

Transportation Attachment I

**Adopted
Level of Service Standards**

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

9/4/09

| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
|------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|-----------------------|--------------------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------|--------------------|--------|--------|
| Class I (>0.00 to 1.99 signalized intersections per mile) | | | | | | Lanes | B | C | D | E | |
| Lanes | Median | B | C | D | E | 4 | 4,000 | 5,500 | 6,770 | 7,300 | |
| 2 | Undivided | 930 | 1,500 | 1,600 | *** | 6 | 6,000 | 8,320 | 10,150 | 11,290 | |
| 4 | Divided | 2,840 | 3,440 | 3,560 | *** | 8 | 8,000 | 11,050 | 13,480 | 15,270 | |
| 6 | Divided | 4,370 | 5,200 | 5,360 | *** | 10 | 10,000 | 13,960 | 16,930 | 19,250 | |
| 8 | Divided | 5,900 | 6,970 | 7,160 | *** | 12 | 13,730 | 18,600 | 21,950 | 23,230 | |
| Class II (2.00 to 4.50 signalized intersections per mile) | | | | | | Freeway Adjustments | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | Ramp Metering | Oversaturated Conditions* | | | |
| 2 | Undivided | ** | 1,020 | 1,480 | 1,570 | + 1,800 | + 5% | -10% of E | | | |
| 4 | Divided | ** | 2,420 | 3,220 | 3,400 | | | | | | |
| 6 | Divided | ** | 3,790 | 4,880 | 5,150 | | | | | | |
| 8 | Divided | ** | 5,150 | 6,530 | 6,880 | | | | | | |
| Class III/IV (more than 4.50 signalized intersections per mile) | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | B | C | D | E | Lanes | Median | B | C | D | E |
| 2 | Undivided | ** | 500 | 1,150 | 1,440 | 2 | Undivided | 730 | 1,460 | 2,080 | 2,620 |
| 4 | Divided | ** | 1,220 | 2,730 | 3,100 | 4 | Divided | 3,220 | 4,660 | 6,040 | 6,840 |
| 6 | Divided | ** | 1,910 | 4,240 | 4,680 | 6 | Divided | 4,840 | 6,990 | 9,060 | 10,280 |
| 8 | Divided | ** | 2,620 | 5,770 | 6,280 | Uninterrupted Flow Highway Adjustments | | | | | |
| | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | | | | | | 2 | Divided | Yes | +5% | | |
| | | | | | | Multi | Undivided | Yes | -5% | | |
| | | | | | | Multi | Undivided | No | -25% | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | |
| Major City/County Roadways - 10% | | | | | | Paved Shoulder/ Bicycle Lane | | | | | |
| Other Signalized Roadways - 35% | | | | | | Coverage | B | C | D | E | |
| | | | | | | 0-49% | ** | 310 | 1,180 | >1,180 | |
| | | | | | | 50-84% | 240 | 360 | >360 | *** | |
| | | | | | | 85-100% | 620 | >620 | *** | *** | |
| State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | |
| Divided/Undivided & Turn Lane Adjustments | | | | | | Sidewalk Coverage | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | 0-49% | ** | ** | 480 | 1,390 | |
| 2 | Divided | Yes | No | +5% | | 50-84% | ** | ** | 1,100 | 1,820 | |
| 2 | Undivided | No | No | -20% | | 85-100% | ** | 1,100 | 1,820 | >1,820 | |
| Multi | Undivided | Yes | No | -5% | | BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | |
| Multi | Undivided | No | No | -25% | | Sidewalk Coverage | B | C | D | E | |
| - | - | - | Yes | + 15% | | 0-84% | >5 | ≥4 | ≥3 | ≥2 | |
| | | | | | | 85-100% | >4 | ≥3 | ≥2 | ≥1 | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6. | | | | | | | | | | | |

¹ Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

9/4/09

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | Interrupted Flow Facilities | | | | | | | | | |
|----------------------------------------------|-------------------------------|------------------|-----------------------------|----------------------------------------|-----------------|------------------|------------|------------|---------------|----------|----------|-----|
| | Freeways | Highways | State Arterials | | | | | | Class II | | | |
| | | | Class I | Class II | Class III | Bicycle | Pedestrian | Bus | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | | |
| Area type (l,o) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Number of through lanes | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 2 | 4-8 | 4 | 4 | |
| Posted speed (mph) | 65 | 50 | 50 | 45 | 50 | 45 | 45 | 35 | 35 | 45 | 45 | |
| Free flow speed (mph) | 70 | 55 | 55 | 50 | 55 | 50 | 50 | 40 | 40 | 50 | 50 | |
| Aux, meter, or accel/decel ≥ 1500 (n,y) | n | | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | n | r | r | r | |
| Terrain (l,r) | 1 | 1 | 1 | | | | | | | | | |
| % no passing zone | | 80 | | | | | | | | | | |
| Exclusive left turn lanes / [impact](n, y) | | [n] | y | y | y | y | y | y | y | y | y | |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n | n | n | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | | n, 50%,y | n | |
| Outside lane width | | | | | | | | | | t | t | |
| Pavement condition | | | | | | | | | | t | | |
| Sidewalk (n, y) | | | | | | | | | | | n, 50%,y | n,y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | n | |
| Obstacle to bus stop (n, y) | | | | | | | | | | | | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of segments | 4 | | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.092 | 0.094 | 0.094 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | |
| Peak hour factor (PHF) | 0.95 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | |
| Base saturation flow rate (pcphpl) | | 1700 | 2100 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.5 | 1.5 | 2.0 | 2.0 | |
| Local adjustment factor | .98 | 1.0 | .98 | | | | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Bus span of service | | | | | | | | | | | | 15 |
| CONTROL CHARACTERISTICS | | | | | | | | | | | | |
| Number of signals | | | | 2 | 2 | 6 | 6 | 10 | 10 | 6 | 6 | |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | |
| Signal type (a, s, p) | | | | a | a | s | s | s | s | s | s | |
| Cycle length (C) | | | | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | |
| Effective green ratio (g/C) | | | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | | | |
| Level of Service | Freeways | Highway Segments | | State & Non-State Signalized Arterials | | | Bicycle | Pedestrian | Bus | | | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Class III ats | Score | Score | Buses per hr. | | | |
| B | ≤ 17 | ≥ 0.833 | ≤ 18 | > 34 mph | > 28 mph | > 24 mph | ≤ 2.5 | ≤ 2.5 | ≥ 4 | | | |
| C | ≤ 24 | > 0.750 | ≤ 26 | > 27 mph | > 22 mph | > 18 mph | ≤ 3.5 | ≤ 3.5 | ≥ 3 | | | |
| D | ≤ 31 | > 0.667 | ≤ 35 | > 21 mph | > 17 mph | > 14 mph | ≤ 4.5 | ≤ 4.5 | ≥ 2 | | | |
| E | ≤ 39 | > 0.583 | ≤ 41 | > 16 mph | > 13 mph | > 10 mph | ≤ 5.5 | ≤ 5.5 | ≥ 1 | | | |

% ffs = Percent free flow speed ats = Average travel speed

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

9/4/09

| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
|------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|-----------------------|--------------------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------|--------------------|--------|-------|
| Class I (>0.00 to 1.99 signalized intersections per mile) | | | | | | Lanes | B | C | D | E | |
| Lanes | Median | B | C | D | E | 2 | 2,200 | 3,020 | 3,720 | 4,020 | |
| 1 | Undivided | 510 | 820 | 880 | *** | 3 | 3,300 | 4,580 | 5,580 | 6,200 | |
| 2 | Divided | 1,560 | 1,890 | 1,960 | *** | 4 | 4,400 | 6,080 | 7,420 | 8,400 | |
| 3 | Divided | 2,400 | 2,860 | 2,940 | *** | 5 | 5,500 | 7,680 | 9,320 | 10,580 | |
| 4 | Divided | 3,240 | 3,830 | 3,940 | *** | 6 | 7,560 | 10,220 | 12,080 | 12,780 | |
| Class II (2.00 to 4.50 signalized intersections per mile) | | | | | | Freeway Adjustments | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | Ramp Metering | Oversaturated Conditions* | | | |
| 1 | Undivided | ** | 560 | 810 | 860 | + 1,000 | + 5% | -10% of E | | | |
| 2 | Divided | ** | 1,330 | 1,770 | 1,870 | | | | | | |
| 3 | Divided | ** | 2,080 | 2,680 | 2,830 | | | | | | |
| 4 | Divided | ** | 2,830 | 3,590 | 3,780 | | | | | | |
| Class III/IV (more than 4.50 signalized intersections per mile) | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | B | C | D | E | Lanes | Median | B | C | D | E |
| 1 | Undivided | ** | 270 | 630 | 790 | 1 | Undivided | 400 | 800 | 1,140 | 1,440 |
| 2 | Divided | ** | 670 | 1,500 | 1,700 | 2 | Divided | 1,770 | 2,560 | 3,320 | 3,760 |
| 3 | Divided | ** | 1,050 | 2,330 | 2,570 | 3 | Divided | 2,660 | 3,840 | 4,980 | 5,650 |
| 4 | Divided | ** | 1,440 | 3,170 | 3,450 | Uninterrupted Flow Highway Adjustments | | | | | |
| | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | | | | | | 2 | Divided | Yes | +5% | | |
| | | | | | | Multi | Undivided | Yes | -5% | | |
| | | | | | | Multi | Undivided | No | -25% | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | |
| Major City/County Roadways - 10% | | | | | | Paved Shoulder/ Bicycle Lane | | | | | |
| Other Signalized Roadways - 35% | | | | | | Coverage | B | C | D | E | |
| | | | | | | 0-49% | ** | 170 | 650 | >650 | |
| | | | | | | 50-84% | 130 | 200 | >200 | *** | |
| | | | | | | 85-100% | 340 | >340 | *** | *** | |
| State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | |
| Divided/Undivided & Turn Lane Adjustments | | | | | | Sidewalk Coverage | B | C | D | E | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | 0-49% | ** | ** | 270 | 770 | |
| 2 | Divided | Yes | No | +5% | | 50-84% | ** | 100 | 600 | 1000 | |
| 2 | Undivided | No | No | -20% | | 85-100% | ** | 610 | 1000 | >1000 | |
| Multi | Undivided | Yes | No | -5% | | BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | |
| Multi | Undivided | No | No | -25% | | Sidewalk Coverage | B | C | D | E | |
| - | - | - | Yes | + 15% | | 0-84% | >5 | ≥4 | ≥3 | ≥2 | |
| One-Way Facility Adjustment Multiply the corresponding volumes in this table by 1.20. | | | | | | 85-100% | >4 | ≥3 | ≥2 | ≥1 | |

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

9/4/09

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | Interrupted Flow Facilities | | | | | | | | | |
|----------------------------------------------|-------------------------------|------------------|-----------------------------|----------------------------------------|------------|------------|------------|------------|---------------|----------|----------|-------|
| | Freeways | Highways | State Arterials | | | | | | Class II | | | |
| | | | Class I | Class II | Class III | Bicycle | Pedestrian | Bus | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | | |
| Area type (l,o) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Number of through lanes | 2-6 | 1 | 2-3 | 1 | 2-4 | 1 | 2-4 | 1 | 2-4 | 2 | 2 | |
| Posted speed (mph) | 65 | 50 | 50 | 45 | 50 | 45 | 45 | 35 | 35 | 45 | 45 | |
| Free flow speed (mph) | 70 | 55 | 55 | 50 | 55 | 50 | 50 | 40 | 40 | 50 | 50 | |
| Aux, meter, or accel/decel ≥ 1500 (n,y) | n | | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | n | r | r | r | |
| Terrain (l,r) | 1 | 1 | 1 | | | | | | | | | |
| % no passing zone | | 80 | | | | | | | | | | |
| Exclusive left turn lanes / [impact](n, y) | | [n] | y | y | y | y | y | y | y | y | y | |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n | n | n | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | | n, 50%,y | n | |
| Outside lane width | | | | | | | | | | t | t | |
| Pavement condition | | | | | | | | | | t | | |
| Sidewalk (n, y) | | | | | | | | | | | n, 50%,y | n,y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | n | |
| Obstacle to bus stop (n, y) | | | | | | | | | | | | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of segments | 4 | | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.092 | 0.094 | 0.094 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Peak hour factor (PHF) | 0.95 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 |
| Base saturation flow rate (pcphpl) | | 1700 | 2100 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.5 | 1.5 | 2.0 | 2.0 | |
| Local adjustment factor | .98 | 1.0 | .98 | | | | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Bus span of service | | | | | | | | | | | | 15 |
| CONTROL CHARACTERISTICS | | | | | | | | | | | | |
| Number of signals | | | | 2 | 2 | 6 | 6 | 10 | 10 | 6 | 6 | |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | |
| Signal type (a, s, p) | | | | a | a | s | s | s | s | s | s | |
| Cycle length (C) | | | | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | |
| Effective green ratio (g/C) | | | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | | | |
| Level of Service | Freeways | Highway Segments | | State & Non-State Signalized Arterials | | | Bicycle | Pedestrian | Bus | | | |
| | Density | Two-Lane | Multilane | Class I | Class II | Class III | Score | Score | Buses per hr. | | | |
| B | ≤ 17 | ≥ 0.833 | ≤ 18 | > 34 mph | > 28 mph | > 24 mph | ≤ 2.5 | ≤ 2.5 | ≥ 4 | | | |
| C | ≤ 24 | > 0.750 | ≤ 26 | > 27 mph | > 22 mph | > 18 mph | ≤ 3.5 | ≤ 3.5 | ≥ 3 | | | |
| D | ≤ 31 | > 0.667 | ≤ 35 | > 21 mph | > 17 mph | > 14 mph | ≤ 4.5 | ≤ 4.5 | ≥ 2 | | | |
| E | ≤ 39 | > 0.583 | ≤ 41 | > 16 mph | > 13 mph | > 10 mph | ≤ 5.5 | ≤ 5.5 | ≥ 1 | | | |

% ffs = Percent free flow speed ats = Average travel speed

**SUMMARY
MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARD**

**Peak Period* LOS Standard
Non-FIHS Roadways**

| Location | Transit Availability | | |
|------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------|
| | No Transit Service | 20 Min. Headway Transit Service Within 1/2 Mile | Extraordinary Transit Service (Commuter Rail or Express Bus) |
| Outside UDB | LOS D-State Minor Arterials LOS C-County Roads and State Principal Arterials | | |
| Between UIA and UDB | LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs | LOS E (100% of Capacity) | 120% of Capacity |
| Inside UIA | LOS E (100% of Capacity) | 120% of Capacity | 150% of Capacity |

FIHS Roadways

| FIHS Facility | Location | | | | |
|------------------------------------------------------------|----------------|---------------|---------------------------------------------------------|----------------------------------------------------------------|------------------------------------------|
| | Outside UDB | Inside UDB | Roadways Parallel to Exclusive Transit Facilities | Inside Transportation Concurrency Management Areas | Constrained or Backlogged Roadways |
| Limited Access Facilities | B | D [E] | D [E] | D [E] | Manage |
| Controlled Access Facilities (Two Lanes) | C | D | E | E | Manage |
| Controlled Access Facilities (Four or More Lanes) | B | D | E | E | Manage |

NOTE: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.

FIHS= Florida Intrastate Highway System
 UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), excluding the City of Islandia, and excluding the area north of SR 826 and west of I-95.

UDB= Urban Development Boundary
 SUMA= State Urban Minor Arterial

* Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

well as high capacity transit service on race event days between the Motorboats Complex and areas outside of Homestead.

Policy 3.56: Coordinate with FDOT and Miami-Dade County to evaluate and consider the feasibility of a proposed interchange at Lucy Street and the Turnpike. [~~ORD NO. 2005-11-35, 11/21/05~~].

Objective 4: Provide Multi-Modal Transportation System

Provide for a safe, convenient and efficient multi-modal transportation system through the enforcement and adopted level-of-service standards, annual review and update of the Comprehensive Plan under the leadership of the Planning and Zoning Board, in their capacity as the Local Planning Agency (LPA), and in cooperation with State, county and regional agencies.

Measure: Enforcement of adopted roadway level-of-service standards and construction of planned transportation system improvements.

Policy 4.1: The following minimum roadway level-of-service (LOS) standards are adopted within the Homestead city limits:

| <u>Road Type</u> | <u>Peak Hour LOS</u> |
|---------------------------------------|----------------------|
| State Freeway | D |
| State Principal Arterials | D |
| State Minor Arterials | E |
| County Arterials and Minor Collectors | E |
| City Roads and Streets | E |

Policy 4.2: Enforce the adopted roadway LOS standards through appropriate development review conditions, and timely construction of capital improvements necessary to alleviate LOS deficiencies and provide service capacity for future growth.

~~**Policy 4.3:** Continue to include bicycle and pedestrian ways in the planning of transportation facilities such as the Urban Transit Village Project. Work with the Miami-Dade Greenway Network Demonstration Project on the planning and development of the Biscayne Wilderness Trail & Everglades trail. Provide a pedestrian network for all major destinations within the City including schools, public institutions, the Downtown District and areas containing or generating pedestrian traffic.~~

~~**Policy 4.4:** Ensure minimum right-of-way widths are preserved in new development and redevelopment projects in order to provide for an adequate regional roadway network. Minimum right-of-width requirements are as follows:~~

Transportation Attachment II

Analysis of the Hourly Continuous Count Station Data from FDOT and the Toll Data from Florida's Turnpike

NASCAR 2008

- Table 4A – Peak Hour Period, AM and PM Peak Hour Traffic Conditions
- Table 4B - Friday Directional and Hourly Traffic Conditions – 6AM to Midnight
- Table 4C - Saturday Directional and Hourly Traffic Conditions – 9AM to Midnight
- Table 4D - Sunday Directional and Hourly Traffic Conditions – 9AM to Midnight

NASCAR 2007

- Table 5A – Peak Hour Period, AM and PM Peak Hour Traffic Conditions
- Table 5B - Friday Directional and Hourly Traffic Conditions – 6AM to Midnight
- Table 5C - Saturday Directional and Hourly Traffic Conditions – 9AM to Midnight
- Table 5D - Sunday Directional and Hourly Traffic Conditions – 9AM to Midnight

NASCAR 2006

- Table 6A – Peak Hour Period, AM and PM Peak Hour Traffic Conditions
- Table 6B - Friday Directional and Hourly Traffic Conditions – 6AM to Midnight
- Table 6C - Saturday Directional and Hourly Traffic Conditions – 9AM to Midnight
- Table 6D - Sunday Directional and Hourly Traffic Conditions – 9AM to Midnight

NASCAR 2005

- Table 7A – Peak Hour Period, AM and PM Peak Hour Traffic Conditions
- Table 7B - Friday Directional and Hourly Traffic Conditions – 6AM to Midnight
- Table 7C - Saturday Directional and Hourly Traffic Conditions – 9AM to Midnight
- Table 7D - Sunday Directional and Hourly Traffic Conditions – 9AM to Midnight

Proposed Traffic Conditions with the Additional Spectator Seating

- Table 8A – Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion
- Table 8B – Average of the 2005 to 2008 Peak Hour Period and AM and PM Peak Hour Volumes
- Table 8C – Peak Hour Period and AM and PM Peak Hour Timeframes – 2005 to 2008

NASCAR 2008

Table 4A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2008

Peak Hour Period Traffic Conditions - NASCAR 2008 - Average of the Two Highest Consecutive Peak Hours

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 4B | See Table 4C | See Table 4D | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 14 | Nov. 15 | Nov. 16 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 14 Friday VOLUMES | Nov. 15 Saturday VOLUMES | Nov. 16 Sunday VOLUMES | Nov. 14 Friday V/C | Nov. 15 Saturday V/C | Nov. 16 Sunday V/C | Nov. 14 Friday LOS | Nov. 15 Saturday LOS | Nov. 16 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/14-16/2008 | D | 6L EXP | 10,150 | N/S | 8,256 | 4,442 | 4,769 | 0.81 | 0.44 | 0.47 | C | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/14-16/2008 | D | 8L EXP | 13,480 | N/S | 9,991 | 5,539 | 5,693 | 0.74 | 0.41 | 0.42 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/14-16/2008 | D | 6L EXP | 10,150 | N/S | 9,546 | 7,275 | 6,814 | 0.94 | 0.72 | 0.67 | D | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/14-16/2008 | D | 4L EXP | 6,770 | N/S | 4,382 | 3,401 | 3,545 | 0.65 | 0.50 | 0.52 | C | B | B |
| HEFT - N of SW 312 St | FDOT-0430 | 11/14-16/2008 | D | 4L EXP | 6,770 | N/S | 3,948 | 3,173 | 3,672 | 0.58 | 0.47 | 0.54 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/14-16/2008 | D | 4L EXP | 6,770 | E/W | 4,167 | 2,630 | 2,161 | 0.62 | 0.39 | 0.32 | C | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/14-16/2008 | D | 7L EXP | 11,950 | E/W | 9,902 | 7,875 | 7,568 | 0.83 | 0.66 | 0.63 | C | C | B |

3/17/2010

AM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from 6AM to Noon

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 4B | See Table 4C | See Table 4D | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 14 | Nov. 15 | Nov. 16 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 14 Friday VOLUMES | Nov. 15 Saturday VOLUMES | Nov. 16 Sunday VOLUMES | Nov. 14 Friday V/C | Nov. 15 Saturday V/C | Nov. 16 Sunday V/C | Nov. 14 Friday LOS | Nov. 15 Saturday LOS | Nov. 16 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/14-16/2008 | D | 6L EXP | 10,150 | N/S | 8,245 | 4,125 | 4,819 | 0.81 | 0.41 | 0.47 | C | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/14-16/2008 | D | 8L EXP | 13,480 | N/S | 9,151 | 5,016 | 5,628 | 0.68 | 0.37 | 0.42 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/14-16/2008 | D | 6L EXP | 10,150 | N/S | 9,206 | 6,489 | 6,820 | 0.91 | 0.64 | 0.67 | D | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/14-16/2008 | D | 4L EXP | 6,770 | N/S | 4,514 | 3,301 | 3,388 | 0.67 | 0.49 | 0.50 | C | B | B |
| HEFT - N of SW 312 St | FDOT-0430 | 11/14-16/2008 | D | 4L EXP | 6,770 | N/S | 3,578 | 3,124 | 3,439 | 0.53 | 0.46 | 0.51 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/14-16/2008 | D | 4L EXP | 6,770 | E/W | 4,215 | 2,332 | 1,891 | 0.62 | 0.34 | 0.28 | C | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/14-16/2008 | D | 7L EXP | 11,950 | E/W | 9,898 | 7,403 | 6,140 | 0.83 | 0.62 | 0.51 | C | B | B |

3/17/2010

PM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from Noon to Midnight

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 4B | See Table 4C | See Table 4D | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 14 | Nov. 15 | Nov. 16 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 14 Friday VOLUMES | Nov. 15 Saturday VOLUMES | Nov. 16 Sunday VOLUMES | Nov. 14 Friday V/C | Nov. 15 Saturday V/C | Nov. 16 Sunday V/C | Nov. 14 Friday LOS | Nov. 15 Saturday LOS | Nov. 16 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/14-16/2008 | D | 6L EXP | 10,150 | N/S | 8,639 | 4,470 | 4,832 | 0.85 | 0.44 | 0.48 | D | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/14-16/2008 | D | 8L EXP | 13,480 | N/S | 10,443 | 5,541 | 5,774 | 0.77 | 0.41 | 0.43 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/14-16/2008 | D | 6L EXP | 10,150 | N/S | 9,744 | 7,277 | 6,863 | 0.96 | 0.72 | 0.68 | D | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/14-16/2008 | D | 4L EXP | 6,770 | N/S | 4,438 | 3,417 | 3,689 | 0.66 | 0.50 | 0.54 | C | B | B |
| HEFT - N of SW 312 St | FDOT-0430 | 11/14-16/2008 | D | 4L EXP | 6,770 | N/S | 3,971 | 3,220 | 4,034 | 0.59 | 0.48 | 0.60 | B | B | C |
| SR 878 - W of SR 826 | FDOT-0193 | 11/14-16/2008 | D | 4L EXP | 6,770 | E/W | 4,480 | 2,673 | 2,209 | 0.66 | 0.39 | 0.33 | C | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/14-16/2008 | D | 7L EXP | 11,950 | E/W | 9,973 | 7,884 | 7,973 | 0.83 | 0.66 | 0.67 | C | C | C |

3/17/2010

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

Table 4B - Friday Traffic Conditions - NASCAR 2008 - Race Start Time - 8:00 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | [2] | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 6 - 7 AM | 7 - 8 AM | 8 - 9 AM | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM | 7 - 8 PM |
|------------------------------------------------------|----------------------------------------------------------------------------------------------|-------------|----------------|-------------------------------|-------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | ADOPTED LOS | | | | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES | Nov. 14 Friday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 2,147 | 3,076 | 3,232 | 2,224 | 1,925 | 2,045 | 2,276 | 2,431 | 2,713 | 3,628 | 4,359 | 5,075 | 3,981 | 2,366 |
| | | | 3L EXP | 5,580 | SB | 2,718 | 5,169 | 4,798 | 3,345 | 2,499 | 2,289 | 2,324 | 2,381 | 2,555 | 2,956 | 3,513 | 3,564 | 3,152 | 2,094 |
| | | | 6L EXP | 10,150 | TOTAL | 4,865 | 8,245 | 8,030 | 5,569 | 4,424 | 4,334 | 4,600 | 4,812 | 5,268 | 6,584 | 7,872 | 8,639 | 7,133 | 4,460 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 3,654 | 5,231 | 5,058 | 3,130 | 2,498 | 2,421 | 2,499 | 2,754 | 3,045 | 3,652 | 4,088 | 4,455 | 3,546 | 2,482 |
| | | | 4L EXP | 7,420 | SB | 1,867 | 3,704 | 4,093 | 3,131 | 2,738 | 2,599 | 2,883 | 2,892 | 3,274 | 4,297 | 5,451 | 5,988 | 5,235 | 3,387 |
| | | | 8L EXP | 13,480 | TOTAL | 5,521 | 8,935 | 9,151 | 6,261 | 5,236 | 5,020 | 5,382 | 5,646 | 6,319 | 7,949 | 9,539 | 10,443 | 8,781 | 5,869 |
| HEFT - S of Bird Rd | Bird Toll Plaza - NB Open Rd Tolling - NB Open Rd Tolling - SB Bird Toll Plaza - SB | D | 1L EXP | 1,860 | NB | 846 | 1,248 | 1,057 | 822 | 764 | 758 | 800 | 820 | 839 | 988 | 922 | 960 | 882 | 812 |
| | | | 3L EXP | 5,580 | NB | 3,877 | 4,835 | 3,978 | 3,351 | 2,667 | 2,479 | 2,380 | 2,422 | 2,529 | 2,727 | 2,765 | 2,956 | 2,679 | 1,997 |
| | | | 3L EXP | 5,580 | SB | 1,451 | 2,519 | 2,641 | 2,120 | 2,091 | 2,108 | 2,465 | 2,712 | 3,104 | 4,098 | 4,417 | 4,689 | 4,466 | 3,532 |
| | | | 1L EXP | 1,860 | SB | 365 | 604 | 659 | 664 | 721 | 803 | 807 | 864 | 951 | 1,039 | 1,244 | 1,139 | 1,164 | 1,117 |
| | | | 6L EXP | 10,150 | TOTAL | 6,539 | 9,206 | 8,335 | 6,957 | 6,243 | 6,148 | 6,452 | 6,818 | 7,423 | 8,852 | 9,348 | 9,744 | 9,191 | 7,458 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 2,290 | 2,639 | 2,231 | 1,610 | 1,503 | 1,423 | 1,435 | 1,513 | 1,671 | 1,981 | 1,787 | 1,910 | 1,624 | 1,118 |
| | | | 2L EXP | 3,720 | SB | 1,249 | 1,875 | 1,708 | 1,469 | 1,441 | 1,616 | 1,638 | 1,777 | 2,016 | 2,361 | 2,538 | 2,528 | 2,419 | 2,261 |
| | | | 4L EXP | 6,770 | TOTAL | 3,539 | 4,514 | 3,939 | 3,079 | 2,944 | 3,039 | 3,073 | 3,290 | 3,687 | 4,342 | 4,325 | 4,438 | 4,043 | 3,379 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,720 | 1,804 | 1,629 | 1,330 | 1,290 | 1,320 | 1,453 | 1,489 | 1,601 | 1,779 | 1,767 | 1,921 | 1,557 | 1,110 |
| | | | 2L EXP | 3,720 | SB | 1,128 | 1,774 | 1,601 | 1,428 | 1,507 | 1,544 | 1,634 | 1,665 | 1,757 | 2,013 | 2,157 | 2,050 | 1,999 | 1,866 |
| | | | 4L EXP | 6,770 | TOTAL | 2,848 | 3,578 | 3,230 | 2,758 | 2,797 | 2,864 | 3,087 | 3,154 | 3,358 | 3,792 | 3,924 | 3,971 | 3,556 | 2,976 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 2,279 | 3,252 | 2,749 | 2,029 | 1,431 | 1,239 | 1,208 | 1,120 | 1,186 | 1,155 | 1,155 | 1,262 | 1,321 | 1,017 |
| | | | 2L EXP | 3,720 | WB | 420 | 963 | 1,082 | 829 | 878 | 998 | 1,153 | 1,391 | 1,598 | 2,201 | 2,681 | 3,218 | 2,533 | 1,754 |
| | | | 4L EXP | 6,770 | TOTAL | 2,699 | 4,215 | 3,831 | 2,858 | 2,309 | 2,237 | 2,361 | 2,511 | 2,784 | 3,356 | 3,836 | 4,480 | 3,854 | 2,771 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 4,245 | EB | 4,276 | 5,545 | 4,974 | 4,133 | 4,174 | 4,220 | 4,415 | 4,504 | 4,744 | 5,072 | 5,030 | 4,897 | 4,910 | 4,138 |
| | | | 3L EXP | 4,245 | WB | 4,093 | 4,353 | 3,777 | 3,905 | 3,742 | 4,117 | 4,345 | 4,417 | 4,713 | 4,901 | 4,800 | 4,586 | 4,141 | 3,865 |
| | | | 7L EXP | 7,725 | TOTAL | 8,369 | 9,898 | 8,751 | 8,038 | 7,916 | 8,337 | 8,760 | 8,921 | 9,457 | 9,973 | 9,830 | 9,483 | 9,051 | 8,003 |
| 3/21/2010 | | | | | | | | | | | | | | | | | | | |

Notes:
 [1] See Figure 3 for the regional traffic count station locations with continuous count data.
 [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 4B - Friday Traffic Conditions - NASCAR 2008 - Race Start Time - 8:00 PM

| 8 - 9 PM Nov. 14 Friday VOLUMES | 9 - 10 PM Nov. 14 Friday VOLUMES | 10 - 11 PM Nov. 14 Friday VOLUMES | 11 - 12 AM Nov. 14 Friday VOLUMES | 6 - 7 AM Nov. 14 Friday V/C | 7 - 8 AM Nov. 14 Friday V/C | 8 - 9 AM Nov. 14 Friday V/C | 9 - 10 AM Nov. 14 Friday V/C | 10 - 11 AM Nov. 14 Friday V/C | 11 - 12 PM Nov. 14 Friday V/C | 12 - 1 PM Nov. 14 Friday V/C | 1 - 2 PM Nov. 14 Friday V/C | 2 - 3 PM Nov. 14 Friday V/C | 3 - 4 PM Nov. 14 Friday V/C | 4 - 5 PM Nov. 14 Friday V/C | 5 - 6 PM Nov. 14 Friday V/C | 6 - 7 PM Nov. 14 Friday V/C | 7 - 8 PM Nov. 14 Friday V/C | 8 - 9 PM Nov. 14 Friday V/C | 9 - 10 PM Nov. 14 Friday V/C | 10 - 11 PM Nov. 14 Friday V/C | 11 - 12 AM Nov. 14 Friday V/C |
|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 1,626 | 1,355 | 1,449 | 1,546 | 0.38 | 0.55 | 0.58 | 0.40 | 0.34 | 0.37 | 0.41 | 0.44 | 0.49 | 0.65 | 0.78 | 0.91 | 0.71 | 0.42 | 0.29 | 0.24 | 0.26 | 0.28 |
| 1,319 | 1,106 | 1,077 | 814 | 0.49 | 0.93 | 0.86 | 0.60 | 0.45 | 0.41 | 0.42 | 0.43 | 0.46 | 0.53 | 0.63 | 0.64 | 0.56 | 0.38 | 0.24 | 0.20 | 0.19 | 0.15 |
| 2,945 | 2,461 | 2,526 | 2,360 | 0.48 | 0.81 | 0.79 | 0.55 | 0.44 | 0.43 | 0.45 | 0.47 | 0.52 | 0.65 | 0.78 | 0.85 | 0.70 | 0.44 | 0.29 | 0.24 | 0.25 | 0.23 |
| 1,749 | 1,594 | 1,833 | 1,761 | 0.49 | 0.70 | 0.68 | 0.42 | 0.34 | 0.33 | 0.34 | 0.37 | 0.41 | 0.49 | 0.55 | 0.60 | 0.48 | 0.33 | 0.24 | 0.21 | 0.25 | 0.24 |
| 2,079 | 1,554 | 1,394 | 1,127 | 0.25 | 0.50 | 0.55 | 0.42 | 0.37 | 0.35 | 0.39 | 0.39 | 0.44 | 0.58 | 0.73 | 0.81 | 0.71 | 0.46 | 0.28 | 0.21 | 0.19 | 0.15 |
| 3,828 | 3,148 | 3,227 | 2,888 | 0.41 | 0.66 | 0.68 | 0.46 | 0.39 | 0.37 | 0.40 | 0.42 | 0.47 | 0.59 | 0.71 | 0.77 | 0.65 | 0.44 | 0.28 | 0.23 | 0.24 | 0.21 |
| 610 | 581 | 620 | 655 | 0.45 | 0.67 | 0.57 | 0.44 | 0.41 | 0.41 | 0.43 | 0.44 | 0.45 | 0.53 | 0.50 | 0.52 | 0.47 | 0.44 | 0.33 | 0.31 | 0.33 | 0.35 |
| 1,548 | 1,305 | 1,496 | 1,336 | 0.69 | 0.87 | 0.71 | 0.60 | 0.48 | 0.44 | 0.43 | 0.43 | 0.45 | 0.49 | 0.50 | 0.53 | 0.48 | 0.36 | 0.28 | 0.23 | 0.27 | 0.24 |
| 2,187 | 1,802 | 1,646 | 1,324 | 0.26 | 0.45 | 0.47 | 0.38 | 0.37 | 0.38 | 0.44 | 0.49 | 0.56 | 0.73 | 0.79 | 0.84 | 0.80 | 0.63 | 0.39 | 0.32 | 0.29 | 0.24 |
| 843 | 671 | 505 | 445 | 0.20 | 0.32 | 0.35 | 0.36 | 0.39 | 0.43 | 0.43 | 0.46 | 0.51 | 0.56 | 0.67 | 0.61 | 0.63 | 0.60 | 0.45 | 0.36 | 0.27 | 0.24 |
| 5,188 | 4,359 | 4,267 | 3,760 | 0.64 | 0.91 | 0.82 | 0.69 | 0.62 | 0.61 | 0.64 | 0.67 | 0.73 | 0.87 | 0.92 | 0.96 | 0.91 | 0.73 | 0.51 | 0.43 | 0.42 | 0.37 |
| 889 | 932 | 1,641 | 1,185 | 0.62 | 0.71 | 0.60 | 0.43 | 0.40 | 0.38 | 0.39 | 0.41 | 0.45 | 0.53 | 0.48 | 0.51 | 0.44 | 0.30 | 0.24 | 0.25 | 0.44 | 0.32 |
| 1,405 | 1,036 | 905 | 778 | 0.34 | 0.50 | 0.46 | 0.39 | 0.39 | 0.43 | 0.44 | 0.48 | 0.54 | 0.63 | 0.68 | 0.68 | 0.65 | 0.61 | 0.38 | 0.28 | 0.24 | 0.21 |
| 2,294 | 1,968 | 2,546 | 1,963 | 0.52 | 0.67 | 0.58 | 0.45 | 0.43 | 0.45 | 0.45 | 0.49 | 0.54 | 0.64 | 0.64 | 0.66 | 0.60 | 0.50 | 0.34 | 0.29 | 0.38 | 0.29 |
| 901 | 853 | 1,266 | 759 | 0.46 | 0.48 | 0.44 | 0.36 | 0.35 | 0.35 | 0.39 | 0.40 | 0.43 | 0.48 | 0.48 | 0.52 | 0.42 | 0.30 | 0.24 | 0.23 | 0.34 | 0.20 |
| 1,357 | 1,027 | 879 | 728 | 0.30 | 0.48 | 0.43 | 0.38 | 0.41 | 0.42 | 0.44 | 0.45 | 0.47 | 0.54 | 0.58 | 0.55 | 0.54 | 0.50 | 0.36 | 0.28 | 0.24 | 0.20 |
| 2,258 | 1,880 | 2,145 | 1,487 | 0.42 | 0.53 | 0.48 | 0.41 | 0.41 | 0.42 | 0.46 | 0.47 | 0.50 | 0.56 | 0.58 | 0.59 | 0.53 | 0.44 | 0.33 | 0.28 | 0.32 | 0.22 |
| 732 | 553 | 608 | 569 | 0.61 | 0.87 | 0.74 | 0.55 | 0.38 | 0.33 | 0.32 | 0.30 | 0.32 | 0.31 | 0.31 | 0.34 | 0.36 | 0.27 | 0.20 | 0.15 | 0.16 | 0.15 |
| 1,307 | 1,039 | 1,087 | 905 | 0.11 | 0.26 | 0.29 | 0.22 | 0.24 | 0.27 | 0.31 | 0.37 | 0.43 | 0.59 | 0.72 | 0.87 | 0.68 | 0.47 | 0.35 | 0.28 | 0.29 | 0.24 |
| 2,039 | 1,592 | 1,695 | 1,474 | 0.40 | 0.62 | 0.57 | 0.42 | 0.34 | 0.33 | 0.35 | 0.37 | 0.41 | 0.50 | 0.57 | 0.66 | 0.57 | 0.41 | 0.30 | 0.24 | 0.25 | 0.22 |
| 3,051 | 2,790 | 2,451 | 2,205 | 1.01 | 1.31 | 1.17 | 0.97 | 0.98 | 0.99 | 1.04 | 1.06 | 1.12 | 1.19 | 1.18 | 1.15 | 1.16 | 0.97 | 0.72 | 0.66 | 0.58 | 0.52 |
| 2,973 | 2,549 | 2,644 | 1,991 | 0.96 | 1.03 | 0.89 | 0.92 | 0.88 | 0.97 | 1.02 | 1.04 | 1.11 | 1.15 | 1.13 | 1.08 | 0.98 | 0.91 | 0.70 | 0.60 | 0.62 | 0.47 |
| 6,024 | 5,339 | 5,095 | 4,196 | 1.08 | 1.28 | 1.13 | 1.04 | 1.02 | 1.08 | 1.13 | 1.15 | 1.22 | 1.29 | 1.27 | 1.23 | 1.17 | 1.04 | 0.78 | 0.69 | 0.66 | 0.54 |

| Table 4C - Saturday Traffic Conditions - NASCAR 2008 - Race Start Time - 4:30 PM | | | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 9 - 10 AM Nov. 15 Saturday VOLUMES | 10 - 11 AM Nov. 15 Saturday VOLUMES | 11 - 12 PM Nov. 15 Saturday VOLUMES | 12 - 1 PM Nov. 15 Saturday VOLUMES | 1 - 2 PM Nov. 15 Saturday VOLUMES | 2 - 3 PM Nov. 15 Saturday VOLUMES | 3 - 4 PM Nov. 15 Saturday VOLUMES | 4 - 5 PM Nov. 15 Saturday VOLUMES | 5 - 6 PM Nov. 15 Saturday VOLUMES | 6 - 7 PM Nov. 15 Saturday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 1,492 | 1,578 | 1,820 | 1,973 | 2,102 | 2,115 | 2,154 | 2,162 | 2,258 | 2,235 |
| | | | 3L EXP | 5,580 | SB | 2,016 | 2,215 | 2,305 | 2,395 | 2,368 | 2,298 | 2,098 | 1,901 | 2,043 | 1,939 |
| | | | 6L EXP | 10,150 | TOTAL | 3,508 | 3,793 | 4,125 | 4,368 | 4,470 | 4,413 | 4,252 | 4,063 | 4,301 | 4,174 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 1,997 | 1,980 | 2,181 | 2,419 | 2,460 | 2,469 | 2,468 | 2,553 | 2,678 | 2,672 |
| | | | 4L EXP | 7,420 | SB | 2,356 | 2,747 | 2,835 | 3,117 | 3,081 | 3,021 | 2,820 | 2,504 | 2,728 | 2,497 |
| | | | 8L EXP | 13,480 | TOTAL | 4,353 | 4,727 | 5,016 | 5,536 | 5,541 | 5,490 | 5,288 | 5,057 | 5,406 | 5,169 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 2,950 | 2,891 | 3,001 | 3,137 | 3,414 | 3,202 | 3,083 | 3,084 | 3,298 | 3,301 |
| | | | 3L EXP | 5,580 | SB | 2,646 | 3,153 | 3,488 | 3,835 | 3,859 | 4,075 | 3,846 | 3,498 | 3,470 | 3,453 |
| | | | 6L EXP | 10,150 | TOTAL | 5,596 | 6,044 | 6,489 | 6,972 | 7,273 | 7,277 | 6,929 | 6,582 | 6,768 | 6,754 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 1,340 | 1,292 | 1,375 | 1,330 | 1,321 | 1,268 | 1,244 | 1,493 | 1,464 | 1,732 |
| | | | 2L EXP | 3,720 | SB | 1,558 | 1,922 | 1,926 | 2,056 | 2,096 | 2,069 | 1,881 | 1,564 | 1,429 | 1,324 |
| | | | 4L EXP | 6,770 | TOTAL | 2,898 | 3,214 | 3,301 | 3,386 | 3,417 | 3,337 | 3,125 | 3,057 | 2,893 | 3,056 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,217 | 1,249 | 1,346 | 1,392 | 1,412 | 1,462 | 1,506 | 1,633 | 1,558 | 1,774 |
| | | | 2L EXP | 3,720 | SB | 1,352 | 1,716 | 1,778 | 1,705 | 1,751 | 1,639 | 1,714 | 1,493 | 1,524 | 1,370 |
| | | | 4L EXP | 6,770 | TOTAL | 2,569 | 2,965 | 3,124 | 3,097 | 3,163 | 3,101 | 3,220 | 3,126 | 3,082 | 3,144 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 1,228 | 1,323 | 1,283 | 1,335 | 1,263 | 1,155 | 1,116 | 1,126 | 1,188 | 1,274 |
| | | | 2L EXP | 3,720 | WB | 837 | 938 | 1,049 | 1,210 | 1,258 | 1,253 | 1,413 | 1,431 | 1,399 | 1,399 |
| | | | 4L EXP | 6,770 | TOTAL | 2,065 | 2,261 | 2,332 | 2,545 | 2,521 | 2,408 | 2,529 | 2,557 | 2,587 | 2,673 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 3,275 | 3,514 | 3,804 | 3,993 | 4,161 | 3,963 | 3,881 | 3,843 | 3,686 | 3,591 |
| | | | 3L EXP | 5,580 | WB | 3,009 | 3,258 | 3,599 | 3,730 | 3,704 | 3,921 | 3,731 | 3,778 | 3,906 | 3,857 |
| | | | 7L EXP | 11,950 | TOTAL | 6,284 | 6,772 | 7,403 | 7,723 | 7,865 | 7,884 | 7,612 | 7,621 | 7,592 | 7,448 |
| 3/17/2010 | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 4C - Saturday Traffic Conditions - NASCAR 2008 - Race Start Time - 4:30 PM

| 7 - 8 PM Nov. 15 Saturday VOLUMES | 8 - 9 PM Nov. 15 Saturday VOLUMES | 9 - 10 PM Nov. 15 Saturday VOLUMES | 10 - 11 PM Nov. 15 Saturday VOLUMES | 11 - 12 AM Nov. 15 Saturday VOLUMES | 9 - 10 AM Nov. 15 Saturday V/C | 10 - 11 Nov. 15 Saturday V/C | 11 - 12 Nov. 15 Saturday V/C | 12 - 1 PM Nov. 15 Saturday V/C | 1 - 2 PM Nov. 15 Saturday V/C | 2 - 3 PM Nov. 15 Saturday V/C | 3 - 4 PM Nov. 15 Saturday V/C | 4 - 5 PM Nov. 15 Saturday V/C | 5 - 6 PM Nov. 15 Saturday V/C | 6 - 7 PM Nov. 15 Saturday V/C | 7 - 8 PM Nov. 15 Saturday V/C | 8 - 9 PM Nov. 15 Saturday V/C | 9 - 10 PM Nov. 15 Saturday V/C | 10 - 11 PM Nov. 15 Saturday V/C | 11 - 12 AM Nov. 15 Saturday V/C |
|--------------------------------------------|--------------------------------------------|---------------------------------------------|----------------------------------------------|----------------------------------------------|-----------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|-----------------------------------------|------------------------------------------|------------------------------------------|
| 2,080 | 2,393 | 1,993 | 1,278 | 1,094 | 0.27 | 0.28 | 0.33 | 0.35 | 0.38 | 0.38 | 0.39 | 0.39 | 0.40 | 0.40 | 0.37 | 0.43 | 0.36 | 0.23 | 0.20 |
| 1,687 | 1,369 | 1,228 | 1,177 | 1,130 | 0.36 | 0.40 | 0.41 | 0.43 | 0.42 | 0.41 | 0.38 | 0.34 | 0.37 | 0.35 | 0.30 | 0.25 | 0.22 | 0.21 | 0.20 |
| 3,767 | 3,762 | 3,221 | 2,455 | 2,224 | 0.35 | 0.37 | 0.41 | 0.43 | 0.44 | 0.43 | 0.42 | 0.40 | 0.42 | 0.41 | 0.37 | 0.37 | 0.32 | 0.24 | 0.22 |
| 2,606 | 2,982 | 2,325 | 1,606 | 1,293 | 0.27 | 0.27 | 0.29 | 0.33 | 0.33 | 0.33 | 0.33 | 0.34 | 0.36 | 0.36 | 0.35 | 0.40 | 0.31 | 0.22 | 0.17 |
| 2,155 | 1,751 | 1,519 | 1,387 | 1,465 | 0.32 | 0.37 | 0.38 | 0.42 | 0.42 | 0.41 | 0.38 | 0.34 | 0.37 | 0.34 | 0.29 | 0.24 | 0.20 | 0.19 | 0.20 |
| 4,761 | 4,733 | 3,844 | 2,993 | 2,758 | 0.32 | 0.35 | 0.37 | 0.41 | 0.41 | 0.41 | 0.39 | 0.38 | 0.40 | 0.38 | 0.35 | 0.35 | 0.29 | 0.22 | 0.20 |
| 3,432 | 3,842 | 2,712 | 1,904 | 1,487 | 0.53 | 0.52 | 0.54 | 0.56 | 0.61 | 0.57 | 0.55 | 0.55 | 0.59 | 0.59 | 0.62 | 0.69 | 0.49 | 0.34 | 0.27 |
| 2,980 | 2,377 | 2,208 | 2,067 | 1,994 | 0.47 | 0.57 | 0.63 | 0.69 | 0.69 | 0.73 | 0.69 | 0.63 | 0.62 | 0.62 | 0.53 | 0.43 | 0.40 | 0.37 | 0.36 |
| 6,412 | 6,219 | 4,920 | 3,971 | 3,481 | 0.55 | 0.60 | 0.64 | 0.69 | 0.72 | 0.72 | 0.68 | 0.65 | 0.67 | 0.67 | 0.63 | 0.61 | 0.48 | 0.39 | 0.34 |
| 1,960 | 2,174 | 1,351 | 842 | 527 | 0.36 | 0.35 | 0.37 | 0.36 | 0.36 | 0.34 | 0.33 | 0.40 | 0.39 | 0.47 | 0.53 | 0.58 | 0.36 | 0.23 | 0.14 |
| 1,158 | 918 | 883 | 802 | 715 | 0.42 | 0.52 | 0.52 | 0.55 | 0.56 | 0.56 | 0.51 | 0.42 | 0.38 | 0.36 | 0.31 | 0.25 | 0.24 | 0.22 | 0.19 |
| 3,118 | 3,092 | 2,234 | 1,644 | 1,242 | 0.43 | 0.47 | 0.49 | 0.50 | 0.50 | 0.49 | 0.46 | 0.45 | 0.43 | 0.45 | 0.46 | 0.46 | 0.33 | 0.24 | 0.18 |
| 1,785 | 1,976 | 1,105 | 873 | 634 | 0.33 | 0.34 | 0.36 | 0.37 | 0.38 | 0.39 | 0.40 | 0.44 | 0.42 | 0.48 | 0.48 | 0.53 | 0.30 | 0.23 | 0.17 |
| 1,151 | 993 | 813 | 754 | 669 | 0.36 | 0.46 | 0.48 | 0.46 | 0.47 | 0.44 | 0.46 | 0.40 | 0.41 | 0.37 | 0.31 | 0.27 | 0.22 | 0.20 | 0.18 |
| 2,936 | 2,969 | 1,918 | 1,627 | 1,303 | 0.38 | 0.44 | 0.46 | 0.46 | 0.47 | 0.46 | 0.48 | 0.46 | 0.46 | 0.46 | 0.43 | 0.44 | 0.28 | 0.24 | 0.19 |
| 1,143 | 912 | 721 | 522 | 480 | 0.33 | 0.36 | 0.34 | 0.36 | 0.34 | 0.31 | 0.30 | 0.30 | 0.32 | 0.34 | 0.31 | 0.25 | 0.19 | 0.14 | 0.13 |
| 1,269 | 965 | 970 | 905 | 818 | 0.23 | 0.25 | 0.28 | 0.33 | 0.34 | 0.34 | 0.38 | 0.38 | 0.38 | 0.38 | 0.34 | 0.26 | 0.26 | 0.24 | 0.22 |
| 2,412 | 1,877 | 1,691 | 1,427 | 1,298 | 0.31 | 0.33 | 0.34 | 0.38 | 0.37 | 0.36 | 0.37 | 0.38 | 0.38 | 0.39 | 0.36 | 0.28 | 0.25 | 0.21 | 0.19 |
| 3,320 | 2,835 | 2,442 | 2,463 | 2,150 | 0.44 | 0.47 | 0.51 | 0.54 | 0.56 | 0.53 | 0.52 | 0.52 | 0.50 | 0.48 | 0.45 | 0.38 | 0.33 | 0.33 | 0.29 |
| 3,373 | 2,739 | 2,619 | 2,389 | 1,998 | 0.54 | 0.58 | 0.64 | 0.67 | 0.66 | 0.70 | 0.67 | 0.68 | 0.70 | 0.69 | 0.60 | 0.49 | 0.47 | 0.43 | 0.36 |
| 6,693 | 5,574 | 5,061 | 4,852 | 4,148 | 0.53 | 0.57 | 0.62 | 0.65 | 0.66 | 0.66 | 0.64 | 0.64 | 0.64 | 0.62 | 0.56 | 0.47 | 0.42 | 0.41 | 0.35 |

| Table 4D - Sunday Traffic Conditions - NASCAR 2008 - Race Start Time - 3:00 PM | | | | | | | | | | | | | | | |
|--------------------------------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|----------------------------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 9 - 10 AM Nov. 16 Sunday VOLUMES | 10 - 11 AM Nov. 16 Sunday VOLUMES | 11 - 12 PM Nov. 16 Sunday VOLUMES | 12 - 1 PM Nov. 16 Sunday VOLUMES | 1 - 2 PM Nov. 16 Sunday VOLUMES | 2 - 3 PM Nov. 16 Sunday VOLUMES | 3 - 4 PM Nov. 16 Sunday VOLUMES | 4 - 5 PM Nov. 16 Sunday VOLUMES | 5 - 6 PM Nov. 16 Sunday VOLUMES | 6 - 7 PM Nov. 16 Sunday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 1,239 | 1,651 | 2,192 | 2,223 | 2,019 | 1,961 | 2,122 | 2,063 | 2,342 | 2,552 |
| | | | 3L EXP | 5,580 | SB | 2,114 | 2,651 | 2,627 | 2,478 | 2,210 | 1,876 | 1,761 | 2,607 | 2,490 | 2,153 |
| | | | 6L EXP | 10,150 | TOTAL | 3,353 | 4,302 | 4,819 | 4,701 | 4,229 | 3,837 | 3,883 | 4,670 | 4,832 | 4,705 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 1,495 | 1,868 | 2,418 | 2,404 | 2,260 | 2,255 | 2,500 | 2,414 | 2,811 | 3,069 |
| | | | 4L EXP | 7,420 | SB | 2,379 | 3,063 | 3,210 | 3,093 | 2,754 | 2,381 | 2,162 | 2,972 | 2,963 | 2,542 |
| | | | 8L EXP | 13,480 | TOTAL | 3,874 | 4,931 | 5,628 | 5,497 | 5,014 | 4,636 | 4,662 | 5,386 | 5,774 | 5,611 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 1,774 | 2,363 | 2,922 | 3,000 | 2,944 | 3,087 | 3,177 | 3,041 | 3,436 | 3,617 |
| | | | 3L EXP | 5,580 | SB | 2,805 | 3,662 | 3,898 | 3,718 | 3,501 | 3,014 | 2,674 | 3,411 | 3,301 | 3,246 |
| | | | 6L EXP | 10,150 | TOTAL | 4,579 | 6,025 | 6,820 | 6,718 | 6,445 | 6,101 | 5,851 | 6,452 | 6,737 | 6,863 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 827 | 1,064 | 1,216 | 1,249 | 1,239 | 1,357 | 1,435 | 1,532 | 1,920 | 2,201 |
| | | | 2L EXP | 3,720 | SB | 1,913 | 2,086 | 2,172 | 2,031 | 2,031 | 1,573 | 1,216 | 1,234 | 1,242 | 1,199 |
| | | | 4L EXP | 6,770 | TOTAL | 2,740 | 3,150 | 3,388 | 3,280 | 3,270 | 2,930 | 2,651 | 2,766 | 3,162 | 3,400 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 941 | 1,306 | 1,418 | 1,424 | 1,574 | 1,673 | 1,788 | 1,773 | 1,986 | 2,289 |
| | | | 2L EXP | 3,720 | SB | 1,151 | 2,133 | 1,700 | 1,887 | 2,460 | 1,594 | 1,262 | 1,233 | 1,228 | 1,215 |
| | | | 4L EXP | 6,770 | TOTAL | 2,092 | 3,439 | 3,118 | 3,311 | 4,034 | 3,267 | 3,050 | 3,006 | 3,214 | 3,504 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 661 | 935 | 1,142 | 1,086 | 1,105 | 996 | 961 | 1,005 | 935 | 982 |
| | | | 2L EXP | 3,720 | WB | 478 | 645 | 749 | 929 | 931 | 882 | 904 | 1,045 | 1,177 | 1,227 |
| | | | 4L EXP | 6,770 | TOTAL | 1,139 | 1,580 | 1,891 | 2,015 | 2,036 | 1,878 | 1,865 | 2,050 | 2,112 | 2,209 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 2,232 | 2,984 | 3,584 | 3,497 | 3,289 | 3,355 | 3,141 | 3,127 | 3,026 | 3,169 |
| | | | 3L EXP | 5,580 | WB | 1,840 | 2,263 | 2,556 | 2,991 | 3,205 | 3,283 | 3,586 | 4,846 | 4,136 | 3,681 |
| | | | 7L EXP | 11,950 | TOTAL | 4,072 | 5,247 | 6,140 | 6,488 | 6,494 | 6,638 | 6,727 | 7,973 | 7,162 | 6,850 |
| 3/17/2010 | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 4D - Sunday Traffic Conditions - NASCAR 2008 - Race Start Time - 3:00 PM

| 7 - 8 PM Nov. 16 Sunday VOLUMES | 8 - 9 PM Nov. 16 Sunday VOLUMES | 9 - 10 PM Nov. 16 Sunday VOLUMES | 10 - 11 PM Nov. 16 Sunday VOLUMES | 11 - 12 AM Nov. 16 Sunday VOLUMES | 9 - 10 AM Nov. 16 Sunday V/C | 10 - 11 Nov. 16 Sunday V/C | 11 - 12 Nov. 16 Sunday V/C | 12 - 1 PM Nov. 16 Sunday V/C | 1 - 2 PM Nov. 16 Sunday V/C | 2 - 3 PM Nov. 16 Sunday V/C | 3 - 4 PM Nov. 16 Sunday V/C | 4 - 5 PM Nov. 16 Sunday V/C | 5 - 6 PM Nov. 16 Sunday V/C | 6 - 7 PM Nov. 16 Sunday V/C | 7 - 8 PM Nov. 16 Sunday V/C | 8 - 9 PM Nov. 16 Sunday V/C | 9 - 10 PM Nov. 16 Sunday V/C | 10 - 11 PM Nov. 16 Sunday V/C | 11 - 12 AM Nov. 16 Sunday V/C |
|------------------------------------------|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 2,976 | 3,310 | 3,285 | 2,437 | 768 | 0.22 | 0.30 | 0.39 | 0.40 | 0.36 | 0.35 | 0.38 | 0.37 | 0.42 | 0.46 | 0.53 | 0.59 | 0.59 | 0.44 | 0.14 |
| 1,730 | 1,508 | 1,134 | 912 | 566 | 0.38 | 0.48 | 0.47 | 0.44 | 0.40 | 0.34 | 0.32 | 0.47 | 0.45 | 0.39 | 0.31 | 0.27 | 0.20 | 0.16 | 0.10 |
| 4,706 | 4,818 | 4,419 | 3,349 | 1,334 | 0.33 | 0.42 | 0.47 | 0.46 | 0.42 | 0.38 | 0.38 | 0.46 | 0.48 | 0.46 | 0.46 | 0.47 | 0.44 | 0.33 | 0.13 |
| 3,608 | 3,855 | 3,676 | 2,627 | 806 | 0.20 | 0.25 | 0.33 | 0.32 | 0.30 | 0.30 | 0.34 | 0.33 | 0.38 | 0.41 | 0.49 | 0.52 | 0.50 | 0.35 | 0.11 |
| 2,089 | 1,750 | 1,415 | 1,043 | 756 | 0.32 | 0.41 | 0.43 | 0.42 | 0.37 | 0.32 | 0.29 | 0.40 | 0.40 | 0.34 | 0.28 | 0.24 | 0.19 | 0.14 | 0.10 |
| 5,697 | 5,605 | 5,091 | 3,670 | 1,562 | 0.29 | 0.37 | 0.42 | 0.41 | 0.37 | 0.34 | 0.35 | 0.40 | 0.43 | 0.42 | 0.42 | 0.42 | 0.38 | 0.27 | 0.12 |
| 4,077 | 4,271 | 4,152 | 2,677 | 838 | 0.32 | 0.42 | 0.52 | 0.54 | 0.53 | 0.55 | 0.57 | 0.54 | 0.62 | 0.65 | 0.73 | 0.77 | 0.74 | 0.48 | 0.15 |
| 2,687 | 2,211 | 1,769 | 1,403 | 980 | 0.50 | 0.66 | 0.70 | 0.67 | 0.63 | 0.54 | 0.48 | 0.61 | 0.59 | 0.58 | 0.48 | 0.40 | 0.32 | 0.25 | 0.18 |
| 6,764 | 6,482 | 5,921 | 4,080 | 1,818 | 0.45 | 0.59 | 0.67 | 0.66 | 0.63 | 0.60 | 0.58 | 0.64 | 0.66 | 0.68 | 0.67 | 0.64 | 0.58 | 0.40 | 0.18 |
| 2,568 | 2,355 | 2,389 | 1,329 | 397 | 0.22 | 0.29 | 0.33 | 0.34 | 0.33 | 0.36 | 0.39 | 0.41 | 0.52 | 0.59 | 0.69 | 0.63 | 0.64 | 0.36 | 0.11 |
| 1,121 | 867 | 691 | 551 | 462 | 0.51 | 0.56 | 0.58 | 0.55 | 0.55 | 0.42 | 0.33 | 0.33 | 0.33 | 0.32 | 0.30 | 0.23 | 0.19 | 0.15 | 0.12 |
| 3,689 | 3,222 | 3,080 | 1,880 | 859 | 0.40 | 0.47 | 0.50 | 0.48 | 0.48 | 0.43 | 0.39 | 0.41 | 0.47 | 0.50 | 0.54 | 0.48 | 0.45 | 0.28 | 0.13 |
| 2,682 | 2,565 | 2,000 | 762 | 364 | 0.25 | 0.35 | 0.38 | 0.38 | 0.42 | 0.45 | 0.48 | 0.48 | 0.53 | 0.62 | 0.72 | 0.69 | 0.54 | 0.20 | 0.10 |
| 1,104 | 908 | 692 | 513 | 425 | 0.31 | 0.57 | 0.46 | 0.51 | 0.66 | 0.43 | 0.34 | 0.33 | 0.33 | 0.33 | 0.30 | 0.24 | 0.19 | 0.14 | 0.11 |
| 3,786 | 3,473 | 2,692 | 1,275 | 789 | 0.31 | 0.51 | 0.46 | 0.49 | 0.60 | 0.48 | 0.45 | 0.44 | 0.47 | 0.52 | 0.56 | 0.51 | 0.40 | 0.19 | 0.12 |
| 684 | 627 | 787 | 405 | 168 | 0.18 | 0.25 | 0.31 | 0.29 | 0.30 | 0.27 | 0.26 | 0.27 | 0.25 | 0.26 | 0.18 | 0.17 | 0.21 | 0.11 | 0.05 |
| 1,080 | 800 | 618 | 522 | 428 | 0.13 | 0.17 | 0.20 | 0.25 | 0.25 | 0.24 | 0.24 | 0.28 | 0.32 | 0.33 | 0.29 | 0.22 | 0.17 | 0.14 | 0.12 |
| 1,764 | 1,427 | 1,405 | 927 | 596 | 0.17 | 0.23 | 0.28 | 0.30 | 0.30 | 0.28 | 0.28 | 0.30 | 0.31 | 0.33 | 0.26 | 0.21 | 0.21 | 0.14 | 0.09 |
| 2,686 | 2,328 | 2,091 | 1,902 | 1,340 | 0.30 | 0.40 | 0.48 | 0.47 | 0.44 | 0.45 | 0.42 | 0.42 | 0.41 | 0.43 | 0.36 | 0.31 | 0.28 | 0.26 | 0.18 |
| 2,878 | 2,521 | 2,057 | 1,684 | 1,258 | 0.33 | 0.41 | 0.46 | 0.54 | 0.57 | 0.59 | 0.64 | 0.87 | 0.74 | 0.66 | 0.52 | 0.45 | 0.37 | 0.30 | 0.23 |
| 5,564 | 4,849 | 4,148 | 3,586 | 2,598 | 0.34 | 0.44 | 0.51 | 0.54 | 0.54 | 0.56 | 0.56 | 0.67 | 0.60 | 0.57 | 0.47 | 0.41 | 0.35 | 0.30 | 0.22 |

NASCAR 2007

Table 5A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2007

Peak Hour Period Traffic Conditions - NASCAR 2007 - Average of the Two Highest Consecutive Peak Hours

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | | [3] | | See Table 5B | See Table 5C | See Table 5D | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 16 | Nov. 17 | Nov. 18 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | EXISTING LANES | TWO-WAY PEAK HOUR MSV | DIR | Nov. 16 Friday VOLUMES | Nov. 17 Saturday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 16 Friday V/C | Nov. 17 Saturday V/C | Nov. 18 Sunday V/C | Nov. 16 Friday LOS | Nov. 17 Saturday LOS | Nov. 18 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/16-18/2007 | D | 6L EXP | 10,150 | N/S | 8,849 | 5,123 | 5,327 | 0.87 | 0.50 | 0.52 | D | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/16-18/2007 | D | 8L EXP | 13,480 | N/S | 10,982 | 6,364 | 6,301 | 0.81 | 0.47 | 0.47 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/16-18/2007 | D | 6L EXP | 10,150 | N/S | 9,667 | 7,957 | 7,396 | 0.95 | 0.78 | 0.73 | D | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/16-18/2007 | D | 4L EXP | 6,770 | N/S | 6,036 | 5,470 | 5,045 | 0.89 | 0.81 | 0.75 | D | C | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/16-18/2007 | D | 4L EXP | 6,770 | N/S | 3,933 | 3,366 | 3,626 | 0.58 | 0.50 | 0.54 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/16-18/2007 | D | 4L EXP | 6,770 | E/W | 0 | 2,510 | 2,175 | 0.00 | 0.37 | 0.32 | n/a | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/16-18/2007 | D | 7L EXP | 11,950 | E/W | 9,829 | 8,343 | 6,694 | 0.82 | 0.70 | 0.56 | C | C | B |

AM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from 6AM to Noon

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | | [3] | | See Table 5B | See Table 5C | See Table 5D | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 16 | Nov. 17 | Nov. 18 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | EXISTING LANES | TWO-WAY PEAK HOUR MSV | DIR | Nov. 16 Friday VOLUMES | Nov. 17 Saturday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 16 Friday V/C | Nov. 17 Saturday V/C | Nov. 18 Sunday V/C | Nov. 16 Friday LOS | Nov. 17 Saturday LOS | Nov. 18 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/16-18/2007 | D | 6L EXP | 10,150 | N/S | 8,907 | 4,744 | 4,738 | 0.88 | 0.47 | 0.47 | D | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/16-18/2007 | D | 8L EXP | 13,480 | N/S | 9,766 | 5,952 | 5,638 | 0.72 | 0.44 | 0.42 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/16-18/2007 | D | 6L EXP | 10,150 | N/S | 8,833 | 7,498 | 5,753 | 0.87 | 0.74 | 0.57 | D | C | B |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/16-18/2007 | D | 4L EXP | 6,770 | N/S | 5,944 | 5,641 | 5,047 | 0.88 | 0.83 | 0.75 | D | D | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/16-18/2007 | D | 4L EXP | 6,770 | N/S | 3,624 | 3,159 | 3,219 | 0.54 | 0.47 | 0.48 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/16-18/2007 | D | 4L EXP | 6,770 | E/W | 0 | 2,446 | 1,845 | 0.00 | 0.36 | 0.27 | n/a | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/16-18/2007 | D | 7L EXP | 11,950 | E/W | 9,598 | 7,663 | 5,548 | 0.80 | 0.64 | 0.46 | C | B | B |

PM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from Noon to Midnight

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | | [3] | | See Table 5B | See Table 5C | See Table 5D | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 16 | Nov. 17 | Nov. 18 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | EXISTING LANES | TWO-WAY PEAK HOUR MSV | DIR | Nov. 16 Friday VOLUMES | Nov. 17 Saturday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 16 Friday V/C | Nov. 17 Saturday V/C | Nov. 18 Sunday V/C | Nov. 16 Friday LOS | Nov. 17 Saturday LOS | Nov. 18 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/16-18/2007 | D | 6L EXP | 10,150 | N/S | 8,965 | 5,153 | 5,486 | 0.88 | 0.51 | 0.54 | D | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/16-18/2007 | D | 8L EXP | 13,480 | N/S | 11,150 | 6,432 | 6,546 | 0.83 | 0.48 | 0.49 | D | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/16-18/2007 | D | 6L EXP | 10,150 | N/S | 9,727 | 8,079 | 7,576 | 0.96 | 0.80 | 0.75 | D | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/16-18/2007 | D | 4L EXP | 6,770 | N/S | 6,060 | 5,561 | 5,106 | 0.90 | 0.82 | 0.75 | D | D | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/16-18/2007 | D | 4L EXP | 6,770 | N/S | 3,952 | 3,377 | 3,862 | 0.58 | 0.50 | 0.57 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/16-18/2007 | D | 4L EXP | 6,770 | E/W | 0 | 2,587 | 2,187 | 0.00 | 0.38 | 0.32 | n/a | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/16-18/2007 | D | 7L EXP | 11,950 | E/W | 10,074 | 8,480 | 6,787 | 0.84 | 0.71 | 0.57 | C | C | B |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

Table 5B - Friday Traffic Conditions - NASCAR 2007 - Race Start Time - 8:00 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 6 - 7 AM | 7 - 8 AM | 8 - 9 AM | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM | 7 - 8 PM |
|------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| | | | | | | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES | Nov. 16 Friday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 2,589 | 3,341 | 3,357 | 2,571 | 2,357 | 2,280 | 2,519 | 2,727 | 2,910 | 3,849 | 4,774 | 5,015 | 3,939 | 2,633 |
| | | | 3L EXP | 5,580 | SB | 3,323 | 5,566 | 4,942 | 3,538 | 2,925 | 2,638 | 2,598 | 2,695 | 2,982 | 3,598 | 3,958 | 3,950 | 3,479 | 2,345 |
| | | | 6L EXP | 10,150 | TOTAL | 5,912 | 8,907 | 8,299 | 6,109 | 5,282 | 4,918 | 5,117 | 5,422 | 5,892 | 7,447 | 8,732 | 8,965 | 7,418 | 4,978 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 4,677 | 5,701 | 5,130 | 3,458 | 2,756 | 2,661 | 2,918 | 3,080 | 3,277 | 3,949 | 4,512 | 4,344 | 3,537 | 2,681 |
| | | | 4L EXP | 7,420 | SB | 2,153 | 4,065 | 4,135 | 3,417 | 3,034 | 3,066 | 3,004 | 3,208 | 3,869 | 5,109 | 6,301 | 6,806 | 6,132 | 4,081 |
| | | | 8L EXP | 13,480 | TOTAL | 6,830 | 9,766 | 9,265 | 6,875 | 5,790 | 5,727 | 5,922 | 6,288 | 7,146 | 9,058 | 10,813 | 11,150 | 9,669 | 6,762 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 5,271 | 5,565 | 4,617 | 4,005 | 3,660 | 3,304 | 3,565 | 3,563 | 3,589 | 3,906 | 3,911 | 4,055 | 3,524 | 2,966 |
| | | | 3L EXP | 5,580 | SB | 2,113 | 3,268 | 3,379 | 3,007 | 2,971 | 3,261 | 3,426 | 3,769 | 4,450 | 5,231 | 5,696 | 5,672 | 5,178 | 5,036 |
| | | | 6L EXP | 10,150 | TOTAL | 7,384 | 8,833 | 7,996 | 7,012 | 6,631 | 6,565 | 6,991 | 7,332 | 8,039 | 9,137 | 9,607 | 9,727 | 8,702 | 8,002 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 3,074 | 3,356 | 2,846 | 2,233 | 2,000 | 2,074 | 2,150 | 2,221 | 2,361 | 2,609 | 2,652 | 2,814 | 2,481 | 2,001 |
| | | | 2L EXP | 3,720 | SB | 1,926 | 2,588 | 2,392 | 2,164 | 2,188 | 2,431 | 2,509 | 2,591 | 2,948 | 3,353 | 3,359 | 3,246 | 3,374 | 3,222 |
| | | | 4L EXP | 6,770 | TOTAL | 5,000 | 5,944 | 5,238 | 4,397 | 4,188 | 4,505 | 4,659 | 4,812 | 5,309 | 5,962 | 6,011 | 6,060 | 5,855 | 5,223 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,828 | 1,847 | 1,549 | 1,487 | 1,228 | 1,442 | 1,545 | 1,622 | 1,575 | 1,683 | 1,867 | 1,976 | 1,672 | 1,304 |
| | | | 2L EXP | 3,720 | SB | 1,293 | 1,777 | 1,722 | 1,452 | 1,410 | 1,666 | 1,657 | 1,700 | 1,792 | 2,156 | 2,085 | 1,938 | 2,038 | 1,929 |
| | | | 4L EXP | 6,770 | TOTAL | 3,121 | 3,624 | 3,271 | 2,939 | 2,638 | 3,108 | 3,202 | 3,322 | 3,367 | 3,839 | 3,952 | 3,914 | 3,710 | 3,233 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 2,662 | 3,332 | 2,824 | 2,038 | 1,587 | 1,363 | 1,356 | 1,201 | 1,280 | 1,192 | 1,110 | 1,265 | 1,241 | 1,078 |
| | | | 2L EXP | 3,720 | WB | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| | | | 4L EXP | 6,770 | TOTAL | 2,662 | 3,332 | 2,824 | 2,038 | 1,587 | 1,363 | 1,356 | 1,201 | 1,280 | 1,192 | 1,110 | 1,265 | 1,241 | 1,078 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 4,634 | 5,252 | 4,764 | 4,247 | 4,212 | 4,356 | 4,439 | 4,488 | 4,791 | 5,386 | 5,054 | 4,865 | 4,913 | 4,375 |
| | | | 3L EXP | 5,580 | WB | 4,152 | 4,346 | 3,516 | 3,806 | 3,911 | 3,975 | 4,033 | 4,384 | 4,773 | 4,688 | 4,529 | 4,298 | 4,052 | 3,886 |
| | | | 7L EXP | 11,950 | TOTAL | 8,786 | 9,598 | 8,280 | 8,053 | 8,123 | 8,331 | 8,472 | 8,872 | 9,564 | 10,074 | 9,583 | 9,163 | 8,965 | 8,261 |
| 3/16/2010 | | | | | | | | | | | | | | | | | | | |

Notes:
 [1] See Figure 3 for the regional traffic count station locations with continuous count data.
 [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 5B - Friday Traffic Conditions - NASCAR 2007 - Race Start Time - 8:00 PM

| 8 - 9 PM Nov. 16 Friday VOLUMES | 9 - 10 PM Nov. 16 Friday VOLUMES | 10 - 11 PM Nov. 16 Friday VOLUMES | 11 - 12 AM Nov. 16 Friday VOLUMES | 6 - 7 AM Nov. 16 Friday V/C | 7 - 8 AM Nov. 16 Friday V/C | 8 - 9 AM Nov. 16 Friday V/C | 9 - 10 AM Nov. 16 Friday V/C | 10 - 11 AM Nov. 16 Friday V/C | 11 - 12 PM Nov. 16 Friday V/C | 12 - 1 PM Nov. 16 Friday V/C | 1 - 2 PM Nov. 16 Friday V/C | 2 - 3 PM Nov. 16 Friday V/C | 3 - 4 PM Nov. 16 Friday V/C | 4 - 5 PM Nov. 16 Friday V/C | 5 - 6 PM Nov. 16 Friday V/C | 6 - 7 PM Nov. 16 Friday V/C | 7 - 8 PM Nov. 16 Friday V/C | 8 - 9 PM Nov. 16 Friday V/C | 9 - 10 PM Nov. 16 Friday V/C | 10 - 11 PM Nov. 16 Friday V/C | 11 - 12 AM Nov. 16 Friday V/C |
|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 1,824 | 1,503 | 1,615 | 1,767 | 0.46 | 0.60 | 0.60 | 0.46 | 0.42 | 0.41 | 0.45 | 0.49 | 0.52 | 0.69 | 0.86 | 0.90 | 0.71 | 0.47 | 0.33 | 0.27 | 0.29 | 0.32 |
| 1,655 | 1,282 | 1,157 | 841 | 0.60 | 1.00 | 0.89 | 0.63 | 0.52 | 0.47 | 0.47 | 0.48 | 0.53 | 0.64 | 0.71 | 0.71 | 0.62 | 0.42 | 0.30 | 0.23 | 0.21 | 0.15 |
| 3,479 | 2,785 | 2,772 | 2,608 | 0.58 | 0.88 | 0.82 | 0.60 | 0.52 | 0.48 | 0.50 | 0.53 | 0.58 | 0.73 | 0.86 | 0.88 | 0.73 | 0.49 | 0.34 | 0.27 | 0.27 | 0.26 |
| 2,046 | 1,805 | 2,205 | 1,907 | 0.63 | 0.77 | 0.69 | 0.47 | 0.37 | 0.36 | 0.39 | 0.42 | 0.44 | 0.53 | 0.61 | 0.59 | 0.48 | 0.36 | 0.28 | 0.24 | 0.30 | 0.26 |
| 2,577 | 1,831 | 1,526 | 1,189 | 0.29 | 0.55 | 0.56 | 0.46 | 0.41 | 0.41 | 0.40 | 0.43 | 0.52 | 0.69 | 0.85 | 0.92 | 0.83 | 0.55 | 0.35 | 0.25 | 0.21 | 0.16 |
| 4,623 | 3,636 | 3,731 | 3,096 | 0.51 | 0.72 | 0.69 | 0.51 | 0.43 | 0.42 | 0.44 | 0.47 | 0.53 | 0.67 | 0.80 | 0.83 | 0.72 | 0.50 | 0.34 | 0.27 | 0.28 | 0.23 |
| 2,318 | 2,047 | 2,506 | 2,205 | 0.94 | 1.00 | 0.83 | 0.72 | 0.66 | 0.59 | 0.64 | 0.64 | 0.64 | 0.70 | 0.70 | 0.73 | 0.63 | 0.53 | 0.42 | 0.37 | 0.45 | 0.40 |
| 3,731 | 2,563 | 2,138 | 1,684 | 0.38 | 0.59 | 0.61 | 0.54 | 0.53 | 0.58 | 0.61 | 0.68 | 0.80 | 0.94 | 1.02 | 1.02 | 0.93 | 0.90 | 0.67 | 0.46 | 0.38 | 0.30 |
| 6,049 | 4,610 | 4,644 | 3,889 | 0.73 | 0.87 | 0.79 | 0.69 | 0.65 | 0.65 | 0.69 | 0.72 | 0.79 | 0.90 | 0.95 | 0.96 | 0.86 | 0.79 | 0.60 | 0.45 | 0.46 | 0.38 |
| 1,444 | 1,662 | 2,779 | 1,937 | 0.83 | 0.90 | 0.77 | 0.60 | 0.54 | 0.56 | 0.58 | 0.60 | 0.63 | 0.70 | 0.71 | 0.76 | 0.67 | 0.54 | 0.39 | 0.45 | 0.75 | 0.52 |
| 2,310 | 1,631 | 1,449 | 1,066 | 0.52 | 0.70 | 0.64 | 0.58 | 0.59 | 0.65 | 0.67 | 0.70 | 0.79 | 0.90 | 0.90 | 0.87 | 0.91 | 0.87 | 0.62 | 0.44 | 0.39 | 0.29 |
| 3,754 | 3,293 | 4,228 | 3,003 | 0.74 | 0.88 | 0.77 | 0.65 | 0.62 | 0.67 | 0.69 | 0.71 | 0.78 | 0.88 | 0.89 | 0.90 | 0.86 | 0.77 | 0.55 | 0.49 | 0.62 | 0.44 |
| 888 | 926 | 1,080 | 712 | 0.49 | 0.50 | 0.42 | 0.40 | 0.33 | 0.39 | 0.42 | 0.44 | 0.42 | 0.45 | 0.50 | 0.53 | 0.45 | 0.35 | 0.24 | 0.25 | 0.29 | 0.19 |
| 1,540 | 1,093 | 965 | 737 | 0.35 | 0.48 | 0.46 | 0.39 | 0.38 | 0.45 | 0.45 | 0.46 | 0.48 | 0.58 | 0.56 | 0.52 | 0.55 | 0.52 | 0.41 | 0.29 | 0.26 | 0.20 |
| 2,428 | 2,019 | 2,045 | 1,449 | 0.46 | 0.54 | 0.48 | 0.43 | 0.39 | 0.46 | 0.47 | 0.49 | 0.50 | 0.57 | 0.58 | 0.58 | 0.55 | 0.48 | 0.36 | 0.30 | 0.30 | 0.21 |
| 850 | 701 | 663 | 528 | 0.72 | 0.90 | 0.76 | 0.55 | 0.43 | 0.37 | 0.36 | 0.32 | 0.34 | 0.32 | 0.30 | 0.34 | 0.33 | 0.29 | 0.23 | 0.19 | 0.18 | 0.14 |
| n/a | n/a | n/a | n/a | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 850 | 701 | 663 | 528 | 0.39 | 0.49 | 0.42 | 0.30 | 0.23 | 0.20 | 0.20 | 0.18 | 0.19 | 0.18 | 0.16 | 0.19 | 0.18 | 0.16 | 0.13 | 0.10 | 0.10 | 0.08 |
| 3,172 | 2,670 | 2,524 | 2,112 | 0.62 | 0.71 | 0.64 | 0.57 | 0.57 | 0.59 | 0.60 | 0.60 | 0.65 | 0.73 | 0.68 | 0.66 | 0.66 | 0.59 | 0.43 | 0.36 | 0.34 | 0.28 |
| 2,775 | 2,849 | 2,540 | 2,108 | 0.74 | 0.78 | 0.63 | 0.68 | 0.70 | 0.71 | 0.72 | 0.79 | 0.86 | 0.84 | 0.81 | 0.77 | 0.73 | 0.70 | 0.50 | 0.51 | 0.46 | 0.38 |
| 5,947 | 5,519 | 5,064 | 4,220 | 0.74 | 0.80 | 0.69 | 0.67 | 0.68 | 0.70 | 0.71 | 0.74 | 0.80 | 0.84 | 0.80 | 0.77 | 0.75 | 0.69 | 0.50 | 0.46 | 0.42 | 0.35 |
| | | | | | | | | | | | | | | | | | | | | | |

| Table 5C - Saturday Traffic Conditions - NASCAR 2007 - Race Start Time - 4:30 PM | | | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 9 - 10 AM Nov. 17 Saturday VOLUMES | 10 - 11 AM Nov. 17 Saturday VOLUMES | 11 - 12 PM Nov. 17 Saturday VOLUMES | 12 - 1 PM Nov. 17 Saturday VOLUMES | 1 - 2 PM Nov. 17 Saturday VOLUMES | 2 - 3 PM Nov. 17 Saturday VOLUMES | 3 - 4 PM Nov. 17 Saturday VOLUMES | 4 - 5 PM Nov. 17 Saturday VOLUMES | 5 - 6 PM Nov. 17 Saturday VOLUMES | 6 - 7 PM Nov. 17 Saturday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 1,691 | 1,925 | 2,097 | 2,366 | 2,287 | 2,437 | 2,476 | 2,546 | 2,497 | 2,570 |
| | | | 3L EXP | 5,580 | SB | 2,322 | 2,555 | 2,647 | 2,727 | 2,866 | 2,550 | 2,478 | 2,157 | 2,134 | 2,196 |
| | | | 6L EXP | 10,150 | TOTAL | 4,013 | 4,480 | 4,744 | 5,093 | 5,153 | 4,987 | 4,954 | 4,703 | 4,631 | 4,766 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 2,346 | 2,407 | 2,608 | 2,721 | 2,722 | 2,867 | 2,890 | 2,944 | 3,004 | 3,030 |
| | | | 4L EXP | 7,420 | SB | 2,768 | 3,179 | 3,344 | 3,574 | 3,710 | 3,359 | 3,317 | 2,975 | 2,886 | 2,816 |
| | | | 8L EXP | 13,480 | TOTAL | 5,114 | 5,586 | 5,952 | 6,295 | 6,432 | 6,226 | 6,207 | 5,919 | 5,890 | 5,846 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 3,179 | 3,319 | 3,494 | 3,535 | 3,615 | 3,464 | 3,433 | 3,578 | 3,467 | 3,692 |
| | | | 3L EXP | 5,580 | SB | 3,159 | 3,539 | 4,004 | 4,293 | 4,464 | 4,371 | 4,202 | 4,018 | 3,810 | 3,638 |
| | | | 6L EXP | 10,150 | TOTAL | 6,338 | 6,858 | 7,498 | 7,828 | 8,079 | 7,835 | 7,635 | 7,596 | 7,277 | 7,330 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 1,959 | 2,011 | 2,072 | 2,235 | 1,886 | 1,626 | 2,329 | 2,312 | 2,336 | 2,805 |
| | | | 2L EXP | 3,720 | SB | 2,412 | 3,630 | 3,228 | 3,326 | 3,286 | 2,677 | 2,862 | 2,549 | 2,279 | 2,150 |
| | | | 4L EXP | 6,770 | TOTAL | 4,371 | 5,641 | 5,300 | 5,561 | 5,172 | 4,303 | 5,191 | 4,861 | 4,615 | 4,955 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,242 | 1,342 | 1,400 | 1,530 | 1,547 | 1,553 | 1,544 | 1,753 | 1,714 | 1,823 |
| | | | 2L EXP | 3,720 | SB | 1,467 | 1,639 | 1,759 | 1,825 | 1,830 | 1,481 | 1,702 | 1,619 | 1,406 | 1,426 |
| | | | 4L EXP | 6,770 | TOTAL | 2,709 | 2,981 | 3,159 | 3,355 | 3,377 | 3,034 | 3,246 | 3,372 | 3,120 | 3,249 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 1,324 | 1,302 | 1,410 | 1,402 | 1,232 | 1,187 | 1,244 | 1,149 | 1,255 | 1,201 |
| | | | 2L EXP | 3,720 | WB | 783 | 943 | 1,036 | 1,060 | 1,100 | 1,165 | 1,343 | 1,283 | 1,302 | 1,299 |
| | | | 4L EXP | 6,770 | TOTAL | 2,107 | 2,245 | 2,446 | 2,462 | 2,332 | 2,352 | 2,587 | 2,432 | 2,557 | 2,500 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 3,391 | 3,717 | 3,873 | 4,261 | 4,250 | 4,120 | 4,354 | 4,162 | 4,004 | 4,074 |
| | | | 3L EXP | 5,580 | WB | 3,152 | 3,477 | 3,790 | 4,040 | 4,108 | 4,086 | 4,126 | 3,952 | 4,314 | 3,885 |
| | | | 7L EXP | 11,950 | TOTAL | 6,543 | 7,194 | 7,663 | 8,301 | 8,358 | 8,206 | 8,480 | 8,114 | 8,318 | 7,959 |
| 3/16/2010 | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 5C - Saturday Traffic Conditions - NASCAR 2007 - Race Start Time - 4:30 PM

| 7 - 8 PM Nov. 17 Saturday VOLUMES | 8 - 9 PM Nov. 17 Saturday VOLUMES | 9 - 10 PM Nov. 17 Saturday VOLUMES | 10 - 11 PM Nov. 17 Saturday VOLUMES | 11 - 12 AM Nov. 17 Saturday VOLUMES | 9 - 10 AM Nov. 17 Saturday V/C | 10 - 11 Nov. 17 Saturday V/C | 11 - 12 Nov. 17 Saturday V/C | 12 - 1 PM Nov. 17 Saturday V/C | 1 - 2 PM Nov. 17 Saturday V/C | 2 - 3 PM Nov. 17 Saturday V/C | 3 - 4 PM Nov. 17 Saturday V/C | 4 - 5 PM Nov. 17 Saturday V/C | 5 - 6 PM Nov. 17 Saturday V/C | 6 - 7 PM Nov. 17 Saturday V/C | 7 - 8 PM Nov. 17 Saturday V/C | 8 - 9 PM Nov. 17 Saturday V/C | 9 - 10 PM Nov. 17 Saturday V/C | 10 - 11 PM Nov. 17 Saturday V/C | 11 - 12 AM Nov. 17 Saturday V/C |
|--------------------------------------------|--------------------------------------------|---------------------------------------------|----------------------------------------------|----------------------------------------------|-----------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|-----------------------------------------|------------------------------------------|------------------------------------------|
| 2,445 | 2,437 | 2,385 | 1,589 | 1,159 | 0.30 | 0.34 | 0.38 | 0.42 | 0.41 | 0.44 | 0.44 | 0.46 | 0.45 | 0.46 | 0.44 | 0.44 | 0.43 | 0.28 | 0.21 |
| 1,800 | 1,483 | 1,302 | 1,405 | 1,201 | 0.42 | 0.46 | 0.47 | 0.49 | 0.51 | 0.46 | 0.44 | 0.39 | 0.38 | 0.39 | 0.32 | 0.27 | 0.23 | 0.25 | 0.22 |
| 4,245 | 3,920 | 3,687 | 2,994 | 2,360 | 0.40 | 0.44 | 0.47 | 0.50 | 0.51 | 0.49 | 0.49 | 0.46 | 0.46 | 0.47 | 0.42 | 0.39 | 0.36 | 0.29 | 0.23 |
| 2,987 | 3,051 | 2,821 | 1,866 | 1,443 | 0.32 | 0.32 | 0.35 | 0.37 | 0.37 | 0.39 | 0.39 | 0.40 | 0.40 | 0.41 | 0.40 | 0.41 | 0.38 | 0.25 | 0.19 |
| 2,452 | 1,854 | 1,603 | 1,588 | 1,586 | 0.37 | 0.43 | 0.45 | 0.48 | 0.50 | 0.45 | 0.45 | 0.40 | 0.39 | 0.38 | 0.33 | 0.25 | 0.22 | 0.21 | 0.21 |
| 5,439 | 4,905 | 4,424 | 3,454 | 3,029 | 0.38 | 0.41 | 0.44 | 0.47 | 0.48 | 0.46 | 0.46 | 0.44 | 0.44 | 0.43 | 0.40 | 0.36 | 0.33 | 0.26 | 0.22 |
| 3,867 | 3,677 | 3,341 | 2,186 | 1,697 | 0.57 | 0.59 | 0.63 | 0.63 | 0.65 | 0.62 | 0.62 | 0.64 | 0.62 | 0.66 | 0.69 | 0.66 | 0.60 | 0.39 | 0.30 |
| 3,062 | 2,566 | 2,254 | 2,122 | 1,990 | 0.57 | 0.63 | 0.72 | 0.77 | 0.80 | 0.78 | 0.75 | 0.72 | 0.68 | 0.65 | 0.55 | 0.46 | 0.40 | 0.38 | 0.36 |
| 6,929 | 6,243 | 5,595 | 4,308 | 3,687 | 0.62 | 0.68 | 0.74 | 0.77 | 0.80 | 0.77 | 0.75 | 0.75 | 0.72 | 0.72 | 0.68 | 0.62 | 0.55 | 0.42 | 0.36 |
| 2,918 | 3,218 | 2,589 | 1,269 | 802 | 0.53 | 0.54 | 0.56 | 0.60 | 0.51 | 0.44 | 0.63 | 0.62 | 0.63 | 0.75 | 0.78 | 0.87 | 0.70 | 0.34 | 0.22 |
| 1,783 | 1,488 | 1,281 | 1,209 | 1,217 | 0.65 | 0.98 | 0.87 | 0.89 | 0.88 | 0.72 | 0.77 | 0.69 | 0.61 | 0.58 | 0.48 | 0.40 | 0.34 | 0.33 | 0.33 |
| 4,701 | 4,706 | 3,870 | 2,478 | 2,019 | 0.65 | 0.83 | 0.78 | 0.82 | 0.76 | 0.64 | 0.77 | 0.72 | 0.68 | 0.73 | 0.69 | 0.70 | 0.57 | 0.37 | 0.30 |
| 1,660 | 1,749 | 1,257 | 793 | 559 | 0.33 | 0.36 | 0.38 | 0.41 | 0.42 | 0.42 | 0.42 | 0.47 | 0.46 | 0.49 | 0.45 | 0.47 | 0.34 | 0.21 | 0.15 |
| 1,231 | 1,035 | 872 | 780 | 801 | 0.39 | 0.44 | 0.47 | 0.49 | 0.49 | 0.40 | 0.46 | 0.44 | 0.38 | 0.38 | 0.33 | 0.28 | 0.23 | 0.21 | 0.22 |
| 2,891 | 2,784 | 2,129 | 1,573 | 1,360 | 0.40 | 0.44 | 0.47 | 0.50 | 0.50 | 0.45 | 0.48 | 0.50 | 0.46 | 0.48 | 0.43 | 0.41 | 0.31 | 0.23 | 0.20 |
| 1,190 | 947 | 829 | 657 | 527 | 0.36 | 0.35 | 0.38 | 0.38 | 0.33 | 0.32 | 0.33 | 0.31 | 0.34 | 0.32 | 0.32 | 0.25 | 0.22 | 0.18 | 0.14 |
| 993 | 964 | 934 | 889 | 899 | 0.21 | 0.25 | 0.28 | 0.28 | 0.30 | 0.31 | 0.36 | 0.34 | 0.35 | 0.35 | 0.27 | 0.26 | 0.25 | 0.24 | 0.24 |
| 2,183 | 1,911 | 1,763 | 1,546 | 1,426 | 0.31 | 0.33 | 0.36 | 0.36 | 0.34 | 0.35 | 0.38 | 0.36 | 0.38 | 0.37 | 0.32 | 0.28 | 0.26 | 0.23 | 0.21 |
| 3,410 | 2,753 | 2,500 | 2,329 | 2,036 | 0.46 | 0.50 | 0.52 | 0.57 | 0.57 | 0.56 | 0.59 | 0.56 | 0.54 | 0.55 | 0.46 | 0.37 | 0.34 | 0.31 | 0.27 |
| 3,356 | 2,944 | 2,613 | 2,708 | 2,355 | 0.56 | 0.62 | 0.68 | 0.72 | 0.74 | 0.73 | 0.74 | 0.71 | 0.77 | 0.70 | 0.60 | 0.53 | 0.47 | 0.49 | 0.42 |
| 6,766 | 5,697 | 5,113 | 5,037 | 4,391 | 0.55 | 0.60 | 0.64 | 0.69 | 0.70 | 0.69 | 0.71 | 0.68 | 0.70 | 0.67 | 0.57 | 0.48 | 0.43 | 0.42 | 0.37 |

Table 5D - Sunday Traffic Conditions - NASCAR 2007 - Race Start Time - 3:30 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM |
|------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| | | | | | | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES | Nov. 18 Sunday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 1,058 | 1,417 | 1,717 | 2,165 | 2,338 | 2,481 | 2,511 | 2,345 | 2,432 | 2,750 |
| | | | 3L EXP | 5,580 | SB | 2,558 | 3,016 | 3,021 | 2,697 | 2,233 | 2,106 | 2,019 | 1,995 | 2,105 | 2,215 |
| | | | 6L EXP | 10,150 | TOTAL | 3,616 | 4,433 | 4,738 | 4,862 | 4,571 | 4,587 | 4,530 | 4,340 | 4,537 | 4,965 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 1,415 | 1,748 | 2,031 | 2,527 | 2,720 | 2,809 | 2,887 | 2,835 | 2,916 | 3,381 |
| | | | 4L EXP | 7,420 | SB | 2,911 | 3,516 | 3,607 | 3,336 | 2,817 | 2,708 | 2,468 | 2,346 | 2,662 | 2,675 |
| | | | 8L EXP | 13,480 | TOTAL | 4,326 | 5,264 | 5,638 | 5,863 | 5,537 | 5,517 | 5,355 | 5,181 | 5,578 | 6,056 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 1,876 | 2,533 | 2,745 | 3,203 | 3,472 | 3,479 | 3,407 | 3,428 | 3,449 | 3,945 |
| | | | 3L EXP | 5,580 | SB | 3,445 | 3,220 | 2,838 | 3,579 | 3,489 | 3,321 | 3,062 | 2,957 | 3,257 | 3,270 |
| | | | 6L EXP | 10,150 | TOTAL | 5,321 | 5,753 | 5,583 | 6,782 | 6,961 | 6,800 | 6,469 | 6,385 | 6,706 | 7,215 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 1,173 | 1,570 | 1,614 | 1,723 | 1,928 | 2,050 | 2,223 | 2,363 | 2,606 | 3,221 |
| | | | 2L EXP | 3,720 | SB | 3,370 | 3,477 | 3,409 | 3,206 | 3,130 | 2,303 | 1,915 | 1,731 | 1,681 | 1,762 |
| | | | 4L EXP | 6,770 | TOTAL | 4,543 | 5,047 | 5,023 | 4,929 | 5,058 | 4,353 | 4,138 | 4,094 | 4,287 | 4,983 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 918 | 1,194 | 1,213 | 1,326 | 1,532 | 1,596 | 1,710 | 1,802 | 1,893 | 2,268 |
| | | | 2L EXP | 3,720 | SB | 1,575 | 2,025 | 1,673 | 1,963 | 1,929 | 1,353 | 1,256 | 1,178 | 1,151 | 1,122 |
| | | | 4L EXP | 6,770 | TOTAL | 2,493 | 3,219 | 2,886 | 3,289 | 3,461 | 2,949 | 2,966 | 2,980 | 3,044 | 3,390 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 751 | 1,002 | 1,076 | 1,151 | 1,102 | 1,122 | 995 | 1,047 | 1,100 | 1,036 |
| | | | 2L EXP | 3,720 | WB | 542 | 696 | 769 | 943 | 903 | 947 | 973 | 1,104 | 1,087 | 1,127 |
| | | | 4L EXP | 6,770 | TOTAL | 1,293 | 1,698 | 1,845 | 2,094 | 2,005 | 2,069 | 1,968 | 2,151 | 2,187 | 2,163 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 2,186 | 2,551 | 2,907 | 3,078 | 3,160 | 3,269 | 3,324 | 3,137 | 3,048 | 3,115 |
| | | | 3L EXP | 5,580 | WB | 1,916 | 2,321 | 2,641 | 3,125 | 3,240 | 3,457 | 3,443 | 3,361 | 3,552 | 3,672 |
| | | | 7L EXP | 11,950 | TOTAL | 4,102 | 4,872 | 5,548 | 6,203 | 6,400 | 6,726 | 6,767 | 6,498 | 6,600 | 6,787 |
| 3/16/2010 | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 5D - Sunday Traffic Conditions - NASCAR 2007 - Race Start Time - 3:30 PM

| 7 - 8 PM Nov. 18 Sunday VOLUMES | 8 - 9 PM Nov. 18 Sunday VOLUMES | 9 - 10 PM Nov. 18 Sunday VOLUMES | 10 - 11 PM Nov. 18 Sunday VOLUMES | 11 - 12 AM Nov. 18 Sunday VOLUMES | 9 - 10 AM Nov. 18 Sunday V/C | 10 - 11 Nov. 18 Sunday V/C | 11 - 12 Nov. 18 Sunday V/C | 12 - 1 PM Nov. 18 Sunday V/C | 1 - 2 PM Nov. 18 Sunday V/C | 2 - 3 PM Nov. 18 Sunday V/C | 3 - 4 PM Nov. 18 Sunday V/C | 4 - 5 PM Nov. 18 Sunday V/C | 5 - 6 PM Nov. 18 Sunday V/C | 6 - 7 PM Nov. 18 Sunday V/C | 7 - 8 PM Nov. 18 Sunday V/C | 8 - 9 PM Nov. 18 Sunday V/C | 9 - 10 PM Nov. 18 Sunday V/C | 10 - 11 PM Nov. 18 Sunday V/C | 11 - 12 AM Nov. 18 Sunday V/C |
|------------------------------------------|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 3,409 | 3,545 | 3,288 | 2,971 | 1,388 | 0.19 | 0.25 | 0.31 | 0.39 | 0.42 | 0.44 | 0.45 | 0.42 | 0.44 | 0.49 | 0.61 | 0.64 | 0.59 | 0.53 | 0.25 |
| 2,077 | 1,622 | 1,238 | 893 | 651 | 0.46 | 0.54 | 0.54 | 0.48 | 0.40 | 0.38 | 0.36 | 0.36 | 0.38 | 0.40 | 0.37 | 0.29 | 0.22 | 0.16 | 0.12 |
| 5,486 | 5,167 | 4,526 | 3,864 | 2,039 | 0.36 | 0.44 | 0.47 | 0.48 | 0.45 | 0.45 | 0.45 | 0.43 | 0.45 | 0.49 | 0.54 | 0.51 | 0.45 | 0.38 | 0.20 |
| 4,135 | 4,048 | 3,727 | 3,431 | 1,314 | 0.19 | 0.24 | 0.27 | 0.34 | 0.37 | 0.38 | 0.39 | 0.38 | 0.39 | 0.46 | 0.56 | 0.55 | 0.50 | 0.46 | 0.18 |
| 2,411 | 1,967 | 1,495 | 1,134 | 761 | 0.39 | 0.47 | 0.49 | 0.45 | 0.38 | 0.36 | 0.33 | 0.32 | 0.36 | 0.36 | 0.32 | 0.27 | 0.20 | 0.15 | 0.10 |
| 6,546 | 6,015 | 5,222 | 4,565 | 2,075 | 0.32 | 0.39 | 0.42 | 0.43 | 0.41 | 0.41 | 0.40 | 0.38 | 0.41 | 0.45 | 0.49 | 0.45 | 0.39 | 0.34 | 0.15 |
| 4,571 | 4,564 | 4,293 | 3,898 | 1,413 | 0.34 | 0.45 | 0.49 | 0.57 | 0.62 | 0.62 | 0.61 | 0.61 | 0.62 | 0.71 | 0.82 | 0.82 | 0.77 | 0.70 | 0.25 |
| 3,005 | 2,358 | 1,921 | 1,426 | 1,169 | 0.62 | 0.58 | 0.51 | 0.64 | 0.63 | 0.60 | 0.55 | 0.53 | 0.58 | 0.59 | 0.54 | 0.42 | 0.34 | 0.26 | 0.21 |
| 7,576 | 6,922 | 6,214 | 5,324 | 2,582 | 0.52 | 0.57 | 0.55 | 0.67 | 0.69 | 0.67 | 0.64 | 0.63 | 0.66 | 0.71 | 0.75 | 0.68 | 0.61 | 0.52 | 0.25 |
| 3,535 | 3,436 | 3,228 | 2,940 | 829 | 0.32 | 0.42 | 0.43 | 0.46 | 0.52 | 0.55 | 0.60 | 0.64 | 0.70 | 0.87 | 0.95 | 0.92 | 0.87 | 0.79 | 0.22 |
| 1,571 | 1,366 | 1,124 | 864 | 704 | 0.91 | 0.93 | 0.92 | 0.86 | 0.84 | 0.62 | 0.51 | 0.47 | 0.45 | 0.47 | 0.42 | 0.37 | 0.30 | 0.23 | 0.19 |
| 5,106 | 4,802 | 4,352 | 3,804 | 1,533 | 0.67 | 0.75 | 0.74 | 0.73 | 0.75 | 0.64 | 0.61 | 0.60 | 0.63 | 0.74 | 0.75 | 0.71 | 0.64 | 0.56 | 0.23 |
| 2,738 | 2,066 | 1,945 | 1,002 | 467 | 0.25 | 0.32 | 0.33 | 0.36 | 0.41 | 0.43 | 0.46 | 0.48 | 0.51 | 0.61 | 0.74 | 0.56 | 0.52 | 0.27 | 0.13 |
| 1,124 | 976 | 765 | 607 | 449 | 0.42 | 0.54 | 0.45 | 0.53 | 0.52 | 0.36 | 0.34 | 0.32 | 0.31 | 0.30 | 0.30 | 0.26 | 0.21 | 0.16 | 0.12 |
| 3,862 | 3,042 | 2,710 | 1,609 | 916 | 0.37 | 0.48 | 0.43 | 0.49 | 0.51 | 0.44 | 0.44 | 0.44 | 0.45 | 0.50 | 0.57 | 0.45 | 0.40 | 0.24 | 0.14 |
| 894 | 664 | 557 | 500 | 278 | 0.20 | 0.27 | 0.29 | 0.31 | 0.30 | 0.30 | 0.27 | 0.28 | 0.30 | 0.28 | 0.24 | 0.18 | 0.15 | 0.13 | 0.07 |
| 917 | 778 | 679 | 586 | 549 | 0.15 | 0.19 | 0.21 | 0.25 | 0.24 | 0.25 | 0.26 | 0.30 | 0.29 | 0.30 | 0.25 | 0.21 | 0.18 | 0.16 | 0.15 |
| 1,811 | 1,442 | 1,236 | 1,086 | 827 | 0.19 | 0.25 | 0.27 | 0.31 | 0.30 | 0.31 | 0.29 | 0.32 | 0.32 | 0.32 | 0.27 | 0.21 | 0.18 | 0.16 | 0.12 |
| 2,726 | 2,365 | 1,968 | 1,808 | 1,321 | 0.29 | 0.34 | 0.39 | 0.41 | 0.43 | 0.44 | 0.45 | 0.42 | 0.41 | 0.42 | 0.37 | 0.32 | 0.27 | 0.24 | 0.18 |
| 3,087 | 2,512 | 2,136 | 1,787 | 1,432 | 0.34 | 0.42 | 0.47 | 0.56 | 0.58 | 0.62 | 0.62 | 0.60 | 0.64 | 0.66 | 0.55 | 0.45 | 0.38 | 0.32 | 0.26 |
| 5,813 | 4,877 | 4,104 | 3,595 | 2,753 | 0.34 | 0.41 | 0.46 | 0.52 | 0.54 | 0.56 | 0.57 | 0.54 | 0.55 | 0.57 | 0.49 | 0.41 | 0.34 | 0.30 | 0.23 |

NASCAR 2006

Table 6A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2006

Peak Hour Period Traffic Conditions - NASCAR 2006 - Average of the Two Highest Consecutive Peak Hours

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 6B | See Table 6C | See Table 6D | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 17 | Nov. 18 | Nov. 19 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 17 Friday VOLUMES | Nov. 18 Saturday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 17 Friday V/C | Nov. 18 Saturday V/C | Nov. 19 Sunday V/C | Nov. 17 Friday LOS | Nov. 18 Saturday LOS | Nov. 19 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/17-19/2006 | D | 6L EXP | 10,150 | N/S | 9,228 | 5,098 | 5,814 | 0.91 | 0.50 | 0.57 | D | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/17-19/2006 | D | 8L EXP | 13,480 | N/S | 10,877 | 6,527 | 6,940 | 0.81 | 0.48 | 0.51 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/17-19/2006 | D | 6L EXP | 10,150 | N/S | 10,271 | 8,379 | 8,329 | 1.01 | 0.83 | 0.82 | E | D | D |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/17-19/2006 | D | 4L EXP | 6,770 | N/S | 6,183 | 5,574 | 5,456 | 0.91 | 0.82 | 0.81 | D | D | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/17-19/2006 | D | 4L EXP | 6,770 | N/S | 3,976 | 3,335 | 3,909 | 0.59 | 0.49 | 0.58 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/17-19/2006 | D | 4L EXP | 6,770 | E/W | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/17-19/2006 | D | 7L EXP | 11,950 | E/W | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |

AM Peak Hour Traffic Conditions - NASCAR 2006 - Highest Hour from 6AM to Noon

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 6B | See Table 6C | See Table 6D | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 17 | Nov. 18 | Nov. 19 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 17 Friday VOLUMES | Nov. 18 Saturday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 17 Friday V/C | Nov. 18 Saturday V/C | Nov. 19 Sunday V/C | Nov. 17 Friday LOS | Nov. 18 Saturday LOS | Nov. 19 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/17-19/2006 | D | 6L EXP | 10,150 | N/S | 9,224 | 4,890 | 4,916 | 0.91 | 0.48 | 0.48 | D | B | B |
| HEFT - S of NW 41 St | FDOT-0267 | 11/17-19/2006 | D | 8L EXP | 13,480 | N/S | 10,302 | 6,135 | 5,850 | 0.76 | 0.46 | 0.43 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/17-19/2006 | D | 6L EXP | 10,150 | N/S | 8,613 | 7,893 | 7,394 | 0.85 | 0.78 | 0.73 | D | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/17-19/2006 | D | 4L EXP | 6,770 | N/S | 5,430 | 5,478 | 4,564 | 0.80 | 0.81 | 0.67 | C | C | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/17-19/2006 | D | 4L EXP | 6,770 | N/S | 3,365 | 3,277 | 2,921 | 0.50 | 0.48 | 0.43 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/17-19/2006 | D | 4L EXP | 6,770 | E/W | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/17-19/2006 | D | 7L EXP | 11,950 | E/W | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |

PM Peak Hour Traffic Conditions - NASCAR 2006 - Highest Hour from Noon to Midnight

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 6B | See Table 6C | See Table 6D | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 17 | Nov. 18 | Nov. 19 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 17 Friday VOLUMES | Nov. 18 Saturday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 17 Friday V/C | Nov. 18 Saturday V/C | Nov. 19 Sunday V/C | Nov. 17 Friday LOS | Nov. 18 Saturday LOS | Nov. 19 Sunday LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/17-19/2006 | D | 6L EXP | 10,150 | N/S | 9,424 | 5,104 | 6,167 | 0.93 | 0.50 | 0.61 | D | B | C |
| HEFT - S of NW 41 St | FDOT-0267 | 11/17-19/2006 | D | 8L EXP | 13,480 | N/S | 10,979 | 6,604 | 6,953 | 0.81 | 0.49 | 0.52 | C | B | B |
| HEFT - S of Bird Rd | Bird Toll | 11/17-19/2006 | D | 6L EXP | 10,150 | N/S | 10,280 | 8,581 | 8,433 | 1.01 | 0.85 | 0.83 | E | D | D |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/17-19/2006 | D | 4L EXP | 6,770 | N/S | 6,202 | 5,664 | 5,753 | 0.92 | 0.84 | 0.85 | D | D | D |
| HEFT - N of SW 312 St | FDOT-0430 | 11/17-19/2006 | D | 4L EXP | 6,770 | N/S | 4,006 | 3,353 | 3,968 | 0.59 | 0.50 | 0.59 | C | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/17-19/2006 | D | 4L EXP | 6,770 | E/W | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/17-19/2006 | D | 7L EXP | 11,950 | E/W | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

Table 6B - Friday Traffic Conditions - NASCAR 2006 - Race Start Time - 8:05 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 6 - 7 AM | 7 - 8 AM | 8 - 9 AM | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM | 7 - 8 PM |
|------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| | | | | | | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES | Nov. 17 Friday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 2,794 | 3,325 | 3,386 | 2,956 | 2,474 | 2,387 | 2,631 | 2,763 | 3,046 | 3,952 | 5,018 | 5,317 | 4,222 | 2,846 |
| | | | 3L EXP | 5,580 | SB | 3,590 | 5,899 | 4,671 | 3,452 | 3,093 | 2,663 | 2,603 | 2,846 | 3,173 | 3,710 | 4,013 | 4,107 | 3,353 | 2,532 |
| | | | 6L EXP | 10,150 | TOTAL | 6,384 | 9,224 | 8,057 | 6,408 | 5,567 | 5,050 | 5,234 | 5,609 | 6,219 | 7,662 | 9,031 | 9,424 | 7,575 | 5,378 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 4,990 | 5,944 | 5,345 | 4,331 | 2,996 | 2,918 | 3,056 | 3,073 | 3,571 | 4,377 | 4,657 | 4,730 | 3,764 | 2,789 |
| | | | 4L EXP | 7,420 | SB | 2,420 | 4,358 | 4,412 | 3,624 | 3,291 | 3,130 | 3,179 | 3,471 | 4,056 | 5,290 | 6,322 | 6,045 | 5,598 | 4,979 |
| | | | 8L EXP | 13,480 | TOTAL | 7,410 | 10,302 | 9,757 | 7,955 | 6,287 | 6,048 | 6,235 | 6,544 | 7,627 | 9,667 | 10,979 | 10,775 | 9,362 | 7,768 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 5,518 | 4,835 | 4,561 | 5,322 | 3,941 | 3,757 | 3,553 | 3,611 | 3,980 | 4,274 | 4,450 | 4,456 | 3,928 | 3,334 |
| | | | 3L EXP | 5,580 | SB | 2,391 | 3,620 | 3,667 | 3,291 | 3,283 | 3,503 | 3,648 | 4,014 | 4,784 | 5,576 | 5,830 | 5,805 | 5,360 | 5,118 |
| | | | 6L EXP | 10,150 | TOTAL | 7,909 | 8,455 | 8,228 | 8,613 | 7,224 | 7,260 | 7,201 | 7,625 | 8,764 | 9,850 | 10,280 | 10,261 | 9,288 | 8,452 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 3,459 | 2,881 | 2,744 | 2,145 | 2,155 | 2,052 | 2,091 | 2,305 | 2,483 | 2,616 | 2,771 | 2,800 | 2,644 | 1,925 |
| | | | 2L EXP | 3,720 | SB | 1,932 | 2,549 | 2,506 | 2,194 | 2,236 | 2,571 | 2,544 | 2,636 | 3,041 | 3,306 | 3,393 | 3,402 | 3,332 | 3,142 |
| | | | 4L EXP | 6,770 | TOTAL | 5,391 | 5,430 | 5,250 | 4,339 | 4,391 | 4,623 | 4,635 | 4,941 | 5,524 | 5,922 | 6,164 | 6,202 | 5,976 | 5,067 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,766 | 1,647 | 1,502 | 1,326 | 1,392 | 1,404 | 1,441 | 1,573 | 1,702 | 1,781 | 1,865 | 1,970 | 1,992 | 1,162 |
| | | | 2L EXP | 3,720 | SB | 1,264 | 1,718 | 1,814 | 1,351 | 1,438 | 1,675 | 1,647 | 1,656 | 1,770 | 1,992 | 2,080 | 2,036 | 1,891 | 1,732 |
| | | | 4L EXP | 6,770 | TOTAL | 3,030 | 3,365 | 3,316 | 2,677 | 2,830 | 3,079 | 3,088 | 3,229 | 3,472 | 3,773 | 3,945 | 4,006 | 3,883 | 2,894 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 2L EXP | 3,720 | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 4L EXP | 6,770 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 4,297 | 4,794 | 4,458 | 4,024 | 4,083 | 4,169 | 4,387 | 4,552 | 4,560 | 4,849 | 4,848 | 4,870 | 4,707 | 4,145 |
| | | | 3L EXP | 5,580 | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 7L EXP | 11,950 | TOTAL | 4,297 | 4,794 | 4,458 | 4,024 | 4,083 | 4,169 | 4,387 | 4,552 | 4,560 | 4,849 | 4,848 | 4,870 | 4,707 | 4,145 |
| 3/18/2010 | | | | | | | | | | | | | | | | | | | |

Notes:
 [1] See Figure 3 for the regional traffic count station locations with continuous count data.
 [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 6B - Friday Traffic Conditions - NASCAR 2006 - Race Start Time - 8:05 PM

| 8 - 9 PM Nov. 17 Friday VOLUMES | 9 - 10 PM Nov. 17 Friday VOLUMES | 10 - 11 PM Nov. 17 Friday VOLUMES | 11 - 12 AM Nov. 17 Friday VOLUMES | 6 - 7 AM Nov. 17 Friday V/C | 7 - 8 AM Nov. 17 Friday V/C | 8 - 9 AM Nov. 17 Friday V/C | 9 - 10 AM Nov. 17 Friday V/C | 10 - 11 AM Nov. 17 Friday V/C | 11 - 12 PM Nov. 17 Friday V/C | 12 - 1 PM Nov. 17 Friday V/C | 1 - 2 PM Nov. 17 Friday V/C | 2 - 3 PM Nov. 17 Friday V/C | 3 - 4 PM Nov. 17 Friday V/C | 4 - 5 PM Nov. 17 Friday V/C | 5 - 6 PM Nov. 17 Friday V/C | 6 - 7 PM Nov. 17 Friday V/C | 7 - 8 PM Nov. 17 Friday V/C | 8 - 9 PM Nov. 17 Friday V/C | 9 - 10 PM Nov. 17 Friday V/C | 10 - 11 PM Nov. 17 Friday V/C | 11 - 12 AM Nov. 17 Friday V/C |
|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 1,981 1,629 3,610 | 1,588 1,315 2,903 | 1,788 1,227 3,015 | 1,866 921 2,787 | 0.50 0.64 0.63 | 0.60 1.06 0.91 | 0.61 0.84 0.79 | 0.53 0.62 0.63 | 0.44 0.55 0.55 | 0.43 0.48 0.50 | 0.47 0.47 0.52 | 0.50 0.51 0.55 | 0.55 0.57 0.61 | 0.71 0.66 0.75 | 0.90 0.72 0.89 | 0.95 0.74 0.93 | 0.76 0.60 0.75 | 0.51 0.45 0.53 | 0.36 0.29 0.36 | 0.28 0.24 0.29 | 0.32 0.22 0.30 | 0.33 0.17 0.27 |
| 2,121 2,480 4,601 | 1,920 1,925 3,845 | 2,252 1,554 3,806 | 2,067 1,272 3,339 | 0.67 0.33 0.55 | 0.80 0.59 0.76 | 0.72 0.59 0.72 | 0.58 0.49 0.59 | 0.40 0.44 0.47 | 0.39 0.42 0.45 | 0.41 0.43 0.46 | 0.41 0.47 0.49 | 0.48 0.55 0.57 | 0.59 0.71 0.72 | 0.63 0.85 0.81 | 0.64 0.81 0.80 | 0.51 0.75 0.69 | 0.38 0.67 0.58 | 0.29 0.33 0.34 | 0.26 0.26 0.29 | 0.30 0.21 0.28 | 0.28 0.17 0.25 |
| 2,428 4,283 6,711 | 2,201 3,075 5,276 | 2,552 2,653 5,205 | 2,462 2,045 4,507 | 0.99 0.43 0.78 | 0.87 0.65 0.83 | 0.82 0.66 0.81 | 0.95 0.59 0.85 | 0.71 0.59 0.71 | 0.67 0.63 0.72 | 0.64 0.65 0.71 | 0.65 0.72 0.75 | 0.71 0.86 0.86 | 0.77 1.00 0.97 | 0.80 1.04 1.01 | 0.80 1.04 1.01 | 0.70 0.96 0.92 | 0.60 0.92 0.83 | 0.44 0.77 0.66 | 0.39 0.55 0.52 | 0.46 0.48 0.51 | 0.44 0.37 0.44 |
| 1,428 2,501 3,929 | 1,459 1,667 3,126 | 2,818 1,392 4,210 | 2,169 1,179 3,348 | 0.93 0.52 0.80 | 0.77 0.69 0.80 | 0.74 0.67 0.78 | 0.58 0.59 0.64 | 0.58 0.60 0.65 | 0.55 0.69 0.68 | 0.56 0.68 0.68 | 0.62 0.71 0.73 | 0.67 0.82 0.82 | 0.70 0.89 0.87 | 0.74 0.91 0.91 | 0.75 0.91 0.92 | 0.71 0.90 0.88 | 0.52 0.84 0.75 | 0.38 0.67 0.58 | 0.39 0.45 0.46 | 0.76 0.37 0.62 | 0.58 0.32 0.49 |
| 873 1,626 2,499 | 874 1,055 1,929 | 1,238 929 2,167 | 926 831 1,757 | 0.47 0.34 0.45 | 0.44 0.46 0.50 | 0.40 0.49 0.49 | 0.36 0.36 0.40 | 0.37 0.39 0.42 | 0.38 0.45 0.45 | 0.39 0.44 0.46 | 0.42 0.45 0.48 | 0.46 0.48 0.51 | 0.48 0.54 0.56 | 0.50 0.56 0.58 | 0.53 0.55 0.59 | 0.54 0.51 0.57 | 0.31 0.47 0.43 | 0.23 0.44 0.37 | 0.23 0.28 0.28 | 0.33 0.25 0.32 | 0.25 0.22 0.26 |
| 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 |
| 3,299 0 3,299 | 2,805 0 2,805 | 2,532 0 2,532 | 2,137 0 2,137 | 0.58 0.00 0.36 | 0.65 0.00 0.40 | 0.60 0.00 0.37 | 0.54 0.00 0.34 | 0.55 0.00 0.34 | 0.56 0.00 0.35 | 0.59 0.00 0.37 | 0.61 0.00 0.38 | 0.61 0.00 0.38 | 0.65 0.00 0.41 | 0.65 0.00 0.41 | 0.66 0.00 0.41 | 0.63 0.00 0.39 | 0.56 0.00 0.35 | 0.44 0.00 0.28 | 0.38 0.00 0.23 | 0.34 0.00 0.21 | 0.29 0.00 0.18 |

| Table 6C - Saturday Traffic Conditions - NASCAR 2006 - Race Start Time - 7:10 PM | | | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 9 - 10 AM Nov. 18 Saturday VOLUMES | 10 - 11 AM Nov. 18 Saturday VOLUMES | 11 - 12 PM Nov. 18 Saturday VOLUMES | 12 - 1 PM Nov. 18 Saturday VOLUMES | 1 - 2 PM Nov. 18 Saturday VOLUMES | 2 - 3 PM Nov. 18 Saturday VOLUMES | 3 - 4 PM Nov. 18 Saturday VOLUMES | 4 - 5 PM Nov. 18 Saturday VOLUMES | 5 - 6 PM Nov. 18 Saturday VOLUMES | 6 - 7 PM Nov. 18 Saturday VOLUMES |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 1,777 | 1,948 | 2,217 | 2,221 | 2,274 | 2,340 | 2,382 | 2,390 | 2,435 | 2,360 |
| | | | 3L EXP | 5,580 | SB | 2,260 | 2,482 | 2,673 | 2,808 | 2,728 | 2,764 | 2,710 | 2,667 | 2,629 | 2,007 |
| | | | 6L EXP | 10,150 | TOTAL | 4,037 | 4,430 | 4,890 | 5,029 | 5,002 | 5,104 | 5,092 | 5,057 | 5,064 | 4,367 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 2,367 | 2,559 | 2,665 | 2,721 | 2,800 | 2,833 | 2,870 | 2,862 | 2,956 | 2,905 |
| | | | 4L EXP | 7,420 | SB | 2,696 | 3,078 | 3,470 | 3,622 | 3,804 | 3,616 | 3,579 | 3,557 | 3,484 | 2,895 |
| | | | 8L EXP | 13,480 | TOTAL | 5,063 | 5,637 | 6,135 | 6,343 | 6,604 | 6,449 | 6,449 | 6,419 | 6,440 | 5,800 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 3,562 | 3,653 | 3,572 | 3,683 | 3,752 | 3,736 | 3,675 | 3,546 | 3,439 | 3,625 |
| | | | 3L EXP | 5,580 | SB | 3,040 | 3,597 | 4,321 | 4,493 | 4,829 | 4,230 | 3,160 | 4,831 | 4,783 | 4,215 |
| | | | 6L EXP | 10,150 | TOTAL | 6,602 | 7,250 | 7,893 | 8,176 | 8,581 | 7,966 | 6,835 | 8,377 | 8,222 | 7,840 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 2,014 | 2,058 | 2,242 | 2,154 | 2,290 | 2,247 | 2,273 | 2,350 | 1,908 | 2,332 |
| | | | 2L EXP | 3,720 | SB | 2,309 | 2,957 | 3,236 | 3,273 | 3,208 | 3,299 | 3,211 | 3,314 | 3,449 | 3,013 |
| | | | 4L EXP | 6,770 | TOTAL | 4,323 | 5,015 | 5,478 | 5,427 | 5,498 | 5,546 | 5,484 | 5,664 | 5,357 | 5,345 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,284 | 1,323 | 1,466 | 1,411 | 1,534 | 1,533 | 1,485 | 1,537 | 1,501 | 1,521 |
| | | | 2L EXP | 3,720 | SB | 1,382 | 1,753 | 1,811 | 1,832 | 1,783 | 1,820 | 1,697 | 1,646 | 1,681 | 1,666 |
| | | | 4L EXP | 6,770 | TOTAL | 2,666 | 3,076 | 3,277 | 3,243 | 3,317 | 3,353 | 3,182 | 3,183 | 3,182 | 3,187 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 2L EXP | 3,720 | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 4L EXP | 6,770 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 3,470 | 3,615 | 3,896 | 4,343 | 4,263 | 4,327 | 4,197 | 4,050 | 3,985 | 3,740 |
| | | | 3L EXP | 5,580 | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 7L EXP | 11,950 | TOTAL | 3,470 | 3,615 | 3,896 | 4,343 | 4,263 | 4,327 | 4,197 | 4,050 | 3,985 | 3,740 |
| 3/18/2010 | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 6C - Saturday Traffic Conditions - NASCAR 2006 - Race Start Time - 7:10 PM

| 7 - 8 PM Nov. 18 Saturday VOLUMES | 8 - 9 PM Nov. 18 Saturday VOLUMES | 9 - 10 PM Nov. 18 Saturday VOLUMES | 10 - 11 PM Nov. 18 Saturday VOLUMES | 11 - 12 AM Nov. 18 Saturday VOLUMES | 9 - 10 AM Nov. 18 Saturday V/C | 10 - 11 Nov. 18 Saturday V/C | 11 - 12 Nov. 18 Saturday V/C | 12 - 1 PM Nov. 18 Saturday V/C | 1 - 2 PM Nov. 18 Saturday V/C | 2 - 3 PM Nov. 18 Saturday V/C | 3 - 4 PM Nov. 18 Saturday V/C | 4 - 5 PM Nov. 18 Saturday V/C | 5 - 6 PM Nov. 18 Saturday V/C | 6 - 7 PM Nov. 18 Saturday V/C | 7 - 8 PM Nov. 18 Saturday V/C | 8 - 9 PM Nov. 18 Saturday V/C | 9 - 10 PM Nov. 18 Saturday V/C | 10 - 11 PM Nov. 18 Saturday V/C | 11 - 12 AM Nov. 18 Saturday V/C |
|--------------------------------------------|--------------------------------------------|---------------------------------------------|----------------------------------------------|----------------------------------------------|-----------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|-----------------------------------------|------------------------------------------|------------------------------------------|
| 2,037 | 1,616 | 1,763 | 2,290 | 2,384 | 0.32 | 0.35 | 0.40 | 0.40 | 0.41 | 0.42 | 0.43 | 0.43 | 0.44 | 0.42 | 0.37 | 0.29 | 0.32 | 0.41 | 0.43 |
| 2,072 | 1,439 | 1,170 | 1,269 | 988 | 0.41 | 0.44 | 0.48 | 0.50 | 0.49 | 0.50 | 0.49 | 0.48 | 0.47 | 0.36 | 0.37 | 0.26 | 0.21 | 0.23 | 0.18 |
| 4,109 | 3,055 | 2,933 | 3,559 | 3,372 | 0.40 | 0.44 | 0.48 | 0.50 | 0.49 | 0.50 | 0.50 | 0.50 | 0.50 | 0.43 | 0.40 | 0.30 | 0.29 | 0.35 | 0.33 |
| 2,461 | 2,014 | 2,284 | 2,890 | 2,845 | 0.32 | 0.34 | 0.36 | 0.37 | 0.38 | 0.38 | 0.39 | 0.39 | 0.40 | 0.39 | 0.33 | 0.27 | 0.31 | 0.39 | 0.38 |
| 2,776 | 1,909 | 1,574 | 1,535 | 1,277 | 0.36 | 0.41 | 0.47 | 0.49 | 0.51 | 0.49 | 0.48 | 0.48 | 0.47 | 0.39 | 0.37 | 0.26 | 0.21 | 0.21 | 0.17 |
| 5,237 | 3,923 | 3,858 | 4,425 | 4,122 | 0.38 | 0.42 | 0.46 | 0.47 | 0.49 | 0.48 | 0.48 | 0.48 | 0.48 | 0.43 | 0.39 | 0.29 | 0.29 | 0.33 | 0.31 |
| 3,154 | 2,690 | 2,766 | 3,451 | 3,443 | 0.64 | 0.65 | 0.64 | 0.66 | 0.67 | 0.67 | 0.66 | 0.64 | 0.62 | 0.65 | 0.57 | 0.48 | 0.50 | 0.62 | 0.62 |
| 3,730 | 2,932 | 2,568 | 2,286 | 1,893 | 0.54 | 0.64 | 0.77 | 0.81 | 0.87 | 0.76 | 0.57 | 0.87 | 0.86 | 0.76 | 0.67 | 0.53 | 0.46 | 0.41 | 0.34 |
| 6,884 | 5,622 | 5,334 | 5,737 | 5,336 | 0.65 | 0.71 | 0.78 | 0.81 | 0.85 | 0.78 | 0.67 | 0.83 | 0.81 | 0.77 | 0.68 | 0.55 | 0.53 | 0.57 | 0.53 |
| 1,826 | 1,694 | 2,391 | 3,096 | 3,316 | 0.54 | 0.55 | 0.60 | 0.58 | 0.62 | 0.60 | 0.61 | 0.63 | 0.51 | 0.63 | 0.49 | 0.46 | 0.64 | 0.83 | 0.89 |
| 2,128 | 1,691 | 1,401 | 1,232 | 1,095 | 0.62 | 0.79 | 0.87 | 0.88 | 0.86 | 0.89 | 0.86 | 0.89 | 0.93 | 0.81 | 0.57 | 0.45 | 0.38 | 0.33 | 0.29 |
| 3,954 | 3,385 | 3,792 | 4,328 | 4,411 | 0.64 | 0.74 | 0.81 | 0.80 | 0.81 | 0.82 | 0.81 | 0.84 | 0.79 | 0.79 | 0.58 | 0.50 | 0.56 | 0.64 | 0.65 |
| 1,296 | 1,109 | 1,401 | 1,944 | 1,650 | 0.35 | 0.36 | 0.39 | 0.38 | 0.41 | 0.41 | 0.40 | 0.41 | 0.40 | 0.41 | 0.35 | 0.30 | 0.38 | 0.52 | 0.44 |
| 1,299 | 1,054 | 863 | 810 | 748 | 0.37 | 0.47 | 0.49 | 0.49 | 0.48 | 0.49 | 0.46 | 0.44 | 0.45 | 0.45 | 0.35 | 0.28 | 0.23 | 0.22 | 0.20 |
| 2,595 | 2,163 | 2,264 | 2,754 | 2,398 | 0.39 | 0.45 | 0.48 | 0.48 | 0.49 | 0.50 | 0.47 | 0.47 | 0.47 | 0.47 | 0.38 | 0.32 | 0.33 | 0.41 | 0.35 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3,447 | 2,873 | 2,534 | 2,529 | 2,275 | 0.47 | 0.49 | 0.53 | 0.59 | 0.57 | 0.58 | 0.57 | 0.55 | 0.54 | 0.50 | 0.46 | 0.39 | 0.34 | 0.34 | 0.31 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3,447 | 2,873 | 2,534 | 2,529 | 2,275 | 0.29 | 0.30 | 0.33 | 0.36 | 0.36 | 0.36 | 0.35 | 0.34 | 0.33 | 0.31 | 0.29 | 0.24 | 0.21 | 0.21 | 0.19 |

Table 6D - Sunday Traffic Conditions - NASCAR 2006 - Race Start Time - 2:55 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV DIR | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM | |
|------------------------------------------------------|---------------------------------------------|-----------------|----------------|-----------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------|
| | | | | | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | Nov. 19 Sunday VOLUMES | |
| HEFT - S of I-75 Int | FDOT-9934 | D | 3L EXP | 5,580 | NB | 1,193 | 1,639 | 2,203 | 2,180 | 2,159 | 2,230 | 2,261 | 2,303 | 2,525 | 3,162 |
| | | | 3L EXP | 5,580 | SB | 2,831 | 3,211 | 2,713 | 2,436 | 2,030 | 2,006 | 1,896 | 2,634 | 2,708 | 2,298 |
| | | | 6L EXP | 10,150 | TOTAL | 4,024 | 4,850 | 4,916 | 4,616 | 4,189 | 4,236 | 4,157 | 4,937 | 5,233 | 5,460 |
| HEFT - S of NW 41 St | FDOT-0267 | D | 4L EXP | 7,420 | NB | 1,533 | 2,040 | 2,416 | 2,370 | 2,461 | 2,530 | 2,624 | 2,633 | 3,192 | 4,160 |
| | | | 4L EXP | 7,420 | SB | 3,178 | 3,810 | 3,321 | 2,990 | 2,884 | 2,601 | 2,356 | 3,006 | 3,315 | 2,793 |
| | | | 8L EXP | 13,480 | TOTAL | 4,711 | 5,850 | 5,737 | 5,360 | 5,345 | 5,131 | 4,980 | 5,639 | 6,507 | 6,953 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 2,012 | 2,739 | 3,251 | 3,156 | 3,426 | 3,410 | 3,420 | 3,283 | 3,941 | 4,767 |
| | | | 3L EXP | 5,580 | SB | 3,922 | 4,504 | 4,143 | 3,767 | 3,530 | 3,443 | 3,297 | 3,671 | 4,026 | 3,666 |
| | | | 6L EXP | 10,150 | TOTAL | 5,934 | 7,243 | 7,394 | 6,923 | 6,956 | 6,853 | 6,717 | 6,954 | 7,967 | 8,433 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 1,188 | 1,534 | 1,592 | 1,732 | 1,872 | 1,997 | 2,290 | 2,217 | 2,991 | 4,020 |
| | | | 2L EXP | 3,720 | SB | 3,180 | 2,827 | 2,972 | 3,203 | 2,726 | 1,969 | 1,783 | 1,907 | 1,893 | 1,733 |
| | | | 4L EXP | 6,770 | TOTAL | 4,368 | 4,361 | 4,564 | 4,935 | 4,598 | 3,966 | 4,073 | 4,124 | 4,884 | 5,753 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 874 | 1,266 | 1,200 | 1,329 | 1,423 | 1,523 | 1,740 | 1,730 | 2,055 | 2,818 |
| | | | 2L EXP | 3,720 | SB | 1,015 | 1,655 | 1,054 | 1,705 | 2,169 | 1,366 | 1,179 | 1,212 | 1,267 | 1,150 |
| | | | 4L EXP | 6,770 | TOTAL | 1,889 | 2,921 | 2,254 | 3,034 | 3,592 | 2,889 | 2,919 | 2,942 | 3,322 | 3,968 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 2L EXP | 3,720 | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 4L EXP | 6,770 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 2,414 | 3,231 | 3,687 | 3,590 | 3,458 | 3,607 | 3,511 | 3,298 | 3,122 | 3,166 |
| | | | 3L EXP | 5,580 | WB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 7L EXP | 11,950 | TOTAL | 2,414 | 3,231 | 3,687 | 3,590 | 3,458 | 3,607 | 3,511 | 3,298 | 3,122 | 3,166 |
| 3/18/2010 | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 6D - Sunday Traffic Conditions - NASCAR 2006 - Race Start Time - 2:55 PM

| 7 - 8 PM Nov. 19 Sunday VOLUMES | 8 - 9 PM Nov. 19 Sunday VOLUMES | 9 - 10 PM Nov. 19 Sunday VOLUMES | 10 - 11 PM Nov. 19 Sunday VOLUMES | 11 - 12 AM Nov. 19 Sunday VOLUMES | 9 - 10 AM Nov. 19 Sunday V/C | 10 - 11 Nov. 19 Sunday V/C | 11 - 12 Nov. 19 Sunday V/C | 12 - 1 PM Nov. 19 Sunday V/C | 1 - 2 PM Nov. 19 Sunday V/C | 2 - 3 PM Nov. 19 Sunday V/C | 3 - 4 PM Nov. 19 Sunday V/C | 4 - 5 PM Nov. 19 Sunday V/C | 5 - 6 PM Nov. 19 Sunday V/C | 6 - 7 PM Nov. 19 Sunday V/C | 7 - 8 PM Nov. 19 Sunday V/C | 8 - 9 PM Nov. 19 Sunday V/C | 9 - 10 PM Nov. 19 Sunday V/C | 10 - 11 PM Nov. 19 Sunday V/C | 11 - 12 AM Nov. 19 Sunday V/C |
|------------------------------------------|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 4,274 | 3,306 | 3,547 | 2,741 | 893 | 0.21 | 0.29 | 0.39 | 0.39 | 0.39 | 0.40 | 0.41 | 0.41 | 0.45 | 0.57 | 0.77 | 0.59 | 0.64 | 0.49 | 0.16 |
| 1,893 | 1,552 | 1,227 | 923 | 623 | 0.51 | 0.58 | 0.49 | 0.44 | 0.36 | 0.36 | 0.34 | 0.47 | 0.49 | 0.41 | 0.34 | 0.28 | 0.22 | 0.17 | 0.11 |
| 6,167 | 4,858 | 4,774 | 3,664 | 1,516 | 0.40 | 0.48 | 0.48 | 0.45 | 0.41 | 0.42 | 0.41 | 0.49 | 0.52 | 0.54 | 0.61 | 0.48 | 0.47 | 0.36 | 0.15 |
| 4,670 | 3,865 | 3,962 | 3,035 | 791 | 0.21 | 0.27 | 0.33 | 0.32 | 0.33 | 0.34 | 0.35 | 0.35 | 0.43 | 0.56 | 0.63 | 0.52 | 0.53 | 0.41 | 0.11 |
| 2,256 | 1,905 | 1,592 | 1,124 | 814 | 0.43 | 0.51 | 0.45 | 0.40 | 0.39 | 0.35 | 0.32 | 0.41 | 0.45 | 0.38 | 0.30 | 0.26 | 0.21 | 0.15 | 0.11 |
| 6,926 | 5,770 | 5,554 | 4,159 | 1,605 | 0.35 | 0.43 | 0.43 | 0.40 | 0.40 | 0.38 | 0.37 | 0.42 | 0.48 | 0.52 | 0.51 | 0.43 | 0.41 | 0.31 | 0.12 |
| 5,055 | 4,369 | 4,459 | 3,403 | 997 | 0.36 | 0.49 | 0.58 | 0.57 | 0.61 | 0.61 | 0.61 | 0.59 | 0.71 | 0.85 | 0.91 | 0.78 | 0.80 | 0.61 | 0.18 |
| 3,170 | 2,366 | 2,217 | 1,615 | 1,203 | 0.70 | 0.81 | 0.74 | 0.68 | 0.63 | 0.62 | 0.59 | 0.66 | 0.72 | 0.66 | 0.57 | 0.42 | 0.40 | 0.29 | 0.22 |
| 8,225 | 6,735 | 6,676 | 5,018 | 2,200 | 0.58 | 0.71 | 0.73 | 0.68 | 0.69 | 0.68 | 0.66 | 0.69 | 0.78 | 0.83 | 0.81 | 0.66 | 0.66 | 0.49 | 0.22 |
| 3,566 | 3,582 | 3,296 | 2,033 | 597 | 0.32 | 0.41 | 0.43 | 0.47 | 0.50 | 0.54 | 0.62 | 0.60 | 0.80 | 1.08 | 0.96 | 0.96 | 0.89 | 0.55 | 0.16 |
| 1,593 | 1,346 | 1,161 | 920 | 702 | 0.85 | 0.76 | 0.80 | 0.86 | 0.73 | 0.53 | 0.48 | 0.51 | 0.51 | 0.47 | 0.43 | 0.36 | 0.31 | 0.25 | 0.19 |
| 5,159 | 4,928 | 4,457 | 2,953 | 1,299 | 0.65 | 0.64 | 0.67 | 0.73 | 0.68 | 0.59 | 0.60 | 0.61 | 0.72 | 0.85 | 0.76 | 0.73 | 0.66 | 0.44 | 0.19 |
| 2,827 | 1,956 | 1,894 | 724 | 384 | 0.23 | 0.34 | 0.32 | 0.36 | 0.38 | 0.41 | 0.47 | 0.47 | 0.55 | 0.76 | 0.76 | 0.53 | 0.51 | 0.19 | 0.10 |
| 1,023 | 928 | 756 | 591 | 422 | 0.27 | 0.44 | 0.28 | 0.46 | 0.58 | 0.37 | 0.32 | 0.33 | 0.34 | 0.31 | 0.28 | 0.25 | 0.20 | 0.16 | 0.11 |
| 3,850 | 2,884 | 2,650 | 1,315 | 806 | 0.28 | 0.43 | 0.33 | 0.45 | 0.53 | 0.43 | 0.43 | 0.43 | 0.49 | 0.59 | 0.57 | 0.43 | 0.39 | 0.19 | 0.12 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2,794 | 2,474 | 2,203 | 1,980 | 1,284 | 0.33 | 0.44 | 0.50 | 0.48 | 0.47 | 0.49 | 0.47 | 0.44 | 0.42 | 0.43 | 0.38 | 0.33 | 0.30 | 0.27 | 0.17 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2,794 | 2,474 | 2,203 | 1,980 | 1,284 | 0.20 | 0.27 | 0.31 | 0.30 | 0.29 | 0.30 | 0.29 | 0.28 | 0.26 | 0.26 | 0.23 | 0.21 | 0.18 | 0.17 | 0.11 |

NASCAR 2005

Table 7A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2005

Peak Hour Period Traffic Conditions - NASCAR 2005 - Average of the Two Highest Consecutive Peak Hours

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 7B | See Table 7C | See Table 7D | Nov. 18 | Nov. 19 | Nov. 20 | Nov. 18 | Nov. 19 | Nov. 20 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 18 Friday VOLUMES | Nov. 19 Saturday VOLUMES | Nov. 20 Sunday VOLUMES | Nov. 18 Friday V/C | Nov. 19 Saturday V/C | Nov. 20 Sunday V/C | Nov. 18 Friday LOS | Nov. 19 Saturday LOS | Nov. 20 Sunday LOS |
| | COUNT STATIONS | | LOS | | MSV | | VOLUMES | VOLUMES | VOLUMES | V/C | V/C | V/C | LOS | LOS | LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/18-20/2005 | D | 6L EXP | 10,150 | N/S | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| HEFT - S of NW 41 St | FDOT-0267 | 11/18-20/2005 | D | 8L EXP | 13,480 | N/S | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| HEFT - S of Bird Rd | Bird Toll | 11/18-20/2005 | D | 6L EXP | 10,150 | N/S | 9,862 | 8,430 | 7,327 | 0.97 | 0.83 | 0.72 | D | D | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/18-20/2005 | D | 4L EXP | 6,770 | N/S | 5,711 | 5,248 | 4,640 | 0.84 | 0.78 | 0.69 | D | C | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/18-20/2005 | D | 4L EXP | 6,770 | N/S | 3,799 | 3,518 | 3,457 | 0.56 | 0.52 | 0.51 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/18-20/2005 | D | 4L EXP | 6,770 | E/W | 4,538 | 2,907 | 2,360 | 0.67 | 0.43 | 0.35 | C | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/18-20/2005 | D | 7L EXP | 11,950 | E/W | 9,358 | 8,038 | 7,265 | 0.78 | 0.67 | 0.61 | C | C | B |

