Las Ramblas Community Gate Impact Analysis

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DATE February 7 , 2016

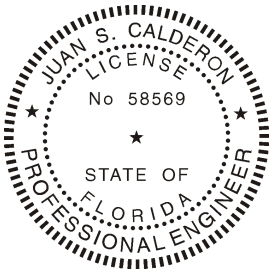
FROM: Juan S. Calderon, P.E., PTOE, Project Manager

TO: Neil Kalin
Fontainebleau Lakes CDD
District Manager
305-777-0761 Ext 1094

SUBJECT: Las Ramblas Community Gates Study

Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.



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DN: c=US, o=IdenTrust ACES Business Representative, ou=CALTRAN ENGINEERING GROUP, cn=juan calderon, 0.9.2342.19200300.100.1.1=A01098000000014D3089CB6700004E90
Date: 2016.02.08 17:03:56 -05'00'

Juan S. Calderon, P.E. PTOE
State of Florida Board of Professional Engineers,
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State of Florida Board of Professional Engineers
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1.0 Executive Summary

CALTRAN Engineering Group, Inc. was retained by the Fontainebleau Lakes Community Development District (CDD) to provide a comprehensive assessment to modify the current gate access locations in order to reduce residents queue delay and enhance safety procedures upon visitors at ***Las Ramblas Community*** located along Fontainebleau Boulevard *within the CDD under Miami-Dade County jurisdiction*. Las Ramblas Community is located at 9934 NW 10th Street, Miami FL 33172.

2.0 Analysis Methodology

The Gate Traffic Impact Analysis was performed in accordance with Miami Dade county *Guidelines for Gate Traffic Impact Studies*; field observations, data collection, and traffic operations were analyzed using the capacity analysis methodology published in the 2010 Highway Capacity Manual (HCM) through Trafficware, Synchro 8 analysis software.

Considering Miami Dade County standard approach, two development scenarios were analyzed as part of the traffic impact analysis. The scenarios are as follows:

- Scenario 1- *Existing Gate Operation Analysis:* Current gate service time evaluation for a baseline condition during the Weekday, *7 to 9 AM and 4 to 6 PM* time periods. A level of service analysis is provided for Fontainebleau Boulevard at the intersections of *Northwest 99th Court and* Northwest 97th Avenue. In addition, to the intersection of Northwest 97th Avenue at Northwest 900 Block.

- Scenario 2-*Future Gate Operation Analysis:* Evaluation and re-distribution of the AM & PM Trips generated by *Las Ramblas Community* due to a new entrance gate access. Intersections analysis was performed consistent with 2010 HCM methodologies. A Synchro 8.0 Network Simulation was evaluated with a fully operational proposed residents-only entrance gate along *Northwest 99th Court* in order to identify areas of potential deficiencies in which measures of mitigation were recommended as appropriate.

3.0 Introduction

Las Ramblas Community is composed by 450 single family residential dwelling units located at 9934 NW 10th Street, Miami FL 33172 under Miami-Dade County jurisdiction within the Fontainebleau Lakes CDD. Community access is provided through the intersection of NW 97 Avenue at NW 900 Block. The physical design characteristics of the main access gate consist of a one-lane entry, for visitors and residents, and a one-lane exit divided by a guard house in which visitors are required to provide full name and house destination number as a safety procedure. Additionally, a separate exit-only driveway serves the community at Fontainebleau Boulevard with NW 99 Court. Figure 1 shows the location of the Community site relative to the surrounding roadway network.

Figure 1: Proposed Project Site

4.0 Roadway Geometric Conditions

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection or roadway segment capacity. The following is a detailed description of roadways in the study area:

Fontainebleau Boulevard is an east-west Urban Minor Arterial that runs along the south side of the community development under Active-On System FDOT Section ID 87053000 with a 40 mph posted speed limit. The roadway typical section consists of three lanes of 33 feet of pavement width divided by a 25 foot raised median.

Northwest 97th Avenue runs north-south as a two-way divided Urban Principal Minor Arterial that runs along the east side of the community development under Active-On System FDOT Section ID 87047000 with a 40 mph posted speed limit. The roadway typical section consists of three lanes of 33 feet of pavement width divided by an 11 foot raised median with a posted speed limit of 40 mph.

Three intersections were selected for evaluation; existing geometric conditions are as follows:

Fontainebleau Blvd & Northwest 97th Avenue is a four legged signalized intersection under the asset ID 2811 by the Miami-Dade Signal Division. This intersection provides a Semi-Actuated *Time of Day Plan (TOD)* in which all approaches operate with a lead protected-permissive left-turn phase. Fontainebleau Blvd and Northwest 97th Avenue consist of a single and double through lanes respectively. All Four approaches present exclusive left turn lanes. There are "No Turn on Red" (NTOR) restrictions on all four approaches. Sidewalks are provided along both sides of all four approaches and crosswalks are provided across all four intersection legs.

Northwest 97th Avenue & Northwest 900 Block is a four legged signalized intersection under the asset ID 4253 by the Miami-Dade Signal Division. This intersection provides a Semi-Actuated *Time of Day Plan (TOD)* in which all approaches operate with a lead protected-permissive left-turn phase. Northwest 97th Avenue and Northwest 900th Block consist of double and single through lanes respectively. All Four approaches present exclusive left turn lanes. There are "No Turn on Red" (NTOR) restrictions on all four approaches. Sidewalks are provided along both sides of all four approaches and crosswalks are provided across the south and west legs.

Fontainebleau Blvd and Northwest 99 Court provide a two-way (three-legged) unsignalized intersection. Northwest 99th Court operates as one-way southbound with a STOP controlled approach. The East and West of Fontainebleau Blvd approaches consist of dual through lanes as well as auxiliary left turn lanes. Sidewalks are provided along both sides of all three approaches and a crosswalk is provided across the north leg.

4.1 Las Ramblas Community Access/ Egress Roads

- Northwest 900th Block serves as an access/egress point for the community of Las Ramblas. Gate design characteristics provide a two-way divided segment. Typical section consists of two lanes of 11 feet of pavement width divided by a +/- 18 foot raised median in which guard house is located.

Northwest 900th Block

- Northwest 99th Court Block serves as an egress point for the community of Las Ramblas. Gate design characteristics provide a one-way undivided segment. Typical section consists of two lanes of 20 feet of pavement width.

Northwest 99th Court

5.0 Traffic Data Collection

Traffic data was collected on a typical weekday Wednesday, January 14th, 2016. The data collection includes 24-hour machine counts along Fontainebleau Boulevard and a turning movement counts (TMCs) at the three concerned intersections. In addition, a delay study was performed in order to evaluate queue lengths and determine gate processing service time at Northwest 900th Block. Raw data reports can be found in Appendix A.

24-Hour Bi-directional Machine Count: The 24-hour bi-directional machine volume counts on Fontainebleau Boulevard east of Northwest 99th Court. Raw traffic counts were adjusted to a peak seasonal factor of 1.04. Traffic volumes are summarized as follows:

Table 1: Traffic Volumes

Location	Direction	24 Hour Volume	AM Peak Volume	PM Peak Volume
Fontainebleau Blvd East of NW 99th Court	EB	11,133	860	842
	WB	12,049	779	1,144
	Total	23,182	1,639	1,986

Peak Traffic Volumes: Turning Movement Counts were performed on Thursday, January 14st, 2016 at the concern intersections. Volumes were obtained at 15-Minute intervals. The peak hour was determined for each traffic period. The existing turning movement volumes, lane geometry, and intersection controls are illustrated in Figure 2 & Figure 3- *Scenario 1*

Queue Analysis: A queue and delay study was performed on Wednesday, January 14th, 2016 at Northwest 900th Block, main access point for the community of Las Ramblas. Volumes were counted on intervals of 1 minute For the AM and PM peak periods. Queue traffic reports and service times are summarized as follows:

Table 2: Las Ramblas Delay Study

Location	Period	Peak Period Entrance Volume	Peak Hour Residents Volume	Peak Hour Visitors Volume	Average Residents Processing time	Average Visitors Processing time
Las Ramblas	AM	80	71	9	9 Sec	27 Sec
	PM	146	64	23	5 Sec	34 Sec

1. As visitors and residents shared a single lane vehicles with a processing time > than 15 sec were categorized as visitors.

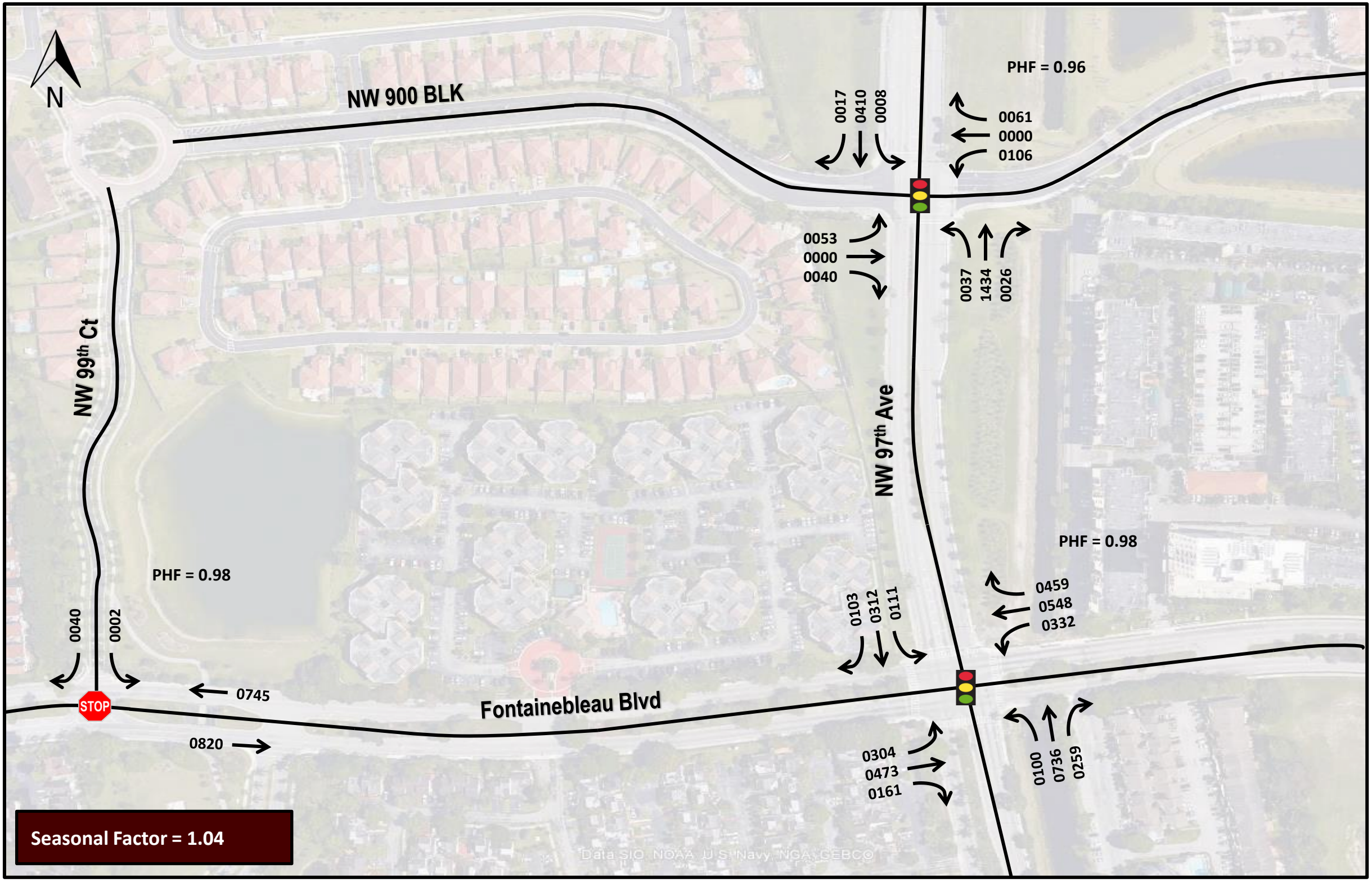


Figure 2: Existing AM Peak Hour TMCs

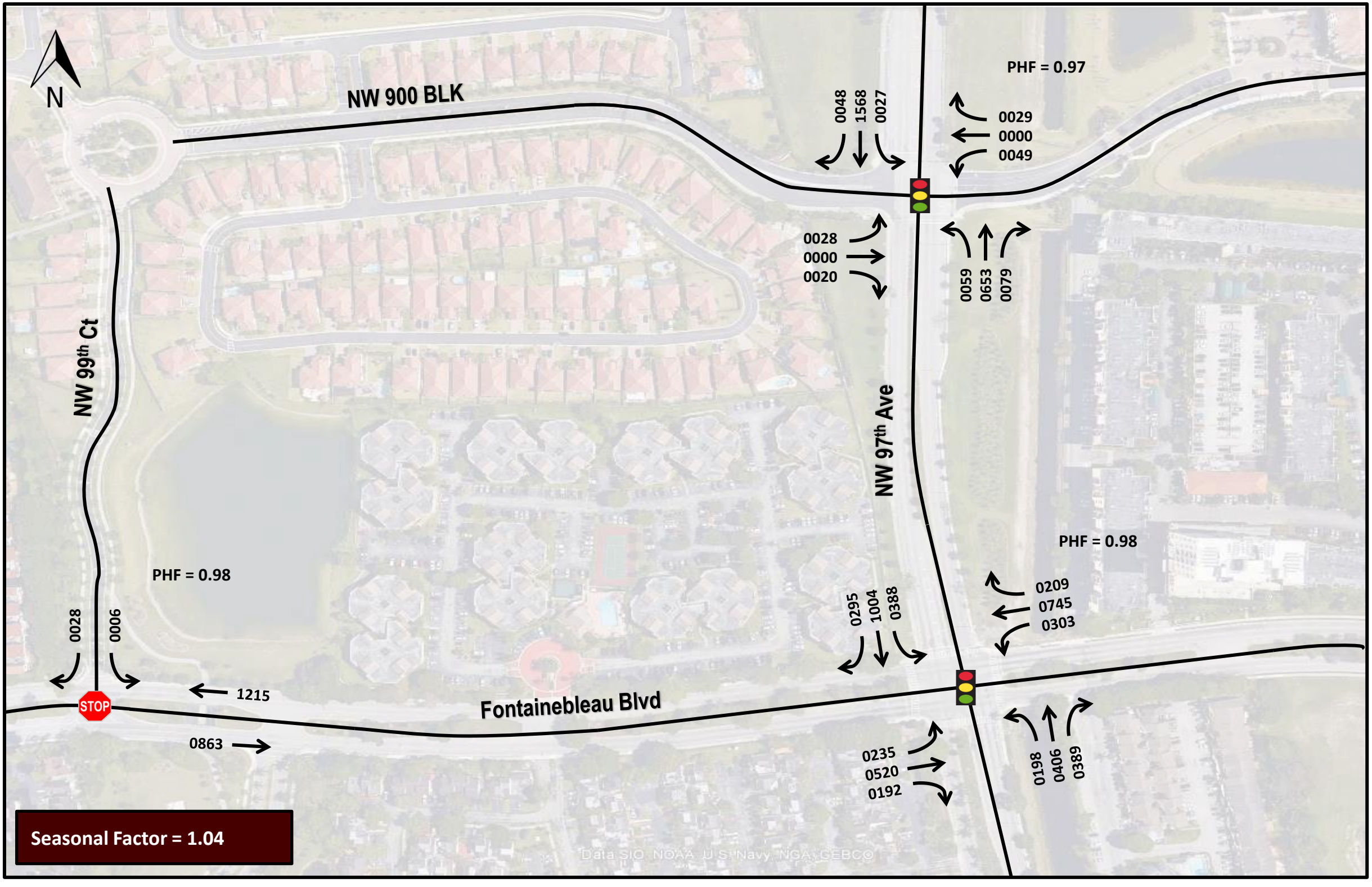


Figure 3: Existing PM Peak Hour TMCs

6.0 Proposed Gate Access and Operations

As part of the new entrance gate location, it is anticipated a change in traffic patterns of the vehicles entering and exiting the community. In addition, it is expected that residents will access the community through Fontainebleau Boulevard and NW 99th Court for rapid community access. On the other hand, visitors will experience a higher average service time due to a change in safety procedures upon arrival. Table 3 presents the proposed restrictions.

Table 3: Proposed Access Road Operations

Location	Authorization	Operation	Authorization	Operation
NW 97th Avenue & NW 900 Block	Residents	Ingress Egress	Visitors	Ingress Egress
Fontainebleau Boulevard & NW 99th Court	Residents	Ingress Egress	Visitors	Egress

1. All visitors will enter the community through Northwest 97th Avenue & Northwest 900 Block.
2. Fontainebleau Boulevard & NW 99th Court will serve the community as ingress for Residents and egress for both; visitors and residents.
3. Northwest 97th Avenue & Northwest 900 Block and Fontainebleau Boulevard & Northwest 99th Court will serve as egress for visitors and residents.

7.0 Residents New Traffic Assignment

Trip distribution and assignment are a function of the origin and destination of the site users and the available roadway system. For the proposed gate at Fontainebleau Boulevard and Northwest 99th Court, the trip distribution of the residents' traffic generated by the Community of Las Ramblas was determined based on the existing percentage of traffic heading northbound and southbound along Northwest 97th Avenue at Fontainebleau Boulevard and Northwest 900th Block. *Scenario 2* - Figure 4 & Figure 5 describe traffic assignment distribution followed by Figures 6 & 7 illustrating future gate operations.

