	42,600
24 HR EST. AADT	2030	5,900	41,800	2,500	45,800
24 HR EST. AADT	2040	6,200	45,000	2,700	49,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		5,500			37,000			2,200			41,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,000	2,200	37,000	5,500	41,000	2,200	37,000	5,500	41,000	2,200	37,000	5,500
		51%	3%	46%	11%	84%	5%	44%	7%	49%	5%	83%	12%
	2020 2-WAY ADT		5,600			38,600			2,300			42,600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,600	2,300	38,600	5,600	42,600	2,300	38,600	5,600	42,600	2,300	38,600	5,600
		51%	3%	46%	11%	84%	5%	44%	6%	49%	5%	83%	12%
	2030 2-WAY ADT		5,900			41,800			2,500			45,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		45,800	2,500	41,800	5,900	45,800	2,500	41,800	5,900	45,800	2,500	41,800	5,900
		51%	3%	46%	11%	85%	5%	45%	6%	49%	5%	83%	12%
	2040 2-WAY ADT		6,200			45,000			2,700			49,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		49,000	2,700	45,000	6,200	49,000	2,700	45,000	6,200	49,000	2,700	45,000	6,200
		51%	3%	47%	11%	85%	5%	45%	6%	49%	5%	83%	12%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	55	5	20	60	1,124	22	30	10	96	38	1,140	340
2020	EST. TURNS	72	[6]	28	66	1,238	[25]	32	[11]	[97]	[41]	1,254	[342]
2030	EST. TURNS	105	8	45	[67]	1,495	30	[33]	[12]	[99]	46	1,491	[343]
2040	EST. TURNS	137	11	63	[68]	1,771	39	[35]	[14]	[101]	56	1,728	[344]
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	305	10	61	15	1,206	31	35	5	85	103	1,334	65
2020	EST. TURNS	[307]	[11]	69	29	1,362	32	37	[6]	87	[104]	1,466	84
2030	EST. TURNS	[308]	[12]	76	50	1,683	36	39	7	[89]	[106]	1,771	124
2040	EST. TURNS	[309]	[13]	79	78	2,060	[37]	40	[9]	[91]	[108]	2,109	168

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		80	410	490	1,200	1,190	2,390	135	65	200	1,515	1,275	2,790
2015	TURN SUMMARY	80	410	490	1,205	1,190	2,395	136	65	201	1,519	1,275	2,794
CONTROL LINK VOLUMES		110	390	500	1,376	1,314	2,690	136	64	200	1,680	1,400	3,080
2020	TURN SUMMARY	107	419	526	1,328	1,314	2,642	140	72	212	1,636	1,406	3,042
CONTROL LINK VOLUMES		177	353	530	1,772	1,568	3,340	136	84	220	2,036	1,684	3,720
2030	TURN SUMMARY	159	423	582	1,592	1,569	3,161	144	84	228	1,880	1,699	3,579
CONTROL LINK VOLUMES		251	309	560	2,228	1,822	4,050	134	106	240	2,426	1,984	4,410
2040	TURN SUMMARY	211	425	636	1,877	1,826	3,703	149	106	255	2,128	2,008	4,136
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		375	85	460	1,250	1,430	2,680	125	145	270	1,495	1,595	3,090
2015	TURN SUMMARY	376	85	461	1,252	1,430	2,682	125	145	270	1,502	1,595	3,097
CONTROL LINK VOLUMES		362	118	480	1,358	1,572	2,930	123	137	260	1,591	1,749	3,340
2020	TURN SUMMARY	386	119	505	1,422	1,572	2,994	129	146	275	1,654	1,755	3,409
CONTROL LINK VOLUMES		339	181	520	1,584	1,886	3,470	117	143	260	1,786	2,064	3,850
2030	TURN SUMMARY	396	181	577	1,770	1,886	3,656	135	154	289	2,002	2,081	4,083
CONTROL LINK VOLUMES		307	253	560	1,823	2,227	4,050	109	131	240	1,985	2,425	4,410
2040	TURN SUMMARY	400	255	655	2,175	2,227	4,402	140	157	297	2,384	2,460	4,844

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Cypress Creek Road/NE 9th Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	2,000	38,000	4,500	37,000
Model Volume:	2040	2,300	46,000	5,100	44,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.60%	CGR	0.84%	CGR	0.53%	CGR	0.76%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.60%**	**CGR**	**0.84%**	**CGR**	**0.53%**	**CGR**	**0.76%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2015		2,000		38,000		4,500		37,000
NO. YEARS	5	2020	1.030	2,100	1.042	39,600	1.027	4,600	1.038	38,400
NO. YEARS	15	2030	1.090	2,200	1.126	42,800	1.080	4,900	1.114	41,200
NO. YEARS	25	2040	1.150	2,300	1.211	46,000	1.133	5,100	1.189	44,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	65				2,395			210			2,390		
		25	0	0	15	1,175	65	60	0	0	85	1,080	25	2,530
% TURNS:		100%	0%	0%	1%	94%	5%	100%	0%	0%	7%	91%	2%	
P.M.	2-Way Pk Hr Vol:	85				2,655			135			2,675		
		25	0	0	15	1,225	40	45	0	0	50	1,330	45	2,775
% TURNS:		100%	0%	0%	1%	96%	3%	100%	0%	0%	4%	93%	3%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	100%	0%	0%	1%	94%	5%	100%	0%	0%	7%	91%	2%
	2020	95%	1%	5%	2%	93%	6%	95%	0%	5%	7%	90%	2%
	2030	93%	1%	6%	2%	93%	6%	94%	0%	6%	7%	90%	2%
	2040	91%	1%	8%	2%	92%	6%	92%	0%	8%	8%	90%	2%
P.M.													
	2015	100%	0%	0%	1%	96%	3%	100%	0%	0%	4%	93%	3%
	2020	95%	1%	5%	2%	95%	4%	95%	0%	5%	4%	93%	3%
	2030	93%	1%	6%	2%	94%	4%	94%	0%	6%	4%	92%	3%
	2040	91%	1%	8%	2%	94%	4%	92%	0%	8%	5%	92%	3%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	3.3%	4.3%	6.3%	7.0%	4.7%	3.0%	6.5%	7.2%
2020	4.4%	5.2%	6.8%	7.4%	5.5%	4.2%	7.0%	7.6%
2030	6.7%	7.1%	7.9%	8.2%	7.3%	6.6%	8.0%	8.3%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	38.5%	29.4%	52.4%	48.2%	28.6%	33.3%	49.8%	53.3%
2020	39.8%	32.5%	52.9%	47.6%	31.9%	35.7%	48.8%	53.6%
2030	42.4%	38.8%	54.0%	46.3%	38.4%	40.3%	46.9%	54.3%
2040	45.0%	45.0%	55.0%	45.0%	45.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Cypress Creek Road/NE 9th Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	2,000	38,000	4,500	37,000
24 HR EST. AADT	2020	2,100	39,600	4,600	38,400
24 HR EST. AADT	2030	2,200	42,800	4,900	41,200
24 HR EST. AADT	2040	2,300	46,000	5,100	44,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		2,000			38,000			4,500			37,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,000	4,500	38,000	2,000	37,000	4,500	38,000	2,000	37,000	4,500	38,000	2,000
		47%	6%	48%	5%	85%	10%	49%	3%	48%	10%	85%	4%
	2020 2-WAY ADT		2,100			39,600			4,600			38,400	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		38,400	4,600	39,600	2,100	38,400	4,600	39,600	2,100	38,400	4,600	39,600	2,100
		46%	6%	48%	5%	85%	10%	49%	3%	48%	10%	86%	5%
	2030 2-WAY ADT		2,200			42,800			4,900			41,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,200	4,900	42,800	2,200	41,200	4,900	42,800	2,200	41,200	4,900	42,800	2,200
		46%	6%	48%	5%	85%	10%	50%	3%	48%	10%	86%	4%
	2040 2-WAY ADT		2,300			46,000			5,100			44,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,000	5,100	46,000	2,300	44,000	5,100	46,000	2,300	44,000	5,100	46,000	2,300
		46%	5%	48%	4%	86%	10%	50%	2%	48%	10%	86%	4%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	25	0	0	17	1,175	66	60	0	0	84	1,085	28
2020	EST. TURNS	35	[1]	2	22	1,334	78	78	[1]	4	91	1,196	30
2030	EST. TURNS	58	[3]	4	41	1,682	111	132	[2]	8	111	1,424	47
2040	EST. TURNS	84	[5]	9	58	2,080	134	197	[3]	15	118	1,657	58
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	25	0	0	16	1,230	42	45	0	0	53	1,335	49
2020	EST. TURNS	34	[1]	2	22	1,312	56	67	[1]	3	65	1,469	51
2030	EST. TURNS	56	[2]	4	32	1,502	91	127	[3]	7	99	1,756	67
2040	EST. TURNS	82	[4]	9	40	1,686	124	201	[5]	14	128	2,067	76

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		25	45	70	1,255	1,145	2,400	60	150	210	1,190	1,200	2,390
2015	TURN SUMMARY	25	45	70	1,257	1,145	2,402	60	150	210	1,197	1,200	2,397
CONTROL LINK VOLUMES		37	53	90	1,434	1,276	2,710	81	169	250	1,307	1,373	2,680
2020	TURN SUMMARY	38	54	92	1,435	1,276	2,711	83	170	253	1,317	1,373	2,690
CONTROL LINK VOLUMES		62	88	150	1,829	1,561	3,390	137	223	360	1,543	1,747	3,290
2030	TURN SUMMARY	65	89	154	1,834	1,561	3,395	141	226	367	1,582	1,747	3,329
CONTROL LINK VOLUMES		93	117	210	2,277	1,863	4,140	207	253	460	1,782	2,178	3,960
2040	TURN SUMMARY	97	119	216	2,272	1,863	4,135	215	257	472	1,833	2,178	4,011
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		25	65	90	1,280	1,380	2,660	45	95	140	1,425	1,255	2,680
2015	TURN SUMMARY	25	65	90	1,288	1,380	2,668	45	95	140	1,436	1,255	2,691
CONTROL LINK VOLUMES		36	74	110	1,392	1,538	2,930	69	121	190	1,561	1,349	2,910
2020	TURN SUMMARY	37	75	112	1,391	1,538	2,929	71	122	193	1,585	1,349	2,934
CONTROL LINK VOLUMES		61	99	160	1,623	1,887	3,510	130	190	320	1,855	1,565	3,420
2030	TURN SUMMARY	62	102	164	1,624	1,887	3,511	138	191	329	1,921	1,565	3,486
CONTROL LINK VOLUMES		93	117	210	1,863	2,277	4,140	207	253	460	2,178	1,782	3,960
2040	TURN SUMMARY	96	121	217	1,850	2,277	4,127	219	256	475	2,271	1,782	4,053

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Cypress Creek Road/Dixie Highway		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	23,000	26,000	22,000	36,000
Model Volume:	2040	28,000	29,000	29,000	43,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.87%	CGR	0.46%	CGR	1.27%	CGR	0.78%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.87%**	**CGR**	**0.46%**	**CGR**	**1.27%**	**CGR**	**0.78%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2015		23,000		26,000		22,000		36,000
NO. YEARS	5	2020	1.043	24,000	1.023	26,600	1.064	23,400	1.039	37,400
NO. YEARS	15	2030	1.130	26,000	1.069	27,800	1.191	26,200	1.117	40,200
NO. YEARS	25	2040	1.217	28,000	1.115	29,000	1.318	29,000	1.194	43,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,465			1,720			1,430			2,395			
		235	505	160	55	825	40	30	320	195	340	610	190	3,505
% TURNS:		26%	56%	18%	6%	90%	4%	6%	59%	36%	30%	54%	17%	
P.M.	2-Way Pk Hr Vol:	1,760			1,860			1,705			2,655			
		245	445	190	95	810	40	45	520	225	430	680	265	3,990
% TURNS:		28%	51%	22%	10%	86%	4%	6%	66%	28%	31%	49%	19%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	26%	56%	18%	6%	90%	4%	6%	59%	36%	30%	54%	17%
	2020	28%	53%	19%	8%	85%	7%	8%	56%	36%	30%	52%	18%
	2030	28%	53%	19%	9%	84%	7%	9%	55%	37%	30%	51%	19%
	2040	29%	52%	20%	10%	82%	8%	9%	54%	37%	30%	50%	19%
P.M.													
	2015	28%	51%	22%	10%	86%	4%	6%	66%	28%	31%	49%	19%
	2020	29%	48%	22%	12%	82%	7%	8%	62%	30%	31%	48%	21%
	2030	30%	48%	23%	12%	80%	7%	9%	61%	30%	31%	48%	21%
	2040	30%	47%	23%	13%	79%	8%	10%	60%	31%	32%	47%	21%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	6.4%	7.7%	6.6%	7.2%	6.5%	7.8%	6.7%	7.4%
2020	6.9%	7.9%	7.1%	7.5%	7.0%	8.0%	7.1%	7.7%
2030	7.9%	8.5%	8.0%	8.3%	8.0%	8.5%	8.1%	8.4%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	61.4%	50.0%	53.5%	50.8%	38.1%	46.3%	47.6%	51.8%
2020	60.1%	51.0%	53.8%	51.6%	39.5%	46.1%	47.1%	52.4%
2030	57.6%	53.0%	54.4%	53.3%	42.2%	45.5%	46.0%	53.7%
2040	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Cypress Creek Road/Dixie Highway
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	23,000	26,000	22,000	36,000
24 HR EST. AADT	2020	24,000	26,600	23,400	37,400
24 HR EST. AADT	2030	26,000	27,800	26,200	40,200
24 HR EST. AADT	2040	28,000	29,000	29,000	43,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT		23,000			26,000			22,000			36,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		36,000	22,000	26,000	23,000	36,000	22,000	26,000	23,000	36,000	22,000	26,000	23,000
		43%	26%	31%	28%	44%	27%	31%	27%	42%	31%	37%	32%
	2020 2-WAY ADT		24,000			26,600			23,400			37,400	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,400	23,400	26,600	24,000	37,400	23,400	26,600	24,000	37,400	23,400	26,600	24,000
		43%	27%	30%	28%	44%	28%	30%	27%	43%	32%	36%	32%
	2030 2-WAY ADT		26,000			27,800			26,200			40,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,200	26,200	27,800	26,000	40,200	26,200	27,800	26,000	40,200	26,200	27,800	26,000
		43%	28%	30%	28%	44%	28%	30%	28%	43%	33%	35%	33%
	2040 2-WAY ADT		28,000			29,000			29,000			43,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,000	29,000	29,000	28,000	43,000	29,000	29,000	28,000	43,000	29,000	29,000	28,000
		43%	29%	29%	28%	43%	29%	29%	28%	43%	34%	34%	33%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	237	505	160	55	828	40	30	322	195	340	610	193
2020	EST. TURNS	283	534	182	79	875	68	51	352	248	391	642	225
2030	EST. TURNS	355	642	212	103	1,049	89	70	486	344	483	740	290
2040	EST. TURNS	437	736	244	134	1,221	119	98	636	470	580	832	364
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	246	447	190	95	813	40	45	520	227	433	680	265
2020	EST. TURNS	281	462	204	115	828	67	67	535	260	479	696	300
2030	EST. TURNS	322	546	225	131	930	88	80	565	305	582	769	338
2040	EST. TURNS	370	625	246	150	1,018	118	97	602	352	692	831	382

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		900	570	1,470	920	800	1,720	545	885	1,430	1,140	1,260	2,400
2015	TURN SUMMARY	902	570	1,472	923	800	1,723	547	885	1,432	1,143	1,260	2,403
CONTROL LINK VOLUMES		995	655	1,650	1,015	875	1,890	647	993	1,640	1,254	1,406	2,660
2020	TURN SUMMARY	999	655	1,654	1,021	875	1,896	650	993	1,643	1,258	1,406	2,664
CONTROL LINK VOLUMES		1,190	880	2,070	1,217	1,023	2,240	885	1,215	2,100	1,492	1,748	3,240
2030	TURN SUMMARY	1,210	880	2,090	1,241	1,023	2,264	901	1,215	2,116	1,514	1,748	3,262
CONTROL LINK VOLUMES		1,386	1,134	2,520	1,436	1,174	2,610	1,175	1,435	2,610	1,742	2,128	3,870
2040	TURN SUMMARY	1,417	1,134	2,551	1,474	1,174	2,648	1,204	1,435	2,639	1,776	2,128	3,904
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		880	880	1,760	945	915	1,860	790	920	1,710	1,375	1,285	2,660
2015	TURN SUMMARY	882	880	1,762	947	915	1,862	792	920	1,712	1,378	1,285	2,663
CONTROL LINK VOLUMES		970	930	1,900	1,033	967	2,000	862	1,008	1,870	1,510	1,370	2,880
2020	TURN SUMMARY	948	950	1,898	1,010	967	1,977	862	1,008	1,870	1,475	1,370	2,845
CONTROL LINK VOLUMES		1,166	1,034	2,200	1,225	1,075	2,300	1,014	1,216	2,230	1,803	1,557	3,360
2030	TURN SUMMARY	1,093	1,034	2,127	1,149	1,075	2,224	950	1,216	2,166	1,689	1,557	3,246
CONTROL LINK VOLUMES		1,386	1,134	2,520	1,436	1,174	2,610	1,175	1,435	2,610	2,129	1,741	3,870
2040	TURN SUMMARY	1,241	1,134	2,375	1,286	1,174	2,460	1,051	1,435	2,486	1,905	1,741	3,646

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Andrews Avenue/Andrews Way		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	26,500	1,800	26,800	4,200
Model Volume:	2040	29,800	2,000	30,200	4,700

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.50%	CGR	0.44%	CGR	0.51%	CGR	0.48%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.44%**	**CGR**	**0.51%**	**CGR**	**0.48%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		26,500		1,800		26,800		4,200
NO. YEARS	5	2020	1.025	27,200	1.022	1,800	1.025	27,500	1.024	4,300
NO. YEARS	15	2030	1.075	28,500	1.067	1,900	1.076	28,800	1.071	4,500
NO. YEARS	25	2040	1.125	29,800	1.111	2,000	1.127	30,200	1.119	4,700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,265			225			2,225			305			
		110	1,220	85	15	40	15	65	805	95	25	5	30	2,510
% TURNS:		8%	86%	6%	21%	57%	21%	7%	83%	10%	42%	8%	50%	
P.M.	2-Way Pk Hr Vol:	2,770			175			2,800			395			
		30	1,830	10	70	10	60	15	690	35	170	10	140	3,070
% TURNS:		2%	98%	1%	50%	7%	43%	2%	93%	5%	53%	3%	44%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2015	8%	86%	6%	21%	57%	21%	7%	83%	10%	42%	8%	50%
	2020	8%	86%	6%	24%	52%	24%	7%	83%	10%	42%	8%	50%
	2030	8%	86%	6%	25%	51%	25%	7%	83%	10%	43%	8%	50%
	2040	9%	85%	6%	26%	49%	26%	7%	83%	10%	43%	7%	50%
P.M.													
	2015	2%	98%	1%	50%	7%	43%	2%	93%	5%	53%	3%	44%
	2020	3%	96%	1%	50%	7%	43%	2%	92%	6%	53%	3%	44%
	2030	3%	96%	1%	50%	7%	43%	2%	92%	6%	53%	3%	44%
	2040	3%	95%	1%	49%	7%	43%	3%	91%	6%	52%	3%	44%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.5%	10.5%	12.5%	9.7%	8.3%	10.4%	7.3%	9.4%
2020	8.6%	10.2%	11.8%	9.6%	8.4%	10.2%	7.6%	9.3%
2030	8.8%	9.6%	10.4%	9.3%	8.7%	9.6%	8.3%	9.2%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	62.5%	67.5%	31.1%	80.0%	43.4%	26.4%	19.7%	81.0%
2020	61.0%	65.0%	33.9%	75.0%	43.7%	30.1%	24.7%	75.8%
2030	58.0%	60.0%	39.4%	65.0%	44.3%	37.6%	34.9%	65.4%
2040	55.0%	55.0%	45.0%	55.0%	45.0%	45.0%	45.0%	55.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Andrews Avenue/Andrews Way
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	26,500	1,800	26,800	4,200
24 HR EST. AADT	2020	27,200	1,800	27,500	4,300
24 HR EST. AADT	2030	28,500	1,900	28,800	4,500
24 HR EST. AADT	2040	29,800	2,000	30,200	4,700

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2015 2-WAY ADT	26,500			1,800			26,800			4,200		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		4,200	26,800	1,800	26,500	4,200	26,800	1,800	26,500	4,200	26,800	1,800	26,500
		13%	82%	5%	46%	7%	47%	6%	82%	13%	49%	3%	48%
	2020 2-WAY ADT	27,200			1,800			27,500			4,300		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		4,300	27,500	1,800	27,200	4,300	27,500	1,800	27,200	4,300	27,500	1,800	27,200
		13%	82%	5%	46%	7%	47%	5%	82%	13%	49%	3%	48%
	2030 2-WAY ADT	28,500			1,900			28,800			4,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		4,500	28,800	1,900	28,500	4,500	28,800	1,900	28,500	4,500	28,800	1,900	28,500
		13%	82%	5%	46%	7%	47%	5%	82%	13%	49%	3%	48%
	2040 2-WAY ADT	29,800			2,000			30,200			4,700		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		4,700	30,200	2,000	29,800	4,700	30,200	2,000	29,800	4,700	30,200	2,000	29,800
		13%	82%	5%	46%	7%	47%	5%	82%	13%	49%	3%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	113	1,225	88	15	41	15	67	810	97	25	5	30
2020	EST. TURNS	[115]	1,253	[89]	18	[42]	18	[68]	859	99	35	6	41
2030	EST. TURNS	[116]	1,315	[90]	21	[43]	22	[69]	967	100	59	7	65
2040	EST. TURNS	[118]	1,380	[92]	23	[44]	26	[70]	1,087	103	91	8	95
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	32	1,831	11	70	11	60	17	689	37	169	11	141
2020	EST. TURNS	44	[1,832]	15	[71]	[13]	[61]	[22]	770	44	[171]	[12]	[143]
2030	EST. TURNS	59	[1,834]	23	[72]	[14]	[62]	31	921	71	[173]	[14]	[144]
2040	EST. TURNS	73	[1,836]	28	[73]	[16]	[64]	43	1,057	104	[174]	[15]	[145]