AM Peak Hour Traffic Conditions - NASCAR 2005 - Highest Hour from 6AM to Noon

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 7B | See Table 7C | See Table 7D | Nov. 18 | Nov. 19 | Nov. 20 | Nov. 18 | Nov. 19 | Nov. 20 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 18 Friday VOLUMES | Nov. 19 Saturday VOLUMES | Nov. 20 Sunday VOLUMES | Nov. 18 Friday V/C | Nov. 19 Saturday V/C | Nov. 20 Sunday V/C | Nov. 18 Friday LOS | Nov. 19 Saturday LOS | Nov. 20 Sunday LOS |
| | COUNT STATIONS | | LOS | | MSV | | VOLUMES | VOLUMES | VOLUMES | V/C | V/C | V/C | LOS | LOS | LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/18-20/2005 | D | 6L EXP | 10,150 | N/S | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| HEFT - S of NW 41 St | FDOT-0267 | 11/18-20/2005 | D | 8L EXP | 13,480 | N/S | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| HEFT - S of Bird Rd | Bird Toll | 11/18-20/2005 | D | 6L EXP | 10,150 | N/S | 8,144 | 7,611 | 7,412 | 0.80 | 0.75 | 0.73 | C | C | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/18-20/2005 | D | 4L EXP | 6,770 | N/S | 5,035 | 5,174 | 4,665 | 0.74 | 0.76 | 0.69 | C | C | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/18-20/2005 | D | 4L EXP | 6,770 | N/S | 3,007 | 3,163 | 3,178 | 0.44 | 0.47 | 0.47 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/18-20/2005 | D | 4L EXP | 6,770 | E/W | 4,077 | 2,462 | 2,085 | 0.00 | 0.36 | 0.31 | C | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/18-20/2005 | D | 7L EXP | 11,950 | E/W | 8,523 | 6,717 | 6,159 | 0.71 | 0.56 | 0.52 | C | B | B |

PM Peak Hour Traffic Conditions - NASCAR 2005 - Highest Hour from Noon to Midnight

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | COUNT DATE | [2] | EXISTING LANES | [3] | DIR | See Table 7B | See Table 7C | See Table 7D | Nov. 18 | Nov. 19 | Nov. 20 | Nov. 18 | Nov. 19 | Nov. 20 |
|------------------------------------------------------|-----------------------------------------|---------------|-------------|----------------|-----------------------|-----|------------------------|--------------------------|------------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | | ADOPTED LOS | | TWO-WAY PEAK HOUR MSV | | Nov. 18 Friday VOLUMES | Nov. 19 Saturday VOLUMES | Nov. 20 Sunday VOLUMES | Nov. 18 Friday V/C | Nov. 19 Saturday V/C | Nov. 20 Sunday V/C | Nov. 18 Friday LOS | Nov. 19 Saturday LOS | Nov. 20 Sunday LOS |
| | COUNT STATIONS | | LOS | | MSV | | VOLUMES | VOLUMES | VOLUMES | V/C | V/C | V/C | LOS | LOS | LOS |
| HEFT - S of I-75 Int | FDOT-9934 | 11/18-20/2005 | D | 6L EXP | 10,150 | N/S | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| HEFT - S of NW 41 St | FDOT-0267 | 11/18-20/2005 | D | 8L EXP | 13,480 | N/S | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | n/a | n/a | n/a |
| HEFT - S of Bird Rd | Bird Toll | 11/18-20/2005 | D | 6L EXP | 10,150 | N/S | 9,876 | 8,570 | 7,302 | 0.97 | 0.84 | 0.72 | D | D | C |
| HEFT - N of SW 112 Ave | Homestead Toll | 11/18-20/2005 | D | 4L EXP | 6,770 | N/S | 5,811 | 5,322 | 4,533 | 0.86 | 0.79 | 0.67 | D | C | C |
| HEFT - N of SW 312 St | FDOT-0430 | 11/18-20/2005 | D | 4L EXP | 6,770 | N/S | 3,856 | 3,612 | 3,752 | 0.57 | 0.53 | 0.55 | B | B | B |
| SR 878 - W of SR 826 | FDOT-0193 | 11/18-20/2005 | D | 4L EXP | 6,770 | E/W | 4,828 | 2,955 | 2,385 | 0.71 | 0.44 | 0.35 | C | B | B |
| SR 826 - W of NW 67 Ave | FDOT-0137 | 11/18-20/2005 | D | 7L EXP | 11,950 | E/W | 9,381 | 8,114 | 7,353 | 0.79 | 0.68 | 0.62 | C | C | B |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

Table 7B - Friday Traffic Conditions - NASCAR 2005 - Race Start Time - 8:15 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | [2] | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 6 - 7 AM | 7 - 8 AM | 8 - 9 AM | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM | 7 - 8 PM | | | |
|---------------------------------------------------------------|-----------------------------------------------|----------------|-------------------|----------------------------------------|-------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|---------|---------|---------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | ADOPTED LOS | | | | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 | Nov. 18 |
| | | | | | | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday | Friday |
| HEFT - S of I-75 Int | FDOT-9934 (incomplete data) | D | 3L EXP | 5,580 | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | 3L EXP | 5,580 | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | 6L EXP | 10,150 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| HEFT - S of NW 41 St | FDOT-0267 (Did Not Exist) | D | 4L EXP | 7,420 | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | 4L EXP | 7,420 | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | | 8L EXP | 13,480 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 5,004 | 4,331 | 4,009 | 5,055 | 3,784 | 3,648 | 3,399 | 3,451 | 3,636 | 4,125 | 4,217 | 4,096 | 3,632 | 2,944 | | | |
| | | | 3L EXP | 5,580 | SB | 2,360 | 3,246 | 3,335 | 3,089 | 3,339 | 3,247 | 3,513 | 3,759 | 4,322 | 5,064 | 5,659 | 5,751 | 5,460 | 5,053 | | | |
| | | | 6L EXP | 10,150 | TOTAL | 7,364 | 7,577 | 7,344 | 8,144 | 7,123 | 6,895 | 6,912 | 7,210 | 7,958 | 9,189 | 9,876 | 9,847 | 9,092 | 7,997 | | | |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 3,260 | 2,330 | 2,230 | 1,900 | 1,961 | 1,962 | 1,872 | 2,069 | 2,097 | 2,493 | 2,659 | 2,484 | 2,270 | 1,768 | | | |
| | | | 2L EXP | 3,720 | SB | 1,775 | 2,360 | 2,199 | 2,200 | 2,321 | 2,452 | 2,352 | 2,452 | 2,500 | 3,033 | 3,152 | 3,126 | 3,198 | 2,773 | | | |
| | | | 4L EXP | 6,770 | TOTAL | 5,035 | 4,690 | 4,429 | 4,100 | 4,282 | 4,414 | 4,224 | 4,521 | 4,597 | 5,526 | 5,811 | 5,610 | 5,468 | 4,541 | | | |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,700 | 1,400 | 1,359 | 1,271 | 1,312 | 1,297 | 1,308 | 1,449 | 1,443 | 1,685 | 1,878 | 1,805 | 1,523 | 1,149 | | | |
| | | | 2L EXP | 3,720 | SB | 1,161 | 1,607 | 1,583 | 1,409 | 1,447 | 1,559 | 1,523 | 1,536 | 1,576 | 1,933 | 1,978 | 1,936 | 1,876 | 1,727 | | | |
| | | | 4L EXP | 6,770 | TOTAL | 2,861 | 3,007 | 2,942 | 2,680 | 2,759 | 2,856 | 2,831 | 2,985 | 3,019 | 3,618 | 3,856 | 3,741 | 3,399 | 2,876 | | | |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 2,588 | 3,175 | 2,881 | 2,267 | 1,656 | 1,405 | 1,351 | 1,249 | 1,274 | 1,204 | 1,217 | 1,252 | 1,261 | 1,093 | | | |
| | | | 2L EXP | 3,720 | WB | 442 | 902 | 1,106 | 857 | 844 | 1,063 | 1,255 | 1,354 | 1,683 | 2,315 | 3,031 | 3,576 | 2,967 | 2,010 | | | |
| | | | 4L EXP | 6,770 | TOTAL | 3,030 | 4,077 | 3,987 | 3,124 | 2,500 | 2,468 | 2,606 | 2,603 | 2,957 | 3,519 | 4,248 | 4,828 | 4,228 | 3,103 | | | |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 4,556 | 4,456 | 4,005 | 4,002 | 4,049 | 4,215 | 4,281 | 4,460 | 4,701 | 4,625 | 4,641 | 4,755 | 4,530 | 4,121 | | | |
| | | | 3L EXP | 5,580 | WB | 3,967 | 3,088 | 2,518 | 3,323 | 3,631 | 3,851 | 4,234 | 4,281 | 4,680 | 4,709 | 4,465 | 4,535 | 3,873 | 3,846 | | | |
| | | | 7L EXP | 11,950 | TOTAL | 8,523 | 7,544 | 6,523 | 7,325 | 7,680 | 8,066 | 8,515 | 8,741 | 9,381 | 9,334 | 9,106 | 9,290 | 8,403 | 7,967 | | | |
| 3/18/2010 | | | | | | | | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 7B - Friday Traffic Conditions - NASCAR 2005 - Race Start Time - 8:15 PM

| 8 - 9 PM Nov. 18 Friday VOLUMES | 9 - 10 PM Nov. 18 Friday VOLUMES | 10 - 11 PM Nov. 18 Friday VOLUMES | 11 - 12 AM Nov. 18 Friday VOLUMES | 6 - 7 AM Nov. 18 Friday V/C | 7 - 8 AM Nov. 18 Friday V/C | 8 - 9 AM Nov. 18 Friday V/C | 9 - 10 AM Nov. 18 Friday V/C | 10 - 11 AM Nov. 18 Friday V/C | 11 - 12 PM Nov. 18 Friday V/C | 12 - 1 PM Nov. 18 Friday V/C | 1 - 2 PM Nov. 18 Friday V/C | 2 - 3 PM Nov. 18 Friday V/C | 3 - 4 PM Nov. 18 Friday V/C | 4 - 5 PM Nov. 18 Friday V/C | 5 - 6 PM Nov. 18 Friday V/C | 6 - 7 PM Nov. 18 Friday V/C | 7 - 8 PM Nov. 18 Friday V/C | 8 - 9 PM Nov. 18 Friday V/C | 9 - 10 PM Nov. 18 Friday V/C | 10 - 11 PM Nov. 18 Friday V/C | 11 - 12 AM Nov. 18 Friday V/C |
|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2,469 | 2,233 | 1,979 | 2,512 | 0.90 | 0.78 | 0.72 | 0.91 | 0.68 | 0.65 | 0.61 | 0.62 | 0.65 | 0.74 | 0.76 | 0.73 | 0.65 | 0.53 | 0.44 | 0.40 | 0.35 | 0.45 |
| 3,947 | 2,827 | 2,389 | 1,977 | 0.42 | 0.58 | 0.60 | 0.55 | 0.60 | 0.58 | 0.63 | 0.67 | 0.77 | 0.91 | 1.01 | 1.03 | 0.98 | 0.91 | 0.71 | 0.51 | 0.43 | 0.35 |
| 6,416 | 5,060 | 4,368 | 4,489 | 0.73 | 0.75 | 0.72 | 0.80 | 0.70 | 0.68 | 0.68 | 0.71 | 0.78 | 0.91 | 0.97 | 0.97 | 0.90 | 0.79 | 0.63 | 0.50 | 0.43 | 0.44 |
| 1,513 | 1,494 | 1,933 | 2,970 | 0.88 | 0.63 | 0.60 | 0.51 | 0.53 | 0.53 | 0.50 | 0.56 | 0.56 | 0.67 | 0.71 | 0.67 | 0.61 | 0.48 | 0.41 | 0.40 | 0.52 | 0.80 |
| 2,252 | 1,502 | 1,257 | 985 | 0.48 | 0.63 | 0.59 | 0.59 | 0.62 | 0.66 | 0.63 | 0.66 | 0.67 | 0.82 | 0.85 | 0.84 | 0.86 | 0.75 | 0.61 | 0.40 | 0.34 | 0.26 |
| 3,765 | 2,996 | 3,190 | 3,955 | 0.74 | 0.69 | 0.65 | 0.61 | 0.63 | 0.65 | 0.62 | 0.67 | 0.68 | 0.82 | 0.86 | 0.83 | 0.81 | 0.67 | 0.56 | 0.44 | 0.47 | 0.58 |
| 935 | 923 | 1,104 | 1,197 | 0.46 | 0.38 | 0.37 | 0.34 | 0.35 | 0.35 | 0.35 | 0.39 | 0.39 | 0.45 | 0.50 | 0.49 | 0.41 | 0.31 | 0.25 | 0.25 | 0.30 | 0.32 |
| 1,492 | 1,060 | 841 | 764 | 0.31 | 0.43 | 0.43 | 0.38 | 0.39 | 0.42 | 0.41 | 0.41 | 0.42 | 0.52 | 0.53 | 0.52 | 0.50 | 0.46 | 0.40 | 0.28 | 0.23 | 0.21 |
| 2,427 | 1,983 | 1,945 | 1,961 | 0.42 | 0.44 | 0.43 | 0.40 | 0.41 | 0.42 | 0.42 | 0.44 | 0.45 | 0.53 | 0.57 | 0.55 | 0.50 | 0.42 | 0.36 | 0.29 | 0.29 | 0.29 |
| 798 | 735 | 678 | 613 | 0.70 | 0.85 | 0.77 | 0.61 | 0.45 | 0.38 | 0.36 | 0.34 | 0.34 | 0.32 | 0.33 | 0.34 | 0.34 | 0.29 | 0.21 | 0.20 | 0.18 | 0.16 |
| 1,299 | 1,225 | 1,052 | 862 | 0.12 | 0.24 | 0.30 | 0.23 | 0.23 | 0.29 | 0.34 | 0.36 | 0.45 | 0.62 | 0.81 | 0.96 | 0.80 | 0.54 | 0.35 | 0.33 | 0.28 | 0.00 |
| 2,097 | 1,960 | 1,730 | 1,475 | 0.45 | 0.60 | 0.59 | 0.46 | 0.37 | 0.36 | 0.38 | 0.38 | 0.44 | 0.52 | 0.63 | 0.71 | 0.62 | 0.46 | 0.31 | 0.29 | 0.26 | 0.22 |
| 3,157 | 2,657 | 2,444 | 2,238 | 0.61 | 0.60 | 0.54 | 0.54 | 0.55 | 0.57 | 0.58 | 0.60 | 0.63 | 0.62 | 0.63 | 0.64 | 0.61 | 0.56 | 0.43 | 0.36 | 0.33 | 0.30 |
| 3,189 | 2,741 | 2,405 | 2,005 | 0.71 | 0.55 | 0.45 | 0.60 | 0.65 | 0.69 | 0.76 | 0.77 | 0.84 | 0.84 | 0.80 | 0.81 | 0.69 | 0.69 | 0.57 | 0.49 | 0.43 | 0.36 |
| 6,346 | 5,398 | 4,849 | 4,243 | 0.71 | 0.63 | 0.55 | 0.61 | 0.64 | 0.67 | 0.71 | 0.73 | 0.79 | 0.78 | 0.76 | 0.78 | 0.70 | 0.67 | 0.53 | 0.45 | 0.41 | 0.36 |

| Table 7C - Saturday Traffic Conditions - NASCAR 2005 - Race Start Time - 4:10 PM | | | | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------|---------------------------------------------|-----------------|----------------|-------------------------------|-------|------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---|
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] FDOT / TURNPIKE REGIONAL COUNT STATIONS | [2] ADOPTED LOS | EXISTING LANES | PK HR DIR AND 2-WAY PK HR MSV | DIR | 9 - 10 AM Nov. 19 Saturday VOLUMES | 10 - 11 AM Nov. 19 Saturday VOLUMES | 11 - 12 PM Nov. 19 Saturday VOLUMES | 12 - 1 PM Nov. 19 Saturday VOLUMES | 1 - 2 PM Nov. 19 Saturday VOLUMES | 2 - 3 PM Nov. 19 Saturday VOLUMES | 3 - 4 PM Nov. 19 Saturday VOLUMES | 4 - 5 PM Nov. 19 Saturday VOLUMES | 5 - 6 PM Nov. 19 Saturday VOLUMES | 6 - 7 PM Nov. 19 Saturday VOLUMES | |
| HEFT - S of I-75 Int | FDOT-9934 (incomplete data) | D | 3L EXP | 5,580 | NB | 1,776 | 2,009 | 2,245 | 2,365 | 2,367 | 2,490 | 2,568 | 2,529 | 2,635 | 2,608 | |
| | | | 3L EXP | 5,580 | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 6L EXP | 10,150 | TOTAL | 1,776 | 2,009 | 2,245 | 2,365 | 2,367 | 2,490 | 2,568 | 2,529 | 2,635 | 2,608 | |
| HEFT - S of NW 41 St | FDOT-0267 (Did Not Exist) | D | 4L EXP | 7,420 | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 4L EXP | 7,420 | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 8L EXP | 13,480 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | 5,580 | NB | 3,592 | 3,399 | 3,529 | 3,626 | 3,717 | 3,680 | 3,710 | 3,747 | 3,959 | 4,137 | |
| | | | 3L EXP | 5,580 | SB | 3,412 | 3,711 | 4,082 | 4,445 | 4,853 | 4,609 | 4,253 | 4,234 | 4,073 | 3,839 | |
| | | | 6L EXP | 10,150 | TOTAL | 7,004 | 7,110 | 7,611 | 8,071 | 8,570 | 8,289 | 7,963 | 7,981 | 8,032 | 7,976 | |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | 3,720 | NB | 1,815 | 1,915 | 2,075 | 2,230 | 1,983 | 1,969 | 2,128 | 2,305 | 2,299 | 2,893 | |
| | | | 2L EXP | 3,720 | SB | 2,692 | 2,942 | 3,099 | 3,092 | 3,100 | 3,062 | 2,787 | 2,417 | 2,283 | 2,022 | |
| | | | 4L EXP | 6,770 | TOTAL | 4,507 | 4,857 | 5,174 | 5,322 | 5,083 | 5,031 | 4,915 | 4,722 | 4,582 | 4,915 | |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | 3,720 | NB | 1,208 | 1,344 | 1,480 | 1,558 | 1,470 | 1,516 | 1,578 | 1,724 | 1,647 | 2,010 | |
| | | | 2L EXP | 3,720 | SB | 1,466 | 1,498 | 1,683 | 1,692 | 1,665 | 1,668 | 1,610 | 1,503 | 1,517 | 1,414 | |
| | | | 4L EXP | 6,770 | TOTAL | 2,674 | 2,842 | 3,163 | 3,250 | 3,135 | 3,184 | 3,188 | 3,227 | 3,164 | 3,424 | |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | 3,720 | EB | 1,368 | 1,386 | 1,375 | 1,387 | 1,377 | 1,312 | 1,235 | 1,338 | 1,295 | 1,382 | |
| | | | 2L EXP | 3,720 | WB | 778 | 935 | 1,087 | 1,309 | 1,340 | 1,395 | 1,501 | 1,617 | 1,563 | 1,507 | |
| | | | 4L EXP | 6,770 | TOTAL | 2,146 | 2,321 | 2,462 | 2,696 | 2,717 | 2,707 | 2,736 | 2,955 | 2,858 | 2,889 | |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | 7,420 | EB | 3,656 | 3,848 | 3,908 | 4,163 | 4,408 | 4,489 | 4,316 | 4,143 | 4,151 | 3,970 | |
| | | | 3L EXP | 5,580 | WB | 1,823 | 2,329 | 2,809 | 3,185 | 3,553 | 3,625 | 3,587 | 3,660 | 3,710 | 3,982 | |
| | | | 7L EXP | 11,950 | TOTAL | 5,479 | 6,177 | 6,717 | 7,348 | 7,961 | 8,114 | 7,903 | 7,803 | 7,861 | 7,952 | |
| 3/18/2010 | | | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 7C - Saturday Traffic Conditions - NASCAR 2005 - Race Start Time - 4:10 PM

| 7 - 8 PM Nov. 19 Saturday VOLUMES | 8 - 9 PM Nov. 19 Saturday VOLUMES | 9 - 10 PM Nov. 19 Saturday VOLUMES | 10 - 11 PM Nov. 19 Saturday VOLUMES | 11 - 12 AM Nov. 19 Saturday VOLUMES | 9 - 10 AM Nov. 19 Saturday V/C | 10 - 11 Nov. 19 Saturday V/C | 11 - 12 Nov. 19 Saturday V/C | 12 - 1 PM Nov. 19 Saturday V/C | 1 - 2 PM Nov. 19 Saturday V/C | 2 - 3 PM Nov. 19 Saturday V/C | 3 - 4 PM Nov. 19 Saturday V/C | 4 - 5 PM Nov. 19 Saturday V/C | 5 - 6 PM Nov. 19 Saturday V/C | 6 - 7 PM Nov. 19 Saturday V/C | 7 - 8 PM Nov. 19 Saturday V/C | 8 - 9 PM Nov. 19 Saturday V/C | 9 - 10 PM Nov. 19 Saturday V/C | 10 - 11 PM Nov. 19 Saturday V/C | 11 - 12 AM Nov. 19 Saturday V/C |
|--------------------------------------------|--------------------------------------------|---------------------------------------------|----------------------------------------------|----------------------------------------------|-----------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|-----------------------------------------|------------------------------------------|------------------------------------------|
| 2,869 0 | 2,895 0 | 2,212 0 | 1,247 0 | 1,176 0 | 0.32 0.00 | 0.36 0.00 | 0.40 0.00 | 0.42 0.00 | 0.42 0.00 | 0.45 0.00 | 0.46 0.00 | 0.45 0.00 | 0.47 0.00 | 0.47 0.00 | 0.51 0.00 | 0.52 0.00 | 0.40 0.00 | 0.22 0.00 | 0.21 0.00 |
| 2,869 | 2,895 | 2,212 | 1,247 | 1,176 | 0.17 | 0.20 | 0.22 | 0.23 | 0.23 | 0.25 | 0.25 | 0.25 | 0.26 | 0.26 | 0.28 | 0.29 | 0.22 | 0.12 | 0.12 |
| 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4,991 3,364 | 4,724 2,583 | 2,773 2,483 | 1,894 2,135 | 1,618 2,030 | 0.64 0.61 | 0.61 0.67 | 0.63 0.73 | 0.65 0.80 | 0.67 0.87 | 0.66 0.83 | 0.66 0.76 | 0.67 0.76 | 0.71 0.73 | 0.74 0.69 | 0.89 0.60 | 0.85 0.46 | 0.50 0.44 | 0.34 0.38 | 0.29 0.36 |
| 8,355 | 7,307 | 5,256 | 4,029 | 3,648 | 0.69 | 0.70 | 0.75 | 0.80 | 0.84 | 0.82 | 0.78 | 0.79 | 0.79 | 0.79 | 0.82 | 0.72 | 0.52 | 0.40 | 0.36 |
| 3,283 1,690 | 3,299 1,294 | 1,821 1,217 | 1,097 1,073 | 823 962 | 0.49 0.72 | 0.51 0.79 | 0.56 0.83 | 0.60 0.83 | 0.53 0.83 | 0.53 0.82 | 0.57 0.75 | 0.62 0.65 | 0.62 0.61 | 0.78 0.54 | 0.88 0.45 | 0.89 0.35 | 0.49 0.33 | 0.29 0.29 | 0.22 0.26 |
| 4,973 | 4,593 | 3,038 | 2,170 | 1,785 | 0.67 | 0.72 | 0.76 | 0.79 | 0.75 | 0.74 | 0.73 | 0.70 | 0.68 | 0.73 | 0.73 | 0.68 | 0.45 | 0.32 | 0.26 |
| 2,360 1,252 | 1,979 904 | 873 790 | 686 689 | 501 596 | 0.32 0.39 | 0.36 0.40 | 0.40 0.45 | 0.42 0.45 | 0.40 0.45 | 0.41 0.45 | 0.42 0.43 | 0.46 0.40 | 0.44 0.41 | 0.54 0.38 | 0.63 0.34 | 0.53 0.24 | 0.23 0.21 | 0.18 0.19 | 0.13 0.16 |
| 3,612 | 2,883 | 1,663 | 1,375 | 1,097 | 0.39 | 0.42 | 0.47 | 0.48 | 0.46 | 0.47 | 0.47 | 0.48 | 0.47 | 0.51 | 0.53 | 0.43 | 0.25 | 0.20 | 0.16 |
| 1,203 1,184 | 880 966 | 686 960 | 628 809 | 562 923 | 0.37 0.21 | 0.37 0.25 | 0.37 0.29 | 0.37 0.35 | 0.37 0.36 | 0.35 0.38 | 0.33 0.40 | 0.36 0.43 | 0.35 0.42 | 0.37 0.41 | 0.32 0.32 | 0.24 0.26 | 0.18 0.26 | 0.17 0.22 | 0.15 0.25 |
| 2,387 | 1,846 | 1,646 | 1,437 | 1,485 | 0.32 | 0.34 | 0.36 | 0.40 | 0.40 | 0.40 | 0.40 | 0.44 | 0.42 | 0.43 | 0.35 | 0.27 | 0.24 | 0.21 | 0.22 |
| 3,484 3,080 | 2,831 2,620 | 2,585 2,290 | 2,403 1,879 | 2,188 1,307 | 0.49 0.33 | 0.52 0.42 | 0.53 0.50 | 0.56 0.57 | 0.59 0.64 | 0.60 0.65 | 0.58 0.64 | 0.56 0.66 | 0.56 0.66 | 0.54 0.71 | 0.47 0.55 | 0.38 0.47 | 0.35 0.41 | 0.32 0.34 | 0.29 0.23 |
| 6,564 | 5,451 | 4,875 | 4,282 | 3,495 | 0.46 | 0.52 | 0.56 | 0.61 | 0.67 | 0.68 | 0.66 | 0.65 | 0.66 | 0.67 | 0.55 | 0.46 | 0.41 | 0.36 | 0.29 |

Table 7D - Sunday Traffic Conditions - NASCAR 2005 - Race Start Time - 4:10 PM

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] | [2] | EXISTING LANES | PK HR DIR | 9 - 10 AM | 10 - 11 AM | 11 - 12 PM | 12 - 1 PM | 1 - 2 PM | 2 - 3 PM | 3 - 4 PM | 4 - 5 PM | 5 - 6 PM | 6 - 7 PM |
|------------------------------------------------------|-----------------------------------------|-------------|----------------|---------------------|-----------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|
| | FDOT / TURNPIKE REGIONAL COUNT STATIONS | ADOPTED LOS | | AND 2-WAY PK HR MSV | | | | | | | | | | |
| HEFT - S of I-75 Int | FDOT-9934 (incomplete data) | D | 3L EXP | NB | 1,188 | 1,519 | 1,832 | 1,943 | 2,011 | 2,108 | 2,142 | 2,200 | 2,122 | 2,329 |
| | | | 3L EXP | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 6L EXP | TOTAL | 1,188 | 1,519 | 1,832 | 1,943 | 2,011 | 2,108 | 2,142 | 2,200 | 2,122 | 2,329 |
| HEFT - S of NW 41 St | FDOT-0267 (Did Not Exist) | D | 4L EXP | NB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 4L EXP | SB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 8L EXP | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HEFT - S of Bird Rd | Bird Rd Toll | D | 3L EXP | NB | 2,021 | 2,716 | 2,883 | 3,036 | 3,182 | 3,381 | 3,225 | 3,198 | 2,879 | 3,905 |
| | | | 3L EXP | SB | 3,018 | 3,991 | 4,529 | 4,206 | 4,054 | 3,640 | 3,328 | 3,188 | 3,466 | 3,290 |
| | | | 6L EXP | TOTAL | 5,039 | 6,707 | 7,412 | 7,242 | 7,236 | 7,021 | 6,553 | 6,386 | 6,345 | 7,195 |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 2L EXP | NB | 835 | 1,162 | 1,420 | 1,511 | 1,644 | 1,638 | 1,847 | 1,842 | 2,029 | 2,149 |
| | | | 2L EXP | SB | 3,142 | 3,453 | 3,245 | 3,097 | 2,889 | 2,183 | 1,809 | 1,508 | 1,425 | 1,252 |
| | | | 4L EXP | TOTAL | 3,977 | 4,615 | 4,665 | 4,608 | 4,533 | 3,821 | 3,656 | 3,350 | 3,454 | 3,401 |
| HEFT - N of SW 312 St | FDOT-0430 | D | 2L EXP | NB | 930 | 1,134 | 1,201 | 1,212 | 1,301 | 1,469 | 1,459 | 1,552 | 1,744 | 2,019 |
| | | | 2L EXP | SB | 1,253 | 1,534 | 1,977 | 1,730 | 2,451 | 1,528 | 1,206 | 1,172 | 1,048 | 1,061 |
| | | | 4L EXP | TOTAL | 2,183 | 2,668 | 3,178 | 2,942 | 3,752 | 2,997 | 2,665 | 2,724 | 2,792 | 3,080 |
| SR 878 - W of SR 826 | FDOT-0193 | D | 2L EXP | EB | 800 | 1,031 | 1,238 | 1,224 | 1,176 | 1,230 | 1,061 | 1,128 | 975 | 997 |
| | | | 2L EXP | WB | 532 | 765 | 847 | 1,020 | 1,062 | 1,155 | 1,144 | 1,227 | 1,390 | 1,317 |
| | | | 4L EXP | TOTAL | 1,332 | 1,796 | 2,085 | 2,244 | 2,238 | 2,385 | 2,205 | 2,355 | 2,365 | 2,314 |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 4L EXP | EB | 2,335 | 3,023 | 3,350 | 3,403 | 3,581 | 3,728 | 3,589 | 3,286 | 3,339 | 3,101 |
| | | | 3L EXP | WB | 1,823 | 2,329 | 2,809 | 3,185 | 3,553 | 3,625 | 3,587 | 3,660 | 3,710 | 3,982 |
| | | | 7L EXP | TOTAL | 4,158 | 5,352 | 6,159 | 6,588 | 7,134 | 7,353 | 7,176 | 6,946 | 7,049 | 7,083 |
| 3/18/2010 | | | | | | | | | | | | | | |

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.

Table 7D - Sunday Traffic Conditions - NASCAR 2005 - Race Start Time - 4:10 PM

| 7 - 8 PM Nov. 20 Sunday VOLUMES | 8 - 9 PM Nov. 20 Sunday VOLUMES | 9 - 10 PM Nov. 20 Sunday VOLUMES | 10 - 11 PM Nov. 20 Sunday VOLUMES | 11 - 12 AM Nov. 20 Sunday VOLUMES | 9 - 10 AM Nov. 20 Sunday V/C | 10 - 11 Nov. 20 Sunday V/C | 11 - 12 Nov. 20 Sunday V/C | 12 - 1 PM Nov. 20 Sunday V/C | 1 - 2 PM Nov. 20 Sunday V/C | 2 - 3 PM Nov. 20 Sunday V/C | 3 - 4 PM Nov. 20 Sunday V/C | 4 - 5 PM Nov. 20 Sunday V/C | 5 - 6 PM Nov. 20 Sunday V/C | 6 - 7 PM Nov. 20 Sunday V/C | 7 - 8 PM Nov. 20 Sunday V/C | 8 - 9 PM Nov. 20 Sunday V/C | 9 - 10 PM Nov. 20 Sunday V/C | 10 - 11 PM Nov. 20 Sunday V/C | 11 - 12 AM Nov. 20 Sunday V/C |
|------------------------------------------|------------------------------------------|-------------------------------------------|--------------------------------------------|--------------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|
| 3,023 0 | 3,634 0 | 3,671 0 | 2,876 0 | 1,578 0 | 0.21 0.00 | 0.27 0.00 | 0.33 0.00 | 0.35 0.00 | 0.36 0.00 | 0.38 0.00 | 0.38 0.00 | 0.39 0.00 | 0.38 0.00 | 0.42 0.00 | 0.54 0.00 | 0.65 0.00 | 0.66 0.00 | 0.52 0.00 | 0.28 0.00 |
| 3,023 | 3,634 | 3,671 | 2,876 | 1,578 | 0.12 | 0.15 | 0.18 | 0.19 | 0.20 | 0.21 | 0.21 | 0.22 | 0.21 | 0.23 | 0.30 | 0.36 | 0.36 | 0.28 | 0.16 |
| 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 |
| 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4,254 2,982 7,236 | 4,928 2,374 7,302 | 4,370 2,064 6,434 | 3,933 1,632 5,565 | 1,569 1,114 2,683 | 0.36 0.54 0.50 | 0.49 0.72 0.66 | 0.52 0.81 0.73 | 0.54 0.75 0.71 | 0.57 0.73 0.71 | 0.61 0.65 0.69 | 0.58 0.60 0.65 | 0.57 0.57 0.63 | 0.52 0.62 0.63 | 0.70 0.59 0.71 | 0.76 0.53 0.71 | 0.88 0.43 0.72 | 0.78 0.37 0.63 | 0.70 0.29 0.55 | 0.28 0.20 0.26 |
| 2,728 1,140 3,868 | 2,769 940 3,709 | 3,021 849 3,870 | 2,731 672 3,403 | 2,439 404 2,843 | 0.22 0.84 0.59 | 0.31 0.93 0.68 | 0.38 0.87 0.69 | 0.41 0.83 0.68 | 0.44 0.78 0.67 | 0.44 0.59 0.56 | 0.50 0.49 0.54 | 0.50 0.41 0.49 | 0.55 0.38 0.51 | 0.58 0.34 0.50 | 0.73 0.31 0.57 | 0.74 0.25 0.55 | 0.81 0.23 0.57 | 0.73 0.18 0.50 | 0.66 0.11 0.42 |
| 2,489 942 3,431 | 2,715 768 3,483 | 2,209 721 2,930 | 1,410 578 1,988 | 465 410 875 | 0.25 0.34 0.32 | 0.30 0.41 0.39 | 0.32 0.53 0.47 | 0.33 0.47 0.43 | 0.35 0.66 0.55 | 0.39 0.41 0.44 | 0.39 0.32 0.39 | 0.42 0.32 0.40 | 0.47 0.28 0.41 | 0.54 0.29 0.45 | 0.67 0.25 0.51 | 0.73 0.21 0.51 | 0.59 0.19 0.43 | 0.38 0.16 0.29 | 0.13 0.11 0.13 |
| 843 950 1,793 | 656 736 1,392 | 575 642 1,217 | 519 705 1,224 | 302 503 805 | 0.22 0.14 0.20 | 0.28 0.21 0.27 | 0.33 0.23 0.31 | 0.33 0.27 0.33 | 0.32 0.29 0.33 | 0.33 0.31 0.35 | 0.29 0.31 0.33 | 0.30 0.33 0.35 | 0.26 0.37 0.35 | 0.27 0.35 0.34 | 0.23 0.26 0.26 | 0.18 0.20 0.21 | 0.15 0.17 0.18 | 0.14 0.19 0.18 | 0.08 0.14 0.12 |
| 2,873 3,080 5,953 | 2,435 2,620 5,055 | 2,082 2,290 4,372 | 1,868 1,879 3,747 | 1,439 1,307 2,746 | 0.31 0.33 0.35 | 0.41 0.42 0.45 | 0.45 0.50 0.52 | 0.46 0.57 0.55 | 0.48 0.64 0.60 | 0.50 0.65 0.62 | 0.48 0.64 0.60 | 0.44 0.66 0.58 | 0.45 0.66 0.59 | 0.42 0.71 0.59 | 0.39 0.55 0.50 | 0.33 0.47 0.42 | 0.28 0.41 0.37 | 0.25 0.34 0.31 | 0.19 0.23 0.23 |

Trip Impact with Seat Expansion

Peak Hour Period

AM Peak Hour

PM Peak Hour

Table 8A - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion

| Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours | | | | | | | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------|--------------------|-----------------------|-----|------------------------------------------|------------------------------------------|-------------------------------------------------------|------------------------------------------|----------------------------------------|------------------------------------------|-------------------------------------------------------|----------------------------------------|--------------|------------|--------------|------------|---|---|
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] REGIONAL COUNT STATIONS | [2] ADOPTED LOS | [3] EXISTING LANES | TWO-WAY PEAK HOUR MSV | DIR | Average of 2005 to 2008 Saturday VOLUMES | PHP Vol is Inbound between 12 - 5 PM | 90% Assigned to HEFT from Seat Expansion 20% in PK HR | Saturday with Seat Expansion | Average of 2005 to 2008 Sunday VOLUMES | PHP Vol is Outbound between 4 - 9 PM | 80% Assigned to HEFT from Seat Expansion 60% in PK HR | Sunday with Seat Expansion | Saturday V/C | Sunday V/C | Saturday LOS | Sunday LOS | | |
| HEFT - S of I-75 Int | FDOT-9934 | D | 6L EXP | 10,150 | N/S | See Table 8B | See Table 8C | Inbound | 720 | 5,608 | See Table 8B | See Table 8C | Outbound | 1,920 | 7,223 | 0.55 | 0.71 | B | C |
| HEFT - S of NW 41 St | FDOT-0267 | D | 8L EXP | 13,480 | N/S | 6,143 | 12-3 PM | 720 | 6,863 | 6,311 | 5-8 PM | 1,920 | 8,231 | 0.51 | 0.61 | B | C | | |
| HEFT - S of Bird Rd | Bird Toll | D | 6L EXP | 10,150 | N/S | 8,010 | 12-3 PM | 720 | 8,730 | 7,467 | 6-8 PM | 1,920 | 9,387 | 0.86 | 0.92 | D | D | | |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 4L EXP | 6,770 | N/S | 4,923 | 11-5 PM | 720 | 5,643 | 4,672 | 6-8 PM | 1,920 | 6,592 | 0.83 | 0.97 | D | D | | |
| HEFT - N of SW 312 St | FDOT-0430 | D | 4L EXP | 6,770 | N/S | 3,348 | 12-5 PM | 720 | 4,068 | 3,666 | 6-9 PM | 1,920 | 5,586 | 0.60 | 0.83 | C | D | | |
| SR 878 - W of SR 826 | FDOT-0193 | D | 4L EXP | 6,770 | E/W | 2,682 | 3-7 PM | 720 | 3,402 | 2,232 | 4-7 PM | 1,920 | 4,152 | 0.50 | 0.61 | B | C | | |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 7L EXP | 11,950 | E/W | 8,085 | 1-4 PM | 720 | 8,805 | 7,176 | 4-7 PM | 1,920 | 9,096 | 0.74 | 0.76 | C | C | | |
| 3/23/2010 | | | | | | | | | | | | | | | | | | | |
| AM Peak Hour Traffic Conditions - Highest Hour from 9AM to Noon | | | | | | | | | | | | | | | | | | | |
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] REGIONAL COUNT STATIONS | [2] ADOPTED LOS | [3] EXISTING LANES | TWO-WAY PEAK HOUR MSV | DIR | Average of 2005 to 2008 Saturday VOLUMES | Pk Hr Vol is Inbound between 9 AM - Noon | 90% Assigned to HEFT from Seat Expansion 20% in PK HR | Saturday Total Trips with Seat Expansion | Average of 2005 to 2008 Sunday VOLUMES | Pk Hr Vol is Inbound between 9 AM - Noon | 90% Assigned to HEFT from Seat Expansion 20% in PK HR | Sunday Total Trips with Seat Expansion | Saturday V/C | Sunday V/C | Saturday LOS | Sunday LOS | | |
| HEFT - S of I-75 Int | FDOT-9934 | D | 6L EXP | 10,150 | N/S | See Table 8B | See Table 8C | Inbound | 720 | 5,306 | See Table 8B | See Table 8C | Inbound | 5,544 | 0.52 | 0.55 | B | B | |
| HEFT - S of NW 41 St | FDOT-0267 | D | 8L EXP | 13,480 | N/S | 5,701 | 11-Noon | 720 | 6,421 | 5,705 | 10-Noon | 720 | 6,425 | 0.48 | 0.48 | B | B | | |
| HEFT - S of Bird Rd | Bird Toll | D | 6L EXP | 10,150 | N/S | 7,373 | 11-Noon | 720 | 8,093 | 6,845 | 10-Noon | 720 | 7,565 | 0.80 | 0.75 | C | C | | |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 4L EXP | 6,770 | N/S | 4,899 | 10-Noon | 720 | 5,619 | 4,416 | 10-Noon | 720 | 5,136 | 0.83 | 0.76 | D | C | | |
| HEFT - N of SW 312 St | FDOT-0430 | D | 4L EXP | 6,770 | N/S | 3,181 | 11-Noon | 720 | 3,901 | 3,189 | 10-Noon | 720 | 3,909 | 0.58 | 0.58 | B | B | | |
| SR 878 - W of SR 826 | FDOT-0193 | D | 4L EXP | 6,770 | E/W | 2,413 | 11-Noon | 720 | 3,133 | 1,940 | 11-Noon | 720 | 2,660 | 0.46 | 0.39 | B | B | | |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 7L EXP | 11,950 | E/W | 7,261 | 11-Noon | 720 | 7,981 | 5,949 | 11-Noon | 720 | 6,669 | 0.67 | 0.56 | C | B | | |
| 3/23/2010 | | | | | | | | | | | | | | | | | | | |
| PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight - Inbound and Outbound Peak Hour Trips with Seat Expansion | | | | | | | | | | | | | | | | | | | |
| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | [1] REGIONAL COUNT STATIONS | [2] ADOPTED LOS | [3] EXISTING LANES | TWO-WAY PEAK HOUR MSV | DIR | Average of 2005 to 2008 Saturday Volumes | Pk Hr Vol is Inbound between 12 - 5 PM | 90% Assigned to HEFT from Seat Expansion 20% in PK HR | Saturday Total Trips with Seat Expansion | Average of 2005 to 2008 Sunday Volumes | Pk Hr Vol is Outbound between 4 - 8 PM | 80% Assigned to HEFT from Seat Expansion 60% in PK HR | Sunday Total Trips with Seat Expansion | Saturday V/C | Sunday V/C | Saturday LOS | Sunday LOS | | |
| HEFT - S of I-75 Int | FDOT-9934 | D | 6L EXP | 10,150 | N/S | See Table 8B | See Table 8C | Inbound | 720 | 5,629 | See Table 8B | See Table 8C | Outbound | 1,920 | 7,415 | 0.55 | 0.73 | B | C |
| HEFT - S of NW 41 St | FDOT-0267 | D | 8L EXP | 13,480 | N/S | 6,192 | 1-2 PM | 720 | 6,912 | 6,424 | 5-8 PM | 1,920 | 8,344 | 0.51 | 0.62 | B | C | | |
| HEFT - S of Bird Rd | Bird Toll | D | 6L EXP | 10,150 | N/S | 8,127 | 1-3 PM | 720 | 8,847 | 7,544 | 6-8 PM | 1,920 | 9,464 | 0.87 | 0.93 | D | D | | |
| HEFT - N of SW 112 Ave | Homestead Toll | D | 4L EXP | 6,770 | N/S | 4,991 | 12-2 PM | 720 | 5,711 | 4,770 | 6-8 PM | 1,920 | 6,690 | 0.84 | 0.99 | D | D | | |
| HEFT - N of SW 312 St | FDOT-0430 | D | 4L EXP | 6,770 | N/S | 3,391 | 1-4 PM | 720 | 4,111 | 3,904 | 6-8 PM | 1,920 | 5,824 | 0.61 | 0.86 | C | D | | |
| SR 878 - W of SR 826 | FDOT-0193 | D | 4L EXP | 6,770 | E/W | 2,738 | 3-5 PM | 720 | 3,458 | 2,260 | 5-7 PM | 1,920 | 4,180 | 0.51 | 0.62 | B | C | | |
| SR 826 - W of NW 67 Ave | FDOT-0137 | D | 7L EXP | 11,950 | E/W | 8,159 | 2-4 PM | 720 | 8,879 | 7,371 | 4-7 PM | 1,920 | 9,291 | 0.74 | 0.78 | C | C | | |
| 3/23/2010 | | | | | | | | | | | | | | | | | | | |

- Notes:
- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
 - [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
 - [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.
 - [4] See Table 13 for total trips from Seat Expansion = 8,000 daily, 4,000 inbound and 4,000 outbound. Analysis assumes 90% of new inbound trips from seat expansion are assigned to the HEFT, with 20% inbound in the peak hour.
 - [5] See Table 13 for total trips from Seat Expansion = 8,000 daily, 4,000 inbound and 4,000 outbound. Analysis assumes 80% of new outbound trips from seat expansion are assigned to the HEFT, with 60% outbound in the peak hour.

Table 8B - Average of the 2005 to 2008 Peak Hour Period and AM and PM Peak Hour Volumes

Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | NASCAR 2008 - See Table 4A | | | NASCAR 2007 - See Table 5A | | | NASCAR 2006 - See Table 6A | | | NASCAR 2005 - See Table 7A | | | Average of 2005 to 2008 Volumes | | |
|---------------------------------------------------------------|----------------------------|----------|---------|----------------------------|----------|---------|----------------------------|----------|---------|----------------------------|----------|---------|---------------------------------|----------|----------|
| | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 18 | Nov. 19 | Nov. 20 | Friday | Saturday | Sunday |
| | Friday | Saturday | Sunday | Friday | Saturday | Sunday | Friday | Saturday | Sunday | Friday | Saturday | Sunday | VOLUMES | VOLUMES | VOLUMES |
| Race Start Times: | 8:00 PM | 4:30 PM | 3:00 PM | 8:00 PM | 4:30 PM | 3:30 PM | 8:05 PM | 7:10 PM | 2:55 PM | 8:15 PM | 4:10 PM | 4:10 PM | PM Pk Hr | Inbound | Outbound |
| HEFT - S of I-75 Int | 8,256 | 4,442 | 4,769 | 8,849 | 5,123 | 5,327 | 9,228 | 5,098 | 5,814 | 0 | 0 | 0 | 8,778 | 4,888 | 5,303 |
| HEFT - S of NW 41 St | 9,991 | 5,539 | 5,693 | 10,982 | 6,364 | 6,301 | 10,877 | 6,527 | 6,940 | 0 | 0 | 0 | 10,617 | 6,143 | 6,311 |
| HEFT - S of Bird Rd | 9,546 | 7,275 | 6,814 | 9,667 | 7,957 | 7,396 | 10,271 | 8,379 | 8,329 | 9,862 | 8,430 | 7,327 | 9,837 | 8,010 | 7,467 |
| HEFT - N of SW 112 Ave | 4,382 | 3,401 | 3,545 | 6,036 | 5,470 | 5,045 | 6,183 | 5,574 | 5,456 | 5,711 | 5,248 | 4,640 | 5,578 | 4,923 | 4,672 |
| HEFT - N of SW 312 St | 3,948 | 3,173 | 3,672 | 3,933 | 3,366 | 3,626 | 3,976 | 3,335 | 3,909 | 3,799 | 3,518 | 3,457 | 3,914 | 3,348 | 3,666 |
| SR 878 - W of SR 826 | 4,167 | 2,630 | 2,161 | 0 | 2,510 | 2,175 | 0 | 0 | 0 | 4,538 | 2,907 | 2,360 | 4,353 | 2,682 | 2,232 |
| SR 826 - W of NW 67 Ave | 9,902 | 7,875 | 7,568 | 9,829 | 8,343 | 6,694 | 0 | 0 | 0 | 9,358 | 8,038 | 7,265 | 9,696 | 8,085 | 7,176 |

3/23/2010

AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | NASCAR 2008 - See Table 4A | | | NASCAR 2007 - See Table 5A | | | NASCAR 2006 - See Table 6A | | | NASCAR 2005 - See Table 7A | | | Average of 2005 to 2008 Volumes | | |
|---------------------------------------------------------------|----------------------------|----------|---------|----------------------------|----------|---------|----------------------------|----------|---------|----------------------------|----------|---------|---------------------------------|----------|---------|
| | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 18 | Nov. 19 | Nov. 20 | Friday | Saturday | Sunday |
| | Friday | Saturday | Sunday | Friday | Saturday | Sunday | Friday | Saturday | Sunday | Friday | Saturday | Sunday | VOLUMES | VOLUMES | VOLUMES |
| Race Start Times: | 8:00 PM | 4:30 PM | 3:00 PM | 8:00 PM | 4:30 PM | 3:30 PM | 8:05 PM | 7:10 PM | 2:55 PM | 8:15 PM | 4:10 PM | 4:10 PM | AM Pk Hr | Inbound | Inbound |
| HEFT - S of I-75 Int | 8,245 | 4,125 | 4,819 | 8,907 | 4,744 | 4,738 | 9,224 | 4,890 | 4,916 | 0 | 0 | 0 | 8,792 | 4,586 | 4,824 |
| HEFT - S of NW 41 St | 9,151 | 5,016 | 5,628 | 9,766 | 5,952 | 5,638 | 10,302 | 6,135 | 5,850 | 0 | 0 | 0 | 9,740 | 5,701 | 5,705 |
| HEFT - S of Bird Rd | 9,206 | 6,489 | 6,820 | 8,833 | 7,498 | 5,753 | 8,613 | 7,893 | 7,394 | 8,144 | 7,611 | 7,412 | 8,699 | 7,373 | 6,845 |
| HEFT - N of SW 112 Ave | 4,514 | 3,301 | 3,388 | 5,944 | 5,641 | 5,047 | 5,430 | 5,478 | 4,564 | 5,035 | 5,174 | 4,665 | 5,231 | 4,899 | 4,416 |
| HEFT - N of SW 312 St | 3,578 | 3,124 | 3,439 | 3,624 | 3,159 | 3,219 | 3,365 | 3,277 | 2,921 | 3,007 | 3,163 | 3,178 | 3,394 | 3,181 | 3,189 |
| SR 878 - W of SR 826 | 4,215 | 2,332 | 1,891 | 0 | 2,446 | 1,845 | 0 | 0 | 0 | 4,077 | 2,462 | 2,085 | 4,146 | 2,413 | 1,940 |
| SR 826 - W of NW 67 Ave | 9,898 | 7,403 | 6,140 | 9,598 | 7,663 | 5,548 | 0 | 0 | 0 | 8,523 | 6,717 | 6,159 | 9,340 | 7,261 | 5,949 |

3/23/2010

PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | NASCAR 2008 - See Table 4A | | | NASCAR 2007 - See Table 5A | | | NASCAR 2006 - See Table 6A | | | NASCAR 2005 - See Table 7A | | | Average of 2005 to 2008 Volumes | | |
|---------------------------------------------------------------|----------------------------|----------|---------|----------------------------|----------|---------|----------------------------|----------|---------|----------------------------|----------|---------|---------------------------------|----------|----------|
| | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 18 | Nov. 19 | Nov. 20 | Friday | Saturday | Sunday |
| | Friday | Saturday | Sunday | Friday | Saturday | Sunday | Friday | Saturday | Sunday | Friday | Saturday | Sunday | VOLUMES | VOLUMES | VOLUMES |
| Race Start Times: | 8:00 PM | 4:30 PM | 3:00 PM | 8:00 PM | 4:30 PM | 3:30 PM | 8:05 PM | 7:10 PM | 2:55 PM | 8:15 PM | 4:10 PM | 4:10 PM | PM Pk Hr | Inbound | Outbound |
| HEFT - S of I-75 Int | 8,639 | 4,470 | 4,832 | 8,965 | 5,153 | 5,486 | 9,424 | 5,104 | 6,167 | 0 | 0 | 0 | 9,009 | 4,909 | 5,495 |
| HEFT - S of NW 41 St | 10,443 | 5,541 | 5,774 | 11,150 | 6,432 | 6,546 | 10,979 | 6,604 | 6,953 | 0 | 0 | 0 | 10,857 | 6,192 | 6,424 |
| HEFT - S of Bird Rd | 9,744 | 7,277 | 6,863 | 9,727 | 8,079 | 7,576 | 10,280 | 8,581 | 8,433 | 9,876 | 8,570 | 7,302 | 9,907 | 8,127 | 7,544 |
| HEFT - N of SW 112 Ave | 4,438 | 3,417 | 3,689 | 6,060 | 5,561 | 5,106 | 6,202 | 5,664 | 5,753 | 5,811 | 5,322 | 4,533 | 5,628 | 4,991 | 4,770 |
| HEFT - N of SW 312 St | 3,971 | 3,220 | 4,034 | 3,952 | 3,377 | 3,862 | 4,006 | 3,353 | 3,968 | 3,856 | 3,612 | 3,752 | 3,946 | 3,391 | 3,904 |
| SR 878 - W of SR 826 | 4,480 | 2,673 | 2,209 | 0 | 2,587 | 2,187 | 0 | 0 | 0 | 4,828 | 2,955 | 2,385 | 4,654 | 2,738 | 2,260 |
| SR 826 - W of NW 67 Ave | 9,973 | 7,884 | 7,973 | 10,074 | 8,480 | 6,787 | 0 | 0 | 0 | 9,381 | 8,114 | 7,353 | 9,809 | 8,159 | 7,371 |

3/23/2010

Table 8C - Peak Hour Period and AM and PM Peak Hour Timeframes - 2005 to 2008

Peak Hour Period Timeframes

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | NASCAR 2008 - See Table 4A | | | NASCAR 2007 - See Table 5A | | | NASCAR 2006 - See Table 6A | | | NASCAR 2005 - See Table 7A | | | PHP Range - 2005 to 2008 | | |
|---------------------------------------------------------------|----------------------------|-----------------|---------------|----------------------------|-----------------|---------------|----------------------------|-----------------|---------------|----------------------------|-----------------|---------------|--------------------------|-----------------|---------------|
| | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 18 | Nov. 19 | Nov. 20 | Friday | Saturday | Sunday |
| | Friday PHP | Saturday PHP | Sunday PHP | Friday PHP | Saturday PHP | Sunday PHP | Friday PHP | Saturday PHP | Sunday PHP | Friday PHP | Saturday PHP | Sunday PHP | Friday PHP | Saturday PHP | Sunday PHP |
| Race Start Times: | 8:00 PM | 4:30 PM | 3:00 PM | 8:00 PM | 4:30 PM | 3:30 PM | 8:05 PM | 7:10 PM | 2:55 PM | 8:15 PM | 4:10 PM | 4:10 PM | PM Pk Hr | Inbound | Outbound |
| HEFT - S of I-75 Int | 4-6 PM | 1-3 PM | 5-7 PM | 4-6 PM | 12-2 PM | 7-9 PM | 4-6 PM | 2-4 PM | 6-8 PM | n/a | n/a | n/a | 4-6 PM | 1-4 PM | 5-9 PM |
| HEFT - S of NW 41 St | 4-6 PM | 12-2 PM | 5-7 PM | 4-6 PM | 12-2 PM | 6-8 PM | 4-6 PM | 1-3 PM | 6-8 PM | n/a | n/a | n/a | 4-6 PM | 12-3 PM | 5-8 PM |
| HEFT - S of Bird Rd | 4-6 PM | 1-3 PM | 6-8 PM | 4-6 PM | 1-3 PM | 6-8 PM | 4-6 PM | 12-2 PM | 6-8 PM | 4-6 PM | 1-3 PM | 11-1 PM | 4-6 PM | 12-3 PM | 6-8 PM |
| HEFT - N of SW 112 Ave | 4-6 PM | 12-2 PM | 6-8 PM | 4-6 PM | 11-1 PM | 6-8 PM | 4-6 PM | 3-5 PM | 6-8 PM | 4-6 PM | 11-1 PM | 12-2 PM | 4-6 PM | 11-5 PM | 6-8 PM |
| HEFT - N of SW 312 St | 4-6 PM | 3-5 PM | 12-2 PM | 4-6 PM | 12-2 PM | 6-8 PM | 4-6 PM | 1-3 PM | 6-8 PM | 4-6 PM | 6-8 PM | 7-9 PM | 4-6 PM | 12-5 PM | 6-9 PM |
| SR 878 - W of SR 826 | 5-7 PM | 5-7 PM | 5-7 PM | n/a | 3-5 PM | 5-7 PM | n/a | n/a | n/a | 4-6 PM | 4-6 PM | 4-6 PM | 5-7 PM | 3-7 PM | 4-7 PM |
| SR 826 - W of NW 67 Ave | 3-5 PM | 1-3 PM | 4-6 PM | 3-5 PM | 2-4 PM | 5-7 PM | n/a | n/a | n/a | 2-3 PM | 1-3 PM | 2-4 PM | 2-5 PM | 1-4 PM | 4-7 PM |

AM Peak Hour Timeframes - 6AM to Noon

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | NASCAR 2008 - See Table 4A | | | NASCAR 2007 - See Table 5A | | | NASCAR 2006 - See Table 6A | | | NASCAR 2005 - See Table 7A | | | AM Peak Hour Range - 2005 to 2008 | | |
|---------------------------------------------------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|-----------------------------------|----------------------|--------------------|
| | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 18 | Nov. 19 | Nov. 20 | Friday | Saturday | Sunday |
| | Friday AM PK HR | Saturday AM PK HR | Sunday AM PK HR | Friday AM PK HR | Saturday AM PK HR | Sunday AM PK HR | Friday AM PK HR | Saturday AM PK HR | Sunday AM PK HR | Friday AM PK HR | Saturday AM PK HR | Sunday AM PK HR | Friday AM PK HR | Saturday AM PK HR | Sunday AM PK HR |
| Race Start Times: | 8:00 PM | 4:30 PM | 3:00 PM | 8:00 PM | 4:30 PM | 3:30 PM | 8:05 PM | 7:10 PM | 2:55 PM | 8:15 PM | 4:10 PM | 4:10 PM | AM Pk Hr | Inbound | Inbound |
| HEFT - S of I-75 Int | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 11-Noon | n/a | n/a | n/a | 7-8 AM | 11-Noon | 11-Noon |
| HEFT - S of NW 41 St | 8-9 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 10-11 AM | n/a | n/a | n/a | 7-9 AM | 11-Noon | 10-Noon |
| HEFT - S of Bird Rd | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 10-11 AM | 9-10 AM | 11-Noon | 11-Noon | 9-10 AM | 11-Noon | 11-Noon | 7-10 AM | 11-Noon | 10-Noon |
| HEFT - N of SW 112 Ave | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 10-11 AM | 10-11 AM | 7-8 AM | 11-Noon | 11-Noon | 6-7 AM | 11-Noon | 11-Noon | 6-8 AM | 10-Noon | 10-Noon |
| HEFT - N of SW 312 St | 7-8 AM | 11-Noon | 10-11 AM | 7-8 AM | 11-Noon | 10-11 AM | 7-8 AM | 11-Noon | 10-11 AM | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 10-Noon |
| SR 878 - W of SR 826 | 7-8 AM | 11-Noon | 11-Noon | n/a | 11-Noon | 11-Noon | n/a | n/a | n/a | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 11-Noon |
| SR 826 - W of NW 67 Ave | 7-8 AM | 11-Noon | 11-Noon | 7-8 AM | 11-Noon | 11-Noon | n/a | n/a | n/a | 6-7 AM | 11-Noon | 11-Noon | 6-8 AM | 11-Noon | 11-Noon |

PM Peak Hour Timeframes - Noon to Midnight

| REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA | NASCAR 2008 - See Table 4A | | | NASCAR 2007 - See Table 5A | | | NASCAR 2006 - See Table 6A | | | NASCAR 2005 - See Table 7A | | | PM Peak Hour Range - 2005 to 2008 | | |
|---------------------------------------------------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|-----------------------------------|----------------------|--------------------|
| | Nov. 14 | Nov. 15 | Nov. 16 | Nov. 16 | Nov. 17 | Nov. 18 | Nov. 17 | Nov. 18 | Nov. 19 | Nov. 18 | Nov. 19 | Nov. 20 | Friday | Saturday | Sunday |
| | Friday PM PK HR | Saturday PM PK HR | Sunday PM PK HR | Friday PM PK HR | Saturday PM PK HR | Sunday PM PK HR | Friday PM PK HR | Saturday PM PK HR | Sunday PM PK HR | Friday PM PK HR | Saturday PM PK HR | Sunday PM PK HR | Friday PM PK HR | Saturday PM PK HR | Sunday PM PK HR |
| Race Start Times: | 8:00 PM | 4:30 PM | 3:00 PM | 8:00 PM | 4:30 PM | 3:30 PM | 8:05 PM | 7:10 PM | 2:55 PM | 8:15 PM | 4:10 PM | 4:10 PM | PM Pk Hr | Inbound | Outbound |
| HEFT - S of I-75 Int | 5-6 PM | 1-2 PM | 5-6 PM | 5-6 PM | 1-2 PM | 7-8 PM | 5-6 PM | 2-3 PM | 7-8 PM | n/a | n/a | n/a | 5-6 PM | 1-3 PM | 5-8 PM |
| HEFT - S of NW 41 St | 5-6 PM | 1-2 PM | 5-6 PM | 5-6 PM | 1-2 PM | 7-8 PM | 4-5 PM | 1-2 PM | 6-7 PM | n/a | n/a | n/a | 4-6 PM | 1-2 PM | 5-8 PM |
| HEFT - S of Bird Rd | 5-6 PM | 2-3 PM | 6-7 PM | 5-6 PM | 1-2 PM | 7-8 PM | 4-5 PM | 1-2 PM | 6-7 PM | 4-5 PM | 1-2 PM | 8-9 PM | 4-6 PM | 1-3 PM | 6-8 PM |
| HEFT - N of SW 112 Ave | 5-6 PM | 1-2 PM | 7-8 PM | 5-6 PM | 12-1 PM | 7-8 PM | 4-5 PM | 4-5 PM | 6-7 PM | 4-5 PM | 12-1 PM | 1-2 PM | 4-6 PM | 12-2 PM | 6-8 PM |
| HEFT - N of SW 312 St | 5-6 PM | 3-4 PM | 1-2 PM | 4-5 PM | 1-2 PM | 7-8 PM | 5-6 PM | 2-3 PM | 6-7 PM | 4-5 PM | 7-8 PM | 1-2 PM | 4-6 PM | 1-4 PM | 6-8 PM |
| SR 878 - W of SR 826 | 5-6 PM | 6-7 PM | 6-7 PM | n/a | 3-4 PM | 5-6 PM | n/a | n/a | n/a | 4-5 PM | 4-5 PM | 2-3 PM | 4-6 PM | 3-5 PM | 5-7 PM |
| SR 826 - W of NW 67 Ave | 3-4 PM | 2-3 PM | 4-5 PM | 3-4 PM | 3-4 PM | 6-7 PM | n/a | n/a | n/a | 2-3 PM | 2-3 PM | 2-3 PM | 2-4 PM | 2-4 PM | 4-7 PM |

Transportation Attachment II

**Hourly Continuous Count Station
Traffic Counts
November 2008 - 2005**

NASCAR 2008

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD S821 US ROAD TRNPK

Table with columns for Day of Week (DY D), Month (MN Y), and 24 hours of counts. Rows include daily data for months 1 through 30, with counts for each hour of the day.

WEEKDAY AVERAGE = 43794 SATURDAY AVERAGE = 31765 SUNDAY AVERAGE = 30861 NUMBER OF GOOD DAYS 23 TOTAL MONTHLY COUNT = 891438
MONTHLY AVERAGE = 40228

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD S821 US ROAD TRNPK

Table with columns for Day of Week (DY D), Hour (MN Y), and 24 hourly counts, plus a DAILY COUNT column. Rows include days of the week (A, S, M, T, W, R, F) and months (A, S, M, T, W, R, F).

WEEKDAY AVERAGE = 43325 SATURDAY AVERAGE = 30539 SUNDAY AVERAGE = 29100 NUMBER OF GOOD DAYS 23 TOTAL MONTHLY COUNT = 873291
MONTHLY AVERAGE = 39466

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, HURRICANES & VA. TECH FOOTBALL GAME @ 7:30PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/27, THANKSGIVING DAY - 11/11, VETERAN'S DAY

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: FL. TURNPIKE STATION: 0267 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/FL TPK,0.7 MI S OF NW 41ST ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 28.535 STATE ROAD S821 US ROAD TRNPK

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows include hourly counts for days 1A, 3M, 4T, 5W, 6R, 7F, 8A, 9S, 10M, 11T, 12W, 13R, 14F, 15A, 16S, 17M, 18T, 19W, 20R, 21F, 22A, 23S, 24M, 25T, 26W, 27R, 28F, 29A, 30S.

WEEKDAY AVERAGE = 51912 SATURDAY AVERAGE = 39158 SUNDAY AVERAGE = 36294 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1379228
MONTHLY AVERAGE = 47859

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/27, THANKSGIVING DAY - 11/11, VETERAN'S DAY
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: FL. TURNPIKE STATION: 0267 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/FL TPK,0.7 MI S OF NW 41ST ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 28.535 STATE ROAD S821 US ROAD TRNPK

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | A | 853 | 567 | 408 | 350 | 360 | 428 | 643 | 999 | 1519 | 1760 | 1823 | 2159 | 2461 | 2330 | 2353 | 2348 | 2355 | 2354 | 2254 | 2166 | 1790 | 1498 | 1441 | 1305 | 36524A |
| 2 | S | | | | | | | | | | | | | | | | | | | | | | | | | 1800B |
| 3 | M | 366 | 214 | 136 | 104 | 216 | 561 | 2054 | 3853 | 4223 | 2972 | 2347 | 2175 | 2210 | 2333 | 2637 | 3552 | 4903 | 6103 | 4520 | 2441 | 1418 | 1005 | 806 | 545 | 51694N |
| 4 | T | 355 | 196 | 124 | 99 | 205 | 561 | 1839 | 3655 | 3490 | 3081 | 2572 | 2180 | 2297 | 2565 | 2739 | 3637 | 5031 | 5840 | 4149 | 2320 | 1404 | 1009 | 778 | 513 | 50639A |
| 5 | W | 420 | 216 | 133 | 145 | 170 | 569 | 1862 | 3816 | 3903 | 3168 | 2428 | 2036 | 2176 | 2351 | 2595 | 3729 | 5026 | 6046 | 4720 | 2522 | 1553 | 1114 | 903 | 673 | 52274N |
| 6 | R | | | | | | | | | | | | | | | | | | | | | | | | | 54441B |
| 7 | F | | | | | | | | | | | | | | | | | | | | | | | | | 56088B |
| 8 | A | 728 | 511 | 343 | 251 | 256 | 325 | 678 | 1179 | 1716 | 2080 | 2273 | 2459 | 2585 | 2624 | 2642 | 2661 | 2556 | 2902 | 2581 | 2281 | 1659 | 1454 | 1210 | 1179 | 39133N |
| 9 | S | 969 | 620 | 425 | 340 | 294 | 406 | 431 | 574 | 854 | 1199 | 1642 | 1815 | 2098 | 2104 | 2047 | 1991 | 2740 | 2875 | 2561 | 2099 | 1739 | 1464 | 1237 | 1239 | 33763A |
| 10 | M | 432 | 221 | 168 | 125 | 192 | 557 | 1855 | 3766 | 4115 | 2912 | 2450 | 2083 | 2193 | 2368 | 2647 | 3588 | 4883 | 5896 | 4722 | 2510 | 1459 | 1045 | 885 | 714 | 51786N |
| 11 | T | 387 | 194 | 177 | 122 | 183 | 455 | 1519 | 2846 | 2932 | 2547 | 2228 | 2153 | 2270 | 2355 | 2596 | 3358 | 4528 | 5160 | 4601 | 2638 | 1631 | 1241 | 963 | 652 | 47736H |
| 12 | W | 405 | 198 | 140 | 113 | 185 | 511 | 1827 | 3653 | 3986 | 3485 | 2521 | 2142 | 2195 | 2416 | 2604 | 3645 | 4991 | 6036 | 4835 | 2886 | 1612 | 1294 | 1094 | 749 | 53523N |
| 13 | R | 428 | 227 | 166 | 119 | 206 | 569 | 1865 | 3780 | 4019 | 3289 | 2650 | 2311 | 2398 | 2559 | 2763 | 3794 | 5145 | 6028 | 4849 | 2966 | 1717 | 1305 | 1178 | 2030 | 56361S |
| 14 | F | 760 | 281 | 181 | 161 | 174 | 525 | 1867 | 3704 | 4093 | 3131 | 2738 | 2599 | 2883 | 2892 | 3274 | 4297 | 5451 | 5988 | 5235 | 3387 | 2079 | 1554 | 1394 | 1127 | 59775A |
| 15 | A | 840 | 608 | 394 | 274 | 285 | 409 | 798 | 1193 | 1870 | 2356 | 2747 | 2835 | 3117 | 3081 | 3021 | 2820 | 2504 | 2728 | 2497 | 2155 | 1751 | 1519 | 1387 | 1465 | 42654A |
| 16 | S | 979 | 724 | 477 | 339 | 274 | 284 | 541 | 992 | 1650 | 2379 | 3063 | 3210 | 3093 | 2754 | 2381 | 2162 | 2972 | 2963 | 2542 | 2089 | 1750 | 1415 | 1043 | 756 | 40832A |
| 17 | M | 372 | 207 | 115 | 118 | 192 | 543 | 1818 | 3695 | 4289 | 3969 | 2424 | 2459 | 2171 | 2264 | 2531 | 3506 | 4871 | 6054 | 4615 | 2578 | 1424 | 1118 | 881 | 540 | 52754N |
| 18 | T | 327 | 171 | 117 | 97 | 169 | 526 | 1955 | 3838 | 4005 | 3307 | 2559 | 2050 | 2158 | 2327 | 2642 | 3627 | 4819 | 6040 | 4781 | 2770 | 1588 | 1136 | 1005 | 627 | 52641N |
| 19 | W | 355 | 197 | 109 | 107 | 181 | 491 | 1782 | 3830 | 3946 | 3335 | 2500 | 2068 | 2249 | 2368 | 2589 | 3592 | 5088 | 5981 | 4897 | 2651 | 1617 | 1225 | 994 | 703 | 52855N |
| 20 | R | 401 | 187 | 154 | 124 | 190 | 504 | 1746 | 3817 | 4044 | 3141 | 2551 | 2097 | 2416 | 2517 | 2661 | 3731 | 5006 | 5968 | 5078 | 2818 | 1689 | 1410 | 1083 | 703 | 54036N |
| 21 | F | 377 | 245 | 177 | 140 | 213 | 508 | 1702 | 3519 | 3853 | 3089 | 2500 | 2320 | 2504 | 2714 | 2979 | 4057 | 5106 | 5997 | 5071 | 3329 | 2129 | 1530 | 1294 | 1075 | 56428N |
| 22 | A | 846 | 453 | 296 | 261 | 256 | 338 | 666 | 1087 | 1678 | 2005 | 2238 | 2411 | 2632 | 2632 | 2633 | 2595 | 2663 | 2733 | 2678 | 2184 | 1735 | 1527 | 1428 | 1222 | 39197N |
| 23 | S | 970 | 629 | 431 | 290 | 273 | 245 | 341 | 458 | 773 | 1135 | 1570 | 1733 | 2092 | 2144 | 2093 | 2105 | 2517 | 2867 | 2556 | 2079 | 1626 | 1282 | 983 | 731 | 31923A |
| 24 | M | 423 | 214 | 134 | 111 | 191 | 508 | 1830 | 3647 | 3881 | 2917 | 2480 | 2183 | 2265 | 2496 | 2665 | 3456 | 4920 | 5585 | 5053 | 2599 | 1575 | 1160 | 966 | 635 | 51894A |
| 25 | T | 369 | 214 | 133 | 103 | 178 | 518 | 1786 | 3665 | 3929 | 3222 | 2708 | 2342 | 2388 | 2450 | 2762 | 3706 | 5030 | 5779 | 4945 | 2913 | 1870 | 1407 | 1111 | 828 | 54356A |
| 26 | W | 452 | 278 | 175 | 130 | 195 | 521 | 1642 | 3275 | 3604 | 2926 | 2535 | 2579 | 2638 | 3050 | 3676 | 4754 | 5384 | 5507 | 4407 | 2981 | 2205 | 1696 | 1428 | 1104 | 57142A |
| 27 | R | 1333 | 1311 | 378 | 264 | 239 | 266 | 399 | 611 | 840 | 1197 | 1701 | 2012 | 2566 | 2721 | 2837 | 2906 | 2977 | 2983 | 3104 | 2631 | 2370 | 2352 | 2233 | 1785 | 42016H |
| 28 | F | 1008 | 549 | 381 | 286 | 372 | 474 | 851 | 1201 | 1346 | 1644 | 1881 | 2197 | 2330 | 2456 | 2550 | 2628 | 2829 | 2797 | 2594 | 1958 | 1570 | 1263 | 1269 | 1055 | 37489A |
| 29 | A | 717 | 424 | 326 | 252 | 273 | 329 | 481 | 762 | 1082 | 1481 | 1890 | 2107 | 2222 | 2358 | 2314 | 2346 | 2385 | 2439 | 2641 | 2178 | 1870 | 1486 | 1291 | 1180 | 34834A |
| 30 | S | 919 | 609 | 439 | 341 | 306 | 279 | 342 | 479 | 620 | 964 | 1506 | 1832 | 2017 | 2266 | 2309 | 2388 | 2344 | 2488 | 2353 | 1813 | 1995 | 1703 | 1309 | 850 | 32471A |

WEEKDAY AVERAGE = 51871 SATURDAY AVERAGE = 38468 SUNDAY AVERAGE = 34747 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1266730
MONTHLY AVERAGE = 47510

Comments

"B"====> BAD DAY
"N"====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"====> ATYPICAL DAY
"H"====> ATYPICAL DAY (HOLIDAY) 11/27, THANKSGIVING DAY - 11/11, VETERAN'S DAY
"S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD S821

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT | |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------------------------|--|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | | |
| 1 | A | 339 | 185 | 159 | 128 | 166 | 313 | 601 | 726 | 995 | 1038 | 1102 | 1313 | 1355 | 1440 | 1372 | 1269 | 1358 | 1241 | 1328 | 1198 | 969 | 840 | 737 | 604 | 20776N 629B | |
| 2 | S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | M | 174 | 69 | 64 | 102 | 199 | 725 | 1806 | 1959 | 1530 | 1260 | 1289 | 1228 | 1332 | 1368 | 1383 | 1573 | 1547 | 1624 | 1179 | 792 | 563 | 458 | 346 | 236 | 22806N | |
| 4 | T | 140 | 59 | 69 | 73 | 166 | 728 | 1526 | 1768 | 1507 | 1360 | 1264 | 1187 | 1314 | 1358 | 1308 | 1351 | 1486 | 1505 | 1107 | 847 | 614 | 519 | 309 | 248 | 21813N | |
| 5 | W | 160 | 79 | 62 | 65 | 186 | 710 | 1751 | 1937 | 1577 | 1318 | 1217 | 1206 | 1237 | 1433 | 1390 | 1620 | 1682 | 1613 | 1219 | 857 | 560 | 476 | 355 | 224 | 22934N | |
| 6 | R | 139 | 66 | 72 | 79 | 177 | 712 | 1767 | 1918 | 1524 | 1244 | 1229 | 1255 | 1287 | 1368 | 1463 | 1655 | 1764 | 1818 | 1430 | 1025 | 774 | 772 | 411 | 238 | 24187N | |
| 7 | F | 164 | 79 | 74 | 80 | 179 | 729 | 1733 | 1861 | 1538 | 1255 | 1272 | 1272 | 1412 | 1470 | 1585 | 1677 | 1853 | 1736 | 1441 | 1128 | 791 | 704 | 667 | 423 | 25123N | |
| 8 | A | 275 | 191 | 163 | 104 | 150 | 289 | 657 | 826 | 1038 | 1221 | 1212 | 1360 | 1420 | 1405 | 1486 | 1507 | 1575 | 1494 | 1468 | 1194 | 860 | 811 | 686 | 556 | 21948N | |
| 9 | S | 358 | 224 | 144 | 187 | 177 | 271 | 347 | 553 | 662 | 962 | 1364 | 1501 | 1634 | 1601 | 1672 | 1639 | 1680 | 1632 | 1704 | 1375 | 929 | 665 | 429 | 304 | 22014N | |
| 10 | M | 191 | 87 | 66 | 106 | 189 | 751 | 1748 | 1905 | 1653 | 1386 | 1314 | 1384 | 1468 | 1416 | 1595 | 1640 | 1679 | 1746 | 1180 | 839 | 652 | 467 | 356 | 249 | 24067N 22116B 23177B | |
| 11 | T | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | R | 171 | 60 | 78 | 89 | 177 | 678 | 1769 | 1936 | 1568 | 1357 | 1236 | 1260 | 1338 | 1474 | 1553 | 1659 | 1717 | 1870 | 1339 | 958 | 677 | 630 | 531 | 297 | 24422S | |
| 14 | F | 193 | 91 | 70 | 87 | 203 | 704 | 1720 | 1804 | 1629 | 1330 | 1290 | 1320 | 1453 | 1489 | 1601 | 1779 | 1767 | 1921 | 1557 | 1110 | 901 | 853 | 1266 | 759 | 26897A | |
| 15 | A | 409 | 206 | 149 | 138 | 180 | 310 | 610 | 855 | 1058 | 1217 | 1249 | 1346 | 1392 | 1412 | 1462 | 1506 | 1633 | 1558 | 1774 | 1785 | 1976 | 1105 | 873 | 634 | 24837A | |
| 16 | S | 453 | 264 | 175 | 149 | 188 | 231 | 353 | 522 | 740 | 941 | 1306 | 1418 | 1424 | 1574 | 1673 | 1788 | 1773 | 1986 | 2289 | 2682 | 2565 | 2000 | 762 | 364 | 27620A | |
| 17 | M | 215 | 77 | 71 | 97 | 241 | 843 | 1790 | 2017 | 1839 | 1679 | 1709 | 1524 | 1503 | 1551 | 1515 | 1607 | 1601 | 1649 | 1272 | 829 | 632 | 505 | 336 | 234 | 25336A | |
| 18 | T | 127 | 65 | 59 | 75 | 178 | 703 | 1691 | 1959 | 1657 | 1340 | 1311 | 1187 | 1267 | 1412 | 1491 | 1566 | 1672 | 1682 | 1224 | 860 | 631 | 482 | 376 | 232 | 23247N | |
| 19 | W | 143 | 54 | 68 | 67 | 146 | 701 | 1694 | 1957 | 1606 | 1281 | 1263 | 1248 | 1260 | 1472 | 1431 | 1646 | 1701 | 1721 | 1257 | 821 | 606 | 547 | 353 | 265 | 23308N | |
| 20 | R | 145 | 72 | 63 | 76 | 176 | 715 | 1664 | 1913 | 1609 | 1242 | 1283 | 1243 | 1356 | 1405 | 1436 | 1544 | 1663 | 1707 | 1336 | 914 | 680 | 533 | 413 | 274 | 23462N | |
| 21 | F | 182 | 78 | 81 | 77 | 184 | 681 | 1628 | 1910 | 1615 | 1291 | 1310 | 1307 | 1305 | 1488 | 1576 | 1669 | 1872 | 1784 | 1465 | 1101 | 911 | 658 | 578 | 440 | 25191N | |
| 22 | A | 276 | 175 | 119 | 136 | 182 | 299 | 590 | 799 | 1055 | 1260 | 1307 | 1320 | 1472 | 1520 | 1447 | 1577 | 1498 | 1485 | 1405 | 1198 | 887 | 759 | 721 | 527 | 22014N | |
| 23 | S | 348 | 204 | 151 | 120 | 156 | 207 | 343 | 506 | 711 | 944 | 1268 | 1377 | 1430 | 1434 | 1483 | 1520 | 1507 | 1598 | 1463 | 1185 | 817 | 600 | 448 | 272 | 20092A | |
| 24 | M | 182 | 86 | 61 | 83 | 197 | 770 | 1664 | 1873 | 1579 | 1318 | 1281 | 1238 | 1340 | 1468 | 1377 | 1539 | 1505 | 1674 | 1262 | 887 | 632 | 526 | 386 | 266 | 23194A | |
| 25 | T | 161 | 77 | 65 | 92 | 182 | 725 | 1674 | 1864 | 1618 | 1322 | 1335 | 1263 | 1340 | 1522 | 1501 | 1687 | 1779 | 1775 | 1358 | 1008 | 776 | 603 | 441 | 280 | 24448A | |
| 26 | W | 191 | 84 | 73 | 100 | 196 | 702 | 1588 | 1815 | 1617 | 1402 | 1396 | 1409 | 1526 | 1741 | 1589 | 1697 | 1616 | 1707 | 1615 | 1159 | 887 | 686 | 486 | 421 | 25703A | |
| 27 | R | 282 | 175 | 103 | 83 | 123 | 204 | 368 | 418 | 572 | 727 | 880 | 973 | 1131 | 1165 | 1162 | 1214 | 1190 | 1183 | 1245 | 1060 | 930 | 877 | 816 | 525 | 17406H | |
| 28 | F | 313 | 177 | 117 | 210 | 336 | 650 | 945 | 1065 | 1076 | 1145 | 1361 | 1383 | 1317 | 1436 | 1336 | 1460 | 1471 | 1486 | 1521 | 1204 | 865 | 856 | 868 | 483 | 23081A | |
| 29 | A | 317 | 175 | 136 | 121 | 131 | 295 | 460 | 644 | 839 | 1069 | 1252 | 1541 | 1473 | 1554 | 1596 | 1594 | 1601 | 1721 | 1712 | 1327 | 1016 | 841 | 732 | 559 | 22706A | |
| 30 | S | 338 | 200 | 140 | 155 | 166 | 266 | 330 | 449 | 651 | 1029 | 1514 | 1777 | 1829 | 1988 | 2007 | 1734 | 1673 | 1579 | 1357 | 1038 | 755 | 566 | 417 | 237 | 22195A | |

WEEKDAY AVERAGE = 23688 SATURDAY AVERAGE = 22456 SUNDAY AVERAGE = 22980 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 630827
MONTHLY AVERAGE = 23411

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, HURRICANES & VIRGINIA TECH FOOTBALL GAME @7:30PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD S821

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | A | 514 | 354 | 287 | 234 | 257 | 312 | 528 | 715 | 872 | 1023 | 1173 | 1543 | 1543 | 1570 | 1534 | 1559 | 1548 | 1457 | 1383 | 1172 | 1090 | 831 | 751 | 665 | 22915N |
| 2 | S | | | | | | | | | | | | | | | | | | | | | | | | | 856B |
| 3 | M | | | | | | | | | | | | | | | | | | | | | | | | | 21058B |
| 4 | T | 233 | 128 | 89 | 77 | 155 | 381 | 989 | 1483 | 1387 | 1254 | 1193 | 1288 | 1263 | 1257 | 1392 | 1526 | 1687 | 1754 | 1552 | 1169 | 756 | 654 | 577 | 356 | 22600N |
| 5 | W | 230 | 152 | 95 | 87 | 133 | 419 | 1045 | 1770 | 1684 | 1253 | 1217 | 1262 | 1213 | 1273 | 1419 | 1629 | 1691 | 1853 | 1629 | 1326 | 936 | 752 | 634 | 461 | 24163N |
| 6 | R | 264 | 141 | 85 | 99 | 163 | 407 | 1057 | 1759 | 1709 | 1330 | 1230 | 1302 | 1330 | 1309 | 1410 | 1596 | 1701 | 2013 | 1993 | 1596 | 1040 | 872 | 690 | 468 | 25564N |
| 7 | F | 252 | 174 | 102 | 108 | 160 | 426 | 1063 | 1692 | 1556 | 1302 | 1413 | 1518 | 1491 | 1518 | 1641 | 1908 | 2044 | 2010 | 1971 | 1756 | 1363 | 1019 | 914 | 685 | 28086N |
| 8 | A | 449 | 297 | 194 | 171 | 195 | 339 | 686 | 948 | 1060 | 1260 | 1484 | 1682 | 1663 | 1582 | 1647 | 1606 | 1579 | 1458 | 1521 | 1148 | 963 | 783 | 723 | 671 | 24109N |
| 9 | S | 491 | 366 | 251 | 170 | 179 | 219 | 380 | 507 | 604 | 846 | 1153 | 1306 | 1324 | 1388 | 1355 | 1254 | 1283 | 1274 | 1240 | 1010 | 841 | 643 | 553 | 449 | 19086N |
| 10 | M | 253 | 138 | 84 | 93 | 166 | 402 | 1092 | 1720 | 1581 | 1223 | 1242 | 1235 | 1298 | 1263 | 1394 | 1607 | 1723 | 1812 | 1603 | 1304 | 924 | 756 | 572 | 457 | 23942N |
| 11 | T | | | | | | | | | | | | | | | | | | | | | | | | | 22775B |
| 12 | W | | | | | | | | | | | | | | | | | | | | | | | | | 24145B |
| 13 | R | 277 | 188 | 126 | 111 | 146 | 402 | 1030 | 1766 | 1657 | 1281 | 1273 | 1417 | 1400 | 1413 | 1670 | 1736 | 1984 | 1992 | 1821 | 1489 | 1124 | 855 | 690 | 507 | 26355S |
| 14 | F | 370 | 190 | 129 | 129 | 167 | 468 | 1128 | 1774 | 1601 | 1428 | 1507 | 1544 | 1634 | 1665 | 1757 | 2013 | 2157 | 2050 | 1999 | 1866 | 1357 | 1027 | 879 | 728 | 29567N |
| 15 | A | 484 | 381 | 231 | 182 | 219 | 405 | 707 | 932 | 1164 | 1352 | 1716 | 1778 | 1705 | 1751 | 1639 | 1714 | 1493 | 1524 | 1370 | 1151 | 993 | 813 | 754 | 669 | 25127N |
| 16 | S | 525 | 378 | 242 | 193 | 170 | 209 | 462 | 677 | 914 | 1151 | 2133 | 1700 | 1887 | 2460 | 1594 | 1262 | 1233 | 1228 | 1215 | 1104 | 908 | 692 | 513 | 425 | 23275A |
| 17 | M | 253 | 119 | 84 | 93 | 168 | 411 | 1005 | 1683 | 1533 | 1181 | 1220 | 1289 | 1275 | 1254 | 1349 | 1658 | 1825 | 1819 | 1639 | 1320 | 913 | 653 | 575 | 370 | 23689N |
| 18 | T | 231 | 127 | 83 | 96 | 178 | 384 | 1039 | 1698 | 1551 | 1235 | 1221 | 1189 | 1216 | 1239 | 1320 | 1635 | 1844 | 1777 | 1650 | 1318 | 924 | 775 | 600 | 399 | 23729N |
| 19 | W | 212 | 125 | 81 | 88 | 143 | 391 | 1027 | 1641 | 1567 | 1228 | 1122 | 1192 | 1236 | 1310 | 1422 | 1557 | 1708 | 1855 | 1695 | 1337 | 995 | 804 | 645 | 478 | 23859N |
| 20 | R | 258 | 131 | 108 | 95 | 130 | 435 | 967 | 1696 | 1621 | 1248 | 1175 | 1270 | 1347 | 1249 | 1495 | 1564 | 1763 | 1807 | 1666 | 1184 | 1137 | 915 | 701 | 487 | 24449N |
| 21 | F | 261 | 137 | 122 | 115 | 198 | 412 | 987 | 1683 | 1573 | 1261 | 1206 | 1119 | 1486 | 1477 | 1612 | 1823 | 1981 | 1729 | 1750 | 1800 | 1312 | 983 | 841 | 671 | 26539N |
| 22 | A | 505 | 319 | 223 | 173 | 214 | 313 | 578 | 818 | 994 | 1266 | 1374 | 1705 | 1632 | 1684 | 1607 | 1648 | 1548 | 1448 | 1423 | 1125 | 964 | 790 | 738 | 702 | 23791N |
| 23 | S | 520 | 338 | 234 | 168 | 171 | 202 | 356 | 452 | 575 | 789 | 1061 | 1268 | 1360 | 1349 | 1377 | 1279 | 1256 | 1319 | 1241 | 1027 | 839 | 721 | 569 | 394 | 18865A |
| 24 | M | 266 | 124 | 69 | 95 | 155 | 439 | 1031 | 1628 | 1593 | 1205 | 1215 | 1254 | 1246 | 1326 | 1397 | 1605 | 1764 | 1838 | 1628 | 1359 | 938 | 758 | 593 | 431 | 23957A |
| 25 | T | 299 | 137 | 106 | 83 | 179 | 436 | 1050 | 1670 | 1611 | 1317 | 1262 | 1333 | 1328 | 1350 | 1413 | 1682 | 1768 | 1834 | 1748 | 1450 | 1112 | 883 | 686 | 484 | 25221A |
| 26 | W | 303 | 168 | 111 | 103 | 196 | 422 | 918 | 1639 | 1552 | 1242 | 1299 | 1465 | 1502 | 1494 | 1717 | 1810 | 1968 | 1898 | 1795 | 1557 | 1340 | 963 | 859 | 660 | 26981A |
| 27 | R | 418 | 292 | 204 | 144 | 177 | 216 | 393 | 542 | 582 | 831 | 1182 | 1325 | 1436 | 1417 | 1277 | 1271 | 1127 | 1030 | 1052 | 1036 | 992 | 990 | 976 | 802 | 19712H |
| 28 | F | 488 | 272 | 143 | 201 | 395 | 543 | 868 | 1012 | 1090 | 1354 | 1670 | 1948 | 1850 | 1783 | 1698 | 1761 | 1641 | 1596 | 1526 | 1329 | 984 | 779 | 750 | 598 | 26279A |
| 29 | A | 416 | 313 | 188 | 165 | 205 | 375 | 587 | 756 | 796 | 1094 | 1366 | 1617 | 1560 | 1579 | 1542 | 1588 | 1406 | 1310 | 1300 | 1062 | 906 | 770 | 677 | 623 | 22201A |
| 30 | S | 477 | 325 | 257 | 153 | 195 | 198 | 372 | 438 | 540 | 714 | 978 | 1168 | 1278 | 1372 | 1315 | 1246 | 1215 | 1158 | 1110 | 984 | 770 | 689 | 582 | 412 | 17946A |

WEEKDAY AVERAGE = 24870 SATURDAY AVERAGE = 23628 SUNDAY AVERAGE = 19793 NUMBER OF GOOD DAYS 26 TOTAL MONTHLY COUNT = 622007
MONTHLY AVERAGE = 23967

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, HURRICANES & VIRGINIA TECH FOOTBALL GAME @7:30PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: MIAMI-DADE STATION: 0193 DIRECTION: E LANE: 0
DESCRIPTION: SR-878, 0.15 MI W SR 826, DADE CO.
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD S878

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------------------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | A | 440 | 297 | 162 | 120 | 121 | 233 | 455 | 649 | 967 | 1167 | 1075 | 1206 | 1226 | 1276 | 1180 | 1058 | 1135 | 1079 | 1110 | 1100 | 823 | 637 | 536 | 463 | 18515A 558B |
| 2 | S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | M | 82 | 45 | 23 | 40 | 114 | 547 | 2426 | 3237 | 2894 | 1777 | 1278 | 1128 | 1135 | 1114 | 1164 | 1064 | 1046 | 1017 | 975 | 671 | 530 | 455 | 336 | 206 | 23304N |
| 4 | T | 91 | 48 | 22 | 42 | 111 | 547 | 2228 | 2985 | 2792 | 1856 | 1506 | 1148 | 1201 | 1262 | 1237 | 1059 | 1064 | 1022 | 906 | 739 | 534 | 420 | 376 | 233 | 23429A |
| 5 | W | 185 | 125 | 57 | 34 | 110 | 532 | 2280 | 3018 | 3044 | 2013 | 1355 | 1183 | 1127 | 1183 | 1241 | 1077 | 1115 | 1138 | 1115 | 742 | 529 | 427 | 299 | 158 | 24087A |
| 6 | R | 88 | 49 | 29 | 33 | 112 | 560 | 2434 | 3402 | 2871 | 1800 | 1384 | 1156 | 1211 | 1110 | 1209 | 1217 | 1073 | 1208 | 1191 | 783 | 607 | 478 | 448 | 257 | 24710N |
| 7 | F | 138 | 61 | 53 | 38 | 135 | 514 | 2391 | 3161 | 2776 | 1835 | 1474 | 1208 | 1258 | 1192 | 1208 | 1210 | 1152 | 1278 | 1332 | 1091 | 836 | 560 | 506 | 452 | 25859N |
| 8 | A | 251 | 133 | 75 | 58 | 79 | 196 | 587 | 831 | 1069 | 1300 | 1311 | 1343 | 1405 | 1342 | 1265 | 1268 | 1264 | 1240 | 1169 | 1019 | 824 | 607 | 539 | 437 | 19612N |
| 9 | S | 288 | 222 | 129 | 71 | 83 | 147 | 313 | 357 | 507 | 715 | 1106 | 1115 | 1187 | 1110 | 1077 | 1037 | 930 | 978 | 933 | 602 | 481 | 396 | 240 | 142 | 14166N |
| 10 | M | 81 | 40 | 39 | 37 | 102 | 524 | 2335 | 3165 | 2702 | 1723 | 1381 | 1181 | 1153 | 1163 | 1194 | 1104 | 1022 | 1098 | 1098 | 737 | 563 | 439 | 269 | 151 | 23301N 21503B |
| 11 | T | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | W | 62 | 68 | 21 | 26 | 90 | 468 | 2247 | 3100 | 2979 | 1994 | 1346 | 1240 | 1167 | 1192 | 1207 | 1109 | 1110 | 1130 | 1091 | 753 | 601 | 463 | 350 | 220 | 24034N |
| 13 | R | 109 | 62 | 28 | 38 | 88 | 560 | 2379 | 3385 | 2830 | 1927 | 1364 | 1153 | 1163 | 1116 | 1188 | 1209 | 1161 | 1207 | 1045 | 797 | 586 | 447 | 342 | 247 | 24431N |
| 14 | F | 184 | 87 | 45 | 43 | 122 | 506 | 2279 | 3252 | 2749 | 2029 | 1431 | 1239 | 1208 | 1120 | 1186 | 1155 | 1155 | 1262 | 1321 | 1017 | 732 | 553 | 608 | 569 | 25852N |
| 15 | A | 300 | 153 | 102 | 74 | 99 | 248 | 524 | 684 | 1071 | 1228 | 1323 | 1283 | 1335 | 1263 | 1155 | 1116 | 1126 | 1188 | 1274 | 1143 | 912 | 721 | 522 | 480 | 19324N |
| 16 | S | 344 | 233 | 109 | 78 | 90 | 121 | 280 | 351 | 474 | 661 | 935 | 1142 | 1086 | 1105 | 996 | 961 | 1005 | 935 | 982 | 684 | 627 | 787 | 405 | 168 | 14559A |
| 17 | M | 84 | 40 | 29 | 25 | 95 | 509 | 2281 | 3254 | 2751 | 1918 | 1248 | 1094 | 1120 | 1148 | 1200 | 1102 | 1054 | 1058 | 961 | 703 | 533 | 396 | 324 | 165 | 23092N |
| 18 | T | 76 | 36 | 29 | 34 | 111 | 542 | 2329 | 3289 | 3055 | 1918 | 1225 | 1141 | 1047 | 1104 | 1107 | 1131 | 1153 | 995 | 1080 | 725 | 544 | 458 | 338 | 223 | 23690N |
| 19 | W | 93 | 45 | 24 | 33 | 95 | 524 | 2322 | 3369 | 2891 | 2029 | 1407 | 1205 | 1216 | 1163 | 1211 | 1134 | 1078 | 1229 | 979 | 1058 | 672 | 525 | 437 | 162 | 24901N 23455B 24600B |
| 20 | R | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | F | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | A | 126 | 164 | 97 | 96 | 126 | 226 | 354 | 665 | 1112 | 1242 | 1107 | 1217 | 1260 | 1247 | 1135 | 1102 | 1080 | 941 | 1213 | 988 | 723 | 601 | 483 | 407 | 17712A |
| 23 | S | 256 | 133 | 129 | 98 | 63 | 121 | 294 | 370 | 459 | 726 | 978 | 1084 | 1028 | 1035 | 1042 | 923 | 1014 | 929 | 549 | 452 | 311 | 249 | 227 | 164 | 12634A |
| 24 | M | 109 | 57 | 49 | 35 | 54 | 288 | 963 | 1388 | 2253 | 1709 | 1410 | 1160 | 1231 | 1303 | 1346 | 1229 | 1215 | 1292 | 1122 | 800 | 594 | 445 | 429 | 74 | 20555A |
| 25 | T | 45 | 24 | 35 | 30 | 76 | 238 | 1709 | 3196 | 2886 | 1837 | 1471 | 1257 | 1204 | 1118 | 1208 | 1200 | 1111 | 1125 | 987 | 456 | 379 | 295 | 244 | 185 | 22316A |
| 26 | W | 101 | 74 | 40 | 40 | 59 | 242 | 996 | 1633 | 1472 | 1030 | 1075 | 1252 | 1364 | 1273 | 1276 | 1157 | 1084 | 815 | 590 | 497 | 397 | 358 | 320 | 267 | 17412A |
| 27 | R | 139 | 84 | 58 | 38 | 52 | 76 | 169 | 167 | 194 | 418 | 528 | 616 | 670 | 698 | 642 | 648 | 616 | 404 | 401 | 325 | 305 | 334 | 357 | 296 | 8235H |
| 28 | F | 161 | 90 | 69 | 125 | 279 | 385 | 578 | 657 | 741 | 1108 | 1240 | 1273 | 1190 | 1182 | 1132 | 1025 | 1004 | 589 | 599 | 483 | 415 | 337 | 320 | 272 | 15254A |
| 29 | A | | | | | | | | | | | | | | | | | | | | | | | | | 9877B |
| 30 | S | | | | | | | | | | | | | | | | | | | | | | | | | 7931B |

WEEKDAY AVERAGE = 21952 SATURDAY AVERAGE = 18790 SUNDAY AVERAGE = 13786 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 490984
MONTHLY AVERAGE = 20334

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/27, THANKSGIVING DAY - 11/11, VETERAN'S DAY
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: MIAMI-DADE STATION: 0193 DIRECTION: W LANE: 0
DESCRIPTION: SR-878, 0.15 MI W SR 826, DADE CO.
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD S878

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------------------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | A | 680 | 623 | 731 | 684 | 391 | 260 | 219 | 338 | 599 | 650 | 787 | 998 | 1115 | 1126 | 1182 | 1326 | 1314 | 1305 | 1322 | 1246 | 1002 | 956 | 867 | 802 | 20523A 1102B |
| 2 | S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | M | 197 | 302 | 78 | 45 | 49 | 112 | 454 | 959 | 930 | 666 | 835 | 854 | 1078 | 1163 | 1458 | 2241 | 2743 | 3472 | 2732 | 1654 | 1033 | 766 | 614 | 394 | 24829A |
| 4 | T | 174 | 133 | 71 | 42 | 63 | 120 | 383 | 842 | 846 | 759 | 794 | 947 | 1079 | 1284 | 1498 | 2183 | 2864 | 3338 | 1911 | 1434 | 912 | 712 | 640 | 408 | 23437A |
| 5 | W | 273 | 168 | 89 | 71 | 136 | 120 | 455 | 949 | 1016 | 734 | 854 | 859 | 1030 | 1271 | 1576 | 2131 | 2814 | 2675 | 2697 | 1774 | 1166 | 967 | 783 | 526 | 25134N |
| 6 | R | 273 | 158 | 123 | 73 | 66 | 122 | 478 | 954 | 1029 | 815 | 798 | 909 | 1077 | 1204 | 1544 | 2165 | 2427 | 3386 | 2047 | 1581 | 1231 | 1051 | 771 | 524 | 24806A |
| 7 | F | 388 | 180 | 134 | 138 | 96 | 132 | 437 | 965 | 954 | 761 | 899 | 926 | 1207 | 1300 | 1622 | 2157 | 2742 | 3338 | 2439 | 1620 | 1048 | 998 | 938 | 881 | 26300N |
| 8 | A | 673 | 474 | 380 | 280 | 195 | 134 | 199 | 450 | 623 | 699 | 882 | 951 | 1067 | 1158 | 1163 | 1194 | 1200 | 1336 | 1256 | 1041 | 873 | 754 | 795 | 804 | 18581N |
| 9 | S | 616 | 470 | 321 | 263 | 209 | 209 | 175 | 243 | 344 | 412 | 616 | 658 | 877 | 959 | 949 | 975 | 1186 | 1172 | 1028 | 986 | 734 | 573 | 505 | 412 | 14892N |
| 10 | M | 229 | 102 | 56 | 39 | 50 | 101 | 456 | 912 | 891 | 704 | 790 | 892 | 993 | 1199 | 1548 | 2107 | 2741 | 3015 | 1910 | 1364 | 1032 | 876 | 617 | 506 | 23130A 20485B 23169B |
| 11 | T | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | R | 334 | 181 | 126 | 80 | 77 | 123 | 485 | 976 | 1054 | 769 | 837 | 904 | 1083 | 1264 | 1502 | 2185 | 2801 | 3373 | 2761 | 1752 | 1192 | 940 | 715 | 584 | 26098N |
| 14 | F | 425 | 223 | 186 | 112 | 100 | 143 | 420 | 963 | 1082 | 829 | 878 | 998 | 1153 | 1391 | 1598 | 2201 | 2681 | 3218 | 2533 | 1754 | 1307 | 1039 | 1087 | 905 | 27226N |
| 15 | A | 656 | 482 | 389 | 269 | 191 | 157 | 210 | 422 | 639 | 837 | 938 | 1049 | 1210 | 1258 | 1253 | 1413 | 1431 | 1399 | 1399 | 1269 | 965 | 970 | 905 | 818 | 20529A |
| 16 | S | 641 | 478 | 328 | 270 | 217 | 163 | 187 | 300 | 357 | 478 | 645 | 749 | 929 | 931 | 882 | 904 | 1045 | 1177 | 1227 | 1080 | 800 | 618 | 522 | 428 | 15356A |
| 17 | M | 213 | 127 | 65 | 42 | 38 | 108 | 446 | 979 | 999 | 755 | 817 | 870 | 1011 | 1196 | 1483 | 2096 | 2940 | 3170 | 2592 | 1784 | 1021 | 823 | 622 | 418 | 24615N |
| 18 | T | 201 | 94 | 79 | 50 | 53 | 124 | 433 | 958 | 1001 | 768 | 766 | 848 | 1119 | 1152 | 1443 | 2187 | 2822 | 3201 | 2508 | 1792 | 1197 | 950 | 665 | 527 | 24938N |
| 19 | W | 254 | 132 | 79 | 97 | 89 | 109 | 448 | 952 | 1070 | 809 | 806 | 928 | 1076 | 1249 | 1642 | 2196 | 2313 | 2843 | 2428 | 1699 | 1286 | 1064 | 847 | 578 | 24994N |
| 20 | R | 304 | 177 | 137 | 81 | 61 | 116 | 469 | 914 | 1107 | 749 | 808 | 945 | 1141 | 1273 | 1579 | 2118 | 2812 | 2793 | 1832 | 1727 | 1178 | 1047 | 762 | 608 | 24738A |
| 21 | F | 313 | 204 | 178 | 136 | 91 | 141 | 408 | 919 | 950 | 816 | 878 | 924 | 1200 | 1348 | 1584 | 2262 | 2748 | 2800 | 1734 | 1504 | 1240 | 978 | 890 | 861 | 25107A |
| 22 | A | 648 | 482 | 362 | 276 | 179 | 149 | 195 | 381 | 565 | 694 | 823 | 991 | 1203 | 1212 | 1298 | 1317 | 1370 | 1246 | 1217 | 1010 | 890 | 881 | 832 | 773 | 18994N |
| 23 | S | 603 | 445 | 334 | 252 | 158 | 140 | 156 | 207 | 341 | 399 | 676 | 730 | 978 | 953 | 878 | 985 | 1097 | 1038 | 1069 | 890 | 745 | 610 | 563 | 365 | 14612N |
| 24 | M | 221 | 118 | 62 | 29 | 55 | 91 | 409 | 862 | 1001 | 763 | 795 | 863 | 1084 | 1204 | 1524 | 2171 | 2621 | 3086 | 2387 | 1372 | 1008 | 852 | 732 | 491 | 23801A |
| 25 | T | 235 | 116 | 70 | 67 | 72 | 92 | 441 | 853 | 1025 | 735 | 912 | 958 | 1149 | 1284 | 1568 | 2123 | 2383 | 2411 | 1951 | 1582 | 1102 | 1011 | 670 | 546 | 23356A |
| 26 | W | 293 | 192 | 142 | 106 | 127 | 128 | 405 | 794 | 867 | 784 | 868 | 1091 | 1247 | 1545 | 1891 | 2367 | 2787 | 2234 | 1695 | 1272 | 1027 | 791 | 749 | 616 | 24018A |
| 27 | R | 534 | 420 | 418 | 325 | 253 | 181 | 143 | 260 | 248 | 384 | 528 | 695 | 696 | 787 | 815 | 895 | 882 | 753 | 705 | 653 | 599 | 615 | 562 | 484 | 12835H |
| 28 | F | 313 | 188 | 133 | 114 | 131 | 151 | 292 | 479 | 606 | 661 | 841 | 978 | 1039 | 1174 | 1376 | 1526 | 1561 | 1318 | 1426 | 1201 | 971 | 793 | 774 | 766 | 18812A |
| 29 | A | 565 | 465 | 313 | 294 | 203 | 159 | 183 | 265 | 393 | 471 | 682 | 809 | 943 | 979 | 1056 | 1131 | 1164 | 1252 | 1206 | 1159 | 949 | 910 | 898 | 790 | 17239A |
| 30 | S | 617 | 472 | 356 | 257 | 203 | 142 | 129 | 189 | 254 | 351 | 526 | 611 | 785 | 786 | 816 | 883 | 884 | 892 | 987 | 915 | 732 | 569 | 462 | 318 | 13136A |

WEEKDAY AVERAGE = 23839 SATURDAY AVERAGE = 19173 SUNDAY AVERAGE = 14499 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 582036
MONTHLY AVERAGE = 21838

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/27, THANKSGIVING DAY - 11/11, VETERAN'S DAY
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: MIAMI-DADE STATION: 0137 DIRECTION: E LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD S826

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows include hourly counts for days 1 through 30, with sub-rows for AM (A) and PM (S) periods.

WEEKDAY AVERAGE = 74590 SATURDAY AVERAGE = 61703 SUNDAY AVERAGE = 49478 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1846819
MONTHLY AVERAGE = 69162

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, HURRICANES & VIRGINIA TECH FOOTBALL GAME @7:30PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/14/09

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2008

COUNTY NAME: MIAMI-DADE STATION: 0137 DIRECTION: W LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD S826

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | A | 1406 | 1028 | 912 | 966 | 987 | 1069 | 1435 | 1862 | 2433 | 2801 | 3058 | 3311 | 3532 | 3463 | 3551 | 3590 | 3540 | 3437 | 3472 | 3390 | 2904 | 2619 | 2293 | 1954 | 59013N 2580B |
| 2 | S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | M | 607 | 429 | 302 | 322 | 719 | 1857 | 4242 | 4537 | 3826 | 3681 | 3709 | 3770 | 3917 | 4170 | 4561 | 4716 | 4595 | 4528 | 4010 | 3238 | 2397 | 2014 | 1586 | 1186 | 68919N |
| 4 | T | 632 | 400 | 301 | 379 | 699 | 1843 | 3845 | 4223 | 3759 | 3670 | 3717 | 3889 | 4238 | 4340 | 4442 | 4595 | 4572 | 4343 | 3938 | 3237 | 2332 | 2145 | 1685 | 1149 | 68373N |
| 5 | W | 762 | 506 | 330 | 408 | 681 | 1855 | 4189 | 4406 | 3904 | 3409 | 3772 | 3499 | 3552 | 3777 | 4066 | 4753 | 4510 | 4676 | 4123 | 3368 | 2663 | 2319 | 1807 | 1227 | 68562N |
| 6 | R | 722 | 405 | 323 | 411 | 711 | 1882 | 4251 | 4539 | 3745 | 3741 | 3690 | 3750 | 4021 | 3958 | 4220 | 4303 | 4145 | 4737 | 4200 | 3503 | 2575 | 2315 | 1904 | 1353 | 69404N |
| 7 | F | 933 | 583 | 439 | 471 | 764 | 1812 | 4075 | 4453 | 3969 | 3698 | 3860 | 4047 | 4168 | 4383 | 4685 | 4881 | 4654 | 4445 | 4255 | 3658 | 2955 | 2521 | 2252 | 2050 | 74011N |
| 8 | A | 1357 | 944 | 747 | 649 | 701 | 895 | 1548 | 2051 | 2728 | 3026 | 3273 | 3423 | 3747 | 3778 | 3780 | 3732 | 3702 | 3905 | 3567 | 3283 | 2735 | 2447 | 2189 | 1960 | 60167N |
| 9 | S | 1491 | 1143 | 807 | 705 | 708 | 685 | 908 | 1090 | 1363 | 1829 | 2126 | 2519 | 2935 | 3146 | 3230 | 3534 | 4775 | 4030 | 3780 | 3064 | 2465 | 2070 | 1673 | 1201 | 51277N |
| 10 | M | 682 | 410 | 385 | 392 | 669 | 1871 | 3995 | 4524 | 3774 | 3730 | 3866 | 3771 | 4033 | 4276 | 4589 | 4691 | 4677 | 4588 | 4082 | 3189 | 2463 | 2059 | 1827 | 1194 | 69737N |
| 11 | T | 676 | 430 | 354 | 385 | 632 | 1630 | 3451 | 3809 | 3667 | 3762 | 3742 | 3945 | 4110 | 4168 | 4486 | 4617 | 4185 | 4038 | 3970 | 3272 | 2343 | 2281 | 1761 | 1185 | 66899H |
| 12 | W | 706 | 428 | 366 | 372 | 701 | 1831 | 4148 | 3901 | 3415 | 3749 | 3743 | 3875 | 4078 | 4257 | 4557 | 4779 | 4662 | 4657 | 4195 | 3399 | 2564 | 2406 | 1820 | 1342 | 69951N |
| 13 | R | 803 | 512 | 430 | 461 | 752 | 1916 | 4192 | 4392 | 3867 | 3801 | 3881 | 3850 | 4172 | 4308 | 4682 | 4852 | 4686 | 4536 | 4076 | 3473 | 2683 | 2476 | 2420 | 3128 | 74349S |
| 14 | F | 1123 | 669 | 465 | 512 | 755 | 1837 | 4093 | 4353 | 3777 | 3905 | 3742 | 4117 | 4345 | 4417 | 4713 | 4901 | 4800 | 4586 | 4141 | 3865 | 2973 | 2549 | 2644 | 1991 | 75273N |
| 15 | A | 1544 | 1167 | 801 | 722 | 727 | 987 | 1592 | 2006 | 2733 | 3009 | 3258 | 3599 | 3730 | 3704 | 3921 | 3731 | 3778 | 3906 | 3857 | 3373 | 2739 | 2619 | 2389 | 1998 | 61890N |
| 16 | S | 1670 | 1225 | 882 | 708 | 710 | 752 | 971 | 1055 | 1342 | 1840 | 2263 | 2556 | 2991 | 3205 | 3283 | 3586 | 4846 | 4136 | 3681 | 2878 | 2521 | 2057 | 1684 | 1258 | 52100N |
| 17 | M | | | | | | | | | | | | | | | | | | | | | | | | | 65529B |
| 18 | T | 664 | 378 | 314 | 370 | 675 | 1893 | 4345 | 4428 | 3729 | 3627 | 3799 | 3903 | 4301 | 4287 | 4702 | 4815 | 4591 | 4486 | 4261 | 3520 | 2595 | 2437 | 1943 | 1264 | 71327N |
| 19 | W | 674 | 420 | 350 | 361 | 709 | 1767 | 4133 | 4464 | 3770 | 3682 | 3755 | 3923 | 4152 | 4333 | 4712 | 4835 | 4648 | 4632 | 4143 | 3487 | 2688 | 2460 | 1897 | 1296 | 71291N |
| 20 | R | 730 | 458 | 394 | 438 | 713 | 1825 | 4170 | 4431 | 3702 | 3598 | 3788 | 3924 | 4230 | 4271 | 4722 | 4800 | 4624 | 4699 | 4242 | 3525 | 2800 | 2468 | 1951 | 1384 | 71887N |
| 21 | F | 865 | 578 | 470 | 485 | 752 | 1810 | 3982 | 4376 | 3719 | 3823 | 3950 | 3922 | 4339 | 3912 | 4795 | 4979 | 4697 | 4409 | 4383 | 3830 | 2979 | 2564 | 2283 | 2001 | 73903N |
| 22 | A | 1505 | 898 | 725 | 619 | 766 | 956 | 1565 | 1947 | 2465 | 2992 | 3276 | 3357 | 3752 | 3809 | 3847 | 3859 | 3784 | 3944 | 3885 | 3219 | 2738 | 2467 | 2515 | 2063 | 60953N |
| 23 | S | 1539 | 1055 | 768 | 662 | 648 | 709 | 946 | 1069 | 1317 | 1847 | 2361 | 2563 | 3002 | 3188 | 3361 | 3416 | 4734 | 4231 | 3739 | 2890 | 2491 | 2080 | 1723 | 1179 | 51518N |
| 24 | M | 724 | 461 | 324 | 379 | 690 | 1762 | 4024 | 4293 | 3904 | 3661 | 3827 | 3853 | 4033 | 4322 | 4602 | 4698 | 4707 | 4638 | 4135 | 3302 | 2498 | 2309 | 1801 | 1179 | 70126N |
| 25 | T | 701 | 431 | 339 | 394 | 674 | 1866 | 4175 | 4482 | 3796 | 3695 | 3864 | 3985 | 4247 | 4489 | 4763 | 4897 | 4649 | 4515 | 4302 | 3648 | 2830 | 2575 | 1966 | 1388 | 72671A |
| 26 | W | 817 | 506 | 386 | 466 | 758 | 1766 | 3896 | 4384 | 3772 | 3690 | 3415 | 4378 | 4531 | 4667 | 4683 | 4792 | 4800 | 4524 | 4068 | 3470 | 3089 | 2745 | 2221 | 1814 | 73638A |
| 27 | R | 2282 | 1553 | 726 | 561 | 574 | 770 | 1119 | 1122 | 1241 | 1698 | 1977 | 2508 | 2781 | 3069 | 3146 | 3189 | 3121 | 3115 | 3307 | 2703 | 2563 | 2651 | 2671 | 2298 | 50745H |
| 28 | F | 1603 | 886 | 568 | 573 | 793 | 1247 | 2057 | 2595 | 2434 | 2998 | 3199 | 3341 | 2744 | 3477 | 4046 | 3994 | 3786 | 3748 | 3730 | 3356 | 2642 | 2346 | 2405 | 1738 | 60306A |
| 29 | A | 1212 | 824 | 639 | 651 | 714 | 819 | 1270 | 1504 | 1968 | 2550 | 2765 | 3132 | 3407 | 3565 | 3656 | 3503 | 3642 | 3903 | 3966 | 3441 | 2846 | 2413 | 2214 | 1933 | 56537A |
| 30 | S | 1391 | 1035 | 786 | 674 | 631 | 703 | 892 | 991 | 1204 | 1670 | 2056 | 2399 | 2951 | 3193 | 3251 | 3101 | 3156 | 3234 | 3204 | 2692 | 2278 | 2053 | 1595 | 1184 | 46324A |

WEEKDAY AVERAGE = 69548 SATURDAY AVERAGE = 59712 SUNDAY AVERAGE = 50304 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 1821151
MONTHLY AVERAGE = 65393

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/2, DAYLIGHT SAVING TIME ENDS - 11/4, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, HURRICANES & VIRGINIA TECH FOOTBALL GAME @7:30PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

NASCAR 2007

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD S821 US ROAD TRNPK

Table with columns: DY D, 1-24, DAILY COUNT. Rows include hourly counts for days 1-30, with AM/PM indicators and station numbers.

WEEKDAY AVERAGE = 47180 SATURDAY AVERAGE = 34824 SUNDAY AVERAGE = 32949 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1308721
MONTHLY AVERAGE = 43382

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/22, THANKSGIVING DAY - 11/11, VETERAN'S DAY(OBS 11/12)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD S821 US ROAD TRNPK

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows represent hourly traffic counts for each day of the month (e.g., 1 R 299, 2 F 318, etc.).

WEEKDAY AVERAGE = 47867 SATURDAY AVERAGE = 33605 SUNDAY AVERAGE = 31181 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1311023
MONTHLY AVERAGE = 43445

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/22, THANKSGIVING DAY - 11/11, VETERAN'S DAY(OBS 11/12)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: FL. TURNPIKE STATION: 0267 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/FL TPK,0.7 MI S OF NW 41ST ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 28.535 STATE ROAD S821 US ROAD TRNPK

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows include hourly counts for days 1-30 (e.g., 1 R 373 265 228 320 477 1590 4269 5486 5288 3337 2602 2438 2404 2640 2868 3447 3869 4255 3250 2254 1648 1497 1144 749 56698N).

WEEKDAY AVERAGE = 56480 SATURDAY AVERAGE = 43405 SUNDAY AVERAGE = 40731 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1537850
MONTHLY AVERAGE = 52362

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/22, THANKSGIVING DAY - 11/11, VETERAN'S DAY(OBS 11/12)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: FL. TURNPIKE STATION: 0267 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/FL TPK,0.7 MI S OF NW 41ST ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 28.535 STATE ROAD S821 US ROAD TRNPK

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows represent hourly data for days 1 through 30, including weekdays, weekends, and holidays like Election Day and Thanksgiving.

WEEKDAY AVERAGE = 58588 SATURDAY AVERAGE = 43124 SUNDAY AVERAGE = 38802 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1459422
MONTHLY AVERAGE = 53552

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD S821

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | R | 171 | 71 | 71 | 102 | 174 | 976 | 1771 | 1721 | 1475 | 1312 | 1203 | 1213 | 1249 | 1360 | 1347 | 1479 | 1611 | 1595 | 1177 | 968 | 689 | 641 | 421 | 265 | 23062N |
| 2 | F | 199 | 83 | 78 | 92 | 218 | 993 | 1814 | 1675 | 1575 | 1268 | 1340 | 1286 | 1381 | 1438 | 1535 | 1661 | 1663 | 1718 | 1389 | 1214 | 917 | 746 | 678 | 511 | 25472N |
| 3 | A | 276 | 181 | 132 | 137 | 158 | 324 | 748 | 881 | 1082 | 1132 | 1263 | 1390 | 1409 | 1454 | 1497 | 1449 | 1468 | 1457 | 1546 | 1249 | 994 | 948 | 837 | 590 | 22602N |
| 4 | S | | | | | | | | | | | | | | | | | | | | | | | | | 716B |
| 5 | M | 183 | 70 | 72 | 100 | 269 | 1084 | 2022 | 1877 | 1488 | 1323 | 1353 | 1359 | 1305 | 1438 | 1503 | 1487 | 1661 | 1626 | 1250 | 883 | 678 | 511 | 356 | 259 | 24157N |
| 6 | T | 147 | 94 | 59 | 81 | 211 | 1050 | 2037 | 1835 | 1480 | 1324 | 1329 | 1289 | 1233 | 1367 | 1432 | 1558 | 1798 | 1755 | 1245 | 857 | 627 | 532 | 367 | 234 | 23941N |
| 7 | W | 196 | 95 | 78 | 82 | 194 | 1155 | 1897 | 1693 | 1450 | 1314 | 1216 | 1290 | 1246 | 1444 | 1393 | 1666 | 1611 | 1675 | 1319 | 960 | 658 | 539 | 342 | 243 | 23756N |
| 8 | R | 167 | 83 | 70 | 103 | 192 | 1133 | 1850 | 1779 | 1476 | 1286 | 1276 | 1302 | 1289 | 1455 | 1464 | 1615 | 1835 | 1768 | 1316 | 930 | 696 | 650 | 397 | 267 | 24399N |
| 9 | F | 189 | 95 | 81 | 103 | 231 | 1061 | 1875 | 1711 | 1511 | 1317 | 1369 | 1319 | 1381 | 1477 | 1539 | 1702 | 1847 | 1768 | 1534 | 1226 | 920 | 881 | 603 | 477 | 26217N |
| 10 | A | 352 | 190 | 128 | 134 | 187 | 397 | 718 | 919 | 1099 | 1270 | 1316 | 1298 | 1419 | 1421 | 1539 | 1579 | 1541 | 1492 | 1538 | 1237 | 951 | 818 | 704 | 492 | 22739N |
| 11 | S | 362 | 352 | 180 | 145 | 132 | 243 | 417 | 506 | 694 | 1091 | 1350 | 1437 | 1555 | 1627 | 1723 | 1692 | 1687 | 1721 | 1714 | 1385 | 1040 | 849 | 550 | 374 | 22826S |
| 12 | M | 220 | 102 | 102 | 116 | 222 | 921 | 1338 | 1415 | 1344 | 1335 | 1494 | 1432 | 1657 | 1632 | 1663 | 1682 | 1657 | 1701 | 1381 | 987 | 750 | 614 | 382 | 245 | 24392H |
| 13 | T | 162 | 92 | 62 | 90 | 213 | 1087 | 1906 | 1855 | 1597 | 1329 | 1285 | 1307 | 1303 | 1470 | 1438 | 1556 | 1683 | 1707 | 1199 | 705 | 616 | 488 | 378 | 235 | 23763N |
| 14 | W | 158 | 91 | 70 | 106 | 205 | 1065 | 1929 | 1779 | 1616 | 1397 | 1301 | 1307 | 1326 | 1506 | 1491 | 1651 | 1697 | 1748 | 1394 | 949 | 639 | 552 | 370 | 246 | 24593N |
| 15 | R | 159 | 88 | 56 | 84 | 237 | 1022 | 1918 | 1756 | 1601 | 1392 | 1367 | 1332 | 1521 | 1585 | 1493 | 1845 | 1858 | 1908 | 1502 | 1099 | 821 | 635 | 437 | 336 | 26052N |
| 16 | F | 223 | 111 | 97 | 91 | 197 | 1058 | 1828 | 1847 | 1549 | 1487 | 1228 | 1442 | 1545 | 1622 | 1575 | 1683 | 1867 | 1976 | 1672 | 1304 | 888 | 926 | 1080 | 712 | 28008A |
| 17 | A | 493 | 188 | 179 | 124 | 193 | 426 | 795 | 955 | 1140 | 1242 | 1342 | 1400 | 1530 | 1547 | 1553 | 1544 | 1753 | 1714 | 1823 | 1660 | 1749 | 1257 | 793 | 559 | 25959A |
| 18 | S | 367 | 224 | 154 | 122 | 167 | 257 | 382 | 519 | 737 | 918 | 1194 | 1213 | 1326 | 1532 | 1596 | 1710 | 1802 | 1893 | 2268 | 2738 | 2066 | 1945 | 1002 | 467 | 26599A |
| 19 | M | 238 | 120 | 106 | 143 | 315 | 1219 | 1993 | 1949 | 1762 | 1826 | 1795 | 1575 | 1552 | 1570 | 1592 | 1634 | 1634 | 1781 | 1312 | 841 | 658 | 512 | 367 | 262 | 26756A |
| 20 | T | 162 | 67 | 74 | 102 | 233 | 1042 | 1907 | 1812 | 1661 | 1475 | 1470 | 1377 | 1363 | 1541 | 1496 | 1704 | 1780 | 1807 | 1315 | 1059 | 696 | 572 | 460 | 293 | 25468A |
| 21 | W | 184 | 97 | 77 | 102 | 232 | 1028 | 1820 | 1818 | 1532 | 1368 | 1452 | 1424 | 1538 | 1660 | 1632 | 1822 | 1687 | 1695 | 1456 | 1163 | 807 | 766 | 506 | 403 | 26269A |
| 22 | R | 300 | 165 | 126 | 106 | 143 | 234 | 408 | 460 | 607 | 773 | 915 | 1047 | 1119 | 1150 | 1161 | 1100 | 1193 | 1149 | 1277 | 1102 | 1006 | 936 | 831 | 547 | 17855H |
| 23 | F | 322 | 148 | 148 | 167 | 313 | 644 | 892 | 1048 | 1053 | 1208 | 1280 | 1305 | 1291 | 1425 | 1479 | 1430 | 1484 | 1468 | 1406 | 1144 | 842 | 716 | 660 | 447 | 22320A |
| 24 | A | 317 | 198 | 131 | 132 | 173 | 315 | 520 | 671 | 838 | 1082 | 1261 | 1378 | 1515 | 1554 | 1572 | 1554 | 1619 | 1652 | 1627 | 1230 | 945 | 799 | 724 | 563 | 22370A |
| 25 | S | 393 | 229 | 169 | 162 | 136 | 234 | 375 | 450 | 709 | 991 | 1360 | 1614 | 1836 | 1848 | 1794 | 1716 | 1708 | 1898 | 1872 | 1717 | 990 | 682 | 442 | 264 | 23589A |
| 26 | M | 164 | 87 | 69 | 97 | 259 | 1062 | 1901 | 1816 | 1531 | 1292 | 1406 | 1336 | 1359 | 1451 | 1458 | 1510 | 1585 | 1676 | 1185 | 768 | 549 | 495 | 339 | 199 | 23594N |
| 27 | T | 140 | 65 | 84 | 82 | 199 | 1016 | 1825 | 1824 | 1603 | 1380 | 1332 | 1297 | 1302 | 1425 | 1400 | 1538 | 1628 | 1688 | 1268 | 843 | 593 | 487 | 350 | 250 | 23619N |
| 28 | W | 159 | 74 | 80 | 81 | 203 | 995 | 1930 | 1813 | 1621 | 1321 | 1261 | 1207 | 1277 | 1433 | 1442 | 1577 | 1679 | 1692 | 1269 | 900 | 624 | 520 | 366 | 253 | 23777N |
| 29 | R | 153 | 84 | 66 | 70 | 205 | 998 | 1926 | 1845 | 1605 | 1361 | 1275 | 1255 | 1311 | 1418 | 1415 | 1657 | 1669 | 1750 | 1294 | 883 | 709 | 549 | 410 | 261 | 24139N |
| 30 | F | 189 | 107 | 78 | 88 | 216 | 952 | 1830 | 1826 | 1543 | 1363 | 1358 | 1279 | 1363 | 1495 | 1497 | 1630 | 1791 | 1800 | 1557 | 1152 | 918 | 732 | 751 | 476 | 25991N |

WEEKDAY AVERAGE = 24444 SATURDAY AVERAGE = 23417 SUNDAY AVERAGE = 24338 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 704284
MONTHLY AVERAGE = 24282

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"A"=====> ATYPICAL DAY 11/11, DOLPHINS & BUFFALO FOOTBALL GAME @ 1PM
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/22, THANKSGIVING DAY - 11/11, VETERAN'S DAY(OBS 11/12)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD S821

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | R | 302 | 194 | 139 | 110 | 186 | 406 | 993 | 1632 | 1649 | 1183 | 1160 | 1269 | 1282 | 1257 | 1388 | 1614 | 1794 | 2019 | 1823 | 1486 | 1107 | 915 | 716 | 454 | 25078A |
| 2 | F | 341 | 163 | 116 | 82 | 176 | 412 | 1018 | 1728 | 1685 | 1222 | 1336 | 1386 | 1485 | 1472 | 1539 | 1969 | 2013 | 1943 | 1983 | 1949 | 1594 | 1100 | 862 | 741 | 28315N |
| 3 | A | 546 | 330 | 233 | 199 | 180 | 276 | 633 | 894 | 1145 | 1183 | 1324 | 1594 | 1656 | 1659 | 1522 | 1620 | 1580 | 1563 | 1557 | 1378 | 1140 | 988 | 850 | 606 | 24656N |
| 4 | S | | | | | | | | | | | | | | | | | | | | | | | | | 1026B |
| 5 | M | 267 | 179 | 107 | 90 | 176 | 426 | 1220 | 1805 | 1563 | 1327 | 1222 | 1275 | 1257 | 1320 | 1362 | 1627 | 1852 | 1878 | 1865 | 1484 | 996 | 780 | 618 | 409 | 25105N |
| 6 | T | 231 | 141 | 99 | 76 | 176 | 431 | 1202 | 1799 | 1642 | 1334 | 1237 | 1353 | 1276 | 1270 | 1360 | 1617 | 1854 | 2007 | 1701 | 1248 | 1208 | 828 | 611 | 423 | 25124N |
| 7 | W | 286 | 168 | 112 | 83 | 165 | 436 | 1187 | 1772 | 1680 | 1319 | 1241 | 1292 | 1253 | 1247 | 1373 | 1631 | 1842 | 1916 | 1714 | 1456 | 1107 | 872 | 681 | 435 | 25268N |
| 8 | R | 302 | 178 | 98 | 99 | 147 | 454 | 1165 | 1823 | 1677 | 1325 | 1250 | 1336 | 1331 | 1353 | 1446 | 1758 | 1929 | 1950 | 1911 | 1483 | 1128 | 904 | 698 | 537 | 26282N |
| 9 | F | 292 | 215 | 116 | 94 | 216 | 426 | 1092 | 1837 | 1685 | 1404 | 1304 | 1353 | 1450 | 1453 | 1566 | 1983 | 2095 | 2111 | 2104 | 1876 | 1484 | 1070 | 875 | 753 | 28854N |
| 10 | A | | | | | | | | | | | | | | | | | | | | | | | | | 22777B |
| 11 | S | 674 | 402 | 248 | 193 | 201 | 258 | 478 | 599 | 644 | 1020 | 1292 | 1418 | 1485 | 1454 | 1433 | 1422 | 1366 | 1317 | 1272 | 1021 | 915 | 738 | 602 | 487 | 20939S |
| 12 | M | 345 | 215 | 108 | 122 | 173 | 386 | 950 | 1351 | 1231 | 1148 | 1287 | 1361 | 1266 | 1301 | 1362 | 1499 | 1655 | 1833 | 1733 | 1428 | 931 | 779 | 630 | 418 | 23512H |
| 13 | T | | | | | | | | | | | | | | | | | | | | | | | | | 24866B |
| 14 | W | 243 | 160 | 95 | 107 | 169 | 431 | 1121 | 1956 | 1592 | 1346 | 1223 | 1345 | 1313 | 1338 | 1459 | 1666 | 1522 | 1896 | 1764 | 1527 | 1090 | 835 | 645 | 539 | 25382N |
| 15 | R | 300 | 158 | 119 | 117 | 181 | 420 | 1125 | 1949 | 1726 | 1415 | 1389 | 1464 | 1491 | 1443 | 1585 | 1929 | 1904 | 2152 | 1946 | 1652 | 1027 | 795 | 807 | 668 | 27762N |
| 16 | F | 350 | 211 | 158 | 98 | 198 | 493 | 1293 | 1777 | 1722 | 1452 | 1410 | 1666 | 1657 | 1700 | 1792 | 2156 | 2085 | 1938 | 2038 | 1929 | 1540 | 1093 | 965 | 737 | 30458A |
| 17 | A | 523 | 315 | 222 | 171 | 198 | 324 | 682 | 1098 | 1328 | 1467 | 1639 | 1759 | 1825 | 1830 | 1481 | 1702 | 1619 | 1406 | 1426 | 1231 | 1035 | 872 | 780 | 801 | 25734N |
| 18 | S | 539 | 356 | 253 | 229 | 194 | 269 | 493 | 843 | 1105 | 1575 | 2025 | 1673 | 1963 | 1929 | 1353 | 1256 | 1178 | 1151 | 1122 | 1124 | 976 | 765 | 607 | 449 | 23427A |
| 19 | M | 318 | 188 | 118 | 110 | 169 | 439 | 1080 | 1777 | 1683 | 1319 | 1312 | 1352 | 1338 | 1248 | 1388 | 1661 | 1892 | 1915 | 1746 | 984 | 913 | 733 | 701 | 433 | 24817A |
| 20 | T | 284 | 149 | 106 | 88 | 182 | 408 | 1129 | 1764 | 1556 | 1328 | 1312 | 1340 | 1301 | 1330 | 1399 | 1832 | 1888 | 1904 | 1796 | 1519 | 1023 | 879 | 856 | 512 | 25885A |
| 21 | W | 349 | 206 | 114 | 98 | 187 | 430 | 1052 | 1737 | 1564 | 1229 | 1374 | 1527 | 1502 | 1522 | 1690 | 1943 | 2024 | 2037 | 1889 | 1551 | 1254 | 1007 | 928 | 671 | 27885A |
| 22 | R | 507 | 333 | 216 | 145 | 158 | 212 | 409 | 578 | 687 | 878 | 1192 | 1370 | 1416 | 1324 | 1236 | 1262 | 1122 | 1167 | 1095 | 995 | 975 | 968 | 968 | 829 | 20042H |
| 23 | F | 512 | 273 | 170 | 151 | 284 | 466 | 787 | 1023 | 1041 | 1291 | 1680 | 1865 | 1763 | 1739 | 1715 | 1698 | 1632 | 1498 | 1645 | 1175 | 908 | 781 | 690 | 634 | 25421A |
| 24 | A | 482 | 356 | 217 | 175 | 200 | 330 | 538 | 715 | 874 | 1011 | 1294 | 1462 | 1530 | 1516 | 1489 | 1473 | 1402 | 1333 | 1306 | 1079 | 975 | 831 | 749 | 683 | 22020A |
| 25 | S | 529 | 326 | 247 | 155 | 188 | 240 | 365 | 503 | 624 | 892 | 1132 | 1377 | 1375 | 1422 | 1446 | 1306 | 1341 | 1199 | 1245 | 1015 | 889 | 740 | 612 | 476 | 19644A |
| 26 | M | 280 | 166 | 100 | 104 | 199 | 422 | 1075 | 1647 | 1605 | 1177 | 1171 | 1188 | 1216 | 1254 | 1346 | 1638 | 1767 | 1845 | 1850 | 1304 | 937 | 768 | 550 | 408 | 24017N |
| 27 | T | 270 | 147 | 111 | 77 | 175 | 407 | 1082 | 1725 | 1715 | 1265 | 1195 | 1207 | 1206 | 1223 | 1365 | 1652 | 1791 | 1956 | 1745 | 1457 | 948 | 801 | 644 | 442 | 24606N |
| 28 | W | 271 | 169 | 96 | 99 | 170 | 412 | 1120 | 1786 | 1688 | 1224 | 1148 | 1315 | 1269 | 1199 | 1424 | 1615 | 1740 | 1777 | 1650 | 1437 | 935 | 923 | 712 | 483 | 24662N |
| 29 | R | 269 | 140 | 106 | 76 | 174 | 410 | 1085 | 1728 | 1671 | 1294 | 1237 | 1249 | 1261 | 1336 | 1416 | 1754 | 1877 | 1941 | 1842 | 1434 | 1076 | 863 | 719 | 597 | 25555N |
| 30 | F | 275 | 189 | 137 | 123 | 167 | 428 | 1002 | 1710 | 1690 | 1293 | 1310 | 1296 | 1396 | 1428 | 1543 | 1890 | 2013 | 2014 | 2040 | 1962 | 1459 | 1064 | 906 | 786 | 28121N |

WEEKDAY AVERAGE = 25708 SATURDAY AVERAGE = 24136 SUNDAY AVERAGE = 21336 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 678571
MONTHLY AVERAGE = 24859

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"A"=====> ATYPICAL DAY 11/11, DOLPHINS & BUFFALO FOOTBALL GAME @ 1PM
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/22, THANKSGIVING DAY - 11/11, VETERAN'S DAY(OBS 11/12)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: MIAMI-DADE STATION: 0193 DIRECTION: E LANE: 0
DESCRIPTION: SR-878, 0.15 MI W SR 826, DADE CO.
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD S878

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | R | 237 | 137 | 67 | 62 | 122 | 647 | 2542 | 3341 | 2872 | 1840 | 1501 | 1312 | 1122 | 1107 | 1261 | 1152 | 1072 | 1154 | 1075 | 858 | 634 | 501 | 425 | 250 | 25291A |
| 2 | F | 160 | 89 | 51 | 39 | 107 | 571 | 2545 | 3299 | 2779 | 1963 | 1530 | 1324 | 1337 | 1183 | 1205 | 1116 | 1174 | 1224 | 1211 | 1187 | 926 | 750 | 598 | 451 | 26819N |
| 3 | A | 315 | 177 | 110 | 70 | 85 | 283 | 579 | 803 | 1121 | 1359 | 1445 | 1349 | 1427 | 1466 | 1312 | 1108 | 1167 | 1169 | 1257 | 1150 | 870 | 758 | 597 | 532 | 20509S |
| 4 | S | | | | | | | | | | | | | | | | | | | | | | | | | 685B |
| 5 | M | 96 | 42 | 24 | 20 | 123 | 675 | 2765 | 3213 | 2891 | 2004 | 1349 | 1164 | 1151 | 1130 | 1226 | 1135 | 1121 | 1109 | 974 | 695 | 497 | 351 | 257 | 135 | 24147N |
| 6 | T | 78 | 42 | 25 | 16 | 114 | 716 | 2731 | 3339 | 2841 | 2059 | 1430 | 1252 | 1236 | 1201 | 1264 | 1114 | 1107 | 1117 | 1049 | 781 | 514 | 387 | 322 | 185 | 24920N |
| 7 | W | 90 | 44 | 26 | 17 | 117 | 662 | 2624 | 3364 | 2790 | 1963 | 1970 | 1667 | 1203 | 1154 | 1205 | 1108 | 1125 | 1153 | 1152 | 776 | 567 | 412 | 344 | 171 | 25704N |
| 8 | R | 129 | 76 | 43 | 27 | 114 | 687 | 2430 | 3386 | 2786 | 1885 | 1509 | 1194 | 1272 | 1204 | 1266 | 1144 | 1140 | 1216 | 1144 | 813 | 659 | 504 | 440 | 283 | 25351N |
| 9 | F | 140 | 81 | 43 | 46 | 115 | 624 | 2688 | 3332 | 2642 | 1865 | 1450 | 1312 | 1241 | 1204 | 1261 | 1207 | 1142 | 1254 | 1290 | 1113 | 829 | 643 | 625 | 446 | 26593N |
| 10 | A | 318 | 188 | 100 | 70 | 94 | 249 | 673 | 791 | 1145 | 1313 | 1389 | 1417 | 1482 | 1376 | 1337 | 1270 | 1291 | 1239 | 1103 | 933 | 746 | 580 | 517 | 460 | 20081N |
| 11 | S | 350 | 206 | 132 | 80 | 99 | 144 | 307 | 404 | 542 | 872 | 1108 | 1177 | 1228 | 1207 | 1102 | 1045 | 963 | 941 | 910 | 693 | 552 | 517 | 823 | 250 | 15652A |
| 12 | M | 168 | 75 | 53 | 55 | 113 | 518 | 1881 | 2335 | 2076 | 1738 | 1502 | 1331 | 1272 | 1347 | 1250 | 1115 | 1090 | 1063 | 1057 | 744 | 542 | 477 | 333 | 208 | 22343H |
| 13 | T | 109 | 47 | 39 | 35 | 124 | 726 | 2697 | 3384 | 2800 | 1880 | 1488 | 1235 | 1154 | 1164 | 1253 | 1121 | 1121 | 1129 | 1105 | 783 | 563 | 471 | 394 | 226 | 25048N |
| 14 | W | 122 | 68 | 38 | 26 | 128 | 693 | 2674 | 3230 | 2939 | 1992 | 1481 | 1270 | 1254 | 1139 | 1221 | 1151 | 1094 | 1059 | 1096 | 856 | 604 | 491 | 401 | 222 | 25249N |
| 15 | R | 130 | 70 | 35 | 45 | 122 | 659 | 2708 | 3263 | 2864 | 1924 | 1532 | 1297 | 1305 | 1317 | 1286 | 1180 | 1123 | 1196 | 1160 | 907 | 663 | 546 | 480 | 283 | 26095N |
| 16 | F | 156 | 98 | 62 | 43 | 126 | 643 | 2662 | 3332 | 2824 | 2038 | 1587 | 1363 | 1356 | 1201 | 1280 | 1192 | 1110 | 1265 | 1241 | 1078 | 850 | 701 | 663 | 528 | 27399N |
| 17 | A | 313 | 199 | 114 | 86 | 109 | 306 | 690 | 924 | 1164 | 1324 | 1302 | 1410 | 1402 | 1232 | 1187 | 1244 | 1149 | 1255 | 1201 | 1190 | 947 | 829 | 657 | 527 | 20761N |
| 18 | S | 351 | 206 | 129 | 97 | 91 | 135 | 382 | 420 | 518 | 751 | 1002 | 1076 | 1151 | 1102 | 1122 | 995 | 1047 | 1100 | 1036 | 894 | 664 | 557 | 500 | 278 | 15604N |
| 19 | M | 125 | 64 | 26 | 32 | 101 | 636 | 2703 | 3386 | 2739 | 1857 | 1444 | 1301 | 1246 | 1148 | 1222 | 1124 | 1077 | 1068 | 1007 | 756 | 551 | 373 | 286 | 184 | 24456N |
| 20 | T | 83 | 56 | 36 | 45 | 120 | 661 | 2789 | 3300 | 2672 | 1918 | 1586 | 1378 | 1273 | 1275 | 1276 | 1160 | 1135 | 1107 | 1090 | 882 | 609 | 517 | 431 | 326 | 25725A |
| 21 | W | 179 | 80 | 48 | 44 | 111 | 640 | 2622 | 3207 | 2434 | 1913 | 1590 | 1352 | 1348 | 1274 | 1334 | 1262 | 1172 | 1079 | 1134 | 963 | 737 | 731 | 719 | 507 | 26480A |
| 22 | R | 318 | 187 | 98 | 66 | 85 | 151 | 335 | 306 | 345 | 472 | 485 | 545 | 647 | 670 | 708 | 682 | 665 | 707 | 715 | 620 | 652 | 714 | 778 | 584 | 11535H |
| 23 | F | 362 | 176 | 129 | 184 | 360 | 751 | 1182 | 1217 | 1298 | 1282 | 1277 | 1320 | 1243 | 1194 | 1094 | 1022 | 1032 | 1043 | 1132 | 932 | 673 | 625 | 638 | 435 | 20601A |
| 24 | A | 285 | 203 | 112 | 75 | 94 | 240 | 498 | 546 | 1040 | 1069 | 1106 | 1208 | 1225 | 1239 | 1136 | 1138 | 1108 | 1093 | 1139 | 944 | 794 | 685 | 630 | 548 | 18155A |
| 25 | S | 390 | 223 | 133 | 74 | 79 | 135 | 282 | 325 | 455 | 738 | 900 | 1030 | 1119 | 1012 | 1075 | 963 | 965 | 831 | 832 | 670 | 537 | 438 | 304 | 225 | 13735A |
| 26 | M | 109 | 76 | 37 | 34 | 114 | 670 | 2604 | 2944 | 2775 | 1803 | 1418 | 1232 | 1190 | 1082 | 1136 | 1105 | 1050 | 1011 | 970 | 700 | 507 | 335 | 274 | 176 | 23352N |
| 27 | T | | | | | | | | | | | | | | | | | | | | | | | | | 12970B |
| 28 | W | 129 | 73 | 35 | 42 | 113 | 675 | 2568 | 3291 | 2980 | 1959 | 1570 | 1323 | 1207 | 1203 | 1275 | 1125 | 1087 | 1154 | 1057 | 828 | 576 | 522 | 384 | 253 | 25429N |
| 29 | R | 137 | 50 | 50 | 37 | 105 | 684 | 2765 | 3343 | 2796 | 1991 | 1483 | 1259 | 1291 | 1236 | 1289 | 1115 | 1135 | 1140 | 1031 | 860 | 627 | 410 | 367 | 209 | 25410A |
| 30 | F | 132 | 80 | 32 | 35 | 127 | 608 | 2355 | 3296 | 2766 | 2282 | 1607 | 1317 | 1389 | 1210 | 1237 | 1201 | 1231 | 1262 | 1331 | 1106 | 849 | 694 | 630 | 421 | 27198N |

WEEKDAY AVERAGE = 24595 SATURDAY AVERAGE = 19876 SUNDAY AVERAGE = 14997 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 639642
MONTHLY AVERAGE = 22550

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/03, HURRICANES & N.C STATE FOOTBALL GAME @ 12 NOON
"A"=====> ATYPICAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/10, HURRICANES & VIRGINIA FOOTBALL GAME @ 3:30 PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: MIAMI-DADE STATION: 0193 DIRECTION: W LANE: 0
DESCRIPTION: SR-878, 0.15 MI W SR 826, DADE CO.
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD S878

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | R | 493 | 519 | 513 | 360 | 205 | 147 | 422 | 880 | 1034 | 762 | 782 | 886 | 1072 | 1208 | 1604 | 2235 | 2969 | 3334 | 2905 | 2009 | 1399 | 1032 | 784 | 707 | 28261A |
| 2 | F | 331 | 220 | 172 | 104 | 81 | 121 | 371 | 838 | 1016 | 805 | 845 | 986 | 1045 | 1260 | 1634 | 2214 | 2824 | 3298 | 2579 | 1846 | 1382 | 1125 | 1039 | 923 | 27059N |
| 3 | A | 824 | 534 | 377 | 290 | 197 | 129 | 214 | 367 | 593 | 710 | 800 | 1010 | 1140 | 1223 | 1379 | 1394 | 1593 | 1601 | 1549 | 1331 | 1055 | 925 | 932 | 870 | 21037S |
| 4 | S | | | | | | | | | | | | | | | | | | | | | | | | | 1431B |
| 5 | M | 231 | 129 | 60 | 58 | 47 | 118 | 431 | 912 | 1029 | 727 | 789 | 894 | 1122 | 1199 | 1615 | 2171 | 2958 | 3530 | 3065 | 1943 | 1135 | 843 | 675 | 470 | 26151N |
| 6 | T | 227 | 120 | 53 | 38 | 45 | 117 | 477 | 863 | 1046 | 817 | 802 | 915 | 1064 | 1318 | 1615 | 2217 | 3007 | 3467 | 2680 | 1975 | 1329 | 1009 | 792 | 529 | 26522N |
| 7 | W | 251 | 143 | 81 | 77 | 79 | 116 | 434 | 938 | 984 | 718 | 818 | 958 | 1137 | 1189 | 1509 | 2181 | 2588 | 3207 | 3019 | 2092 | 1407 | 1050 | 908 | 608 | 26492N |
| 8 | R | 350 | 179 | 121 | 100 | 80 | 129 | 459 | 913 | 1043 | 779 | 816 | 921 | 1081 | 1319 | 1664 | 2245 | 2968 | 3505 | 2943 | 1985 | 1292 | 1067 | 863 | 574 | 27396N |
| 9 | F | 335 | 246 | 160 | 111 | 105 | 137 | 412 | 894 | 981 | 781 | 811 | 1008 | 1113 | 1334 | 1739 | 2403 | 2870 | 3299 | 2890 | 1797 | 1312 | 1111 | 1100 | 996 | 27945N |
| 10 | A | 727 | 523 | 386 | 301 | 217 | 156 | 227 | 421 | 559 | 779 | 868 | 983 | 1172 | 1236 | 1255 | 1416 | 1370 | 1524 | 1497 | 1207 | 919 | 879 | 1061 | 1017 | 20700A |
| 11 | S | 732 | 488 | 372 | 294 | 251 | 221 | 173 | 238 | 325 | 434 | 657 | 685 | 909 | 932 | 983 | 1038 | 1129 | 1192 | 1142 | 1013 | 786 | 657 | 632 | 480 | 15763A |
| 12 | M | | | | | | | | | | | | | | | | | | | | | | | | | 20476B |
| 13 | T | | | | | | | | | | | | | | | | | | | | | | | | | 22328B |
| 14 | W | | | | | | | | | | | | | | | | | | | | | | | | | 23090B |
| 15 | R | | | | | | | | | | | | | | | | | | | | | | | | | 22837B |
| 16 | F | | | | | | | | | | | | | | | | | | | | | | | | | 23666B |
| 17 | A | 683 | 463 | 369 | 275 | 204 | 140 | 240 | 409 | 638 | 783 | 943 | 1036 | 1060 | 1100 | 1165 | 1343 | 1283 | 1302 | 1299 | 993 | 964 | 934 | 889 | 899 | 19414N |
| 18 | S | 706 | 501 | 375 | 329 | 226 | 134 | 196 | 322 | 447 | 542 | 696 | 769 | 943 | 903 | 947 | 973 | 1104 | 1087 | 1127 | 917 | 778 | 679 | 586 | 549 | 15836N |
| 19 | M | | | | | | | | | | | | | | | | | | | | | | | | | 21693B |
| 20 | T | | | | | | | | | | | | | | | | | | | | | | | | | 22545B |
| 21 | W | | | | | | | | | | | | | | | | | | | | | | | | | 23521B |
| 22 | R | 505 | 409 | 369 | 345 | 282 | 174 | 157 | 272 | 272 | 364 | 508 | 590 | 687 | 761 | 807 | 826 | 795 | 807 | 684 | 696 | 619 | 600 | 620 | 511 | 12660H |
| 23 | F | 359 | 204 | 175 | 144 | 156 | 184 | 294 | 527 | 636 | 704 | 807 | 928 | 1096 | 1150 | 1213 | 1385 | 1360 | 1371 | 1290 | 1070 | 888 | 821 | 853 | 941 | 18556A |
| 24 | A | 600 | 458 | 336 | 225 | 197 | 146 | 177 | 274 | 407 | 542 | 633 | 844 | 926 | 942 | 1048 | 1147 | 1170 | 1228 | 1161 | 1019 | 952 | 886 | 831 | 862 | 17011A |
| 25 | S | 586 | 485 | 382 | 343 | 245 | 150 | 159 | 217 | 281 | 375 | 460 | 649 | 771 | 842 | 879 | 946 | 1005 | 1015 | 1032 | 885 | 800 | 594 | 514 | 389 | 14004A |
| 26 | M | | | | | | | | | | | | | | | | | | | | | | | | | 20952B |
| 27 | T | | | | | | | | | | | | | | | | | | | | | | | | | 4337B |
| 28 | W | 262 | 138 | 106 | 67 | 77 | 115 | 434 | 971 | 1047 | 751 | 812 | 923 | 1129 | 1236 | 1722 | 2222 | 2894 | 2902 | 3010 | 2124 | 1411 | 1081 | 858 | 554 | 26846N |
| 29 | R | 304 | 181 | 127 | 78 | 62 | 130 | 430 | 901 | 1046 | 825 | 780 | 883 | 1080 | 1256 | 1598 | 2255 | 2967 | 3033 | 2833 | 2087 | 1379 | 1135 | 846 | 587 | 26803N |
| 30 | F | 332 | 214 | 154 | 123 | 105 | 144 | 416 | 933 | 1031 | 776 | 837 | 915 | 1216 | 1418 | 1641 | 2255 | 2902 | 3380 | 2800 | 2005 | 1333 | 1127 | 1022 | 1177 | 28256A |

WEEKDAY AVERAGE = 25715 SATURDAY AVERAGE = 19540 SUNDAY AVERAGE = 15201 NUMBER OF GOOD DAYS 19 TOTAL MONTHLY COUNT = 426712
MONTHLY AVERAGE = 23331

Comments

"B"====> BAD DAY
"N"====> NORMAL DAY 11/03, HURRICANES & N.C STATE FOOTBALL GAME @ 12 NOON
"A"====> ATYPICAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"H"====> ATYPICAL DAY (HOLIDAY) 11/10, HURRICANES & VIRGINIA FOOTBALL GAME @ 3:30 PM
"S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: MIAMI-DADE STATION: 0137 DIRECTION: E LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD S826

Table with columns: DY D, 1-24, DAILY COUNT. Rows include hourly counts for days 1-30 (e.g., 1 R 920 519 421 419 677 1785 4342 5337 4421 4137 4083 4007 3932 4202 4528 4970 5007 5011 4883 3921 2967 2608 2097 1518 76712N).