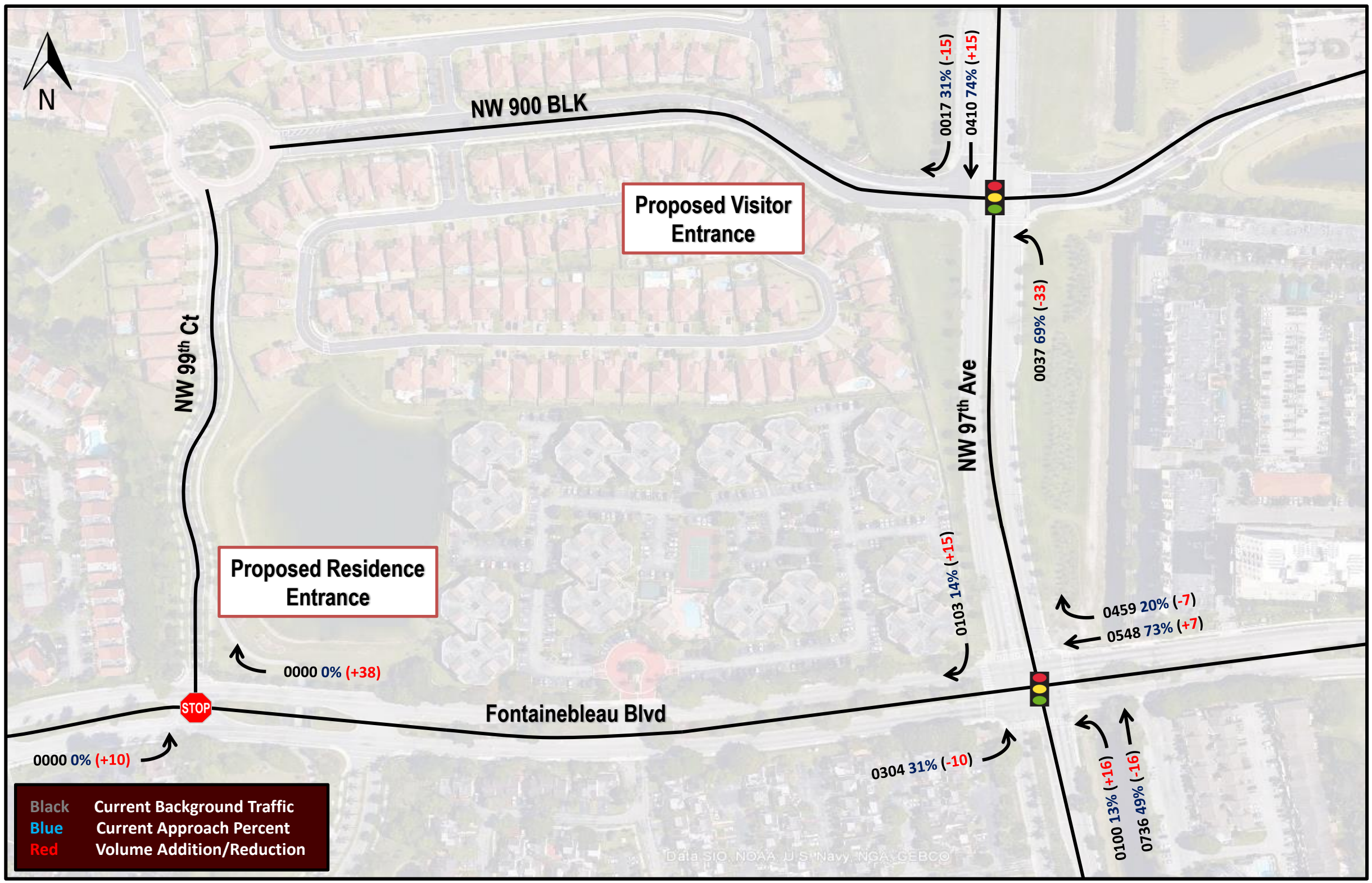


Figure 4: Proposed Gate System AM Peak TMCs

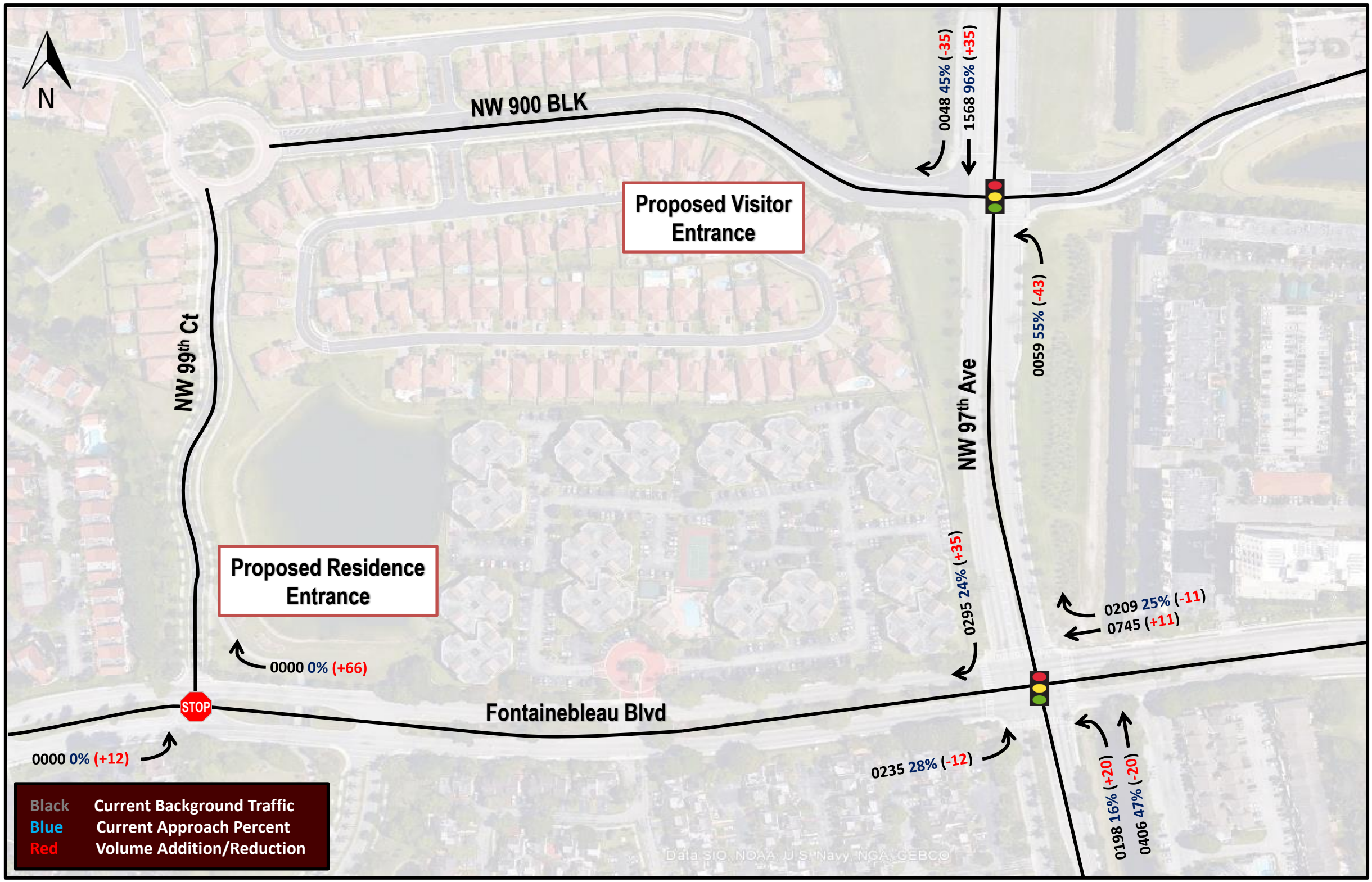


Figure 5: Proposed Gate System PM Peak TMCs

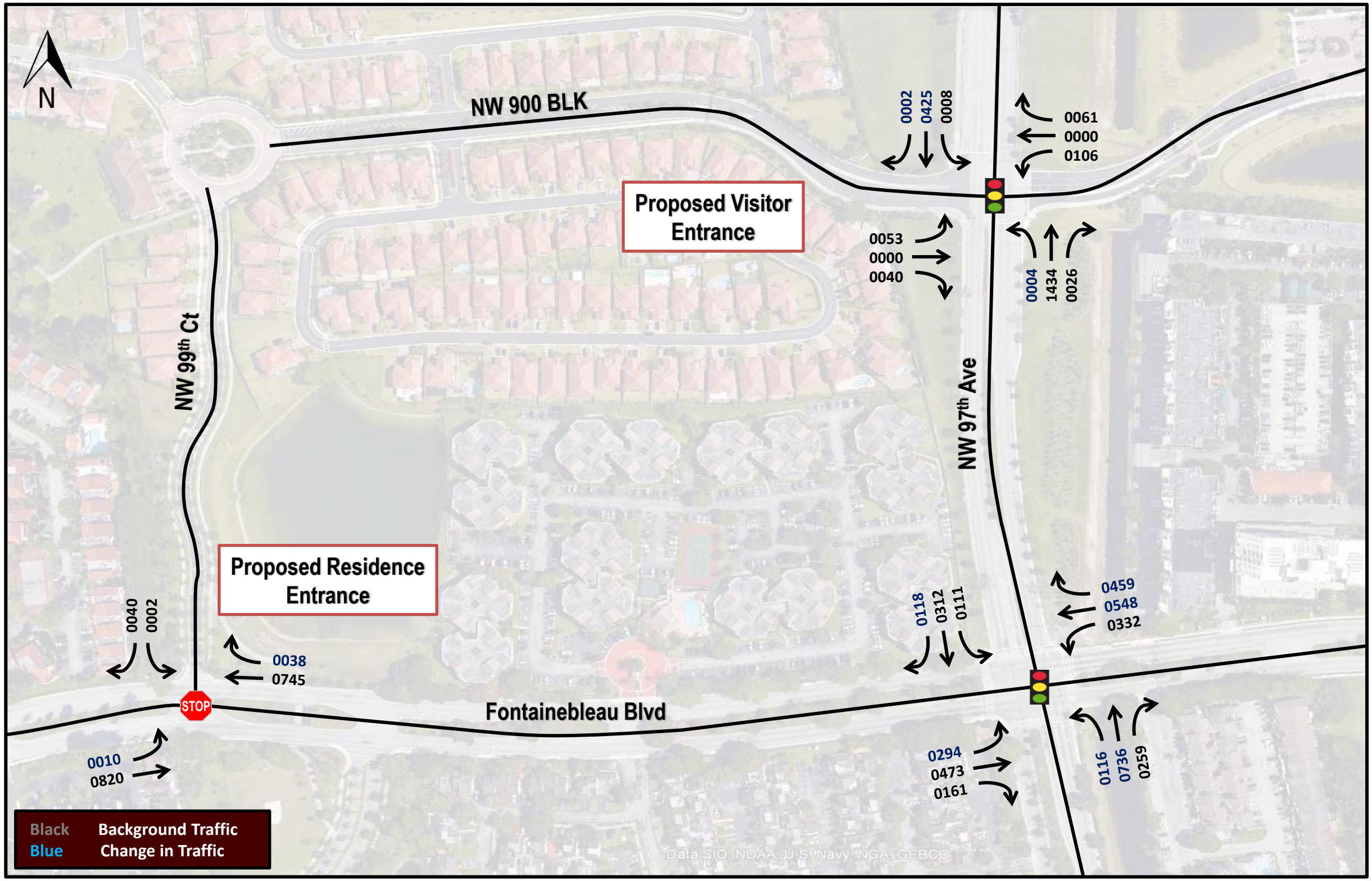


Figure 6: Future AM Peak Hour TMCs

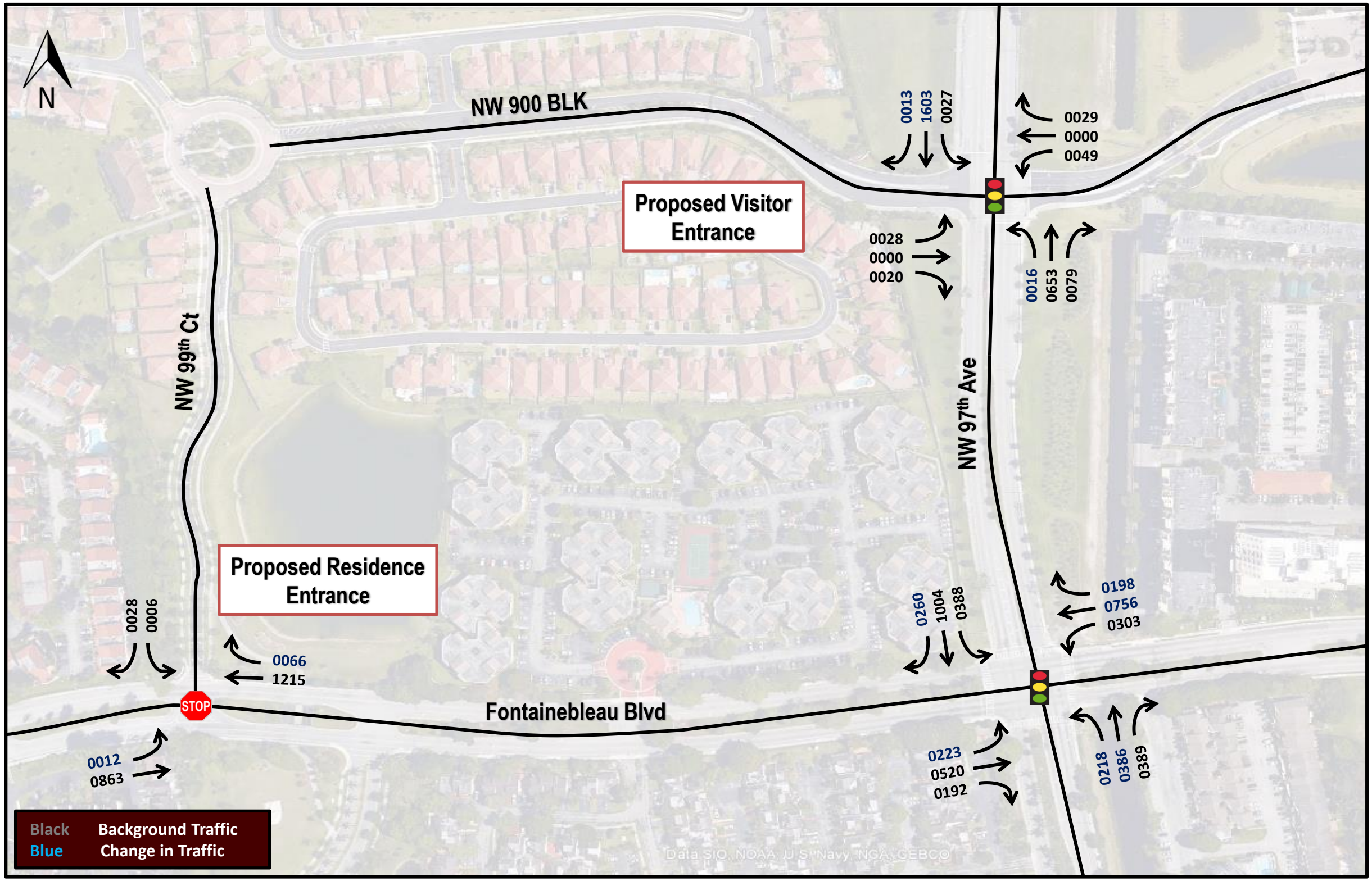


Figure 7: Future PM Peak Hour TMCs

8.0 Level of Service Analysis

The existing and proposed conditions were analyzed for *Northwest 97th Avenue at Northwest 900th Block & Fontainebleau Blvd* in addition to *Fontainebleau Blvd at Northwest 99th Court* for the existing and proposed traffic operation scenarios:

- Scenario 1- LOS evaluation at *Northwest 97th Avenue at Northwest 900th Block & Fontainebleau Blvd, as well as, LOS analysis at Fontainebleau Blvd and Northwest 99th Court* for the AM and PM peak hour.

- Scenario 2- LOS analysis after traffic re-distribution of residents generated by Las Ramblas during the AM and PM due to proposed gate System.

This traffic analysis utilizes Synchro 8.0, which applies methodologies are outlined in the Highway Capacity Manual, 2010 Edition. LOS Analysis for signalized/unsignalized intersections are based on the amount of control delay which is a measurement in seconds per vehicle that act as an indicator of lost time, fuel consumption, frustration and driver's discomfort at the signalized intersections. The level of services for signalized intersections is a scale from "A" to "F" in accordance with control delay thresholds that range from less than 10 seconds to greater than 80 seconds of delay per vehicle.

In order to perform this analysis, cycle lengths and clearance intervals used in the analysis are consistent with the current Miami-Dade County signal control sections and signal operating plans for the study intersection in conjunction with physical and operational characteristics observed during peak hours (Asset 5117 & 6505). Table 4 shows the existing and future LOS and delay for the identified intersections per each scenario; details of the LOS results and Operational analysis (TOD Schedule) are documented in Appendix C.

LEVEL OF SERVICE ANALYSIS
WEEKDAY AM & PM HOUR OF ADJACENT STREET

Table 4: Level of Service Analysis Tables

EXISTING CONDITIONS				
Intersection	**Period**	**Approach**	**Delay**	**LOS**
Northwest 97th Avenue and Northwest 900th Block	AM	NB	17.1	B
		SB	10.4	B
		EB	33.6	C
		WB	32.3	C
Intersection Delay			**17.7**	**B**
Fontainebleau Blvd and Northwest 97th Avenue	AM	NB	42.5	D
		SB	36.2	D
		EB	40.1	D
		WB	81.1	F
Intersection Delay			**54.4**	**D**
Fontainebleau Blvd and Northwest 99th Court	AM	SB	11.17	B
		EB		
		WB		
Intersection Delay			**0.3**	**A**

EXISTING CONDITIONS				
Intersection	**Period**	**Approach**	**Delay**	**LOS**
Northwest 97th Avenue and Northwest 900th Block	PM	NB	9.7	A
		SB	17.2	B
		EB	48.9	D
		WB	42.8	D
Intersection Delay			14.3	B
Fontainebleau Blvd and Northwest 97th Avenue	PM	NB	58.1	E
		SB	57.9	E
		EB	132.1	F
		WB	97.3	F
Intersection Delay			**82.5**	**F**
Fontainebleau Blvd and Northwest 99th Court	PM	SB	16	C
		EB		
		WB		
Intersection Delay			0.3	A

FUTURE CONDITIONS				
Intersection	**Period**	**Approach**	**Delay**	**LOS**
Northwest 97th Avenue and Northwest 900th Block	AM	NB	21.4	C
		SB	10.8	B
		EB	33.1	C
		WB	27.3	C
Intersection Delay			**20.3**	**C**
Fontainebleau Blvd and Northwest 97th Avenue	AM	NB	41.1	D
		SB	36.6	D
		EB	40.4	D
		WB	79.6	E
Intersection Delay			**53.5**	**D**
Fontainebleau Blvd and Northwest 99th Court	AM	SB	12.4	B
		EB		
		WB		
Intersection Delay			**0.4**	**A**

FUTURE CONDITIONS				
Intersection	**Period**	**Approach**	**Delay**	**LOS**
Northwest 97th Avenue and Northwest 900th Block	PM	NB	9.4	A
		SB	15.1	B
		EB	49.4	D
		WB	43.3	D
Intersection Delay			**14.6**	**B**
Fontainebleau Blvd and Northwest 97th Avenue	PM	NB	68.5	E
		SB	63.7	E
		EB	125.7	F
		WB	96.8	F
Intersection Delay			**85.0**	**F**
Fontainebleau Blvd and Northwest 99th Court	PM	SB	22.2	C
		EB		
		WB		
Intersection Delay			**0.4**	**A**

Existing Conditions: This scenario evaluates existing traffic volumes and roadway conditions based on Year 2015 traffic counts and field surveys.

Future Conditions: This scenario shows the re-distribution of traffic volumes and roadway conditions based on the proposed gate system. Results indicate that delays at the intersections of Northwest 97th Avenue at Northwest 900th Block & Fontainebleau Blvd Avenue will continue to operate at the same level of service prior to system implementation. After the re–distributing Las Ramblas residents' travel patterns, a nominal increment of delay, could affect certain approaches.

9.0 Queue Analysis

In order to determine the future stacking length accumulations under the proposed gate system while improving the existing processing rates of visitors and residents, a queuing analyses was performed using the collected Trip generation rates and service rates for the PM peak hour, which indicates a total ingress of 107 vehicles in which 27% (29) are visitors; The analysis encompassed comparing the results obtained from simulations of the gates as per the queue traffic model calculations using the latest Synchro 8.0 model.

In order to simulate a more detailed and conservative safety protocol, the average processing time was increased to 60 seconds per vehicle for visitors. As a result, the queue analysis concludes that the overall 95th percentile queue will be 56 feet of the available 343 feet of storage. Synchro reports can be found on Appendix D

9.1 Storage Length Evaluation

According to the gated development requirements in Transportation and Land Development 2nd Edition, ITE, 2002, the following recommendations should be met for a gated community:

- Communities with more than 200 dwelling units, the minimum gate storage length is 100 feet.
- Also, storage distance in advance of the gate needs to be of sufficient length to have a very high probability of storing all arriving vehicles. A 98% probability is suggested for gated access for a major arterial and 90% probability to lower road categories. Peak 15-minute interval volume expressed in vehicles per hour should be used for delay and queue analysis.

According to the gated development requirements by Miami Dade County Public Works Department, the following recommendations should be met for a gated community:

- Communities with more than 200 dwelling units, the minimum gate storage length is 175 feet.

Therefore, in order to determine the stacking length accumulation under the future traffic conditions, a queuing analysis was performed encompassing the M/M/C/K (Queue can only hold K customers) queuing traffic model. Table 5 presents a summary of the queuing analysis based on the proposed conditions and procedures.

Table 5: Proposed Access Road Operations

C (No. of Server)	K (Queue Capacity)	λ (Incoming Rate)	μ (services/hour)		Probability of Entities being in the System
1	14	29 (veh/hour)	60 (veh /hour)		
ρ (Server Utilization)	L (Average Entities in System)	Lq(Average Entities in Queue)	W (Average Time Spent in System)	Wq (Average Time Waiting in Line)	
0.4833	0.9352	0.4519	0.0322	0.0156	0.1207

1. 60 seconds for visitors credentials at northwest 97th Avenue and Northwest 900th Block
2. 25 feet of storage length per vehicle
3. 343 feet storage capacity

An MMCK probability analysis was performed for the 29 vehicles that will ingress the Community through during the PM peak hour. Based on the 60 seconds of visitors registration time at main entrance, it is concluded that a probability of less than 15% of having 2 vehicles in queue. Therefore, the 343 feet of storage capacity for the proposed gate system safety improvement will satisfy the traffic demand.

9.2 Emergency Vehicles Access

According to "Miami-Dade Fire Rescue Access Road Requirements", for Gated communities or properties:

- Gates to communities or properties shall be a minimum 15 feet clear width if the approach to and/or departure from the gate is not within a turn radius,
- Gates that are within a turn radius shall be a minimum 20 feet clear width,
- Fire Department access to gated communities shall be by Knox Key Switch model 3502 ONLY or Knox padlock model 3753 on manual gates where permitted.

As a result, fire departments minimum requirements are being included as part of the concept development.

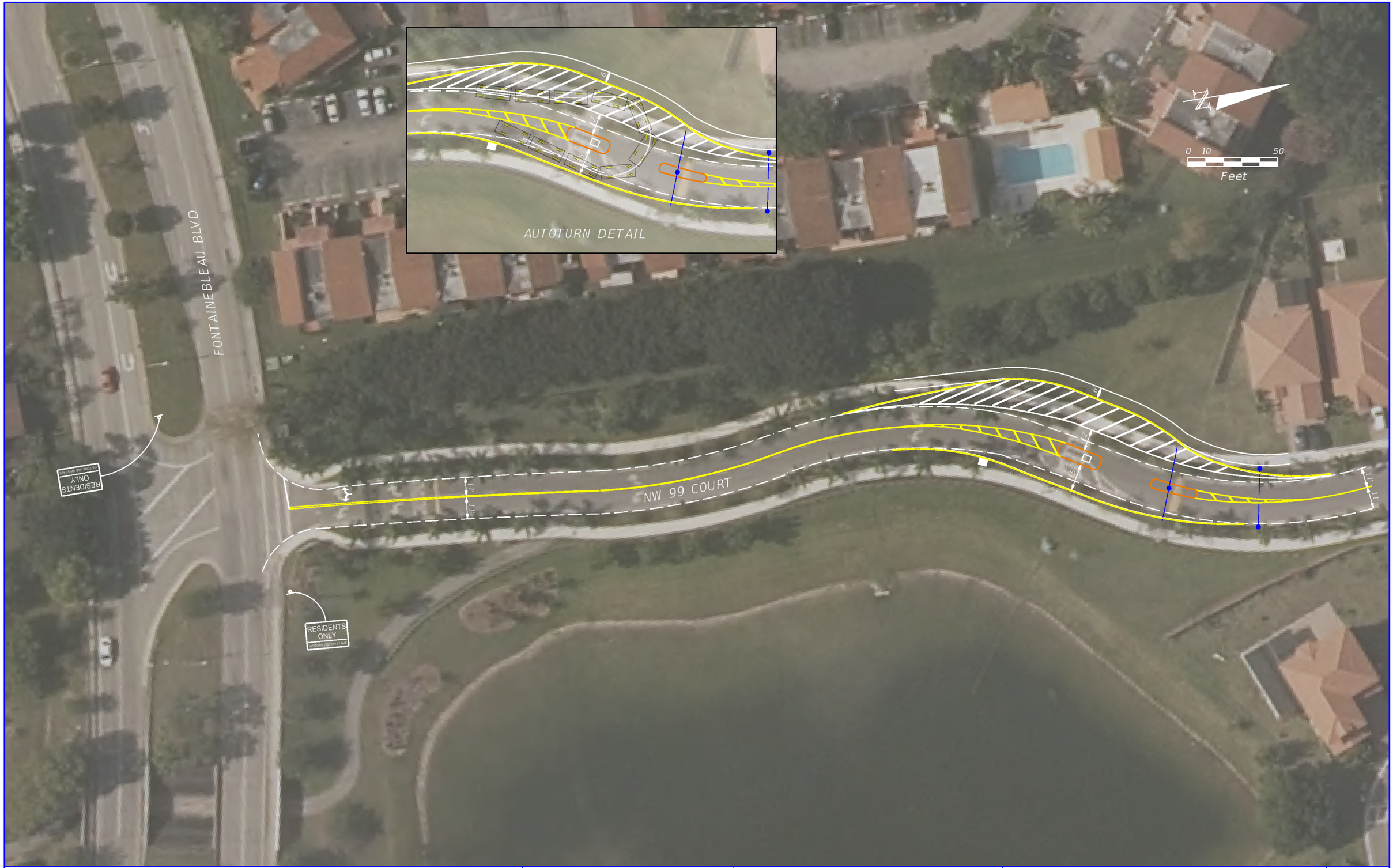
10.0 Summary of Findings and Recommendations

Based on the gate operation analysis performed during the development of this report, the following conclusions and recommendations were determined:

- As part of the proposed gate system, 100% of the visitors will enter the community through Northwest 97th Avenue at Northwest 900th Court while Residents' will access the community through Fontainebleau Blvd at Northwest 900th Court. Both access points will serve as exit for visitors and residents only. Appendix A show the proposed gate concept development layout for the community of Las Ramblas.
- As part of the LOS analysis, a microscopic increase of delay for certain lane groups and movements will occur under the AM and PM Peak hours once the new gate system is implemented. Differentials cannot be perceived by drivers. Intersections will continue operating at the same current LOS.
- A simulation of the gate and keypad operations was performed using SYNCHRO 8.0. The queue analysis concluded that the proposed gates and closures queues will be of 56 feet, which is less than the 343 feet available.
- Based on the M/M/C/K method of queue theory, it is concluded that the 343 feet of storage capacity for the proposed gate system safety improvement processed within a 60 seconds will have sufficient capacity to serve traffic demand.
- It is recommended a smart gate system with features such as priority arm opening given to residents at arrival time in order to ensure high processing speed and optimum traffic flow at community entrance.