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,415	855	2,270	70	160	230	965	1,265	2,230	60	250	310
2015	TURN SUMMARY	1,426	855	2,281	71	160	231	973	1,265	2,238	60	250	310
CONTROL LINK VOLUMES		1,433	917	2,350	72	138	210	1,014	1,306	2,320	81	249	330
2020	TURN SUMMARY	1,457	917	2,374	77	162	239	1,026	1,306	2,332	81	256	337
CONTROL LINK VOLUMES		1,457	1,053	2,510	78	122	200	1,114	1,396	2,510	130	240	370
2030	TURN SUMMARY	1,522	1,053	2,575	86	166	252	1,136	1,396	2,532	131	260	391
CONTROL LINK VOLUMES		1,475	1,205	2,680	81	99	180	1,223	1,497	2,720	190	230	420
2040	TURN SUMMARY	1,589	1,205	2,794	93	169	262	1,259	1,497	2,756	194	264	458
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,870	900	2,770	140	40	180	740	2,060	2,800	320	80	400
2015	TURN SUMMARY	1,875	900	2,775	141	40	181	743	2,060	2,803	321	80	401
CONTROL LINK VOLUMES		1,797	963	2,760	129	41	170	842	1,948	2,790	304	96	400
2020	TURN SUMMARY	1,892	984	2,876	146	50	196	836	2,064	2,900	325	101	426
CONTROL LINK VOLUMES		1,638	1,092	2,730	115	65	180	1,037	1,723	2,760	270	140	410
2030	TURN SUMMARY	1,916	1,137	3,053	147	68	215	1,023	2,068	3,091	330	144	474
CONTROL LINK VOLUMES		1,475	1,205	2,680	99	81	180	1,223	1,497	2,720	233	187	420
2040	TURN SUMMARY	1,937	1,275	3,212	153	86	239	1,203	2,074	3,277	334	193	527

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Andrews Avenue/NE 1st Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	20,800	1,500	22,100	3,400
Model Volume:	2040	23,400	1,700	24,900	3,800

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.50%	CGR	0.53%	CGR	0.51%	CGR	0.47%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.53%**	**CGR**	**0.51%**	**CGR**	**0.47%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		20,800		1,500		22,100		3,400
NO. YEARS	5	2020	1.025	21,300	1.027	1,500	1.025	22,700	1.024	3,500
NO. YEARS	15	2030	1.075	22,400	1.080	1,600	1.076	23,800	1.071	3,600
NO. YEARS	25	2040	1.125	23,400	1.133	1,700	1.127	24,900	1.118	3,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,860			105			1,940			165			
		25	740	45	5	0	15	40	1,025	105	15	0	20	2,035
% TURNS:		3%	91%	6%	25%	0%	75%	3%	88%	9%	43%	0%	57%	
P.M.	2-Way Pk Hr Vol:	2,090			145			2,205			320			
		50	1,105	20	70	5	30	20	815	185	50	0	30	2,380
% TURNS:		4%	94%	2%	67%	5%	29%	2%	80%	18%	63%	0%	38%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	3%	91%	6%	25%	0%	75%	3%	88%	9%	43%	0%	57%
2020	4%	90%	6%	27%	1%	72%	4%	87%	9%	44%	0%	56%
2030	4%	90%	6%	27%	1%	72%	4%	87%	9%	44%	0%	56%
2040	5%	90%	6%	28%	1%	70%	4%	87%	10%	44%	1%	55%
P.M.												
2015	4%	94%	2%	67%	5%	29%	2%	80%	18%	63%	0%	38%
2020	5%	93%	2%	64%	5%	30%	2%	80%	18%	61%	0%	38%
2030	5%	93%	2%	64%	5%	31%	2%	80%	18%	61%	0%	39%
2040	6%	92%	2%	63%	5%	32%	3%	80%	17%	60%	1%	39%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.9%	10.0%	7.0%	9.7%	8.8%	10.0%	4.9%	9.4%
2020	9.0%	9.8%	7.4%	9.5%	8.8%	9.8%	5.7%	9.3%
2030	9.0%	9.4%	8.2%	9.3%	8.9%	9.4%	7.3%	9.2%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	43.5%	56.2%	19.0%	72.4%	60.3%	46.3%	21.2%	25.0%
2020	43.8%	56.0%	24.2%	68.9%	59.2%	46.0%	26.0%	29.0%
2030	44.4%	55.5%	34.6%	62.0%	57.1%	45.5%	35.5%	37.0%
2040	45.0%	55.0%	45.0%	55.0%	55.0%	45.0%	45.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Andrews Avenue/NE 1st Avenue
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	20,800	1,500	22,100	3,400
24 HR EST. AADT	2020	21,300	1,500	22,700	3,500
24 HR EST. AADT	2030	22,400	1,600	23,800	3,600
24 HR EST. AADT	2040	23,400	1,700	24,900	3,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT		20,800			1,500			22,100			3,400	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	3,400	22,100	1,500	20,800	3,400	22,100	1,500	20,800	3,400	22,100	1,500	20,800
	13%	82%	6%	45%	7%	48%	6%	81%	13%	50%	3%	47%
2020 2-WAY ADT		21,300			1,500			22,700			3,500	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	3,500	22,700	1,500	21,300	3,500	22,700	1,500	21,300	3,500	22,700	1,500	21,300
	13%	82%	5%	45%	7%	48%	6%	81%	13%	50%	3%	47%
2030 2-WAY ADT		22,400			1,600			23,800			3,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	3,600	23,800	1,600	22,400	3,600	23,800	1,600	22,400	3,600	23,800	1,600	22,400
	12%	82%	6%	45%	7%	48%	6%	81%	13%	50%	3%	47%
2040 2-WAY ADT		23,400			1,700			24,900			3,800	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	3,800	24,900	1,700	23,400	3,800	24,900	1,700	23,400	3,800	24,900	1,700	23,400
	13%	82%	6%	45%	7%	48%	6%	81%	13%	50%	3%	47%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	26	740	48	5	0	15	42	1,025	109	15	0	20
2020	EST. TURNS	34	770	[50]	7	[1]	20	[43]	1,038	114	23	[1]	29
2030	EST. TURNS	39	831	[51]	12	[3]	34	[45]	1,054	126	44	[3]	51
2040	EST. TURNS	47	882	[52]	18	[4]	51	[47]	1,062	138	74	[5]	82
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	50	1,109	22	70	5	30	23	815	185	50	0	30
2020	EST. TURNS	56	[1,111]	[24]	[71]	[7]	31	[25]	828	[187]	59	[1]	36
2030	EST. TURNS	[57]	1,115	28	[72]	[9]	[33]	29	835	[188]	77	[3]	46
2040	EST. TURNS	[59]	[1,116]	32	[74]	[10]	[35]	33	841	[190]	97	[5]	58

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		810	1,050	1,860	20	90	110	1,170	770	1,940	35	135	170
2015	TURN SUMMARY	814	1,050	1,864	20	90	110	1,176	770	1,946	35	135	170
CONTROL LINK VOLUMES		836	1,074	1,910	27	83	110	1,187	813	2,000	52	148	200
2020	TURN SUMMARY	854	1,074	1,928	28	94	122	1,195	813	2,008	53	149	202
CONTROL LINK VOLUMES		893	1,117	2,010	45	85	130	1,212	908	2,120	94	166	260
2030	TURN SUMMARY	921	1,117	2,038	49	99	148	1,225	908	2,133	98	169	267
CONTROL LINK VOLUMES		948	1,162	2,110	69	81	150	1,233	1,007	2,240	154	186	340
2040	TURN SUMMARY	981	1,162	2,143	73	103	176	1,246	1,007	2,253	160	189	349
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,175	915	2,090	105	45	150	1,020	1,190	2,210	80	240	320
2015	TURN SUMMARY	1,181	915	2,096	105	45	150	1,023	1,190	2,213	80	240	320
CONTROL LINK VOLUMES		1,173	927	2,100	99	41	140	1,022	1,198	2,220	95	235	330
2020	TURN SUMMARY	1,191	935	2,126	109	50	159	1,039	1,202	2,241	97	249	346
CONTROL LINK VOLUMES		1,171	939	2,110	92	58	150	1,017	1,223	2,240	122	208	330
2030	TURN SUMMARY	1,200	953	2,153	115	60	175	1,053	1,226	2,279	126	254	380
CONTROL LINK VOLUMES		1,158	952	2,110	84	66	150	1,008	1,232	2,240	154	186	340
2040	TURN SUMMARY	1,206	973	2,179	119	70	189	1,065	1,248	2,313	160	259	419

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	N/A	PREPARED BY:	HDR
FM NO.:	435808-1-22-02	FILE:	Version 1
PROJECT LIMITS:	South of Commercial Blvd to North of Cypress Creek Rd	DATE:	8/24/2016
DESIGN YEAR:	2040		
INTERSECTION:	Andrews Avenue/NW 66th Street		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2015	23,200	1,400	23,700	500
Model Volume:	2040	26,100	1,600	26,700	600

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.50%	CGR	0.57%	CGR	0.51%	CGR	0.80%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.57%**	**CGR**	**0.51%**	**CGR**	**0.80%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2015		23,200		1,400		23,700		500
NO. YEARS	5	2020	1.025	23,800	1.029	1,400	1.025	24,300	1.040	500
NO. YEARS	15	2030	1.075	24,900	1.086	1,500	1.076	25,500	1.120	600
NO. YEARS	25	2040	1.125	26,100	1.143	1,600	1.127	26,700	1.200	600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,800			195			1,860			45		
		5	780	70	10	0	10	105	930	15	20	0	5	1,950
% TURNS:		1%	91%	8%	50%	0%	50%	10%	89%	1%	80%	0%	20%	
P.M.	2-Way Pk Hr Vol:		2,050			135			2,090			55		
		5	1,105	15	50	0	55	15	870	30	15	0	5	2,165
% TURNS:		0%	98%	1%	48%	0%	52%	2%	95%	3%	75%	0%	25%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	1%	91%	8%	50%	0%	50%	10%	89%	1%	80%	0%	20%
2020	1%	91%	8%	50%	0%	50%	10%	89%	1%	77%	0%	23%
2030	1%	91%	8%	50%	0%	50%	9%	89%	2%	76%	0%	23%
2040	1%	91%	8%	50%	0%	50%	9%	89%	2%	75%	0%	25%
P.M.												
2015	0%	98%	1%	48%	0%	52%	2%	95%	3%	75%	0%	25%
2020	1%	98%	2%	48%	0%	52%	2%	95%	3%	72%	0%	27%
2030	1%	97%	2%	48%	0%	52%	2%	95%	3%	72%	0%	28%
2040	1%	97%	2%	48%	0%	52%	2%	95%	3%	71%	0%	29%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	7.8%	8.8%	13.9%	9.6%	7.8%	8.8%	9.0%	11.0%
2020	8.0%	8.9%	12.9%	9.5%	8.1%	8.9%	9.0%	10.6%
2030	8.5%	8.9%	11.0%	9.3%	8.5%	8.9%	9.0%	9.8%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	47.5%	54.9%	10.3%	77.8%	56.5%	43.8%	55.6%	36.4%
2020	47.0%	54.9%	17.2%	73.2%	56.2%	44.0%	55.4%	38.1%
2030	46.0%	55.0%	31.1%	64.1%	55.6%	44.5%	55.2%	41.5%
2040	45.0%	55.0%	45.0%	55.0%	55.0%	45.0%	55.0%	45.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: N/A
FM NO.: 435808-1-22-02
PROJECT LIMITS: South of Commercial Blvd to North of Cyp
DESIGN YEAR: 2040
INTERSECTION: Andrews Avenue/NW 66th Street
PREPARED BY: HDR
FILE: Version 1

DATE: 8/24/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	23,200	1,400	23,700	500
24 HR EST. AADT	2020	23,800	1,400	24,300	500
24 HR EST. AADT	2030	24,900	1,500	25,500	600
24 HR EST. AADT	2040	26,100	1,600	26,700	600

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2015 2-WAY ADT	23,200			1,400			23,700			500		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	500	23,700	1,400	23,200	500	23,700	1,400	23,200	500	23,700	1,400	23,200
	2%	93%	5%	49%	1%	50%	6%	92%	2%	49%	3%	48%
2020 2-WAY ADT	23,800			1,400			24,300			500		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	500	24,300	1,400	23,800	500	24,300	1,400	23,800	500	24,300	1,400	23,800
	2%	93%	5%	49%	1%	50%	5%	93%	2%	49%	3%	48%
2030 2-WAY ADT	24,900			1,500			25,500			600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	600	25,500	1,500	24,900	600	25,500	1,500	24,900	600	25,500	1,500	24,900
	2%	92%	5%	49%	1%	50%	6%	92%	2%	49%	3%	48%
2040 2-WAY ADT	26,100			1,600			26,700			600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	600	26,700	1,600	26,100	600	26,700	1,600	26,100	600	26,700	1,600	26,100
	2%	92%	6%	49%	1%	50%	6%	92%	2%	49%	3%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2015	EST. TURNS	6	780	72	10	0	10	108	930	19	20	0	5
2020	EST. TURNS	7	824	[74]	16	[1]	15	[109]	993	[21]	[21]	[1]	6
2030	EST. TURNS	[8]	921	[76]	25	[2]	26	[110]	1,114	[22]	23	[3]	7
2040	EST. TURNS	[9]	1,023	[78]	32	[3]	33	[111]	1,254	[23]	[24]	[4]	[9]
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	6	1,105	18	51	0	55	17	869	34	15	0	5
2020	EST. TURNS	[7]	1,137	[20]	[52]	[2]	[56]	[20]	900	[35]	[16]	[2]	[6]
2030	EST. TURNS	[8]	1,201	25	[54]	[4]	[57]	26	951	[36]	18	[3]	[8]
2040	EST. TURNS	[10]	1,260	30	[55]	[6]	[59]	31	1,015	[38]	[19]	[4]	[10]

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		855	945	1,800	20	180	200	1,050	810	1,860	25	25	50
2015	TURN SUMMARY	859	945	1,804	20	180	200	1,056	810	1,866	25	25	50
CONTROL LINK VOLUMES		896	1,014	1,910	31	149	180	1,102	858	1,960	25	25	50
2020	TURN SUMMARY	905	1,014	1,919	32	184	216	1,122	860	1,982	28	29	57
CONTROL LINK VOLUMES		974	1,146	2,120	51	109	160	1,210	970	2,180	30	20	50
2030	TURN SUMMARY	1,005	1,146	2,151	53	189	242	1,247	970	2,217	33	32	65
CONTROL LINK VOLUMES		1,057	1,293	2,350	65	75	140	1,322	1,078	2,400	30	20	50
2040	TURN SUMMARY	1,109	1,295	2,404	68	193	261	1,388	1,079	2,467	37	35	72
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,125	925	2,050	105	35	140	915	1,175	2,090	20	40	60
2015	TURN SUMMARY	1,128	925	2,053	105	35	140	921	1,175	2,096	20	40	60
CONTROL LINK VOLUMES		1,159	951	2,110	98	32	130	947	1,203	2,150	20	30	50
2020	TURN SUMMARY	1,165	958	2,123	110	42	152	955	1,208	2,163	24	45	69
CONTROL LINK VOLUMES		1,222	998	2,220	89	51	140	1,013	1,267	2,280	24	36	60
2030	TURN SUMMARY	1,234	1,013	2,247	115	54	169	1,012	1,276	2,288	29	48	77
CONTROL LINK VOLUMES		1,292	1,058	2,350	79	61	140	1,081	1,319	2,400	24	26	50
2040	TURN SUMMARY	1,300	1,080	2,380	121	65	186	1,083	1,338	2,421	33	54	87

Note: Boxed number indicates manual adjustment.

