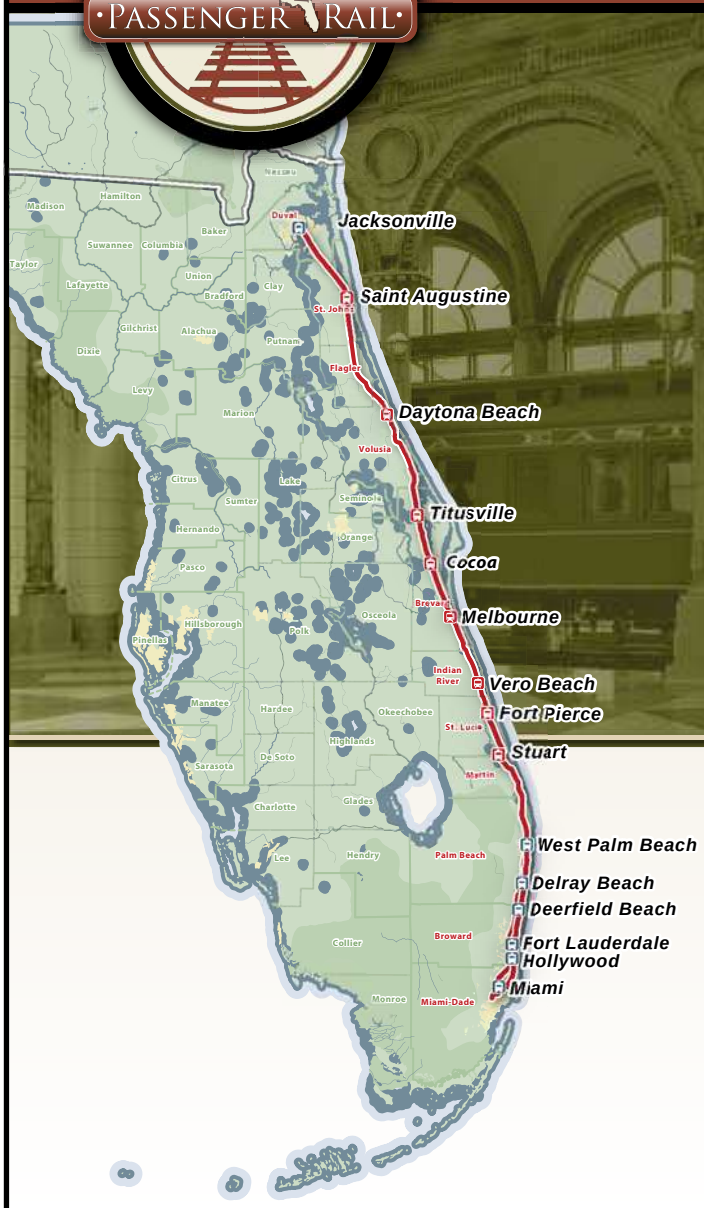
Appendix A

Environmental Support Documents

FEC AMTRAK® Passenger Rail



August 2010

TBG061410232339ORL

Federal Aid Project Number: FR-HSR-09-003

Appendix A (List of Attachments)

Air Quality Screening Technical Memorandum (June 2010)
Contamination Screening Evaluation Report (July 2010
Cultural Resource Survey Assessment (July 2010)
Endangered Species Biological Assessment (July 2010)
ETDM Programming Summary Report (July 2010)
Noise and Vibration Assessment (July 2010)
Wetland Evaluation Report (July 2010)

MEMO

West Palm Beach, FL

TO: Gregor Senger, Project Manager
Florida Department of Transportation
District 4
Planning & Environmental Management

DATE: June 28, 2010

FROM: Bill Evans, PE, AICP
Courtney Arena, Senior Environmental Scientist
Stanley Consultants, Inc.

SUBJECT: Technical Memorandum for the
Air Quality Screening & Modeling

High Speed Intercity Passenger Rail - Florida
East Coast Amtrak Service
FAP: FR-HSR-09-003
ETDM #11860 Mainline Railway

The Florida East Coast (FEC) Amtrak Service High-Speed Intercity Passenger Rail project will provide intercity passenger rail service along Florida's east coast between Jacksonville and Miami. The project utilizes the existing FEC Railway and proposes a connector track (Northwood Crossover) to the existing South Florida Rail Corridor (SFRC).

The project was reviewed for air quality impacts consistent with the guidance provided by FHWA, FTA and FRA. The Amtrak route passes through eleven counties along Florida's east coast: Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Brevard, Volusia, Flagler, St. Johns, and Duval. With respect to air quality, all of the counties are designated as attainment for all of the National Ambient Air Quality Standards (NAAQS) under the criteria provided in the Clean Air Act. The study area is currently designated as being attainment for the following criteria air pollutant(s): ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide and lead. For this reason, the Clean Air Act conformity requirements do not apply to the project.

The following summarizes the air quality study performed on the project area. The air quality study consisted of dispersion modeling (ambient concentrations or microscale) “hot spot" analysis to estimate ambient carbon monoxide (CO) concentrations in the study area and emissions inventory (or mesoscale) analysis. Both of these were performed at three key roadway intersections in the study area. Additionally, estimates for Greenhouse Gas Emissions and Energy Consumption were quantified. The study was based on the assumption of two (2) additional trains per day, passing through the intersections in question.

Table 1. Intersections Selected for Air Quality Screening & Modeling

Location	Intersection Description	Municipality/County	NAAQS Designation
At Grade Crossing	Northlake Blvd at Old Dixie Hwy	West Palm Beach / Palm Beach	Attainment
At Grade Crossing	Northlake Blvd at10th St	West Palm Beach / Palm Beach	Attainment
At Grade Crossing	SR 16 at N. Ponce De Leon	St. Augustine / St. John's	Attainment

Ambient Concentration Analysis & Results

A three-step screening and analysis process was used. In the initial step of the process, Project air pollutant levels were evaluated in terms of potential CO concentrations. The EPA criteria states that intersections that currently operate at LOS D or worse, or would operate at LOS D or worse under future conditions, should be considered for air quality analysis. This initial or "worst-case" EPA screening criterion is the first step of the analysis process and is accepted by FDOT.

Level of service is a measure of the performance of the intersection in processing the volume of vehicles attempting to pass through it. Level of service is expressed as a letter rating based largely on the overall average delay during the highest volume hour at the intersection, where LOS A is best and LOS F worst. Adverse air quality impacts are extremely unlikely at locations that operate at LOS C or better, and EPA and FDOT do not require air quality analysis of such locations. In applying the EPA/FDOT screening procedure to the project, the intersections with the highest traffic volumes according to the FDOT Railroad Crossing Index were selected for further air quality analysis. The intersections modeled in the ambient concentrations analysis are listed in Table 1.

The second step is the use of COSCREEN, FDOT's official screening model, to estimate maximum carbon monoxide (CO) concentrations at the intersections identified in the initial screening. CO Florida 2004 software was used to evaluate each intersection. The CO Florida 2004 default input values for the Palm Beach/Broward/Dade region and the North Florida region were used for meteorology inputs, along with MOBILE6.2 parameters, persistence factors, and background CO concentrations. Three mainline crossings/intersections were subjected to the carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic.

The Florida Department of Transportation's (FDOT's) screening model, CO Florida 2004 (released September 7, 2004) uses the latest United States Environmental Protection Agency (USEPA)-approved software (MOBILE6 and CAL3QHC) to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one-and eight-hour NAAQS for CO, which are 35 parts per million (ppm) and 9 ppm, respectively. The traffic data input used in the evaluation is attached to this memorandum. Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway.

Modeled 1-hour and 8-hour CO concentrations are compared to the NAAQS in Tables 2 and 3, respectively. The results show there are no CO concentrations that exceed the NAAQS standards. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour (NAAQS) for this pollutant. As such, the project "passes" the screening model. The results of the screening model are attached to this memorandum.

Table 2. Maximum Predicted 1-Hour CO Concentrations

Location	Intersection/Description	Municipality/County	Concentration (ppm)	NAAQS Standard (ppm)
At Grade Crossing	Northlake Blvd at Old Dixie Hwy	West Palm Beach / Palm Beach	10.0	35.0
At Grade Crossing	Northlake Blvd at 10th St	West Palm Beach / Palm Beach	10.3	35.0
At Grade Crossing	SR 16 at N. Ponce De Leon	St. Augustine / St. John's	9.3	35.0

Table 3. Maximum Predicted 8-Hour CO Concentrations

Location	Intersection/Description	Municipality/County	Concentration (ppm)	NAAQS Standard (ppm)
At Grade Crossing	Northlake Blvd at Old Dixie Hwy	West Palm Beach / Palm Beach	6.0	9.0
At Grade Crossing	Northlake Blvd at 10th St	West Palm Beach / Palm Beach	6.2	9.0
At Grade Crossing	SR 16 at N. Ponce De Leon	St. Augustine / St. John's	5.5	9.0

Emissions Inventory Analysis & Results

The third step evaluates detailed dispersion modeling and emissions inventory. If predicted concentrations at any of the intersections had exceeded the NAAQS, detailed site-specific analysis for those intersections would have been required using the EPA CAL3QHC and MOBILE6.2 models in accordance with EPA, FDOT, and DEP guidance. Since none of the three intersections exceeded the NAAQS, detailed analysis was not necessary. However, the MOBILE6.2 model was used to analyze pollutant emissions factors for automobiles and locomotives.

The emissions inventory was prepared in order to compare the relative impacts of the project for purposes of disclosure and public information as mandated under NEPA. Since the project region is not in a nonattainment area for any criteria air pollutant, the EPA Transportation Conformity Rule does not apply and the emission inventory is not required for conformity purposes.

The emissions inventory was developed for motor vehicles, including transit buses for the project area, and locomotive emissions for the full build alternative. The roadway network for the analysis was defined based on the project traffic studies. The emissions inventory was prepared in accordance with guidance issued by EPA, FDOT, and the Florida DEP. Emissions were calculated for carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NOx), particulate matter less than 10 micrometers (PM_{10}), and particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$). The emission factors used to estimate the vehicle emissions were calculated using the EPA MOBILE6.2 program. The specific MOBILE6.2 input values were developed from FHWA and FDOT guidance. Emission factors for locomotives were obtained from EPA. Regional summary level emissions were calculated by multiplying the AADT volumes by vehicle type as supplied from regional model outputs.

The emissions inventory for this project consists of emissions from all vehicles as they travel the proposed 350 mile route, twice per day (approximately 1400 miles per day or 81,710,000 passenger miles per year) between Jacksonville and Miami. Emissions factors for all automobiles were generated

using MOBILE6.2 using site specific vehicle miles traveled (VMT) and other site specific parameters. The emissions outlined in Table 4 below are those calculated for automobiles emissions that will be eliminated with the addition of the proposed rail service. Table 4 also shows the emissions from the proposed locomotives additions and the percent reduction of pollutant emissions that would result from the additional rail service.

The data show up to a 90%+ reduction in criteria pollutant emissions per year. Emissions from the locomotives were calculated using EPA emission factors for locomotives and the horsepower rating of the locomotive for two (2) additional trips per day.

Table 4. Results of Pollutant Emissions Analysis

Pollutant	Automobile Total Emissions (10^3 tons/year) - 2010	Locomotive Total Emissions (10^3 tons/year) - 2010	Percentage Reduction in Emissions
VOC	853.7	6.83	99.20%
NOx	1,755.3	184.96	89.46%
CO	5,354.5	18.21	99.66%
PM_{10}	62.3	4.55	92.69%
$PM_{2.5}$	45.8	4.55	90.1%

Greenhouse Gas Emissions Analysis & Results

Greenhouse gas (GHG) emissions were also analyzed for the project area. Anytime there is a reduction of the number of passenger vehicles traveling on the nation's roadways, there will be a positive effect on greenhouse gas production. Using the same methodology as above, the GHG inventory for this project consists of emissions from all vehicles as they travel the proposed 350 mile route, twice per day (approximately 1400 miles per day or 81,710,000 passenger miles per year) between Jacksonville and Miami. The study also utilized the emission factors from the "*Center for Clean Air Policy and Center for Neighborhood Technology", January 2006* Report and locomotive data from Amtrak. Table 5 outlines GHG emissions for the project area. The "Auto No-Build" column lists the total GHG emissions for automobiles only, without the additional trains. The "Locomotive Full Build", alternately, shows GHG emissions from the train traffic only. This allows for comparison between automobile and train emissions. As before, there is a substantial reduction in GHG emissions for the full build alternative and the CO_2 emissions are reduced by more than half.

Table 5. Greenhouse Gas Emissions Analysis

Pollutant	Auto No-Build: Total Emissions (10^3 tons/year) - 2010	Locomotive Full Build: Total Emissions (10^3 tons/year) - 2010
CO_2	21.42	9.61
N_2O	NA	2.46×10^{-4}
CH_4	NA	7.57×10^{-4}

Note: Automobiles are not significant sources of N_2O and CH_4 emissions

Energy Analysis & Results

The energy analysis for this project was analyzed in terms of thermal equivalence. The equivalent amounts of energy used was calculated for automobiles and compared to trains, in millions of British

thermal units or MMBtu. EPA's emission factor source, AP-42, gives thermal equivalence values for diesel fuel and gasoline. One gallon of gasoline combusted is equal to 0.13 MMBtu, whereas one gallon of diesel fuel combusted yields 0.137 MMBtu. Given these factors, the fuel consumption rate of the trains (1.7 gal/mi) and an average mile per gallon for passenger vehicles and diesel trucks, the energy balance was calculated. Table 6 shows that locomotive travel is much more energy efficient than automobiles over the same project area. The locomotives are more than 12.5 times more efficient in terms of the total MMBtu consumed by each form of transportation over the same distance travelled.

Table 6. Energy Analysis

Form of Transportation	Gallons of Gasoline (Gallons/Yr)	Gallons of Diesel (Gallons/Yr)	Thermal Equivalence (MMBtu/Yr)
Automobile	3,908,376.88	30,876.77	512,3196.11
Locomotive	0.00	297,152.94	40,709.95

Conclusions

The Build Alternatives, with an increased number of train trips per day (2), would result in substantial reductions in air emissions for both criteria pollutants and greenhouse gases, as well as, greatly reduces the amount of energy consumed. Even with the small increase in rail intersection interruption, the minimal increase in emissions from vehicles in queue will vastly be outnumbered by the emissions reductions from the decrease in total traffic. As stated above, the increase in train service will account for up to 90%+ reduction in total emissions for criteria pollutants for the project area, which amounts to nearly 8 million tons of pollutants per year.

References

COFlorida2004 (a Florida-specific, MOBILE6-Based CO Screening Model for Air Quality Analyses of Transportation Projects); available at http://www.dot.state.fl.us/emo/software/software.htm.

Florida Department of Environmental Protection, Air Resource Management Rules, Chapter 62-204 (Air Pollution Control – General Provisions); available at http://www.dep.state.fl.us/legal/Rules/air/62-204.pdf.

Florida Department of Transportation, Project Development & Environmental (PD&E) Manual, Part 1, Chapter 14, Federal Transit Administration (FTA) Environmental Process, available at http://www.dot.state.fl.us/EMO/pubs/pdeman/pdeman1.shtm.

Florida Department of Transportation, Project Development & Environmental (PD&E) Manual, Part 2, Chapter 16, Air Quality Analysis, available at http://www.dot.state.fl.us/EMO/pubs/pdeman/pdeman1.shtm.

Federal Highway Administration memorandum, Discussion Paper on the Appropriate Level of Highway Air Quality Analysis for a CE, EA/FONSI, and EIS, April 7, 1986; available from the FHWA Environmental Guidebook; available at http://www.fhwa.dot.gov/environment/index.htm.

Federal Highway Administration, Distribution of Particulate Matter Guidance Document, October 10, 1995; available at http://environment.fhwa.dot.gov/guidebook/vol1/doc1h.pdf.

Emission Factors for Locomotives. Office of Transportation and Air Quality, EPA-420-F-09-025, April 2009; available at http://www.epa.gov/nonroad/locomotv/frm/42097051.pdf.

USEPA's MOBILE model – http://www.epa.gov/otaq/mobile.htm.