In summary, the gate access traffic pattern modification at Las Ramblas Community would not have an adverse impact on the surrounding roadway network and/or affect other traffic generators in the area.

Appendix A:
Residential Gate Entrance Plan



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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ENGINEER OF RECORD: JUAN S. CALDERON, P.E., PTOE
P.E. LICENSE NO.:58569

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	MIAMI-DADE	

LAS RAMBLAS
PROPOSED GATED ENTRANCE

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$

Appendix B:
Traffic Data Collection

County: 99
Station: 0005
Description: FONTAINEBLEU BLVD E NW 99TH COURT
Start Date: 01/14/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	35	20	17	26	98	26	36	25	34	121	219
0100	16	10	13	6	45	22	16	14	11	63	108
0200	13	5	6	6	30	3	10	8	11	32	62
0300	15	12	5	7	39	14	7	10	8	39	78
0400	10	14	15	29	68	9	9	10	16	44	112
0500	20	25	47	63	155	12	15	22	35	84	239
0600	68	104	118	160	450	43	67	92	112	314	764
0700	163	189	236	212	800	122	108	152	159	541	1341
0800	180	216	247	217	860	208	201	182	188	779	1639
0900	144	152	126	132	554	120	151	125	128	524	1078
1000	122	131	132	135	520	110	147	118	137	512	1032
1100	121	144	126	128	519	144	142	125	176	587	1106
1200	143	164	156	168	631	161	159	169	157	646	1277
1300	144	148	137	165	594	187	136	174	169	666	1260
1400	161	129	155	147	592	179	201	154	213	747	1339
1500	124	187	156	170	637	142	263	214	213	832	1469
1600	149	177	198	190	714	234	294	256	311	1095	1809
1700	197	218	231	196	842	283	268	265	268	1084	1926
1800	184	192	179	172	727	252	256	285	231	1024	1751
1900	172	222	162	138	694	207	197	172	192	768	1462
2000	142	162	138	137	579	163	170	139	116	588	1167
2100	112	118	103	113	446	110	111	97	95	413	859
2200	95	89	80	87	351	87	70	87	84	328	679
2300	62	47	41	38	188	59	58	55	46	218	406
24-Hour Totals:					11133					12049	23182

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
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P.M.	1700	842	1615	1144	1645	1963
Daily	800	860	1615	1144	1645	1963

Generated by SPS 5.0.30P

NW 97th Avenue & NW 900 BLK

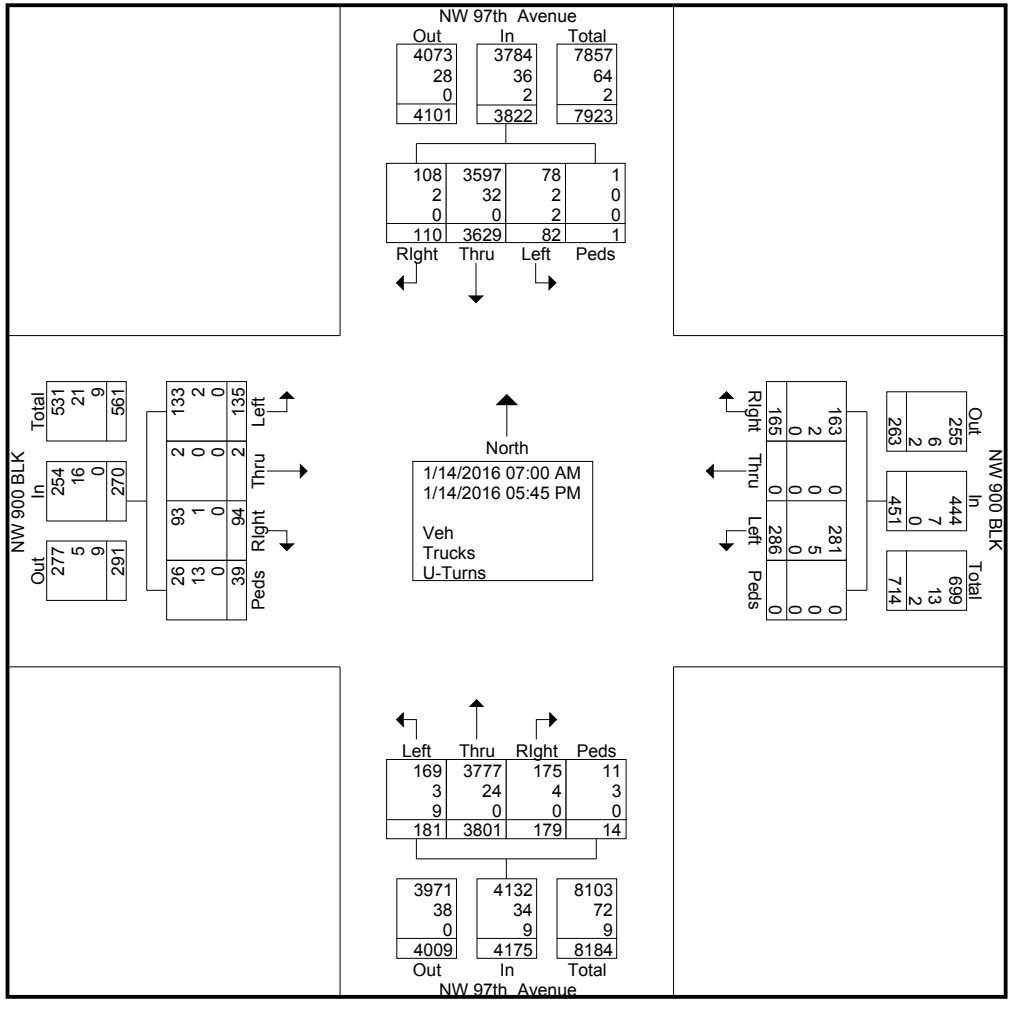
File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Veh - Trucks - Turns

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
07:00 AM	1	88	4	0	93	4	318	2	2	326	13	0	10	0	23	10	0	6	5	21	463
07:15 AM	1	69	4	0	74	5	312	4	3	324	26	0	15	0	41	7	0	2	8	17	456
07:30 AM	2	98	3	0	103	6	357	7	1	371	29	0	13	0	42	10	0	9	2	21	537
07:45 AM	2	90	2	0	94	8	374	6	0	388	30	0	11	0	41	16	0	7	3	26	549
Total	6	345	13	0	364	23	1361	19	6	1409	98	0	49	0	147	43	0	24	18	85	2005
08:00 AM	2	105	5	0	112	11	351	1	0	363	24	0	15	0	39	18	0	13	1	32	546
08:15 AM	2	101	6	1	110	11	297	11	0	319	19	0	20	0	39	7	0	9	2	18	486
08:30 AM	3	123	6	0	132	7	309	7	2	325	21	0	13	0	34	6	0	3	4	13	504
08:45 AM	3	107	0	0	110	4	332	7	0	343	16	0	13	0	29	10	0	2	2	14	496
Total	10	436	17	1	464	33	1289	26	2	1350	80	0	61	0	141	41	0	27	9	77	2032
*** BREAK ***																					
04:00 PM	13	270	6	0	289	20	109	14	0	143	13	0	11	0	24	9	2	9	2	22	478
04:15 PM	8	388	9	0	405	11	128	13	0	152	26	0	7	0	33	3	0	4	0	7	597
04:30 PM	5	319	9	0	333	18	139	12	1	170	10	0	3	0	13	7	0	6	0	13	529
04:45 PM	3	372	10	0	385	11	170	23	0	204	14	0	9	0	23	7	0	9	5	21	633
Total	29	1349	34	0	1412	60	546	62	1	669	63	0	30	0	93	26	2	28	7	63	2237
05:00 PM	8	370	3	0	381	15	152	14	1	182	13	0	8	0	21	6	0	4	0	10	594
05:15 PM	8	392	19	0	419	13	156	19	1	189	10	0	7	0	17	9	0	2	1	12	637
05:30 PM	7	374	14	0	395	18	150	20	2	190	8	0	4	0	12	5	0	4	2	11	608
05:45 PM	14	363	10	0	387	19	147	19	1	186	14	0	6	0	20	5	0	5	2	12	605
Total	37	1499	46	0	1582	65	605	72	5	747	45	0	25	0	70	25	0	15	5	45	2444
Grand Total	82	3629	110	1	3822	181	3801	179	14	4175	286	0	165	0	451	135	2	94	39	270	8718
Apprch %	2.1	95	2.9	0		4.3	91	4.3	0.3		63.4	0	36.6	0		50	0.7	34.8	14.4		
Total %	0.9	41.6	1.3	0	43.8	2.1	43.6	2.1	0.2	47.9	3.3	0	1.9	0	5.2	1.5	0	1.1	0.4	3.1	
Veh	78	3597	108	1	3784	169	3777	175	11	4132	281	0	163	0	444	133	2	93	26	254	8614
% Veh	95.1	99.1	98.2	100	99	93.4	99.4	97.8	78.6	99	98.3	0	98.8	0	98.4	98.5	100	98.9	66.7	94.1	98.8
Trucks	2	32	2	0	36	3	24	4	3	34	5	0	2	0	7	2	0	1	13	16	93
% Trucks	2.4	0.9	1.8	0	0.9	1.7	0.6	2.2	21.4	0.8	1.7	0	1.2	0	1.6	1.5	0	1.1	33.3	5.9	1.1
U-Turns	2	0	0	0	2	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	11
% U-Turns	2.4	0	0	0	0.1	5	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 2



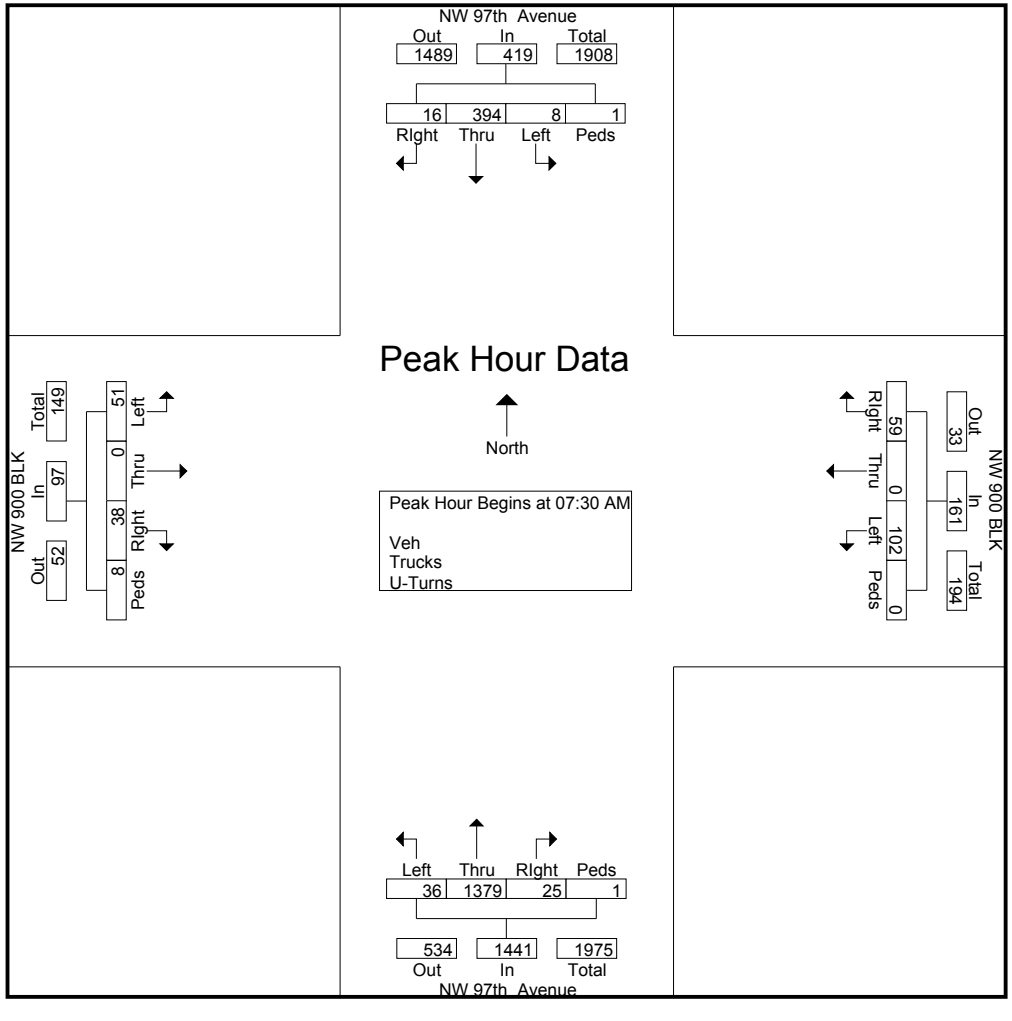
NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**2**	98	3	0	103	6	357	7	**1**	371	29	0	13	0	**42**	10	0	9	2	21	537
07:45 AM	2	90	2	0	94	8	**374**	6	0	**388**	**30**	0	11	0	41	16	0	7	**3**	26	**549**
08:00 AM	2	**105**	5	0	**112**	**11**	351	1	0	363	24	0	15	0	39	**18**	0	**13**	1	**32**	546
08:15 AM	2	101	**6**	**1**	110	11	297	**11**	0	319	19	0	**20**	0	39	7	0	9	2	18	486
Total Volume	8	394	16	1	419	36	1379	25	1	1441	102	0	59	0	161	51	0	38	8	97	2118
% App. Total	1.9	94	3.8	0.2		2.5	95.7	1.7	0.1		63.4	0	36.6	0		52.6	0	39.2	8.2		
PHF	1.00	.938	.667	.250	.935	.818	.922	.568	.250	.928	.850	.000	.738	.000	.958	.708	.000	.731	.667	.758	.964

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 4



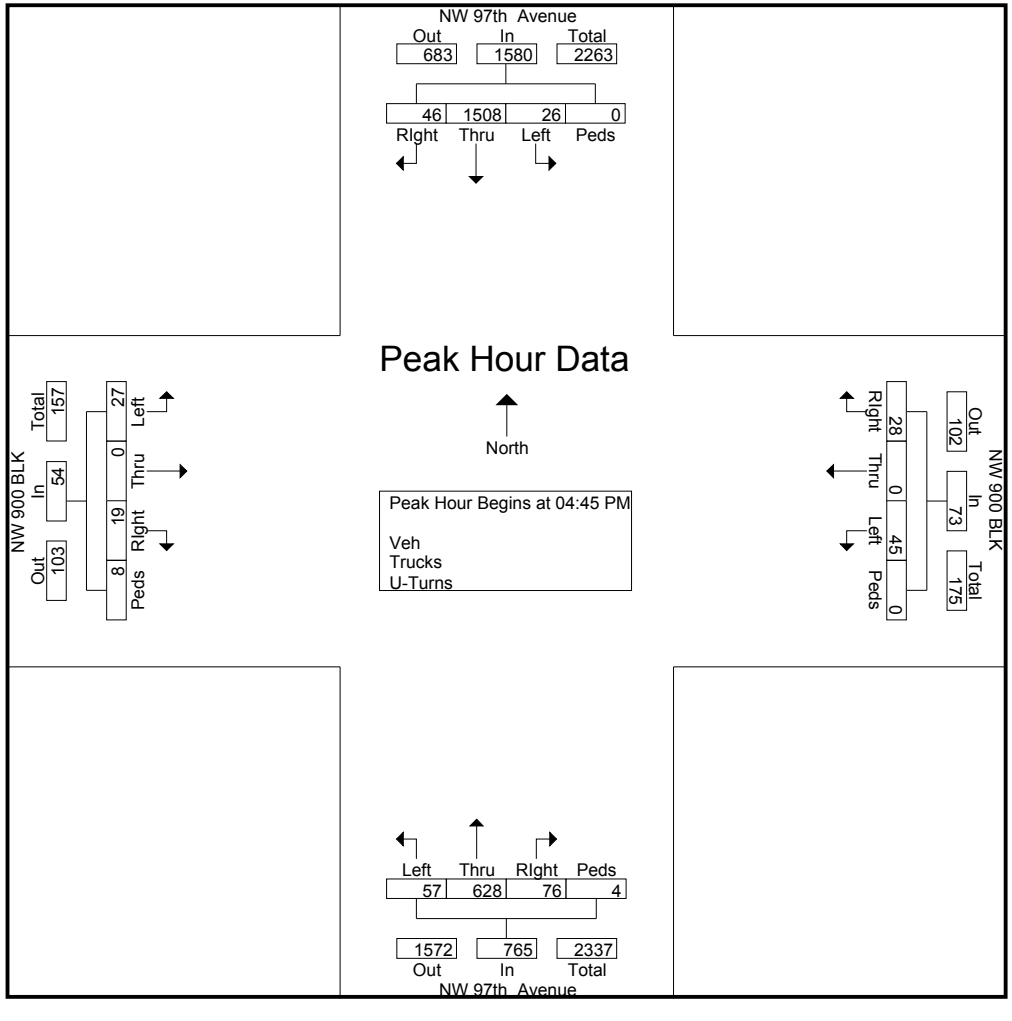
NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 5

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	372	10	0	385	11	**170**	**23**	0	**204**	**14**	0	**9**	0	**23**	7	0	**9**	**5**	**21**	633
05:00 PM	**8**	370	3	0	381	15	152	14	1	182	13	0	8	0	21	6	0	4	0	10	594
05:15 PM	8	**392**	**19**	0	**419**	13	156	19	1	189	10	0	7	0	17	**9**	0	2	1	12	**637**
05:30 PM	7	374	14	0	395	**18**	150	20	**2**	190	8	0	4	0	12	5	0	4	2	11	608
Total Volume	26	1508	46	0	1580	57	628	76	4	765	45	0	28	0	73	27	0	19	8	54	2472
% App. Total	1.6	95.4	2.9	0		7.5	82.1	9.9	0.5		61.6	0	38.4	0		50	0	35.2	14.8		
PHF	.813	.962	.605	.000	.943	.792	.924	.826	.500	.938	.804	.000	.778	.000	.793	.750	.000	.528	.400	.643	.970

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 6



NW 97th Avenue & NW 900 BLK

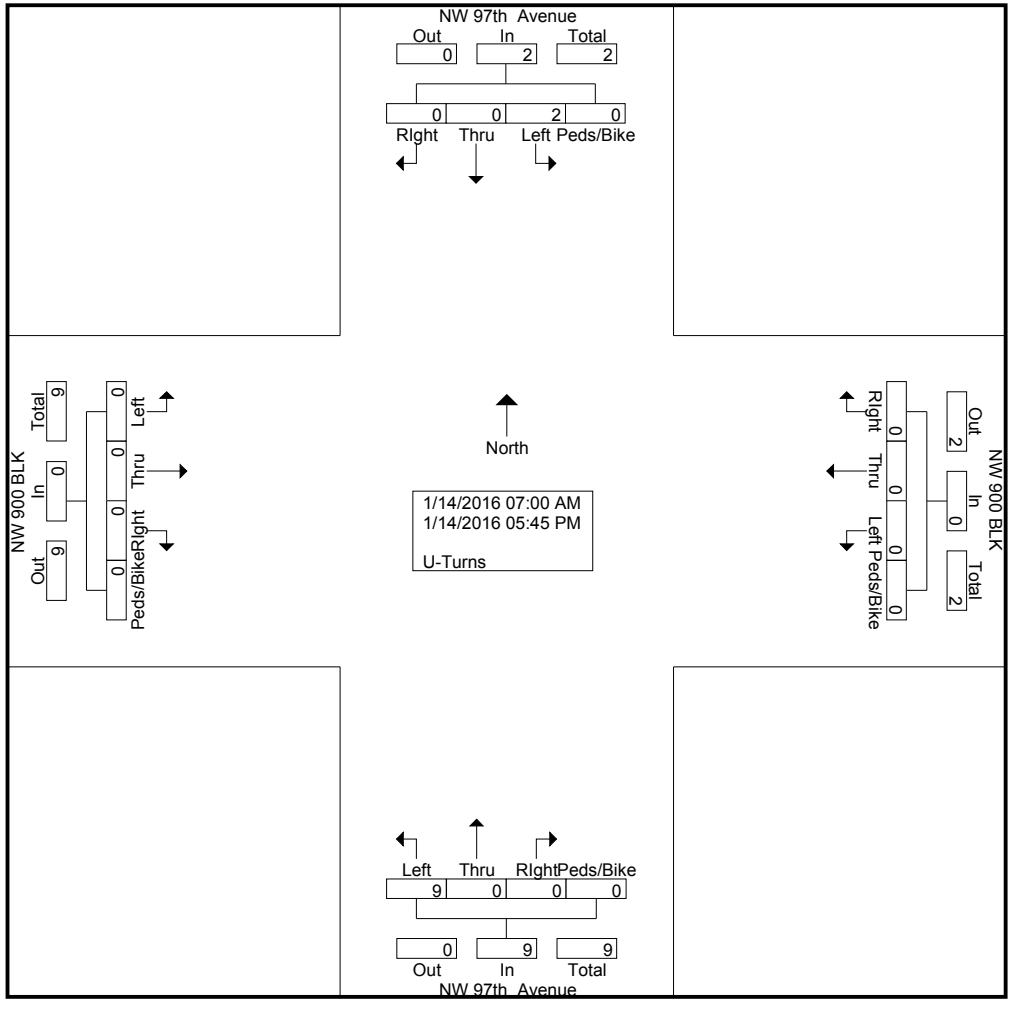
File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Turns

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Grand Total	2	0	0	0	2	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	11
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	18.2	0	0	0	18.2	81.8	0	0	0	81.8	0	0	0	0	0	0	0	0	0	0	