Appendix G. Future Conditions Detailed Intersection Operations

2040 No Build - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	74	81.9	100	38.0
				EBT	2004	39.7	1475	
				EBR	166	37.6	94	
			NB	NBL	50	90.3	141	
				NBT	17	136.0	416	
				NBR	117	102.3	447	
			WB	WBL	83	86.3	247	
				WBT	1536	21.0	378	
				WBR	248	10.0	185	
			SB	SBL	212	75.6	376	
				SBT	24	80.7	376	
				SBR	69	62.5	410	
101	N Andrews Ave	NW 66th Ave	EB	EBL	9	24.1	39	6.1
				EBT	0	0.0	0	
				EBR	24	6.4	52	
			NB	NBL	15	20.0	45	
				NBT	869	7.2	261	
				NBR	106	5.5	311	
			WB	WBL	37	23.6	75	
				WBT	0	0.0	0	
				WBR	35	7.9	78	
			SB	SBL	91	15.2	102	
				SBT	917	3.0	111	
				SBR	9	4.7	111	
102	N Andrews Ave	NW 1st Ave	EB	EBL	95	4.3	13	8.2
				EBT	0	0.0	0	
				EBR	69	7.9	83	
			NB	NBL	100	17.9	147	
				NBT	876	6.8	266	
				NBR	41	5.6	296	
			WB	WBL	52	22.3	84	
				WBT	0	0.0	0	
				WBR	20	10.1	105	
			SB	SBL	69	16.6	92	
				SBT	871	7.5	181	
				SBR	39	5.8	214	
103	N Andrews Ave	N Andrews Way	EB	EBL	94	88.7	148	23.8
				EBT	18	86.6	148	
				EBR	81	37.9	133	
			NB	NBL	123	98.3	307	
				NBT	893	16.4	358	
				NBR	86	3.6	91	
			WB	WBL	18	86.0	104	
				WBT	53	78.8	204	
				WBR	17	38.1	229	
			SB	SBL	79	99.6	364	
				SBT	1737	13.5	367	
				SBR	102	6.7	139	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	175	114.9	202	50.7
				EBT	1216	37.5	1237	
				EBR	943	58.9	1281	
			NB	NBL	302	131.4	532	
				NBT	521	44.4	328	
				NBR	184	7.0	152	
			WB	WBL	334	74.0	465	
				WBT	1419	34.2	665	
				WBR	319	10.6	291	
			SB	SBL	201	83.1	240	
				SBT	643	66.2	798	
				SBR	145	21.5	167	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1384	11.5	250	48.9
				EBR	215	4.9	107	
			NB	NBL	162	603.5	716	
				NBR	40	552.6	716	
			SB	SBL	194	79.1	242	
				SBT	23	76.5	242	
				SBR	140	28.8	108	
			WB	WBL	35	93.7	115	
				WBT	1738	17.8	646	
				WBR	1055	16.8	500	
130	Cypress Creek Rd	I-95 NB Ramps	EB	EBL	787	45.6	1018	14.0
				EBT	1682	1.5	0	
			NB	NBR	846	1.2	0	
			SB	SBR	1047	1.3	0	
			WB	WBT	1782	14.8	647	
				WBR	143	0.9	0	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
140	Cypress Creek Rd	NW 7th Ave	EB	EBL	390	81.5	797	31.1
				EBT	1221	10.0	573	
				EBR	75	11.4	573	
			NB	NBL	98	81.9	321	
				NBT	14	84.2	321	
				NBR	50	64.3	282	
			WB	WBL	37	90.1	125	
				WBT	1737	28.6	768	
				WBR	102	26.7	818	
			SB	SBL	68	78.5	171	
				SBT	19	71.7	177	
				SBR	97	19.8	194	
150	Cypress Creek Rd	NW 9th Ave	EB	EBL	48	9.8	75	2.3
				EBT	1174	2.2	169	
				EBR	120	2.8	169	
			NB	NBR	80	11.7	88	
			WB	WBL	55	9.6	82	
				WBT	1825	1.1	34	
				WBR	20	1.2	34	
			SB	SBR	53	13.4	79	
160	Cypress Creek Rd	N Dixie Hwy	EB	EBL	192	77.2	663	50.1
				EBT	626	35.6	804	
				EBR	440	11.3	457	
			NB	NBL	435	141.3	1038	
				NBT	240	55.4	293	
				NBR	56	46.7	355	
			WB	WBL	51	32.6	92	
				WBT	1148	43.2	624	
				WBR	48	35.0	654	
			SB	SBL	237	41.8	339	
				SBT	552	57.0	463	
				SBR	315	13.6	240	
200	Commercial Blvd	NW 15th Ave	EB	EBL	84	22.3	84	20.2
				EBT	2407	20.8	882	
				EBR	83	9.6	54	
			NB	NBL	25	68.6	75	
				NBT	21	77.3	340	
				NBR	156	76.8	340	
			WB	WBL	233	58.3	322	
				WBT	1613	3.8	130	
				WBR	94	2.5	74	
			SB	SBL	102	82.9	439	
				SBT	14	67.6	100	
				SBR	16	20.7	108	
210	Commercial Blvd	NW 12th Ave	EB	EBL	223	26.6	295	20.3
				EBT	2441	33.0	1199	
			WB	WBT	1566	4.6	477	
				WBR	243	7.6	458	
			SB	SBR	371	7.3	277	
211	Powerline Rd	NW 56th St	EB	EBL	78	11.6	102	1.4
				EBT	10	17.8	116	
				EBR	71	10.7	117	
			NB	NBL	60	10.1	77	
				NBT	1505	0.8	18	
				NBR	25	5.8	25	
			WB	WBL	8	19.6	48	
				WBT	0	0.0	49	
				WBR	17	7.5	7	
			SB	SBL	19	9.9	39	
				SBT	1488	0.2	0	
				SBR	83	1.0	0	
212	Powerline Rd	NW 53rd St	EB	EBR	34	5.3	52	0.8
			NB	NBL	0	0.0	0	
				NBT	1589	0.2	0	
				NBR	0	0.0	0	
			WB	WBR	0	0.0	0	
			SB	SBT	1554	1.4	57	
				SBR	17	0.9	57	
213	Powerline Rd	NW 51st Pl	EB	EBR	49	16.3	67	3.6
			NB	NBL	39	15.9	84	
				NBT	1569	0.5	0	
				NBR	8	1.5	13	
			SB	SBT	1538	6.1	351	
				SBR	36	0.7	351	
214	Powerline Rd	NW 46th St	EB	EBR	19	2.1	24	0.5
			NB	NBL	19	3.3	31	
				NBT	1144	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	8	0.6	19	
			SB	SBT	987	0.9	11	
				SBR	9	0.8	11	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	297	145.3	410	82.8
				EBT	1956	106.6	1369	
				EBR	146	93.1	134	
			NB	NBL	200	83.6	216	
				NBT	772	70.1	486	
				NBR	179	46.7	425	
			WB	WBL	126	94.9	181	
				WBT	1389	51.7	829	
				WBR	545	74.5	829	
			SB	SBL	625	131.2	837	
				SBT	729	56.0	399	
				SBR	220	13.5	204	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1729	53.4	941	37.9
				EBR	1022	12.6	482	
			WB	WBT	1740	12.8	396	
			SB	SBL	301	93.6	227	
				SBR	324	19.5	158	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	650	48.4	439	84.4
				EBT	1390	13.3	448	
			NB	NBL	829	320.9	6487	
				NBR	788	90.7	0	
			WB	WBT	913	30.8	365	
				WBR	445	29.3	609	
241	N Andrews Ave	NW 51st St	EB	EBL	9	12.3	72	9.4
				EBT	10	14.1	72	
				EBR	30	44.7	109	
			NB	NBL	23	0.6	10	
				NBT	707	0.2	0	
				NBR	8	0.6	9	
			WB	WBL	32	15.8	3	
				WBT	0	0.0	3	
				WBR	21	2.4	32	
			SB	SBL	11	6.1	333	
				SBT	835	16.1	333	
				SBR	12	7.9	380	
242	N Andrews Ave	NW 48th St	EB	EBL	15	14.0	36	4.3
				EBT	0	0.0	27	
				EBR	15	3.8	54	
			NB	NBL	10	8.9	183	
				NBT	745	5.8	140	
				NBR	19	1.6	181	
			WB	WBL	10	15.4	57	
				WBT	0	0.0	47	
				WBR	29	31.8	70	
			SB	SBL	30	4.4	90	
				SBT	634	0.7	36	
				SBR	9	1.3	91	
250	Commercial Blvd	N Andrews Ave	EB	EBL	226	92.7	270	64.4
				EBT	1734	38.9	995	
				EBR	207	12.3	995	
			NB	NBL	288	130.3	644	
				NBT	402	56.6	489	
				NBR	99	51.0	524	
			WB	WBL	42	90.8	138	
				WBT	1791	85.5	1398	
				WBR	111	143.6	1440	
			SB	SBL	183	50.4	362	
				SBT	424	57.6	362	
				SBR	289	34.9	396	
260	Commercial Blvd	NE 3rd Ave	EB	EBL	56	52.0	129	37.5
				EBT	1947	2.1	0	
			WB	WBT	1943	68.8	1307	
				WBR	23	169.8	1307	
			SB	SBR	25	216.1	1308	
270	Commercial Blvd	NE 6th Ave	EB	EBL	43	91.8	130	58.4
				EBT	1867	23.5	721	
				EBR	43	21.9	780	
			NB	NBL	146	190.7	1049	
				NBT	343	80.4	666	
				NBR	90	81.0	666	
			WB	WBL	61	85.8	164	
				WBT	1801	36.1	844	
				WBR	57	38.3	881	
			SB	SBL	215	296.1	1572	
				SBT	221	146.0	1572	
				SBR	103	129.3	1602	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	30	139.6	73	221.6
				EBT	1627	305.0	3865	
				EBR	21	767.3	53	
			NB	NBL	92	595.4	1232	
				NBT	9	706.6	1472	
				NBR	142	752.4	1504	
			WB	WBL	59	118.5	175	
				WBT	1437	27.0	663	
				WBR	83	7.0	69	
			SB	SBL	350	319.4	1508	
				SBT	9	546.6	1508	
				SBR	81	481.9	1542	
101	N Andrews Ave	NW 66th Ave	EB	EBL	9	23.3	38	5.8
				EBT	0	0.0	0	
				EBR	20	5.7	0	
			NB	NBL	36	22.6	68	
				NBT	747	3.7	156	
				NBR	15	2.1	203	
			WB	WBL	62	23.6	93	
				WBT	0	0.0	0	
				WBR	62	7.2	36	
			SB	SBL	18	20.0	44	
				SBT	1373	5.4	194	
				SBR	10	3.3	241	
102	N Andrews Ave	NW 1st Ave	EB	EBL	65	36.4	215	16.2
				EBT	0	0.0	0	
				EBR	95	27.4	230	
			NB	NBL	171	30.9	269	
				NBT	648	6.7	176	
				NBR	28	4.4	204	
			WB	WBL	36	27.8	112	
				WBT	0	0.0	0	
				WBR	88	9.9	135	
			SB	SBL	25	28.0	64	
				SBT	1372	17.2	338	
				SBR	60	15.9	370	
103	N Andrews Ave	N Andrews Way	EB	EBL	162	82.2	269	21.7
				EBT	14	77.4	269	
				EBR	194	56.1	335	
			NB	NBL	95	106.8	290	
				NBT	959	13.9	293	
				NBR	73	3.5	79	
			WB	WBL	71	85.0	292	
				WBT	16	76.8	246	
				WBR	77	32.4	272	
			SB	SBL	12	100.1	87	
				SBT	2248	11.4	509	
				SBR	30	5.3	89	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	211	96.7	536	98.5
				EBT	1088	75.4	1243	
				EBR	811	199.6	1285	
			NB	NBL	310	97.6	521	
				NBT	359	42.6	197	
				NBR	533	26.9	556	
			WB	WBL	444	226.1	922	
				WBT	1028	38.8	306	
				WBR	274	12.5	228	
			SB	SBL	239	82.8	296	
				SBT	1036	121.4	1253	
				SBR	235	145.0	972	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1442	20.4	338	45.2
				EBR	422	10.9	333	
			NB	NBL	116	169.6	312	
				NBR	129	13.5	312	
			SB	SBL	368	71.3	386	
				SBT	28	73.6	386	
				SBR	300	44.4	222	
			WB	WBL	19	139.1	83	
				WBT	1360	65.7	800	
				WBR	665	11.2	0	
130	Cypress Creek Rd	I-95 NB Ramps	EB	EBL	941	151.7	1698	55.9
				EBT	1659	1.5	0	
			NB	NBR	648	1.0	0	
			SB	SBR	474	0.7	11	
			WB	WBT	1614	15.6	578	
				WBR	241	0.8	0	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
140	Cypress Creek Rd	NW 7th Ave	EB	EBL	73	82.1	202	20.9
				EBT	1463	13.0	465	
				EBR	125	14.7	465	
			NB	NBL	99	77.2	267	
				NBT	11	70.5	267	
				NBR	49	51.3	298	
			WB	WBL	68	88.0	201	
				WBT	1408	15.7	502	
				WBR	68	13.7	552	
			SB	SBL	68	70.4	227	
				SBT	14	70.5	411	
				SBR	347	19.9	428	
150	Cypress Creek Rd	NW 9th Ave	EB	EBL	66	9.4	71	6.7
				EBT	1441	10.9	445	
				EBR	72	6.9	445	
			NB	NBR	72	17.1	98	
			WB	WBL	92	18.5	145	
				WBT	1451	0.9	0	
				WBR	45	1.3	0	
			SB	SBR	93	11.0	90	
160	Cypress Creek Rd	N Dixie Hwy	EB	EBL	280	137.0	837	90.6
				EBT	720	54.8	834	
				EBR	509	12.5	543	
			NB	NBL	349	400.1	1326	
				NBT	268	208.2	1019	
				NBR	87	175.9	1081	
			WB	WBL	109	52.9	189	
				WBT	964	47.8	570	
				WBR	89	35.4	601	
			SB	SBL	230	58.0	449	
				SBT	679	62.4	604	
				SBR	219	10.7	148	
200	Commercial Blvd	NW 15th Ave	EB	EBL	20	16.3	38	13.5
				EBT	2228	12.1	631	
				EBR	27	4.9	42	
			NB	NBL	87	73.3	198	
				NBT	11	81.3	287	
				NBR	121	76.9	287	
			WB	WBL	161	29.5	171	
				WBT	2193	4.5	205	
				WBR	0	0.0	0	
			SB	SBL	85	76.9	421	
				SBT	18	66.6	143	
				SBR	61	22.3	173	
210	Commercial Blvd	NW 12th Ave	EB	EBL	125	13.8	158	9.7
				EBT	2319	6.2	452	
			WB	WBT	1660	2.6	92	
				WBR	39	3.1	83	
			SB	SBR	691	37.9	946	
211	Powerline Rd	NW 56th St	EB	EBL	58	44.9	182	16.3
				EBT	0	0.0	503	
				EBR	52	67.7	503	
			NB	NBL	25	13.9	56	
				NBT	1178	0.7	30	
				NBR	8	5.1	21	
			WB	WBL	8	38.1	71	
				WBT	0	0.0	71	
				WBR	31	11.9	40	
			SB	SBL	16	38.7	27	
				SBT	1754	25.1	757	
				SBR	75	8.0	0	
212	Powerline Rd	NW 53rd St	EB	EBR	29	16.8	52	54.8
			NB	NBL	0	0.0	0	
				NBT	1211	0.2	0	
				NBR	0	0.0	0	
			WB	WBR	0	0.0	0	
			SB	SBT	1692	96.0	1332	
				SBR	43	16.6	1332	
213	Powerline Rd	NW 51st Pl	EB	EBR	49	130.9	167	28.5
			NB	NBL	49	67.1	171	
				NBT	1192	0.6	0	
				NBR	18	1.4	18	
			SB	SBT	1663	44.5	573	
				SBR	27	1.8	573	
214	Powerline Rd	NW 46th St	EB	EBR	19	2.3	26	0.6
			NB	NBL	38	3.9	40	
				NBT	1106	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	13	0.4	23	
			SB	SBT	1024	0.9	3	
				SBR	7	1.4	3	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	213	103.8	228	**80.5**
				EBT	2008	83.1	1346	
				EBR	101	74.1	104	
			NB	NBL	158	83.3	171	
				NBT	722	74.7	563	
				NBR	241	83.4	584	
			WB	WBL	165	99.0	209	
				WBT	1241	46.6	798	
				WBR	324	56.3	798	
			SB	SBL	628	202.6	867	
				SBT	773	56.8	794	
				SBR	290	19.2	313	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1799	50.5	919	**37.6**
				EBR	1084	21.3	804	
			WB	WBT	1446	10.8	407	
			SB	SBL	274	94.9	227	
				SBR	284	16.0	92	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	637	51.2	431	**37.4**
				EBT	1448	12.9	449	
			NB	NBL	538	102.3	482	
				NBR	699	1.8	0	
			WB	WBT	917	29.1	399	
				WBR	486	36.3	800	
241	N Andrews Ave	NW 51st St	EB	EBL	0	0.0	152	**49.6**
				EBT	0	0.0	152	
				EBR	20	334.8	188	
			NB	NBL	28	0.6	0	
				NBT	450	0.2	0	
				NBR	16	1.0	21	
			WB	WBL	17	35.5	0	
				WBT	0	0.0	0	
				WBR	25	1.6	31	
			SB	SBL	21	50.8	879	
				SBT	996	70.4	879	
				SBR	14	53.7	926	
242	N Andrews Ave	NW 48th St	EB	EBL	20	179.2	127	**218.6**
				EBT	0	0.0	131	
				EBR	20	77.6	159	
			NB	NBL	14	906.0	1559	
				NBT	548	551.8	1508	
				NBR	8	309.6	1557	
			WB	WBL	10	29.7	66	
				WBT	0	0.0	66	
				WBR	14	139.0	82	
			SB	SBL	18	30.1	204	
				SBT	827	1.5	145	
				SBR	10	1.2	199	
250	Commercial Blvd	N Andrews Ave	EB	EBL	168	91.8	206	**79.9**
				EBT	1801	45.8	973	
				EBR	185	14.9	973	
			NB	NBL	297	244.4	734	
				NBT	239	76.2	635	
				NBR	91	66.6	670	
			WB	WBL	72	110.4	208	
				WBT	1919	103.5	1399	
				WBR	87	156.2	1440	
			SB	SBL	273	54.5	370	
				SBT	597	56.5	373	
				SBR	163	28.3	390	
260	Commercial Blvd	NE 3rd Ave	EB	EBL	16	64.0	57	**58.6**
				EBT	2138	16.0	1018	
			WB	WBT	2086	99.1	1328	
				WBR	13	256.8	1328	
			SB	SBR	3	2108.4	491	
270	Commercial Blvd	NE 6th Ave	EB	EBL	76	347.0	1250	**154.7**
				EBT	1942	73.4	1353	
				EBR	103	71.5	1412	
			NB	NBL	99	243.6	1016	
				NBT	374	209.5	1282	
				NBR	120	213.1	1282	
			WB	WBL	115	387.2	3032	
				WBT	1923	196.9	3031	
				WBR	152	235.6	3068	
			SB	SBL	154	116.5	1309	
				SBT	294	161.4	1309	
				SBR	96	163.6	1339	

2040 Build - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	74	42.7	76	**28.0**
				EBT	2003	28.8	519	
				EBR	168	11.0	110	
			NB	NBL	49	35.0	107	
				NBT	18	41.9	183	
				NBR	117	43.6	183	
			WB	WBL	88	54.1	191	
				WBT	1632	25.5	452	
				WBR	262	16.6	392	
			SB	SBL	211	37.2	247	
				SBT	24	38.1	247	
				SBR	69	27.0	278	
101	N Andrews Ave	NW 66th Ave	EB	EBL	9	21.6	37	**5.9**
				EBT	0	0.0	37	
				EBR	24	6.5	52	
			NB	NBL	16	18.2	42	
				NBT	888	6.7	212	
				NBR	108	5.2	243	
			WB	WBL	37	23.3	81	
				WBT	0	0.0	81	
				WBR	35	7.8	70	
			SB	SBL	91	15.2	104	
				SBT	917	3.1	125	
				SBR	9	2.5	162	
102	N Andrews Ave	NW 1st Ave	EB	EBL	95	24.9	153	**11.6**
				EBT	0	0.0	153	
				EBR	69	13.5	178	
			NB	NBL	103	22.7	129	
				NBT	900	9.3	254	
				NBR	42	7.2	295	
			WB	WBL	52	24.6	84	
				WBT	0	0.0	84	
				WBR	20	9.1	117	
			SB	SBL	69	23.3	104	
				SBT	872	9.8	197	
				SBR	39	7.6	231	
103	N Andrews Ave	N Andrews Way	EB	EBL	94	48.0	113	**22.2**
				EBT	18	44.5	113	
				EBR	81	14.8	96	
			NB	NBL	122	29.5	147	
				NBT	893	10.8	248	
				NBR	86	3.3	72	
			WB	WBL	19	55.2	103	
				WBT	53	57.6	147	
				WBR	17	31.8	178	
			SB	SBL	81	47.7	298	
				SBT	1759	24.9	568	
				SBR	104	15.0	203	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	175	59.0	147	**44.1**
				EBT	1215	51.6	1073	
				EBR	941	40.5	1118	
			NB	NBL	301	45.5	204	
				NBT	519	46.9	236	
				NBR	184	9.5	172	
			WB	WBL	355	52.1	334	
				WBT	1539	43.2	659	
				WBR	352	15.7	297	
			SB	SBL	201	42.1	158	
				SBT	646	58.4	309	
				SBR	146	12.9	162	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1384	3.7	187	**18.7**
				EBR	215	3.6	87	
			NB	NBL	297	53.6	270	
				NBR	62	38.8	137	
			SB	SBL	228	54.5	233	
				SBT	28	55.5	233	
				SBR	162	26.1	114	
			WB	WBL	37	63.7	98	
				WBT	1787	19.0	575	
				WBR	1052	23.9	761	
130	Cypress Creek Rd	I-95 NB Off to EB Cypress	EB	EBT	1674	12.1	635	**16.9**
			NB	NBR	897	25.7	395	
140	Cypress Creek Rd	I-95 NB On/I-95 NB Off to WB Cypress	EB	EBL	790	21.5	362	**27.9**
			WB	WBT	1780	36.5	914	
				WBR	143	15.2	100	
			SB	SBR	1104	20.3	432	

2040 Build - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
150	Cypress Creek Rd	NW 7th Ave	EB	EBL	408	79.9	511	**35.1**
				EBT	1289	16.4	420	
				EBR	80	15.9	224	
			NB	NBL	98	90.5	326	
				NBT	14	95.6	326	
				NBR	50	74.2	336	
			WB	WBL	37	102.7	239	
				WBT	1734	30.9	742	
				WBR	103	33.9	742	
			SB	SBL	68	86.2	234	
				SBT	18	85.7	230	
				SBR	97	31.1	251	
160	Cypress Creek Rd	NW 9th Ave	EB	EBL	50	10.7	76	**2.6**
				EBT	1231	3.0	167	
				EBR	126	3.8	167	
			NB	NBR	80	12.2	87	
			WB	WBL	55	10.0	70	
				WBT	1822	1.1	13	
				WBR	20	1.2	13	
			SB	SBR	53	13.2	72	
170	Cypress Creek Rd	N Dixie Hwy	EB	EBL	201	79.6	727	**49.8**
				EBT	652	37.4	837	
				EBR	461	13.5	435	
			NB	NBL	432	135.9	1031	
				NBT	238	53.5	221	
				NBR	56	45.8	283	
			WB	WBL	51	34.2	90	
				WBT	1150	43.8	641	
				WBR	48	32.0	671	
			SB	SBL	235	39.8	319	
				SBT	553	56.1	450	
				SBR	314	13.9	252	
200	Commercial Blvd	NW 15th Ave	EB	EBL	84	20.3	95	**20.6**
				EBT	2408	21.3	983	
				EBR	84	8.5	62	
			NB	NBL	25	70.3	76	
				NBT	21	72.1	297	
				NBR	157	31.0	322	
			WB	WBL	249	50.4	377	
				WBT	1722	10.2	582	
				WBR	98	5.3	97	
			SB	SBL	102	88.1	437	
				SBT	14	75.4	107	
				SBR	16	24.0	113	
210	Commercial Blvd	NW 12th Ave	EB	EBL	222	18.8	273	**6.3**
				EBT	2459	5.7	335	
			WB	WBT	1696	4.9	426	
				WBR	264	8.0	426	
			SB	SBR	372	7.2	258	
211	Powerline Rd	NW 56th St	EB	EBL	78	8.7	94	**1.0**
				EBT	10	9.3	118	
				EBR	71	6.5	59	
			NB	NBL	63	2.3	67	
				NBT	1552	0.8	31	
				NBR	27	1.3	22	
			WB	WBL	8	15.8	50	
				WBT	0	0.0	50	
				WBR	17	7.6	13	
			SB	SBL	20	5.3	33	
				SBT	1488	0.2	0	
				SBR	83	1.0	0	
212	Powerline Rd	NW 53rd St	EB	EBR	66	5.9	27	**0.6**
			NB	NBL	0	0.0	0	
				NBT	1627	0.2	0	
				NBR	7	0.1	0	
			WB	WBR	19	0.0	0	
			SB	SBT	1544	0.9	66	
				SBR	26	1.4	66	
213	Powerline Rd	NW 51st Pl	EB	EBR	33	11.1	78	**1.1**
			NB	NBL	42	2.7	53	
				NBT	1634	0.5	0	
				NBR	0	0.0	0	
			SB	SBT	1573	1.4	89	
				SBR	36	1.1	89	
214	Powerline Rd	NW 46th St	EB	EBR	19	1.4	19	**0.6**
			NB	NBL	19	4.1	29	
				NBT	1144	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	8	0.8	22	
			SB	SBT	1000	1.0	3	
				SBR	11	0.9	3	