WEEKDAY AVERAGE = 77319 SATURDAY AVERAGE = 64129 SUNDAY AVERAGE = 50029 NUMBER OF GOOD DAYS 25 TOTAL MONTHLY COUNT = 1801283
MONTHLY AVERAGE = 71536

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/4, DAYLIGHT SAVING TIME ENDS- 11/6, ELECTION DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/22, THANKSGIVING DAY - 11/11, VETERAN'S DAY(OBS 11/12)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 04/21/08

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2007

COUNTY NAME: MIAMI-DADE STATION: 0137 DIRECTION: W LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD S826

Table with columns: DY D, 1-24, DAILY COUNT. Rows include hourly counts for days 1-30, with day 26-27 missing (M, T) and day 28-30 present (W, R, F).

WEEKDAY AVERAGE = 69923 SATURDAY AVERAGE = 62474 SUNDAY AVERAGE = 50740 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1798981
MONTHLY AVERAGE = 66118

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

NASCAR 2006

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD ST-0821 US ROAD TRNPK

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT | |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|--|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | | |
| 1 | W | 365 | 232 | 185 | 237 | 351 | 938 | 2846 | 3422 | 3309 | 2606 | 2193 | 2137 | 2264 | 2435 | 2627 | 3540 | 4164 | 4511 | 4394 | 2432 | 1517 | 1272 | 909 | 588 | 49474A | |
| 2 | R | 338 | 217 | 135 | 156 | 325 | 884 | 2816 | 3457 | 3323 | 2706 | 2245 | 2243 | 2474 | 2413 | 2832 | 3462 | 4260 | 4747 | 3997 | 2366 | 1531 | 1194 | 993 | 622 | 49736N | |
| 3 | F | 376 | 195 | 141 | 180 | 293 | 943 | 2837 | 3385 | 3326 | 2380 | 2287 | 2268 | 2605 | 2576 | 3012 | 3930 | 4758 | 4998 | 3822 | 2545 | 1763 | 1292 | 1125 | 873 | 51910N | |
| 4 | A | 631 | 351 | 224 | 254 | 274 | 486 | 1029 | 1367 | 1673 | 1690 | 1917 | 2090 | 2145 | 2142 | 2345 | 2337 | 2480 | 2730 | 2295 | 1984 | 1509 | 1326 | 1202 | 1053 | 35534N | |
| 5 | S | 898 | 506 | 391 | 255 | 240 | 298 | 462 | 635 | 753 | 1072 | 1414 | 1675 | 1997 | 2107 | 2287 | 2222 | 2343 | 2339 | 2295 | 1945 | 1433 | 1131 | 781 | 477 | 29956N | |
| 6 | M | 306 | 164 | 129 | 161 | 304 | 895 | 2741 | 3223 | 3179 | 2596 | 2223 | 2189 | 2163 | 2399 | 2559 | 3496 | 4450 | 4769 | 3201 | 2250 | 1418 | 1074 | 859 | 538 | 47286N | |
| 7 | T | 340 | 196 | 129 | 164 | 329 | 905 | 2868 | 3371 | 3335 | 2488 | 2196 | 2083 | 2350 | 2214 | 2751 | 3644 | 4532 | 5048 | 3681 | 2393 | 1467 | 1178 | 951 | 583 | 49196N | |
| 8 | W | 339 | 212 | 136 | 166 | 302 | 1161 | 2778 | 3343 | 3185 | 2623 | 2104 | 2158 | 2145 | 2313 | 2707 | 3501 | 4465 | 5079 | 3861 | 2495 | 1616 | 1218 | 943 | 647 | 49497N | |
| 9 | R | 346 | 220 | 141 | 176 | 316 | 956 | 2869 | 3302 | 3330 | 2844 | 2346 | 2247 | 2316 | 2545 | 2933 | 3887 | 4773 | 5131 | 3931 | 2670 | 1767 | 1467 | 1086 | 773 | 52372N | |
| 10 | F | 418 | 270 | 180 | 200 | 389 | 994 | 2829 | 3471 | 3155 | 2619 | 2570 | 2568 | 2624 | 2673 | 3038 | 3782 | 4467 | 4570 | 3530 | 2474 | 1735 | 1316 | 1083 | 921 | 51876H | |
| 11 | A | 606 | 477 | 285 | 229 | 266 | 533 | 1038 | 1358 | 1652 | 1801 | 1874 | 2151 | 2239 | 2260 | 2321 | 2467 | 2437 | 2304 | 2276 | 1901 | 1516 | 1401 | 1225 | 1292 | 35909N | |
| 12 | S | 887 | 555 | 374 | 261 | 256 | 349 | 522 | 660 | 920 | 1256 | 1829 | 2465 | 2558 | 2348 | 2371 | 2428 | 2328 | 2270 | 2267 | 1970 | 1489 | 1229 | 887 | 649 | 33128S | |
| 13 | M | 390 | 192 | 107 | 141 | 322 | 899 | 2776 | 3373 | 3242 | 2716 | 2238 | 2222 | 2231 | 2246 | 2537 | 3419 | 4746 | 5267 | 4066 | 2431 | 1445 | 1103 | 838 | 550 | 49497N | |
| 14 | T | 338 | 208 | 137 | 139 | 301 | 920 | 2771 | 3422 | 3346 | 2549 | 2163 | 2139 | 2156 | 2290 | 2693 | 3497 | 4289 | 5411 | 3808 | 2279 | 1452 | 1191 | 960 | 587 | 49046N | |
| 15 | W | 366 | 183 | 134 | 147 | 348 | 905 | 2854 | 3143 | 3323 | 3022 | 2288 | 2168 | 2311 | 2367 | 2690 | 3588 | 4636 | 4894 | 3803 | 2432 | 1529 | 1242 | 1038 | 603 | 50014N | |
| 16 | R | 380 | 260 | 198 | 173 | 353 | 905 | 2686 | 3437 | 3452 | 2629 | 2302 | 2283 | 2415 | 2458 | 2931 | 3707 | 4767 | 5074 | 3878 | 2447 | 1660 | 1332 | 986 | 667 | 51380N | |
| 17 | F | 411 | 238 | 170 | 195 | 370 | 971 | 2794 | 3325 | 3386 | 2956 | 2474 | 2387 | 2631 | 2763 | 3046 | 3952 | 5018 | 5317 | 4222 | 2846 | 1981 | 1588 | 1788 | 1866 | 56695A | |
| 18 | A | 813 | 485 | 323 | 281 | 307 | 545 | 1186 | 1456 | 1663 | 1777 | 1948 | 2217 | 2221 | 2274 | 2340 | 2382 | 2390 | 2435 | 2360 | 2037 | 1616 | 1763 | 2290 | 2384 | 39493A | |
| 19 | S | 1643 | 616 | 352 | 233 | 261 | 317 | 484 | 669 | 865 | 1193 | 1639 | 2203 | 2180 | 2159 | 2230 | 2261 | 2303 | 2525 | 3162 | 4274 | 3306 | 3547 | 2741 | 893 | 42056S | |
| 20 | M | 389 | 227 | 152 | 187 | 364 | 1035 | 2690 | 3468 | 3486 | 3024 | 2799 | 2683 | 2556 | 2534 | 2732 | 3439 | 4592 | 4934 | 4115 | 2381 | 1536 | 1183 | 943 | 587 | 52036A | |
| 21 | T | 363 | 190 | 155 | 158 | 326 | 925 | 2593 | 3190 | 3332 | 2580 | 2320 | 2346 | 2329 | 2524 | 2924 | 3650 | 4670 | 5114 | 4247 | 3048 | 1755 | 1355 | 982 | 644 | 51720A | |
| 22 | W | 404 | 244 | 160 | 207 | 418 | 957 | 2650 | 3167 | 3145 | 2643 | 2383 | 2557 | 2788 | 3164 | 3804 | 4559 | 4849 | 4872 | 3964 | 2741 | 2076 | 1556 | 1208 | 778 | 55294A | |
| 23 | R | 548 | 338 | 284 | 210 | 297 | 456 | 701 | 815 | 1032 | 1312 | 1636 | 1954 | 2336 | 2337 | 2497 | 2387 | 2445 | 2213 | 2225 | 2062 | 2144 | 2154 | 2101 | 1888 | 36372H | |
| 24 | F | 963 | 437 | 249 | 205 | 344 | 695 | 1225 | 1532 | 1687 | 1818 | 1954 | 2065 | 2196 | 2124 | 2302 | 2418 | 2550 | 2545 | 2193 | 1634 | 1220 | 1071 | 1133 | 862 | 35422A | |
| 25 | A | 609 | 345 | 246 | 228 | 247 | 390 | 719 | 998 | 1208 | 1427 | 1689 | 1948 | 2150 | 2014 | 2295 | 2266 | 2278 | 2203 | 2020 | 1708 | 1427 | 1190 | 1139 | 964 | 31708A | |
| 26 | S | 768 | 482 | 357 | 238 | 235 | 381 | 530 | 651 | 862 | 1196 | 1748 | 2153 | 2363 | 2465 | 2435 | 2494 | 2326 | 2293 | 1956 | 1700 | 1394 | 1131 | 830 | 518 | 31506A | |
| 27 | M | 342 | 170 | 112 | 144 | 320 | 900 | 2611 | 3095 | 3077 | 2430 | 2198 | 2114 | 2106 | 2134 | 2502 | 3330 | 4231 | 4764 | 3710 | 2407 | 1508 | 1095 | 891 | 524 | 46715A | |
| 28 | T | 358 | 187 | 127 | 160 | 325 | 917 | 2341 | 3093 | 3248 | 3013 | 2362 | 2117 | 2178 | 2314 | 2657 | 3334 | 4566 | 5274 | 4222 | 2900 | 1705 | 1259 | 912 | 600 | 50169N | |
| 29 | W | 334 | 191 | 153 | 156 | 308 | 834 | 2763 | 3278 | 3255 | 2701 | 2151 | 2062 | 2150 | 2400 | 2604 | 3407 | 4529 | 5187 | 4061 | 2606 | 1585 | 1241 | 1008 | 661 | 49625N | |
| 30 | R | | | | | | | | | | | | | | | | | | | | | | | | | | |

WEEKDAY AVERAGE = 49227 SATURDAY AVERAGE = 35661 SUNDAY AVERAGE = 34161 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1314622
MONTHLY AVERAGE = 45136

Comments

"B"====> BAD DAY
"N"====> NORMAL DAY
"A"====> ATYPICAL DAY
"H"====> ATYPICAL DAY (HOLIDAY) 11/12, DOLPHINS & KANSAS CITY FOOTBALL GAME @ 1:00PM
"S"====> ATYPICAL DAY (SPECIAL EVENT) 11/19, DOLPHINS & MINNESOTA FOOTBALL GAME @1:00PM

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD ST-0821 US ROAD TRNPK

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | W | 275 | 154 | 133 | 150 | 335 | 925 | 3832 | 5768 | 5162 | 3515 | 2653 | 2367 | 2213 | 2249 | 2352 | 2816 | 3586 | 3559 | 3042 | 1888 | 1141 | 964 | 772 | 510 | 50361N |
| 2 | R | 282 | 194 | 145 | 172 | 344 | 940 | 3883 | 5754 | 4851 | 3585 | 2587 | 2220 | 2102 | 2512 | 2594 | 2985 | 3513 | 3441 | 2768 | 2022 | 1161 | 948 | 828 | 516 | 50347N |
| 3 | F | 313 | 168 | 144 | 139 | 347 | 931 | 3355 | 4878 | 3748 | 3485 | 2784 | 2339 | 2299 | 2481 | 2730 | 3342 | 3675 | 3761 | 3084 | 2427 | 1463 | 1142 | 971 | 793 | 50799N |
| 4 | A | 479 | 334 | 306 | 230 | 237 | 439 | 1017 | 1349 | 1715 | 1952 | 1873 | 2027 | 2083 | 2172 | 2084 | 2118 | 2128 | 2113 | 2200 | 1808 | 1372 | 1227 | 1108 | 959 | 33330N |
| 5 | S | 751 | 511 | 350 | 285 | 224 | 306 | 417 | 533 | 728 | 1019 | 1319 | 1616 | 1899 | 1894 | 1881 | 1961 | 1945 | 2135 | 2058 | 1892 | 1531 | 1322 | 868 | 578 | 28023N |
| 6 | M | 357 | 188 | 126 | 128 | 279 | 909 | 3767 | 4244 | 4613 | 4258 | 2889 | 2447 | 2479 | 2515 | 2476 | 2841 | 3622 | 3525 | 3062 | 1826 | 1156 | 887 | 702 | 463 | 49759N |
| 7 | T | 235 | 191 | 140 | 120 | 306 | 950 | 3674 | 5770 | 4820 | 3591 | 2816 | 2213 | 2129 | 2323 | 2300 | 3035 | 3579 | 3701 | 2754 | 1706 | 1196 | 908 | 919 | 630 | 50006A |
| 8 | W | 345 | 216 | 140 | 131 | 349 | 983 | 3909 | 5969 | 4795 | 3527 | 2720 | 2233 | 2188 | 2276 | 2362 | 2899 | 3519 | 3579 | 2964 | 1878 | 1272 | 1008 | 909 | 543 | 50714N |
| 9 | R | 352 | 215 | 144 | 180 | 373 | 854 | 3841 | 5409 | 5136 | 3709 | 2759 | 2375 | 2283 | 2388 | 2660 | 3039 | 3599 | 3775 | 3195 | 2066 | 1427 | 1087 | 913 | 637 | 52416N |
| 10 | F | 337 | 201 | 164 | 165 | 378 | 821 | 2946 | 4879 | 4041 | 3298 | 2747 | 2426 | 2361 | 2531 | 2816 | 3192 | 3581 | 3656 | 3156 | 2291 | 1525 | 1191 | 1007 | 802 | 50512H |
| 11 | A | 582 | 377 | 277 | 237 | 298 | 462 | 744 | 1312 | 1636 | 1875 | 2076 | 2083 | 2254 | 2226 | 2205 | 2216 | 2201 | 2448 | 2284 | 1897 | 1479 | 1291 | 1169 | 972 | 34601N |
| 12 | S | 774 | 478 | 349 | 268 | 283 | 350 | 403 | 497 | 737 | 1118 | 1459 | 1630 | 1854 | 1895 | 1984 | 2231 | 2948 | 3021 | 2510 | 2085 | 1732 | 1394 | 985 | 735 | 31720S |
| 13 | M | 426 | 216 | 116 | 136 | 307 | 876 | 3503 | 5825 | 4715 | 3445 | 2621 | 2340 | 2138 | 2359 | 2413 | 2903 | 3505 | 3612 | 2984 | 1827 | 1129 | 930 | 725 | 459 | 49510N |
| 14 | T | 251 | 154 | 134 | 121 | 335 | 901 | 3893 | 5737 | 5104 | 3555 | 2674 | 2177 | 2185 | 2318 | 2318 | 2855 | 2977 | 3830 | 2988 | 1874 | 1085 | 993 | 778 | 496 | 49733N |
| 15 | W | 339 | 204 | 124 | 162 | 344 | 935 | 3800 | 5645 | 4744 | 3970 | 2754 | 2262 | 2241 | 2314 | 2520 | 3021 | 3680 | 3545 | 3011 | 1992 | 1245 | 1034 | 784 | 543 | 51213N |
| 16 | R | 321 | 209 | 193 | 154 | 341 | 895 | 3747 | 5813 | 4922 | 3626 | 2854 | 2459 | 2423 | 2455 | 2607 | 3157 | 3727 | 3763 | 3020 | 2043 | 1342 | 1054 | 986 | 682 | 52793A |
| 17 | F | 424 | 249 | 196 | 212 | 345 | 922 | 3590 | 5899 | 4671 | 3452 | 3093 | 2663 | 2603 | 2846 | 3173 | 3710 | 4013 | 4107 | 3353 | 2532 | 1629 | 1315 | 1227 | 921 | 57145A |
| 18 | A | 628 | 489 | 497 | 426 | 352 | 484 | 1097 | 1471 | 1905 | 2260 | 2482 | 2673 | 2808 | 2728 | 2764 | 2710 | 2667 | 2629 | 2007 | 2072 | 1439 | 1170 | 1269 | 988 | 40015A |
| 19 | S | 797 | 558 | 359 | 280 | 306 | 364 | 768 | 1416 | 2071 | 2831 | 3211 | 2713 | 2436 | 2030 | 2006 | 1896 | 2634 | 2708 | 2298 | 1893 | 1552 | 1227 | 923 | 623 | 37900S |
| 20 | M | 366 | 214 | 150 | 134 | 313 | 871 | 3499 | 5804 | 4760 | 3503 | 2786 | 2189 | 2134 | 2269 | 2389 | 2793 | 3573 | 3513 | 3009 | 1851 | 1149 | 900 | 733 | 680 | 49582A |
| 21 | T | 290 | 198 | 124 | 149 | 298 | 827 | 3442 | 5842 | 4783 | 3446 | 2722 | 2256 | 2186 | 2370 | 2457 | 2987 | 3575 | 3708 | 3062 | 2074 | 1418 | 1143 | 960 | 913 | 51230A |
| 22 | W | 426 | 235 | 169 | 159 | 329 | 820 | 3188 | 5313 | 4445 | 3328 | 2795 | 2420 | 2628 | 2673 | 3046 | 3501 | 3737 | 3509 | 2783 | 2155 | 1716 | 1374 | 1230 | 927 | 52906A |
| 23 | R | 579 | 354 | 249 | 211 | 213 | 244 | 495 | 588 | 863 | 1008 | 1403 | 1930 | 2158 | 2168 | 2506 | 2429 | 2436 | 2524 | 2444 | 2195 | 2147 | 2047 | 1861 | 1338 | 34390H |
| 24 | F | 720 | 344 | 201 | 176 | 249 | 479 | 1093 | 1717 | 1789 | 1754 | 1900 | 1942 | 1961 | 2072 | 2092 | 2176 | 2253 | 2207 | 2121 | 1667 | 1289 | 1068 | 1036 | 723 | 33029A |
| 25 | A | 637 | 409 | 273 | 231 | 264 | 339 | 574 | 840 | 1062 | 1388 | 1634 | 1836 | 1949 | 1885 | 1993 | 1890 | 1991 | 2034 | 2119 | 1551 | 1518 | 1289 | 1282 | 1003 | 29991A |
| 26 | S | 744 | 441 | 345 | 278 | 259 | 308 | 391 | 471 | 646 | 969 | 1321 | 1661 | 1817 | 1979 | 2043 | 2148 | 2220 | 2317 | 2395 | 1993 | 1735 | 1429 | 1226 | 957 | 30093A |
| 27 | M | 478 | 283 | 162 | 155 | 325 | 848 | 3271 | 5456 | 4927 | 3340 | 2575 | 2228 | 2179 | 2229 | 2329 | 2878 | 3354 | 3678 | 3046 | 1786 | 1144 | 940 | 633 | 448 | 48692A |
| 28 | T | 276 | 184 | 135 | 130 | 304 | 902 | 3631 | 5523 | 5095 | 3641 | 2711 | 2308 | 2212 | 2311 | 2433 | 2887 | 3478 | 3663 | 2957 | 1932 | 1214 | 990 | 821 | 496 | 50234N |
| 29 | W | 275 | 191 | 125 | 121 | 305 | 909 | 3552 | 5703 | 5096 | 3567 | 2668 | 2154 | 2141 | 2170 | 2499 | 2847 | 3532 | 3588 | 2946 | 1923 | 1226 | 1035 | 869 | 518 | 49960N |
| 30 | R | 295 | 182 | 158 | 182 | 328 | 869 | 3628 | 5419 | 5052 | 3669 | 2800 | 2288 | 2192 | 2357 | 2455 | 3014 | 3493 | 3695 | 3029 | 2007 | 1301 | 1148 | 987 | 640 | 51188N |

WEEKDAY AVERAGE = 49362 SATURDAY AVERAGE = 34484 SUNDAY AVERAGE = 31934 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1352192
MONTHLY AVERAGE = 44747

Comments

- "B"=====> BAD DAY
- "N"=====> NORMAL DAY
- "A"=====> ATYPICAL DAY
- "H"=====> ATYPICAL DAY (HOLIDAY) 11/12, DOLPHINS & KANSAS CITY FOOTBALL GAME @ 1:00PM
- "S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/19, DOLPHINS & MINNESOTA FOOTBALL GAME @1:00PM

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: FL. TURNPIKE STATION: 0267 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/FL TPK,0.5 MI S OF NW 25TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 27.310 STATE ROAD 0000 US ROAD TRNPK

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows include hourly counts for days 1-30, with labels like 1 W, 2 R, 3 F, etc.

WEEKDAY AVERAGE = 59383 SATURDAY AVERAGE = 44741 SUNDAY AVERAGE = 40778 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1648657
MONTHLY AVERAGE = 54633

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/23,THANKSGIVING DAY - 11/11,VETERAN'S DAY(11/10, OBS) - 11/7,ELECTIONS
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: FL. TURNPIKE STATION: 0267 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/FL TPK,0.5 MI S OF NW 25TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 27.310 STATE ROAD 0000 US ROAD TRNPK

Table with columns: DY D, 1-24, DAILY COUNT. Rows include data for days 1-30 (W, R, F, A, S, M, T, W, R, F, A, S, M, T, W, R, F, A, S, M, T, W, R, F, A, S) and summary rows for WEEKDAY AVERAGE, SATURDAY AVERAGE, SUNDAY AVERAGE, NUMBER OF GOOD DAYS, and TOTAL MONTHLY COUNT.

WEEKDAY AVERAGE = 61294
MONTHLY AVERAGE = 55830

Comments

- "B"=====> BAD DAY
- "N"=====> NORMAL DAY
- "A"=====> ATYPICAL DAY
- "H"=====> ATYPICAL DAY (HOLIDAY) 11/23,THANKSGIVING DAY - 11/11,VETERAN'S DAY(11/10, OBS) - 11/7,ELECTIONS
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD ST-0821

Table with columns: DY D, 1-24, DAILY COUNT. Rows include days of the week (W, R, F, A, S, M, T, W, R, F) and months (A, S, M, T, W, R, F) with corresponding hourly traffic counts.

WEEKDAY AVERAGE = 24073 SATURDAY AVERAGE = 23488 SUNDAY AVERAGE = 23740 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 717415
MONTHLY AVERAGE = 23942

Comments

- "B"====> BAD DAY
- "N"====> NORMAL DAY
- "A"====> ATYPICAL DAY
- "H"====> ATYPICAL DAY (HOLIDAY) 11/23,THANKSGIVING DAY - 11/11,VETERAN'S DAY(11/10, OBS) - 11/7,ELECTIONS
- "S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD ST-0821

Table with columns: DY D, 1-24, DAILY COUNT. Rows include data for days 1-30 (W-F, S, M, T, W, R, F) with corresponding traffic counts for each hour.

WEEKDAY AVERAGE = 25131 SATURDAY AVERAGE = 24037 SUNDAY AVERAGE = 19851 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 727810
MONTHLY AVERAGE = 24220

Comments

"B"====> BAD DAY
"N"====> NORMAL DAY
"A"====> ATYPICAL DAY
"H"====> ATYPICAL DAY (HOLIDAY) 11/23,THANKSGIVING DAY - 11/11,VETERAN'S DAY(11/10, OBS) - 11/7,ELECTIONS
"S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: MIAMI-DADE STATION: 0137 DIRECTION: E LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD ST-0826

Table with columns: DY D, MN Y, 1-24, DAILY COUNT. Rows include hourly counts for days 1-30, with various lane directions (W, R, F, A, S, M, T, N, H, S).

WEEKDAY AVERAGE = 73210 SATURDAY AVERAGE = 64326 SUNDAY AVERAGE = 51755 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 2072944
MONTHLY AVERAGE = 68876

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/23,THANKSGIVING DAY - 11/11,VETERAN'S DAY(11/10, OBS) - 11/7,ELECTIONS
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 05/04/07

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2006

COUNTY NAME: MIAMI-DADE STATION: 0137 DIRECTION: W LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD ST-0826

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|
| MN | Y | **** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|
| 1 | W | | | | | | | | | | | | | | | | | | | | | | | | | 65487B |
| 2 | R | | | | | | | | | | | | | | | | | | | | | | | | | 61659B |
| 3 | F | | | | | | | | | | | | | | | | | | | | | | | | | 67996B |
| 4 | A | | | | | | | | | | | | | | | | | | | | | | | | | 61051B |
| 5 | S | | | | | | | | | | | | | | | | | | | | | | | | | 49369B |
| 6 | M | | | | | | | | | | | | | | | | | | | | | | | | | 65162B |
| 7 | T | | | | | | | | | | | | | | | | | | | | | | | | | 65852B |
| 8 | W | | | | | | | | | | | | | | | | | | | | | | | | | 64720B |
| 9 | R | | | | | | | | | | | | | | | | | | | | | | | | | 66121B |
| 10 | F | | | | | | | | | | | | | | | | | | | | | | | | | 68087B |
| 11 | A | | | | | | | | | | | | | | | | | | | | | | | | | 61704B |
| 12 | S | | | | | | | | | | | | | | | | | | | | | | | | | 52798B |
| 13 | M | | | | | | | | | | | | | | | | | | | | | | | | | 64104B |
| 14 | T | | | | | | | | | | | | | | | | | | | | | | | | | 65941B |
| 15 | W | | | | | | | | | | | | | | | | | | | | | | | | | 65202B |
| 16 | R | | | | | | | | | | | | | | | | | | | | | | | | | 66309B |
| 17 | F | | | | | | | | | | | | | | | | | | | | | | | | | 67677B |
| 18 | A | | | | | | | | | | | | | | | | | | | | | | | | | 63613B |
| 19 | S | | | | | | | | | | | | | | | | | | | | | | | | | 52880B |
| 20 | M | | | | | | | | | | | | | | | | | | | | | | | | | 64298B |
| 21 | T | | | | | | | | | | | | | | | | | | | | | | | | | 66561B |
| 22 | W | | | | | | | | | | | | | | | | | | | | | | | | | 67447B |
| 23 | R | | | | | | | | | | | | | | | | | | | | | | | | | 47112B |
| 24 | F | | | | | | | | | | | | | | | | | | | | | | | | | 59205B |
| 25 | A | | | | | | | | | | | | | | | | | | | | | | | | | 56465B |
| 26 | S | | | | | | | | | | | | | | | | | | | | | | | | | 49636B |
| 27 | M | | | | | | | | | | | | | | | | | | | | | | | | | 63931B |
| 28 | T | | | | | | | | | | | | | | | | | | | | | | | | | 65160B |
| 29 | W | | | | | | | | | | | | | | | | | | | | | | | | | 66162B |
| 30 | R | | | | | | | | | | | | | | | | | | | | | | | | | 67004B |

=====

WEEKDAY AVERAGE = 0 SATURDAY AVERAGE = 0 SUNDAY AVERAGE = 0 NUMBER OF GOOD DAYS 0 TOTAL MONTHLY COUNT = 0

MONTHLY AVERAGE = 0

Comments

"B"=====> BAD DAY

"N"=====> NORMAL DAY

"A"=====> ATYPICAL DAY

"H"=====> ATYPICAL DAY (HOLIDAY) 11/23,THANKSGIVING DAY - 11/11,VETERAN'S DAY(11/10, OBS) - 11/7,ELECTIONS

"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

NASCAR 2005

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD SR 821 US ROAD TRNPK

Table with columns: DY D, 1-24, DAILY COUNT. Rows include days of the week (T, W, R, F, A, S, M, T, R, F, A, S, M, T, R, F) and corresponding traffic counts for each hour of the day.

WEEKDAY AVERAGE = 50175 SATURDAY AVERAGE = 38073 SUNDAY AVERAGE = 34794 NUMBER OF GOOD DAYS 19 TOTAL MONTHLY COUNT = 880121
MONTHLY AVERAGE = 46248

Comments

"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/6, MIAMI & ATLANTA FOOTBALL GAME @ 1:00PM
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, DOLPHINS & NEW ENGLAND FOOTBALL GAME @ 1:00 PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: FL. TURNPIKE STATION: 9934 DIRECTION: S LANE: 0
DESCRIPTION: SR-821/HEFT,S OF I-75 INTERCHANGE,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 36.000 STATE ROAD SR 821 US ROAD TRNPK

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|-------|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| ===== | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | T | | | | | | | | | | | | | | | | | | | | | | | | | 48064B |
| 2 | W | 261 | 153 | 79 | 137 | 272 | 886 | 3758 | 5320 | 4739 | 3623 | 2482 | 2173 | 2072 | 2127 | 2145 | 2787 | 3520 | 3739 | 3074 | 2182 | 1322 | 1004 | 674 | 497 | 49026N |
| 3 | R | 266 | 161 | 118 | 156 | 297 | 959 | 3927 | 5548 | 5190 | 3350 | 2513 | 2133 | 2082 | 2194 | 2246 | 2836 | 3499 | 3232 | 3243 | 2479 | 1229 | 991 | 726 | 500 | 49875N |
| 4 | F | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | S | 591 | 380 | 301 | 224 | 235 | 332 | 522 | 610 | 708 | 1059 | 1249 | 1461 | 1690 | 1605 | 1698 | 1776 | 2436 | 2536 | 2120 | 1825 | 1545 | 1143 | 849 | 556 | 27451S |
| 7 | M | 323 | 160 | 129 | 126 | 272 | 927 | 3773 | 5573 | 5045 | 3528 | 2481 | 2140 | 1939 | 2070 | 2210 | 2676 | 3274 | 3463 | 3138 | 2009 | 1204 | 887 | 676 | 465 | 48488N |
| 8 | T | 269 | 156 | 91 | 137 | 281 | 943 | 3955 | 5637 | 5339 | 3576 | 2552 | 2055 | 1959 | 2053 | 2300 | 2804 | 3306 | 3647 | 3037 | 2223 | 1206 | 880 | 666 | 441 | 49513N |
| 9 | W | 258 | 162 | 117 | 129 | 299 | 944 | 3904 | 5754 | 5225 | 3530 | 2507 | 2091 | 2008 | 2216 | 1748 | 2867 | 3543 | 3358 | 3140 | 2476 | 1268 | 1008 | 802 | 574 | 49928N |
| 10 | R | 337 | 166 | 147 | 160 | 325 | 980 | 3157 | 2266 | 2032 | 4563 | 3124 | 2273 | 2078 | 2281 | 2403 | 3018 | 3626 | 3683 | 3313 | 2336 | 1452 | 1158 | 812 | 643 | 46333A |
| 11 | F | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | M | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | T | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | R | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | F | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | M | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | T | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | W | 583 | 336 | 165 | 148 | 283 | 954 | 3616 | 5158 | 4034 | 3999 | 2774 | 2484 | 2360 | 2578 | 2973 | 3544 | 3933 | 3435 | 3020 | 2168 | 1756 | 1380 | 1110 | 958 | 53749A |
| 24 | R | 567 | 375 | 260 | 172 | 206 | 261 | 463 | 678 | 790 | 1000 | 1368 | 1540 | 2133 | 2228 | 2329 | 2415 | 2212 | 2218 | 2339 | 1914 | 1978 | 1940 | 1751 | 1254 | 32391H |
| 25 | F | 707 | 327 | 170 | 160 | 268 | 495 | 1221 | 1906 | 1847 | 1896 | 2011 | 2000 | 1970 | 2050 | 2142 | 2256 | 2221 | 2270 | 2145 | 1620 | 1303 | 1028 | 994 | 732 | 33739A |
| 26 | A | 451 | 332 | 241 | 214 | 218 | 369 | 629 | 1005 | 1227 | 1449 | 1682 | 1849 | 1930 | 1973 | 2113 | 2104 | 2100 | 2131 | 2044 | 1671 | 1373 | 1172 | 1120 | 832 | 30229A |
| 27 | S | 678 | 411 | 333 | 255 | 243 | 284 | 359 | 558 | 688 | 1001 | 1268 | 1606 | 1763 | 1936 | 1890 | 2035 | 2044 | 2161 | 2194 | 1931 | 1729 | 1429 | 1133 | 781 | 28710A |
| 28 | M | 405 | 219 | 178 | 152 | 307 | 913 | 3746 | 5698 | 4715 | 3659 | 2624 | 2243 | 2163 | 2095 | 2424 | 2942 | 3472 | 3628 | 3022 | 1929 | 1228 | 949 | 689 | 471 | 49871N |
| 29 | T | 277 | 193 | 139 | 138 | 303 | 955 | 3830 | 5879 | 5230 | 3688 | 2586 | 2270 | 2067 | 2155 | 2298 | 2177 | 2635 | 4174 | 3361 | 2032 | 1141 | 899 | 732 | 465 | 49624N |
| 30 | W | 282 | 183 | 100 | 109 | 287 | 913 | 3723 | 5353 | 5098 | 4181 | 2775 | 2316 | 2247 | 2293 | 2434 | 2894 | 3437 | 3618 | 2943 | 2075 | 1201 | 962 | 750 | 535 | 50709N |

WEEKDAY AVERAGE = 45241 SATURDAY AVERAGE = 30229 SUNDAY AVERAGE = 28080 NUMBER OF GOOD DAYS 15 TOTAL MONTHLY COUNT = 649636
MONTHLY AVERAGE = 40644

Comments
"B"=====> BAD DAY
"N"=====> NORMAL DAY 11/6, MIAMI & ATLANTA FOOTBALL GAME @ 1:00PM
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, DOLPHINS & NEW ENGLAND FOOTBALL GAME @ 1:00 PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: FL. TURNPIKE STATION: 0430 DIRECTION: N LANE: 0
DESCRIPTION: SR-821/HEFT,N OF CAMPBELL RD/SW 312TH ST,DADE CO.
LOCATION: COUNTY 97 SECTION 471 SUBSECTION 000 MILEPOST 3.150 STATE ROAD SR 821

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | COUNT |
| 1 | T | 135 | 83 | 69 | 72 | 186 | 775 | 1806 | 1499 | 1346 | 1254 | 1212 | 1231 | 1278 | 1244 | 1330 | 1509 | 1505 | 1634 | 1220 | 776 | 575 | 417 | 317 | 252 | 21725N |
| 2 | W | 151 | 86 | 43 | 62 | 186 | 832 | 1810 | 1418 | 1223 | 1184 | 1131 | 1210 | 1121 | 1143 | 1237 | 1508 | 1409 | 1464 | 1246 | 774 | 513 | 479 | 339 | 230 | 20799N |
| 3 | R | 159 | 98 | 44 | 81 | 180 | 864 | 1954 | 1540 | 1319 | 1138 | 1138 | 1075 | 1156 | 1314 | 1316 | 1441 | 1532 | 1664 | 1245 | 821 | 606 | 463 | 340 | 237 | 21725N |
| 4 | F | 169 | 87 | 60 | 70 | 194 | 864 | 1939 | 1472 | 1344 | 1211 | 1167 | 1214 | 1256 | 1309 | 1472 | 1663 | 1653 | 1672 | 1337 | 983 | 729 | 579 | 528 | 386 | 23358N |
| 5 | A | 252 | 169 | 93 | 120 | 158 | 460 | 837 | 815 | 1088 | 1182 | 1172 | 1209 | 1281 | 1374 | 1297 | 1282 | 1403 | 1379 | 1399 | 1078 | 777 | 718 | 557 | 494 | 20594N |
| 6 | S | 325 | 177 | 159 | 116 | 177 | 362 | 561 | 510 | 726 | 947 | 1201 | 1100 | 1528 | 1470 | 1464 | 1379 | 1505 | 1408 | 1432 | 1125 | 805 | 633 | 419 | 253 | 19782N |
| 7 | M | 157 | 95 | 64 | 78 | 197 | 957 | 1944 | 1566 | 1424 | 1260 | 1293 | 1286 | 1247 | 1305 | 1385 | 1533 | 1570 | 1567 | 1144 | 706 | 552 | 423 | 338 | 194 | 22285A |
| 8 | T | 135 | 78 | 62 | 66 | 176 | 904 | 1907 | 1553 | 1385 | 1210 | 1194 | 1126 | 1238 | 1299 | 1357 | 1595 | 1643 | 1593 | 1275 | 775 | 584 | 479 | 356 | 200 | 22190N |
| 9 | W | 139 | 73 | 71 | 63 | 188 | 903 | 1919 | 1470 | 1301 | 1206 | 1183 | 1253 | 1249 | 1376 | 1388 | 1655 | 1614 | 1761 | 1190 | 827 | 640 | 496 | 316 | 249 | 22530N |
| 10 | R | 135 | 72 | 68 | 86 | 171 | 877 | 1983 | 1504 | 1350 | 1240 | 1167 | 1242 | 1278 | 1379 | 1458 | 1676 | 1675 | 1763 | 1556 | 934 | 731 | 592 | 425 | 263 | 23625A |
| 11 | F | 186 | 127 | 84 | 96 | 181 | 818 | 1395 | 1172 | 1182 | 1263 | 1346 | 1349 | 1345 | 1459 | 1561 | 1695 | 1563 | 1537 | 1333 | 1053 | 761 | 697 | 607 | 403 | 23213H |
| 12 | A | 256 | 157 | 110 | 115 | 189 | 388 | 690 | 901 | 1101 | 1174 | 1263 | 1500 | 1475 | 1448 | 1324 | 1700 | 1487 | 1527 | 1399 | 1123 | 834 | 675 | 565 | 458 | 21859A |
| 13 | S | 319 | 185 | 132 | 147 | 199 | 286 | 453 | 536 | 785 | 1032 | 1329 | 1394 | 1523 | 1532 | 1748 | 1676 | 1590 | 1660 | 1572 | 1265 | 859 | 565 | 436 | 224 | 21447A |
| 14 | M | 151 | 94 | 65 | 83 | 182 | 885 | 1880 | 1492 | 1355 | 1195 | 1281 | 1284 | 1212 | 1369 | 1385 | 1569 | 1567 | 1597 | 1133 | 731 | 511 | 446 | 303 | 188 | 21958N |
| 15 | T | 119 | 82 | 56 | 61 | 168 | 872 | 1877 | 1473 | 1361 | 1271 | 1252 | 1291 | 1220 | 1321 | 1375 | 1603 | 1658 | 1634 | 1237 | 784 | 572 | 543 | 354 | 234 | 22418N |
| 16 | W | 146 | 81 | 70 | 52 | 162 | 914 | 1875 | 1495 | 1328 | 1259 | 1260 | 1228 | 1297 | 1417 | 1432 | 1643 | 1570 | 1680 | 1313 | 862 | 607 | 551 | 333 | 231 | 22806N |
| 17 | R | 155 | 90 | 57 | 79 | 170 | 918 | 1801 | 1478 | 1304 | 1310 | 1267 | 1357 | 1291 | 1365 | 1454 | 1661 | 1851 | 1803 | 1389 | 855 | 665 | 590 | 398 | 228 | 23536A |
| 18 | F | 186 | 88 | 79 | 87 | 184 | 903 | 1700 | 1400 | 1359 | 1271 | 1312 | 1297 | 1308 | 1449 | 1443 | 1685 | 1878 | 1805 | 1523 | 1149 | 935 | 923 | 1104 | 1197 | 26265A |
| 19 | A | 359 | 195 | 126 | 108 | 151 | 391 | 741 | 866 | 1147 | 1208 | 1344 | 1480 | 1558 | 1470 | 1516 | 1578 | 1724 | 1647 | 2010 | 2360 | 1979 | 873 | 686 | 501 | 26018S |
| 20 | S | 376 | 240 | 168 | 131 | 165 | 243 | 406 | 490 | 658 | 930 | 1134 | 1201 | 1212 | 1301 | 1469 | 1459 | 1552 | 1744 | 2019 | 2489 | 2715 | 2209 | 1410 | 465 | 26186S |
| 21 | M | 243 | 123 | 92 | 153 | 255 | 989 | 1913 | 1666 | 1712 | 1742 | 1829 | 1559 | 1512 | 1540 | 1557 | 1755 | 1788 | 1678 | 1145 | 822 | 611 | 477 | 354 | 275 | 25790A |
| 22 | T | 163 | 95 | 74 | 90 | 186 | 880 | 1766 | 1425 | 1445 | 1379 | 1359 | 1382 | 1263 | 1444 | 1490 | 1698 | 1710 | 1778 | 1345 | 896 | 711 | 577 | 382 | 274 | 23812A |
| 23 | W | 158 | 104 | 79 | 89 | 178 | 874 | 1671 | 1392 | 1389 | 1350 | 1379 | 1345 | 1492 | 1599 | 1652 | 1765 | 1689 | 1765 | 1407 | 968 | 768 | 658 | 482 | 344 | 24597A |
| 24 | R | 290 | 153 | 100 | 98 | 130 | 208 | 414 | 408 | 499 | 655 | 808 | 921 | 970 | 1040 | 981 | 1017 | 986 | 1008 | 1102 | 898 | 812 | 765 | 662 | 434 | 15359H |
| 25 | F | 245 | 115 | 97 | 115 | 222 | 617 | 969 | 885 | 1004 | 1107 | 1129 | 1260 | 1313 | 1296 | 1345 | 1442 | 1437 | 1407 | 1384 | 982 | 703 | 787 | 1047 | 468 | 21376A |
| 26 | A | 300 | 205 | 121 | 94 | 138 | 342 | 616 | 707 | 842 | 1057 | 1279 | 1307 | 1529 | 1498 | 1536 | 1479 | 1518 | 1479 | 1464 | 1174 | 912 | 850 | 572 | 392 | 21411A |
| 27 | S | 282 | 176 | 124 | 137 | 148 | 279 | 348 | 472 | 652 | 1016 | 1239 | 1437 | 1665 | 1762 | 1773 | 1760 | 1718 | 1579 | 1457 | 1131 | 801 | 629 | 379 | 244 | 21208A |
| 28 | M | 178 | 82 | 50 | 68 | 183 | 893 | 1785 | 1430 | 1380 | 1297 | 1337 | 1286 | 1294 | 1328 | 1338 | 1643 | 1487 | 1605 | 1130 | 737 | 461 | 450 | 336 | 220 | 21998A |
| 29 | T | 147 | 69 | 65 | 75 | 168 | 915 | 1721 | 1509 | 1424 | 1350 | 1261 | 1258 | 1195 | 1316 | 1366 | 1629 | 1619 | 1548 | 1151 | 714 | 530 | 470 | 332 | 217 | 22049N |
| 30 | W | 128 | 89 | 59 | 79 | 175 | 868 | 1743 | 1493 | 1399 | 1325 | 1226 | 1271 | 1260 | 1376 | 1337 | 1682 | 1618 | 1658 | 1241 | 805 | 590 | 479 | 400 | 232 | 22533N |

WEEKDAY AVERAGE = 22542 SATURDAY AVERAGE = 22470 SUNDAY AVERAGE = 22155 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 674452
MONTHLY AVERAGE = 22476

Comments
"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY 11/19, BUSCH FORD 300 - 11/20, NASCAR FORD 400(HOMESTEAD)
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: FL. TURNPIKE STATION: 0403 DIRECTION: S LANE: 0
DESCRIPTION: SR-91/FL TPK,O.2 MI N OF PEMBROKE RD,BROWARD CO.
LOCATION: COUNTY 97 SECTION 470 SUBSECTION 000 MILEPOST 1.990 STATE ROAD SR 91 US ROAD TRNPK

Table with columns: DY D, 1-24, DAILY COUNT. Rows include days of the week (T, W, R, F, A, S, M, T, W, R, F, A, S, M) and corresponding traffic counts for each hour of the day.

WEEKDAY AVERAGE = 56642 SATURDAY AVERAGE = 45292 SUNDAY AVERAGE = 44280 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1433250
MONTHLY AVERAGE = 53254

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY 11/06, DOLPHINS & ATLANTA FOOTBALL GAME @ 1:00PM
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/13, DOLPHINS & NEW ENGLAND FOOTBALL GAME @ 1:00 PM
"S"=====> ATYPICAL DAY (SPECIAL EVENT) 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: DADE STATION: 0193 DIRECTION: E LANE: 0
DESCRIPTION: SR-878, 0.15 MI W SR 826, DADE CO.
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD SR 878

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT | |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|--------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | | |
| 1 | T | 176 | 95 | 56 | 35 | 97 | 481 | 2494 | 2733 | 2871 | 2428 | 1440 | 1218 | 1190 | 1131 | 1165 | 1087 | 1110 | 1119 | 961 | 660 | 559 | 424 | 415 | 222 | 24167A | |
| 2 | W | 116 | 52 | 28 | 22 | 82 | 526 | 2673 | 3038 | 2990 | 2157 | 1494 | 1304 | 1326 | 1222 | 1163 | 1047 | 1025 | 1156 | 1007 | 721 | 602 | 497 | 424 | 210 | 24882N | |
| 3 | R | 115 | 55 | 31 | 24 | 96 | 567 | 2744 | 3200 | 2753 | 2242 | 1580 | 1258 | 1245 | 1176 | 1247 | 1185 | 1166 | 1206 | 1052 | 754 | 553 | 470 | 460 | 328 | 25507N | |
| 4 | F | 162 | 70 | 32 | 43 | 104 | 531 | 2824 | 3248 | 2839 | 2354 | 1506 | 1351 | 1320 | 1183 | 1281 | 1230 | 1155 | 1246 | 1174 | 1025 | 822 | 671 | 584 | 520 | 27275N | |
| 5 | A | 321 | 170 | 99 | 72 | 108 | 255 | 710 | 840 | 1231 | 1390 | 1362 | 1401 | 1515 | 1359 | 1328 | 1228 | 1170 | 1178 | 1241 | 1139 | 848 | 626 | 606 | 645 | 20842N | |
| 6 | S | 418 | 241 | 106 | 85 | 82 | 144 | 453 | 480 | 596 | 846 | 1200 | 1286 | 1204 | 1181 | 1109 | 999 | 1091 | 997 | 915 | 704 | 534 | 388 | 370 | 216 | 15645N | |
| 7 | M | 135 | 70 | 28 | 39 | 114 | 549 | 2775 | 3233 | 2889 | 2405 | 1510 | 1236 | 1225 | 1122 | 1245 | 1127 | 1123 | 1132 | 976 | 745 | 555 | 444 | 364 | 201 | 25242N | |
| 8 | T | 104 | 48 | 49 | 31 | 101 | 578 | 2792 | 3329 | 3021 | 2503 | 1748 | 1294 | 1264 | 1132 | 1285 | 1207 | 1072 | 1135 | 1037 | 811 | 595 | 494 | 423 | 237 | 26290N | |
| 9 | W | 133 | 52 | 30 | 31 | 102 | 596 | 2855 | 3393 | 3077 | 2201 | 1542 | 1267 | 1255 | 1224 | 1258 | 1180 | 1174 | 1195 | 1119 | 827 | 656 | 507 | 464 | 245 | 26383N | |
| 10 | R | 126 | 75 | 37 | 43 | 107 | 571 | 2758 | 3234 | 2865 | 2499 | 1510 | 1296 | 1236 | 1273 | 1332 | 1275 | 1203 | 1237 | 1160 | 948 | 667 | 583 | 588 | 403 | 27026H | |
| 11 | F | 248 | 111 | 46 | 56 | 105 | 436 | 2264 | 2675 | 2101 | 1929 | 1637 | 1507 | 1414 | 1323 | 1384 | 1199 | 1252 | 1255 | 1236 | 1093 | 838 | 669 | 658 | 486 | 25922H | |
| 12 | A | 318 | 167 | 94 | 76 | 107 | 219 | 664 | 781 | 1127 | 1316 | 1268 | 1354 | 1391 | 1340 | 1347 | 1194 | 1207 | 1233 | 1300 | 1197 | 859 | 612 | 685 | 589 | 20445N | |
| 13 | S | 404 | 231 | 112 | 82 | 83 | 149 | 411 | 465 | 560 | 814 | 1074 | 1189 | 1171 | 1116 | 1182 | 1071 | 1015 | 1055 | 990 | 722 | 545 | 444 | 346 | 212 | 15443N | |
| 14 | M | 126 | 82 | 36 | 33 | 88 | 540 | 2848 | 3439 | 2998 | 1866 | 1436 | 1196 | 1191 | 1182 | 1246 | 1146 | 1154 | 1136 | 1082 | 732 | 577 | 461 | 329 | 203 | 25127N | |
| 15 | T | 114 | 48 | 29 | 31 | 99 | 605 | 2835 | 3561 | 3155 | 1925 | 1512 | 1321 | 1238 | 1204 | 1280 | 1254 | 1083 | 1203 | 1169 | 795 | 562 | 489 | 425 | 226 | 26163N | |
| 16 | W | 116 | 73 | 35 | 31 | 96 | 608 | 2883 | 3616 | 2657 | 2481 | 1887 | 1387 | 1246 | 1259 | 1326 | 1214 | 1163 | 1262 | 1195 | 829 | 621 | 520 | 443 | 247 | 27195N | |
| 17 | R | 142 | 57 | 53 | 44 | 107 | 629 | 2653 | 3419 | 3190 | 1892 | 1462 | 1336 | 1294 | 1377 | 1299 | 1197 | 1178 | 1231 | 1008 | 838 | 664 | 602 | 580 | 335 | 26587N | |
| 18 | F | 171 | 81 | 56 | 54 | 103 | 549 | 2588 | 3175 | 2881 | 2267 | 1656 | 1405 | 1351 | 1249 | 1274 | 1204 | 1217 | 1252 | 1261 | 1093 | 798 | 735 | 678 | 613 | 27711N | |
| 19 | A | 393 | 207 | 99 | 86 | 105 | 239 | 733 | 877 | 1305 | 1368 | 1386 | 1375 | 1387 | 1377 | 1312 | 1235 | 1338 | 1295 | 1382 | 1203 | 880 | 686 | 628 | 562 | 21458S | |
| 20 | S | 453 | 268 | 112 | 73 | 80 | 150 | 401 | 424 | 570 | 800 | 1031 | 1238 | 1224 | 1176 | 1230 | 1061 | 1128 | 975 | 997 | 843 | 656 | 575 | 519 | 302 | 16286A | |
| 21 | M | 135 | 74 | 41 | 36 | 93 | 588 | 2773 | 3265 | 3229 | 1898 | 1508 | 1282 | 1269 | 1161 | 1296 | 1256 | 1194 | 1181 | 982 | 758 | 560 | 489 | 422 | 223 | 25713A | |
| 22 | T | 116 | 73 | 23 | 44 | 102 | 572 | 2876 | 3537 | 3055 | 2021 | 1564 | 1375 | 1242 | 1287 | 1346 | 1257 | 1225 | 1231 | 1155 | 851 | 655 | 502 | 455 | 329 | 26893A | |
| 23 | W | 166 | 84 | 51 | 50 | 102 | 536 | 2577 | 3200 | 3073 | 2075 | 1550 | 1312 | 1331 | 1264 | 1300 | 1172 | 1152 | 1132 | 1168 | 971 | 781 | 626 | 723 | 488 | 26884A | |
| 24 | R | | | | | | | | | | | | | | | | | | | | | | | | | | 3789B |
| 25 | F | | | | | | | | | | | | | | | | | | | | | | | | | | 13972B |
| 26 | A | 361 | 200 | 109 | 62 | 84 | 223 | 534 | 637 | 881 | 1036 | 1099 | 1129 | 1233 | 1267 | 1233 | 1133 | 1021 | 925 | 1057 | 976 | 917 | 773 | 386 | 198 | 17474A | |
| 27 | S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | M | 110 | 75 | 37 | 42 | 88 | 525 | 2207 | 2497 | 2206 | 1585 | 1385 | 1136 | 1095 | 1090 | 1161 | 1036 | 1043 | 1119 | 1002 | 753 | 545 | 425 | 384 | 209 | 21755A | |
| 29 | T | 111 | 56 | 30 | 34 | 99 | 572 | 2276 | 2546 | 2214 | 1671 | 1422 | 1273 | 1166 | 1206 | 1252 | 1107 | 1087 | 1050 | 997 | 759 | 543 | 497 | 409 | 233 | 22610A | |
| 30 | W | 122 | 69 | 33 | 32 | 107 | 564 | 2302 | 2674 | 2472 | 1882 | 1385 | 1151 | 1187 | 1160 | 1216 | 1158 | 1117 | 1238 | 1124 | 817 | 634 | 540 | 458 | 286 | 23728A | |

WEEKDAY AVERAGE = 25767 SATURDAY AVERAGE = 20054 SUNDAY AVERAGE = 15791 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 640653
MONTHLY AVERAGE = 23526

Comments

- "B"====> BAD DAY
- "N"====> NORMAL DAY
- "A"====> ATYPICAL DAY 11/19, MIAMI & GEORGIA TECH FOOTBALL GAME @ 7:30PM
- "H"====> ATYPICAL DAY (HOLIDAY) 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)
- "S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: DADE STATION: 0193 DIRECTION: W LANE: 0
DESCRIPTION: SR-878, 0.15 MI W SR 826, DADE CO.
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD SR 878

Table with columns: DY D, 1-24, DAILY COUNT. Rows include traffic counts for days 1-31, with sub-rows for AM (A) and PM (S) for each day. Includes counts for various directions (T, W, R, F, M, S, A, S, M, T, W, R, F, A, S, M, T, W, R, F, A, S).

WEEKDAY AVERAGE = 27524 SATURDAY AVERAGE = 20249 SUNDAY AVERAGE = 16856 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 681390
MONTHLY AVERAGE = 24961

Comments

- "B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY 11/19, MIAMI & GEORGIA TECH FOOTBALL GAME @ 7:30PM
"H"=====> ATYPICAL DAY (HOLIDAY) 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRAFFIC COUNTS
 HOURLY CONTINUOUS COUNTS FINAL REPORT
 November 2005

COUNTY NAME: DADE STATION: 0137 DIRECTION: E LANE: 0
 DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
 LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD SR 826

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT | |
|----|---|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|--------|
| MN | Y | **** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | | |
| 1 | T | 739 | 415 | 325 | 372 | 581 | 1692 | 4792 | 5435 | 4758 | 4232 | 4228 | 4358 | 4343 | 4297 | 4401 | 4260 | 4613 | 4757 | 4228 | 3709 | 2551 | 2109 | 1742 | 1178 | 74115A | |
| 2 | W | 735 | 407 | 306 | 347 | 635 | 1852 | 5112 | 5759 | 4887 | 4132 | 4155 | 4033 | 4183 | 4153 | 4411 | 4456 | 4456 | 4452 | 4373 | 3921 | 2888 | 2325 | 1947 | 1331 | 75256N | |
| 3 | R | 822 | 467 | 346 | 383 | 670 | 1993 | 5111 | 5058 | 4511 | 3865 | 4113 | 4080 | 4121 | 4007 | 4242 | 4439 | 4490 | 4623 | 4089 | 3916 | 2647 | 2244 | 1963 | 1477 | 73677N | |
| 4 | F | 890 | 485 | 396 | 431 | 742 | 1931 | 5110 | 4428 | 4506 | 4160 | 4001 | 4195 | 4241 | 4068 | 4464 | 4733 | 4530 | 4389 | 4399 | 3972 | 3061 | 2640 | 2274 | 1929 | 75975N | |
| 5 | A | 1310 | 894 | 667 | 553 | 624 | 1168 | 2713 | 3189 | 3562 | 3643 | 3852 | 4038 | 4293 | 4229 | 4212 | 4119 | 3963 | 3900 | 3879 | 3365 | 2754 | 2299 | 2228 | 2272 | 67726N | |
| 6 | S | 1647 | 1072 | 744 | 594 | 615 | 775 | 1440 | 1681 | 2023 | 2688 | 3594 | 4230 | 3759 | 3465 | 3445 | 3506 | 3391 | 3234 | 3238 | 2767 | 2282 | 2070 | 1572 | 1216 | 55048N | |
| 7 | M | 700 | 400 | 323 | 368 | 735 | 1992 | 5030 | 4903 | 4394 | 4195 | 3961 | 4012 | 4104 | 4185 | 4334 | 4666 | 4649 | 4663 | 4073 | 2869 | 2396 | 2611 | 1917 | 1233 | 72713N | |
| 8 | T | | | | | | | | | | | | | | | | | | | | | | | | | 73913B | |
| 9 | W | | | | | | | | | | | | | | | | | | | | | | | | | | 73210B |
| 10 | R | 921 | 487 | 380 | 415 | 775 | 1991 | 5169 | 4566 | 4103 | 3949 | 4192 | 4005 | 4244 | 4360 | 4375 | 4673 | 4664 | 4625 | 4696 | 3747 | 2973 | 2601 | 2265 | 1632 | 75808N | |
| 11 | F | 1030 | 604 | 443 | 487 | 857 | 2050 | 4843 | 4836 | 4451 | 4320 | 4295 | 4371 | 4359 | 4455 | 4749 | 4502 | 4330 | 4596 | 4330 | 3957 | 3033 | 2419 | 2416 | 2040 | 77773H | |
| 12 | A | 1455 | 953 | 721 | 614 | 675 | 1204 | 2719 | 3138 | 3328 | 3820 | 3786 | 4144 | 4429 | 4356 | 3733 | 3409 | 4044 | 3885 | 3915 | 3516 | 2872 | 2447 | 2404 | 2201 | 67768N | |
| 13 | S | 1722 | 1118 | 729 | 607 | 617 | 775 | 1477 | 1692 | 2134 | 2685 | 3732 | 4173 | 3831 | 3550 | 3672 | 3543 | 3359 | 3265 | 3483 | 2804 | 2275 | 2052 | 1696 | 1234 | 56225N | |
| 14 | M | 809 | 398 | 338 | 397 | 696 | 2070 | 5016 | 5066 | 4435 | 4103 | 3970 | 4000 | 4100 | 4238 | 4454 | 4631 | 4513 | 4831 | 4523 | 3608 | 2647 | 2213 | 1877 | 1338 | 74271N | |
| 15 | T | 773 | 452 | 352 | 452 | 738 | 2073 | 5157 | 4718 | 4153 | 4124 | 4048 | 4137 | 4113 | 4290 | 4472 | 4770 | 4702 | 4678 | 4579 | 3915 | 2824 | 2306 | 1948 | 1429 | 75203N | |
| 16 | W | 848 | 452 | 397 | 385 | 741 | 2063 | 5089 | 4970 | 4094 | 4066 | 4028 | 4011 | 4183 | 4198 | 4574 | 4604 | 4713 | 4805 | 4592 | 3894 | 2916 | 2627 | 2108 | 1486 | 75844N | |
| 17 | R | 893 | 516 | 413 | 429 | 748 | 2018 | 5041 | 4858 | 4035 | 4120 | 3939 | 3566 | 4161 | 4302 | 4725 | 4848 | 4605 | 4849 | 4709 | 3832 | 2999 | 2564 | 2218 | 1519 | 75907N | |
| 18 | F | 895 | 461 | 411 | 497 | 746 | 1979 | 4556 | 4456 | 4005 | 4002 | 4049 | 4215 | 4281 | 4460 | 4701 | 4625 | 4641 | 4755 | 4530 | 4121 | 3157 | 2657 | 2444 | 2238 | 76882N | |
| 19 | A | 1561 | 943 | 734 | 605 | 704 | 1191 | 2558 | 3264 | 3607 | 3656 | 3848 | 3908 | 4163 | 4408 | 4489 | 4316 | 4143 | 4151 | 3970 | 3484 | 2831 | 2585 | 2403 | 2188 | 69710N | |
| 20 | S | 1683 | 1130 | 747 | 530 | 469 | 645 | 1302 | 1563 | 1925 | 2335 | 3023 | 3350 | 3403 | 3581 | 3728 | 3589 | 3286 | 3339 | 3101 | 2873 | 2435 | 2082 | 1868 | 1439 | 53426N | |
| 21 | M | 829 | 418 | 336 | 369 | 717 | 2047 | 4936 | 4936 | 4438 | 4077 | 3952 | 4064 | 4190 | 4171 | 4436 | 4838 | 4535 | 4818 | 4497 | 3583 | 2681 | 2264 | 1875 | 1386 | 74393N | |
| 22 | T | 864 | 487 | 394 | 395 | 741 | 2121 | 4922 | 4725 | 4170 | 4073 | 4255 | 4252 | 4389 | 4376 | 4500 | 4764 | 4596 | 4778 | 4525 | 3964 | 3053 | 2509 | 2135 | 1492 | 76480N | |
| 23 | W | 935 | 510 | 394 | 443 | 777 | 1881 | 4833 | 4873 | 4206 | 4251 | 4217 | 4261 | 4490 | 4745 | 4697 | 4672 | 3609 | 3961 | 4138 | 3884 | 3420 | 2903 | 2503 | 1844 | 76447N | |
| 24 | R | 1337 | 714 | 563 | 498 | 500 | 699 | 1312 | 1484 | 1649 | 1877 | 2195 | 2508 | 2778 | 2908 | 3026 | 2953 | 2766 | 2704 | 2892 | 2652 | 2704 | 3027 | 3072 | 2529 | 49347H | |
| 25 | F | 1766 | 872 | 527 | 428 | 796 | 1564 | 3143 | 3466 | 3556 | 3590 | 3872 | 4129 | 4068 | 4306 | 4109 | 4287 | 3987 | 4101 | 3781 | 3183 | 2540 | 2312 | 2284 | 2021 | 68688A | |
| 26 | A | 1433 | 999 | 707 | 507 | 632 | 956 | 1955 | 2321 | 2930 | 3076 | 3461 | 3778 | 3974 | 4142 | 4064 | 3938 | 3797 | 3707 | 3564 | 3111 | 2640 | 2388 | 2404 | 2192 | 62676A | |
| 27 | S | 1698 | 1091 | 845 | 552 | 514 | 631 | 1243 | 1400 | 1771 | 2317 | 2959 | 3371 | 3323 | 3428 | 3618 | 3613 | 3359 | 3204 | 3017 | 2549 | 2374 | 1969 | 1637 | 1240 | 51723A | |
| 28 | M | 804 | 381 | 331 | 385 | 711 | 1929 | 4824 | 4865 | 4166 | 4164 | 4082 | 4149 | 4318 | 4212 | 4351 | 4715 | 4708 | 4785 | 4541 | 3530 | 2733 | 2290 | 1932 | 1305 | 74211N | |
| 29 | T | 841 | 484 | 355 | 421 | 727 | 2065 | 4855 | 5082 | 4307 | 4065 | 4126 | 4016 | 4064 | 4220 | 3731 | 4140 | 4149 | 4583 | 4326 | 3702 | 2794 | 2423 | 1961 | 1395 | 72832N | |
| 30 | W | 808 | 400 | 393 | 383 | 720 | 2015 | 4628 | 4787 | 4359 | 4249 | 4098 | 3982 | 4278 | 4121 | 4346 | 4460 | 4609 | 4867 | 3920 | 3957 | 3007 | 2594 | 2243 | 1479 | 74703N | |

WEEKDAY AVERAGE = 73525 SATURDAY AVERAGE = 66970 SUNDAY AVERAGE = 54105 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 1954827
 MONTHLY AVERAGE = 69814

Comments

 "B"=====> BAD DAY
 "N"=====> NORMAL DAY
 "A"=====> ATYPICAL DAY 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)
 "H"=====> ATYPICAL DAY (HOLIDAY)
 "S"=====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

DATE 06/22/06

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
November 2005

COUNTY NAME: DADE STATION: 0137 DIRECTION: W LANE: 0
DESCRIPTION: SR 826/PALMETTO XPWY,2600' W OF NW 67TH AV,DADE CO
LOCATION: COUNTY 87 SECTION 260 SUBSECTION 000 MILEPOST 17.646 STATE ROAD SR 826

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY COUNT |
|----|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| MN | Y | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| 1 | T | 726 | 456 | 361 | 399 | 615 | 1667 | 3622 | 3532 | 3372 | 3377 | 3387 | 3708 | 3812 | 4061 | 3793 | 3526 | 4267 | 4123 | 3402 | 3607 | 2818 | 2257 | 1677 | 1196 | 63761A |
| 2 | W | 695 | 398 | 252 | 325 | 643 | 1689 | 3703 | 3746 | 3394 | 3553 | 2835 | 3105 | 3719 | 3873 | 4454 | 4318 | 4257 | 4363 | 3990 | 3920 | 3191 | 2520 | 1860 | 1334 | 66137A |
| 3 | R | 783 | 511 | 350 | 364 | 671 | 1910 | 3955 | 3885 | 3670 | 3434 | 3576 | 3555 | 3834 | 4044 | 4211 | 4477 | 4395 | 4129 | 4031 | 3957 | 3078 | 2324 | 1857 | 1503 | 68504A |
| 4 | F | 964 | 533 | 412 | 435 | 771 | 1944 | 4013 | 4006 | 3534 | 3597 | 3520 | 3789 | 4154 | 4076 | 4314 | 4733 | 4231 | 3602 | 4171 | 3881 | 3352 | 2770 | 2340 | 1836 | 70978N |
| 5 | A | 1400 | 906 | 671 | 618 | 746 | 1163 | 2051 | 2430 | 2886 | 3233 | 3449 | 3739 | 4047 | 4027 | 4056 | 4367 | 4174 | 4188 | 4378 | 3853 | 3019 | 2506 | 2146 | 2101 | 66154N |
| 6 | S | 1624 | 1056 | 847 | 703 | 665 | 849 | 1154 | 1293 | 1583 | 1986 | 2352 | 2829 | 3116 | 3482 | 3642 | 3598 | 4974 | 4383 | 4148 | 3336 | 2626 | 2233 | 1764 | 1258 | 55501N |
| 7 | M | 783 | 470 | 354 | 367 | 706 | 2007 | 4062 | 3952 | 3359 | 3518 | 3503 | 3791 | 4031 | 4062 | 4325 | 4680 | 4228 | 4399 | 4157 | 3832 | 2989 | 2592 | 2017 | 1222 | 69406N |
| 8 | T | 817 | 471 | 329 | 398 | 760 | 2050 | 4214 | 4017 | 3467 | 3460 | 3668 | 3815 | 3955 | 4122 | 4521 | 4600 | 4475 | 4125 | 3875 | 3924 | 3199 | 2866 | 2054 | 1306 | 70598N |
| 9 | W | 834 | 473 | 346 | 356 | 780 | 2059 | 4194 | 3884 | 3319 | 3589 | 3707 | 3891 | 4027 | 4312 | 4486 | 4743 | 4397 | 4592 | 4084 | 3958 | 3215 | 2804 | 2060 | 1489 | 71599N |
| 10 | R | 891 | 514 | 427 | 427 | 728 | 2069 | 4302 | 3366 | 2788 | 3039 | 3590 | 3809 | 4015 | 4186 | 4482 | 4655 | 4606 | 4480 | 4410 | 3890 | 3369 | 2710 | 2210 | 1798 | 70761N |
| 11 | F | 1013 | 716 | 522 | 558 | 819 | 1933 | 3591 | 3522 | 3292 | 3659 | 3908 | 4042 | 4238 | 3447 | 4296 | 4631 | 4426 | 4562 | 3729 | 4182 | 3207 | 2693 | 2292 | 1998 | 71276H |
| 12 | A | 1486 | 1057 | 822 | 707 | 866 | 1273 | 1986 | 2449 | 3036 | 3480 | 3715 | 4001 | 4158 | 4329 | 4217 | 4190 | 4273 | 4375 | 4499 | 3660 | 3083 | 2574 | 2353 | 2117 | 68706N |
| 13 | S | 1656 | 1167 | 912 | 692 | 784 | 921 | 1193 | 1237 | 1776 | 2173 | 2674 | 2850 | 3400 | 3415 | 3718 | 3787 | 4552 | 4847 | 4014 | 3274 | 2728 | 2216 | 1823 | 1318 | 57127N |
| 14 | M | 898 | 502 | 352 | 378 | 777 | 2012 | 4068 | 3896 | 3291 | 3300 | 3694 | 3931 | 4165 | 4290 | 4624 | 4541 | 4285 | 4192 | 3406 | 2949 | 2607 | 2218 | 1807 | 1356 | 67539N |
| 15 | T | 881 | 518 | 373 | 362 | 773 | 2111 | 4269 | 4058 | 3338 | 3380 | 3575 | 4029 | 4257 | 4197 | 4581 | 4505 | 4523 | 4508 | 4069 | 3671 | 3019 | 2685 | 2156 | 1381 | 71219N |
| 16 | W | 843 | 489 | 340 | 428 | 815 | 2131 | 4289 | 4023 | 3374 | 3427 | 3897 | 3879 | 4019 | 4136 | 4393 | 4666 | 4409 | 4327 | 4159 | 3845 | 3039 | 2786 | 2207 | 1485 | 71406N |
| 17 | R | 807 | 568 | 365 | 377 | 783 | 2120 | 4309 | 4049 | 3141 | 3472 | 3648 | 3896 | 4268 | 4257 | 4556 | 4740 | 4570 | 4464 | 3986 | 3946 | 3264 | 2894 | 2157 | 1480 | 72117N |
| 18 | F | 938 | 578 | 490 | 511 | 766 | 2038 | 3967 | 3088 | 2518 | 3323 | 3631 | 3851 | 4234 | 4281 | 4680 | 4709 | 4465 | 4535 | 3873 | 3846 | 3189 | 2741 | 2405 | 2005 | 70662N |
| 19 | A | 1614 | 1034 | 796 | 728 | 839 | 1380 | 2173 | 2564 | 2933 | 3493 | 3645 | 3958 | 4042 | 4170 | 4205 | 4210 | 4170 | 4366 | 4203 | 3649 | 2884 | 2510 | 2327 | 2212 | 68105N |
| 20 | S | 1644 | 1160 | 924 | 660 | 693 | 806 | 1174 | 1166 | 1488 | 1823 | 2329 | 2809 | 3185 | 3553 | 3625 | 3587 | 3660 | 3710 | 3982 | 3080 | 2620 | 2290 | 1879 | 1307 | 53154N |
| 21 | M | 784 | 506 | 347 | 371 | 746 | 2095 | 4150 | 3847 | 3227 | 3381 | 3465 | 3783 | 4140 | 4213 | 4211 | 4758 | 4188 | 4403 | 4028 | 3703 | 2987 | 2459 | 1884 | 1346 | 69022N |
| 22 | T | 842 | 491 | 355 | 388 | 734 | 2087 | 4167 | 2500 | 3198 | 3355 | 3891 | 4165 | 4071 | 4451 | 4373 | 4633 | 4417 | 4373 | 4134 | 3917 | 3274 | 2784 | 2157 | 1455 | 70212A |
| 23 | W | 1030 | 626 | 438 | 423 | 814 | 2107 | 4022 | 3567 | 3337 | 3456 | 3817 | 4080 | 4350 | 4349 | 4542 | 4797 | 4199 | 4438 | 4320 | 3722 | 3169 | 2870 | 2522 | 1937 | 72932A |
| 24 | R | 1316 | 867 | 599 | 548 | 616 | 792 | 1047 | 1210 | 1355 | 1755 | 2171 | 2518 | 2840 | 3035 | 3240 | 3298 | 3276 | 3067 | 3230 | 2688 | 2522 | 2605 | 2482 | 2094 | 49171H |
| 25 | F | 1372 | 752 | 480 | 517 | 736 | 1348 | 2338 | 2748 | 2923 | 3102 | 3320 | 3297 | 3603 | 4050 | 3940 | 3796 | 3943 | 3866 | 3642 | 3531 | 2993 | 2571 | 2434 | 1910 | 63212A |
| 26 | A | 1394 | 869 | 678 | 679 | 785 | 998 | 1497 | 1860 | 2214 | 2641 | 3019 | 3275 | 3567 | 3747 | 3826 | 3978 | 3929 | 4023 | 4077 | 3503 | 2897 | 2646 | 2417 | 2015 | 60534A |
| 27 | S | 1505 | 1036 | 798 | 740 | 706 | 727 | 1040 | 1125 | 1425 | 1938 | 2316 | 2794 | 3182 | 3612 | 3627 | 3521 | 3677 | 3796 | 3769 | 3038 | 2655 | 2255 | 1984 | 1281 | 52547N |
| 28 | M | 850 | 457 | 363 | 373 | 732 | 2073 | 4087 | 3614 | 3116 | 3396 | 3851 | 3944 | 4096 | 4188 | 4220 | 3835 | 4404 | 4366 | 4015 | 3641 | 2877 | 2445 | 2006 | 1345 | 68294A |
| 29 | T | 855 | 504 | 358 | 417 | 741 | 2084 | 4133 | 3763 | 3218 | 3352 | 3692 | 3948 | 4105 | 4189 | 3916 | 4095 | 4198 | 4060 | 3535 | 3647 | 2841 | 2607 | 1929 | 1402 | 67589A |
| 30 | W | 833 | 478 | 358 | 399 | 737 | 2065 | 4109 | 2211 | 2347 | 3147 | 3615 | 3924 | 4191 | 4227 | 4556 | 4634 | 4620 | 4367 | 3922 | 3559 | 3027 | 2796 | 2170 | 1700 | 67992A |

WEEKDAY AVERAGE = 68284 SATURDAY AVERAGE = 65874 SUNDAY AVERAGE = 54582 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1986215
MONTHLY AVERAGE = 65982

Comments

"B"====> BAD DAY
"N"====> NORMAL DAY
"A"====> ATYPICAL DAY 11/24, THANKSGIVING - 11/11, VETERAN'S DAY (OBSERVED)
"H"====> ATYPICAL DAY (HOLIDAY)
"S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: Atypical days have counts that are higher or lower than normal, but still reasonable, and no local special events are known.

Transportation Attachment IV

Toll Data from Florida's Turnpike

**Bird Road Toll Plaza
Homestead Toll Plaza**

Bird Road Toll Plaza Data

2008

2007

2006

2005

Total Traffic by Lane Type for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|-----------|------------------------|--------|---------|--------|-------------------|-------------|
| | | Cash | | SunPass | | | |
| | | Manned | Total | Manned | Total | | |
| November 13, 2008 | 23 | 461 | 461 | 1,359 | 1,359 | 1,820 | 1,820 |
| | All Hours | 13,010 | 13,010 | 2,070 | 2,070 | 15,080 | 15,080 |
| November 14, 2008 | 00 | 313 | 313 | 675 | 675 | 988 | 988 |
| | 01 | 156 | 156 | 284 | 284 | 440 | 440 |
| | 02 | 96 | 96 | 162 | 162 | 258 | 258 |
| | 03 | 61 | 61 | 2 | 2 | 63 | 63 |
| | 04 | 56 | 56 | 1 | 1 | 57 | 57 |
| | 05 | 142 | 142 | 2 | 2 | 144 | 144 |
| | 06 | 358 | 358 | 7 | 7 | 365 | 365 |
| | 07 | 594 | 594 | 10 | 10 | 604 | 604 |
| | 08 | 653 | 653 | 6 | 6 | 659 | 659 |
| | 09 | 647 | 647 | 17 | 17 | 664 | 664 |
| | 10 | 710 | 710 | 11 | 11 | 721 | 721 |
| | 11 | 790 | 790 | 13 | 13 | 803 | 803 |
| | 12 | 792 | 792 | 15 | 15 | 807 | 807 |
| | 13 | 848 | 848 | 16 | 16 | 864 | 864 |
| | 14 | 934 | 934 | 17 | 17 | 951 | 951 |
| | 15 | 1,025 | 1,025 | 14 | 14 | 1,039 | 1,039 |
| | 16 | 1,215 | 1,215 | 29 | 29 | 1,244 | 1,244 |
| | 17 | 1,113 | 1,113 | 26 | 26 | 1,139 | 1,139 |
| | 18 | 1,124 | 1,124 | 40 | 40 | 1,164 | 1,164 |
| | 19 | 1,088 | 1,088 | 29 | 29 | 1,117 | 1,117 |
| | 20 | 825 | 825 | 18 | 18 | 843 | 843 |
| | 21 | 658 | 658 | 13 | 13 | 671 | 671 |
| | 22 | 494 | 494 | 11 | 11 | 505 | 505 |
| | 23 | 439 | 439 | 6 | 6 | 445 | 445 |
| All Hours | 15,131 | 15,131 | 1,424 | 1,424 | 16,555 | 16,555 | |

Total Traffic by Lane Type for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|------------------|------------------------|---------------|------------|------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Manned | Total | Manned | Total | | |
| November 15, 2008 | 00 | 298 | 298 | 7 | 7 | 305 | 305 |
| | 01 | 238 | 238 | 4 | 4 | 242 | 242 |
| | 02 | 164 | 164 | 3 | 3 | 167 | 167 |
| | 03 | 120 | 120 | 2 | 2 | 122 | 122 |
| | 04 | 118 | 118 | 3 | 3 | 121 | 121 |
| | 05 | 157 | 157 | 0 | 0 | 157 | 157 |
| | 06 | 285 | 285 | 4 | 4 | 289 | 289 |
| | 07 | 434 | 434 | 5 | 5 | 439 | 439 |
| | 08 | 578 | 578 | 12 | 12 | 590 | 590 |
| | 09 | 776 | 776 | 12 | 12 | 788 | 788 |
| | 10 | 969 | 969 | 13 | 13 | 982 | 982 |
| | 11 | 999 | 999 | 19 | 19 | 1,018 | 1,018 |
| | 12 | 1,062 | 1,062 | 18 | 18 | 1,080 | 1,080 |
| | 13 | 1,045 | 1,045 | 17 | 17 | 1,062 | 1,062 |
| | 14 | 1,127 | 1,127 | 17 | 17 | 1,144 | 1,144 |
| | 15 | 1,061 | 1,061 | 15 | 15 | 1,076 | 1,076 |
| | 16 | 937 | 937 | 13 | 13 | 950 | 950 |
| | 17 | 897 | 897 | 17 | 17 | 914 | 914 |
| | 18 | 925 | 925 | 20 | 20 | 945 | 945 |
| | 19 | 831 | 831 | 9 | 9 | 840 | 840 |
| | 20 | 660 | 660 | 12 | 12 | 672 | 672 |
| | 21 | 601 | 601 | 14 | 14 | 615 | 615 |
| | 22 | 535 | 535 | 8 | 8 | 543 | 543 |
| | 23 | 478 | 478 | 6 | 6 | 484 | 484 |
| | All Hours | 15,295 | 15,295 | 250 | 250 | 15,545 | 15,545 |
| November 16, 2008 | 00 | 361 | 361 | 7 | 7 | 368 | 368 |
| | 01 | 275 | 275 | 8 | 8 | 283 | 283 |

Total Traffic by Lane Type for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|---------------|---------------|------------|-------------------|---------------|---------------|
| | | Cash | | SunPass | | | | |
| | | Manned | Total | Manned | Total | | | |
| November 16, 2008 | 02 | 173 | 173 | 8 | 8 | 181 | 181 | |
| | 03 | 133 | 133 | 4 | 4 | 137 | 137 | |
| | 04 | 115 | 115 | 6 | 6 | 121 | 121 | |
| | 05 | 118 | 118 | 0 | 0 | 118 | 118 | |
| | 06 | 216 | 216 | 1 | 1 | 217 | 217 | |
| | 07 | 388 | 388 | 8 | 8 | 396 | 396 | |
| | 08 | 621 | 621 | 13 | 13 | 634 | 634 | |
| | 09 | 878 | 878 | 18 | 18 | 896 | 896 | |
| | 10 | 1,233 | 1,233 | 16 | 16 | 1,249 | 1,249 | |
| | 11 | 1,271 | 1,271 | 9 | 9 | 1,280 | 1,280 | |
| | 12 | 1,205 | 1,205 | 19 | 19 | 1,224 | 1,224 | |
| | 13 | 1,047 | 1,047 | 19 | 19 | 1,066 | 1,066 | |
| | 14 | 846 | 846 | 9 | 9 | 855 | 855 | |
| | 15 | 734 | 734 | 13 | 13 | 747 | 747 | |
| | 16 | 847 | 847 | 11 | 11 | 858 | 858 | |
| | 17 | 845 | 845 | 13 | 13 | 858 | 858 | |
| | 18 | 803 | 803 | 22 | 22 | 825 | 825 | |
| | 19 | 673 | 673 | 16 | 16 | 689 | 689 | |
| | 20 | 538 | 538 | 7 | 7 | 545 | 545 | |
| | 21 | 428 | 428 | 4 | 4 | 432 | 432 | |
| | 22 | 353 | 353 | 7 | 7 | 360 | 360 | |
| | 23 | 278 | 278 | 4 | 4 | 282 | 282 | |
| | | All Hours | 14,379 | 14,379 | 242 | 242 | 14,621 | 14,621 |
| | November 17, 2008 | 00 | 150 | 150 | 1 | 1 | 151 | 151 |
| 01 | | 74 | 74 | 0 | 0 | 74 | 74 | |
| 02 | | 62 | 62 | 2 | 2 | 64 | 64 | |
| 03 | | 44 | 44 | 1 | 1 | 45 | 45 | |

Total Traffic by Lane Type for November 2008

| | | Southbound / Westbound | | | | | | | |
|-------------------|-----------|------------------------|-------|---------|--------|-------------------|--|-------------|--|
| | | Cash | | SunPass | | Directional Total | | Grand Total | |
| | | Express | Total | Express | Total | | | | |
| November 13, 2008 | All Hours | 3,443 | 3,443 | 42,963 | 42,963 | 46,406 | | 46,406 | |
| November 14, 2008 | 00 | 6 | 6 | 2 | 2 | 8 | | 8 | |
| | 01 | 10 | 10 | 4 | 4 | 14 | | 14 | |
| | 02 | 1 | 1 | 33 | 33 | 34 | | 34 | |
| | 03 | 19 | 19 | 183 | 183 | 202 | | 202 | |
| | 04 | 13 | 13 | 190 | 190 | 203 | | 203 | |
| | 05 | 17 | 17 | 430 | 430 | 447 | | 447 | |
| | 06 | 53 | 53 | 1,398 | 1,398 | 1,451 | | 1,451 | |
| | 07 | 72 | 72 | 2,447 | 2,447 | 2,519 | | 2,519 | |
| | 08 | 115 | 115 | 2,526 | 2,526 | 2,641 | | 2,641 | |
| | 09 | 70 | 70 | 2,050 | 2,050 | 2,120 | | 2,120 | |
| | 10 | 80 | 80 | 2,011 | 2,011 | 2,091 | | 2,091 | |
| | 11 | 88 | 88 | 2,020 | 2,020 | 2,108 | | 2,108 | |
| | 12 | 94 | 94 | 2,371 | 2,371 | 2,465 | | 2,465 | |
| | 13 | 103 | 103 | 2,609 | 2,609 | 2,712 | | 2,712 | |
| | 14 | 120 | 120 | 2,984 | 2,984 | 3,104 | | 3,104 | |
| | 15 | 174 | 174 | 3,924 | 3,924 | 4,098 | | 4,098 | |
| | 16 | 130 | 130 | 4,287 | 4,287 | 4,417 | | 4,417 | |
| | 17 | 142 | 142 | 4,547 | 4,547 | 4,689 | | 4,689 | |
| | 18 | 137 | 137 | 4,329 | 4,329 | 4,466 | | 4,466 | |
| | 19 | 125 | 125 | 3,407 | 3,407 | 3,532 | | 3,532 | |
| | 20 | 84 | 84 | 2,103 | 2,103 | 2,187 | | 2,187 | |
| | 21 | 63 | 63 | 1,739 | 1,739 | 1,802 | | 1,802 | |
| | 22 | 47 | 47 | 1,599 | 1,599 | 1,646 | | 1,646 | |
| | 23 | 56 | 56 | 1,268 | 1,268 | 1,324 | | 1,324 | |
| | All Hours | 1,819 | 1,819 | 48,461 | 48,461 | 50,280 | | 50,280 | |
| November 15, 2008 | 00 | 29 | 29 | 872 | 872 | 901 | | 901 | |

Total Traffic by Lane Type for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|------------------|------------------------|--------------|---------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 15, 2008 | 01 | 31 | 31 | 652 | 652 | 683 | 683 |
| | 02 | 28 | 28 | 432 | 432 | 460 | 460 |
| | 03 | 19 | 19 | 313 | 313 | 332 | 332 |
| | 04 | 21 | 21 | 302 | 302 | 323 | 323 |
| | 05 | 17 | 17 | 406 | 406 | 423 | 423 |
| | 06 | 18 | 18 | 669 | 669 | 687 | 687 |
| | 07 | 48 | 48 | 1,029 | 1,029 | 1,077 | 1,077 |
| | 08 | 50 | 50 | 1,411 | 1,411 | 1,461 | 1,461 |
| | 09 | 70 | 70 | 1,788 | 1,788 | 1,858 | 1,858 |
| | 10 | 66 | 66 | 2,105 | 2,105 | 2,171 | 2,171 |
| | 11 | 74 | 74 | 2,396 | 2,396 | 2,470 | 2,470 |
| | 12 | 96 | 96 | 2,659 | 2,659 | 2,755 | 2,755 |
| | 13 | 82 | 82 | 2,715 | 2,715 | 2,797 | 2,797 |
| | 14 | 113 | 113 | 2,818 | 2,818 | 2,931 | 2,931 |
| | 15 | 101 | 101 | 2,669 | 2,669 | 2,770 | 2,770 |
| | 16 | 60 | 60 | 2,488 | 2,488 | 2,548 | 2,548 |
| | 17 | 87 | 87 | 2,469 | 2,469 | 2,556 | 2,556 |
| | 18 | 77 | 77 | 2,431 | 2,431 | 2,508 | 2,508 |
| | 19 | 74 | 74 | 2,066 | 2,066 | 2,140 | 2,140 |
| | 20 | 57 | 57 | 1,648 | 1,648 | 1,705 | 1,705 |
| | 21 | 53 | 53 | 1,540 | 1,540 | 1,593 | 1,593 |
| | 22 | 54 | 54 | 1,470 | 1,470 | 1,524 | 1,524 |
| | 23 | 75 | 75 | 1,435 | 1,435 | 1,510 | 1,510 |
| | All Hours | 1,400 | 1,400 | 38,783 | 38,783 | 40,183 | 40,183 |
| November 16, 2008 | 00 | 49 | 49 | 1,046 | 1,046 | 1,095 | 1,095 |
| | 01 | 35 | 35 | 715 | 715 | 750 | 750 |
| | 02 | 16 | 16 | 460 | 460 | 476 | 476 |

Total Traffic by Lane Type for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|--------------|--------------|---------------|-------------------|---------------|---------------|
| | | Cash | | SunPass | | | | |
| | | Express | Total | Express | Total | | | |
| November 16, 2008 | 03 | 15 | 15 | 372 | 372 | 387 | 387 | |
| | 04 | 17 | 17 | 282 | 282 | 299 | 299 | |
| | 05 | 20 | 20 | 284 | 284 | 304 | 304 | |
| | 06 | 29 | 29 | 477 | 477 | 506 | 506 | |
| | 07 | 43 | 43 | 773 | 773 | 816 | 816 | |
| | 08 | 61 | 61 | 1,243 | 1,243 | 1,304 | 1,304 | |
| | 09 | 53 | 53 | 1,856 | 1,856 | 1,909 | 1,909 | |
| | 10 | 76 | 76 | 2,337 | 2,337 | 2,413 | 2,413 | |
| | 11 | 81 | 81 | 2,537 | 2,537 | 2,618 | 2,618 | |
| | 12 | 73 | 73 | 2,421 | 2,421 | 2,494 | 2,494 | |
| | 13 | 84 | 84 | 2,351 | 2,351 | 2,435 | 2,435 | |
| | 14 | 69 | 69 | 2,090 | 2,090 | 2,159 | 2,159 | |
| | 15 | 57 | 57 | 1,870 | 1,870 | 1,927 | 1,927 | |
| | 16 | 83 | 83 | 2,470 | 2,470 | 2,553 | 2,553 | |
| | 17 | 86 | 86 | 2,357 | 2,357 | 2,443 | 2,443 | |
| | 18 | 88 | 88 | 2,333 | 2,333 | 2,421 | 2,421 | |
| | 19 | 74 | 74 | 1,924 | 1,924 | 1,998 | 1,998 | |
| | 20 | 57 | 57 | 1,609 | 1,609 | 1,666 | 1,666 | |
| | 21 | 50 | 50 | 1,287 | 1,287 | 1,337 | 1,337 | |
| | 22 | 32 | 32 | 1,011 | 1,011 | 1,043 | 1,043 | |
| | 23 | 36 | 36 | 662 | 662 | 698 | 698 | |
| | | All Hours | 1,284 | 1,284 | 34,767 | 34,767 | 36,051 | 36,051 |
| | November 17, 2008 | 00 | 25 | 25 | 388 | 388 | 413 | 413 |
| 01 | | 8 | 8 | 179 | 179 | 187 | 187 | |
| 02 | | 9 | 9 | 98 | 98 | 107 | 107 | |
| 03 | | 6 | 6 | 120 | 120 | 126 | 126 | |
| 04 | | 8 | 8 | 145 | 145 | 153 | 153 | |

Total Traffic by Lane Type for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|-----------|------------------------|--------|---------|-------|-------------------|-------------|
| | | Cash | | SunPass | | | |
| | | Manned | Total | Manned | Total | | |
| November 13, 2008 | 23 | 236 | 236 | 11 | 11 | 247 | 247 |
| | All Hours | 12,294 | 12,294 | 1,605 | 1,605 | 13,899 | 13,899 |
| November 14, 2008 | 00 | 132 | 132 | 5 | 5 | 137 | 137 |
| | 01 | 61 | 61 | 2 | 2 | 63 | 63 |
| | 02 | 55 | 55 | 4 | 4 | 59 | 59 |
| | 03 | 57 | 57 | 3 | 3 | 60 | 60 |
| | 04 | 106 | 106 | 4 | 4 | 110 | 110 |
| | 05 | 264 | 264 | 15 | 15 | 279 | 279 |
| | 06 | 784 | 784 | 62 | 62 | 846 | 846 |
| | 07 | 954 | 954 | 294 | 294 | 1,248 | 1,248 |
| | 08 | 833 | 833 | 224 | 224 | 1,057 | 1,057 |
| | 09 | 750 | 750 | 72 | 72 | 822 | 822 |
| | 10 | 692 | 692 | 72 | 72 | 764 | 764 |
| | 11 | 697 | 697 | 61 | 61 | 758 | 758 |
| | 12 | 729 | 729 | 71 | 71 | 800 | 800 |
| | 13 | 759 | 759 | 61 | 61 | 820 | 820 |
| | 14 | 776 | 776 | 63 | 63 | 839 | 839 |
| | 15 | 918 | 918 | 70 | 70 | 988 | 988 |
| | 16 | 854 | 854 | 68 | 68 | 922 | 922 |
| | 17 | 906 | 906 | 54 | 54 | 960 | 960 |
| | 18 | 826 | 826 | 56 | 56 | 882 | 882 |
| | 19 | 763 | 763 | 49 | 49 | 812 | 812 |
| | 20 | 562 | 562 | 48 | 48 | 610 | 610 |
| | 21 | 550 | 550 | 31 | 31 | 581 | 581 |
| | 22 | 596 | 596 | 24 | 24 | 620 | 620 |
| | 23 | 626 | 626 | 29 | 29 | 655 | 655 |
| | All Hours | 14,250 | 14,250 | 1,442 | 1,442 | 15,692 | 15,692 |

Total Traffic by Lane Type for November 2008

| | | Northbound / Eastbound | | | | Grand Total | |
|-------------------|------------------|------------------------|---------------|--------------|--------------|---------------|-------------------|
| | | Cash | | SunPass | | | Directional Total |
| | | Manned | Total | Manned | Total | | |
| November 15, 2008 | 00 | 330 | 330 | 13 | 13 | 343 | 343 |
| | 01 | 155 | 155 | 8 | 8 | 163 | 163 |
| | 02 | 111 | 111 | 3 | 3 | 114 | 114 |
| | 03 | 97 | 97 | 6 | 6 | 103 | 103 |
| | 04 | 111 | 111 | 3 | 3 | 114 | 114 |
| | 05 | 152 | 152 | 5 | 5 | 157 | 157 |
| | 06 | 341 | 341 | 20 | 20 | 361 | 361 |
| | 07 | 445 | 445 | 42 | 42 | 487 | 487 |
| | 08 | 630 | 630 | 56 | 56 | 686 | 686 |
| | 09 | 704 | 704 | 57 | 57 | 761 | 761 |
| | 10 | 722 | 722 | 72 | 72 | 794 | 794 |
| | 11 | 760 | 760 | 66 | 66 | 826 | 826 |
| | 12 | 799 | 799 | 80 | 80 | 879 | 879 |
| | 13 | 914 | 914 | 93 | 93 | 1,007 | 1,007 |
| | 14 | 920 | 920 | 65 | 65 | 985 | 985 |
| | 15 | 820 | 820 | 64 | 64 | 884 | 884 |
| | 16 | 874 | 874 | 63 | 63 | 937 | 937 |
| | 17 | 942 | 942 | 54 | 54 | 996 | 996 |
| | 18 | 876 | 876 | 77 | 77 | 953 | 953 |
| | 19 | 901 | 901 | 67 | 67 | 968 | 968 |
| | 20 | 1,122 | 1,122 | 59 | 59 | 1,181 | 1,181 |
| | 21 | 837 | 837 | 40 | 40 | 877 | 877 |
| | 22 | 530 | 530 | 24 | 24 | 554 | 554 |
| | 23 | 413 | 413 | 19 | 19 | 432 | 432 |
| | All Hours | 14,506 | 14,506 | 1,056 | 1,056 | 15,562 | 15,562 |
| November 16, 2008 | 00 | 342 | 342 | 9 | 9 | 351 | 351 |
| | 01 | 268 | 268 | 10 | 10 | 278 | 278 |

Total Traffic by Lane Type for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|---------------|---------------|------------|-------------------|---------------|---------------|
| | | Cash | | SunPass | | | | |
| | | Manned | Total | Manned | Total | | | |
| November 16, 2008 | 02 | 138 | 138 | 7 | 7 | 145 | 145 | |
| | 03 | 118 | 118 | 7 | 7 | 125 | 125 | |
| | 04 | 129 | 129 | 3 | 3 | 132 | 132 | |
| | 05 | 129 | 129 | 4 | 4 | 133 | 133 | |
| | 06 | 179 | 179 | 5 | 5 | 184 | 184 | |
| | 07 | 270 | 270 | 8 | 8 | 278 | 278 | |
| | 08 | 331 | 331 | 20 | 20 | 351 | 351 | |
| | 09 | 449 | 449 | 31 | 31 | 480 | 480 | |
| | 10 | 573 | 573 | 45 | 45 | 618 | 618 | |
| | 11 | 760 | 760 | 60 | 60 | 820 | 820 | |
| | 12 | 808 | 808 | 56 | 56 | 864 | 864 | |
| | 13 | 802 | 802 | 61 | 61 | 863 | 863 | |
| | 14 | 912 | 912 | 63 | 63 | 975 | 975 | |
| | 15 | 949 | 949 | 51 | 51 | 1,000 | 1,000 | |
| | 16 | 893 | 893 | 64 | 64 | 957 | 957 | |
| | 17 | 973 | 973 | 63 | 63 | 1,036 | 1,036 | |
| | 18 | 1,025 | 1,025 | 63 | 63 | 1,088 | 1,088 | |
| | 19 | 1,188 | 1,188 | 47 | 47 | 1,235 | 1,235 | |
| | 20 | 1,311 | 1,311 | 43 | 43 | 1,354 | 1,354 | |
| | 21 | 1,317 | 1,317 | 42 | 42 | 1,359 | 1,359 | |
| | 22 | 794 | 794 | 36 | 36 | 830 | 830 | |
| | 23 | 276 | 276 | 5 | 5 | 281 | 281 | |
| | | All Hours | 14,934 | 14,934 | 803 | 803 | 15,737 | 15,737 |
| | November 17, 2008 | 00 | 170 | 170 | 5 | 5 | 175 | 175 |
| 01 | | 78 | 78 | 1 | 1 | 79 | 79 | |
| 02 | | 52 | 52 | 1 | 1 | 53 | 53 | |
| 03 | | 68 | 68 | 6 | 6 | 74 | 74 | |

Total Traffic by Lane Type for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|-----------|------------------------|-------|---------|--------|-------------------|-------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 13, 2008 | 23 | 79 | 79 | 482 | 482 | 561 | 561 |
| | All Hours | 3,827 | 3,827 | 43,093 | 43,093 | 46,920 | 46,920 |
| November 14, 2008 | 00 | 18 | 18 | 260 | 260 | 278 | 278 |
| | 01 | 4 | 4 | 164 | 164 | 168 | 168 |
| | 02 | 7 | 7 | 120 | 120 | 127 | 127 |
| | 03 | 13 | 13 | 162 | 162 | 175 | 175 |
| | 04 | 20 | 20 | 340 | 340 | 360 | 360 |
| | 05 | 62 | 62 | 1,078 | 1,078 | 1,140 | 1,140 |
| | 06 | 168 | 168 | 3,709 | 3,709 | 3,877 | 3,877 |
| | 07 | 180 | 180 | 4,655 | 4,655 | 4,835 | 4,835 |
| | 08 | 155 | 155 | 3,823 | 3,823 | 3,978 | 3,978 |
| | 09 | 122 | 122 | 3,229 | 3,229 | 3,351 | 3,351 |
| | 10 | 132 | 132 | 2,535 | 2,535 | 2,667 | 2,667 |
| | 11 | 152 | 152 | 2,327 | 2,327 | 2,479 | 2,479 |
| | 12 | 111 | 111 | 2,269 | 2,269 | 2,380 | 2,380 |
| | 13 | 121 | 121 | 2,301 | 2,301 | 2,422 | 2,422 |
| | 14 | 132 | 132 | 2,397 | 2,397 | 2,529 | 2,529 |
| | 15 | 121 | 121 | 2,606 | 2,606 | 2,727 | 2,727 |
| | 16 | 119 | 119 | 2,646 | 2,646 | 2,765 | 2,765 |
| | 17 | 114 | 114 | 2,842 | 2,842 | 2,956 | 2,956 |
| | 18 | 120 | 120 | 2,559 | 2,559 | 2,679 | 2,679 |
| | 19 | 88 | 88 | 1,909 | 1,909 | 1,997 | 1,997 |
| | 20 | 66 | 66 | 1,482 | 1,482 | 1,548 | 1,548 |
| | 21 | 60 | 60 | 1,245 | 1,245 | 1,305 | 1,305 |
| | 22 | 110 | 110 | 1,386 | 1,386 | 1,496 | 1,496 |
| 23 | 89 | 89 | 1,247 | 1,247 | 1,336 | 1,336 | |
| | All Hours | 2,284 | 2,284 | 47,291 | 47,291 | 49,575 | 49,575 |

Total Traffic by Lane Type for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|------------------|------------------------|--------------|---------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 15, 2008 | 00 | 21 | 21 | 619 | 619 | 640 | 640 |
| | 01 | 21 | 21 | 322 | 322 | 343 | 343 |
| | 02 | 16 | 16 | 246 | 246 | 262 | 262 |
| | 03 | 13 | 13 | 219 | 219 | 232 | 232 |
| | 04 | 12 | 12 | 264 | 264 | 276 | 276 |
| | 05 | 16 | 16 | 445 | 445 | 461 | 461 |
| | 06 | 37 | 37 | 894 | 894 | 931 | 931 |
| | 07 | 55 | 55 | 1,425 | 1,425 | 1,480 | 1,480 |
| | 08 | 83 | 83 | 1,967 | 1,967 | 2,050 | 2,050 |
| | 09 | 102 | 102 | 2,087 | 2,087 | 2,189 | 2,189 |
| | 10 | 124 | 124 | 1,973 | 1,973 | 2,097 | 2,097 |
| | 11 | 99 | 99 | 2,076 | 2,076 | 2,175 | 2,175 |
| | 12 | 128 | 128 | 2,130 | 2,130 | 2,258 | 2,258 |
| | 13 | 122 | 122 | 2,285 | 2,285 | 2,407 | 2,407 |
| | 14 | 94 | 94 | 2,123 | 2,123 | 2,217 | 2,217 |
| | 15 | 86 | 86 | 2,113 | 2,113 | 2,199 | 2,199 |
| | 16 | 108 | 108 | 2,039 | 2,039 | 2,147 | 2,147 |
| | 17 | 102 | 102 | 2,200 | 2,200 | 2,302 | 2,302 |
| | 18 | 119 | 119 | 2,229 | 2,229 | 2,348 | 2,348 |
| | 19 | 134 | 134 | 2,330 | 2,330 | 2,464 | 2,464 |
| | 20 | 148 | 148 | 2,513 | 2,513 | 2,661 | 2,661 |
| | 21 | 110 | 110 | 1,725 | 1,725 | 1,835 | 1,835 |
| | 22 | 72 | 72 | 1,278 | 1,278 | 1,350 | 1,350 |
| | 23 | 75 | 75 | 980 | 980 | 1,055 | 1,055 |
| | All Hours | 1,897 | 1,897 | 36,482 | 36,482 | 38,379 | 38,379 |
| November 16, 2008 | 00 | 44 | 44 | 734 | 734 | 778 | 778 |
| | 01 | 28 | 28 | 495 | 495 | 523 | 523 |

Total Traffic by Lane Type for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 16, 2008 | 02 | 19 | 19 | 309 | 309 | 328 | 328 |
| | 03 | 23 | 23 | 238 | 238 | 261 | 261 |
| | 04 | 15 | 15 | 228 | 228 | 243 | 243 |
| | 05 | 26 | 26 | 251 | 251 | 277 | 277 |
| | 06 | 32 | 32 | 454 | 454 | 486 | 486 |
| | 07 | 42 | 42 | 635 | 635 | 677 | 677 |
| | 08 | 51 | 51 | 895 | 895 | 946 | 946 |
| | 09 | 57 | 57 | 1,237 | 1,237 | 1,294 | 1,294 |
| | 10 | 126 | 126 | 1,619 | 1,619 | 1,745 | 1,745 |
| | 11 | 92 | 92 | 2,010 | 2,010 | 2,102 | 2,102 |
| | 12 | 106 | 106 | 2,030 | 2,030 | 2,136 | 2,136 |
| | 13 | 103 | 103 | 1,978 | 1,978 | 2,081 | 2,081 |
| | 14 | 90 | 90 | 2,022 | 2,022 | 2,112 | 2,112 |
| | 15 | 122 | 122 | 2,055 | 2,055 | 2,177 | 2,177 |
| | 16 | 111 | 111 | 1,973 | 1,973 | 2,084 | 2,084 |
| | 17 | 156 | 156 | 2,244 | 2,244 | 2,400 | 2,400 |
| | 18 | 135 | 135 | 2,394 | 2,394 | 2,529 | 2,529 |
| | 19 | 179 | 179 | 2,663 | 2,663 | 2,842 | 2,842 |
| | 20 | 199 | 199 | 2,718 | 2,718 | 2,917 | 2,917 |
| | 21 | 212 | 212 | 2,581 | 2,581 | 2,793 | 2,793 |
| | 22 | 150 | 150 | 1,697 | 1,697 | 1,847 | 1,847 |
| | 23 | 42 | 42 | 515 | 515 | 557 | 557 |
| | | All Hours | 2,160 | 2,160 | 33,975 | 33,975 | 36,135 |
| November 17, 2008 | 00 | 22 | 22 | 221 | 221 | 243 | 243 |
| | 01 | 8 | 8 | 123 | 123 | 131 | 131 |
| | 02 | 12 | 12 | 93 | 93 | 105 | 105 |
| | 03 | 7 | 7 | 127 | 127 | 134 | 134 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | | Northbound / Eastbound | | | | | Grand Total |
|-------------------|-----------|------------------------|--------|--------|-----------|--------|-------|-------------------|------------------------|-------|-----------|-------|-------------------|-------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | SunPass | | Directional Total | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Dedicated | Total | Dedicated | Total | | |
| November 16, 2007 | 02 | 0 | 119 | 119 | 0 | 211 | 211 | 330 | 0 | 0 | 0 | 0 | 0 | 330 |
| | 03 | 0 | 85 | 85 | 0 | 151 | 151 | 236 | 0 | 0 | 0 | 0 | 0 | 236 |
| | 04 | 0 | 118 | 118 | 0 | 201 | 201 | 319 | 0 | 0 | 0 | 0 | 0 | 319 |
| | 05 | 0 | 247 | 247 | 0 | 222 | 222 | 469 | 0 | 0 | 0 | 0 | 0 | 469 |
| | 06 | 0 | 592 | 592 | 0 | 46 | 46 | 638 | 0 | 0 | 0 | 0 | 0 | 638 |
| | 07 | 0 | 785 | 785 | 0 | 85 | 85 | 870 | 0 | 0 | 0 | 0 | 0 | 870 |
| | 08 | 0 | 840 | 840 | 0 | 70 | 70 | 910 | 0 | 0 | 0 | 0 | 0 | 910 |
| | 09 | 0 | 819 | 819 | 0 | 41 | 41 | 860 | 0 | 0 | 0 | 0 | 0 | 860 |
| | 10 | 0 | 815 | 815 | 0 | 40 | 40 | 855 | 0 | 0 | 0 | 0 | 0 | 855 |
| | 11 | 0 | 947 | 947 | 0 | 53 | 53 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| | 12 | 0 | 928 | 928 | 0 | 81 | 81 | 1,009 | 0 | 0 | 0 | 0 | 0 | 1,009 |
| | 13 | 0 | 1,055 | 1,055 | 0 | 65 | 65 | 1,120 | 0 | 0 | 0 | 0 | 0 | 1,120 |
| | 14 | 0 | 1,197 | 1,197 | 0 | 115 | 115 | 1,312 | 0 | 0 | 0 | 0 | 0 | 1,312 |
| | 15 | 0 | 1,325 | 1,325 | 0 | 287 | 287 | 1,612 | 0 | 0 | 0 | 0 | 0 | 1,612 |
| | 16 | 0 | 1,458 | 1,458 | 0 | 372 | 372 | 1,830 | 0 | 0 | 0 | 0 | 0 | 1,830 |
| | 17 | 0 | 1,382 | 1,382 | 0 | 488 | 488 | 1,870 | 0 | 0 | 0 | 0 | 0 | 1,870 |
| | 18 | 0 | 1,335 | 1,335 | 0 | 320 | 320 | 1,655 | 0 | 0 | 0 | 0 | 0 | 1,655 |
| | 19 | 0 | 1,419 | 1,419 | 0 | 225 | 225 | 1,644 | 0 | 0 | 0 | 0 | 0 | 1,644 |
| | 20 | 0 | 1,121 | 1,121 | 0 | 119 | 119 | 1,240 | 0 | 0 | 0 | 0 | 0 | 1,240 |
| | 21 | 0 | 746 | 746 | 0 | 73 | 73 | 819 | 0 | 0 | 0 | 0 | 0 | 819 |
| | 22 | 0 | 646 | 646 | 0 | 62 | 62 | 708 | 0 | 0 | 0 | 0 | 0 | 708 |
| 23 | 0 | 510 | 510 | 0 | 23 | 23 | 533 | 0 | 0 | 0 | 0 | 0 | 533 | |
| | All Hours | 0 | 19,004 | 19,004 | 0 | 4,071 | 4,071 | 23,075 | 0 | 0 | 0 | 0 | 0 | 23,075 |
| November 17, 2007 | 00 | 0 | 413 | 413 | 0 | 19 | 19 | 432 | 0 | 0 | 0 | 0 | 0 | 432 |
| | 01 | 0 | 277 | 277 | 0 | 22 | 22 | 299 | 0 | 0 | 0 | 0 | 0 | 299 |
| | 02 | 0 | 205 | 205 | 0 | 16 | 16 | 221 | 0 | 0 | 0 | 0 | 0 | 221 |
| | 03 | 0 | 162 | 162 | 0 | 9 | 9 | 171 | 0 | 0 | 0 | 0 | 0 | 171 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | | Northbound / Eastbound | | | | | Grand Total |
|-------------------|------------------|------------------------|---------------|---------------|-----------|------------|------------|-------------------|------------------------|----------|-----------|----------|-------------------|---------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | SunPass | | Directional Total | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Dedicated | Total | Dedicated | Total | | |
| November 17, 2007 | 04 | 0 | 136 | 136 | 0 | 9 | 9 | 145 | 0 | 0 | 0 | 0 | 0 | 145 |
| | 05 | 0 | 176 | 176 | 0 | 15 | 15 | 191 | 0 | 0 | 0 | 0 | 0 | 191 |
| | 06 | 0 | 334 | 334 | 0 | 7 | 7 | 341 | 0 | 0 | 0 | 0 | 0 | 341 |
| | 07 | 0 | 607 | 607 | 0 | 27 | 27 | 634 | 0 | 0 | 0 | 0 | 0 | 634 |
| | 08 | 0 | 924 | 924 | 0 | 21 | 21 | 945 | 0 | 0 | 0 | 0 | 0 | 945 |
| | 09 | 0 | 1,038 | 1,038 | 0 | 33 | 33 | 1,071 | 0 | 0 | 0 | 0 | 0 | 1,071 |
| | 10 | 0 | 1,231 | 1,231 | 0 | 28 | 28 | 1,259 | 0 | 0 | 0 | 0 | 0 | 1,259 |
| | 11 | 0 | 1,403 | 1,403 | 0 | 56 | 56 | 1,459 | 0 | 0 | 0 | 0 | 0 | 1,459 |
| | 12 | 0 | 1,460 | 1,460 | 0 | 80 | 80 | 1,540 | 0 | 0 | 0 | 0 | 0 | 1,540 |
| | 13 | 0 | 1,527 | 1,527 | 0 | 54 | 54 | 1,581 | 0 | 0 | 0 | 0 | 0 | 1,581 |
| | 14 | 0 | 1,420 | 1,420 | 0 | 75 | 75 | 1,495 | 0 | 0 | 0 | 0 | 0 | 1,495 |
| | 15 | 0 | 1,364 | 1,364 | 0 | 60 | 60 | 1,424 | 0 | 0 | 0 | 0 | 0 | 1,424 |
| | 16 | 0 | 1,319 | 1,319 | 0 | 67 | 67 | 1,386 | 0 | 0 | 0 | 0 | 0 | 1,386 |
| | 17 | 0 | 1,163 | 1,163 | 0 | 65 | 65 | 1,228 | 0 | 0 | 0 | 0 | 0 | 1,228 |
| | 18 | 0 | 1,096 | 1,096 | 0 | 73 | 73 | 1,169 | 0 | 0 | 0 | 0 | 0 | 1,169 |
| | 19 | 0 | 923 | 923 | 0 | 62 | 62 | 985 | 0 | 0 | 0 | 0 | 0 | 985 |
| | 20 | 0 | 779 | 779 | 0 | 33 | 33 | 812 | 0 | 0 | 0 | 0 | 0 | 812 |
| | 21 | 0 | 706 | 706 | 0 | 40 | 40 | 746 | 0 | 0 | 0 | 0 | 0 | 746 |
| | 22 | 0 | 638 | 638 | 0 | 36 | 36 | 674 | 0 | 0 | 0 | 0 | 0 | 674 |
| | 23 | 0 | 647 | 647 | 0 | 28 | 28 | 675 | 0 | 0 | 0 | 0 | 0 | 675 |
| | All Hours | 0 | 19,948 | 19,948 | 0 | 935 | 935 | 20,883 | 0 | 0 | 0 | 0 | 0 | 20,883 |
| November 18, 2007 | 00 | 0 | 411 | 411 | 0 | 13 | 13 | 424 | 0 | 0 | 0 | 0 | 0 | 424 |
| | 01 | 0 | 309 | 309 | 0 | 9 | 9 | 318 | 0 | 0 | 0 | 0 | 0 | 318 |
| | 02 | 0 | 257 | 257 | 0 | 4 | 4 | 261 | 0 | 0 | 0 | 0 | 0 | 261 |
| | 03 | 0 | 154 | 154 | 0 | 7 | 7 | 161 | 0 | 0 | 0 | 0 | 0 | 161 |
| | 04 | 0 | 164 | 164 | 0 | 4 | 4 | 168 | 0 | 0 | 0 | 0 | 0 | 168 |
| | 05 | 0 | 178 | 178 | 0 | 6 | 6 | 184 | 0 | 0 | 0 | 0 | 0 | 184 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | Northbound / Eastbound | | | | | | Grand Total | |
|-------------------|-------------------|------------------------|----------|---------------|---------------|----------|------------|------------------------|---------------|----------|-----------|----------|-------------------|-------------|---------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | SunPass | | Directional Total | | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Dedicated | Total | Dedicated | Total | | | |
| November 18, 2007 | 06 | 0 | 271 | 271 | 0 | 8 | 8 | 279 | 0 | 0 | 0 | 0 | 0 | 279 | |
| | 07 | 0 | 568 | 568 | 0 | 12 | 12 | 580 | 0 | 0 | 0 | 0 | 0 | 580 | |
| | 08 | 0 | 881 | 881 | 0 | 17 | 17 | 898 | 0 | 0 | 0 | 0 | 0 | 898 | |
| | 09 | 0 | 1,310 | 1,310 | 0 | 28 | 28 | 1,338 | 0 | 0 | 0 | 0 | 0 | 1,338 | |
| | 10 | 0 | 1,573 | 1,573 | 0 | 55 | 55 | 1,628 | 0 | 0 | 0 | 0 | 0 | 1,628 | |
| | 11 | 0 | 1,399 | 1,399 | 0 | 37 | 37 | 1,436 | 0 | 0 | 0 | 0 | 0 | 1,436 | |
| | 12 | 0 | 1,267 | 1,267 | 0 | 40 | 40 | 1,307 | 0 | 0 | 0 | 0 | 0 | 1,307 | |
| | 13 | 0 | 1,168 | 1,168 | 0 | 35 | 35 | 1,203 | 0 | 0 | 0 | 0 | 0 | 1,203 | |
| | 14 | 0 | 1,115 | 1,115 | 0 | 39 | 39 | 1,154 | 0 | 0 | 0 | 0 | 0 | 1,154 | |
| | 15 | 0 | 1,008 | 1,008 | 0 | 22 | 22 | 1,030 | 0 | 0 | 0 | 0 | 0 | 1,030 | |
| | 16 | 0 | 891 | 891 | 0 | 24 | 24 | 915 | 0 | 0 | 0 | 0 | 0 | 915 | |
| | 17 | 0 | 1,066 | 1,066 | 0 | 35 | 35 | 1,101 | 0 | 0 | 0 | 0 | 0 | 1,101 | |
| | 18 | 0 | 987 | 987 | 0 | 56 | 56 | 1,043 | 0 | 0 | 0 | 0 | 0 | 1,043 | |
| | 19 | 0 | 892 | 892 | 0 | 42 | 42 | 934 | 0 | 0 | 0 | 0 | 0 | 934 | |
| | 20 | 0 | 706 | 706 | 0 | 34 | 34 | 740 | 0 | 0 | 0 | 0 | 0 | 740 | |
| | 21 | 0 | 550 | 550 | 0 | 24 | 24 | 574 | 0 | 0 | 0 | 0 | 0 | 574 | |
| | 22 | 0 | 442 | 442 | 0 | 17 | 17 | 459 | 0 | 0 | 0 | 0 | 0 | 459 | |
| | 23 | 0 | 358 | 358 | 0 | 11 | 11 | 369 | 0 | 0 | 0 | 0 | 0 | 369 | |
| | | All Hours | 0 | 17,925 | 17,925 | 0 | 579 | 579 | 18,504 | 0 | 0 | 0 | 0 | 0 | 18,504 |
| | November 19, 2007 | 00 | 0 | 218 | 218 | 0 | 5 | 5 | 223 | 0 | 0 | 0 | 0 | 0 | 223 |
| 01 | | 0 | 136 | 136 | 0 | 4 | 4 | 140 | 0 | 0 | 0 | 0 | 0 | 140 | |
| 02 | | 0 | 73 | 73 | 0 | 3 | 3 | 76 | 0 | 0 | 0 | 0 | 0 | 76 | |
| 03 | | 0 | 79 | 79 | 0 | 4 | 4 | 83 | 0 | 0 | 0 | 0 | 0 | 83 | |
| 04 | | 0 | 95 | 95 | 0 | 5 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | |
| 05 | | 0 | 160 | 160 | 0 | 11 | 11 | 171 | 0 | 0 | 0 | 0 | 0 | 171 | |
| 06 | | 0 | 483 | 483 | 0 | 26 | 26 | 509 | 0 | 0 | 0 | 0 | 0 | 509 | |
| 07 | | 0 | 652 | 652 | 0 | 51 | 51 | 703 | 0 | 0 | 0 | 0 | 0 | 703 | |

Total Traffic by Lane Type for November 2007

007402 - (007402) Bird Road SB ORT Lite

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 16, 2007 | 02 | 21 | 21 | 8 | 8 | 29 | 29 |
| | 03 | 20 | 20 | 5 | 5 | 25 | 25 |
| | 04 | 20 | 20 | 7 | 7 | 27 | 27 |
| | 05 | 24 | 24 | 273 | 273 | 297 | 297 |
| | 06 | 86 | 86 | 1,389 | 1,389 | 1,475 | 1,475 |
| | 07 | 120 | 120 | 2,278 | 2,278 | 2,398 | 2,398 |
| | 08 | 154 | 154 | 2,315 | 2,315 | 2,469 | 2,469 |
| | 09 | 124 | 124 | 2,023 | 2,023 | 2,147 | 2,147 |
| | 10 | 163 | 163 | 1,953 | 1,953 | 2,116 | 2,116 |
| | 11 | 175 | 175 | 2,086 | 2,086 | 2,261 | 2,261 |
| | 12 | 163 | 163 | 2,254 | 2,254 | 2,417 | 2,417 |
| | 13 | 192 | 192 | 2,457 | 2,457 | 2,649 | 2,649 |
| | 14 | 203 | 203 | 2,935 | 2,935 | 3,138 | 3,138 |
| | 15 | 178 | 178 | 3,441 | 3,441 | 3,619 | 3,619 |
| | 16 | 175 | 175 | 3,691 | 3,691 | 3,866 | 3,866 |
| | 17 | 172 | 172 | 3,630 | 3,630 | 3,802 | 3,802 |
| | 18 | 155 | 155 | 3,368 | 3,368 | 3,523 | 3,523 |
| | 19 | 171 | 171 | 3,221 | 3,221 | 3,392 | 3,392 |
| | 20 | 177 | 177 | 2,314 | 2,314 | 2,491 | 2,491 |
| | 21 | 127 | 127 | 1,617 | 1,617 | 1,744 | 1,744 |
| | 22 | 97 | 97 | 1,333 | 1,333 | 1,430 | 1,430 |
| | 23 | 80 | 80 | 1,071 | 1,071 | 1,151 | 1,151 |
| | | All Hours | 2,797 | 2,797 | 43,669 | 43,669 | 46,466 |
| November 17, 2007 | 00 | 63 | 63 | 809 | 809 | 872 | 872 |
| | 01 | 49 | 49 | 580 | 580 | 629 | 629 |
| | 02 | 34 | 34 | 385 | 385 | 419 | 419 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|--------------|--------------|---------------|-------------------|---------------|---------------|
| | | Cash | | SunPass | | | | |
| | | Express | Total | Express | Total | | | |
| November 17, 2007 | 03 | 26 | 26 | 309 | 309 | 335 | 335 | |
| | 04 | 35 | 35 | 277 | 277 | 312 | 312 | |
| | 05 | 23 | 23 | 343 | 343 | 366 | 366 | |
| | 06 | 64 | 64 | 653 | 653 | 717 | 717 | |
| | 07 | 82 | 82 | 1,083 | 1,083 | 1,165 | 1,165 | |
| | 08 | 166 | 166 | 1,632 | 1,632 | 1,798 | 1,798 | |
| | 09 | 180 | 180 | 1,908 | 1,908 | 2,088 | 2,088 | |
| | 10 | 155 | 155 | 2,125 | 2,125 | 2,280 | 2,280 | |
| | 11 | 167 | 167 | 2,378 | 2,378 | 2,545 | 2,545 | |
| | 12 | 190 | 190 | 2,563 | 2,563 | 2,753 | 2,753 | |
| | 13 | 191 | 191 | 2,692 | 2,692 | 2,883 | 2,883 | |
| | 14 | 212 | 212 | 2,664 | 2,664 | 2,876 | 2,876 | |
| | 15 | 170 | 170 | 2,608 | 2,608 | 2,778 | 2,778 | |
| | 16 | 160 | 160 | 2,472 | 2,472 | 2,632 | 2,632 | |
| | 17 | 165 | 165 | 2,417 | 2,417 | 2,582 | 2,582 | |
| | 18 | 159 | 159 | 2,310 | 2,310 | 2,469 | 2,469 | |
| | 19 | 151 | 151 | 1,926 | 1,926 | 2,077 | 2,077 | |
| | 20 | 124 | 124 | 1,630 | 1,630 | 1,754 | 1,754 | |
| | 21 | 103 | 103 | 1,405 | 1,405 | 1,508 | 1,508 | |
| | 22 | 106 | 106 | 1,342 | 1,342 | 1,448 | 1,448 | |
| | 23 | 86 | 86 | 1,229 | 1,229 | 1,315 | 1,315 | |
| | | All Hours | 2,861 | 2,861 | 37,740 | 37,740 | 40,601 | 40,601 |
| | November 18, 2007 | 00 | 75 | 75 | 868 | 868 | 943 | 943 |
| 01 | | 66 | 66 | 654 | 654 | 720 | 720 | |
| 02 | | 33 | 33 | 474 | 474 | 507 | 507 | |
| 03 | | 33 | 33 | 360 | 360 | 393 | 393 | |
| 04 | | 36 | 36 | 304 | 304 | 340 | 340 | |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 18, 2007 | 05 | 34 | 34 | 318 | 318 | 352 | 352 |
| | 06 | 50 | 50 | 470 | 470 | 520 | 520 |
| | 07 | 72 | 72 | 849 | 849 | 921 | 921 |
| | 08 | 105 | 105 | 1,417 | 1,417 | 1,522 | 1,522 |
| | 09 | 126 | 126 | 1,981 | 1,981 | 2,107 | 2,107 |
| | 10 | 106 | 106 | 1,486 | 1,486 | 1,592 | 1,592 |
| | 11 | 85 | 85 | 1,317 | 1,317 | 1,402 | 1,402 |
| | 12 | 135 | 135 | 2,137 | 2,137 | 2,272 | 2,272 |
| | 13 | 158 | 158 | 2,128 | 2,128 | 2,286 | 2,286 |
| | 14 | 152 | 152 | 2,015 | 2,015 | 2,167 | 2,167 |
| | 15 | 130 | 130 | 1,902 | 1,902 | 2,032 | 2,032 |
| | 16 | 130 | 130 | 1,912 | 1,912 | 2,042 | 2,042 |
| | 17 | 131 | 131 | 2,025 | 2,025 | 2,156 | 2,156 |
| | 18 | 145 | 145 | 2,082 | 2,082 | 2,227 | 2,227 |
| | 19 | 121 | 121 | 1,950 | 1,950 | 2,071 | 2,071 |
| | 20 | 110 | 110 | 1,508 | 1,508 | 1,618 | 1,618 |
| | 21 | 76 | 76 | 1,271 | 1,271 | 1,347 | 1,347 |
| | 22 | 76 | 76 | 891 | 891 | 967 | 967 |
| | 23 | 54 | 54 | 746 | 746 | 800 | 800 |
| | | All Hours | 2,239 | 2,239 | 31,065 | 31,065 | 33,304 |
| November 19, 2007 | 00 | 34 | 34 | 432 | 432 | 466 | 466 |
| | 01 | 21 | 21 | 205 | 205 | 226 | 226 |
| | 02 | 15 | 15 | 152 | 152 | 167 | 167 |
| | 03 | 6 | 6 | 92 | 92 | 98 | 98 |
| | 04 | 13 | 13 | 163 | 163 | 176 | 176 |
| | 05 | 24 | 24 | 429 | 429 | 453 | 453 |
| | 06 | 72 | 72 | 1,327 | 1,327 | 1,399 | 1,399 |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | | | Directional Total | Grand Total |
|-------------------|------------------|------------------------|---------------|---------------|-----------|--------------|--------------|-------------------|---------------|
| | | Cash | | | SunPass | | | | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | |
| November 15, 2007 | 00 | 0 | 129 | 129 | 0 | 18 | 18 | 147 | 147 |
| | 01 | 0 | 73 | 73 | 0 | 14 | 14 | 87 | 87 |
| | 02 | 0 | 60 | 60 | 0 | 10 | 10 | 70 | 70 |
| | 03 | 0 | 70 | 70 | 0 | 9 | 9 | 79 | 79 |
| | 04 | 0 | 134 | 134 | 0 | 27 | 27 | 161 | 161 |
| | 05 | 0 | 400 | 400 | 0 | 58 | 58 | 458 | 458 |
| | 06 | 0 | 1,046 | 1,046 | 0 | 411 | 411 | 1,457 | 1,457 |
| | 07 | 0 | 972 | 972 | 0 | 667 | 667 | 1,639 | 1,639 |
| | 08 | 0 | 775 | 775 | 0 | 753 | 753 | 1,528 | 1,528 |
| | 09 | 0 | 823 | 823 | 0 | 631 | 631 | 1,454 | 1,454 |
| | 10 | 0 | 887 | 887 | 0 | 202 | 202 | 1,089 | 1,089 |
| | 11 | 0 | 730 | 730 | 0 | 113 | 113 | 843 | 843 |
| | 12 | 0 | 797 | 797 | 0 | 119 | 119 | 916 | 916 |
| | 13 | 0 | 832 | 832 | 0 | 126 | 126 | 958 | 958 |
| | 14 | 0 | 834 | 834 | 0 | 131 | 131 | 965 | 965 |
| | 15 | 0 | 1,016 | 1,016 | 0 | 112 | 112 | 1,128 | 1,128 |
| | 16 | 0 | 978 | 978 | 0 | 101 | 101 | 1,079 | 1,079 |
| | 17 | 0 | 973 | 973 | 0 | 142 | 142 | 1,115 | 1,115 |
| | 18 | 0 | 866 | 866 | 0 | 114 | 114 | 980 | 980 |
| | 19 | 0 | 626 | 626 | 0 | 81 | 81 | 707 | 707 |
| | 20 | 0 | 525 | 525 | 0 | 61 | 61 | 586 | 586 |
| | 21 | 0 | 443 | 443 | 0 | 53 | 53 | 496 | 496 |
| | 22 | 0 | 438 | 438 | 0 | 43 | 43 | 481 | 481 |
| | 23 | 0 | 259 | 259 | 0 | 21 | 21 | 280 | 280 |
| | All Hours | 0 | 14,686 | 14,686 | 0 | 4,017 | 4,017 | 18,703 | 18,703 |
| November 16, 2007 | 00 | 0 | 125 | 125 | 0 | 14 | 14 | 139 | 139 |
| | 01 | 0 | 80 | 80 | 0 | 7 | 7 | 87 | 87 |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|----------|---------------|---------------|----------|--------------|-------------------|---------------|
| | | Cash | | | SunPass | | | | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | |
| November 16, 2007 | 02 | 0 | 75 | 75 | 0 | 7 | 7 | 82 | 82 |
| | 03 | 0 | 63 | 63 | 0 | 9 | 9 | 72 | 72 |
| | 04 | 0 | 137 | 137 | 0 | 15 | 15 | 152 | 152 |
| | 05 | 0 | 415 | 415 | 0 | 49 | 49 | 464 | 464 |
| | 06 | 0 | 1,074 | 1,074 | 0 | 381 | 381 | 1,455 | 1,455 |
| | 07 | 0 | 1,090 | 1,090 | 0 | 679 | 679 | 1,769 | 1,769 |
| | 08 | 0 | 971 | 971 | 0 | 392 | 392 | 1,363 | 1,363 |
| | 09 | 0 | 816 | 816 | 0 | 170 | 170 | 986 | 986 |
| | 10 | 0 | 827 | 827 | 0 | 136 | 136 | 963 | 963 |
| | 11 | 0 | 769 | 769 | 0 | 117 | 117 | 886 | 886 |
| | 12 | 0 | 912 | 912 | 0 | 90 | 90 | 1,002 | 1,002 |
| | 13 | 0 | 911 | 911 | 0 | 107 | 107 | 1,018 | 1,018 |
| | 14 | 0 | 959 | 959 | 0 | 119 | 119 | 1,078 | 1,078 |
| | 15 | 0 | 1,078 | 1,078 | 0 | 115 | 115 | 1,193 | 1,193 |
| | 16 | 0 | 1,077 | 1,077 | 0 | 97 | 97 | 1,174 | 1,174 |
| | 17 | 0 | 1,147 | 1,147 | 0 | 127 | 127 | 1,274 | 1,274 |
| | 18 | 0 | 949 | 949 | 0 | 134 | 134 | 1,083 | 1,083 |
| | 19 | 0 | 827 | 827 | 0 | 93 | 93 | 920 | 920 |
| | 20 | 0 | 746 | 746 | 0 | 65 | 65 | 811 | 811 |
| | 21 | 0 | 644 | 644 | 0 | 47 | 47 | 691 | 691 |
| | 22 | 0 | 780 | 780 | 0 | 70 | 70 | 850 | 850 |
| | 23 | 0 | 746 | 746 | 0 | 48 | 48 | 794 | 794 |
| | | All Hours | 0 | 17,218 | 17,218 | 0 | 3,088 | 3,088 | 20,306 |
| November 17, 2007 | 00 | 0 | 388 | 388 | 0 | 22 | 22 | 410 | 410 |
| | 01 | 0 | 222 | 222 | 0 | 10 | 10 | 232 | 232 |
| | 02 | 0 | 140 | 140 | 0 | 8 | 8 | 148 | 148 |
| | 03 | 0 | 100 | 100 | 0 | 10 | 10 | 110 | 110 |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|----------|---------------|---------------|----------|--------------|-------------------|---------------|---------------|
| | | Cash | | | SunPass | | | | | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | | |
| November 17, 2007 | 04 | 0 | 141 | 141 | 0 | 7 | 7 | 148 | 148 | |
| | 05 | 0 | 255 | 255 | 0 | 27 | 27 | 282 | 282 | |
| | 06 | 0 | 460 | 460 | 0 | 48 | 48 | 508 | 508 | |
| | 07 | 0 | 668 | 668 | 0 | 81 | 81 | 749 | 749 | |
| | 08 | 0 | 743 | 743 | 0 | 83 | 83 | 826 | 826 | |
| | 09 | 0 | 833 | 833 | 0 | 107 | 107 | 940 | 940 | |
| | 10 | 0 | 891 | 891 | 0 | 102 | 102 | 993 | 993 | |
| | 11 | 0 | 973 | 973 | 0 | 105 | 105 | 1,078 | 1,078 | |
| | 12 | 0 | 1,041 | 1,041 | 0 | 110 | 110 | 1,151 | 1,151 | |
| | 13 | 0 | 1,039 | 1,039 | 0 | 119 | 119 | 1,158 | 1,158 | |
| | 14 | 0 | 1,015 | 1,015 | 0 | 91 | 91 | 1,106 | 1,106 | |
| | 15 | 0 | 1,095 | 1,095 | 0 | 89 | 89 | 1,184 | 1,184 | |
| | 16 | 0 | 1,130 | 1,130 | 0 | 93 | 93 | 1,223 | 1,223 | |
| | 17 | 0 | 1,113 | 1,113 | 0 | 97 | 97 | 1,210 | 1,210 | |
| | 18 | 0 | 1,185 | 1,185 | 0 | 100 | 100 | 1,285 | 1,285 | |
| | 19 | 0 | 1,227 | 1,227 | 0 | 105 | 105 | 1,332 | 1,332 | |
| | 20 | 0 | 1,266 | 1,266 | 0 | 68 | 68 | 1,334 | 1,334 | |
| | 21 | 0 | 1,176 | 1,176 | 0 | 55 | 55 | 1,231 | 1,231 | |
| | 22 | 0 | 707 | 707 | 0 | 47 | 47 | 754 | 754 | |
| | 23 | 0 | 561 | 561 | 0 | 43 | 43 | 604 | 604 | |
| | | All Hours | 0 | 18,369 | 18,369 | 0 | 1,627 | 1,627 | 19,996 | 19,996 |
| | November 18, 2007 | 00 | 0 | 392 | 392 | 0 | 36 | 36 | 428 | 428 |
| | | 01 | 0 | 268 | 268 | 0 | 7 | 7 | 275 | 275 |
| 02 | | 0 | 151 | 151 | 0 | 8 | 8 | 159 | 159 | |
| 03 | | 0 | 139 | 139 | 0 | 6 | 6 | 145 | 145 | |
| 04 | | 0 | 121 | 121 | 0 | 6 | 6 | 127 | 127 | |
| 05 | | 0 | 181 | 181 | 0 | 10 | 10 | 191 | 191 | |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|----------|---------------|---------------|----------|--------------|-------------------|---------------|---------------|
| | | Cash | | | SunPass | | | | | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | | |
| November 18, 2007 | 06 | 0 | 230 | 230 | 0 | 20 | 20 | 250 | 250 | |
| | 07 | 0 | 340 | 340 | 0 | 22 | 22 | 362 | 362 | |
| | 08 | 0 | 432 | 432 | 0 | 35 | 35 | 467 | 467 | |
| | 09 | 0 | 549 | 549 | 0 | 53 | 53 | 602 | 602 | |
| | 10 | 0 | 748 | 748 | 0 | 77 | 77 | 825 | 825 | |
| | 11 | 0 | 802 | 802 | 0 | 84 | 84 | 886 | 886 | |
| | 12 | 0 | 930 | 930 | 0 | 86 | 86 | 1,016 | 1,016 | |
| | 13 | 0 | 1,109 | 1,109 | 0 | 76 | 76 | 1,185 | 1,185 | |
| | 14 | 0 | 1,109 | 1,109 | 0 | 72 | 72 | 1,181 | 1,181 | |
| | 15 | 0 | 1,118 | 1,118 | 0 | 65 | 65 | 1,183 | 1,183 | |
| | 16 | 0 | 1,155 | 1,155 | 0 | 87 | 87 | 1,242 | 1,242 | |
| | 17 | 0 | 1,111 | 1,111 | 0 | 71 | 71 | 1,182 | 1,182 | |
| | 18 | 0 | 1,314 | 1,314 | 0 | 74 | 74 | 1,388 | 1,388 | |
| | 19 | 0 | 1,471 | 1,471 | 0 | 93 | 93 | 1,564 | 1,564 | |
| | 20 | 0 | 1,590 | 1,590 | 0 | 75 | 75 | 1,665 | 1,665 | |
| | 21 | 0 | 1,585 | 1,585 | 0 | 69 | 69 | 1,654 | 1,654 | |
| | 22 | 0 | 1,281 | 1,281 | 0 | 67 | 67 | 1,348 | 1,348 | |
| | 23 | 0 | 537 | 537 | 0 | 25 | 25 | 562 | 562 | |
| | | All Hours | 0 | 18,663 | 18,663 | 0 | 1,224 | 1,224 | 19,887 | 19,887 |
| | November 19, 2007 | 00 | 0 | 216 | 216 | 0 | 10 | 10 | 226 | 226 |
| 01 | | 0 | 136 | 136 | 0 | 5 | 5 | 141 | 141 | |
| 02 | | 0 | 89 | 89 | 0 | 3 | 3 | 92 | 92 | |
| 03 | | 0 | 100 | 100 | 0 | 2 | 2 | 102 | 102 | |
| 04 | | 0 | 184 | 184 | 0 | 5 | 5 | 189 | 189 | |
| 05 | | 0 | 483 | 483 | 0 | 38 | 38 | 521 | 521 | |
| 06 | | 0 | 1,117 | 1,117 | 0 | 280 | 280 | 1,397 | 1,397 | |
| 07 | | 0 | 1,159 | 1,159 | 0 | 566 | 566 | 1,725 | 1,725 | |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 15, 2007 | 01 | 14 | 14 | 148 | 148 | 162 | 162 |
| | 02 | 13 | 13 | 98 | 98 | 111 | 111 |
| | 03 | 8 | 8 | 150 | 150 | 158 | 158 |
| | 04 | 17 | 17 | 318 | 318 | 335 | 335 |
| | 05 | 75 | 75 | 1,365 | 1,365 | 1,440 | 1,440 |
| | 06 | 151 | 151 | 3,494 | 3,494 | 3,645 | 3,645 |
| | 07 | 209 | 209 | 2,827 | 2,827 | 3,036 | 3,036 |
| | 08 | 165 | 165 | 1,483 | 1,483 | 1,648 | 1,648 |
| | 09 | 230 | 230 | 2,143 | 2,143 | 2,373 | 2,373 |
| | 10 | 214 | 214 | 2,700 | 2,700 | 2,914 | 2,914 |
| | 11 | 245 | 245 | 2,085 | 2,085 | 2,330 | 2,330 |
| | 12 | 221 | 221 | 2,243 | 2,243 | 2,464 | 2,464 |
| | 13 | 221 | 221 | 2,252 | 2,252 | 2,473 | 2,473 |
| | 14 | 210 | 210 | 2,238 | 2,238 | 2,448 | 2,448 |
| | 15 | 249 | 249 | 2,484 | 2,484 | 2,733 | 2,733 |
| | 16 | 220 | 220 | 2,509 | 2,509 | 2,729 | 2,729 |
| | 17 | 202 | 202 | 2,590 | 2,590 | 2,792 | 2,792 |
| | 18 | 189 | 189 | 2,098 | 2,098 | 2,287 | 2,287 |
| | 19 | 159 | 159 | 1,463 | 1,463 | 1,622 | 1,622 |
| | 20 | 110 | 110 | 1,105 | 1,105 | 1,215 | 1,215 |
| | 21 | 105 | 105 | 898 | 898 | 1,003 | 1,003 |
| | 22 | 99 | 99 | 774 | 774 | 873 | 873 |
| | 23 | 71 | 71 | 437 | 437 | 508 | 508 |
| | | All Hours | 3,419 | 3,419 | 38,117 | 38,117 | 41,536 |
| November 16, 2007 | 00 | 37 | 37 | 252 | 252 | 289 | 289 |
| | 01 | 29 | 29 | 162 | 162 | 191 | 191 |
| | 02 | 17 | 17 | 115 | 115 | 132 | 132 |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | Directional Total | Grand Total | |
|-------------------|-------------------|------------------------|--------------|--------------|---------------|-------------------|---------------|---------------|
| | | Cash | | SunPass | | | | |
| | | Express | Total | Express | Total | | | |
| November 16, 2007 | 03 | 20 | 20 | 155 | 155 | 175 | 175 | |
| | 04 | 34 | 34 | 325 | 325 | 359 | 359 | |
| | 05 | 101 | 101 | 1,331 | 1,331 | 1,432 | 1,432 | |
| | 06 | 215 | 215 | 3,601 | 3,601 | 3,816 | 3,816 | |
| | 07 | 222 | 222 | 3,574 | 3,574 | 3,796 | 3,796 | |
| | 08 | 223 | 223 | 3,031 | 3,031 | 3,254 | 3,254 | |
| | 09 | 212 | 212 | 2,807 | 2,807 | 3,019 | 3,019 | |
| | 10 | 205 | 205 | 2,492 | 2,492 | 2,697 | 2,697 | |
| | 11 | 203 | 203 | 2,215 | 2,215 | 2,418 | 2,418 | |
| | 12 | 217 | 217 | 2,346 | 2,346 | 2,563 | 2,563 | |
| | 13 | 237 | 237 | 2,308 | 2,308 | 2,545 | 2,545 | |
| | 14 | 222 | 222 | 2,289 | 2,289 | 2,511 | 2,511 | |
| | 15 | 228 | 228 | 2,485 | 2,485 | 2,713 | 2,713 | |
| | 16 | 241 | 241 | 2,496 | 2,496 | 2,737 | 2,737 | |
| | 17 | 218 | 218 | 2,563 | 2,563 | 2,781 | 2,781 | |
| | 18 | 202 | 202 | 2,239 | 2,239 | 2,441 | 2,441 | |
| | 19 | 174 | 174 | 1,872 | 1,872 | 2,046 | 2,046 | |
| | 20 | 155 | 155 | 1,352 | 1,352 | 1,507 | 1,507 | |
| | 21 | 144 | 144 | 1,212 | 1,212 | 1,356 | 1,356 | |
| | 22 | 179 | 179 | 1,477 | 1,477 | 1,656 | 1,656 | |
| | 23 | 159 | 159 | 1,252 | 1,252 | 1,411 | 1,411 | |
| | | All Hours | 3,894 | 3,894 | 43,951 | 43,951 | 47,845 | 47,845 |
| | November 17, 2007 | 00 | 76 | 76 | 560 | 560 | 636 | 636 |
| 01 | | 52 | 52 | 334 | 334 | 386 | 386 | |
| 02 | | 40 | 40 | 207 | 207 | 247 | 247 | |
| 03 | | 26 | 26 | 213 | 213 | 239 | 239 | |
| 04 | | 36 | 36 | 260 | 260 | 296 | 296 | |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 17, 2007 | 05 | 42 | 42 | 578 | 578 | 620 | 620 |
| | 06 | 82 | 82 | 1,122 | 1,122 | 1,204 | 1,204 |
| | 07 | 142 | 142 | 1,539 | 1,539 | 1,681 | 1,681 |
| | 08 | 149 | 149 | 1,862 | 1,862 | 2,011 | 2,011 |
| | 09 | 204 | 204 | 2,035 | 2,035 | 2,239 | 2,239 |
| | 10 | 184 | 184 | 2,142 | 2,142 | 2,326 | 2,326 |
| | 11 | 245 | 245 | 2,171 | 2,171 | 2,416 | 2,416 |
| | 12 | 216 | 216 | 2,168 | 2,168 | 2,384 | 2,384 |
| | 13 | 206 | 206 | 2,251 | 2,251 | 2,457 | 2,457 |
| | 14 | 235 | 235 | 2,123 | 2,123 | 2,358 | 2,358 |
| | 15 | 229 | 229 | 2,020 | 2,020 | 2,249 | 2,249 |
| | 16 | 236 | 236 | 2,119 | 2,119 | 2,355 | 2,355 |
| | 17 | 222 | 222 | 2,035 | 2,035 | 2,257 | 2,257 |
| | 18 | 240 | 240 | 2,167 | 2,167 | 2,407 | 2,407 |
| | 19 | 246 | 246 | 2,289 | 2,289 | 2,535 | 2,535 |
| | 20 | 235 | 235 | 2,108 | 2,108 | 2,343 | 2,343 |
| | 21 | 200 | 200 | 1,910 | 1,910 | 2,110 | 2,110 |
| | 22 | 140 | 140 | 1,292 | 1,292 | 1,432 | 1,432 |
| | 23 | 121 | 121 | 972 | 972 | 1,093 | 1,093 |
| | | All Hours | 3,804 | 3,804 | 36,477 | 36,477 | 40,281 |
| November 18, 2007 | 00 | 75 | 75 | 640 | 640 | 715 | 715 |
| | 01 | 67 | 67 | 459 | 459 | 526 | 526 |
| | 02 | 39 | 39 | 244 | 244 | 283 | 283 |
| | 03 | 28 | 28 | 199 | 199 | 227 | 227 |
| | 04 | 21 | 21 | 202 | 202 | 223 | 223 |
| | 05 | 35 | 35 | 297 | 297 | 332 | 332 |
| | 06 | 41 | 41 | 517 | 517 | 558 | 558 |