Appendix A

Supporting Documentation & Data Inputs

TRAFFIC DATA FOR AIR QUALITY ANALYSIS

Date: _June 28, 2010__ Prepared by: _Stanley Consultants, Inc.____
Financial Project ID Number(s): _____
Federal Aid Number(s): _FR-HSR-09-003_____
Project Description: High Speed Intercity Passenger Rail - Florida East Coast Amtrak Service
ETDM #: 11860 Mainline Railway

==========

Year: _2010_
Intersection: Northlake & 10th St.
Land Use: Urban __X__, Suburban_____, or Rural _____

Approach	EB		WB		NB		SB	
	VPH	Speed	VPH	Speed	VPH	Speed	VPH	Speed
Build	1612	40	1411	40	481	40	862	40

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Year: _2010_
Intersection: Northlake & Old Dixie Hwy.
Land Use: Urban __X__, Suburban_____, or Rural _____

Approach	EB		WB		NB		SB	
	VPH	Speed	VPH	Speed	VPH	Speed	VPH	Speed
Build	1604	40	1586	40	435	40	150	40

==========

Year: _2010_
Intersection: US Hwy 1 & SR 16
Land Use: Urban __X__, Suburban_____, or Rural _____

Approach	EB		WB		NB		SB	
	VPH	Speed	VPH	Speed	VPH	Speed	VPH	Speed
Build	1039	40	219	40	359	45	712	45

CO Florida 2004

Project: FEC Amtrak
Facility: North Lake Blvd - Old Dixie Hwy
Analyst:

Environmental Data:
- Temperature: 58 F
- Reid Vapor Pressure: 11.5 psi
- Land Use: Urban
- Stability Class: D
- Surface Roughness: 175
- Background Concentration: 1-hr = 5.0 ppm 8-hr = 3.0 ppm

Project Data:
- Region: 6: Palm Beach / Broward / Dade
- Year: 2010
- Intersection Type: 6 x 4 Intersection
- Max 4-Lane Traffic: 435 veh/hour
- Max 6-Lane Traffic: 1604 veh/hour
- 4-Lane Speed: 40
- 6-Lane Speed: 40

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	7.1	4.3
Default Rec 2	8.0	4.8
Default Rec 3	9.2	5.5
Default Rec 4	10.0	6.0
Default Rec 5	7.8	4.7
Default Rec 6	7.3	4.4
Default Rec 7	9.0	5.4
Default Rec 8	8.6	5.2
Default Rec 9	8.2	4.9
Default Rec 10	7.9	4.7

****
PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED
****

CO Florida 2004

Project: FEC Amtrak
Facility: NorthLake - 10th/US 1
Analyst:

Environmental Data:
- Temperature: 58 F
- Reid Vapor Pressure: 11.5 psi
- Land Use: Urban
- Stability Class: D
- Surface Roughness: 175
- Background Concentration: 1-hr = 5.0 ppm 8-hr = 3.0 ppm

Project Data:
- Region: 6: Palm Beach / Broward / Dade
- Year: 2010
- Intersection Type: 6 x 4 Intersection
- Max 4-Lane Traffic: 862 veh/hour
- Max 6-Lane Traffic: 1612 veh/hour
- 4-Lane Speed: 40
- 6-Lane Speed: 40

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	8.3	5.0
Default Rec 2	8.5	5.1
Default Rec 3	9.7	5.8
Default Rec 4	10.3	6.2
Default Rec 5	8.3	5.0
Default Rec 6	8.9	5.3
Default Rec 7	9.4	5.6
Default Rec 8	8.8	5.3
Default Rec 9	8.6	5.2
Default Rec 10	8.2	4.9

****
PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED
****

06-11-2010

CO Florida 2004

Project: FEC Amtrak
Facility: US Hwy 1/SR 16
Analyst:

Environmental Data:

Temperature:	41 F
Reid Vapor Pressure:	11.5 psi
Land Use:	Urban
Stability Class:	D
Surface Roughness:	175
Background Concentration:	1-hr = 5.0 ppm 8-hr = 3.0 ppm

Project Data:

Region:	1: North Florida
Year:	2010
Intersection Type:	4 x 4 Intersection
Max Approach Traffic Volume:	1039 veh/hour
Speed:	40

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	8.3	5.0
Default Rec 2	8.4	5.0
Default Rec 3	9.1	5.5
Default Rec 4	8.9	5.3
Default Rec 5	7.8	4.7
Default Rec 6	8.9	5.3
Default Rec 7	9.1	5.5
Default Rec 8	8.4	5.0
Default Rec 9	8.3	5.0
Default Rec 10	7.8	4.7

****
PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED
****

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******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                 *
* Input file: MOBILE6.IN (file 1, run 1).                                    *
******************************************************************************
* This text will be written to the descriptive output file.

* Reading start Starts/day distribution from the following external
* data file: STPERDAY.D


* Reading hourly start distribution from the following external
* data file: SDIST.D


* Reading non-default WEEKDAY RUNNING LOSS HOURLY TRIP LENGTH FRACTIONS
* from the following external data file: WEDATRIP.D



* Reading non-default WEEKEND RUNNING LOSS HOURLY TRIP LENGTH FRACTIONS
* from the following external data file: WEENTRIP.D



* Reading Registration Distributions from the following external
* data file: REGDATA.D
  M614 Comment:
               User supplied diesel sale fractions.

* Reading non-default MILEAGE ACCUMULATION RATES from the following external
* data file: MILEDAT.D
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: FVMT.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: HVMT.DEF


* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SVMT.DEF


* # # # # # # # # # # # # # # # # # # # # # # # # # #
* NorthLake

* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* This text will also be written to the descriptive output file.

* Reading PM Gas Carbon ZML Levels
* from the external data file PMGZML.CSV

* Reading PM Gas Carbon DR1 Levels
* from the external data file PMGDR1.CSV

* Reading PM Gas Carbon DR2 Levels
* from the external data file PMGDR2.CSV
```

```
* Reading PM Diesel Zero Mile Levels
* from the external data file PMDZML.CSV

* Reading the First PM Deterioration Rates
* from the external data file PMDDR1.CSV

* Reading the Second PM Deterioration Rates
* from the external data file PMDDR2.CSV
  M617 Comment:
               User supplied alternate AC input: Cloud Cover Fraction set to 0.85.
  M619 Comment:
               User supplied alternate AC input: Peak Sun between 11 AM, and  5 PM.
  M618 Comment:
               User supplied alternate AC input: Sunrise at  6 AM, Sunset at  9 PM.

          User supplied gasoline sulfur content = 250.0 ppm.

  M616 Comment:
               User has supplied post-1999 sulfur levels.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

* Reading Ammonia (NH3) Basic Emissiion Rates
* from the external data file PMNH3BER.D

* Reading Ammonia (NH3) Sulfur Deterioration Rates
* from the external data file PMNH3SDR.D

                     Calendar Year:  2010
                             Month:  July
                          Altitude:  Low
               Minimum Temperature:  72.0 (F)
               Maximum Temperature:  92.0 (F)
                 Absolute Humidity:  115. grains/lb
                  Nominal Fuel RVP:   7.8 psi
                     Weathered RVP:   7.4 psi
               Fuel Sulfur Content:   30. ppm

               Exhaust I/M Program:  No
                  Evap I/M Program:  No
                       ATP Program:  No
                  Reformulated Gas:  No

Emissions determined from WEEKEND hourly vehicle activity fractions.

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV
 LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------
------    ------    ------    ------
   VMT Distribution:    0.9658    0.0179    0.0039              0.0025    0.0052
0.0001    0.0035    0.0010    1.0000
 Fuel Economy (mpg):      24.1      18.6      14.3      17.6       7.2      32.4
 19.9       7.9      50.0      23.6

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-----------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.664     0.662     1.230     0.764     3.048    0.464
0.812     0.303      2.22     0.672
     Composite CO  :      7.27      7.49     10.90      8.10     17.61     1.364
1.333     0.966     16.36     7.267
     Composite NOX :      0.467     0.460     0.808     0.523     5.686    1.334
```

```
1.183     4.696      0.99     0.501
     Composite CO2 :     368.1     477.8     620.4     503.6    1227.8    313.8
512.6    1290.6      177.4    376.00

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---------------------------------
Exhaust emissions (g/mi):
        VOC   Start:     0.104     0.114     0.195     0.128               0.140
0.353                0.381
      VOC   Running:     0.161     0.182     0.328     0.208               0.325
0.459                1.235
  VOC Total Exhaust:     0.265     0.296     0.523     0.337     0.732     0.464
0.812     0.303      1.62     0.270

           CO Start:      1.17      1.47      2.83      0.00               0.503
0.674                3.199
         CO Running:      6.10      6.02      8.07      0.00               0.861
0.660               13.164
   CO Total Exhaust:      7.27      7.49     10.90      0.00     17.61     1.364
1.333     0.966     16.36     7.267

          NOx Start:     0.059     0.064     0.114     0.000               0.044
0.070                0.314
        NOx Running:     0.408     0.397     0.694     0.000               1.290
1.113                0.673
  NOx Total Exhaust:     0.467     0.460     0.808     0.000     5.686     1.334
1.183     4.696      0.99     0.501

--------------------------------------------------------------------------------
---------------------------------
Non-Exhaust Emissions (g/mi):
      Hot Soak Loss:     0.100     0.082     0.157     0.095     0.538     0.000
0.000     0.000     0.250     0.100
       Diurnal Loss:     0.017     0.016     0.030     0.019     0.096     0.000
0.000     0.000     0.013     0.017
       Resting Loss:     0.075     0.074     0.153     0.088     0.447     0.000
0.000     0.000     0.341     0.076
       Running Loss:     0.168     0.124     0.228     0.143     0.684     0.000
0.000     0.000     0.000     0.167
     Crankcase Loss:     0.008     0.010     0.010     0.010     0.012     0.000
0.000     0.000     0.000     0.008
     Refueling Loss:     0.031     0.060     0.129     0.072     0.540     0.000
0.000     0.000     0.000     0.033
  Total Non-Exhaust:     0.399     0.366     0.707     0.397     2.316     0.000
0.000     0.000     0.605     0.402

--------------------------------------------------------------------------------
---------------------------------
          Veh. Type:     LDGT1     LDGT2     LDGT3     LDGT4    LDDT12    LDDT34
                        ------    ------    ------    ------    ------    ------
            VMT Mix:    0.0159    0.0020    0.0039    0.0000    0.0001    0.0001
 Fuel Economy (mpg):      18.6      18.6      14.3       0.0      22.4      17.0
--------------------------------------------------------------------------------
---------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :     0.658     0.693     1.230     0.000     1.157     0.298
     Composite CO  :     7.43      7.99     10.90      0.00      1.886     0.509
     Composite NOX :     0.442     0.605     0.808     0.000     1.587     0.582
     Composite CO2 :   477.8     477.8     620.4       0.0     454.9     598.6
--------------------------------------------------------------------------------
---------------------------------
Exhaust emissions (g/mi):
        VOC   Start:     0.112     0.125     0.195     0.000     0.547     0.064
```

```
      VOC   Running:     0.180     0.202     0.328     0.000     0.610     0.234
  VOC Total Exhaust:     0.292     0.326     0.523     0.000     1.157     0.298

           CO Start:     1.41      1.94      2.83      0.00      1.038     0.131
         CO Running:     6.02      6.04      8.07      0.00      0.848     0.379
   CO Total Exhaust:     7.43      7.99     10.90      0.00      1.886     0.509

          NOx Start:     0.061     0.083     0.114     0.000     0.108     0.013
        NOx Running:     0.381     0.523     0.694     0.000     1.479     0.569
  NOx Total Exhaust:     0.442     0.605     0.808     0.000     1.587     0.582
-------------------------------------------------------------------------------------
----------------------------------
Non-Exhaust Emissions (g/mi):
      Hot Soak Loss:     0.082     0.082     0.157     0.000     0.000     0.000
       Diurnal Loss:     0.016     0.016     0.030     0.000     0.000     0.000
       Resting Loss:     0.074     0.074     0.153     0.000     0.000     0.000
       Running Loss:     0.124     0.124     0.228     0.000     0.000     0.000
     Crankcase Loss:     0.010     0.010     0.010     0.000     0.000     0.000
     Refueling Loss:     0.060     0.060     0.129     0.000     0.000     0.000
  Total Non-Exhaust:     0.366     0.366     0.707     0.000     0.000     0.000

-------------------------------------------------------------------------------------
----------------------------------
          Veh. Type:    HDGV2B    HDGV3     HDGV4     HDGV5     HDGV6     HDGV7
HDGV8A    HDGV8B
                        ------    ------    ------    ------    ------    ------
------    ------
            VMT Mix:    0.0000    0.0003    0.0003    0.0006    0.0000    0.0000
0.0000    0.0000
 Fuel Economy (mpg):       0.0       9.2       9.2       8.0       0.0       0.0
  0.0       0.0
-------------------------------------------------------------------------------------
----------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :     0.000     2.347     2.711     1.910     0.000     0.000
0.000     0.000
     Composite CO  :     0.00     12.72     12.42     11.70      0.00      0.00
0.00      0.00
     Composite NOX :     0.000     3.651     4.080     3.331     0.000     0.000
0.000     0.000
     Composite CO2 :     0.0     960.5     966.4    1113.3       0.0       0.0
0.0       0.0
-------------------------------------------------------------------------------------
----------------------------------
Exhaust emissions (g/mi):
  VOC Total Exhaust:     0.000     0.495     0.507     0.389     0.000     0.000
0.000     0.000
   CO Total Exhaust:     0.00     12.72     12.42     11.70      0.00      0.00
0.00      0.00
  NOx Total Exhaust:     0.000     3.651     4.080     3.331     0.000     0.000
0.000     0.000
-------------------------------------------------------------------------------------
----------------------------------
Non-Exhaust Emissions (g/mi):
      Hot Soak Loss:     0.000     0.473     0.641     0.364     0.000     0.000
0.000     0.000
       Diurnal Loss:     0.000     0.073     0.115     0.068     0.000     0.000
0.000     0.000
       Resting Loss:     0.000     0.361     0.529     0.299     0.000     0.000
0.000     0.000
       Running Loss:     0.000     0.511     0.480     0.290     0.000     0.000
0.000     0.000
     Crankcase Loss:     0.000     0.011     0.013     0.011     0.000     0.000
```

```
0.000     0.000
     Refueling Loss:     0.000     0.423     0.425     0.490     0.000     0.000
0.000     0.000
  Total Non-Exhaust:     0.000     1.852     2.204     1.521     0.000     0.000
0.000     0.000

-------------------------------------------------------------------------------------
----------------------------------
          Veh. Type:    HDDV2B    HDDV3     HDDV4     HDDV5     HDDV6     HDDV7
HDDV8A    HDDV8B
                        ------    ------    ------    ------    ------    ------
------    ------
            VMT Mix:    0.0000    0.0007    0.0007    0.0004    0.0000    0.0000
0.0000    0.0000
 Fuel Economy (mpg):       0.0      11.7      10.2       9.9       0.0       0.0
  0.0       0.0
-------------------------------------------------------------------------------------
----------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :     0.000     0.155     0.179     0.186     0.000     0.000
0.000     0.000
     Composite CO  :     0.000     0.568     0.671     0.613     0.000     0.000
0.000     0.000
     Composite NOX :     0.000     2.299     2.645     2.548     0.000     0.000
0.000     0.000
     Composite CO2 :     0.0     872.8     997.8    1030.1       0.0       0.0
0.0       0.0
-------------------------------------------------------------------------------------
----------------------------------
Exhaust emissions (g/mi):
  VOC Total Exhaust:     0.000     0.155     0.179     0.186     0.000     0.000
0.000     0.000
   CO Total Exhaust:     0.000     0.568     0.671     0.613     0.000     0.000
0.000     0.000
  NOx Total Exhaust:     0.000     2.299     2.645     2.548     0.000     0.000
0.000     0.000
-------------------------------------------------------------------------------------
----------------------------------
Non-Exhaust Emissions (g/mi):
      Hot Soak Loss:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000
       Diurnal Loss:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000
       Resting Loss:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000
       Running Loss:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000
     Crankcase Loss:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000
     Refueling Loss:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000
  Total Non-Exhaust:     0.000     0.000     0.000     0.000     0.000     0.000
0.000     0.000

-------------------------------------------------------------------------------------
----------------------------------
          Veh. Type:    GasBUS     URBAN    SCHOOL
                        ------    ------    ------
            VMT Mix:    0.0013    0.0000    0.0017
 Fuel Economy (mpg):       6.3       0.0       6.2
-------------------------------------------------------------------------------------
----------------------------------
 Composite Emission Factors (g/mi):
```

```
     Composite VOC :     3.834     0.000     0.442
     Composite CO  :    22.74      0.000     1.333
     Composite NOX :     7.641     0.000     7.026
     Composite CO2 :  1399.0       0.0    1646.6
-------------------------------------------------------------------------------
---------------------------------
Exhaust emissions (g/mi):
  VOC Total Exhaust:     1.002     0.000     0.442
   CO Total Exhaust:    22.74      0.000     1.333
  NOx Total Exhaust:     7.641     0.000     7.026
-------------------------------------------------------------------------------
---------------------------------
Non-Exhaust Emissions (g/mi):
      Hot Soak Loss:     0.613     0.000     0.000
       Diurnal Loss:     0.110     0.000     0.000
       Resting Loss:     0.520     0.000     0.000
       Running Loss:     0.962     0.000     0.000
     Crankcase Loss:     0.012     0.000     0.000
     Refueling Loss:     0.615     0.000     0.000
  Total Non-Exhaust:     2.832     0.000     0.000

-------------------------------------------------------------------------------
---------------------------------
```

```
*************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                            *
* Input file: MOBILE6.IN (file 1, run 1).                               *
*************************************************************************

* # # # # # # # # # # # # # # # # # # # # # # # # #
* NorthLake

* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # #

                              Calendar Year:  2010
                                      Month:  July
               Gasoline Fuel Sulfur Content:   30. ppm
                 Diesel Fuel Sulfur Content:   15. ppm
                       Particle Size Cutoff: 10.00 Microns
                           Reformulated Gas:  No

Emissions determined from WEEKEND hourly vehicle activity fractions.