2040 Build - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	310	83.2	244	59.9
				EBT	2022	67.7	1347	
				EBR	153	68.7	118	
			NB	NBL	195	67.7	231	
				NBT	754	62.9	349	
				NBR	180	23.6	236	
			WB	WBL	140	121.5	376	
				WBT	1503	45.0	706	
				WBR	613	28.2	736	
			SB	SBL	633	87.8	755	
				SBT	733	67.3	702	
				SBR	221	6.6	131	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1777	10.9	680	17.8
				EBR	1048	12.2	680	
			WB	WBT	1932	9.9	326	
			SB	SBL	326	56.4	189	
				SBR	352	61.1	357	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	654	52.2	555	31.3
				EBT	1431	15.6	546	
			NB	NBL	978	40.8	493	
				NBR	918	41.8	485	
			WB	WBT	959	32.4	342	
				WBR	472	7.3	216	
241	N Andrews Ave	NW 51st St	EB	EBL	0	0.0	0	3.7
				EBT	0	0.0	0	
				EBR	31	8.8	90	
			NB	NBL	0	0.0	0	
				NBT	768	0.2	0	
				NBR	9	0.5	0	
			WB	WBL	0	0.0	0	
				WBT	0	0.0	0	
				WBR	21	6.7	56	
			SB	SBL	0	0.0	0	
				SBT	941	6.3	165	
				SBR	12	2.6	165	
242	N Andrews Ave	NW 48th St	EB	EBL	15	5.3	30	1.0
				EBT	0	0.0	8	
				EBR	15	2.5	32	
			NB	NBL	10	5.1	27	
				NBT	745	0.6	0	
				NBR	19	1.5	13	
			WB	WBL	10	5.6	36	
				WBT	0	0.0	29	
				WBR	29	5.7	51	
			SB	SBL	30	3.6	87	
				SBT	652	0.8	35	
				SBR	9	1.6	77	
250	Commercial Blvd	N Andrews Ave	EB	EBL	248	66.0	201	31.8
				EBT	1885	19.0	370	
				EBR	221	6.1	146	
			NB	NBL	286	52.1	389	
				NBT	397	45.1	289	
				NBR	99	37.7	327	
			WB	WBL	43	72.7	124	
				WBT	1067	36.5	823	
				WBR	127	24.9	134	
			SB	SBL	181	32.7	140	
				SBT	427	54.1	310	
				SBR	363	15.5	280	
260	Commercial Blvd	NE 3rd Ave	WB	WBT	0	0.0	0	8.9
				WBR	87	11.4	0	
			SB	SBR	79	6.2	87	
270	Commercial Blvd	NE 6th Ave	EB	EBL	45	107.4	141	46.9
				EBT	1987	38.2	1049	
				EBR	46	38.0	1049	
			NB	NBL	157	54.5	267	
				NBT	347	56.0	372	
				NBR	91	58.5	372	
			WB	WBL	61	86.0	164	
				WBT	1817	35.9	806	
				WBR	58	36.0	843	
			SB	SBL	245	127.4	732	
				SBT	258	69.0	732	
				SBR	125	61.8	761	

2040 Build - PM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	33	100.9	64	109.3
				EBT	1927	149.3	1833	
				EBR	40	169.1	64	
			NB	NBL	116	254.3	953	
				NBT	11	345.1	1214	
				NBR	176	343.0	1214	
			WB	WBL	59	57.1	133	
				WBT	1431	31.2	470	
				WBR	81	10.7	85	
			SB	SBL	425	79.0	599	
				SBT	11	118.3	599	
				SBR	111	106.3	630	
101	N Andrews Ave	NW 66th Ave	EB	EBL	10	24.9	36	6.0
				EBT	0	0.0	36	
				EBR	20	7.2	51	
			NB	NBL	38	24.7	67	
				NBT	764	3.8	161	
				NBR	15	3.2	192	
			WB	WBL	62	25.6	110	
				WBT	0	0.0	110	
				WBR	62	8.1	102	
			SB	SBL	18	18.8	43	
				SBT	1370	5.5	179	
				SBR	10	4.2	217	
102	N Andrews Ave	NW 1st Ave	EB	EBL	64	29.3	164	13.4
				EBT	0	0.0	164	
				EBR	94	16.5	189	
			NB	NBL	179	27.9	252	
				NBT	668	5.9	163	
				NBR	29	4.2	217	
			WB	WBL	36	29.5	113	
				WBT	0	0.0	113	
				WBR	88	10.5	145	
			SB	SBL	25	24.9	66	
				SBT	1369	14.0	343	
				SBR	59	11.7	379	
103	N Andrews Ave	N Andrews Way	EB	EBL	161	30.0	133	13.1
				EBT	14	29.4	133	
				EBR	192	19.0	175	
			NB	NBL	94	31.3	136	
				NBT	959	6.6	177	
				NBR	73	2.8	61	
			WB	WBL	79	1.7	0	
				WBT	16	1.5	14	
				WBR	77	7.0	84	
			SB	SBL	12	43.3	53	
				SBT	2448	14.1	579	
				SBR	32	11.5	70	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	243	108.9	254	79.6
				EBT	1267	84.9	1241	
				EBR	1017	83.7	1239	
			NB	NBL	311	85.7	419	
				NBT	360	54.3	266	
				NBR	531	26.6	545	
			WB	WBL	426	247.3	926	
				WBT	1021	43.3	585	
				WBR	270	10.5	183	
			SB	SBL	238	83.2	350	
				SBT	1032	90.7	936	
				SBR	234	35.9	353	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1567	19.2	588	53.8
				EBR	458	14.4	588	
			NB	NBL	120	75.7	153	
				NBR	129	39.4	220	
			SB	SBL	366	52.4	275	
				SBT	28	58.8	275	
				SBR	292	91.5	465	
			WB	WBL	18	130.4	65	
				WBT	1337	98.3	893	
				WBR	654	9.7	0	
130	Cypress Creek Rd	I-95 NB Off to EB Cypress	EB	EBT	2067	15.8	973	18.0
			NB	NBR	650	24.9	281	
140	Cypress Creek Rd	I-95 NB On/I-95 NB Off to WB Cypress	EB	EBL	1016	23.3	434	30.2
			WB	WBT	1588	41.5	659	
				WBR	239	14.9	133	
			SB	SBR	472	16.4	200	

2040 Build - PM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
150	Cypress Creek Rd	NW 7th Ave	EB	EBL	73	91.1	120	**36.4**
				EBT	1497	29.1	747	
				EBR	129	27.9	405	
			NB	NBL	99	100.8	304	
				NBT	11	110.0	304	
				NBR	49	78.7	329	
			WB	WBL	68	106.3	466	
				WBT	1402	28.5	570	
				WBR	68	28.1	570	
			SB	SBL	68	83.8	325	
				SBT	13	84.5	428	
				SBR	337	42.2	450	
160	Cypress Creek Rd	NW 9th Ave	EB	EBL	67	15.1	84	**11.3**
				EBT	1469	19.1	508	
				EBR	73	10.1	508	
			NB	NBR	72	24.2	106	
			WB	WBL	92	19.7	146	
				WBT	1450	2.3	81	
				WBR	45	1.9	81	
			SB	SBR	92	12.7	105	
170	Cypress Creek Rd	N Dixie Hwy	EB	EBL	280	151.0	872	**92.8**
				EBT	724	57.1	873	
				EBR	520	23.1	768	
			NB	NBL	350	391.6	1313	
				NBT	274	215.9	1309	
				NBR	86	182.2	1371	
			WB	WBL	108	53.4	190	
				WBT	960	47.0	580	
				WBR	89	34.5	610	
			SB	SBL	229	59.6	440	
				SBT	684	61.6	623	
				SBR	219	11.0	163	
200	Commercial Blvd	NW 15th Ave	EB	EBL	20	17.2	39	**18.5**
				EBT	2249	13.9	819	
				EBR	27	4.4	34	
			NB	NBL	86	134.3	284	
				NBT	11	117.2	312	
				NBR	120	38.7	337	
			WB	WBL	170	37.1	253	
				WBT	2357	10.4	789	
				WBR	0	0.0	0	
			SB	SBL	84	137.2	469	
				SBT	18	128.9	183	
				SBR	60	37.2	158	
210	Commercial Blvd	NW 12th Ave	EB	EBL	125	14.2	146	**12.9**
				EBT	2319	11.3	487	
			WB	WBT	1841	2.7	67	
				WBR	43	3.2	67	
			SB	SBR	687	46.0	924	
211	Powerline Rd	NW 56th St	EB	EBL	65	8.0	96	**1.3**
				EBT	0	0.0	115	
				EBR	63	7.1	43	
			NB	NBL	25	2.0	53	
				NBT	1203	0.7	13	
				NBR	8	1.4	4	
			WB	WBL	8	12.7	59	
				WBT	0	0.0	59	
				WBR	32	7.5	27	
			SB	SBL	17	4.3	31	
				SBT	1816	1.1	61	
				SBR	76	1.1	0	
212	Powerline Rd	NW 53rd St	EB	EBR	61	8.1	17	**11.1**
			NB	NBL	0	0.0	0	
				NBT	1220	0.2	20	
				NBR	18	0.3	20	
			WB	WBR	19	0.0	0	
			SB	SBT	1822	18.5	679	
				SBR	66	13.8	679	
213	Powerline Rd	NW 51st Pl	EB	EBR	58	115.8	220	**10.5**
			NB	NBL	50	10.8	68	
				NBT	1241	0.5	0	
				NBR	0	0.0	0	
			SB	SBT	1855	14.4	505	
				SBR	28	7.2	505	
214	Powerline Rd	NW 46th St	EB	EBR	19	1.2	22	**0.8**
			NB	NBL	38	5.3	47	
				NBT	1106	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	13	0.7	27	
			SB	SBT	1095	1.2	0	
				SBR	13	2.1	0	

2040 Build - PM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	215	88.5	169	70.5
				EBT	2011	90.7	1359	
				EBR	102	109.4	104	
			NB	NBL	155	58.7	143	
				NBT	705	62.4	313	
				NBR	239	27.5	269	
			WB	WBL	173	84.1	300	
				WBT	1426	40.3	493	
				WBR	350	9.9	309	
			SB	SBL	716	105.6	864	
				SBT	835	97.9	870	
				SBR	299	14.0	214	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1847	9.5	664	15.0
				EBR	1111	19.8	664	
			WB	WBT	1644	7.7	299	
			SB	SBL	269	57.6	173	
				SBR	283	53.1	272	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	633	43.7	555	27.8
				EBT	1479	7.7	419	
			NB	NBL	549	43.4	339	
				NBR	708	47.2	331	
			WB	WBT	1103	34.6	455	
				WBR	578	9.8	564	
241	N Andrews Ave	NW 51st St	EB	EBL	0	0.0	0	30.3
				EBT	0	0.0	0	
				EBR	25	36.4	84	
			NB	NBL	0	0.0	0	
				NBT	612	0.2	0	
				NBR	22	0.4	0	
			WB	WBL	0	0.0	0	
				WBT	0	0.0	0	
				WBR	25	5.9	60	
			SB	SBL	0	0.0	0	
				SBT	1033	49.1	739	
				SBR	14	35.2	739	
242	N Andrews Ave	NW 48th St	EB	EBL	19	56.9	64	18.6
				EBT	0	0.0	68	
				EBR	20	10.2	96	
			NB	NBL	25	71.9	702	
				NBT	905	32.7	651	
				NBR	14	4.3	700	
			WB	WBL	10	14.9	41	
				WBT	0	0.0	36	
				WBR	14	45.4	56	
			SB	SBL	18	9.0	180	
				SBT	838	1.4	138	
				SBR	10	1.6	174	
250	Commercial Blvd	N Andrews Ave	EB	EBL	172	69.6	178	59.9
				EBT	1826	41.4	561	
				EBR	188	8.3	147	
			NB	NBL	445	122.5	716	
				NBT	357	46.7	507	
				NBR	135	39.5	544	
			WB	WBL	80	82.8	162	
				WBT	1287	84.0	1382	
				WBR	105	72.3	175	
			SB	SBL	273	48.1	293	
				SBT	599	58.4	329	
				SBR	181	12.4	203	
260	Commercial Blvd	NE 3rd Ave	WB	WBT	0	0.0	0	11.7
				WBR	32	15.0	0	
			SB	SBR	19	5.4	59	
270	Commercial Blvd	NE 6th Ave	EB	EBL	77	258.1	1286	94.1
				EBT	2022	58.8	1359	
				EBR	108	57.5	1359	
			NB	NBL	101	239.6	1058	
				NBT	374	239.4	1284	
				NBR	118	244.1	1284	
			WB	WBL	128	247.4	2017	
				WBT	2240	69.2	2303	
				WBR	179	72.9	2339	
			SB	SBL	153	111.6	1207	
				SBT	295	130.6	1207	
				SBR	96	119.4	1236	

2020 Build - AM Peak

Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	61	45.3	73	17.6
				EBT	1648	15.2	313	
				EBR	144	5.8	93	
			NB	NBL	22	41.1	64	
				NBT	10	41.1	110	
				NBR	48	41.3	110	
			WB	WBL	73	44.5	162	
				WBT	1322	17.1	357	
				WBR	209	11.7	189	
			SB	SBL	77	41.0	138	
				SBT	10	33.2	138	
				SBR	26	18.4	169	
101	N Andrews Ave	NW 66th Ave	EB	EBL	6	18.5	35	4.4
				EBT	0	0.0	35	
				EBR	18	6.6	50	
			NB	NBL	12	12.1	42	
				NBT	679	5.7	184	
				NBR	82	4.5	215	
			WB	WBL	15	21.7	60	
				WBT	0	0.0	60	
				WBR	14	8.0	64	
			SB	SBL	84	11.3	98	
				SBT	822	2.0	88	
				SBR	7	2.0	125	
102	N Andrews Ave	NW 1st Ave	EB	EBL	32	22.4	71	7.2
				EBT	0	0.0	71	
				EBR	27	9.1	96	
			NB	NBL	81	15.1	102	
				NBT	733	5.8	194	
				NBR	34	5.2	228	
			WB	WBL	24	24.4	61	
				WBT	0	0.0	61	
				WBR	9	8.6	92	
			SB	SBL	58	15.3	85	
				SBT	762	6.1	146	
				SBR	34	4.5	190	
103	N Andrews Ave	N Andrews Way	EB	EBL	41	54.0	77	19.9
				EBT	9	46.8	77	
				EBR	38	11.1	56	
			NB	NBL	104	23.8	126	
				NBT	769	7.9	194	
				NBR	70	2.8	65	
			WB	WBL	16	49.9	72	
				WBT	40	51.7	133	
				WBR	14	23.1	164	
			SB	SBL	63	48.5	181	
				SBT	1373	24.0	475	
				SBR	84	12.7	129	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	137	45.3	117	36.6
				EBT	923	41.3	629	
				EBR	718	22.0	595	
			NB	NBL	245	47.7	175	
				NBT	428	47.7	198	
				NBR	149	7.1	125	
			WB	WBL	282	43.8	208	
				WBT	1235	38.2	343	
				WBR	283	10.7	214	
			SB	SBL	169	42.9	153	
				SBT	518	51.4	270	
				SBR	122	9.8	132	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1077	2.8	126	15.4
				EBR	161	2.7	54	
			NB	NBL	147	55.1	154	
				NBR	27	41.4	92	
			SB	SBL	245	54.0	220	
				SBT	30	55.1	220	
				SBR	177	21.2	99	
			WB	WBL	29	57.7	77	
				WBT	1476	12.9	354	
				WBR	855	14.1	137	
130	Cypress Creek Rd	I-95 NB Off to EB Cypress	EB	EBT	1349	11.4	486	13.9
			NB	NBR	701	18.7	268	
140	Cypress Creek Rd	I-95 NB On/I-95 NB Off to WB Cypress	EB	EBL	607	16.9	301	21.1
			WB	WBT	1452	26.7	613	
				WBR	116	11.7	87	
			SB	SBR	902	16.1	318	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
150	Cypress Creek Rd	NW 7th Ave	EB	EBL	326	81.3	346	27.5
				EBT	1045	12.0	330	
				EBR	69	12.0	100	
			NB	NBL	87	88.7	297	
				NBT	11	92.4	297	
				NBR	41	65.6	297	
			WB	WBL	30	98.6	144	
				WBT	1436	19.4	498	
				WBR	84	20.2	498	
			SB	SBL	37	87.6	121	
				SBT	10	86.8	117	
				SBR	57	20.1	139	
160	Cypress Creek Rd	NW 9th Ave	EB	EBL	43	6.9	66	1.6
				EBT	982	1.6	56	
				EBR	99	2.2	56	
			NB	NBR	64	10.9	87	
			WB	WBL	46	6.7	52	
				WBT	1519	0.8	0	
				WBR	19	1.0	0	
			SB	SBR	29	11.2	61	
170	Cypress Creek Rd	N Dixie Hwy	EB	EBL	158	62.8	342	32.7
				EBT	518	28.1	640	
				EBR	362	9.1	315	
			NB	NBL	372	39.9	499	
				NBT	198	35.5	168	
				NBR	46	23.7	229	
			WB	WBL	44	24.1	89	
				WBT	944	36.4	429	
				WBR	43	24.6	459	
			SB	SBL	204	30.7	248	
				SBT	481	47.0	316	
				SBR	265	10.3	181	
200	Commercial Blvd	NW 15th Ave	EB	EBL	64	13.4	70	11.3
				EBT	1907	9.1	500	
				EBR	59	3.1	56	
			NB	NBL	15	77.1	65	
				NBT	11	81.9	165	
				NBR	93	19.4	191	
			WB	WBL	194	26.0	218	
				WBT	1373	7.0	453	
				WBR	81	3.7	89	
			SB	SBL	69	83.9	302	
				SBT	9	82.1	127	
				SBR	11	15.1	113	
210	Commercial Blvd	NW 12th Ave	EB	EBL	173	14.2	189	3.3
				EBT	1887	1.4	0	
			WB	WBT	1490	3.8	321	
				WBR	231	6.5	321	
			SB	SBR	151	2.9	111	
211	Powerline Rd	NW 56th St	EB	EBL	67	8.2	86	0.8
				EBT	9	8.4	119	
				EBR	63	6.4	55	
			NB	NBL	53	2.0	67	
				NBT	1292	0.7	27	
				NBR	20	1.2	17	
			WB	WBL	5	12.9	46	
				WBT	0	0.0	46	
				WBR	9	7.4	4	
			SB	SBL	17	4.2	35	
				SBT	1354	0.2	0	
				SBR	76	0.9	0	
212	Powerline Rd	NW 53rd St	EB	EBR	30	5.4	11	0.4
			NB	NBL	0	0.0	0	
				NBT	1363	0.2	0	
				NBR	8	0.1	0	
			WB	WBR	8	0.0	0	
			SB	SBT	1399	0.5	0	
				SBR	23	1.1	0	
213	Powerline Rd	NW 51st Pl	EB	EBR	21	8.4	69	0.5
			NB	NBL	35	2.3	39	
				NBT	1371	0.4	0	
				NBR	0	0.0	0	
			SB	SBT	1398	0.3	0	
				SBR	31	0.7	0	
214	Powerline Rd	NW 46th St	EB	EBR	8	1.3	14	0.5
			NB	NBL	16	3.6	30	
				NBT	984	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	4	0.6	12	
			SB	SBT	863	1.0	6	
				SBR	10	1.0	6	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	240	58.6	205	46.2
				EBT	1559	35.5	816	
				EBR	121	25.6	107	
			NB	NBL	167	66.6	161	
				NBT	645	62.8	329	
				NBR	156	14.5	161	
			WB	WBL	117	97.5	321	
				WBT	1317	43.1	548	
				WBR	523	17.8	485	
			SB	SBL	558	75.4	519	
				SBT	647	63.8	535	
				SBR	200	6.1	135	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1426	8.2	516	17.3
				EBR	846	4.8	516	
			WB	WBT	1609	6.8	217	
			SB	SBL	339	56.0	193	
				SBR	369	62.3	373	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	529	60.0	416	29.6
				EBT	1225	14.0	415	
			NB	NBL	766	41.5	418	
				NBR	715	44.2	408	
			WB	WBT	848	22.2	246	
				WBR	408	4.7	175	
241	N Andrews Ave	NW 51st St	EB	EBL	0	0.0	0	2.3
				EBT	0	0.0	0	
				EBR	21	6.9	75	
			NB	NBL	0	0.0	0	
				NBT	659	0.2	0	
				NBR	8	0.4	0	
			WB	WBL	0	0.0	0	
				WBT	0	0.0	0	
				WBR	15	6.0	48	
			SB	SBL	0	0.0	0	
				SBT	744	4.0	78	
				SBR	11	1.9	78	
242	N Andrews Ave	NW 48th St	EB	EBL	10	3.7	21	0.8
				EBT	0	0.0	0	
				EBR	9	1.8	23	
			NB	NBL	9	3.1	18	
				NBT	655	0.5	0	
				NBR	17	1.4	13	
			WB	WBL	7	3.4	23	
				WBT	0	0.0	12	
				WBR	22	3.8	39	
			SB	SBL	25	2.6	82	
				SBT	533	0.7	30	
				SBR	7	1.2	57	
250	Commercial Blvd	N Andrews Ave	EB	EBL	202	66.9	163	28.1
				EBT	1566	14.5	299	
				EBR	182	4.7	128	
			NB	NBL	248	44.5	311	
				NBT	347	45.6	259	
				NBR	84	38.4	296	
			WB	WBL	39	64.4	104	
				WBT	963	30.4	711	
				WBR	114	18.9	81	
			SB	SBL	143	32.8	115	
				SBT	343	53.0	279	
				SBR	278	9.9	182	
260	Commercial Blvd	NE 3rd Ave	WB	WBT	0	0.0	0	6.8
				WBR	71	7.3	0	
			SB	SBR	53	6.0	81	
270	Commercial Blvd	NE 6th Ave	EB	EBL	38	95.0	109	33.7
				EBT	1650	25.2	734	
				EBR	38	27.2	734	
			NB	NBL	92	57.4	181	
				NBT	201	64.0	240	
				NBR	55	67.2	240	
			WB	WBL	58	86.3	155	
				WBT	1696	23.9	627	
				WBR	53	23.2	663	
			SB	SBL	162	78.8	461	
				SBT	167	72.1	461	
				SBR	82	60.8	491	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
100	Cypress Creek Rd	NW 6th Way	EB	EBL	30	47.9	59	34.8
				EBT	1617	31.1	454	
				EBR	40	9.2	52	
			NB	NBL	108	43.7	201	
				NBT	10	61.6	375	
				NBR	171	65.9	375	
			WB	WBL	50	52.6	128	
				WBT	1248	29.6	384	
				WBR	73	9.2	90	
			SB	SBL	399	48.7	413	
				SBT	11	57.8	413	
				SBR	103	49.8	444	
101	N Andrews Ave	NW 66th Ave	EB	EBL	6	19.4	32	5.2
				EBT	0	0.0	32	
				EBR	13	7.2	44	
			NB	NBL	31	18.0	66	
				NBT	613	3.7	129	
				NBR	12	3.3	160	
			WB	WBL	51	21.8	106	
				WBT	0	0.0	106	
				WBR	53	7.6	83	
			SB	SBL	14	14.1	47	
				SBT	1104	4.6	163	
				SBR	8	3.6	200	
102	N Andrews Ave	NW 1st Ave	EB	EBL	36	25.7	101	9.8
				EBT	0	0.0	101	
				EBR	57	11.4	126	
			NB	NBL	150	20.9	202	
				NBT	548	4.1	115	
				NBR	25	3.2	164	
			WB	WBL	32	24.4	89	
				WBT	0	0.0	89	
				WBR	72	9.8	121	
			SB	SBL	18	18.1	54	
				SBT	1101	10.2	254	
				SBR	49	8.3	292	
103	N Andrews Ave	N Andrews Way	EB	EBL	144	31.0	123	12.7
				EBT	13	33.4	123	
				EBR	170	16.1	156	
			NB	NBL	65	26.9	94	
				NBT	673	5.0	122	
				NBR	53	2.6	56	
			WB	WBL	67	1.6	0	
				WBT	14	1.0	13	
				WBR	66	5.0	71	
			SB	SBL	10	45.8	55	
				SBT	2110	13.9	548	
				SBR	28	9.5	66	
110	Cypress Creek Rd	N Andrews Ave	EB	EBL	206	101.3	245	55.3
				EBT	1087	67.3	1209	
				EBR	893	51.2	1211	
			NB	NBL	234	82.0	249	
				NBT	263	55.5	191	
				NBR	388	16.5	343	
			WB	WBL	427	98.5	602	
				WBT	955	28.3	257	
				WBR	253	6.9	180	
			SB	SBL	190	85.2	213	
				SBT	822	69.2	595	
				SBR	180	12.9	209	
120	Cypress Creek Rd	I-95 SB Ramps	EB	EBT	1299	13.1	545	18.8
				EBR	369	9.8	462	
			NB	NBL	87	53.9	127	
				NBR	87	42.6	175	
			SB	SBL	327	50.6	241	
				SBT	26	54.8	241	
				SBR	268	25.4	153	
			WB	WBL	17	59.4	58	
				WBT	1280	12.3	343	
				WBR	599	6.3	0	
130	Cypress Creek Rd	I-95 NB Off to EB Cypress	EB	EBT	1714	13.0	904	15.1
			NB	NBR	618	21.0	243	
140	Cypress Creek Rd	I-95 NB On/I-95 NB Off to WB Cypress	EB	EBL	818	18.1	346	19.4
			WB	WBT	1442	24.0	537	
				WBR	220	10.8	120	
			SB	SBR	451	11.0	142	