Total Traffic by Lane Type for November 2007

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | Express | Total | Express | Total | | |
| November 18, 2007 | 07 | 55 | 55 | 548 | 548 | 603 | 603 |
| | 08 | 79 | 79 | 817 | 817 | 896 | 896 |
| | 09 | 109 | 109 | 1,165 | 1,165 | 1,274 | 1,274 |
| | 10 | 130 | 130 | 1,578 | 1,578 | 1,708 | 1,708 |
| | 11 | 159 | 159 | 1,700 | 1,700 | 1,859 | 1,859 |
| | 12 | 187 | 187 | 2,000 | 2,000 | 2,187 | 2,187 |
| | 13 | 210 | 210 | 2,077 | 2,077 | 2,287 | 2,287 |
| | 14 | 230 | 230 | 2,068 | 2,068 | 2,298 | 2,298 |
| | 15 | 215 | 215 | 2,009 | 2,009 | 2,224 | 2,224 |
| | 16 | 216 | 216 | 1,970 | 1,970 | 2,186 | 2,186 |
| | 17 | 224 | 224 | 2,043 | 2,043 | 2,267 | 2,267 |
| | 18 | 260 | 260 | 2,297 | 2,297 | 2,557 | 2,557 |
| | 19 | 340 | 340 | 2,667 | 2,667 | 3,007 | 3,007 |
| | 20 | 369 | 369 | 2,530 | 2,530 | 2,899 | 2,899 |
| | 21 | 322 | 322 | 2,317 | 2,317 | 2,639 | 2,639 |
| | 22 | 332 | 332 | 2,218 | 2,218 | 2,550 | 2,550 |
| | 23 | 100 | 100 | 751 | 751 | 851 | 851 |
| | | All Hours | 3,843 | 3,843 | 33,313 | 33,313 | 37,156 |
| November 19, 2007 | 00 | 21 | 21 | 271 | 271 | 292 | 292 |
| | 01 | 22 | 22 | 144 | 144 | 166 | 166 |
| | 02 | 10 | 10 | 101 | 101 | 111 | 111 |
| | 03 | 9 | 9 | 131 | 131 | 140 | 140 |
| | 04 | 35 | 35 | 334 | 334 | 369 | 369 |
| | 05 | 104 | 104 | 1,367 | 1,367 | 1,471 | 1,471 |
| | 06 | 211 | 211 | 3,632 | 3,632 | 3,843 | 3,843 |
| | 07 | 209 | 209 | 3,562 | 3,562 | 3,771 | 3,771 |
| | 08 | 251 | 251 | 3,459 | 3,459 | 3,710 | 3,710 |

TOTAL TRAFFIC BY LANE NUMBER

007500 BIRD ROAD NORTH (EAST)

November 17, 2006

| TIME | Lane Number | | | | | | | | | | | | Grand Total | | | | | |
|---------------|------------------------------|--|--|--|--|----------|------------------------------|--------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|---------------|---------------|---------------|
| | Southbound/Westbound Traffic | | | | | | Northbound/Eastbound Traffic | | | | | | | | | | | |
| | | | | | | | Directional Total | 01B | 02M | 03M | 04B | 05M | | 06M | 07B | 08D | 09D | 10D |
| 1 | | | | | | 0 | 92 | 102 | 20 | 0 | 0 | 0 | 0 | 119 | 113 | 37 | 483 | 483 |
| 2 | | | | | | 0 | 55 | 66 | 0 | 0 | 0 | 0 | 0 | 78 | 57 | 15 | 271 | 271 |
| 3 | | | | | | 0 | 36 | 47 | 0 | 0 | 0 | 0 | 0 | 58 | 37 | 15 | 193 | 193 |
| 4 | | | | | | 0 | 57 | 47 | 0 | 0 | 0 | 0 | 0 | 87 | 56 | 18 | 265 | 265 |
| 5 | | | | | | 0 | 88 | 116 | 0 | 0 | 0 | 0 | 0 | 206 | 131 | 51 | 592 | 592 |
| 6 | | | | | | 0 | 209 | 226 | 64 | 47 | 0 | 83 | 52 | 548 | 518 | 390 | 2,137 | 2,137 |
| 7 | | | | | | 0 | 418 | 349 | 361 | 422 | 80 | 160 | 395 | 1,261 | 1,060 | 1,012 | 5,518 | 5,518 |
| 8 | | | | | | 0 | 669 | 377 | 311 | 668 | 355 | 0 | 690 | 534 | 630 | 601 | 4,835 | 4,835 |
| 9 | | | | | | 0 | 598 | 306 | 344 | 619 | 313 | 0 | 600 | 546 | 634 | 601 | 4,561 | 4,561 |
| 10 | | | | | | 0 | 412 | 341 | 319 | 449 | 318 | 0 | 147 | 1,187 | 1,165 | 984 | 5,322 | 5,322 |
| 11 | | | | | | 0 | 298 | 310 | 310 | 358 | 45 | 0 | 0 | 881 | 896 | 843 | 3,941 | 3,941 |
| 12 | | | | | | 0 | 294 | 256 | 229 | 256 | 217 | 68 | 0 | 798 | 823 | 816 | 3,757 | 3,757 |
| 13 | | | | | | 0 | 264 | 263 | 264 | 232 | 146 | 128 | 0 | 773 | 780 | 703 | 3,553 | 3,553 |
| 14 | | | | | | 0 | 244 | 267 | 248 | 221 | 178 | 116 | 47 | 757 | 804 | 729 | 3,611 | 3,611 |
| 15 | | | | | | 0 | 292 | 267 | 308 | 285 | 275 | 22 | 8 | 870 | 860 | 793 | 3,980 | 3,980 |
| 16 | | | | | | 0 | 328 | 330 | 347 | 282 | 322 | 0 | 0 | 890 | 923 | 852 | 4,274 | 4,274 |
| 17 | | | | | | 0 | 326 | 331 | 350 | 325 | 305 | 88 | 0 | 877 | 936 | 912 | 4,450 | 4,450 |
| 18 | | | | | | 0 | 318 | 343 | 297 | 338 | 363 | 0 | 0 | 938 | 982 | 877 | 4,456 | 4,456 |
| 19 | | | | | | 0 | 327 | 327 | 369 | 332 | 199 | 0 | 0 | 814 | 806 | 754 | 3,928 | 3,928 |
| 20 | | | | | | 0 | 286 | 331 | 299 | 309 | 143 | 0 | 0 | 715 | 706 | 545 | 3,334 | 3,334 |
| 21 | | | | | | 0 | 234 | 222 | 240 | 204 | 161 | 0 | 0 | 505 | 512 | 350 | 2,428 | 2,428 |
| 22 | | | | | | 0 | 221 | 215 | 198 | 156 | 97 | 21 | 0 | 464 | 507 | 322 | 2,201 | 2,201 |
| 23 | | | | | | 0 | 264 | 286 | 296 | 234 | 0 | 0 | 0 | 500 | 566 | 406 | 2,552 | 2,552 |
| 24 | | | | | | 0 | 346 | 364 | 342 | 0 | 0 | 0 | 0 | 505 | 510 | 395 | 2,462 | 2,462 |
| TOTALS | | | | | | 0 | 6,676 | 6,089 | 5,516 | 5,737 | 3,517 | 686 | 1,939 | 14,911 | 15,012 | 13,021 | 73,104 | 73,104 |

TOTAL TRAFFIC BY LANE NUMBER

007500 BIRD ROAD NORTH (EAST)

November 18, 2006

| TIME | Lane Number | | | | | | | | | | | | Grand Total | | | | | | |
|---------------|------------------------------|--|--|--|--|--|------------------------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|---------------|---------------|---------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | Northbound/Eastbound Traffic | | | | | | | | | | | | |
| | | | | | | | 01B | 02M | 03M | 04B | 05M | 06M | | 07B | 08D | 09D | 10D | Directional Total | |
| 1 | | | | | | | 0 | 164 | 175 | 213 | 0 | 0 | 0 | 0 | 245 | 235 | 108 | 1,140 | 1,140 |
| 2 | | | | | | | 0 | 104 | 107 | 113 | 0 | 0 | 0 | 0 | 142 | 128 | 44 | 638 | 638 |
| 3 | | | | | | | 0 | 71 | 102 | 32 | 0 | 0 | 0 | 0 | 113 | 77 | 28 | 423 | 423 |
| 4 | | | | | | | 0 | 51 | 74 | 29 | 0 | 0 | 0 | 0 | 97 | 79 | 25 | 355 | 355 |
| 5 | | | | | | | 0 | 84 | 100 | 29 | 0 | 0 | 0 | 0 | 136 | 101 | 31 | 481 | 481 |
| 6 | | | | | | | 0 | 106 | 111 | 99 | 23 | 14 | 18 | 10 | 254 | 194 | 136 | 965 | 965 |
| 7 | | | | | | | 0 | 181 | 154 | 135 | 116 | 76 | 40 | 30 | 456 | 406 | 297 | 1,891 | 1,891 |
| 8 | | | | | | | 0 | 239 | 218 | 192 | 168 | 134 | 0 | 0 | 602 | 530 | 436 | 2,519 | 2,519 |
| 9 | | | | | | | 0 | 282 | 248 | 231 | 192 | 162 | 36 | 0 | 695 | 650 | 540 | 3,036 | 3,036 |
| 10 | | | | | | | 0 | 355 | 297 | 290 | 244 | 201 | 0 | 0 | 821 | 720 | 634 | 3,562 | 3,562 |
| 11 | | | | | | | 0 | 364 | 296 | 302 | 314 | 64 | 0 | 0 | 829 | 818 | 666 | 3,653 | 3,653 |
| 12 | | | | | | | 0 | 302 | 300 | 274 | 257 | 216 | 0 | 0 | 798 | 757 | 668 | 3,572 | 3,572 |
| 13 | | | | | | | 0 | 344 | 313 | 303 | 263 | 209 | 33 | 0 | 799 | 801 | 618 | 3,683 | 3,683 |
| 14 | | | | | | | 0 | 306 | 286 | 301 | 253 | 225 | 135 | 65 | 759 | 801 | 621 | 3,752 | 3,752 |
| 15 | | | | | | | 0 | 323 | 289 | 302 | 314 | 297 | 26 | 18 | 762 | 777 | 628 | 3,736 | 3,736 |
| 16 | | | | | | | 0 | 311 | 326 | 312 | 283 | 303 | 0 | 0 | 766 | 773 | 601 | 3,675 | 3,675 |
| 17 | | | | | | | 0 | 333 | 312 | 290 | 284 | 241 | 47 | 0 | 735 | 740 | 564 | 3,546 | 3,546 |
| 18 | | | | | | | 0 | 325 | 292 | 327 | 292 | 288 | 0 | 0 | 669 | 703 | 543 | 3,439 | 3,439 |
| 19 | | | | | | | 0 | 345 | 342 | 331 | 335 | 90 | 47 | 26 | 772 | 718 | 619 | 3,625 | 3,625 |
| 20 | | | | | | | 0 | 281 | 265 | 264 | 234 | 204 | 136 | 3 | 639 | 664 | 464 | 3,154 | 3,154 |
| 21 | | | | | | | 0 | 300 | 262 | 240 | 237 | 79 | 29 | 15 | 591 | 534 | 403 | 2,690 | 2,690 |
| 22 | | | | | | | 0 | 252 | 275 | 271 | 270 | 105 | 33 | 12 | 540 | 595 | 413 | 2,766 | 2,766 |
| 23 | | | | | | | 0 | 366 | 359 | 402 | 313 | 0 | 0 | 0 | 652 | 732 | 627 | 3,451 | 3,451 |
| 24 | | | | | | | 0 | 337 | 385 | 392 | 331 | 0 | 0 | 0 | 606 | 751 | 641 | 3,443 | 3,443 |
| TOTALS | | | | | | | | 6,126 | 5,888 | 5,674 | 4,723 | 2,908 | 580 | 179 | 13,478 | 13,284 | 10,355 | 63,195 | 63,195 |

TOTAL TRAFFIC BY LANE NUMBER

007500 BIRD ROAD NORTH (EAST)

November 19, 2006

| TIME | Lane Number | | | | | | | | | | | | Grand Total | | | | | |
|---------------|------------------------------|--|--|--|--|----------|------------------------------|--------------|--------------|--------------|--------------|--------------|-------------|---------------|---------------|--------------|---------------|-------------------|
| | Southbound/Westbound Traffic | | | | | | Northbound/Eastbound Traffic | | | | | | | | | | | |
| | | | | | | | 01B | 02M | 03M | 04B | 05M | 06M | | 07B | 08D | 09D | 10D | Directional Total |
| 1 | | | | | | 0 | 248 | 252 | 268 | 165 | 0 | 0 | 0 | 380 | 408 | 268 | 1,989 | 1,989 |
| 2 | | | | | | 0 | 124 | 131 | 135 | 0 | 0 | 0 | 0 | 182 | 183 | 76 | 831 | 831 |
| 3 | | | | | | 0 | 100 | 118 | 47 | 0 | 0 | 0 | 0 | 121 | 100 | 38 | 524 | 524 |
| 4 | | | | | | 0 | 72 | 96 | 13 | 0 | 0 | 0 | 0 | 88 | 84 | 25 | 378 | 378 |
| 5 | | | | | | 0 | 82 | 82 | 33 | 0 | 0 | 0 | 0 | 92 | 79 | 17 | 385 | 385 |
| 6 | | | | | | 0 | 101 | 110 | 18 | 5 | 15 | 0 | 0 | 133 | 108 | 48 | 538 | 538 |
| 7 | | | | | | 0 | 94 | 90 | 93 | 62 | 5 | 0 | 0 | 217 | 184 | 96 | 841 | 841 |
| 8 | | | | | | 0 | 118 | 145 | 120 | 31 | 0 | 0 | 0 | 292 | 194 | 118 | 1,018 | 1,018 |
| 9 | | | | | | 0 | 168 | 165 | 147 | 116 | 0 | 0 | 0 | 372 | 327 | 170 | 1,465 | 1,465 |
| 10 | | | | | | 0 | 228 | 219 | 187 | 153 | 0 | 0 | 0 | 475 | 446 | 304 | 2,012 | 2,012 |
| 11 | | | | | | 0 | 267 | 273 | 254 | 217 | 76 | 0 | 0 | 646 | 590 | 416 | 2,739 | 2,739 |
| 12 | | | | | | 0 | 310 | 289 | 240 | 210 | 132 | 68 | 0 | 764 | 662 | 576 | 3,251 | 3,251 |
| 13 | | | | | | 0 | 290 | 323 | 279 | 260 | 136 | 0 | 0 | 688 | 663 | 517 | 3,156 | 3,156 |
| 14 | | | | | | 0 | 321 | 285 | 295 | 285 | 172 | 92 | 4 | 708 | 696 | 568 | 3,426 | 3,426 |
| 15 | | | | | | 0 | 329 | 311 | 300 | 291 | 280 | 0 | 0 | 687 | 679 | 533 | 3,410 | 3,410 |
| 16 | | | | | | 0 | 335 | 303 | 272 | 265 | 239 | 125 | 0 | 663 | 682 | 536 | 3,420 | 3,420 |
| 17 | | | | | | 0 | 304 | 280 | 264 | 262 | 189 | 103 | 54 | 647 | 686 | 494 | 3,283 | 3,283 |
| 18 | | | | | | 0 | 353 | 302 | 329 | 259 | 245 | 217 | 2 | 758 | 792 | 684 | 3,941 | 3,941 |
| 19 | | | | | | 0 | 371 | 317 | 334 | 346 | 315 | 232 | 190 | 944 | 876 | 842 | 4,767 | 4,767 |
| 20 | | | | | | 0 | 382 | 317 | 381 | 336 | 366 | 309 | 254 | 973 | 912 | 825 | 5,055 | 5,055 |
| 21 | | | | | | 0 | 353 | 303 | 348 | 326 | 301 | 257 | 186 | 695 | 852 | 748 | 4,369 | 4,369 |
| 22 | | | | | | 0 | 369 | 345 | 337 | 358 | 333 | 286 | 81 | 773 | 834 | 743 | 4,459 | 4,459 |
| 23 | | | | | | 0 | 354 | 345 | 334 | 280 | 264 | 0 | 0 | 623 | 652 | 551 | 3,403 | 3,403 |
| 24 | | | | | | 0 | 135 | 153 | 152 | 0 | 18 | 0 | 0 | 237 | 211 | 91 | 997 | 997 |
| TOTALS | | | | | | 0 | 5,808 | 5,554 | 5,180 | 4,227 | 3,086 | 1,689 | 771 | 12,158 | 11,900 | 9,284 | 59,657 | 59,657 |

TOTAL TRAFFIC BY LANE NUMBER

| 007400 BIRD ROAD SOUTH (WEST) | | | | | | | | | | November 17, 2006 | | | |
|-------------------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|-------------------|-------------|------------------------------|-------------------|
| TIME | Lane Number | | | | | | | | | | Grand Total | | |
| | Southbound/Westbound Traffic | | | | | | | | | | | Northbound/Eastbound Traffic | Directional Total |
| | 01B | 02M | 03M | 04B | 05M | 06M | 08D | 09D | 10D | Directional Total | | Directional Total | |
| 1 | 75 | 74 | 136 | 0 | 0 | 0 | 242 | 196 | 89 | 812 | 0 | 812 | |
| 2 | 72 | 108 | 14 | 0 | 0 | 0 | 155 | 112 | 35 | 496 | 0 | 496 | |
| 3 | 56 | 66 | 0 | 0 | 0 | 0 | 106 | 58 | 25 | 311 | 0 | 311 | |
| 4 | 48 | 60 | 0 | 0 | 0 | 0 | 97 | 55 | 18 | 278 | 0 | 278 | |
| 5 | 63 | 68 | 0 | 0 | 0 | 0 | 128 | 85 | 15 | 359 | 0 | 359 | |
| 6 | 123 | 139 | 52 | 0 | 0 | 0 | 261 | 208 | 105 | 888 | 0 | 888 | |
| 7 | 164 | 227 | 167 | 117 | 172 | 0 | 514 | 613 | 417 | 2,391 | 0 | 2,391 | |
| 8 | 210 | 257 | 215 | 242 | 228 | 0 | 777 | 921 | 770 | 3,620 | 0 | 3,620 | |
| 9 | 273 | 341 | 300 | 295 | 0 | 0 | 771 | 899 | 788 | 3,667 | 0 | 3,667 | |
| 10 | 194 | 285 | 222 | 274 | 203 | 0 | 700 | 771 | 642 | 3,291 | 0 | 3,291 | |
| 11 | 182 | 213 | 250 | 254 | 285 | 0 | 698 | 761 | 640 | 3,283 | 0 | 3,283 | |
| 12 | 193 | 239 | 251 | 257 | 307 | 0 | 755 | 821 | 680 | 3,503 | 0 | 3,503 | |
| 13 | 234 | 142 | 262 | 288 | 365 | 61 | 727 | 839 | 730 | 3,648 | 0 | 3,648 | |
| 14 | 204 | 315 | 285 | 331 | 333 | 0 | 821 | 909 | 816 | 4,014 | 0 | 4,014 | |
| 15 | 231 | 303 | 287 | 318 | 217 | 235 | 1,005 | 1,147 | 1,041 | 4,784 | 0 | 4,784 | |
| 16 | 302 | 308 | 311 | 312 | 248 | 344 | 1,202 | 1,282 | 1,267 | 5,576 | 0 | 5,576 | |
| 17 | 326 | 322 | 298 | 310 | 302 | 338 | 1,373 | 1,313 | 1,248 | 5,830 | 0 | 5,830 | |
| 18 | 323 | 314 | 312 | 314 | 296 | 325 | 1,455 | 1,273 | 1,193 | 5,805 | 0 | 5,805 | |
| 19 | 349 | 358 | 349 | 345 | 356 | 30 | 1,352 | 1,140 | 1,081 | 5,360 | 0 | 5,360 | |
| 20 | 342 | 400 | 338 | 397 | 409 | 0 | 1,179 | 1,087 | 966 | 5,118 | 0 | 5,118 | |
| 21 | 321 | 335 | 314 | 345 | 311 | 93 | 903 | 900 | 761 | 4,283 | 0 | 4,283 | |
| 22 | 226 | 266 | 261 | 265 | 290 | 0 | 683 | 620 | 464 | 3,075 | 0 | 3,075 | |
| 23 | 210 | 197 | 191 | 215 | 232 | 0 | 619 | 598 | 391 | 2,653 | 0 | 2,653 | |
| 24 | 274 | 250 | 266 | 0 | 1 | 0 | 490 | 465 | 299 | 2,045 | 0 | 2,045 | |
| TOTALS | 4,995 | 5,587 | 5,081 | 4,879 | 4,555 | 1,426 | 17,013 | 17,073 | 14,481 | 75,090 | | 75,090 | |

TOTAL TRAFFIC BY LANE NUMBER

007400 BIRD ROAD SOUTH (WEST)

November 18, 2006

| TIME | Lane Number | | | | | | | | | | Directional Total | Grand Total | |
|---------------|------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|-------------------|-------------------|---------------|------------------------------|
| | Southbound/Westbound Traffic | | | | | | | | | | | | Northbound/Eastbound Traffic |
| | 01B | 02M | 03M | 04B | 05M | 06M | 08D | 09D | 10D | Directional Total | | | |
| 1 | 182 | 202 | 210 | 0 | 0 | 0 | 404 | 325 | 185 | 1,508 | 0 | 1,508 | |
| 2 | 160 | 220 | 31 | 0 | 0 | 0 | 253 | 222 | 123 | 1,009 | 0 | 1,009 | |
| 3 | 145 | 164 | 0 | 0 | 0 | 0 | 214 | 193 | 88 | 804 | 0 | 804 | |
| 4 | 119 | 144 | 0 | 0 | 0 | 0 | 206 | 154 | 60 | 683 | 0 | 683 | |
| 5 | 126 | 123 | 0 | 0 | 0 | 0 | 165 | 132 | 40 | 586 | 0 | 586 | |
| 6 | 132 | 134 | 0 | 0 | 0 | 0 | 199 | 159 | 43 | 667 | 0 | 667 | |
| 7 | 110 | 161 | 112 | 128 | 0 | 0 | 333 | 318 | 171 | 1,333 | 0 | 1,333 | |
| 8 | 181 | 202 | 230 | 243 | 0 | 0 | 417 | 394 | 273 | 1,940 | 0 | 1,940 | |
| 9 | 310 | 238 | 256 | 309 | 0 | 0 | 536 | 557 | 409 | 2,615 | 0 | 2,615 | |
| 10 | 336 | 311 | 276 | 346 | 34 | 0 | 600 | 634 | 503 | 3,040 | 0 | 3,040 | |
| 11 | 282 | 265 | 296 | 338 | 283 | 0 | 740 | 779 | 614 | 3,597 | 0 | 3,597 | |
| 12 | 381 | 296 | 271 | 375 | 382 | 34 | 832 | 937 | 813 | 4,321 | 0 | 4,321 | |
| 13 | 328 | 287 | 271 | 296 | 333 | 346 | 870 | 905 | 857 | 4,493 | 0 | 4,493 | |
| 14 | 321 | 284 | 274 | 354 | 337 | 358 | 965 | 1,012 | 924 | 4,829 | 0 | 4,829 | |
| 15 | 295 | 339 | 320 | 337 | 314 | 308 | 909 | 978 | 430 | 4,230 | 0 | 4,230 | |
| 16 | 162 | 206 | 215 | 222 | 235 | 211 | 779 | 612 | 518 | 3,160 | 0 | 3,160 | |
| 17 | 308 | 353 | 351 | 318 | 339 | 346 | 990 | 936 | 890 | 4,831 | 0 | 4,831 | |
| 18 | 290 | 310 | 341 | 350 | 346 | 320 | 981 | 980 | 865 | 4,783 | 0 | 4,783 | |
| 19 | 322 | 353 | 335 | 347 | 350 | 0 | 896 | 886 | 726 | 4,215 | 0 | 4,215 | |
| 20 | 264 | 294 | 303 | 303 | 331 | 0 | 836 | 786 | 613 | 3,730 | 0 | 3,730 | |
| 21 | 226 | 246 | 265 | 247 | 269 | 0 | 653 | 590 | 436 | 2,932 | 0 | 2,932 | |
| 22 | 168 | 217 | 221 | 215 | 217 | 0 | 579 | 565 | 386 | 2,568 | 0 | 2,568 | |
| 23 | 146 | 178 | 170 | 185 | 181 | 0 | 562 | 536 | 328 | 2,286 | 0 | 2,286 | |
| 24 | 201 | 226 | 238 | 60 | 0 | 0 | 488 | 431 | 249 | 1,893 | 0 | 1,893 | |
| TOTALS | 5,495 | 5,753 | 4,986 | 4,973 | 3,951 | 1,923 | 14,407 | 14,021 | 10,544 | 66,053 | | 66,053 | |

TOTAL TRAFFIC BY LANE NUMBER

| 007400 BIRD ROAD SOUTH (WEST) | | | | | | | | | | November 19, 2006 | | | |
|-------------------------------|------------------------------|--------------|--------------|--------------|--------------|------------|---------------|---------------|--------------|-------------------|-------------|------------------------------|-------------------|
| TIME | Lane Number | | | | | | | | | | Grand Total | | |
| | Southbound/Westbound Traffic | | | | | | | | | | | Northbound/Eastbound Traffic | Directional Total |
| | 01B | 02M | 03M | 04B | 05M | 06M | 08D | 09D | 10D | Directional Total | | | |
| 1 | 173 | 236 | 239 | 0 | 0 | 0 | 442 | 366 | 204 | 1,660 | 0 | 1,660 | |
| 2 | 201 | 270 | 39 | 0 | 0 | 0 | 335 | 271 | 131 | 1,247 | 0 | 1,247 | |
| 3 | 138 | 178 | 0 | 0 | 0 | 0 | 215 | 188 | 80 | 799 | 0 | 799 | |
| 4 | 111 | 126 | 0 | 0 | 0 | 0 | 171 | 159 | 48 | 615 | 0 | 615 | |
| 5 | 90 | 146 | 0 | 0 | 0 | 0 | 165 | 126 | 48 | 575 | 0 | 575 | |
| 6 | 116 | 159 | 0 | 0 | 0 | 0 | 177 | 131 | 54 | 637 | 0 | 637 | |
| 7 | 127 | 172 | 168 | 0 | 0 | 0 | 234 | 244 | 100 | 1,045 | 0 | 1,045 | |
| 8 | 258 | 278 | 306 | 0 | 0 | 0 | 382 | 410 | 265 | 1,899 | 0 | 1,899 | |
| 9 | 439 | 399 | 373 | 125 | 0 | 0 | 542 | 612 | 481 | 2,971 | 0 | 2,971 | |
| 10 | 318 | 353 | 363 | 390 | 307 | 0 | 700 | 841 | 650 | 3,922 | 0 | 3,922 | |
| 11 | 319 | 355 | 356 | 376 | 357 | 238 | 784 | 932 | 787 | 4,504 | 0 | 4,504 | |
| 12 | 357 | 366 | 359 | 384 | 391 | 0 | 726 | 861 | 699 | 4,143 | 0 | 4,143 | |
| 13 | 291 | 332 | 324 | 349 | 365 | 0 | 718 | 733 | 655 | 3,767 | 0 | 3,767 | |
| 14 | 272 | 301 | 303 | 330 | 340 | 0 | 704 | 697 | 583 | 3,530 | 0 | 3,530 | |
| 15 | 259 | 281 | 250 | 314 | 321 | 27 | 679 | 716 | 596 | 3,443 | 0 | 3,443 | |
| 16 | 196 | 239 | 248 | 247 | 269 | 164 | 709 | 654 | 571 | 3,297 | 0 | 3,297 | |
| 17 | 298 | 257 | 305 | 306 | 242 | 0 | 791 | 788 | 684 | 3,671 | 0 | 3,671 | |
| 18 | 341 | 293 | 340 | 311 | 198 | 121 | 838 | 882 | 702 | 4,026 | 0 | 4,026 | |
| 19 | 342 | 319 | 349 | 331 | 66 | 0 | 828 | 798 | 633 | 3,666 | 0 | 3,666 | |
| 20 | 303 | 289 | 324 | 298 | 0 | 0 | 744 | 701 | 511 | 3,170 | 0 | 3,170 | |
| 21 | 205 | 193 | 236 | 272 | 0 | 0 | 564 | 507 | 389 | 2,366 | 0 | 2,366 | |
| 22 | 202 | 196 | 246 | 230 | 0 | 0 | 555 | 483 | 305 | 2,217 | 0 | 2,217 | |
| 23 | 154 | 176 | 198 | 104 | 0 | 0 | 385 | 389 | 209 | 1,615 | 0 | 1,615 | |
| 24 | 203 | 234 | 26 | 0 | 0 | 0 | 321 | 290 | 129 | 1,203 | 0 | 1,203 | |
| TOTALS | 5,713 | 6,148 | 5,352 | 4,367 | 2,856 | 550 | 12,709 | 12,779 | 9,514 | 59,988 | | 59,988 | |

TOTAL TRAFFIC BY LANE NUMBER

007500 BIRD ROAD NORTH (EAST)

November 18, 2005

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total | | | | | |
|---------------|------------------------------|--|--|--|--|--|---|------------------------------|--------------|--------------|--------------|--------------|------------|--------------|-------------|---------------|---------------|---------------|---------------|-------------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | | | | | | |
| | | | | | | | | 01B | 02M | 03M | 04B | 05M | 06M | 07B | | 07M | 08D | 09D | 10D | Directional Total |
| 1 | | | | | | | 0 | 88 | 107 | 27 | 0 | 0 | 0 | 1 | 0 | 103 | 82 | 29 | 437 | 437 |
| 2 | | | | | | | 0 | 58 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 56 | 18 | 285 | 285 |
| 3 | | | | | | | 0 | 36 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 41 | 13 | 188 | 188 |
| 4 | | | | | | | 0 | 95 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 55 | 20 | 267 | 267 |
| 5 | | | | | | | 0 | 128 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 123 | 53 | 562 | 562 |
| 6 | | | | | | | 0 | 188 | 220 | 66 | 38 | 40 | 68 | 43 | 0 | 516 | 440 | 382 | 2,001 | 2,001 |
| 7 | | | | | | | 0 | 388 | 286 | 271 | 339 | 252 | 70 | 332 | 0 | 1,197 | 932 | 937 | 5,004 | 5,004 |
| 8 | | | | | | | 0 | 559 | 333 | 350 | 608 | 324 | 0 | 600 | 0 | 443 | 570 | 544 | 4,331 | 4,331 |
| 9 | | | | | | | 0 | 510 | 320 | 350 | 556 | 320 | 0 | 616 | 0 | 317 | 506 | 514 | 4,009 | 4,009 |
| 10 | | | | | | | 0 | 415 | 381 | 348 | 452 | 346 | 0 | 517 | 0 | 933 | 903 | 760 | 5,055 | 5,055 |
| 11 | | | | | | | 0 | 317 | 310 | 353 | 374 | 68 | 0 | 34 | 0 | 787 | 777 | 764 | 3,784 | 3,784 |
| 12 | | | | | | | 0 | 258 | 279 | 313 | 237 | 195 | 149 | 0 | 0 | 731 | 741 | 745 | 3,648 | 3,648 |
| 13 | | | | | | | 0 | 256 | 280 | 276 | 242 | 192 | 155 | 0 | 0 | 670 | 688 | 640 | 3,399 | 3,399 |
| 14 | | | | | | | 0 | 261 | 268 | 289 | 256 | 122 | 147 | 96 | 0 | 694 | 689 | 629 | 3,451 | 3,451 |
| 15 | | | | | | | 0 | 304 | 277 | 315 | 298 | 244 | 0 | 27 | 0 | 705 | 733 | 733 | 3,636 | 3,636 |
| 16 | | | | | | | 0 | 332 | 346 | 372 | 327 | 343 | 3 | 0 | 0 | 777 | 820 | 805 | 4,125 | 4,125 |
| 17 | | | | | | | 0 | 348 | 281 | 366 | 327 | 339 | 88 | 0 | 0 | 810 | 832 | 826 | 4,217 | 4,217 |
| 18 | | | | | | | 0 | 360 | 306 | 382 | 347 | 307 | 0 | 0 | 0 | 795 | 796 | 803 | 4,096 | 4,096 |
| 19 | | | | | | | 0 | 352 | 338 | 391 | 326 | 142 | 40 | 0 | 0 | 686 | 697 | 660 | 3,632 | 3,632 |
| 20 | | | | | | | 0 | 298 | 242 | 280 | 252 | 243 | 0 | 0 | 0 | 618 | 571 | 440 | 2,944 | 2,944 |
| 21 | | | | | | | 0 | 268 | 272 | 261 | 229 | 74 | 26 | 19 | 0 | 485 | 489 | 346 | 2,469 | 2,469 |
| 22 | | | | | | | 0 | 221 | 260 | 238 | 215 | 85 | 49 | 5 | 0 | 407 | 434 | 319 | 2,233 | 2,233 |
| 23 | | | | | | | 0 | 224 | 238 | 256 | 180 | 0 | 0 | 0 | 0 | 380 | 410 | 291 | 1,979 | 1,979 |
| 24 | | | | | | | 0 | 414 | 402 | 427 | 0 | 0 | 1 | 0 | 0 | 404 | 494 | 370 | 2,512 | 2,512 |
| TOTALS | | | | | | | | 6,678 | 5,967 | 5,931 | 5,603 | 3,636 | 796 | 2,290 | 0 | 12,843 | 12,879 | 11,641 | 68,264 | 68,264 |

TOTAL TRAFFIC BY LANE NUMBER

007500 BIRD ROAD NORTH (EAST)

November 19, 2005

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total | | | | | | |
|---------------|------------------------------|--|--|--|--|--|--|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|----------|---------------|---------------|---------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | | | | | | | |
| | | | | | | | | 01B | 02M | 03M | 04B | 05M | 06M | 07B | | 07M | 08D | 09D | 10D | Directional Total | |
| 1 | | | | | | | | 0 | 197 | 221 | 240 | 0 | 0 | 0 | 0 | 0 | 215 | 224 | 117 | 1,214 | 1,214 |
| 2 | | | | | | | | 0 | 103 | 107 | 95 | 0 | 0 | 0 | 0 | 0 | 144 | 125 | 46 | 620 | 620 |
| 3 | | | | | | | | 0 | 62 | 87 | 41 | 0 | 0 | 0 | 0 | 0 | 101 | 73 | 28 | 392 | 392 |
| 4 | | | | | | | | 0 | 59 | 81 | 12 | 0 | 0 | 0 | 0 | 0 | 89 | 60 | 23 | 324 | 324 |
| 5 | | | | | | | | 0 | 83 | 95 | 27 | 0 | 0 | 0 | 0 | 0 | 108 | 93 | 39 | 445 | 445 |
| 6 | | | | | | | | 0 | 111 | 108 | 111 | 9 | 10 | 27 | 13 | 0 | 266 | 190 | 131 | 976 | 976 |
| 7 | | | | | | | | 0 | 198 | 176 | 168 | 144 | 113 | 14 | 5 | 0 | 491 | 400 | 292 | 2,001 | 2,001 |
| 8 | | | | | | | | 0 | 238 | 241 | 215 | 199 | 171 | 0 | 0 | 0 | 551 | 513 | 397 | 2,525 | 2,525 |
| 9 | | | | | | | | 0 | 311 | 256 | 277 | 249 | 211 | 46 | 0 | 0 | 677 | 650 | 553 | 3,230 | 3,230 |
| 10 | | | | | | | | 0 | 308 | 323 | 314 | 306 | 276 | 0 | 0 | 0 | 723 | 695 | 647 | 3,592 | 3,592 |
| 11 | | | | | | | | 0 | 310 | 347 | 344 | 322 | 67 | 0 | 0 | 0 | 716 | 690 | 603 | 3,399 | 3,399 |
| 12 | | | | | | | | 0 | 329 | 298 | 306 | 300 | 287 | 0 | 0 | 0 | 703 | 703 | 603 | 3,529 | 3,529 |
| 13 | | | | | | | | 0 | 346 | 354 | 378 | 307 | 222 | 31 | 0 | 0 | 711 | 672 | 605 | 3,626 | 3,626 |
| 14 | | | | | | | | 0 | 258 | 317 | 324 | 320 | 191 | 236 | 69 | 0 | 665 | 728 | 610 | 3,718 | 3,718 |
| 15 | | | | | | | | 0 | 330 | 327 | 335 | 298 | 335 | 19 | 8 | 0 | 660 | 742 | 626 | 3,680 | 3,680 |
| 16 | | | | | | | | 0 | 316 | 334 | 360 | 339 | 347 | 1 | 0 | 0 | 671 | 725 | 617 | 3,710 | 3,710 |
| 17 | | | | | | | | 0 | 330 | 324 | 388 | 334 | 373 | 44 | 0 | 0 | 653 | 699 | 602 | 3,747 | 3,747 |
| 18 | | | | | | | | 0 | 328 | 361 | 357 | 396 | 440 | 0 | 0 | 0 | 702 | 737 | 638 | 3,959 | 3,959 |
| 19 | | | | | | | | 0 | 323 | 364 | 425 | 385 | 158 | 273 | 0 | 0 | 680 | 796 | 733 | 4,137 | 4,137 |
| 20 | | | | | | | | 0 | 353 | 381 | 431 | 386 | 438 | 397 | 0 | 0 | 941 | 867 | 797 | 4,991 | 4,991 |
| 21 | | | | | | | | 0 | 385 | 390 | 452 | 366 | 442 | 294 | 0 | 0 | 766 | 846 | 783 | 4,724 | 4,724 |
| 22 | | | | | | | | 0 | 214 | 299 | 285 | 264 | 249 | 83 | 0 | 0 | 448 | 541 | 390 | 2,773 | 2,773 |
| 23 | | | | | | | | 0 | 205 | 247 | 257 | 166 | 45 | 0 | 0 | 0 | 379 | 374 | 221 | 1,894 | 1,894 |
| 24 | | | | | | | | 0 | 235 | 280 | 287 | 0 | 0 | 0 | 0 | 0 | 298 | 334 | 184 | 1,618 | 1,618 |
| TOTALS | | | | | | | | | 5,932 | 6,318 | 6,429 | 5,090 | 4,375 | 1,465 | 95 | 0 | 12,358 | 12,477 | 10,285 | 64,824 | 64,824 |

TOTAL TRAFFIC BY LANE NUMBER

007500 BIRD ROAD NORTH (EAST)

November 20, 2005

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total | | | | | |
|---------------|------------------------------|--|--|--|--|--|----------|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------|--------------|---------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | | | | | | |
| | | | | | | | | Directional Total | 01B | 02M | 03M | 04B | 05M | 06M | | 07B | 07M | 08D | 09D | 10D |
| 1 | | | | | | | 0 | 188 | 233 | 217 | 0 | 0 | 0 | 0 | 0 | 238 | 248 | 119 | 1,243 | 1,243 |
| 2 | | | | | | | 0 | 115 | 152 | 154 | 0 | 0 | 0 | 0 | 0 | 156 | 166 | 65 | 808 | 808 |
| 3 | | | | | | | 0 | 75 | 132 | 67 | 0 | 0 | 0 | 0 | 0 | 105 | 91 | 33 | 503 | 503 |
| 4 | | | | | | | 0 | 62 | 85 | 24 | 0 | 0 | 0 | 0 | 0 | 70 | 62 | 26 | 329 | 329 |
| 5 | | | | | | | 0 | 74 | 110 | 26 | 0 | 0 | 0 | 0 | 0 | 90 | 72 | 21 | 393 | 393 |
| 6 | | | | | | | 0 | 50 | 86 | 57 | 29 | 0 | 0 | 0 | 0 | 129 | 92 | 35 | 478 | 478 |
| 7 | | | | | | | 0 | 144 | 154 | 148 | 0 | 0 | 0 | 0 | 0 | 230 | 189 | 111 | 976 | 976 |
| 8 | | | | | | | 0 | 167 | 176 | 188 | 0 | 0 | 0 | 0 | 0 | 262 | 207 | 142 | 1,142 | 1,142 |
| 9 | | | | | | | 0 | 195 | 220 | 204 | 0 | 0 | 0 | 0 | 0 | 324 | 264 | 206 | 1,413 | 1,413 |
| 10 | | | | | | | 0 | 271 | 316 | 302 | 0 | 0 | 0 | 0 | 0 | 431 | 414 | 287 | 2,021 | 2,021 |
| 11 | | | | | | | 0 | 320 | 323 | 324 | 247 | 0 | 0 | 0 | 0 | 559 | 528 | 415 | 2,716 | 2,716 |
| 12 | | | | | | | 0 | 328 | 334 | 343 | 289 | 0 | 0 | 0 | 0 | 575 | 545 | 469 | 2,883 | 2,883 |
| 13 | | | | | | | 0 | 369 | 410 | 400 | 173 | 0 | 0 | 0 | 0 | 634 | 568 | 482 | 3,036 | 3,036 |
| 14 | | | | | | | 0 | 314 | 326 | 357 | 274 | 97 | 106 | 17 | 0 | 581 | 622 | 488 | 3,182 | 3,182 |
| 15 | | | | | | | 0 | 277 | 327 | 338 | 244 | 251 | 40 | 97 | 0 | 629 | 645 | 533 | 3,381 | 3,381 |
| 16 | | | | | | | 0 | 295 | 316 | 325 | 268 | 192 | 117 | 81 | 0 | 547 | 596 | 488 | 3,225 | 3,225 |
| 17 | | | | | | | 0 | 291 | 290 | 308 | 214 | 208 | 151 | 72 | 0 | 560 | 609 | 495 | 3,198 | 3,198 |
| 18 | | | | | | | 0 | 285 | 251 | 278 | 239 | 198 | 142 | 82 | 0 | 439 | 546 | 419 | 2,879 | 2,879 |
| 19 | | | | | | | 0 | 333 | 311 | 359 | 290 | 352 | 8 | 256 | 0 | 647 | 733 | 616 | 3,905 | 3,905 |
| 20 | | | | | | | 0 | 352 | 371 | 382 | 322 | 323 | 101 | 183 | 0 | 705 | 777 | 738 | 4,254 | 4,254 |
| 21 | | | | | | | 0 | 329 | 378 | 436 | 364 | 429 | 409 | 171 | 0 | 727 | 872 | 813 | 4,928 | 4,928 |
| 22 | | | | | | | 0 | 408 | 371 | 413 | 340 | 335 | 287 | 158 | 0 | 567 | 781 | 710 | 4,370 | 4,370 |
| 23 | | | | | | | 0 | 427 | 435 | 390 | 359 | 421 | 0 | 0 | 0 | 502 | 744 | 655 | 3,933 | 3,933 |
| 24 | | | | | | | 0 | 223 | 279 | 66 | 228 | 0 | 0 | 0 | 0 | 246 | 335 | 192 | 1,569 | 1,569 |
| TOTALS | | | | | | | 0 | 5,892 | 6,386 | 6,106 | 3,880 | 2,806 | 1,361 | 1,117 | 0 | 9,953 | 10,706 | 8,558 | 56,765 | 56,765 |

TOTAL TRAFFIC BY LANE NUMBER

007400 BIRD ROAD SOUTH (WEST)

November 18, 2005

| TIME | Lane Number | | | | | | | | | | Grand Total | |
|---------------|------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|-------------------|-------------|-------------------|
| | Southbound/Westbound Traffic | | | | | | | | | | | Directional Total |
| | 01B | 02M | 03M | 04B | 05M | 06M | 08D | 09D | 10D | Directional Total | | |
| 1 | 85 | 118 | 129 | 0 | 0 | 0 | 191 | 163 | 85 | 771 | 0 | 771 |
| 2 | 56 | 102 | 32 | 0 | 0 | 0 | 119 | 100 | 33 | 442 | 0 | 442 |
| 3 | 46 | 98 | 0 | 0 | 0 | 0 | 91 | 73 | 18 | 326 | 0 | 326 |
| 4 | 52 | 82 | 0 | 0 | 0 | 0 | 100 | 55 | 17 | 306 | 0 | 306 |
| 5 | 51 | 77 | 0 | 0 | 0 | 0 | 102 | 73 | 20 | 323 | 0 | 323 |
| 6 | 43 | 176 | 95 | 0 | 0 | 0 | 236 | 181 | 75 | 806 | 0 | 806 |
| 7 | 191 | 129 | 246 | 170 | 173 | 0 | 491 | 542 | 418 | 2,360 | 0 | 2,360 |
| 8 | 289 | 39 | 276 | 288 | 302 | 0 | 658 | 754 | 640 | 3,246 | 0 | 3,246 |
| 9 | 224 | 227 | 222 | 279 | 300 | 0 | 647 | 754 | 682 | 3,335 | 0 | 3,335 |
| 10 | 195 | 228 | 225 | 264 | 296 | 0 | 620 | 668 | 593 | 3,089 | 0 | 3,089 |
| 11 | 206 | 238 | 353 | 285 | 345 | 0 | 590 | 706 | 616 | 3,339 | 0 | 3,339 |
| 12 | 218 | 246 | 298 | 285 | 334 | 0 | 605 | 673 | 588 | 3,247 | 0 | 3,247 |
| 13 | 249 | 241 | 292 | 291 | 331 | 0 | 662 | 767 | 680 | 3,513 | 0 | 3,513 |
| 14 | 236 | 253 | 357 | 315 | 365 | 7 | 695 | 796 | 735 | 3,759 | 0 | 3,759 |
| 15 | 249 | 259 | 260 | 304 | 295 | 334 | 841 | 880 | 900 | 4,322 | 0 | 4,322 |
| 16 | 301 | 299 | 333 | 266 | 332 | 320 | 1,065 | 1,071 | 1,077 | 5,064 | 0 | 5,064 |
| 17 | 386 | 379 | 422 | 354 | 390 | 25 | 1,253 | 1,219 | 1,231 | 5,659 | 0 | 5,659 |
| 18 | 457 | 406 | 385 | 312 | 345 | 146 | 1,345 | 1,181 | 1,174 | 5,751 | 0 | 5,751 |
| 19 | 365 | 336 | 343 | 318 | 333 | 304 | 1,257 | 1,120 | 1,084 | 5,460 | 0 | 5,460 |
| 20 | 384 | 346 | 390 | 348 | 404 | 0 | 1,133 | 1,067 | 981 | 5,053 | 0 | 5,053 |
| 21 | 285 | 312 | 314 | 293 | 308 | 144 | 807 | 804 | 680 | 3,947 | 0 | 3,947 |
| 22 | 220 | 235 | 258 | 264 | 263 | 0 | 597 | 565 | 425 | 2,827 | 0 | 2,827 |
| 23 | 183 | 194 | 248 | 221 | 222 | 0 | 473 | 503 | 345 | 2,389 | 0 | 2,389 |
| 24 | 236 | 306 | 299 | 21 | 17 | 0 | 450 | 390 | 258 | 1,977 | 0 | 1,977 |
| TOTALS | 5,207 | 5,326 | 5,777 | 4,878 | 5,355 | 1,280 | 15,028 | 15,105 | 13,355 | 71,311 | | 71,311 |

TOTAL TRAFFIC BY LANE NUMBER

007400 BIRD ROAD SOUTH (WEST)

November 19, 2005

| TIME | Lane Number | | | | | | | | | | Grand Total | |
|---------------|------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|-------------------|-------------|-------------------|
| | Southbound/Westbound Traffic | | | | | | | | | | | Directional Total |
| | 01B | 02M | 03M | 04B | 05M | 06M | 08D | 09D | 10D | Directional Total | | |
| 1 | 150 | 194 | 203 | 0 | 0 | 0 | 317 | 279 | 170 | 1,313 | 0 | 1,313 |
| 2 | 158 | 217 | 37 | 0 | 0 | 0 | 207 | 215 | 97 | 931 | 0 | 931 |
| 3 | 105 | 182 | 0 | 0 | 0 | 0 | 148 | 123 | 47 | 605 | 0 | 605 |
| 4 | 81 | 131 | 0 | 0 | 0 | 0 | 158 | 106 | 45 | 521 | 0 | 521 |
| 5 | 90 | 127 | 0 | 0 | 0 | 0 | 121 | 72 | 28 | 438 | 0 | 438 |
| 6 | 136 | 192 | 0 | 0 | 0 | 0 | 190 | 165 | 47 | 730 | 0 | 730 |
| 7 | 173 | 288 | 207 | 202 | 0 | 0 | 327 | 349 | 168 | 1,714 | 0 | 1,714 |
| 8 | 282 | 361 | 284 | 311 | 0 | 0 | 439 | 472 | 368 | 2,517 | 0 | 2,517 |
| 9 | 278 | 419 | 312 | 367 | 31 | 0 | 518 | 587 | 493 | 3,005 | 0 | 3,005 |
| 10 | 271 | 339 | 294 | 322 | 366 | 69 | 568 | 663 | 520 | 3,412 | 0 | 3,412 |
| 11 | 216 | 364 | 329 | 361 | 416 | 0 | 679 | 743 | 603 | 3,711 | 0 | 3,711 |
| 12 | 284 | 402 | 274 | 353 | 443 | 0 | 766 | 843 | 717 | 4,082 | 0 | 4,082 |
| 13 | 313 | 399 | 333 | 360 | 400 | 186 | 807 | 863 | 784 | 4,445 | 0 | 4,445 |
| 14 | 274 | 375 | 320 | 369 | 378 | 409 | 877 | 972 | 879 | 4,853 | 0 | 4,853 |
| 15 | 291 | 363 | 295 | 324 | 378 | 381 | 822 | 936 | 819 | 4,609 | 0 | 4,609 |
| 16 | 307 | 295 | 331 | 300 | 339 | 319 | 776 | 846 | 740 | 4,253 | 0 | 4,253 |
| 17 | 276 | 330 | 296 | 306 | 344 | 304 | 805 | 820 | 753 | 4,234 | 0 | 4,234 |
| 18 | 286 | 273 | 327 | 312 | 276 | 299 | 798 | 827 | 675 | 4,073 | 0 | 4,073 |
| 19 | 318 | 337 | 319 | 368 | 323 | 117 | 692 | 786 | 579 | 3,839 | 0 | 3,839 |
| 20 | 260 | 313 | 337 | 308 | 287 | 0 | 675 | 685 | 499 | 3,364 | 0 | 3,364 |
| 21 | 209 | 215 | 209 | 247 | 228 | 86 | 505 | 522 | 362 | 2,583 | 0 | 2,583 |
| 22 | 187 | 221 | 228 | 255 | 246 | 0 | 496 | 506 | 344 | 2,483 | 0 | 2,483 |
| 23 | 184 | 188 | 247 | 216 | 110 | 0 | 461 | 436 | 293 | 2,135 | 0 | 2,135 |
| 24 | 262 | 238 | 341 | 30 | 0 | 0 | 442 | 432 | 285 | 2,030 | 0 | 2,030 |
| TOTALS | 5,391 | 6,763 | 5,523 | 5,311 | 4,565 | 2,170 | 12,594 | 13,248 | 10,315 | 65,880 | | 65,880 |

TOTAL TRAFFIC BY LANE NUMBER

007400 BIRD ROAD SOUTH (WEST)

November 20, 2005

| TIME | Lane Number | | | | | | | | | | Grand Total | |
|---------------|------------------------------|--------------|--------------|--------------|--------------|------------|---------------|---------------|--------------|-------------------|-------------|-------------------|
| | Southbound/Westbound Traffic | | | | | | | | | | | Directional Total |
| | 01B | 02M | 03M | 04B | 05M | 06M | 08D | 09D | 10D | Directional Total | | |
| 1 | 205 | 233 | 277 | 0 | 0 | 0 | 386 | 363 | 227 | 1,691 | 0 | 1,691 |
| 2 | 197 | 208 | 56 | 0 | 0 | 0 | 253 | 244 | 108 | 1,066 | 0 | 1,066 |
| 3 | 169 | 183 | 0 | 0 | 0 | 0 | 198 | 170 | 74 | 794 | 0 | 794 |
| 4 | 102 | 141 | 0 | 0 | 0 | 0 | 142 | 145 | 39 | 569 | 0 | 569 |
| 5 | 94 | 127 | 0 | 0 | 0 | 0 | 134 | 108 | 32 | 495 | 0 | 495 |
| 6 | 138 | 174 | 0 | 0 | 0 | 0 | 161 | 146 | 48 | 667 | 0 | 667 |
| 7 | 120 | 166 | 65 | 71 | 62 | 44 | 198 | 184 | 71 | 981 | 0 | 981 |
| 8 | 114 | 135 | 165 | 164 | 159 | 25 | 263 | 270 | 161 | 1,456 | 0 | 1,456 |
| 9 | 171 | 236 | 216 | 247 | 282 | 0 | 347 | 419 | 287 | 2,205 | 0 | 2,205 |
| 10 | 273 | 313 | 297 | 335 | 383 | 0 | 480 | 585 | 415 | 3,081 | 0 | 3,081 |
| 11 | 373 | 425 | 349 | 421 | 392 | 0 | 634 | 771 | 626 | 3,991 | 0 | 3,991 |
| 12 | 387 | 418 | 333 | 432 | 432 | 238 | 675 | 893 | 721 | 4,529 | 0 | 4,529 |
| 13 | 338 | 392 | 322 | 397 | 404 | 139 | 709 | 790 | 715 | 4,206 | 0 | 4,206 |
| 14 | 381 | 361 | 342 | 451 | 388 | 0 | 696 | 785 | 650 | 4,054 | 0 | 4,054 |
| 15 | 269 | 282 | 276 | 311 | 335 | 256 | 642 | 693 | 576 | 3,640 | 0 | 3,640 |
| 16 | 259 | 252 | 305 | 289 | 329 | 30 | 647 | 652 | 565 | 3,328 | 0 | 3,328 |
| 17 | 292 | 300 | 295 | 338 | 266 | 0 | 578 | 604 | 515 | 3,188 | 0 | 3,188 |
| 18 | 355 | 426 | 379 | 341 | 0 | 0 | 663 | 707 | 595 | 3,466 | 0 | 3,466 |
| 19 | 377 | 357 | 368 | 385 | 0 | 0 | 636 | 659 | 508 | 3,290 | 0 | 3,290 |
| 20 | 339 | 320 | 335 | 342 | 0 | 0 | 590 | 618 | 438 | 2,982 | 0 | 2,982 |
| 21 | 217 | 237 | 276 | 260 | 0 | 0 | 516 | 544 | 324 | 2,374 | 0 | 2,374 |
| 22 | 170 | 199 | 237 | 246 | 0 | 0 | 474 | 464 | 274 | 2,064 | 0 | 2,064 |
| 23 | 139 | 198 | 188 | 207 | 0 | 0 | 378 | 356 | 166 | 1,632 | 0 | 1,632 |
| 24 | 248 | 237 | 6 | 0 | 0 | 0 | 262 | 236 | 125 | 1,114 | 0 | 1,114 |
| TOTALS | 5,727 | 6,320 | 5,087 | 5,237 | 3,432 | 732 | 10,662 | 11,406 | 8,260 | 56,863 | | 56,863 |

Homestead Toll Plaza Data

2008

2007

2006

2005

Total Traffic by Lane Number for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|-----------|------------------------|--------|---------|--------|-------------------|-------------|
| | | Cash | | SunPass | | | |
| | | 03S | Total | 03S | Total | | |
| November 13, 2008 | 23 | 50 | 50 | 243 | 243 | 293 | 293 |
| | All Hours | 2,401 | 2,401 | 25,342 | 25,342 | 27,743 | 27,743 |
| November 14, 2008 | 00 | 18 | 18 | 141 | 141 | 159 | 159 |
| | 01 | 9 | 9 | 80 | 80 | 89 | 89 |
| | 02 | 3 | 3 | 56 | 56 | 59 | 59 |
| | 03 | 8 | 8 | 97 | 97 | 105 | 105 |
| | 04 | 11 | 11 | 205 | 205 | 216 | 216 |
| | 05 | 39 | 39 | 762 | 762 | 801 | 801 |
| | 06 | 80 | 80 | 2,210 | 2,210 | 2,290 | 2,290 |
| | 07 | 119 | 119 | 2,520 | 2,520 | 2,639 | 2,639 |
| | 08 | 95 | 95 | 2,136 | 2,136 | 2,231 | 2,231 |
| | 09 | 76 | 76 | 1,534 | 1,534 | 1,610 | 1,610 |
| | 10 | 80 | 80 | 1,423 | 1,423 | 1,503 | 1,503 |
| | 11 | 88 | 88 | 1,335 | 1,335 | 1,423 | 1,423 |
| | 12 | 87 | 87 | 1,348 | 1,348 | 1,435 | 1,435 |
| | 13 | 90 | 90 | 1,423 | 1,423 | 1,513 | 1,513 |
| | 14 | 86 | 86 | 1,585 | 1,585 | 1,671 | 1,671 |
| | 15 | 104 | 104 | 1,877 | 1,877 | 1,981 | 1,981 |
| | 16 | 66 | 66 | 1,721 | 1,721 | 1,787 | 1,787 |
| | 17 | 96 | 96 | 1,814 | 1,814 | 1,910 | 1,910 |
| | 18 | 87 | 87 | 1,537 | 1,537 | 1,624 | 1,624 |
| | 19 | 64 | 64 | 1,054 | 1,054 | 1,118 | 1,118 |
| | 20 | 48 | 48 | 841 | 841 | 889 | 889 |
| | 21 | 67 | 67 | 865 | 865 | 932 | 932 |
| | 22 | 109 | 109 | 1,532 | 1,532 | 1,641 | 1,641 |
| 23 | 99 | 99 | 1,086 | 1,086 | 1,185 | 1,185 | |
| All Hours | 1,629 | 1,629 | 29,182 | 29,182 | 30,811 | 30,811 | |

Total Traffic by Lane Number for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|------------------|------------------------|--------------|---------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | 03S | Total | 03S | Total | | |
| November 15, 2008 | 00 | 23 | 23 | 388 | 388 | 411 | 411 |
| | 01 | 15 | 15 | 175 | 175 | 190 | 190 |
| | 02 | 10 | 10 | 113 | 113 | 123 | 123 |
| | 03 | 14 | 14 | 104 | 104 | 118 | 118 |
| | 04 | 12 | 12 | 148 | 148 | 160 | 160 |
| | 05 | 17 | 17 | 294 | 294 | 311 | 311 |
| | 06 | 31 | 31 | 658 | 658 | 689 | 689 |
| | 07 | 48 | 48 | 935 | 935 | 983 | 983 |
| | 08 | 34 | 34 | 1,172 | 1,172 | 1,206 | 1,206 |
| | 09 | 60 | 60 | 1,280 | 1,280 | 1,340 | 1,340 |
| | 10 | 53 | 53 | 1,239 | 1,239 | 1,292 | 1,292 |
| | 11 | 60 | 60 | 1,315 | 1,315 | 1,375 | 1,375 |
| | 12 | 65 | 65 | 1,265 | 1,265 | 1,330 | 1,330 |
| | 13 | 65 | 65 | 1,256 | 1,256 | 1,321 | 1,321 |
| | 14 | 48 | 48 | 1,220 | 1,220 | 1,268 | 1,268 |
| | 15 | 59 | 59 | 1,185 | 1,185 | 1,244 | 1,244 |
| | 16 | 76 | 76 | 1,417 | 1,417 | 1,493 | 1,493 |
| | 17 | 67 | 67 | 1,397 | 1,397 | 1,464 | 1,464 |
| | 18 | 95 | 95 | 1,637 | 1,637 | 1,732 | 1,732 |
| | 19 | 82 | 82 | 1,878 | 1,878 | 1,960 | 1,960 |
| | 20 | 132 | 132 | 2,042 | 2,042 | 2,174 | 2,174 |
| | 21 | 105 | 105 | 1,246 | 1,246 | 1,351 | 1,351 |
| | 22 | 36 | 36 | 806 | 806 | 842 | 842 |
| | 23 | 40 | 40 | 487 | 487 | 527 | 527 |
| | All Hours | 1,247 | 1,247 | 23,657 | 23,657 | 24,904 | 24,904 |
| November 16, 2008 | 00 | 22 | 22 | 357 | 357 | 379 | 379 |
| | 01 | 17 | 17 | 199 | 199 | 216 | 216 |

Total Traffic by Lane Number for November 2008

| | | Northbound / Eastbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | 03S | Total | 03S | Total | | |
| November 16, 2008 | 02 | 11 | 11 | 145 | 145 | 156 | 156 |
| | 03 | 8 | 8 | 114 | 114 | 122 | 122 |
| | 04 | 14 | 14 | 107 | 107 | 121 | 121 |
| | 05 | 20 | 20 | 163 | 163 | 183 | 183 |
| | 06 | 21 | 21 | 304 | 304 | 325 | 325 |
| | 07 | 31 | 31 | 434 | 434 | 465 | 465 |
| | 08 | 20 | 20 | 605 | 605 | 625 | 625 |
| | 09 | 55 | 55 | 772 | 772 | 827 | 827 |
| | 10 | 44 | 44 | 1,020 | 1,020 | 1,064 | 1,064 |
| | 11 | 45 | 45 | 1,171 | 1,171 | 1,216 | 1,216 |
| | 12 | 67 | 67 | 1,182 | 1,182 | 1,249 | 1,249 |
| | 13 | 56 | 56 | 1,183 | 1,183 | 1,239 | 1,239 |
| | 14 | 78 | 78 | 1,279 | 1,279 | 1,357 | 1,357 |
| | 15 | 116 | 116 | 1,319 | 1,319 | 1,435 | 1,435 |
| | 16 | 93 | 93 | 1,439 | 1,439 | 1,532 | 1,532 |
| | 17 | 128 | 128 | 1,792 | 1,792 | 1,920 | 1,920 |
| | 18 | 121 | 121 | 2,080 | 2,080 | 2,201 | 2,201 |
| | 19 | 329 | 329 | 2,239 | 2,239 | 2,568 | 2,568 |
| | 20 | 420 | 420 | 1,935 | 1,935 | 2,355 | 2,355 |
| | 21 | 413 | 413 | 1,976 | 1,976 | 2,389 | 2,389 |
| | 22 | 158 | 158 | 1,171 | 1,171 | 1,329 | 1,329 |
| | 23 | 40 | 40 | 357 | 357 | 397 | 397 |
| | | All Hours | 2,327 | 2,327 | 23,343 | 23,343 | 25,670 |
| November 17, 2008 | 00 | 35 | 35 | 150 | 150 | 185 | 185 |
| | 01 | 20 | 20 | 79 | 79 | 99 | 99 |
| | 02 | 10 | 10 | 56 | 56 | 66 | 66 |
| | 03 | 13 | 13 | 80 | 80 | 93 | 93 |

Total Traffic by Lane Number for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|-----------|------------------------|-------|---------|--------|-------------------|-------------|
| | | Cash | | SunPass | | | |
| | | 02S | Total | 02S | Total | | |
| November 13, 2008 | 23 | 60 | 60 | 533 | 533 | 593 | 593 |
| | All Hours | 2,502 | 2,502 | 25,499 | 25,499 | 28,001 | 28,001 |
| November 14, 2008 | 00 | 29 | 29 | 381 | 381 | 410 | 410 |
| | 01 | 22 | 22 | 153 | 153 | 175 | 175 |
| | 02 | 16 | 16 | 112 | 112 | 128 | 128 |
| | 03 | 9 | 9 | 110 | 110 | 119 | 119 |
| | 04 | 24 | 24 | 153 | 153 | 177 | 177 |
| | 05 | 36 | 36 | 464 | 464 | 500 | 500 |
| | 06 | 89 | 89 | 1,160 | 1,160 | 1,249 | 1,249 |
| | 07 | 98 | 98 | 1,777 | 1,777 | 1,875 | 1,875 |
| | 08 | 119 | 119 | 1,589 | 1,589 | 1,708 | 1,708 |
| | 09 | 101 | 101 | 1,368 | 1,368 | 1,469 | 1,469 |
| | 10 | 98 | 98 | 1,343 | 1,343 | 1,441 | 1,441 |
| | 11 | 128 | 128 | 1,488 | 1,488 | 1,616 | 1,616 |
| | 12 | 105 | 105 | 1,533 | 1,533 | 1,638 | 1,638 |
| | 13 | 128 | 128 | 1,649 | 1,649 | 1,777 | 1,777 |
| | 14 | 105 | 105 | 1,911 | 1,911 | 2,016 | 2,016 |
| | 15 | 173 | 173 | 2,188 | 2,188 | 2,361 | 2,361 |
| | 16 | 132 | 132 | 2,406 | 2,406 | 2,538 | 2,538 |
| | 17 | 146 | 146 | 2,382 | 2,382 | 2,528 | 2,528 |
| | 18 | 109 | 109 | 2,310 | 2,310 | 2,419 | 2,419 |
| | 19 | 115 | 115 | 2,146 | 2,146 | 2,261 | 2,261 |
| | 20 | 71 | 71 | 1,334 | 1,334 | 1,405 | 1,405 |
| | 21 | 50 | 50 | 986 | 986 | 1,036 | 1,036 |
| | 22 | 46 | 46 | 859 | 859 | 905 | 905 |
| 23 | 38 | 38 | 740 | 740 | 778 | 778 | |
| | All Hours | 1,987 | 1,987 | 30,542 | 30,542 | 32,529 | 32,529 |

Total Traffic by Lane Number for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|------------------|------------------------|--------------|---------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | 02S | Total | 02S | Total | | |
| November 15, 2008 | 00 | 31 | 31 | 530 | 530 | 561 | 561 |
| | 01 | 23 | 23 | 377 | 377 | 400 | 400 |
| | 02 | 20 | 20 | 222 | 222 | 242 | 242 |
| | 03 | 10 | 10 | 155 | 155 | 165 | 165 |
| | 04 | 11 | 11 | 191 | 191 | 202 | 202 |
| | 05 | 22 | 22 | 393 | 393 | 415 | 415 |
| | 06 | 38 | 38 | 770 | 770 | 808 | 808 |
| | 07 | 56 | 56 | 873 | 873 | 929 | 929 |
| | 08 | 73 | 73 | 1,138 | 1,138 | 1,211 | 1,211 |
| | 09 | 90 | 90 | 1,468 | 1,468 | 1,558 | 1,558 |
| | 10 | 144 | 144 | 1,778 | 1,778 | 1,922 | 1,922 |
| | 11 | 137 | 137 | 1,789 | 1,789 | 1,926 | 1,926 |
| | 12 | 129 | 129 | 1,927 | 1,927 | 2,056 | 2,056 |
| | 13 | 142 | 142 | 1,954 | 1,954 | 2,096 | 2,096 |
| | 14 | 143 | 143 | 1,926 | 1,926 | 2,069 | 2,069 |
| | 15 | 124 | 124 | 1,757 | 1,757 | 1,881 | 1,881 |
| | 16 | 78 | 78 | 1,486 | 1,486 | 1,564 | 1,564 |
| | 17 | 71 | 71 | 1,358 | 1,358 | 1,429 | 1,429 |
| | 18 | 50 | 50 | 1,274 | 1,274 | 1,324 | 1,324 |
| | 19 | 30 | 30 | 1,128 | 1,128 | 1,158 | 1,158 |
| | 20 | 49 | 49 | 869 | 869 | 918 | 918 |
| | 21 | 37 | 37 | 846 | 846 | 883 | 883 |
| | 22 | 44 | 44 | 758 | 758 | 802 | 802 |
| | 23 | 41 | 41 | 674 | 674 | 715 | 715 |
| | All Hours | 1,593 | 1,593 | 25,641 | 25,641 | 27,234 | 27,234 |
| November 16, 2008 | 00 | 31 | 31 | 557 | 557 | 588 | 588 |
| | 01 | 22 | 22 | 366 | 366 | 388 | 388 |

Total Traffic by Lane Number for November 2008

| | | Southbound / Westbound | | | | Directional Total | Grand Total |
|-------------------|----|------------------------|--------------|--------------|---------------|-------------------|---------------|
| | | Cash | | SunPass | | | |
| | | 02S | Total | 02S | Total | | |
| November 16, 2008 | 02 | 17 | 17 | 265 | 265 | 282 | 282 |
| | 03 | 16 | 16 | 173 | 173 | 189 | 189 |
| | 04 | 23 | 23 | 156 | 156 | 179 | 179 |
| | 05 | 23 | 23 | 234 | 234 | 257 | 257 |
| | 06 | 50 | 50 | 525 | 525 | 575 | 575 |
| | 07 | 63 | 63 | 902 | 902 | 965 | 965 |
| | 08 | 111 | 111 | 1,309 | 1,309 | 1,420 | 1,420 |
| | 09 | 119 | 119 | 1,794 | 1,794 | 1,913 | 1,913 |
| | 10 | 136 | 136 | 1,950 | 1,950 | 2,086 | 2,086 |
| | 11 | 158 | 158 | 2,014 | 2,014 | 2,172 | 2,172 |
| | 12 | 151 | 151 | 1,880 | 1,880 | 2,031 | 2,031 |
| | 13 | 152 | 152 | 1,879 | 1,879 | 2,031 | 2,031 |
| | 14 | 129 | 129 | 1,444 | 1,444 | 1,573 | 1,573 |
| | 15 | 89 | 89 | 1,127 | 1,127 | 1,216 | 1,216 |
| | 16 | 64 | 64 | 1,170 | 1,170 | 1,234 | 1,234 |
| | 17 | 56 | 56 | 1,186 | 1,186 | 1,242 | 1,242 |
| | 18 | 48 | 48 | 1,151 | 1,151 | 1,199 | 1,199 |
| | 19 | 58 | 58 | 1,063 | 1,063 | 1,121 | 1,121 |
| | 20 | 43 | 43 | 824 | 824 | 867 | 867 |
| | 21 | 29 | 29 | 662 | 662 | 691 | 691 |
| | 22 | 33 | 33 | 518 | 518 | 551 | 551 |
| | 23 | 27 | 27 | 435 | 435 | 462 | 462 |
| | | All Hours | 1,648 | 1,648 | 23,584 | 23,584 | 25,232 |
| November 17, 2008 | 00 | 18 | 18 | 229 | 229 | 247 | 247 |
| | 01 | 6 | 6 | 107 | 107 | 113 | 113 |
| | 02 | 9 | 9 | 86 | 86 | 95 | 95 |
| | 03 | 6 | 6 | 66 | 66 | 72 | 72 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | | Northbound / Eastbound | | | | | | | Grand Total | |
|-------------------|-----------|------------------------|--------|--------|-----------|--------|--------|-------------------|------------------------|-----------|--------|--------|-----------|--------|--------|-------------|-------------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | | | SunPass | | | | Directional Total |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Automatic | Dedicated | Manned | Total | Dedicated | Manned | Total | | |
| November 15, 2007 | 00 | 0 | 209 | 209 | 0 | 251 | 251 | 460 | 0 | 0 | 98 | 98 | 2 | 135 | 137 | 235 | 695 |
| | 01 | 0 | 136 | 136 | 0 | 143 | 143 | 279 | 0 | 2 | 58 | 60 | 0 | 79 | 79 | 139 | 418 |
| | 02 | 0 | 82 | 82 | 0 | 91 | 91 | 173 | 0 | 5 | 41 | 46 | 1 | 58 | 59 | 105 | 278 |
| | 03 | 2 | 73 | 75 | 1 | 81 | 82 | 157 | 0 | 12 | 48 | 60 | 0 | 91 | 91 | 151 | 308 |
| | 04 | 2 | 87 | 89 | 6 | 138 | 144 | 233 | 0 | 6 | 105 | 111 | 62 | 161 | 223 | 334 | 567 |
| | 05 | 31 | 168 | 199 | 358 | 4 | 362 | 561 | 0 | 65 | 414 | 479 | 1,023 | 10 | 1,033 | 1,512 | 2,073 |
| | 06 | 30 | 427 | 457 | 1,069 | 16 | 1,085 | 1,542 | 0 | 113 | 876 | 989 | 2,459 | 33 | 2,492 | 3,481 | 5,023 |
| | 07 | 56 | 691 | 747 | 1,884 | 41 | 1,925 | 2,672 | 0 | 108 | 818 | 926 | 2,160 | 20 | 2,180 | 3,106 | 5,778 |
| | 08 | 49 | 599 | 648 | 1,542 | 35 | 1,577 | 2,225 | 0 | 86 | 796 | 882 | 1,930 | 28 | 1,958 | 2,840 | 5,065 |
| | 09 | 42 | 599 | 641 | 1,343 | 18 | 1,361 | 2,002 | 0 | 85 | 601 | 686 | 1,486 | 27 | 1,513 | 2,199 | 4,201 |
| | 10 | 61 | 690 | 751 | 1,250 | 28 | 1,278 | 2,029 | 0 | 80 | 608 | 688 | 1,342 | 19 | 1,361 | 2,049 | 4,078 |
| | 11 | 64 | 731 | 795 | 1,200 | 19 | 1,219 | 2,014 | 0 | 87 | 619 | 706 | 1,268 | 24 | 1,292 | 1,998 | 4,012 |
| | 12 | 62 | 750 | 812 | 1,223 | 25 | 1,248 | 2,060 | 0 | 99 | 631 | 730 | 1,317 | 27 | 1,344 | 2,074 | 4,134 |
| | 13 | 59 | 772 | 831 | 1,275 | 25 | 1,300 | 2,131 | 0 | 85 | 718 | 803 | 1,406 | 26 | 1,432 | 2,235 | 4,366 |
| | 14 | 75 | 817 | 892 | 1,497 | 29 | 1,526 | 2,418 | 0 | 101 | 633 | 734 | 1,454 | 35 | 1,489 | 2,223 | 4,641 |
| | 15 | 75 | 886 | 961 | 1,789 | 31 | 1,820 | 2,781 | 0 | 113 | 778 | 891 | 1,683 | 35 | 1,718 | 2,609 | 5,390 |
| | 16 | 82 | 953 | 1,035 | 1,953 | 27 | 1,980 | 3,015 | 0 | 113 | 836 | 949 | 1,730 | 31 | 1,761 | 2,710 | 5,725 |
| | 17 | 65 | 955 | 1,020 | 2,191 | 20 | 2,211 | 3,231 | 0 | 93 | 804 | 897 | 1,682 | 23 | 1,705 | 2,602 | 5,833 |
| | 18 | 60 | 998 | 1,058 | 1,963 | 33 | 1,996 | 3,054 | 0 | 71 | 846 | 917 | 1,310 | 21 | 1,331 | 2,248 | 5,302 |
| | 19 | 65 | 840 | 905 | 1,590 | 17 | 1,607 | 2,512 | 0 | 67 | 550 | 617 | 890 | 9 | 899 | 1,516 | 4,028 |
| | 20 | 20 | 535 | 555 | 625 | 351 | 976 | 1,531 | 0 | 47 | 427 | 474 | 556 | 85 | 641 | 1,115 | 2,646 |
| | 21 | 0 | 478 | 478 | 2 | 690 | 692 | 1,170 | 0 | 1 | 371 | 372 | 2 | 522 | 524 | 896 | 2,066 |
| | 22 | 1 | 484 | 485 | 1 | 745 | 746 | 1,231 | 0 | 4 | 307 | 311 | 4 | 365 | 369 | 680 | 1,911 |
| | 23 | 0 | 467 | 467 | 1 | 599 | 600 | 1,067 | 0 | 0 | 232 | 232 | 0 | 254 | 254 | 486 | 1,553 |
| | All Hours | 901 | 13,427 | 14,328 | 22,763 | 3,457 | 26,220 | 40,548 | 0 | 1,443 | 12,215 | 13,658 | 23,767 | 2,118 | 25,885 | 39,543 | 80,091 |
| November 16, 2007 | 00 | 0 | 234 | 234 | 0 | 283 | 283 | 517 | 0 | 1 | 144 | 145 | 0 | 131 | 131 | 276 | 793 |
| | 01 | 0 | 143 | 143 | 0 | 167 | 167 | 310 | 0 | 1 | 66 | 67 | 1 | 84 | 85 | 152 | 462 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | | Northbound / Eastbound | | | | | | | Grand Total | |
|-------------------|------------------|------------------------|---------------|---------------|---------------|--------------|---------------|-------------------|------------------------|--------------|---------------|---------------|---------------|------------|---------------|---------------|-------------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | | | SunPass | | | | Directional Total |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Automatic | Dedicated | Manned | Total | Dedicated | Manned | Total | | |
| November 16, 2007 | 02 | 0 | 111 | 111 | 1 | 115 | 116 | 227 | 0 | 1 | 56 | 57 | 0 | 75 | 75 | 132 | 359 |
| | 03 | 1 | 53 | 54 | 0 | 81 | 81 | 135 | 1 | 4 | 58 | 63 | 0 | 91 | 91 | 154 | 289 |
| | 04 | 0 | 93 | 93 | 0 | 174 | 174 | 267 | 0 | 6 | 102 | 108 | 36 | 175 | 211 | 319 | 586 |
| | 05 | 31 | 240 | 271 | 411 | 20 | 431 | 702 | 0 | 63 | 425 | 488 | 965 | 11 | 976 | 1,464 | 2,166 |
| | 06 | 50 | 679 | 729 | 1,183 | 14 | 1,197 | 1,926 | 0 | 107 | 784 | 891 | 2,149 | 34 | 2,183 | 3,074 | 5,000 |
| | 07 | 65 | 709 | 774 | 1,784 | 30 | 1,814 | 2,588 | 0 | 120 | 847 | 967 | 2,344 | 45 | 2,389 | 3,356 | 5,944 |
| | 08 | 55 | 747 | 802 | 1,556 | 34 | 1,590 | 2,392 | 0 | 104 | 762 | 866 | 1,952 | 28 | 1,980 | 2,846 | 5,238 |
| | 09 | 67 | 767 | 834 | 1,307 | 23 | 1,330 | 2,164 | 0 | 95 | 622 | 717 | 1,500 | 16 | 1,516 | 2,233 | 4,397 |
| | 10 | 56 | 809 | 865 | 1,298 | 25 | 1,323 | 2,188 | 0 | 90 | 593 | 683 | 1,291 | 26 | 1,317 | 2,000 | 4,188 |
| | 11 | 70 | 965 | 1,035 | 1,379 | 17 | 1,396 | 2,431 | 0 | 107 | 659 | 766 | 1,291 | 17 | 1,308 | 2,074 | 4,505 |
| | 12 | 73 | 904 | 977 | 1,515 | 17 | 1,532 | 2,509 | 0 | 98 | 717 | 815 | 1,315 | 20 | 1,335 | 2,150 | 4,659 |
| | 13 | 61 | 906 | 967 | 1,601 | 23 | 1,624 | 2,591 | 0 | 91 | 747 | 838 | 1,364 | 19 | 1,383 | 2,221 | 4,812 |
| | 14 | 77 | 961 | 1,038 | 1,881 | 29 | 1,910 | 2,948 | 5 | 116 | 750 | 871 | 1,466 | 24 | 1,490 | 2,361 | 5,309 |
| | 15 | 88 | 1,071 | 1,159 | 2,166 | 28 | 2,194 | 3,353 | 4 | 96 | 807 | 907 | 1,677 | 25 | 1,702 | 2,609 | 5,962 |
| | 16 | 76 | 1,039 | 1,115 | 2,218 | 26 | 2,244 | 3,359 | 7 | 105 | 899 | 1,011 | 1,608 | 33 | 1,641 | 2,652 | 6,011 |
| | 17 | 66 | 950 | 1,016 | 2,197 | 33 | 2,230 | 3,246 | 3 | 95 | 991 | 1,089 | 1,705 | 20 | 1,725 | 2,814 | 6,060 |
| | 18 | 72 | 1,046 | 1,118 | 2,206 | 50 | 2,256 | 3,374 | 0 | 100 | 899 | 999 | 1,461 | 21 | 1,482 | 2,481 | 5,855 |
| | 19 | 51 | 1,101 | 1,152 | 2,031 | 39 | 2,070 | 3,222 | 0 | 84 | 765 | 849 | 1,139 | 13 | 1,152 | 2,001 | 5,223 |
| | 20 | 48 | 825 | 873 | 1,419 | 18 | 1,437 | 2,310 | 0 | 54 | 647 | 701 | 734 | 9 | 743 | 1,444 | 3,754 |
| | 21 | 46 | 595 | 641 | 978 | 12 | 990 | 1,631 | 0 | 72 | 662 | 734 | 910 | 18 | 928 | 1,662 | 3,293 |
| | 22 | 45 | 512 | 557 | 881 | 11 | 892 | 1,449 | 0 | 92 | 1,093 | 1,185 | 1,580 | 14 | 1,594 | 2,779 | 4,228 |
| 23 | 35 | 398 | 433 | 625 | 8 | 633 | 1,066 | 71 | 83 | 778 | 932 | 992 | 13 | 1,005 | 1,937 | 3,003 | |
| | All Hours | 1,133 | 15,858 | 16,991 | 28,637 | 1,277 | 29,914 | 46,905 | 91 | 1,785 | 14,873 | 16,749 | 27,480 | 962 | 28,442 | 45,191 | 92,096 |
| November 17, 2007 | 00 | 22 | 303 | 325 | 519 | 2 | 521 | 846 | 0 | 42 | 361 | 403 | 275 | 3 | 278 | 681 | 1,527 |
| | 01 | 24 | 214 | 238 | 312 | 3 | 315 | 553 | 0 | 16 | 164 | 180 | 149 | 4 | 153 | 333 | 886 |
| | 02 | 12 | 132 | 144 | 204 | 3 | 207 | 351 | 0 | 11 | 131 | 142 | 111 | 1 | 112 | 254 | 605 |
| | 03 | 14 | 105 | 119 | 162 | 3 | 165 | 284 | 0 | 12 | 75 | 87 | 100 | 1 | 101 | 188 | 472 |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | | Northbound / Eastbound | | | | | | | Grand Total | | |
|-------------------|-------------------|------------------------|--------------|---------------|---------------|---------------|------------|-------------------|------------------------|------------|--------------|---------------|---------------|---------------|------------|---------------|-------------------|---------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | | | SunPass | | | | Directional Total | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Automatic | Dedicated | Manned | Total | Dedicated | Manned | Total | | | |
| November 17, 2007 | 04 | 16 | 127 | 143 | 163 | 1 | 164 | 307 | 0 | 10 | 107 | 117 | 158 | 2 | 160 | 277 | 584 | |
| | 05 | 22 | 153 | 175 | 290 | 3 | 293 | 468 | 0 | 38 | 230 | 268 | 366 | 6 | 372 | 640 | 1,108 | |
| | 06 | 33 | 405 | 438 | 648 | 7 | 655 | 1,093 | 0 | 60 | 453 | 513 | 729 | 11 | 740 | 1,253 | 2,346 | |
| | 07 | 40 | 665 | 705 | 1,002 | 16 | 1,018 | 1,723 | 0 | 73 | 542 | 615 | 932 | 12 | 944 | 1,559 | 3,282 | |
| | 08 | 60 | 1,069 | 1,129 | 1,317 | 22 | 1,339 | 2,468 | 0 | 96 | 628 | 724 | 1,165 | 18 | 1,183 | 1,907 | 4,375 | |
| | 09 | 95 | 991 | 1,086 | 1,312 | 14 | 1,326 | 2,412 | 0 | 72 | 630 | 702 | 1,244 | 13 | 1,257 | 1,959 | 4,371 | |
| | 10 | 61 | 2,099 | 2,160 | 1,451 | 19 | 1,470 | 3,630 | 0 | 75 | 652 | 727 | 1,266 | 18 | 1,284 | 2,011 | 5,641 | |
| | 11 | 70 | 1,351 | 1,421 | 1,789 | 18 | 1,807 | 3,228 | 0 | 72 | 717 | 789 | 1,268 | 15 | 1,283 | 2,072 | 5,300 | |
| | 12 | 60 | 1,339 | 1,399 | 1,917 | 10 | 1,927 | 3,326 | 0 | 108 | 806 | 914 | 1,301 | 20 | 1,321 | 2,235 | 5,561 | |
| | 13 | 57 | 1,370 | 1,427 | 1,837 | 22 | 1,859 | 3,286 | 0 | 82 | 690 | 772 | 1,104 | 10 | 1,114 | 1,886 | 5,172 | |
| | 14 | 49 | 1,118 | 1,167 | 1,496 | 14 | 1,510 | 2,677 | 0 | 76 | 662 | 738 | 884 | 4 | 888 | 1,626 | 4,303 | |
| | 15 | 49 | 1,162 | 1,211 | 1,638 | 13 | 1,651 | 2,862 | 0 | 98 | 956 | 1,054 | 1,256 | 19 | 1,275 | 2,329 | 5,191 | |
| | 16 | 57 | 1,009 | 1,066 | 1,470 | 13 | 1,483 | 2,549 | 0 | 90 | 941 | 1,031 | 1,270 | 11 | 1,281 | 2,312 | 4,861 | |
| | 17 | 49 | 872 | 921 | 1,345 | 13 | 1,358 | 2,279 | 0 | 92 | 1,030 | 1,122 | 1,201 | 13 | 1,214 | 2,336 | 4,615 | |
| | 18 | 73 | 799 | 872 | 1,258 | 20 | 1,278 | 2,150 | 64 | 130 | 1,157 | 1,351 | 1,438 | 16 | 1,454 | 2,805 | 4,955 | |
| | 19 | 57 | 678 | 735 | 1,039 | 9 | 1,048 | 1,783 | 240 | 133 | 990 | 1,363 | 1,539 | 16 | 1,555 | 2,918 | 4,701 | |
| | 20 | 65 | 532 | 597 | 881 | 10 | 891 | 1,488 | 302 | 129 | 1,088 | 1,519 | 1,685 | 14 | 1,699 | 3,218 | 4,706 | |
| | 21 | 55 | 492 | 547 | 726 | 8 | 734 | 1,281 | 231 | 113 | 888 | 1,232 | 1,338 | 19 | 1,357 | 2,589 | 3,870 | |
| | 22 | 43 | 469 | 512 | 691 | 6 | 697 | 1,209 | 0 | 77 | 515 | 592 | 665 | 12 | 677 | 1,269 | 2,478 | |
| | 23 | 49 | 486 | 535 | 672 | 10 | 682 | 1,217 | 0 | 56 | 336 | 392 | 402 | 8 | 410 | 802 | 2,019 | |
| | | All Hours | 1,132 | 17,940 | 19,072 | 24,139 | 259 | 24,398 | 43,470 | 837 | 1,761 | 14,749 | 17,347 | 21,846 | 266 | 22,112 | 39,459 | 82,929 |
| | November 18, 2007 | 00 | 46 | 344 | 390 | 524 | 6 | 530 | 920 | 0 | 27 | 247 | 274 | 241 | 3 | 244 | 518 | 1,438 |
| | | 01 | 19 | 233 | 252 | 333 | 3 | 336 | 588 | 0 | 23 | 133 | 156 | 155 | 4 | 159 | 315 | 903 |
| 02 | | 10 | 175 | 185 | 254 | 2 | 256 | 441 | 0 | 18 | 85 | 103 | 110 | 1 | 111 | 214 | 655 | |
| 03 | | 16 | 129 | 145 | 191 | 3 | 194 | 339 | 0 | 11 | 75 | 86 | 78 | 3 | 81 | 167 | 506 | |
| 04 | | 10 | 137 | 147 | 176 | 3 | 179 | 326 | 0 | 10 | 94 | 104 | 100 | 2 | 102 | 206 | 532 | |
| 05 | | 24 | 177 | 201 | 251 | 1 | 252 | 453 | 0 | 21 | 149 | 170 | 180 | 1 | 181 | 351 | 804 | |

Total Traffic by Lane Type for November 2007

| | | Southbound / Westbound | | | | | | | Northbound / Eastbound | | | | | | | Grand Total | | |
|-------------------|-------------------|------------------------|------------|---------------|---------------|---------------|------------|-------------------|------------------------|------------|--------------|---------------|---------------|---------------|--------------|---------------|-------------------|---------------|
| | | Cash | | | SunPass | | | Directional Total | Cash | | | | SunPass | | | | Directional Total | |
| | | Dedicated | Manned | Total | Dedicated | Manned | Total | | Automatic | Dedicated | Manned | Total | Dedicated | Manned | Total | | | |
| November 18, 2007 | 06 | 29 | 378 | 407 | 536 | 8 | 544 | 951 | 0 | 33 | 215 | 248 | 285 | 3 | 288 | 536 | 1,487 | |
| | 07 | 56 | 781 | 837 | 931 | 10 | 941 | 1,778 | 0 | 34 | 269 | 303 | 377 | 4 | 381 | 684 | 2,462 | |
| | 08 | 42 | 1,249 | 1,291 | 1,499 | 16 | 1,515 | 2,806 | 0 | 36 | 361 | 397 | 550 | 4 | 554 | 951 | 3,757 | |
| | 09 | 59 | 1,396 | 1,455 | 1,879 | 36 | 1,915 | 3,370 | 0 | 40 | 427 | 467 | 696 | 10 | 706 | 1,173 | 4,543 | |
| | 10 | 63 | 1,514 | 1,577 | 1,865 | 35 | 1,900 | 3,477 | 0 | 71 | 526 | 597 | 958 | 15 | 973 | 1,570 | 5,047 | |
| | 11 | 60 | 1,501 | 1,561 | 1,778 | 70 | 1,848 | 3,409 | 0 | 64 | 606 | 670 | 932 | 12 | 944 | 1,614 | 5,023 | |
| | 12 | 73 | 1,411 | 1,484 | 1,637 | 85 | 1,722 | 3,206 | 0 | 70 | 638 | 708 | 1,004 | 11 | 1,015 | 1,723 | 4,929 | |
| | 13 | 56 | 1,336 | 1,392 | 1,711 | 27 | 1,738 | 3,130 | 0 | 76 | 726 | 802 | 1,119 | 7 | 1,126 | 1,928 | 5,058 | |
| | 14 | 54 | 920 | 974 | 1,313 | 16 | 1,329 | 2,303 | 0 | 85 | 806 | 891 | 1,140 | 19 | 1,159 | 2,050 | 4,353 | |
| | 15 | 43 | 761 | 804 | 1,096 | 15 | 1,111 | 1,915 | 0 | 82 | 907 | 989 | 1,210 | 24 | 1,234 | 2,223 | 4,138 | |
| | 16 | 38 | 653 | 691 | 1,022 | 18 | 1,040 | 1,731 | 0 | 85 | 903 | 988 | 1,355 | 20 | 1,375 | 2,363 | 4,094 | |
| | 17 | 44 | 676 | 720 | 949 | 12 | 961 | 1,681 | 0 | 100 | 1,026 | 1,126 | 1,466 | 14 | 1,480 | 2,606 | 4,287 | |
| | 18 | 36 | 657 | 693 | 1,051 | 18 | 1,069 | 1,762 | 231 | 104 | 1,062 | 1,397 | 1,801 | 23 | 1,824 | 3,221 | 4,983 | |
| | 19 | 39 | 571 | 610 | 946 | 15 | 961 | 1,571 | 0 | 493 | 1,222 | 1,715 | 1,622 | 198 | 1,820 | 3,535 | 5,106 | |
| | 20 | 32 | 484 | 516 | 838 | 12 | 850 | 1,366 | 0 | 838 | 1,120 | 1,958 | 1,174 | 304 | 1,478 | 3,436 | 4,802 | |
| | 21 | 28 | 419 | 447 | 669 | 8 | 677 | 1,124 | 0 | 617 | 1,232 | 1,849 | 998 | 381 | 1,379 | 3,228 | 4,352 | |
| | 22 | 23 | 336 | 359 | 498 | 7 | 505 | 864 | 0 | 465 | 976 | 1,441 | 1,287 | 212 | 1,499 | 2,940 | 3,804 | |
| | 23 | 36 | 241 | 277 | 422 | 5 | 427 | 704 | 0 | 45 | 388 | 433 | 389 | 7 | 396 | 829 | 1,533 | |
| | | All Hours | 936 | 16,479 | 17,415 | 22,369 | 431 | 22,800 | 40,215 | 231 | 3,448 | 14,193 | 17,872 | 19,227 | 1,282 | 20,509 | 38,381 | 78,596 |
| | November 19, 2007 | 00 | 16 | 183 | 199 | 272 | 2 | 274 | 473 | 0 | 24 | 238 | 262 | 167 | 2 | 169 | 431 | 904 |
| | | 01 | 9 | 121 | 130 | 121 | 4 | 125 | 255 | 0 | 17 | 113 | 130 | 95 | 0 | 95 | 225 | 480 |
| | | 02 | 8 | 61 | 69 | 79 | 0 | 79 | 148 | 0 | 6 | 86 | 92 | 63 | 3 | 66 | 158 | 306 |
| | | 03 | 8 | 73 | 81 | 60 | 0 | 60 | 141 | 0 | 9 | 98 | 107 | 94 | 1 | 95 | 202 | 343 |
| 04 | | 7 | 112 | 119 | 125 | 0 | 125 | 244 | 0 | 16 | 181 | 197 | 202 | 4 | 206 | 403 | 647 | |
| 05 | | 25 | 159 | 184 | 347 | 5 | 352 | 536 | 0 | 58 | 516 | 574 | 1,084 | 9 | 1,093 | 1,667 | 2,203 | |
| 06 | | 44 | 441 | 485 | 1,028 | 8 | 1,036 | 1,521 | 0 | 134 | 996 | 1,130 | 2,312 | 20 | 2,332 | 3,462 | 4,983 | |
| 07 | | 75 | 591 | 666 | 1,723 | 30 | 1,753 | 2,419 | 0 | 127 | 933 | 1,060 | 2,269 | 21 | 2,290 | 3,350 | 5,769 | |

TOTAL TRAFFIC BY LANE NUMBER

007600 HOMESTEAD

November 17, 2006

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total |
|---------------|------------------------------|---------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------|--------------|--------------|---------------|---------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | |
| | 07D | 08D | 09M | 10M | 11M | 12B | Directional Total | 01B | 02M | 03M | 04A | 05D | 06D | Directional Total | |
| 1 | 107 | 159 | 0 | 0 | 1 | 204 | 471 | 97 | 22 | 0 | 0 | 85 | 52 | 256 | 727 |
| 2 | 69 | 81 | 0 | 0 | 42 | 84 | 276 | 80 | 0 | 0 | 0 | 55 | 35 | 170 | 446 |
| 3 | 44 | 57 | 0 | 0 | 0 | 83 | 184 | 57 | 0 | 0 | 0 | 34 | 26 | 117 | 301 |
| 4 | 33 | 52 | 0 | 0 | 0 | 83 | 168 | 56 | 0 | 0 | 0 | 47 | 36 | 139 | 307 |
| 5 | 74 | 103 | 0 | 0 | 0 | 104 | 281 | 129 | 0 | 0 | 0 | 119 | 71 | 319 | 600 |
| 6 | 223 | 271 | 0 | 168 | 0 | 179 | 841 | 180 | 177 | 168 | 0 | 541 | 492 | 1,558 | 2,399 |
| 7 | 574 | 585 | 69 | 341 | 82 | 281 | 1,932 | 263 | 353 | 367 | 0 | 1,287 | 1,189 | 3,459 | 5,391 |
| 8 | 885 | 824 | 0 | 290 | 294 | 256 | 2,549 | 254 | 294 | 318 | 0 | 1,036 | 979 | 2,881 | 5,430 |
| 9 | 806 | 811 | 153 | 277 | 242 | 217 | 2,506 | 260 | 281 | 311 | 0 | 951 | 941 | 2,744 | 5,250 |
| 10 | 680 | 660 | 78 | 277 | 286 | 213 | 2,194 | 190 | 238 | 243 | 4 | 745 | 725 | 2,145 | 4,339 |
| 11 | 657 | 657 | 242 | 250 | 241 | 189 | 2,236 | 215 | 250 | 300 | 0 | 694 | 696 | 2,155 | 4,391 |
| 12 | 770 | 725 | 278 | 286 | 284 | 228 | 2,571 | 191 | 248 | 258 | 0 | 695 | 660 | 2,052 | 4,623 |
| 13 | 772 | 727 | 108 | 345 | 307 | 285 | 2,544 | 219 | 255 | 301 | 2 | 653 | 661 | 2,091 | 4,635 |
| 14 | 789 | 753 | 207 | 319 | 309 | 259 | 2,636 | 236 | 310 | 324 | 2 | 704 | 729 | 2,305 | 4,941 |
| 15 | 935 | 854 | 331 | 368 | 290 | 263 | 3,041 | 290 | 295 | 321 | 66 | 902 | 609 | 2,483 | 5,524 |
| 16 | 1,088 | 1,004 | 29 | 416 | 388 | 381 | 3,306 | 255 | 286 | 338 | 117 | 790 | 830 | 2,616 | 5,922 |
| 17 | 1,075 | 1,054 | 136 | 418 | 379 | 331 | 3,393 | 307 | 325 | 348 | 114 | 837 | 840 | 2,771 | 6,164 |
| 18 | 1,063 | 1,101 | 306 | 318 | 312 | 302 | 3,402 | 342 | 313 | 345 | 107 | 826 | 867 | 2,800 | 6,202 |
| 19 | 1,030 | 1,073 | 157 | 368 | 367 | 337 | 3,332 | 299 | 342 | 371 | 129 | 745 | 758 | 2,644 | 5,976 |
| 20 | 946 | 927 | 257 | 343 | 330 | 339 | 3,142 | 256 | 258 | 289 | 78 | 535 | 509 | 1,925 | 5,067 |
| 21 | 736 | 746 | 234 | 279 | 263 | 243 | 2,501 | 180 | 217 | 242 | 31 | 404 | 354 | 1,428 | 3,929 |
| 22 | 471 | 531 | 20 | 216 | 211 | 218 | 1,667 | 162 | 212 | 247 | 61 | 409 | 368 | 1,459 | 3,126 |
| 23 | 386 | 464 | 0 | 44 | 255 | 243 | 1,392 | 292 | 386 | 405 | 190 | 746 | 799 | 2,818 | 4,210 |
| 24 | 319 | 414 | 0 | 0 | 133 | 313 | 1,179 | 311 | 272 | 208 | 261 | 549 | 568 | 2,169 | 3,348 |
| TOTALS | 14,532 | 14,633 | 2,605 | 5,323 | 5,016 | 5,635 | 47,744 | 5,121 | 5,334 | 5,704 | 1,162 | 14,389 | 13,794 | 45,504 | 93,248 |

TOTAL TRAFFIC BY LANE NUMBER

007600 HOMESTEAD

November 18, 2006

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total |
|---------------|------------------------------|---------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------|--------------|--------------|---------------|---------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | |
| | 07D | 08D | 09M | 10M | 11M | 12B | Directional Total | 01B | 02M | 03M | 04A | 05D | 06D | Directional Total | |
| 1 | 190 | 250 | 0 | 74 | 0 | 304 | 818 | 201 | 66 | 0 | 161 | 165 | 136 | 729 | 1,547 |
| 2 | 125 | 176 | 0 | 0 | 49 | 191 | 541 | 164 | 0 | 0 | 22 | 81 | 67 | 334 | 875 |
| 3 | 91 | 113 | 0 | 0 | 0 | 170 | 374 | 105 | 0 | 0 | 3 | 38 | 33 | 179 | 553 |
| 4 | 91 | 116 | 0 | 0 | 0 | 149 | 356 | 89 | 0 | 0 | 0 | 61 | 46 | 196 | 552 |
| 5 | 91 | 125 | 0 | 0 | 0 | 155 | 371 | 130 | 0 | 0 | 0 | 76 | 65 | 271 | 642 |
| 6 | 133 | 188 | 0 | 42 | 64 | 96 | 523 | 141 | 0 | 135 | 0 | 206 | 168 | 650 | 1,173 |
| 7 | 315 | 362 | 51 | 133 | 130 | 116 | 1,107 | 146 | 178 | 179 | 0 | 441 | 348 | 1,292 | 2,399 |
| 8 | 437 | 457 | 147 | 192 | 193 | 145 | 1,571 | 149 | 190 | 194 | 0 | 488 | 457 | 1,478 | 3,049 |
| 9 | 514 | 500 | 180 | 213 | 222 | 164 | 1,793 | 183 | 236 | 255 | 0 | 608 | 586 | 1,868 | 3,661 |
| 10 | 622 | 627 | 258 | 281 | 283 | 238 | 2,309 | 211 | 256 | 271 | 0 | 658 | 618 | 2,014 | 4,323 |
| 11 | 779 | 752 | 395 | 391 | 336 | 304 | 2,957 | 221 | 265 | 295 | 0 | 638 | 639 | 2,058 | 5,015 |
| 12 | 860 | 881 | 379 | 401 | 381 | 334 | 3,236 | 250 | 285 | 327 | 0 | 697 | 683 | 2,242 | 5,478 |
| 13 | 896 | 851 | 379 | 420 | 381 | 346 | 3,273 | 259 | 300 | 332 | 0 | 644 | 619 | 2,154 | 5,427 |
| 14 | 890 | 878 | 416 | 347 | 383 | 294 | 3,208 | 266 | 295 | 357 | 42 | 660 | 670 | 2,290 | 5,498 |
| 15 | 902 | 913 | 414 | 389 | 350 | 331 | 3,299 | 238 | 298 | 323 | 81 | 636 | 671 | 2,247 | 5,546 |
| 16 | 920 | 926 | 196 | 393 | 391 | 385 | 3,211 | 234 | 303 | 350 | 90 | 665 | 631 | 2,273 | 5,484 |
| 17 | 939 | 917 | 375 | 367 | 381 | 335 | 3,314 | 253 | 327 | 354 | 79 | 708 | 629 | 2,350 | 5,664 |
| 18 | 962 | 969 | 376 | 418 | 390 | 334 | 3,449 | 230 | 273 | 309 | 78 | 524 | 494 | 1,908 | 5,357 |
| 19 | 774 | 836 | 352 | 347 | 356 | 348 | 3,013 | 257 | 334 | 335 | 109 | 655 | 642 | 2,332 | 5,345 |
| 20 | 569 | 640 | 183 | 245 | 255 | 236 | 2,128 | 220 | 269 | 304 | 64 | 500 | 469 | 1,826 | 3,954 |
| 21 | 459 | 504 | 106 | 202 | 200 | 220 | 1,691 | 200 | 286 | 286 | 82 | 413 | 427 | 1,694 | 3,385 |
| 22 | 350 | 440 | 0 | 197 | 214 | 200 | 1,401 | 297 | 351 | 355 | 153 | 614 | 621 | 2,391 | 3,792 |
| 23 | 336 | 408 | 0 | 94 | 208 | 186 | 1,232 | 264 | 392 | 483 | 369 | 800 | 788 | 3,096 | 4,328 |
| 24 | 285 | 357 | 0 | 0 | 230 | 223 | 1,095 | 293 | 402 | 539 | 441 | 813 | 828 | 3,316 | 4,411 |
| TOTALS | 12,530 | 13,186 | 4,207 | 5,146 | 5,397 | 5,804 | 46,270 | 5,001 | 5,306 | 5,983 | 1,774 | 11,789 | 11,335 | 41,188 | 87,458 |

TOTAL TRAFFIC BY LANE NUMBER

007600 HOMESTEAD

November 19, 2006

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total |
|---------------|------------------------------|---------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | |
| | 07D | 08D | 09M | 10M | 11M | 12B | Directional Total | 01B | 02M | 03M | 04A | 05D | 06D | Directional Total | |
| 1 | 224 | 290 | 0 | 0 | 132 | 236 | 882 | 182 | 178 | 86 | 31 | 293 | 250 | 1,020 | 1,902 |
| 2 | 139 | 211 | 0 | 0 | 0 | 305 | 655 | 230 | 0 | 0 | 0 | 103 | 93 | 426 | 1,081 |
| 3 | 110 | 142 | 0 | 0 | 0 | 180 | 432 | 117 | 0 | 0 | 0 | 67 | 57 | 241 | 673 |
| 4 | 72 | 102 | 0 | 0 | 0 | 139 | 313 | 105 | 0 | 0 | 0 | 46 | 32 | 183 | 496 |
| 5 | 78 | 90 | 0 | 0 | 0 | 172 | 340 | 125 | 0 | 0 | 0 | 55 | 49 | 229 | 569 |
| 6 | 123 | 176 | 0 | 0 | 47 | 206 | 552 | 109 | 6 | 44 | 0 | 117 | 69 | 345 | 897 |
| 7 | 249 | 352 | 86 | 154 | 200 | 156 | 1,197 | 59 | 91 | 77 | 0 | 204 | 136 | 567 | 1,764 |
| 8 | 513 | 616 | 235 | 281 | 301 | 222 | 2,168 | 78 | 105 | 96 | 0 | 218 | 171 | 668 | 2,836 |
| 9 | 801 | 854 | 406 | 408 | 434 | 350 | 3,253 | 95 | 146 | 142 | 0 | 319 | 258 | 960 | 4,213 |
| 10 | 782 | 649 | 393 | 405 | 433 | 518 | 3,180 | 115 | 170 | 181 | 0 | 398 | 324 | 1,188 | 4,368 |
| 11 | 731 | 524 | 311 | 297 | 414 | 550 | 2,827 | 180 | 225 | 227 | 0 | 485 | 417 | 1,534 | 4,361 |
| 12 | 750 | 564 | 340 | 346 | 423 | 549 | 2,972 | 194 | 247 | 234 | 0 | 509 | 408 | 1,592 | 4,564 |
| 13 | 768 | 603 | 401 | 409 | 469 | 553 | 3,203 | 208 | 247 | 281 | 0 | 506 | 490 | 1,732 | 4,935 |
| 14 | 665 | 607 | 316 | 311 | 417 | 410 | 2,726 | 229 | 282 | 298 | 0 | 542 | 521 | 1,872 | 4,598 |
| 15 | 492 | 541 | 215 | 253 | 249 | 219 | 1,969 | 279 | 278 | 321 | 0 | 548 | 571 | 1,997 | 3,966 |
| 16 | 430 | 533 | 2 | 294 | 275 | 249 | 1,783 | 317 | 339 | 356 | 46 | 618 | 614 | 2,290 | 4,073 |
| 17 | 515 | 561 | 93 | 246 | 241 | 251 | 1,907 | 320 | 265 | 307 | 175 | 557 | 593 | 2,217 | 4,124 |
| 18 | 482 | 608 | 166 | 207 | 234 | 196 | 1,893 | 490 | 337 | 385 | 340 | 739 | 700 | 2,991 | 4,884 |
| 19 | 456 | 568 | 67 | 211 | 211 | 220 | 1,733 | 456 | 523 | 583 | 499 | 975 | 984 | 4,020 | 5,753 |
| 20 | 425 | 509 | 96 | 168 | 208 | 187 | 1,593 | 716 | 754 | 677 | 865 | 305 | 249 | 3,566 | 5,159 |
| 21 | 367 | 429 | 95 | 139 | 165 | 151 | 1,346 | 809 | 956 | 742 | 1,074 | 1 | 0 | 3,582 | 4,928 |
| 22 | 304 | 393 | 64 | 66 | 171 | 163 | 1,161 | 570 | 819 | 629 | 875 | 239 | 164 | 3,296 | 4,457 |
| 23 | 241 | 300 | 23 | 0 | 173 | 183 | 920 | 240 | 245 | 294 | 230 | 473 | 551 | 2,033 | 2,953 |
| 24 | 179 | 218 | 0 | 0 | 98 | 207 | 702 | 142 | 156 | 11 | 0 | 165 | 123 | 597 | 1,299 |
| TOTALS | 9,896 | 10,440 | 3,309 | 4,195 | 5,295 | 6,572 | 39,707 | 6,365 | 6,369 | 5,971 | 4,135 | 8,482 | 7,824 | 39,146 | 78,853 |

TOTAL TRAFFIC BY LANE NUMBER

007600 HOMESTEAD

November 18, 2005

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total |
|---------------|------------------------------|---------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------|--------------|------------|---------------|---------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | |
| | 07D | 08D | 09M | 10M | 11M | 12B | Directional Total | 01B | 02M | 03M | 04A | 05D | 06D | Directional Total | |
| 1 | 91 | 144 | 0 | 0 | 8 | 205 | 448 | 108 | 23 | 0 | 0 | 72 | 61 | 264 | 712 |
| 2 | 48 | 80 | 0 | 0 | 31 | 83 | 242 | 62 | 0 | 0 | 0 | 38 | 23 | 123 | 365 |
| 3 | 34 | 53 | 0 | 0 | 0 | 77 | 164 | 60 | 0 | 0 | 0 | 25 | 26 | 111 | 275 |
| 4 | 36 | 51 | 0 | 0 | 0 | 74 | 161 | 58 | 0 | 0 | 0 | 43 | 34 | 135 | 296 |
| 5 | 60 | 70 | 0 | 0 | 0 | 94 | 224 | 69 | 31 | 0 | 0 | 108 | 63 | 271 | 495 |
| 6 | 176 | 243 | 0 | 117 | 0 | 153 | 689 | 150 | 170 | 143 | 0 | 471 | 407 | 1,341 | 2,030 |
| 7 | 474 | 553 | 0 | 286 | 246 | 216 | 1,775 | 279 | 350 | 377 | 0 | 1,170 | 1,084 | 3,260 | 5,035 |
| 8 | 701 | 767 | 233 | 275 | 162 | 222 | 2,360 | 215 | 265 | 284 | 0 | 835 | 731 | 2,330 | 4,690 |
| 9 | 661 | 734 | 194 | 214 | 219 | 177 | 2,199 | 201 | 258 | 282 | 0 | 781 | 708 | 2,230 | 4,429 |
| 10 | 637 | 668 | 175 | 267 | 250 | 203 | 2,200 | 207 | 257 | 269 | 0 | 592 | 575 | 1,900 | 4,100 |
| 11 | 596 | 629 | 309 | 292 | 247 | 248 | 2,321 | 219 | 228 | 300 | 0 | 625 | 589 | 1,961 | 4,282 |
| 12 | 633 | 666 | 297 | 326 | 284 | 246 | 2,452 | 218 | 269 | 305 | 0 | 598 | 572 | 1,962 | 4,414 |
| 13 | 621 | 655 | 262 | 311 | 269 | 234 | 2,352 | 195 | 281 | 295 | 0 | 568 | 533 | 1,872 | 4,224 |
| 14 | 676 | 688 | 276 | 309 | 257 | 246 | 2,452 | 212 | 285 | 331 | 0 | 634 | 607 | 2,069 | 4,521 |
| 15 | 697 | 741 | 81 | 364 | 304 | 313 | 2,500 | 228 | 290 | 315 | 0 | 643 | 621 | 2,097 | 4,597 |
| 16 | 867 | 894 | 116 | 410 | 397 | 349 | 3,033 | 266 | 310 | 363 | 55 | 752 | 747 | 2,493 | 5,526 |
| 17 | 984 | 1,020 | 25 | 412 | 365 | 346 | 3,152 | 293 | 327 | 346 | 116 | 795 | 782 | 2,659 | 5,811 |
| 18 | 938 | 1,005 | 315 | 307 | 311 | 250 | 3,126 | 268 | 309 | 338 | 91 | 787 | 691 | 2,484 | 5,610 |
| 19 | 950 | 1,002 | 130 | 391 | 403 | 322 | 3,198 | 270 | 334 | 336 | 105 | 618 | 607 | 2,270 | 5,468 |
| 20 | 772 | 845 | 261 | 301 | 321 | 273 | 2,773 | 222 | 289 | 282 | 61 | 492 | 422 | 1,768 | 4,541 |
| 21 | 576 | 679 | 135 | 276 | 304 | 282 | 2,252 | 197 | 263 | 260 | 60 | 400 | 333 | 1,513 | 3,765 |
| 22 | 356 | 476 | 0 | 195 | 252 | 223 | 1,502 | 188 | 263 | 276 | 66 | 377 | 324 | 1,494 | 2,996 |
| 23 | 296 | 429 | 0 | 156 | 190 | 186 | 1,257 | 343 | 401 | 0 | 176 | 510 | 503 | 1,933 | 3,190 |
| 24 | 213 | 342 | 0 | 0 | 140 | 290 | 985 | 489 | 708 | 0 | 225 | 792 | 756 | 2,970 | 3,955 |
| TOTALS | 12,093 | 13,434 | 2,809 | 5,209 | 4,960 | 5,312 | 43,817 | 5,017 | 5,911 | 5,102 | 955 | 12,726 | 11,799 | 41,510 | 85,327 |

TOTAL TRAFFIC BY LANE NUMBER

007600 HOMESTEAD

November 19, 2005

| TIME | Lane Number | | | | | | | | | | | | | | Grand Total |
|---------------|------------------------------|---------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|-------------------|---------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | |
| | 07D | 08D | 09M | 10M | 11M | 12B | Directional Total | 01B | 02M | 03M | 04A | 05D | 06D | Directional Total | |
| 1 | 141 | 243 | 0 | 0 | 68 | 251 | 703 | 182 | 150 | 0 | 0 | 172 | 131 | 635 | 1,338 |
| 2 | 93 | 154 | 0 | 0 | 14 | 189 | 450 | 157 | 0 | 0 | 0 | 81 | 56 | 294 | 744 |
| 3 | 58 | 93 | 0 | 0 | 0 | 133 | 284 | 85 | 0 | 0 | 0 | 49 | 56 | 190 | 474 |
| 4 | 53 | 87 | 0 | 0 | 0 | 113 | 253 | 74 | 0 | 0 | 0 | 60 | 31 | 165 | 418 |
| 5 | 59 | 81 | 0 | 0 | 0 | 116 | 256 | 116 | 0 | 0 | 0 | 70 | 46 | 232 | 488 |
| 6 | 126 | 175 | 0 | 64 | 72 | 118 | 555 | 136 | 0 | 132 | 0 | 189 | 142 | 599 | 1,154 |
| 7 | 313 | 400 | 0 | 250 | 244 | 227 | 1,434 | 167 | 195 | 203 | 0 | 391 | 296 | 1,252 | 2,686 |
| 8 | 578 | 640 | 315 | 361 | 290 | 273 | 2,457 | 168 | 192 | 219 | 0 | 455 | 353 | 1,387 | 3,844 |
| 9 | 643 | 662 | 370 | 372 | 317 | 293 | 2,657 | 209 | 243 | 279 | 0 | 578 | 499 | 1,808 | 4,465 |
| 10 | 636 | 667 | 381 | 394 | 332 | 282 | 2,692 | 209 | 255 | 268 | 0 | 561 | 522 | 1,815 | 4,507 |
| 11 | 694 | 746 | 436 | 432 | 310 | 324 | 2,942 | 229 | 278 | 296 | 0 | 594 | 518 | 1,915 | 4,857 |
| 12 | 764 | 837 | 431 | 400 | 347 | 320 | 3,099 | 245 | 338 | 323 | 0 | 594 | 575 | 2,075 | 5,174 |
| 13 | 749 | 830 | 446 | 435 | 310 | 322 | 3,092 | 291 | 306 | 321 | 84 | 624 | 604 | 2,230 | 5,322 |
| 14 | 800 | 827 | 410 | 410 | 353 | 300 | 3,100 | 221 | 253 | 330 | 129 | 531 | 519 | 1,983 | 5,083 |
| 15 | 808 | 847 | 262 | 417 | 376 | 352 | 3,062 | 247 | 262 | 308 | 87 | 540 | 525 | 1,969 | 5,031 |
| 16 | 676 | 761 | 135 | 441 | 398 | 376 | 2,787 | 279 | 298 | 367 | 106 | 555 | 523 | 2,128 | 4,915 |
| 17 | 589 | 668 | 127 | 398 | 318 | 317 | 2,417 | 320 | 330 | 353 | 137 | 582 | 583 | 2,305 | 4,722 |
| 18 | 558 | 661 | 0 | 386 | 338 | 340 | 2,283 | 293 | 330 | 390 | 136 | 566 | 584 | 2,299 | 4,582 |
| 19 | 450 | 619 | 106 | 286 | 300 | 261 | 2,022 | 238 | 410 | 465 | 337 | 685 | 758 | 2,893 | 4,915 |
| 20 | 373 | 515 | 134 | 194 | 246 | 228 | 1,690 | 476 | 1,152 | 443 | 1,082 | 100 | 30 | 3,283 | 4,973 |
| 21 | 272 | 417 | 104 | 140 | 189 | 172 | 1,294 | 607 | 1,119 | 351 | 1,222 | 0 | 0 | 3,299 | 4,593 |
| 22 | 263 | 380 | 74 | 105 | 200 | 195 | 1,217 | 233 | 407 | 264 | 341 | 340 | 236 | 1,821 | 3,038 |
| 23 | 235 | 345 | 0 | 0 | 262 | 231 | 1,073 | 236 | 287 | 0 | 48 | 295 | 231 | 1,097 | 2,170 |
| 24 | 232 | 318 | 0 | 0 | 134 | 278 | 962 | 182 | 241 | 0 | 0 | 220 | 180 | 823 | 1,785 |
| TOTALS | 10,163 | 11,973 | 3,731 | 5,485 | 5,418 | 6,011 | 42,781 | 5,600 | 7,046 | 5,312 | 3,709 | 8,832 | 7,998 | 38,497 | 81,278 |

TOTAL TRAFFIC BY LANE NUMBER

007600 HOMESTEAD

November 20, 2005

| TIME | Lane Number | | | | | | | | | | | | | Grand Total | |
|---------------|------------------------------|---------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|-------------------|
| | Southbound/Westbound Traffic | | | | | | | Northbound/Eastbound Traffic | | | | | | | |
| | 07D | 08D | 09M | 10M | 11M | 12B | Directional Total | 01B | 02M | 03M | 04A | 05D | 06D | | Directional Total |
| 1 | 186 | 258 | 0 | 0 | 0 | 362 | 806 | 121 | 168 | 0 | 0 | 136 | 122 | 547 | 1,353 |
| 2 | 132 | 210 | 0 | 0 | 59 | 190 | 591 | 176 | 28 | 0 | 0 | 104 | 74 | 382 | 973 |
| 3 | 71 | 118 | 0 | 0 | 0 | 161 | 350 | 152 | 0 | 0 | 0 | 78 | 46 | 276 | 626 |
| 4 | 43 | 87 | 0 | 0 | 0 | 120 | 250 | 110 | 0 | 0 | 0 | 47 | 35 | 192 | 442 |
| 5 | 65 | 80 | 0 | 0 | 0 | 115 | 260 | 141 | 0 | 0 | 0 | 51 | 43 | 235 | 495 |
| 6 | 89 | 121 | 0 | 35 | 75 | 88 | 408 | 103 | 2 | 67 | 0 | 108 | 82 | 362 | 770 |
| 7 | 169 | 257 | 0 | 157 | 187 | 137 | 907 | 81 | 122 | 107 | 0 | 220 | 144 | 674 | 1,581 |
| 8 | 310 | 425 | 154 | 219 | 215 | 154 | 1,477 | 74 | 125 | 125 | 0 | 223 | 142 | 689 | 2,166 |
| 9 | 455 | 526 | 296 | 308 | 301 | 258 | 2,144 | 87 | 142 | 136 | 0 | 261 | 209 | 835 | 2,979 |
| 10 | 692 | 784 | 415 | 480 | 395 | 376 | 3,142 | 142 | 176 | 206 | 0 | 367 | 271 | 1,162 | 4,304 |
| 11 | 750 | 845 | 519 | 468 | 478 | 393 | 3,453 | 151 | 239 | 256 | 0 | 412 | 362 | 1,420 | 4,873 |
| 12 | 773 | 885 | 487 | 483 | 491 | 126 | 3,245 | 194 | 226 | 267 | 0 | 446 | 378 | 1,511 | 4,756 |
| 13 | 723 | 854 | 516 | 480 | 489 | 35 | 3,097 | 182 | 266 | 273 | 0 | 492 | 431 | 1,644 | 4,741 |
| 14 | 707 | 820 | 464 | 425 | 473 | 0 | 2,889 | 181 | 248 | 287 | 72 | 455 | 395 | 1,638 | 4,527 |
| 15 | 536 | 651 | 311 | 326 | 359 | 0 | 2,183 | 208 | 270 | 294 | 109 | 480 | 486 | 1,847 | 4,030 |
| 16 | 499 | 582 | 124 | 297 | 307 | 0 | 1,809 | 220 | 280 | 295 | 88 | 497 | 462 | 1,842 | 3,651 |
| 17 | 396 | 515 | 34 | 275 | 288 | 0 | 1,508 | 248 | 308 | 322 | 98 | 537 | 516 | 2,029 | 3,537 |
| 18 | 378 | 475 | 161 | 202 | 209 | 0 | 1,425 | 242 | 318 | 385 | 110 | 549 | 545 | 2,149 | 3,574 |
| 19 | 321 | 467 | 49 | 191 | 224 | 0 | 1,252 | 316 | 378 | 391 | 243 | 658 | 742 | 2,728 | 3,980 |
| 20 | 301 | 417 | 97 | 142 | 183 | 0 | 1,140 | 34 | 781 | 700 | 853 | 209 | 192 | 2,769 | 3,909 |
| 21 | 239 | 372 | 44 | 108 | 177 | 0 | 940 | 0 | 1,024 | 784 | 1,212 | 0 | 1 | 3,021 | 3,961 |
| 22 | 224 | 346 | 57 | 56 | 166 | 0 | 849 | 0 | 936 | 728 | 1,067 | 0 | 0 | 2,731 | 3,580 |
| 23 | 191 | 267 | 27 | 0 | 187 | 0 | 672 | 0 | 803 | 631 | 1,004 | 0 | 1 | 2,439 | 3,111 |
| 24 | 104 | 201 | 0 | 0 | 99 | 0 | 404 | 5 | 223 | 115 | 65 | 153 | 137 | 698 | 1,102 |
| TOTALS | 8,354 | 10,563 | 3,755 | 4,652 | 5,362 | 2,515 | 35,201 | 3,168 | 7,063 | 6,369 | 4,921 | 6,483 | 5,816 | 33,820 | 69,021 |

Transportation Attachment V

Intersection Turning Movement Data

Friday – 11-16-07

Friday – 11-14-08

Friday – 11-20-08

NASCAR 2007

SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: MAURICE GOMEZ

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 328S_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|-----------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/16/07 | | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 15 | 127 | 19 | 0 | 22 | 29 | 16 | 1 | 20 | 103 | 10 | 0 | 11 | 43 | 20 | 437 |
| 07:15 | 0 | 17 | 167 | 29 | 0 | 26 | 33 | 16 | 1 | 28 | 152 | 11 | 0 | 19 | 42 | 22 | 563 |
| 07:30 | 2 | 21 | 156 | 18 | 0 | 20 | 52 | 14 | 15 | 26 | 153 | 8 | 0 | 23 | 31 | 20 | 559 |
| 07:45 | 1 | 18 | 141 | 37 | 0 | 20 | 52 | 17 | 9 | 40 | 189 | 11 | 0 | 31 | 49 | 28 | 643 |
| Hr Total | 4 | 71 | 591 | 103 | 0 | 88 | 166 | 63 | 26 | 114 | 597 | 40 | 0 | 84 | 165 | 90 | 2202 |
| 08:00 | 4 | 26 | 145 | 40 | 0 | 16 | 53 | 22 | 8 | 54 | 189 | 10 | 0 | 27 | 59 | 29 | 682 |
| 08:15 | 1 | 23 | 158 | 35 | 0 | 12 | 48 | 33 | 8 | 45 | 163 | 8 | 0 | 35 | 42 | 24 | 635 |
| 08:30 | 0 | 21 | 159 | 34 | 0 | 17 | 41 | 24 | 9 | 49 | 195 | 12 | 0 | 37 | 37 | 23 | 658 |
| 08:45 | 2 | 27 | 173 | 22 | 0 | 17 | 32 | 22 | 13 | 39 | 174 | 17 | 0 | 29 | 33 | 37 | 637 |
| Hr Total | 7 | 97 | 635 | 131 | 0 | 62 | 174 | 101 | 38 | 187 | 721 | 47 | 0 | 128 | 171 | 113 | 2612 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 2 | 44 | 200 | 36 | 0 | 32 | 52 | 10 | 9 | 51 | 207 | 15 | 0 | 48 | 48 | 22 | 776 |
| 16:15 | 3 | 26 | 204 | 32 | 0 | 27 | 39 | 17 | 11 | 39 | 213 | 18 | 0 | 52 | 53 | 22 | 756 |
| 16:30 | 2 | 43 | 221 | 37 | 0 | 20 | 38 | 20 | 12 | 47 | 205 | 11 | 0 | 50 | 68 | 41 | 815 |
| 16:45 | 1 | 44 | 214 | 25 | 0 | 29 | 58 | 24 | 12 | 50 | 217 | 14 | 0 | 43 | 65 | 30 | 826 |
| Hr Total | 8 | 157 | 839 | 130 | 0 | 108 | 187 | 71 | 44 | 187 | 842 | 58 | 0 | 193 | 234 | 115 | 3173 |
| 17:00 | 2 | 50 | 211 | 26 | 0 | 36 | 42 | 14 | 23 | 32 | 211 | 15 | 0 | 49 | 72 | 36 | 819 |
| 17:15 | 1 | 46 | 212 | 24 | 0 | 22 | 67 | 21 | 11 | 48 | 202 | 11 | 0 | 55 | 69 | 29 | 818 |
| 17:30 | 0 | 50 | 194 | 48 | 0 | 17 | 52 | 21 | 11 | 47 | 207 | 8 | 0 | 68 | 88 | 29 | 840 |
| 17:45 | 3 | 36 | 189 | 26 | 0 | 23 | 57 | 23 | 11 | 62 | 225 | 12 | 0 | 62 | 75 | 34 | 838 |
| Hr Total | 6 | 182 | 806 | 124 | 0 | 98 | 218 | 79 | 56 | 189 | 845 | 46 | 0 | 234 | 304 | 128 | 3315 |
| *TOTAL* | 25 | 507 | 2871 | 488 | 0 | 356 | 745 | 314 | 164 | 677 | 3005 | 191 | 0 | 639 | 874 | 446 | 11302 |

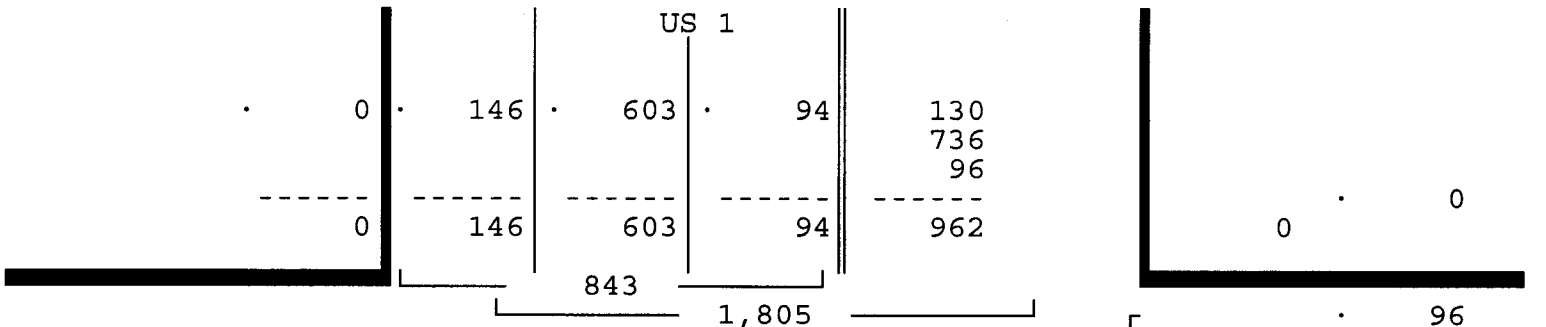
ALL VEHICLES

| US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

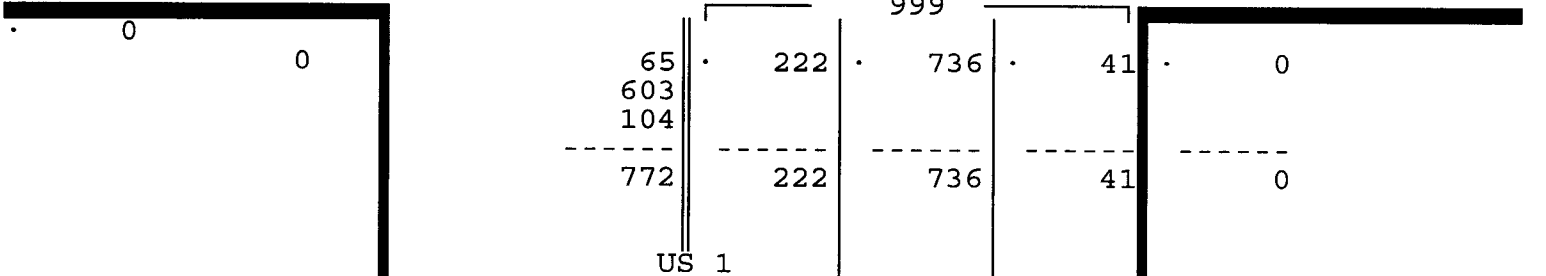
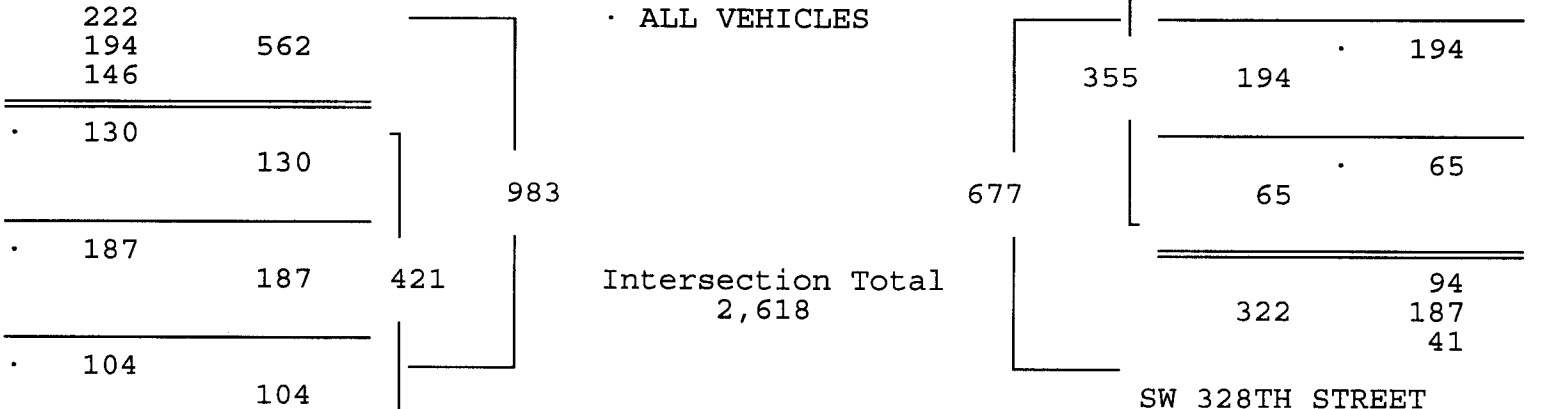
Date 11/16/07