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV
 LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------
------    ------    ------    ------
   VMT Distribution:    0.9658    0.0179    0.0039              0.0025    0.0052
0.0001    0.0035    0.0010    1.0000

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0043    0.0045    0.0049    0.0046    0.0679    0.1015
0.1301    0.0747    0.0206    0.0053
               Tire:    0.0080    0.0080    0.0080    0.0080    0.0120    0.0080
0.0080    0.0120    0.0040    0.0080
           Total PM:    0.0249    0.0250    0.0255    0.0251    0.0924    0.1220
0.1506    0.0993    0.0371    0.0258

-------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:     LDGT1     LDGT2     LDGT3     LDGT4    LDDT12    LDDT34
                         ------    ------    ------    ------    ------    ------
            VMT Mix:    0.0159    0.0020    0.0039    0.0000    0.0001    0.0001

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0045    0.0045    0.0049    0.0047    0.1913    0.0388
               Tire:    0.0080    0.0080    0.0080    0.0000    0.0080    0.0080
           Total PM:    0.0250    0.0250    0.0255    0.0047    0.2118    0.0594

-------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    HDGV2B    HDGV3     HDGV4     HDGV5     HDGV6     HDGV7
HDGV8A    HDGV8B
                         ------    ------    ------    ------    ------    ------
------    ------
            VMT Mix:    0.0000    0.0003    0.0003    0.0006    0.0000    0.0000
0.0000    0.0000

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
```

```
   Total Exhaust PM:    0.0569    0.0514    0.0557    0.0454    0.0600    0.0672
0.0960    0.0000
               Tire:    0.0000    0.0120    0.0120    0.0120    0.0000    0.0000
0.0000    0.0000
           Total PM:    0.0569    0.0759    0.0803    0.0700    0.0600    0.0672
0.0960    0.0000

--------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    HDDV2B    HDDV3     HDDV4     HDDV5     HDDV6     HDDV7
HDDV8A    HDDV8B
                        ------    ------    ------    ------    ------    ------
------    ------
            VMT Mix:    0.0000    0.0007    0.0007    0.0004    0.0000    0.0000
0.0000    0.0000

--------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0000    0.0414    0.0409    0.0336    0.0000    0.0000
0.0000    0.0000
               Tire:    0.0000    0.0120    0.0120    0.0120    0.0000    0.0000
0.0000    0.0000
           Total PM:    0.0000    0.0659    0.0655    0.0581    0.0000    0.0000
0.0000    0.0000

--------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    GasBUS     URBAN    SCHOOL
                        ------    ------    ------
            VMT Mix:    0.0013    0.0000    0.0017

--------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0852    0.0000    0.1116
               Tire:    0.0120    0.0000    0.0120
           Total PM:    0.1097    0.0000    0.1362

--------------------------------------------------------------------------------
-----------------------------------
```

```
*************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                            *
* Input file: MOBILE62.IN (file 1, run 1).                              *
*************************************************************************

* # # # # # # # # # # # # # # # # # # # # # # # # #
* NorthLake

* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # #

                              Calendar Year:  2010
                                      Month:  July
               Gasoline Fuel Sulfur Content:   30. ppm
                 Diesel Fuel Sulfur Content:   15. ppm
                       Particle Size Cutoff:  2.50 Microns
                           Reformulated Gas:  No

Emissions determined from WEEKEND hourly vehicle activity fractions.

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV
 LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------
------    ------    ------    ------
   VMT Distribution:    0.9658    0.0179    0.0039              0.0025    0.0052
0.0001    0.0035    0.0010    1.0000

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0040    0.0042    0.0045    0.0042    0.0529    0.0934
0.1197    0.0688    0.0143    0.0049
               Tire:    0.0020    0.0020    0.0020    0.0020    0.0030    0.0020
0.0020    0.0030    0.0010    0.0020
           Total PM:    0.0113    0.0115    0.0118    0.0116    0.0612    0.1007
0.1270    0.0771    0.0206    0.0122

-------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:     LDGT1     LDGT2     LDGT3     LDGT4    LDDT12    LDDT34
                         ------    ------    ------    ------    ------    ------
            VMT Mix:    0.0159    0.0020    0.0039    0.0000    0.0001    0.0001

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0042    0.0042    0.0045    0.0043    0.1760    0.0358
               Tire:    0.0020    0.0020    0.0020    0.0000    0.0020    0.0020
           Total PM:    0.0115    0.0115    0.0118    0.0043    0.1833    0.0431

-------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    HDGV2B    HDGV3     HDGV4     HDGV5     HDGV6     HDGV7
HDGV8A    HDGV8B
                         ------    ------    ------    ------    ------    ------
------    ------
            VMT Mix:    0.0000    0.0003    0.0003    0.0006    0.0000    0.0000
0.0000    0.0000

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-----------------------------------
 Composite Emission Factors (g/mi):
```

```
   Total Exhaust PM:    0.0504    0.0432    0.0451    0.0381    0.0507    0.0548
0.0732    0.0000
               Tire:    0.0000    0.0030    0.0030    0.0030    0.0000    0.0000
0.0000    0.0000
           Total PM:    0.0504    0.0515    0.0534    0.0464    0.0507    0.0548
0.0732    0.0000

-------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    HDDV2B    HDDV3     HDDV4     HDDV5     HDDV6     HDDV7
HDDV8A    HDDV8B
                        ------    ------    ------    ------    ------    ------
------    ------
            VMT Mix:    0.0000    0.0007    0.0007    0.0004    0.0000    0.0000
0.0000    0.0000

-------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0000    0.0381    0.0377    0.0309    0.0000    0.0000
0.0000    0.0000
               Tire:    0.0000    0.0030    0.0030    0.0030    0.0000    0.0000
0.0000    0.0000
           Total PM:    0.0000    0.0465    0.0460    0.0393    0.0000    0.0000
0.0000    0.0000

-------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    GasBUS     URBAN    SCHOOL
                        ------    ------    ------
            VMT Mix:    0.0013    0.0000    0.0017

-------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
   Total Exhaust PM:    0.0640    0.0000    0.1028
               Tire:    0.0030    0.0000    0.0030
           Total PM:    0.0723    0.0000    0.1111

-------------------------------------------------------------------------------
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FLORIDA DEPARTMENT OF TRANSPORTATION
2009 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 93 PALM BEACH

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0495		SR 809/MILITARY TRL - S OF 45 ST	N	15500	S	16000	31500 C	9.88F	9.53	61.89F	52.00	3.21P
0496		SR 809 / MILITARY TRL - S OF N LAKE BLVD	N	16000	S	13500	29500 C	9.88F	9.53	61.89F	52.00	5.96F
0498		CR 702 / 45 ST - E OF SR 9/I-95	E	25500	W	24500	50000 C	9.88F	9.53	61.89F	52.00	7.31A
0502		SR 25/US 27 AT PALM BCH/HENDRY CO LINE	E	7200E	W	6300E	13500 F	10.15F	9.50	59.35F	52.00	28.43P
0506		SR 715 - N OF AIRPORT LOOP RD	N	1900	S	1800	3700 C	10.15F	9.50	59.35F	52.00	16.54P
0510		CR 850 / N LAKE BLVD - E OF SR 9/I-95	E	23500	W	25000	48500 C	9.88F	9.53	61.89F	52.00	3.38P
0514		SR 7 - N OF SR 80/SOUTHERN BLVD	N	21500	S	24000	45500 C	9.88F	9.53	61.89F	52.00	16.20P
0657		SR 715 - N OF SR 80/BELLE GLADE	N	5500	S	5800	11300 C	10.15F	9.13	59.35F	52.00	11.19P
0661		SR 706/INDIANTOWN RD - W OF MILITARY TRAIL	E	21500	W	19500	41000 C	9.88F	9.53	61.89F	52.00	6.17F
0666		SR A1A - N OF BURNT BRIDGE,SINGER ISLAND	N	4100	S	4100	8200 C	11.11F	10.31	60.16F	52.00	3.07P
0668		SR 805/DIXIE HWY - S OF 12 AVE, LAKE WORTH	N	5200	S	5900	11100 C	11.11F	10.31	60.16F	52.00	5.75P
0670		SR 715 - S OF AVE "E",BELLEGLADE	N	6200	S	6300	12500 C	10.15F	9.13	59.35F	52.00	13.58A
0672		SR AIA - N OF SR 800/SPANISH RIVER BLVD	N	5800	S	5800	11600 C	11.11F	10.31	60.16F	52.00	5.62F
0673		SR A1A - N OF 8 ST (G BUSH BLVD), DELRAY BCH	N	3300	S	3500	6800 C	11.11F	10.31	60.16F	52.00	8.14P
0674		SR 80/SOUTHERN BLVD - E OF ICWW DRAWBRIDGE	E	5900	W	5700	11600 C	11.11F	10.31	60.16F	52.00	6.50P
0675		SR 5/US 1 - SKYPASS BRIDGE PORT OF PALM BCH	N	12000	S	12000	24000 C	11.11F	10.31	60.16F	52.00	3.17A

SITE TYPE : P= PORTABLE; T= TELEMETERED
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"K/D" FLAGS : A= ACTUAL; F= VOLUME FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; W= ONE-WAY ROAD
"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: DISTRICT
COUNT YEAR 2009

COUNTY: 93 - PALM BEACH

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
5227	93010101	1.200	SR 5/US 1 - S OF SR 806/ONE WAY SB

FUNC. CLASS: 16 - URBAN MINOR ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 1 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	120	1.05
CLASS 02	9418	81.90
CLASS 03	1326	11.53
CLASS 04	102	0.89
CLASS 05	200	1.74
CLASS 06	59	0.51
CLASS 07	8	0.07
CLASS 08	68	0.59
CLASS 09	55	0.47
CLASS 10	63	0.55
CLASS 11	1	0.01
CLASS 12	0	0.00
CLASS 13	25	0.22
CLASS 14	0	0.00
CLASS 15	55	0.47
	---	---
	11500	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	5.05%	DHT =	2.52%
24T =	4.16%		
24H =	2.42%	DH3 =	1.21%
24M =	2.63%	DH2 =	1.31%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
5256	93090000	1.205	SR 850/N LAKE BLVD - E OF SR 811/DIXIE HWY

FUNC. CLASS: 16 - URBAN MINOR ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	26	0.09
CLASS 02	29617	97.10
CLASS 03	482	1.58
CLASS 04	45	0.15
CLASS 05	125	0.41
CLASS 06	10	0.03
CLASS 07	2	0.01
CLASS 08	26	0.09
CLASS 09	34	0.11
CLASS 10	20	0.07
CLASS 11	0	0.00
CLASS 12	0	0.00
CLASS 13	13	0.04
CLASS 14	0	0.00
CLASS 15	101	0.33
	---	---
	30500	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	0.90%	DHT =	0.45%
24T =	0.75%		
24H =	0.34%	DH3 =	0.17%
24M =	0.56%	DH2 =	0.28%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

2009 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9395 PALM BEACH I95

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2009 - 01/03/2009	0.99	1.05
2	01/04/2009 - 01/10/2009	0.98	1.04
3	01/11/2009 - 01/17/2009	0.98	1.04
4	01/18/2009 - 01/24/2009	0.97	1.03
* 5	01/25/2009 - 01/31/2009	0.96	1.02
* 6	02/01/2009 - 02/07/2009	0.96	1.02
* 7	02/08/2009 - 02/14/2009	0.95	1.01
* 8	02/15/2009 - 02/21/2009	0.94	1.00
* 9	02/22/2009 - 02/28/2009	0.94	1.00
*10	03/01/2009 - 03/07/2009	0.93	0.99
*11	03/08/2009 - 03/14/2009	0.93	0.99
*12	03/15/2009 - 03/21/2009	0.93	0.99
*13	03/22/2009 - 03/28/2009	0.93	0.99
*14	03/29/2009 - 04/04/2009	0.94	1.00
*15	04/05/2009 - 04/11/2009	0.94	1.00
*16	04/12/2009 - 04/18/2009	0.94	1.00
*17	04/19/2009 - 04/25/2009	0.96	1.02
18	04/26/2009 - 05/02/2009	0.99	1.05
19	05/03/2009 - 05/09/2009	1.00	1.06
20	05/10/2009 - 05/16/2009	1.02	1.08
21	05/17/2009 - 05/23/2009	1.03	1.09
22	05/24/2009 - 05/30/2009	1.03	1.09
23	05/31/2009 - 06/06/2009	1.03	1.09
24	06/07/2009 - 06/13/2009	1.03	1.09
25	06/14/2009 - 06/20/2009	1.03	1.09
26	06/21/2009 - 06/27/2009	1.04	1.10
27	06/28/2009 - 07/04/2009	1.04	1.10
28	07/05/2009 - 07/11/2009	1.05	1.11
29	07/12/2009 - 07/18/2009	1.05	1.11
30	07/19/2009 - 07/25/2009	1.04	1.10
31	07/26/2009 - 08/01/2009	1.04	1.10
32	08/02/2009 - 08/08/2009	1.03	1.09
33	08/09/2009 - 08/15/2009	1.03	1.09
34	08/16/2009 - 08/22/2009	1.04	1.10
35	08/23/2009 - 08/29/2009	1.05	1.11
36	08/30/2009 - 09/05/2009	1.06	1.12
37	09/06/2009 - 09/12/2009	1.07	1.14
38	09/13/2009 - 09/19/2009	1.08	1.15
39	09/20/2009 - 09/26/2009	1.06	1.12
40	09/27/2009 - 10/03/2009	1.05	1.11
41	10/04/2009 - 10/10/2009	1.03	1.09
42	10/11/2009 - 10/17/2009	1.01	1.07
43	10/18/2009 - 10/24/2009	1.01	1.07
44	10/25/2009 - 10/31/2009	1.01	1.07
45	11/01/2009 - 11/07/2009	1.01	1.07
46	11/08/2009 - 11/14/2009	1.01	1.07
47	11/15/2009 - 11/21/2009	1.00	1.06
48	11/22/2009 - 11/28/2009	1.00	1.06
49	11/29/2009 - 12/05/2009	1.00	1.06
50	12/06/2009 - 12/12/2009	0.99	1.05
51	12/13/2009 - 12/19/2009	0.99	1.05
52	12/20/2009 - 12/26/2009	0.98	1.04
53	12/27/2009 - 12/31/2009	0.98	1.04

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
2009 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 78 ST.JOHNS

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
5011		SR5A EAST OF ST.GEORGE ST *(ONE-WAY EB)	E	7000		0	7000 C	9.64F	9.17	99.99W	99.99	2.01F
5012		SR 5A US 1BUS 60 S. OF TREASURY ST.	N	8300	S	9000	17300 C	9.64F	9.17	56.93F	52.00	2.01F
5015		SR 5-A US 1 BUS. 100 FT. N. OF OLD MISSION RD	N	6600	S	6900	13500 C	9.64F	9.17	56.93F	52.00	2.01A
5016		SR 5A US 1 BUS.50 FT. S. OF MAY ST. (A1A TO WEST	N	0	S	0	12500 C	9.64F	9.17	56.93F	52.00	2.01F
5017		SR 5A 100 N OF MAY ST. (SR A1A)	N	0	S	0	12500 C	9.64F	9.17	56.93F	52.00	2.01F
5018		SR 5A 125 FT. S OF SR 16	N	0	S	0	10000 C	9.64F	9.17	56.93F	52.00	2.01F
5022		SR 16 150 FT. W. OF SR 5A	E	0	W	0	5400 C	9.64F	9.17	56.93F	52.00	2.55F
5024		A1A SOUTH OF GERADO STREET	N	9400	S	9100	18500 C	9.64F	9.17	56.93F	52.00	2.21F
5025		SR A1A SOUTH OF COMARES AV.	N	10000	S	10500	20500 C	9.64F	9.17	56.93F	52.00	2.21F
5027		SR A1A EAST OF S.R.5-A(SAN MARCO BLVD.)	E	7500	W	6100	13600 C	9.64F	9.17	56.93F	52.00	2.62A
5030		S.R.5-A (CATHEDIAL PL.) EAST OF ST. GEORGE ST	W	7500		0	7500 C	9.64F	9.17	99.99W	99.99	2.01F
5036		SR A1A NORTH OF OLD QUARRY ROAD	N	10500	S	10500	21000 C	9.64F	9.17	56.93F	52.00	2.21F
5042		SR 5 US 1 300 FT. N. OF SR 16	N	10500	S	10500	21000 C	9.64F	9.17	56.93F	52.00	1.92F
5043		SR 5 US 1 50 FT. S. OF SR 16	N	16500	S	17500	34000 C	9.64F	9.17	56.93F	52.00	2.78F
5044		SR 5 US 1 150 FT. S. OF SAN CARLOS AVE.	N	18000	S	18000	36000 C	9.64F	9.17	56.93F	52.00	2.78F
5048		SR 5 US 1 150 N. OF BRIDGE	N	15500	S	15500	31000 C	9.64F	9.17	56.93F	52.00	2.78F

SITE TYPE : P= PORTABLE; T= TELEMETERED
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"K/D" FLAGS : A= ACTUAL; F= VOLUME FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; W= ONE-WAY ROAD
"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2009

COUNTY: 78 - ST.JOHNS

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0075	78090000	0.100	SR 206 EAST OF SR 207 @ JCT SIGN, ST JOHNS COUNTY

FUNC. CLASS: 02 - RURAL PRINCIPAL ARTERIAL -- OTHER
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%	SUMMARY DAILY STATISTICS DAILY	DESIGN HOUR
CLASS 01	47	1.26	24T&B = 4.53%	DHT = 2.27%
CLASS 02	2546	68.82	24T = 4.50%	
CLASS 03	939	25.39	24H = 3.35%	DH3 = 1.68%
CLASS 04	1	0.03	24M = 1.18%	DH2 = 0.59%
CLASS 05	43	1.15		
CLASS 06	22	0.59		
CLASS 07	3	0.08		
CLASS 08	26	0.70		
CLASS 09	73	1.98		
CLASS 10	0	0.00		
CLASS 11	0	0.00		
CLASS 12	0	0.00		
CLASS 13	0	0.00		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
	---	---		
	3700	100.00		

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0102	78020000	1.026	SR 5 US 1 SOUTH OF C.R.16-A