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 2



NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
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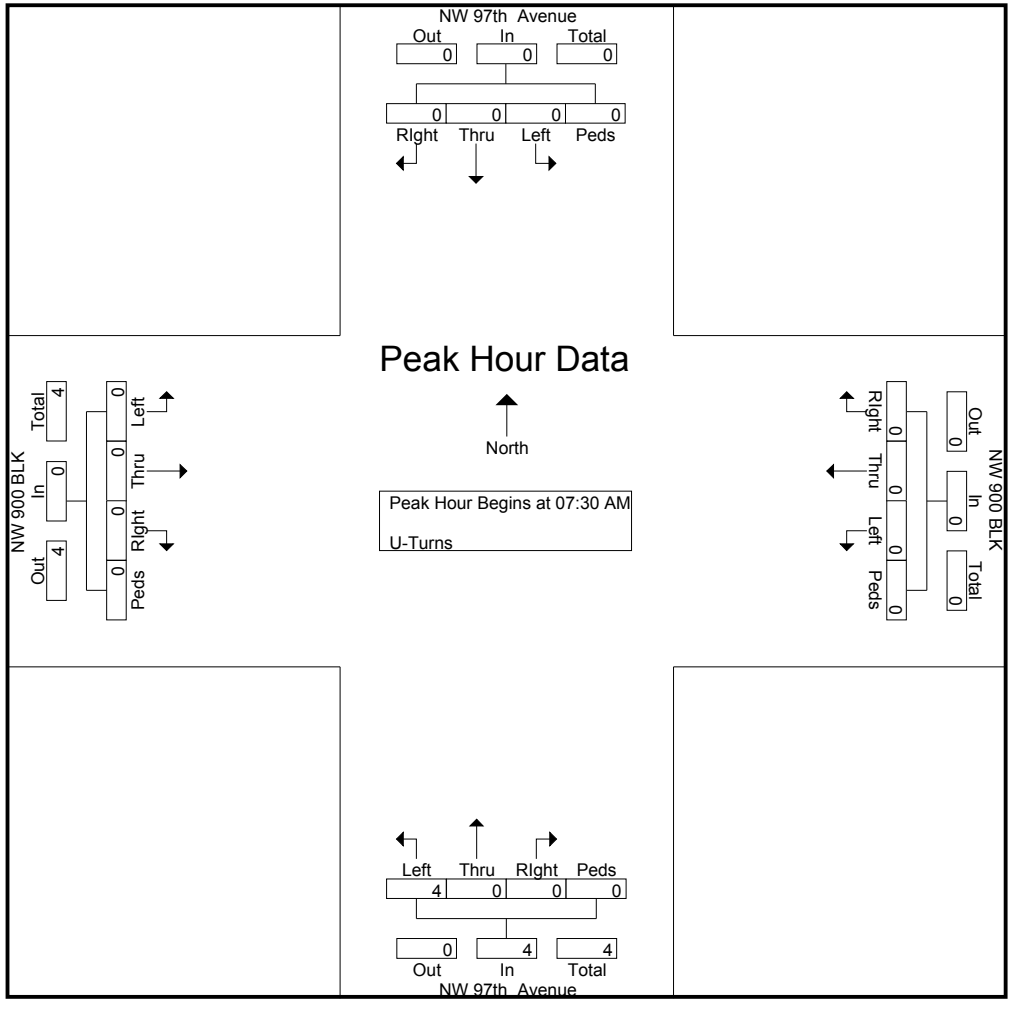


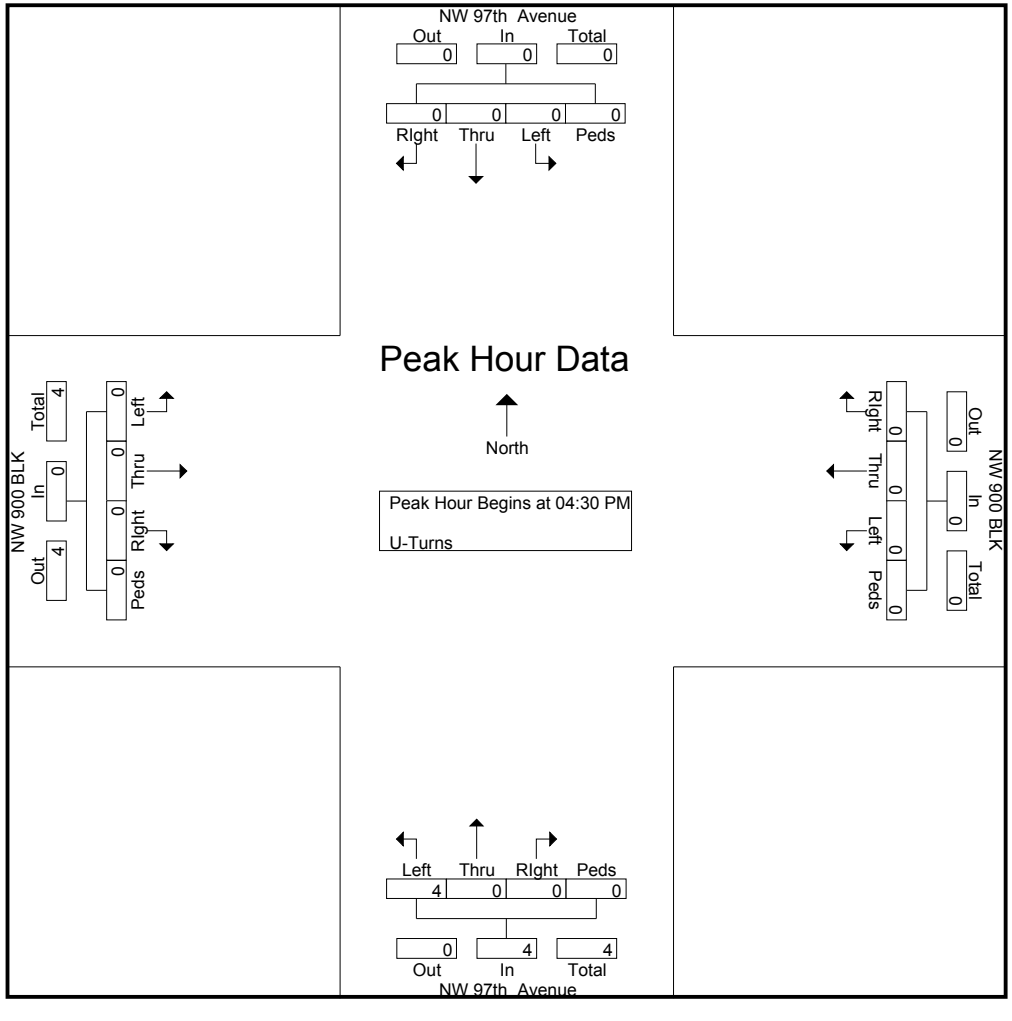
NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 5

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 6



NW 97th Avenue & NW 900 BLK

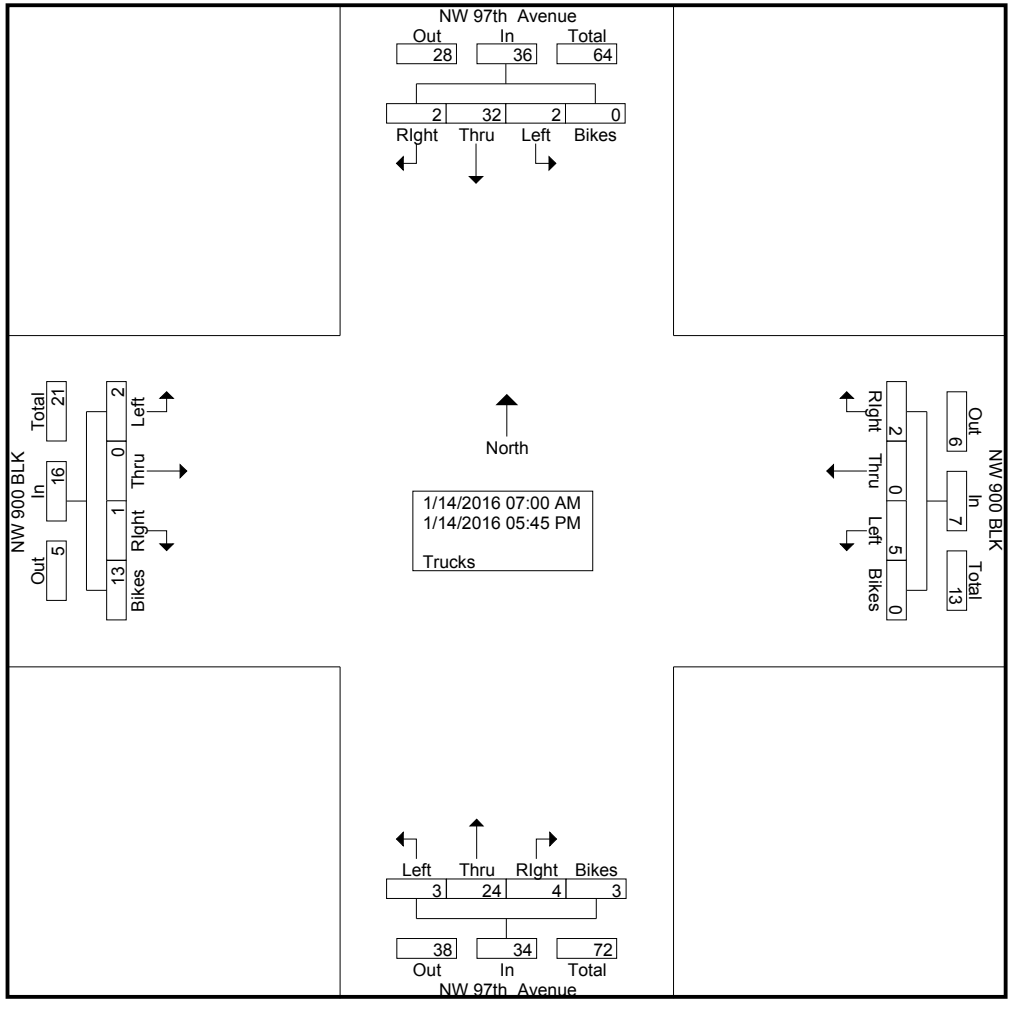
File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Trucks

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
07:00 AM	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	8
07:15 AM	0	4	1	0	5	2	4	0	0	6	0	0	0	0	0	0	0	0	2	2	13
07:30 AM	0	1	0	0	1	0	3	2	0	5	0	0	2	0	2	0	0	0	0	0	8
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	4
Total	0	12	1	0	13	2	9	2	0	13	0	0	2	0	2	0	0	0	5	5	33
08:00 AM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	8
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	15	0	0	15	0	3	1	0	4	1	0	0	0	1	0	0	0	1	1	21
*** BREAK ***																					
04:00 PM	2	2	1	0	5	0	2	0	0	2	3	0	0	0	3	0	0	1	1	2	12
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
04:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	4	4	7
Total	2	4	1	0	7	0	7	1	0	8	4	0	0	0	4	2	0	1	5	8	27
05:00 PM	0	1	0	0	1	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	1	1	4
*** BREAK ***																					
Total	0	1	0	0	1	1	5	0	3	9	0	0	0	0	0	0	0	0	2	2	12
Grand Total	2	32	2	0	36	3	24	4	3	34	5	0	2	0	7	2	0	1	13	16	93
Apprch %	5.6	88.9	5.6	0		8.8	70.6	11.8	8.8		71.4	0	28.6	0		12.5	0	6.2	81.2		
Total %	2.2	34.4	2.2	0	38.7	3.2	25.8	4.3	3.2	36.6	5.4	0	2.2	0	7.5	2.2	0	1.1	14	17.2	

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 2



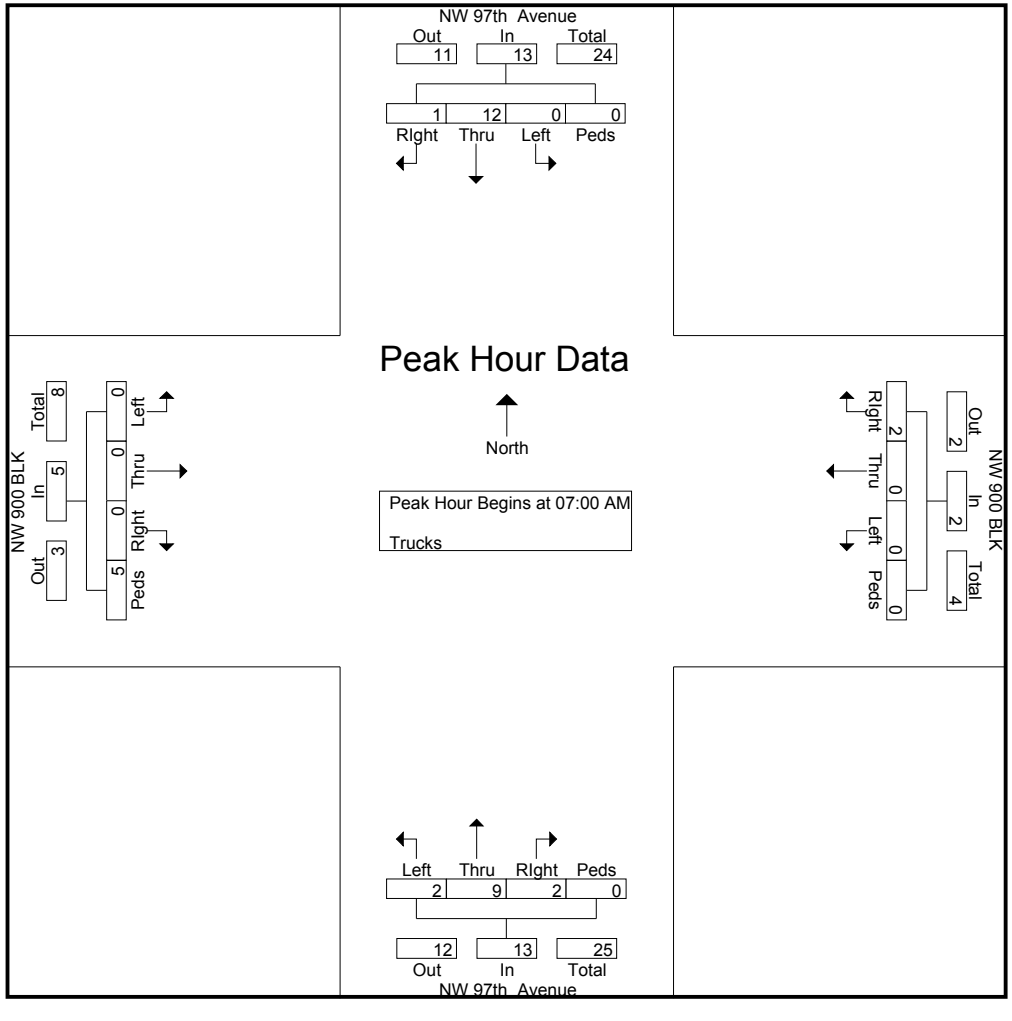
NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**6**	0	0	**6**	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	8
07:15 AM	0	4	**1**	0	5	**2**	**4**	0	0	**6**	0	0	0	0	0	0	0	0	**2**	**2**	**13**
07:30 AM	0	1	0	0	1	0	3	**2**	0	5	0	0	**2**	0	**2**	0	0	0	0	0	8
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	4
Total Volume	0	12	1	0	13	2	9	2	0	13	0	0	2	0	2	0	0	0	5	5	33
% App. Total	0	92.3	7.7	0		15.4	69.2	15.4	0		0	0	100	0		0	0	0	100		
PHF	.000	.500	.250	.000	.542	.250	.563	.250	.000	.542	.000	.000	.250	.000	.250	.000	.000	.000	.625	.625	.635

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 4



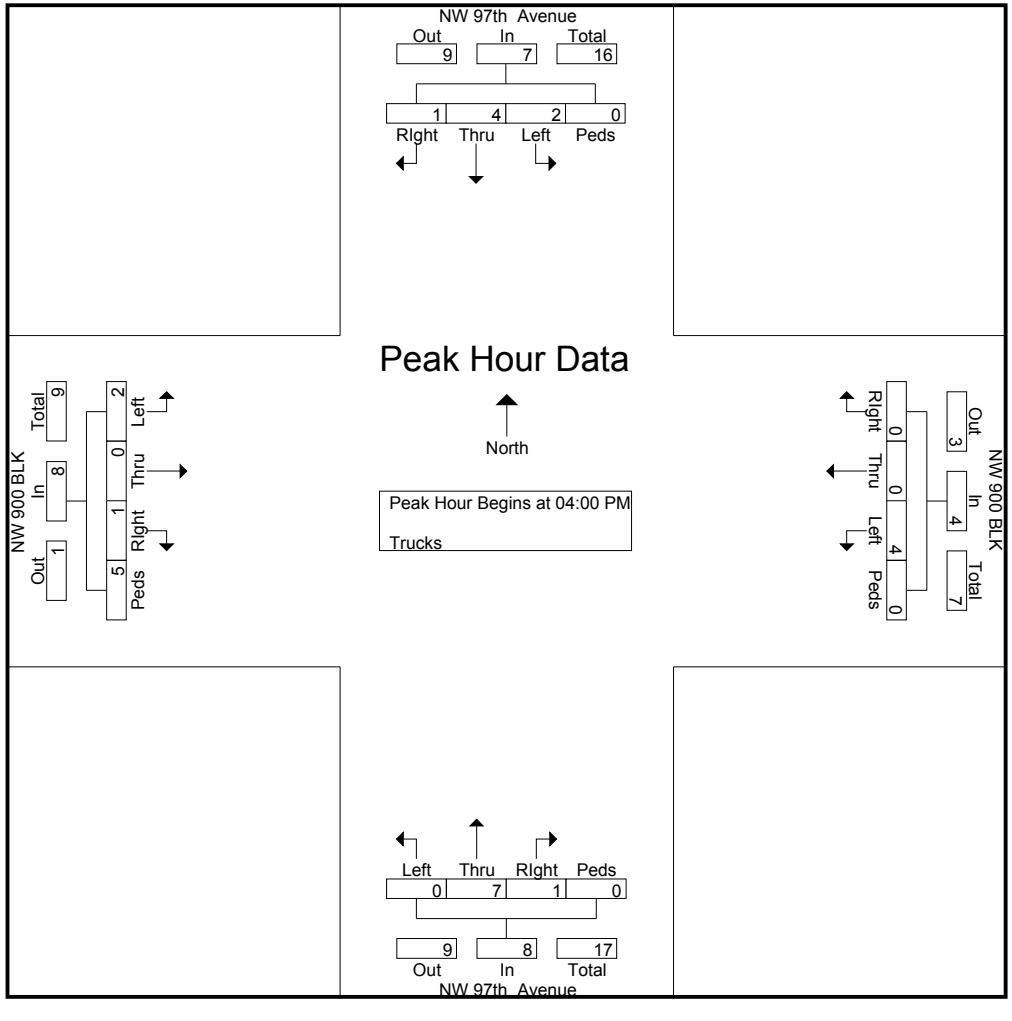
NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 5

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					NW 900 BLK Westbound					NW 900 BLK Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**2**	**2**	**1**	0	**5**	0	2	0	0	2	**3**	0	0	0	**3**	0	0	**1**	1	2	**12**
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	**1**	0	0	0	1	3
04:30 PM	0	1	0	0	1	0	**3**	0	0	**3**	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	0	0	0	0	0	0	1	**1**	0	2	1	0	0	0	1	0	0	0	**4**	**4**	7
Total Volume	2	4	1	0	7	0	7	1	0	8	4	0	0	0	4	2	0	1	5	8	27
% App. Total	28.6	57.1	14.3	0		0	87.5	12.5	0		100	0	0	0		25	0	12.5	62.5		
PHF	.250	.500	.250	.000	.350	.000	.583	.250	.000	.667	.333	.000	.000	.000	.333	.500	.000	.250	.313	.500	.563

NW 97th Avenue & NW 900 BLK

File Name : NW 97th Avenue Blvd & NW 900 BLK
Site Code : 00000000
Start Date : 1/14/2016
Page No : 6



Fontainebleau Blvd & NW 99th Court

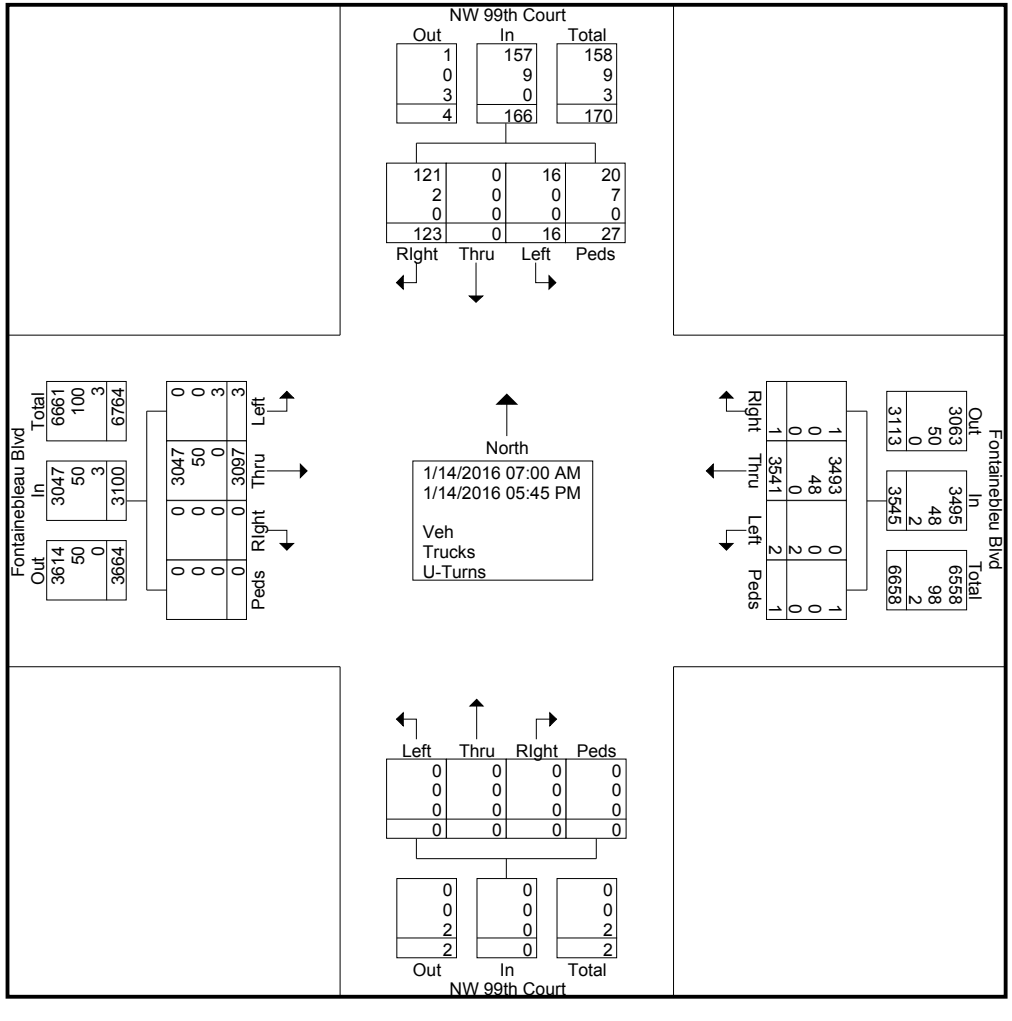
File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Veh - Trucks - Turns