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/16/07

| Peak start 07:45 | 07:45 | | | | 07:45 | | | | 07:45 | | | | | | | |
|------------------|-------|-----|-----|-----|-------|-----|-----|-----|-------|-----|-----|----|-------|-----|-----|-----|
| Volume | 6 | 88 | 603 | 146 | 0 | 65 | 194 | 96 | 34 | 188 | 736 | 41 | 0 | 130 | 187 | 104 |
| Percent | 1% | 10% | 72% | 17% | 0% | 18% | 55% | 27% | 3% | 19% | 74% | 4% | 0% | 31% | 44% | 25% |
| Pk total | 843 | | | | 355 | | | | 999 | | | | 421 | | | |
| Highest | 08:15 | | | | 08:15 | | | | 08:30 | | | | 08:00 | | | |
| Volume | 1 | 23 | 158 | 35 | 0 | 12 | 48 | 33 | 9 | 49 | 195 | 12 | 0 | 27 | 59 | 29 |
| Hi total | 217 | | | | 93 | | | | 265 | | | | 115 | | | |
| PHF | .97 | | | | .95 | | | | .94 | | | | .92 | | | |

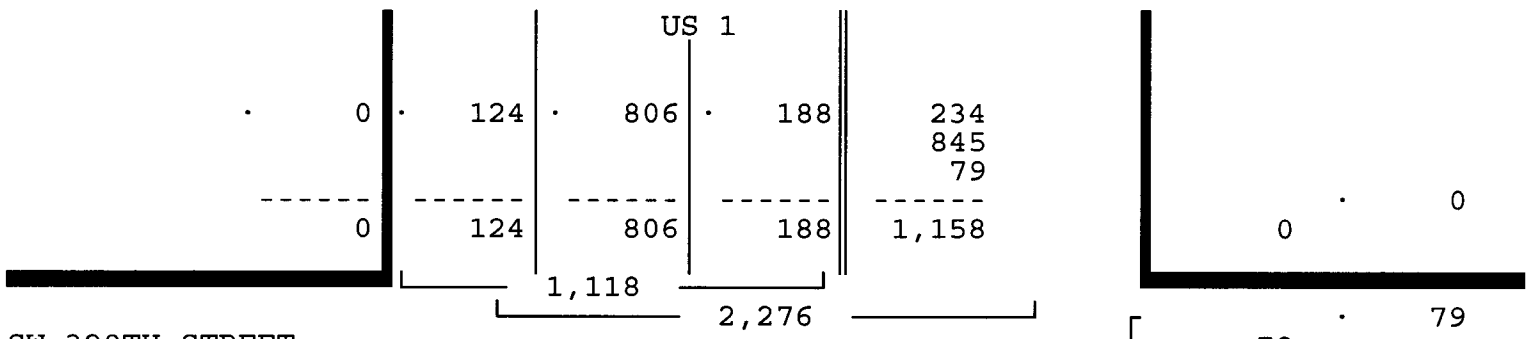


SW 328TH STREET

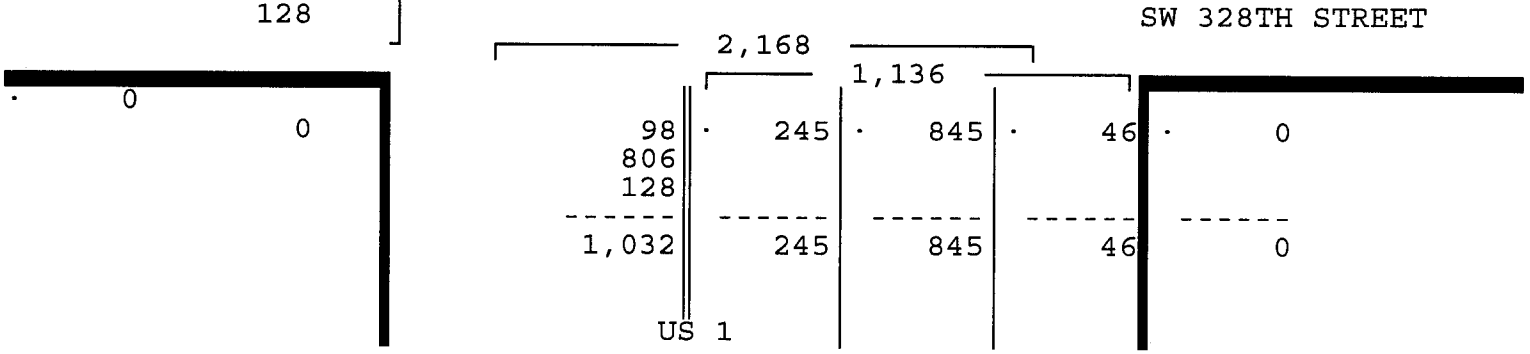
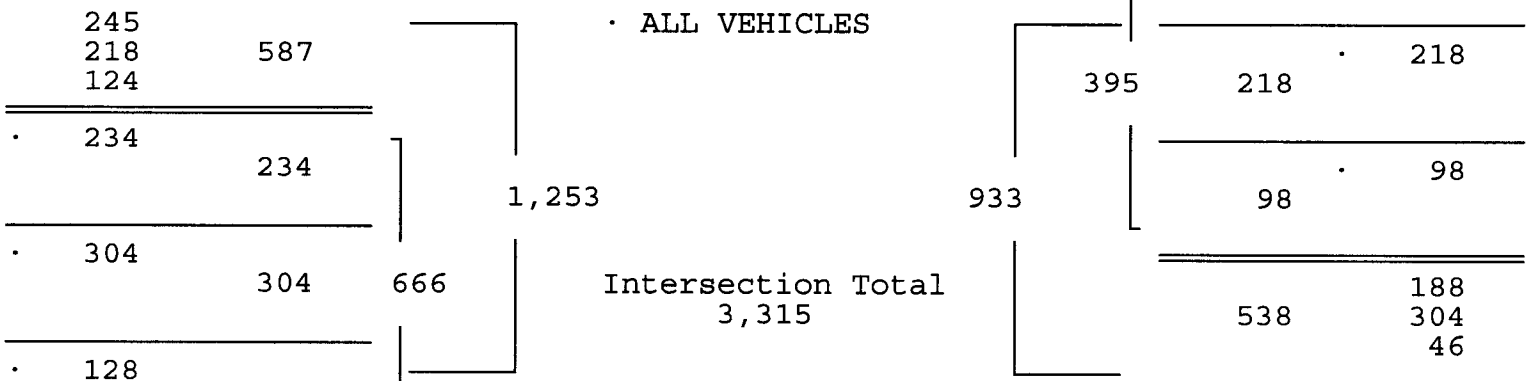


ALL VEHICLES

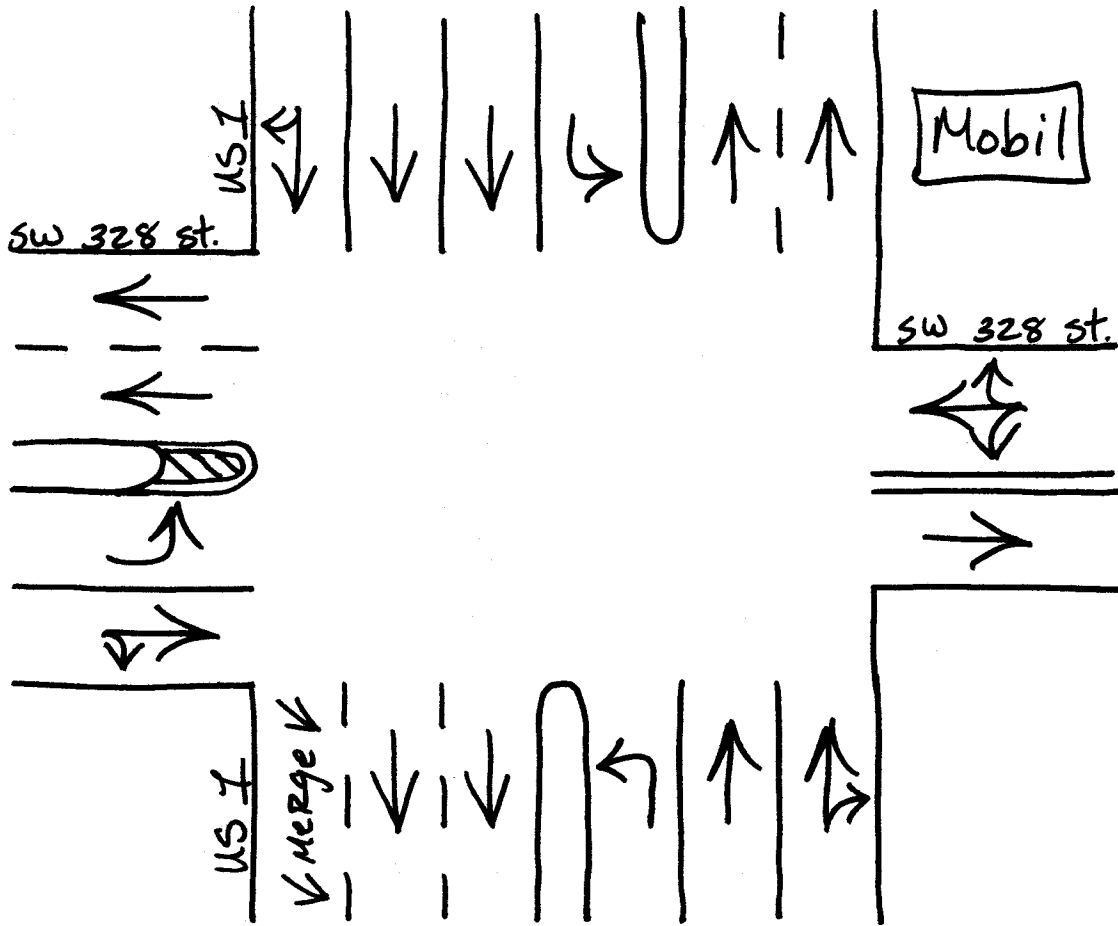
| Date | US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-----------------|------|------|-------|---------------------------|------|------|-------|-----------------|------|------|-------|---------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/16/07 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/16/07 | | | | | | | | | | | | | | | | | |
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 6 | 182 | 806 | 124 | 0 | 98 | 218 | 79 | 56 | 189 | 845 | 46 | 0 | 234 | 304 | 128 | |
| Percent | 1% | 16% | 72% | 11% | 0% | 25% | 55% | 20% | 5% | 17% | 74% | 4% | 0% | 35% | 46% | 19% | |
| Pk total | 1118 | | | | 395 | | | | 1136 | | | | 666 | | | | |
| Highest | 17:30 | | | | 17:15 | | | | 17:45 | | | | 17:30 | | | | |
| Volume | 0 | 50 | 194 | 48 | 0 | 22 | 67 | 21 | 11 | 62 | 225 | 12 | 0 | 68 | 88 | 29 | |
| Hi total | 292 | | | | 110 | | | | 310 | | | | 185 | | | | |
| PHF | .96 | | | | .90 | | | | .92 | | | | .90 | | | | |



SW 328TH STREET



NORTH ↑



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowed

Signalized

SW 288TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: A. THEODORAKIS & S. NEGRON

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

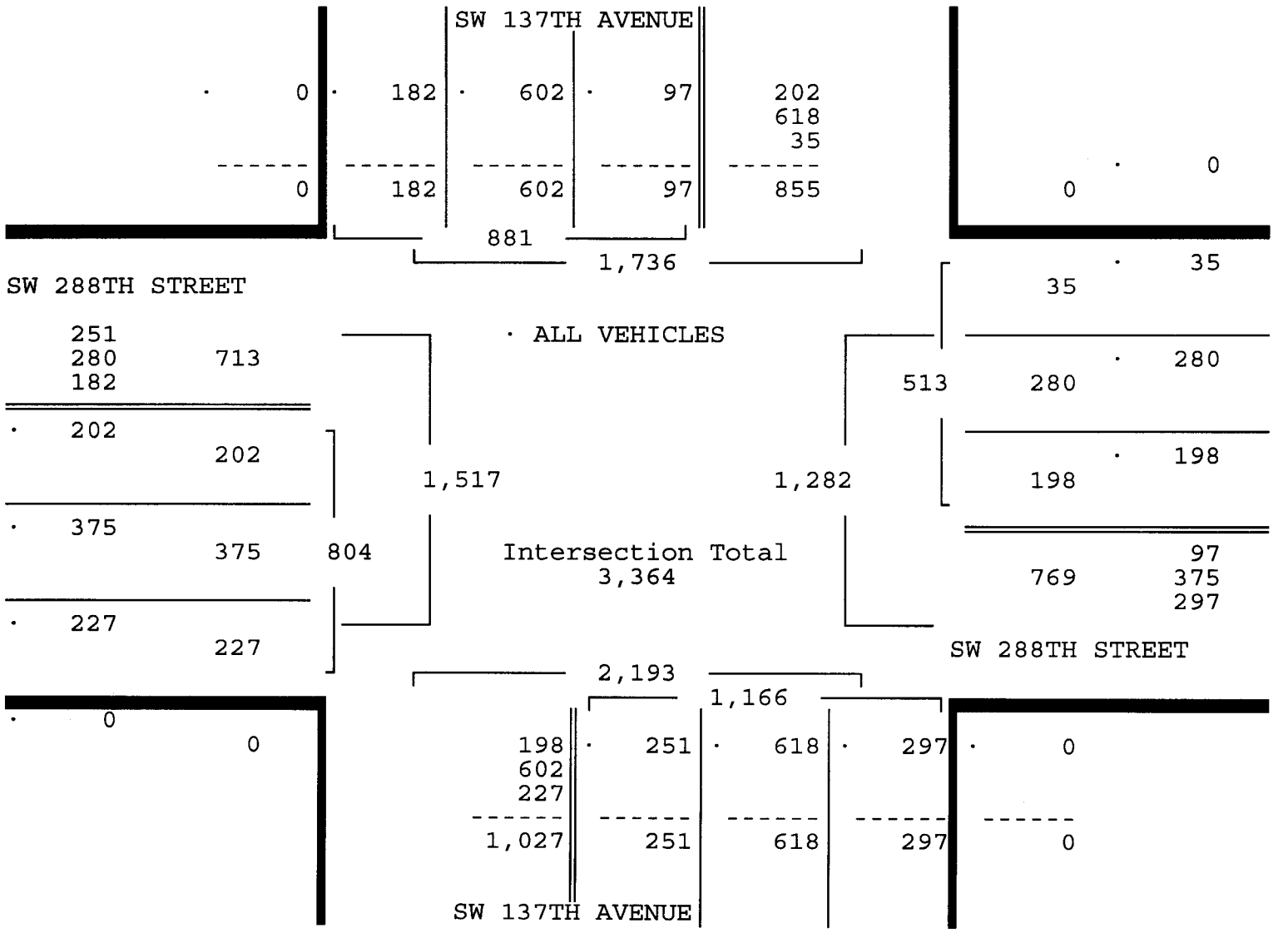
Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 288S137A
 Page : 1

ALL VEHICLES

| Date | SW 137TH AVENUE From North | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/16/07 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 16 | 116 | 50 | 2 | 34 | 27 | 8 | 1 | 56 | 146 | 52 | 0 | 23 | 63 | 34 | 629 |
| 07:15 | 1 | 17 | 100 | 32 | 0 | 40 | 35 | 7 | 0 | 67 | 159 | 53 | 0 | 39 | 79 | 29 | 658 |
| 07:30 | 1 | 25 | 135 | 38 | 1 | 33 | 68 | 14 | 0 | 51 | 165 | 72 | 2 | 48 | 88 | 46 | 787 |
| 07:45 | 1 | 25 | 154 | 44 | 0 | 50 | 67 | 4 | 0 | 61 | 169 | 85 | 1 | 43 | 87 | 54 | 845 |
| Hr Total | 4 | 83 | 505 | 164 | 3 | 157 | 197 | 33 | 1 | 235 | 639 | 262 | 3 | 153 | 317 | 163 | 2919 |
| 08:00 | 0 | 20 | 156 | 55 | 0 | 65 | 69 | 10 | 0 | 71 | 144 | 72 | 0 | 47 | 91 | 65 | 865 |
| 08:15 | 0 | 25 | 157 | 45 | 3 | 46 | 76 | 7 | 0 | 68 | 140 | 68 | 3 | 58 | 109 | 62 | 867 |
| 08:30 | 0 | 21 | 142 | 31 | 2 | 64 | 67 | 10 | 0 | 47 | 136 | 61 | 1 | 39 | 94 | 54 | 769 |
| 08:45 | 1 | 12 | 131 | 41 | 1 | 50 | 41 | 5 | 1 | 38 | 89 | 33 | 0 | 42 | 67 | 26 | 578 |
| Hr Total | 1 | 78 | 586 | 172 | 6 | 225 | 253 | 32 | 1 | 224 | 509 | 234 | 4 | 186 | 361 | 207 | 3079 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 2 | 14 | 157 | 42 | 0 | 58 | 80 | 13 | 0 | 37 | 109 | 45 | 0 | 71 | 70 | 45 | 743 |
| 16:15 | 2 | 12 | 178 | 43 | 1 | 55 | 76 | 15 | 0 | 33 | 126 | 37 | 1 | 72 | 82 | 47 | 780 |
| 16:30 | 3 | 27 | 157 | 47 | 0 | 65 | 92 | 14 | 0 | 36 | 116 | 42 | 0 | 79 | 91 | 88 | 857 |
| 16:45 | 3 | 15 | 150 | 41 | 0 | 64 | 85 | 17 | 1 | 47 | 133 | 36 | 1 | 55 | 88 | 73 | 809 |
| Hr Total | 10 | 68 | 642 | 173 | 1 | 242 | 333 | 59 | 1 | 153 | 484 | 160 | 2 | 277 | 331 | 253 | 3189 |
| 17:00 | 1 | 19 | 198 | 48 | 0 | 63 | 104 | 14 | 1 | 42 | 150 | 32 | 0 | 73 | 121 | 72 | 938 |
| 17:15 | 1 | 10 | 176 | 47 | 0 | 66 | 127 | 10 | 0 | 35 | 144 | 39 | 1 | 81 | 82 | 87 | 906 |
| 17:30 | 2 | 21 | 198 | 37 | 0 | 72 | 68 | 17 | 0 | 43 | 147 | 35 | 1 | 85 | 79 | 80 | 885 |
| 17:45 | 0 | 14 | 193 | 45 | 0 | 63 | 63 | 10 | 1 | 31 | 115 | 43 | 0 | 80 | 100 | 73 | 831 |
| Hr Total | 4 | 64 | 765 | 177 | 0 | 264 | 362 | 51 | 2 | 151 | 556 | 149 | 2 | 319 | 382 | 312 | 3560 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 19 | 293 | 2498 | 686 | 10 | 888 | 1145 | 175 | 5 | 763 | 2188 | 805 | 11 | 935 | 1391 | 935 | 12747 |

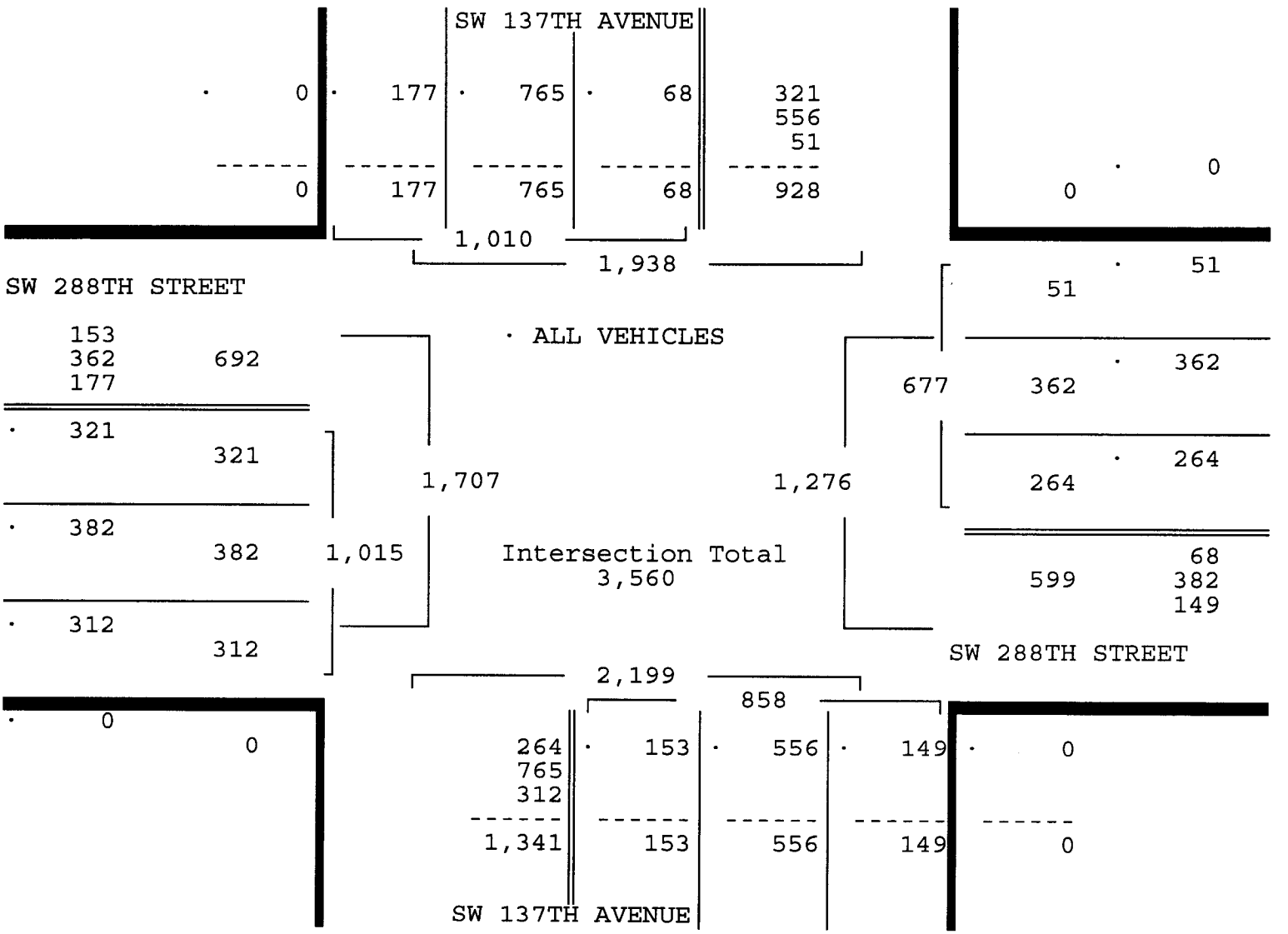
ALL VEHICLES

| SW 137TH AVENUE From North | | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|-------|------|------|------------------------------|-----|-------|------|-------|------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | | Thru | Right |
| Date 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak start 07:30 | | | | | 07:30 | | | | 07:30 | | | | 07:30 | | | | | | |
| Volume | 2 | 95 | 602 | 182 | 4 | 194 | 280 | 35 | 0 | 251 | 618 | 297 | 6 | 196 | 375 | 227 | | | |
| Percent | 0% | 11% | 68% | 21% | 1% | 38% | 55% | 7% | 0% | 22% | 53% | 25% | 1% | 24% | 47% | 28% | | | |
| Pk total | 881 | | | | 513 | | | | 1166 | | | | 804 | | | | | | |
| Highest | 08:00 | | | | 08:00 | | | | 07:45 | | | | 08:15 | | | | | | |
| Volume | 0 | 20 | 156 | 55 | 0 | 65 | 69 | 10 | 0 | 61 | 169 | 85 | 3 | 58 | 109 | 62 | | | |
| Hi total | 231 | | | | 144 | | | | 315 | | | | 232 | | | | | | |
| PHF | .95 | | | | .89 | | | | .93 | | | | .87 | | | | | | |

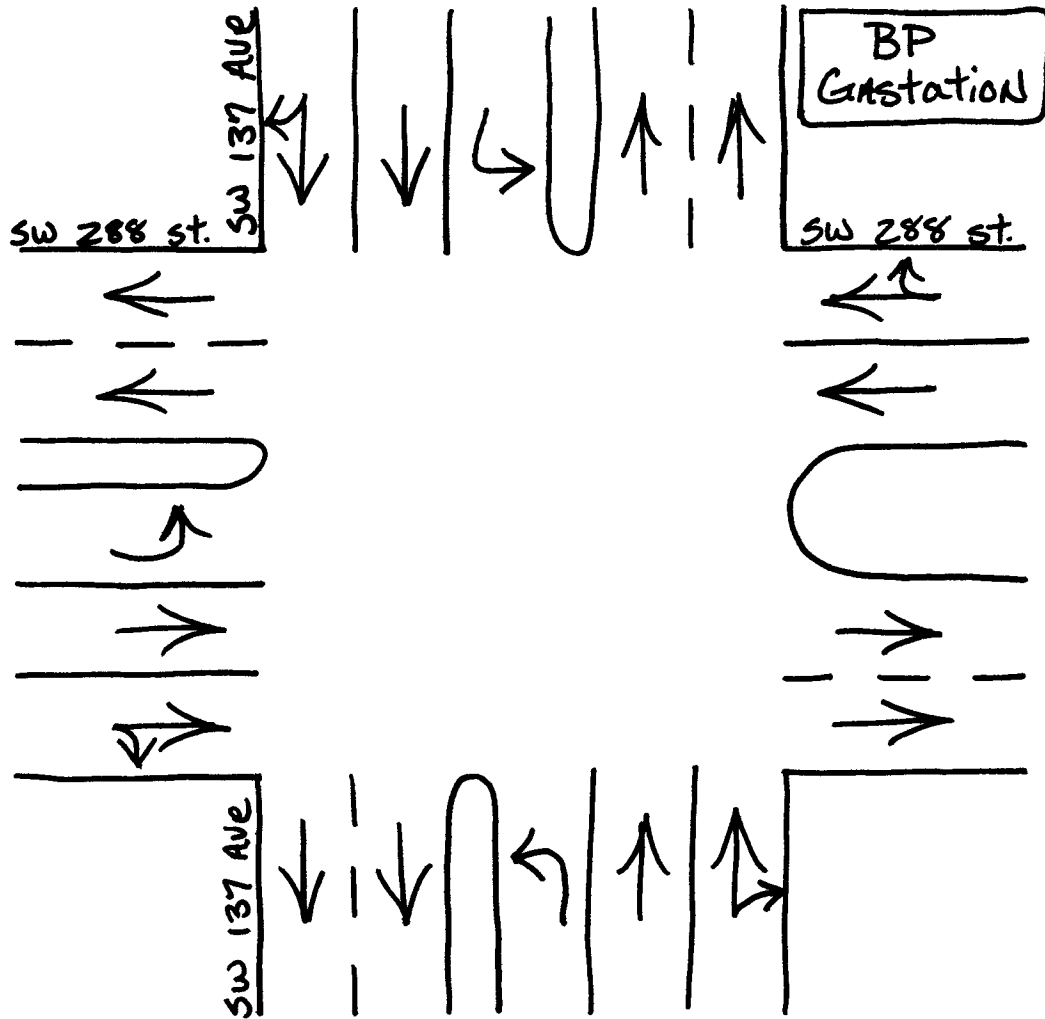


ALL VEHICLES

| SW 137TH AVENUE From North | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/16/07 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/16/07 | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 4 | 64 | 765 | 177 | 0 | 264 | 362 | 51 | 2 | 151 | 556 | 149 | 2 | 319 | 382 | 312 |
| Percent | 0% | 6% | 76% | 18% | 0% | 39% | 53% | 8% | 0% | 18% | 65% | 17% | 0% | 31% | 38% | 31% |
| Pk total | 1010 | | | 677 | | | | 858 | | | | 1015 | | | | |
| Highest | 17:00 | | | 17:15 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 1 | 19 | 198 | 48 | 0 | 66 | 127 | 10 | 1 | 42 | 150 | 32 | 0 | 73 | 121 | 72 |
| Hi total | 266 | | | 203 | | | | 225 | | | | 266 | | | | |
| PHF | .95 | | | .83 | | | | .95 | | | | .95 | | | | |



NORTH ↑



Homestead, Florida

November 16, 2007

Drawn By: Nichole Bowen

Signalized

SW 312TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: N. BOWEN & S. MALONE

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/16/07 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 22 | 137 | 14 | 0 | 42 | 73 | 13 | 0 | 19 | 163 | 11 | 0 | 16 | 67 | 5 | 582 |
| 07:15 | 0 | 25 | 146 | 17 | 0 | 63 | 92 | 10 | 0 | 20 | 183 | 26 | 0 | 19 | 59 | 7 | 667 |
| 07:30 | 0 | 16 | 142 | 16 | 0 | 62 | 112 | 26 | 0 | 27 | 201 | 34 | 0 | 37 | 80 | 12 | 765 |
| 07:45 | 1 | 23 | 181 | 14 | 0 | 52 | 144 | 23 | 0 | 30 | 207 | 25 | 0 | 43 | 79 | 10 | 832 |
| Hr Total | 1 | 86 | 606 | 61 | 0 | 219 | 421 | 72 | 0 | 96 | 754 | 96 | 0 | 115 | 285 | 34 | 2846 |
| 08:00 | 0 | 21 | 203 | 26 | 0 | 58 | 132 | 26 | 1 | 30 | 227 | 39 | 0 | 47 | 77 | 16 | 903 |
| 08:15 | 0 | 25 | 149 | 26 | 0 | 63 | 131 | 24 | 0 | 46 | 194 | 29 | 0 | 53 | 79 | 15 | 834 |
| 08:30 | 1 | 30 | 198 | 24 | 0 | 68 | 127 | 19 | 0 | 38 | 221 | 52 | 0 | 52 | 97 | 12 | 939 |
| 08:45 | 1 | 32 | 171 | 33 | 0 | 72 | 150 | 23 | 0 | 29 | 238 | 40 | 0 | 38 | 75 | 12 | 914 |
| Hr Total | 2 | 108 | 721 | 109 | 0 | 261 | 540 | 92 | 1 | 143 | 880 | 160 | 0 | 190 | 328 | 55 | 3590 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 2 | 28 | 226 | 29 | 0 | 72 | 123 | 28 | 3 | 32 | 208 | 79 | 0 | 80 | 141 | 30 | 1081 |
| 16:15 | 2 | 33 | 225 | 22 | 0 | 78 | 133 | 12 | 1 | 30 | 233 | 67 | 0 | 84 | 124 | 29 | 1073 |
| 16:30 | 1 | 46 | 224 | 31 | 0 | 65 | 122 | 17 | 0 | 39 | 224 | 56 | 0 | 68 | 131 | 40 | 1064 |
| 16:45 | 4 | 44 | 247 | 25 | 0 | 90 | 123 | 16 | 1 | 35 | 226 | 86 | 0 | 72 | 137 | 35 | 1141 |
| Hr Total | 9 | 151 | 922 | 107 | 0 | 305 | 501 | 73 | 5 | 136 | 891 | 288 | 0 | 304 | 533 | 134 | 4359 |
| 17:00 | 0 | 47 | 233 | 26 | 0 | 82 | 141 | 18 | 0 | 37 | 229 | 75 | 0 | 80 | 138 | 36 | 1142 |
| 17:15 | 0 | 43 | 230 | 21 | 0 | 78 | 128 | 13 | 0 | 33 | 216 | 78 | 0 | 80 | 149 | 34 | 1103 |
| 17:30 | 1 | 40 | 240 | 16 | 0 | 82 | 132 | 28 | 1 | 37 | 235 | 91 | 0 | 74 | 148 | 30 | 1155 |
| 17:45 | 0 | 58 | 221 | 23 | 0 | 81 | 115 | 19 | 0 | 44 | 233 | 77 | 0 | 72 | 131 | 39 | 1113 |
| Hr Total | 1 | 188 | 924 | 86 | 0 | 323 | 516 | 78 | 1 | 151 | 913 | 321 | 0 | 306 | 566 | 139 | 4513 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 13 | 533 | 3173 | 363 | 0 | 1108 | 1978 | 315 | 7 | 526 | 3438 | 865 | 0 | 915 | 1712 | 362 | 15308 |

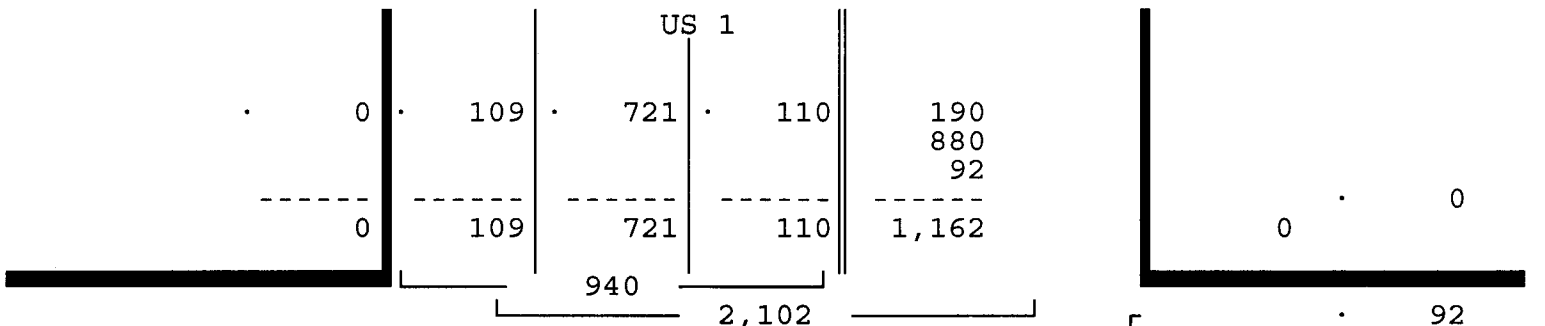
ALL VEHICLES

| US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

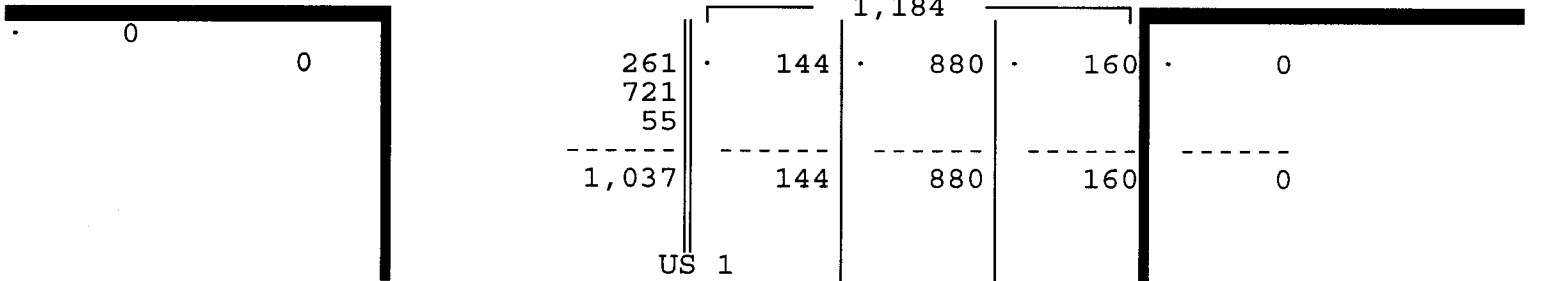
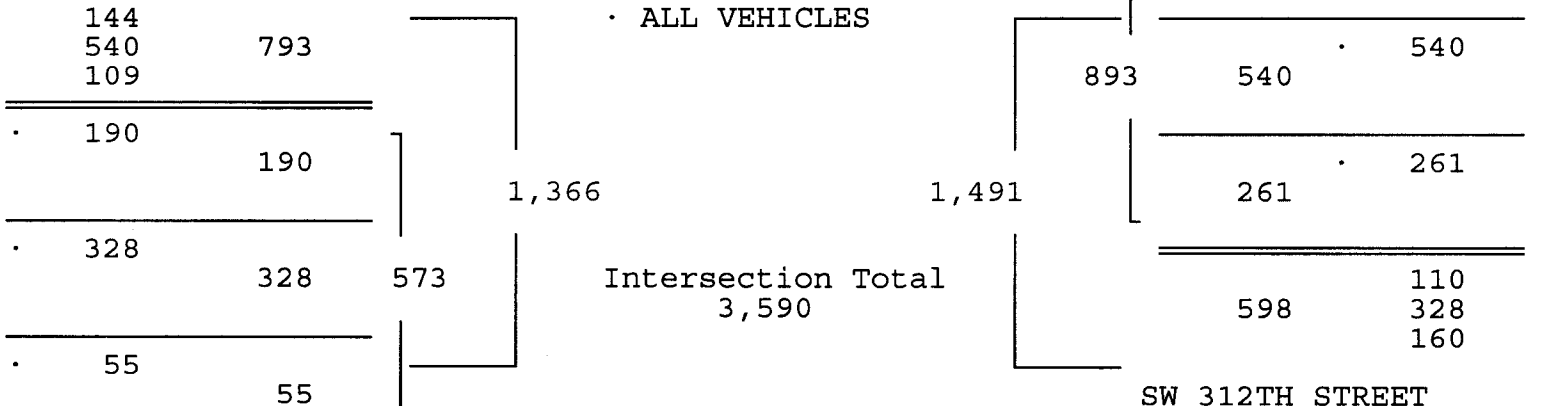
Date 11/16/07

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/16/07

| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | | | | |
|------------|-------|-----|-----|-----|-------|-----|-----|-----|-------|-----|-----|-----|-------|-----|-----|-----|
| Volume | 2 | 108 | 721 | 109 | 0 | 261 | 540 | 92 | 1 | 143 | 880 | 160 | 0 | 190 | 328 | 55 |
| Percent | 0% | 11% | 77% | 12% | 0% | 29% | 60% | 10% | 0% | 12% | 74% | 14% | 0% | 33% | 57% | 10% |
| Pk total | 940 | | | | 893 | | | | 1184 | | | | 573 | | | |
| Highest | 08:30 | | | | 08:45 | | | | 08:30 | | | | 08:30 | | | |
| Volume | 1 | 30 | 198 | 24 | 0 | 72 | 150 | 23 | 0 | 38 | 221 | 52 | 0 | 52 | 97 | 12 |
| Hi total | 253 | | | | 245 | | | | 311 | | | | 161 | | | |
| PHF | .93 | | | | .91 | | | | .95 | | | | .89 | | | |



SW 312TH STREET



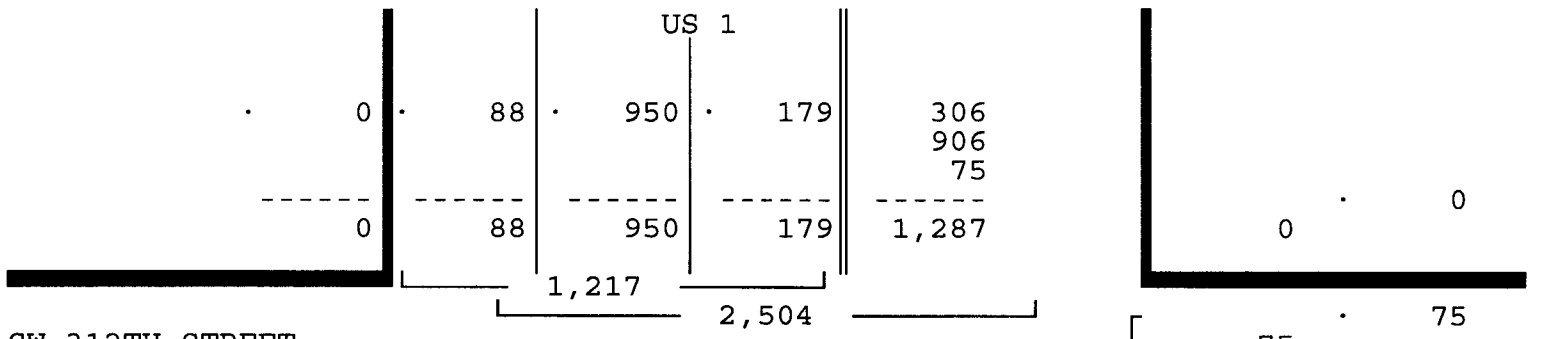
ALL VEHICLES

| US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| U Turn | Left | Thru | Right | U Turn | Left | Thru | Right | U Turn | Left | Thru | Right | U Turn | Left | Thru | Right | |

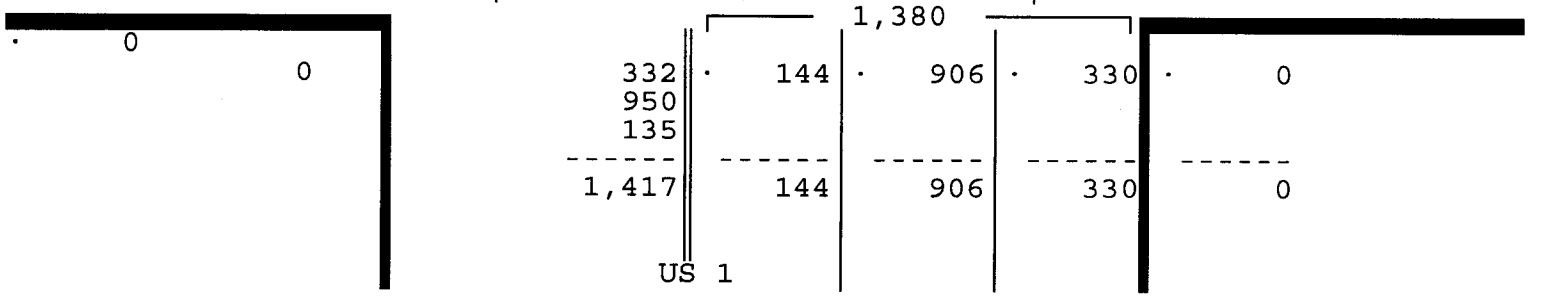
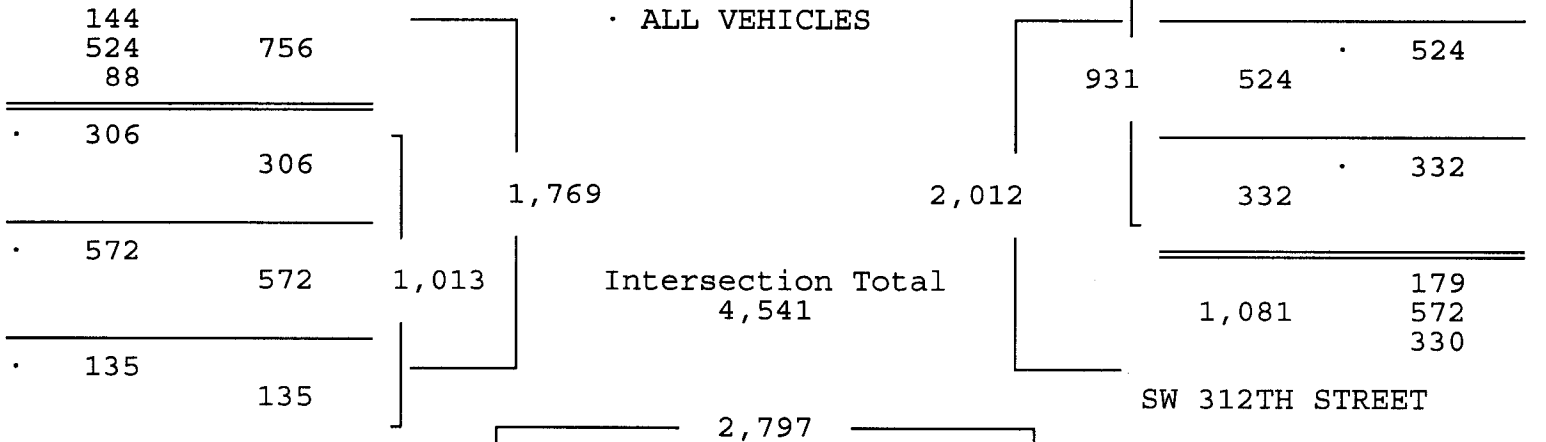
Date 11/16/07

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/16/07

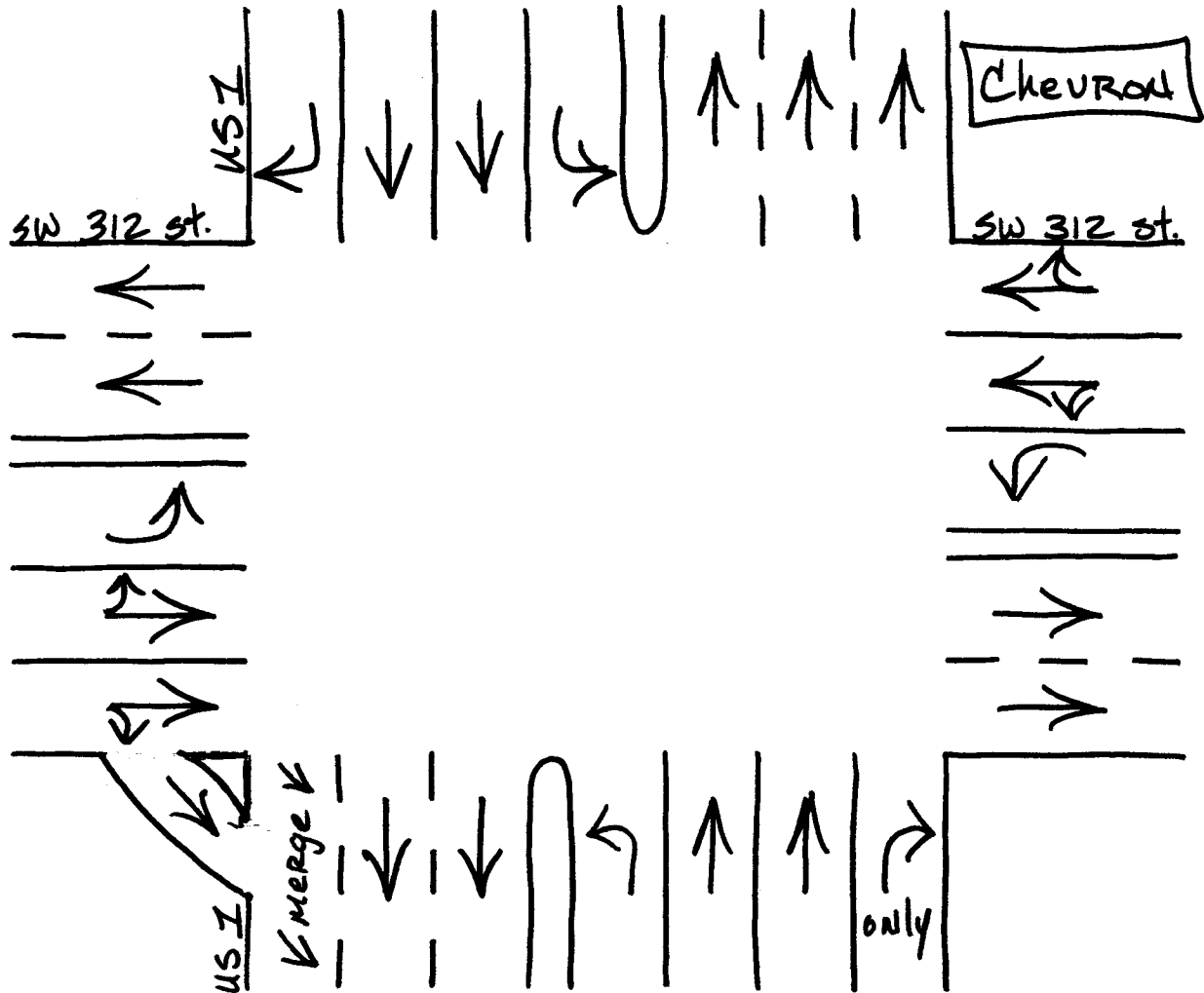
| Peak start 16:45 | 16:45 | | | | 16:45 | | | | 16:45 | | | | | | | |
|------------------|-------|-----|-----|----|-------|-----|-----|----|-------|-----|-----|-----|-------|-----|-----|-----|
| Volume | 5 | 174 | 950 | 88 | 0 | 332 | 524 | 75 | 2 | 142 | 906 | 330 | 0 | 306 | 572 | 135 |
| Percent | 0% | 14% | 78% | 7% | 0% | 36% | 56% | 8% | 0% | 10% | 66% | 24% | 0% | 30% | 56% | 13% |
| Pk total | 1217 | | | | 931 | | | | 1380 | | | | 1013 | | | |
| Highest | 16:45 | | | | 17:30 | | | | 17:30 | | | | 17:15 | | | |
| Volume | 4 | 44 | 247 | 25 | 0 | 82 | 132 | 28 | 1 | 37 | 235 | 91 | 0 | 80 | 149 | 34 |
| Hi total | 320 | | | | 242 | | | | 364 | | | | 263 | | | |
| PHF | .95 | | | | .96 | | | | .95 | | | | .96 | | | |



SW 312TH STREET



NORTH ↑



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowen

Signalized

SW 312TH STREET & SW 152ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: MAXIE ESPINOSA

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

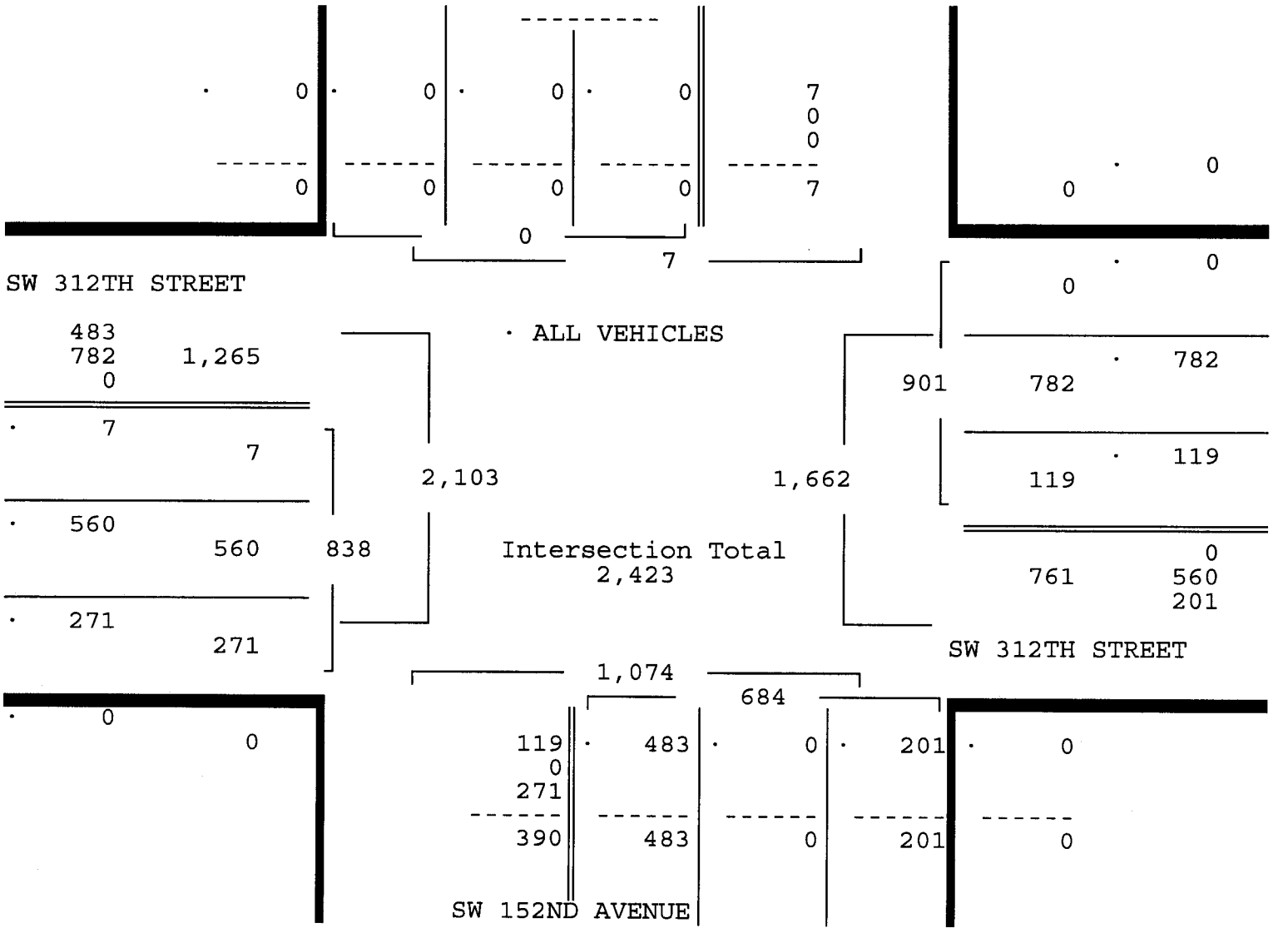
Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 321S152A
 Page : 1

ALL VEHICLES

| Date | From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/16/07 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 19 | 148 | 0 | 0 | 120 | 0 | 35 | 3 | 0 | 116 | 59 | 500 |
| 07:15 | 0 | 0 | 0 | 0 | 1 | 22 | 166 | 0 | 0 | 119 | 0 | 20 | 2 | 0 | 107 | 42 | 479 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 19 | 172 | 0 | 0 | 139 | 0 | 40 | 0 | 0 | 101 | 51 | 522 |
| 07:45 | 0 | 0 | 0 | 0 | 1 | 19 | 194 | 0 | 0 | 118 | 0 | 57 | 4 | 0 | 133 | 64 | 590 |
| Hr Total | 0 | 0 | 0 | 0 | 2 | 79 | 680 | 0 | 0 | 496 | 0 | 152 | 9 | 0 | 457 | 216 | 2091 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 45 | 190 | 0 | 0 | 128 | 0 | 60 | 0 | 0 | 175 | 71 | 669 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 31 | 213 | 0 | 0 | 115 | 0 | 62 | 2 | 0 | 126 | 73 | 622 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 23 | 185 | 0 | 1 | 121 | 0 | 22 | 1 | 0 | 126 | 63 | 542 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 22 | 126 | 0 | 0 | 86 | 0 | 25 | 0 | 0 | 117 | 52 | 428 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 121 | 714 | 0 | 1 | 450 | 0 | 169 | 3 | 0 | 544 | 259 | 2261 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 30 | 168 | 0 | 0 | 100 | 0 | 32 | 7 | 0 | 159 | 102 | 598 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 27 | 135 | 0 | 1 | 70 | 0 | 30 | 1 | 0 | 165 | 106 | 535 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 33 | 157 | 0 | 0 | 75 | 0 | 27 | 4 | 0 | 156 | 99 | 551 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 31 | 147 | 0 | 0 | 85 | 0 | 21 | 1 | 0 | 177 | 133 | 595 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 121 | 607 | 0 | 1 | 330 | 0 | 110 | 13 | 0 | 657 | 440 | 2279 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 36 | 178 | 0 | 0 | 92 | 0 | 28 | 0 | 0 | 159 | 109 | 602 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 23 | 181 | 0 | 1 | 76 | 0 | 22 | 1 | 0 | 158 | 124 | 586 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 35 | 170 | 0 | 0 | 89 | 0 | 21 | 4 | 0 | 172 | 114 | 605 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 29 | 148 | 0 | 0 | 85 | 0 | 21 | 5 | 0 | 181 | 99 | 569 |
| Hr Total | 0 | 0 | 0 | 0 | 1 | 123 | 677 | 0 | 1 | 342 | 0 | 92 | 10 | 0 | 670 | 446 | 2362 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 0 | 0 | 0 | 3 | 444 | 2678 | 0 | 3 | 1618 | 0 | 523 | 35 | 0 | 2328 | 1361 | 8993 |

ALL VEHICLES

| From North | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------------------------------|-------|-------|-------|-------------------------------|-------|-------|-------|------------------------------|-------|-------|-------|-------|------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | | Thru | Right |
| Date 11/16/07 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/16/07 | | | | | | | | | | | | | | | | |
| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 1 | 118 | 782 | 0 | 1 | 482 | 0 | 201 | 7 | 0 | 560 | 271 |
| Percent | 0% | 0% | 0% | 0% | 0% | 13% | 87% | 0% | 0% | 70% | 0% | 29% | 1% | 0% | 67% | 32% |
| Pk total | 0 | | | | 901 | | | | 684 | | | | 838 | | | |
| Highest | 07:00 | | | | 08:15 | | | | 08:00 | | | | 08:00 | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 31 | 213 | 0 | 0 | 128 | 0 | 60 | 0 | 0 | 175 | 71 |
| Hi total | 0 | | | | 244 | | | | 188 | | | | 246 | | | |
| PHF | .0 | | | | .92 | | | | .91 | | | | .85 | | | |



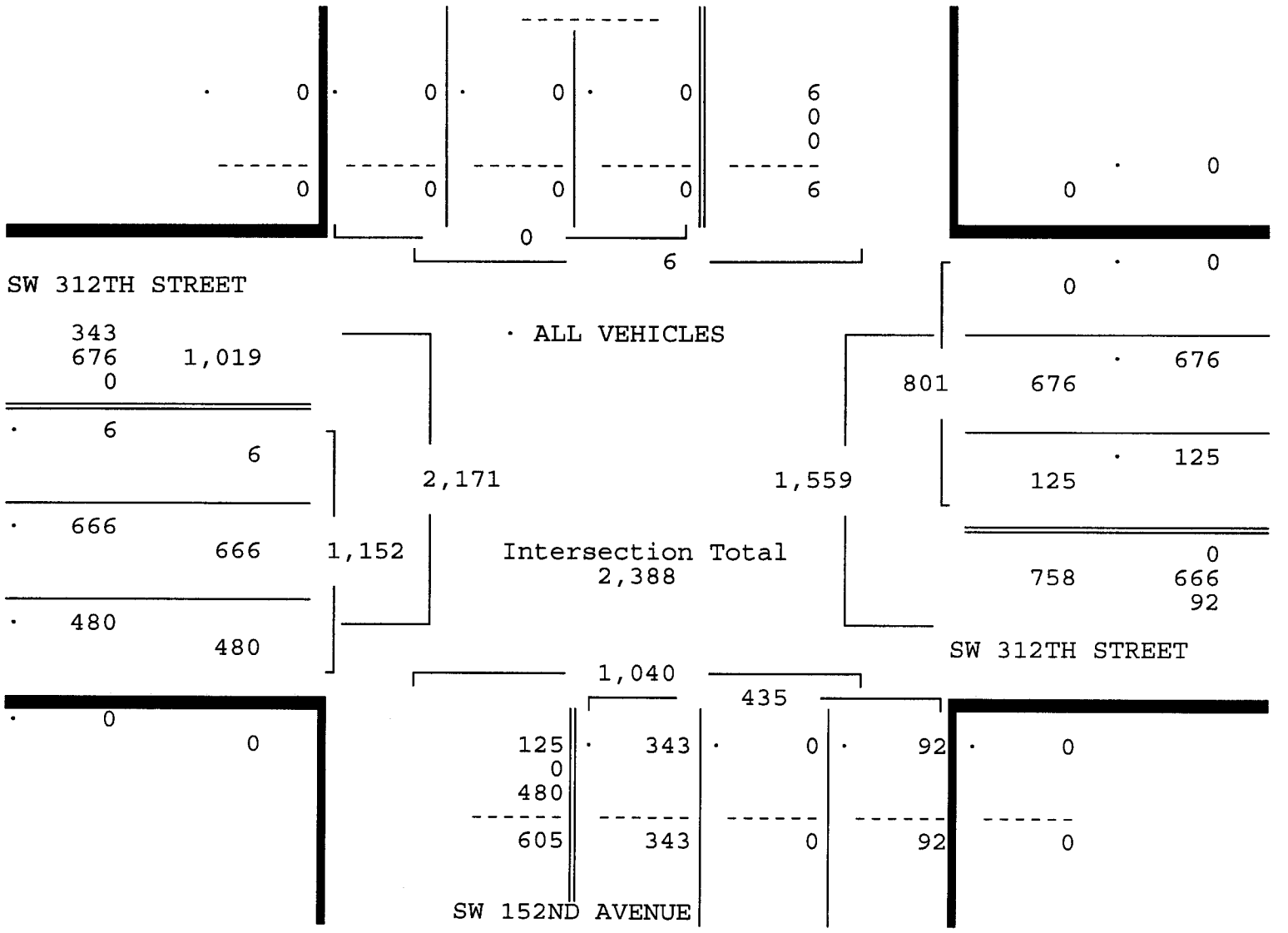
SW 312TH STREET & SW 152ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: MAXIE ESPINOSA

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

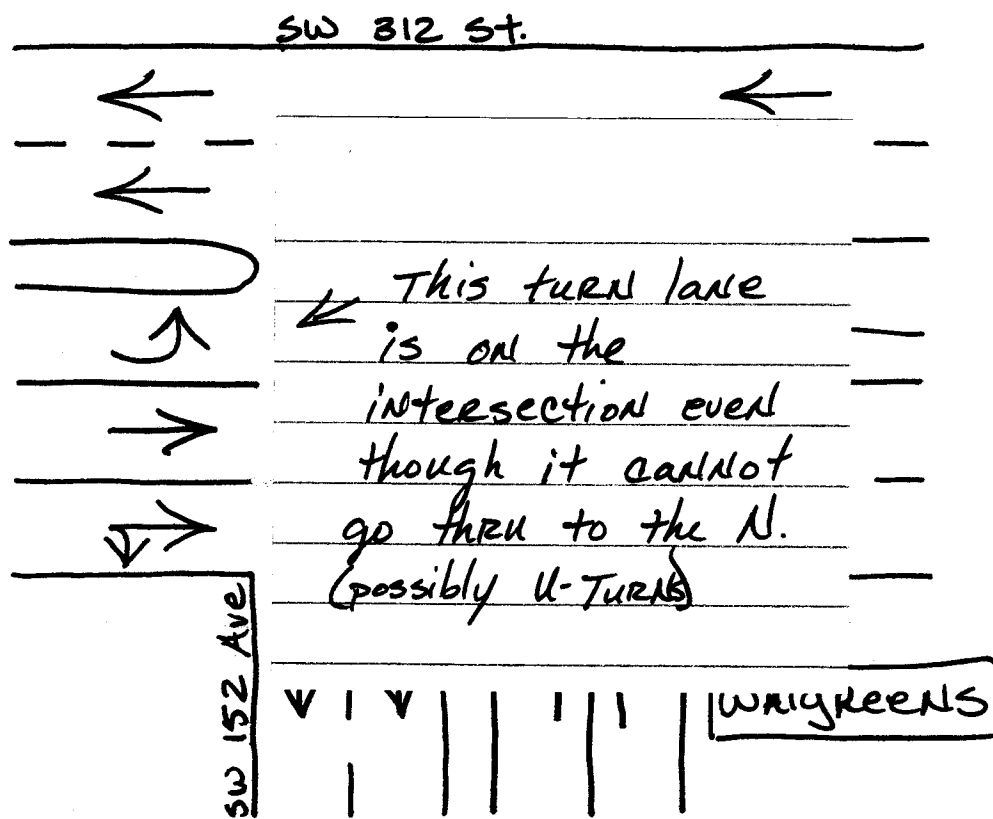
Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 321S152A
 Page : 3

ALL VEHICLES

| From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/16/07 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/16/07 | | | | | | | | | | | | | | | | |
| Peak start 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 125 | 676 | 0 | 1 | 342 | 0 | 92 | 6 | 0 | 666 | 480 | |
| Percent | 0% | 0% | 0% | 0% | 16% | 84% | 0% | 0% | 79% | 0% | 21% | 1% | 0% | 58% | 42% | |
| Pk total | 0 | | | 801 | | | | 435 | | | | 1152 | | | | |
| Highest | 07:00 | | | 17:00 | | | | 17:00 | | | | 16:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 36 | 178 | 0 | 0 | 92 | 0 | 28 | 1 | 0 | 177 | 133 | |
| Hi total | 0 | | | 214 | | | | 120 | | | | 311 | | | | |
| PHF | .0 | | | .94 | | | | .91 | | | | .93 | | | | |



↑
NORTH



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowed

Signalized

SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: RICHARD LEDUC

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S137A
 Page : 1

ALL VEHICLES

| Date 11/16/07 | SW 137TH AVENUE From North | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|---------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 07:00 | 0 | 9 | 109 | 42 | 0 | 6 | 16 | 35 | 0 | 9 | 56 | 1 | 2 | 63 | 15 | 12 | 375 |
| 07:15 | 0 | 6 | 94 | 43 | 0 | 1 | 9 | 30 | 0 | 3 | 59 | 6 | 0 | 72 | 17 | 12 | 352 |
| 07:30 | 0 | 17 | 112 | 60 | 0 | 3 | 14 | 32 | 0 | 8 | 60 | 5 | 0 | 93 | 11 | 9 | 424 |
| 07:45 | 1 | 18 | 134 | 85 | 0 | 3 | 22 | 15 | 0 | 7 | 64 | 2 | 0 | 81 | 19 | 16 | 467 |
| Hr Total | 1 | 50 | 449 | 230 | 0 | 13 | 61 | 112 | 0 | 27 | 239 | 14 | 2 | 309 | 62 | 49 | 1618 |
| 08:00 | 0 | 15 | 124 | 101 | 0 | 1 | 10 | 15 | 0 | 7 | 51 | 1 | 2 | 96 | 11 | 17 | 451 |
| 08:15 | 0 | 18 | 133 | 99 | 0 | 1 | 13 | 13 | 0 | 12 | 55 | 4 | 0 | 84 | 7 | 12 | 451 |
| 08:30 | 1 | 6 | 155 | 77 | 0 | 4 | 10 | 6 | 0 | 1 | 40 | 1 | 1 | 62 | 7 | 19 | 390 |
| 08:45 | 0 | 7 | 104 | 46 | 0 | 3 | 10 | 11 | 0 | 10 | 41 | 5 | 2 | 40 | 10 | 16 | 305 |
| Hr Total | 1 | 46 | 516 | 323 | 0 | 9 | 43 | 45 | 0 | 30 | 187 | 11 | 5 | 282 | 35 | 64 | 1597 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 19 | 115 | 80 | 0 | 2 | 15 | 14 | 0 | 12 | 87 | 2 | 0 | 76 | 21 | 13 | 456 |
| 16:15 | 0 | 20 | 138 | 78 | 0 | 0 | 13 | 13 | 1 | 12 | 106 | 3 | 0 | 80 | 18 | 22 | 504 |
| 16:30 | 0 | 30 | 147 | 84 | 0 | 1 | 7 | 5 | 0 | 23 | 92 | 4 | 0 | 61 | 25 | 18 | 497 |
| 16:45 | 0 | 37 | 119 | 77 | 0 | 4 | 21 | 18 | 0 | 17 | 88 | 4 | 0 | 60 | 29 | 19 | 493 |
| Hr Total | 0 | 106 | 519 | 319 | 0 | 7 | 56 | 50 | 1 | 64 | 373 | 13 | 0 | 277 | 93 | 72 | 1950 |
| 17:00 | 0 | 33 | 152 | 88 | 0 | 4 | 27 | 14 | 0 | 28 | 142 | 3 | 1 | 53 | 13 | 18 | 576 |
| 17:15 | 0 | 31 | 140 | 100 | 0 | 4 | 18 | 13 | 0 | 17 | 109 | 3 | 0 | 63 | 22 | 11 | 531 |
| 17:30 | 0 | 23 | 160 | 104 | 0 | 1 | 26 | 19 | 0 | 19 | 103 | 0 | 1 | 58 | 26 | 8 | 548 |
| 17:45 | 0 | 15 | 140 | 87 | 0 | 3 | 16 | 12 | 0 | 11 | 105 | 1 | 0 | 55 | 31 | 11 | 487 |
| Hr Total | 0 | 102 | 592 | 379 | 0 | 12 | 87 | 58 | 0 | 75 | 459 | 7 | 2 | 229 | 92 | 48 | 2142 |
| *TOTAL* | 2 | 304 | 2076 | 1251 | 0 | 41 | 247 | 265 | 1 | 196 | 1258 | 45 | 9 | 1097 | 282 | 233 | 7307 |

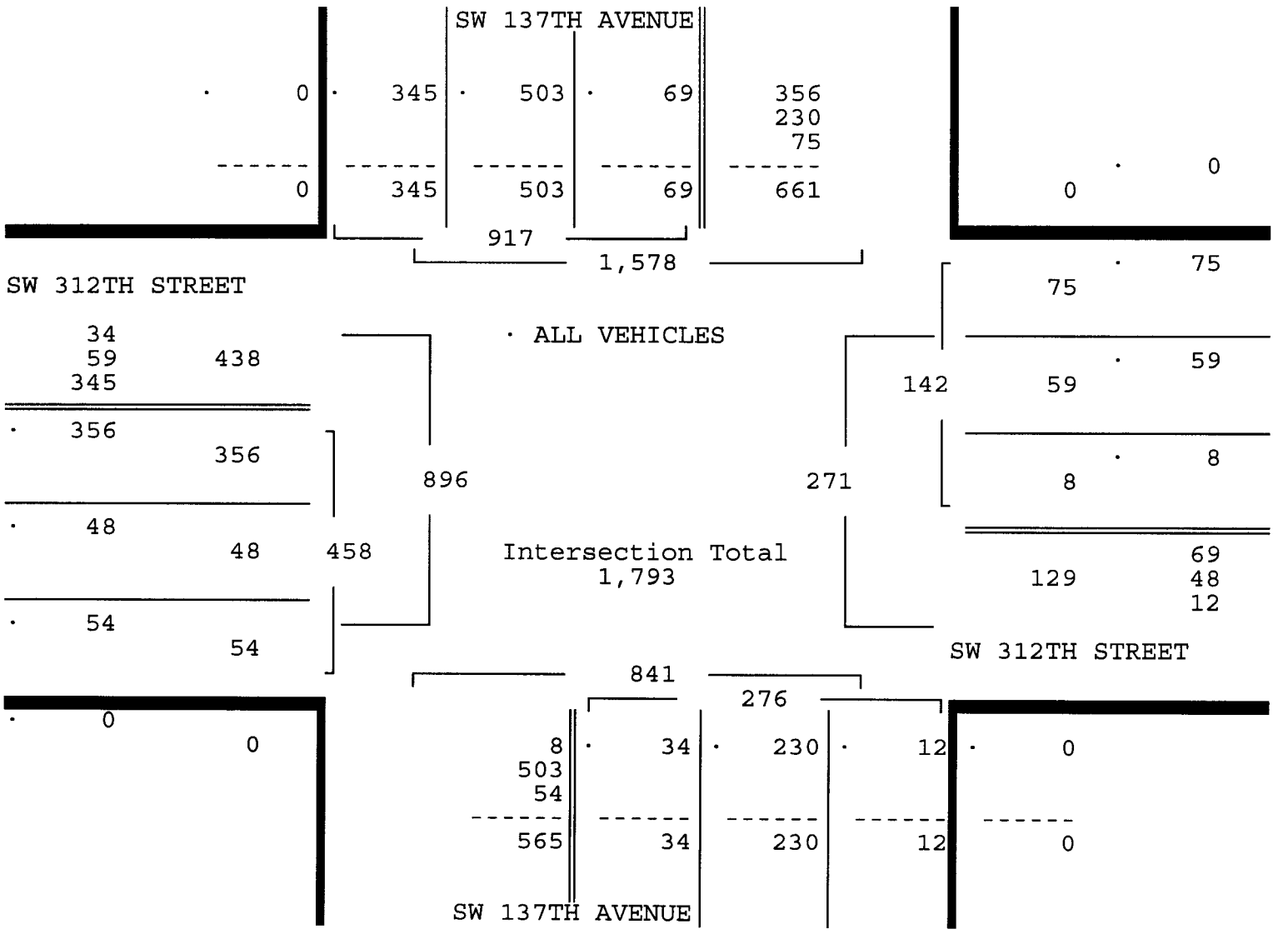
SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: RICHARD LEDUC

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S137A
 Page : 2

ALL VEHICLES

| SW 137TH AVENUE From North | | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|-------|------|------|------------------------------|-----|-------|------|-------|------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | | Thru | Right |
| Date 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak start 07:30 | | | | | 07:30 | | | | 07:30 | | | | 07:30 | | | | | | |
| Volume | 1 | 68 | 503 | 345 | 0 | 8 | 59 | 75 | 0 | 34 | 230 | 12 | 2 | 354 | 48 | 54 | | | |
| Percent | 0% | 7% | 55% | 38% | 0% | 6% | 42% | 53% | 0% | 12% | 83% | 4% | 0% | 77% | 10% | 12% | | | |
| Pk total | 917 | | | | 142 | | | | 276 | | | | 458 | | | | | | |
| Highest | 08:15 | | | | 07:30 | | | | 07:30 | | | | 08:00 | | | | | | |
| Volume | 0 | 18 | 133 | 99 | 0 | 3 | 14 | 32 | 0 | 8 | 60 | 5 | 2 | 96 | 11 | 17 | | | |
| Hi total | 250 | | | | 49 | | | | 73 | | | | 126 | | | | | | |
| PHF | .92 | | | | .72 | | | | .95 | | | | .91 | | | | | | |



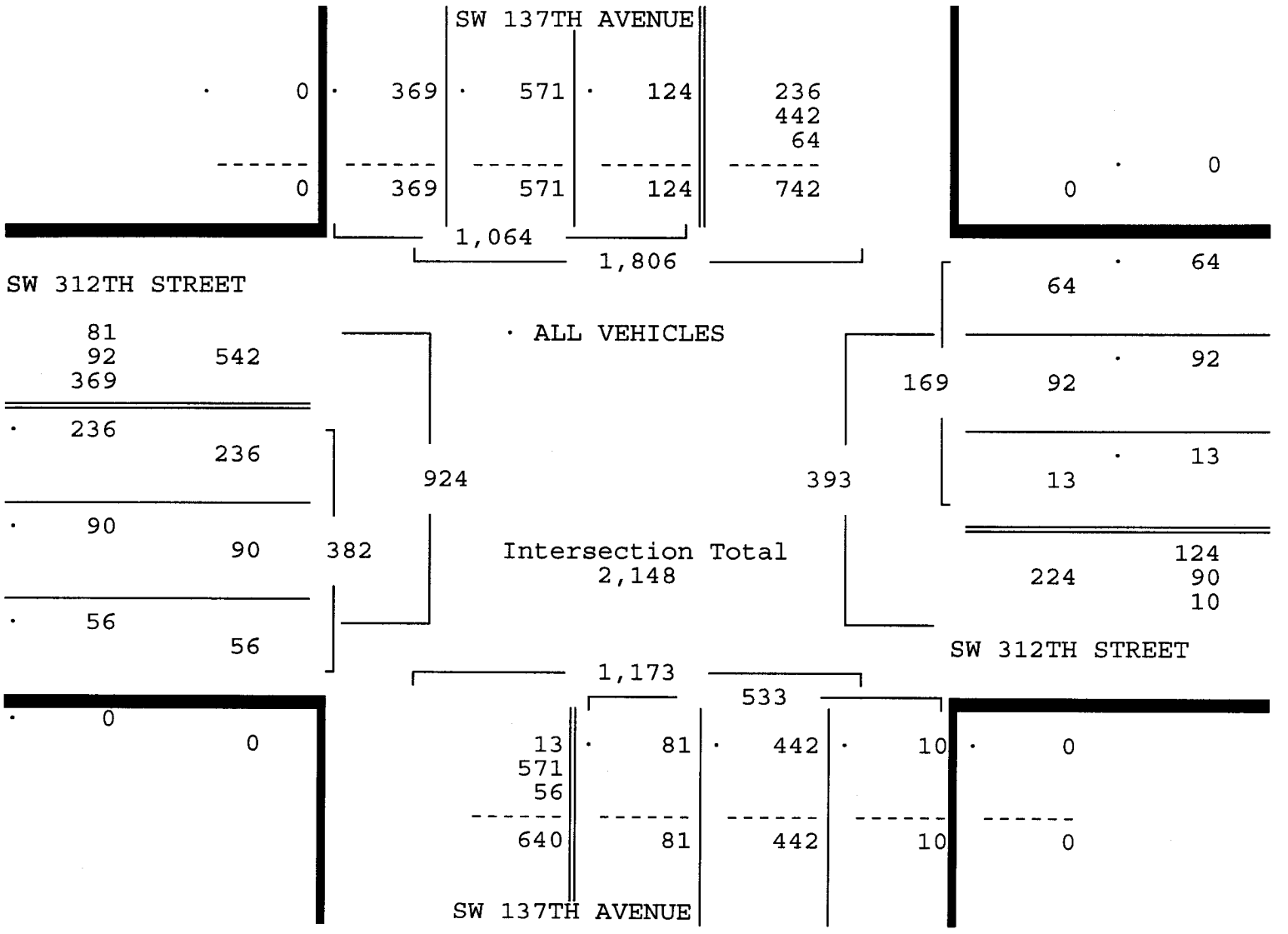
SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: RICHARD LEDUC

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

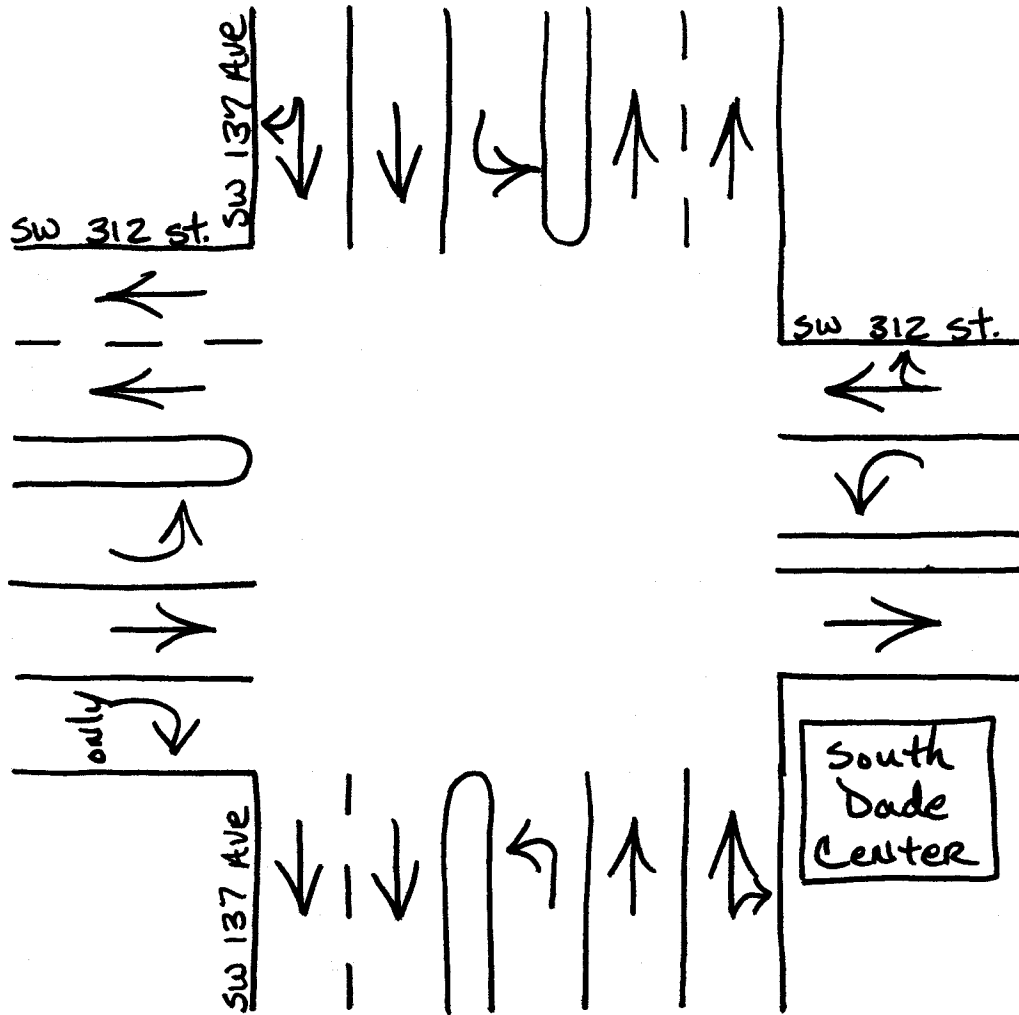
Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S137A
 Page : 3

ALL VEHICLES

| SW 137TH AVENUE From North | | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|-------|------|------|------------------------------|-----|-------|------|-------|------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | | Thru | Right |
| Date 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak start 16:45 | | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | | | |
| Volume | 0 | 124 | 571 | 369 | 0 | 13 | 92 | 64 | 0 | 81 | 442 | 10 | 2 | 234 | 90 | 56 | | | |
| Percent | 0% | 12% | 54% | 35% | 0% | 8% | 54% | 38% | 0% | 15% | 83% | 2% | 1% | 61% | 24% | 15% | | | |
| Pk total | 1064 | | | | 169 | | | | 533 | | | | 382 | | | | | | |
| Highest | 17:30 | | | | 17:30 | | | | 17:00 | | | | 16:45 | | | | | | |
| Volume | 0 | 23 | 160 | 104 | 0 | 1 | 26 | 19 | 0 | 28 | 142 | 3 | 0 | 60 | 29 | 19 | | | |
| Hi total | 287 | | | | 46 | | | | 173 | | | | 108 | | | | | | |
| PHF | .93 | | | | .92 | | | | .77 | | | | .88 | | | | | | |



NORTH ↑



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowen

Signalized

SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: RYAN HOWFIELD

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S162A
 Page : 1

ALL VEHICLES

| Date | SW 162ND AVENUE From North | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/16/07 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 18 | 34 | 6 | 0 | 52 | 139 | 20 | 0 | 11 | 38 | 55 | 0 | 2 | 133 | 6 | 514 |
| 07:15 | 0 | 21 | 25 | 7 | 1 | 33 | 148 | 22 | 0 | 13 | 55 | 67 | 0 | 1 | 121 | 5 | 519 |
| 07:30 | 0 | 21 | 25 | 15 | 0 | 16 | 190 | 23 | 0 | 22 | 33 | 70 | 0 | 3 | 143 | 8 | 569 |
| 07:45 | 0 | 19 | 23 | 7 | 0 | 19 | 203 | 22 | 0 | 16 | 49 | 51 | 0 | 7 | 131 | 10 | 557 |
| Hr Total | 0 | 79 | 107 | 35 | 1 | 120 | 680 | 87 | 0 | 62 | 175 | 243 | 0 | 13 | 528 | 29 | 2159 |
| 08:00 | 0 | 23 | 38 | 5 | 0 | 33 | 219 | 23 | 1 | 15 | 49 | 56 | 1 | 5 | 166 | 10 | 644 |
| 08:15 | 0 | 31 | 25 | 6 | 0 | 34 | 255 | 25 | 0 | 11 | 55 | 54 | 0 | 6 | 115 | 10 | 627 |
| 08:30 | 0 | 22 | 34 | 16 | 0 | 48 | 220 | 31 | 0 | 10 | 22 | 43 | 0 | 3 | 150 | 11 | 610 |
| 08:45 | 0 | 18 | 24 | 20 | 0 | 34 | 261 | 26 | 0 | 19 | 25 | 45 | 0 | 4 | 132 | 8 | 616 |
| Hr Total | 0 | 94 | 121 | 47 | 0 | 149 | 955 | 105 | 1 | 55 | 151 | 198 | 1 | 18 | 563 | 39 | 2497 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 21 | 38 | 14 | 0 | 58 | 248 | 30 | 0 | 29 | 48 | 55 | 0 | 10 | 221 | 14 | 786 |
| 16:15 | 0 | 22 | 50 | 18 | 0 | 50 | 226 | 17 | 0 | 18 | 28 | 53 | 0 | 12 | 222 | 8 | 724 |
| 16:30 | 0 | 39 | 44 | 15 | 1 | 62 | 243 | 24 | 0 | 20 | 48 | 47 | 0 | 6 | 228 | 16 | 793 |
| 16:45 | 0 | 40 | 49 | 13 | 0 | 74 | 270 | 23 | 0 | 14 | 46 | 50 | 0 | 9 | 218 | 10 | 816 |
| Hr Total | 0 | 122 | 181 | 60 | 1 | 244 | 987 | 94 | 0 | 81 | 170 | 205 | 0 | 37 | 889 | 48 | 3119 |
| 17:00 | 0 | 39 | 37 | 17 | 0 | 57 | 250 | 28 | 0 | 14 | 45 | 47 | 0 | 6 | 216 | 7 | 763 |
| 17:15 | 0 | 37 | 44 | 30 | 0 | 72 | 272 | 38 | 0 | 23 | 41 | 39 | 0 | 14 | 250 | 30 | 890 |
| 17:30 | 0 | 32 | 38 | 20 | 0 | 76 | 271 | 49 | 1 | 16 | 47 | 59 | 0 | 18 | 240 | 25 | 892 |
| 17:45 | 0 | 52 | 46 | 25 | 0 | 68 | 264 | 36 | 0 | 23 | 34 | 50 | 0 | 11 | 254 | 28 | 891 |
| Hr Total | 0 | 160 | 165 | 92 | 0 | 273 | 1057 | 151 | 1 | 76 | 167 | 195 | 0 | 49 | 960 | 90 | 3436 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 455 | 574 | 234 | 2 | 786 | 3679 | 437 | 2 | 274 | 663 | 841 | 1 | 117 | 2940 | 206 | 11211 |

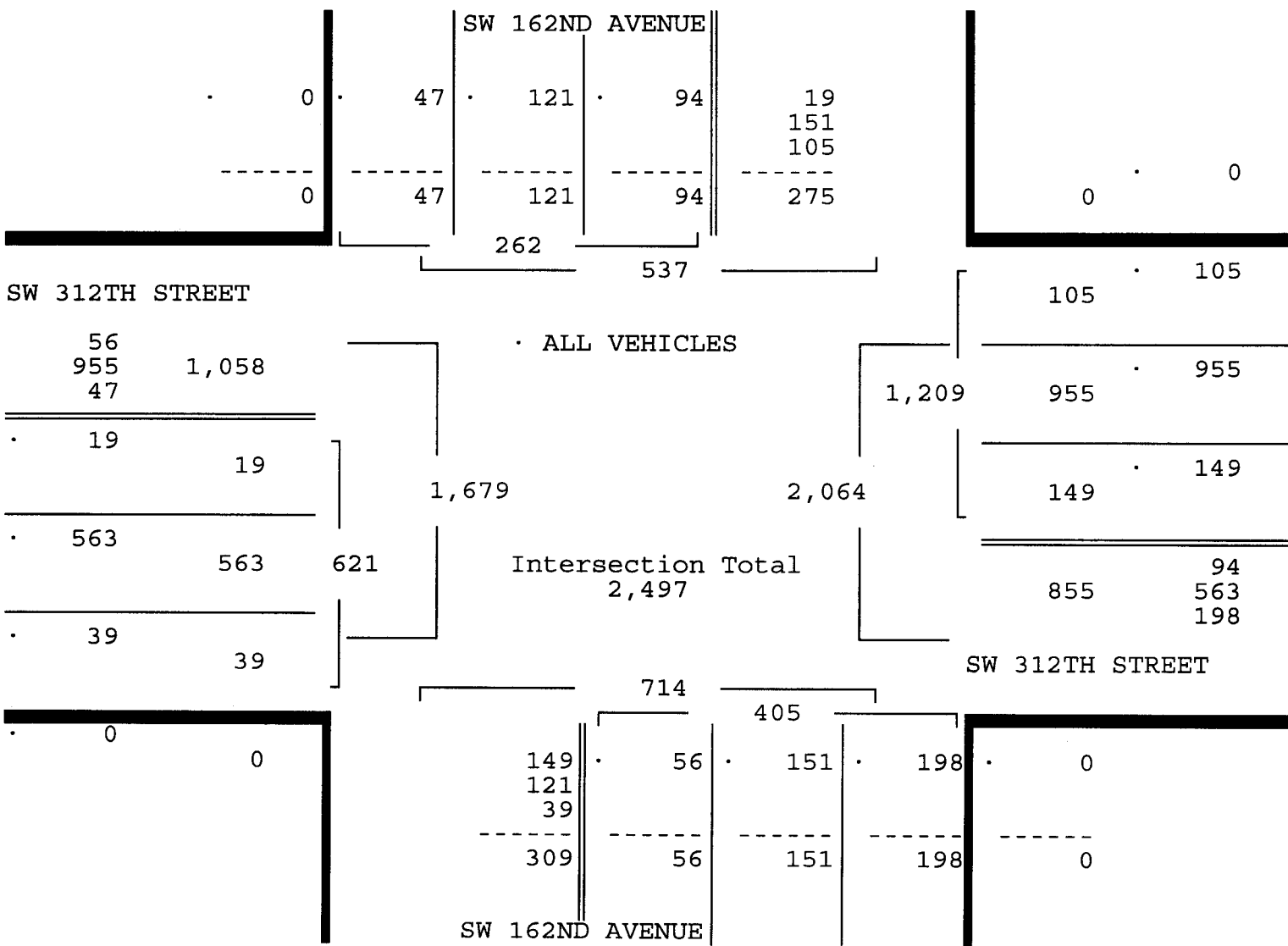
SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: RYAN HOWFIELD

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S162A
 Page : 2

ALL VEHICLES

| SW 162ND AVENUE From North | | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|-------|------|------|------------------------------|----|-------|------|-------|------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | | Thru | Right |
| Date 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/16/07 | | | | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | | | |
| Volume | 0 | 94 | 121 | 47 | 0 | 149 | 955 | 105 | 0 | 1 | 55 | 151 | 198 | 1 | 18 | 563 | 39 | | |
| Percent | 0% | 36% | 46% | 18% | 0% | 12% | 79% | 9% | 0% | 14% | 37% | 49% | 0% | 3% | 91% | 6% | | | |
| Pk total | 262 | | | | 1209 | | | | 405 | | | | 621 | | | | | | |
| Highest | 08:30 | | | | 08:45 | | | | 08:00 | | | | 08:00 | | | | | | |
| Volume | 0 | 22 | 34 | 16 | 0 | 34 | 261 | 26 | 1 | 15 | 49 | 56 | 1 | 5 | 166 | 10 | | | |
| Hi total | 72 | | | | 321 | | | | 121 | | | | 182 | | | | | | |
| PHF | .91 | | | | .94 | | | | .84 | | | | .85 | | | | | | |



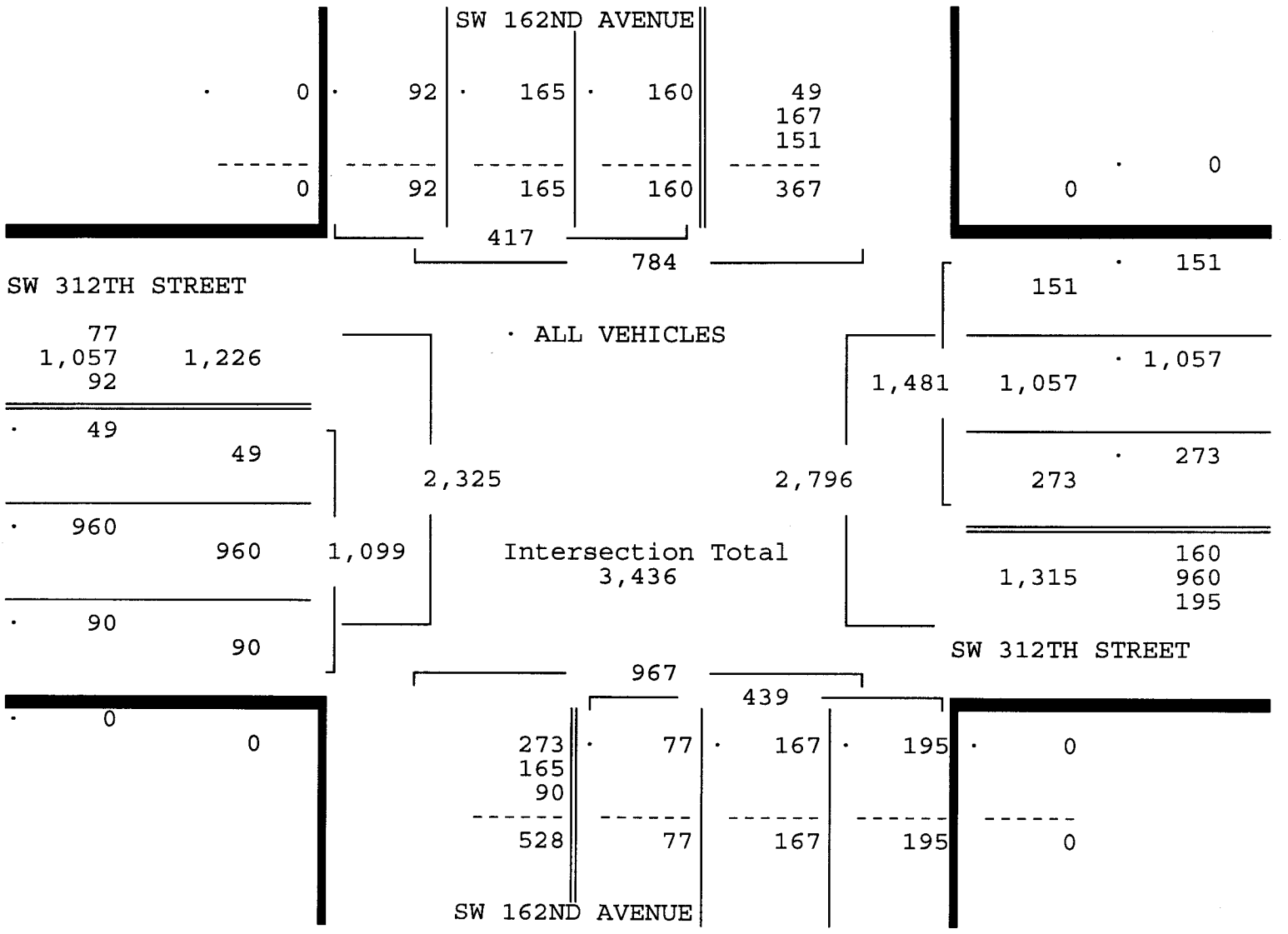
SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: RYAN HOWFIELD

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

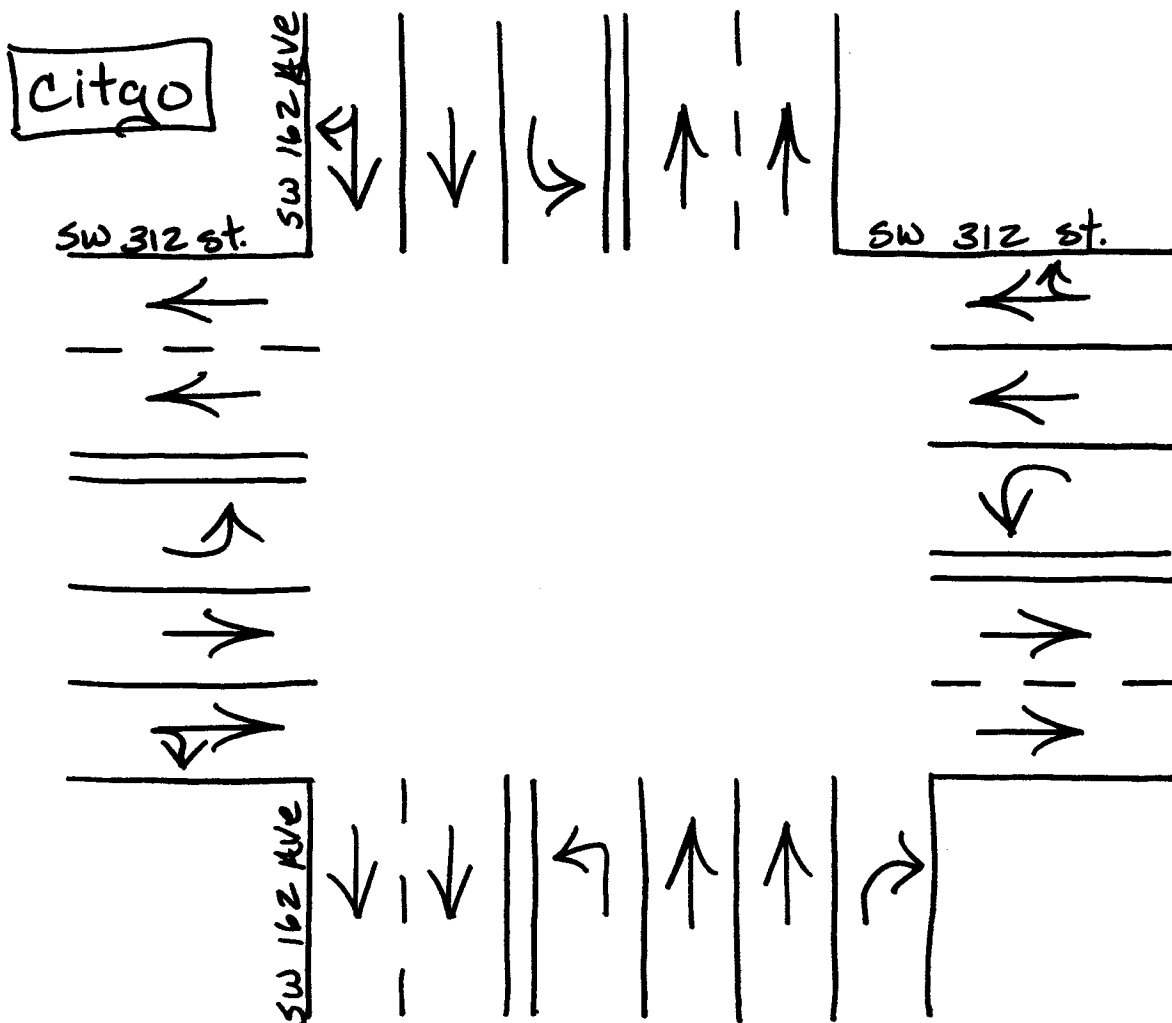
Site Code : 00070261
 Start Date: 11/16/07
 File I.D. : 312S162A
 Page : 3

ALL VEHICLES

| SW 162ND AVENUE From North | | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/16/07 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/16/07 | | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 160 | 165 | 92 | 0 | 273 | 1057 | 151 | 1 | 76 | 167 | 195 | 0 | 49 | 960 | 90 | |
| Percent | 0% | 38% | 40% | 22% | 0% | 18% | 71% | 10% | 0% | 17% | 38% | 44% | 0% | 4% | 87% | 8% | |
| Pk total | 417 | | | | 1481 | | | | 439 | | | | 1099 | | | | |
| Highest | 17:45 | | | | 17:30 | | | | 17:30 | | | | 17:15 | | | | |
| Volume | 0 | 52 | 46 | 25 | 0 | 76 | 271 | 49 | 1 | 16 | 47 | 59 | 0 | 14 | 250 | 30 | |
| Hi total | 123 | | | | 396 | | | | 123 | | | | 294 | | | | |
| PHF | .85 | | | | .93 | | | | .89 | | | | .93 | | | | |



NORTH ↑



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowen

Signalized

NASCAR 2008

SW 344TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. PALOMINO & M. GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 344STUS1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 344TH STREET From East | | | | US 1 From South | | | | SW 344TH STREET From West | | | | Total |
|-----------------------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/14/08 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 31 | 207 | 95 | 0 | 45 | 57 | 86 | 0 | 7 | 63 | 23 | 2 | 103 | 72 | 18 | 809 |
| 07:15 | 0 | 61 | 259 | 143 | 0 | 62 | 51 | 85 | 2 | 7 | 81 | 22 | 6 | 102 | 48 | 27 | 956 |
| 07:30 | 1 | 33 | 224 | 159 | 0 | 51 | 85 | 114 | 1 | 16 | 79 | 21 | 3 | 102 | 36 | 23 | 948 |
| 07:45 | 0 | 33 | 175 | 139 | 0 | 55 | 79 | 123 | 0 | 15 | 88 | 44 | 2 | 127 | 67 | 22 | 969 |
| Hr Total | 1 | 158 | 865 | 536 | 0 | 213 | 272 | 408 | 3 | 45 | 311 | 110 | 13 | 434 | 223 | 90 | 3682 |
| 08:00 | 0 | 56 | 180 | 116 | 0 | 33 | 63 | 103 | 2 | 23 | 114 | 49 | 0 | 135 | 56 | 30 | 960 |
| 08:15 | 0 | 35 | 196 | 98 | 0 | 46 | 68 | 72 | 1 | 16 | 99 | 32 | 0 | 102 | 49 | 28 | 842 |
| 08:30 | 2 | 61 | 136 | 86 | 0 | 24 | 46 | 94 | 1 | 20 | 111 | 28 | 1 | 99 | 52 | 38 | 799 |
| 08:45 | 1 | 56 | 194 | 113 | 0 | 34 | 35 | 74 | 2 | 24 | 161 | 55 | 3 | 97 | 34 | 25 | 908 |
| Hr Total | 3 | 208 | 706 | 413 | 0 | 137 | 212 | 343 | 6 | 83 | 485 | 164 | 4 | 433 | 191 | 121 | 3509 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 111 | 230 | 139 | 0 | 32 | 39 | 90 | 1 | 19 | 298 | 74 | 0 | 24 | 15 | 4 | 1076 |
| 16:15 | 0 | 62 | 239 | 103 | 0 | 49 | 54 | 93 | 1 | 9 | 227 | 36 | 0 | 149 | 69 | 19 | 1110 |
| 16:30 | 1 | 111 | 224 | 113 | 0 | 28 | 46 | 90 | 1 | 21 | 224 | 41 | 0 | 92 | 47 | 8 | 1047 |
| 16:45 | 0 | 75 | 244 | 141 | 0 | 48 | 46 | 84 | 0 | 5 | 210 | 39 | 1 | 143 | 70 | 14 | 1120 |
| Hr Total | 1 | 359 | 937 | 496 | 0 | 157 | 185 | 357 | 3 | 54 | 959 | 190 | 1 | 408 | 201 | 45 | 4353 |
| 17:00 | 1 | 76 | 239 | 112 | 0 | 56 | 43 | 85 | 2 | 12 | 238 | 42 | 0 | 129 | 79 | 15 | 1129 |
| 17:15 | 2 | 72 | 187 | 129 | 0 | 33 | 45 | 97 | 0 | 15 | 201 | 38 | 0 | 154 | 112 | 17 | 1102 |
| 17:30 | 0 | 92 | 221 | 111 | 0 | 57 | 48 | 96 | 0 | 8 | 199 | 53 | 0 | 122 | 91 | 18 | 1116 |
| 17:45 | 2 | 110 | 207 | 101 | 0 | 75 | 52 | 89 | 0 | 23 | 193 | 48 | 1 | 123 | 70 | 29 | 1123 |
| Hr Total | 5 | 350 | 854 | 453 | 0 | 221 | 188 | 367 | 2 | 58 | 831 | 181 | 1 | 528 | 352 | 79 | 4470 |
| *TOTAL* | 10 | 1075 | 3362 | 1898 | 0 | 728 | 857 | 1475 | 14 | 240 | 2586 | 645 | 19 | 1803 | 967 | 335 | 16014 |

TRAFFIC SURVEY SPECIALISTS, INC.

SW 344TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. PALOMINO & M. GOMEZ
 SIGNALIZED

624 GARDENIA TERRACE
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Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 344STUS1
 Page : 2

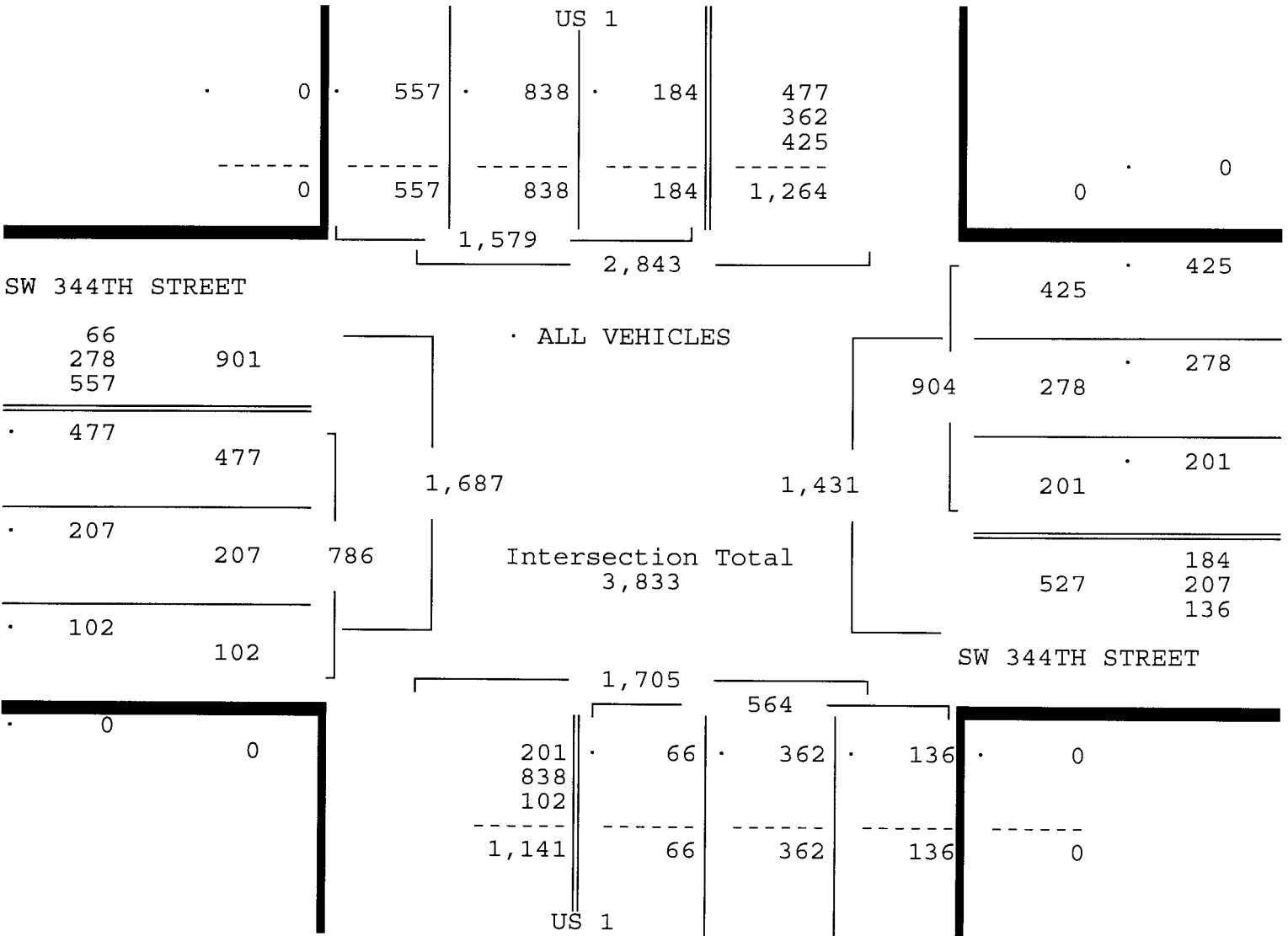
ALL VEHICLES

| US 1 From North | | | | SW 344TH STREET From East | | | | US 1 From South | | | | SW 344TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/14/08

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08

| Peak start 07:15 | | | | 07:15 | | | | 07:15 | | | | | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|-----|-----|----|-----|-----|-----|
| Volume | 1 | 183 | 838 | 557 | 0 | 201 | 278 | 425 | 5 | 61 | 362 | 136 | 11 | 466 | 207 | 102 |
| Percent | 0% | 12% | 53% | 35% | 0% | 22% | 31% | 47% | 1% | 11% | 64% | 24% | 1% | 59% | 26% | 13% |
| Pk total | 1579 | | | 904 | | | 564 | | | 786 | | | | | | |
| Highest | 07:15 | | | 07:45 | | | 08:00 | | | 08:00 | | | | | | |
| Volume | 0 | 61 | 259 | 143 | 0 | 55 | 79 | 123 | 2 | 23 | 114 | 49 | 0 | 135 | 56 | 30 |
| Hi total | 463 | | | 257 | | | 188 | | | 221 | | | | | | |
| PHF | .85 | | | .88 | | | .75 | | | .89 | | | | | | |



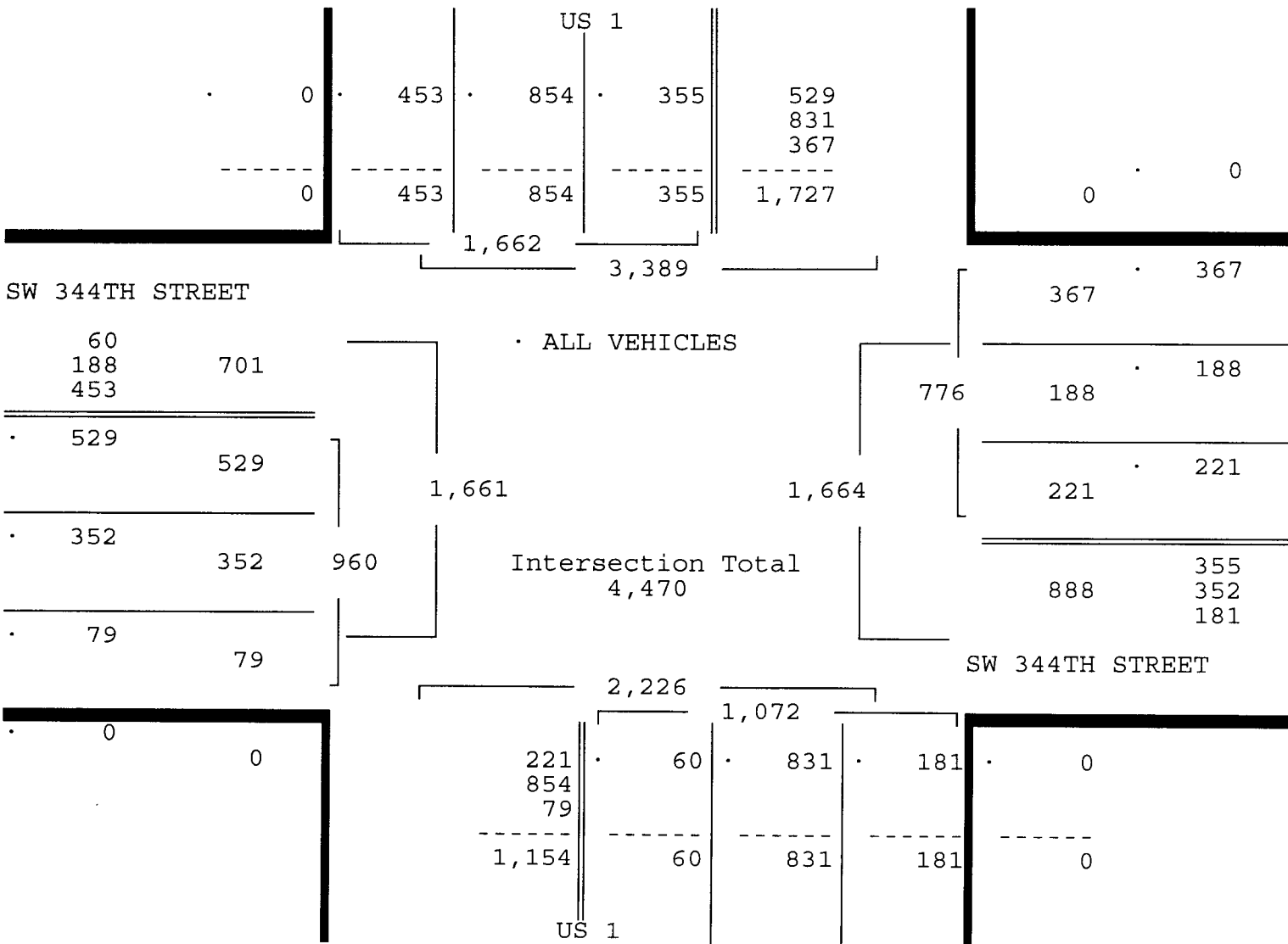
SW 344TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. PALOMINO & M. GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
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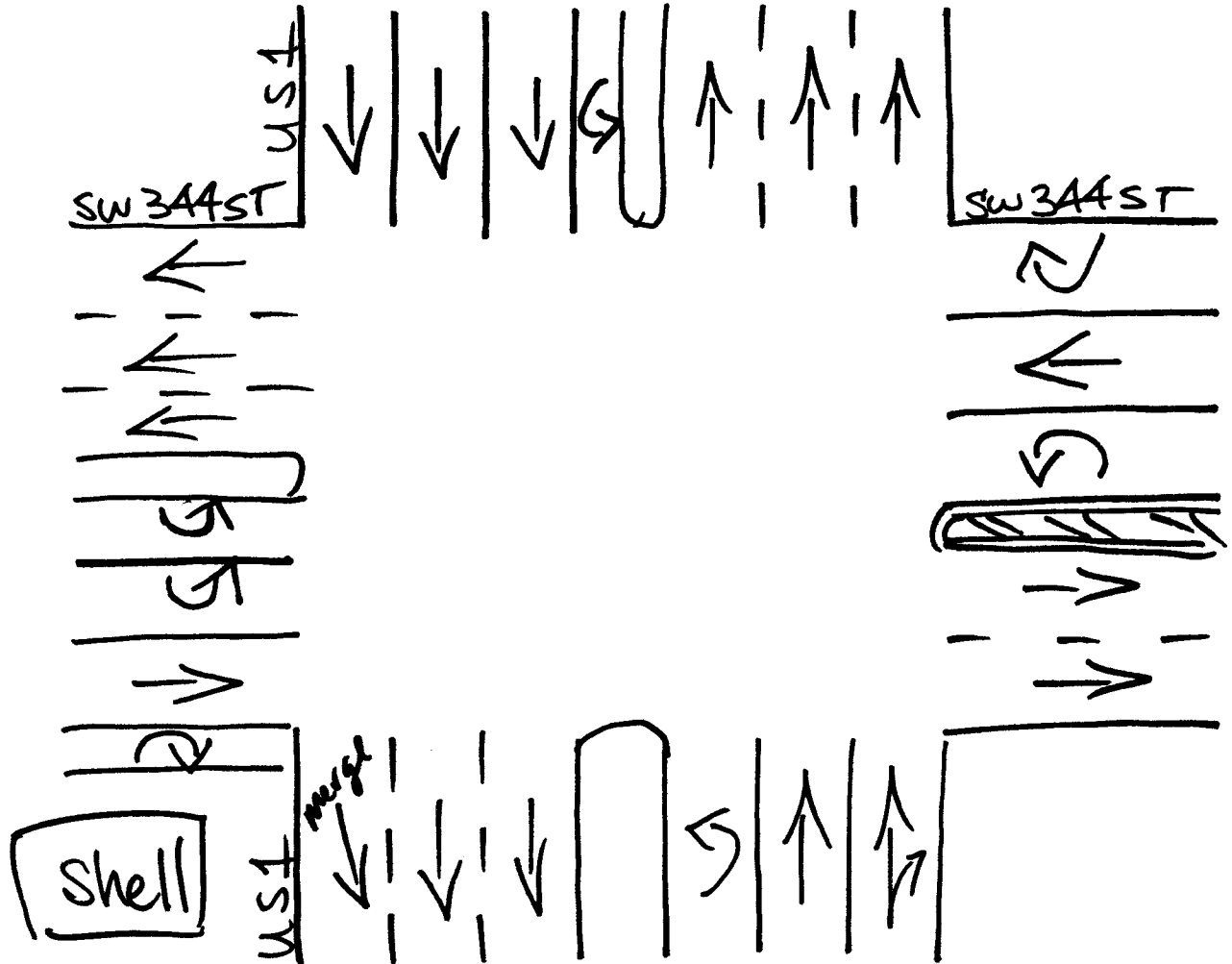
Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 344STUS1
 Page : 3

ALL VEHICLES

| US 1 From North | | | | SW 344TH STREET From East | | | | US 1 From South | | | | SW 344TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 5 | 350 | 854 | 453 | 0 | 221 | 188 | 367 | 2 | 58 | 831 | 181 | 1 | 528 | 352 | 79 |
| Percent | 0% | 21% | 51% | 27% | 0% | 28% | 24% | 47% | 0% | 5% | 78% | 17% | 0% | 55% | 37% | 8% |
| Pk total | 1662 | | | 776 | | | | 1072 | | | | 960 | | | | |
| Highest | 17:00 | | | 17:45 | | | | 17:00 | | | | 17:15 | | | | |
| Volume | 1 | 76 | 239 | 112 | 0 | 75 | 52 | 89 | 2 | 12 | 238 | 42 | 0 | 154 | 112 | 17 |
| Hi total | 428 | | | 216 | | | | 294 | | | | 283 | | | | |
| PHF | .97 | | | .90 | | | | .91 | | | | .85 | | | | |



↑
North



Homestead, Florida
November 16, 2008
drawn by: Luis Palomino
Signalized

SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. TANNER & D. CARDONA
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 328SUS1_
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|-----------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/14/08 | | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 29 | 122 | 18 | 0 | 24 | 33 | 15 | 8 | 15 | 108 | 16 | 0 | 9 | 29 | 16 | 443 |
| 07:15 | 0 | 10 | 160 | 26 | 0 | 26 | 42 | 13 | 7 | 14 | 115 | 7 | 0 | 11 | 27 | 12 | 470 |
| 07:30 | 3 | 16 | 172 | 25 | 0 | 14 | 64 | 20 | 8 | 29 | 135 | 7 | 0 | 28 | 36 | 7 | 564 |
| 07:45 | 1 | 28 | 172 | 44 | 0 | 19 | 64 | 22 | 7 | 31 | 157 | 9 | 0 | 31 | 43 | 16 | 644 |
| Hr Total | 5 | 83 | 626 | 113 | 0 | 83 | 203 | 70 | 30 | 89 | 515 | 39 | 0 | 79 | 135 | 51 | 2121 |
| 08:00 | 0 | 21 | 179 | 52 | 0 | 11 | 51 | 15 | 8 | 44 | 183 | 15 | 0 | 22 | 30 | 20 | 651 |
| 08:15 | 1 | 21 | 134 | 39 | 0 | 16 | 41 | 19 | 11 | 38 | 148 | 7 | 0 | 34 | 43 | 23 | 575 |
| 08:30 | 1 | 27 | 159 | 28 | 0 | 13 | 54 | 19 | 16 | 28 | 145 | 7 | 0 | 27 | 42 | 27 | 593 |
| 08:45 | 1 | 27 | 159 | 29 | 0 | 23 | 44 | 12 | 14 | 22 | 180 | 17 | 0 | 31 | 44 | 29 | 632 |
| Hr Total | 3 | 96 | 631 | 148 | 0 | 63 | 190 | 65 | 49 | 132 | 656 | 46 | 0 | 114 | 159 | 99 | 2451 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 28 | 205 | 38 | 0 | 16 | 55 | 15 | 19 | 52 | 224 | 21 | 0 | 47 | 65 | 29 | 814 |
| 16:15 | 0 | 41 | 188 | 37 | 0 | 26 | 54 | 8 | 14 | 46 | 253 | 28 | 0 | 37 | 62 | 22 | 816 |
| 16:30 | 0 | 28 | 203 | 23 | 0 | 17 | 50 | 16 | 22 | 46 | 206 | 22 | 0 | 48 | 46 | 28 | 755 |
| 16:45 | 0 | 40 | 204 | 37 | 0 | 27 | 56 | 13 | 21 | 39 | 232 | 30 | 0 | 46 | 63 | 32 | 840 |
| Hr Total | 0 | 137 | 800 | 135 | 0 | 86 | 215 | 52 | 76 | 183 | 915 | 101 | 0 | 178 | 236 | 111 | 3225 |
| 17:00 | 3 | 49 | 204 | 40 | 0 | 21 | 48 | 17 | 27 | 30 | 200 | 26 | 0 | 61 | 80 | 27 | 833 |
| 17:15 | 1 | 40 | 213 | 32 | 0 | 24 | 51 | 19 | 14 | 35 | 244 | 29 | 0 | 56 | 75 | 34 | 867 |
| 17:30 | 0 | 29 | 202 | 39 | 0 | 22 | 61 | 22 | 19 | 29 | 269 | 33 | 0 | 55 | 72 | 24 | 876 |
| 17:45 | 2 | 44 | 187 | 43 | 0 | 22 | 52 | 14 | 22 | 35 | 197 | 38 | 0 | 45 | 58 | 26 | 785 |
| Hr Total | 6 | 162 | 806 | 154 | 0 | 89 | 212 | 72 | 82 | 129 | 910 | 126 | 0 | 217 | 285 | 111 | 3361 |
| *TOTAL* | 14 | 478 | 2863 | 550 | 0 | 321 | 820 | 259 | 237 | 533 | 2996 | 312 | 0 | 588 | 815 | 372 | 11158 |

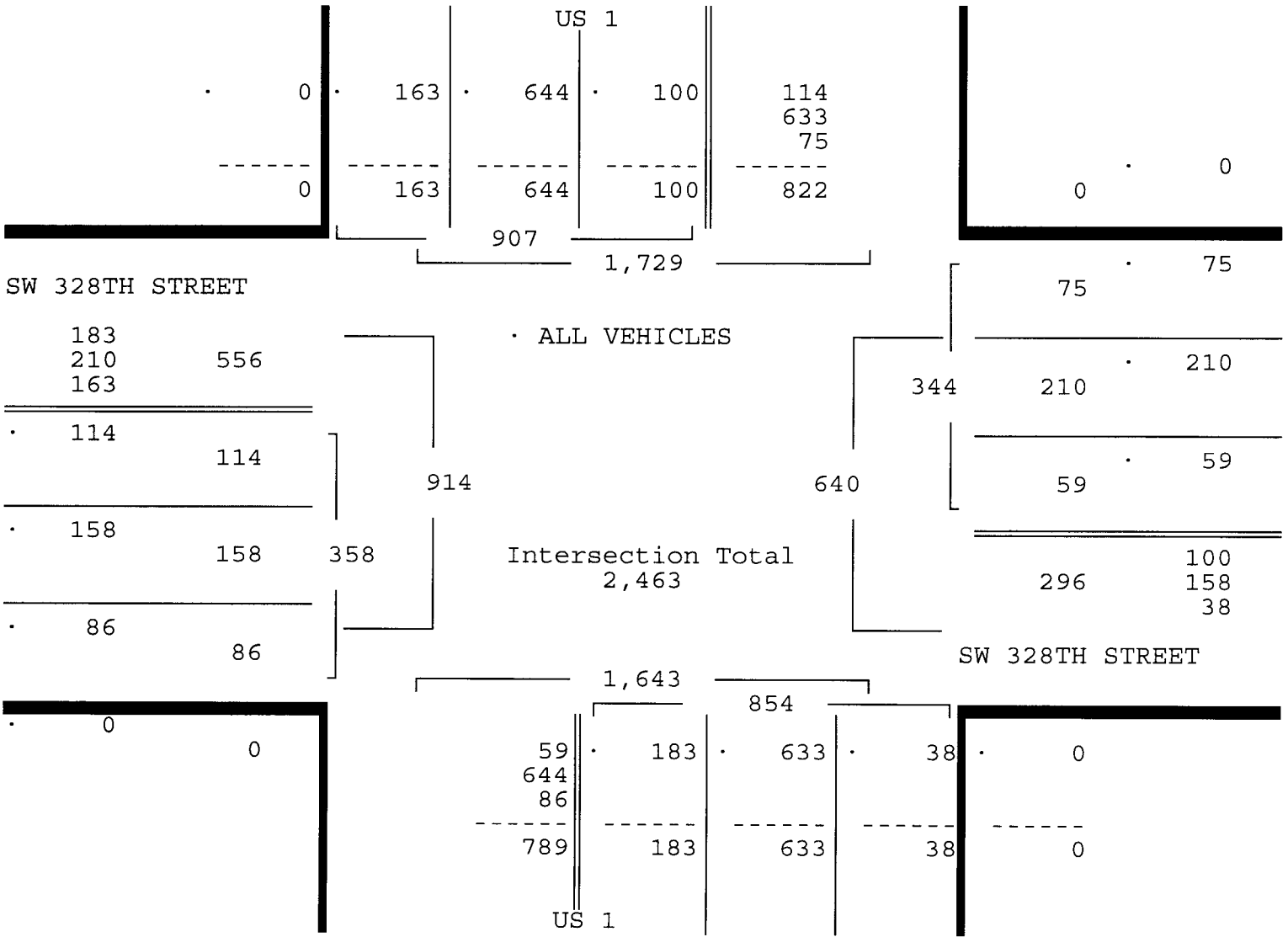
SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. TANNER & D. CARDONA
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 328SUS1_
 Page : 2

ALL VEHICLES

| US 1 From North | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------------------------------|-------|-------|-------|--------------------|-------|-------|-------|------------------------------|-------|-------|-------|-------|------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | | Thru | Right |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
| Volume | 3 | 97 | 644 | 163 | 0 | 59 | 210 | 75 | 42 | 141 | 633 | 38 | 0 | 114 | 158 | 86 |
| Percent | 0% | 11% | 71% | 18% | 0% | 17% | 61% | 22% | 5% | 17% | 74% | 4% | 0% | 32% | 44% | 24% |
| Pk total | 907 | | | | 344 | | | | 854 | | | | 358 | | | |
| Highest | 08:00 | | | | 07:45 | | | | 08:00 | | | | 08:15 | | | |
| Volume | 0 | 21 | 179 | 52 | 0 | 19 | 64 | 22 | 8 | 44 | 183 | 15 | 0 | 34 | 43 | 23 |
| Hi total | 252 | | | | 105 | | | | 250 | | | | 100 | | | |
| PHF | .90 | | | | .82 | | | | .85 | | | | .90 | | | |



SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. TANNER & D. CARDONA
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 328SUS1_
 Page : 3

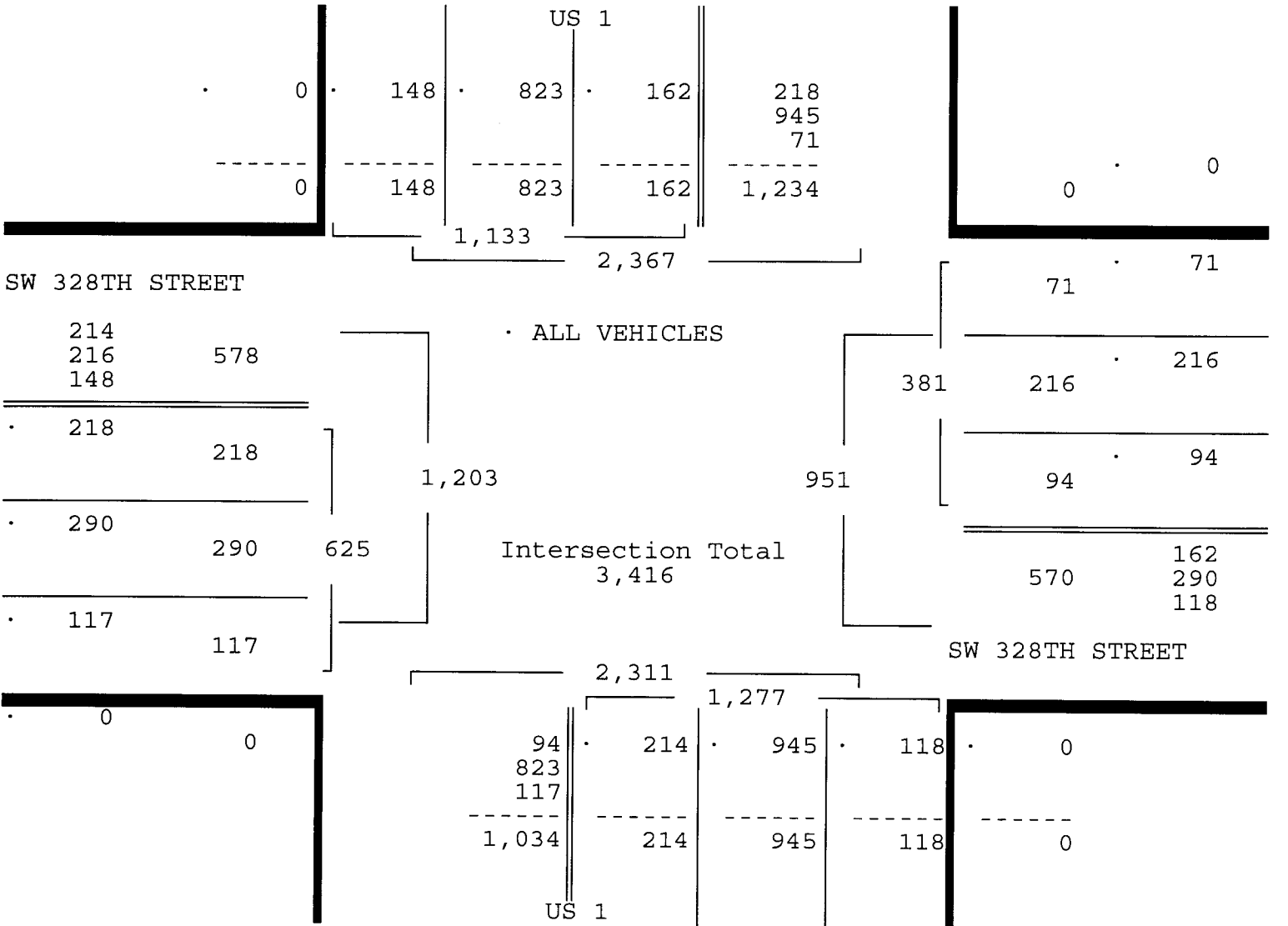
ALL VEHICLES

| US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

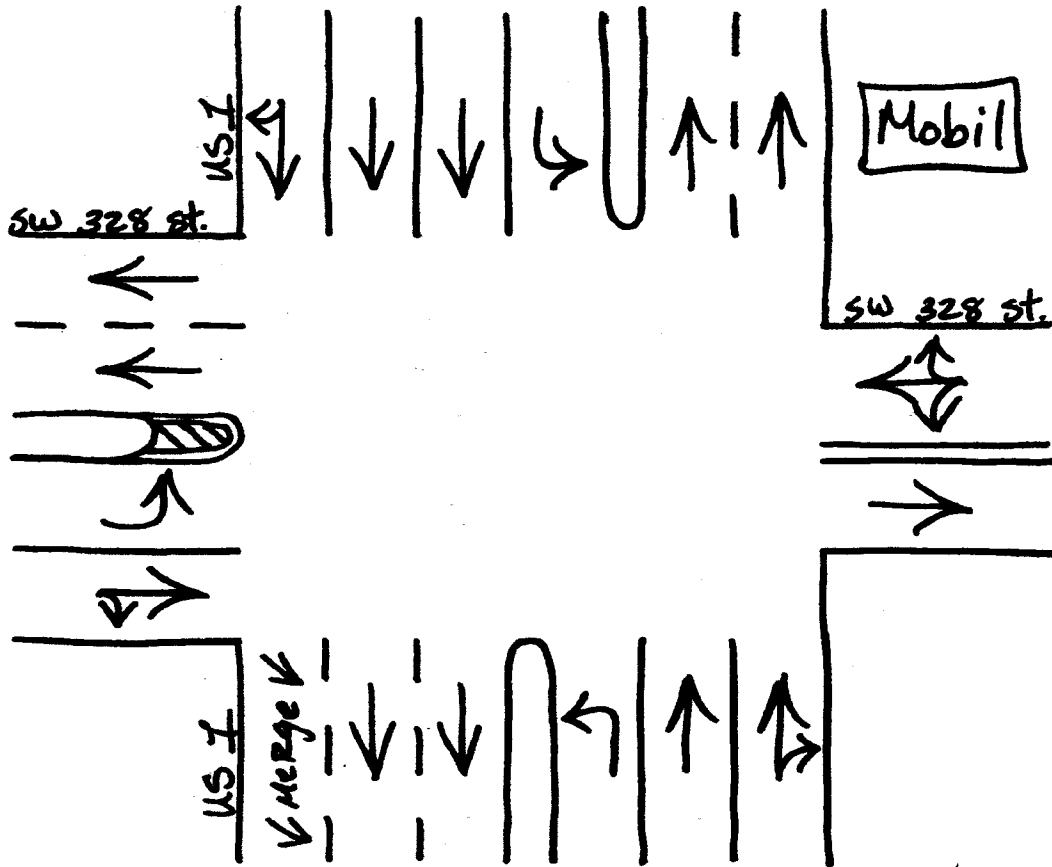
Date 11/14/08

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08

| Peak start 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|-----|-------|----|-----|-----|-----|
| Volume | 4 | 158 | 823 | 148 | 0 | 94 | 216 | 71 | 81 | 133 | 945 | 118 | 0 | 218 | 290 | 117 |
| Percent | 0% | 14% | 73% | 13% | 0% | 25% | 57% | 19% | 6% | 10% | 74% | 9% | 0% | 35% | 46% | 19% |
| Pk total | 1133 | | | 381 | | | 1277 | | | 625 | | | | | | |
| Highest | 17:00 | | | 17:30 | | | 17:30 | | | 17:00 | | | | | | |
| Volume | 3 | 49 | 204 | 40 | 0 | 22 | 61 | 22 | 19 | 29 | 269 | 33 | 0 | 61 | 80 | 27 |
| Hi total | 296 | | | 105 | | | 350 | | | 168 | | | | | | |
| PHF | .96 | | | .91 | | | .91 | | | .93 | | | | | | |



NORTH ↑



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowers

Signalized



TRAFFIC SURVEY SPECIALISTS, INC.