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 1 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%	SUMMARY DAILY STATISTICS DAILY	DESIGN HOUR
CLASS 01	37	0.19	24T&B = 1.92%	DHT = 0.96%
CLASS 02	14680	76.06	24T = 1.78%	
CLASS 03	4213	21.83	24H = 0.85%	DH3 = 0.42%
CLASS 04	26	0.13	24M = 1.07%	DH2 = 0.54%
CLASS 05	181	0.94		
CLASS 06	57	0.30		
CLASS 07	6	0.03		
CLASS 08	59	0.31		
CLASS 09	37	0.19		
CLASS 10	0	0.00		
CLASS 11	2	0.01		
CLASS 12	1	0.01		
CLASS 13	1	0.01		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
	---	---		
	19300	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

2009 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7800 ST JOHNS COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2009 - 01/03/2009	1.04	1.09
2	01/04/2009 - 01/10/2009	1.04	1.09
3	01/11/2009 - 01/17/2009	1.05	1.10
4	01/18/2009 - 01/24/2009	1.03	1.08
5	01/25/2009 - 01/31/2009	1.01	1.05
6	02/01/2009 - 02/07/2009	1.00	1.04
* 7	02/08/2009 - 02/14/2009	0.98	1.02
* 8	02/15/2009 - 02/21/2009	0.97	1.01
* 9	02/22/2009 - 02/28/2009	0.96	1.00
*10	03/01/2009 - 03/07/2009	0.95	0.99
*11	03/08/2009 - 03/14/2009	0.94	0.98
*12	03/15/2009 - 03/21/2009	0.94	0.98
*13	03/22/2009 - 03/28/2009	0.94	0.98
*14	03/29/2009 - 04/04/2009	0.95	0.99
*15	04/05/2009 - 04/11/2009	0.95	0.99
*16	04/12/2009 - 04/18/2009	0.96	1.00
*17	04/19/2009 - 04/25/2009	0.96	1.00
*18	04/26/2009 - 05/02/2009	0.97	1.01
*19	05/03/2009 - 05/09/2009	0.98	1.02
20	05/10/2009 - 05/16/2009	0.99	1.03
21	05/17/2009 - 05/23/2009	0.99	1.03
22	05/24/2009 - 05/30/2009	0.99	1.03
23	05/31/2009 - 06/06/2009	0.99	1.03
24	06/07/2009 - 06/13/2009	0.99	1.03
25	06/14/2009 - 06/20/2009	0.99	1.03
26	06/21/2009 - 06/27/2009	0.99	1.03
27	06/28/2009 - 07/04/2009	1.00	1.04
28	07/05/2009 - 07/11/2009	1.00	1.04
29	07/12/2009 - 07/18/2009	1.01	1.05
30	07/19/2009 - 07/25/2009	1.01	1.05
31	07/26/2009 - 08/01/2009	1.02	1.07
32	08/02/2009 - 08/08/2009	1.02	1.07
33	08/09/2009 - 08/15/2009	1.02	1.07
34	08/16/2009 - 08/22/2009	1.03	1.08
35	08/23/2009 - 08/29/2009	1.03	1.08
36	08/30/2009 - 09/05/2009	1.03	1.08
37	09/06/2009 - 09/12/2009	1.03	1.08
38	09/13/2009 - 09/19/2009	1.04	1.09
39	09/20/2009 - 09/26/2009	1.03	1.08
40	09/27/2009 - 10/03/2009	1.03	1.08
41	10/04/2009 - 10/10/2009	1.02	1.07
42	10/11/2009 - 10/17/2009	1.01	1.05
43	10/18/2009 - 10/24/2009	1.02	1.07
44	10/25/2009 - 10/31/2009	1.03	1.08
45	11/01/2009 - 11/07/2009	1.03	1.08
46	11/08/2009 - 11/14/2009	1.04	1.09
47	11/15/2009 - 11/21/2009	1.05	1.10
48	11/22/2009 - 11/28/2009	1.05	1.10
49	11/29/2009 - 12/05/2009	1.05	1.10
50	12/06/2009 - 12/12/2009	1.04	1.09
51	12/13/2009 - 12/19/2009	1.04	1.09
52	12/20/2009 - 12/26/2009	1.04	1.09
53	12/27/2009 - 12/31/2009	1.05	1.10

* PEAK SEASON

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	NORTHLAKE BLVD AND OLD DIXIE HIGHWAY	CONTROLLER TYPE:	NAZTEC
SIGNAL #	17370	SYSTEM #	710

PHASE NUMBER	APPROACH	MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	LOCK CALLS	NA1 RIW	DETECTOR SETTINGS
	INTERVAL														
1	WALT	4.0	2.0	15.0		4.0	1.0	0.0	0.0	0	0		0		L1:NORMAL
2	EA	20.0	4.0	45.0		4.0	1.0	7.0	16.0	1	1		1		ADV:NORMAL
3	SA	6.0	2.0	30.0		4.0	2.0	5.0	27.0	0	0		0		L3:D/N (5) L3R:D/N (10)
4	NA	6.0	2.0	25.0		4.0	2.0	0.0	0.0	0	0		0		L4:D/N (5)
5	EALT	4.0	2.0	25.0		4.0	1.0	0.0	0.0	0	0		0		L5:NORMAL
6	WA	20.0	4.0	45.0		4.0	1.0	7.0	16.0	1	1		1		ADV:NORMAL
7															
8															

PRE-EMPTION TIMING								SPECIAL FUNCTIONS						
	GREEN BEFORE	TRACK CLR	TRACK CLR YEL	MIN DWELL	YEL AFTER	RED AFTER			START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
										YES	YES			
									2-6		Φ - 1,5	2-6	4	

COMMENTS	BAD LOOPS ON PHASES 2 & 6	TIMING DESIGNED BY:	S. SHREVE, P.E.	DATE:	10/15/2008
		APPROVED BY:	G.V. JEEDIGUNTA, P.E.	DATE:	

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	NORTHLAKE BLVD AND OLD DIXIE HIGHWAY			CONTROLLER TYPE:	NAZTEC
SYSTEM:	NORTHLAKE BLVD	INTERSECTION #	17370	SYSTEM #	710

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	5	0:00	100	7:00	5
9:00	4	11:00	1	9:00	1	18:00	4	9:00	1	18:00	4
13:30	3	19:00	4	21:00	5	23:00	100	21:00	5	23:00	100
21:00	5	23:00	100								

TIMING PLANS													
DIAL		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		140		140		160		130		120			
OFFSET (SEC)		108		45		141		45		100			
PERMISSIVES		AUTO		AUTO		AUTO		AUTO		AUTO		AUTO	
COORDINATED PHASE		2		2		2		2		2			
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	WALT	19	NON	21	NON	20	NON	20	NON	17	NON		
FORCE-OFF 2 (SEC)	EA	55	MAX	53	MAX	74	MAX	45	MAX	40	MAX		
FORCE-OFF 3 (SEC)	SA	39	NON	39	NON	39	NON	38	NON	37	NON		
FORCE-OFF 4 (SEC)	NA	27	NON	27	NON	27	NON	27	NON	26	NON		
FORCE-OFF 5 (SEC)	EALT	22	NON	24	NON	26	NON	20	NON	18	NON		
FORCE-OFF 6 (SEC)	WA	52	MAX	50	MAX	68	MAX	45	MAX	39	MAX		
FORCE-OFF 7 (SEC)													
FORCE-OFF 8 (SEC)		66	NON	66	NON	66	NON	65	NON	63	NON		

Special Features:

1)

2)

3)

TIMING DESIGNED BY:	S. SHREVE, P.E.	DATE:	10/15/2008
APPROVED BY:	G.V. JEEDIGUNTA, P.E.	DATE:	

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	NORTHLAKE BLVD. AND ALT-A1A	CONTROLLER TYPE:	NAZTEC
SIGNAL #	17380	SYSTEM #	715

PHASE NUMBER	APPROACH	MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	LOCK CALLS	NA1 RIW	DETECTOR SETTINGS
	INTERVAL														
1	WALT	4.0	4.0	40.0		4.0	2.0	0.0	0.0	0	0		0		L1:NORMAL
2	EA	20.0	4.0	45.0		4.0	2.0	7.0	24.0	1	1		1		ADV:NORMAL
3	NALT	4.0	2.0	20.0		4.0	3.0	0.0	0.0	0	1		0		L3:NORMAL
4	SA	6.0	3.0	35.0		4.0	3.0	5.0	27.0	0	1		0		L4:D/N (5)
5	EALT	4.0	2.0	25.0		4.0	2.0	0.0	0.0	0	1		0		L5:NORMAL
6	WA	20.0	4.0	45.0		4.0	2.0	7.0	24.0	1	1		1		ADV:NORMAL
7	SALT	4.0	2.0	20.0		4.0	3.0	0.0	0.0	0	0		0		L7:NORMAL
8	NA	6.0	3.0	35.0		4.0	3.0	5.0	27.0	0	0		0		L8: D/N (5)

PRE-EMPTION TIMING								SPECIAL FUNCTIONS						
	GREEN BEFORE	TRACK CLR	TRACK CLR YEL	MIN DWELL	YEL AFTER	RED AFTER			START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
											YES			
									2 - 6	2,4,6,8	1,5,7	2 - 6	4 - 8	

COMMENTS		TIMING DESIGNED BY:	S. SHREVE, P.E.	DATE:	7/15/2009
		APPROVED BY:	S. SHREVE, P.E.	DATE:	

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	NORTHLAKE BLVD. AND ALT-A1A			CONTROLLER TYPE:	NAZTEC
SYSTEM:	NORTHLAKE BLVD.	INTERSECTION #	17380	SYSTEM #	715

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	5	6:30	2	0:00	5	7:00	5	0:00	5	7:00	5
9:00	4	11:00	1	9:00	1	18:00	4	9:00	1	18:00	4
13:30	3	19:00	4	21:00	5	23:00	5	21:00	5	23:00	5
21:00	5	23:00	5								

TIMING PLANS													
DIAL		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		140		140		160		130		120			
OFFSET (SEC)		104		41		139		41		100			
PERMISSIVES		AUTO		AUTO		AUTO		AUTO		AUTO		AUTO	
COORDINATED PHASE		2		2		2		2		2			
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	WALT	39	NON	29	NON	46	NON	23	NON	17	NON		
FORCE-OFF 2 (SEC)	EA	46	MAX	45	MAX	58	MAX	53	MAX	54	MAX		
FORCE-OFF 3 (SEC)	NALT	20	NON	22	NON	24	NON	20	NON	17	NON		
FORCE-OFF 4 (SEC)	SA	35	NON	44	NON	32	NON	34	NON	32	NON		
FORCE-OFF 5 (SEC)	EALT	18	NON	29	NON	31	NON	22	NON	17	NON		
FORCE-OFF 6 (SEC)	WA	67	MAX	45	MAX	73	MAX	54	MAX	54	MAX		
FORCE-OFF 7 (SEC)	SALT	25	NON	24	NON	24	NON	20	NON	17	NON		
FORCE-OFF 8 (SEC)	NA	30	NON	42	NON	32	NON	34	NON	32	NON		

Special Features:

1)

2)

3)

TIMING DESIGNED BY:	S. SHREVE, P.E.	DATE:	7/15/2009
APPROVED BY:	S. SHREVE, P.E.	DATE:	

SUMMERVILLE ELECTRIC, INC.
161 COMFORT ROAD
PALATKA, FL 32177
PHONE # 386-328-1965
FAX # 386-328-8079
ER0008568

FAX COVER SHEET

DATE: 6/11/10

TO: Linda

COMPANY NAME: Stanley Consulting

FAX #: 561-689-3003

FROM: Rick

MESSAGE: Basic Timing For
USI + SR16

PAGE COUNT: 2 **(INCLUDING COVER SHEET)**

THANK YOU FOR YOUR PROMPT ATTENTION TO THIS MATTER. PLEASE CONTACT ME FOR ANY FURTHER ASSISTANCE I CAN OFFER YOU.

SIGNED: Rick Watson

US 1 + SR 16 Signal Timing

Φ's	SB Left 1	NB 2	WB left 3	EB 4	NB Left 5	SB 6	EB left 7	WB 8
Initial	4	10	4	4	4	10	4	4
Passage	3	3	3	3	3	3	3	3
Yellow	3	4	3	3.5	3	4	3	3.5
Red	1	1	1	1.5	1	1	1	1.5
Max	20	40	20	25	30	40	25	25
Walk		5		5		5		5
Don't Walk		11		14		16		21

PBC Traffic Division
Turning Movement Counts thru August 1, 2009

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
35860A	10th Ave N	A Street	8/29/2005	7:00 AM	0	189	23	21	0	2	52	200	0	36	979	180	0	17	856	12	2567
35860A	10th Ave N	A Street	8/29/2005	5:00 PM	0	132	44	20	0	10	45	148	0	83	1035	140	0	16	1070	9	2752
35860B	10th Ave N	B Street	8/29/2005	7:15 AM	0	42	20	17	0	4	6	26	0	48	887	7	0	3	863	6	1929
35860B	10th Ave N	B Street	8/29/2005	5:00 PM	0	29	8	12	0	5	3	16	0	74	926	14	0	3	942	6	2038
35840	10th Ave N	Barnett Dr	10/21/2008	7:15 AM	0	24	4	133	0	49	0	29	0	40	1258	45	2	134	1042	100	2860
35840	10th Ave N	Barnett Dr	5/23/2006	7:15 AM	0	26	9	147	0	78	5	38	0	86	1390	65	0	148	1094	150	3236
35840	10th Ave N	Barnett Dr	9/28/2005	8:30 AM	0	29	18	176	0	123	16	127	0	99	1049	68	0	133	947	215	3000
35840	10th Ave N	Barnett Dr	5/23/2006	3:30 PM	0	82	12	164	0	153	19	119	1	73	1152	68	3	138	1210	99	3293
35840	10th Ave N	Barnett Dr	9/28/2005	3:30 PM	0	64	18	156	0	124	20	102	0	100	1340	37	0	147	1175	118	3401
35840	10th Ave N	Barnett Dr	10/21/2008	4:15 PM	0	37	9	176	0	172	16	70	0	57	1174	46	0	101	1385	84	3327
35830	10th Ave N	Boutwell Rd	4/1/2008	7:15 AM	0	88	9	175	0	27	4	5	0	13	1338	113	0	153	857	11	2793
35830	10th Ave N	Boutwell Rd	2/7/2008	7:15 AM	0	64	10	182	0	21	5	10	0	7	1417	162	0	141	799	9	2827
35830	10th Ave N	Boutwell Rd	5/23/2006	7:15 AM	0	157	20	209	0	39	11	17	0	8	1489	188	0	163	822	15	3138
35830	10th Ave N	Boutwell Rd	3/10/2005	7:30 AM	0	171	10	168	0	35	11	14	0	12	1326	150	0	112	958	17	2984
35830	10th Ave N	Boutwell Rd	4/1/2008	5:00 PM	0	185	8	130	0	37	14	14	0	12	1219	138	0	143	1463	15	3378
35830	10th Ave N	Boutwell Rd	2/7/2008	4:45 PM	0	168	3	137	0	29	13	27	0	6	1077	196	0	98	1215	13	2982
35830	10th Ave N	Boutwell Rd	5/23/2006	5:00 PM	0	198	19	158	0	42	19	22	0	15	1195	195	1	129	1299	19	3311
35830	10th Ave N	Boutwell Rd	3/10/2005	5:00 PM	0	242	4	130	0	23	9	16	0	23	1292	248	0	118	1364	21	3490
35810	10th Ave N	Congress Ave	3/24/2009	7:30 AM	4	109	825	280	7	283	839	88	5	240	770	176	14	314	370	234	4558
35810	10th Ave N	Congress Ave	2/7/2008	7:15 AM	7	99	959	306	3	292	1043	89	0	255	753	193	14	445	399	181	5038
35810	10th Ave N	Congress Ave	3/8/2007	7:15 AM	5	106	1167	364	3	255	822	99	15	337	760	210	10	326	453	226	5158
35810	10th Ave N	Congress Ave	5/24/2005	7:30 AM	0	123	1188	379	0	248	871	69	0	306	841	221	0	286	510	186	5228
35810	10th Ave N	Congress Ave	3/24/2009	4:45 PM	16	233	884	239	16	234	994	258	4	200	605	194	16	342	861	314	5410
35810	10th Ave N	Congress Ave	2/7/2008	4:45 PM	15	169	986	291	9	229	1166	177	13	243	657	154	6	329	873	134	5451
35810	10th Ave N	Congress Ave	3/8/2007	4:45 PM	11	195	1132	467	10	260	1395	250	31	232	660	173	20	420	872	289	6417
35865	10th Ave N	D St	5/11/2006	7:30 AM	0	22	11	19	0	4	3	41	0	48	799	8	0	10	741	12	1718
35865	10th Ave N	D St	5/11/2006	5:00 PM	0	26	14	20	0	9	10	52	0	78	763	11	0	20	885	18	1906
35800	10th Ave N	Davis Rd	11/6/2008	7:00 AM	0	53	119	120	0	81	84	103	0	98	990	60	0	45	557	57	2367