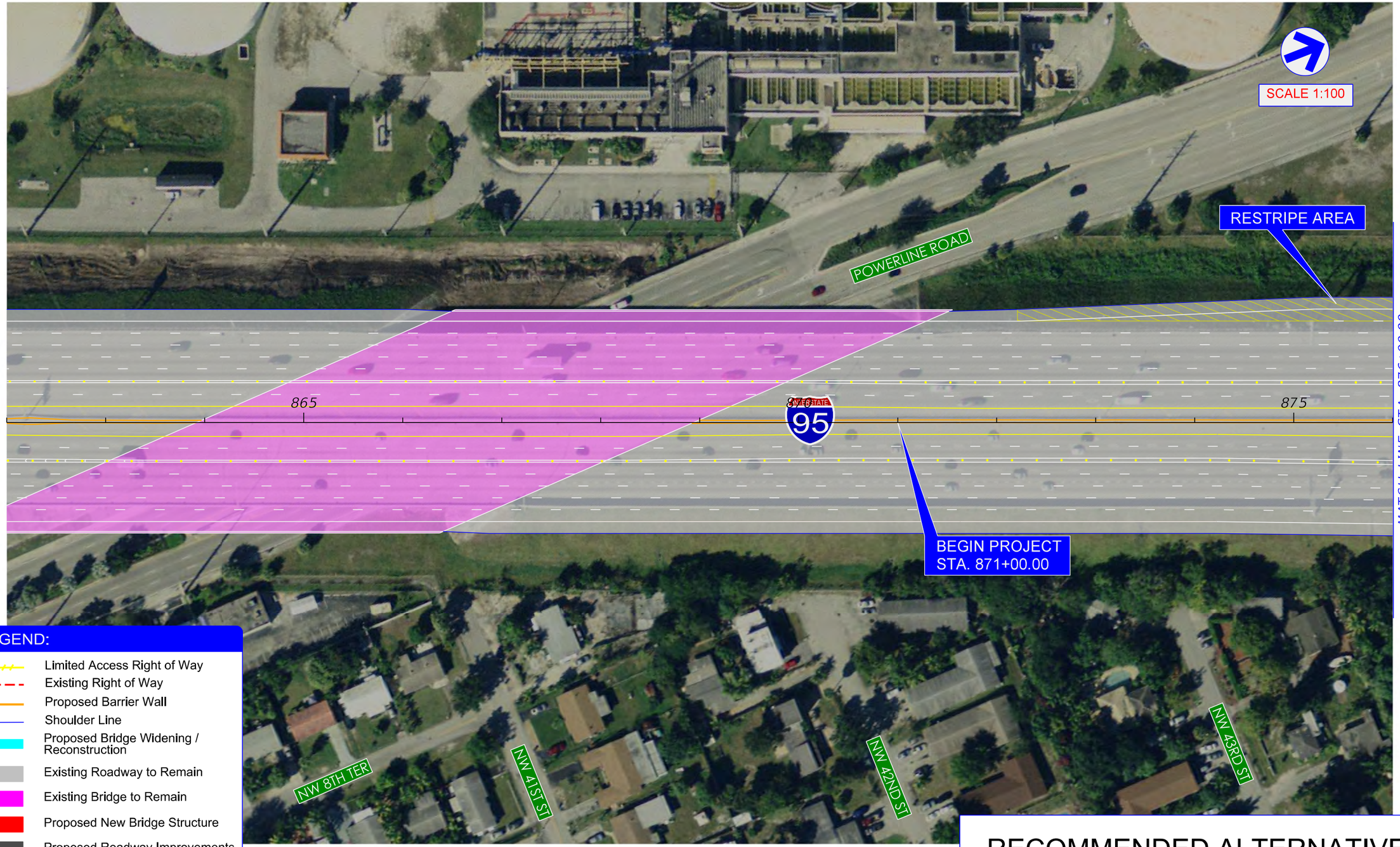
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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
150	Cypress Creek Rd	NW 7th Ave	EB	EBL	66	91.1	99	26.8
				EBT	1327	19.6	519	
				EBR	116	18.3	146	
			NB	NBL	78	89.6	245	
				NBT	8	85.2	245	
				NBR	37	65.0	277	
			WB	WBL	63	96.0	277	
				WBT	1278	19.3	473	
				WBR	59	20.1	473	
			SB	SBL	60	80.5	200	
				SBT	12	78.3	423	
				SBR	306	31.8	445	
160	Cypress Creek Rd	NW 9th Ave	EB	EBL	58	8.0	84	2.9
				EBT	1301	3.7	187	
				EBR	66	3.5	187	
			NB	NBR	43	12.8	80	
			WB	WBL	86	11.6	107	
				WBT	1364	0.8	0	
				WBR	44	1.2	0	
			SB	SBR	39	10.5	64	
170	Cypress Creek Rd	N Dixie Hwy	EB	EBL	250	88.5	816	52.2
				EBT	640	41.9	846	
				EBR	449	17.2	583	
			NB	NBL	431	133.5	990	
				NBT	327	47.5	327	
				NBR	102	39.5	389	
			WB	WBL	99	40.6	158	
				WBT	873	42.5	436	
				WBR	83	30.5	466	
			SB	SBL	199	42.6	297	
				SBT	580	56.1	455	
				SBR	187	8.6	136	
200	Commercial Blvd	NW 15th Ave	EB	EBL	17	15.1	29	14.9
				EBT	1933	9.8	598	
				EBR	22	3.1	36	
			NB	NBL	77	136.3	255	
				NBT	10	145.1	283	
				NBR	106	41.5	308	
			WB	WBL	152	20.9	135	
				WBT	2069	7.3	594	
				WBR	0	0.0	0	
			SB	SBL	69	138.4	463	
				SBT	17	123.8	178	
				SBR	51	34.5	168	
210	Commercial Blvd	NW 12th Ave	EB	EBL	107	10.0	122	4.5
				EBT	2005	1.4	0	
			WB	WBT	1610	2.3	46	
				WBR	39	2.8	46	
			SB	SBR	625	19.5	555	
211	Powerline Rd	NW 56th St	EB	EBL	53	7.9	84	0.7
				EBT	0	0.0	115	
				EBR	55	6.3	51	
			NB	NBL	22	1.5	35	
				NBT	1009	0.6	22	
				NBR	8	1.0	8	
			WB	WBL	6	12.4	48	
				WBT	0	0.0	49	
				WBR	24	7.3	7	
			SB	SBL	14	3.6	25	
				SBT	1678	0.2	0	
				SBR	71	1.0	0	
212	Powerline Rd	NW 53rd St	EB	EBR	47	5.6	21	0.6
			NB	NBL	0	0.0	0	
				NBT	1033	0.2	6	
				NBR	17	0.2	6	
			WB	WBR	8	0.0	0	
			SB	SBT	1683	0.7	16	
				SBR	59	1.4	16	
213	Powerline Rd	NW 51st Pl	EB	EBR	56	10.3	85	0.9
			NB	NBL	42	3.0	45	
				NBT	1053	0.4	0	
				NBR	0	0.0	0	
			SB	SBT	1704	0.9	102	
				SBR	26	0.8	102	
214	Powerline Rd	NW 46th St	EB	EBR	8	0.9	4	0.7
			NB	NBL	32	4.1	36	
				NBT	914	0.1	0	
				NBR	0	0.0	0	
			WB	WBR	8	0.5	21	
			SB	SBT	1005	1.2	0	
				SBR	10	1.6	0	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement			Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Vehicle Delay (sec)
220	Commercial Blvd	Powerline Rd	EB	EBL	185	54.6	168	**46.1**
				EBT	1765	41.7	911	
				EBR	84	35.2	94	
			NB	NBL	127	60.3	128	
				NBT	580	56.5	248	
				NBR	197	17.8	192	
			WB	WBL	160	85.2	280	
				WBT	1247	38.5	437	
				WBR	312	8.6	261	
			SB	SBL	668	74.5	703	
				SBT	768	60.6	637	
				SBR	272	7.9	192	
230	Commercial Blvd	I-95 SB Ramps	EB	EBT	1636	8.0	521	**13.9**
				EBR	987	8.0	521	
			WB	WBT	1465	6.7	260	
			SB	SBL	242	56.4	151	
				SBR	250	53.4	252	
240	Commercial Blvd	I-95 NB Ramps	EB	EBL	564	45.6	514	**27.3**
				EBT	1312	7.6	330	
			NB	NBL	516	43.4	332	
				NBR	668	47.4	324	
			WB	WBT	956	31.0	404	
				WBR	504	8.2	569	
241	N Andrews Ave	NW 51st St	EB	EBL	0	0.0	0	**5.5**
				EBT	0	0.0	0	
				EBR	19	10.9	77	
			NB	NBL	0	0.0	0	
				NBT	518	0.2	0	
				NBR	17	0.4	0	
			WB	WBL	0	0.0	0	
				WBT	0	0.0	0	
				WBR	18	5.7	52	
			SB	SBL	0	0.0	0	
				SBT	836	8.8	230	
				SBR	12	5.5	230	
242	N Andrews Ave	NW 48th St	EB	EBL	6	7.0	22	**1.2**
				EBT	0	0.0	6	
				EBR	7	2.2	25	
			NB	NBL	19	4.0	91	
				NBT	758	1.1	50	
				NBR	12	1.3	80	
			WB	WBL	5	4.3	20	
				WBT	0	0.0	6	
				WBR	8	6.7	29	
			SB	SBL	14	3.0	40	
				SBT	704	0.9	0	
				SBR	8	1.6	25	
250	Commercial Blvd	N Andrews Ave	EB	EBL	153	69.5	153	**41.5**
				EBT	1655	36.9	538	
				EBR	169	6.7	128	
			NB	NBL	373	62.8	611	
				NBT	292	45.8	274	
				NBR	114	38.9	311	
			WB	WBL	70	63.7	164	
				WBT	1133	41.4	1071	
				WBR	90	30.2	75	
			SB	SBL	224	35.8	178	
				SBT	487	54.1	319	
				SBR	145	8.4	121	
260	Commercial Blvd	NE 3rd Ave	WB	WBT	0	0.0	0	**7.7**
				WBR	28	8.5	0	
			SB	SBR	13	5.3	53	
270	Commercial Blvd	NE 6th Ave	EB	EBL	72	159.0	303	**56.0**
				EBT	1822	39.4	1217	
				EBR	95	40.3	1217	
			NB	NBL	86	94.4	298	
				NBT	321	105.2	938	
				NBR	103	109.9	938	
			WB	WBL	113	151.9	735	
				WBT	1963	42.9	1252	
				WBR	160	43.5	1289	
			SB	SBL	132	80.8	920	
				SBT	251	98.6	920	
				SBR	84	90.4	950	

Appendix H. Conceptual Signing Plan



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
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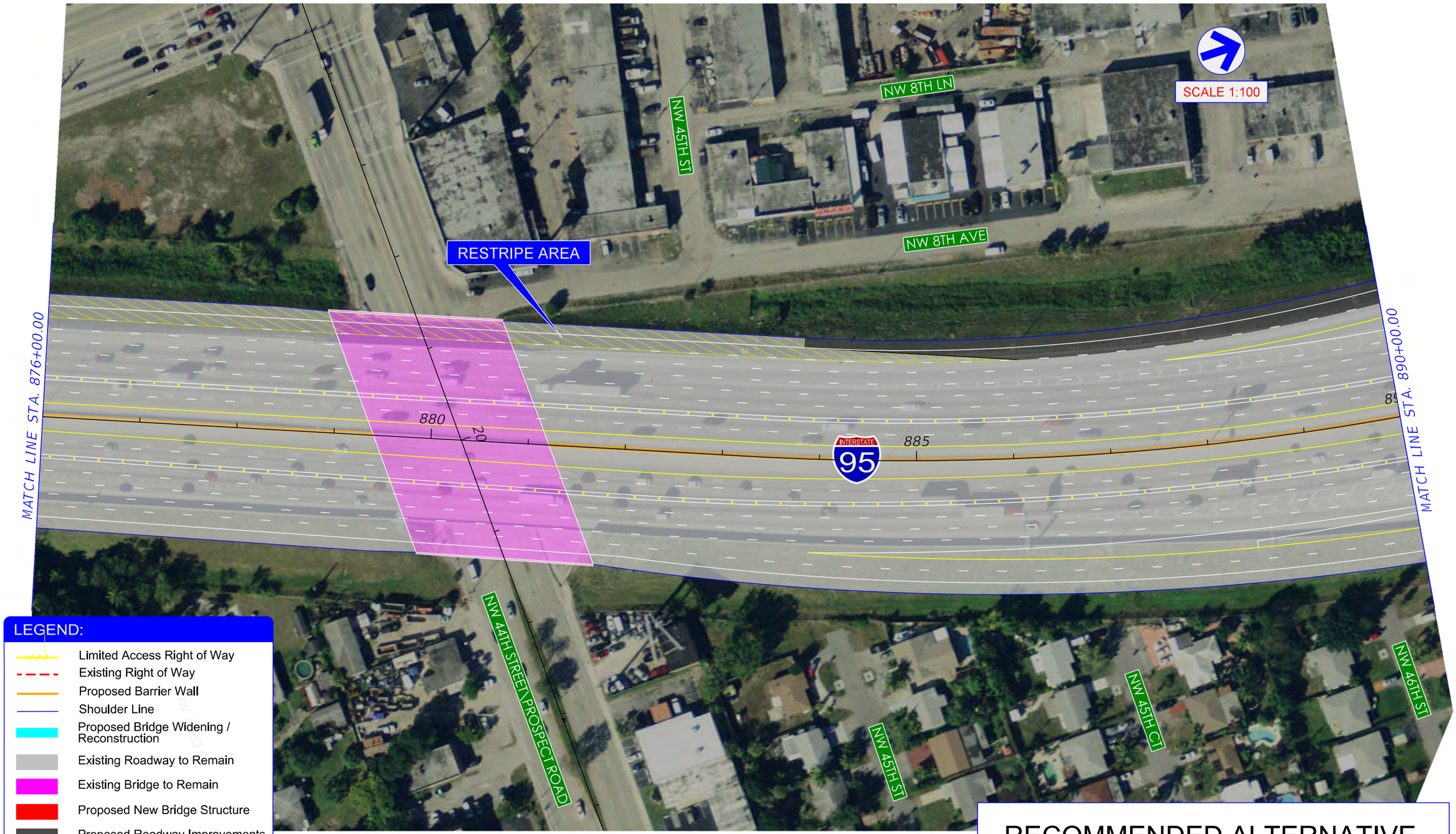
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-1



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

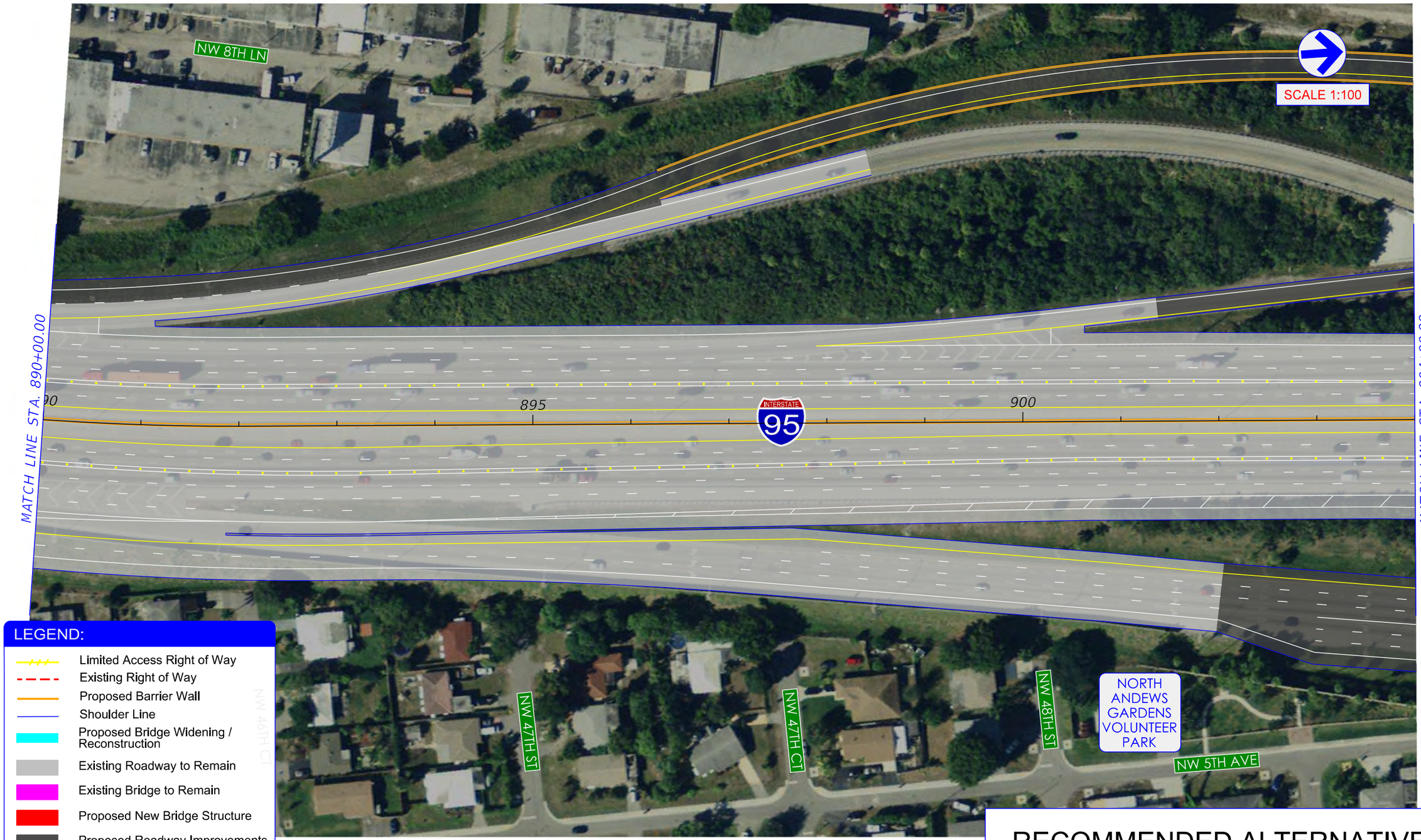
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-2