SW 312TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: M. ESPINOSA & M. ANDERSON
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312STUS1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/14/08 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 19 | 150 | 9 | 0 | 34 | 108 | 12 | 0 | 10 | 140 | 27 | 0 | 25 | 52 | 9 | 595 |
| 07:15 | 2 | 22 | 124 | 11 | 0 | 50 | 111 | 18 | 0 | 11 | 116 | 21 | 0 | 45 | 101 | 11 | 643 |
| 07:30 | 1 | 29 | 161 | 20 | 0 | 54 | 117 | 20 | 0 | 17 | 174 | 37 | 0 | 31 | 68 | 12 | 741 |
| 07:45 | 0 | 17 | 179 | 27 | 1 | 57 | 186 | 29 | 0 | 34 | 138 | 29 | 0 | 45 | 68 | 11 | 821 |
| Hr Total | 3 | 87 | 614 | 67 | 1 | 195 | 522 | 79 | 0 | 72 | 568 | 114 | 0 | 146 | 289 | 43 | 2800 |
| 08:00 | 1 | 35 | 188 | 20 | 0 | 55 | 146 | 16 | 1 | 30 | 198 | 53 | 0 | 40 | 86 | 26 | 895 |
| 08:15 | 1 | 25 | 136 | 18 | 0 | 46 | 143 | 29 | 0 | 32 | 177 | 38 | 0 | 33 | 105 | 16 | 799 |
| 08:30 | 1 | 41 | 174 | 21 | 0 | 65 | 123 | 26 | 0 | 40 | 159 | 47 | 0 | 45 | 75 | 23 | 840 |
| 08:45 | 4 | 31 | 164 | 21 | 0 | 66 | 144 | 21 | 1 | 24 | 168 | 33 | 0 | 64 | 111 | 17 | 869 |
| Hr Total | 7 | 132 | 662 | 80 | 0 | 232 | 556 | 92 | 2 | 126 | 702 | 171 | 0 | 182 | 377 | 82 | 3403 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 2 | 44 | 204 | 22 | 0 | 66 | 144 | 26 | 1 | 37 | 209 | 80 | 0 | 87 | 152 | 27 | 1101 |
| 16:15 | 1 | 44 | 205 | 18 | 0 | 59 | 154 | 22 | 0 | 36 | 256 | 66 | 0 | 60 | 116 | 32 | 1069 |
| 16:30 | 1 | 35 | 234 | 15 | 0 | 52 | 134 | 24 | 0 | 33 | 225 | 83 | 1 | 89 | 142 | 37 | 1105 |
| 16:45 | 2 | 42 | 216 | 14 | 0 | 69 | 151 | 17 | 1 | 26 | 251 | 103 | 0 | 81 | 122 | 30 | 1125 |
| Hr Total | 6 | 165 | 859 | 69 | 0 | 246 | 583 | 89 | 2 | 132 | 941 | 332 | 1 | 317 | 532 | 126 | 4400 |
| 17:00 | 0 | 51 | 229 | 10 | 0 | 66 | 138 | 22 | 0 | 27 | 262 | 90 | 0 | 90 | 155 | 25 | 1165 |
| 17:15 | 1 | 34 | 212 | 19 | 0 | 66 | 138 | 15 | 2 | 33 | 256 | 110 | 0 | 71 | 131 | 24 | 1112 |
| 17:30 | 1 | 51 | 234 | 24 | 0 | 77 | 119 | 26 | 0 | 37 | 257 | 106 | 0 | 80 | 156 | 36 | 1204 |
| 17:45 | 0 | 40 | 208 | 11 | 0 | 78 | 127 | 14 | 2 | 36 | 244 | 92 | 0 | 74 | 155 | 36 | 1117 |
| Hr Total | 2 | 176 | 883 | 64 | 0 | 287 | 522 | 77 | 4 | 133 | 1019 | 398 | 0 | 315 | 597 | 121 | 4598 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 18 | 560 | 3018 | 280 | 1 | 960 | 2183 | 337 | 8 | 463 | 3230 | 1015 | 1 | 960 | 1795 | 372 | 15201 |

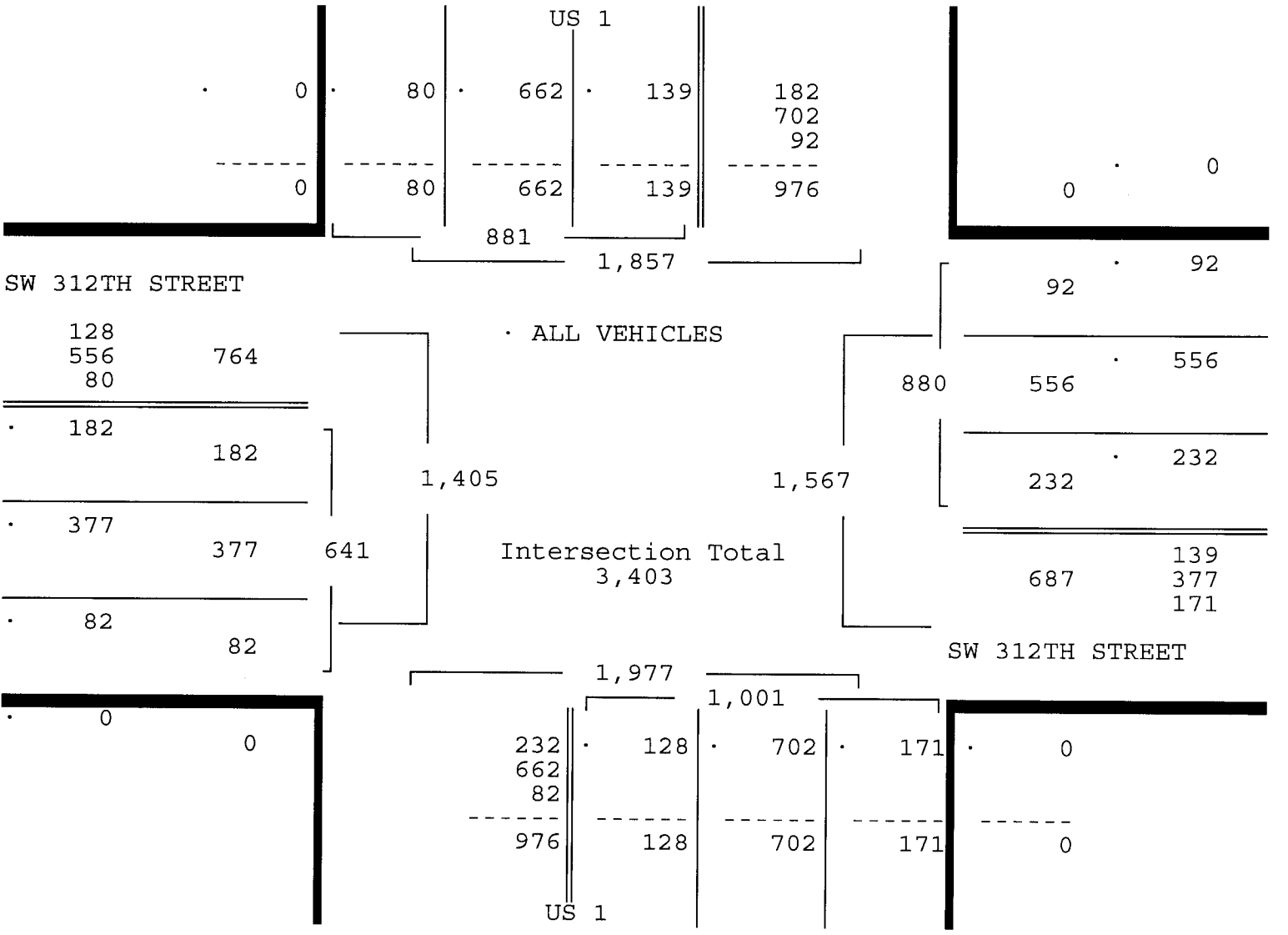
SW 312TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: M. ESPINOSA & M. ANDERSON
 SIGNALIZED

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 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312STUS1
 Page : 2

ALL VEHICLES

| US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|-------|------|-------|--------------------|-------|------|-------|------------------------------|-------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 7 | 132 | 662 | 80 | 0 | 232 | 556 | 92 | 2 | 126 | 702 | 171 | 0 | 182 | 377 | 82 |
| Percent | 1% | 15% | 75% | 9% | 0% | 26% | 63% | 10% | 0% | 13% | 70% | 17% | 0% | 28% | 59% | 13% |
| Pk total | 881 | | | 880 | 880 | | | 1001 | 641 | | | | | | | |
| Highest | 08:00 | | | | 08:45 | | | | 08:00 | | | | 08:45 | | | |
| Volume | 1 | 35 | 188 | 20 | 0 | 66 | 144 | 21 | 1 | 30 | 198 | 53 | 0 | 64 | 111 | 17 |
| Hi total | 244 | | | | 231 | | | | 282 | | | | 192 | | | |
| PHF | .90 | | | | .95 | | | | .89 | | | | .83 | | | |



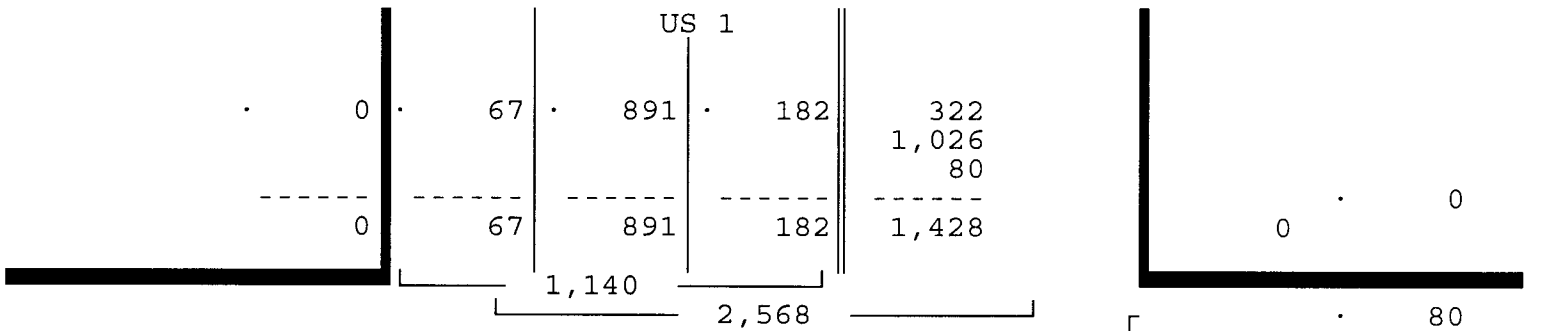
ALL VEHICLES

| US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

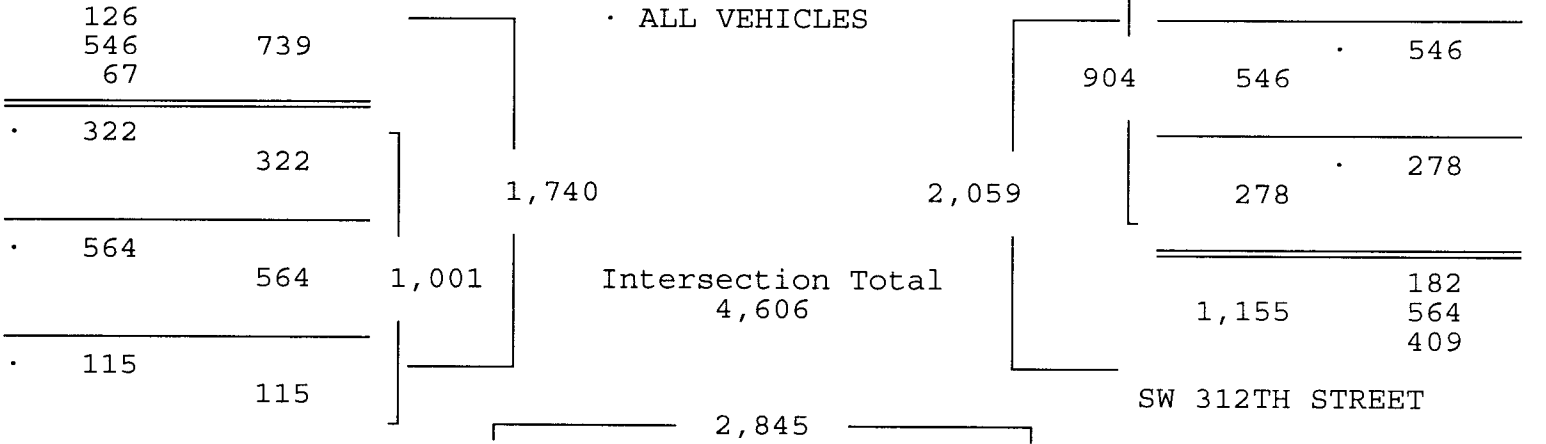
Date 11/14/08

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08

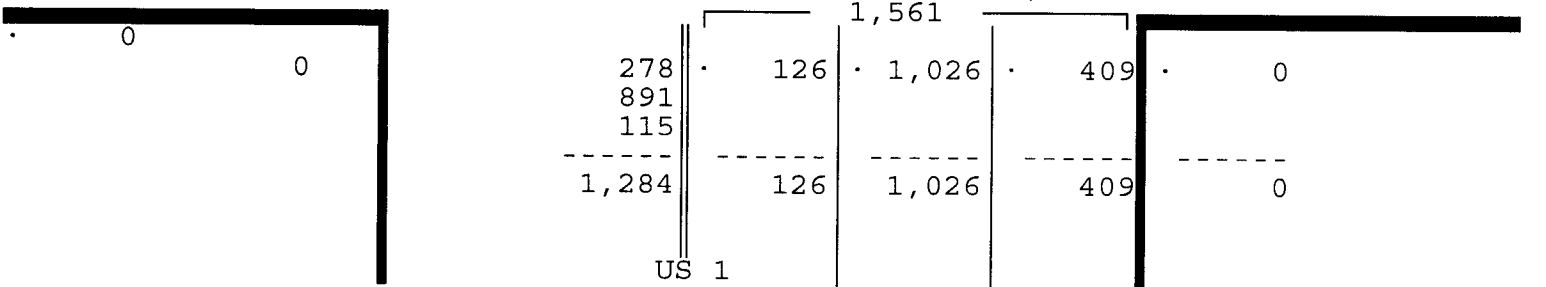
| Peak start 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|------|-------|----|-----|-----|-----|
| Volume | 4 | 178 | 891 | 67 | 0 | 278 | 546 | 80 | 3 | 123 | 1026 | 409 | 0 | 322 | 564 | 115 |
| Percent | 0% | 16% | 78% | 6% | 0% | 31% | 60% | 9% | 0% | 8% | 66% | 26% | 0% | 32% | 56% | 11% |
| Pk total | 1140 | | | 904 | | | 1561 | | | 1001 | | | | | | |
| Highest | 17:30 | | | 16:45 | | | 17:15 | | | 17:30 | | | | | | |
| Volume | 1 | 51 | 234 | 24 | 0 | 69 | 151 | 17 | 2 | 33 | 256 | 110 | 0 | 80 | 156 | 36 |
| Hi total | 310 | | | 237 | | | 401 | | | 272 | | | | | | |
| PHF | .92 | | | .95 | | | .97 | | | .92 | | | | | | |

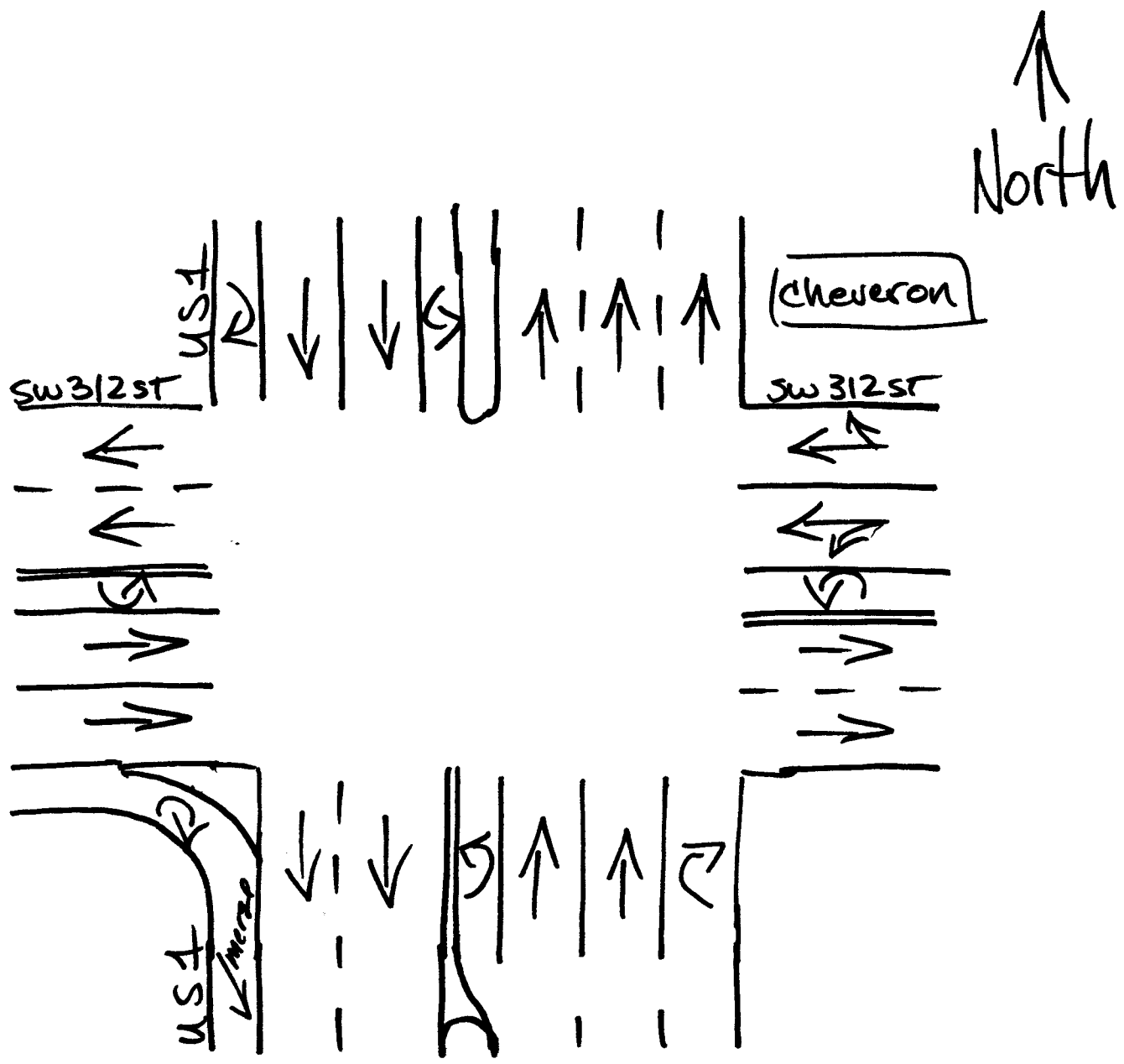


SW 312TH STREET



SW 312TH STREET





Homestead, Florida
 November 16, 2008
 drawn by: Luis Palomino
 Signalized

SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: DANIEL GUTIERREZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S162A
 Page : 1

ALL VEHICLES

| Date | SW 162ND AVENUE From North | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/14/08 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 17 | 40 | 5 | 1 | 54 | 127 | 21 | 0 | 19 | 50 | 80 | 0 | 2 | 111 | 13 | 540 |
| 07:15 | 0 | 27 | 26 | 7 | 0 | 46 | 145 | 18 | 0 | 18 | 54 | 100 | 0 | 4 | 118 | 7 | 570 |
| 07:30 | 0 | 32 | 34 | 6 | 0 | 49 | 211 | 24 | 0 | 26 | 58 | 84 | 0 | 5 | 136 | 10 | 675 |
| 07:45 | 0 | 32 | 43 | 11 | 0 | 40 | 250 | 23 | 0 | 20 | 60 | 108 | 0 | 3 | 160 | 8 | 758 |
| Hr Total | 0 | 108 | 143 | 29 | 1 | 189 | 733 | 86 | 0 | 83 | 222 | 372 | 0 | 14 | 525 | 38 | 2543 |
| 08:00 | 0 | 42 | 42 | 15 | 0 | 45 | 206 | 26 | 0 | 25 | 75 | 114 | 0 | 7 | 171 | 14 | 782 |
| 08:15 | 0 | 32 | 39 | 6 | 0 | 51 | 231 | 28 | 1 | 32 | 52 | 101 | 0 | 12 | 149 | 18 | 752 |
| 08:30 | 0 | 38 | 34 | 8 | 0 | 87 | 211 | 25 | 0 | 22 | 48 | 81 | 0 | 4 | 143 | 12 | 713 |
| 08:45 | 0 | 31 | 33 | 18 | 0 | 45 | 247 | 21 | 0 | 25 | 27 | 54 | 0 | 5 | 192 | 13 | 711 |
| Hr Total | 0 | 143 | 148 | 47 | 0 | 228 | 895 | 100 | 1 | 104 | 202 | 350 | 0 | 28 | 655 | 57 | 2958 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 35 | 50 | 16 | 0 | 73 | 225 | 41 | 0 | 31 | 27 | 68 | 0 | 15 | 218 | 22 | 821 |
| 16:15 | 0 | 40 | 59 | 8 | 0 | 81 | 256 | 46 | 0 | 26 | 45 | 76 | 0 | 10 | 215 | 27 | 889 |
| 16:30 | 0 | 47 | 40 | 8 | 0 | 83 | 261 | 32 | 0 | 25 | 52 | 72 | 0 | 23 | 211 | 14 | 868 |
| 16:45 | 0 | 33 | 54 | 11 | 0 | 77 | 257 | 33 | 0 | 28 | 39 | 66 | 0 | 9 | 230 | 27 | 864 |
| Hr Total | 0 | 155 | 203 | 43 | 0 | 314 | 999 | 152 | 0 | 110 | 163 | 282 | 0 | 57 | 874 | 90 | 3442 |
| 17:00 | 0 | 47 | 52 | 9 | 0 | 87 | 230 | 28 | 0 | 36 | 35 | 73 | 0 | 11 | 243 | 34 | 885 |
| 17:15 | 0 | 41 | 61 | 11 | 0 | 79 | 256 | 36 | 0 | 36 | 36 | 86 | 0 | 14 | 232 | 16 | 904 |
| 17:30 | 1 | 52 | 57 | 18 | 0 | 74 | 236 | 33 | 0 | 22 | 44 | 84 | 0 | 14 | 266 | 41 | 942 |
| 17:45 | 0 | 44 | 45 | 18 | 0 | 83 | 240 | 36 | 0 | 27 | 52 | 83 | 0 | 10 | 256 | 28 | 922 |
| Hr Total | 1 | 184 | 215 | 56 | 0 | 323 | 962 | 133 | 0 | 121 | 167 | 326 | 0 | 49 | 997 | 119 | 3653 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 1 | 590 | 709 | 175 | 1 | 1054 | 3589 | 471 | 1 | 418 | 754 | 1330 | 0 | 148 | 3051 | 304 | 12596 |

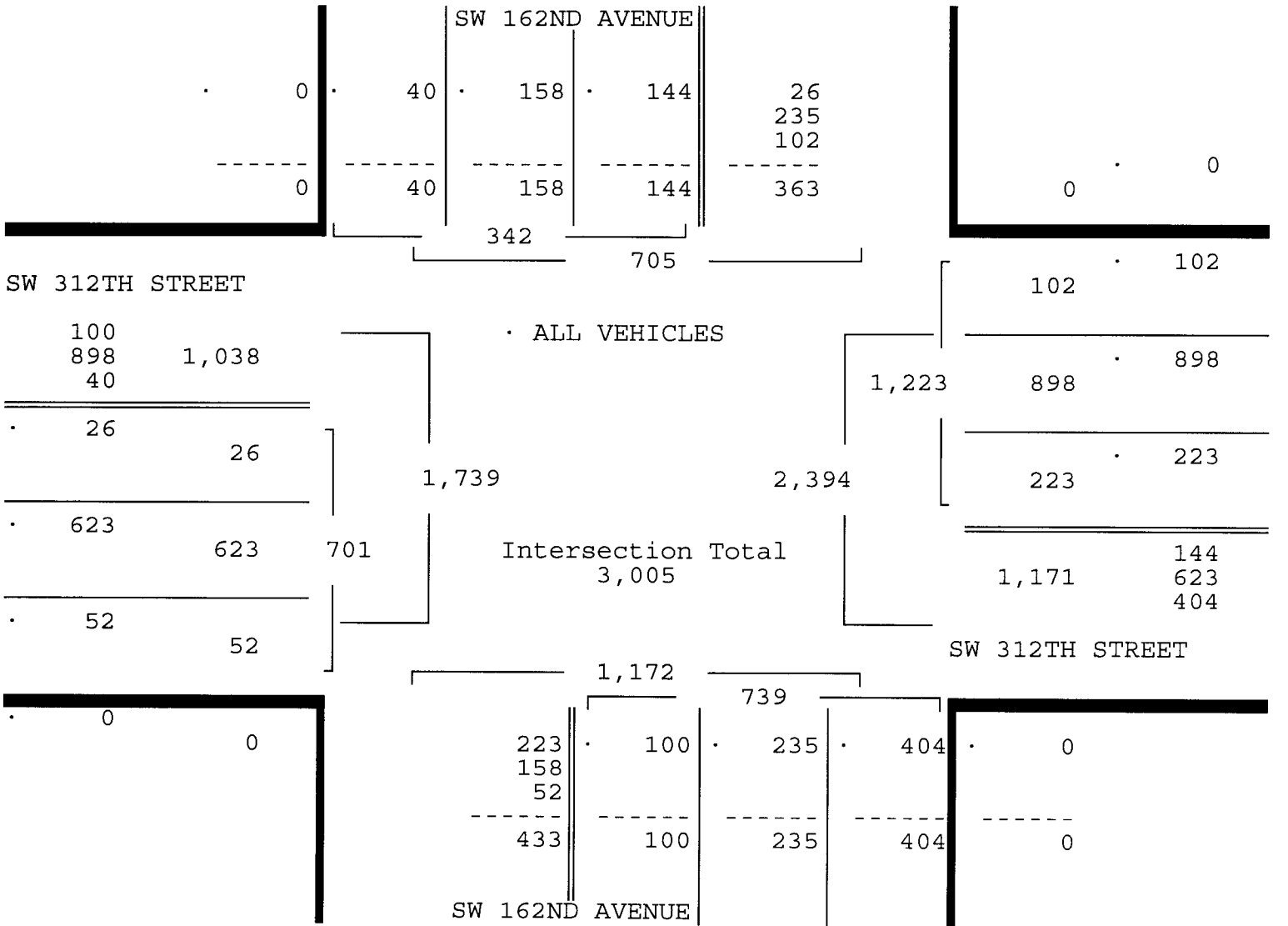
SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: DANIEL GUTIERREZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S162A
 Page : 2

ALL VEHICLES

| SW 162ND AVENUE From North | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total | |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|-------|------|-------|-------------------------------|-------|------|-------|------------------------------|-------|------|-------|-------|--|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | | |
| Date 11/14/08 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08 | | | | | | | | | | | | | | | | | |
| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | | |
| Volume | 0 | 144 | 158 | 40 | 0 | 223 | 898 | 102 | 1 | 99 | 235 | 404 | 0 | 26 | 623 | 52 | |
| Percent | 0% | 42% | 46% | 12% | 0% | 18% | 73% | 8% | 0% | 13% | 32% | 55% | 0% | 4% | 89% | 7% | |
| Pk total | 342 | | | 1223 | | | | 739 | | | | 701 | | | | | |
| Highest | 08:00 | | | | 08:30 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 42 | 42 | 15 | 0 | 87 | 211 | 25 | 0 | 25 | 75 | 114 | 0 | 7 | 171 | 14 | |
| Hi total | 99 | | | 323 | | | | 214 | | | | 192 | | | | | |
| PHF | .86 | | | .95 | | | | .86 | | | | .91 | | | | | |



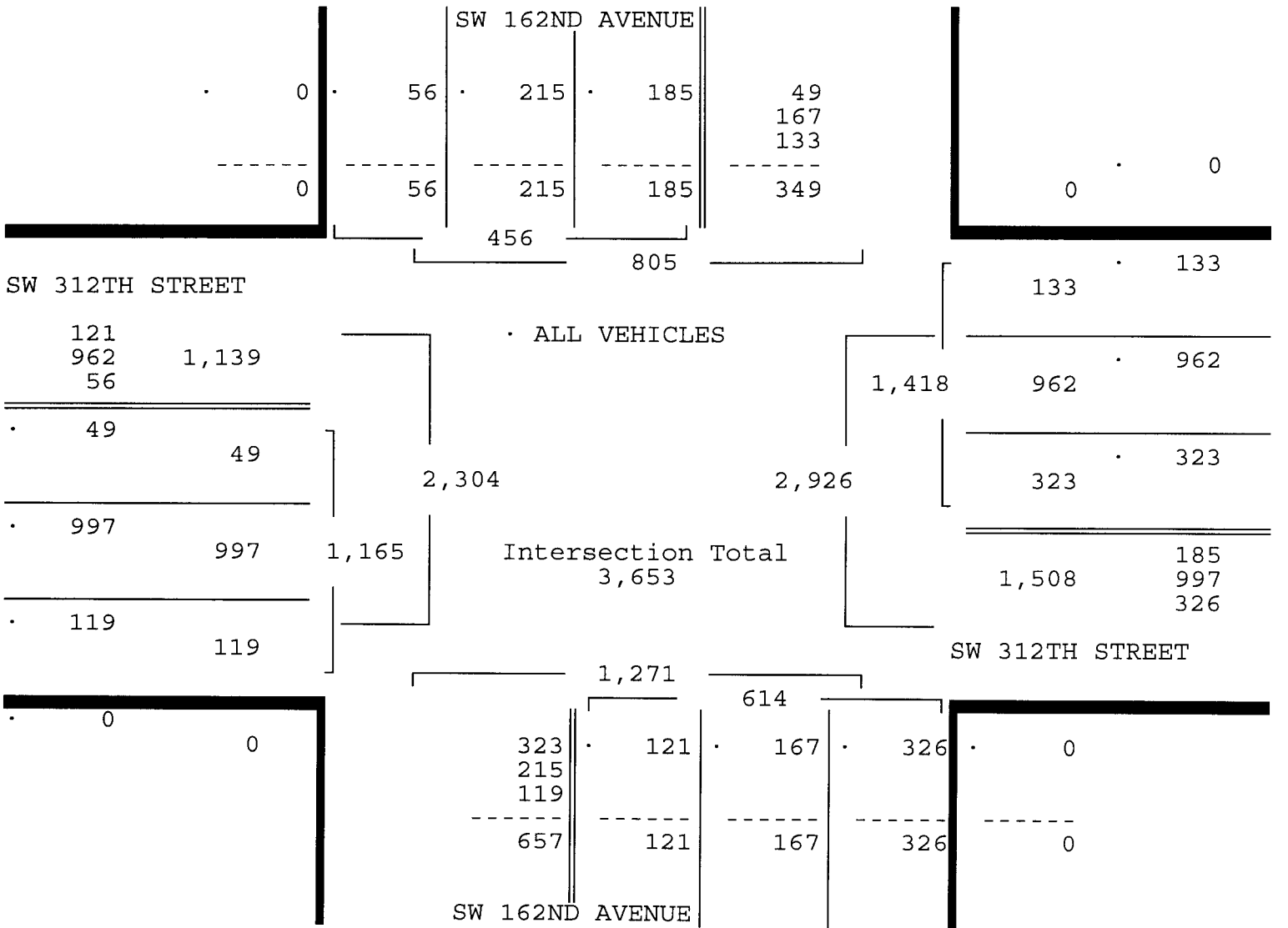
SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: DANIEL GUTIERREZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

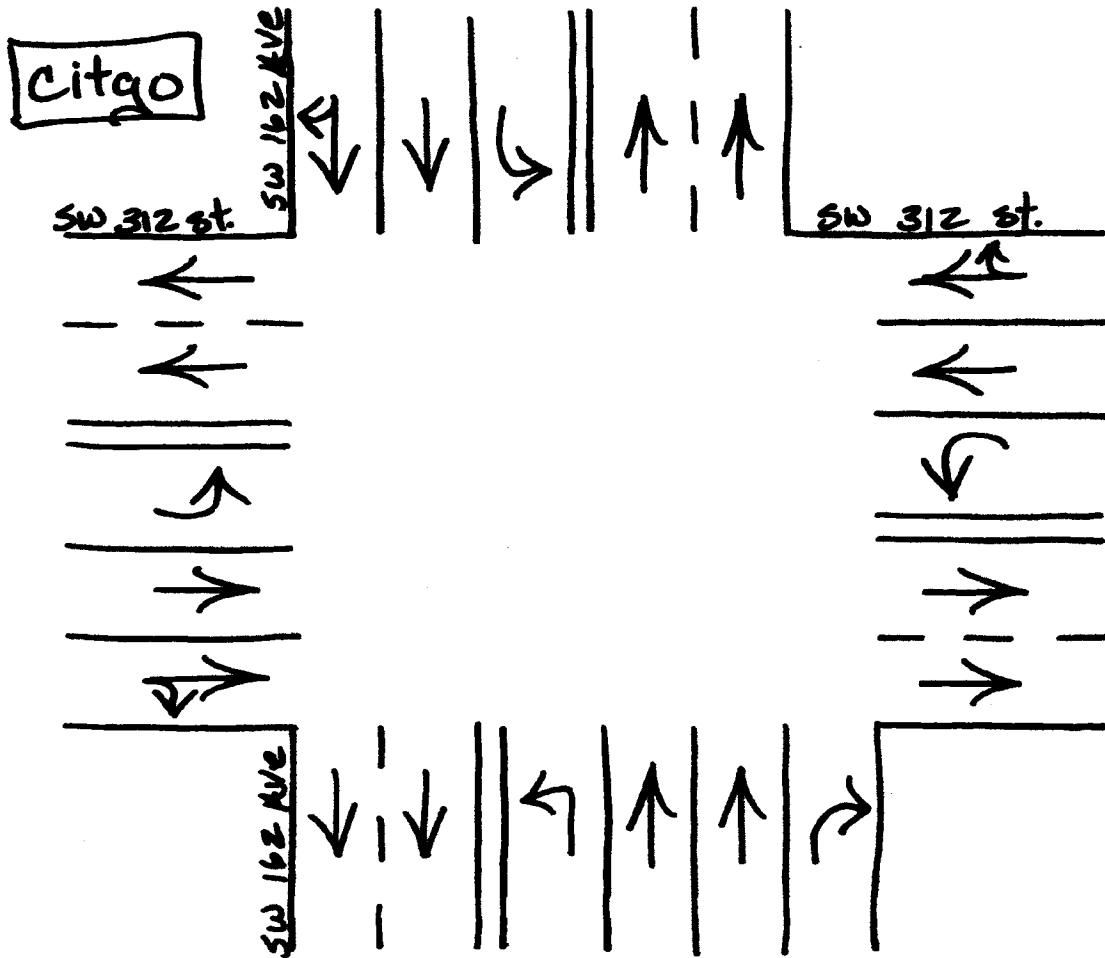
Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S162A
 Page : 3

ALL VEHICLES

| SW 162ND AVENUE From North | | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|-------|------|------|------------------------------|----|-------|------|-------|------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | | Thru | Right |
| Date 11/14/08 | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08 | | | | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | | | |
| Volume | 1 | 184 | 215 | 56 | 0 | 323 | 962 | 133 | 0 | 121 | 167 | 326 | 0 | 49 | 997 | 119 | | | |
| Percent | 0% | 40% | 47% | 12% | 0% | 23% | 68% | 9% | 0% | 20% | 27% | 53% | 0% | 4% | 86% | 10% | | | |
| Pk total | 456 | | | | 1418 | | | | 614 | | | | 1165 | | | | | | |
| Highest | 17:30 | | | | 17:15 | | | | 17:45 | | | | 17:30 | | | | | | |
| Volume | 1 | 52 | 57 | 18 | 0 | 79 | 256 | 36 | 0 | 27 | 52 | 83 | 0 | 14 | 266 | 41 | | | |
| Hi total | 128 | | | | 371 | | | | 162 | | | | 321 | | | | | | |
| PHF | .89 | | | | .96 | | | | .95 | | | | .91 | | | | | | |



NORTH ↑



Homestead, Florida

November 17, 2007

Drawn By: Nichole Bowen

Signalized

SW 312TH STREET & SW 152ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS WILTZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S152A
 Page : 1

ALL VEHICLES

| Date 11/14/08 | From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|---------------|------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 16 | 133 | 0 | 0 | 118 | 0 | 23 | 1 | 0 | 90 | 29 | 410 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 16 | 173 | 0 | 0 | 135 | 0 | 22 | 0 | 0 | 114 | 30 | 490 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 23 | 187 | 0 | 0 | 111 | 0 | 30 | 0 | 0 | 131 | 53 | 535 |
| 07:45 | 0 | 0 | 0 | 0 | 1 | 22 | 212 | 0 | 0 | 107 | 0 | 30 | 2 | 0 | 169 | 65 | 608 |
| Hr Total | 0 | 0 | 0 | 0 | 1 | 77 | 705 | 0 | 0 | 471 | 0 | 105 | 3 | 0 | 504 | 177 | 2043 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 23 | 238 | 0 | 0 | 137 | 0 | 43 | 0 | 0 | 160 | 86 | 687 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 29 | 189 | 0 | 0 | 135 | 0 | 52 | 0 | 0 | 165 | 62 | 632 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 26 | 174 | 0 | 0 | 104 | 0 | 32 | 0 | 0 | 129 | 82 | 547 |
| 08:45 | 0 | 0 | 0 | 0 | 2 | 11 | 128 | 0 | 0 | 80 | 0 | 20 | 1 | 0 | 100 | 57 | 399 |
| Hr Total | 0 | 0 | 0 | 0 | 2 | 89 | 729 | 0 | 0 | 456 | 0 | 147 | 1 | 0 | 554 | 287 | 2265 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 26 | 176 | 0 | 0 | 87 | 0 | 14 | 1 | 0 | 163 | 104 | 571 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 21 | 164 | 0 | 0 | 94 | 0 | 18 | 0 | 0 | 162 | 93 | 552 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 21 | 176 | 0 | 0 | 68 | 0 | 19 | 1 | 0 | 153 | 109 | 547 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 25 | 199 | 0 | 0 | 91 | 0 | 24 | 0 | 0 | 160 | 108 | 607 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 93 | 715 | 0 | 0 | 340 | 0 | 75 | 2 | 0 | 638 | 414 | 2277 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 32 | 167 | 0 | 0 | 78 | 0 | 24 | 1 | 0 | 175 | 110 | 587 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 28 | 176 | 0 | 0 | 92 | 0 | 22 | 0 | 0 | 225 | 113 | 656 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 31 | 152 | 0 | 0 | 91 | 0 | 27 | 1 | 0 | 172 | 127 | 601 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 28 | 139 | 0 | 0 | 101 | 0 | 32 | 0 | 0 | 177 | 115 | 592 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 119 | 634 | 0 | 0 | 362 | 0 | 105 | 2 | 0 | 749 | 465 | 2436 |
| *TOTAL* | 0 | 0 | 0 | 0 | 3 | 378 | 2783 | 0 | 0 | 1629 | 0 | 432 | 8 | 0 | 2445 | 1343 | 9021 |

SW 312TH STREET & SW 152ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS WILTZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S152A
 Page : 2

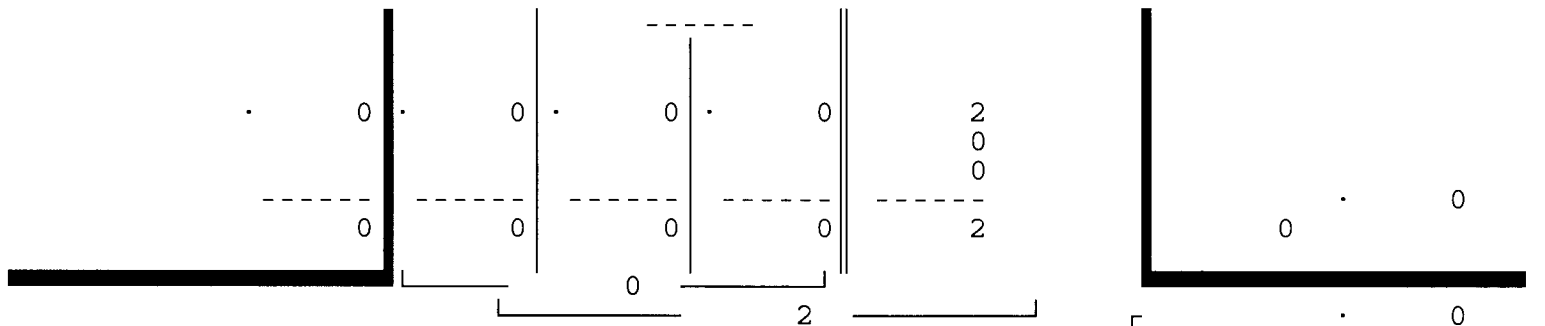
ALL VEHICLES

| From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/14/08

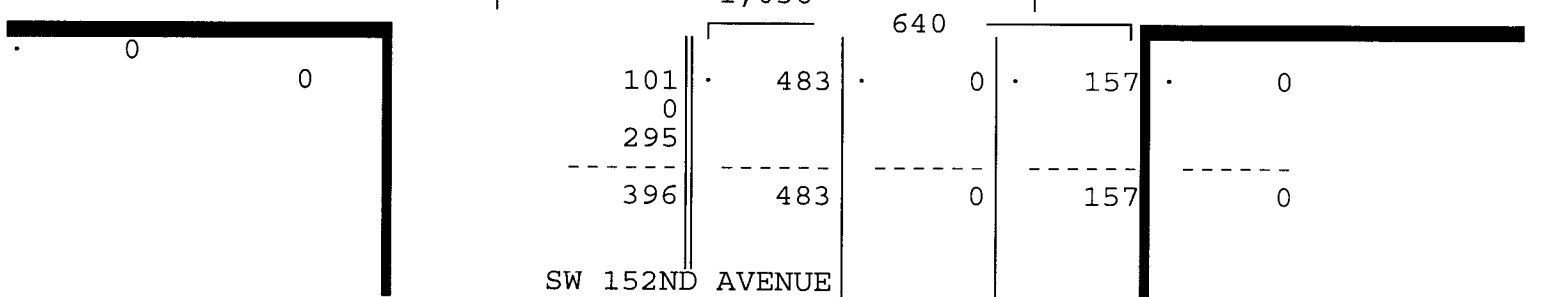
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08

| Peak start | 07:45 | | | | 07:45 | | | | 07:45 | | | | | | | |
|------------|-------|----|----|----|-------|-----|-----|----|-------|-----|----|-----|-------|----|-----|-----|
| Volume | 0 | 0 | 0 | 0 | 1 | 100 | 813 | 0 | 0 | 483 | 0 | 157 | 2 | 0 | 623 | 295 |
| Percent | 0% | 0% | 0% | 0% | 0% | 11% | 89% | 0% | 0% | 75% | 0% | 25% | 0% | 0% | 68% | 32% |
| Pk total | 0 | | | | 914 | | | | 640 | | | | 920 | | | |
| Highest | 07:00 | | | | 08:00 | | | | 08:15 | | | | 08:00 | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 23 | 238 | 0 | 0 | 135 | 0 | 52 | 0 | 0 | 160 | 86 |
| Hi total | 0 | | | | 261 | | | | 187 | | | | 246 | | | |
| PHF | .0 | | | | .88 | | | | .86 | | | | .93 | | | |



SW 312TH STREET

| SW 312TH STREET (Left) | | | | ALL VEHICLES | | | | SW 312TH STREET (Right) | | | |
|------------------------|-------|-----|-----|--------------------|--|--|--|-------------------------|--|--|-----|
| 483 | | | | 2,216 | | | | 914 | | | |
| 813 | 1,296 | | | | | | | 813 | | | 813 |
| 0 | | | | | | | | | | | |
| 2 | | 2 | | | | | | 101 | | | 101 |
| 623 | | 623 | 920 | Intersection Total | | | | 780 | | | 0 |
| 295 | | 295 | | 2,474 | | | | | | | 623 |
| | | | | | | | | | | | 157 |



SW 152ND AVENUE

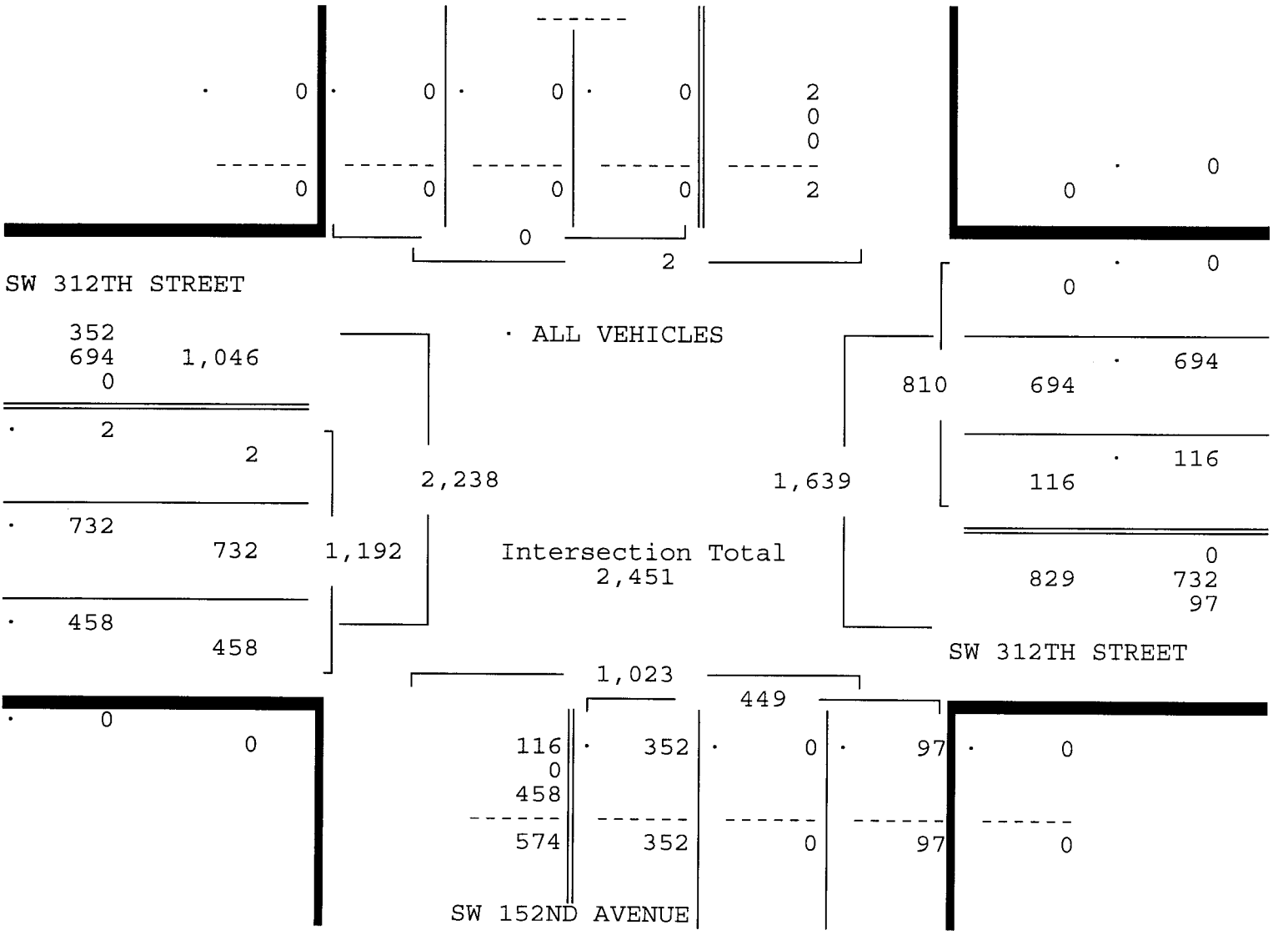
SW 312TH STREET & SW 152ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS WILTZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

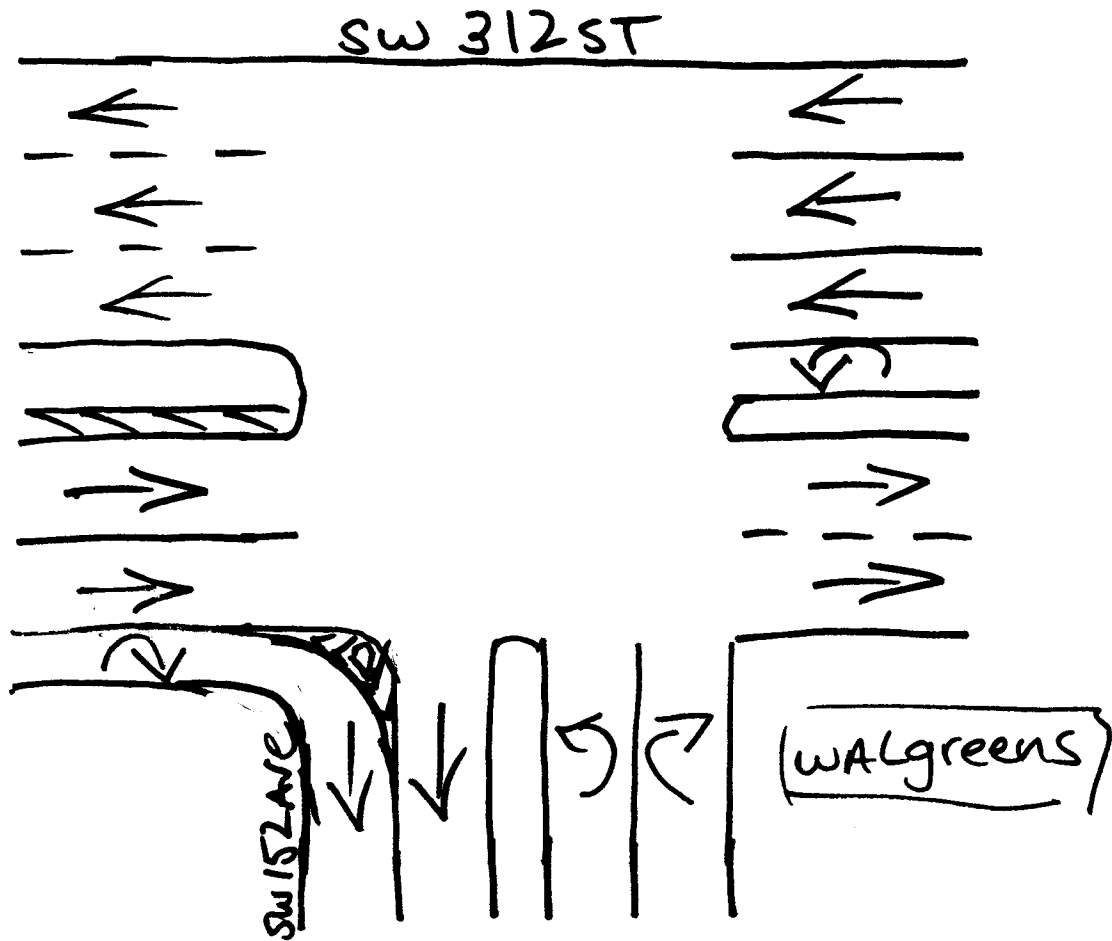
Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S152A
 Page : 3

ALL VEHICLES

| From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 116 | 694 | 0 | 0 | 352 | 0 | 97 | 2 | 0 | 732 | 458 |
| Percent | 0% | 0% | 0% | 0% | 0% | 14% | 86% | 0% | 0% | 78% | 0% | 22% | 0% | 0% | 61% | 38% |
| Pk total | 0 | | | 810 | | | | 449 | | | | 1192 | | | | |
| Highest | 07:00 | | | 16:45 | | | | 17:30 | | | | 17:15 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 25 | 199 | 0 | 0 | 91 | 0 | 27 | 0 | 0 | 225 | 113 |
| Hi total | 0 | | | 224 | | | | 118 | | | | 338 | | | | |
| PHF | .0 | | | .90 | | | | .95 | | | | .88 | | | | |



↑
North



Homestead, Florida
November 16, 2008
drawn by: Luis Palomino
Signalized

SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS RUIZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S137A
 Page : 1

ALL VEHICLES

| Date | SW 137TH AVENUE From North | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/14/08 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 2 | 16 | 84 | 36 | 0 | 8 | 13 | 34 | 0 | 3 | 46 | 2 | 0 | 64 | 2 | 9 | 319 |
| 07:15 | 4 | 19 | 65 | 63 | 0 | 4 | 15 | 28 | 0 | 7 | 63 | 5 | 0 | 88 | 9 | 14 | 384 |
| 07:30 | 3 | 18 | 105 | 76 | 0 | 6 | 12 | 24 | 0 | 2 | 50 | 8 | 0 | 114 | 8 | 4 | 430 |
| 07:45 | 2 | 15 | 114 | 68 | 0 | 5 | 15 | 10 | 0 | 6 | 51 | 3 | 1 | 88 | 16 | 14 | 408 |
| Hr Total | 11 | 68 | 368 | 243 | 0 | 23 | 55 | 96 | 0 | 18 | 210 | 18 | 1 | 354 | 35 | 41 | 1541 |
| 08:00 | 1 | 10 | 109 | 96 | 0 | 10 | 15 | 9 | 0 | 9 | 49 | 4 | 0 | 103 | 16 | 10 | 441 |
| 08:15 | 4 | 11 | 119 | 90 | 0 | 6 | 11 | 6 | 1 | 15 | 39 | 3 | 1 | 73 | 10 | 12 | 401 |
| 08:30 | 5 | 16 | 119 | 51 | 0 | 9 | 11 | 7 | 0 | 1 | 41 | 3 | 1 | 59 | 7 | 13 | 343 |
| 08:45 | 2 | 9 | 103 | 57 | 0 | 6 | 11 | 8 | 0 | 3 | 24 | 4 | 0 | 54 | 7 | 15 | 303 |
| Hr Total | 12 | 46 | 450 | 294 | 0 | 31 | 48 | 30 | 1 | 28 | 153 | 14 | 2 | 289 | 40 | 50 | 1488 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 1 | 10 | 134 | 86 | 0 | 3 | 15 | 6 | 1 | 6 | 91 | 5 | 1 | 74 | 7 | 10 | 450 |
| 16:15 | 2 | 19 | 122 | 76 | 0 | 5 | 15 | 0 | 0 | 11 | 68 | 0 | 1 | 80 | 10 | 10 | 419 |
| 16:30 | 2 | 13 | 118 | 68 | 0 | 9 | 17 | 8 | 0 | 17 | 57 | 4 | 1 | 86 | 15 | 8 | 423 |
| 16:45 | 2 | 32 | 163 | 68 | 0 | 13 | 27 | 13 | 0 | 13 | 97 | 3 | 1 | 62 | 25 | 2 | 521 |
| Hr Total | 7 | 74 | 537 | 298 | 0 | 30 | 74 | 27 | 1 | 47 | 313 | 12 | 4 | 302 | 57 | 30 | 1813 |
| 17:00 | 1 | 40 | 148 | 103 | 0 | 6 | 20 | 11 | 0 | 11 | 87 | 4 | 0 | 71 | 32 | 8 | 542 |
| 17:15 | 0 | 27 | 124 | 82 | 0 | 6 | 17 | 13 | 0 | 14 | 99 | 7 | 0 | 82 | 33 | 8 | 512 |
| 17:30 | 2 | 21 | 142 | 83 | 0 | 7 | 26 | 9 | 0 | 10 | 84 | 5 | 0 | 67 | 19 | 10 | 485 |
| 17:45 | 3 | 12 | 122 | 67 | 0 | 5 | 21 | 4 | 0 | 21 | 67 | 3 | 1 | 86 | 12 | 11 | 435 |
| Hr Total | 6 | 100 | 536 | 335 | 0 | 24 | 84 | 37 | 0 | 56 | 337 | 19 | 1 | 306 | 96 | 37 | 1974 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 36 | 288 | 1891 | 1170 | 0 | 108 | 261 | 190 | 2 | 149 | 1013 | 63 | 8 | 1251 | 228 | 158 | 6816 |

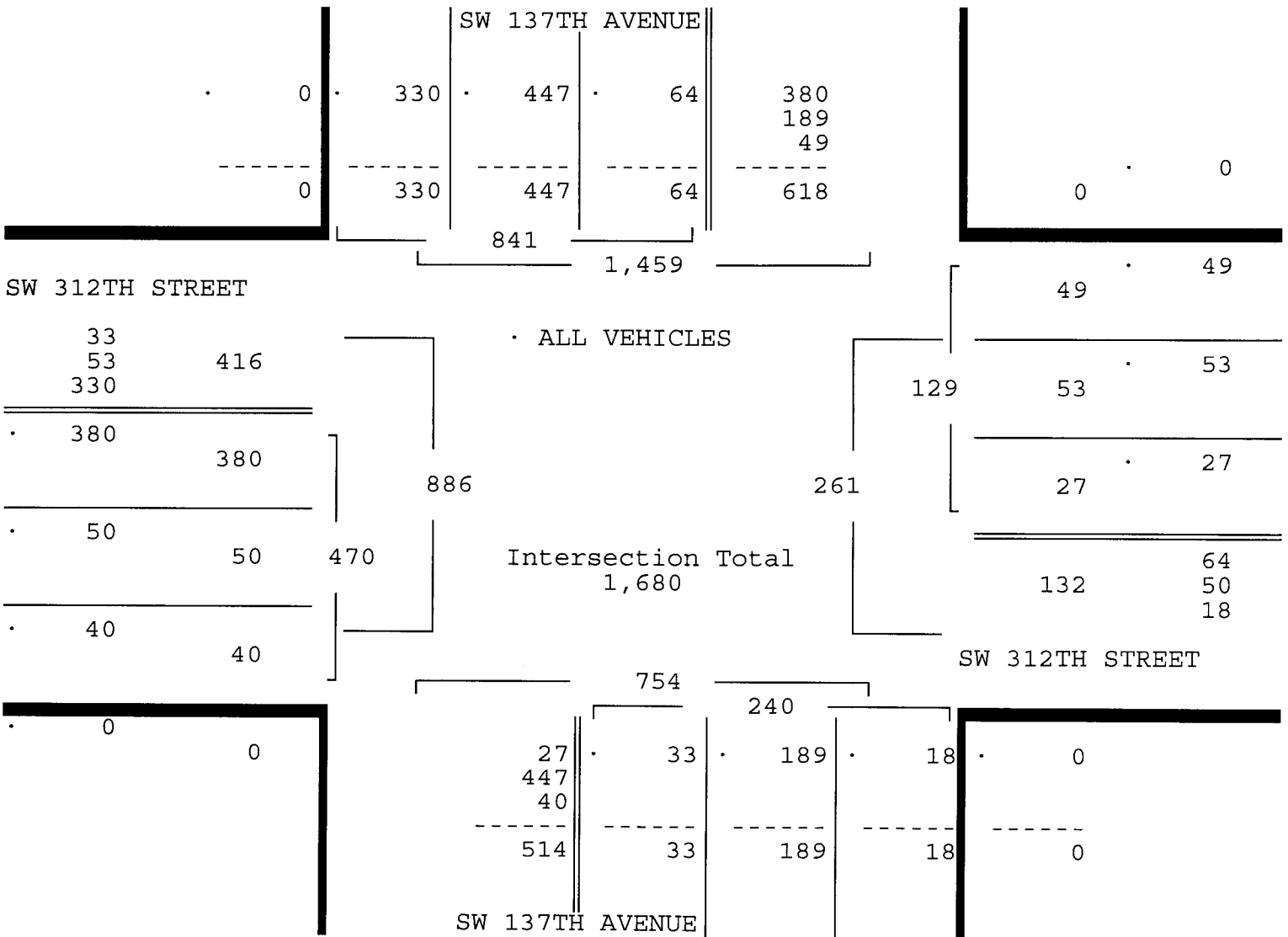
SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS RUIZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S137A
 Page : 2

ALL VEHICLES

| SW 137TH AVENUE From North | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 07:30 | | | | 07:30 | | | | 07:30 | | | | 07:30 | | | | |
| Volume | 10 | 54 | 447 | 330 | 0 | 27 | 53 | 49 | 1 | 32 | 189 | 18 | 2 | 378 | 50 | 40 |
| Percent | 1% | 6% | 53% | 39% | 0% | 21% | 41% | 38% | 0% | 13% | 79% | 8% | 0% | 80% | 11% | 9% |
| Pk total | 841 | | | 129 | | | | 240 | | | | 470 | | | | |
| Highest | 08:15 | | | 07:30 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 4 | 11 | 119 | 90 | 0 | 6 | 12 | 24 | 0 | 9 | 49 | 4 | 0 | 103 | 16 | 10 |
| Hi total | 224 | | | 42 | | | | 62 | | | | 129 | | | | |
| PHF | .94 | | | .77 | | | | .97 | | | | .91 | | | | |



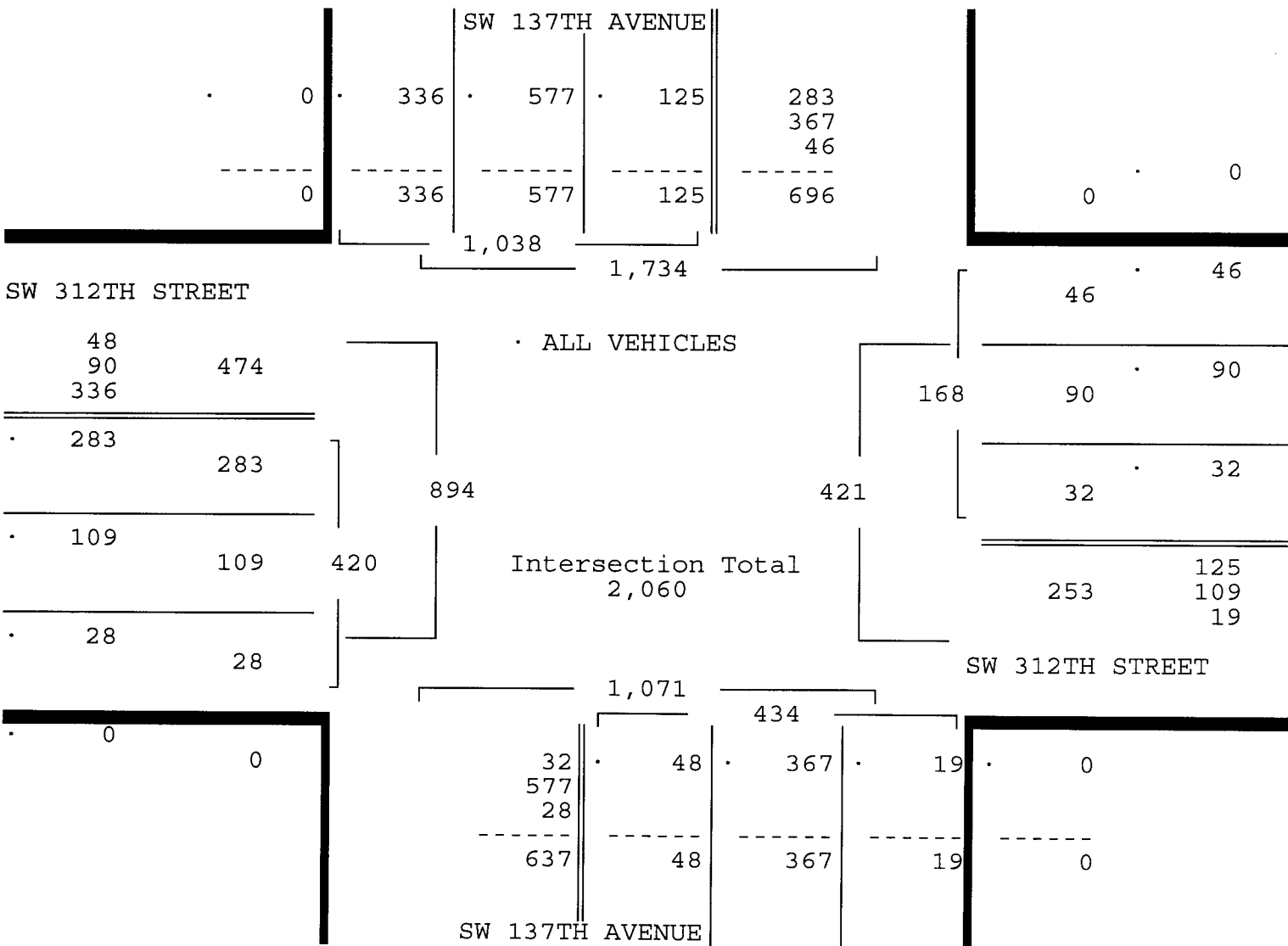
SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS RUIZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

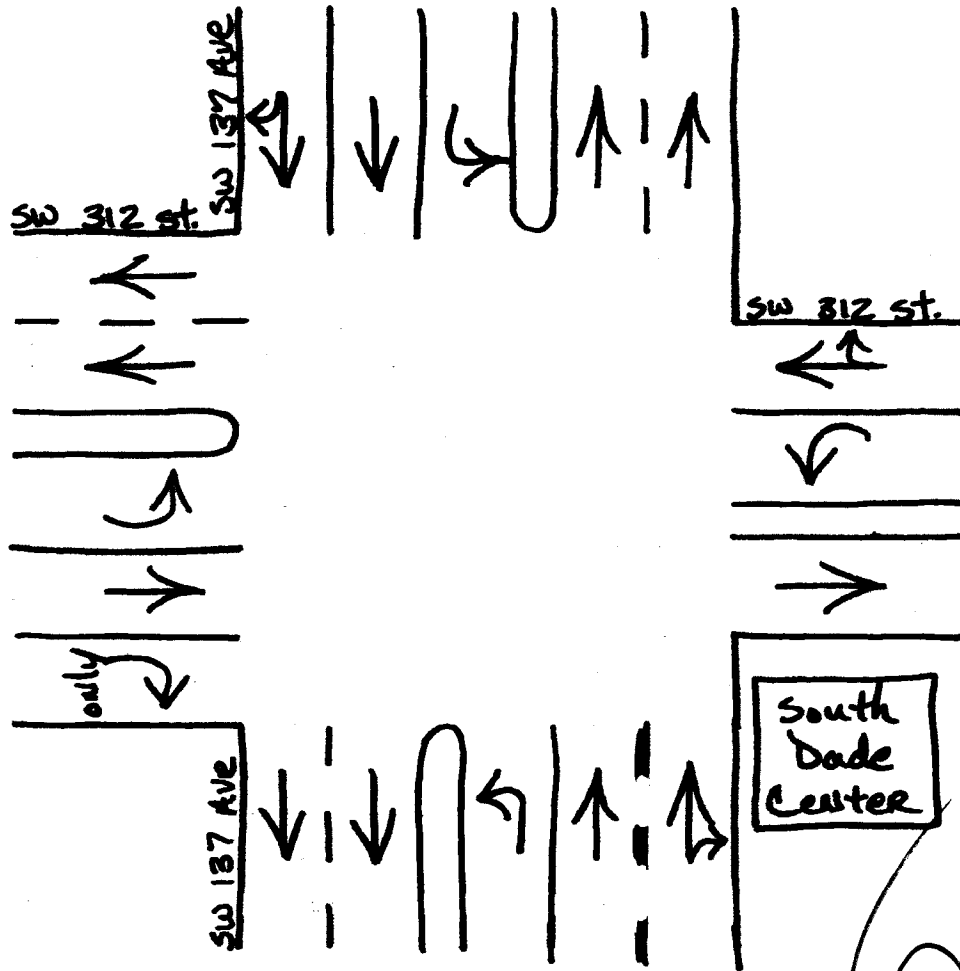
Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 312S137A
 Page : 3

ALL VEHICLES

| SW 137TH AVENUE From North | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 5 | 120 | 577 | 336 | 0 | 32 | 90 | 46 | 0 | 48 | 367 | 19 | 1 | 282 | 109 | 28 |
| Percent | 0% | 12% | 56% | 32% | 0% | 19% | 54% | 27% | 0% | 11% | 85% | 4% | 0% | 67% | 26% | 7% |
| Pk total | 1038 | | | 168 | | | | 434 | | | | 420 | | | | |
| Highest | 17:00 | | | 16:45 | | | | 17:15 | | | | 17:15 | | | | |
| Volume | 1 | 40 | 148 | 103 | 0 | 13 | 27 | 13 | 0 | 14 | 99 | 7 | 0 | 82 | 33 | 8 |
| Hi total | 292 | | | 53 | | | | 120 | | | | 123 | | | | |
| PHF | .89 | | | .79 | | | | .90 | | | | .85 | | | | |



NORTH ↑



Homestead, Florida
November 17, 2007
Drawn By: Nichole Bowen
Signalized



SW 288TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: GIANCARLO JOHN
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 288S137A
 Page : 1

ALL VEHICLES

| Date | SW 137TH AVENUE From North | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/14/08 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 17 | 78 | 27 | 0 | 31 | 47 | 9 | 0 | 69 | 145 | 43 | 0 | 23 | 72 | 34 | 595 |
| 07:15 | 3 | 14 | 106 | 42 | 1 | 18 | 51 | 9 | 0 | 52 | 158 | 83 | 0 | 34 | 74 | 29 | 674 |
| 07:30 | 1 | 23 | 149 | 39 | 0 | 44 | 71 | 12 | 0 | 60 | 127 | 106 | 1 | 36 | 86 | 39 | 794 |
| 07:45 | 1 | 37 | 133 | 44 | 1 | 51 | 89 | 10 | 0 | 51 | 136 | 111 | 0 | 35 | 118 | 44 | 861 |
| Hr Total | 5 | 91 | 466 | 152 | 2 | 144 | 258 | 40 | 0 | 232 | 566 | 343 | 1 | 128 | 350 | 146 | 2924 |
| 08:00 | 2 | 38 | 147 | 51 | 1 | 46 | 113 | 9 | 0 | 45 | 109 | 101 | 0 | 39 | 107 | 59 | 867 |
| 08:15 | 1 | 33 | 147 | 52 | 0 | 53 | 102 | 15 | 0 | 60 | 130 | 97 | 1 | 42 | 91 | 45 | 869 |
| 08:30 | 4 | 23 | 149 | 42 | 0 | 68 | 106 | 18 | 0 | 49 | 107 | 59 | 1 | 37 | 81 | 34 | 778 |
| 08:45 | 0 | 11 | 142 | 32 | 0 | 39 | 76 | 10 | 0 | 33 | 82 | 42 | 0 | 54 | 69 | 34 | 624 |
| Hr Total | 7 | 105 | 585 | 177 | 1 | 206 | 397 | 52 | 0 | 187 | 428 | 299 | 2 | 172 | 348 | 172 | 3138 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 3 | 18 | 176 | 25 | 1 | 70 | 102 | 23 | 1 | 42 | 113 | 55 | 0 | 66 | 99 | 47 | 841 |
| 16:15 | 1 | 11 | 176 | 48 | 0 | 66 | 78 | 21 | 0 | 32 | 106 | 38 | 2 | 66 | 69 | 46 | 760 |
| 16:30 | 3 | 17 | 203 | 45 | 0 | 71 | 109 | 8 | 0 | 32 | 95 | 55 | 1 | 71 | 83 | 54 | 847 |
| 16:45 | 0 | 11 | 230 | 39 | 0 | 84 | 98 | 18 | 1 | 33 | 123 | 33 | 0 | 61 | 54 | 76 | 861 |
| Hr Total | 7 | 57 | 785 | 157 | 1 | 291 | 387 | 70 | 2 | 139 | 437 | 181 | 3 | 264 | 305 | 223 | 3309 |
| 17:00 | 0 | 18 | 192 | 58 | 1 | 75 | 65 | 21 | 0 | 30 | 104 | 38 | 1 | 97 | 76 | 61 | 837 |
| 17:15 | 1 | 23 | 225 | 57 | 1 | 55 | 87 | 15 | 1 | 40 | 135 | 44 | 0 | 62 | 82 | 56 | 884 |
| 17:30 | 2 | 19 | 188 | 54 | 0 | 66 | 84 | 11 | 1 | 28 | 110 | 34 | 1 | 74 | 94 | 78 | 844 |
| 17:45 | 1 | 8 | 220 | 53 | 2 | 55 | 66 | 19 | 1 | 32 | 127 | 54 | 1 | 93 | 79 | 62 | 873 |
| Hr Total | 4 | 68 | 825 | 222 | 4 | 251 | 302 | 66 | 3 | 130 | 476 | 170 | 3 | 326 | 331 | 257 | 3438 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 23 | 321 | 2661 | 708 | 8 | 892 | 1344 | 228 | 5 | 688 | 1907 | 993 | 9 | 890 | 1334 | 798 | 12809 |

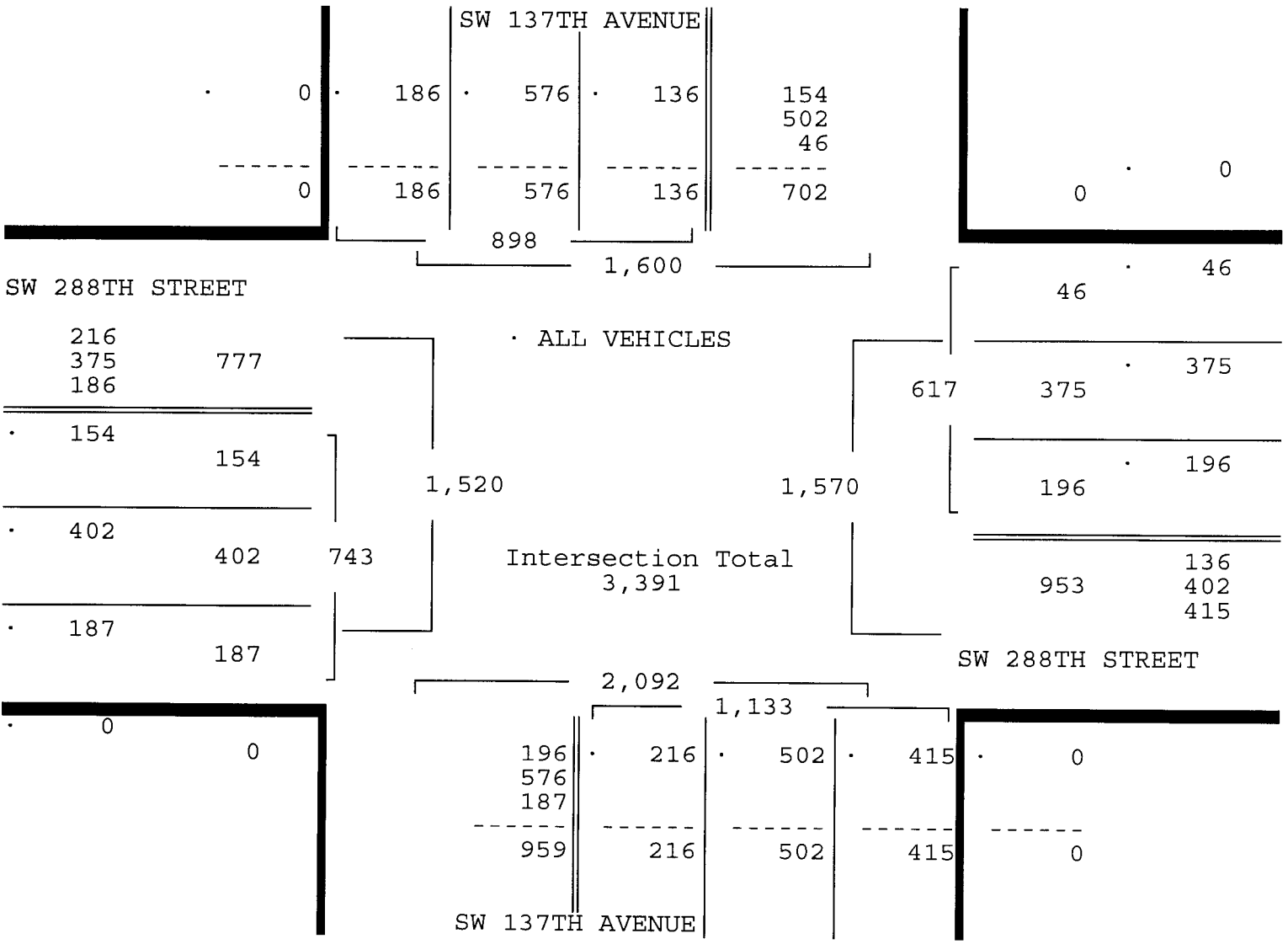
SW 288TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: GIANCARLO JOHN
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 288S137A
 Page : 2

ALL VEHICLES

| SW 137TH AVENUE From North | | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total | | |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|------------------------------|------|------|-------|-------------------------------|-------|------|------|------------------------------|-----|-------|------|-------|------|-------|
| UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | Thru | Right | | UTurn | Left | | Thru | Right |
| Date 11/14/08 | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/14/08 | | | | | | | | | | | | | | | | | | | |
| Peak start 07:30 | | | | | 07:30 | | | | 07:30 | | | | 07:30 | | | | | | |
| Volume | 5 | 131 | 576 | 186 | 2 | 194 | 375 | 46 | 0 | 216 | 502 | 415 | 2 | 152 | 402 | 187 | | | |
| Percent | 1% | 15% | 64% | 21% | 0% | 31% | 61% | 7% | 0% | 19% | 44% | 37% | 0% | 20% | 54% | 25% | | | |
| Pk total | 898 | | | | 617 | | | | 1133 | | | | 743 | | | | | | |
| Highest | 08:00 | | | | 08:15 | | | | 07:45 | | | | 08:00 | | | | | | |
| Volume | 2 | 38 | 147 | 51 | 0 | 53 | 102 | 15 | 0 | 51 | 136 | 111 | 0 | 39 | 107 | 59 | | | |
| Hi total | 238 | | | | 170 | | | | 298 | | | | 205 | | | | | | |
| PHF | .94 | | | | .91 | | | | .95 | | | | .91 | | | | | | |



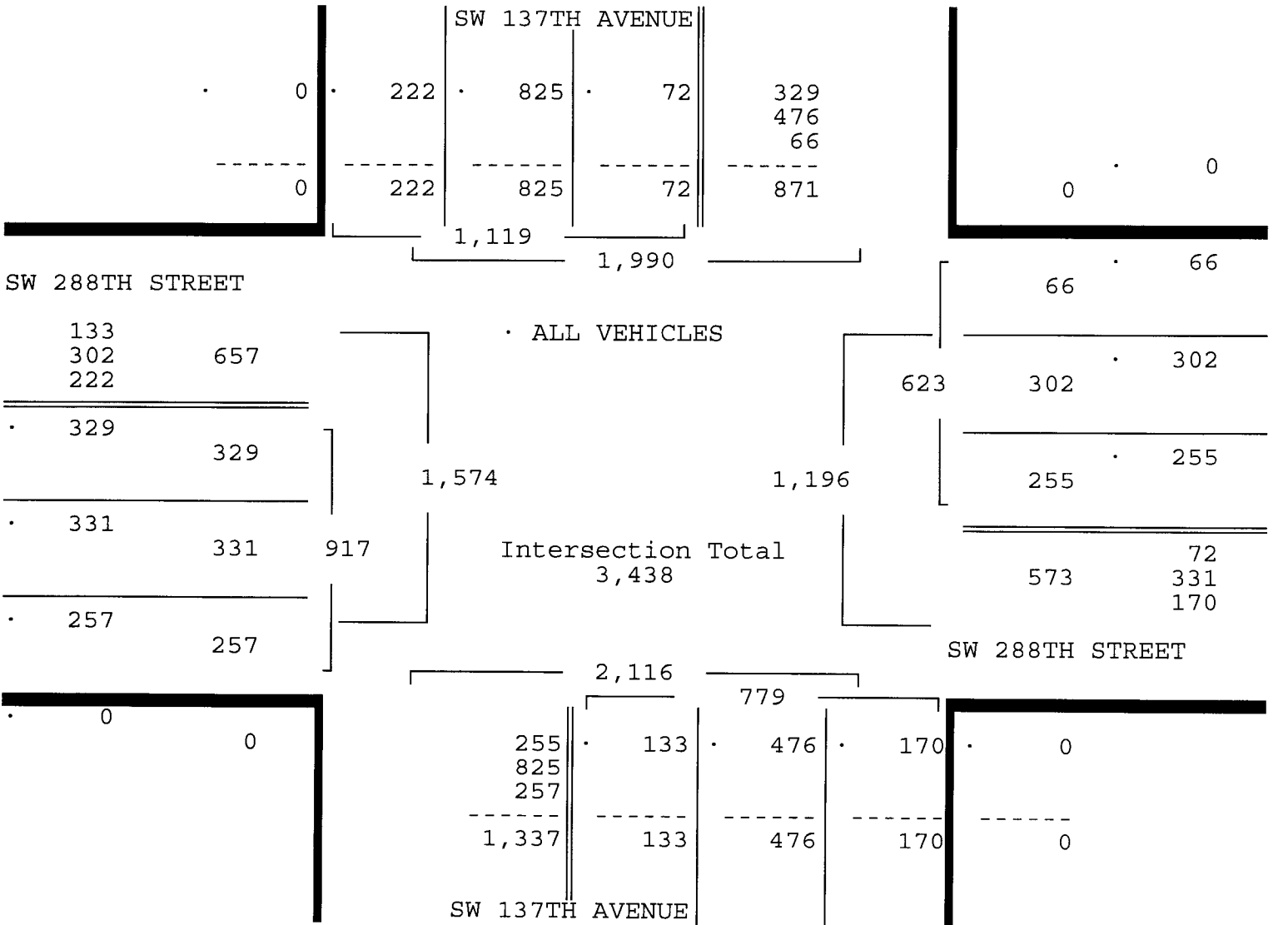
SW 288TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: GIANCARLO JOHN
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

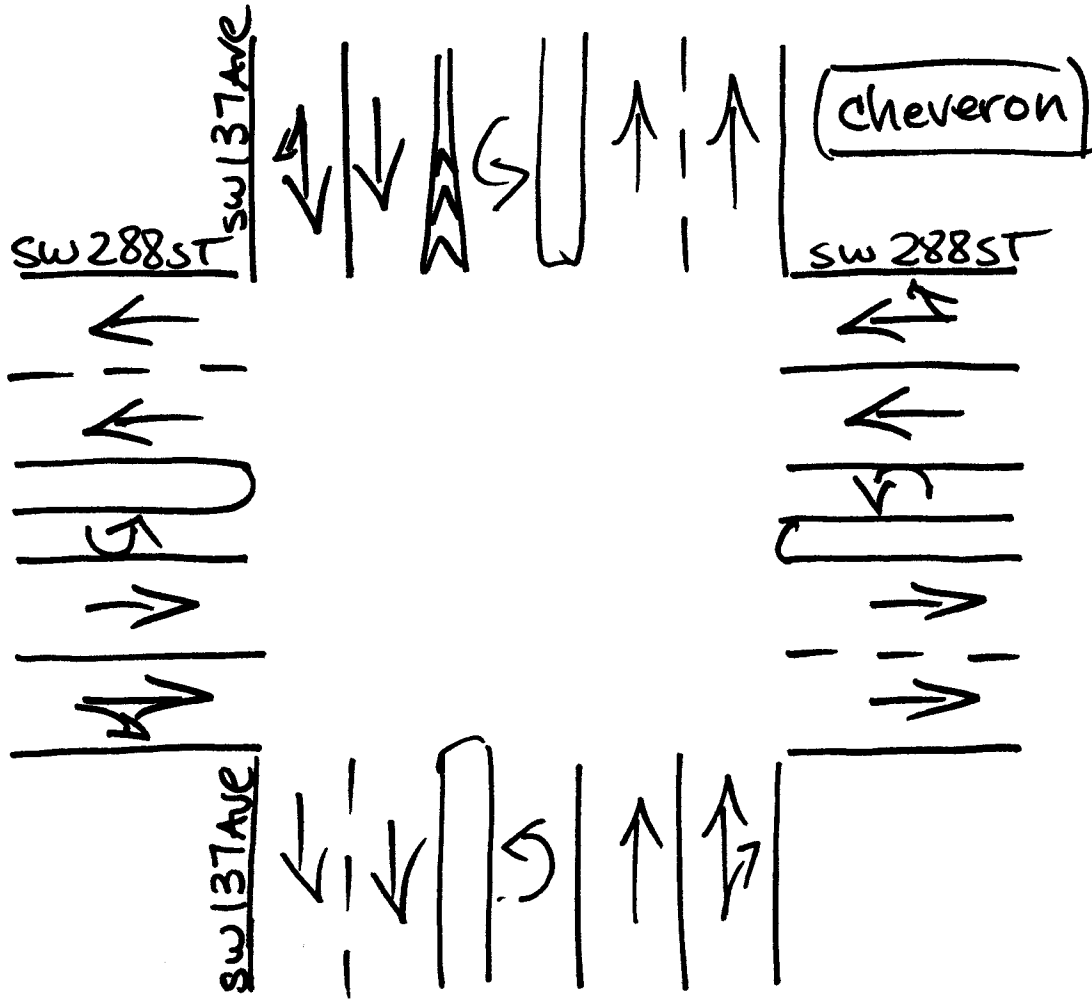
Site Code : 00080197
 Start Date: 11/14/08
 File I.D. : 288S137A
 Page : 3

ALL VEHICLES

| SW 137TH AVENUE From North | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|------|------|-------|-------------------------------|------|-------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/14/08 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/14/08 | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 4 | 68 | 825 | 222 | 4 | 251 | 302 | 66 | 3 | 130 | 476 | 170 | 3 | 326 | 331 | 257 |
| Percent | 0% | 6% | 74% | 20% | 1% | 40% | 48% | 11% | 0% | 17% | 61% | 22% | 0% | 36% | 36% | 28% |
| Pk total | 1119 | | | 623 | | | 779 | | | 917 | | | | | | |
| Highest | 17:15 | | | 17:00 | | | 17:15 | | | 17:30 | | | | | | |
| Volume | 1 | 23 | 225 | 57 | 1 | 75 | 65 | 21 | 1 | 40 | 135 | 44 | 1 | 74 | 94 | 78 |
| Hi total | 306 | | | 162 | | | 220 | | | 247 | | | | | | |
| PHF | .91 | | | .96 | | | .89 | | | .93 | | | | | | |



↑
North



Homestead, Florida
November 16, 2008
drawn by: Luis Palomino
signacized

NASCAR 2009

SW 344TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: A. CRUZ & J. SANTANA
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 344S_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 344TH STREET From East | | | | US 1 From South | | | | SW 344TH STREET From West | | | | Total |
|-----------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/20/09 | | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 43 | 168 | 61 | 0 | 33 | 55 | 108 | 0 | 8 | 78 | 16 | 0 | 92 | 61 | 25 | 749 |
| 07:15 | 0 | 41 | 178 | 105 | 0 | 47 | 43 | 95 | 1 | 10 | 85 | 18 | 1 | 85 | 48 | 36 | 793 |
| 07:30 | 0 | 33 | 193 | 106 | 0 | 29 | 46 | 94 | 2 | 10 | 84 | 20 | 1 | 93 | 44 | 16 | 771 |
| 07:45 | 0 | 31 | 163 | 106 | 0 | 43 | 47 | 66 | 3 | 15 | 86 | 27 | 1 | 141 | 53 | 34 | 816 |
| Hr Total | 1 | 148 | 702 | 378 | 0 | 152 | 191 | 363 | 6 | 43 | 333 | 81 | 3 | 411 | 206 | 111 | 3129 |
| 08:00 | 0 | 49 | 154 | 107 | 0 | 35 | 51 | 74 | 3 | 16 | 97 | 32 | 2 | 118 | 54 | 25 | 817 |
| 08:15 | 0 | 47 | 159 | 82 | 0 | 27 | 55 | 64 | 0 | 18 | 107 | 25 | 0 | 111 | 56 | 26 | 777 |
| 08:30 | 0 | 74 | 203 | 85 | 0 | 30 | 33 | 62 | 0 | 14 | 125 | 31 | 3 | 105 | 54 | 36 | 855 |
| 08:45 | 1 | 69 | 171 | 74 | 0 | 18 | 39 | 40 | 2 | 19 | 121 | 28 | 1 | 90 | 52 | 16 | 741 |
| Hr Total | 1 | 239 | 687 | 348 | 0 | 110 | 178 | 240 | 5 | 67 | 450 | 116 | 6 | 424 | 216 | 103 | 3190 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 53 | 252 | 75 | 0 | 19 | 65 | 88 | 4 | 14 | 214 | 62 | 1 | 112 | 67 | 29 | 1055 |
| 16:15 | 0 | 51 | 205 | 94 | 0 | 27 | 45 | 64 | 0 | 17 | 239 | 57 | 0 | 133 | 76 | 23 | 1031 |
| 16:30 | 0 | 63 | 228 | 110 | 0 | 30 | 43 | 77 | 0 | 18 | 272 | 70 | 0 | 130 | 70 | 12 | 1123 |
| 16:45 | 1 | 46 | 220 | 123 | 0 | 30 | 65 | 85 | 1 | 14 | 212 | 74 | 1 | 141 | 72 | 22 | 1107 |
| Hr Total | 1 | 213 | 905 | 402 | 0 | 106 | 218 | 314 | 5 | 63 | 937 | 263 | 2 | 516 | 285 | 86 | 4316 |
| 17:00 | 0 | 62 | 325 | 114 | 0 | 27 | 44 | 83 | 1 | 14 | 253 | 85 | 1 | 122 | 75 | 10 | 1216 |
| 17:15 | 2 | 99 | 263 | 116 | 2 | 42 | 49 | 84 | 0 | 14 | 215 | 53 | 1 | 158 | 101 | 15 | 1214 |
| 17:30 | 4 | 107 | 182 | 108 | 0 | 30 | 77 | 109 | 3 | 16 | 206 | 32 | 1 | 124 | 69 | 18 | 1086 |
| 17:45 | 0 | 126 | 162 | 108 | 0 | 57 | 56 | 117 | 1 | 18 | 193 | 49 | 0 | 111 | 58 | 18 | 1074 |
| Hr Total | 6 | 394 | 932 | 446 | 2 | 156 | 226 | 393 | 5 | 62 | 867 | 219 | 3 | 515 | 303 | 61 | 4590 |
| *TOTAL* | 9 | 994 | 3226 | 1574 | 2 | 524 | 813 | 1310 | 21 | 235 | 2587 | 679 | 14 | 1866 | 1010 | 361 | 15225 |

SW 344TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: A. CRUZ & J. SANTANA
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 344S_US1
 Page : 2

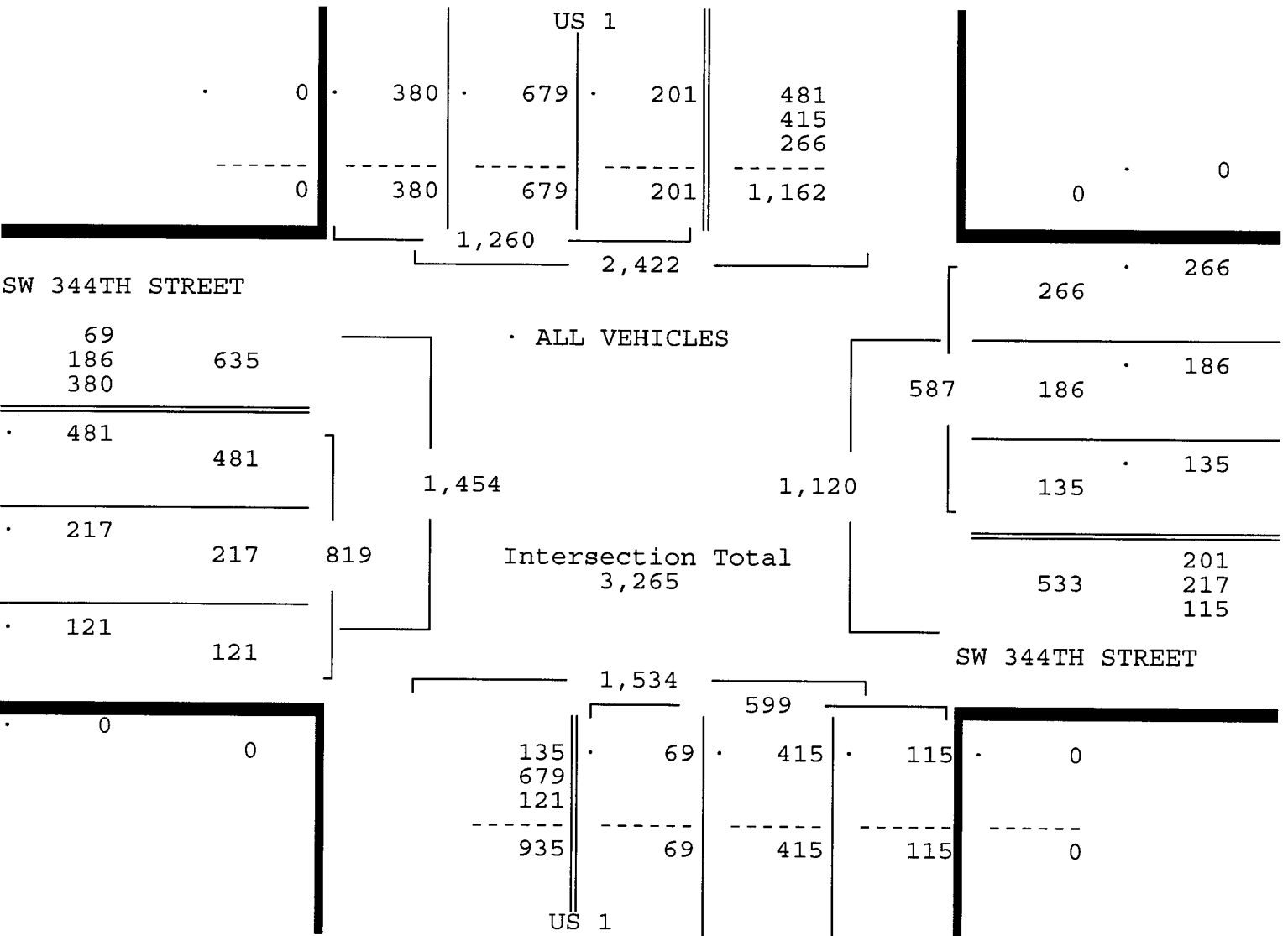
ALL VEHICLES

| US 1 From North | | | | SW 344TH STREET From East | | | | US 1 From South | | | | SW 344TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|-----|-----|----|-----|-----|-----|
| Volume | 0 | 201 | 679 | 380 | 0 | 135 | 186 | 266 | 6 | 63 | 415 | 115 | 6 | 475 | 217 | 121 |
| Percent | 0% | 16% | 54% | 30% | 0% | 23% | 32% | 45% | 1% | 11% | 69% | 19% | 1% | 58% | 26% | 15% |
| Pk total | 1260 | | | 587 | | | 599 | | | 819 | | | | | | |
| Highest | 08:30 | | | 08:00 | | | 08:30 | | | 07:45 | | | | | | |
| Volume | 0 | 74 | 203 | 85 | 0 | 35 | 51 | 74 | 0 | 14 | 125 | 31 | 1 | 141 | 53 | 34 |
| Hi total | 362 | | | 160 | | | 170 | | | 229 | | | | | | |
| PHF | .87 | | | .92 | | | .88 | | | .89 | | | | | | |



SW 344TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: A. CRUZ & J. SANTANA
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 344S_US1
 Page : 3

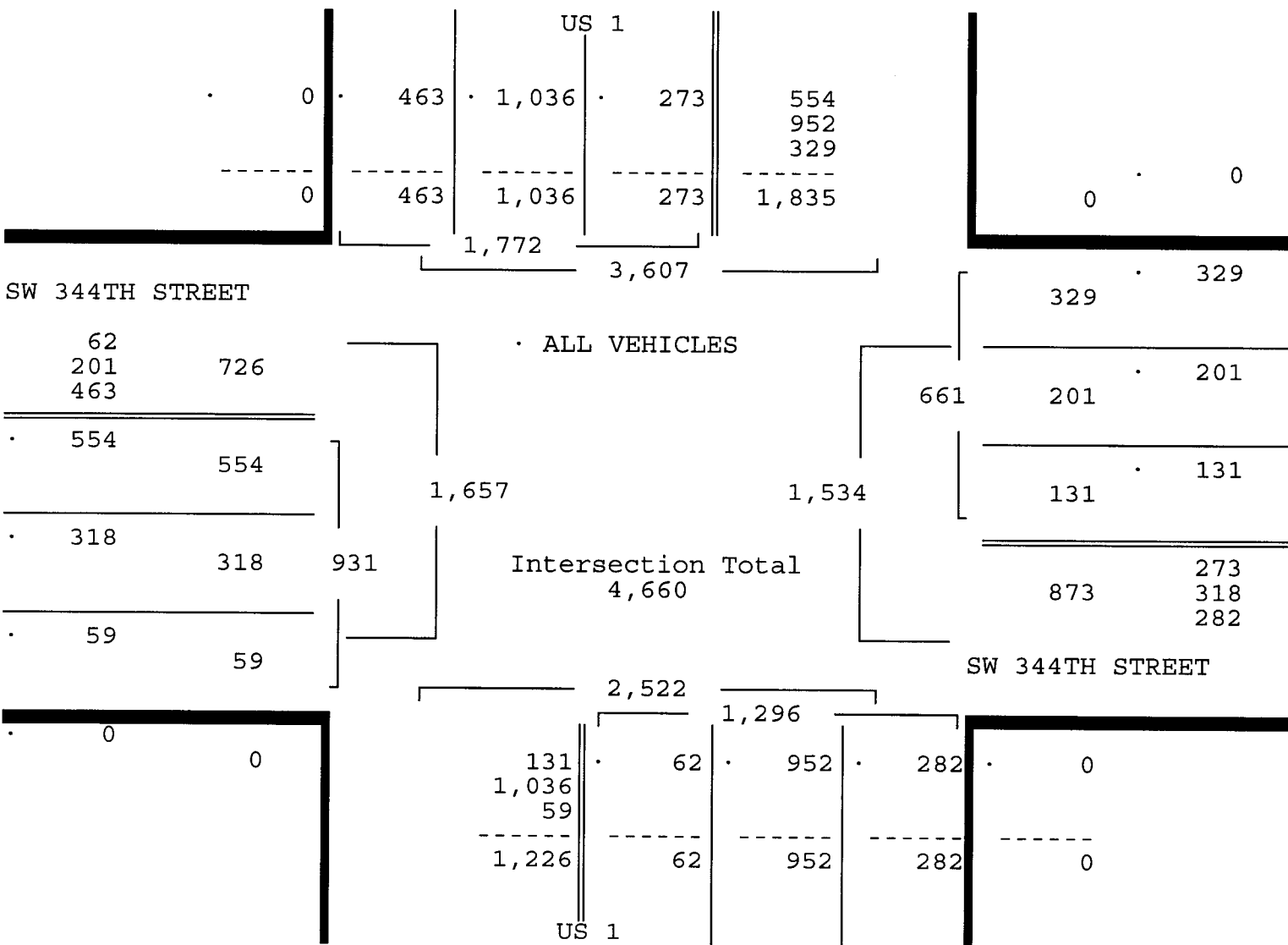
ALL VEHICLES

| US 1 From North | | SW 344TH STREET From East | | | | US 1 From South | | | | SW 344TH STREET From West | | | | Total | |
|--------------------|------|------------------------------|-------|-------|------|--------------------|-------|-------|------|------------------------------|-------|-------|------|-------|------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | | Thru |

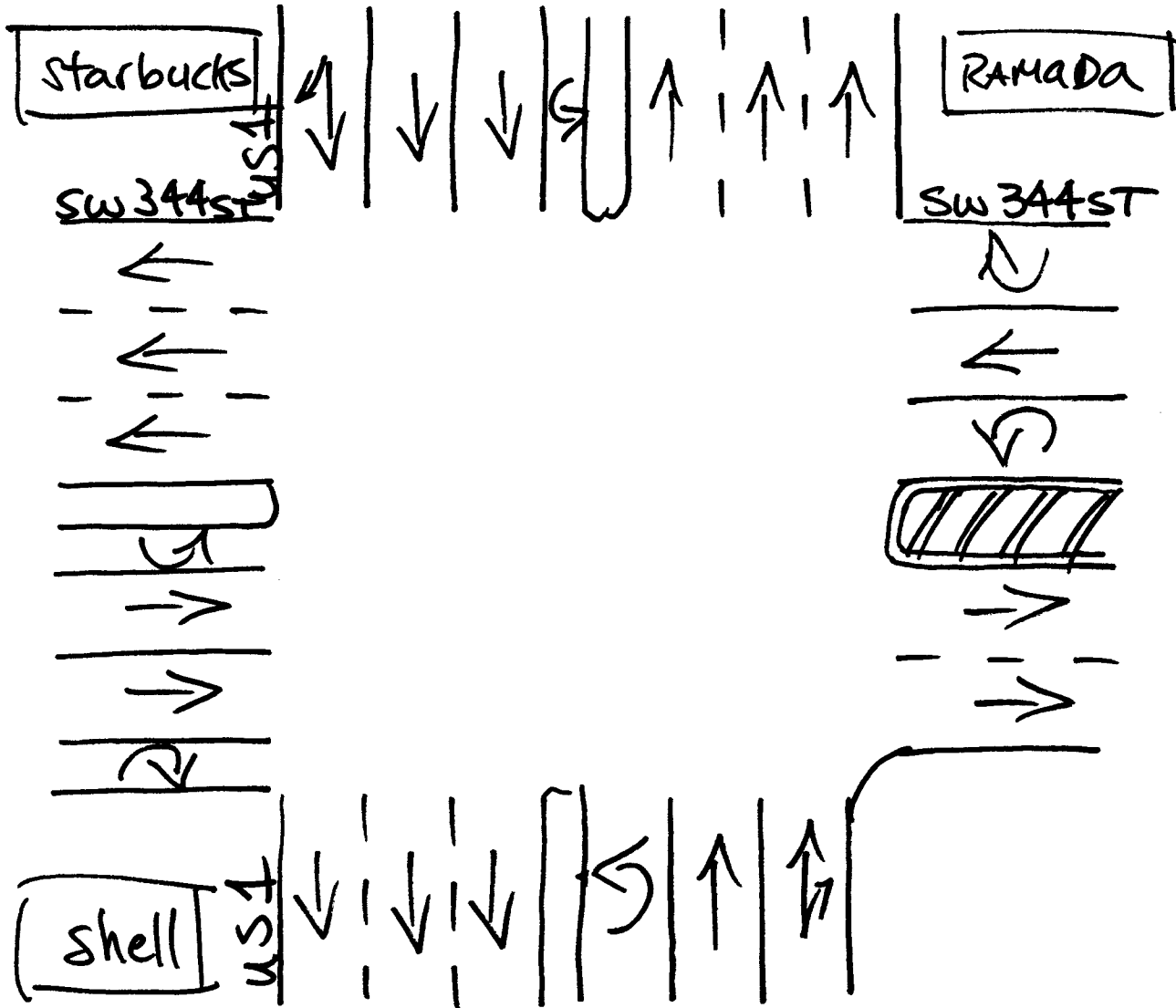
Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09

| Peak start 16:30 | | | | | 16:30 | | | | | 16:30 | | | | | | |
|------------------|-------|-----|------|-----|-------|-----|-----|-----|-------|-------|-----|-----|-------|-----|-----|----|
| Volume | 3 | 270 | 1036 | 463 | 2 | 129 | 201 | 329 | 2 | 60 | 952 | 282 | 3 | 551 | 318 | 59 |
| Percent | 0% | 15% | 58% | 26% | 0% | 20% | 30% | 50% | 0% | 5% | 73% | 22% | 0% | 59% | 34% | 6% |
| Pk total | 1772 | | | | 661 | | | | 1296 | | | | 931 | | | |
| Highest | 17:00 | | | | 16:45 | | | | 16:30 | | | | 17:15 | | | |
| Volume | 0 | 62 | 325 | 114 | 0 | 30 | 65 | 85 | 0 | 18 | 272 | 70 | 1 | 158 | 101 | 15 |
| Hi total | 501 | | | | 180 | | | | 360 | | | | 275 | | | |
| PHF | .88 | | | | .92 | | | | .90 | | | | .85 | | | |



↑
North



Homestead, Florida

November 24, 2009

drawn by: Luis Palomino

signalized

SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. MALONE & C. PALOMINO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 328S_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|-----------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/20/09 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 25 | 102 | 16 | 0 | 19 | 44 | 22 | 5 | 21 | 108 | 18 | 0 | 21 | 37 | 10 | 448 |
| 07:15 | 0 | 11 | 141 | 18 | 0 | 18 | 41 | 11 | 4 | 21 | 119 | 9 | 0 | 22 | 35 | 15 | 465 |
| 07:30 | 1 | 21 | 159 | 25 | 0 | 15 | 57 | 22 | 10 | 39 | 137 | 11 | 0 | 20 | 32 | 21 | 570 |
| 07:45 | 0 | 21 | 140 | 30 | 0 | 22 | 54 | 34 | 10 | 49 | 192 | 6 | 0 | 25 | 65 | 17 | 665 |
| Hr Total | 1 | 78 | 542 | 89 | 0 | 74 | 196 | 89 | 29 | 130 | 556 | 44 | 0 | 88 | 169 | 63 | 2148 |
| 08:00 | 0 | 21 | 182 | 32 | 0 | 21 | 50 | 29 | 13 | 42 | 196 | 17 | 0 | 28 | 52 | 25 | 708 |
| 08:15 | 2 | 22 | 141 | 32 | 0 | 22 | 43 | 35 | 13 | 32 | 182 | 11 | 0 | 24 | 33 | 23 | 615 |
| 08:30 | 0 | 39 | 179 | 27 | 0 | 24 | 43 | 16 | 13 | 33 | 163 | 18 | 0 | 39 | 46 | 32 | 672 |
| 08:45 | 0 | 23 | 161 | 21 | 0 | 15 | 28 | 17 | 10 | 34 | 146 | 12 | 0 | 35 | 49 | 27 | 578 |
| Hr Total | 2 | 105 | 663 | 112 | 0 | 82 | 164 | 97 | 49 | 141 | 687 | 58 | 0 | 126 | 180 | 107 | 2573 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 33 | 184 | 28 | 0 | 27 | 50 | 15 | 28 | 38 | 252 | 37 | 0 | 39 | 65 | 25 | 821 |
| 16:15 | 2 | 30 | 193 | 25 | 0 | 28 | 61 | 17 | 19 | 38 | 242 | 30 | 0 | 40 | 44 | 30 | 799 |
| 16:30 | 0 | 37 | 181 | 30 | 0 | 19 | 55 | 22 | 17 | 44 | 230 | 31 | 0 | 45 | 51 | 29 | 791 |
| 16:45 | 0 | 26 | 198 | 35 | 0 | 38 | 36 | 17 | 20 | 34 | 218 | 21 | 0 | 37 | 50 | 17 | 747 |
| Hr Total | 2 | 126 | 756 | 118 | 0 | 112 | 202 | 71 | 84 | 154 | 942 | 119 | 0 | 161 | 210 | 101 | 3158 |
| 17:00 | 1 | 30 | 228 | 26 | 0 | 19 | 43 | 15 | 22 | 22 | 242 | 36 | 0 | 59 | 85 | 39 | 867 |
| 17:15 | 0 | 32 | 199 | 31 | 0 | 29 | 47 | 17 | 20 | 36 | 243 | 39 | 0 | 50 | 65 | 28 | 836 |
| 17:30 | 1 | 31 | 188 | 31 | 0 | 27 | 50 | 19 | 23 | 37 | 245 | 32 | 0 | 56 | 54 | 32 | 826 |
| 17:45 | 1 | 31 | 173 | 38 | 0 | 23 | 46 | 24 | 19 | 44 | 219 | 32 | 1 | 49 | 77 | 21 | 798 |
| Hr Total | 3 | 124 | 788 | 126 | 0 | 98 | 186 | 75 | 84 | 139 | 949 | 139 | 1 | 214 | 281 | 120 | 3327 |
| *TOTAL* | 8 | 433 | 2749 | 445 | 0 | 366 | 748 | 332 | 246 | 564 | 3134 | 360 | 1 | 589 | 840 | 391 | 11206 |

SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. MALONE & C. PALOMINO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

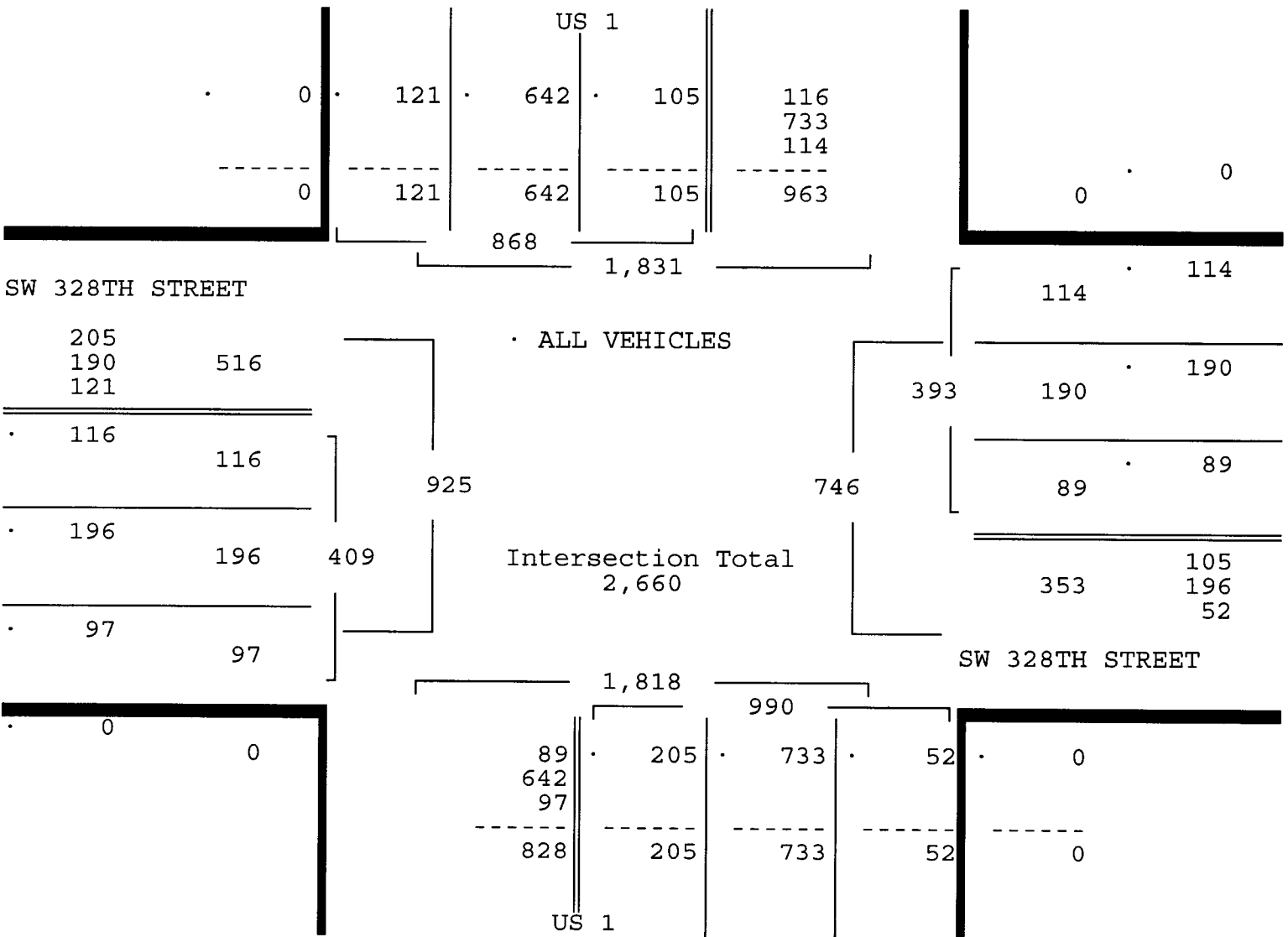
Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 328S_US1
 Page : 2

ALL VEHICLES

| US 1 From North | | | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09
 Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
|------------------|-------|-----|-----|-------|----|-----|-----|-------|----|-----|-----|-------|----|-----|-----|-----|
| Volume | 2 | 103 | 642 | 121 | 0 | 89 | 190 | 114 | 49 | 156 | 733 | 52 | 0 | 116 | 196 | 97 |
| Percent | 0% | 12% | 74% | 14% | 0% | 23% | 48% | 29% | 5% | 16% | 74% | 5% | 0% | 28% | 48% | 24% |
| Pk total | 868 | | | 393 | | | | 990 | | | | 409 | | | | |
| Highest | 08:30 | | | 07:45 | | | | 08:00 | | | | 08:30 | | | | |
| Volume | 0 | 39 | 179 | 27 | 0 | 22 | 54 | 34 | 13 | 42 | 196 | 17 | 0 | 39 | 46 | 32 |
| Hi total | 245 | | | 110 | | | | 268 | | | | 117 | | | | |
| PHF | .89 | | | .89 | | | | .92 | | | | .87 | | | | |



SW 328TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: S. MALONE & C. PALOMINO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

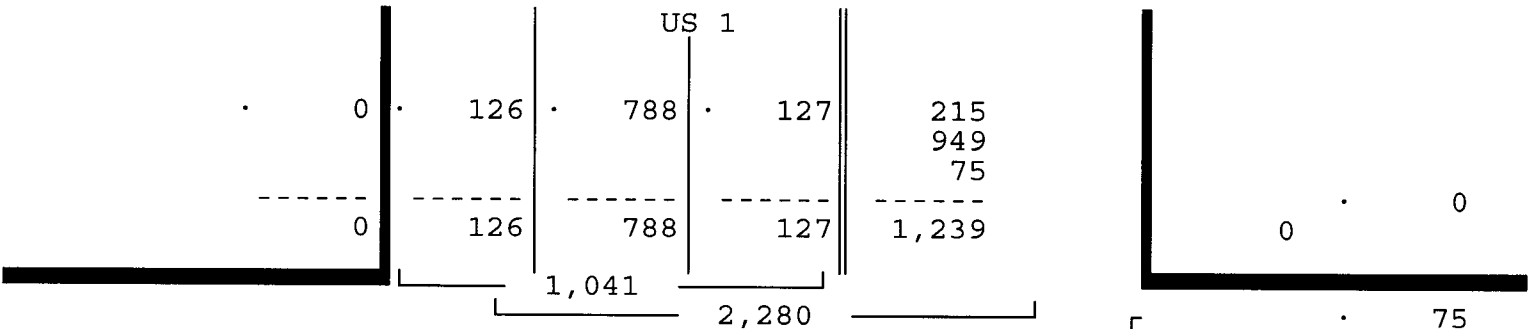
Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 328S_US1
 Page : 3

ALL VEHICLES

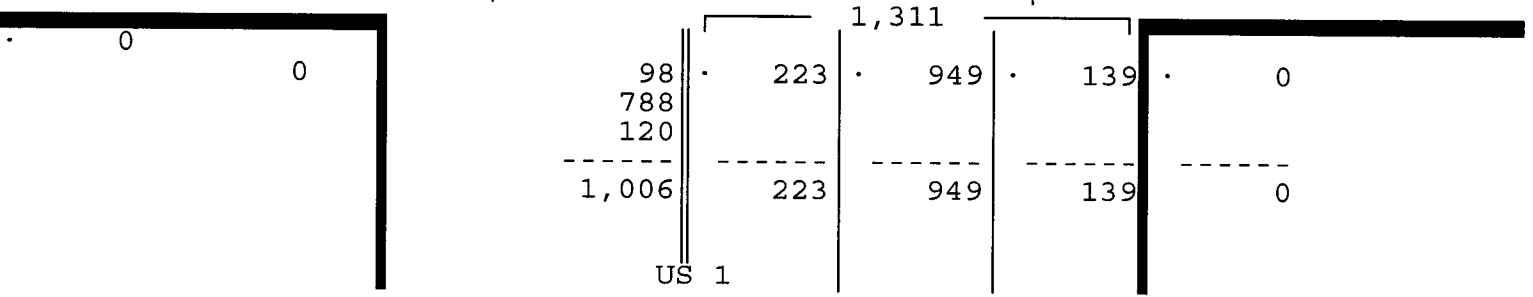
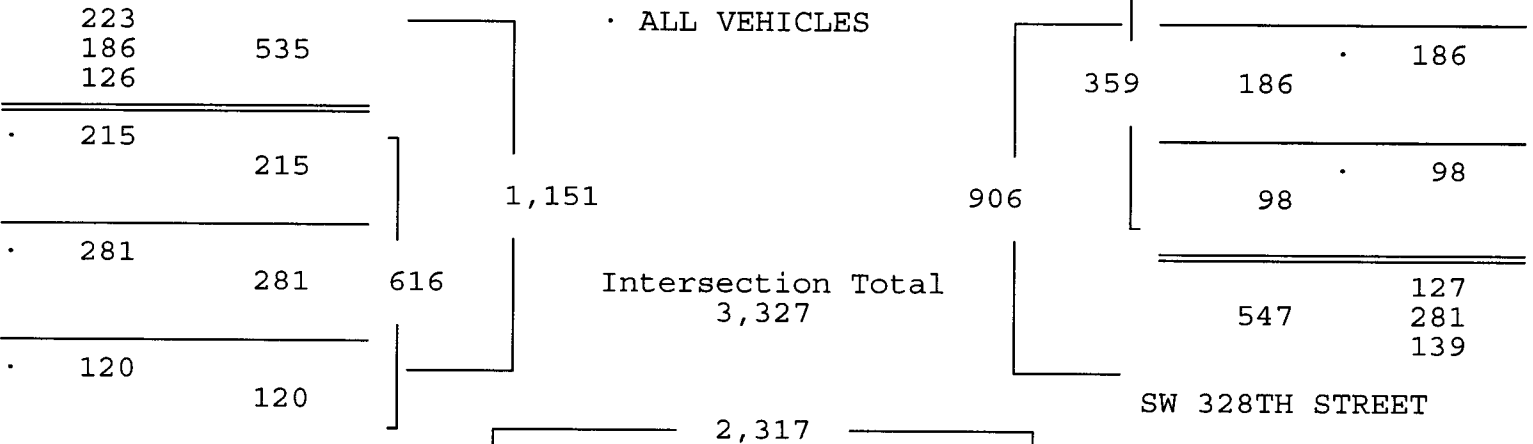
| US 1 From North | | SW 328TH STREET From East | | | | US 1 From South | | | | SW 328TH STREET From West | | | | Total | |
|--------------------|------|------------------------------|-------|-------|------|--------------------|-------|-------|------|------------------------------|-------|-------|------|-------|------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | | Thru |

Date 11/20/09
 Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09

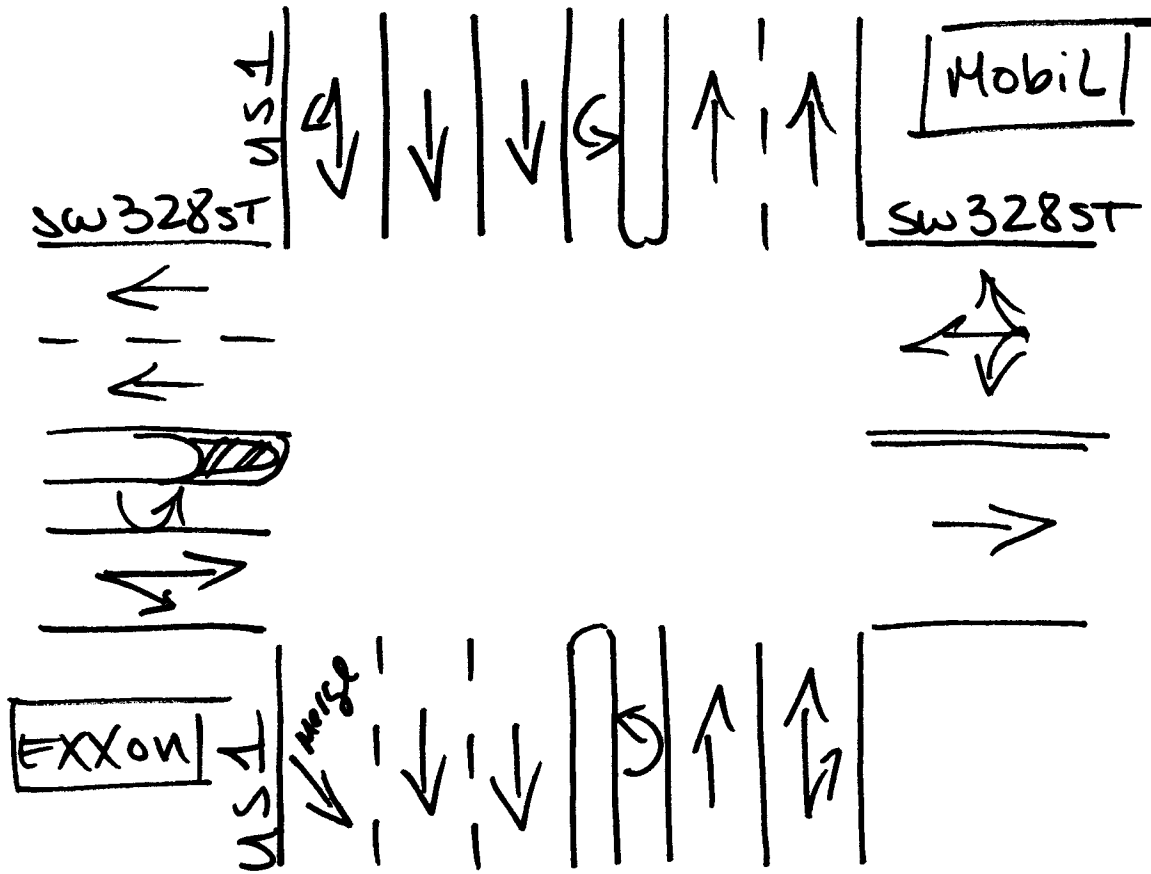
| Peak start 17:00 | | 17:00 | | | | 17:00 | | | | 17:00 | | | | | | |
|------------------|-------|-------|-----|-----|-------|-------|-----|-----|-------|-------|-----|-----|-------|-----|-----|-----|
| Volume | 3 | 124 | 788 | 126 | 0 | 98 | 186 | 75 | 84 | 139 | 949 | 139 | 1 | 214 | 281 | 120 |
| Percent | 0% | 12% | 76% | 12% | 0% | 27% | 52% | 21% | 6% | 11% | 72% | 11% | 0% | 35% | 46% | 19% |
| Pk total | 1041 | | | | 359 | | | | 1311 | | | | 616 | | | |
| Highest | 17:00 | | | | 17:30 | | | | 17:15 | | | | 17:00 | | | |
| Volume | 1 | 30 | 228 | 26 | 0 | 27 | 50 | 19 | 20 | 36 | 243 | 39 | 0 | 59 | 85 | 39 |
| Hi total | 285 | | | | 96 | | | | 338 | | | | 183 | | | |
| PHF | .91 | | | | .93 | | | | .97 | | | | .84 | | | |



SW 328TH STREET



↑
North



Homestead, Florida

November 24, 2009

drawn by: Luis Palomino

Signalized

SW 312TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: J. GOMEZ & M. CRUZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 312S_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|-----------|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/20/09 | | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 13 | 115 | 16 | 0 | 37 | 92 | 14 | 0 | 17 | 139 | 18 | 0 | 21 | 47 | 4 | 534 |
| 07:15 | 2 | 17 | 148 | 9 | 0 | 46 | 86 | 20 | 0 | 20 | 135 | 18 | 0 | 38 | 57 | 5 | 601 |
| 07:30 | 0 | 19 | 187 | 16 | 0 | 49 | 102 | 15 | 0 | 9 | 187 | 27 | 0 | 28 | 57 | 19 | 715 |
| 07:45 | 0 | 27 | 159 | 12 | 0 | 56 | 150 | 19 | 0 | 31 | 178 | 21 | 0 | 41 | 86 | 16 | 796 |
| Hr Total | 3 | 76 | 609 | 53 | 0 | 188 | 430 | 68 | 0 | 77 | 639 | 84 | 0 | 128 | 247 | 44 | 2646 |
| 08:00 | 0 | 20 | 196 | 22 | 0 | 60 | 148 | 17 | 0 | 21 | 179 | 28 | 0 | 39 | 83 | 17 | 830 |
| 08:15 | 0 | 29 | 161 | 19 | 0 | 72 | 162 | 36 | 1 | 25 | 168 | 38 | 0 | 47 | 108 | 8 | 874 |
| 08:30 | 0 | 42 | 186 | 28 | 0 | 50 | 152 | 23 | 1 | 26 | 172 | 39 | 0 | 53 | 81 | 14 | 867 |
| 08:45 | 0 | 39 | 175 | 24 | 0 | 67 | 176 | 27 | 2 | 25 | 144 | 33 | 0 | 43 | 110 | 21 | 886 |
| Hr Total | 0 | 130 | 718 | 93 | 0 | 249 | 638 | 103 | 4 | 97 | 663 | 138 | 0 | 182 | 382 | 60 | 3457 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 29 | 192 | 21 | 0 | 73 | 146 | 24 | 0 | 30 | 221 | 56 | 0 | 73 | 165 | 24 | 1054 |
| 16:15 | 0 | 41 | 187 | 28 | 0 | 68 | 135 | 30 | 1 | 26 | 238 | 71 | 0 | 70 | 128 | 26 | 1049 |
| 16:30 | 3 | 34 | 213 | 23 | 0 | 80 | 150 | 28 | 0 | 30 | 244 | 66 | 2 | 70 | 111 | 20 | 1074 |
| 16:45 | 1 | 49 | 213 | 26 | 0 | 78 | 129 | 24 | 0 | 35 | 240 | 88 | 0 | 67 | 127 | 25 | 1102 |
| Hr Total | 4 | 153 | 805 | 98 | 0 | 299 | 560 | 106 | 1 | 121 | 943 | 281 | 2 | 280 | 531 | 95 | 4279 |
| 17:00 | 1 | 41 | 219 | 22 | 0 | 59 | 117 | 23 | 0 | 31 | 242 | 87 | 0 | 78 | 163 | 29 | 1112 |
| 17:15 | 0 | 35 | 228 | 6 | 0 | 68 | 127 | 23 | 0 | 29 | 235 | 79 | 0 | 86 | 190 | 40 | 1146 |
| 17:30 | 1 | 50 | 229 | 18 | 0 | 70 | 131 | 17 | 0 | 30 | 228 | 87 | 0 | 57 | 136 | 19 | 1073 |
| 17:45 | 2 | 44 | 209 | 23 | 0 | 84 | 129 | 15 | 0 | 32 | 223 | 69 | 0 | 54 | 135 | 14 | 1033 |
| Hr Total | 4 | 170 | 885 | 69 | 0 | 281 | 504 | 78 | 0 | 122 | 928 | 322 | 0 | 275 | 624 | 102 | 4364 |
| *TOTAL* | 11 | 529 | 3017 | 313 | 0 | 1017 | 2132 | 355 | 5 | 417 | 3173 | 825 | 2 | 865 | 1784 | 301 | 14746 |

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 312S_US1

Page : 2

SW 312TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: J. GOMEZ & M. CRUZ
 SIGNALIZED

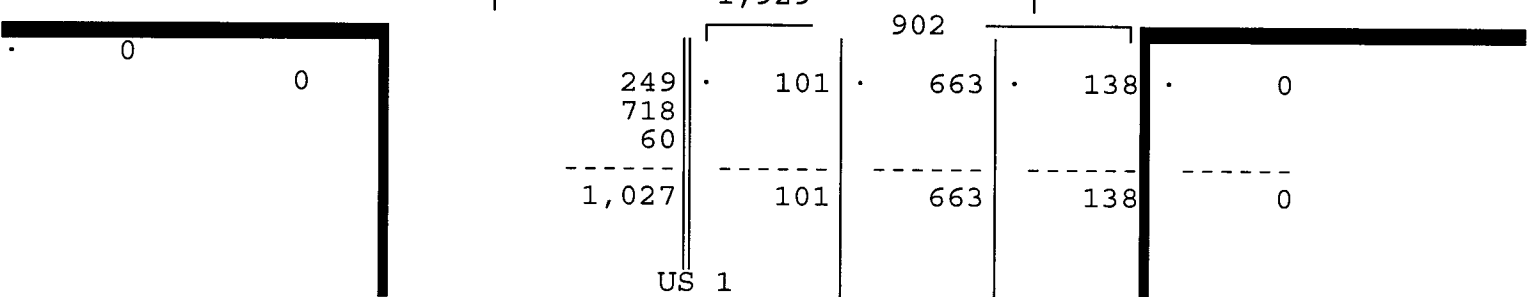
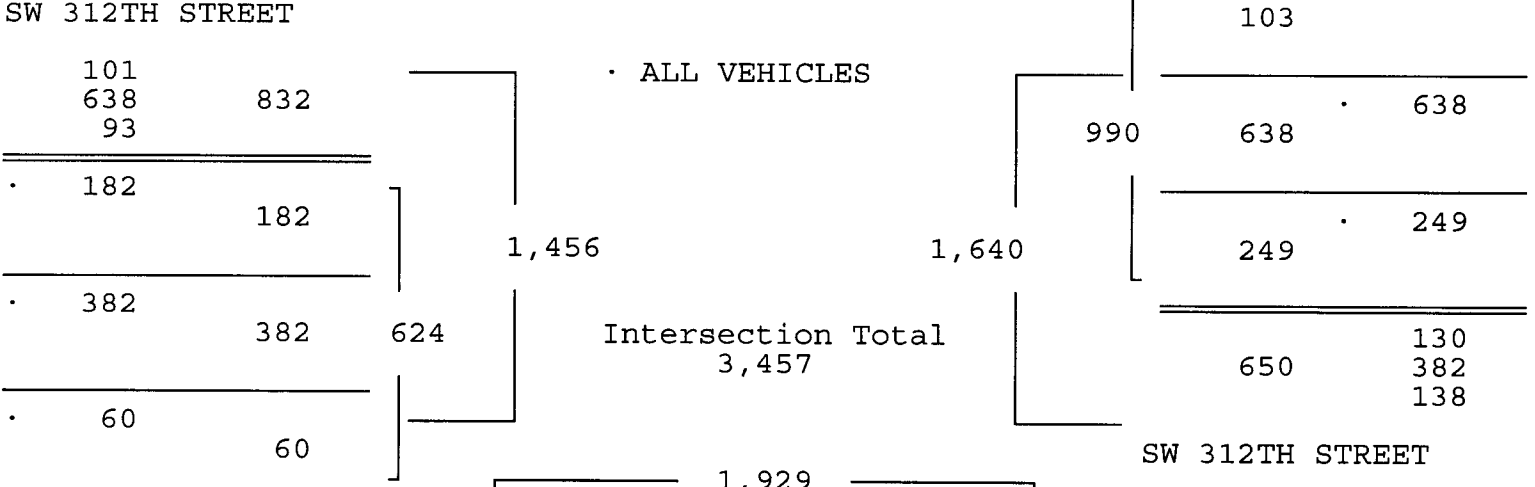
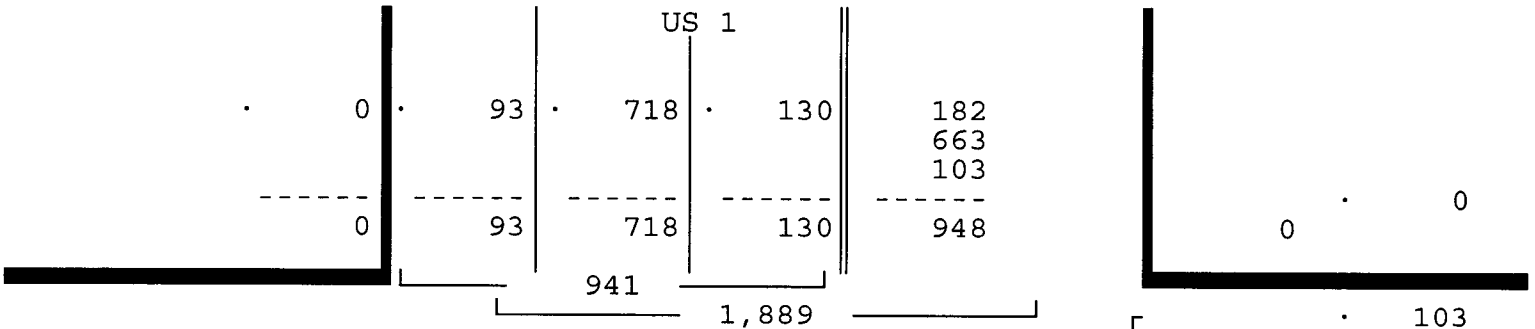
ALL VEHICLES

| US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09

| Peak start 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|-----|-------|----|-----|-----|-----|
| Volume | 0 | 130 | 718 | 93 | 0 | 249 | 638 | 103 | 0 | 97 | 663 | 138 | 0 | 182 | 382 | 60 |
| Percent | 0% | 14% | 76% | 10% | 0% | 25% | 64% | 10% | 0% | 11% | 74% | 15% | 0% | 29% | 61% | 10% |
| Pk total | 941 | | | 990 | | | 902 | | | 624 | | | | | | |
| Highest | 08:30 | | | 08:15 | | | 08:30 | | | 08:45 | | | | | | |
| Volume | 0 | 42 | 186 | 28 | 0 | 72 | 162 | 36 | 1 | 26 | 172 | 39 | 0 | 43 | 110 | 21 |
| Hi total | 256 | | | 270 | | | 238 | | | 174 | | | | | | |
| PHF | .92 | | | .92 | | | .95 | | | .90 | | | | | | |



SW 312TH STREET & US 1
 HOMESTEAD, FLORIDA
 COUNTED BY: J. GOMEZ & M. CRUZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 312S_US1
 Page : 3

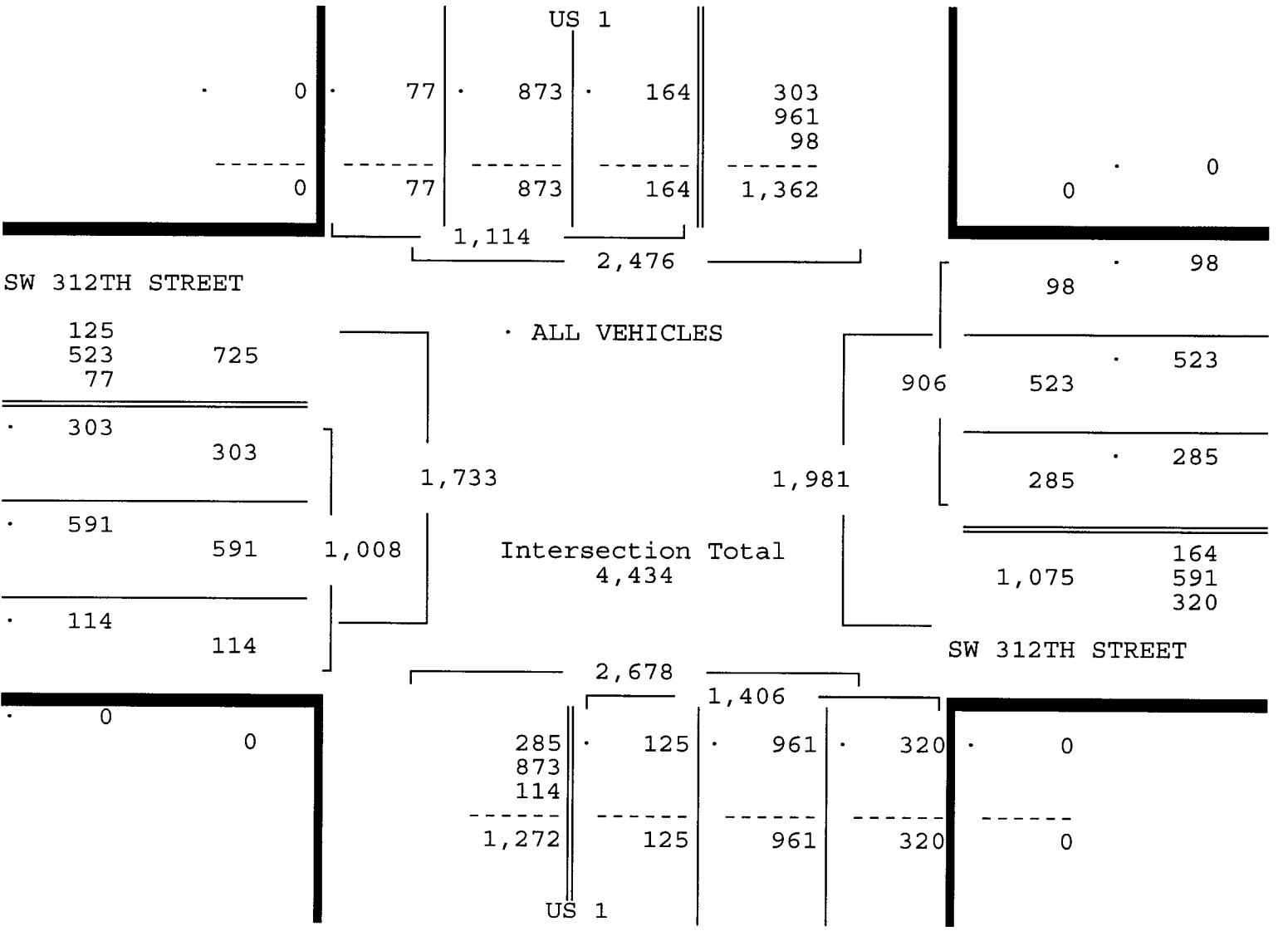
ALL VEHICLES

| US 1 From North | | | | SW 312TH STREET From East | | | | US 1 From South | | | | SW 312TH STREET From West | | | | Total |
|--------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

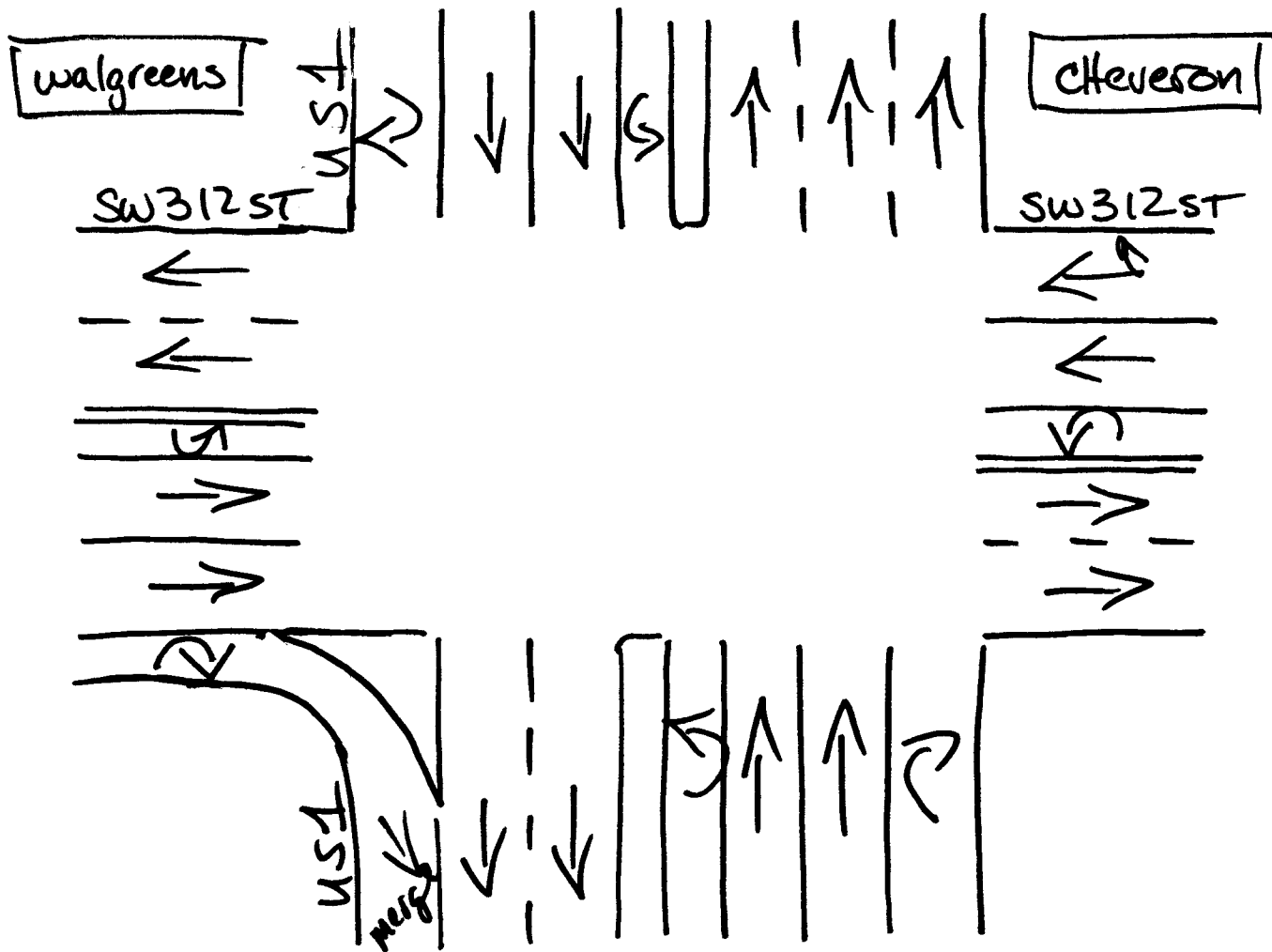
Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09

| Peak start 16:30 | | | | 16:30 | | | | 16:30 | | | | 16:30 | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|-----|-------|----|-----|-----|-----|
| Volume | 5 | 159 | 873 | 77 | 0 | 285 | 523 | 98 | 0 | 125 | 961 | 320 | 2 | 301 | 591 | 114 |
| Percent | 0% | 14% | 78% | 7% | 0% | 31% | 58% | 11% | 0% | 9% | 68% | 23% | 0% | 30% | 59% | 11% |
| Pk total | 1114 | | | 906 | | | 1406 | | | 1008 | | | | | | |
| Highest | 16:45 | | | 16:30 | | | 16:45 | | | 17:15 | | | | | | |
| Volume | 1 | 49 | 213 | 26 | 0 | 80 | 150 | 28 | 0 | 35 | 240 | 88 | 0 | 86 | 190 | 40 |
| Hi total | 289 | | | 258 | | | 363 | | | 316 | | | | | | |
| PHF | .96 | | | .88 | | | .97 | | | .80 | | | | | | |



↑
North



Homestead, Florida

November 24, 2009

drawn by: Luis Palomino

Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS RUIZ
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 312S162A
 Page : 1

ALL VEHICLES

| Date | SW 162ND AVENUE From North | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/20/09 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 26 | 24 | 10 | 0 | 43 | 140 | 18 | 0 | 19 | 67 | 109 | 0 | 6 | 98 | 14 | 574 |
| 07:15 | 0 | 26 | 40 | 4 | 0 | 52 | 141 | 21 | 0 | 22 | 59 | 98 | 0 | 3 | 107 | 17 | 590 |
| 07:30 | 0 | 37 | 26 | 8 | 0 | 45 | 176 | 25 | 0 | 25 | 56 | 88 | 0 | 4 | 121 | 9 | 620 |
| 07:45 | 0 | 38 | 52 | 7 | 1 | 47 | 226 | 24 | 0 | 27 | 48 | 104 | 0 | 3 | 148 | 18 | 743 |
| Hr Total | 0 | 127 | 142 | 29 | 1 | 187 | 683 | 88 | 0 | 93 | 230 | 399 | 0 | 16 | 474 | 58 | 2527 |
| 08:00 | 0 | 49 | 54 | 12 | 0 | 55 | 208 | 25 | 0 | 34 | 61 | 125 | 0 | 7 | 134 | 15 | 779 |
| 08:15 | 0 | 37 | 40 | 13 | 0 | 61 | 224 | 21 | 0 | 36 | 58 | 119 | 0 | 8 | 179 | 18 | 814 |
| 08:30 | 0 | 40 | 44 | 11 | 0 | 53 | 264 | 32 | 1 | 32 | 45 | 100 | 0 | 7 | 134 | 18 | 781 |
| 08:45 | 0 | 38 | 33 | 10 | 0 | 66 | 266 | 24 | 0 | 24 | 24 | 77 | 0 | 5 | 181 | 16 | 764 |
| Hr Total | 0 | 164 | 171 | 46 | 0 | 235 | 962 | 102 | 1 | 126 | 188 | 421 | 0 | 27 | 628 | 67 | 3138 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 52 | 36 | 7 | 0 | 81 | 272 | 56 | 0 | 25 | 34 | 54 | 0 | 9 | 228 | 20 | 874 |
| 16:15 | 0 | 47 | 51 | 9 | 0 | 79 | 232 | 32 | 0 | 25 | 48 | 83 | 0 | 11 | 217 | 29 | 863 |
| 16:30 | 0 | 43 | 54 | 8 | 0 | 87 | 243 | 35 | 0 | 30 | 40 | 68 | 0 | 13 | 188 | 26 | 835 |
| 16:45 | 0 | 56 | 43 | 4 | 0 | 79 | 200 | 28 | 0 | 35 | 41 | 66 | 0 | 13 | 220 | 31 | 816 |
| Hr Total | 0 | 198 | 184 | 28 | 0 | 326 | 947 | 151 | 0 | 115 | 163 | 271 | 0 | 46 | 853 | 106 | 3388 |
| 17:00 | 0 | 53 | 58 | 11 | 0 | 83 | 206 | 37 | 0 | 36 | 46 | 114 | 0 | 12 | 231 | 22 | 909 |
| 17:15 | 0 | 49 | 51 | 9 | 0 | 83 | 240 | 41 | 0 | 21 | 46 | 85 | 0 | 25 | 235 | 26 | 911 |
| 17:30 | 0 | 65 | 59 | 13 | 0 | 69 | 237 | 45 | 0 | 29 | 51 | 71 | 0 | 12 | 219 | 19 | 889 |
| 17:45 | 0 | 47 | 56 | 15 | 0 | 100 | 260 | 38 | 0 | 21 | 55 | 76 | 0 | 22 | 196 | 12 | 898 |
| Hr Total | 0 | 214 | 224 | 48 | 0 | 335 | 943 | 161 | 0 | 107 | 198 | 346 | 0 | 71 | 881 | 79 | 3607 |
| *TOTAL* | 0 | 703 | 721 | 151 | 1 | 1083 | 3535 | 502 | 1 | 441 | 779 | 1437 | 0 | 160 | 2836 | 310 | 12660 |

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 312S162A

Page : 2

SW 312TH STREET & SW 162ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CARLOS RUIZ
 SIGNALIZED