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
16100	North Anchorage	Us 1	11/5/2008	7:45 AM	3	11	729	26	3	32	928	40	0	100	12	21	0	26	14	15	1960
16100	North Anchorage	Us 1	9/28/2006	7:30 AM	3	7	707	22	0	22	908	55	0	94	17	13	0	19	10	28	1905
16100	North Anchorage	Us 1	11/5/2008	4:45 PM	17	33	995	37	0	27	884	106	0	72	16	20	0	64	23	22	2316
16100	North Anchorage	Us 1	9/28/2006	4:43 PM	15	33	1009	30	1	26	1126	83	0	69	9	9	0	55	23	4	2492
17700	Northern Dr/Prosperity Fa	10th St	9/2/2008	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	222	5	231
17700	Northern Dr/Prosperity Fa	10th St	9/2/2008	7:30 AM	2	13	310	159	2	9	361	4	0	25	0	18	20	3	3	15	944
17700	Northern Dr/Prosperity Fa	10th St	9/14/2005	7:45 AM	0	16	563	19	0	13	407	14	0	19	3	12	0	7	7	39	1119
17700	Northern Dr/Prosperity Fa	10th St	9/14/2005	7:45 AM	0	0	0	0	0	1	233	2	0	0	0	0	0	0	0	0	236
17700	Northern Dr/Prosperity Fa	10th St	9/2/2008	4:45 PM	1	20	429	237	8	21	358	6	0	32	5	27	23	6	0	14	1187
17700	Northern Dr/Prosperity Fa	10th St	9/2/2008	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	11	163	7	182
17700	Northern Dr/Prosperity Fa	10th St	9/14/2005	4:30 PM	0	36	683	10	0	28	420	4	0	48	5	34	0	10	4	55	1337
17700	Northern Dr/Prosperity Fa	10th St	9/14/2005	4:30 PM	0	0	0	0	0	13	230	5	0	0	0	0	0	0	0	0	248
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	5/21/2009	8:00 AM	0	58	247	6	4	227	370	278	1	212	923	80	3	18	1036	142	3605
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	3/12/2007	7:45 AM	1	92	336	14	11	276	352	283	4	263	1177	89	2	18	981	180	4079
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	6/23/2005	7:45 AM	0	102	304	23	0	204	273	253	0	379	1161	137	0	33	736	185	3790
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	3/3/2005	7:45 AM	0	97	276	8	0	293	536	285	0	247	1055	75	0	34	1128	205	4239
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	5/21/2009	11:45 AM	0	119	210	22	5	105	228	303	1	365	1106	86	5	36	1241	139	3971
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	5/3/2007	12:45 PM	0	119	267	40	18	184	222	398	3	318	1367	54	18	43	1190	196	4437
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	6/23/2005	12:00 PM	0	153	297	65	0	184	226	293	0	369	1283	103	0	109	1257	192	4531
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	3/3/2005	11:00 AM	0	114	250	23	0	171	310	387	0	356	1126	105	0	78	1285	154	4359
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	5/21/2009	4:30 PM	0	169	345	16	4	174	305	265	0	390	1138	78	1	18	1252	190	4345
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	3/12/2007	4:30 PM	1	148	437	17	9	241	338	357	5	431	1417	125	5	28	1291	253	5103
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	6/23/2005	5:00 PM	0	183	461	65	0	208	321	278	0	380	1104	134	0	74	1052	280	4540
17380	Northlake Blvd	Alt A1A/10th St/Fec R/	3/3/2005	4:45 PM	0	172	497	31	0	271	576	327	0	440	1283	102	0	63	1472	308	5542
17295	Northlake Blvd	Ballen Isle Dr	4/23/2008	7:30 AM	0	19	3	115	0	44	0	8	2	28	1886	22	3	61	765	59	3015
17295	Northlake Blvd	Ballen Isle Dr	3/15/2006	8:00 AM	0	5	1	91	0	48	2	8	0	29	1657	25	4	86	904	78	2938
17295	Northlake Blvd	Ballen Isle Dr	3/15/2006	8:00 AM	0	5	1	91	0	48	2	8	0	29	1657	25	4	86	904	78	2938
17295	Northlake Blvd	Ballen Isle Dr	4/23/2008	4:30 PM	0	15	0	68	0	50	0	27	2	7	1057	18	7	78	1648	52	3029
17295	Northlake Blvd	Ballen Isle Dr	3/15/2006	5:00 PM	2	17	3	75	1	62	4	31	1	78	1146	29	4	99	1763	71	3386
17295	Northlake Blvd	Ballen Isle Dr	3/15/2006	5:00 PM	2	17	3	75	1	62	4	31	1	78	1146	29	4	99	1763	71	3386
17290	Northlake Blvd	Beeline Hwy	2/23/2009	7:00 AM	1	219	403	98	0	36	246	18	2	0	1538	1229	0	142	215	51	4198
17290	Northlake Blvd	Beeline Hwy	3/4/2008	7:15 AM	2	221	499	97	0	45	321	21	2	0	1489	1588	1	144	279	98	4807
17290	Northlake Blvd	Beeline Hwy	4/23/2008	7:30 AM	0	244	426	0	0	45	269	0	0	0	1686	1443	0	153	324	73	4663

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17290	Northlake Blvd	Beeline Hwy	2/8/2007	7:45 AM	0	254	392	135	0	51	249	51	14	49	1520	973	2	139	352	76	4257
17290	Northlake Blvd	Beeline Hwy	1/23/2006	7:00 AM	0	290	425	57	0	67	377	40	0	0	1546	1429	0	136	387	63	4817
17290	Northlake Blvd	Beeline Hwy	3/1/2005	7:30 AM	0	311	383	204	0	45	273	86	0	141	1545	1252	0	215	414	53	4922
17290	Northlake Blvd	Beeline Hwy	2/23/2009	4:45 PM	1	1120	257	178	0	70	320	117	0	0	582	348	1	146	1217	69	4426
17290	Northlake Blvd	Beeline Hwy	3/4/2008	4:45 PM	0	1385	396	164	0	49	288	121	0	0	614	315	0	167	1235	42	4776
17290	Northlake Blvd	Beeline Hwy	4/23/2008	5:00 PM	0	1238	288	108	0	49	319	0	0	0	574	327	1	146	1299	60	4409
17290	Northlake Blvd	Beeline Hwy	2/8/2007	5:00 PM	0	1008	338	148	1	56	238	120	0	39	628	351	2	92	1156	26	4203
17290	Northlake Blvd	Beeline Hwy	1/23/2006	5:00 PM	0	986	316	82	0	60	268	165	0	0	583	353	0	134	1381	47	4375
17290	Northlake Blvd	Beeline Hwy	3/1/2005	5:00 PM	0	1170	290	164	0	44	219	187	0	60	611	334	0	175	1334	50	4638
17250	Northlake Blvd	Coconut Blvd	1/13/2009	7:15 AM	0	15	0	1324	0	0	0	0	0	0	1321	19	0	147	238	0	3064
17250	Northlake Blvd	Coconut Blvd	4/23/2008	7:15 AM	0	16	0	1265	0	0	0	0	0	0	1299	15	0	129	259	0	2983
17250	Northlake Blvd	Coconut Blvd	3/6/2008	7:00 AM	0	16	0	1279	0	0	0	0	0	0	1279	15	0	164	274	0	3027
17250	Northlake Blvd	Coconut Blvd	2/8/2007	7:00 AM	0	44	0	1254	0	0	0	0	0	0	1351	18	0	182	248	0	3097
17250	Northlake Blvd	Coconut Blvd	1/23/2006	7:00 AM	0	35	0	1447	0	0	0	0	0	0	1366	34	0	175	224	0	3281
17250	Northlake Blvd	Coconut Blvd	5/8/2006	7:00 AM	0	31	0	1511	0	0	0	0	0	0	1385	34	0	172	257	0	3390
17250	Northlake Blvd	Coconut Blvd	3/1/2005	7:30 AM	0	17	0	1257	0	0	0	0	0	0	1142	18	0	172	265	0	2871
17250	Northlake Blvd	Coconut Blvd	1/13/2009	5:00 PM	0	26	0	237	0	0	0	0	0	0	337	11	0	920	1112	0	2643
17250	Northlake Blvd	Coconut Blvd	4/23/2008	4:45 PM	0	33	0	302	0	0	0	0	0	0	365	19	0	943	1120	0	2782
17250	Northlake Blvd	Coconut Blvd	3/6/2008	5:00 PM	0	28	0	258	0	0	0	0	0	0	262	15	0	1000	975	0	2538
17250	Northlake Blvd	Coconut Blvd	2/8/2007	5:00 PM	0	23	0	285	0	0	0	0	0	0	365	26	0	1072	1183	0	2954
17250	Northlake Blvd	Coconut Blvd	5/8/2006	5:00 PM	2	28	0	263	0	0	0	0	0	0	365	23	0	1058	1221	0	2960
17250	Northlake Blvd	Coconut Blvd	1/23/2006	5:00 PM	0	19	0	315	0	0	0	0	0	0	319	26	0	1103	1040	0	2822
17250	Northlake Blvd	Coconut Blvd	3/1/2005	5:00 PM	0	31	0	264	0	0	0	0	0	0	298	19	0	1227	1139	0	2978
17355	Northlake Blvd	Congress Ave	2/26/2009	7:45 AM	2	268	18	297	0	11	25	21	35	20	1241	374	11	386	850	9	3568
17355	Northlake Blvd	Congress Ave	3/10/2008	7:30 AM	5	286	14	416	0	3	13	13	8	12	1324	614	1	415	812	12	3948
17355	Northlake Blvd	Congress Ave	2/20/2007	7:45 AM	0	343	13	364	0	6	33	10	8	15	1478	360	7	516	895	11	4059
17355	Northlake Blvd	Congress Ave	3/3/2005	7:45 AM	0	400	37	342	0	11	30	27	0	33	1319	596	0	433	882	14	4124
17355	Northlake Blvd	Congress Ave	5/21/2009	12:00 PM	5	538	90	327	0	45	74	45	47	68	1379	376	37	457	1332	27	4847
17355	Northlake Blvd	Congress Ave	4/26/2007	11:00 AM	4	454	46	326	0	21	45	63	51	49	1324	305	23	387	1034	35	4167
17355	Northlake Blvd	Congress Ave	3/3/2005	11:00 AM	0	421	68	432	0	19	37	29	0	89	1382	383	0	249	1191	19	4319
17355	Northlake Blvd	Congress Ave	2/26/2009	4:45 PM	14	486	54	518	0	28	46	42	42	51	1282	366	29	485	1645	42	5130
17355	Northlake Blvd	Congress Ave	5/21/2009	4:30 PM	4	528	53	298	0	33	39	63	37	57	1246	342	26	334	1478	24	4562
17355	Northlake Blvd	Congress Ave	3/10/2008	4:30 PM	2	587	55	638	0	52	50	66	44	61	1286	469	23	509	1659	72	5573

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17355	Northlake Blvd	Congress Ave	2/20/2007	4:45 PM	6	805	89	465	0	36	50	64	38	69	1471	345	35	496	1584	44	5597
17355	Northlake Blvd	Congress Ave	3/3/2005	4:45 PM	0	477	228	667	0	46	61	167	0	103	1295	398	0	376	1483	29	5330
17223	Northlake Blvd	Grapeview Blvd	5/22/2007	7:00 AM	0	31	9	126	0	58	37	4	0	1	846	35	0	12	183	3	1345
17223	Northlake Blvd	Grapeview Blvd	5/22/2007	5:00 PM	0	11	3	11	0	7	2	6	0	5	297	5	0	32	918	19	1316
17325E	Northlake Blvd	I-95 East	2/26/2009	7:45 AM	0	357	0	782	0	0	0	0	0	460	1539	0	0	0	1258	343	4739
17325E	Northlake Blvd	I-95 East	4/24/2008	7:45 AM	0	378	0	741	0	0	0	0	0	428	1655	0	0	0	1130	309	4641
17325E	Northlake Blvd	I-95 East	2/20/2007	7:45 AM	0	404	0	689	0	0	0	0	10	354	1681	0	0	0	1265	329	4732
17325E	Northlake Blvd	I-95 East	2/26/2009	4:45 PM	0	786	0	867	0	0	0	0	6	343	1678	0	0	9	1737	699	6125
17325E	Northlake Blvd	I-95 East	4/24/2008	4:45 PM	0	527	0	759	0	0	0	0	7	415	1520	0	0	0	1837	778	5843
17325E	Northlake Blvd	I-95 East	2/20/2007	4:45 PM	0	532	0	714	0	0	0	0	6	399	1506	0	0	0	1961	642	5760
17325W	Northlake Blvd	I-95 West	2/26/2009	7:45 AM	0	0	0	0	0	532	0	312	0	0	1416	535	2	631	949	0	4377
17325W	Northlake Blvd	I-95 West	4/24/2008	7:45 AM	0	0	0	0	0	686	0	362	0	0	1373	411	0	511	954	0	4297
17325W	Northlake Blvd	I-95 West	2/20/2007	7:45 AM	0	0	0	0	0	674	0	414	0	0	1499	494	0	506	1113	0	4700
17325W	Northlake Blvd	I-95 West	2/26/2009	4:45 PM	0	0	0	0	0	377	0	488	0	0	1537	410	4	661	1821	0	5298
17325W	Northlake Blvd	I-95 West	4/24/2008	4:45 PM	0	0	0	0	0	414	0	465	0	0	1512	368	0	598	1659	0	5016
17325W	Northlake Blvd	I-95 West	2/20/2007	4:45 PM	0	0	0	0	0	444	0	519	0	0	1451	429	0	551	1821	0	5215
17265	Northlake Blvd	Ibis Blvd	1/23/2006	7:00 AM	0	10	0	137	0	0	0	0	0	0	3321	35	0	119	491	0	4113
17265	Northlake Blvd	Ibis Blvd	3/1/2005	7:30 AM	0	10	0	127	0	0	0	0	0	0	2631	45	0	85	477	0	3375
17265	Northlake Blvd	Ibis Blvd	1/23/2006	5:00 PM	0	21	0	125	0	0	0	0	0	0	659	6	0	134	2270	0	3215
17265	Northlake Blvd	Ibis Blvd	3/1/2005	5:00 PM	0	21	0	149	0	0	0	0	0	0	722	11	0	123	2276	0	3302
17425	Northlake Blvd	Jasmine Dr/Southwind	4/28/2008	7:45 AM	0	35	4	25	0	25	3	40	15	15	1234	28	10	8	778	11	2231
17425	Northlake Blvd	Jasmine Dr/Southwind	4/24/2006	7:45 AM	0	44	0	10	0	27	1	61	10	21	1275	23	4	1	762	9	2248
17425	Northlake Blvd	Jasmine Dr/Southwind	4/24/2006	12:00 PM	0	33	6	7	0	19	1	22	14	44	1160	24	22	10	1100	23	2485
17425	Northlake Blvd	Jasmine Dr/Southwind	4/28/2008	4:15 PM	0	57	4	12	0	25	3	32	32	47	1015	26	22	10	1195	23	2503
17425	Northlake Blvd	Jasmine Dr/Southwind	4/24/2006	4:30 PM	0	54	5	10	0	13	2	35	19	60	1044	32	14	4	1159	59	2510
17324	Northlake Blvd	Keating Dr	4/24/2008	7:45 AM	0	40	11	25	0	127	11	18	2	10	1724	69	21	69	1452	36	3615
17324	Northlake Blvd	Keating Dr	4/26/2006	8:00 AM	0	35	7	55	0	164	15	33	5	29	1808	41	28	61	997	48	3326
17324	Northlake Blvd	Keating Dr	4/26/2006	11:00 AM	0	113	19	136	0	74	18	35	24	33	1361	175	39	209	1092	77	3405
17324	Northlake Blvd	Keating Dr	4/24/2008	4:45 PM	0	242	28	177	0	109	36	28	8	61	1489	208	24	260	2029	109	4808
17324	Northlake Blvd	Keating Dr	4/26/2006	5:00 PM	0	243	42	195	1	159	49	55	23	55	1325	156	26	286	1537	127	4279
17350	Northlake Blvd	Mcarthur Blvd	4/23/2007	7:45 AM	0	12	2	6	0	167	5	203	11	144	1826	11	5	10	1190	101	3693
17350	Northlake Blvd	Mcarthur Blvd	5/21/2009	12:15 PM	0	182	34	52	0	83	39	144	11	150	1594	184	26	141	1519	151	4310
17350	Northlake Blvd	Mcarthur Blvd	4/23/2007	11:00 AM	0	121	17	32	1	75	37	101	14	102	1488	100	20	148	1348	48	3652