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
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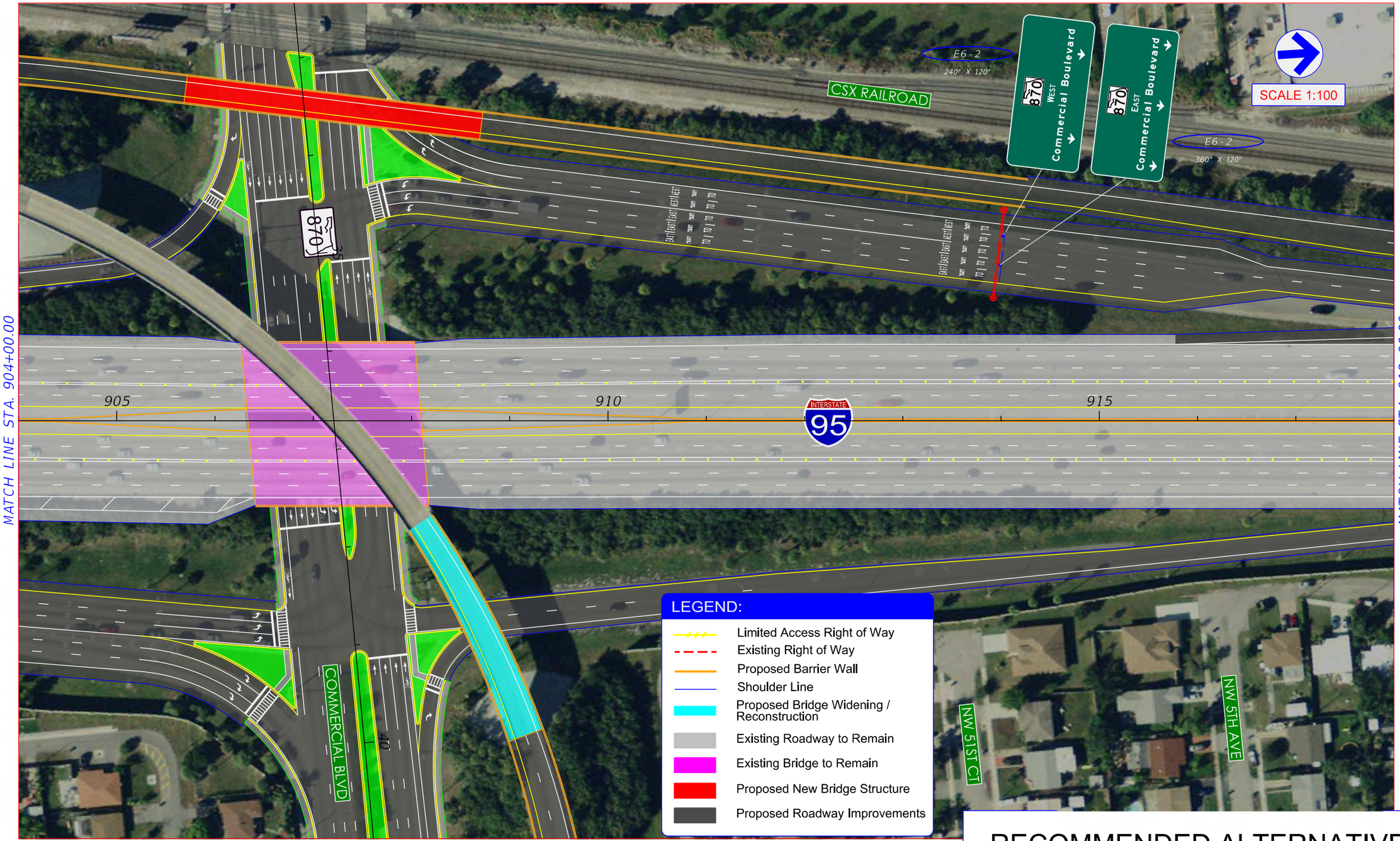
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P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-3



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-4



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

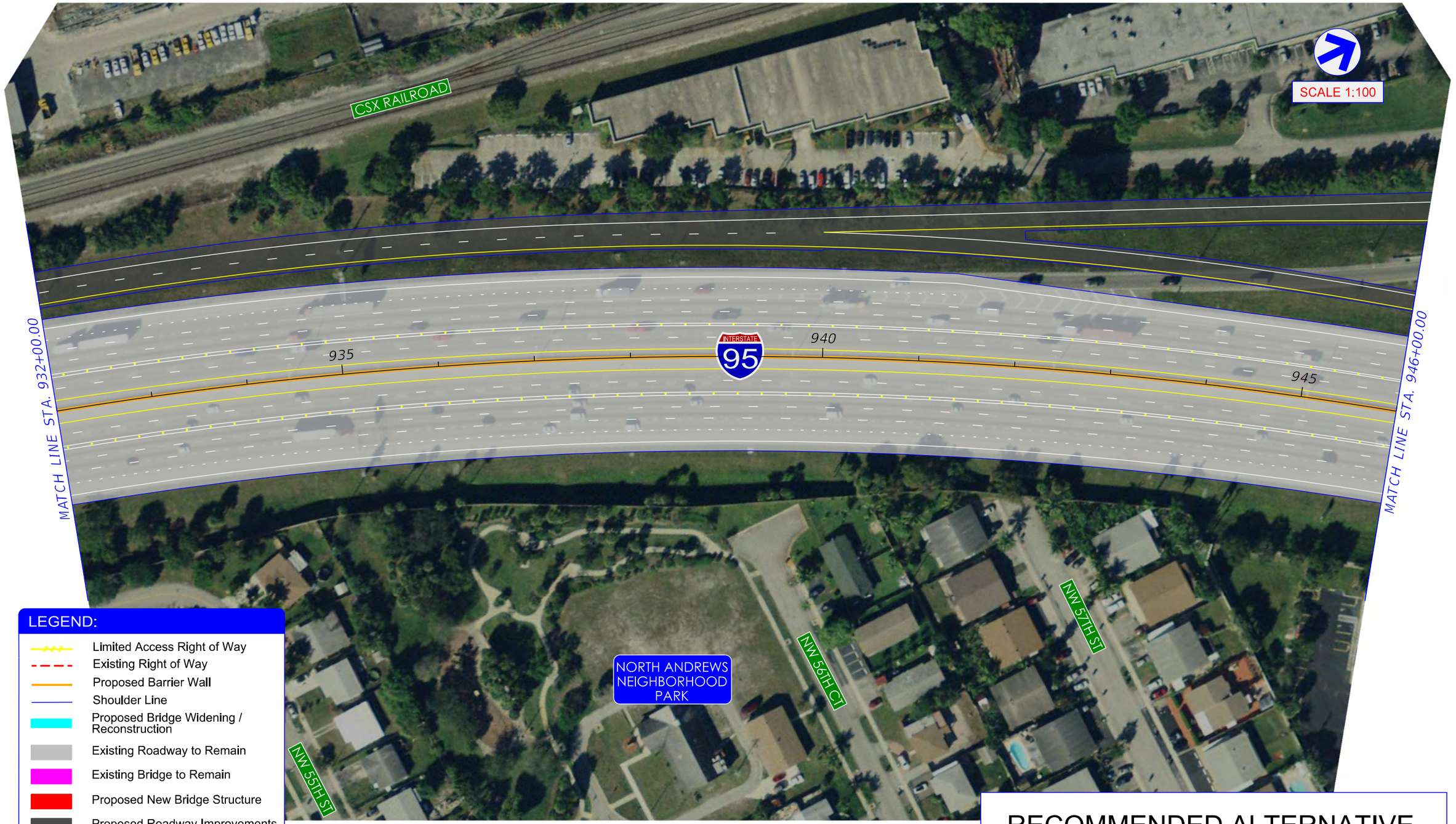
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P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-5



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
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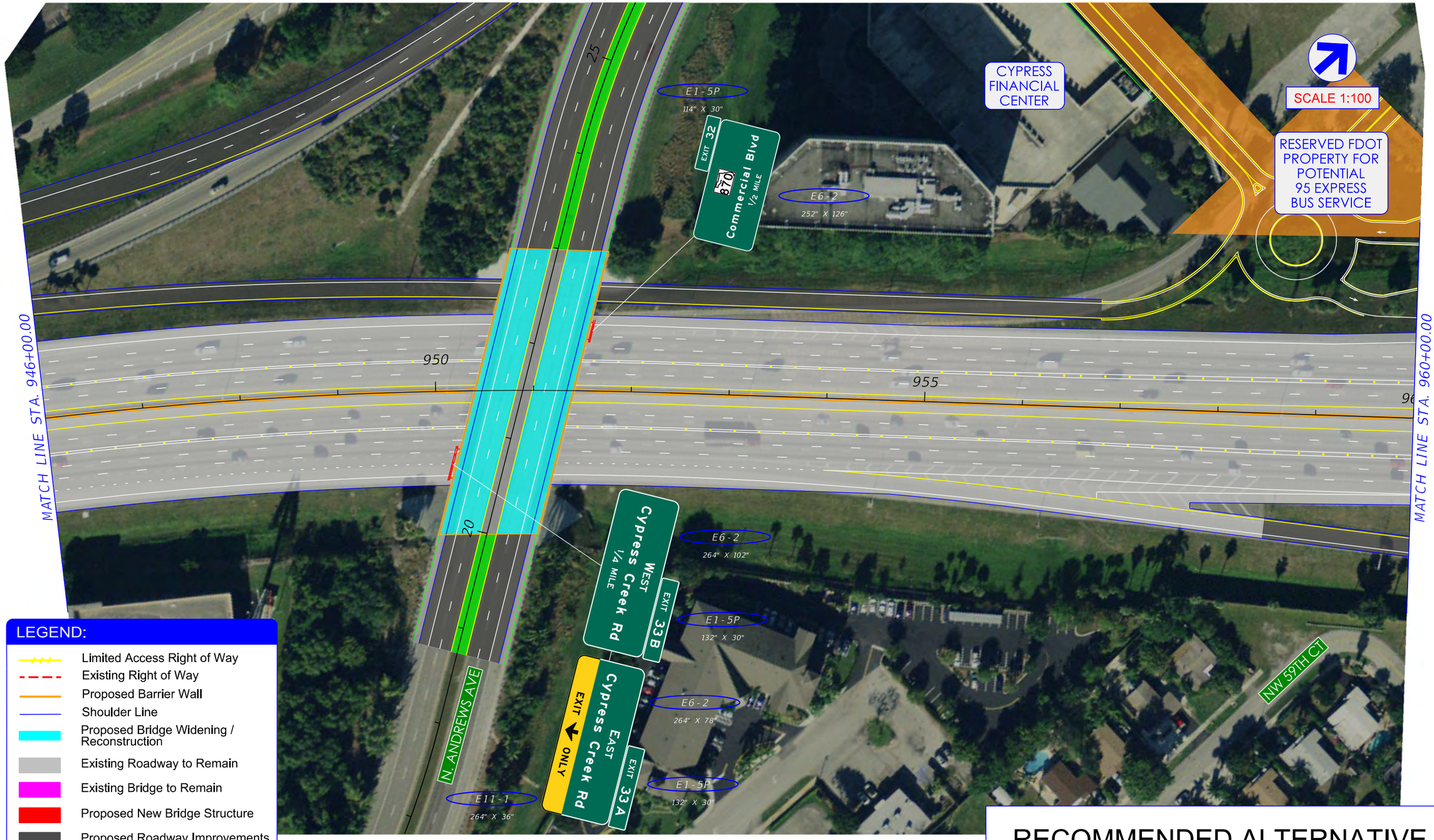
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P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-6



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

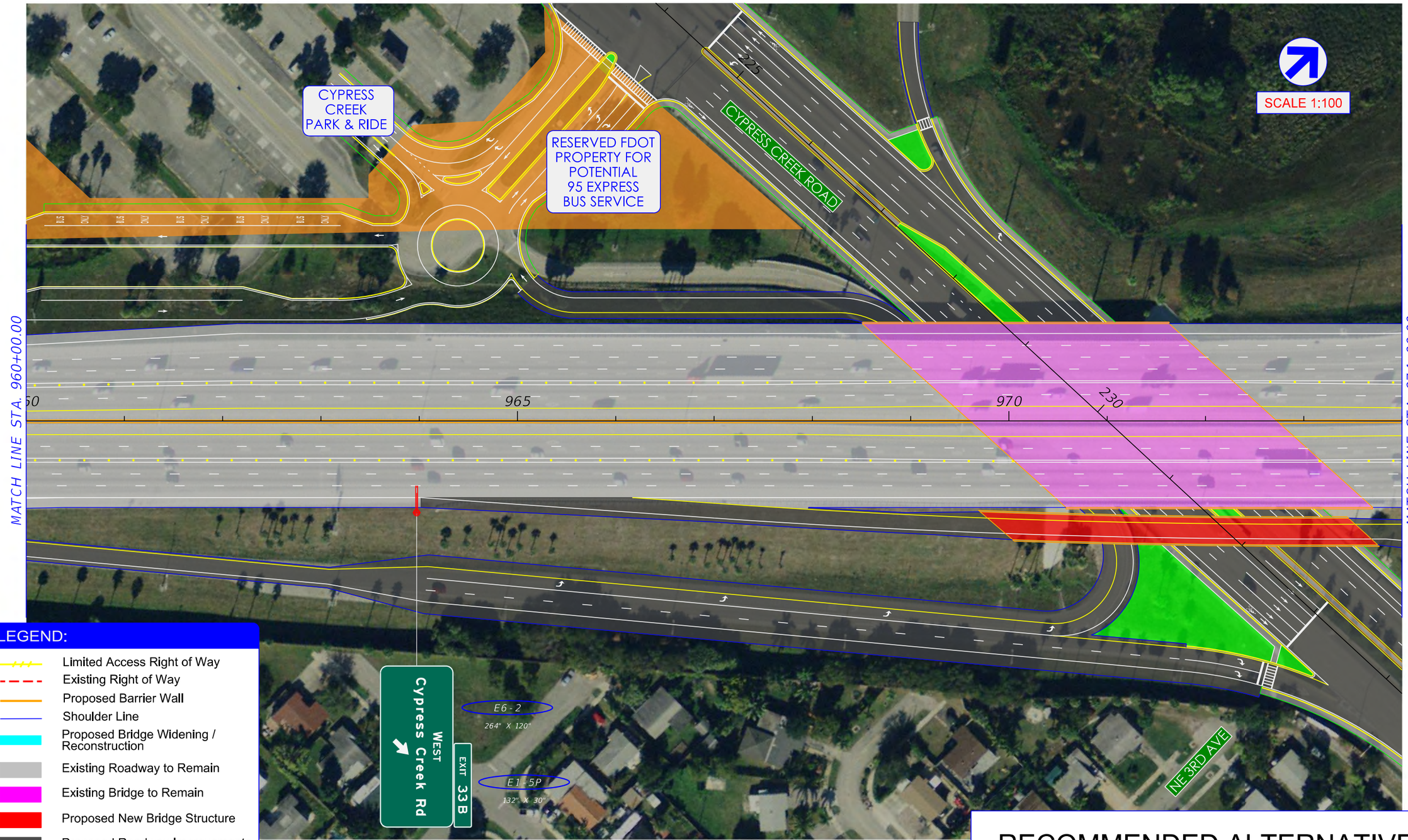
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P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO. S-7



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

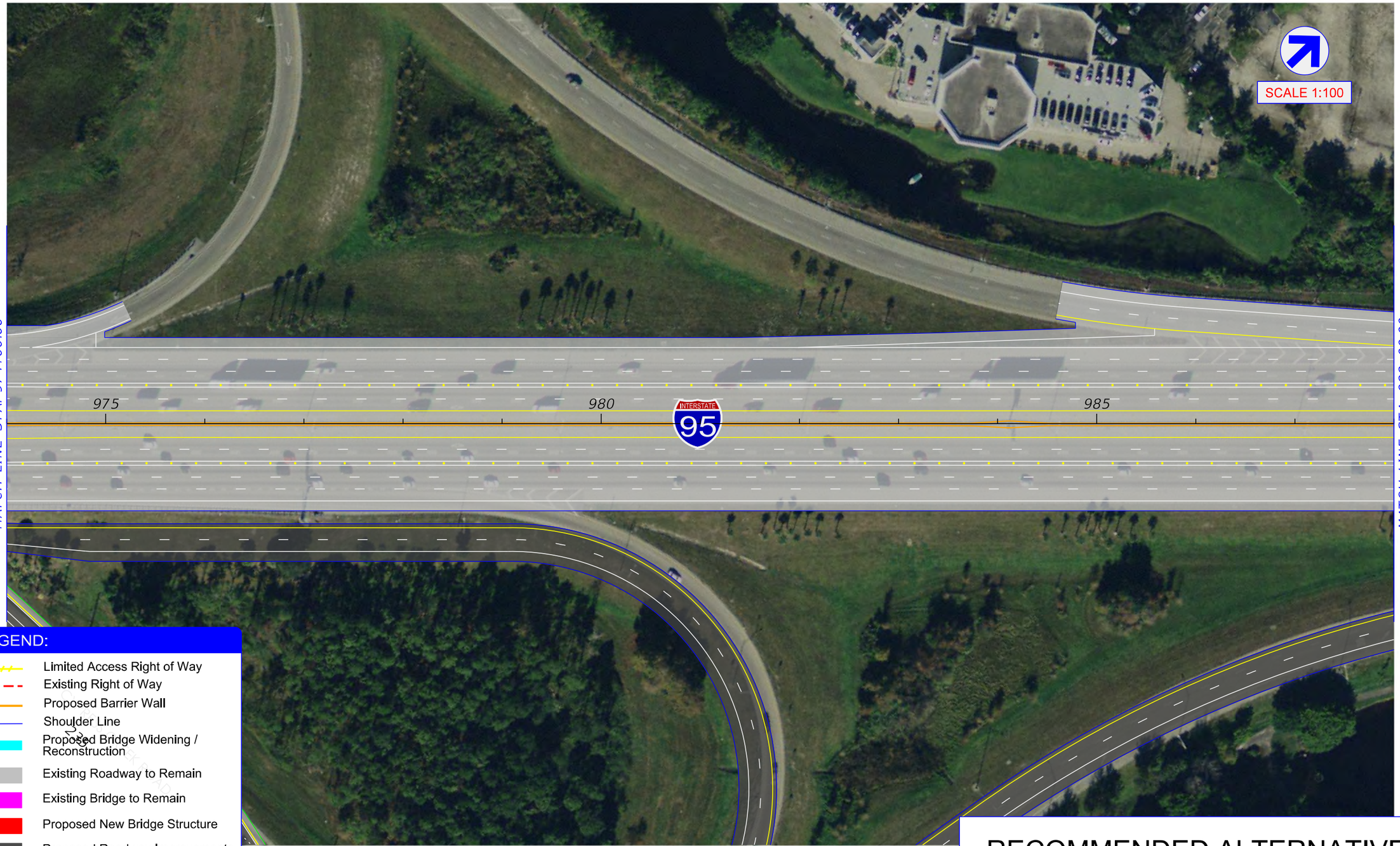
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO. S-8



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

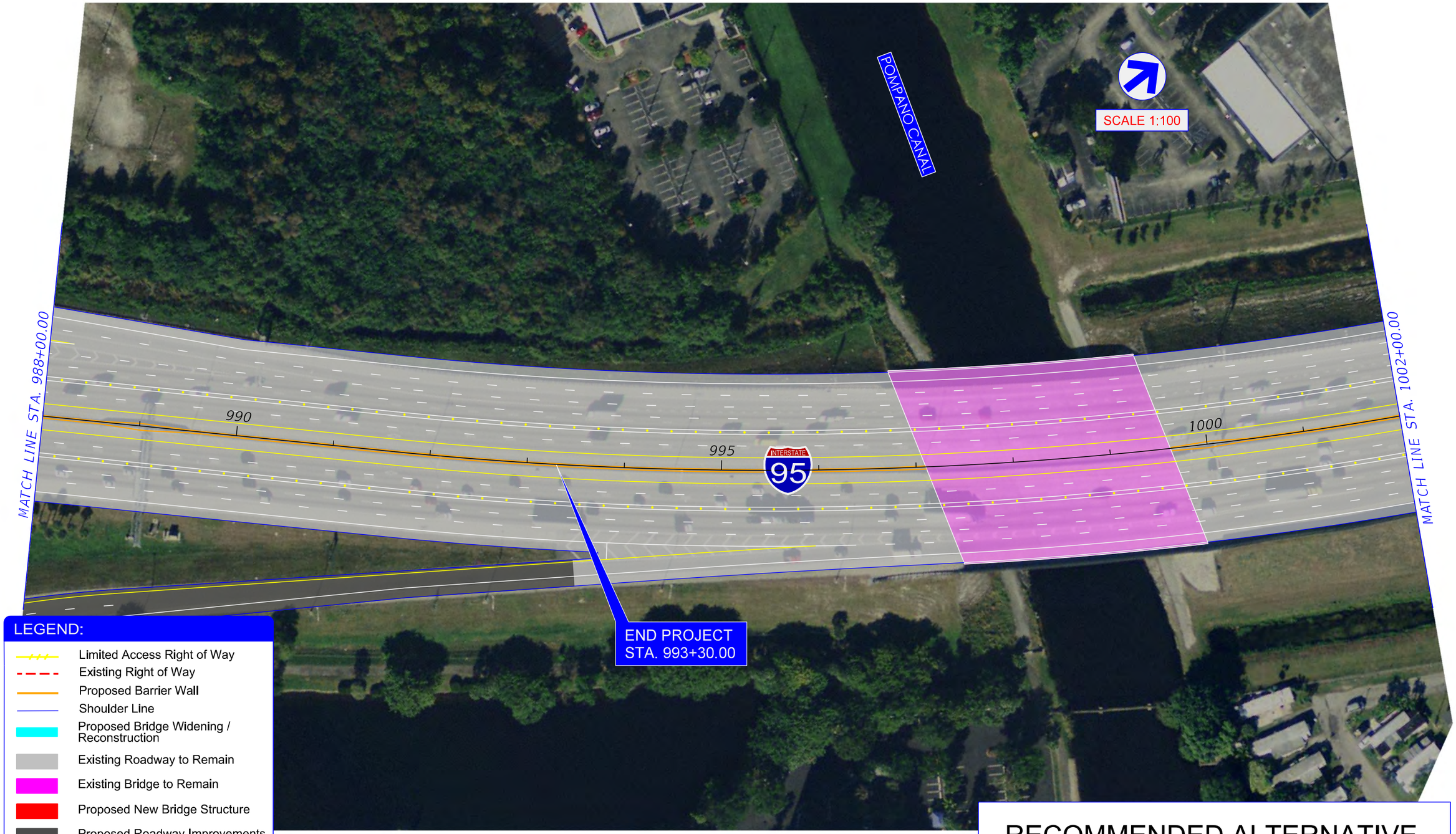
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO. S-9