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
07:00 AM	1	0	8	3	12	0	0	0	0	0	0	119	0	0	119	1	154	0	0	155	286
07:15 AM	1	0	5	4	10	0	0	0	0	0	0	123	0	0	123	0	194	0	0	194	327
07:30 AM	0	0	12	2	14	0	0	0	0	0	0	157	0	0	157	0	219	0	0	219	390
07:45 AM	1	0	13	2	16	0	0	0	0	0	0	156	0	0	156	0	199	0	0	199	371
Total	3	0	38	11	52	0	0	0	0	0	0	555	0	0	555	1	766	0	0	767	1374
08:00 AM	0	0	14	0	14	0	0	0	0	0	0	208	0	0	208	0	170	0	0	170	392
08:15 AM	0	0	12	2	14	0	0	0	0	0	0	179	0	0	179	0	203	0	0	203	396
08:30 AM	2	0	7	1	10	0	0	0	0	0	0	173	0	1	174	0	220	0	0	220	404
08:45 AM	0	0	5	3	8	0	0	0	0	0	0	185	0	0	185	0	196	0	0	196	389
Total	2	0	38	6	46	0	0	0	0	0	0	745	0	1	746	0	789	0	0	789	1581
*** BREAK ***																					
04:00 PM	1	0	4	2	7	0	0	0	0	0	0	235	0	0	235	0	141	0	0	141	383
04:15 PM	2	0	7	0	9	0	0	0	0	0	1	281	1	0	283	2	197	0	0	199	491
04:30 PM	0	0	6	1	7	0	0	0	0	0	0	272	0	0	272	0	190	0	0	190	469
04:45 PM	2	0	9	2	13	0	0	0	0	0	0	297	0	0	297	0	201	0	0	201	511
Total	5	0	26	5	36	0	0	0	0	0	1	1085	1	0	1087	2	729	0	0	731	1854
05:00 PM	1	0	3	2	6	0	0	0	0	0	1	301	0	0	302	0	185	0	0	185	493
05:15 PM	1	0	9	0	10	0	0	0	0	0	0	277	0	0	277	0	224	0	0	224	511
05:30 PM	2	0	6	1	9	0	0	0	0	0	0	293	0	0	293	0	220	0	0	220	522
05:45 PM	2	0	3	2	7	0	0	0	0	0	0	285	0	0	285	0	184	0	0	184	476
Total	6	0	21	5	32	0	0	0	0	0	1	1156	0	0	1157	0	813	0	0	813	2002
Grand Total	16	0	123	27	166	0	0	0	0	0	2	3541	1	1	3545	3	3097	0	0	3100	6811
Apprch %	9.6	0	74.1	16.3		0	0	0	0		0.1	99.9	0	0		0.1	99.9	0	0		
Total %	0.2	0	1.8	0.4	2.4	0	0	0	0	0	0	52	0	0	52	0	45.5	0	0	45.5	
Veh	16	0	121	20	157	0	0	0	0	0	0	3493	1	1	3495	0	3047	0	0	3047	6699
% Veh	100	0	98.4	74.1	94.6	0	0	0	0	0	0	98.6	100	100	98.6	0	98.4	0	0	98.3	98.4
Trucks	0	0	2	7	9	0	0	0	0	0	0	48	0	0	48	0	50	0	0	50	107
% Trucks	0	0	1.6	25.9	5.4	0	0	0	0	0	0	1.4	0	0	1.4	0	1.6	0	0	1.6	1.6
U-Turns	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
% U-Turns	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0.1	100	0	0	0	0.1	0.1

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 2



Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	**14**	0	**14**	0	0	0	0	0	0	**208**	0	0	**208**	0	170	0	0	170	392
08:15 AM	0	0	12	2	14	0	0	0	0	0	0	179	0	0	179	0	203	0	0	203	396
08:30 AM	**2**	0	7	1	10	0	0	0	0	0	0	173	0	**1**	174	0	**220**	0	0	**220**	**404**
08:45 AM	0	0	5	**3**	8	0	0	0	0	0	0	185	0	0	185	0	196	0	0	196	389
Total Volume	2	0	38	6	46	0	0	0	0	0	0	745	0	1	746	0	789	0	0	789	1581
% App. Total	4.3	0	82.6	13		0	0	0	0		0	99.9	0	0.1		0	100	0	0		
PHF	.250	.000	.679	.500	.821	.000	.000	.000	.000	.000	.000	.895	.000	.250	.897	.000	.897	.000	.000	.897	.978

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
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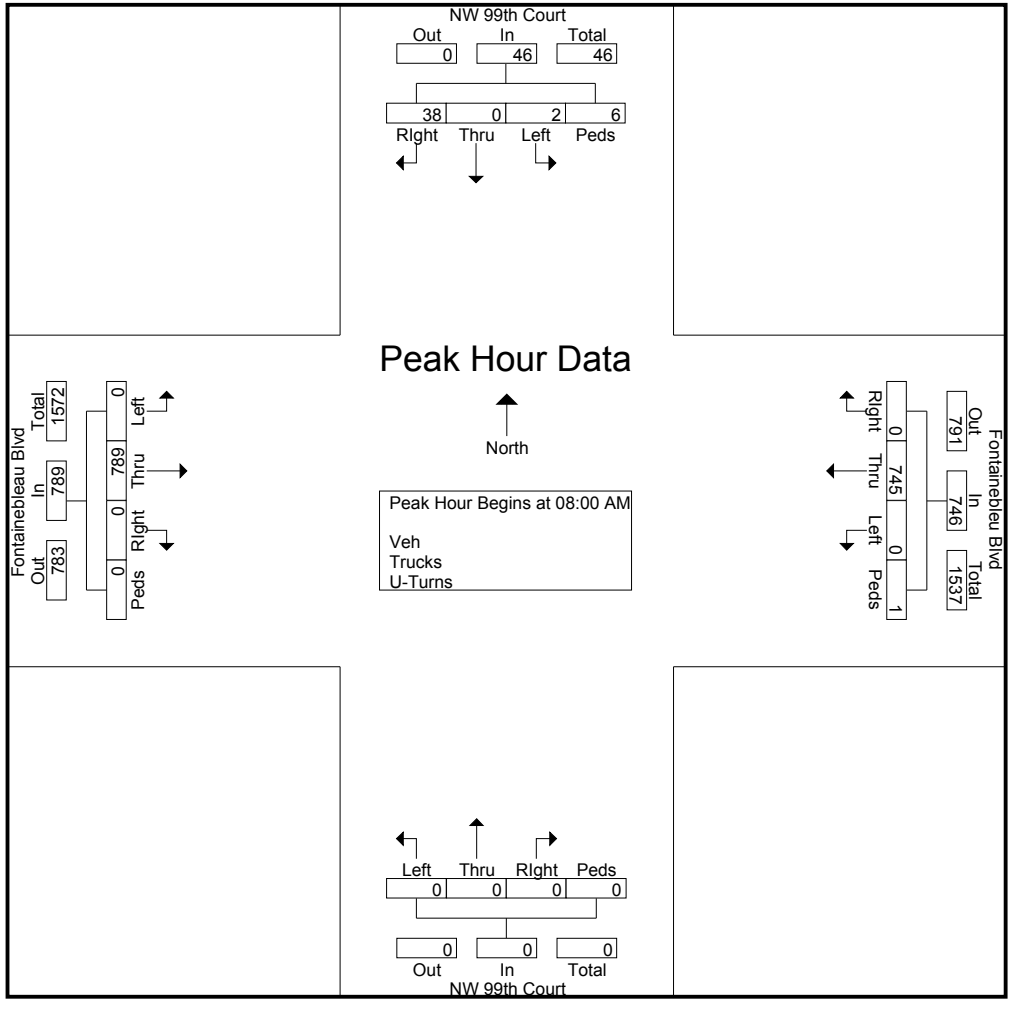

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 5

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**2**	0	**9**	**2**	**13**	0	0	0	0	0	0	297	0	0	297	0	201	0	0	201	511
05:00 PM	1	0	3	2	6	0	0	0	0	0	**1**	**301**	0	0	**302**	0	185	0	0	185	493
05:15 PM	1	0	9	0	10	0	0	0	0	0	0	277	0	0	277	0	**224**	0	0	**224**	511
05:30 PM	2	0	6	1	9	0	0	0	0	0	0	293	0	0	293	0	220	0	0	220	**522**
Total Volume	6	0	27	5	38	0	0	0	0	0	1	1168	0	0	1169	0	830	0	0	830	2037
% App. Total	15.8	0	71.1	13.2		0	0	0	0		0.1	99.9	0	0		0	100	0	0		
PHF	.750	.000	.750	.625	.731	.000	.000	.000	.000	.000	.250	.970	.000	.000	.968	.000	.926	.000	.000	.926	.976

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
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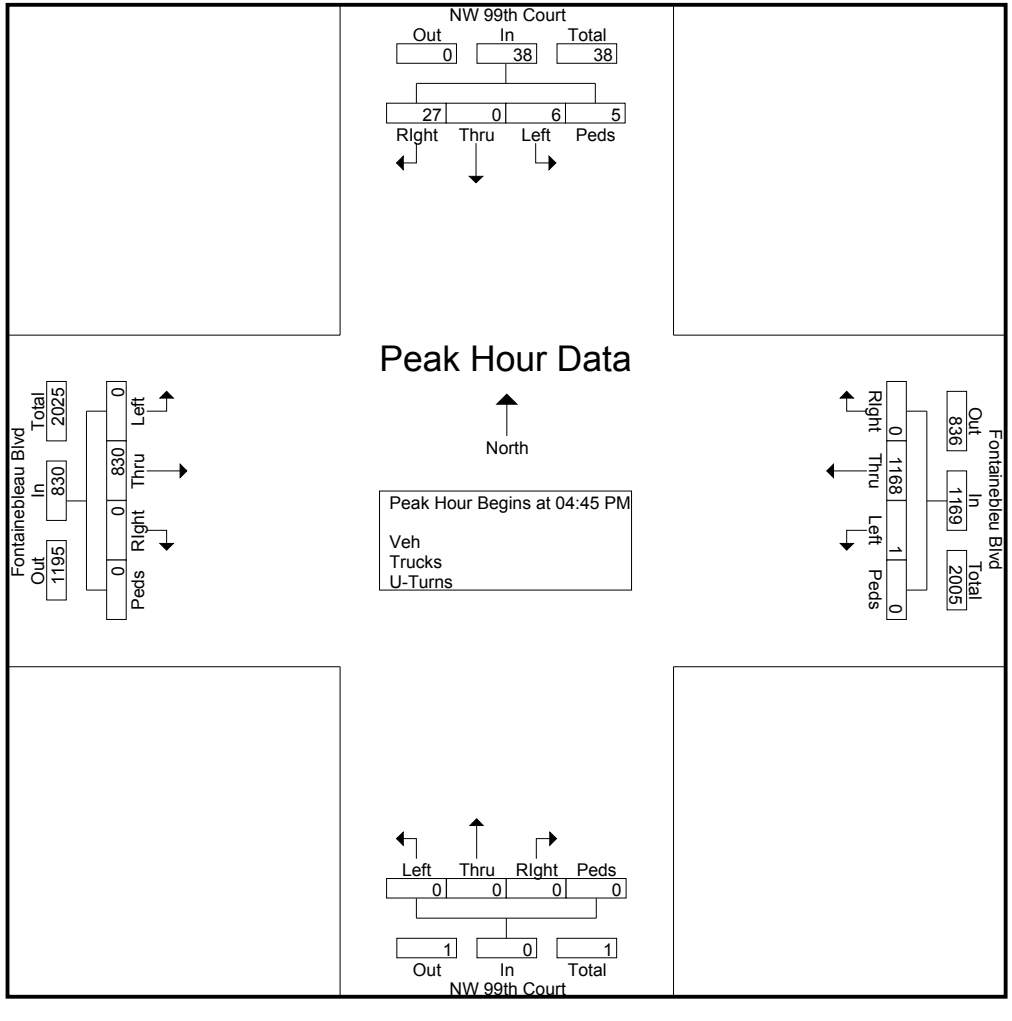

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Turns

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	40	0	0	0	40	60	0	0	0	60	

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
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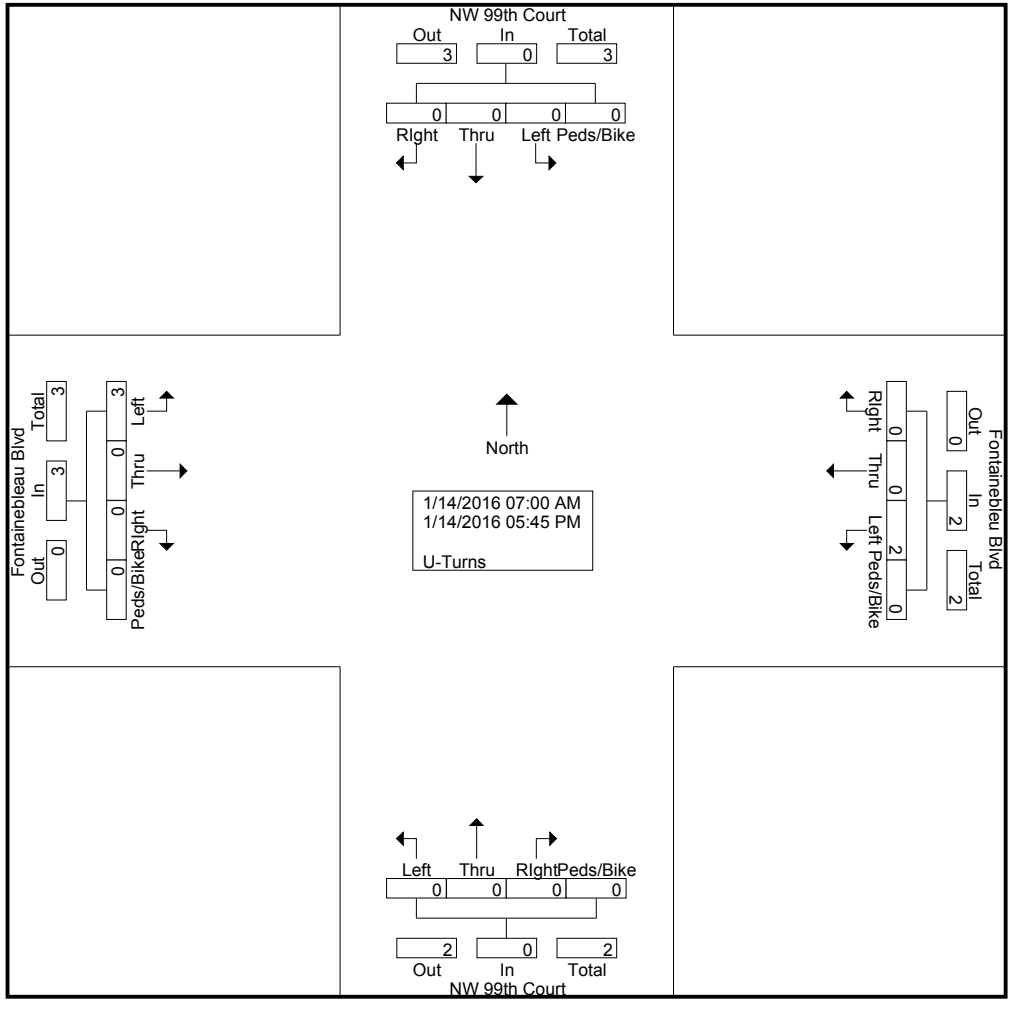

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
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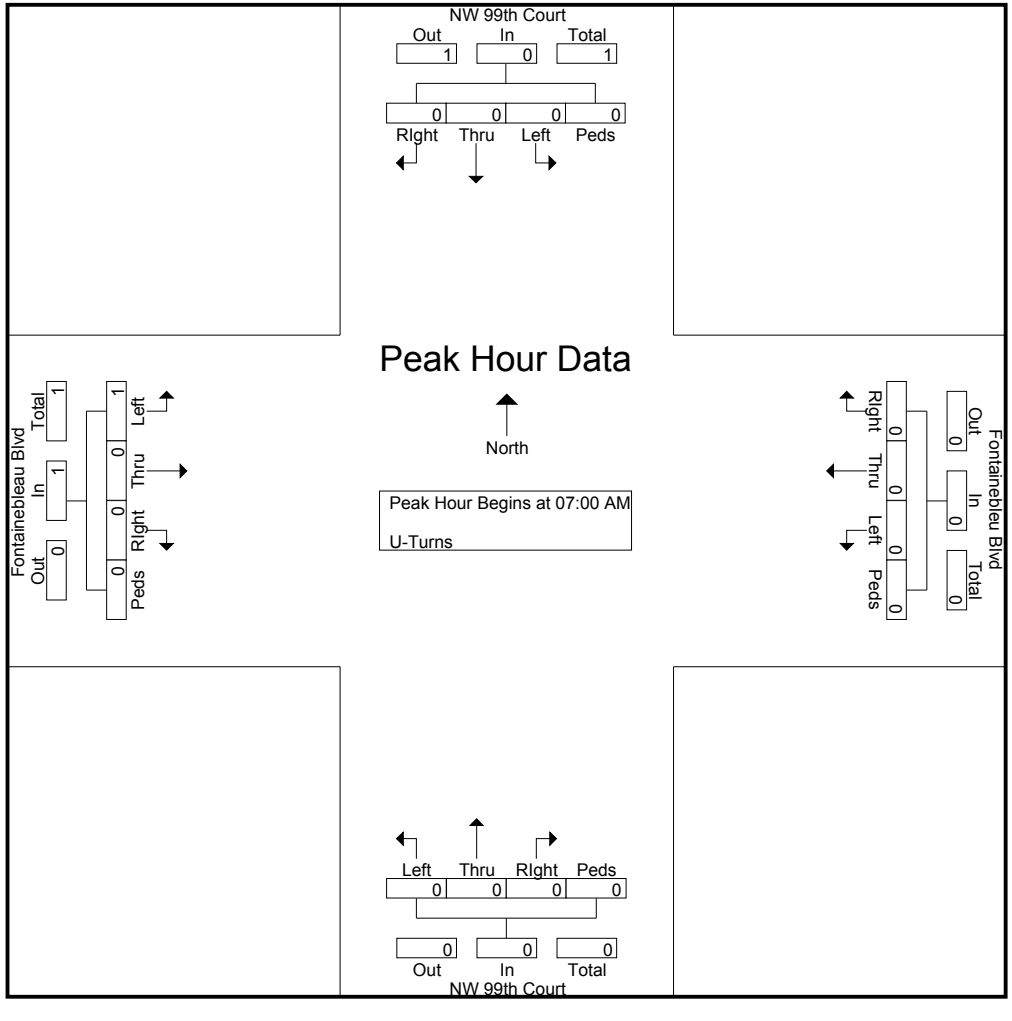

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
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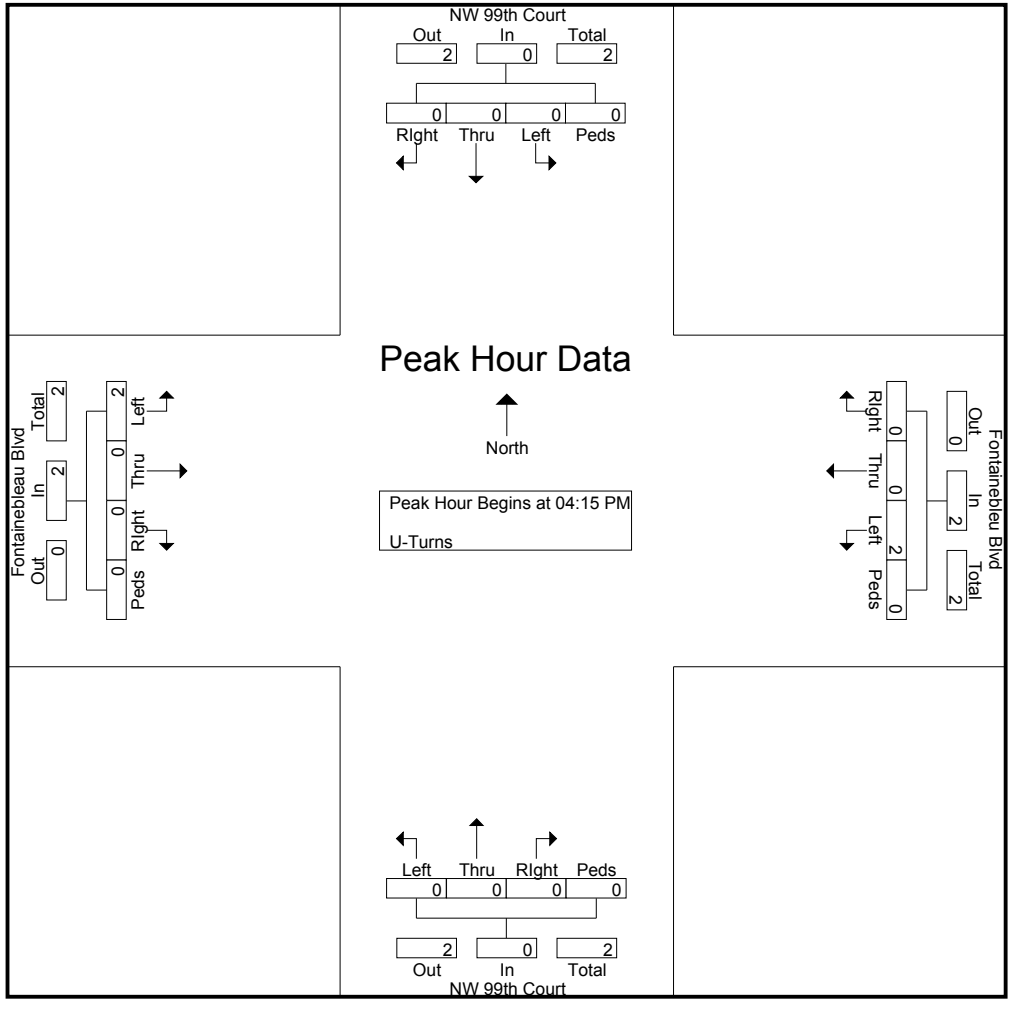
	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**2**	0	0	0	**2**	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.333