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17350	Northlake Blvd	Mcarthur Blvd	5/21/2009	4:30 PM	0	168	35	23	1	115	38	193	23	198	1506	139	17	106	1606	117	4285
17350	Northlake Blvd	Mcarthur Blvd	4/23/2007	5:00 PM	0	131	30	28	0	124	43	199	20	190	1637	97	15	124	1993	173	4804
17300	Northlake Blvd	Military Tr	2/26/2009	7:45 AM	8	209	743	250	4	333	701	227	12	689	1437	341	4	275	663	222	6118
17300	Northlake Blvd	Military Tr	4/28/2008	7:45 AM	5	204	866	289	5	260	1057	191	19	750	1165	343	4	550	690	172	6570
17300	Northlake Blvd	Military Tr	3/10/2008	7:30 AM	8	274	874	313	5	211	787	188	11	788	1344	430	3	520	538	199	6493
17300	Northlake Blvd	Military Tr	2/14/2007	7:30 AM	12	261	877	315	7	327	851	277	14	707	1257	394	7	291	575	207	6379
17300	Northlake Blvd	Military Tr	1/23/2006	7:30 AM	0	325	936	366	0	357	820	316	0	1025	1614	329	0	324	585	243	7240
17300	Northlake Blvd	Military Tr	2/26/2009	4:45 PM	22	348	867	362	12	330	790	395	17	361	869	230	24	481	1444	333	6885
17300	Northlake Blvd	Military Tr	3/10/2008	5:00 PM	11	432	982	365	13	298	680	507	34	418	868	202	11	487	1280	323	6911
17300	Northlake Blvd	Military Tr	4/28/2008	4:45 PM	16	336	724	374	7	326	863	502	14	300	773	213	15	708	1372	312	6855
17300	Northlake Blvd	Military Tr	2/14/2007	4:45 PM	13	420	1007	374	12	454	901	435	22	417	866	188	74	410	1277	309	7179
17300	Northlake Blvd	Military Tr	1/23/2006	5:00 PM	0	410	915	324	0	436	791	751	0	463	901	187	0	383	1355	357	7273
17360	Northlake Blvd	Mt Holly Dr	4/25/2006	8:00 AM	0	15	0	13	0	16	0	31	9	35	1631	20	25	17	1458	10	3280
17360	Northlake Blvd	Mt Holly Dr	2/5/2008	11:00 AM	0	120	1	54	0	10	7	32	35	63	1590	87	5	71	1483	15	3573
17360	Northlake Blvd	Mt Holly Dr	4/25/2006	11:00 AM	0	107	6	36	0	17	0	50	42	48	1492	52	20	53	1657	29	3609
17360	Northlake Blvd	Mt Holly Dr	2/5/2008	4:45 PM	0	104	12	37	0	14	7	32	21	126	1895	65	6	54	2074	34	4481
17360	Northlake Blvd	Mt Holly Dr	4/25/2006	4:45 PM	0	101	4	27	0	11	3	18	24	68	1739	37	7	41	1868	13	3961
17370	Northlake Blvd	Old Dixie Hwy	3/10/2008	7:30 AM	0	82	25	76	0	71	28	11	5	21	1250	196	1	198	1043	28	3035
17370	Northlake Blvd	Old Dixie Hwy	3/12/2007	7:45 AM	2	130	34	97	0	16	91	40	0	54	1287	249	5	178	1093	57	3333
17370	Northlake Blvd	Old Dixie Hwy	5/21/2009	11:45 AM	0	192	46	197	0	21	62	65	10	71	1232	157	4	166	1335	44	3602
17370	Northlake Blvd	Old Dixie Hwy	5/3/2007	11:45 AM	0	193	46	196	0	34	83	63	11	59	1500	173	6	160	1379	46	3949
17370	Northlake Blvd	Old Dixie Hwy	5/21/2009	4:30 PM	0	302	52	200	0	16	44	40	12	73	1350	167	4	123	1411	24	3818
17370	Northlake Blvd	Old Dixie Hwy	3/10/2008	4:30 PM	0	323	55	174	0	179	30	17	2	70	1483	125	2	185	1689	49	4383
17370	Northlake Blvd	Old Dixie Hwy	3/12/2007	4:30 PM	0	370	50	202	0	22	53	65	2	47	1465	158	8	121	1718	24	4305
17390	Northlake Blvd	Prosperity Farms Rd	5/20/2009	7:30 AM	0	22	136	33	0	231	189	339	5	248	948	32	7	40	686	150	3066
17390	Northlake Blvd	Prosperity Farms Rd	3/10/2008	7:30 AM	0	18	116	49	0	251	161	332	2	285	944	16	6	22	695	125	3022
17390	Northlake Blvd	Prosperity Farms Rd	3/12/2007	7:45 AM	0	22	162	61	0	278	193	326	4	278	1256	23	3	53	748	184	3591
17390	Northlake Blvd	Prosperity Farms Rd	3/3/2005	7:45 AM	0	20	152	65	0	292	217	341	0	260	1055	22	0	57	728	157	3366
17390	Northlake Blvd	Prosperity Farms Rd	5/20/2009	11:45 AM	0	45	109	53	0	217	135	256	37	298	938	39	16	64	918	188	3313
17390	Northlake Blvd	Prosperity Farms Rd	5/16/2007	1:00 PM	0	43	118	89	0	177	164	244	44	236	1010	67	21	64	1046	192	3515
17390	Northlake Blvd	Prosperity Farms Rd	3/3/2005	11:00 AM	0	31	95	90	0	209	131	284	0	279	952	44	0	109	977	192	3393
17390	Northlake Blvd	Prosperity Farms Rd	5/20/2009	4:45 PM	0	62	188	66	0	219	159	235	18	288	924	48	30	49	1029	225	3540
17390	Northlake Blvd	Prosperity Farms Rd	3/10/2008	4:30 PM	0	35	184	79	0	225	173	272	11	328	1070	56	19	38	1283	254	4027

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17390	Northlake Blvd	Prosperity Farms Rd	3/12/2007	4:30 PM	0	58	232	81	1	241	177	244	28	309	1167	61	11	53	1298	252	4213
17390	Northlake Blvd	Prosperity Farms Rd	3/3/2005	4:45 PM	0	53	253	98	0	255	254	286	0	362	1058	58	0	79	1189	251	4196
17326	Northlake Blvd	Roan Ln	4/30/2008	7:45 AM	0	0	0	0	0	0	0	119	6	96	2020	0	0	0	1339	37	3617
17326	Northlake Blvd	Roan Ln	5/1/2006	7:45 AM	0	0	0	0	0	0	0	100	0	62	2002	0	0	0	1318	56	3538
17326	Northlake Blvd	Roan Ln	5/1/2006	12:15 PM	0	0	0	0	0	0	0	67	0	72	2048	0	0	0	1872	47	4106
17326	Northlake Blvd	Roan Ln	4/30/2008	4:45 PM	0	0	0	0	0	0	0	113	17	146	1747	0	0	0	2230	92	4345
17326	Northlake Blvd	Roan Ln	5/1/2006	4:30 PM	0	0	0	0	0	0	0	103	0	166	1969	0	0	0	2055	62	4355
17292	Northlake Blvd	Ryder Cup Blvd	3/28/2007	7:30 AM	0	0	0	0	0	390	0	103	0	142	1434	0	5	0	476	193	2743
17292	Northlake Blvd	Ryder Cup Blvd	1/23/2006	7:30 AM	0	0	0	0	0	398	0	125	0	183	1446	0	0	2	460	185	2799
17292	Northlake Blvd	Ryder Cup Blvd	3/28/2007	4:45 PM	0	0	0	0	0	255	0	113	0	131	660	0	19	0	1349	391	2918
17292	Northlake Blvd	Ryder Cup Blvd	1/23/2006	5:00 PM	0	0	0	0	0	258	0	157	0	149	529	0	0	7	1293	402	2795
17330	Northlake Blvd	Sandtree Dr/Sunrise Dr	5/1/2006	8:00 AM	0	207	14	146	0	98	18	56	32	73	1560	134	5	169	1083	41	3636
17330	Northlake Blvd	Sandtree Dr/Sunrise Dr	4/28/2008	3:15 PM	0	447	9	257	2	63	12	69	43	45	1536	143	6	206	1713	48	4599
17330	Northlake Blvd	Sandtree Dr/Sunrise Dr	4/28/2008	12:30 PM	0	455	33	325	0	81	18	54	72	38	1590	157	5	340	1448	66	4682
17330	Northlake Blvd	Sandtree Dr/Sunrise Dr	5/1/2006	12:15 PM	0	377	36	359	0	81	22	56	75	49	1473	122	8	337	1490	49	4534
17330	Northlake Blvd	Sandtree Dr/Sunrise Dr	5/1/2006	4:30 PM	0	349	21	242	0	73	19	61	39	71	1440	130	13	225	1748	46	4477
17200	Northlake Blvd	Seminole Pratt Whitne	1/12/2009	7:15 AM	0	0	8	609	0	33	14	0	0	0	0	0	0	165	0	11	840
17200	Northlake Blvd	Seminole Pratt Whitne	3/6/2008	7:00 AM	0	0	11	670	0	38	20	0	0	0	0	0	0	168	1	13	921
17200	Northlake Blvd	Seminole Pratt Whitne	2/8/2007	7:00 AM	0	0	18	561	0	21	16	0	0	0	0	0	0	178	0	10	804
17200	Northlake Blvd	Seminole Pratt Whitne	1/25/2006	7:15 AM	0	0	16	643	0	23	22	0	0	0	0	0	0	204	0	10	918
17200	Northlake Blvd	Seminole Pratt Whitne	2/28/2005	7:00 AM	0	0	10	591	0	36	24	0	0	0	0	0	0	209	0	19	889
17200	Northlake Blvd	Seminole Pratt Whitne	1/12/2009	5:00 PM	0	0	28	236	0	0	32	0	0	0	0	0	0	539	0	42	877
17200	Northlake Blvd	Seminole Pratt Whitne	3/6/2008	5:00 PM	2	0	19	204	0	12	12	0	0	0	0	0	1	674	2	38	964
17200	Northlake Blvd	Seminole Pratt Whitne	2/8/2007	5:00 PM	0	0	31	251	0	15	22	0	0	1	1	0	0	628	1	37	987
17200	Northlake Blvd	Seminole Pratt Whitne	1/25/2006	5:00 PM	0	0	30	230	0	18	19	0	0	0	0	0	0	614	0	38	949
17200	Northlake Blvd	Seminole Pratt Whitne	2/28/2005	5:00 PM	0	0	21	232	0	12	9	0	0	0	0	0	0	602	0	34	910
17268	Northlake Blvd	Shoppes Of Ibis	4/23/2008	7:00 AM	0	56	0	68	0	0	0	0	0	0	2663	194	0	25	502	0	3508
17268	Northlake Blvd	Shoppes Of Ibis	5/4/2006	7:00 AM	0	67	0	78	0	0	0	0	0	0	2692	200	2	49	470	0	3558
17268	Northlake Blvd	Shoppes Of Ibis	3/1/2005	7:30 AM	0	63	0	92	0	0	0	0	0	0	2690	227	0	46	569	0	3687
17268	Northlake Blvd	Shoppes Of Ibis	4/23/2008	5:00 PM	0	383	0	31	0	0	0	0	1	0	797	130	1	56	2069	0	3468
17268	Northlake Blvd	Shoppes Of Ibis	5/4/2006	5:00 PM	0	318	0	47	0	0	0	0	0	0	709	161	4	58	2195	0	3492
17268	Northlake Blvd	Shoppes Of Ibis	3/1/2005	5:00 PM	0	339	0	27	0	0	0	0	0	1	724	172	0	53	2261	0	3577
17460	Northlake Blvd	Us 1	11/6/2008	7:15 AM	0	195	420	8	0	23	742	360	0	512	74	505	0	11	52	34	2936

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17460	Northlake Blvd	Us 1	10/25/2006	7:30 AM	2	235	583	4	2	14	839	399	4	638	61	502	0	16	51	32	3382
17460	Northlake Blvd	Us 1	3/15/2006	7:45 AM	3	272	576	6	1	22	882	362	0	575	76	511	0	12	42	28	3368
17460	Northlake Blvd	Us 1	11/6/2008	4:30 PM	1	540	834	9	10	66	512	531	2	559	105	247	0	18	74	61	3569
17460	Northlake Blvd	Us 1	10/25/2006	5:00 PM	3	509	935	17	3	52	667	603	1	474	81	325	0	21	53	54	3798
17460	Northlake Blvd	Us 1	3/15/2006	4:45 PM	3	443	1222	12	10	82	761	556	1	878	161	285	0	30	97	84	4625
42050	Northtree Blvd	Jog Rd	4/2/2008	7:00 AM	2	24	805	308	0	233	1895	62	0	120	10	103	0	244	0	119	3925
42050	Northtree Blvd	Jog Rd	4/3/2008	2:45 PM	5	26	1246	114	2	242	1137	52	0	19	0	21	5	325	6	313	3513
42050	Northtree Blvd	Jog Rd	4/3/2008	5:00 PM	1	53	1793	159	0	194	1102	77	0	62	0	42	0	106	0	163	3752
24890	Northwood Rd	Dixie Hwy/Poinsettia A	4/24/2008	7:45 AM	0	12	422	0	0	0	951	5	0	5	0	129	0	0	0	0	1524
24890	Northwood Rd	Dixie Hwy/Poinsettia A	11/17/2005	7:45 AM	0	16	411	0	0	0	994	11	0	3	0	129	0	0	0	0	1564
24890	Northwood Rd	Dixie Hwy/Poinsettia A	4/24/2008	4:30 PM	0	52	838	0	0	0	516	17	0	13	0	143	0	0	0	0	1579
24890	Northwood Rd	Dixie Hwy/Poinsettia A	11/17/2005	4:30 PM	0	34	736	0	0	0	567	33	0	10	0	140	0	0	0	0	1520
28900	Norton Museum	Dixie Hwy	5/30/2007	10:00 AM	0	3	465	2	1	2	469	3	0	0	0	0	0	2	0	7	954
28900	Norton Museum	Dixie Hwy	5/30/2007	4:00 PM	0	0	514	2	0	3	997	0	0	0	0	2	0	2	0	4	1524
31110	Nottingham Blvd	Dixie Hwy	4/29/2008	7:30 AM	0	59	972	16	0	17	528	15	0	54	39	80	0	5	12	18	1815
31110	Nottingham Blvd	Dixie Hwy	10/20/2005	7:30 AM	0	90	1260	9	0	10	415	24	0	84	52	75	0	3	15	15	2052
31110	Nottingham Blvd	Dixie Hwy	4/29/2008	4:45 PM	0	63	630	5	0	12	1025	61	0	43	27	90	0	8	24	8	1996
31110	Nottingham Blvd	Dixie Hwy	10/20/2005	4:30 PM	0	72	606	5	0	9	1036	60	0	42	19	86	0	6	32	10	1983
31100	Nottingham Blvd	Georgia Ave	10/11/2005	7:30 AM	0	34	169	46	0	38	103	35	0	105	159	30	0	29	98	24	870
31100	Nottingham Blvd	Georgia Ave	10/11/2005	4:30 PM	0	28	123	19	0	35	188	131	0	32	78	23	0	33	147	25	862
51000	Nw 13th St/Park Of Comm	Congress Ave	12/10/2008	7:30 AM	0	22	718	19	7	61	1210	10	0	15	1	52	0	8	1	13	2137
51000	Nw 13th St/Park Of Comm	Congress Ave	12/7/2006	8:00 AM	2	14	839	28	11	89	1257	12	1	12	3	59	0	19	1	19	2366
51000	Nw 13th St/Park Of Comm	Congress Ave	12/10/2008	4:45 PM	0	49	1482	14	0	11	1020	36	0	34	0	36	0	40	3	88	2813
51000	Nw 13th St/Park Of Comm	Congress Ave	12/7/2006	4:30 PM	3	60	1522	10	4	17	1125	26	0	27	0	44	0	35	1	50	2924
62548	Nw 19th St	Butts Rd	9/12/2007	12:15 PM	0	22	224	42	1	90	206	210	0	86	94	49	0	66	181	89	1360
62548	Nw 19th St	Butts Rd	9/12/2007	4:45 PM	1	31	273	20	1	49	127	91	0	109	106	45	0	43	111	83	1090
52700	Nw 2nd St	Nw 5th Ave	10/11/2005	7:45 AM	0	10	38	17	0	6	83	21	0	12	101	29	0	19	75	10	421
52700	Nw 2nd St	Nw 5th Ave	10/11/2005	5:00 PM	0	20	52	15	0	4	43	17	0	9	86	24	0	27	131	11	439
300044	Nw 82nd St	Congress Ave	3/9/2009	7:45 AM	0	77	229	279	0	271	833	84	0	13	34	62	0	1170	217	100	3369
300044	Nw 82nd St	Congress Ave	3/9/2009	4:45 PM	0	79	927	1037	0	161	406	21	0	90	248	89	1	279	45	178	3561
46375	Ocean Ave	A1A	6/1/2006	7:30 AM	0	36	187	0	0	0	171	70	0	97	0	100	0	0	0	0	661
40400	Ocean Ave	A1A	9/11/2006	9:15 AM	0	60	61	9	0	4	61	148	0	208	17	119	0	6	19	6	718
46375	Ocean Ave	A1A	4/14/2009	11:00 AM	0	72	235	0	0	0	191	140	0	191	0	63	0	1	0	0	893

Peggy Malone & Associates, Inc.
(904) 992-8072

File Name : #12 - US 1 and SR 16 AM
Site Code : 00002963
Start Date : 3/18/2009
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Groups Printed- 1 - Vehicles

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	11	31	0	1	43	0	14	0	0	14	0	73	21	0	94	30	4	8	0	42	193
06:15 AM	6	39	0	0	45	0	13	0	0	13	0	79	27	0	106	49	6	16	1	72	236
06:30 AM	4	50	0	0	54	0	20	7	0	27	1	90	42	0	133	63	7	12	1	83	297
06:45 AM	10	63	0	0	73	2	18	11	0	31	0	98	57	0	155	95	11	22	2	130	389
Total	31	183	0	1	215	2	65	18	0	85	1	340	147	0	488	237	28	58	4	327	1115
07:00 AM	7	71	1	0	79	0	26	20	0	46	1	128	72	0	201	78	4	25	0	107	433
07:15 AM	19	108	0	0	127	1	51	7	0	59	3	178	103	0	284	118	25	23	0	166	636
07:30 AM	10	145	4	0	159	0	50	8	0	58	0	131	118	0	249	186	50	33	0	269	735
07:45 AM	26	151	4	0	181	5	44	9	0	58	4	175	104	0	283	199	75	45	0	319	841
Total	62	475	9	0	546	6	171	44	0	221	8	612	397	0	1017	581	154	126	0	861	2645
08:00 AM	14	125	1	0	140	1	45	9	0	55	2	142	113	0	257	143	30	34	1	208	660
08:15 AM	12	136	2	0	150	1	47	9	0	57	8	155	134	0	297	131	34	35	0	200	704
08:30 AM	16	96	2	0	114	4	35	9	0	48	2	142	115	0	259	161	23	36	1	221	642
08:45 AM	17	143	1	1	162	1	47	10	0	58	4	143	159	0	306	134	27	26	0	187	713
Total	59	500	6	1	566	7	174	37	0	218	16	582	521	0	1119	569	114	131	2	816	2719
Grand Total	152	1158	15	2	1327	15	410	99	0	524	25	1534	1065	0	2624	1387	296	315	6	2004	6479
Apprch %	11.5	87.3	1.1	0.2		2.9	78.2	18.9	0.0		1.0	58.5	40.6	0.0		69.2	14.8	15.7	0.3		
Total %	2.3	17.9	0.2	0.0	20.5	0.2	6.3	1.5	0.0	8.1	0.4	23.7	16.4	0.0	40.5	21.4	4.6	4.9	0.1	30.9	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	62	557	11	0	630	7	186	35	0	228	14	603	469	0	1086	659	189	147	1	996	2940
Percent	9.8	88.4	1.7	0.0		3.1	81.6	15.4	0.0		1.3	55.5	43.2	0.0		66.2	19.0	14.8	0.1		
07:45 Volume	26	151	4	0	181	5	44	9	0	58	4	175	104	0	283	199	75	45	0	319	841
Peak Factor																					0.874
High Int.	07:45 AM					07:30 AM					08:15 AM					07:45 AM					
Volume	26	151	4	0	181	0	50	8	0	58	8	155	134	0	297	199	75	45	0	319	
Peak Factor					0.870					0.983					0.914					0.781	