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

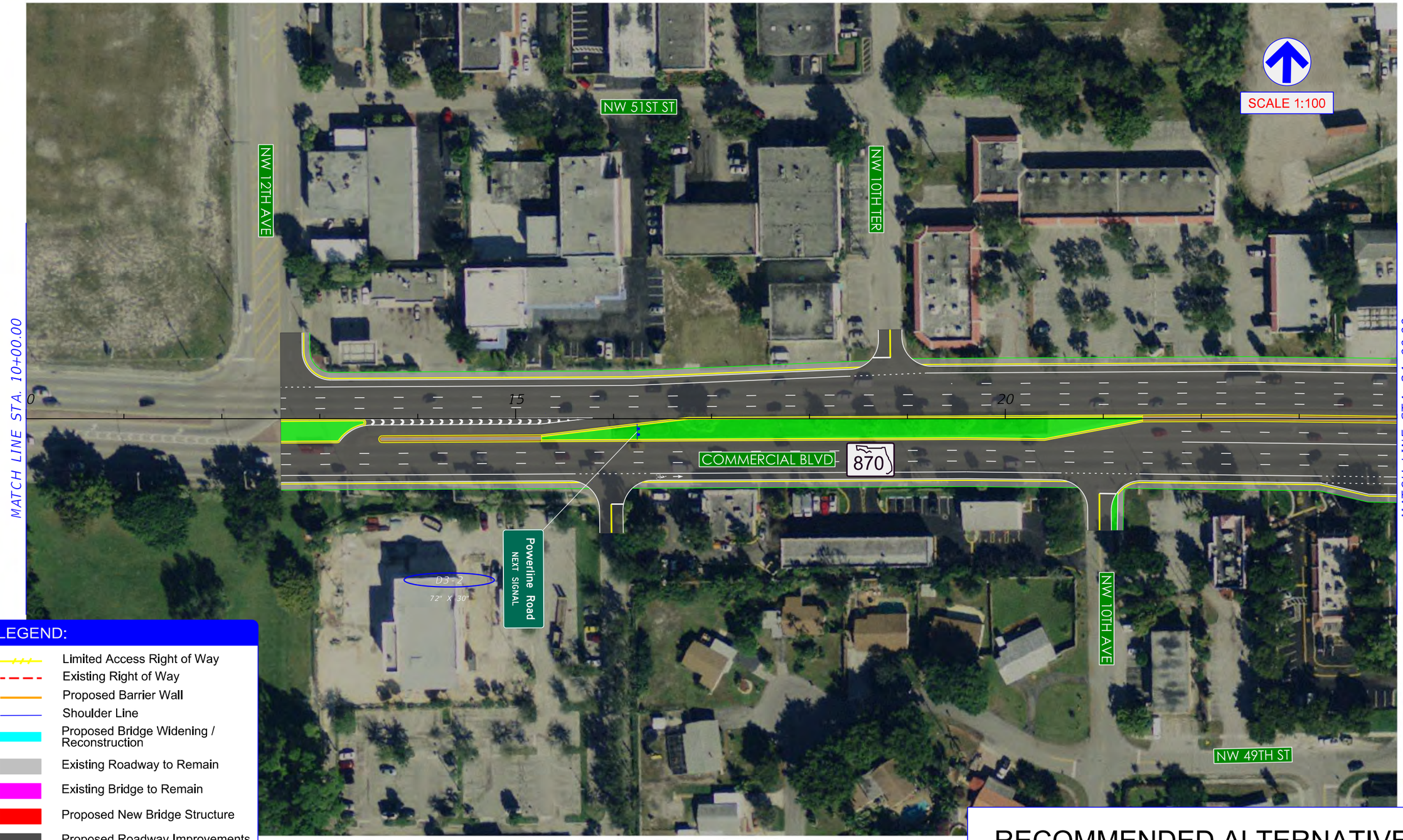
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-10



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

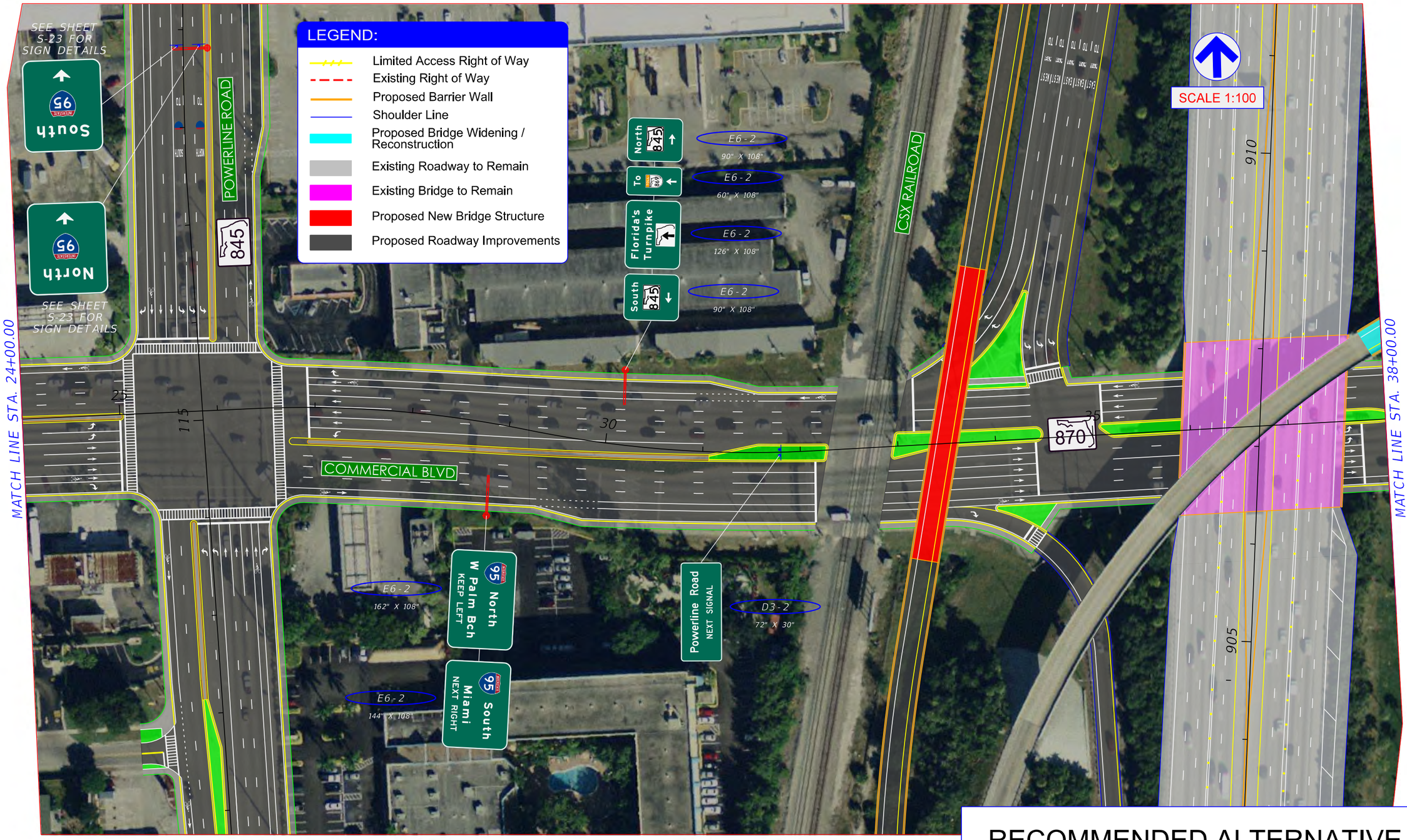
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 870	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-11



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

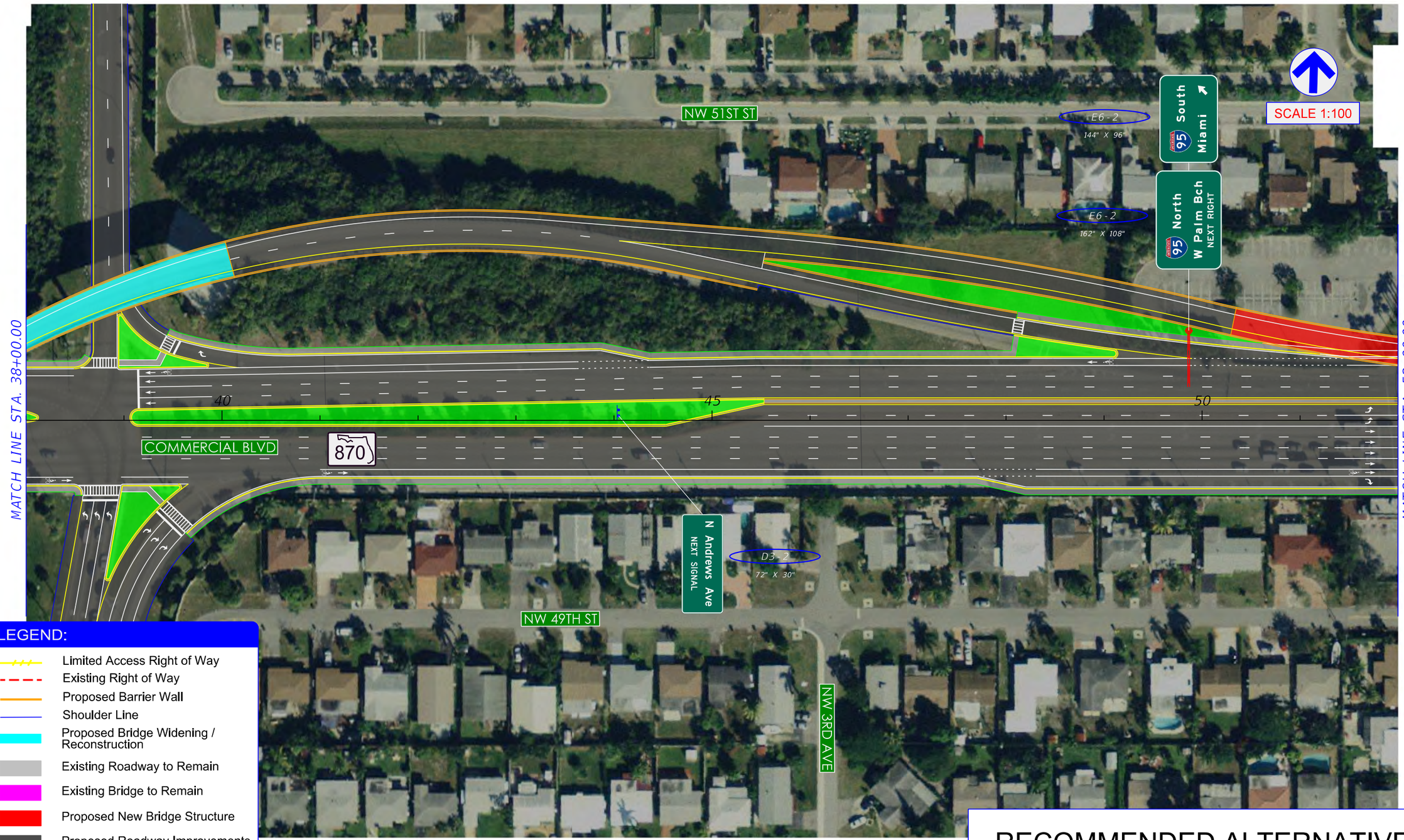
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 870	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-12



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 870	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-13



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

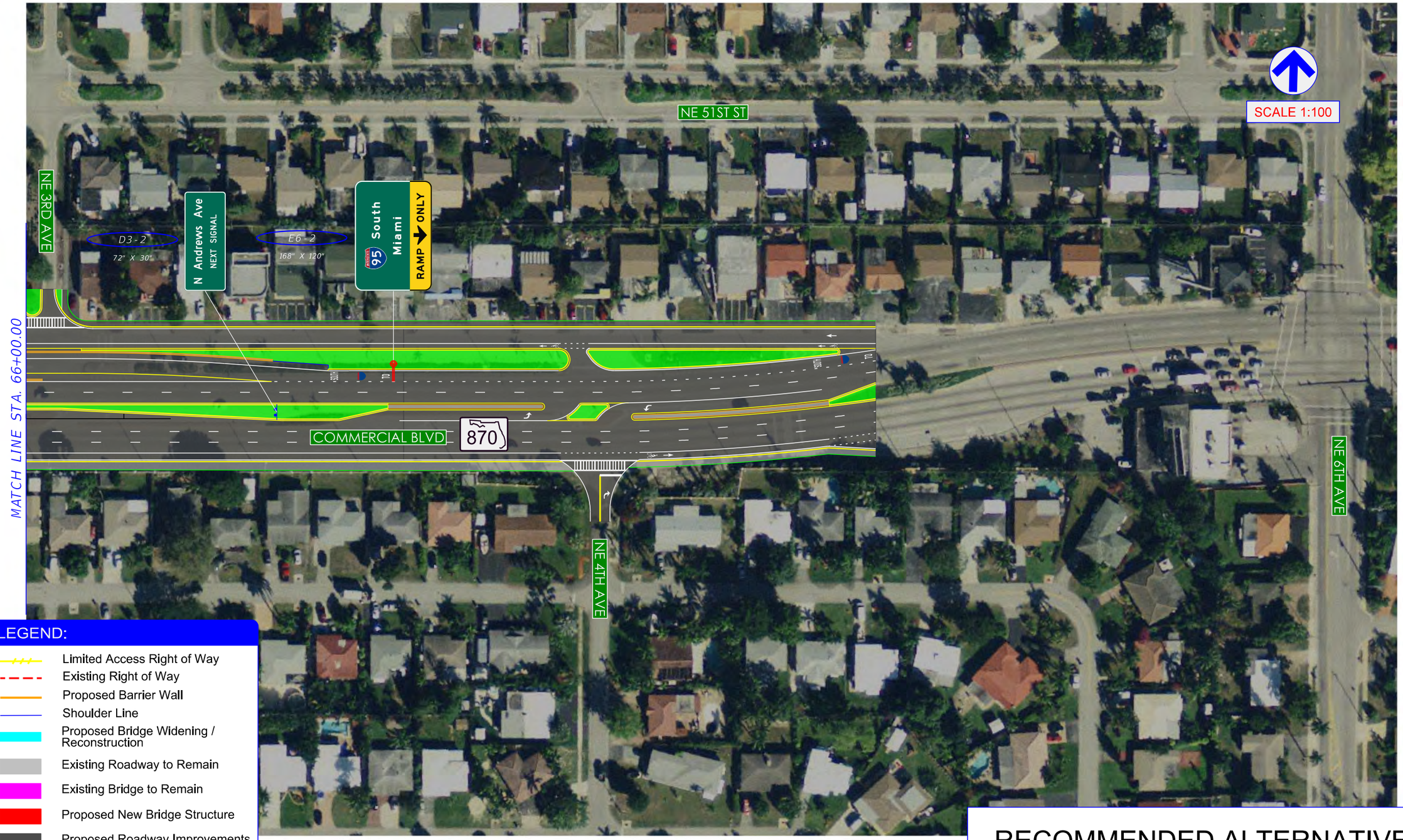
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 870	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-14



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

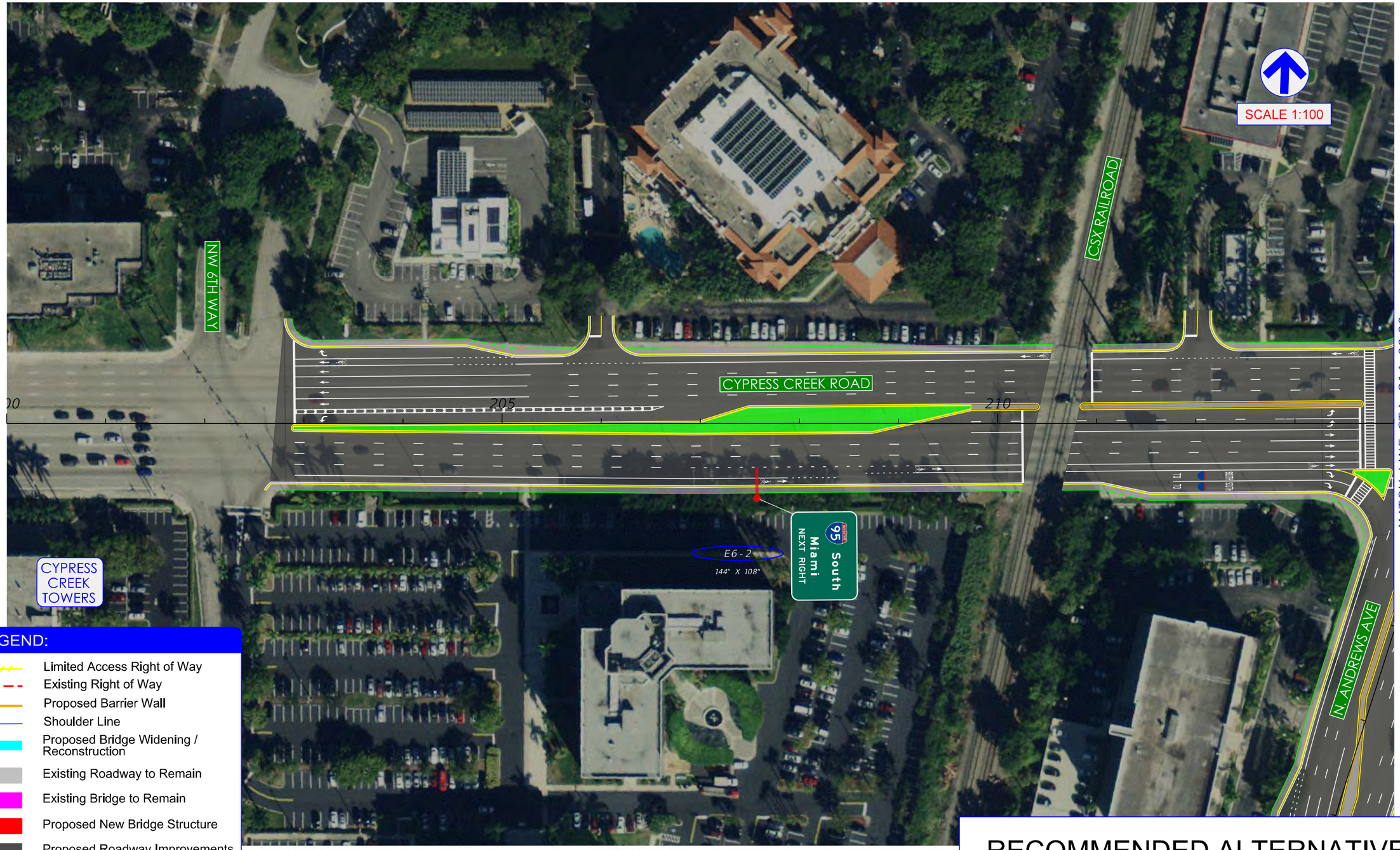
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 870	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-15



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

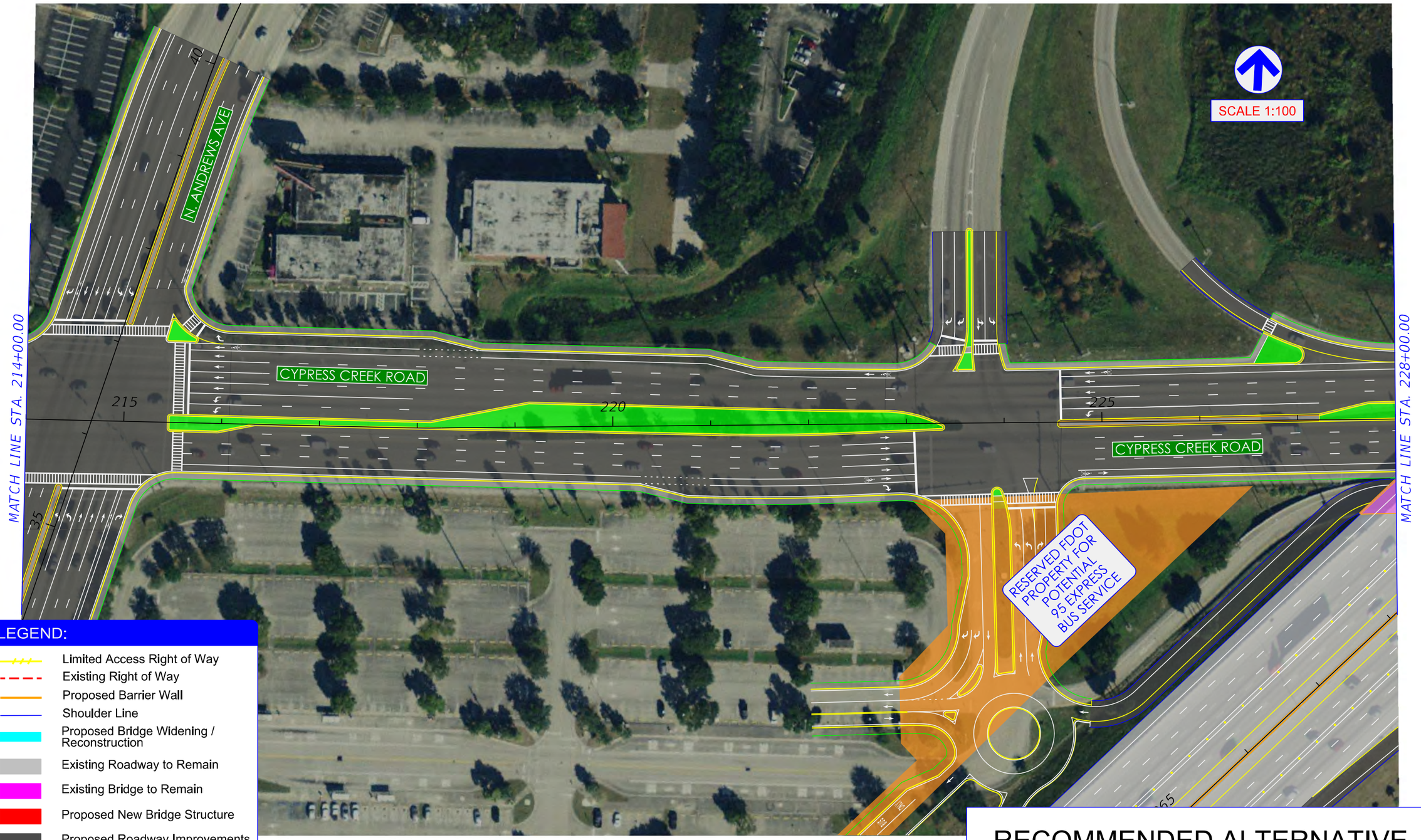
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-16