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 6



Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Trucks

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	13
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	12
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
Total	0	0	1	2	3	0	0	0	0	0	0	15	0	0	15	0	22	0	0	22	40
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	11	0	0	11	16
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
04:30 PM	0	0	1	1	2	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	10
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	0	0	1	3	4	0	0	0	0	0	0	19	0	0	19	0	12	0	0	12	35
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	5
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
Total	0	0	0	2	2	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	16
Grand Total	0	0	2	7	9	0	0	0	0	0	0	48	0	0	48	0	50	0	0	50	107
Apprch %	0	0	22.2	77.8		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	1.9	6.5	8.4	0	0	0	0	0	0	44.9	0	0	44.9	0	46.7	0	0	46.7	

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
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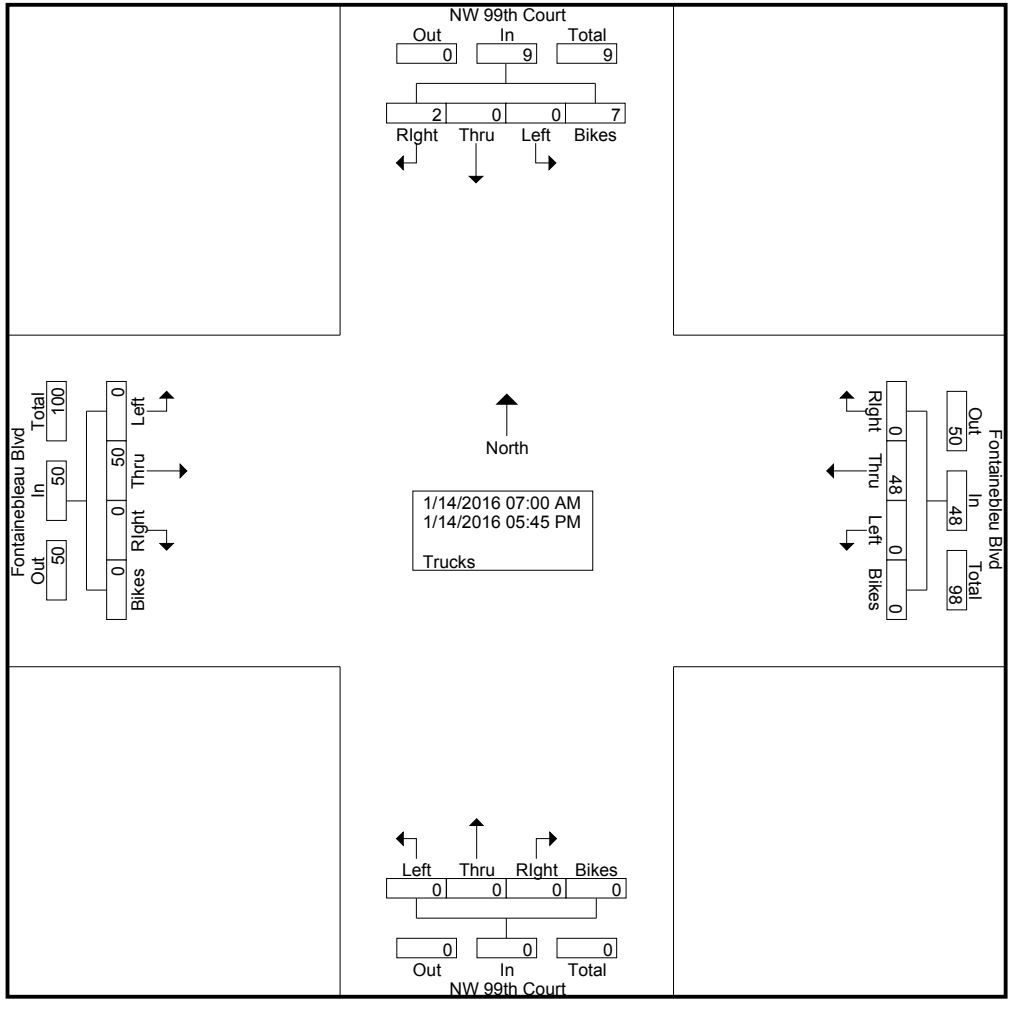


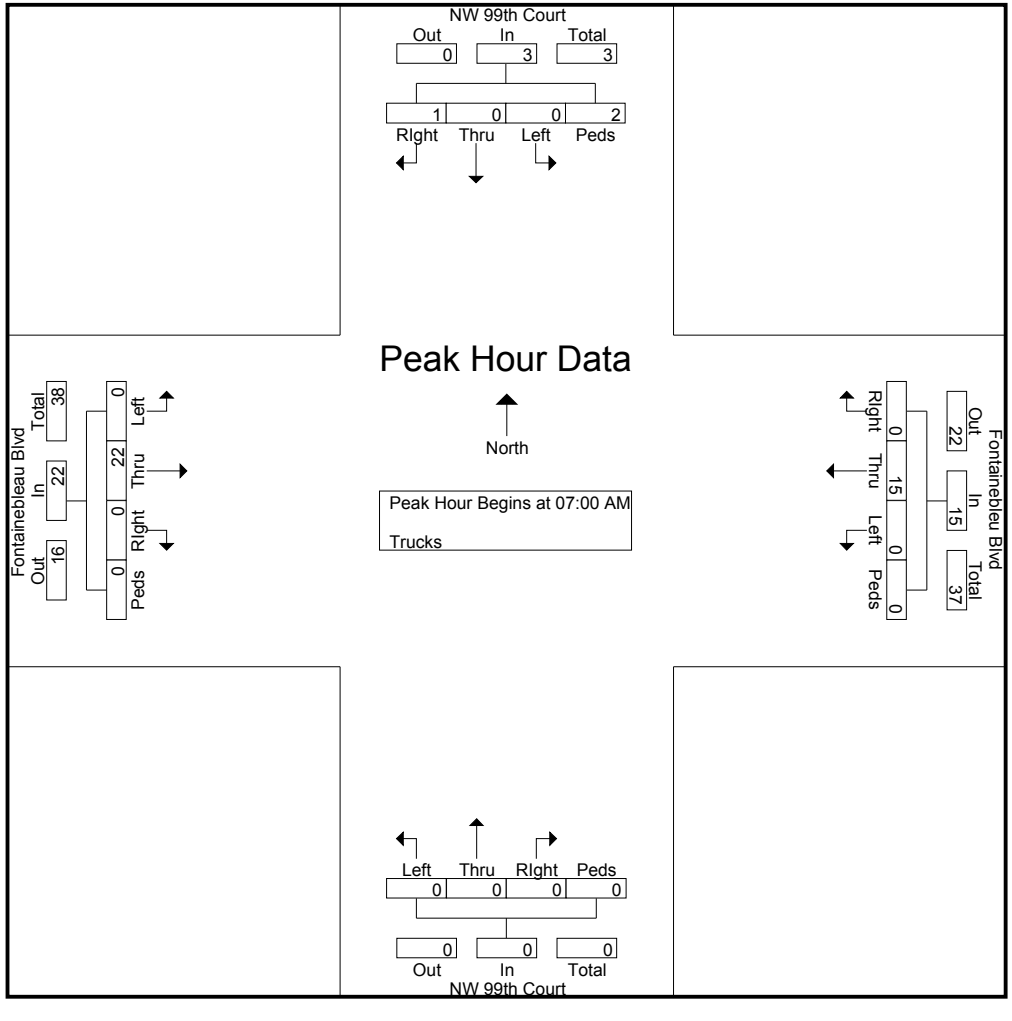
Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
07:15 AM	0	0	0	**2**	**2**	0	0	0	0	0	0	4	0	0	4	0	**7**	0	0	**7**	**13**
07:30 AM	0	0	**1**	0	1	0	0	0	0	0	0	**5**	0	0	**5**	0	6	0	0	6	12
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
Total Volume	0	0	1	2	3	0	0	0	0	0	0	15	0	0	15	0	22	0	0	22	40
% App. Total	0	0	33.3	66.7		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.250	.250	.375	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.786	.000	.000	.786	.769

Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
Page No : 4



Fontainebleau Blvd & NW 99th Court

File Name : Fontainebleau Blvd & NW 99th Court
Site Code : 00000000
Start Date : 1/14/2016
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	NW 99th Court Southbound					NW 99th Court Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	**6**	0	0	**6**	**10**
04:30 PM	0	0	**1**	1	**2**	0	0	0	0	0	0	**6**	0	0	**6**	0	2	0	0	2	10
04:45 PM	0	0	0	**2**	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total Volume	0	0	1	3	4	0	0	0	0	0	0	19	0	0	19	0	12	0	0	12	35
% App. Total	0	0	25	75		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.250	.375	.500	.000	.000	.000	.000	.000	.000	.792	.000	.000	.792	.000	.500	.000	.000	.500	.875

Fontainebleau Blvd & NW 99th Court

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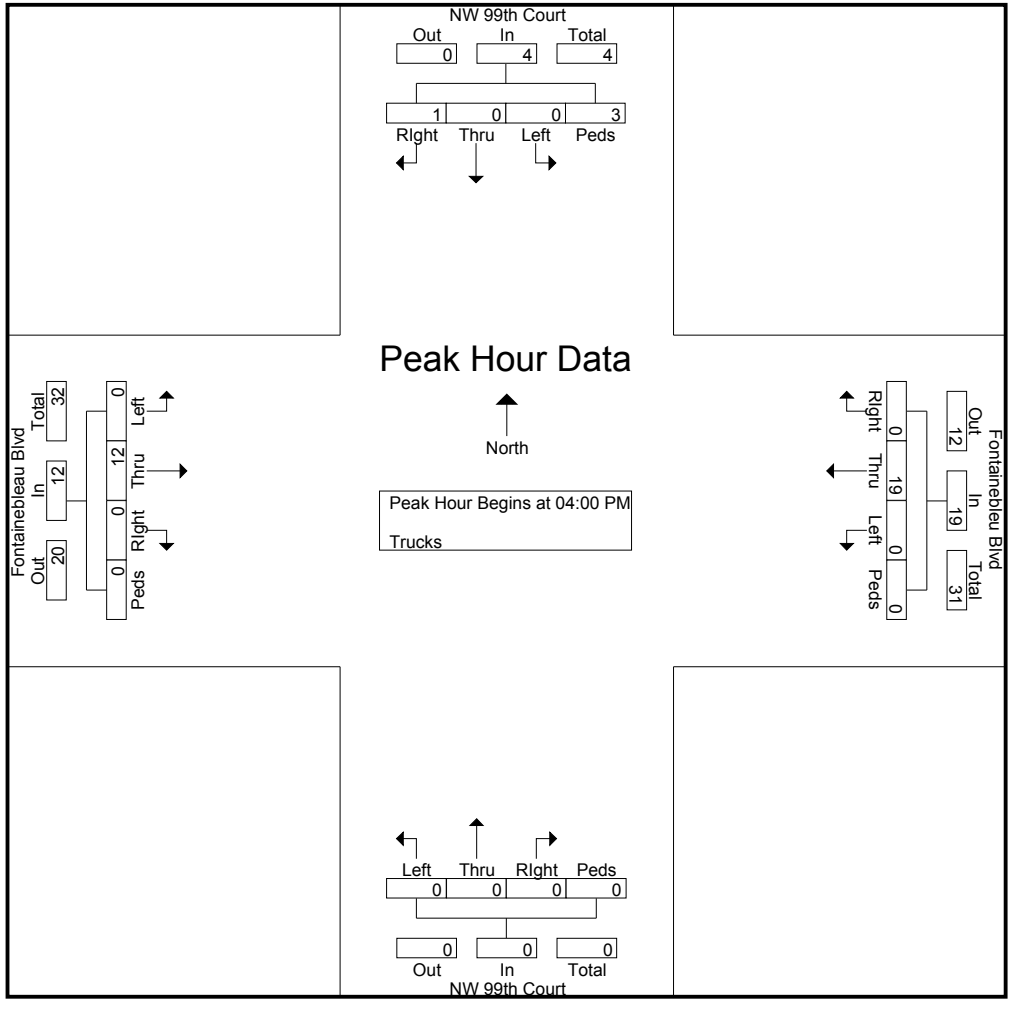

Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
Page No : 1

Groups Printed- Veh - Trucks - Turns

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
07:00 AM	15	78	10	0	103	24	196	35	0	255	55	86	85	1	227	60	85	30	0	175	760
07:15 AM	40	60	6	4	110	10	189	30	0	229	50	86	84	1	221	86	100	24	4	214	774
07:30 AM	42	87	16	1	146	30	204	65	1	300	69	104	84	5	262	77	122	40	6	245	953
07:45 AM	32	71	20	0	123	17	201	58	3	279	89	117	122	3	331	89	108	39	0	236	969
Total	129	296	52	5	482	81	790	188	4	1063	263	393	375	10	1041	312	415	133	10	870	3456
08:00 AM	21	75	30	2	128	20	162	55	0	237	94	159	108	4	365	77	87	34	1	199	929
08:15 AM	12	67	33	0	112	29	141	71	2	243	67	147	127	7	348	49	138	42	0	229	932
08:30 AM	32	61	31	4	128	30	145	80	5	260	60	124	109	8	301	69	140	34	0	243	932
08:45 AM	51	42	16	0	109	38	184	74	5	301	51	116	95	6	268	65	116	15	1	197	875
Total	116	245	110	6	477	117	632	280	12	1041	272	546	439	25	1282	260	481	125	2	868	3668
*** BREAK ***																					
04:00 PM	48	147	64	6	265	41	64	114	0	219	71	143	47	4	265	29	110	35	0	174	923
04:15 PM	91	209	114	10	424	55	87	87	0	229	62	152	48	2	264	36	116	38	0	190	1107
04:30 PM	75	212	73	1	361	46	82	77	1	206	48	165	59	10	282	37	133	29	0	199	1048
04:45 PM	102	237	75	0	414	52	105	100	2	259	54	205	55	2	316	64	112	38	0	214	1203
Total	316	805	326	17	1464	194	338	378	3	913	235	665	209	18	1127	166	471	140	0	777	4281
05:00 PM	86	237	69	2	394	41	89	92	0	222	83	204	49	13	349	57	116	39	0	212	1177
05:15 PM	103	264	62	0	429	49	109	87	0	245	67	151	39	4	261	52	130	47	0	229	1164
05:30 PM	82	227	78	0	387	48	87	91	2	228	87	156	58	5	306	53	142	61	0	256	1177
05:45 PM	104	228	59	0	391	38	105	111	0	254	56	167	37	3	263	57	122	33	0	212	1120
Total	375	956	268	2	1601	176	390	381	2	949	293	678	183	25	1179	219	510	180	0	909	4638
Grand Total	936	2302	756	30	4024	568	2150	1227	21	3966	1063	2282	1206	78	4629	957	1877	578	12	3424	16043
Apprch %	23.3	57.2	18.8	0.7		14.3	54.2	30.9	0.5		23	49.3	26.1	1.7		27.9	54.8	16.9	0.4		
Total %	5.8	14.3	4.7	0.2	25.1	3.5	13.4	7.6	0.1	24.7	6.6	14.2	7.5	0.5	28.9	6	11.7	3.6	0.1	21.3	
Veh	926	2289	752	27	3994	560	2134	1203	20	3917	1041	2272	1196	78	4587	948	1841	569	12	3370	15868
% Veh	98.9	99.4	99.5	90	99.3	98.6	99.3	98	95.2	98.8	97.9	99.6	99.2	100	99.1	99.1	98.1	98.4	100	98.4	98.9
Trucks	10	13	4	3	30	4	16	24	1	45	5	10	10	0	25	9	36	9	0	54	154
% Trucks	1.1	0.6	0.5	10	0.7	0.7	0.7	2	4.8	1.1	0.5	0.4	0.8	0	0.5	0.9	1.9	1.6	0	1.6	1
U-Turns	0	0	0	0	0	4	0	0	0	4	17	0	0	0	17	0	0	0	0	0	21
% U-Turns	0	0	0	0	0	0.7	0	0	0	0.1	1.6	0	0	0	0.4	0	0	0	0	0	0.1

Fontainebleau Blvd & NW 97th Avenue

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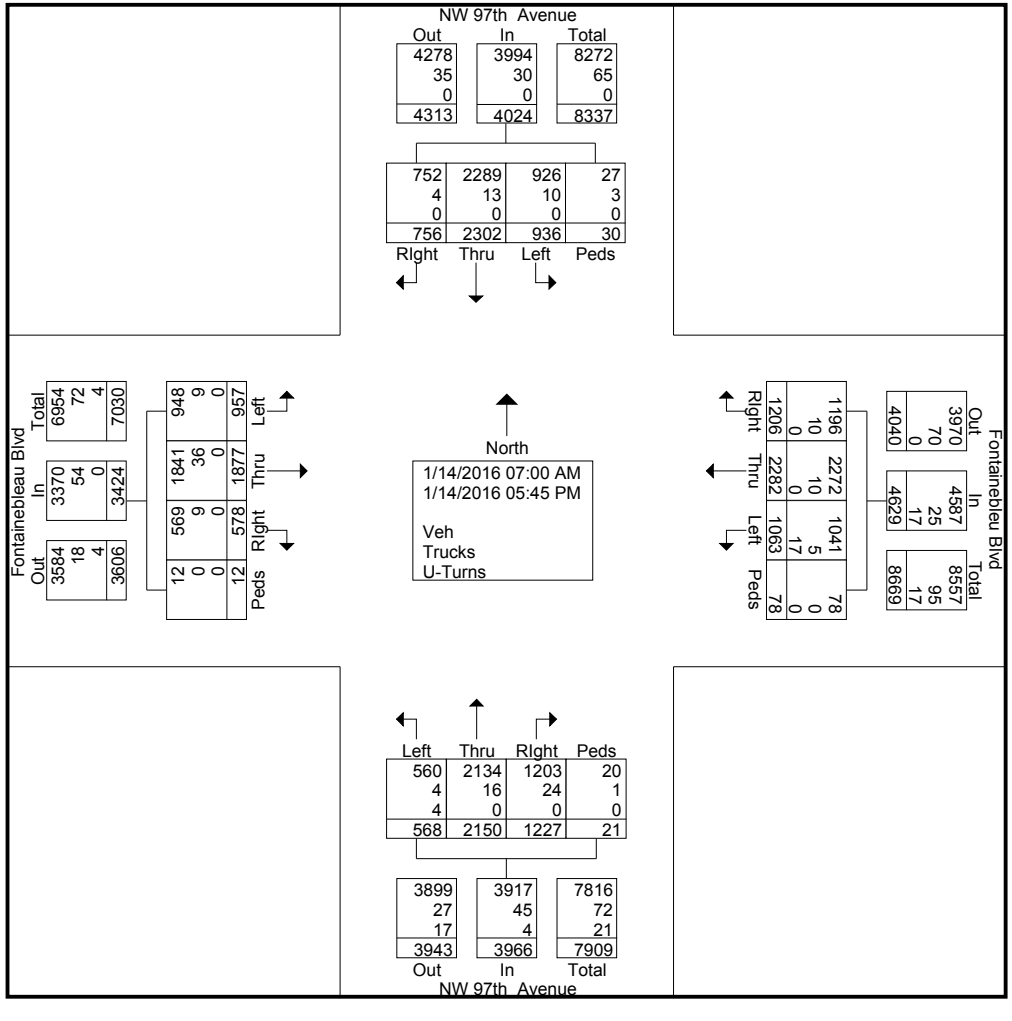

Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**42**	**87**	16	1	**146**	**30**	**204**	65	1	**300**	69	104	84	5	262	77	122	40	**6**	**245**	953
07:45 AM	32	71	20	0	123	17	201	58	**3**	279	89	117	122	3	331	**89**	108	39	0	236	**969**
08:00 AM	21	75	30	**2**	128	20	162	55	0	237	**94**	**159**	108	4	**365**	77	87	34	1	199	929
08:15 AM	12	67	**33**	0	112	29	141	**71**	2	243	67	147	**127**	**7**	348	49	**138**	**42**	0	229	932
Total Volume	107	300	99	3	509	96	708	249	6	1059	319	527	441	19	1306	292	455	155	7	909	3783
% App. Total	21	58.9	19.4	0.6		9.1	66.9	23.5	0.6		24.4	40.4	33.8	1.5		32.1	50.1	17.1	0.8		
PHF	.637	.862	.750	.375	.872	.800	.868	.877	.500	.883	.848	.829	.868	.679	.895	.820	.824	.923	.292	.928	.976

Fontainebleau Blvd & NW 97th Avenue

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Site Code : 00000000
Start Date : 1/14/2016
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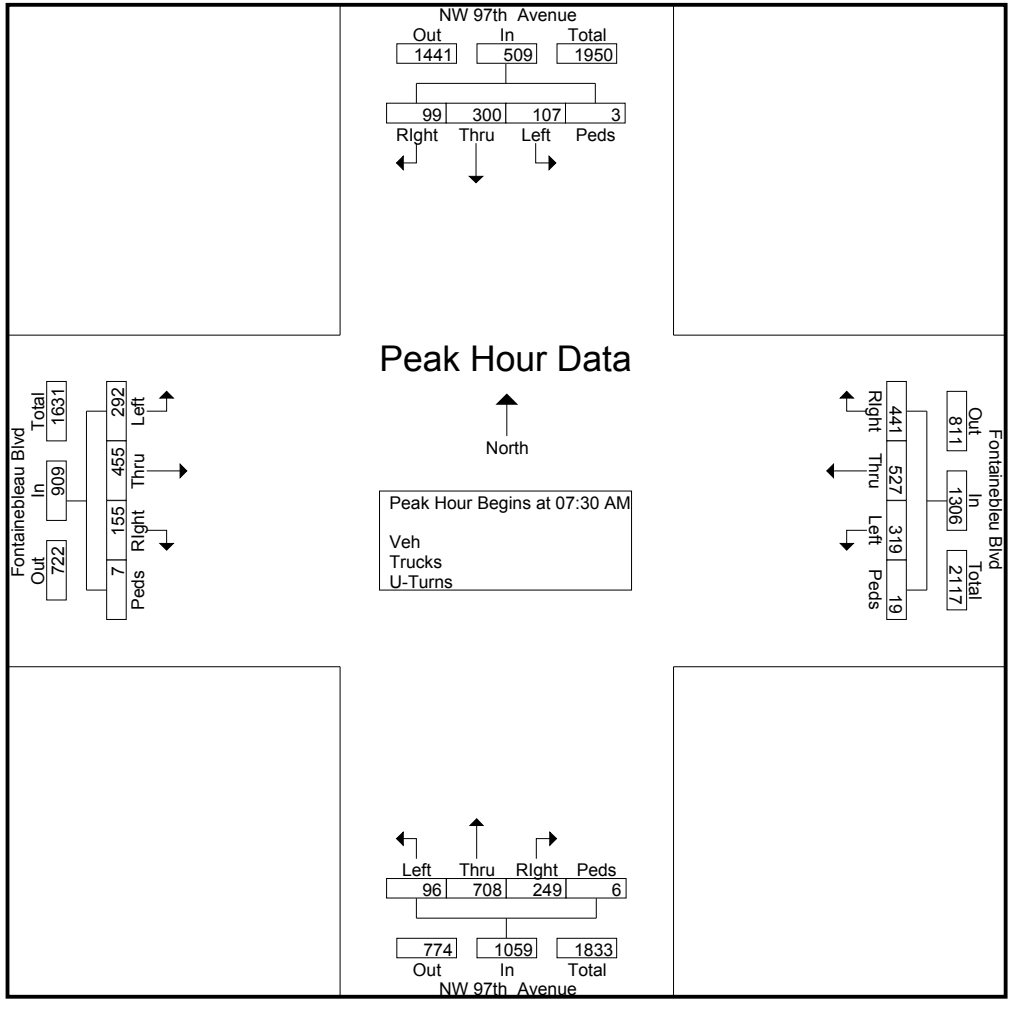