Peggy Malone & Associates, Inc.
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File Name : #12 - US 1 and SR 16 AM
Site Code : 00002963
Start Date : 3/18/2009
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Groups Printed- 2 - Heavy Trucks

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	7
Total	4	2	0	0	6	0	0	0	0	0	0	4	1	0	5	2	0	8	0	10	21
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	7
07:15 AM	4	0	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	8
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
07:45 AM	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	11
Total	8	2	0	0	10	0	0	0	0	0	0	7	1	0	8	4	0	8	0	12	30
08:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	2	1	1	0	4	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	0	3	0	4	8
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	6	0	0	0	6	9
Total	2	1	0	0	3	0	0	0	0	0	0	5	6	0	11	9	1	4	0	14	28
Grand Total	14	5	0	0	19	0	0	0	0	0	0	16	8	0	24	15	1	20	0	36	79
Apprch %	73.7	26.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		41.7	2.8	55.6	0.0		
Total %	17.7	6.3	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	0.0	20.3	10.1	0.0	30.4	19.0	1.3	25.3	0.0	45.6	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	8	3	0	0	11	0	0	0	0	0	0	6	2	0	8	4	1	7	0	12	31
Percent	72.7	27.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		33.3	8.3	58.3	0.0		
07:45 Volume	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	11
Peak Factor																					0.705
High Int.	07:15 AM					5:45:00 AM					07:45 AM					07:45 AM					
Volume	4	0	0	0	4	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	
Peak Factor					0.688										0.667					0.600	

Peggy Malone & Associates, Inc.
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File Name : #12 - US 1 and SR 16 AM
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Groups Printed- 1 - Vehicles - 2 - Heavy Trucks

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	14	32	0	1	47	0	14	0	0	14	0	75	21	0	96	30	4	9	0	43	200
06:15 AM	7	39	0	0	46	0	13	0	0	13	0	79	27	0	106	49	6	19	1	75	240
06:30 AM	4	50	0	0	54	0	20	7	0	27	1	90	43	0	134	63	7	14	1	85	300
06:45 AM	10	64	0	0	74	2	18	11	0	31	0	100	57	0	157	97	11	24	2	134	396
Total	35	185	0	1	221	2	65	18	0	85	1	344	148	0	493	239	28	66	4	337	1136
07:00 AM	8	71	1	0	80	0	26	20	0	46	1	130	72	0	203	80	4	27	0	111	440
07:15 AM	23	108	0	0	131	1	51	7	0	59	3	180	103	0	286	118	25	25	0	168	644
07:30 AM	11	146	4	0	161	0	50	8	0	58	0	132	118	0	250	187	50	33	0	270	739
07:45 AM	28	152	4	0	184	5	44	9	0	58	4	177	105	0	286	200	75	49	0	324	852
Total	70	477	9	0	556	6	171	44	0	221	8	619	398	0	1025	585	154	134	0	873	2675
08:00 AM	15	126	1	0	142	1	45	9	0	55	2	143	114	0	259	145	31	35	1	212	668
08:15 AM	12	136	2	0	150	1	47	9	0	57	8	156	136	0	300	131	34	35	0	200	707
08:30 AM	16	96	2	0	114	4	35	9	0	48	2	145	116	0	263	162	23	39	1	225	650
08:45 AM	18	143	1	1	163	1	47	10	0	58	4	143	161	0	308	140	27	26	0	193	722
Total	61	501	6	1	569	7	174	37	0	218	16	587	527	0	1130	578	115	135	2	830	2747
Grand Total	166	1163	15	2	1346	15	410	99	0	524	25	1550	1073	0	2648	1402	297	335	6	2040	6558
Apprch %	12.3	86.4	1.1	0.1		2.9	78.2	18.9	0.0		0.9	58.5	40.5	0.0		68.7	14.6	16.4	0.3		
Total %	2.5	17.7	0.2	0.0	20.5	0.2	6.3	1.5	0.0	8.0	0.4	23.6	16.4	0.0	40.4	21.4	4.5	5.1	0.1	31.1	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	66	560	11	0	637	7	186	35	0	228	14	608	473	0	1095	663	190	152	1	1006	2966
Percent	10.4	87.9	1.7	0.0		3.1	81.6	15.4	0.0		1.3	55.5	43.2	0.0		65.9	18.9	15.1	0.1		
07:45 Volume	28	152	4	0	184	5	44	9	0	58	4	177	105	0	286	200	75	49	0	324	852
Peak Factor																					0.870
High Int.	07:45 AM					07:30 AM					08:15 AM					07:45 AM					
Volume	28	152	4	0	184	0	50	8	0	58	8	156	136	0	300	200	75	49	0	324	
Peak Factor					0.865					0.983					0.913					0.776	

Peggy Malone & Associates, Inc.
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Groups Printed- 1 - Vehicles

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	16	133	4	0	153	5	44	7	0	56	8	121	142	0	271	128	26	34	1	189	669
11:15 AM	20	119	5	0	144	7	43	12	0	62	7	124	120	0	251	115	32	44	0	191	648
11:30 AM	19	117	6	0	142	2	42	10	0	54	6	136	147	0	289	130	30	44	0	204	689
11:45 AM	23	184	4	0	211	5	39	16	0	60	5	146	132	0	283	135	48	30	0	213	767
Total	78	553	19	0	650	19	168	45	0	232	26	527	541	0	1094	508	136	152	1	797	2773
12:00 PM	25	145	9	0	179	11	42	13	0	66	7	192	162	0	361	161	41	51	0	253	859
12:15 PM	21	144	5	0	170	5	45	17	0	67	5	175	123	0	303	147	35	41	0	223	763
12:30 PM	24	137	6	0	167	7	38	18	0	63	11	168	133	0	312	148	48	47	0	243	785
12:45 PM	23	131	4	0	158	2	51	12	0	65	7	187	167	0	361	142	35	37	0	214	798
Total	93	557	24	0	674	25	176	60	0	261	30	722	585	0	1337	598	159	176	0	933	3205
01:00 PM	31	156	0	0	187	3	34	8	0	45	6	150	132	0	288	136	28	46	2	212	732
01:15 PM	38	134	2	0	174	2	36	12	0	50	7	181	133	0	321	148	40	44	0	232	777
01:30 PM	37	133	5	0	175	4	41	16	0	61	6	148	140	0	294	113	38	42	1	194	724
01:45 PM	12	139	1	0	152	2	40	10	0	52	3	157	205	0	365	200	44	41	0	285	854
Total	118	562	8	0	688	11	151	46	0	208	22	636	610	0	1268	597	150	173	3	923	3087
Grand Total	289	1672	51	0	2012	55	495	151	0	701	78	1885	1736	0	3699	1703	445	501	4	2653	9065
Apprch %	14.4	83.1	2.5	0.0		7.8	70.6	21.5	0.0		2.1	51.0	46.9	0.0		64.2	16.8	18.9	0.2		
Total %	3.2	18.4	0.6	0.0	22.2	0.6	5.5	1.7	0.0	7.7	0.9	20.8	19.2	0.0	40.8	18.8	4.9	5.5	0.0	29.3	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	93	557	24	0	674	25	176	60	0	261	30	722	585	0	1337	598	159	176	0	933	3205
Percent	13.8	82.6	3.6	0.0		9.6	67.4	23.0	0.0		2.2	54.0	43.8	0.0		64.1	17.0	18.9	0.0		
12:00 Volume	25	145	9	0	179	11	42	13	0	66	7	192	162	0	361	161	41	51	0	253	859
Peak Factor																					0.933
High Int.	12:00 PM					12:15 PM					12:00 PM					12:00 PM					
Volume	25	145	9	0	179	5	45	17	0	67	7	192	162	0	361	161	41	51	0	253	
Peak Factor					0.941					0.974					0.926					0.922	

Peggy Malone & Associates, Inc.
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Groups Printed- 2 - Heavy Trucks

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3
Total	1	0	0	0	1	0	2	0	0	2	0	2	1	0	3	4	1	2	0	7	13
12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3	0	1	0	4	6
12:15 PM	1	3	0	0	4	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	8
12:30 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	5
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
Total	2	7	0	0	9	1	1	1	0	3	0	3	2	0	5	4	1	2	0	7	24
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	4
01:30 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	1	1	0	0	2	0	2	0	0	2	0	6	1	0	7	3	1	0	0	4	15
Grand Total	4	8	0	0	12	1	5	1	0	7	0	11	4	0	15	11	3	4	0	18	52
Apprch %	33.3	66.7	0.0	0.0		14.3	71.4	14.3	0.0		0.0	73.3	26.7	0.0		61.1	16.7	22.2	0.0		
Total %	7.7	15.4	0.0	0.0	23.1	1.9	9.6	1.9	0.0	13.5	0.0	21.2	7.7	0.0	28.8	21.2	5.8	7.7	0.0	34.6	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	2	7	0	0	9	1	1	1	0	3	0	3	2	0	5	4	1	2	0	7	24
Percent	22.2	77.8	0.0	0.0		33.3	33.3	33.3	0.0		0.0	60.0	40.0	0.0		57.1	14.3	28.6	0.0		
12:15 Volume	1	3	0	0	4	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	8
Peak Factor																					0.750
High Int.	12:15 PM					12:00 PM					12:15 PM					12:00 PM					
Volume	1	3	0	0	4	0	0	1	0	1	0	2	1	0	3	3	0	1	0	4	
Peak Factor					0.563					0.750					0.417					0.438	

Peggy Malone & Associates, Inc.
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Groups Printed- 1 - Vehicles - 2 - Heavy Trucks

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	16	133	4	0	153	5	45	7	0	57	8	121	143	0	272	129	26	34	1	190	672
11:15 AM	21	119	5	0	145	7	43	12	0	62	7	125	120	0	252	116	32	45	0	193	652
11:30 AM	19	117	6	0	142	2	43	10	0	55	6	137	147	0	290	130	31	44	0	205	692
11:45 AM	23	184	4	0	211	5	39	16	0	60	5	146	132	0	283	137	48	31	0	216	770
Total	79	553	19	0	651	19	170	45	0	234	26	529	542	0	1097	512	137	154	1	804	2786
12:00 PM	25	145	9	0	179	11	42	14	0	67	7	192	163	0	362	164	41	52	0	257	865
12:15 PM	22	147	5	0	174	6	45	17	0	68	5	177	124	0	306	147	35	41	0	223	771
12:30 PM	25	138	6	0	169	7	39	18	0	64	11	168	133	0	312	148	49	48	0	245	790
12:45 PM	23	134	4	0	161	2	51	12	0	65	7	188	167	0	362	143	35	37	0	215	803
Total	95	564	24	0	683	26	177	61	0	264	30	725	587	0	1342	602	160	178	0	940	3229
01:00 PM	31	156	0	0	187	3	34	8	0	45	6	151	132	0	289	137	29	46	2	214	735
01:15 PM	38	134	2	0	174	2	37	12	0	51	7	182	134	0	323	149	40	44	0	233	781
01:30 PM	38	133	5	0	176	4	42	16	0	62	6	149	140	0	295	114	38	42	1	195	728
01:45 PM	12	140	1	0	153	2	40	10	0	52	3	160	205	0	368	200	44	41	0	285	858
Total	119	563	8	0	690	11	153	46	0	210	22	642	611	0	1275	600	151	173	3	927	3102
Grand Total	293	1680	51	0	2024	56	500	152	0	708	78	1896	1740	0	3714	1714	448	505	4	2671	9117
Apprch %	14.5	83.0	2.5	0.0		7.9	70.6	21.5	0.0		2.1	51.1	46.8	0.0		64.2	16.8	18.9	0.1		
Total %	3.2	18.4	0.6	0.0	22.2	0.6	5.5	1.7	0.0	7.8	0.9	20.8	19.1	0.0	40.7	18.8	4.9	5.5	0.0	29.3	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	95	564	24	0	683	26	177	61	0	264	30	725	587	0	1342	602	160	178	0	940	3229
Percent	13.9	82.6	3.5	0.0		9.8	67.0	23.1	0.0		2.2	54.0	43.7	0.0		64.0	17.0	18.9	0.0		
12:00 Volume	25	145	9	0	179	11	42	14	0	67	7	192	163	0	362	164	41	52	0	257	865
Peak Factor																					0.933
High Int.	12:00 PM					12:15 PM					12:00 PM					12:00 PM					
Volume	25	145	9	0	179	6	45	17	0	68	7	192	163	0	362	164	41	52	0	257	
Peak Factor					0.954					0.971					0.927					0.914	

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Groups Printed- 1 - Vehicles

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	21	158	2	0	181	1	51	9	0	61	8	168	175	0	351	149	45	52	2	248	841
03:15 PM	20	150	6	0	176	3	63	10	0	76	3	145	170	0	318	151	32	43	0	226	796
03:30 PM	31	175	3	0	209	5	56	16	0	77	6	163	181	0	350	195	42	40	0	277	913
03:45 PM	35	143	6	0	184	4	56	17	0	77	5	176	183	0	364	147	17	56	5	225	850
Total	107	626	17	0	750	13	226	52	0	291	22	652	709	0	1383	642	136	191	7	976	3400
04:00 PM	43	157	5	1	206	5	54	21	0	80	7	161	166	0	334	136	29	40	1	206	826
04:15 PM	42	185	7	6	240	3	48	13	0	64	4	188	176	0	368	146	22	34	0	202	874
04:30 PM	57	220	7	3	287	2	59	13	0	74	7	162	162	0	331	136	25	45	0	206	898
04:45 PM	51	325	6	1	383	4	47	14	0	65	3	187	170	0	360	145	40	39	1	225	1033
Total	193	887	25	11	1116	14	208	61	0	283	21	698	674	0	1393	563	116	158	2	839	3631
05:00 PM	76	231	5	2	314	1	77	13	0	91	6	164	210	0	380	141	28	35	0	204	989
05:15 PM	44	240	3	0	287	4	58	16	0	78	2	185	194	0	381	152	41	54	1	248	994
05:30 PM	46	144	5	0	195	3	48	12	0	63	3	146	142	0	291	178	28	37	2	245	794
05:45 PM	44	170	1	0	215	6	50	14	0	70	8	143	145	0	296	138	31	37	0	206	787
Total	210	785	14	2	1011	14	233	55	0	302	19	638	691	0	1348	609	128	163	3	903	3564
Grand Total	510	2298	56	13	2877	41	667	168	0	876	62	1988	2074	0	4124	1814	380	512	12	2718	10595
Apprch %	17.7	79.9	1.9	0.5		4.7	76.1	19.2	0.0		1.5	48.2	50.3	0.0		66.7	14.0	18.8	0.4		
Total %	4.8	21.7	0.5	0.1	27.2	0.4	6.3	1.6	0.0	8.3	0.6	18.8	19.6	0.0	38.9	17.1	3.6	4.8	0.1	25.7	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	228	1016	21	6	1271	11	241	56	0	308	18	698	736	0	1452	574	134	173	2	883	3914
Percent	17.9	79.9	1.7	0.5		3.6	78.2	18.2	0.0		1.2	48.1	50.7	0.0		65.0	15.2	19.6	0.2		
04:45 Volume	51	325	6	1	383	4	47	14	0	65	3	187	170	0	360	145	40	39	1	225	1033
Peak Factor																					0.947
High Int.	04:45 PM					05:00 PM					05:15 PM					05:15 PM					
Volume	51	325	6	1	383	1	77	13	0	91	2	185	194	0	381	152	41	54	1	248	
Peak Factor					0.830					0.846					0.953					0.890	

Peggy Malone & Associates, Inc.
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File Name : #12 - US 1 and SR 16 PM
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Groups Printed- 2 - Heavy Trucks

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	2	0	2	8
03:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	8
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
Total	1	5	0	0	6	0	0	0	0	0	0	7	6	0	13	2	0	2	0	4	23
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	5
Grand Total	2	7	0	0	9	0	1	0	0	1	0	7	8	0	15	5	1	2	0	8	33
Apprch %	22.2	77.8	0.0	0.0		0.0	100.0	0.0	0.0		0.0	46.7	53.3	0.0		62.5	12.5	25.0	0.0		
Total %	6.1	21.2	0.0	0.0	27.3	0.0	3.0	0.0	0.0	3.0	0.0	21.2	24.2	0.0	45.5	15.2	3.0	6.1	0.0	24.2	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:00 PM																				
Volume	1	5	0	0	6	0	0	0	0	0	0	7	6	0	13	2	0	2	0	4	23
Percent	16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	53.8	46.2	0.0		50.0	0.0	50.0	0.0		
03:30 Volume	1	2	0	0	3	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	8
Peak Factor																					0.719
High Int.	03:30 PM					2:45:00 PM					03:15 PM					03:15 PM					
Volume	1	2	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	2	0	2	
Peak Factor					0.500										0.650					0.500	