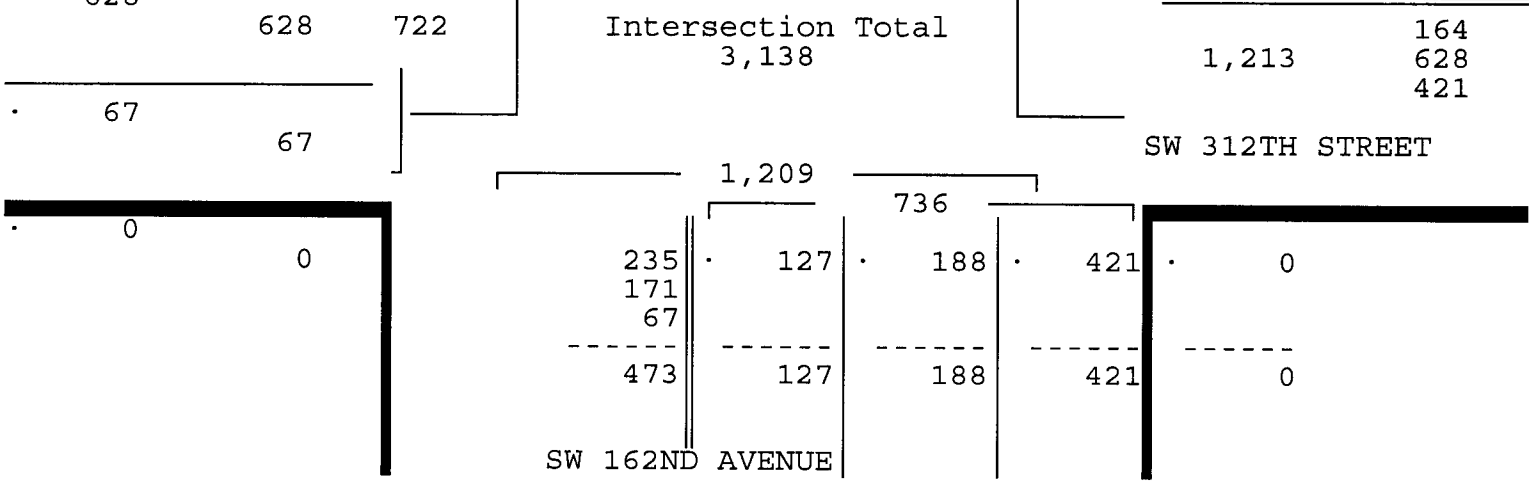
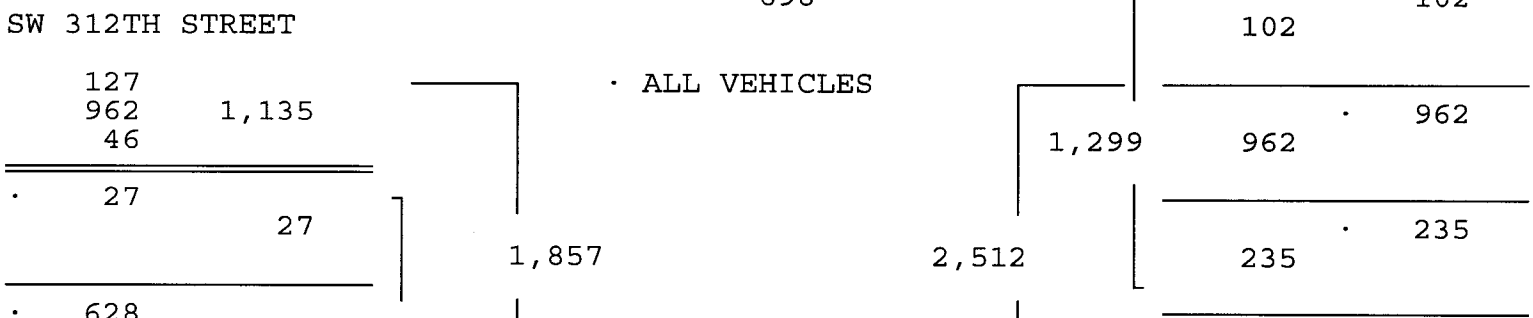
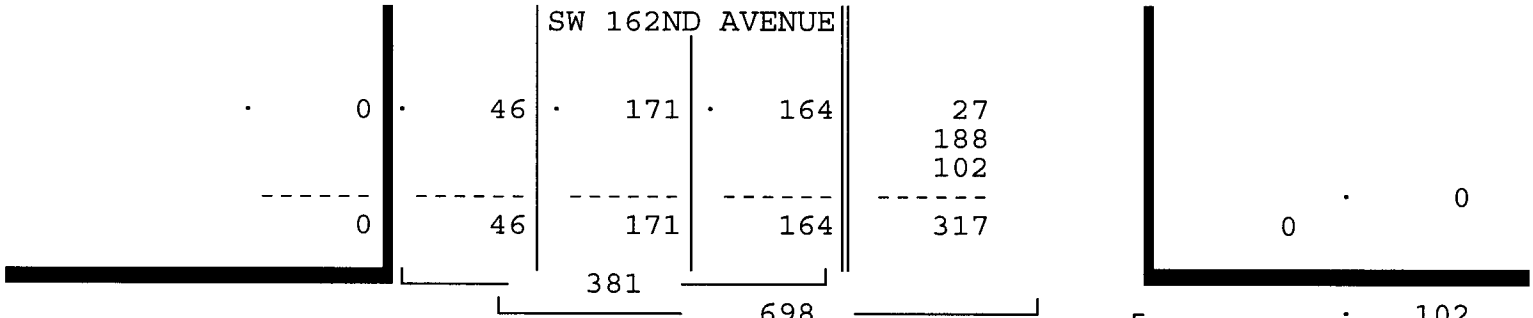
ALL VEHICLES

| SW 162ND AVENUE From North | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09

| Peak start 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | | |
|------------------|-------|-----|-----|-------|----|-----|-----|-------|----|-----|-----|-------|-----|----|-----|-----|----|
| Volume | 0 | 164 | 171 | 46 | 0 | 235 | 962 | 102 | 0 | 1 | 126 | 188 | 421 | 0 | 27 | 628 | 67 |
| Percent | 0% | 43% | 45% | 12% | 0% | 18% | 74% | 8% | 0% | 17% | 26% | 57% | 0% | 4% | 87% | 9% | |
| Pk total | 381 | | | 1299 | | | | 736 | | | | 722 | | | | | |
| Highest | 08:00 | | | 08:45 | | | | 08:00 | | | | 08:15 | | | | | |
| Volume | 0 | 49 | 54 | 12 | 0 | 66 | 266 | 24 | 0 | 34 | 61 | 125 | 0 | 8 | 179 | 18 | |
| Hi total | 115 | | | 356 | | | | 220 | | | | 205 | | | | | |
| PHF | .83 | | | .91 | | | | .84 | | | | .88 | | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 312S162A

Page : 3

SW 312TH STREET & SW 162ND AVENUE

HOMESTEAD, FLORIDA

COUNTED BY: CARLOS RUIZ

SIGNALIZED

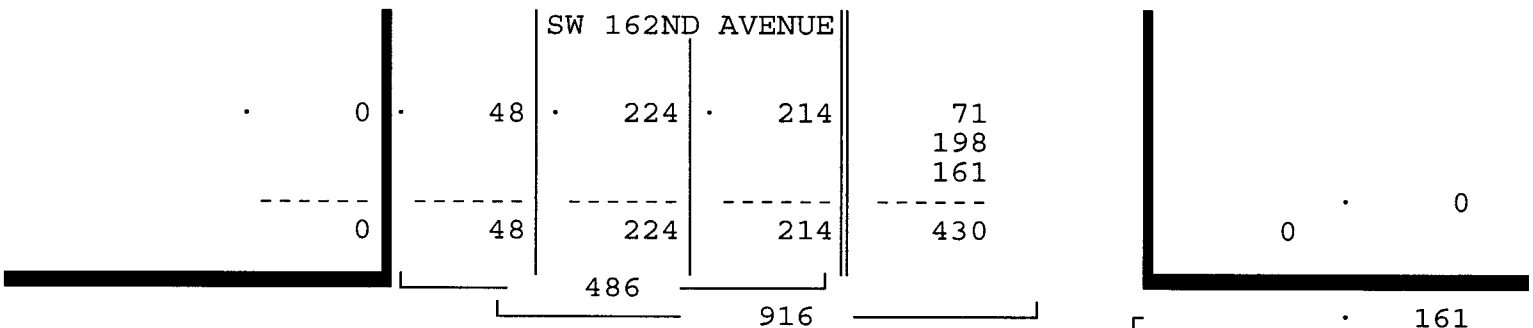
ALL VEHICLES

| SW 162ND AVENUE From North | | | | SW 312TH STREET From East | | | | SW 162ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| U Turn | Left | Thru | Right | U Turn | Left | Thru | Right | U Turn | Left | Thru | Right | U Turn | Left | Thru | Right | |

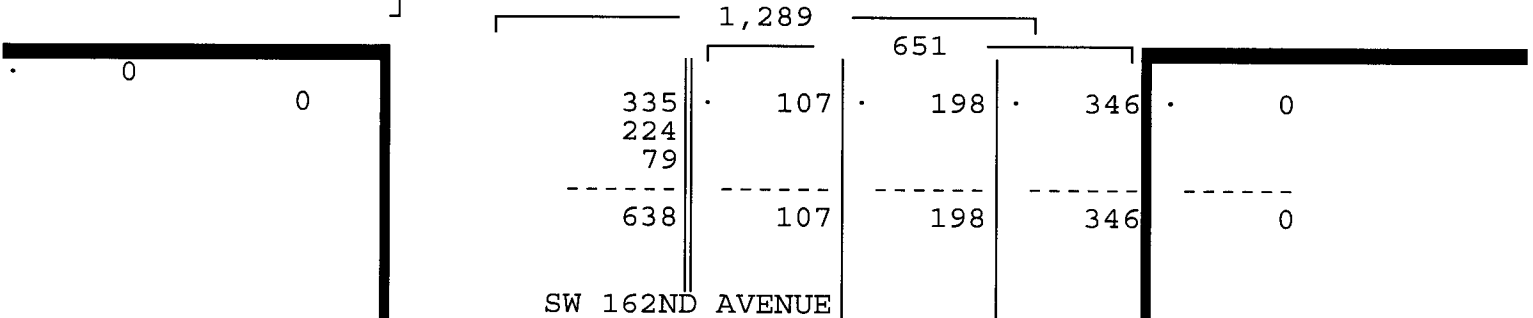
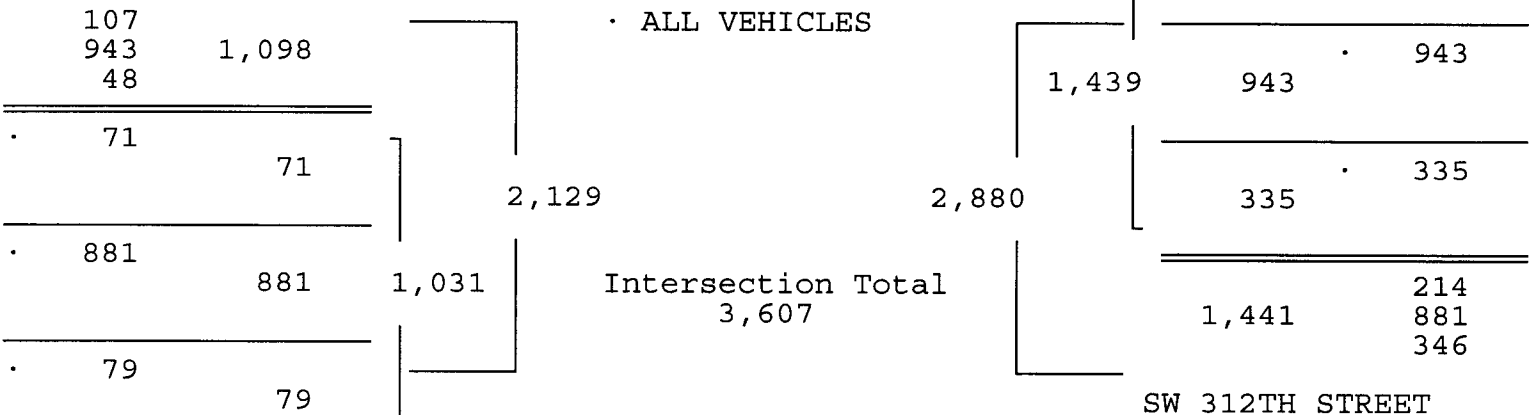
Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09

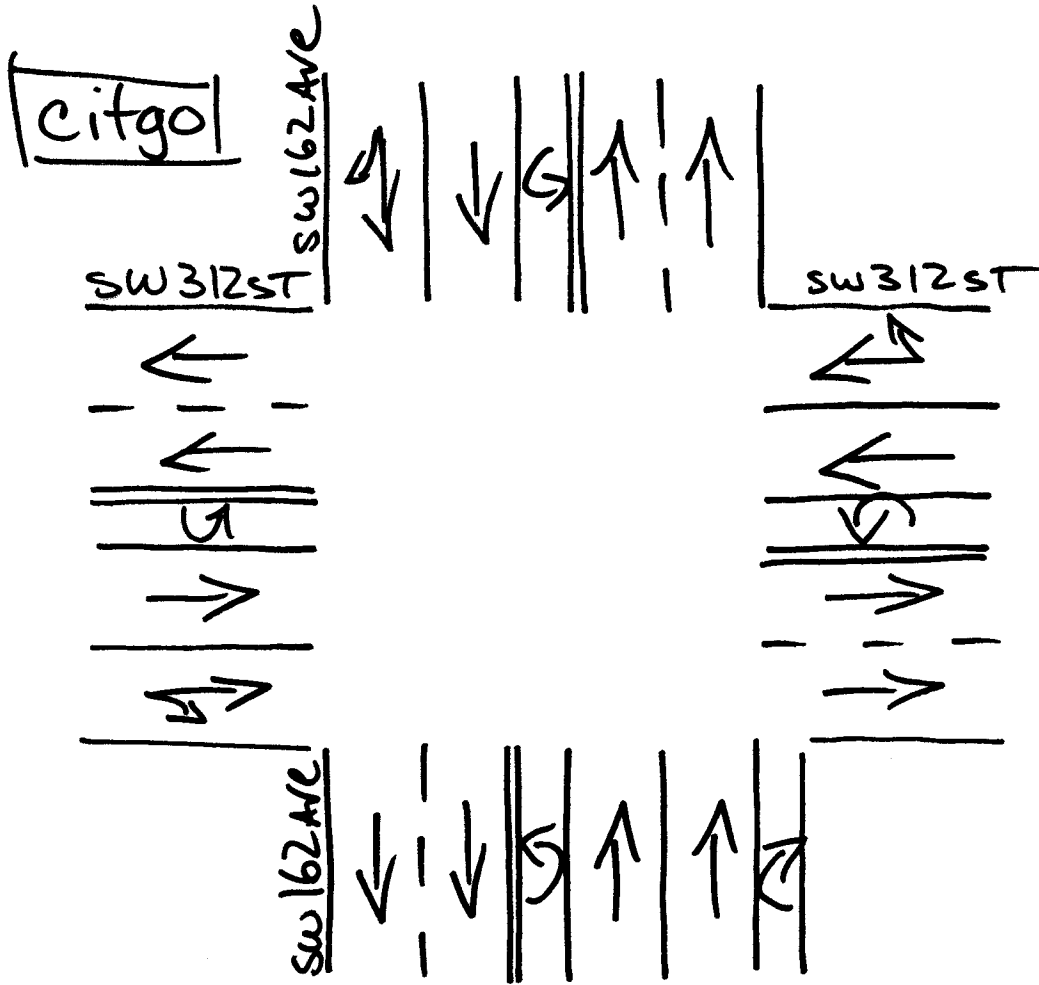
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | |
|------------|-------|-----|-----|-----|-------|-----|-----|-----|-------|-----|-----|-----|-------|----|-----|----|
| Volume | 0 | 214 | 224 | 48 | 0 | 335 | 943 | 161 | 0 | 107 | 198 | 346 | 0 | 71 | 881 | 79 |
| Percent | 0% | 44% | 46% | 10% | 0% | 23% | 66% | 11% | 0% | 16% | 30% | 53% | 0% | 7% | 85% | 8% |
| Pk total | 486 | | | | 1439 | | | | 651 | | | | 1031 | | | |
| Highest | 17:30 | | | | 17:45 | | | | 17:00 | | | | 17:15 | | | |
| Volume | 0 | 65 | 59 | 13 | 0 | 100 | 260 | 38 | 0 | 36 | 46 | 114 | 0 | 25 | 235 | 26 |
| Hi total | 137 | | | | 398 | | | | 196 | | | | 286 | | | |
| PHF | .89 | | | | .90 | | | | .83 | | | | .90 | | | |



SW 312TH STREET



↑
North



Homestead, Florida

November 24, 2009

drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 312S152A

Page : 1

SW 312TH STREET & SW 152ND AVENUE

HOMESTEAD, FLORIDA

COUNTED BY: CAMILO RUIZ

SIGNALIZED

ALL VEHICLES

| Date | From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 11/20/09 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 2 | 22 | 146 | 0 | 0 | 140 | 0 | 23 | 0 | 0 | 85 | 31 | 449 |
| 07:15 | 0 | 0 | 0 | 0 | 1 | 27 | 134 | 0 | 0 | 121 | 0 | 26 | 0 | 0 | 106 | 50 | 465 |
| 07:30 | 0 | 0 | 0 | 0 | 2 | 24 | 186 | 0 | 0 | 134 | 0 | 50 | 0 | 0 | 126 | 61 | 583 |
| 07:45 | 0 | 0 | 0 | 0 | 3 | 37 | 228 | 0 | 0 | 120 | 0 | 47 | 1 | 0 | 159 | 79 | 674 |
| Hr Total | 0 | 0 | 0 | 0 | 8 | 110 | 694 | 0 | 0 | 515 | 0 | 146 | 1 | 0 | 476 | 221 | 2171 |
| 08:00 | 0 | 0 | 0 | 0 | 2 | 34 | 259 | 0 | 0 | 141 | 0 | 48 | 2 | 0 | 150 | 80 | 716 |
| 08:15 | 0 | 0 | 0 | 0 | 3 | 38 | 263 | 0 | 0 | 136 | 0 | 61 | 1 | 0 | 166 | 68 | 736 |
| 08:30 | 0 | 0 | 0 | 0 | 1 | 29 | 260 | 0 | 0 | 133 | 0 | 35 | 0 | 0 | 139 | 64 | 661 |
| 08:45 | 0 | 0 | 0 | 0 | 1 | 26 | 171 | 0 | 0 | 88 | 0 | 23 | 3 | 0 | 137 | 74 | 523 |
| Hr Total | 0 | 0 | 0 | 0 | 7 | 127 | 953 | 0 | 0 | 498 | 0 | 167 | 6 | 0 | 592 | 286 | 2636 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 34 | 171 | 0 | 0 | 112 | 0 | 14 | 0 | 0 | 175 | 109 | 615 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 32 | 186 | 0 | 0 | 93 | 0 | 21 | 1 | 0 | 191 | 102 | 626 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 35 | 160 | 0 | 0 | 88 | 0 | 27 | 0 | 0 | 153 | 128 | 592 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 28 | 205 | 0 | 0 | 106 | 0 | 21 | 0 | 0 | 200 | 136 | 697 |
| Hr Total | 0 | 0 | 0 | 0 | 2 | 129 | 722 | 0 | 0 | 399 | 0 | 83 | 1 | 0 | 719 | 475 | 2530 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 35 | 182 | 0 | 0 | 98 | 0 | 20 | 0 | 0 | 204 | 139 | 680 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 36 | 196 | 0 | 0 | 104 | 0 | 19 | 0 | 0 | 212 | 116 | 683 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 39 | 164 | 0 | 0 | 105 | 0 | 24 | 2 | 0 | 197 | 143 | 674 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 26 | 162 | 0 | 0 | 92 | 0 | 26 | 1 | 0 | 191 | 127 | 627 |
| Hr Total | 0 | 0 | 0 | 0 | 4 | 136 | 704 | 0 | 0 | 399 | 0 | 89 | 3 | 0 | 804 | 525 | 2664 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 0 | 0 | 0 | 21 | 502 | 3073 | 0 | 0 | 1811 | 0 | 485 | 11 | 0 | 2591 | 1507 | 10001 |

SW 312TH STREET & SW 152ND AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: CAMILO RUIZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 312S152A
 Page : 2

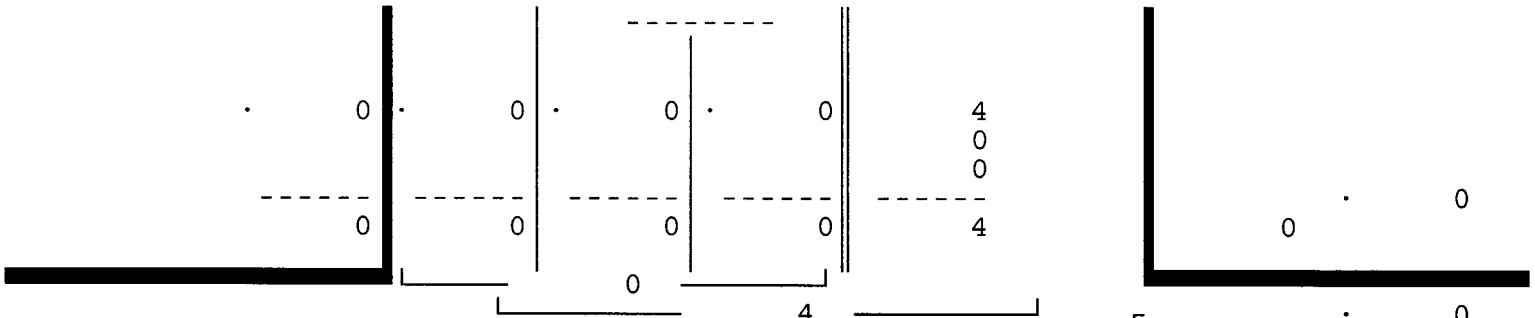
ALL VEHICLES

| From North | | | | SW 312TH STREET From East | | | | SW 152ND AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
|------------------|-------|----|----|-------|----|-----|------|-------|----|-----|----|-------|----|----|-----|-----|
| Volume | 0 | 0 | 0 | 0 | 9 | 138 | 1010 | 0 | 0 | 530 | 0 | 191 | 4 | 0 | 614 | 291 |
| Percent | 0% | 0% | 0% | 0% | 1% | 12% | 87% | 0% | 0% | 74% | 0% | 26% | 0% | 0% | 68% | 32% |
| Pk total | 0 | | | 1157 | | | | 721 | | | | 909 | | | | |
| Highest | 07:00 | | | 08:15 | | | | 08:15 | | | | 07:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 3 | 38 | 263 | 0 | 0 | 136 | 0 | 61 | 1 | 0 | 159 | 79 |
| Hi total | 0 | | | 304 | | | | 197 | | | | 239 | | | | |
| PHF | .0 | | | .95 | | | | .91 | | | | .95 | | | | |



SW 312TH STREET

| | |
|-------|-------|
| 530 | |
| 1,010 | 1,540 |
| 0 | |
| <hr/> | |
| 4 | |
| | 4 |
| <hr/> | |
| 614 | |
| | 614 |
| <hr/> | |
| 291 | |
| | 291 |

ALL VEHICLES

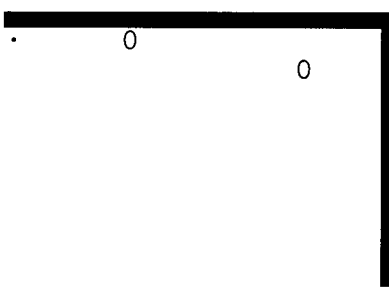
2,449

1,962

Intersection Total
2,787

SW 312TH STREET

| | | |
|-------|-------|-------|
| 1,157 | 1,010 | 1,010 |
| <hr/> | | |
| 147 | | 147 |
| <hr/> | | |
| 805 | | 0 |
| | | 614 |
| | | 191 |



SW 152ND AVENUE

1,159

721

147
0
291

438

530

530

0

0

191

191

0

0

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 312S152A

Page : 3

SW 312TH STREET & SW 152ND AVENUE

HOMESTEAD, FLORIDA

COUNTED BY: CAMILO RUIZ

SIGNALIZED

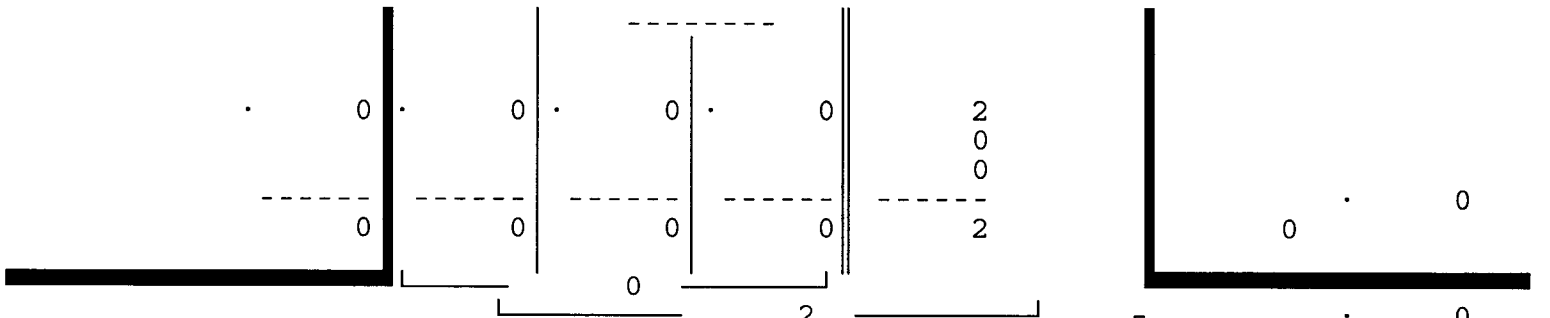
ALL VEHICLES

| From North | | | | From East | | | | From South | | | | From West | | | | Total |
|------------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|-----------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09

| 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | Total |
|----------|-------|----|----|-------|----|-----|-------|-------|----|-------|----|-------|----|----|-----|-------|
| Volume | 0 | 0 | 0 | 0 | 3 | 138 | 747 | 0 | 0 | 413 | 0 | 84 | 2 | 0 | 813 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 16% | 84% | 0% | 0% | 83% | 0% | 17% | 0% | 0% | 60% | 40% |
| Pk total | 0 | | | 888 | | | 497 | | | 1349 | | | | | | |
| Highest | 07:00 | | | 16:45 | | | 17:30 | | | 17:00 | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 1 | 28 | 205 | 0 | 0 | 105 | 0 | 24 | 0 | 0 | 204 | 139 |
| Hi total | 0 | | | 234 | | | 129 | | | 343 | | | | | | |
| PHF | .0 | | | .95 | | | .96 | | | .98 | | | | | | |



SW 312TH STREET

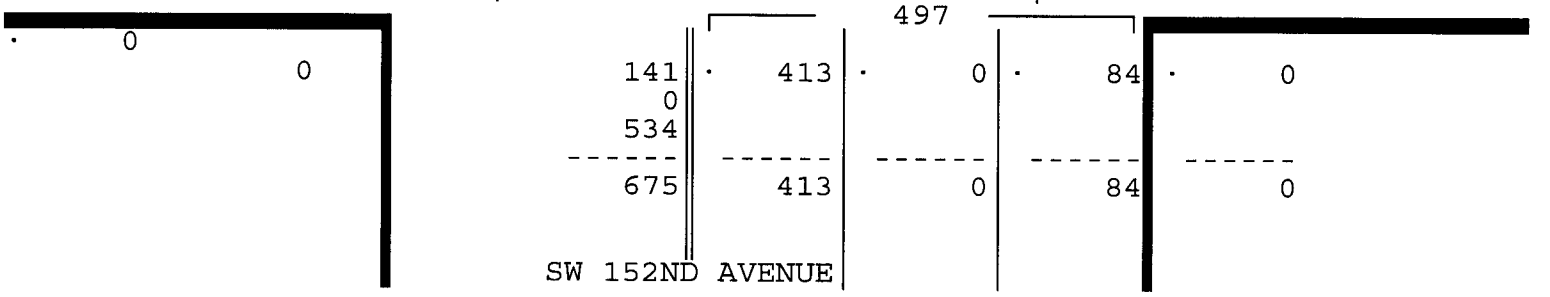
| | |
|-------|-------|
| 413 | |
| 747 | 1,160 |
| 0 | |
| <hr/> | |
| 2 | 2 |
| <hr/> | |
| 813 | 813 |
| <hr/> | |
| 534 | 534 |
| <hr/> | |
| 0 | 0 |

ALL VEHICLES

| | |
|--------------------|-------|
| 2,509 | 1,785 |
| <hr/> | |
| Intersection Total | |
| 2,734 | |
| <hr/> | |
| 1,172 | 497 |

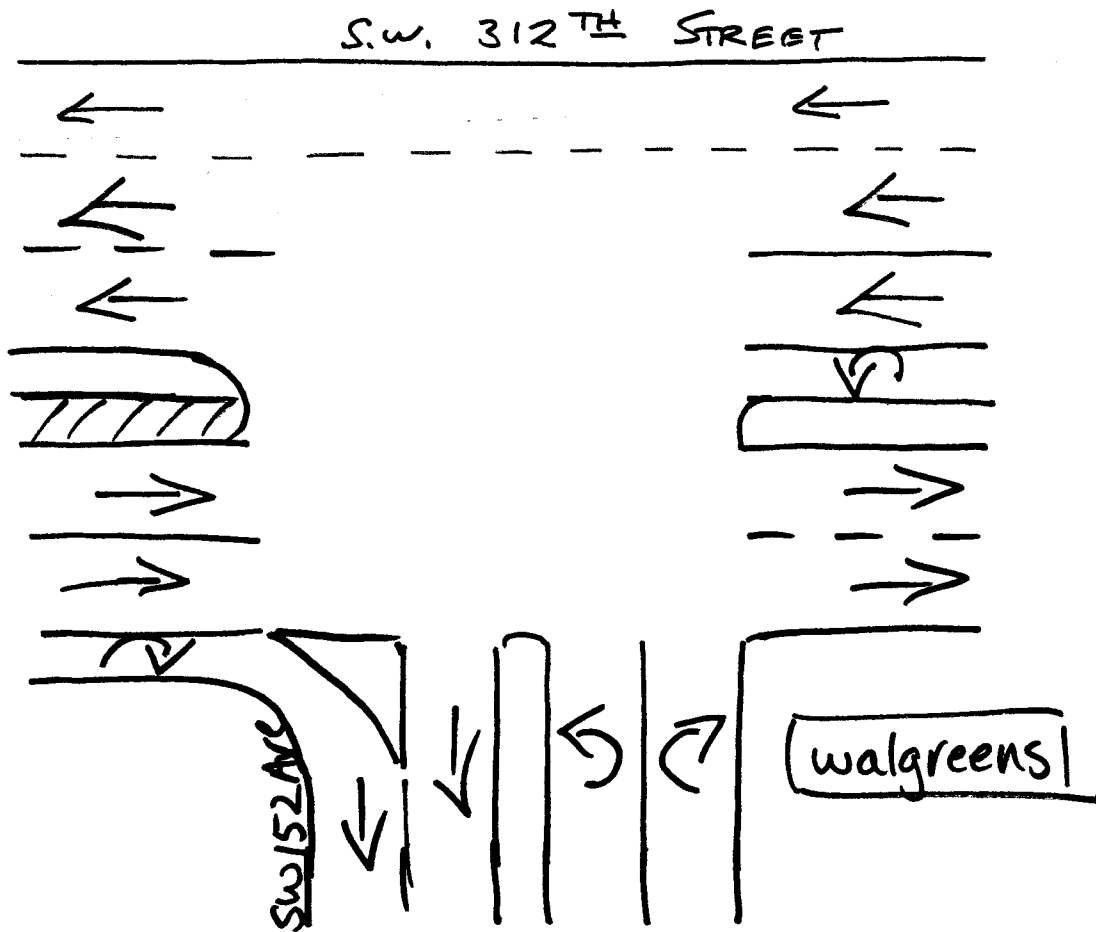
| | |
|-------|-----|
| 0 | 0 |
| 747 | 747 |
| <hr/> | |
| 141 | 141 |
| <hr/> | |
| 897 | 813 |
| | 84 |

SW 312TH STREET



SW 152ND AVENUE

↑
North



Homestead, Florida

November 24, 2009

drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: JOHNNY MOLESTINA
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 312S137A
 Page : 1

ALL VEHICLES

| Date 11/20/09 | SW 137TH AVENUE From North | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 07:00 | 2 | 8 | 80 | 47 | 0 | 5 | 11 | 25 | 0 | 5 | 72 | 4 | 0 | 55 | 10 | 7 | 331 |
| 07:15 | 2 | 12 | 91 | 53 | 0 | 4 | 18 | 38 | 0 | 9 | 56 | 5 | 1 | 57 | 13 | 9 | 368 |
| 07:30 | 8 | 12 | 105 | 88 | 0 | 4 | 13 | 31 | 0 | 5 | 64 | 3 | 0 | 83 | 10 | 12 | 438 |
| 07:45 | 3 | 18 | 128 | 116 | 0 | 0 | 13 | 21 | 0 | 8 | 49 | 4 | 0 | 92 | 14 | 13 | 479 |
| Hr Total | 15 | 50 | 404 | 304 | 0 | 13 | 55 | 115 | 0 | 27 | 241 | 16 | 1 | 287 | 47 | 41 | 1616 |
| 08:00 | 3 | 17 | 132 | 169 | 0 | 14 | 18 | 10 | 0 | 11 | 63 | 2 | 0 | 81 | 7 | 13 | 540 |
| 08:15 | 3 | 15 | 130 | 143 | 0 | 9 | 16 | 6 | 0 | 5 | 46 | 4 | 0 | 100 | 6 | 16 | 499 |
| 08:30 | 6 | 12 | 124 | 118 | 0 | 7 | 14 | 5 | 0 | 3 | 43 | 3 | 1 | 88 | 10 | 12 | 446 |
| 08:45 | 6 | 13 | 133 | 92 | 0 | 7 | 11 | 8 | 0 | 8 | 50 | 3 | 0 | 51 | 13 | 28 | 423 |
| Hr Total | 18 | 57 | 519 | 522 | 0 | 37 | 59 | 29 | 0 | 27 | 202 | 12 | 1 | 320 | 36 | 69 | 1908 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 6 | 9 | 128 | 104 | 0 | 5 | 7 | 5 | 0 | 15 | 61 | 1 | 0 | 90 | 13 | 17 | 461 |
| 16:15 | 2 | 23 | 131 | 88 | 0 | 7 | 12 | 7 | 0 | 18 | 76 | 3 | 0 | 70 | 19 | 27 | 483 |
| 16:30 | 2 | 21 | 131 | 91 | 0 | 4 | 10 | 5 | 0 | 14 | 96 | 2 | 0 | 72 | 16 | 11 | 475 |
| 16:45 | 2 | 22 | 109 | 95 | 0 | 4 | 19 | 8 | 1 | 10 | 78 | 5 | 0 | 65 | 28 | 20 | 466 |
| Hr Total | 12 | 75 | 499 | 378 | 0 | 20 | 48 | 25 | 1 | 57 | 311 | 11 | 0 | 297 | 76 | 75 | 1885 |
| 17:00 | 3 | 38 | 158 | 87 | 0 | 7 | 25 | 17 | 1 | 9 | 97 | 3 | 0 | 60 | 29 | 22 | 556 |
| 17:15 | 4 | 39 | 146 | 90 | 0 | 6 | 21 | 11 | 0 | 18 | 98 | 4 | 1 | 69 | 21 | 8 | 536 |
| 17:30 | 6 | 19 | 143 | 89 | 0 | 10 | 23 | 14 | 0 | 18 | 83 | 2 | 1 | 90 | 27 | 20 | 545 |
| 17:45 | 2 | 24 | 134 | 85 | 0 | 8 | 18 | 9 | 0 | 10 | 88 | 2 | 0 | 82 | 27 | 12 | 501 |
| Hr Total | 15 | 120 | 581 | 351 | 0 | 31 | 87 | 51 | 1 | 55 | 366 | 11 | 2 | 301 | 104 | 62 | 2138 |
| *TOTAL* | 60 | 302 | 2003 | 1555 | 0 | 101 | 249 | 220 | 2 | 166 | 1120 | 50 | 4 | 1205 | 263 | 247 | 7547 |

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 312S137A

Page : 2

SW 312TH STREET & SW 137TH AVENUE

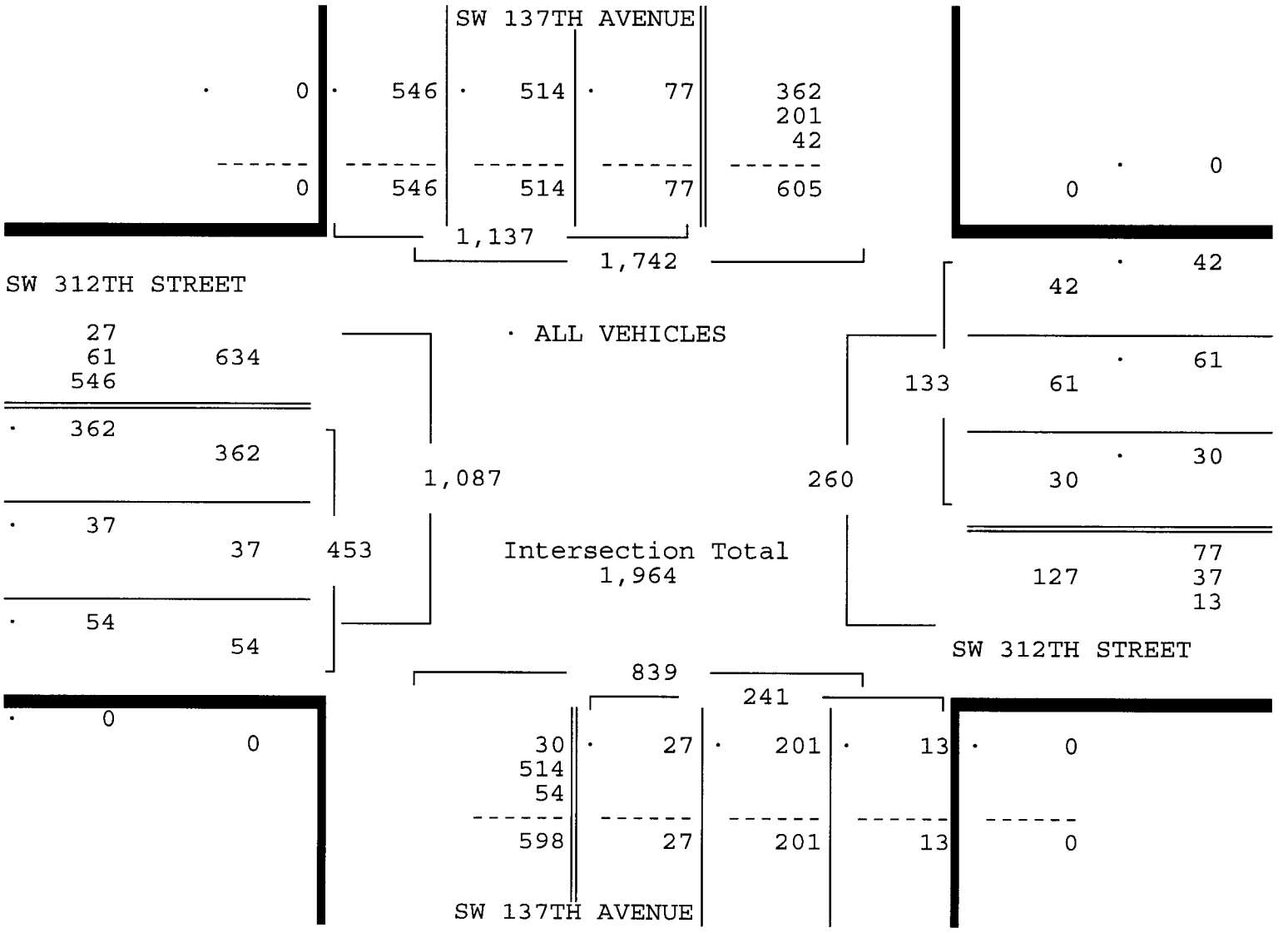
HOMESTEAD, FLORIDA

COUNTED BY: JOHNNY MOLESTINA

SIGNALIZED

ALL VEHICLES

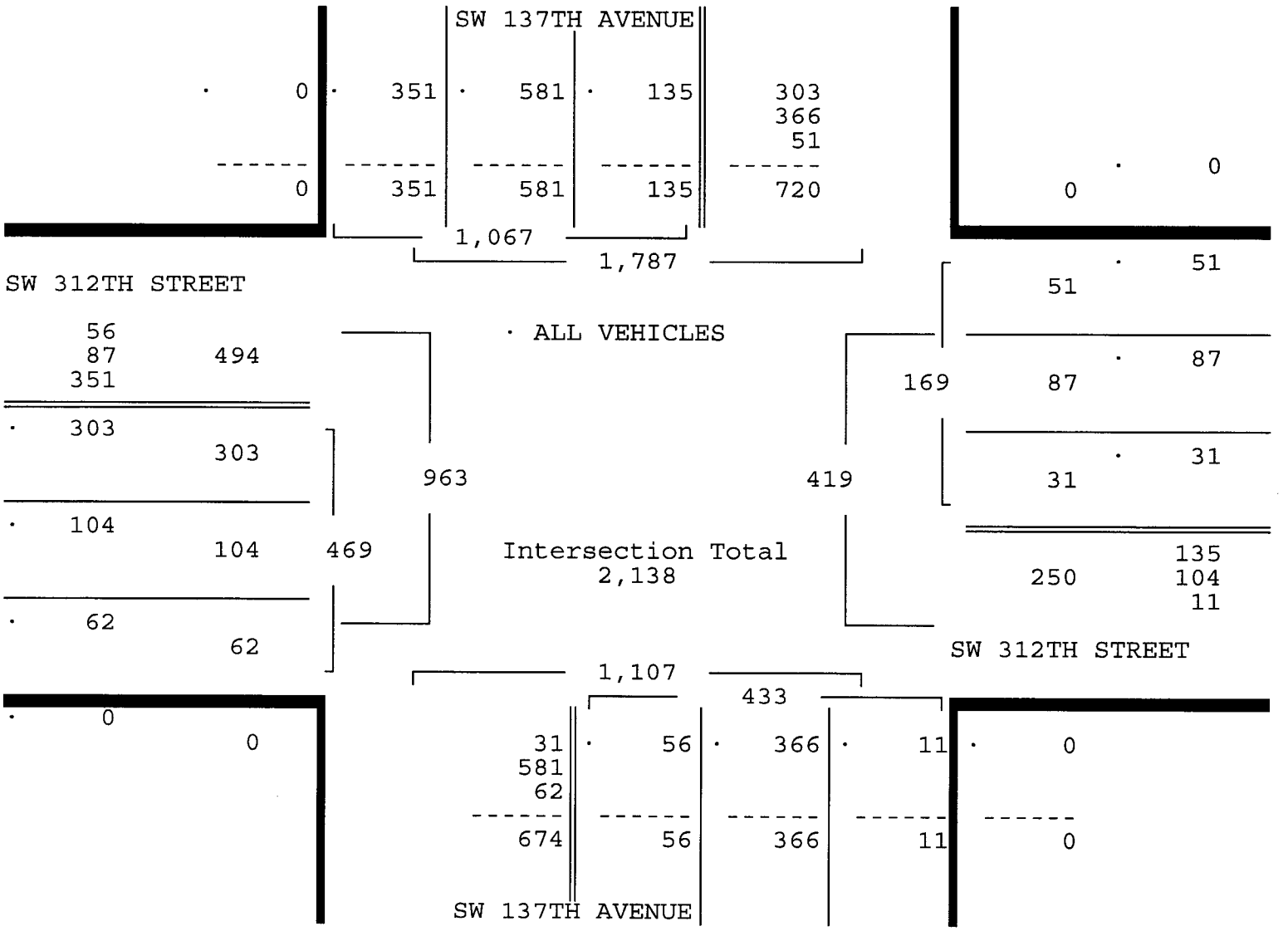
| SW 137TH AVENUE | | | | SW 312TH STREET | | | | SW 137TH AVENUE | | | | SW 312TH STREET | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|-----------------|-------|------|-------|-----------------|-------|------|-------|-----------------|-------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/20/09 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09 | | | | | | | | | | | | | | | | |
| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
| Volume | 15 | 62 | 514 | 546 | 0 | 30 | 61 | 42 | 0 | 27 | 201 | 13 | 1 | 361 | 37 | 54 |
| Percent | 1% | 5% | 45% | 48% | 0% | 23% | 46% | 32% | 0% | 11% | 83% | 5% | 0% | 80% | 8% | 12% |
| Pk total | 1137 | | | | 133 | | | | 241 | | | | 453 | | | |
| Highest | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:15 | | | |
| Volume | 3 | 17 | 132 | 169 | 0 | 14 | 18 | 10 | 0 | 11 | 63 | 2 | 0 | 100 | 6 | 16 |
| Hi total | 321 | | | | 42 | | | | 76 | | | | 122 | | | |
| PHF | .89 | | | | .79 | | | | .79 | | | | .93 | | | |



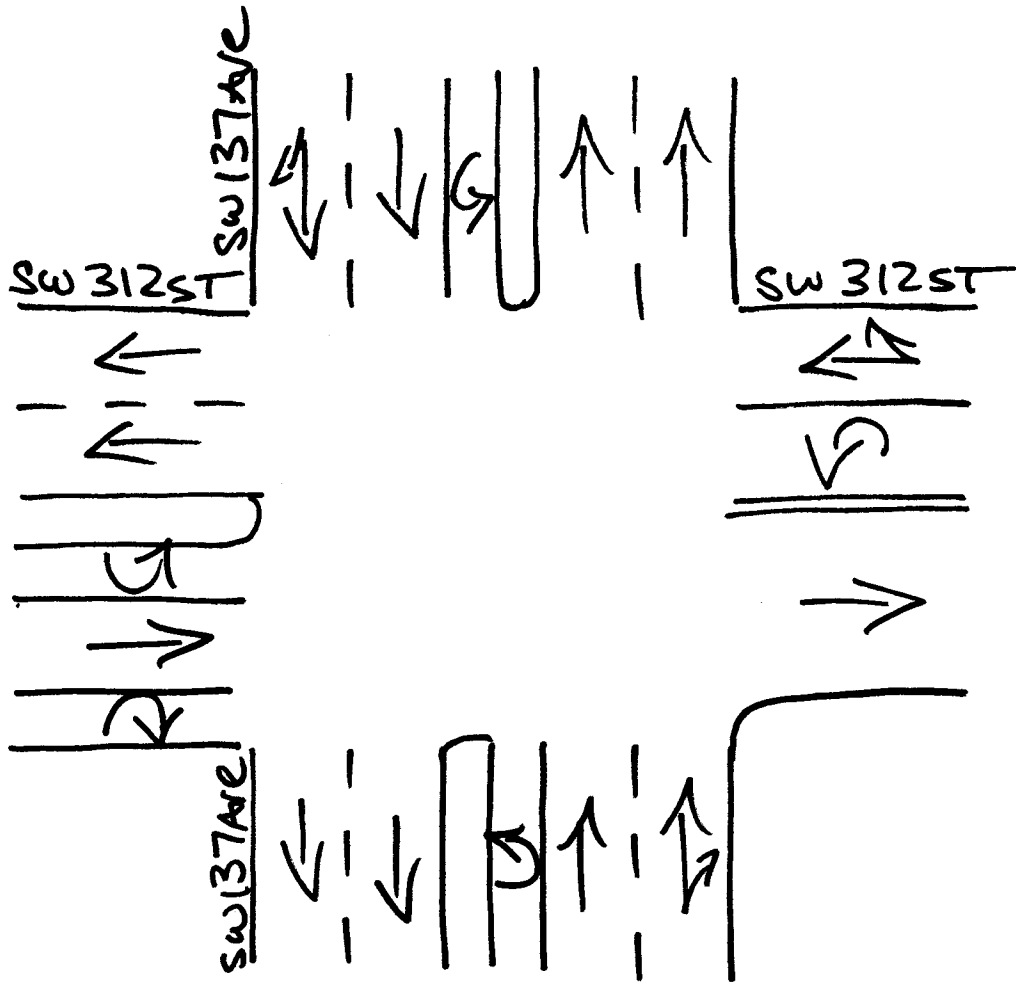
SW 312TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: JOHNNY MOLESTINA
 SIGNALIZED

ALL VEHICLES

| SW 137TH AVENUE From North | | | | SW 312TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 312TH STREET From West | | | | Total | | | | | | | |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|-------|------|-------|-------------------------------|-------|------|-------|------------------------------|-------|------|-------|-------|--|--|--|--|--|--|--|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | | | | | | | | |
| Date 11/20/09 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | | | | | 17:00 | | | | | | | | 17:00 | | | | | | | |
| Volume | 15 | 120 | 581 | 351 | 0 | 31 | 87 | 51 | 1 | 55 | 366 | 11 | 2 | 301 | 104 | 62 | | | | | | | |
| Percent | 1% | 11% | 54% | 33% | 0% | 18% | 51% | 30% | 0% | 13% | 85% | 3% | 0% | 64% | 22% | 13% | | | | | | | |
| Pk total | 1067 | | | | 169 | | | | 433 | | | | 469 | | | | | | | | | | |
| Highest | 17:00 | | | | 17:00 | | | | 17:15 | | | | 17:30 | | | | | | | | | | |
| Volume | 3 | 38 | 158 | 87 | 0 | 7 | 25 | 17 | 0 | 18 | 98 | 4 | 1 | 90 | 27 | 20 | | | | | | | |
| Hi total | 286 | | | | 49 | | | | 120 | | | | 138 | | | | | | | | | | |
| PHF | .93 | | | | .86 | | | | .90 | | | | .85 | | | | | | | | | | |



↑
North



Homestead, Florida
November 24, 2009
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

SW 288TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090107
 Start Date: 11/20/09
 File I.D. : 288S137A
 Page : 1

ALL VEHICLES

| Date 11/20/09 | SW 137TH AVENUE From North | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total |
|-----------------------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 07:00 | 0 | 30 | 100 | 42 | 1 | 32 | 43 | 17 | 0 | 69 | 152 | 51 | 0 | 26 | 58 | 28 | 649 |
| 07:15 | 3 | 31 | 115 | 36 | 0 | 47 | 49 | 5 | 0 | 52 | 148 | 67 | 2 | 41 | 93 | 32 | 721 |
| 07:30 | 0 | 35 | 135 | 52 | 0 | 49 | 74 | 16 | 0 | 48 | 85 | 61 | 1 | 36 | 104 | 34 | 730 |
| 07:45 | 0 | 29 | 189 | 51 | 0 | 51 | 95 | 11 | 1 | 47 | 97 | 82 | 0 | 45 | 115 | 37 | 850 |
| Hr Total | 3 | 125 | 539 | 181 | 1 | 179 | 261 | 49 | 1 | 216 | 482 | 261 | 3 | 148 | 370 | 131 | 2950 |
| 08:00 | 3 | 46 | 160 | 58 | 1 | 52 | 114 | 25 | 0 | 33 | 80 | 86 | 0 | 46 | 144 | 39 | 887 |
| 08:15 | 2 | 40 | 174 | 43 | 0 | 55 | 110 | 17 | 0 | 29 | 98 | 89 | 2 | 53 | 133 | 34 | 879 |
| 08:30 | 0 | 16 | 150 | 38 | 0 | 68 | 94 | 9 | 1 | 33 | 89 | 74 | 1 | 38 | 106 | 40 | 757 |
| 08:45 | 0 | 23 | 119 | 46 | 0 | 70 | 86 | 17 | 4 | 36 | 86 | 74 | 0 | 51 | 81 | 39 | 732 |
| Hr Total | 5 | 125 | 603 | 185 | 1 | 245 | 404 | 68 | 5 | 131 | 353 | 323 | 3 | 188 | 464 | 152 | 3255 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 2 | 16 | 190 | 59 | 0 | 86 | 115 | 27 | 1 | 39 | 125 | 35 | 2 | 72 | 83 | 72 | 924 |
| 16:15 | 3 | 20 | 192 | 41 | 0 | 84 | 94 | 25 | 0 | 36 | 114 | 36 | 0 | 71 | 78 | 46 | 840 |
| 16:30 | 0 | 17 | 207 | 49 | 0 | 91 | 97 | 15 | 2 | 37 | 128 | 33 | 4 | 87 | 72 | 58 | 897 |
| 16:45 | 0 | 16 | 218 | 51 | 1 | 70 | 78 | 25 | 0 | 29 | 114 | 44 | 2 | 74 | 75 | 72 | 869 |
| Hr Total | 5 | 69 | 807 | 200 | 1 | 331 | 384 | 92 | 3 | 141 | 481 | 148 | 8 | 304 | 308 | 248 | 3530 |
| 17:00 | 3 | 20 | 218 | 43 | 0 | 94 | 129 | 20 | 1 | 33 | 123 | 35 | 2 | 60 | 102 | 62 | 945 |
| 17:15 | 2 | 16 | 191 | 59 | 2 | 77 | 81 | 23 | 4 | 35 | 144 | 27 | 1 | 76 | 76 | 59 | 873 |
| 17:30 | 0 | 16 | 223 | 46 | 1 | 65 | 87 | 15 | 6 | 38 | 130 | 44 | 0 | 95 | 85 | 40 | 891 |
| 17:45 | 1 | 35 | 191 | 71 | 0 | 65 | 65 | 10 | 1 | 41 | 125 | 33 | 1 | 93 | 89 | 67 | 888 |
| Hr Total | 6 | 87 | 823 | 219 | 3 | 301 | 362 | 68 | 12 | 147 | 522 | 139 | 4 | 324 | 352 | 228 | 3597 |
| *TOTAL* | 19 | 406 | 2772 | 785 | 6 | 1056 | 1411 | 277 | 21 | 635 | 1838 | 871 | 18 | 964 | 1494 | 759 | 13332 |

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00090107

Start Date: 11/20/09

File I.D. : 288S137A

Page : 2

SW 288TH STREET & SW 137TH AVENUE

HOMESTEAD, FLORIDA

COUNTED BY: MAXIE ESPINOSA

SIGNALIZED

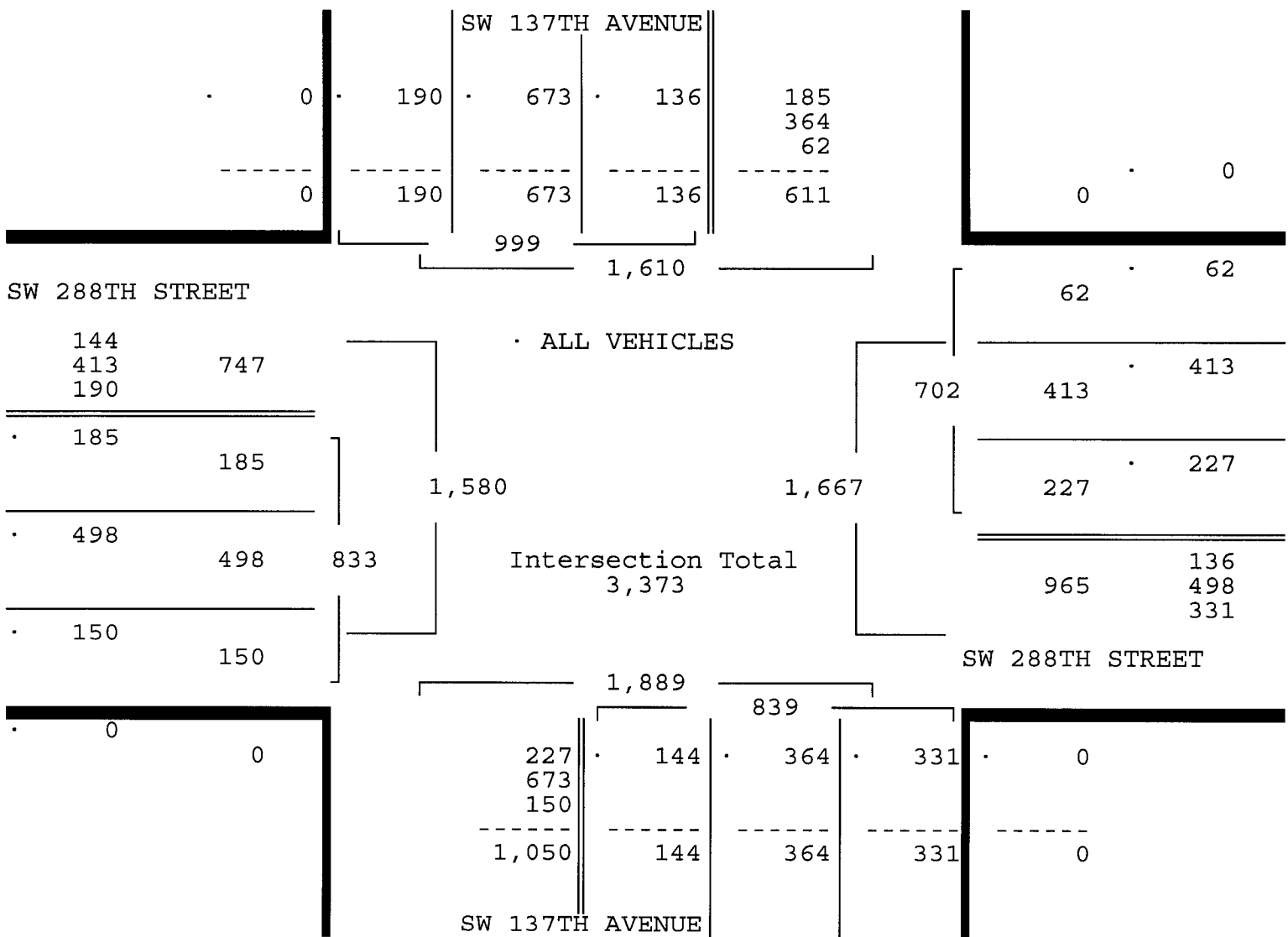
ALL VEHICLES

| SW 137TH AVENUE | | | | SW 288TH STREET | | | | SW 137TH AVENUE | | | | SW 288TH STREET | | | | Total |
|-----------------|------|------|-------|-----------------|------|------|-------|-----------------|------|------|-------|-----------------|------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 11/20/09

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/09

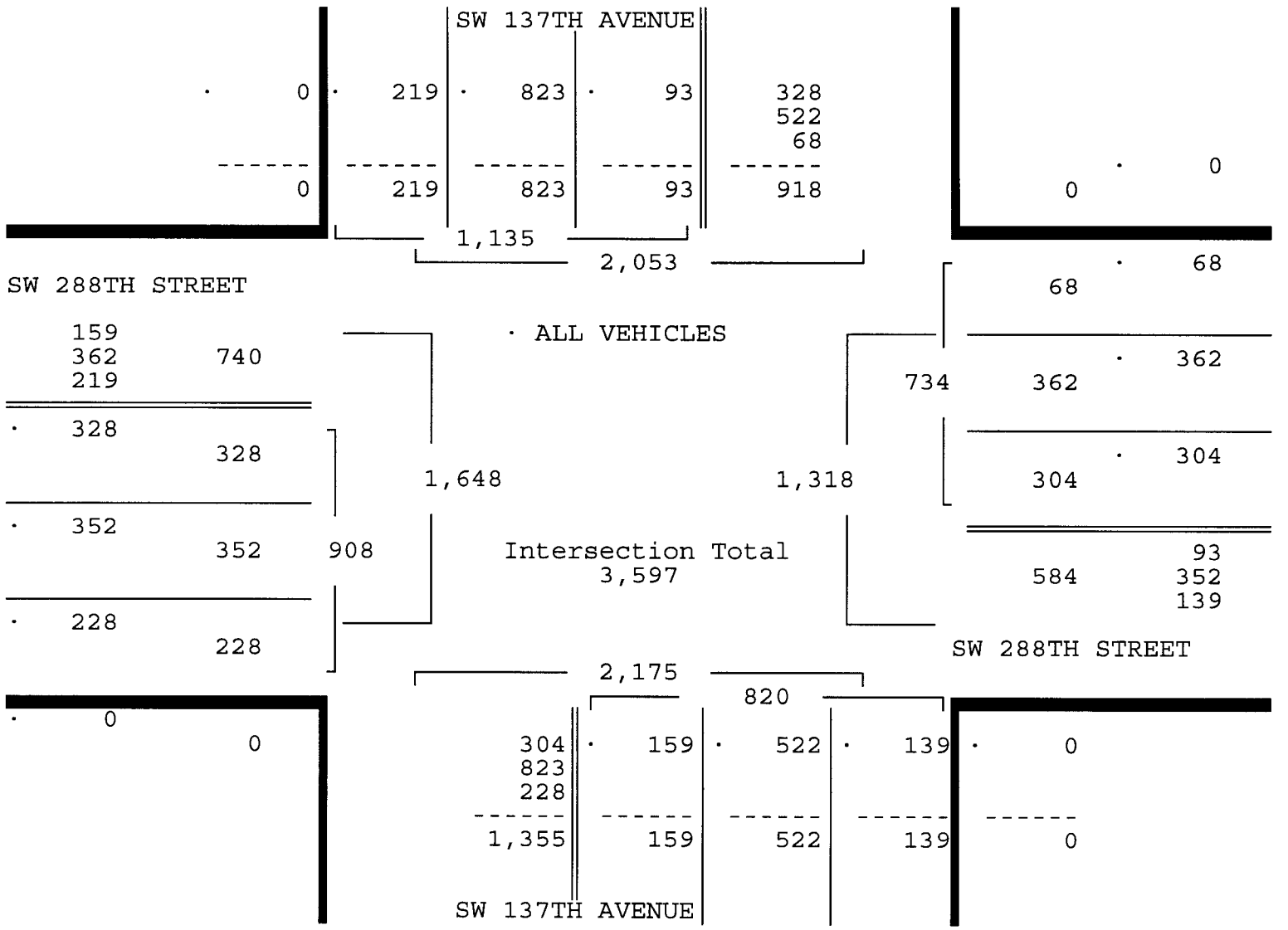
| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
|------------------|-------|-----|-----|-------|----|-----|-------|-------|----|-------|-----|-------|----|-----|-----|-----|
| Volume | 5 | 131 | 673 | 190 | 1 | 226 | 413 | 62 | 2 | 142 | 364 | 331 | 3 | 182 | 498 | 150 |
| Percent | 1% | 13% | 67% | 19% | 0% | 32% | 59% | 9% | 0% | 17% | 43% | 39% | 0% | 22% | 60% | 18% |
| Pk total | 999 | | | 702 | | | 839 | | | 833 | | | | | | |
| Highest | 07:45 | | | 08:00 | | | 07:45 | | | 08:00 | | | | | | |
| Volume | 0 | 29 | 189 | 51 | 1 | 52 | 114 | 25 | 1 | 47 | 97 | 82 | 0 | 46 | 144 | 39 |
| Hi total | 269 | | | 192 | | | 227 | | | 229 | | | | | | |
| PHF | .93 | | | .91 | | | .92 | | | .91 | | | | | | |



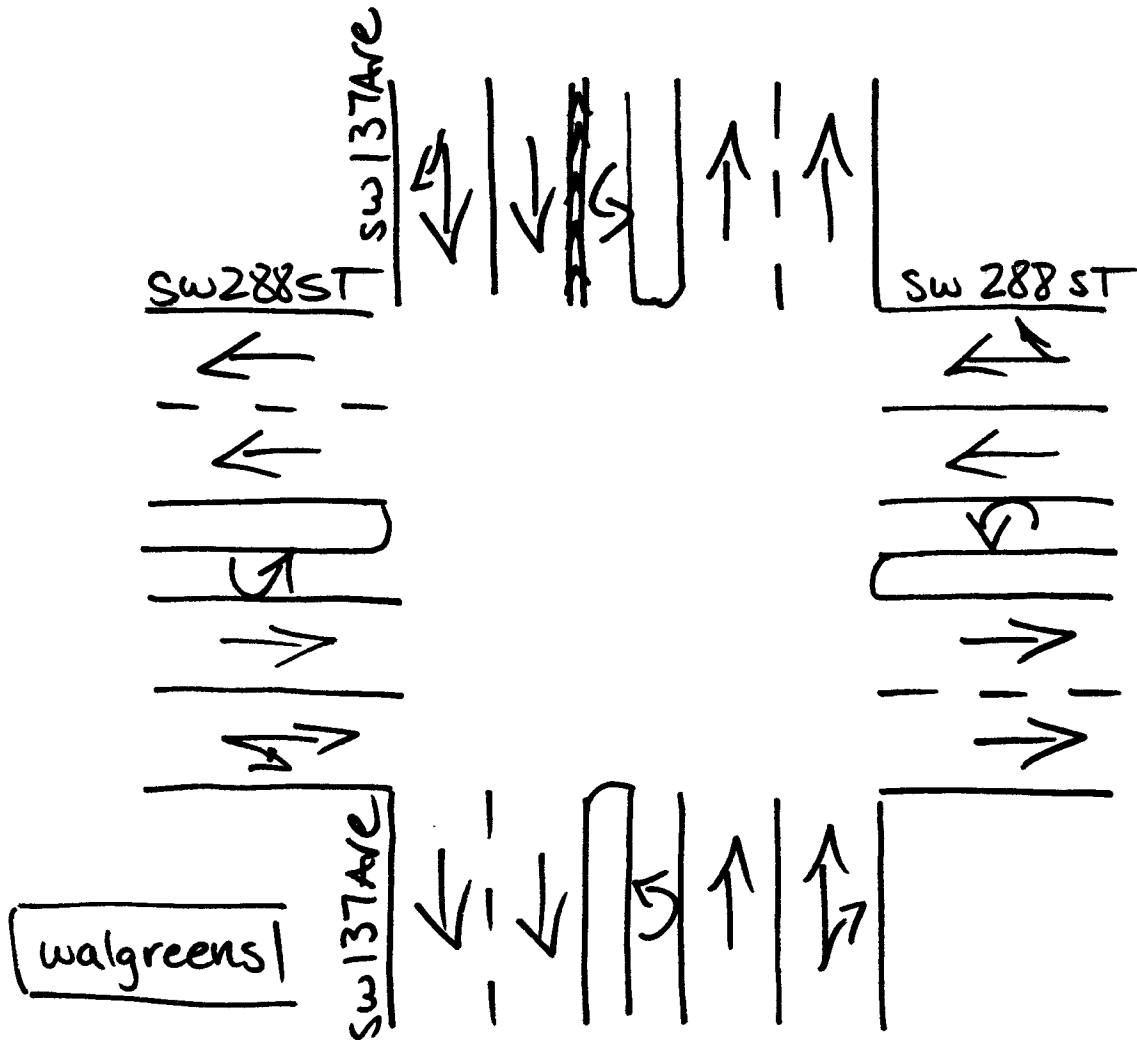
SW 288TH STREET & SW 137TH AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 SIGNALIZED

ALL VEHICLES

| SW 137TH AVENUE From North | | | | SW 288TH STREET From East | | | | SW 137TH AVENUE From South | | | | SW 288TH STREET From West | | | | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|------------------------------|-------|------|-------|-------------------------------|-------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 11/20/09 | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/09 | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 6 | 87 | 823 | 219 | 3 | 301 | 362 | 68 | 12 | 147 | 522 | 139 | 4 | 324 | 352 | 228 |
| Percent | 1% | 8% | 73% | 19% | 0% | 41% | 49% | 9% | 1% | 18% | 64% | 17% | 0% | 36% | 39% | 25% |
| Pk total | 1135 | | | 734 | 820 | | | 908 | 908 | | | 908 | | | | |
| Highest | 17:45 | | | 17:00 | 17:30 | | | 17:45 | 17:45 | | | 17:45 | | | | |
| Volume | 1 | 35 | 191 | 71 | 0 | 94 | 129 | 20 | 6 | 38 | 130 | 44 | 1 | 93 | 89 | 67 |
| Hi total | 298 | | | 243 | 218 | | | 250 | 250 | | | 250 | | | | |
| PHF | .95 | | | .76 | .94 | | | .91 | .91 | | | .91 | | | | |



↑
North



Homestead, Florida

November 24, 2009

drawn by: Luis Palomino
Signalized

Transportation Attachment VI

Intersection Analyses

Signal Timing Worksheets

Year 2007 PM Peak Hour

Year 2008 PM Peak Hour

Year 2009 PM Peak Hour

**Analyses with Funded Improvements
and Signal Timing Modifications**



TOD Schedule Report for SW 162 Av&SW 312 St

Active Phase Bank: Phase Bank

| Phase | Walk | Don't Walk | Min Initial | Yeh Ext | Max Limit | Max 2 | Yellow | Red |
|-------|-----------|--------------|-------------|-----------------|--------------|-------------|--------|-----|
| 1 | 0 - 0 - 0 | 17 - 17 - 17 | 5 - 5 - 5 | 2 - 2 - 2 | 10 - 10 - 15 | 10 - 10 - 0 | 3 | 0 |
| 2 | 7 - 7 - 7 | 0 - 0 - 0 | 7 - 7 - 7 | 1 - 1 - 1 | 40 - 48 - 53 | 40 - 53 - 0 | 4 | 0.5 |
| 3 | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 10 - 10 - 10 | 10 - 10 - 0 | 3 | 0 |
| 4 | 7 - 7 - 7 | 13 - 13 - 13 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 20 - 20 - 20 | 20 - 20 - 0 | 4 | 0.3 |
| 5 | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 10 - 10 - 15 | 10 - 10 - 0 | 3 | 0 |
| 6 | 7 - 7 - 7 | 17 - 17 - 17 | 7 - 7 - 7 | 1 - 1 - 1 | 40 - 48 - 53 | 40 - 53 - 0 | 4 | 0.5 |
| 7 | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 10 - 10 - 10 | 10 - 10 - 0 | 3 | 0 |
| 8 | 7 - 7 - 7 | 13 - 13 - 13 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 20 - 20 - 20 | 20 - 20 - 0 | 4 | 0.3 |

Last In Service Date:

| Permitted Phases | 12345678 |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | ----- |
| External Permit 1 | -2-4-6-8 |
| External Permit 2 | -2-4-6-8 |

| Current TOD Schedule | Plan | Cycle | EBL | WBT | SBL | NBT | WBL | EBT | NBL | SBT | Ring Offset | Offset |
|----------------------|------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|--------|
| 1 | 1 | 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |

| Local TOD Schedule | Time | Plan | DOW |
|--------------------|------|------|-----------------|
| 0000 | Free | | Su M T W Th F S |

Current Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |

Local Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0700 | TOD OUTPUTS | -----2- | M T W Th F |
| 0900 | TOD OUTPUTS | -----1 | M T W Th F |
| 1530 | TOD OUTPUTS | -----3-- | M T W Th F |
| 1830 | TOD OUTPUTS | -----1 | M T W Th F |

* Settings

- Blank - FREE - Phase Bank 1, Max 1
- Blank - Plan - Phase Bank 1, Max 2
- 1 - Phase Bank 2, Max 1
- 2 - Phase Bank 2, Max 2
- 3 - Phase Bank 3, Max 1
- 4 - Phase Bank 3, Max 2
- 5 - EXTERNAL PERMIT 1
- 6 - EXTERNAL PERMIT 2
- 7 - X-PED OMIT
- 8 - TBA

Miami-Dade County Traffic Signals



TOD Schedule Report for SW 137 Av&SW 312 St

Active Phase Bank: Phase Bank

| Phase | Walk | Don't Walk | Min Initial | Yeh Ext | Max Limit | Max 2 | Yellow | Red |
|------------|-----------|--------------|-------------|-----------------|--------------|------------|--------|-----|
| Phase Bank | | | | | | | | |
| 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| NBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 15 | 15 - 0 - 0 | 3 | 0 |
| SBT | 7 - 7 - 7 | 18 - 18 - 18 | 7 - 7 - 7 | 1 - 1 - 1 | 40 - 40 - 60 | 0 - 0 - 0 | 4 | 1.4 |
| EBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 15 - 10 | 15 - 0 - 0 | 3 | 0 |
| WBT | 7 - 7 - 7 | 20 - 20 - 20 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 20 - 30 - 20 | 30 - 0 - 0 | 4 | 1.5 |
| SBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 7 | 7 - 0 - 0 | 3 | 0 |
| NBT | 7 - 7 - 7 | 18 - 18 - 18 | 7 - 7 - 7 | 1 - 1 - 1 | 40 - 40 - 60 | 0 - 0 - 0 | 4 | 1.4 |
| EBT | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| | 7 - 7 - 7 | 20 - 20 - 20 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 20 - 30 - 20 | 30 - 0 - 0 | 4 | 1.5 |

Last In Service Date:

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | 123456-8 |
| External Permit 1 | 123456-8 |
| External Permit 2 | 123456-8 |

| Current TOD Schedule | Plan | Cycle | NBL | SBT | EBL | WBT | SBL | NBT | EBT | Ring Offset | Offset |
|----------------------|------|-------|-----|-----|-----|-----|-----|-----|-----|-------------|--------|
| | | 1 | | | | | | | | | |

| Local TOD Schedule | Time | Plan | DOW |
|--------------------|-------|------|-----------------|
| 0000 | Free | | Su M T W Th F S |
| 0100 | Flash | | Su M T W Th F S |
| 0530 | Free | | Su M T W Th F S |

Current Time of Day Function

Local Time of Day Function

| Time | Function | Settings * | Day of Week | Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | ----- | Su M T W Th F S | 0000 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 0530 | TOD OUTPUTS | ----- | Su M T W Th F S | 0530 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 0630 | TOD OUTPUTS | -----1 | Su M T W Th F S | 0630 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0930 | TOD OUTPUTS | -----3-- | Su M T W Th F S | 0930 | TOD OUTPUTS | -----3-- | Su M T W Th F S |
| 1530 | TOD OUTPUTS | ----- | Su M T W Th F S | 1530 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 1900 | TOD OUTPUTS | ----- | Su M T W Th F S | 1900 | TOD OUTPUTS | ----- | Su M T W Th F S |

* Settings

- Blank - FREE - Phase Bank 1, Max 1
- Blank - Plan - Phase Bank 1, Max 2
- 1 - Phase Bank 2, Max 1
- 2 - Phase Bank 2, Max 2
- 3 - Phase Bank 3, Max 1
- 4 - Phase Bank 3, Max 2
- 5 - EXTERNAL PERMIT 1
- 6 - EXTERNAL PERMIT 2
- 7 - X-PED OMIT
- 8 - TBA



TOD Schedule Report for SW 137 Av&SW 288 St

Active Phase Bank: Phase Bank

| Phase | Walk | Don't Walk | Min Initial | Yeh Ext | Max Limit | Max 2 | Yellow | Red |
|-------|-----------|--------------|--------------|-----------------|--------------|------------|--------|-----|
| 1 SBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 10 - 10 | 15 - 0 - 0 | 3 | 0 |
| 2 NBT | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 25 - 25 - 25 | 0 - 0 - 0 | 4 | 1 |
| 3 WBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 7 | 20 - 0 - 0 | 3 | 0 |
| 4 EBT | 2 - 1 - 1 | 19 - 20 - 20 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 30 - 30 - 30 | 35 - 0 - 0 | 4 | 1.1 |
| 5 NBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 10 - 10 | 15 - 0 - 0 | 3 | 0 |
| 6 SBT | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 25 - 25 - 25 | 0 - 0 - 0 | 4 | 1 |
| 7 EBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 7 | 20 - 0 - 0 | 3 | 0 |
| 8 WBT | 2 - 1 - 1 | 19 - 20 - 20 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 30 - 30 - 30 | 35 - 0 - 0 | 4 | 1.1 |

Last In Service Date:

| Permitted Phases | 12345678 |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | ----- |
| External Permit 1 | -2-4-6-8 |
| External Permit 2 | 12345678 |

Green Time

| TOD Schedule | Plan | Cycle | 1 SBL | 2 NBT | 3 WBL | 4 EBT | 5 NBL | 6 SBT | 7 EBL | 8 WBT | Ring Offset | Offset |
|--------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|--------|
| 2 | | 105 | 7 | 50 | 8 | 24 | 7 | 50 | 8 | 24 | 0 | 0 |
| 3 | | 110 | 9 | 48 | 10 | 27 | 9 | 48 | 10 | 27 | 0 | 0 |
| 5 | | 105 | 10 | 44 | 10 | 25 | 10 | 44 | 10 | 25 | 0 | 0 |
| 6 | | 100 | 6 | 37 | 12 | 29 | 6 | 37 | 12 | 29 | 0 | 0 |
| 10 | | 105 | 7 | 42 | 15 | 25 | 7 | 42 | 15 | 25 | 0 | 0 |
| 11 | | 110 | 8 | 39 | 20 | 27 | 8 | 39 | 20 | 27 | 0 | 0 |
| 15 | | 100 | 8 | 37 | 11 | 28 | 8 | 37 | 11 | 28 | 0 | 0 |
| 19 | | 100 | 10 | 39 | 10 | 25 | 10 | 39 | 10 | 25 | 0 | 0 |
| 20 | | 105 | 10 | 37 | 11 | 31 | 10 | 37 | 11 | 31 | 0 | 0 |
| 21 | | 100 | 14 | 29 | 10 | 31 | 14 | 29 | 10 | 31 | 0 | 0 |
| 22 | | 100 | 14 | 32 | 10 | 28 | 14 | 32 | 10 | 28 | 0 | 0 |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|-----------------|
| 0000 | Free | Su M T W Th F S |
| 0530 | 2 | M T W Th F |
| 0630 | 3 | M T W Th F |
| 0900 | 5 | M T W Th F |
| 0900 | 19 | Su |
| 1100 | 6 | M T W Th F |
| 1100 | 20 | Su |
| 1300 | 10 | M T W Th F |
| 1300 | 21 | Su |
| 1430 | 11 | M T W Th F |
| 2000 | 15 | M T W Th F |
| 2000 | 22 | Su |

Current Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | ----- | Su M T W Th F S |

Local Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | ----- | Su M T W Th F S |

* Settings

- Blank - FREE - Phase Bank 1, Max 1
- Blank - Plan - Phase Bank 1, Max 2
- 1 - Phase Bank 2, Max 1
- 2 - Phase Bank 2, Max 2
- 3 - Phase Bank 3, Max 1
- 4 - Phase Bank 3, Max 2
- 5 - EXTERNAL PERMIT 1
- 6 - EXTERNAL PERMIT 2
- 7 - X-PED OMIT
- 8 - TBA

Miami-Dade County Traffic Signals
 Time Of Day Schedule Report for 3026 : US 1&SW 328 St



Phase Bank

Last In Service Date:

| Phase | Walk | Don't Walk | Min Initial | Yeh Ext | Max Limit | Max 2 | Yellow | Red |
|------------|-----------|--------------|--------------|-----------------|--------------|--------------|--------|-----|
| Phase Bank | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 |
| | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 |
| NBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 5 - 0 - 0 | 7 - 5 - 7 | 3 | 0 |
| SBT | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 44 - 0 - 33 | 0 - 36 - 0 | 4.3 | 1.2 |
| WBT | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| SBL | 4 - 4 - 4 | 20 - 20 - 20 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 23 - 26 - 21 | 28 - 22 - 28 | 4 | 1 |
| NBT | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 44 - 0 - 33 | 0 - 36 - 0 | 4.3 | 1.2 |
| EBT | 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 23 - 26 - 21 | 28 - 22 - 28 | 4 | 1 |

| Timing Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------|-------|------------|-------|-------|-------|-------|-------|---|----|-------------|--------|
| | | 1 NBL | 2 SBT | 3 WBT | 4 SBL | 5 NBT | 6 EBT | 7 | 8 | | |
| 2 | 110 | 6 | 52 | 0 | 39 | 6 | 52 | 0 | 39 | 0 | 42 |
| 3 | 120 | 7 | 56 | 0 | 44 | 7 | 56 | 0 | 44 | 0 | 66 |
| 5 | 110 | 8 | 53 | 0 | 36 | 8 | 53 | 0 | 36 | 0 | 51 |
| 6 | 120 | 8 | 60 | 0 | 39 | 8 | 60 | 0 | 39 | 0 | 78 |
| 7 | 130 | 8 | 60 | 0 | 49 | 8 | 60 | 0 | 49 | 0 | 18 |
| 8 | 110 | 5 | 56 | 0 | 36 | 5 | 56 | 0 | 36 | 0 | 37 |
| 9 | 110 | 5 | 51 | 0 | 41 | 5 | 51 | 0 | 41 | 0 | 45 |
| 12 | 120 | 7 | 56 | 0 | 44 | 7 | 56 | 0 | 44 | 0 | 36 |
| 13 | 120 | 5 | 67 | 0 | 35 | 5 | 67 | 0 | 35 | 0 | 26 |
| 14 | 120 | 7 | 56 | 0 | 44 | 7 | 56 | 0 | 44 | 0 | 56 |
| 15 | 120 | 7 | 61 | 0 | 39 | 7 | 61 | 0 | 39 | 0 | 84 |
| 16 | 120 | 7 | 59 | 0 | 41 | 7 | 59 | 0 | 41 | 0 | 34 |
| 21 | 120 | 5 | 67 | 0 | 35 | 5 | 67 | 0 | 35 | 0 | 26 |

Miami-Dade County Traffic Signals
Time Of Day Schedule Report for 4339 : US 1&SW 344 St



Phase Bank

Last In Service Date:

| Phase | Walk | Don't Walk | Min Initial | Yeh Ext | Max Limit | Max 2 | Yellow | Red |
|------------|-----------|--------------|--------------|-----------------|--------------|-------------|--------|-----|
| Phase Bank | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 |
| | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 |
| NBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 12 - 10 | 0 - 20 - 15 | 3 | 0 |
| SBT | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 40 - 56 - 46 | 0 - 71 - 10 | 4.3 | 1.5 |
| EBT | 1 - 1 - 1 | 19 - 19 - 19 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 20 - 25 - 20 | 0 - 33 - 20 | 4 | 0.9 |
| WBT | 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 3.5 - 3.5 - 3.5 | 28 - 18 - 10 | 0 - 30 - 22 | 4 | 1.9 |
| SBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 15 - 12 - 10 | 0 - 20 - 15 | 3 | 0 |
| NBT | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 40 - 56 - 46 | 0 - 71 - 10 | 4.3 | 1.5 |
| | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 25 - 20 | 0 - 33 - 20 | 0 | 0 |
| | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 18 - 10 | 0 - 30 - 22 | 0 | 0 |

| Timing Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------|-------|------------|----------|----------|----------|----------|----------|---|---|-------------|--------|
| | | 1 NBL | 2 SBT | 3 EBT | 4 WBT | 5 SBL | 6 NBT | 7 | 8 | | |
| 1 | 115 | 10 | 51 | 20 | 14 | 10 | 51 | 0 | 0 | 0 | 51 |
| 2 | 130 | 12 | 62 | 20 | 16 | 12 | 62 | 0 | 0 | 0 | 65 |
| 3 | 130 | 12 | 55 | 25 | 18 | 12 | 55 | 0 | 0 | 0 | 56 |
| 5 | 150 | 15 | 70 | 25 | 20 | 15 | 70 | 0 | 0 | 0 | 66 |
| 6 | 160 | 15 | 69 | 33 | 23 | 15 | 69 | 0 | 0 | 0 | 71 |
| 7 | 170 | 20 | 75 | 30 | 25 | 20 | 75 | 0 | 0 | 0 | 71 |
| 8 | 160 | 18 | 67 | 25 | 30 | 18 | 67 | 0 | 0 | 0 | 66 |
| 9 | 130 | 12 | 62 | 20 | 16 | 12 | 62 | 0 | 0 | 0 | 60 |
| 10 | 100 | 6 | 44 | 20 | 10 | 6 | 44 | 0 | 0 | 0 | 46 |
| 11 | 100 | 6 | 44 | 20 | 10 | 6 | 44 | 0 | 0 | 0 | 46 |
| 12 | 180 | 15 | 103 | 20 | 22 | 15 | 103 | 0 | 0 | 0 | 100 |
| 13 | 230 | 7 | 171 | 20 | 12 | 7 | 171 | 0 | 0 | 0 | 170 |
| 14 | 150 | 15 | 65 | 28 | 22 | 15 | 65 | 0 | 0 | 0 | 66 |
| 15 | 160 | 15 | 71 | 33 | 21 | 15 | 71 | 0 | 0 | 0 | 66 |
| 16 | 150 | 12 | 73 | 25 | 20 | 12 | 73 | 0 | 0 | 0 | 71 |

Miami-Dade County Traffic Signals
Time Of Day Schedule Report for 3025 : US 1&SW 312 St



Phase Bank

Last In Service Date:

| Phase | Walk | Don't Walk | Min Initial | Yeh Ext | Max Limit | Max 2 | Yellow | Red |
|------------|-------|------------|-------------|---------|-----------|-------|--------|-----|
| Phase Bank | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 | | |

| | NBL | SBT | SBL | NBT | WBT | EBT |
|-----------|--------------|-----------|-----------------|--------------|--------------|-----|
| 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 7 | 15 - 15 - 15 | 3 |
| 6 - 6 - 6 | 18 - 18 - 18 | 7 - 7 - 7 | 1 - 1 - 1 | 50 - 50 - 50 | 0 - 50 - 50 | 4 |
| 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 |
| 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 |
| 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 7 | 15 - 15 - 15 | 3 |
| 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 1 - 1 - 1 | 50 - 50 - 50 | 0 - 50 - 50 | 4 |
| 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 15 - 15 - 15 | 35 - 35 - 35 | 4 |
| 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 15 - 15 - 15 | 35 - 35 - 35 | 4 |
| 4 - 4 - 4 | 15 - 15 - 15 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 15 - 15 - 15 | 35 - 35 - 35 | 4 |
| | | | | | | 1.5 |

| Timing Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------|-------|------------|-------|---|---|-------|-------|-------|-------|-------------|--------|
| | | 1 NBL | 2 SBT | 3 | 4 | 5 SBL | 6 NBT | 7 WBT | 8 EBT | | |
| 2 | 110 | 8 | 34 | 0 | 0 | 8 | 34 | 23 | 26 | 0 | 28 |
| 3 | 120 | 8 | 33 | 0 | 0 | 8 | 33 | 29 | 31 | 0 | 42 |
| 5 | 110 | 6 | 30 | 0 | 0 | 6 | 30 | 27 | 28 | 0 | 39 |
| 6 | 120 | 8 | 34 | 0 | 0 | 8 | 34 | 33 | 26 | 0 | 56 |
| 7 | 130 | 9 | 38 | 0 | 0 | 9 | 38 | 28 | 36 | 0 | 52 |
| 8 | 110 | 8 | 30 | 0 | 0 | 8 | 30 | 26 | 27 | 0 | 27 |
| 9 | 110 | 8 | 37 | 0 | 0 | 8 | 37 | 20 | 26 | 0 | 37 |
| 12 | 120 | 16 | 41 | 0 | 0 | 16 | 41 | 22 | 22 | 0 | 21 |
| 13 | 120 | 8 | 45 | 0 | 0 | 8 | 45 | 23 | 25 | 0 | 113 |
| 14 | 120 | 8 | 32 | 0 | 0 | 8 | 32 | 30 | 31 | 0 | 32 |
| 15 | 120 | 8 | 34 | 0 | 0 | 8 | 34 | 33 | 26 | 0 | 61 |
| 16 | 120 | 8 | 35 | 0 | 0 | 8 | 35 | 28 | 30 | 0 | 14 |
| 21 | 120 | 8 | 45 | 0 | 0 | 8 | 45 | 23 | 25 | 0 | 113 |

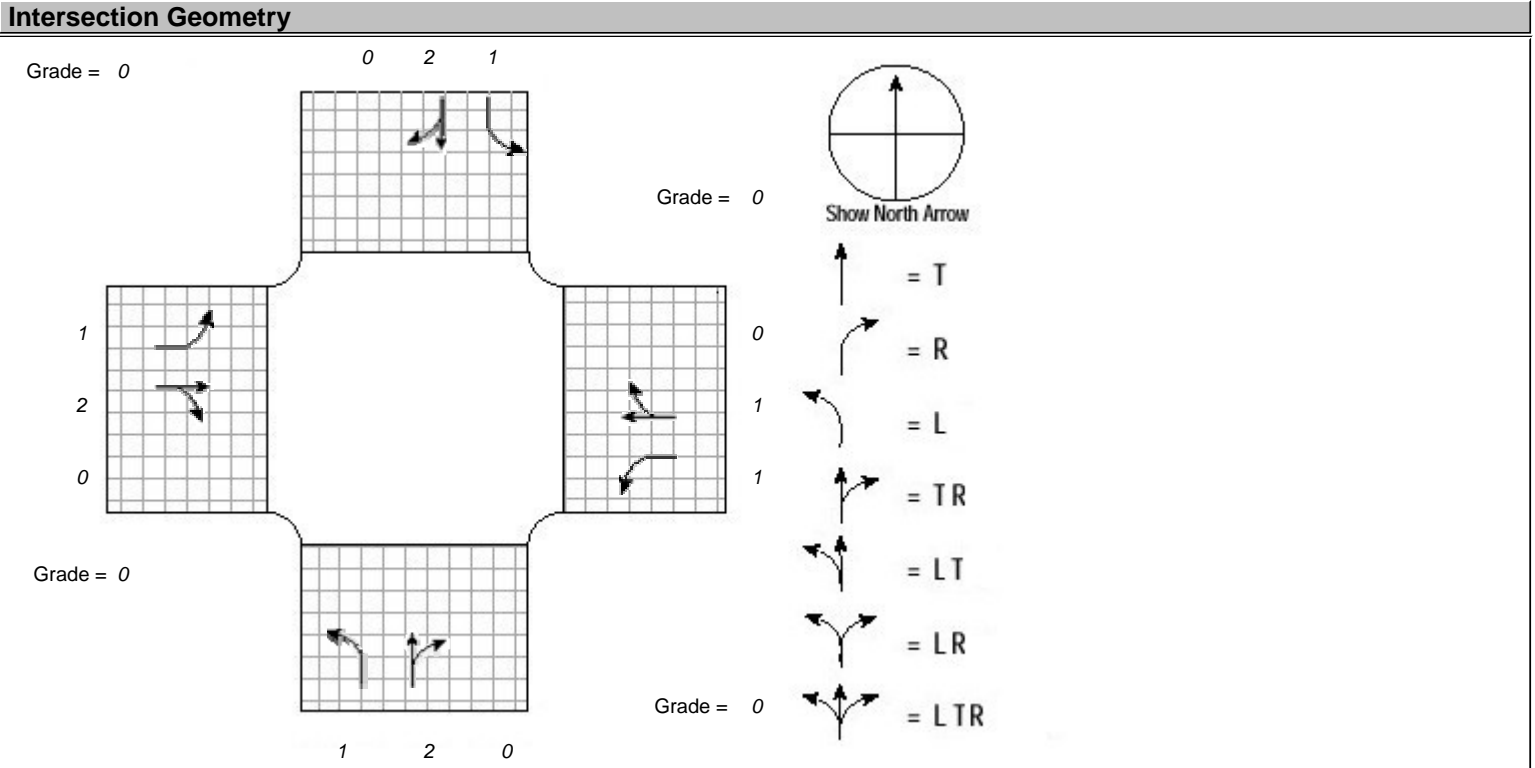
Phase Bank 2 for 6645:SW 152 Av&SW 312 St

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Phase 5 | Phase 6 | Phase 7 | Phase 8 |
|-----------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | WBL | WBL | NBT | WBL | EBT | | | |
| Walk | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 |
| Don't Walk | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 |
| Min Initial | 0 | 7 | 0 | 7 | 5 | 7 | 0 | 0 |
| Type 3 Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Add Per Vehicle | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Web Ext | 0.0 | 1.0 | 0.0 | 2.5 | 2.0 | 1.0 | 0.0 | 0.0 |
| Max Gap | 0.0 | 1.0 | 0.0 | 2.5 | 2.0 | 1.0 | 0.0 | 0.0 |
| Min Gap | 0.0 | 1.0 | 0.0 | 2.5 | 2.0 | 1.0 | 0.0 | 0.0 |
| Max Limit | 0 | 35 | 0 | 23 | 8 | 35 | 0 | 0 |
| Maximum 2 | 0 | 45 | 0 | 30 | 10 | 45 | 0 | 0 |
| Asy/Div Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Comp SW Min | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce Evey | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 4.0 | 0.0 | 4.0 | 3.0 | 4.0 | 0.0 | 0.0 |
| Red Clear | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Max Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Easn D/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Exten | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NASCAR 2007

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 137 Avenue/SW 288 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 321 | 382 | 312 | 264 | 362 | 51 | 153 | 556 | 149 | 68 | 765 | 177 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.95 | 0.95 | 0.95 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|------------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | Excl. Left | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 20.0 | G = 27.0 | G = | G = | G = 8.0 | G = 39.0 | G = | G = | | | | | |
| | Y = 3 | Y = 5.1 | Y = | Y = | Y = 3 | Y = 5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 110.1 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 321 | 382 | 312 | 264 | 362 | 51 | 153 | 556 | 149 | 68 | 765 | 177 |
| PHF | 0.95 | 0.95 | 0.95 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjusted Flow Rate | 338 | 402 | 328 | 318 | 436 | 61 | 161 | 585 | 157 | 72 | 805 | 186 |
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 338 | 730 | | 318 | 497 | | 161 | 742 | | 72 | 991 | |
| Proportion of LT or RT | 0.000 | -- | 0.449 | 0.000 | -- | 0.123 | 0.000 | -- | 0.212 | 0.000 | -- | 0.188 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.133 | 0.133 | -- | 0.133 | | -- | 0.095 | | -- | 0.197 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 0.933 | -- | -- | 0.982 | -- | -- | 0.968 | -- | -- | 0.972 | -- |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | -- | -- | 1.000 | -- | -- | 1.000 | -- | -- | 1.000 | -- |
| Adjusted Satflow | 1770 | 3308 | | 1770 | 1828 | | 1770 | 3434 | | 1770 | 3447 | |
| Secondary Adjusted Satflow | 248 | 441 | -- | 248 | | -- | 177 | | -- | 367 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 338 | 730 | | 318 | 497 | | 161 | 742 | | 72 | 991 | |
| Satflow Rate | 1770 | 3308 | | 1770 | 1828 | | 1770 | 3434 | | 1770 | 3447 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.45 | 0.25 | | 0.45 | 0.25 | | 0.45 | 0.35 | | 0.45 | 0.35 | |
| Lane Group Capacity | 390 | 811 | | 390 | 448 | | 197 | 1216 | | 269 | 1221 | |
| v/c Ratio | 0.87 | 0.90 | | 0.82 | 1.11 | | 0.82 | 0.61 | | 0.27 | 0.81 | |
| Flow Ratio | 0.18 | 0.22 | | 0.18 | 0.27 | | 0.07 | 0.22 | | 0.04 | 0.29 | |
| Critical Lane Group | Y | N | | N | Y | | Y | N | | N | Y | |
| Sum Flow Ratios | 0.81 | | | | | | | | | | | |
| Lost Time/Cycle | 20.20 | | | | | | | | | | | |
| Critical v/c Ratio | 1.00 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

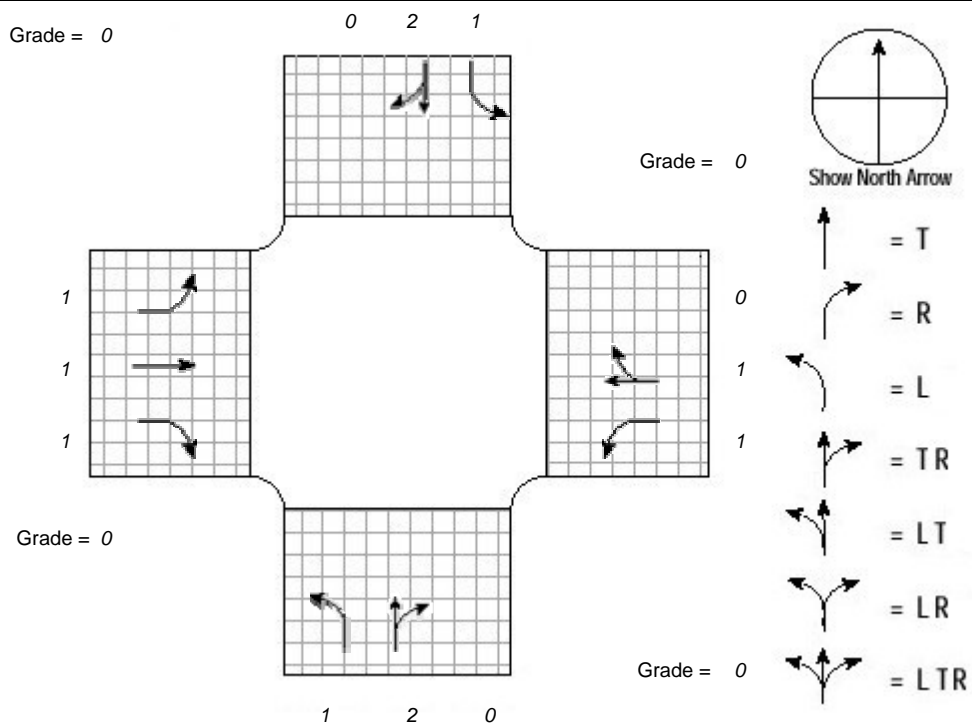
| | EB | | | WB | | | NB | | | SB | | |
|-------------------------|------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 338 | 730 | | 318 | 497 | | 161 | 742 | | 72 | 991 | |
| Lane Group Capacity | 390 | 811 | | 390 | 448 | | 197 | 1216 | | 269 | 1221 | |
| v/c Ratio | 0.87 | 0.90 | | 0.82 | 1.11 | | 0.82 | 0.61 | | 0.27 | 0.81 | |
| Green Ratio | 0.45 | 0.25 | | 0.45 | 0.25 | | 0.45 | 0.35 | | 0.45 | 0.35 | |
| Uniform Delay d_1 | 29.4 | 40.2 | | 27.7 | 41.5 | | 23.3 | 29.3 | | 19.1 | 32.2 | |
| Delay Factor k | 0.40 | 0.42 | | 0.36 | 0.50 | | 0.36 | 0.50 | | 0.11 | 0.50 | |
| Incremental Delay d_2 | 18.2 | 13.1 | | 12.6 | 75.7 | | 22.9 | 2.3 | | 0.5 | 5.9 | |

| | | | | | | | | | | | | |
|--------------------|----------|----------|--|------------------|----------|--|----------|----------|--|----------|----------|--|
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 47.6 | 53.3 | | 40.3 | 117.3 | | 46.2 | 31.6 | | 19.6 | 38.2 | |
| Lane Group LOS | <i>D</i> | <i>D</i> | | <i>D</i> | <i>F</i> | | <i>D</i> | <i>C</i> | | <i>B</i> | <i>D</i> | |
| Approach Delay | 51.5 | | | 87.2 | | | 34.2 | | | 36.9 | | |
| Approach LOS | <i>D</i> | | | <i>F</i> | | | <i>C</i> | | | <i>D</i> | | |
| Intersection Delay | 51.0 | | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 137 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 236 | 90 | 56 | 13 | 92 | 64 | 81 | 442 | 10 | 124 | 571 | 369 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.77 | 0.77 | 0.77 | 0.93 | 0.93 | 0.93 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 10.0 | G = 20.0 | G = | G = | G = 15.0 | G = 60.0 | G = | G = | | | | | |
| | Y = 3 | Y = 5.5 | Y = | Y = | Y = 3 | Y = 5.4 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 121.9 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 236 | 90 | 56 | 13 | 92 | 64 | 81 | 442 | 10 | 124 | 571 | 369 |
| PHF | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.77 | 0.77 | 0.77 | 0.93 | 0.93 | 0.93 |
| Adjusted Flow Rate | 268 | 102 | 64 | 14 | 100 | 70 | 105 | 574 | 13 | 133 | 614 | 397 |
| Lane Group | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 268 | 102 | 64 | 14 | 170 | | 105 | 587 | | 133 | 1011 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.412 | 0.000 | -- | 0.022 | 0.000 | -- | 0.393 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.691 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.349 | 0.349 | -- | | | -- | 0.167 | | -- | 0.344 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|----|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 0.938 | | -- | 0.997 | | -- | 0.941 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 1770 | 1863 | 1583 | 1287 | 1748 | | 1770 | 3535 | | 1770 | 3338 | |
| Secondary Adjusted Satflow | 651 | 651 | -- | | | -- | 312 | | -- | 640 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|--|------|------|--|------|------|--|
| | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 268 | 102 | 64 | 14 | 170 | | 105 | 587 | | 133 | 1011 | |
| Satflow Rate | 1770 | 1863 | 1583 | 1287 | 1748 | | 1770 | 3535 | | 1770 | 3338 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.27 | 0.27 | 0.27 | 0.16 | 0.16 | | 0.64 | 0.49 | | 0.64 | 0.49 | |
| Lane Group Capacity | 268 | 504 | 429 | 211 | 287 | | 379 | 1740 | | 549 | 1643 | |
| v/c Ratio | 1.00 | 0.20 | 0.15 | 0.07 | 0.59 | | 0.28 | 0.34 | | 0.24 | 0.62 | |
| Flow Ratio | 0.08 | 0.05 | 0.04 | 0.01 | 0.10 | | 0.06 | 0.17 | | 0.08 | 0.30 | |
| Critical Lane Group | Y | N | N | N | N | | N | N | | Y | Y | |
| Sum Flow Ratios | 0.65 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 0.75 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

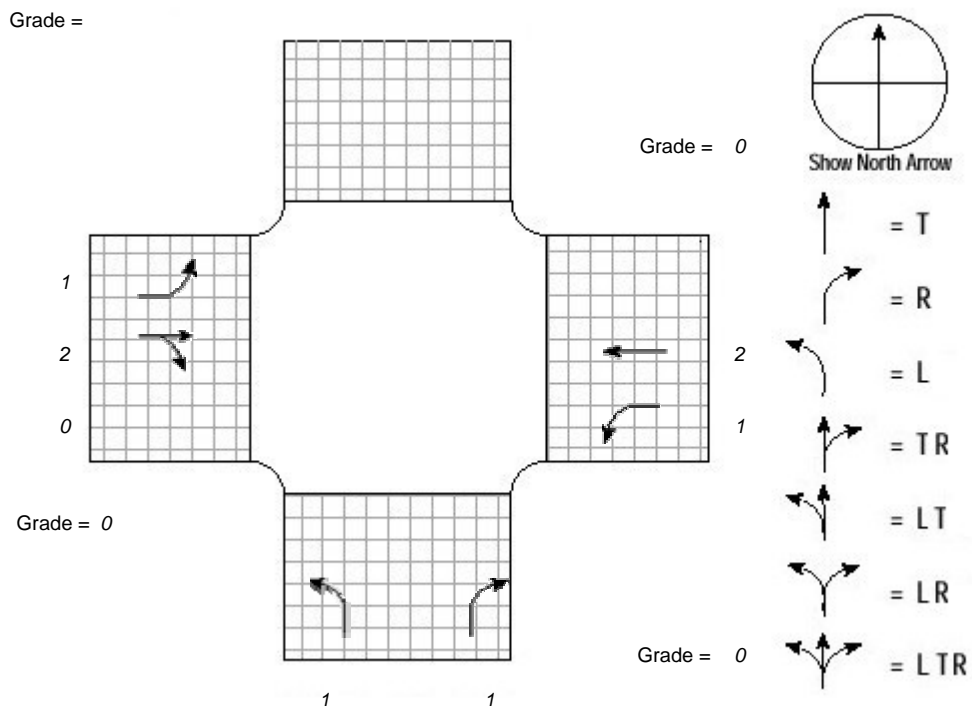
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|------|------|------|--|------|------|--|------|------|--|
| | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 268 | 102 | 64 | 14 | 170 | | 105 | 587 | | 133 | 1011 | |
| Lane Group Capacity | 268 | 504 | 429 | 211 | 287 | | 379 | 1740 | | 549 | 1643 | |
| v/c Ratio | 1.00 | 0.20 | 0.15 | 0.07 | 0.59 | | 0.28 | 0.34 | | 0.24 | 0.62 | |
| Green Ratio | 0.27 | 0.27 | 0.27 | 0.16 | 0.16 | | 0.64 | 0.49 | | 0.64 | 0.49 | |
| Uniform Delay d_1 | 46.5 | 34.3 | 33.8 | 43.1 | 47.2 | | 11.8 | 18.8 | | 9.4 | 22.5 | |
| Delay Factor k | 0.50 | 0.11 | 0.11 | 0.11 | 0.18 | | 0.11 | 0.50 | | 0.11 | 0.50 | |
| | 55.0 | 0.2 | 0.2 | 0.1 | 3.3 | | 0.4 | 0.5 | | 0.2 | 1.7 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|--|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 101.5 | 34.5 | 33.9 | 43.2 | 50.4 | | 12.2 | 19.4 | | 9.6 | 24.3 | |
| Lane Group LOS | <i>F</i> | <i>C</i> | <i>C</i> | <i>D</i> | <i>D</i> | | <i>B</i> | <i>B</i> | | <i>A</i> | <i>C</i> | |
| Approach Delay | 75.8 | | | 49.9 | | | 18.3 | | | 22.6 | | |
| Approach LOS | <i>E</i> | | | <i>D</i> | | | <i>B</i> | | | <i>C</i> | | |
| Intersection Delay | 32.8 | | | Intersection LOS | | | | | | <i>C</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 152 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|----|------|----|------|----|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 6 | 666 | 480 | 125 | 676 | | 343 | | 92 | | | |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | | 2 | | 2 | | | |
| PHF | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | | 0.91 | | 0.91 | | | |
| Actuated (P/A) | P | P | P | P | P | | A | | A | | | |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | | 3 | | | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking (Y or N) | N | | N | N | | N | N | | N | | | |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | | 0 | | | |

| | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|-----------------------|-----|-----|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | |
| | WB Only | EW Perm | 03 | 04 | NB Only | 06 | 07 | 08 | | |
| Timing | G = 10.0 | G = 45.0 | G = | G = | G = 30.0 | G = | G = | G = | | |
| | Y = 3 | Y = 5 | Y = | Y = | Y = 5 | Y = | Y = | Y = | | |
| Duration of Analysis (hrs) = 0.25 | | | | | Cycle Length C = 98.0 | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|------|----|------|----|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 6 | 666 | 480 | 125 | 676 | | 343 | | 92 | | | |
| PHF | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | | 0.91 | | 0.91 | | | |
| Adjusted Flow Rate | 6 | 716 | 516 | 133 | 719 | | 377 | | 101 | | | |
| Lane Group | L | TR | | L | T | | L | | R | | | |
| Adjusted Flow Rate | 6 | 1232 | | 133 | 719 | | 377 | | 101 | | | |
| Proportion of LT or RT | 0.000 | -- | 0.419 | 0.000 | -- | 0.000 | | -- | | | -- | |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|--|-------|--|--|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | | | |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | | 1 | | 1 | | | |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | | 0.980 | | | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | | 1.000 | | | |
| f_{LT} | 0.379 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | | -- | | | -- |
| Secondary f_{LT} | | | -- | 0.087 | 0.645 | -- | | | -- | | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|--|-------|----|--|----|
| f_{RT} | -- | 0.937 | | -- | 1.000 | | -- | | 0.850 | -- | | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | | | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | | 1.000 | -- | | |
| Adjusted Satflow | 706 | 3324 | | 1770 | 3547 | | 1770 | | 1583 | | | |
| Secondary Adjusted Satflow | | | -- | 161 | 2288 | -- | | | -- | | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|----------|-----------|--|----------|----------|--|----------|--|----------|----|--|--|
| Lane Group | <i>L</i> | <i>TR</i> | | <i>L</i> | <i>T</i> | | <i>L</i> | | <i>R</i> | | | |
| Adjusted Flow Rate | 6 | 1232 | | 133 | 719 | | 377 | | 101 | | | |
| Satflow Rate | 706 | 3324 | | 1770 | 3547 | | 1770 | | 1583 | | | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Green Ratio | 0.46 | 0.46 | | 0.59 | 0.59 | | 0.31 | | 0.31 | | | |
| Lane Group Capacity | 324 | 1526 | | 260 | 2099 | | 542 | | 485 | | | |
| v/c Ratio | 0.02 | 0.81 | | 0.51 | 0.34 | | 0.70 | | 0.21 | | | |
| Flow Ratio | 0.01 | 0.37 | | 0.08 | 0.20 | | 0.21 | | 0.06 | | | |
| Critical Lane Group | <i>N</i> | <i>Y</i> | | <i>Y</i> | <i>N</i> | | <i>Y</i> | | <i>N</i> | | | |
| Sum Flow Ratios | 0.66 | | | | | | | | | | | |
| Lost Time/Cycle | 15.00 | | | | | | | | | | | |
| Critical v/c Ratio | 0.78 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

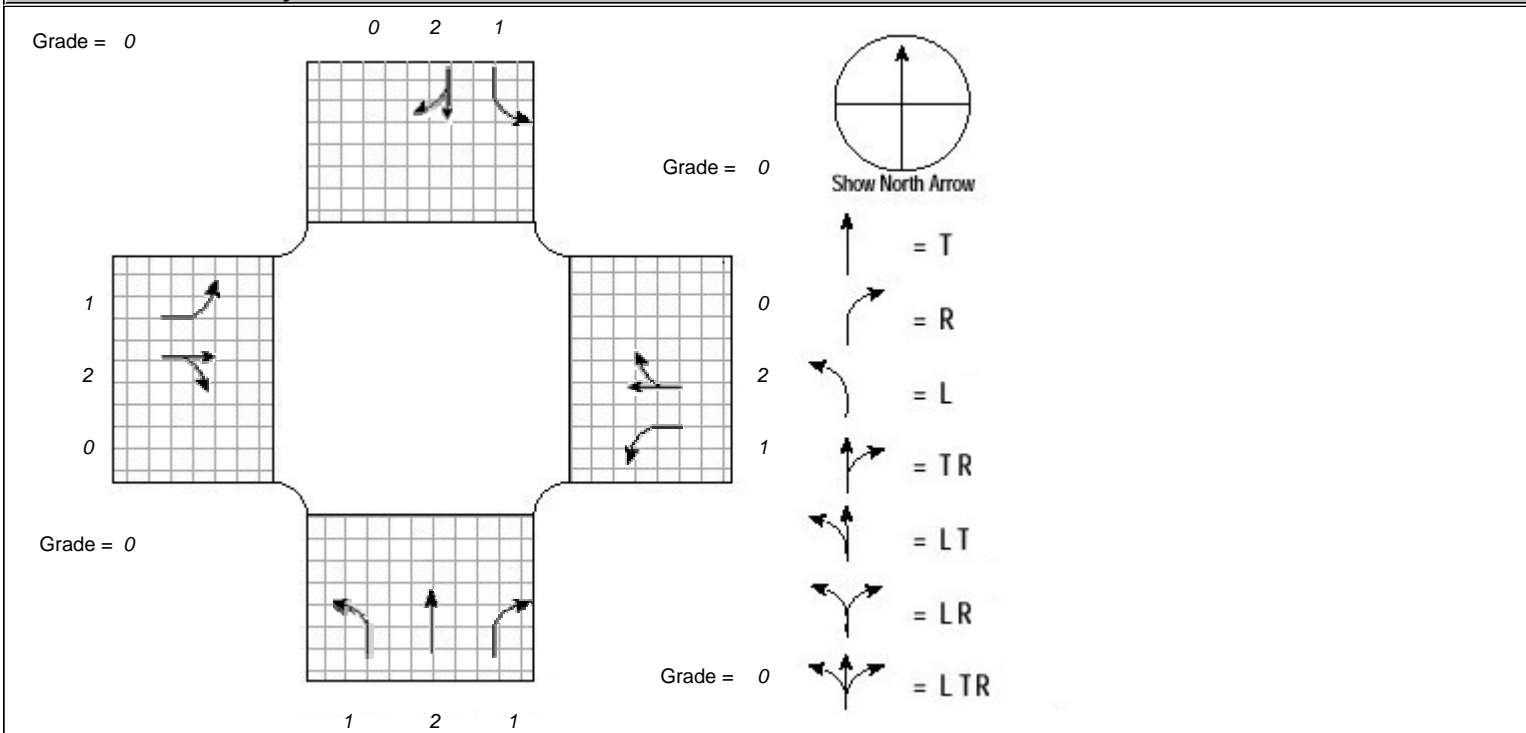
| | EB | | | WB | | | NB | | | SB | | |
|---------------------|----------|-----------|--|----------|----------|--|----------|--|----------|----|--|--|
| Lane Group | <i>L</i> | <i>TR</i> | | <i>L</i> | <i>T</i> | | <i>L</i> | | <i>R</i> | | | |
| Adjusted Flow Rate | 6 | 1232 | | 133 | 719 | | 377 | | 101 | | | |
| Lane Group Capacity | 324 | 1526 | | 260 | 2099 | | 542 | | 485 | | | |
| v/c Ratio | 0.02 | 0.81 | | 0.51 | 0.34 | | 0.70 | | 0.21 | | | |
| Green Ratio | 0.46 | 0.46 | | 0.59 | 0.59 | | 0.31 | | 0.31 | | | |
| Uniform Delay d_1 | 14.5 | 22.8 | | 15.4 | 10.2 | | 30.0 | | 25.2 | | | |
| Delay Factor k | 0.50 | 0.50 | | 0.50 | 0.50 | | 0.26 | | 0.11 | | | |
| | 0.1 | 4.7 | | 7.0 | 0.4 | | 3.9 | | 0.2 | | | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|--|------------------|----------|--|----------|--|----------|----------|--|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Control Delay | 14.6 | 27.5 | | 22.4 | 10.7 | | 33.8 | | 25.4 | | | |
| Lane Group LOS | <i>B</i> | <i>C</i> | | <i>C</i> | <i>B</i> | | <i>C</i> | | <i>C</i> | | | |
| Approach Delay | 27.4 | | | 12.5 | | | 32.1 | | | | | |
| Approach LOS | <i>C</i> | | | <i>B</i> | | | <i>C</i> | | | | | |
| Intersection Delay | 23.3 | | | Intersection LOS | | | | | | <i>C</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 162 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 49 | 960 | 90 | 273 | 1057 | 151 | 77 | 167 | 195 | 160 | 165 | 92 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.89 | 0.89 | 0.89 | 0.85 | 0.85 | 0.85 |
| Actuated (P/A) | A | P | P | A | P | P | A | A | A | A | A | A |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|------------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | Excl. Left | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 15.0 | G = 53.0 | G = | G = | G = 10.0 | G = 20.0 | G = | G = | | | | | |
| | Y = 3 | Y = 4.5 | Y = | Y = | Y = 3 | Y = 4.3 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 112.8 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 49 | 960 | 90 | 273 | 1057 | 151 | 77 | 167 | 195 | 160 | 165 | 92 |
| PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.89 | 0.89 | 0.89 | 0.85 | 0.85 | 0.85 |
| Adjusted Flow Rate | 53 | 1032 | 97 | 294 | 1137 | 162 | 87 | 188 | 219 | 188 | 194 | 108 |
| Lane Group | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 53 | 1129 | | 294 | 1299 | | 87 | 188 | 219 | 188 | 302 | |
| Proportion of LT or RT | 0.000 | -- | 0.086 | 0.000 | -- | 0.125 | 0.000 | -- | 0.000 | 0.000 | -- | 0.358 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | 1.000 | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.074 | 0.074 | -- | 0.120 | | -- | 0.347 | | -- | 0.485 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.987 | | -- | 0.981 | | -- | 1.000 | 0.850 | -- | 0.946 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 1770 | 3501 | | 1770 | 3480 | | 1770 | 3547 | 1583 | 1770 | 3356 | |
| Secondary Adjusted Satflow | 138 | 260 | -- | 224 | | -- | 646 | | -- | 904 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|--|
| | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 53 | 1129 | | 294 | 1299 | | 87 | 188 | 219 | 188 | 302 | |
| Satflow Rate | 1770 | 3501 | | 1770 | 3480 | | 1770 | 3547 | 1583 | 1770 | 3356 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Green Ratio | 0.63 | 0.47 | | 0.63 | 0.47 | | 0.29 | 0.18 | 0.18 | 0.29 | 0.18 | |
| Lane Group Capacity | 304 | 1645 | | 346 | 1635 | | 289 | 629 | 281 | 341 | 595 | |
| v/c Ratio | 0.17 | 0.69 | | 0.85 | 0.79 | | 0.30 | 0.30 | 0.78 | 0.55 | 0.51 | |
| Flow Ratio | 0.03 | 0.32 | | 0.13 | 0.37 | | 0.05 | 0.05 | 0.14 | 0.09 | 0.09 | |
| Critical Lane Group | N | N | | Y | Y | | N | N | Y | Y | N | |
| Sum Flow Ratios | 0.73 | | | | | | | | | | | |
| Lost Time/Cycle | 17.60 | | | | | | | | | | | |
| Critical v/c Ratio | 0.87 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

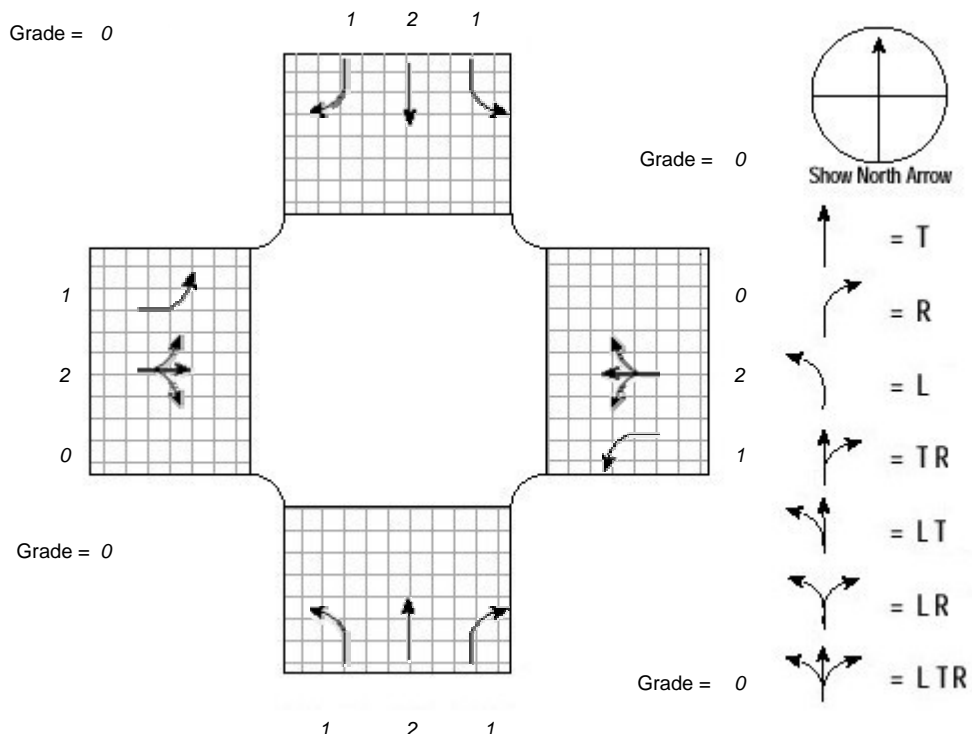
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|------|------|------|--|
| | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 53 | 1129 | | 294 | 1299 | | 87 | 188 | 219 | 188 | 302 | |
| Lane Group Capacity | 304 | 1645 | | 346 | 1635 | | 289 | 629 | 281 | 341 | 595 | |
| v/c Ratio | 0.17 | 0.69 | | 0.85 | 0.79 | | 0.30 | 0.30 | 0.78 | 0.55 | 0.51 | |
| Green Ratio | 0.63 | 0.47 | | 0.63 | 0.47 | | 0.29 | 0.18 | 0.18 | 0.29 | 0.18 | |
| Uniform Delay d_1 | 14.8 | 23.4 | | 24.2 | 25.3 | | 30.1 | 40.3 | 44.3 | 31.7 | 41.9 | |
| Delay Factor k | 0.11 | 0.50 | | 0.38 | 0.50 | | 0.11 | 0.11 | 0.33 | 0.15 | 0.12 | |
| | 0.3 | 2.4 | | 17.8 | 4.1 | | 0.6 | 0.3 | 13.1 | 1.9 | 0.7 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| Control Delay | 15.1 | 25.8 | | 42.1 | 29.4 | | 30.7 | 40.6 | 57.4 | 33.7 | 42.7 | |
| Lane Group LOS | <i>B</i> | <i>C</i> | | <i>D</i> | <i>C</i> | | <i>C</i> | <i>D</i> | <i>E</i> | <i>C</i> | <i>D</i> | |
| Approach Delay | 25.3 | | 31.7 | | | 46.3 | | | 39.2 | | | |
| Approach LOS | <i>C</i> | | <i>C</i> | | | <i>D</i> | | | <i>D</i> | | | |
| Intersection Delay | 32.6 | | Intersection LOS | | | | | | <i>C</i> | | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 306 | 572 | 135 | 332 | 524 | 75 | 144 | 906 | 330 | 179 | 950 | 88 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 36.0 | G = 28.0 | G = | G = | G = 9.0 | G = 38.0 | G = | G = | | | | | |
| | Y = 5.5 | Y = 5.3 | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.3 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 306 | 572 | 135 | 332 | 524 | 75 | 144 | 906 | 330 | 179 | 950 | 88 |
| PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjusted Flow Rate | 319 | 596 | 141 | 346 | 546 | 78 | 152 | 954 | 347 | 188 | 1000 | 93 |
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 319 | 737 | | 346 | 624 | | 152 | 954 | 347 | 188 | 1000 | 93 |
| Proportion of LT or RT | 0.000 | -- | 0.191 | 0.000 | -- | 0.125 | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | 1.000 | 1.000 | 0.952 | 1.000 |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.098 | | -- | 0.098 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| f_{RT} | -- | 0.971 | | -- | 0.981 | | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 |
| Adjusted Satflow | 1770 | 3445 | | 1770 | 3480 | | 1770 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | 182 | | -- | 182 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 319 | 737 | | 346 | 624 | | 152 | 954 | 347 | 188 | 1000 | 93 |
| Satflow Rate | 1770 | 3445 | | 1770 | 3480 | | 1770 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.28 | 0.28 | | 0.21 | 0.21 | | 0.38 | 0.29 | 0.29 | 0.38 | 0.29 | 0.29 |
| Lane Group Capacity | 489 | 952 | | 380 | 748 | | 179 | 1034 | 462 | 179 | 1034 | 462 |
| v/c Ratio | 0.65 | 0.77 | | 0.91 | 0.83 | | 0.85 | 0.92 | 0.75 | 1.05 | 0.97 | 0.20 |
| Flow Ratio | 0.18 | 0.21 | | 0.20 | 0.18 | | 0.07 | 0.27 | 0.22 | 0.07 | 0.28 | 0.06 |
| Critical Lane Group | N | Y | | Y | N | | N | N | N | Y | N | N |
| Sum Flow Ratios | 0.84 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 0.96 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

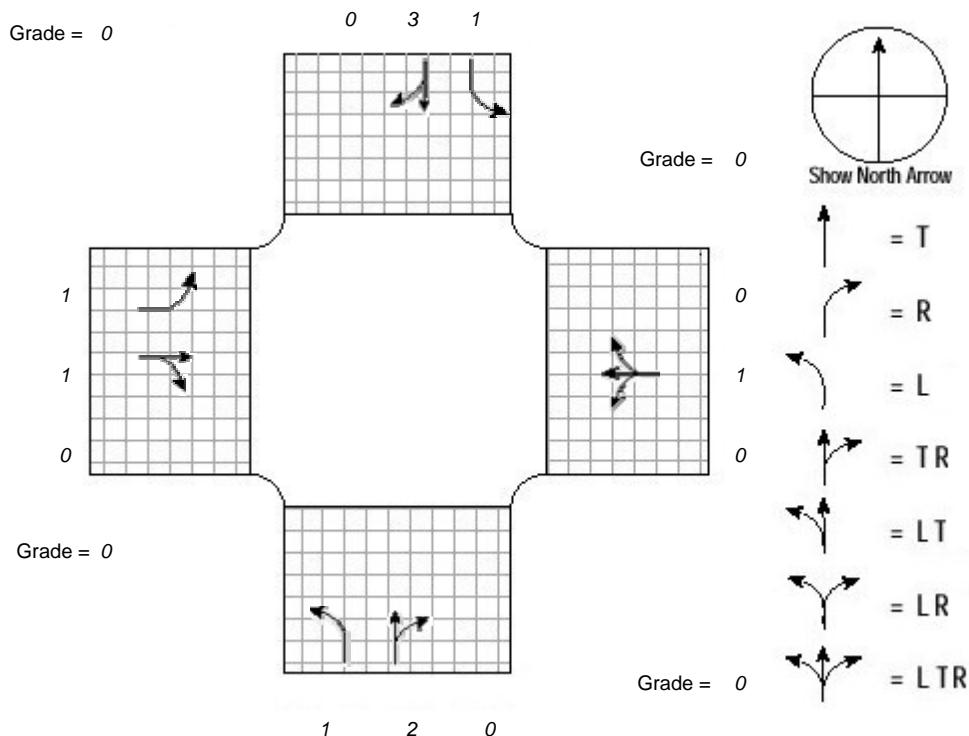
| | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 319 | 737 | | 346 | 624 | | 152 | 954 | 347 | 188 | 1000 | 93 |
| Lane Group Capacity | 489 | 952 | | 380 | 748 | | 179 | 1034 | 462 | 179 | 1034 | 462 |
| v/c Ratio | 0.65 | 0.77 | | 0.91 | 0.83 | | 0.85 | 0.92 | 0.75 | 1.05 | 0.97 | 0.20 |
| Green Ratio | 0.28 | 0.28 | | 0.21 | 0.21 | | 0.38 | 0.29 | 0.29 | 0.38 | 0.29 | 0.29 |
| Uniform Delay d_1 | 41.6 | 43.4 | | 49.9 | 48.9 | | 33.9 | 44.7 | 41.9 | 36.9 | 45.5 | 34.7 |
| Delay Factor k | 0.23 | 0.32 | | 0.43 | 0.37 | | 0.38 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|--|------------------|----------|--|----------|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | 3.1 | 4.0 | | 25.4 | 8.1 | | 30.0 | 14.6 | 10.7 | 81.2 | 21.1 | 1.0 |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control Delay | 44.7 | 47.4 | | 75.4 | 57.0 | | 63.9 | 59.3 | 52.6 | 118.1 | 66.6 | 35.7 |
| Lane Group LOS | <i>D</i> | <i>D</i> | | <i>E</i> | <i>E</i> | | <i>E</i> | <i>E</i> | <i>D</i> | <i>F</i> | <i>E</i> | <i>D</i> |
| Approach Delay | 46.6 | | | 63.6 | | | 58.2 | | | 71.9 | | |
| Approach LOS | <i>D</i> | | | <i>E</i> | | | <i>E</i> | | | <i>E</i> | | |
| Intersection Delay | 60.4 | | | Intersection LOS | | | | | | <i>E</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 328 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 234 | 304 | 128 | 98 | 218 | 79 | 245 | 845 | 46 | 188 | 806 | 124 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | |
|-----------------------------------|----------|-----|-----|-----|------------|------------------------|-----|-----|
| Pedestrian Timing | | 3.2 | | 3.2 | | 3.2 | | 3.2 |
| | EW Perm | 02 | 03 | 04 | Excl. Left | NS Perm | 07 | 08 |
| Timing | G = 49.0 | G = | G = | G = | G = 8.0 | G = 60.0 | G = | G = |
| | Y = 5 | Y = | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.5 | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 234 | 304 | 128 | 98 | 218 | 79 | 245 | 845 | 46 | 188 | 806 | 124 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Adjusted Flow Rate | 260 | 338 | 142 | 109 | 242 | 88 | 266 | 918 | 50 | 196 | 840 | 129 |
| Lane Group | L | TR | | | LTR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 260 | 480 | | | 439 | | 266 | 968 | | 196 | 969 | |
| Proportion of LT or RT | 0.000 | -- | 0.296 | 0.248 | -- | 0.200 | 0.000 | -- | 0.052 | 0.000 | -- | 0.133 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|---|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | | | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.410 | 1.000 | -- | | 0.429 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.205 | | -- | 0.166 | | -- |

| | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|----|-------|-------|-------|------|----|
| f_{RT} | -- | 0.956 | -- | 0.973 | -- | 0.992 | -- | 0.980 | | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | -- | 1.000 | 1.000 | -- | | |
| f_{Rpb} | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | | |
| Adjusted Satflow | 764 | 1780 | | 777 | | 1770 | 3519 | 1770 | 4973 | |
| Secondary Adjusted Satflow | | | -- | | -- | 381 | | -- | 309 | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| | EB | | WB | | NB | | SB | |
|---------------------|-------|------|----|------|------|------|------|------|
| Lane Group | L | TR | L | TR | L | TR | L | TR |
| Adjusted Flow Rate | 260 | 480 | | 439 | 266 | 968 | 196 | 969 |
| Satflow Rate | 764 | 1780 | | 777 | 1770 | 3519 | 1770 | 4973 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.54 | 0.46 | 0.54 | 0.46 |
| Lane Group Capacity | 287 | 668 | | 292 | 293 | 1618 | 258 | 2286 |
| v/c Ratio | 0.91 | 0.72 | | 1.50 | 0.91 | 0.60 | 0.76 | 0.42 |
| Flow Ratio | 0.34 | 0.27 | | 0.56 | 0.06 | 0.28 | 0.06 | 0.19 |
| Critical Lane Group | N | N | | Y | N | N | Y | N |
| Sum Flow Ratios | 1.04 | | | | | | | |
| Lost Time/Cycle | 10.50 | | | | | | | |
| Critical v/c Ratio | 1.13 | | | | | | | |

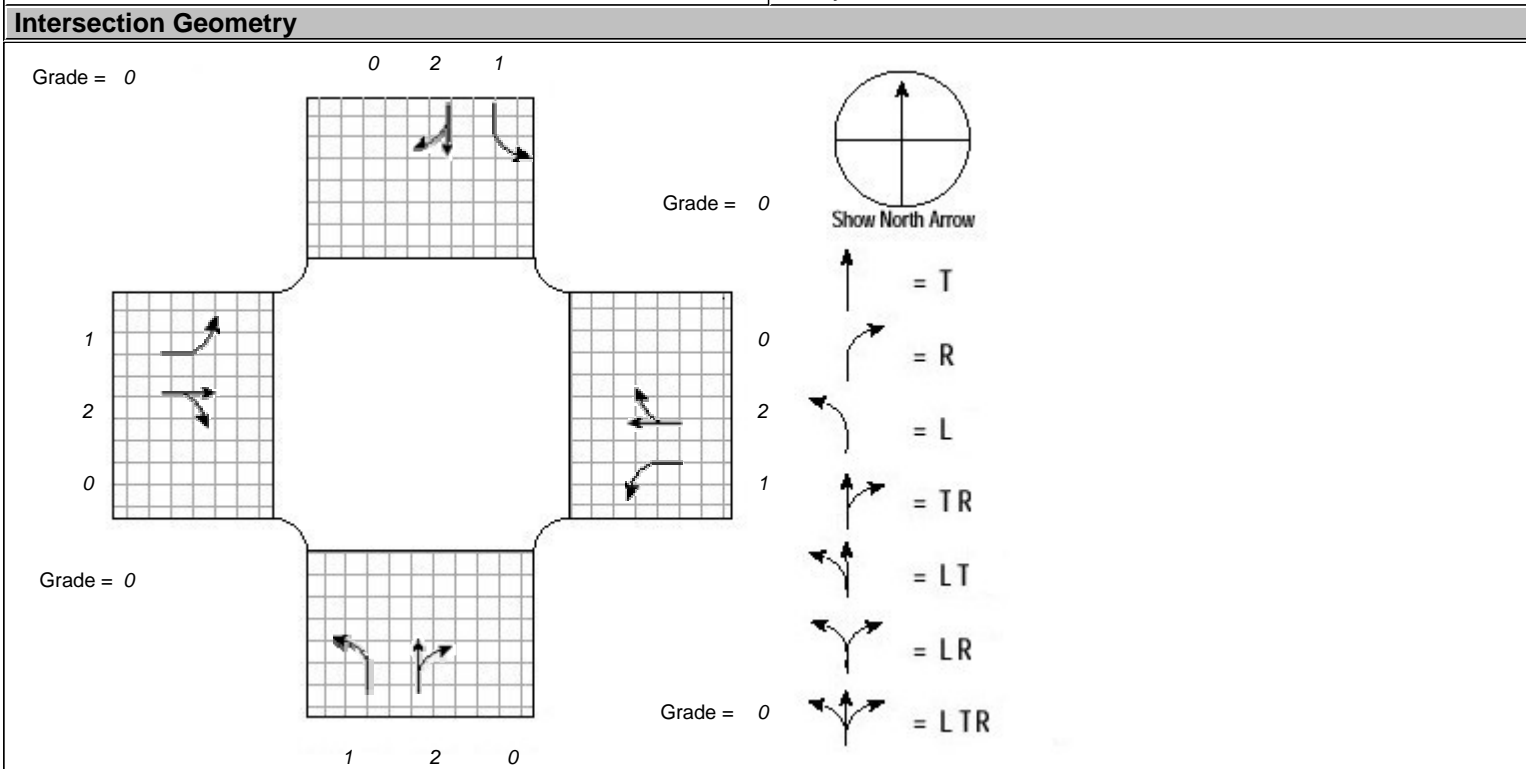
Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | WB | | NB | | SB | |
|-------------------------|------|------|----|-------|------|------|------|------|
| Lane Group | L | TR | L | TR | L | TR | L | TR |
| Adjusted Flow Rate | 260 | 480 | | 439 | 266 | 968 | 196 | 969 |
| Lane Group Capacity | 287 | 668 | | 292 | 293 | 1618 | 258 | 2286 |
| v/c Ratio | 0.91 | 0.72 | | 1.50 | 0.91 | 0.60 | 0.76 | 0.42 |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.54 | 0.46 | 0.54 | 0.46 |
| Uniform Delay d_1 | 38.6 | 34.9 | | 40.8 | 40.1 | 26.3 | 19.8 | 23.7 |
| Delay Factor k | 0.43 | 0.28 | | 0.50 | 0.43 | 0.50 | 0.31 | 0.50 |
| Incremental Delay d_2 | 30.1 | 3.7 | | 243.7 | 30.0 | 1.6 | 12.4 | 0.6 |

| | | | | | | | | | | | | |
|--------------------|----------|----------|--|--|------------------|--|----------|----------|--|----------|----------|--|
| PF Factor | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 68.7 | 38.6 | | | 284.4 | | 70.1 | 27.9 | | 32.2 | 24.2 | |
| Lane Group LOS | <i>E</i> | <i>D</i> | | | <i>F</i> | | <i>E</i> | <i>C</i> | | <i>C</i> | <i>C</i> | |
| Approach Delay | 49.2 | | | | 284.4 | | 37.0 | | | | 25.6 | |
| Approach LOS | <i>D</i> | | | | <i>F</i> | | <i>D</i> | | | | <i>C</i> | |
| Intersection Delay | 66.2 | | | | Intersection LOS | | | | | | <i>E</i> | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 137 Avenue/SW 288 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 329 | 331 | 257 | 255 | 302 | 66 | 133 | 476 | 170 | 72 | 825 | 222 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.89 | 0.89 | 0.89 | 0.91 | 0.91 | 0.91 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|------------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | Excl. Left | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 20.0 | G = 27.0 | G = | G = | G = 8.0 | G = 39.0 | G = | G = | | | | | |
| | Y = 3 | Y = 5.1 | Y = | Y = | Y = 3 | Y = 5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 110.1 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 329 | 331 | 257 | 255 | 302 | 66 | 133 | 476 | 170 | 72 | 825 | 222 |
| PHF | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.89 | 0.89 | 0.89 | 0.91 | 0.91 | 0.91 |
| Adjusted Flow Rate | 354 | 356 | 276 | 266 | 315 | 69 | 149 | 535 | 191 | 79 | 907 | 244 |
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 354 | 632 | | 266 | 384 | | 149 | 726 | | 79 | 1151 | |
| Proportion of LT or RT | 0.000 | -- | 0.437 | 0.000 | -- | 0.180 | 0.000 | -- | 0.263 | 0.000 | -- | 0.212 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.341 | 0.341 | -- | 0.154 | | -- | 0.095 | | -- | 0.205 | | -- |

| | | | | | | | | | |
|----------------------------|-------|-------|------|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.934 | -- | 0.973 | -- | 0.961 | -- | 0.968 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 1770 | 3314 | 1770 | 3451 | 1770 | 3407 | 1770 | 3434 | |
| Secondary Adjusted Satflow | 636 | 1132 | -- | 287 | -- | 177 | -- | 382 | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 354 | 632 | | 266 | 384 | | 149 | 726 | | 79 | 1151 | |
| Satflow Rate | 1770 | 3314 | | 1770 | 3451 | | 1770 | 3407 | | 1770 | 3434 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.45 | 0.25 | | 0.45 | 0.25 | | 0.45 | 0.35 | | 0.45 | 0.35 | |
| Lane Group Capacity | 495 | 813 | | 400 | 846 | | 197 | 1207 | | 275 | 1216 | |
| v/c Ratio | 0.72 | 0.78 | | 0.67 | 0.45 | | 0.76 | 0.60 | | 0.29 | 0.95 | |
| Flow Ratio | 0.18 | 0.19 | | 0.15 | 0.11 | | 0.07 | 0.21 | | 0.04 | 0.34 | |
| Critical Lane Group | Y | Y | | N | N | | Y | N | | N | Y | |
| Sum Flow Ratios | 0.78 | | | | | | | | | | | |
| Lost Time/Cycle | 20.20 | | | | | | | | | | | |
| Critical v/c Ratio | 0.96 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

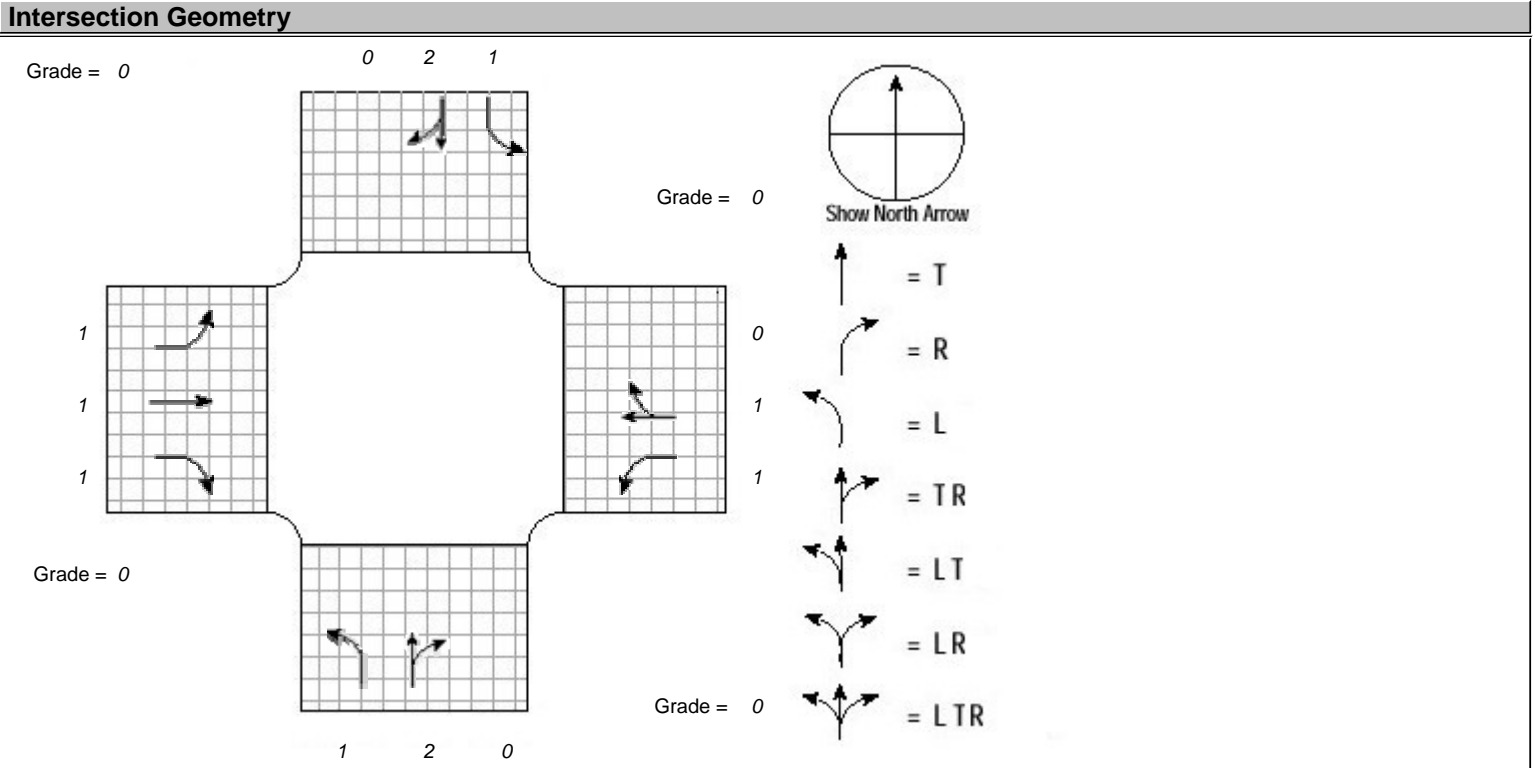
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 354 | 632 | | 266 | 384 | | 149 | 726 | | 79 | 1151 | |
| Lane Group Capacity | 495 | 813 | | 400 | 846 | | 197 | 1207 | | 275 | 1216 | |
| v/c Ratio | 0.72 | 0.78 | | 0.67 | 0.45 | | 0.76 | 0.60 | | 0.29 | 0.95 | |
| Green Ratio | 0.45 | 0.25 | | 0.45 | 0.25 | | 0.45 | 0.35 | | 0.45 | 0.35 | |
| Uniform Delay d_1 | 21.3 | 38.7 | | 21.8 | 35.3 | | 24.6 | 29.2 | | 19.0 | 34.5 | |
| Delay Factor k | 0.28 | 0.33 | | 0.24 | 0.11 | | 0.31 | 0.50 | | 0.11 | 0.50 | |
| | 4.9 | 4.8 | | 4.2 | 0.4 | | 15.4 | 2.2 | | 0.6 | 15.8 | |

| | | | | | | | | | | | |
|-------------------------|-------|-------|------------------|-------|-------|--|-------|-------|---|-------|-------|
| Incremental Delay d_2 | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 |
| Control Delay | 26.2 | 43.6 | | 25.9 | 35.7 | | 40.0 | 31.4 | | 19.6 | 50.4 |
| Lane Group LOS | C | D | | C | D | | D | C | | B | D |
| Approach Delay | 37.3 | | 31.7 | | 32.9 | | 48.4 | | | | |
| Approach LOS | D | | C | | C | | D | | | | |
| Intersection Delay | 38.9 | | Intersection LOS | | | | | | D | | |

| | | | | | | | | | | | |
|-------------------------|----------|----------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 |
| Control Delay | 40.4 | 20.5 | | 60.3 | 18.5 | | 40.0 | 31.4 | | 19.6 | 50.4 |
| Lane Group LOS | <i>D</i> | <i>C</i> | | <i>E</i> | <i>B</i> | | <i>D</i> | <i>C</i> | | <i>B</i> | <i>D</i> |
| Approach Delay | 27.6 | | 35.6 | | | 32.9 | | | 48.4 | | |
| Approach LOS | <i>C</i> | | <i>D</i> | | | <i>C</i> | | | <i>D</i> | | |
| Intersection Delay | 37.1 | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 137 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 283 | 109 | 28 | 32 | 90 | 46 | 48 | 367 | 19 | 125 | 577 | 336 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.85 | 0.85 | 0.85 | 0.79 | 0.79 | 0.79 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 10.0 | G = 20.0 | G = | G = | G = 15.0 | G = 60.0 | G = | G = | | | | | |
| | Y = 3 | Y = 5.5 | Y = | Y = | Y = 3 | Y = 5.4 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 121.9 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 283 | 109 | 28 | 32 | 90 | 46 | 48 | 367 | 19 | 125 | 577 | 336 |
| PHF | 0.85 | 0.85 | 0.85 | 0.79 | 0.79 | 0.79 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Adjusted Flow Rate | 333 | 128 | 33 | 41 | 114 | 58 | 53 | 408 | 21 | 140 | 648 | 378 |
| Lane Group | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 333 | 128 | 33 | 41 | 172 | | 53 | 429 | | 140 | 1026 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.337 | 0.000 | -- | 0.049 | 0.000 | -- | 0.368 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.675 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.345 | 0.345 | -- | | | -- | 0.162 | | -- | 0.432 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|----|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 0.949 | | -- | 0.993 | | -- | 0.945 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 1770 | 1863 | 1583 | 1257 | 1769 | | 1770 | 3521 | | 1770 | 3351 | |
| Secondary Adjusted Satflow | 643 | 643 | -- | | | -- | 302 | | -- | 804 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|--|------|------|--|------|------|--|
| | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 333 | 128 | 33 | 41 | 172 | | 53 | 429 | | 140 | 1026 | |
| Satflow Rate | 1770 | 1863 | 1583 | 1257 | 1769 | | 1770 | 3521 | | 1770 | 3351 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.27 | 0.27 | 0.27 | 0.16 | 0.16 | | 0.64 | 0.49 | | 0.64 | 0.49 | |
| Lane Group Capacity | 266 | 504 | 429 | 206 | 290 | | 374 | 1733 | | 634 | 1649 | |
| v/c Ratio | 1.25 | 0.25 | 0.08 | 0.20 | 0.59 | | 0.14 | 0.25 | | 0.22 | 0.62 | |
| Flow Ratio | 0.08 | 0.07 | 0.02 | 0.03 | 0.10 | | 0.03 | 0.12 | | 0.08 | 0.31 | |
| Critical Lane Group | Y | N | N | N | N | | N | N | | Y | Y | |
| Sum Flow Ratios | 0.76 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 0.88 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