Fontainebleau Blvd & NW 97th Avenue

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Site Code : 00000000
Start Date : 1/14/2016
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	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	102	237	75	0	414	**52**	105	**100**	**2**	**259**	54	**205**	55	2	316	**64**	112	38	0	214	**1203**
05:00 PM	86	237	69	**2**	394	41	89	92	0	222	83	204	49	**13**	**349**	57	116	39	0	212	1177
05:15 PM	**103**	**264**	62	0	**429**	49	**109**	87	0	245	67	151	39	4	261	52	130	47	0	229	1164
05:30 PM	82	227	**78**	0	387	48	87	91	2	228	**87**	156	**58**	5	306	53	**142**	**61**	0	**256**	1177
Total Volume	373	965	284	2	1624	190	390	370	4	954	291	716	201	24	1232	226	500	185	0	911	4721
% App. Total	23	59.4	17.5	0.1		19.9	40.9	38.8	0.4		23.6	58.1	16.3	1.9		24.8	54.9	20.3	0		
PHF	.905	.914	.910	.250	.946	.913	.894	.925	.500	.921	.836	.873	.866	.462	.883	.883	.880	.758	.000	.890	.981

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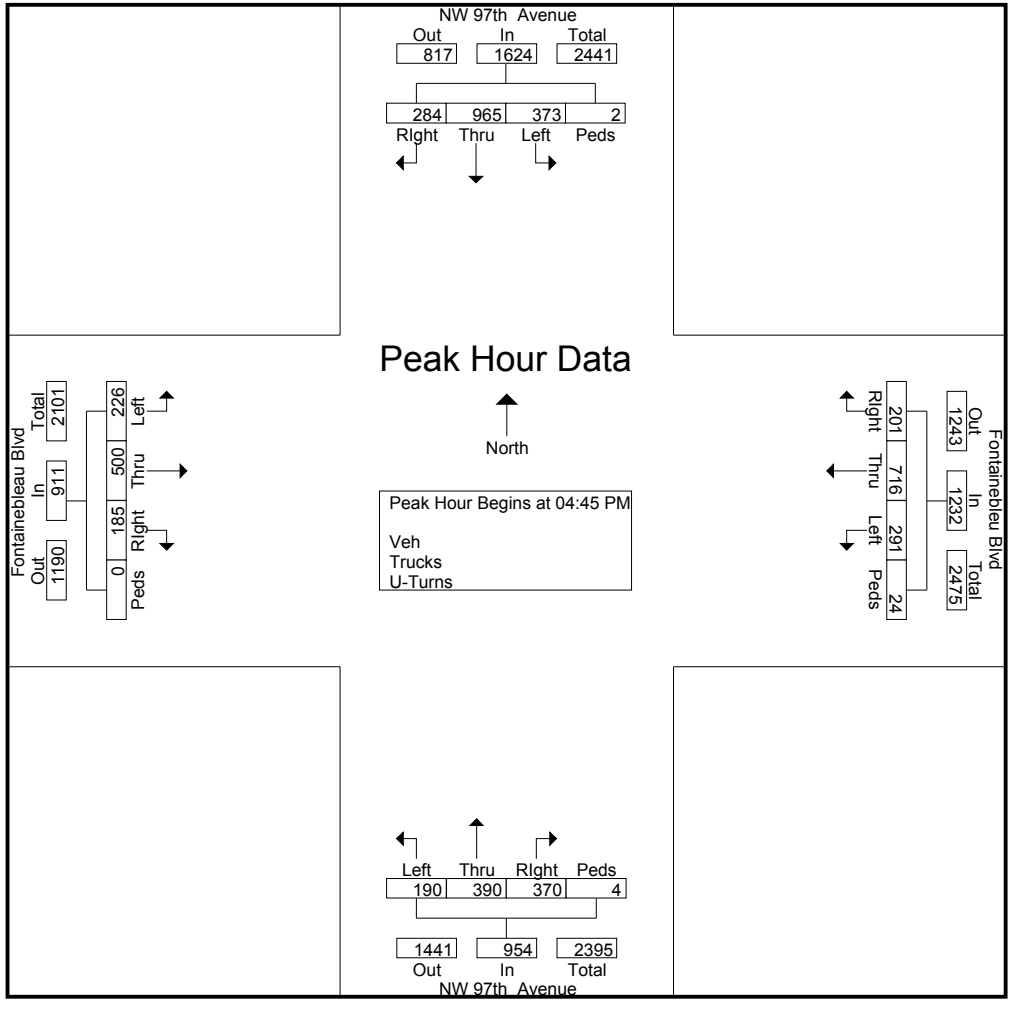

Fontainebleau Blvd & NW 97th Avenue

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Site Code : 00000000
Start Date : 1/14/2016
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Groups Printed- Turns

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	6
*** BREAK ***																					
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Grand Total	0	0	0	0	0	4	0	0	0	4	17	0	0	0	17	0	0	0	0	0	21
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	19	0	0	0	19	81	0	0	0	81	0	0	0	0	0	

Fontainebleau Blvd & NW 97th Avenue

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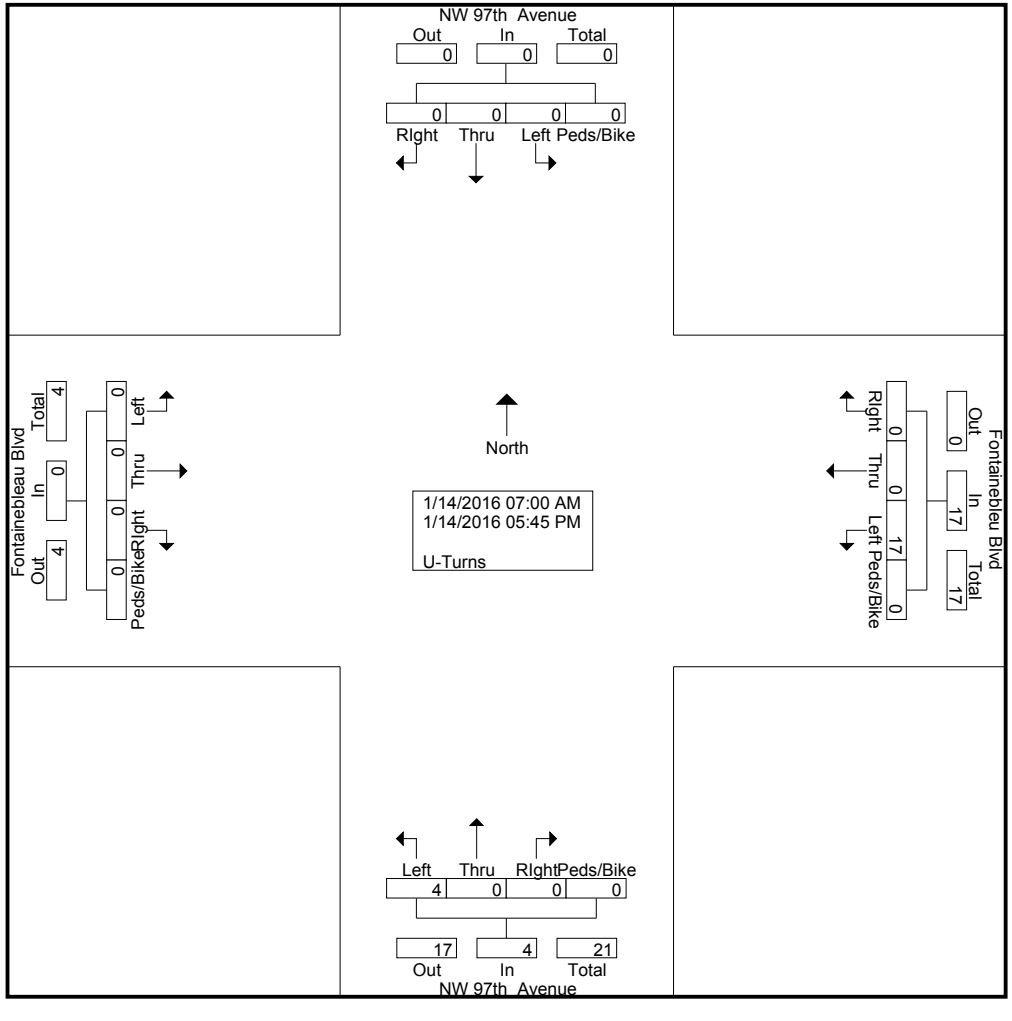

Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
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	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	6
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.750

Fontainebleau Blvd & NW 97th Avenue

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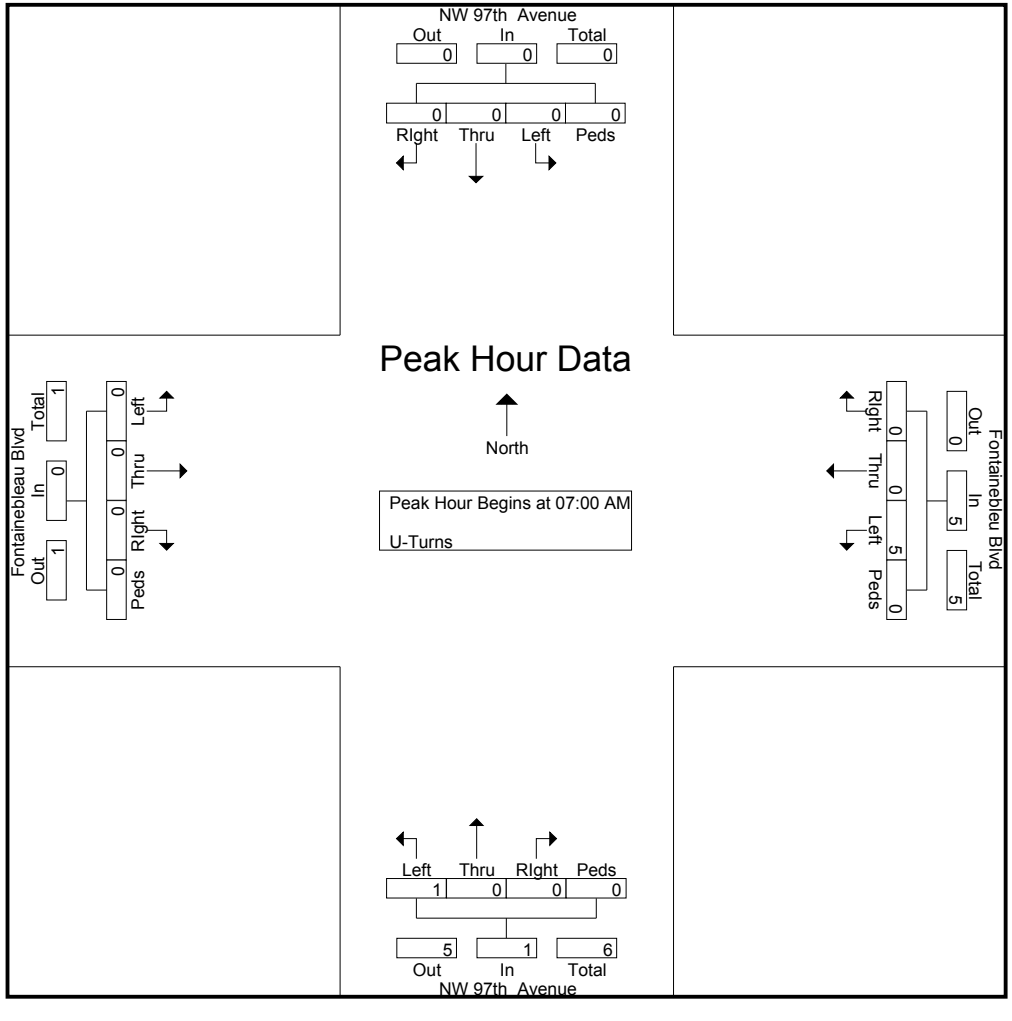

Fontainebleau Blvd & NW 97th Avenue

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	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Left	Thru	RIght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	**3**	0	0	0	0	0	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500

Fontainebleau Blvd & NW 97th Avenue

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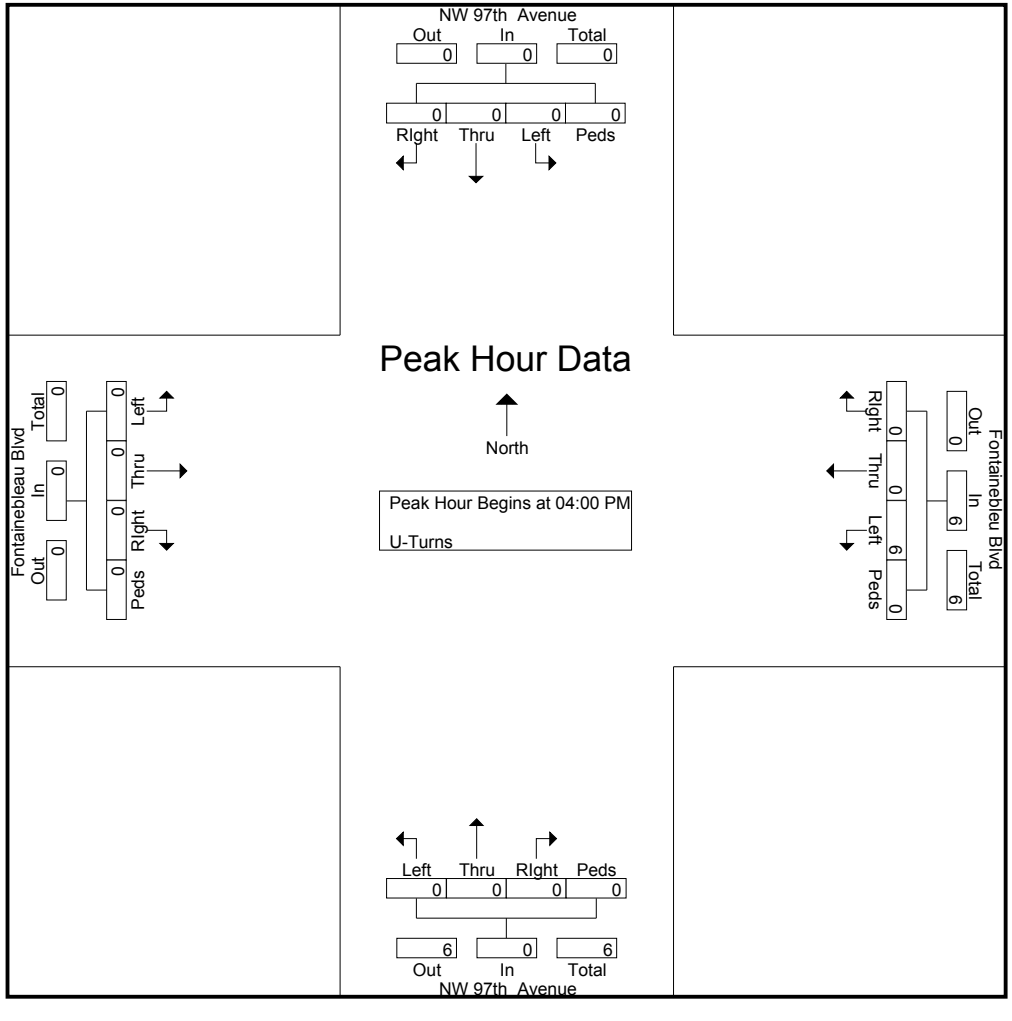

Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
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Groups Printed- Trucks

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
07:00 AM	2	3	0	0	5	0	1	3	0	4	1	1	0	0	2	0	3	1	0	4	15
07:15 AM	2	1	0	1	4	1	3	0	0	4	2	3	3	0	8	0	4	2	0	6	22
07:30 AM	1	0	0	0	1	1	2	3	1	7	1	2	1	0	4	2	5	0	0	7	19
07:45 AM	0	1	0	0	1	0	1	1	0	2	1	4	1	0	6	0	3	1	0	4	13
Total	5	5	0	1	11	2	7	7	1	17	5	10	5	0	20	2	15	4	0	21	69
08:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	1	2	0	3	6
08:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	4
08:30 AM	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	5
08:45 AM	1	1	0	0	2	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	5
Total	1	3	0	1	5	0	0	6	0	6	0	0	2	0	2	0	4	3	0	7	20
*** BREAK ***																					
04:00 PM	1	2	2	0	5	0	1	5	0	6	0	0	0	0	0	1	5	1	0	7	18
04:15 PM	1	1	0	0	2	0	0	2	0	2	0	0	2	0	2	1	4	0	0	5	11
04:30 PM	0	1	1	1	3	0	0	1	0	1	0	0	1	0	1	2	4	0	0	6	11
04:45 PM	1	0	1	0	2	0	2	2	0	4	0	0	0	0	0	0	1	1	0	2	8
Total	3	4	4	1	12	0	3	10	0	13	0	0	3	0	3	4	14	2	0	20	48
05:00 PM	1	1	0	0	2	1	3	1	0	5	0	0	0	0	0	0	2	0	0	2	9
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Total	1	1	0	0	2	2	6	1	0	9	0	0	0	0	0	3	3	0	0	6	17
Grand Total	10	13	4	3	30	4	16	24	1	45	5	10	10	0	25	9	36	9	0	54	154
Apprch %	33.3	43.3	13.3	10		8.9	35.6	53.3	2.2		20	40	40	0		16.7	66.7	16.7	0		
Total %	6.5	8.4	2.6	1.9	19.5	2.6	10.4	15.6	0.6	29.2	3.2	6.5	6.5	0	16.2	5.8	23.4	5.8	0	35.1	

Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
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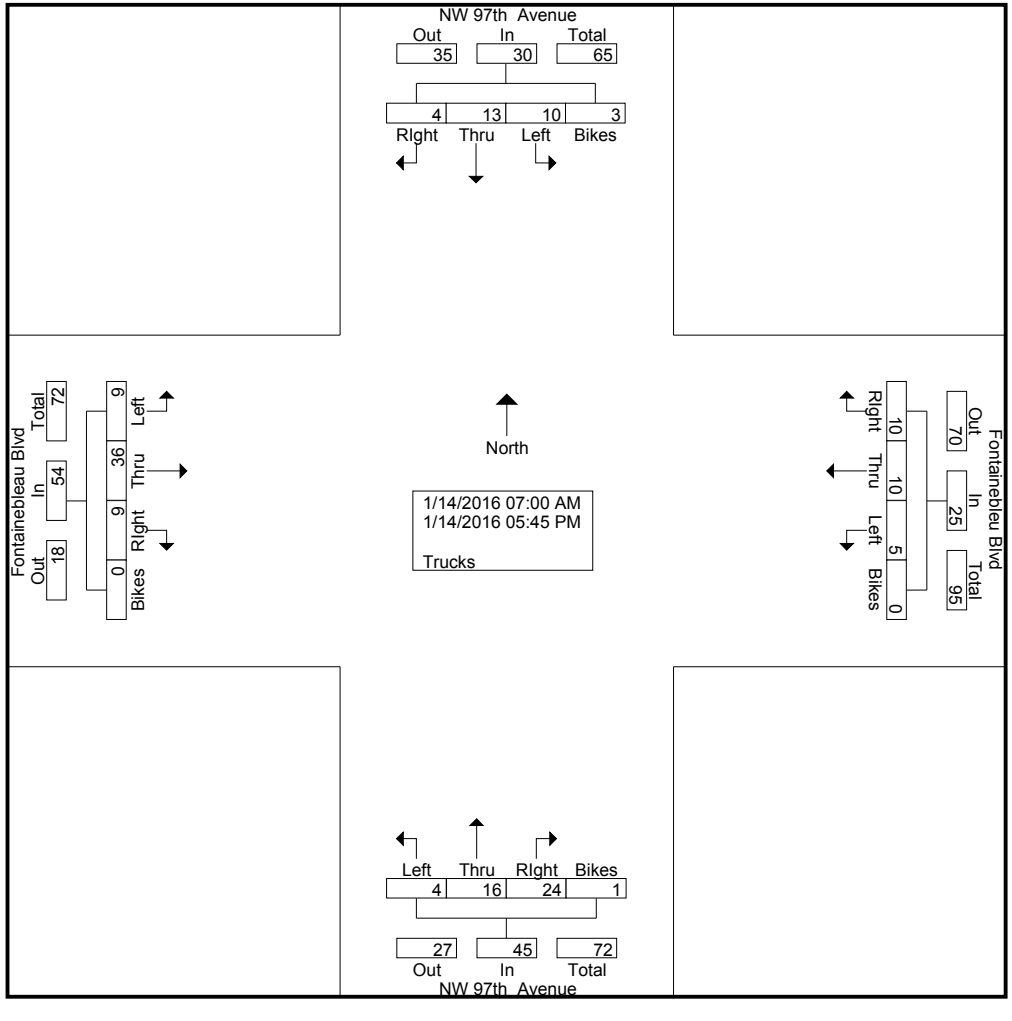