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

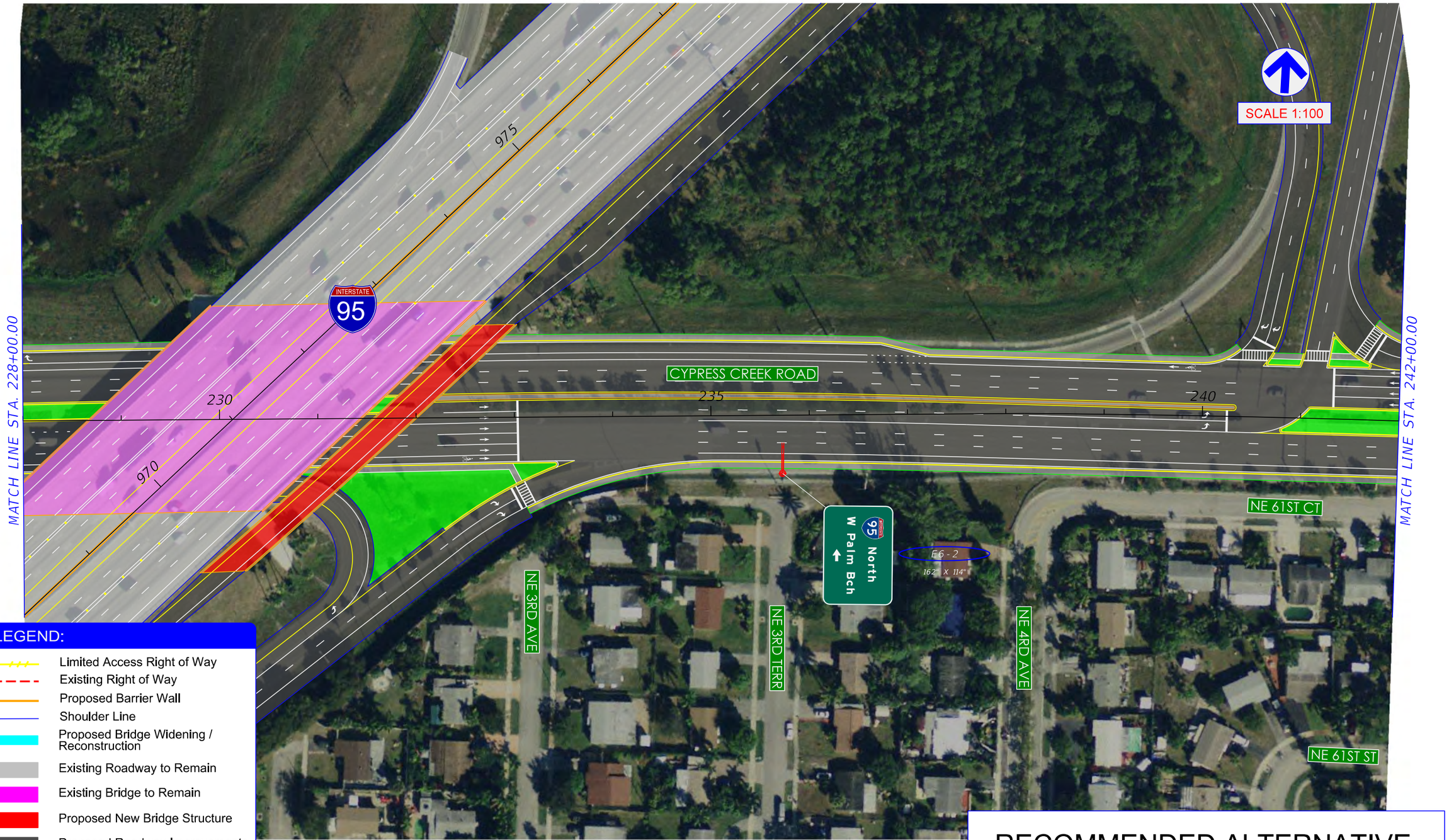
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P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-17



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

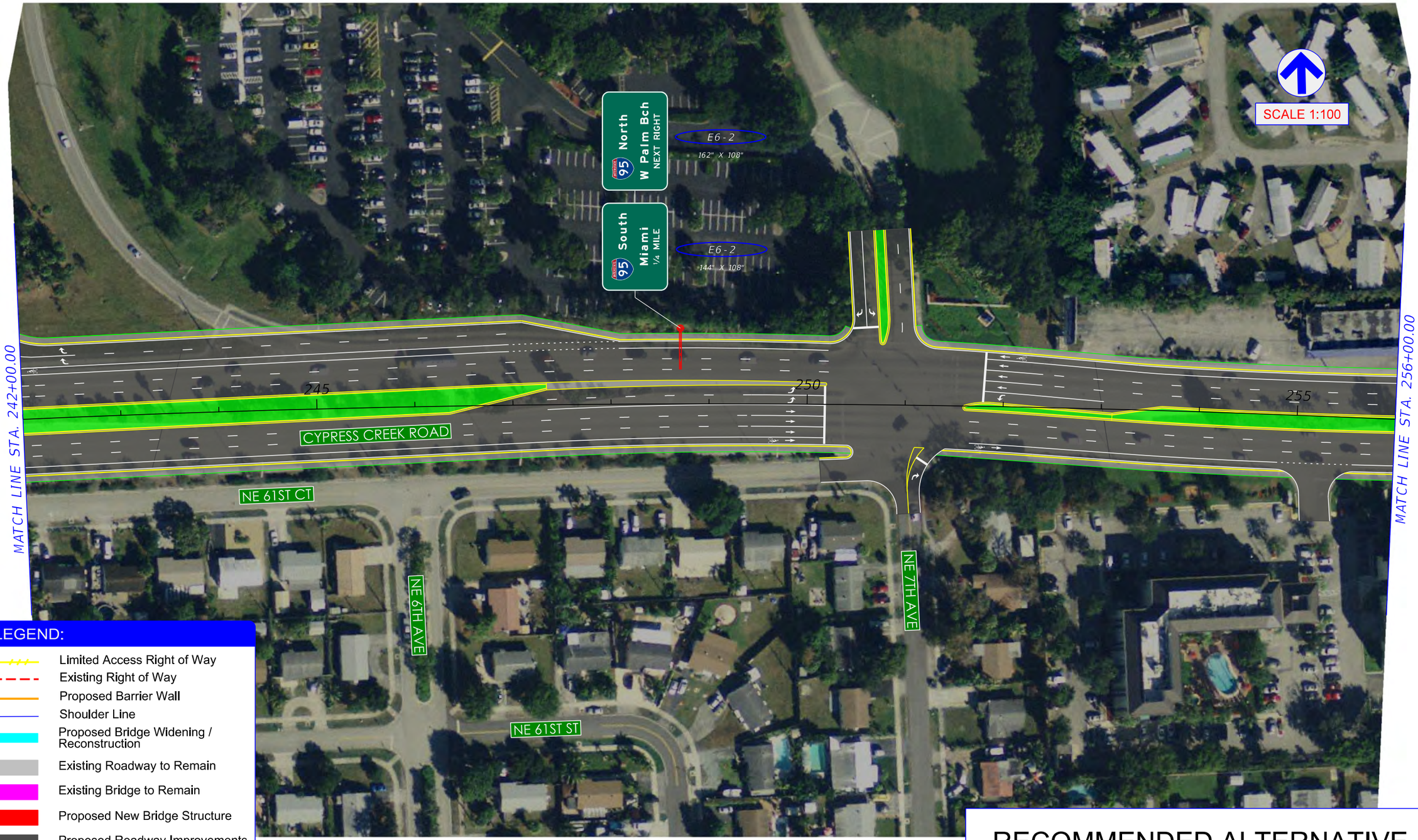
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-18



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

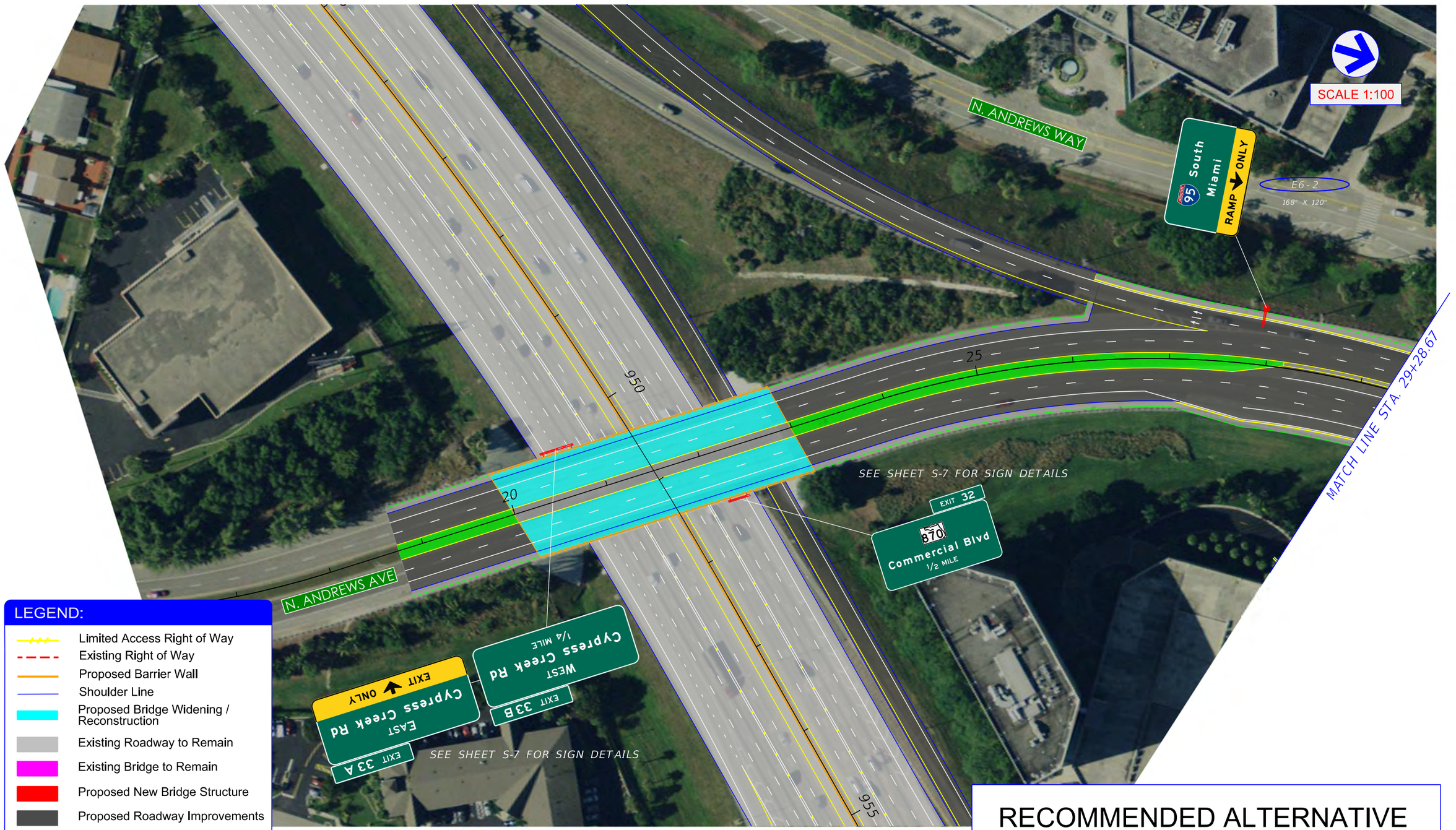
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-19



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

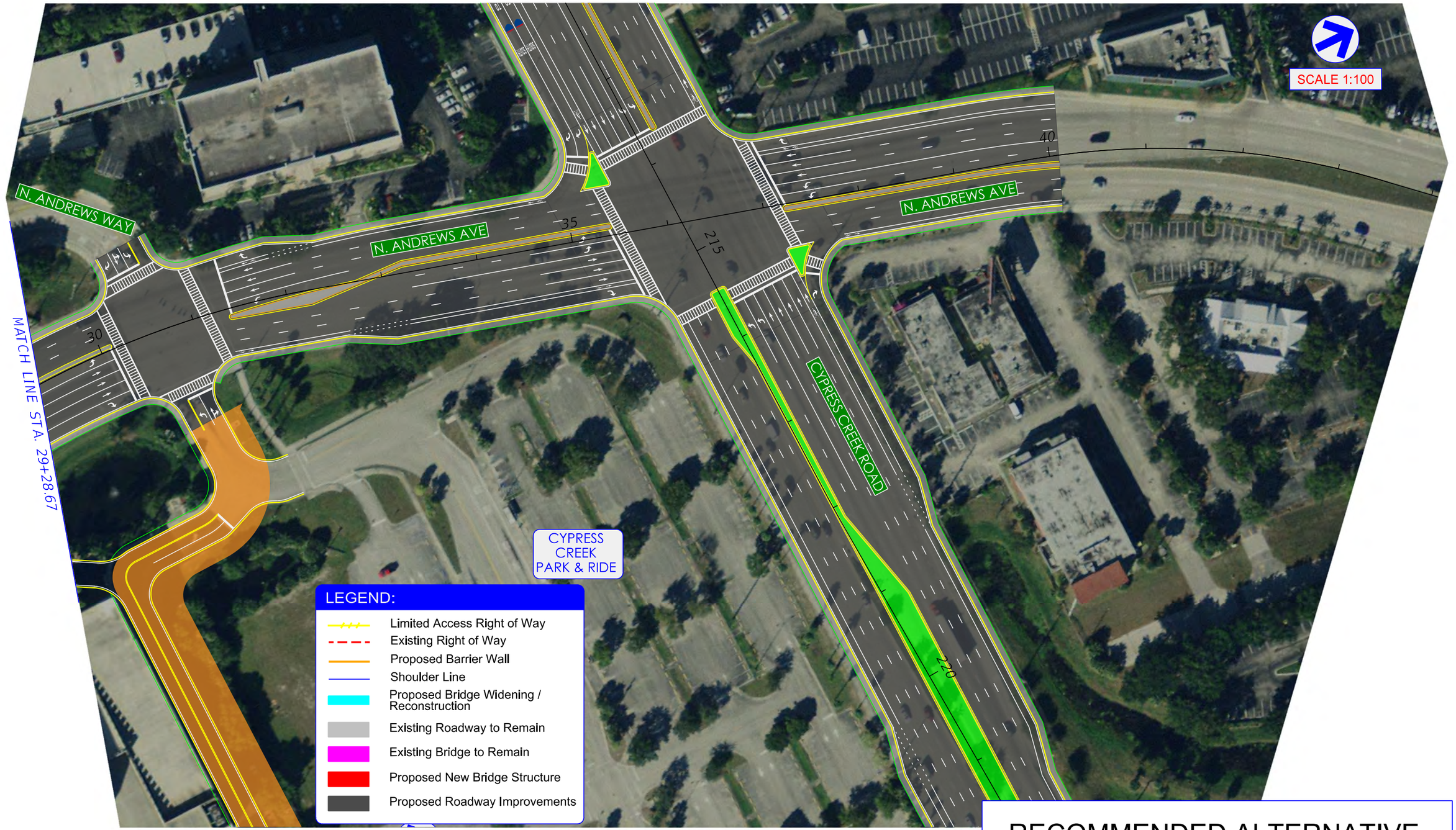
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-20



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

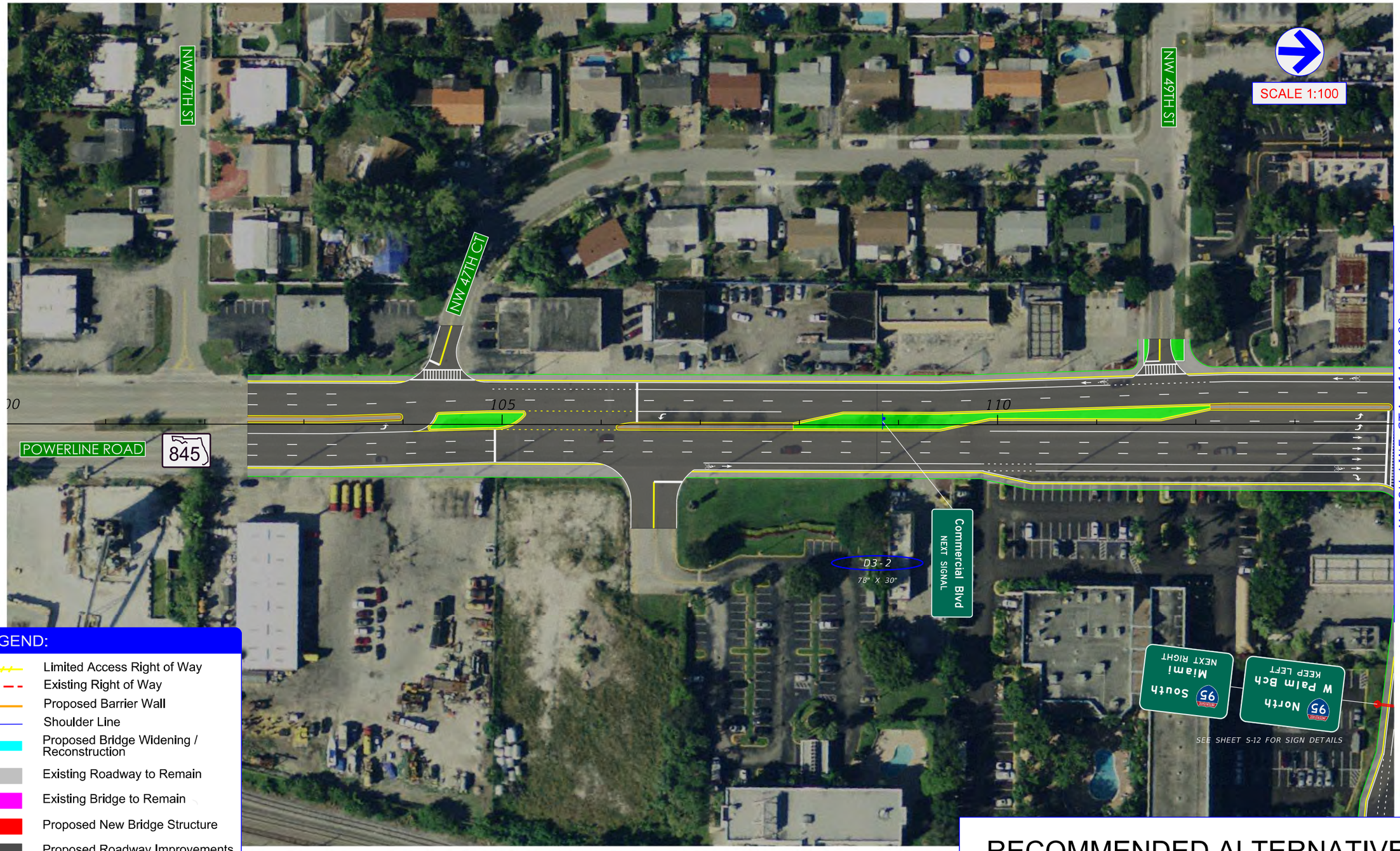
SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-21



LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 845	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO. S-22

SCALE 1:100

MATCH LINE STA. 114+00.00

MATCH LINE STA. 128+00.00

NW 51ST PL

E6 - 2
120" X 108"

E6 - 2
120" X 108"

D3 - 2
72" X 30"

North 95

South 95

Commercial Blvd
NEXT SIGNAL

115

120

125

845

POWERLINE ROAD

COMMERCIAL BLVD

30

BJ's

LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SILVIA M. BELTRE, P.E.
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STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 845	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-23



RECOMMENDED ALTERNATIVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SILVIA M. BELTRE, P.E.
P.E. LICENSE NUMBER 51295
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD. SUITE 900
CORAL GABLES, FLORIDA 33134
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 845	BROWARD	435808-1

PRELIMINARY
CONCEPT SIGNING PLANS

SHEET NO.
S-24