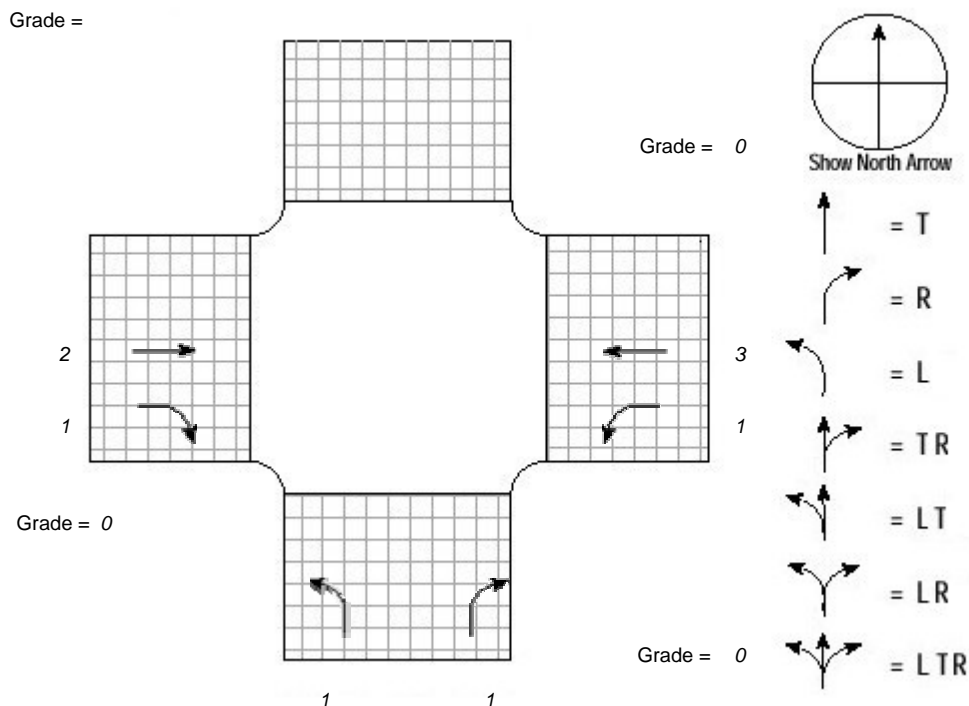
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|--|------|------|--|------|------|--|
| | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 333 | 128 | 33 | 41 | 172 | | 53 | 429 | | 140 | 1026 | |
| Lane Group Capacity | 266 | 504 | 429 | 206 | 290 | | 374 | 1733 | | 634 | 1649 | |
| v/c Ratio | 1.25 | 0.25 | 0.08 | 0.20 | 0.59 | | 0.14 | 0.25 | | 0.22 | 0.62 | |
| Green Ratio | 0.27 | 0.27 | 0.27 | 0.16 | 0.16 | | 0.64 | 0.49 | | 0.64 | 0.49 | |
| Uniform Delay d_1 | 46.4 | 34.8 | 33.1 | 44.0 | 47.2 | | 11.3 | 17.9 | | 9.0 | 22.7 | |
| Delay Factor k | 0.50 | 0.11 | 0.11 | 0.11 | 0.18 | | 0.11 | 0.50 | | 0.11 | 0.50 | |
| | 140.5 | 0.3 | 0.1 | 0.5 | 3.2 | | 0.2 | 0.3 | | 0.2 | 1.8 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|--|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 186.9 | 35.1 | 33.2 | 44.5 | 50.4 | | 11.5 | 18.2 | | 9.1 | 24.4 | |
| Lane Group LOS | <i>F</i> | <i>D</i> | <i>C</i> | <i>D</i> | <i>D</i> | | <i>B</i> | <i>B</i> | | <i>A</i> | <i>C</i> | |
| Approach Delay | 137.3 | | | 49.3 | | | 17.5 | | | 22.6 | | |
| Approach LOS | <i>F</i> | | | <i>D</i> | | | <i>B</i> | | | <i>C</i> | | |
| Intersection Delay | 48.0 | | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 152 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|----|------|------|------|------|----|------|----|------|----|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | | 734 | 458 | 116 | 694 | | 352 | | 97 | | | |
| % Heavy Veh | | 2 | 2 | 2 | 2 | | 2 | | 2 | | | |
| PHF | | 0.88 | 0.88 | 0.90 | 0.90 | | 0.95 | | 0.95 | | | |
| Actuated (P/A) | | P | P | P | P | | A | | A | | | |
| Startup Lost Time | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of Effective Green | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival Type | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit Extension | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Lane Width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking (Y or N) | N | | N | N | | N | N | | N | | | |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |

| | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|-----------------------|-----|-----|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | |
| | WB Only | EW Perm | 03 | 04 | NB Only | 06 | 07 | 08 | | |
| Timing | G = 10.0 | G = 45.0 | G = | G = | G = 30.0 | G = | G = | G = | | |
| | Y = 3 | Y = 5 | Y = | Y = | Y = 5 | Y = | Y = | Y = | | |
| Duration of Analysis (hrs) = 0.25 | | | | | Cycle Length C = 98.0 | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|------|----|------|----|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | | 734 | 458 | 116 | 694 | | 352 | | 97 | | | |
| PHF | | 0.88 | 0.88 | 0.90 | 0.90 | | 0.95 | | 0.95 | | | |
| Adjusted Flow Rate | | 834 | 520 | 129 | 771 | | 371 | | 102 | | | |
| Lane Group | | T | R | L | T | | L | | R | | | |
| Adjusted Flow Rate | | 834 | 520 | 129 | 771 | | 371 | | 102 | | | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 | | -- | | | -- | |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|--|-------|-------|-------|-------|----|-------|--|-------|--|--|----|
| Base Satflow | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Number of Lanes | | 2 | 1 | 1 | 3 | | 1 | | 1 | | | |
| f_w | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{HV} | | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | | 0.980 | | | |
| f_g | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_p | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{bb} | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_a | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{LU} | | 0.952 | 1.000 | 1.000 | 0.908 | | 1.000 | | 1.000 | | | |
| f_{LT} | | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | | -- | | | -- |
| Secondary f_{LT} | | | -- | 0.218 | 0.822 | -- | | | -- | | | -- |

| | | | | | | | | | | | | |
|----------------------------|----|-------|-------|-------|-------|----|-------|--|-------|----|--|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 1.000 | | -- | | 0.850 | -- | | |
| f_{Lpb} | | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | | | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | | -- | | 1.000 | -- | | |
| Adjusted Satflow | | 3547 | 1583 | 1770 | 5074 | | 1770 | | 1583 | | | |
| Secondary Adjusted Satflow | | | -- | 407 | 4169 | -- | | | -- | | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Capacity Analysis

| Lane Group | EB | | WB | | NB | | SB | | | | |
|---------------------|----------|----------|----------|----------|----------|----------|----|--|--|--|--|
| | <i>T</i> | <i>R</i> | <i>L</i> | <i>T</i> | <i>L</i> | <i>R</i> | | | | | |
| Adjusted Flow Rate | 834 | 520 | 129 | 771 | 371 | 102 | | | | | |
| Satflow Rate | 3547 | 1583 | 1770 | 5074 | 1770 | 1583 | | | | | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | | |
| Green Ratio | 0.46 | 0.46 | 0.59 | 0.59 | 0.31 | 0.31 | | | | | |
| Lane Group Capacity | 1629 | 727 | 380 | 3003 | 542 | 485 | | | | | |
| v/c Ratio | 0.51 | 0.72 | 0.34 | 0.26 | 0.68 | 0.21 | | | | | |
| Flow Ratio | 0.24 | 0.33 | 0.07 | 0.15 | 0.21 | 0.06 | | | | | |
| Critical Lane Group | <i>N</i> | <i>Y</i> | <i>Y</i> | <i>N</i> | <i>Y</i> | <i>N</i> | | | | | |
| Sum Flow Ratios | 0.61 | | | | | | | | | | |
| Lost Time/Cycle | 15.00 | | | | | | | | | | |
| Critical v/c Ratio | 0.72 | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | WB | | NB | | SB | | | | |
|-------------------------|----------|----------|----------|----------|----------|----------|----|--|--|--|--|
| | <i>T</i> | <i>R</i> | <i>L</i> | <i>T</i> | <i>L</i> | <i>R</i> | | | | | |
| Adjusted Flow Rate | 834 | 520 | 129 | 771 | 371 | 102 | | | | | |
| Lane Group Capacity | 1629 | 727 | 380 | 3003 | 542 | 485 | | | | | |
| v/c Ratio | 0.51 | 0.72 | 0.34 | 0.26 | 0.68 | 0.21 | | | | | |
| Green Ratio | 0.46 | 0.46 | 0.59 | 0.59 | 0.31 | 0.31 | | | | | |
| Uniform Delay d_1 | 18.7 | 21.3 | 10.7 | 9.6 | 29.8 | 25.2 | | | | | |
| Delay Factor <i>k</i> | 0.50 | 0.50 | 0.50 | 0.50 | 0.25 | 0.11 | | | | | |
| Incremental Delay d_2 | 1.2 | 5.9 | 2.4 | 0.2 | 3.6 | 0.2 | | | | | |

| | | | | | | | | | | | | |
|--------------------|--|----------|----------|------------------|----------|--|----------|--|----------|----------|--|--|
| PF Factor | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Control Delay | | 19.9 | 27.3 | 13.1 | 9.8 | | 33.4 | | 25.4 | | | |
| Lane Group LOS | | <i>B</i> | <i>C</i> | <i>B</i> | <i>A</i> | | <i>C</i> | | <i>C</i> | | | |
| Approach Delay | | 22.7 | | 10.3 | | | 31.7 | | | | | |
| Approach LOS | | <i>C</i> | | <i>B</i> | | | <i>C</i> | | | | | |
| Intersection Delay | | 20.2 | | Intersection LOS | | | | | | <i>C</i> | | |

| | | | | | | | | | | | | | |
|-----------------------------------|------------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | Excl. Left | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 15.0 | G = 53.0 | G = | G = | G = 10.0 | G = 20.0 | G = | G = | | | | | |
| | Y = 3 | Y = 4.5 | Y = | Y = | Y = 3 | Y = 4.3 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 112.8 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 49 | 997 | 119 | 323 | 962 | 133 | 121 | 167 | 326 | 185 | 215 | 56 |
| PHF | 0.91 | 0.91 | 0.91 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.95 | 0.89 | 0.89 | 0.89 |
| Adjusted Flow Rate | 54 | 1096 | 131 | 336 | 1002 | 139 | 127 | 176 | 343 | 208 | 242 | 63 |
| Lane Group | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 54 | 1227 | | 336 | 1141 | | 127 | 176 | 343 | 208 | 305 | |
| Proportion of LT or RT | 0.000 | -- | 0.107 | 0.000 | -- | 0.122 | 0.000 | -- | 0.000 | 0.000 | -- | 0.207 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | 1.000 | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.117 | 0.117 | -- | 0.093 | | -- | 0.343 | | -- | 0.501 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.984 | | -- | 0.982 | | -- | 1.000 | 0.850 | -- | 0.969 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 1770 | 3490 | | 1770 | 3482 | | 1770 | 3547 | 1583 | 1770 | 3437 | |
| Secondary Adjusted Satflow | 217 | 407 | -- | 173 | | -- | 639 | | -- | 933 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|--|
| | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 54 | 1227 | | 336 | 1141 | | 127 | 176 | 343 | 208 | 305 | |
| Satflow Rate | 1770 | 3490 | | 1770 | 3482 | | 1770 | 3547 | 1583 | 1770 | 3437 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Green Ratio | 0.63 | 0.47 | | 0.63 | 0.47 | | 0.29 | 0.18 | 0.18 | 0.29 | 0.18 | |
| Lane Group Capacity | 343 | 1640 | | 321 | 1636 | | 287 | 629 | 281 | 347 | 609 | |
| v/c Ratio | 0.16 | 0.75 | | 1.05 | 0.70 | | 0.44 | 0.28 | 1.22 | 0.60 | 0.50 | |
| Flow Ratio | 0.03 | 0.35 | | 0.13 | 0.33 | | 0.07 | 0.05 | 0.22 | 0.09 | 0.09 | |
| Critical Lane Group | N | N | | Y | N | | N | N | Y | Y | N | |
| Sum Flow Ratios | 1.02 | | | | | | | | | | | |
| Lost Time/Cycle | 13.10 | | | | | | | | | | | |
| Critical v/c Ratio | 1.16 | | | | | | | | | | | |

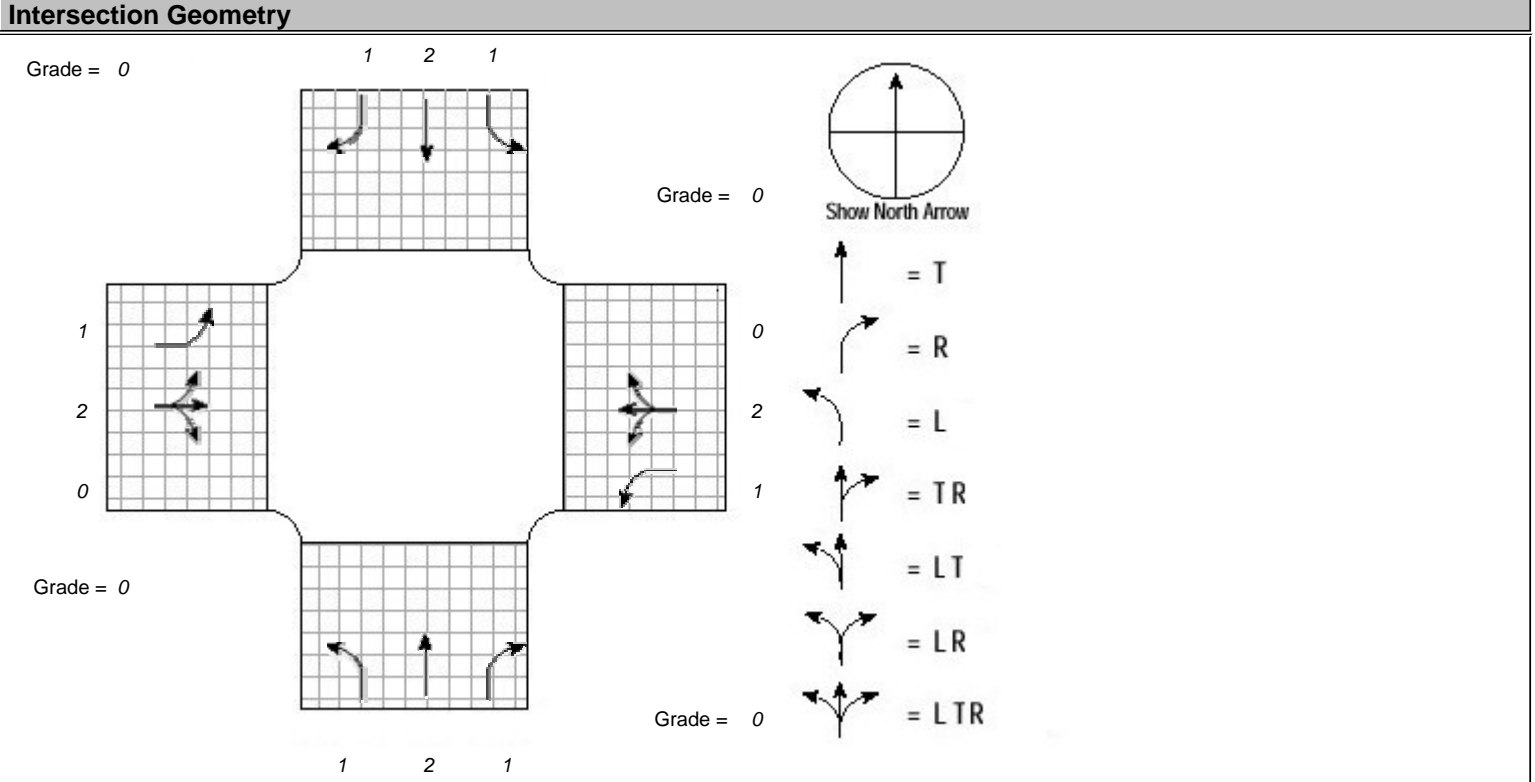
Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|-------|------|------|--|
| | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 54 | 1227 | | 336 | 1141 | | 127 | 176 | 343 | 208 | 305 | |
| Lane Group Capacity | 343 | 1640 | | 321 | 1636 | | 287 | 629 | 281 | 347 | 609 | |
| v/c Ratio | 0.16 | 0.75 | | 1.05 | 0.70 | | 0.44 | 0.28 | 1.22 | 0.60 | 0.50 | |
| Green Ratio | 0.63 | 0.47 | | 0.63 | 0.47 | | 0.29 | 0.18 | 0.18 | 0.29 | 0.18 | |
| Uniform Delay d_1 | 12.5 | 24.4 | | 32.7 | 23.6 | | 30.8 | 40.2 | 46.4 | 34.2 | 41.9 | |
| Delay Factor k | 0.11 | 0.50 | | 0.50 | 0.50 | | 0.11 | 0.11 | 0.50 | 0.19 | 0.11 | |
| | 0.2 | 3.2 | | 63.0 | 2.5 | | 1.1 | 0.2 | 127.0 | 2.9 | 0.7 | |

| | | | | | | | | | | | | | |
|-------------------------|----------|----------|--|------------------|----------|--|----------|----------|----------|----------|----------|--|--|
| Incremental Delay d_2 | | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | |
| Control Delay | 12.7 | 27.6 | | 95.6 | 26.1 | | 31.9 | 40.4 | 173.4 | 37.1 | 42.5 | | |
| Lane Group LOS | <i>B</i> | <i>C</i> | | <i>F</i> | <i>C</i> | | <i>C</i> | <i>D</i> | <i>F</i> | <i>D</i> | <i>D</i> | | |
| Approach Delay | 27.0 | | | 41.9 | | | 109.3 | | | 40.3 | | | |
| Approach LOS | <i>C</i> | | | <i>D</i> | | | <i>F</i> | | | <i>D</i> | | | |
| Intersection Delay | 47.9 | | | Intersection LOS | | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 |



| Volume and Timing Input | | | | | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | EB | | | WB | | | NB | | | SB | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 322 | 564 | 115 | 278 | 546 | 80 | 126 | 1026 | 409 | 182 | 891 | 67 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.92 | 0.92 | 0.92 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 36.0 | G = 28.0 | G = | G = | G = 9.0 | G = 38.0 | G = | G = | | | | | |
| | Y = 5.5 | Y = 5.3 | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.3 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 322 | 564 | 115 | 278 | 546 | 80 | 126 | 1026 | 409 | 182 | 891 | 67 |
| PHF | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.92 | 0.92 | 0.92 |
| Adjusted Flow Rate | 350 | 613 | 125 | 293 | 575 | 84 | 130 | 1058 | 422 | 198 | 968 | 73 |
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 350 | 738 | | 293 | 659 | | 130 | 1058 | 422 | 198 | 968 | 73 |
| Proportion of LT or RT | 0.000 | -- | 0.169 | 0.000 | -- | 0.127 | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | 1.000 | 1.000 | 0.952 | 1.000 |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.098 | | -- | 0.098 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| f_{RT} | -- | 0.975 | | -- | 0.981 | | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 |
| Adjusted Satflow | 1770 | 3457 | | 1770 | 3479 | | 1770 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | 182 | | -- | 182 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 350 | 738 | | 293 | 659 | | 130 | 1058 | 422 | 198 | 968 | 73 |
| Satflow Rate | 1770 | 3457 | | 1770 | 3479 | | 1770 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.28 | 0.28 | | 0.21 | 0.21 | | 0.38 | 0.29 | 0.29 | 0.38 | 0.29 | 0.29 |
| Lane Group Capacity | 489 | 955 | | 380 | 748 | | 179 | 1034 | 462 | 179 | 1034 | 462 |
| v/c Ratio | 0.72 | 0.77 | | 0.77 | 0.88 | | 0.73 | 1.02 | 0.91 | 1.11 | 0.94 | 0.16 |
| Flow Ratio | 0.20 | 0.21 | | 0.17 | 0.19 | | 0.07 | 0.30 | 0.27 | 0.07 | 0.27 | 0.05 |
| Critical Lane Group | N | Y | | N | Y | | N | N | N | Y | N | N |
| Sum Flow Ratios | 0.89 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 1.02 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

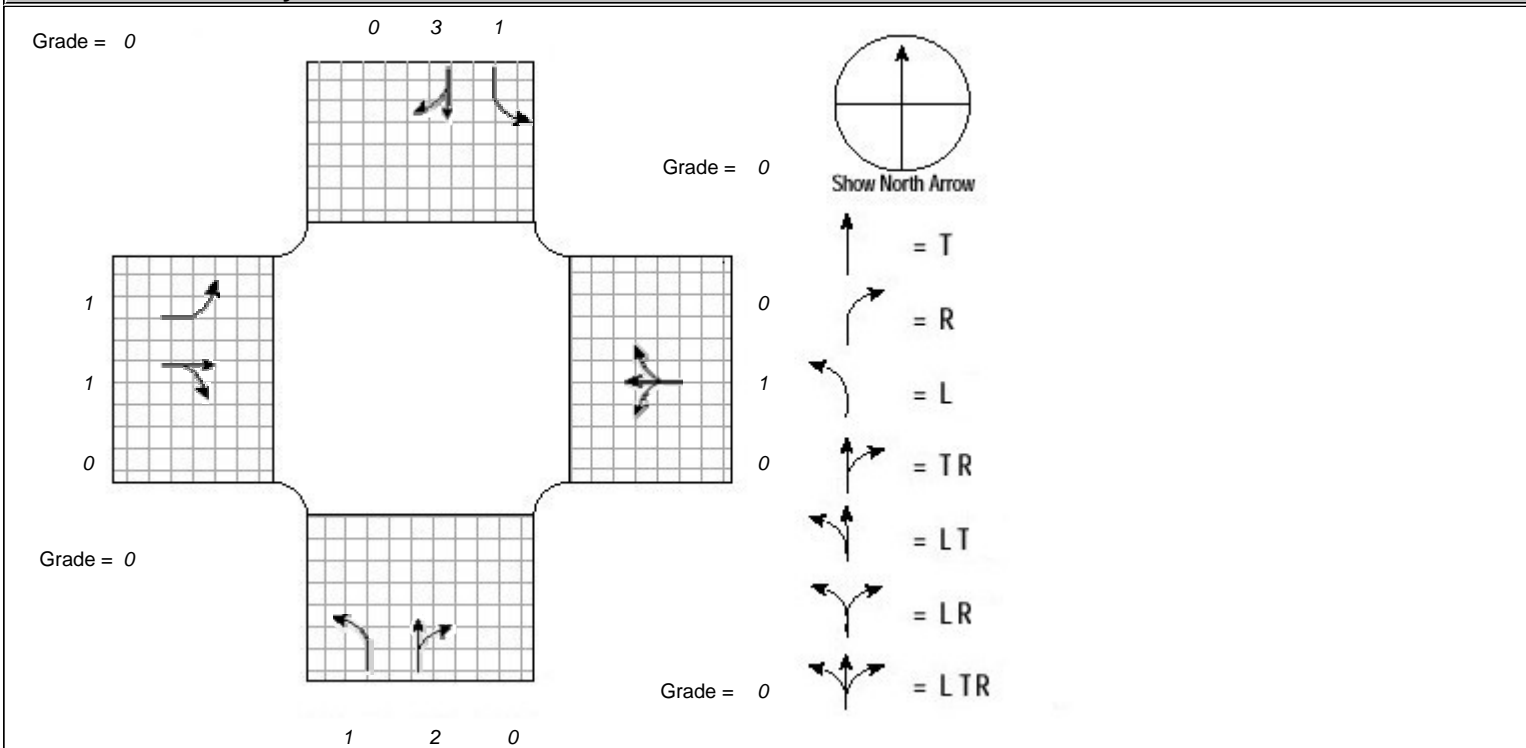
| | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 350 | 738 | | 293 | 659 | | 130 | 1058 | 422 | 198 | 968 | 73 |
| Lane Group Capacity | 489 | 955 | | 380 | 748 | | 179 | 1034 | 462 | 179 | 1034 | 462 |
| v/c Ratio | 0.72 | 0.77 | | 0.77 | 0.88 | | 0.73 | 1.02 | 0.91 | 1.11 | 0.94 | 0.16 |
| Green Ratio | 0.28 | 0.28 | | 0.21 | 0.21 | | 0.38 | 0.29 | 0.29 | 0.38 | 0.29 | 0.29 |
| Uniform Delay d_1 | 42.5 | 43.4 | | 48.1 | 49.5 | | 32.2 | 46.2 | 44.6 | 32.6 | 45.0 | 34.3 |
| Delay Factor k | 0.28 | 0.32 | | 0.32 | 0.41 | | 0.29 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|--|------------------|----------|--|----------|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | 5.0 | 4.0 | | 9.4 | 11.9 | | 13.8 | 34.0 | 25.0 | 98.6 | 16.3 | 0.7 |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control Delay | 47.5 | 47.4 | | 57.5 | 61.4 | | 46.0 | 80.2 | 69.6 | 131.2 | 61.3 | 35.0 |
| Lane Group LOS | <i>D</i> | <i>D</i> | | <i>E</i> | <i>E</i> | | <i>D</i> | <i>F</i> | <i>E</i> | <i>F</i> | <i>E</i> | <i>D</i> |
| Approach Delay | 47.4 | | | 60.2 | | | 74.6 | | | 70.9 | | |
| Approach LOS | <i>D</i> | | | <i>E</i> | | | <i>E</i> | | | <i>E</i> | | |
| Intersection Delay | 64.8 | | | Intersection LOS | | | | | | <i>E</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 328 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 218 | 290 | 117 | 94 | 216 | 71 | 214 | 945 | 118 | 162 | 823 | 148 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.93 | 0.93 | 0.93 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.96 | 0.96 | 0.96 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | |
|-----------------------------------|----------|-----|-----|-----|------------|------------------------|-----|-----|--|-----|--|--|
| Pedestrian Timing | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EW Perm | 02 | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | |
| Timing | G = 49.0 | G = | G = | G = | G = 8.0 | G = 60.0 | G = | G = | | | | |
| | Y = 5 | Y = | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.5 | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 218 | 290 | 117 | 94 | 216 | 71 | 214 | 945 | 118 | 162 | 823 | 148 |
| PHF | 0.93 | 0.93 | 0.93 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.96 | 0.96 | 0.96 |
| Adjusted Flow Rate | 234 | 312 | 126 | 103 | 237 | 78 | 235 | 1038 | 130 | 169 | 857 | 154 |
| Lane Group | L | TR | | | LTR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 234 | 438 | | | 418 | | 235 | 1168 | | 169 | 1011 | |
| Proportion of LT or RT | 0.000 | -- | 0.288 | 0.246 | -- | 0.187 | 0.000 | -- | 0.111 | 0.000 | -- | 0.152 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|---|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | | | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.421 | 1.000 | -- | | 0.467 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.192 | | -- | 0.102 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|----|-------|----|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 0.957 | | -- | 0.975 | | -- | 0.983 | | -- | 0.977 | |
| f_{Lpb} | 1.000 | 1.000 | -- | | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 784 | 1782 | | | 848 | | 1770 | 3487 | | 1770 | 4958 | |
| Secondary Adjusted Satflow | | | -- | | | -- | 358 | | -- | 191 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|----|------|--|------|------|--|------|------|--|
| | L | TR | | | LTR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 234 | 438 | | | 418 | | 235 | 1168 | | 169 | 1011 | |
| Satflow Rate | 784 | 1782 | | | 848 | | 1770 | 3487 | | 1770 | 4958 | |
| Lost Time | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.38 | 0.38 | | | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Lane Group Capacity | 294 | 669 | | | 318 | | 282 | 1603 | | 201 | 2280 | |
| v/c Ratio | 0.80 | 0.65 | | | 1.31 | | 0.83 | 0.73 | | 0.84 | 0.44 | |
| Flow Ratio | 0.30 | 0.25 | | | 0.49 | | 0.06 | 0.33 | | 0.06 | 0.20 | |
| Critical Lane Group | N | N | | | Y | | Y | N | | N | N | |
| Sum Flow Ratios | 0.91 | | | | | | | | | | | |
| Lost Time/Cycle | 10.50 | | | | | | | | | | | |
| Critical v/c Ratio | 0.99 | | | | | | | | | | | |

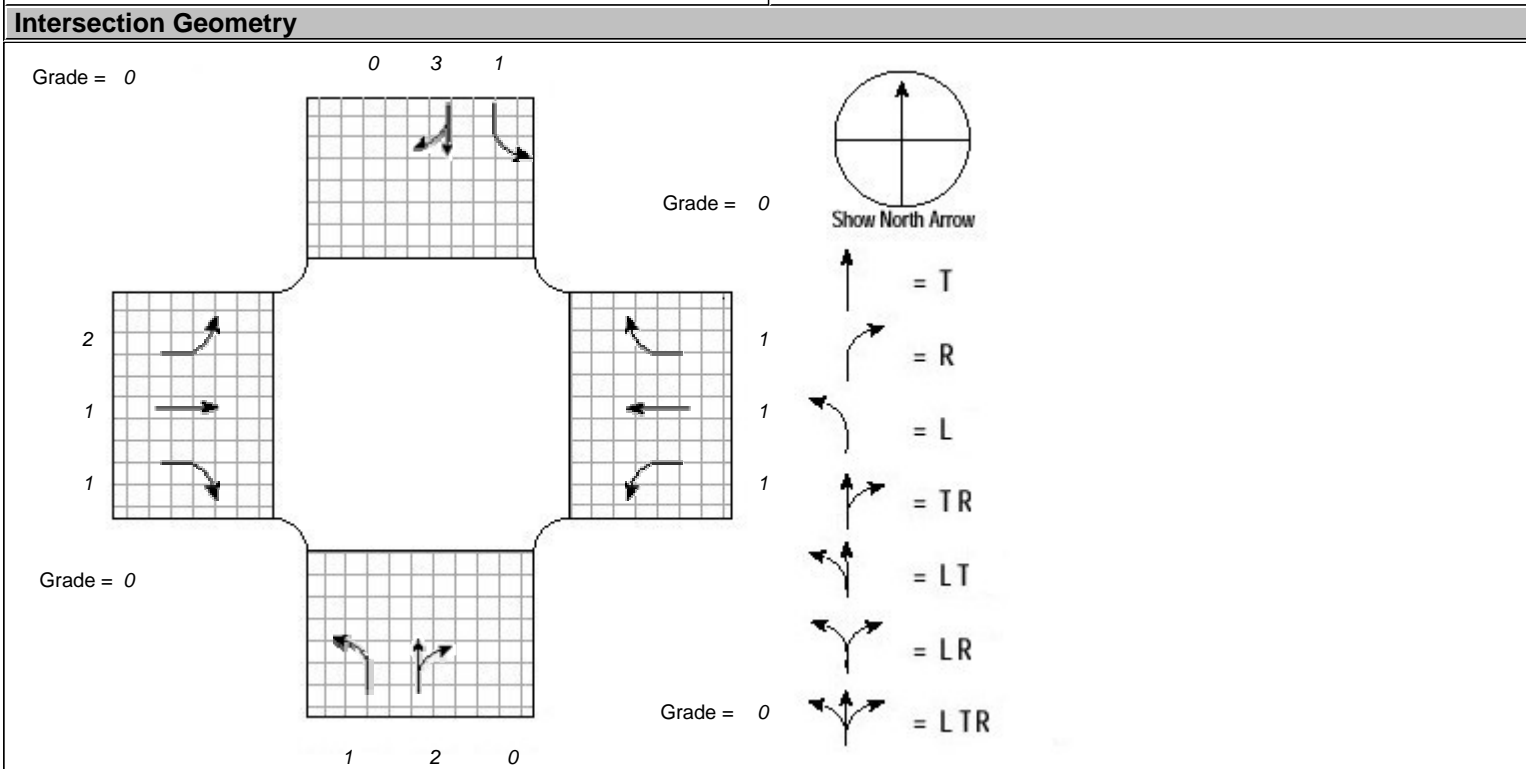
Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|----|-------|--|------|------|--|------|------|--|
| | L | TR | | | LTR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 234 | 438 | | | 418 | | 235 | 1168 | | 169 | 1011 | |
| Lane Group Capacity | 294 | 669 | | | 318 | | 282 | 1603 | | 201 | 2280 | |
| v/c Ratio | 0.80 | 0.65 | | | 1.31 | | 0.83 | 0.73 | | 0.84 | 0.44 | |
| Green Ratio | 0.38 | 0.38 | | | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Uniform Delay d_1 | 36.3 | 33.7 | | | 40.8 | | 36.7 | 28.6 | | 23.1 | 23.9 | |
| Delay Factor k | 0.34 | 0.23 | | | 0.50 | | 0.37 | 0.50 | | 0.38 | 0.50 | |
| | 14.1 | 2.3 | | | 162.2 | | 18.9 | 2.9 | | 26.1 | 0.6 | |

| | | | | | | | | | | | |
|-------------------------|----------|----------|------------------|--|----------|----------|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 |
| Control Delay | 50.4 | 36.1 | | | 202.9 | | 55.5 | 31.6 | | 49.2 | 24.5 |
| Lane Group LOS | <i>D</i> | <i>D</i> | | | <i>F</i> | | <i>E</i> | <i>C</i> | | <i>D</i> | <i>C</i> |
| Approach Delay | 41.1 | | 202.9 | | | 35.6 | | | 28.1 | | |
| Approach LOS | <i>D</i> | | <i>F</i> | | | <i>D</i> | | | <i>C</i> | | |
| Intersection Delay | 53.2 | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 344 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 |



| Volume and Timing Input | | | | | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | EB | | | WB | | | NB | | | SB | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 529 | 352 | 79 | 221 | 188 | 367 | 60 | 831 | 181 | 355 | 854 | 453 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 30.0 | G = 25.0 | G = | G = | G = 20.0 | G = 75.0 | G = | G = | | | | | |
| | Y = 4.9 | Y = 5.9 | Y = | Y = | Y = 3 | Y = 5.8 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 169.6 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 529 | 352 | 79 | 221 | 188 | 367 | 60 | 831 | 181 | 355 | 854 | 453 |
| PHF | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 408 | 66 | 913 | 199 | 366 | 880 | 467 |
| Lane Group | L | T | R | L | T | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 408 | 66 | 1112 | | 366 | 1347 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 | 0.000 | -- | 0.179 | 0.000 | -- | 0.347 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.103 | | -- | 0.107 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 | -- | 0.973 | | -- | 0.948 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 3437 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3451 | | 1770 | 4810 | |
| Secondary Adjusted Satflow | | | -- | | | -- | 191 | | -- | 200 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|------|------|------|--|------|------|--|
| | L | T | R | L | T | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 408 | 66 | 1112 | | 366 | 1347 | |
| Satflow Rate | 3437 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3451 | | 1770 | 4810 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.18 | 0.18 | 0.18 | 0.15 | 0.15 | 0.15 | 0.58 | 0.44 | | 0.58 | 0.44 | |
| Lane Group Capacity | 608 | 330 | 280 | 261 | 275 | 233 | 297 | 1526 | | 301 | 2127 | |
| v/c Ratio | 1.02 | 1.25 | 0.33 | 0.94 | 0.76 | 1.75 | 0.22 | 0.73 | | 1.22 | 0.63 | |
| Flow Ratio | 0.18 | 0.22 | 0.06 | 0.14 | 0.11 | 0.26 | 0.04 | 0.32 | | 0.12 | 0.28 | |
| Critical Lane Group | N | Y | N | N | N | Y | N | N | | Y | N | |
| Sum Flow Ratios | 1.38 | | | | | | | | | | | |
| Lost Time/Cycle | 16.60 | | | | | | | | | | | |
| Critical v/c Ratio | 1.53 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|-------|------|------|------|-------|------|------|--|-------|------|--|
| | L | T | R | L | T | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 408 | 66 | 1112 | | 366 | 1347 | |
| Lane Group Capacity | 608 | 330 | 280 | 261 | 275 | 233 | 297 | 1526 | | 301 | 2127 | |
| v/c Ratio | 1.02 | 1.25 | 0.33 | 0.94 | 0.76 | 1.75 | 0.22 | 0.73 | | 1.22 | 0.63 | |
| Green Ratio | 0.18 | 0.18 | 0.18 | 0.15 | 0.15 | 0.15 | 0.58 | 0.44 | | 0.58 | 0.44 | |
| Uniform Delay d_1 | 69.8 | 69.8 | 61.0 | 71.6 | 69.4 | 72.3 | 20.4 | 38.9 | | 44.9 | 36.6 | |
| Delay Factor k | 0.50 | 0.50 | 0.11 | 0.46 | 0.31 | 0.50 | 0.11 | 0.50 | | 0.50 | 0.50 | |
| | 42.5 | 137.0 | 0.7 | 40.3 | 11.7 | 355.1 | 0.4 | 3.1 | | 123.6 | 1.4 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|----------|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 112.3 | 206.8 | 61.7 | 111.9 | 81.1 | 427.4 | 20.7 | 42.0 | | 168.5 | 38.1 | |
| Lane Group LOS | <i>F</i> | <i>F</i> | <i>E</i> | <i>F</i> | <i>F</i> | <i>F</i> | <i>C</i> | <i>D</i> | | <i>F</i> | <i>D</i> | |
| Approach Delay | 142.8 | | | 253.6 | | | 40.8 | | | 66.0 | | |
| Approach LOS | <i>F</i> | | | <i>F</i> | | | <i>D</i> | | | <i>E</i> | | |
| Intersection Delay | 110.8 | | | Intersection LOS | | | | | | <i>F</i> | | |

NASCAR 2009

| | | | | | | | | | | | | | |
|-----------------------------------|------------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | Excl. Left | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 20.0 | G = 27.0 | G = | G = | G = 8.0 | G = 39.0 | G = | G = | | | | | |
| | Y = 3 | Y = 5.1 | Y = | Y = | Y = 3 | Y = 5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 110.1 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 328 | 352 | 228 | 304 | 362 | 68 | 159 | 522 | 139 | 93 | 823 | 219 |
| PHF | 0.91 | 0.91 | 0.91 | 0.76 | 0.76 | 0.76 | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 |
| Adjusted Flow Rate | 360 | 387 | 251 | 400 | 476 | 89 | 169 | 555 | 148 | 98 | 866 | 231 |
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 360 | 638 | | 400 | 565 | | 169 | 703 | | 98 | 1097 | |
| Proportion of LT or RT | 0.000 | -- | 0.393 | 0.000 | -- | 0.158 | 0.000 | -- | 0.211 | 0.000 | -- | 0.211 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.200 | 0.200 | -- | 0.150 | | -- | 0.095 | | -- | 0.217 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 0.941 | | -- | 0.976 | | -- | 0.968 | | -- | 0.968 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 1770 | 3337 | | 1770 | 3463 | | 1770 | 3435 | | 1770 | 3435 | |
| Secondary Adjusted Satflow | 372 | 666 | -- | 280 | | -- | 177 | | -- | 404 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 360 | 638 | | 400 | 565 | | 169 | 703 | | 98 | 1097 | |
| Satflow Rate | 1770 | 3337 | | 1770 | 3463 | | 1770 | 3435 | | 1770 | 3435 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.45 | 0.25 | | 0.45 | 0.25 | | 0.45 | 0.35 | | 0.45 | 0.35 | |
| Lane Group Capacity | 423 | 818 | | 398 | 849 | | 197 | 1217 | | 283 | 1217 | |
| v/c Ratio | 0.85 | 0.78 | | 1.01 | 0.67 | | 0.86 | 0.58 | | 0.35 | 0.90 | |
| Flow Ratio | 0.18 | 0.19 | | 0.18 | 0.16 | | 0.07 | 0.20 | | 0.06 | 0.32 | |
| Critical Lane Group | Y | N | | N | N | | Y | N | | N | Y | |
| Sum Flow Ratios | 0.85 | | | | | | | | | | | |
| Lost Time/Cycle | 15.10 | | | | | | | | | | | |
| Critical v/c Ratio | 0.99 | | | | | | | | | | | |

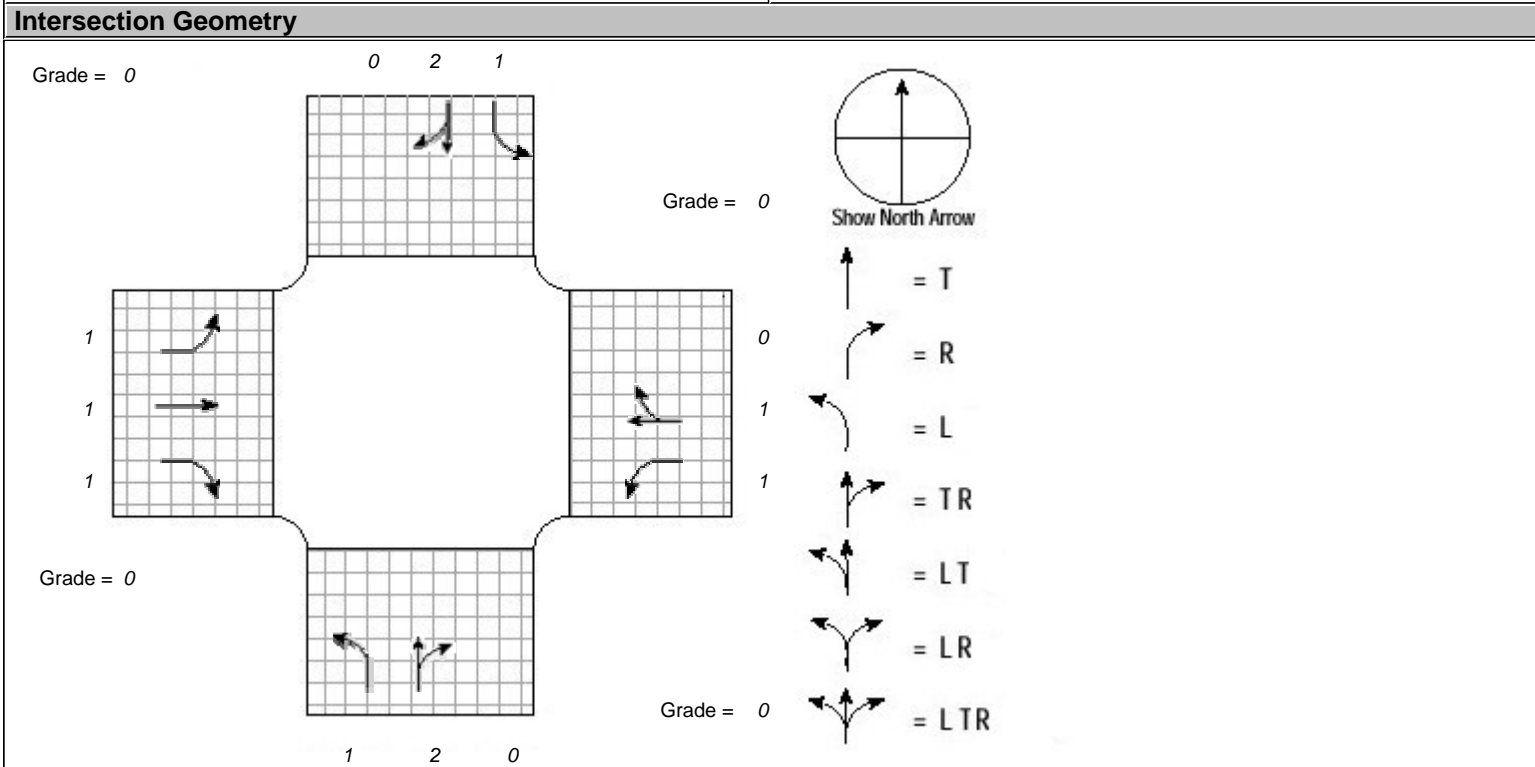
Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 360 | 638 | | 400 | 565 | | 169 | 703 | | 98 | 1097 | |
| Lane Group Capacity | 423 | 818 | | 398 | 849 | | 197 | 1217 | | 283 | 1217 | |
| v/c Ratio | 0.85 | 0.78 | | 1.01 | 0.67 | | 0.86 | 0.58 | | 0.35 | 0.90 | |
| Green Ratio | 0.45 | 0.25 | | 0.45 | 0.25 | | 0.45 | 0.35 | | 0.45 | 0.35 | |
| Uniform Delay d_1 | 22.8 | 38.8 | | 30.6 | 37.5 | | 24.4 | 28.9 | | 19.1 | 33.7 | |
| Delay Factor k | 0.38 | 0.33 | | 0.50 | 0.24 | | 0.39 | 0.50 | | 0.11 | 0.50 | |
| | 15.2 | 4.9 | | 46.4 | 2.0 | | 29.4 | 2.0 | | 0.7 | 10.9 | |

| | | | | | | | | | | | |
|-------------------------|-------|-------|--|------------------|-------|--|-------|-------|--|-------|-------|
| Incremental Delay d_2 | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 |
| Control Delay | 38.0 | 43.7 | | 76.9 | 39.5 | | 53.8 | 30.9 | | 19.9 | 44.6 |
| Lane Group LOS | D | D | | E | D | | D | C | | B | D |
| Approach Delay | 41.6 | | | 55.0 | | | 35.3 | | | 42.6 | |
| Approach LOS | D | | | D | | | D | | | D | |
| Intersection Delay | 43.7 | | | Intersection LOS | | | | | | D | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 137 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 303 | 104 | 62 | 31 | 87 | 51 | 56 | 366 | 11 | 135 | 581 | 351 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.85 | 0.85 | 0.85 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|-----|--|--|
| Pedestrian Timing | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | |
| Timing | G = 10.0 | G = 20.0 | G = | G = | G = 15.0 | G = 60.0 | G = | G = | | | | |
| | Y = 3 | Y = 5.5 | Y = | Y = | Y = 3 | Y = 5.4 | Y = | Y = | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 121.9 | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 303 | 104 | 62 | 31 | 87 | 51 | 56 | 366 | 11 | 135 | 581 | 351 |
| PHF | 0.85 | 0.85 | 0.85 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Adjusted Flow Rate | 356 | 122 | 73 | 36 | 101 | 59 | 62 | 407 | 12 | 145 | 625 | 377 |
| Lane Group | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 356 | 122 | 73 | 36 | 160 | | 62 | 419 | | 145 | 1002 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.369 | 0.000 | -- | 0.029 | 0.000 | -- | 0.376 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.679 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.372 | 0.372 | -- | | | -- | 0.170 | | -- | 0.438 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|----|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 0.945 | | -- | 0.996 | | -- | 0.944 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 1770 | 1863 | 1583 | 1264 | 1760 | | 1770 | 3531 | | 1770 | 3347 | |
| Secondary Adjusted Satflow | 693 | 693 | -- | | | -- | 317 | | -- | 816 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|--|------|------|--|------|------|--|
| | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 356 | 122 | 73 | 36 | 160 | | 62 | 419 | | 145 | 1002 | |
| Satflow Rate | 1770 | 1863 | 1583 | 1264 | 1760 | | 1770 | 3531 | | 1770 | 3347 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.27 | 0.27 | 0.27 | 0.16 | 0.16 | | 0.64 | 0.49 | | 0.64 | 0.49 | |
| Lane Group Capacity | 276 | 504 | 429 | 207 | 289 | | 382 | 1738 | | 640 | 1647 | |
| v/c Ratio | 1.29 | 0.24 | 0.17 | 0.17 | 0.55 | | 0.16 | 0.24 | | 0.23 | 0.61 | |
| Flow Ratio | 0.08 | 0.07 | 0.05 | 0.03 | 0.09 | | 0.04 | 0.12 | | 0.08 | 0.30 | |
| Critical Lane Group | Y | N | N | N | N | | N | N | | Y | Y | |
| Sum Flow Ratios | 0.77 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 0.89 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

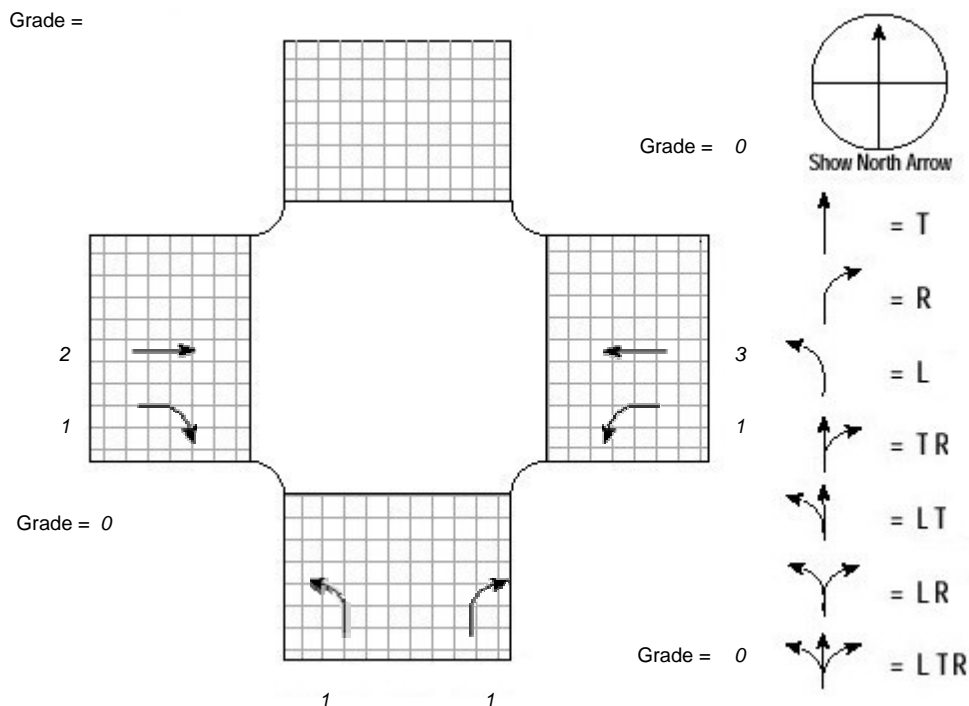
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|--|------|------|--|------|------|--|
| | L | T | R | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 356 | 122 | 73 | 36 | 160 | | 62 | 419 | | 145 | 1002 | |
| Lane Group Capacity | 276 | 504 | 429 | 207 | 289 | | 382 | 1738 | | 640 | 1647 | |
| v/c Ratio | 1.29 | 0.24 | 0.17 | 0.17 | 0.55 | | 0.16 | 0.24 | | 0.23 | 0.61 | |
| Green Ratio | 0.27 | 0.27 | 0.27 | 0.16 | 0.16 | | 0.64 | 0.49 | | 0.64 | 0.49 | |
| Uniform Delay d_1 | 46.5 | 34.7 | 34.0 | 43.8 | 46.8 | | 11.2 | 17.8 | | 9.0 | 22.4 | |
| Delay Factor k | 0.50 | 0.11 | 0.11 | 0.11 | 0.15 | | 0.11 | 0.50 | | 0.11 | 0.50 | |
| | 154.9 | 0.3 | 0.2 | 0.4 | 2.3 | | 0.2 | 0.3 | | 0.2 | 1.7 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|--|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 201.4 | 34.9 | 34.2 | 44.2 | 49.2 | | 11.4 | 18.2 | | 9.2 | 24.1 | |
| Lane Group LOS | <i>F</i> | <i>C</i> | <i>C</i> | <i>D</i> | <i>D</i> | | <i>B</i> | <i>B</i> | | <i>A</i> | <i>C</i> | |
| Approach Delay | 142.4 | | | 48.3 | | | 17.3 | | | 22.2 | | |
| Approach LOS | <i>F</i> | | | <i>D</i> | | | <i>B</i> | | | <i>C</i> | | |
| Intersection Delay | 51.3 | | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 152 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|----|------|------|------|------|----|------|----|------|----|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | | 815 | 534 | 141 | 747 | | 413 | | 84 | | | |
| % Heavy Veh | | 2 | 2 | 2 | 2 | | 2 | | 2 | | | |
| PHF | | 0.98 | 0.98 | 0.95 | 0.95 | | 0.96 | | 0.96 | | | |
| Actuated (P/A) | | P | P | P | P | | A | | A | | | |
| Startup Lost Time | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of Effective Green | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival Type | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit Extension | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Lane Width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking (Y or N) | N | | N | N | | N | N | | N | | | |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |

| | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|-----------------------|-----|-----|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | |
| | WB Only | EW Perm | 03 | 04 | NB Only | 06 | 07 | 08 | | |
| Timing | G = 10.0 | G = 45.0 | G = | G = | G = 30.0 | G = | G = | G = | | |
| | Y = 3 | Y = 5 | Y = | Y = | Y = 5 | Y = | Y = | Y = | | |
| Duration of Analysis (hrs) = 0.25 | | | | | Cycle Length C = 98.0 | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|------|----|------|----|----|----|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | | 815 | 534 | 141 | 747 | | 413 | | 84 | | | |
| PHF | | 0.98 | 0.98 | 0.95 | 0.95 | | 0.96 | | 0.96 | | | |
| Adjusted Flow Rate | | 832 | 545 | 148 | 786 | | 430 | | 88 | | | |
| Lane Group | | T | R | L | T | | L | | R | | | |
| Adjusted Flow Rate | | 832 | 545 | 148 | 786 | | 430 | | 88 | | | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 | | -- | | | -- | |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|--|-------|-------|-------|-------|----|-------|--|-------|--|----|--|
| Base Satflow | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Number of Lanes | | 2 | 1 | 1 | 3 | | 1 | | 1 | | | |
| f_w | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{HV} | | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | | 0.980 | | | |
| f_g | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_p | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{bb} | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_a | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| f_{LU} | | 0.952 | 1.000 | 1.000 | 0.908 | | 1.000 | | 1.000 | | | |
| f_{LT} | | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | | -- | | -- | |
| Secondary f_{LT} | | | -- | 0.219 | 0.822 | -- | | | -- | | -- | |

| | | | | | | | | | | | | |
|----------------------------|----|-------|-------|-------|-------|----|-------|--|-------|----|--|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 1.000 | | -- | | 0.850 | -- | | |
| f_{Lpb} | | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | | | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | | -- | | 1.000 | -- | | |
| Adjusted Satflow | | 3547 | 1583 | 1770 | 5074 | | 1770 | | 1583 | | | |
| Secondary Adjusted Satflow | | | -- | 408 | 4171 | -- | | | -- | | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Capacity Analysis

| Lane Group | EB | | WB | | NB | | SB | | | | |
|---------------------|----------|----------|----------|----------|----------|----------|----|--|--|--|--|
| | <i>T</i> | <i>R</i> | <i>L</i> | <i>T</i> | <i>L</i> | <i>R</i> | | | | | |
| Adjusted Flow Rate | 832 | 545 | 148 | 786 | 430 | 88 | | | | | |
| Satflow Rate | 3547 | 1583 | 1770 | 5074 | 1770 | 1583 | | | | | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | | |
| Green Ratio | 0.46 | 0.46 | 0.59 | 0.59 | 0.31 | 0.31 | | | | | |
| Lane Group Capacity | 1629 | 727 | 381 | 3003 | 542 | 485 | | | | | |
| v/c Ratio | 0.51 | 0.75 | 0.39 | 0.26 | 0.79 | 0.18 | | | | | |
| Flow Ratio | 0.23 | 0.34 | 0.08 | 0.15 | 0.24 | 0.06 | | | | | |
| Critical Lane Group | <i>N</i> | <i>Y</i> | <i>Y</i> | <i>N</i> | <i>Y</i> | <i>N</i> | | | | | |
| Sum Flow Ratios | 0.67 | | | | | | | | | | |
| Lost Time/Cycle | 15.00 | | | | | | | | | | |
| Critical v/c Ratio | 0.79 | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

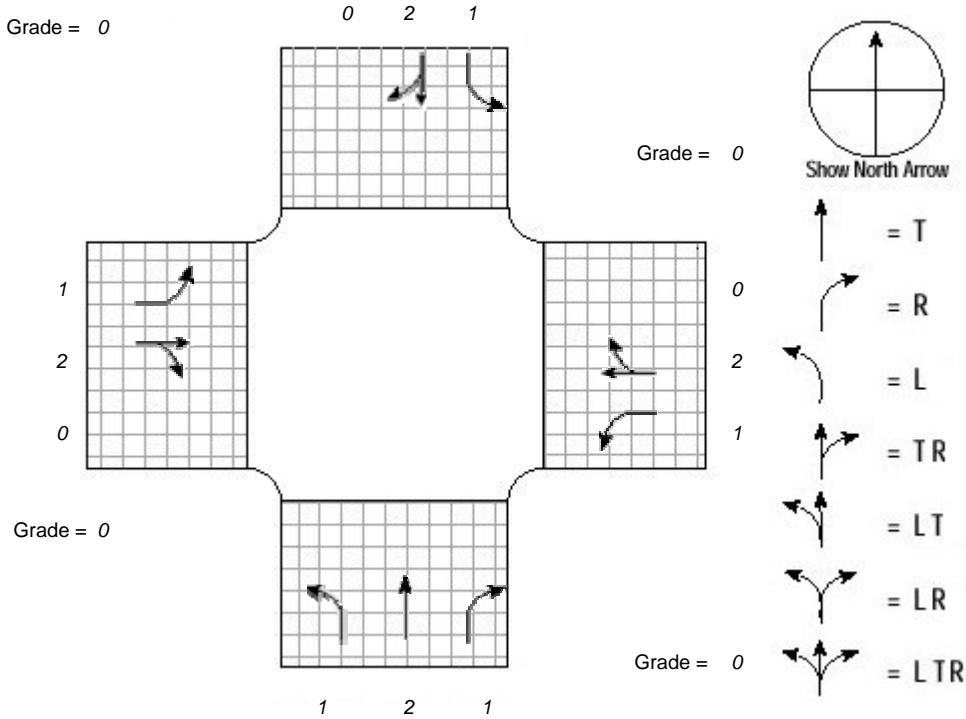
| Lane Group | EB | | WB | | NB | | SB | | | | |
|-------------------------|----------|----------|----------|----------|----------|----------|----|--|--|--|--|
| | <i>T</i> | <i>R</i> | <i>L</i> | <i>T</i> | <i>L</i> | <i>R</i> | | | | | |
| Adjusted Flow Rate | 832 | 545 | 148 | 786 | 430 | 88 | | | | | |
| Lane Group Capacity | 1629 | 727 | 381 | 3003 | 542 | 485 | | | | | |
| v/c Ratio | 0.51 | 0.75 | 0.39 | 0.26 | 0.79 | 0.18 | | | | | |
| Green Ratio | 0.46 | 0.46 | 0.59 | 0.59 | 0.31 | 0.31 | | | | | |
| Uniform Delay d_1 | 18.7 | 21.9 | 10.8 | 9.7 | 31.2 | 25.0 | | | | | |
| Delay Factor <i>k</i> | 0.50 | 0.50 | 0.50 | 0.50 | 0.34 | 0.11 | | | | | |
| Incremental Delay d_2 | 1.1 | 7.0 | 3.0 | 0.2 | 8.0 | 0.2 | | | | | |

| | | | | | | | | | | | | |
|--------------------|--|----------|----------|------------------|----------|--|----------|--|----------|--|----------|--|
| PF Factor | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Control Delay | | 19.9 | 28.8 | 13.8 | 9.9 | | 39.1 | | 25.2 | | | |
| Lane Group LOS | | <i>B</i> | <i>C</i> | <i>B</i> | <i>A</i> | | <i>D</i> | | <i>C</i> | | | |
| Approach Delay | | 23.4 | | 10.5 | | | 36.7 | | | | | |
| Approach LOS | | <i>C</i> | | <i>B</i> | | | <i>D</i> | | | | | |
| Intersection Delay | | 21.6 | | Intersection LOS | | | | | | | <i>C</i> | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|-----------------------------|
| Analyst | LSB | Intersection | SW 162 Avenue/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 71 | 881 | 79 | 335 | 943 | 161 | 107 | 198 | 346 | 214 | 224 | 48 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.83 | 0.83 | 0.83 | 0.89 | 0.89 | 0.89 |
| Actuated (P/A) | A | P | P | A | P | P | A | A | A | A | A | A |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|------------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | Excl. Left | EW Perm | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 15.0 | G = 53.0 | G = | G = | G = 10.0 | G = 20.0 | G = | G = | | | | | |
| | Y = 3 | Y = 4.5 | Y = | Y = | Y = 3 | Y = 4.3 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 112.8 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 71 | 881 | 79 | 335 | 943 | 161 | 107 | 198 | 346 | 214 | 224 | 48 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.83 | 0.83 | 0.83 | 0.89 | 0.89 | 0.89 |
| Adjusted Flow Rate | 79 | 979 | 88 | 372 | 1048 | 179 | 129 | 239 | 417 | 240 | 252 | 54 |
| Lane Group | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 79 | 1067 | | 372 | 1227 | | 129 | 239 | 417 | 240 | 306 | |
| Proportion of LT or RT | 0.000 | -- | 0.082 | 0.000 | -- | 0.146 | 0.000 | -- | 0.000 | 0.000 | -- | 0.176 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | 1.000 | 1.000 | 0.952 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | 0.093 | 0.093 | -- | 0.139 | | -- | 0.342 | | -- | 0.421 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.988 | | -- | 0.978 | | -- | 1.000 | 0.850 | -- | 0.974 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 1770 | 3503 | | 1770 | 3469 | | 1770 | 3547 | 1583 | 1770 | 3453 | |
| Secondary Adjusted Satflow | 173 | 324 | -- | 259 | | -- | 637 | | -- | 784 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|--|
| | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 79 | 1067 | | 372 | 1227 | | 129 | 239 | 417 | 240 | 306 | |
| Satflow Rate | 1770 | 3503 | | 1770 | 3469 | | 1770 | 3547 | 1583 | 1770 | 3453 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Green Ratio | 0.63 | 0.47 | | 0.63 | 0.47 | | 0.29 | 0.18 | 0.18 | 0.29 | 0.18 | |
| Lane Group Capacity | 321 | 1646 | | 364 | 1630 | | 287 | 629 | 281 | 317 | 612 | |
| v/c Ratio | 0.25 | 0.65 | | 1.02 | 0.75 | | 0.45 | 0.38 | 1.48 | 0.76 | 0.50 | |
| Flow Ratio | 0.04 | 0.30 | | 0.13 | 0.35 | | 0.07 | 0.07 | 0.26 | 0.09 | 0.09 | |
| Critical Lane Group | N | N | | Y | N | | N | N | Y | Y | N | |
| Sum Flow Ratios | 1.01 | | | | | | | | | | | |
| Lost Time/Cycle | 13.10 | | | | | | | | | | | |
| Critical v/c Ratio | 1.15 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|-------|------|------|--|
| | L | TR | | L | TR | | L | T | R | L | TR | |
| Adjusted Flow Rate | 79 | 1067 | | 372 | 1227 | | 129 | 239 | 417 | 240 | 306 | |
| Lane Group Capacity | 321 | 1646 | | 364 | 1630 | | 287 | 629 | 281 | 317 | 612 | |
| v/c Ratio | 0.25 | 0.65 | | 1.02 | 0.75 | | 0.45 | 0.38 | 1.48 | 0.76 | 0.50 | |
| Green Ratio | 0.63 | 0.47 | | 0.63 | 0.47 | | 0.29 | 0.18 | 0.18 | 0.29 | 0.18 | |
| Uniform Delay d_1 | 14.2 | 22.8 | | 26.4 | 24.5 | | 30.9 | 40.9 | 46.4 | 37.5 | 41.9 | |
| Delay Factor k | 0.11 | 0.50 | | 0.50 | 0.50 | | 0.11 | 0.11 | 0.50 | 0.31 | 0.11 | |
| | 0.4 | 2.0 | | 52.9 | 3.3 | | 1.1 | 0.4 | 235.9 | 10.1 | 0.6 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| Control Delay | 14.6 | 24.8 | | 79.3 | 27.8 | | 32.0 | 41.3 | 282.3 | 47.6 | 42.5 | |
| Lane Group LOS | <i>B</i> | <i>C</i> | | <i>E</i> | <i>C</i> | | <i>C</i> | <i>D</i> | <i>F</i> | <i>D</i> | <i>D</i> | |
| Approach Delay | 24.1 | | 39.8 | | | 167.8 | | | 44.7 | | | |
| Approach LOS | <i>C</i> | | <i>D</i> | | | <i>F</i> | | | <i>D</i> | | | |
| Intersection Delay | 60.7 | | Intersection LOS | | | | | | <i>E</i> | | | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 36.0 | G = 28.0 | G = | G = | G = 9.0 | G = 38.0 | G = | G = | | | | | |
| | Y = 5.5 | Y = 5.3 | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.3 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 303 | 591 | 114 | 285 | 523 | 98 | 125 | 961 | 320 | 164 | 873 | 77 |
| PHF | 0.80 | 0.80 | 0.80 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Adjusted Flow Rate | 379 | 739 | 142 | 324 | 594 | 111 | 129 | 991 | 330 | 171 | 909 | 80 |
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 379 | 881 | | 324 | 705 | | 129 | 991 | 330 | 171 | 909 | 80 |
| Proportion of LT or RT | 0.000 | -- | 0.161 | 0.000 | -- | 0.157 | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LU} | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.952 | 1.000 | 1.000 | 0.952 | 1.000 |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.098 | | -- | 0.098 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| f_{RT} | -- | 0.976 | | -- | 0.976 | | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 |
| Adjusted Satflow | 1770 | 3461 | | 1770 | 3463 | | 1770 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | 182 | | -- | 182 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|------|
| | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 379 | 881 | | 324 | 705 | | 129 | 991 | 330 | 171 | 909 | 80 |
| Satflow Rate | 1770 | 3461 | | 1770 | 3463 | | 1770 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.28 | 0.28 | | 0.21 | 0.21 | | 0.38 | 0.29 | 0.29 | 0.38 | 0.29 | 0.29 |
| Lane Group Capacity | 489 | 956 | | 380 | 744 | | 179 | 1034 | 462 | 179 | 1034 | 462 |
| v/c Ratio | 0.78 | 0.92 | | 0.85 | 0.95 | | 0.72 | 0.96 | 0.71 | 0.96 | 0.88 | 0.17 |
| Flow Ratio | 0.21 | 0.25 | | 0.18 | 0.20 | | 0.07 | 0.28 | 0.21 | 0.07 | 0.26 | 0.05 |
| Critical Lane Group | N | Y | | N | Y | | Y | Y | N | N | N | N |
| Sum Flow Ratios | 0.81 | | | | | | | | | | | |
| Lost Time/Cycle | 21.80 | | | | | | | | | | | |
| Critical v/c Ratio | 0.97 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

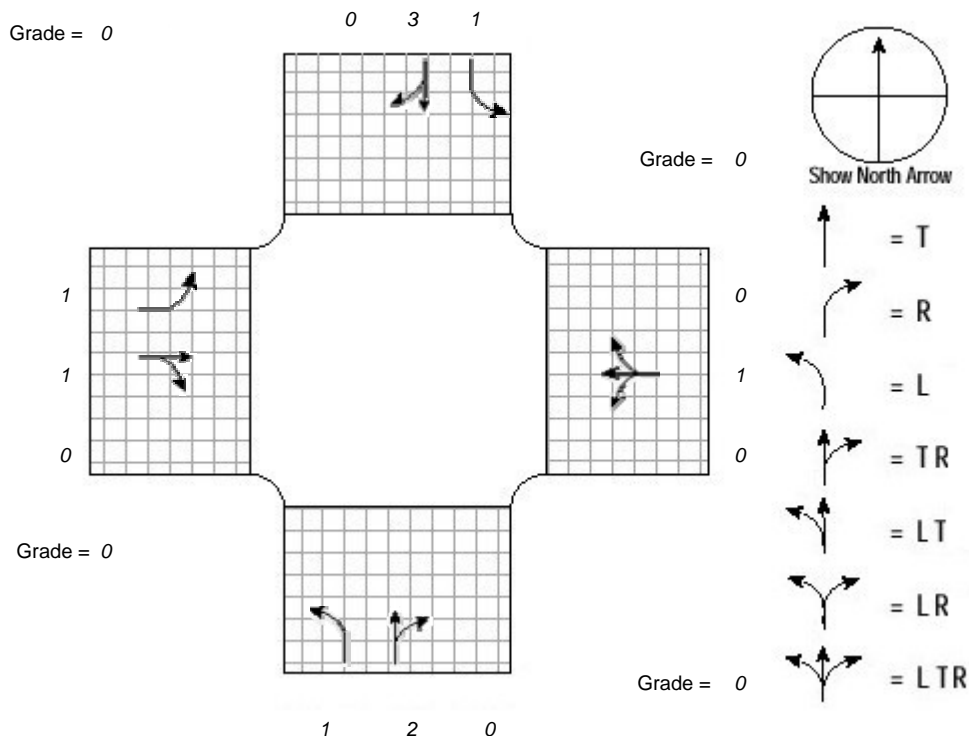
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|-------------------------|------|------|--|------|------|--|------|------|------|------|------|------|
| | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 379 | 881 | | 324 | 705 | | 129 | 991 | 330 | 171 | 909 | 80 |
| Lane Group Capacity | 489 | 956 | | 380 | 744 | | 179 | 1034 | 462 | 179 | 1034 | 462 |
| v/c Ratio | 0.78 | 0.92 | | 0.85 | 0.95 | | 0.72 | 0.96 | 0.71 | 0.96 | 0.88 | 0.17 |
| Green Ratio | 0.28 | 0.28 | | 0.21 | 0.21 | | 0.38 | 0.29 | 0.29 | 0.38 | 0.29 | 0.29 |
| Uniform Delay d_1 | 43.4 | 45.8 | | 49.2 | 50.4 | | 31.6 | 45.4 | 41.3 | 34.5 | 44.0 | 34.4 |
| Delay Factor k | 0.32 | 0.44 | | 0.39 | 0.46 | | 0.28 | 0.50 | 0.50 | 0.47 | 0.50 | 0.50 |
| Incremental Delay d_2 | 7.7 | 13.9 | | 16.8 | 21.2 | | 13.2 | 19.6 | 9.1 | 54.2 | 10.6 | 0.8 |

| | | | | | | | | | | | | |
|--------------------|-------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|-------|
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control Delay | 51.1 | 59.7 | | 66.0 | 71.6 | | 44.8 | 65.0 | 50.4 | 88.7 | 54.6 | 35.2 |
| Lane Group LOS | D | E | | E | E | | D | E | D | F | D | D |
| Approach Delay | 57.1 | | | 69.8 | | | 59.9 | | | 58.3 | | |
| Approach LOS | E | | | E | | | E | | | E | | |
| Intersection Delay | 60.9 | | | Intersection LOS | | | | | | E | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 328 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 215 | 281 | 120 | 98 | 186 | 75 | 223 | 949 | 139 | 127 | 788 | 126 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.84 | 0.84 | 0.84 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 | 0.91 | 0.91 | 0.91 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | |
|-----------------------------------|----------|-----|-----|-----|------------|------------------------|-----|-----|
| Pedestrian Timing | | 3.2 | | 3.2 | | 3.2 | | 3.2 |
| | EW Perm | 02 | 03 | 04 | Excl. Left | NS Perm | 07 | 08 |
| Timing | G = 49.0 | G = | G = | G = | G = 8.0 | G = 60.0 | G = | G = |
| | Y = 5 | Y = | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.5 | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 215 | 281 | 120 | 98 | 186 | 75 | 223 | 949 | 139 | 127 | 788 | 126 |
| PHF | 0.84 | 0.84 | 0.84 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 | 0.91 | 0.91 | 0.91 |
| Adjusted Flow Rate | 256 | 335 | 143 | 105 | 200 | 81 | 230 | 978 | 143 | 140 | 866 | 138 |
| Lane Group | L | TR | | | LTR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 256 | 478 | | | 386 | | 230 | 1121 | | 140 | 1004 | |
| Proportion of LT or RT | 0.000 | -- | 0.299 | 0.272 | -- | 0.210 | 0.000 | -- | 0.128 | 0.000 | -- | 0.137 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|---|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | | | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.447 | 1.000 | -- | | 0.421 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.194 | | -- | 0.116 | | -- |

| | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.955 | -- | 0.972 | -- | 0.981 | -- | 0.979 | | | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 833 | 1779 | | 762 | | 1770 | 3479 | | 1770 | 4970 | |
| Secondary Adjusted Satflow | | | -- | | -- | 361 | | -- | 216 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | WB | | NB | | SB | | |
|---------------------|-------|------|----|------|------|------|----|------|------|
| | L | TR | L | TR | L | TR | L | TR | |
| Adjusted Flow Rate | 256 | 478 | | 386 | 230 | 1121 | | 140 | 1004 |
| Satflow Rate | 833 | 1779 | | 762 | 1770 | 3479 | | 1770 | 4970 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.54 | 0.46 | | 0.54 | 0.46 |
| Lane Group Capacity | 313 | 668 | | 286 | 283 | 1600 | | 213 | 2285 |
| v/c Ratio | 0.82 | 0.72 | | 1.35 | 0.81 | 0.70 | | 0.66 | 0.44 |
| Flow Ratio | 0.31 | 0.27 | | 0.51 | 0.06 | 0.32 | | 0.06 | 0.20 |
| Critical Lane Group | N | N | | Y | N | N | | Y | N |
| Sum Flow Ratios | 0.90 | | | | | | | | |
| Lost Time/Cycle | 10.50 | | | | | | | | |
| Critical v/c Ratio | 0.98 | | | | | | | | |

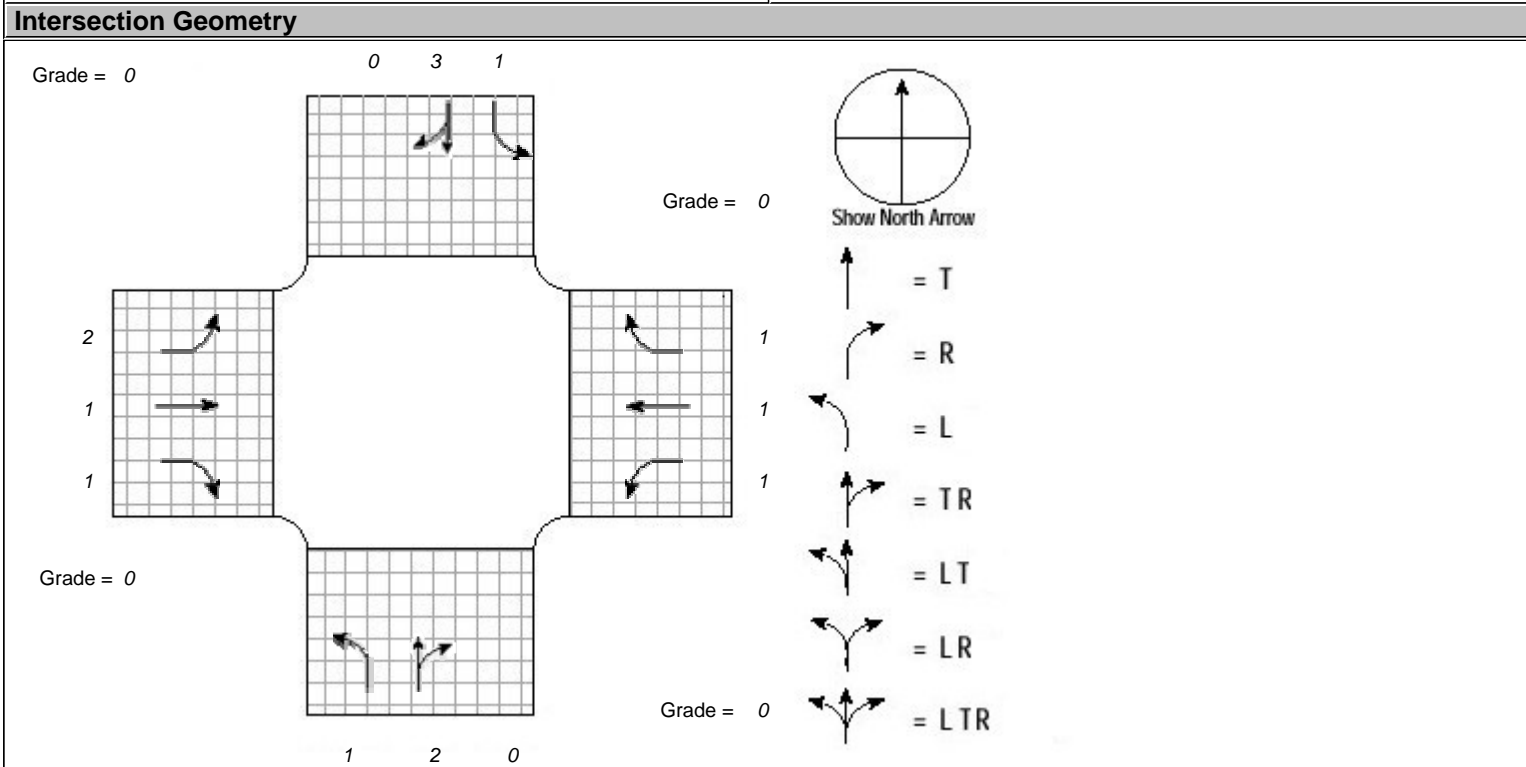
Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | WB | | NB | | SB | | |
|---------------------|------|------|----|-------|------|------|----|------|------|
| | L | TR | L | TR | L | TR | L | TR | |
| Adjusted Flow Rate | 256 | 478 | | 386 | 230 | 1121 | | 140 | 1004 |
| Lane Group Capacity | 313 | 668 | | 286 | 283 | 1600 | | 213 | 2285 |
| v/c Ratio | 0.82 | 0.72 | | 1.35 | 0.81 | 0.70 | | 0.66 | 0.44 |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.54 | 0.46 | | 0.54 | 0.46 |
| Uniform Delay d_1 | 36.7 | 34.8 | | 40.8 | 35.4 | 28.1 | | 21.1 | 23.9 |
| Delay Factor k | 0.36 | 0.28 | | 0.50 | 0.35 | 0.50 | | 0.23 | 0.50 |
| | 15.5 | 3.7 | | 178.7 | 16.4 | 2.6 | | 7.2 | 0.6 |

| | | | | | | | | | | | |
|-------------------------|----------|----------|------------------|--|----------|--|----------|----------|--|----------|----------|
| Incremental Delay d_2 | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 |
| Control Delay | 52.3 | 38.5 | | | 219.5 | | 51.8 | 30.7 | | 28.3 | 24.5 |
| Lane Group LOS | <i>D</i> | <i>D</i> | | | <i>F</i> | | <i>D</i> | <i>C</i> | | <i>C</i> | <i>C</i> |
| Approach Delay | 43.3 | | 219.5 | | 34.3 | | 25.0 | | | | |
| Approach LOS | <i>D</i> | | <i>F</i> | | <i>C</i> | | <i>C</i> | | | | |
| Intersection Delay | 52.9 | | Intersection LOS | | | | | <i>D</i> | | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 344 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 554 | 318 | 59 | 131 | 201 | 329 | 62 | 952 | 282 | 273 | 1036 | 463 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 30.0 | G = 25.0 | G = | G = | G = 20.0 | G = 75.0 | G = | G = | | | | | |
| | Y = 4.9 | Y = 5.9 | Y = | Y = | Y = 3 | Y = 5.8 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 169.6 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 554 | 318 | 59 | 131 | 201 | 329 | 62 | 952 | 282 | 273 | 1036 | 463 |
| PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 358 | 69 | 1058 | 313 | 310 | 1177 | 526 |
| Lane Group | L | T | R | L | T | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 358 | 69 | 1371 | | 310 | 1703 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 | 0.000 | -- | 0.228 | 0.000 | -- | 0.309 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.051 | | -- | 0.051 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 | -- | 0.966 | | -- | 0.954 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 3437 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3425 | | 1770 | 4839 | |
| Secondary Adjusted Satflow | | | -- | | | -- | 96 | | -- | 96 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|------|------|------|--|------|------|--|
| | L | T | R | L | T | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 358 | 69 | 1371 | | 310 | 1703 | |
| Satflow Rate | 3437 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3425 | | 1770 | 4839 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.18 | 0.18 | 0.18 | 0.15 | 0.15 | 0.15 | 0.58 | 0.44 | | 0.58 | 0.44 | |
| Lane Group Capacity | 608 | 330 | 280 | 261 | 275 | 233 | 253 | 1515 | | 253 | 2140 | |
| v/c Ratio | 1.07 | 1.13 | 0.25 | 0.54 | 0.79 | 1.54 | 0.27 | 0.90 | | 1.23 | 0.80 | |
| Flow Ratio | 0.19 | 0.20 | 0.04 | 0.08 | 0.12 | 0.23 | 0.04 | 0.40 | | 0.12 | 0.35 | |
| Critical Lane Group | N | Y | N | N | N | Y | N | N | | Y | N | |
| Sum Flow Ratios | 1.60 | | | | | | | | | | | |
| Lost Time/Cycle | 16.60 | | | | | | | | | | | |
| Critical v/c Ratio | 1.77 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|------|------|------|-------|------|------|--|-------|------|--|
| | L | T | R | L | T | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 358 | 69 | 1371 | | 310 | 1703 | |
| Lane Group Capacity | 608 | 330 | 280 | 261 | 275 | 233 | 253 | 1515 | | 253 | 2140 | |
| v/c Ratio | 1.07 | 1.13 | 0.25 | 0.54 | 0.79 | 1.54 | 0.27 | 0.90 | | 1.23 | 0.80 | |
| Green Ratio | 0.18 | 0.18 | 0.18 | 0.15 | 0.15 | 0.15 | 0.58 | 0.44 | | 0.58 | 0.44 | |
| Uniform Delay d_1 | 69.8 | 69.8 | 60.1 | 67.0 | 69.8 | 72.3 | 25.8 | 44.0 | | 59.3 | 40.7 | |
| Delay Factor k | 0.50 | 0.50 | 0.11 | 0.14 | 0.34 | 0.50 | 0.11 | 0.50 | | 0.50 | 0.50 | |
| | 57.4 | 90.7 | 0.5 | 2.3 | 14.6 | 261.8 | 0.6 | 9.3 | | 131.3 | 3.2 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|----------|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 127.2 | 160.5 | 60.5 | 69.4 | 84.4 | 334.1 | 26.3 | 53.3 | | 190.5 | 43.9 | |
| Lane Group LOS | <i>F</i> | <i>F</i> | <i>E</i> | <i>E</i> | <i>F</i> | <i>F</i> | <i>C</i> | <i>D</i> | | <i>F</i> | <i>D</i> | |
| Approach Delay | 134.4 | | | 205.9 | | | 52.0 | | | 66.5 | | |
| Approach LOS | <i>F</i> | | | <i>F</i> | | | <i>D</i> | | | <i>E</i> | | |
| Intersection Delay | 95.6 | | | Intersection LOS | | | | | | <i>F</i> | | |

Analyses Revised with Funded Improvements And/or Signal Timing Modifications

US-1 at SW 344 Street

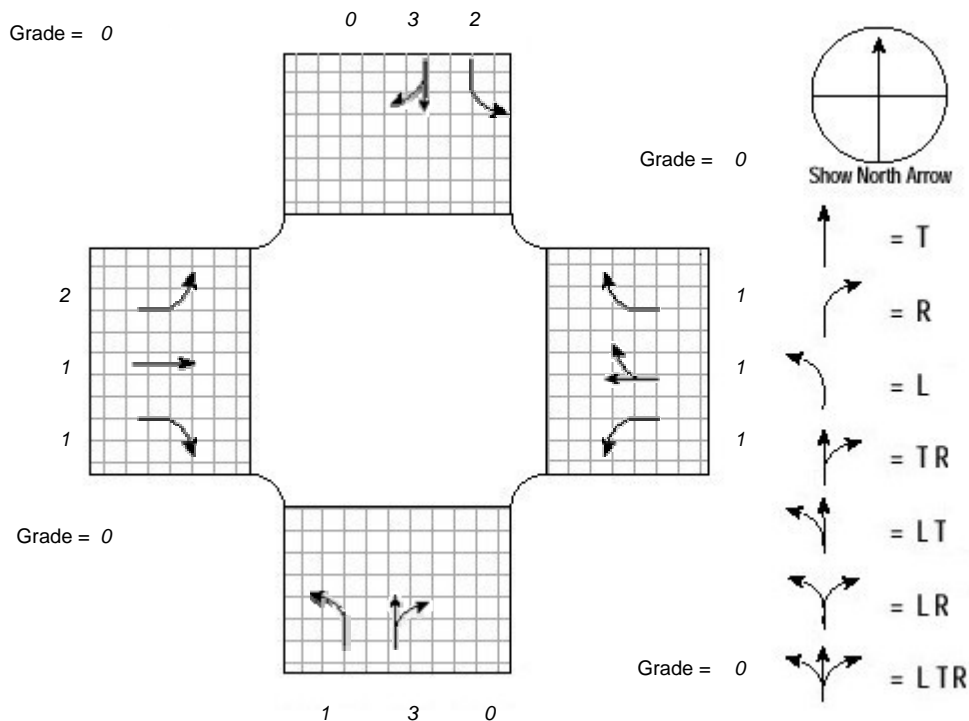
US-1 at SW 328 Street

US-1 at SW 312 Street

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 344 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 - Revised |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 529 | 352 | 79 | 221 | 188 | 367 | 60 | 831 | 181 | 355 | 854 | 453 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 41.0 | G = 37.0 | G = | G = | G = 9.0 | G = 58.0 | G = | G = | | | | | |
| | Y = 4.9 | Y = 5.9 | Y = | Y = | Y = 3 | Y = 5.8 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 164.6 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 529 | 352 | 79 | 221 | 188 | 367 | 60 | 831 | 181 | 355 | 854 | 453 |
| PHF | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 308 | 66 | 913 | 199 | 366 | 880 | 467 |
| Lane Group | L | T | R | L | TR | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 308 | 66 | 1112 | | 366 | 1347 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 | 0.000 | -- | 0.179 | 0.000 | -- | 0.347 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 2 | 3 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.091 | | -- | 0.216 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 | -- | 0.973 | | -- | 0.948 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 3539 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 5438 | | 3539 | 5298 | |
| Secondary Adjusted Satflow | | | -- | | | -- | 169 | | -- | 805 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|------|------|------|--|------|------|--|
| | L | T | R | L | TR | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 308 | 66 | 1112 | | 366 | 1347 | |
| Satflow Rate | 3539 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 5438 | | 3539 | 5298 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.25 | 0.25 | 0.30 | 0.22 | 0.22 | 0.22 | 0.43 | 0.35 | | 0.43 | 0.35 | |
| Lane Group Capacity | 882 | 464 | 481 | 398 | 419 | 356 | 160 | 1916 | | 492 | 1867 | |
| v/c Ratio | 0.71 | 0.89 | 0.19 | 0.62 | 0.50 | 0.87 | 0.41 | 0.58 | | 0.74 | 0.72 | |
| Flow Ratio | 0.18 | 0.22 | 0.06 | 0.14 | 0.11 | 0.19 | 0.04 | 0.20 | | 0.05 | 0.25 | |
| Critical Lane Group | N | Y | N | N | N | Y | N | N | | Y | Y | |
| Sum Flow Ratios | 0.73 | | | | | | | | | | | |
| Lost Time/Cycle | 22.40 | | | | | | | | | | | |
| Critical v/c Ratio | 0.84 | | | | | | | | | | | |

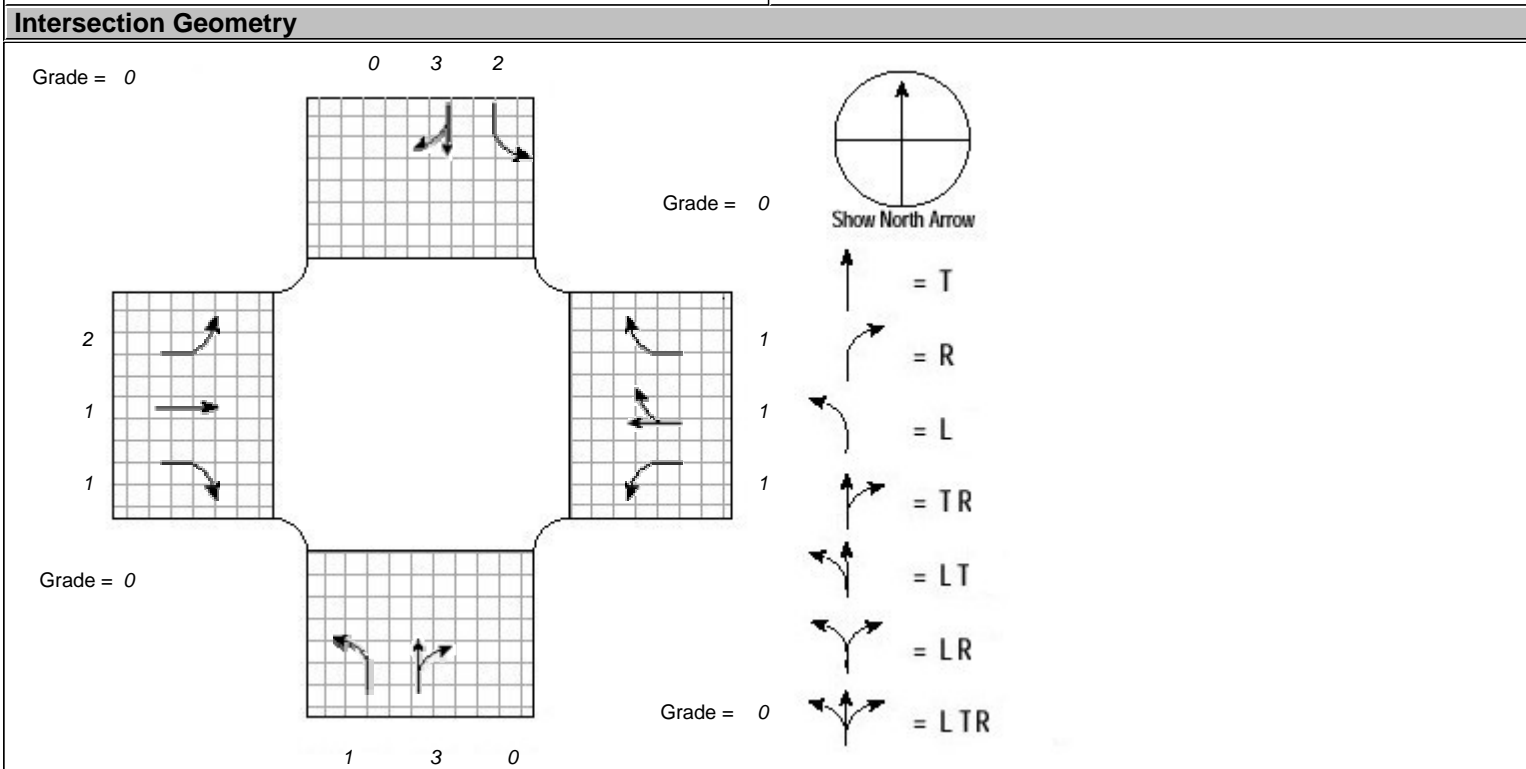
Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|------|------|------|------|------|------|--|------|------|--|
| | L | T | R | L | TR | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 622 | 414 | 93 | 246 | 209 | 308 | 66 | 1112 | | 366 | 1347 | |
| Lane Group Capacity | 882 | 464 | 481 | 398 | 419 | 356 | 160 | 1916 | | 492 | 1867 | |
| v/c Ratio | 0.71 | 0.89 | 0.19 | 0.62 | 0.50 | 0.87 | 0.41 | 0.58 | | 0.74 | 0.72 | |
| Green Ratio | 0.25 | 0.25 | 0.30 | 0.22 | 0.22 | 0.22 | 0.43 | 0.35 | | 0.43 | 0.35 | |
| Uniform Delay d_1 | 56.3 | 59.7 | 42.4 | 57.4 | 55.7 | 61.4 | 32.8 | 43.4 | | 48.7 | 46.3 | |
| Delay Factor k | 0.27 | 0.42 | 0.11 | 0.20 | 0.11 | 0.39 | 0.11 | 0.50 | | 0.30 | 0.50 | |
| | 2.6 | 19.2 | 0.2 | 2.9 | 0.9 | 19.4 | 1.7 | 1.3 | | 6.1 | 2.4 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|----------|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 58.9 | 78.8 | 42.6 | 60.3 | 56.6 | 80.8 | 34.5 | 44.7 | | 54.7 | 48.7 | |
| Lane Group LOS | <i>E</i> | <i>E</i> | <i>D</i> | <i>E</i> | <i>E</i> | <i>F</i> | <i>C</i> | <i>D</i> | | <i>D</i> | <i>D</i> | |
| Approach Delay | 64.9 | | | 67.6 | | | 44.1 | | | 50.0 | | |
| Approach LOS | <i>E</i> | | | <i>E</i> | | | <i>D</i> | | | <i>D</i> | | |
| Intersection Delay | 54.9 | | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 344 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 - Revised |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 554 | 318 | 59 | 131 | 201 | 329 | 62 | 952 | 282 | 273 | 1036 | 463 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 40.0 | G = 36.0 | G = | G = | G = 9.0 | G = 60.0 | G = | G = | | | | | |
| | Y = 4.9 | Y = 5.9 | Y = | Y = | Y = 3 | Y = 5.8 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 164.6 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 554 | 318 | 59 | 131 | 201 | 329 | 62 | 952 | 282 | 273 | 1036 | 463 |
| PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 260 | 69 | 1058 | 313 | 310 | 1177 | 526 |
| Lane Group | L | T | R | L | TR | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 260 | 69 | 1371 | | 310 | 1703 | |
| Proportion of LT or RT | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 | 0.000 | -- | 0.228 | 0.000 | -- | 0.309 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 2 | 3 | 0 |
| f_w | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.063 | | -- | 0.263 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| f_{RT} | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 | -- | 0.966 | | -- | 0.954 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | | -- | 1.000 | |
| Adjusted Satflow | 3539 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 5397 | | 3539 | 5329 | |
| Secondary Adjusted Satflow | | | -- | | | -- | 118 | | -- | 978 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|------|------|------|------|------|------|--|------|------|--|
| | L | T | R | L | TR | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 260 | 69 | 1371 | | 310 | 1703 | |
| Satflow Rate | 3539 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 5397 | | 3539 | 5329 | |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.24 | 0.24 | 0.24 | 0.22 | 0.22 | 0.22 | 0.44 | 0.36 | | 0.44 | 0.36 | |
| Lane Group Capacity | 860 | 453 | 385 | 387 | 407 | 346 | 142 | 1967 | | 568 | 1943 | |
| v/c Ratio | 0.76 | 0.83 | 0.18 | 0.37 | 0.54 | 0.75 | 0.49 | 0.70 | | 0.55 | 0.88 | |
| Flow Ratio | 0.18 | 0.20 | 0.04 | 0.08 | 0.12 | 0.16 | 0.04 | 0.25 | | 0.05 | 0.32 | |
| Critical Lane Group | N | Y | N | N | N | Y | N | N | | Y | Y | |
| Sum Flow Ratios | 0.74 | | | | | | | | | | | |
| Lost Time/Cycle | 22.40 | | | | | | | | | | | |
| Critical v/c Ratio | 0.86 | | | | | | | | | | | |

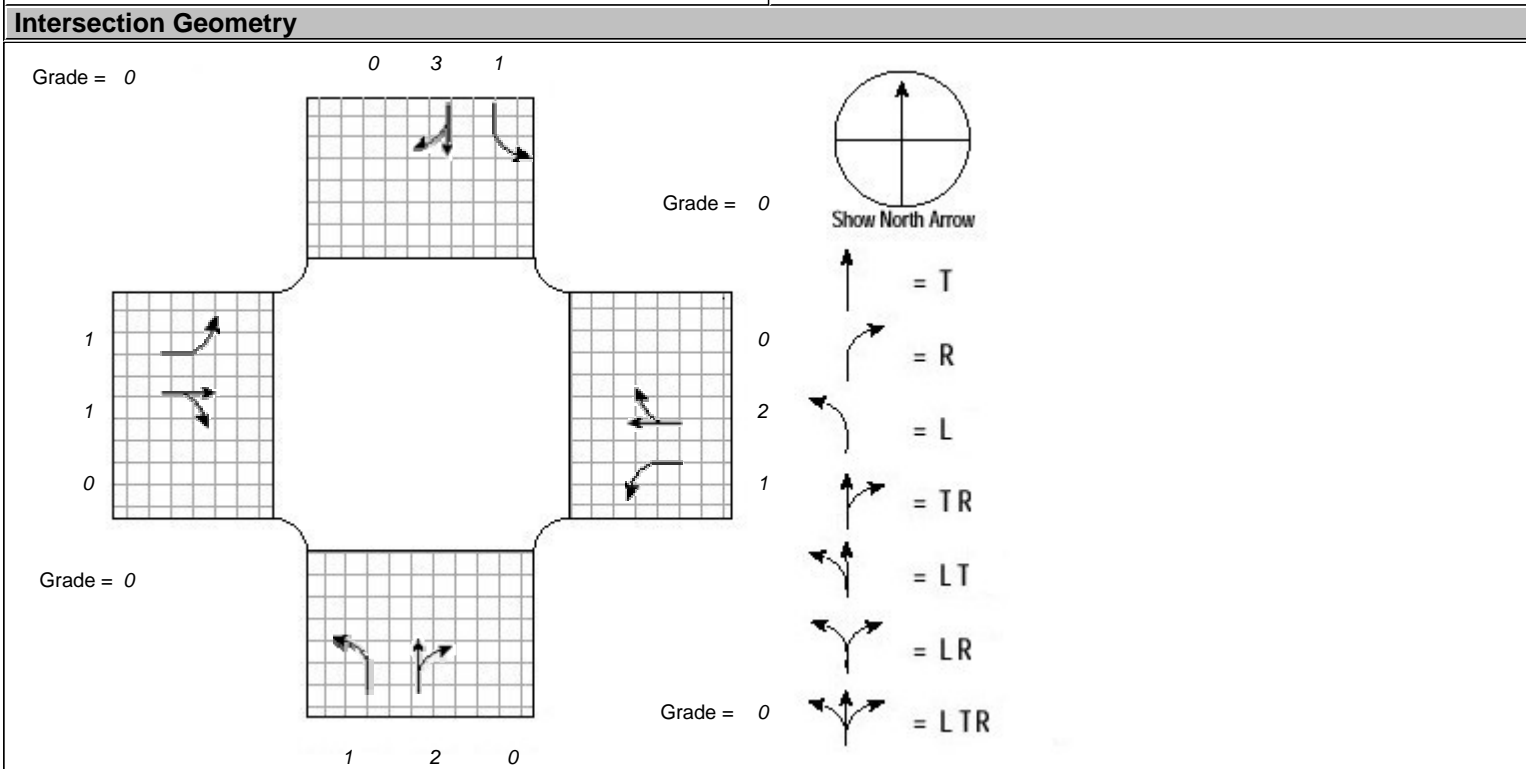
Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|------|------|------|------|------|------|--|------|------|--|
| | L | T | R | L | TR | R | L | TR | | L | TR | |
| Adjusted Flow Rate | 652 | 374 | 69 | 142 | 218 | 260 | 69 | 1371 | | 310 | 1703 | |
| Lane Group Capacity | 860 | 453 | 385 | 387 | 407 | 346 | 142 | 1967 | | 568 | 1943 | |
| v/c Ratio | 0.76 | 0.83 | 0.18 | 0.37 | 0.54 | 0.75 | 0.49 | 0.70 | | 0.55 | 0.88 | |
| Green Ratio | 0.24 | 0.24 | 0.24 | 0.22 | 0.22 | 0.22 | 0.44 | 0.36 | | 0.44 | 0.36 | |
| Uniform Delay d_1 | 57.8 | 59.0 | 49.3 | 54.6 | 56.9 | 60.1 | 35.3 | 44.6 | | 33.0 | 48.8 | |
| Delay Factor k | 0.31 | 0.36 | 0.11 | 0.11 | 0.14 | 0.31 | 0.11 | 0.50 | | 0.15 | 0.50 | |
| | 3.9 | 11.9 | 0.2 | 0.6 | 1.4 | 8.9 | 2.6 | 2.1 | | 1.1 | 5.9 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|----------|----------|----------|--|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 61.8 | 70.9 | 49.5 | 55.2 | 58.3 | 69.0 | 37.9 | 46.6 | | 34.1 | 54.8 | |
| Lane Group LOS | <i>E</i> | <i>E</i> | <i>D</i> | <i>E</i> | <i>E</i> | <i>E</i> | <i>D</i> | <i>D</i> | | <i>C</i> | <i>D</i> | |
| Approach Delay | 64.1 | | | 62.1 | | | 46.2 | | | 51.6 | | |
| Approach LOS | <i>E</i> | | | <i>E</i> | | | <i>D</i> | | | <i>D</i> | | |
| Intersection Delay | 54.0 | | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 328 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 - Revised |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 234 | 304 | 128 | 98 | 218 | 79 | 245 | 845 | 46 | 188 | 806 | 124 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|-----|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EW Perm | 02 | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 49.0 | G = | G = | G = | G = 8.0 | G = 60.0 | G = | G = | | | | | |
| | Y = 5 | Y = | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.5 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 234 | 304 | 128 | 98 | 218 | 79 | 245 | 845 | 46 | 188 | 806 | 124 |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Adjusted Flow Rate | 260 | 338 | 142 | 109 | 242 | 88 | 266 | 918 | 50 | 196 | 840 | 129 |
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 260 | 480 | | 109 | 330 | | 266 | 968 | | 196 | 969 | |
| Proportion of LT or RT | 0.000 | -- | 0.296 | 0.000 | -- | 0.267 | 0.000 | -- | 0.052 | 0.000 | -- | 0.133 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.511 | 1.000 | -- | 0.243 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.205 | | -- | 0.166 | | -- |

| | | | | | | | | | |
|----------------------------|-------|-------|-----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.956 | -- | 0.960 | -- | 0.992 | -- | 0.980 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 953 | 1780 | 453 | 3405 | 1770 | 3519 | 1770 | 4973 | |
| Secondary Adjusted Satflow | | | -- | | -- | 381 | -- | 309 | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|--|------|------|--|
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 260 | 480 | | 109 | 330 | | 266 | 968 | | 196 | 969 | |
| Satflow Rate | 953 | 1780 | | 453 | 3405 | | 1770 | 3519 | | 1770 | 4973 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Lane Group Capacity | 358 | 668 | | 170 | 1279 | | 293 | 1618 | | 258 | 2286 | |
| v/c Ratio | 0.73 | 0.72 | | 0.64 | 0.26 | | 0.91 | 0.60 | | 0.76 | 0.42 | |
| Flow Ratio | 0.27 | 0.27 | | 0.24 | 0.10 | | 0.06 | 0.28 | | 0.06 | 0.19 | |
| Critical Lane Group | Y | N | | N | N | | N | N | | Y | N | |
| Sum Flow Ratios | 0.75 | | | | | | | | | | | |
| Lost Time/Cycle | 10.50 | | | | | | | | | | | |
| Critical v/c Ratio | 0.81 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

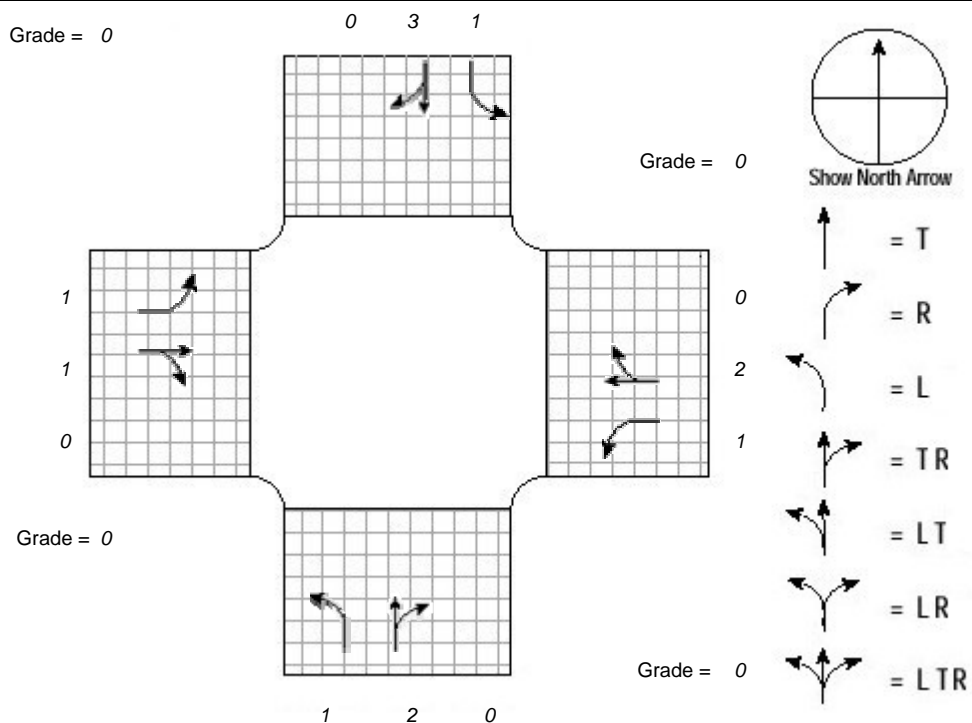
| | EB | | | WB | | | NB | | | SB | | |
|-------------------------|------|------|--|------|------|--|------|------|--|------|------|--|
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 260 | 480 | | 109 | 330 | | 266 | 968 | | 196 | 969 | |
| Lane Group Capacity | 358 | 668 | | 170 | 1279 | | 293 | 1618 | | 258 | 2286 | |
| v/c Ratio | 0.73 | 0.72 | | 0.64 | 0.26 | | 0.91 | 0.60 | | 0.76 | 0.42 | |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Uniform Delay d_1 | 35.0 | 34.9 | | 33.5 | 28.2 | | 40.1 | 26.3 | | 19.8 | 23.7 | |
| Delay Factor k | 0.29 | 0.28 | | 0.22 | 0.11 | | 0.43 | 0.50 | | 0.31 | 0.50 | |
| Incremental Delay d_2 | 7.2 | 3.7 | | 7.9 | 0.1 | | 30.0 | 1.6 | | 12.4 | 0.6 | |

| | | | | | | | | | | | | |
|--------------------|-------|-------|--|------------------|-------|--|-------|-------|--|-------|-------|--|
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 42.2 | 38.6 | | 41.5 | 28.3 | | 70.1 | 27.9 | | 32.2 | 24.2 | |
| Lane Group LOS | D | D | | D | C | | E | C | | C | C | |
| Approach Delay | 39.9 | | | 31.6 | | | 37.0 | | | 25.6 | | |
| Approach LOS | D | | | C | | | D | | | C | | |
| Intersection Delay | 33.2 | | | Intersection LOS | | | | | | C | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 328 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 - Revised |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 218 | 290 | 117 | 94 | 216 | 71 | 214 | 945 | 118 | 162 | 823 | 148 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.93 | 0.93 | 0.93 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.96 | 0.96 | 0.96 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | |
|-----------------------------------|----------|-----|-----|-----|------------|------------------------|-----|-----|
| Pedestrian Timing | | 3.2 | | 3.2 | | 3.2 | | 3.2 |
| | EW Perm | 02 | 03 | 04 | Excl. Left | NS Perm | 07 | 08 |
| Timing | G = 49.0 | G = | G = | G = | G = 8.0 | G = 60.0 | G = | G = |
| | Y = 5 | Y = | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.5 | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 218 | 290 | 117 | 94 | 216 | 71 | 214 | 945 | 118 | 162 | 823 | 148 |
| PHF | 0.93 | 0.93 | 0.93 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.96 | 0.96 | 0.96 |
| Adjusted Flow Rate | 234 | 312 | 126 | 103 | 237 | 78 | 235 | 1038 | 130 | 169 | 857 | 154 |
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 234 | 438 | | 103 | 315 | | 235 | 1168 | | 169 | 1011 | |
| Proportion of LT or RT | 0.000 | -- | 0.288 | 0.000 | -- | 0.248 | 0.000 | -- | 0.111 | 0.000 | -- | 0.152 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.524 | 1.000 | -- | 0.288 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.192 | | -- | 0.102 | | -- |

| | | | | | | | | | |
|----------------------------|-------|-------|-----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.957 | -- | 0.963 | -- | 0.983 | -- | 0.977 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 976 | 1782 | 537 | 3415 | 1770 | 3487 | 1770 | 4958 | |
| Secondary Adjusted Satflow | | | -- | | -- | 358 | -- | 191 | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 234 | 438 | | 103 | 315 | | 235 | 1168 | | 169 | 1011 | |
| Satflow Rate | 976 | 1782 | | 537 | 3415 | | 1770 | 3487 | | 1770 | 4958 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Lane Group Capacity | 366 | 669 | | 202 | 1282 | | 282 | 1603 | | 201 | 2280 | |
| v/c Ratio | 0.64 | 0.65 | | 0.51 | 0.25 | | 0.83 | 0.73 | | 0.84 | 0.44 | |
| Flow Ratio | 0.24 | 0.25 | | 0.19 | 0.09 | | 0.06 | 0.33 | | 0.06 | 0.20 | |
| Critical Lane Group | N | Y | | N | N | | Y | N | | N | N | |
| Sum Flow Ratios | 0.66 | | | | | | | | | | | |
| Lost Time/Cycle | 10.50 | | | | | | | | | | | |
| Critical v/c Ratio | 0.72 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

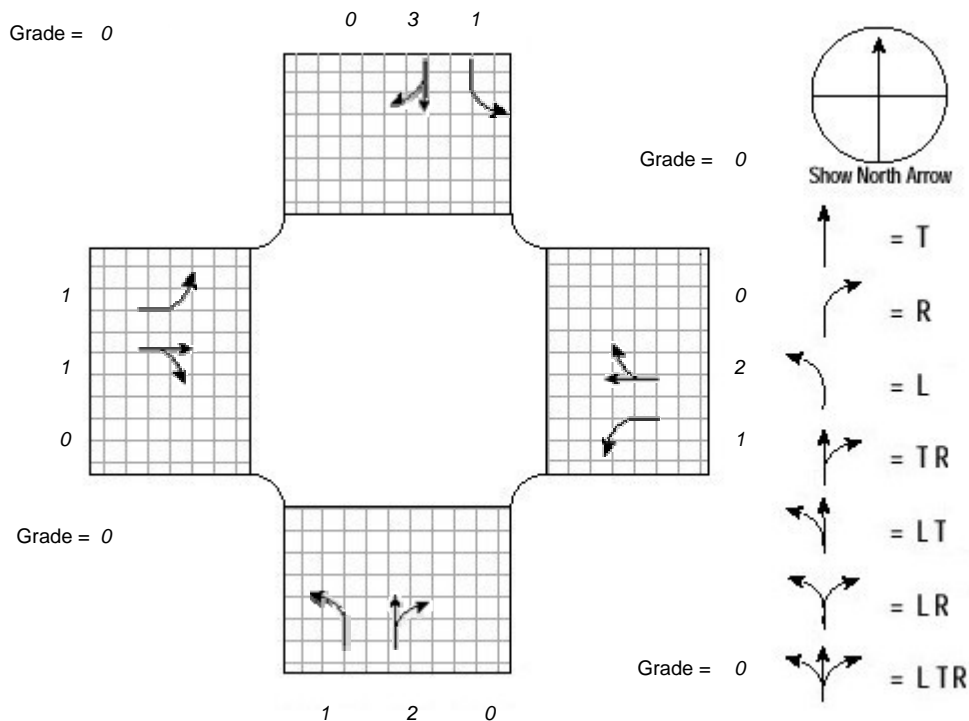
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 234 | 438 | | 103 | 315 | | 235 | 1168 | | 169 | 1011 | |
| Lane Group Capacity | 366 | 669 | | 202 | 1282 | | 282 | 1603 | | 201 | 2280 | |
| v/c Ratio | 0.64 | 0.65 | | 0.51 | 0.25 | | 0.83 | 0.73 | | 0.84 | 0.44 | |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Uniform Delay d_1 | 33.5 | 33.7 | | 31.5 | 28.0 | | 36.7 | 28.6 | | 23.1 | 23.9 | |
| Delay Factor k | 0.22 | 0.23 | | 0.12 | 0.11 | | 0.37 | 0.50 | | 0.38 | 0.50 | |
| | 3.7 | 2.3 | | 2.2 | 0.1 | | 18.9 | 2.9 | | 26.1 | 0.6 | |

| | | | | | | | | | | | |
|-------------------------|----------|----------|------------------|----------|----------|--|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 |
| Control Delay | 37.2 | 36.1 | | 33.6 | 28.1 | | 55.5 | 31.6 | | 49.2 | 24.5 |
| Lane Group LOS | <i>D</i> | <i>D</i> | | <i>C</i> | <i>C</i> | | <i>E</i> | <i>C</i> | | <i>D</i> | <i>C</i> |
| Approach Delay | 36.5 | | 29.5 | | 35.6 | | 28.1 | | | | |
| Approach LOS | <i>D</i> | | <i>C</i> | | <i>D</i> | | <i>C</i> | | | | |
| Intersection Delay | 32.6 | | Intersection LOS | | | | | | <i>C</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 328 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2009 - Revised |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 215 | 281 | 120 | 98 | 186 | 75 | 223 | 949 | 139 | 127 | 788 | 126 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.84 | 0.84 | 0.84 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 | 0.91 | 0.91 | 0.91 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | | 3 | 3 | |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |

| | | | | | | | | |
|-----------------------------------|----------|-----|-----|-----|------------------------|----------|-----|-----|
| Pedestrian Timing | | 3.2 | 3.2 | 3.2 | 3.2 | | | |
| | EW Perm | 02 | 03 | 04 | Excl. Left | NS Perm | 07 | 08 |
| Timing | G = 49.0 | G = | G = | G = | G = 8.0 | G = 60.0 | G = | G = |
| | Y = 5 | Y = | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 | | | | | Cycle Length C = 130.5 | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 215 | 281 | 120 | 98 | 186 | 75 | 223 | 949 | 139 | 127 | 788 | 126 |
| PHF | 0.84 | 0.84 | 0.84 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 | 0.91 | 0.91 | 0.91 |
| Adjusted Flow Rate | 256 | 335 | 143 | 105 | 200 | 81 | 230 | 978 | 143 | 140 | 866 | 138 |
| Lane Group | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 256 | 478 | | 105 | 281 | | 230 | 1121 | | 140 | 1004 | |
| Proportion of LT or RT | 0.000 | -- | 0.299 | 0.000 | -- | 0.288 | 0.000 | -- | 0.128 | 0.000 | -- | 0.137 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|----|-------|-------|----|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Number of Lanes | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 3 | 0 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| f_{LU} | 1.000 | 1.000 | | 1.000 | 0.952 | | 1.000 | 0.952 | | 1.000 | 0.908 | |
| f_{LT} | 0.553 | 1.000 | -- | 0.245 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.194 | | -- | 0.116 | | -- |

| | | | | | | | | | |
|----------------------------|-------|-------|-----|-------|-------|-------|-------|-------|----|
| f_{RT} | -- | 0.955 | -- | 0.957 | -- | 0.981 | -- | 0.979 | |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | -- | 1.000 | -- | 1.000 | -- | 1.000 | |
| Adjusted Satflow | 1029 | 1779 | 457 | 3393 | 1770 | 3479 | 1770 | 4970 | |
| Secondary Adjusted Satflow | -- | -- | 361 | -- | 216 | -- | -- | | |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 256 | 478 | | 105 | 281 | | 230 | 1121 | | 140 | 1004 | |
| Satflow Rate | 1029 | 1779 | | 457 | 3393 | | 1770 | 3479 | | 1770 | 4970 | |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Lane Group Capacity | 386 | 668 | | 172 | 1274 | | 283 | 1600 | | 213 | 2285 | |
| v/c Ratio | 0.66 | 0.72 | | 0.61 | 0.22 | | 0.81 | 0.70 | | 0.66 | 0.44 | |
| Flow Ratio | 0.25 | 0.27 | | 0.23 | 0.08 | | 0.06 | 0.32 | | 0.06 | 0.20 | |
| Critical Lane Group | N | Y | | N | N | | N | N | | Y | N | |
| Sum Flow Ratios | 0.67 | | | | | | | | | | | |
| Lost Time/Cycle | 10.50 | | | | | | | | | | | |
| Critical v/c Ratio | 0.72 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

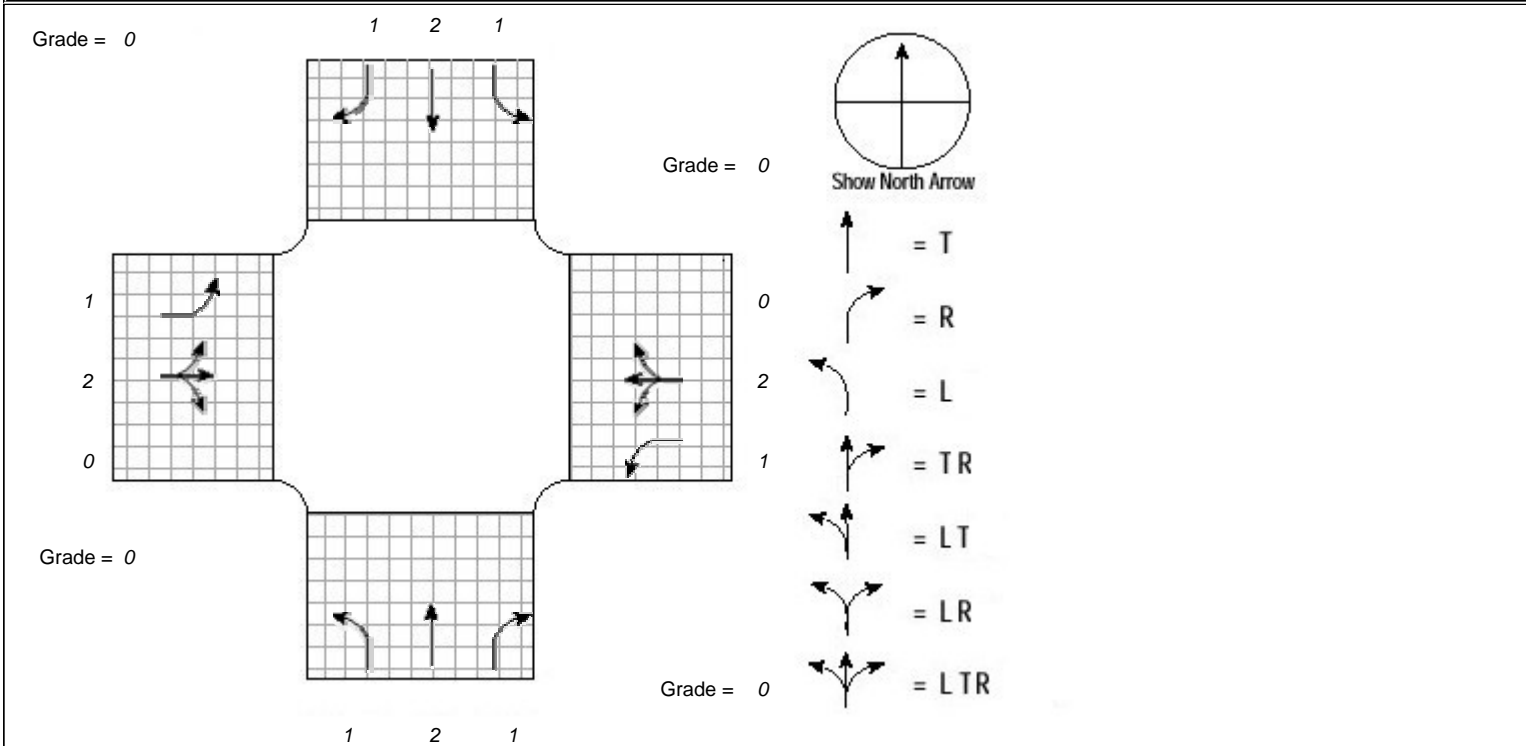
| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|--|------|------|--|
| | L | TR | | L | TR | | L | TR | | L | TR | |
| Adjusted Flow Rate | 256 | 478 | | 105 | 281 | | 230 | 1121 | | 140 | 1004 | |
| Lane Group Capacity | 386 | 668 | | 172 | 1274 | | 283 | 1600 | | 213 | 2285 | |
| v/c Ratio | 0.66 | 0.72 | | 0.61 | 0.22 | | 0.81 | 0.70 | | 0.66 | 0.44 | |
| Green Ratio | 0.38 | 0.38 | | 0.38 | 0.38 | | 0.54 | 0.46 | | 0.54 | 0.46 | |
| Uniform Delay d_1 | 33.9 | 34.8 | | 33.0 | 27.7 | | 35.4 | 28.1 | | 21.1 | 23.9 | |
| Delay Factor k | 0.24 | 0.28 | | 0.20 | 0.11 | | 0.35 | 0.50 | | 0.23 | 0.50 | |
| | 4.2 | 3.7 | | 6.2 | 0.1 | | 16.4 | 2.6 | | 7.2 | 0.6 | |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|----------|------------------|----------|----------|----------|----------|----------|----------|----------|--|
| Incremental Delay d_2 | | | | | | | | | | | | |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Control Delay | 38.1 | 38.5 | | 39.2 | 27.8 | | 51.8 | 30.7 | | 28.3 | 24.5 | |
| Lane Group LOS | <i>D</i> | <i>D</i> | | <i>D</i> | <i>C</i> | | <i>D</i> | <i>C</i> | | <i>C</i> | <i>C</i> | |
| Approach Delay | 38.3 | | 30.9 | | | 34.3 | | | 25.0 | | | |
| Approach LOS | <i>D</i> | | <i>C</i> | | | <i>C</i> | | | <i>C</i> | | | |
| Intersection Delay | 31.8 | | | Intersection LOS | | | | | | <i>C</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2007 - Revised |

Intersection Geometry



Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 306 | 572 | 135 | 332 | 524 | 75 | 144 | 906 | 330 | 179 | 950 | 88 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 32.0 | G = 26.0 | G = | G = | G = 11.0 | G = 42.0 | G = | G = | | | | | |
| | Y = 5.5 | Y = 5.3 | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.3 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 306 | 572 | 135 | 332 | 524 | 75 | 144 | 906 | 330 | 179 | 950 | 88 |
| PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjusted Flow Rate | 319 | 596 | 141 | 346 | 546 | 78 | 152 | 954 | 347 | 188 | 1000 | 93 |
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 319 | 737 | | 346 | 624 | | 152 | 954 | 347 | 188 | 1000 | 93 |
| Proportion of LT or RT | 0.000 | -- | 0.191 | 0.000 | -- | 0.125 | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LU} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.089 | | -- | 0.092 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| f_{RT} | -- | 0.971 | | -- | 0.981 | | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 |
| Adjusted Satflow | 1770 | 3619 | | 1770 | 3656 | | 1770 | 3725 | 1583 | 1770 | 3725 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | 166 | | -- | 171 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 319 | 737 | | 346 | 624 | | 152 | 954 | 347 | 188 | 1000 | 93 |
| Satflow Rate | 1770 | 3619 | | 1770 | 3656 | | 1770 | 3725 | 1583 | 1770 | 3725 | 1583 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.25 | 0.25 | | 0.20 | 0.20 | | 0.43 | 0.32 | 0.32 | 0.43 | 0.32 | 0.32 |
| Lane Group Capacity | 435 | 889 | | 353 | 730 | | 206 | 1201 | 510 | 208 | 1201 | 510 |
| v/c Ratio | 0.73 | 0.83 | | 0.98 | 0.85 | | 0.74 | 0.79 | 0.68 | 0.90 | 0.83 | 0.18 |
| Flow Ratio | 0.18 | 0.20 | | 0.20 | 0.17 | | 0.08 | 0.26 | 0.22 | 0.08 | 0.27 | 0.06 |
| Critical Lane Group | N | Y | | Y | N | | Y | N | N | N | Y | N |
| Sum Flow Ratios | 0.75 | | | | | | | | | | | |
| Lost Time/Cycle | 21.80 | | | | | | | | | | | |
| Critical v/c Ratio | 0.90 | | | | | | | | | | | |

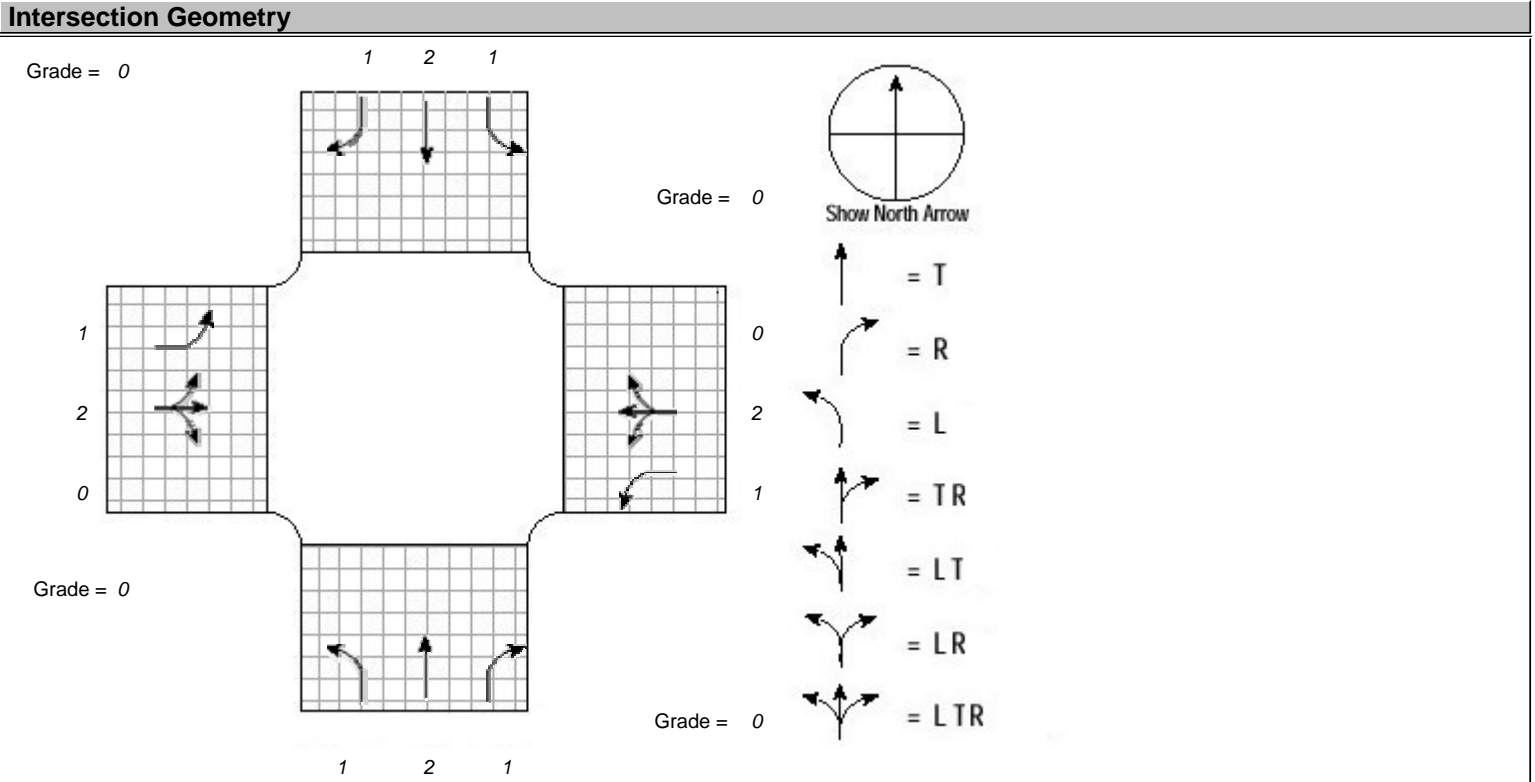
Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 319 | 737 | | 346 | 624 | | 152 | 954 | 347 | 188 | 1000 | 93 |
| Lane Group Capacity | 435 | 889 | | 353 | 730 | | 206 | 1201 | 510 | 208 | 1201 | 510 |
| v/c Ratio | 0.73 | 0.83 | | 0.98 | 0.85 | | 0.74 | 0.79 | 0.68 | 0.90 | 0.83 | 0.18 |
| Green Ratio | 0.25 | 0.25 | | 0.20 | 0.20 | | 0.43 | 0.32 | 0.32 | 0.43 | 0.32 | 0.32 |
| Uniform Delay d_1 | 45.2 | 46.6 | | 51.9 | 50.3 | | 28.9 | 40.2 | 38.3 | 32.0 | 40.9 | 31.8 |
| Delay Factor k | 0.29 | 0.37 | | 0.48 | 0.39 | | 0.30 | 0.50 | 0.50 | 0.42 | 0.50 | 0.50 |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|--|------------------|----------|--|----------|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | 6.3 | 6.6 | | 42.4 | 9.8 | | 13.1 | 5.5 | 7.2 | 37.2 | 6.8 | 0.8 |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control Delay | 51.5 | 53.2 | | 94.3 | 60.1 | | 42.0 | 45.7 | 45.5 | 69.2 | 47.7 | 32.6 |
| Lane Group LOS | <i>D</i> | <i>D</i> | | <i>F</i> | <i>E</i> | | <i>D</i> | <i>D</i> | <i>D</i> | <i>E</i> | <i>D</i> | <i>C</i> |
| Approach Delay | 52.7 | | | 72.3 | | | 45.2 | | | 49.8 | | |
| Approach LOS | <i>D</i> | | | <i>E</i> | | | <i>D</i> | | | <i>D</i> | | |
| Intersection Delay | 53.6 | | | Intersection LOS | | | | | | <i>D</i> | | |

FULL REPORT

| General Information | | Site Information | |
|---------------------|-------------------------------|------------------|--------------------|
| Analyst | LSB | Intersection | US 1/SW 312 Street |
| Agency or Co. | Cathy Sweetapple & Associates | Area Type | All other areas |
| Date Performed | 3/7/2010 | Jurisdiction | Miami-Dade |
| Time Period | PM Peak Hour | Analysis Year | 2008 - Revised |



| | EB | | | WB | | | NB | | | SB | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume (vph) | 322 | 564 | 115 | 278 | 546 | 80 | 126 | 1026 | 409 | 182 | 891 | 67 |
| % Heavy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PHF | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.92 | 0.92 | 0.92 |
| Actuated (P/A) | A | A | A | A | A | A | A | P | P | A | P | P |
| Startup Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Arrival Type | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 |
| Unit Extension | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Ped/Bike/RTOR Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Parking (Y or N) | N | | N | N | | N | N | | N | N | | N |
| Parking/Hour | | | | | | | | | | | | |
| Bus Stops/Hour | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 32.0 | G = 26.0 | G = | G = | G = 11.0 | G = 42.0 | G = | G = | | | | | |
| | Y = 5.5 | Y = 5.3 | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 130.3 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 322 | 564 | 115 | 278 | 546 | 80 | 126 | 1026 | 409 | 182 | 891 | 67 |
| PHF | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.92 | 0.92 | 0.92 |
| Adjusted Flow Rate | 350 | 613 | 125 | 293 | 575 | 84 | 130 | 1058 | 422 | 198 | 968 | 73 |
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 350 | 738 | | 293 | 659 | | 130 | 1058 | 422 | 198 | 968 | 73 |
| Proportion of LT or RT | 0.000 | -- | 0.169 | 0.000 | -- | 0.127 | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LU} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.089 | | -- | 0.089 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| f_{RT} | -- | 0.975 | | -- | 0.981 | | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 |
| Adjusted Satflow | 1770 | 3631 | | 1770 | 3654 | | 1770 | 3725 | 1583 | 1770 | 3725 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | 166 | | -- | 166 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Capacity Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 350 | 738 | | 293 | 659 | | 130 | 1058 | 422 | 198 | 968 | 73 |
| Satflow Rate | 1770 | 3631 | | 1770 | 3654 | | 1770 | 3725 | 1583 | 1770 | 3725 | 1583 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.25 | 0.25 | | 0.20 | 0.20 | | 0.43 | 0.32 | 0.32 | 0.43 | 0.32 | 0.32 |
| Lane Group Capacity | 435 | 892 | | 353 | 729 | | 206 | 1201 | 510 | 206 | 1201 | 510 |
| v/c Ratio | 0.80 | 0.83 | | 0.83 | 0.90 | | 0.63 | 0.88 | 0.83 | 0.96 | 0.81 | 0.14 |
| Flow Ratio | 0.20 | 0.20 | | 0.17 | 0.18 | | 0.07 | 0.28 | 0.27 | 0.08 | 0.26 | 0.05 |
| Critical Lane Group | N | Y | | N | Y | | N | N | N | Y | N | N |
| Sum Flow Ratios | 0.76 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 0.87 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---------------------|------|------|--|------|------|--|------|------|------|------|------|------|
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 350 | 738 | | 293 | 659 | | 130 | 1058 | 422 | 198 | 968 | 73 |
| Lane Group Capacity | 435 | 892 | | 353 | 729 | | 206 | 1201 | 510 | 206 | 1201 | 510 |
| v/c Ratio | 0.80 | 0.83 | | 0.83 | 0.90 | | 0.63 | 0.88 | 0.83 | 0.96 | 0.81 | 0.14 |
| Green Ratio | 0.25 | 0.25 | | 0.20 | 0.20 | | 0.43 | 0.32 | 0.32 | 0.43 | 0.32 | 0.32 |
| Uniform Delay d_1 | 46.2 | 46.5 | | 50.0 | 50.9 | | 28.0 | 41.8 | 40.8 | 35.1 | 40.4 | 31.4 |
| Delay Factor k | 0.35 | 0.37 | | 0.37 | 0.43 | | 0.21 | 0.50 | 0.50 | 0.47 | 0.50 | 0.50 |

| | | | | | | | | | | | | |
|-------------------------|----------|----------|--|------------------|----------|--|----------|----------|----------|----------|----------|----------|
| Incremental Delay d_2 | 10.6 | 6.5 | | 15.3 | 14.7 | | 6.1 | 9.4 | 14.3 | 51.5 | 5.8 | 0.6 |
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control Delay | 56.8 | 53.1 | | 65.3 | 65.7 | | 34.2 | 51.2 | 55.1 | 86.6 | 46.3 | 32.0 |
| Lane Group LOS | <i>E</i> | <i>D</i> | | <i>E</i> | <i>E</i> | | <i>C</i> | <i>D</i> | <i>E</i> | <i>F</i> | <i>D</i> | <i>C</i> |
| Approach Delay | 54.3 | | | 65.6 | | | 50.9 | | | 51.9 | | |
| Approach LOS | <i>D</i> | | | <i>E</i> | | | <i>D</i> | | | <i>D</i> | | |
| Intersection Delay | 54.7 | | | Intersection LOS | | | | | | <i>D</i> | | |

| | | | | | | | | | | | | | |
|-----------------------------------|----------|----------|-----|-----|------------|------------------------|-----|-----|--|--|-----|--|--|
| Pedestrian Timing | | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |
| | EB Only | WB Only | 03 | 04 | Excl. Left | NS Perm | 07 | 08 | | | | | |
| Timing | G = 32.0 | G = 26.0 | G = | G = | G = 8.0 | G = 38.0 | G = | G = | | | | | |
| | Y = 5.5 | Y = 5.3 | Y = | Y = | Y = 3 | Y = 5.5 | Y = | Y = | | | | | |
| Duration of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 123.3 | | | | | | | |

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Homestaed Miami Speedway*

Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|------------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 303 | 591 | 114 | 285 | 523 | 98 | 125 | 961 | 320 | 164 | 873 | 77 |
| PHF | 0.80 | 0.80 | 0.80 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Adjusted Flow Rate | 379 | 739 | 142 | 324 | 594 | 111 | 129 | 991 | 330 | 171 | 909 | 80 |
| Lane Group | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 379 | 881 | | 324 | 705 | | 129 | 991 | 330 | 171 | 909 | 80 |
| Proportion of LT or RT | 0.000 | -- | 0.161 | 0.000 | -- | 0.157 | 0.000 | -- | 0.000 | 0.000 | -- | 0.000 |

Saturation Flow Rate

| | | | | | | | | | | | | |
|--------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| Base Satflow | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| f_w | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{HV} | 0.980 | 0.980 | | 0.980 | 0.980 | | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| f_g | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_p | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{bb} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_a | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LU} | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| f_{LT} | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- | 0.950 | 1.000 | -- |
| Secondary f_{LT} | | | -- | | | -- | 0.098 | | -- | 0.098 | | -- |

| | | | | | | | | | | | | |
|----------------------------|-------|-------|----|-------|-------|----|-------|-------|-------|-------|-------|-------|
| f_{RT} | -- | 0.976 | | -- | 0.976 | | -- | 1.000 | 0.850 | -- | 1.000 | 0.850 |
| f_{Lpb} | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 | -- |
| f_{Rpb} | -- | 1.000 | | -- | 1.000 | | -- | 1.000 | 1.000 | -- | 1.000 | 1.000 |
| Adjusted Satflow | 1770 | 3635 | | 1770 | 3638 | | 1770 | 3725 | 1583 | 1770 | 3725 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | 182 | | -- | 182 | | -- |

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Homestead Miami Speedway*

Capacity Analysis

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|---------------------|-------|------|--|------|------|--|------|------|------|------|------|------|
| | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 379 | 881 | | 324 | 705 | | 129 | 991 | 330 | 171 | 909 | 80 |
| Satflow Rate | 1770 | 3635 | | 1770 | 3638 | | 1770 | 3725 | 1583 | 1770 | 3725 | 1583 |
| Lost Time | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Green Ratio | 0.26 | 0.26 | | 0.21 | 0.21 | | 0.40 | 0.31 | 0.31 | 0.40 | 0.31 | 0.31 |
| Lane Group Capacity | 459 | 943 | | 373 | 767 | | 176 | 1148 | 488 | 176 | 1148 | 488 |
| v/c Ratio | 0.83 | 0.93 | | 0.87 | 0.92 | | 0.73 | 0.86 | 0.68 | 0.97 | 0.79 | 0.16 |
| Flow Ratio | 0.21 | 0.24 | | 0.18 | 0.19 | | 0.06 | 0.27 | 0.21 | 0.06 | 0.24 | 0.05 |
| Critical Lane Group | N | Y | | N | Y | | N | N | N | Y | N | N |
| Sum Flow Ratios | 0.81 | | | | | | | | | | | |
| Lost Time/Cycle | 16.30 | | | | | | | | | | | |
| Critical v/c Ratio | 0.93 | | | | | | | | | | | |

Lane Group Capacity, Control Delay, and LOS Determination

| Lane Group | EB | | | WB | | | NB | | | SB | | |
|-------------------------|------|------|--|------|------|--|------|------|------|------|------|------|
| | L | LTR | | L | LTR | | L | T | R | L | T | R |
| Adjusted Flow Rate | 379 | 881 | | 324 | 705 | | 129 | 991 | 330 | 171 | 909 | 80 |
| Lane Group Capacity | 459 | 943 | | 373 | 767 | | 176 | 1148 | 488 | 176 | 1148 | 488 |
| v/c Ratio | 0.83 | 0.93 | | 0.87 | 0.92 | | 0.73 | 0.86 | 0.68 | 0.97 | 0.79 | 0.16 |
| Green Ratio | 0.26 | 0.26 | | 0.21 | 0.21 | | 0.40 | 0.31 | 0.31 | 0.40 | 0.31 | 0.31 |
| Uniform Delay d_1 | 43.0 | 44.6 | | 47.0 | 47.6 | | 28.4 | 40.2 | 37.3 | 30.1 | 39.0 | 31.1 |
| Delay Factor k | 0.36 | 0.45 | | 0.40 | 0.44 | | 0.29 | 0.50 | 0.50 | 0.48 | 0.50 | 0.50 |
| Incremental Delay d_2 | 11.8 | 15.9 | | 19.2 | 16.2 | | 14.6 | 8.7 | 7.3 | 59.3 | 5.6 | 0.7 |

| | | | | | | | | | | | | |
|--------------------|-------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|-------|
| PF Factor | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Control Delay | 54.8 | 60.5 | | 66.2 | 63.8 | | 43.0 | 48.9 | 44.6 | 89.4 | 44.7 | 31.8 |
| Lane Group LOS | D | E | | E | E | | D | D | D | F | D | C |
| Approach Delay | 58.8 | | | 64.5 | | | 47.4 | | | 50.4 | | |
| Approach LOS | E | | | E | | | D | | | D | | |
| Intersection Delay | 54.6 | | | Intersection LOS | | | | | | D | | |