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Groups Printed- 1 - Vehicles - 2 - Heavy Trucks

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	21	159	2	0	182	1	51	9	0	61	8	169	176	0	353	149	45	52	2	248	844
03:15 PM	20	151	6	0	177	3	63	10	0	76	3	148	172	0	323	151	32	45	0	228	804
03:30 PM	32	177	3	0	212	5	56	16	0	77	6	165	183	0	354	196	42	40	0	278	921
03:45 PM	35	144	6	0	185	4	56	17	0	77	5	177	184	0	366	148	17	56	5	226	854
Total	108	631	17	0	756	13	226	52	0	291	22	659	715	0	1396	644	136	193	7	980	3423
04:00 PM	43	158	5	1	207	5	54	21	0	80	7	161	167	0	335	136	29	40	1	206	828
04:15 PM	42	185	7	6	240	3	48	13	0	64	4	188	176	0	368	146	23	34	0	203	875
04:30 PM	57	220	7	3	287	2	59	13	0	74	7	162	162	0	331	137	25	45	0	207	899
04:45 PM	52	325	6	1	384	4	47	14	0	65	3	187	170	0	360	145	40	39	1	225	1034
Total	194	888	25	11	1118	14	208	61	0	283	21	698	675	0	1394	564	117	158	2	841	3636
05:00 PM	76	231	5	2	314	1	78	13	0	92	6	164	210	0	380	141	28	35	0	204	990
05:15 PM	44	240	3	0	287	4	58	16	0	78	2	185	195	0	382	152	41	54	1	248	995
05:30 PM	46	144	5	0	195	3	48	12	0	63	3	146	142	0	291	178	28	37	2	245	794
05:45 PM	44	171	1	0	216	6	50	14	0	70	8	143	145	0	296	140	31	37	0	208	790
Total	210	786	14	2	1012	14	234	55	0	303	19	638	692	0	1349	611	128	163	3	905	3569
Grand Total	512	2305	56	13	2886	41	668	168	0	877	62	1995	2082	0	4139	1819	381	514	12	2726	10628
Apprch %	17.7	79.9	1.9	0.5		4.7	76.2	19.2	0.0		1.5	48.2	50.3	0.0		66.7	14.0	18.9	0.4		
Total %	4.8	21.7	0.5	0.1	27.2	0.4	6.3	1.6	0.0	8.3	0.6	18.8	19.6	0.0	38.9	17.1	3.6	4.8	0.1	25.6	

	US 1 Southbound					SR 16 Westbound					US 1 Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	229	1016	21	6	1272	11	242	56	0	309	18	698	737	0	1453	575	134	173	2	884	3918
Percent	18.0	79.9	1.7	0.5		3.6	78.3	18.1	0.0		1.2	48.0	50.7	0.0		65.0	15.2	19.6	0.2		
04:45 Volume	52	325	6	1	384	4	47	14	0	65	3	187	170	0	360	145	40	39	1	225	1034
Peak Factor																					0.947
High Int.	04:45 PM					05:00 PM					05:15 PM					05:15 PM					
Volume	52	325	6	1	384	1	78	13	0	92	2	185	195	0	382	152	41	54	1	248	
Peak Factor					0.828					0.840					0.951					0.891	

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Groups Printed- 1 - 1 - Vehicles

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	8	62	1	0	71	1	20	10	1	32	5	43	51	0	99	60	8	14	0	82	284
08:15 AM	9	63	2	0	74	2	18	3	0	23	0	68	63	0	131	77	15	17	0	109	337
08:30 AM	18	100	2	0	120	1	20	9	1	31	3	60	49	0	112	95	17	13	0	125	388
08:45 AM	15	103	3	0	121	0	26	9	0	35	3	68	62	0	133	135	27	19	1	182	471
Total	50	328	8	0	386	4	84	31	2	121	11	239	225	0	475	367	67	63	1	498	1480
09:00 AM	11	84	3	0	98	2	25	8	0	35	3	74	65	0	142	111	24	23	0	158	433
09:15 AM	19	105	6	0	130	2	33	13	2	50	6	99	104	0	209	111	21	28	0	160	549
09:30 AM	17	116	3	0	136	2	26	12	3	43	10	96	101	0	207	136	28	32	0	196	582
09:45 AM	26	123	4	0	153	1	28	11	0	40	7	98	85	1	191	165	44	41	3	253	637
Total	73	428	16	0	517	7	112	44	5	168	26	367	355	1	749	523	117	124	3	767	2201
10:00 AM	23	118	4	0	145	1	29	9	1	40	12	86	111	0	209	172	42	30	0	244	638
10:15 AM	15	119	4	0	138	3	47	13	0	63	3	111	119	0	233	137	45	37	0	219	653
10:30 AM	40	144	7	0	191	2	39	13	0	54	12	129	115	0	256	152	35	30	0	217	718
10:45 AM	29	124	6	0	159	1	37	6	1	45	5	134	112	0	251	148	34	32	3	217	672
Total	107	505	21	0	633	7	152	41	2	202	32	460	457	0	949	609	156	129	3	897	2681
Grand Total	230	1261	45	0	1536	18	348	116	9	491	69	1066	1037	1	2173	1499	340	316	7	2162	6362
Apprch %	15.0	82.1	2.9	0.0		3.7	70.9	23.6	1.8		3.2	49.1	47.7	0.0		69.3	15.7	14.6	0.3		
Total %	3.6	19.8	0.7	0.0	24.1	0.3	5.5	1.8	0.1	7.7	1.1	16.8	16.3	0.0	34.2	23.6	5.3	5.0	0.1	34.0	

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 10:45 AM - Peak 1 of 1																					
Intersection	10:00 AM																				
Volume	107	505	21	0	633	7	152	41	2	202	32	460	457	0	949	609	156	129	3	897	2681
Percent	16.9	79.8	3.3	0.0		3.5	75.2	20.3	1.0		3.4	48.5	48.2	0.0		67.9	17.4	14.4	0.3		
10:30 Volume	40	144	7	0	191	2	39	13	0	54	12	129	115	0	256	152	35	30	0	217	718
Peak Factor																					0.933
High Int.	10:30 AM					10:15 AM					10:30 AM					10:00 AM					
Volume	40	144	7	0	191	3	47	13	0	63	12	129	115	0	256	172	42	30	0	244	
Peak Factor					0.829					0.802					0.927					0.919	

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Groups Printed- 2 - 2 - Heavy Trucks

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
Total	0	3	4	0	7	1	0	0	0	1	0	1	0	0	1	3	0	1	0	4	13
09:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	4
09:15 AM	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
09:45 AM	1	0	2	0	3	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	6
Total	1	1	6	0	8	2	0	0	0	2	0	1	3	0	4	1	0	1	0	2	16
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
10:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	6
Grand Total	3	4	10	0	17	3	0	0	0	3	0	2	5	0	7	5	1	2	0	8	35
Apprch %	17.6	23.5	58.8	0.0		100.0	0.0	0.0	0.0		0.0	28.6	71.4	0.0		62.5	12.5	25.0	0.0		
Total %	8.6	11.4	28.6	0.0	48.6	8.6	0.0	0.0	0.0	8.6	0.0	5.7	14.3	0.0	20.0	14.3	2.9	5.7	0.0	22.9	

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 10:45 AM - Peak 1 of 1																					
Intersection	08:30 AM																				
Volume	0	3	4	0	7	1	0	0	0	1	0	2	1	0	3	3	0	2	0	5	16
Percent	0.0	42.9	57.1	0.0		100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		60.0	0.0	40.0	0.0		
09:15 Volume	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
Peak Factor																					0.667
High Int.	09:15 AM					09:00 AM					08:45 AM					08:45 AM					
Volume	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	1	0	1	0	2	
Peak Factor					0.438					0.250					0.750					0.625	

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	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	8	63	3	0	74	2	20	10	1	33	5	43	51	0	99	61	8	14	0	83	289
08:15 AM	9	63	4	0	76	2	18	3	0	23	0	68	63	0	131	77	15	17	0	109	339
08:30 AM	18	100	2	0	120	1	20	9	1	31	3	60	49	0	112	96	17	13	0	126	389
08:45 AM	15	105	3	0	123	0	26	9	0	35	3	69	62	0	134	136	27	20	1	184	476
Total	50	331	12	0	393	5	84	31	2	122	11	240	225	0	476	370	67	64	1	502	1493
09:00 AM	11	84	4	0	99	3	25	8	0	36	3	74	66	0	143	111	24	24	0	159	437
09:15 AM	19	106	9	0	134	2	33	13	2	50	6	100	104	0	210	112	21	28	0	161	555
09:30 AM	17	116	3	0	136	2	26	12	3	43	10	96	101	0	207	136	28	32	0	196	582
09:45 AM	27	123	6	0	156	2	28	11	0	41	7	98	87	1	193	165	44	41	3	253	643
Total	74	429	22	0	525	9	112	44	5	170	26	368	358	1	753	524	117	125	3	769	2217
10:00 AM	24	118	4	0	146	1	29	9	1	40	12	86	112	0	210	172	42	30	0	244	640
10:15 AM	16	119	4	0	139	3	47	13	0	63	3	111	120	0	234	137	45	37	0	219	655
10:30 AM	40	144	7	0	191	2	39	13	0	54	12	129	115	0	256	153	35	30	0	218	719
10:45 AM	29	124	6	0	159	1	37	6	1	45	5	134	112	0	251	148	35	32	3	218	673
Total	109	505	21	0	635	7	152	41	2	202	32	460	459	0	951	610	157	129	3	899	2687
Grand Total	233	1265	55	0	1553	21	348	116	9	494	69	1068	1042	1	2180	1504	341	318	7	2170	6397
Apprch %	15.0	81.5	3.5	0.0		4.3	70.4	23.5	1.8		3.2	49.0	47.8	0.0		69.3	15.7	14.7	0.3		
Total %	3.6	19.8	0.9	0.0	24.3	0.3	5.4	1.8	0.1	7.7	1.1	16.7	16.3	0.0	34.1	23.5	5.3	5.0	0.1	33.9	

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 10:45 AM - Peak 1 of 1																					
Intersection	10:00 AM																				
Volume	109	505	21	0	635	7	152	41	2	202	32	460	459	0	951	610	157	129	3	899	2687
Percent	17.2	79.5	3.3	0.0		3.5	75.2	20.3	1.0		3.4	48.4	48.3	0.0		67.9	17.5	14.3	0.3		
10:30 Volume	40	144	7	0	191	2	39	13	0	54	12	129	115	0	256	153	35	30	0	218	719
Peak Factor																					0.934
High Int.	10:30 AM					10:15 AM					10:30 AM					10:00 AM					
Volume	40	144	7	0	191	3	47	13	0	63	12	129	115	0	256	172	42	30	0	244	
Peak Factor					0.831					0.802					0.929					0.921	

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Groups Printed- 1 - 1 - Vehicles

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	49	121	7	3	180	1	51	8	0	60	12	152	148	0	312	191	59	48	0	298	850
12:15 PM	60	141	4	3	208	5	40	13	1	59	11	141	160	2	314	178	52	51	1	282	863
12:30 PM	38	159	3	0	200	3	47	11	0	61	15	146	125	0	286	175	59	42	0	276	823
12:45 PM	35	148	6	0	189	4	42	16	2	64	17	174	110	0	301	194	74	54	0	322	876
Total	182	569	20	6	777	13	180	48	3	244	55	613	543	2	1213	738	244	195	1	1178	3412
01:00 PM	62	120	7	1	190	4	40	12	1	57	12	155	138	1	306	199	58	41	0	298	851
01:15 PM	35	131	7	4	177	3	43	20	0	66	9	155	156	2	322	182	52	44	0	278	843
01:30 PM	43	143	1	0	187	3	29	7	0	39	15	156	155	0	326	180	51	43	0	274	826
01:45 PM	48	133	5	0	186	1	53	19	0	73	7	135	138	0	280	179	68	53	0	300	839
Total	188	527	20	5	740	11	165	58	1	235	43	601	587	3	1234	740	229	181	0	1150	3359
02:00 PM	51	112	5	1	169	0	46	6	1	53	6	126	149	2	283	174	33	40	0	247	752
02:15 PM	40	164	3	0	207	3	48	13	0	64	6	167	174	0	347	188	41	41	0	270	888
02:30 PM	31	118	6	0	155	3	52	19	0	74	6	128	164	1	299	172	43	40	0	255	783
02:45 PM	38	130	2	2	172	3	39	10	2	54	7	150	155	0	312	159	34	55	0	248	786
Total	160	524	16	3	703	9	185	48	3	245	25	571	642	3	1241	693	151	176	0	1020	3209
Grand Total	530	1620	56	14	2220	33	530	154	7	724	123	1785	1772	8	3688	2171	624	552	1	3348	9980
Apprch %	23.9	73.0	2.5	0.6		4.6	73.2	21.3	1.0		3.3	48.4	48.0	0.2		64.8	18.6	16.5	0.0		
Total %	5.3	16.2	0.6	0.1	22.2	0.3	5.3	1.5	0.1	7.3	1.2	17.9	17.8	0.1	37.0	21.8	6.3	5.5	0.0	33.5	

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 02:45 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	195	568	20	4	787	16	169	52	4	241	55	616	533	3	1207	746	243	188	1	1178	3413
Percent	24.8	72.2	2.5	0.5		6.6	70.1	21.6	1.7		4.6	51.0	44.2	0.2		63.3	20.6	16.0	0.1		
12:45 Volume	35	148	6	0	189	4	42	16	2	64	17	174	110	0	301	194	74	54	0	322	876
Peak Factor																					0.974
High Int.	12:15 PM					12:45 PM					12:15 PM					12:45 PM					
Volume	60	141	4	3	208	4	42	16	2	64	11	141	160	2	314	194	74	54	0	322	
Peak Factor					0.946					0.941					0.961					0.915	

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Groups Printed- 2 - 2 - Heavy Trucks

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Apprch %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	25.0	

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 02:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
12:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Peak Factor																					0.500
High Int.	12:15 PM					11:45:00 AM					11:45:00 AM					12:45 PM					
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Peak Factor					0.250															0.250	

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Groups Printed- 1 - 1 - Vehicles - 2 - 2 - Heavy Trucks

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	49	121	7	3	180	1	51	8	0	60	12	152	148	0	312	191	59	48	0	298	850
12:15 PM	60	142	4	3	209	5	40	13	1	59	11	141	160	2	314	178	52	51	1	282	864
12:30 PM	38	159	3	0	200	3	47	11	0	61	15	146	125	0	286	175	59	42	0	276	823
12:45 PM	35	148	6	0	189	4	42	16	2	64	17	174	110	0	301	194	74	55	0	323	877
Total	182	570	20	6	778	13	180	48	3	244	55	613	543	2	1213	738	244	196	1	1179	3414
01:00 PM	62	120	7	1	190	4	40	12	1	57	12	155	138	1	306	199	58	41	0	298	851
01:15 PM	35	131	7	4	177	3	43	20	0	66	9	155	156	2	322	182	52	44	0	278	843
01:30 PM	43	143	1	0	187	3	29	7	0	39	15	156	155	0	326	180	51	43	0	274	826
01:45 PM	48	133	5	0	186	1	53	19	0	73	7	135	138	0	280	179	68	53	0	300	839
Total	188	527	20	5	740	11	165	58	1	235	43	601	587	3	1234	740	229	181	0	1150	3359
02:00 PM	51	113	5	1	170	0	46	6	1	53	6	126	149	2	283	174	33	40	0	247	753
02:15 PM	40	164	3	0	207	3	48	13	0	64	6	167	174	0	347	188	41	41	0	270	888
02:30 PM	31	118	6	0	155	3	52	19	0	74	6	129	164	1	300	172	43	40	0	255	784
02:45 PM	38	130	2	2	172	3	39	10	2	54	7	150	155	0	312	159	34	55	0	248	786
Total	160	525	16	3	704	9	185	48	3	245	25	572	642	3	1242	693	151	176	0	1020	3211
Grand Total	530	1622	56	14	2222	33	530	154	7	724	123	1786	1772	8	3689	2171	624	553	1	3349	9984
Apprch %	23.9	73.0	2.5	0.6		4.6	73.2	21.3	1.0		3.3	48.4	48.0	0.2		64.8	18.6	16.5	0.0		
Total %	5.3	16.2	0.6	0.1	22.3	0.3	5.3	1.5	0.1	7.3	1.2	17.9	17.7	0.1	36.9	21.7	6.3	5.5	0.0	33.5	

	US 1 Ponce De Leon Southbound					SR 16 Westbound					US 1 Ponce De Leon Northbound					SR 16 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 02:45 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	195	569	20	4	788	16	169	52	4	241	55	616	533	3	1207	746	243	189	1	1179	3415
Percent	24.7	72.2	2.5	0.5		6.6	70.1	21.6	1.7		4.6	51.0	44.2	0.2		63.3	20.6	16.0	0.1		
12:45 Volume	35	148	6	0	189	4	42	16	2	64	17	174	110	0	301	194	74	55	0	323	877
Peak Factor																					0.973
High Int.	12:15 PM					12:45 PM					12:15 PM					12:45 PM					
Volume	60	142	4	3	209	4	42	16	2	64	11	141	160	2	314	194	74	55	0	323	
Peak Factor					0.943					0.941					0.961					0.913	