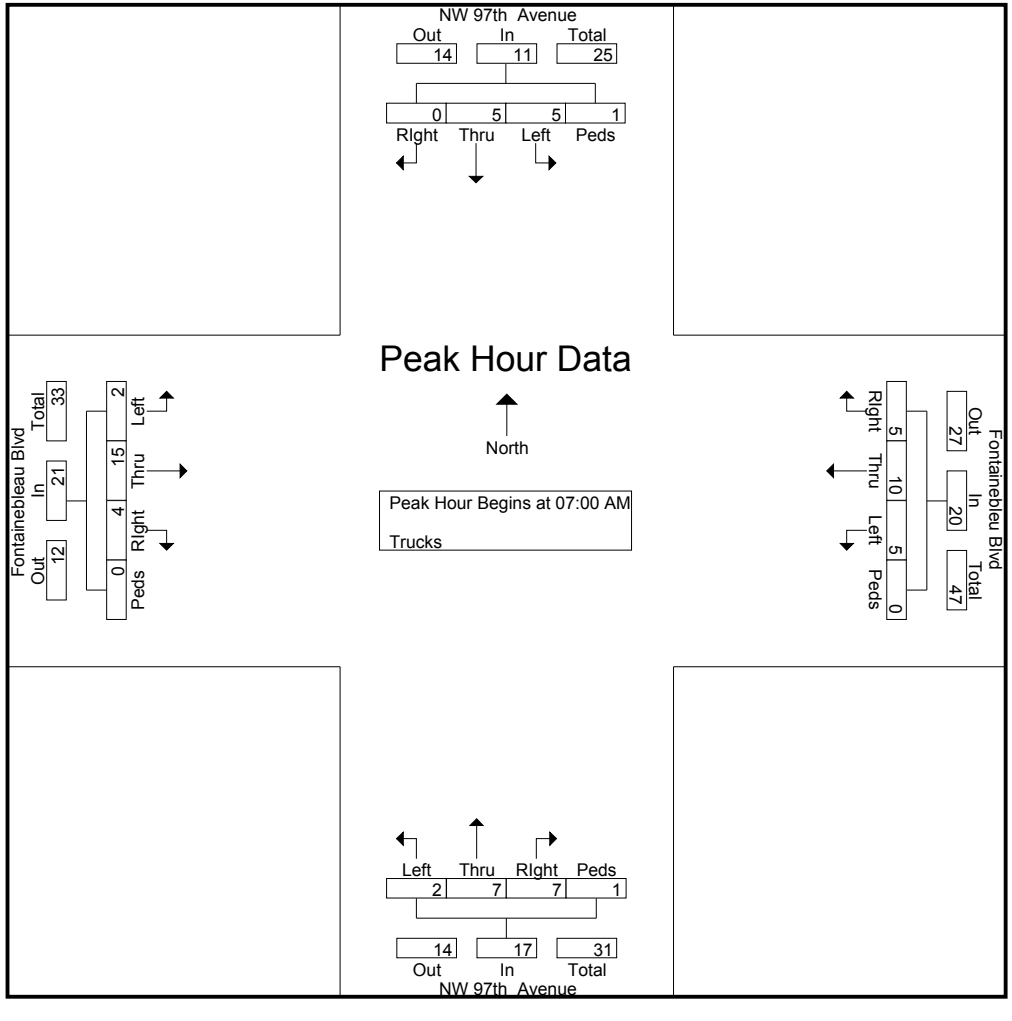
Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
Page No : 3

	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**2**	**3**	0	0	**5**	0	1	**3**	0	4	1	1	0	0	2	0	3	1	0	4	15
07:15 AM	2	1	0	**1**	4	**1**	**3**	0	0	4	**2**	3	**3**	0	**8**	0	4	**2**	0	6	**22**
07:30 AM	1	0	0	0	1	1	2	3	**1**	**7**	1	2	1	0	4	**2**	**5**	0	0	**7**	19
07:45 AM	0	1	0	0	1	0	1	1	0	2	1	**4**	1	0	6	0	3	1	0	4	13
Total Volume	5	5	0	1	11	2	7	7	1	17	5	10	5	0	20	2	15	4	0	21	69
% App. Total	45.5	45.5	0	9.1		11.8	41.2	41.2	5.9		25	50	25	0		9.5	71.4	19	0		
PHF	.625	.417	.000	.250	.550	.500	.583	.583	.250	.607	.625	.625	.417	.000	.625	.250	.750	.500	.000	.750	.784

Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
Page No : 4



Fontainebleau Blvd & NW 97th Avenue

File Name : Fontainebleau Blvd & NW 97th Avenue
Site Code : 00000000
Start Date : 1/14/2016
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	NW 97th Avenue Southbound					NW 97th Avenue Northbound					Fontainebleu Blvd Westbound					Fontainebleau Blvd Eastbound					
Start Time	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Left	Thru	RIght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**1**	**2**	**2**	0	**5**	0	1	**5**	0	**6**	0	0	0	0	0	1	**5**	**1**	0	**7**	**18**
04:15 PM	1	1	0	0	2	0	0	2	0	2	0	0	**2**	0	**2**	1	4	0	0	5	11
04:30 PM	0	1	1	**1**	3	0	0	1	0	1	0	0	1	0	1	**2**	4	0	0	6	11
04:45 PM	1	0	1	0	2	0	**2**	2	0	4	0	0	0	0	0	0	1	1	0	2	8
Total Volume	3	4	4	1	12	0	3	10	0	13	0	0	3	0	3	4	14	2	0	20	48
% App. Total	25	33.3	33.3	8.3		0	23.1	76.9	0		0	0	100	0		20	70	10	0		
PHF	.750	.500	.500	.250	.600	.000	.375	.500	.000	.542	.000	.000	.375	.000	.375	.500	.700	.500	.000	.714	.667

Fontainebleau Blvd & NW 97th Avenue

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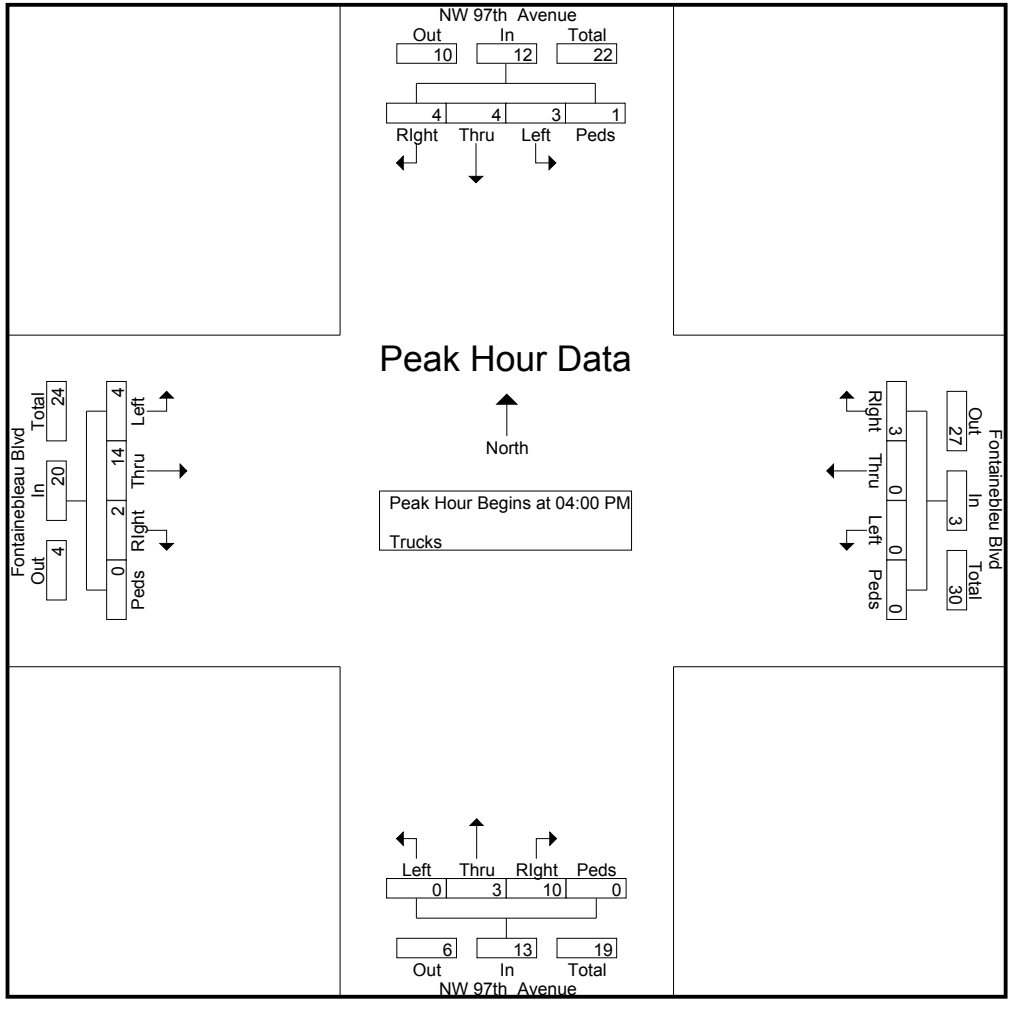
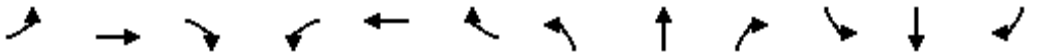
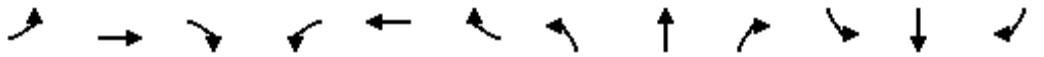


Appendix C:
Level Of Services



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	0	40	106	0	61	37	1434	26	8	410	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583	1770		1583	1770	3539	1583	1770	3539	1583
Flt Permitted	1.00		1.00	0.91		1.00	0.48	1.00	1.00	0.11	1.00	1.00
Satd. Flow (perm)	1863		1583	1693		1583	894	3539	1583	201	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	55	0	42	110	0	64	39	1494	27	8	427	18
RTOR Reduction (vph)	0	0	40	0	0	60	0	0	13	0	0	9
Lane Group Flow (vph)	55	0	2	110	0	4	39	1494	14	8	427	9
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	6.1		2.9	9.1		4.4	41.6	38.9	38.9	38.0	37.1	37.1
Effective Green, g (s)	6.1		2.9	9.1		4.4	41.6	38.9	38.9	38.0	37.1	37.1
Actuated g/C Ratio	0.08		0.04	0.12		0.06	0.57	0.53	0.53	0.52	0.51	0.51
Clearance Time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	150		62	215		95	539	1878	840	123	1791	801
v/s Ratio Prot	0.02			c0.03			c0.00	c0.42		0.00	0.12	
v/s Ratio Perm	0.01		0.00	c0.03		0.00	0.04		0.01	0.03		0.01
v/c Ratio	0.37		0.03	0.51		0.04	0.07	0.80	0.02	0.07	0.24	0.01
Uniform Delay, d1	31.8		33.8	30.0		32.5	7.0	14.0	8.1	10.9	10.2	9.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5		0.2	2.1		0.2	0.1	3.6	0.0	0.2	0.3	0.0
Delay (s)	33.3		34.0	32.0		32.6	7.1	17.6	8.2	11.1	10.5	9.0
Level of Service	C		C	C		C	A	B	A	B	B	A
Approach Delay (s)		33.6			32.3			17.1			10.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	25.9
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	304	473	161	332	548	459	100	736	259	111	312	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	313	488	166	342	565	473	103	759	267	114	322	106
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	775	262	443	535	448	338	1005	450	216	759	246
Arrive On Green	0.16	0.30	0.30	0.16	0.29	0.29	0.06	0.28	0.28	0.06	0.29	0.29
Sat Flow, veh/h	1774	2599	879	1774	1831	1532	1774	3539	1583	1774	2631	851
Grp Volume(v), veh/h	313	331	323	342	546	492	103	759	267	114	215	213
Grp Sat Flow(s),veh/h/ln	1774	1770	1708	1774	1770	1592	1774	1770	1583	1774	1770	1713
Q Serve(g_s), s	16.5	19.4	19.6	15.7	35.0	35.0	4.9	23.4	17.4	5.4	11.8	12.1
Cycle Q Clear(g_c), s	16.5	19.4	19.6	15.7	35.0	35.0	4.9	23.4	17.4	5.4	11.8	12.1
Prop In Lane	1.00		0.51	1.00		0.96	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	349	527	509	443	517	465	338	1005	450	216	511	494
V/C Ratio(X)	0.90	0.63	0.63	0.77	1.06	1.06	0.30	0.76	0.59	0.53	0.42	0.43
Avail Cap(c_a), veh/h	786	527	509	890	517	465	358	1005	450	227	511	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	36.3	36.4	25.2	42.4	42.4	28.3	39.1	36.9	30.4	34.5	34.6
Incr Delay (d2), s/veh	8.2	2.4	2.6	2.9	55.2	57.5	0.5	5.3	5.7	2.0	2.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	9.8	9.6	8.0	24.9	22.7	2.4	12.1	8.3	2.7	6.1	6.1
LnGrp Delay(d),s/veh	43.0	38.7	38.9	28.0	97.5	99.8	28.8	44.4	42.6	32.4	37.0	37.3
LnGrp LOS	D	D	D	C	F	F	C	D	D	C	D	D
Approach Vol, veh/h		967			1380			1129			542	
Approach Delay, s/veh		40.1			81.1			42.5			36.2	
Approach LOS		D			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	40.0	24.8	41.7	12.7	40.6	25.5	41.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	49.0	35.0	8.0	34.0	49.0	35.0
Max Q Clear Time (g_c+I1), s	7.4	25.4	17.7	21.6	6.9	14.1	18.5	37.0
Green Ext Time (p_c), s	0.0	5.3	1.1	8.8	0.0	9.1	1.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.4
HCM 2010 LOS	D

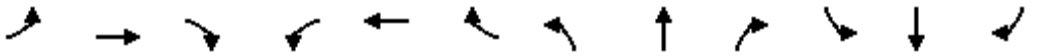
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	821	775	0	2	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	846	799	0	2	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	799	0	-	0	1222	399
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	819	-	-	-	172	601
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	172	601
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	629	-

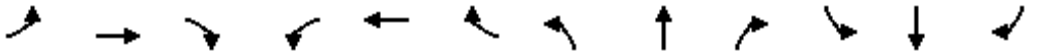
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	819	-	-	-	172	601
HCM Lane V/C Ratio	-	-	-	-	0.012	0.069
HCM Control Delay (s)	0	-	-	-	26.2	11.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	0	20	49	0	29	59	653	79	27	1568	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583	1770		1583	1770	3539	1583	1770	3539	1583
Flt Permitted	1.00		1.00	0.69		1.00	0.08	1.00	1.00	0.39	1.00	1.00
Satd. Flow (perm)	1863		1583	1285		1583	143	3539	1583	720	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	0	21	51	0	30	61	673	81	28	1616	49
RTOR Reduction (vph)	0	0	21	0	0	28	0	0	31	0	0	19
Lane Group Flow (vph)	29	0	0	51	0	2	61	673	50	28	1616	30
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	6.2		2.0	13.8		5.8	69.6	64.3	64.3	66.0	62.5	62.5
Effective Green, g (s)	6.2		2.0	13.8		5.8	69.6	64.3	64.3	66.0	62.5	62.5
Actuated g/C Ratio	0.06		0.02	0.13		0.06	0.67	0.62	0.62	0.64	0.60	0.60
Clearance Time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	107		30	208		88	179	2194	981	493	2132	954
v/s Ratio Prot	0.01			c0.02			c0.02	0.19		0.00	c0.46	
v/s Ratio Perm	0.01		0.00	c0.01		0.00	0.21		0.03	0.03		0.02
v/c Ratio	0.27		0.01	0.25		0.02	0.34	0.31	0.05	0.06	0.76	0.03
Uniform Delay, d1	46.6		49.9	40.1		46.3	12.2	9.2	7.7	7.0	15.1	8.3
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4		0.2	0.6		0.1	1.1	0.4	0.1	0.0	2.6	0.1
Delay (s)	48.0		50.1	40.8		46.3	13.3	9.6	7.8	7.0	17.7	8.4
Level of Service	D		D	D		D	B	A	A	A	B	A
Approach Delay (s)		48.9			42.8			9.7			17.2	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	103.7	Sum of lost time (s)	25.9
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	520	192	303	745	209	198	406	389	388	1004	295
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	240	531	196	309	760	213	202	414	397	396	1024	301
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	503	185	309	722	202	196	1042	466	493	1050	307
Arrive On Green	0.07	0.20	0.20	0.14	0.26	0.26	0.07	0.29	0.29	0.17	0.39	0.39
Sat Flow, veh/h	1774	2536	932	1774	2732	766	1774	3539	1583	1774	2703	790
Grp Volume(v), veh/h	240	370	357	309	492	481	202	414	397	396	668	657
Grp Sat Flow(s),veh/h/ln	1774	1770	1698	1774	1770	1728	1774	1770	1583	1774	1770	1723
Q Serve(g_s), s	9.0	24.0	24.0	17.0	32.0	32.0	9.0	11.3	28.6	18.1	44.9	45.6
Cycle Q Clear(g_c), s	9.0	24.0	24.0	17.0	32.0	32.0	9.0	11.3	28.6	18.1	44.9	45.6
Prop In Lane	1.00		0.55	1.00		0.44	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	191	351	337	309	468	457	196	1042	466	493	687	669
V/C Ratio(X)	1.25	1.05	1.06	1.00	1.05	1.05	1.03	0.40	0.85	0.80	0.97	0.98
Avail Cap(c_a), veh/h	191	351	337	309	468	457	196	1042	466	517	687	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	48.5	48.5	35.3	44.5	44.5	33.5	34.1	40.2	22.9	36.3	36.6
Incr Delay (d2), s/veh	149.6	62.9	65.8	51.4	56.0	56.4	72.1	1.1	17.6	8.6	28.1	30.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	17.8	17.4	14.7	22.9	22.4	6.1	5.7	14.8	10.0	27.3	27.2
LnGrp Delay(d),s/veh	190.4	111.4	114.3	86.8	100.5	100.9	105.8	35.2	57.8	31.5	64.4	67.1
LnGrp LOS	F	F	F	F	F	F	F	D	E	C	E	E
Approach Vol, veh/h		967			1282			1013			1721	
Approach Delay, s/veh		132.1			97.3			58.1			57.9	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	41.6	23.0	30.0	15.0	53.0	15.0	38.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	34.0	17.0	24.0	9.0	47.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	20.1	30.6	19.0	26.0	11.0	47.6	11.0	34.0
Green Ext Time (p_c), s	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.5
HCM 2010 LOS	F

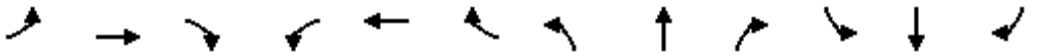
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	863	1215	0	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	890	1253	0	6	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1253	0	-	0	1698	626
Stage 1	-	-	-	-	1253	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	551	-	-	-	83	427
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	551	-	-	-	83	427
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	551	-	-	-	83	427
HCM Lane V/C Ratio	-	-	-	-	0.075	0.068
HCM Control Delay (s)	0	-	-	-	51.8	14
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	0	40	106	0	61	4	1434	26	8	425	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583	1770		1583	1770	3539	1583	1770	3539	1583
Flt Permitted	1.00		1.00	0.69		1.00	0.50	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	1863		1583	1285		1583	923	3539	1583	217	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	55	0	42	110	0	64	4	1494	27	8	443	2
RTOR Reduction (vph)	0	0	41	0	0	59	0	0	14	0	0	1
Lane Group Flow (vph)	55	0	1	110	0	5	4	1494	13	8	443	1
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	5.3		2.0	12.9		5.8	35.2	34.4	34.4	35.2	34.4	34.4
Effective Green, g (s)	5.3		2.0	12.9		5.8	35.2	34.4	34.4	35.2	34.4	34.4
Actuated g/C Ratio	0.08		0.03	0.18		0.08	0.50	0.49	0.49	0.50	0.49	0.49
Clearance Time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	136		45	285		130	472	1734	775	126	1734	775
v/s Ratio Prot	0.02			c0.04			0.00	c0.42		c0.00	0.13	
v/s Ratio Perm	0.01		0.00	c0.03		0.00	0.00		0.01	0.03		0.00
v/c Ratio	0.40		0.03	0.39		0.04	0.01	0.86	0.02	0.06	0.26	0.00
Uniform Delay, d1	31.0		33.2	25.0		29.6	8.7	15.8	9.2	12.1	10.4	9.1
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0		0.2	0.9		0.1	0.0	5.9	0.0	0.2	0.4	0.0
Delay (s)	33.0		33.4	25.8		29.8	8.8	21.7	9.2	12.3	10.8	9.1
Level of Service	C		C	C		C	A	C	A	B	B	A
Approach Delay (s)		33.1			27.3			21.4			10.8	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	70.2	Sum of lost time (s)	25.9
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	294	473	161	332	555	452	116	720	259	111	312	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	303	488	166	342	572	466	120	742	267	114	322	122
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	763	258	439	545	443	340	1018	455	222	721	268
Arrive On Green	0.16	0.29	0.29	0.16	0.29	0.29	0.06	0.29	0.29	0.06	0.29	0.29
Sat Flow, veh/h	1774	2599	879	1774	1855	1511	1774	3539	1583	1774	2527	940
Grp Volume(v), veh/h	303	331	323	342	546	492	120	742	267	114	224	220
Grp Sat Flow(s),veh/h/ln	1774	1770	1708	1774	1770	1596	1774	1770	1583	1774	1770	1697
Q Serve(g_s), s	15.8	19.4	19.6	15.6	35.0	35.0	5.6	22.5	17.2	5.4	12.3	12.7
Cycle Q Clear(g_c), s	15.8	19.4	19.6	15.6	35.0	35.0	5.6	22.5	17.2	5.4	12.3	12.7
Prop In Lane	1.00		0.51	1.00		0.95	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	339	520	502	439	519	469	340	1018	455	222	505	484
V/C Ratio(X)	0.89	0.64	0.64	0.78	1.05	1.05	0.35	0.73	0.59	0.51	0.44	0.46
Avail Cap(c_a), veh/h	789	520	502	890	519	469	348	1018	455	234	505	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	36.6	36.7	25.2	42.1	42.1	28.0	38.3	36.4	29.9	34.9	35.0
Incr Delay (d2), s/veh	8.2	2.6	2.8	3.0	53.4	55.6	0.6	4.6	5.4	1.8	2.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	9.9	9.6	8.0	24.7	22.6	2.8	11.7	8.2	2.7	6.4	6.3
LnGrp Delay(d),s/veh	42.6	39.2	39.5	28.2	95.5	97.7	28.6	42.9	41.8	31.7	37.7	38.1
LnGrp LOS	D	D	D	C	F	F	C	D	D	C	D	D
Approach Vol, veh/h		957			1380			1129			558	
Approach Delay, s/veh		40.4			79.6			41.1			36.6	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	40.3	24.7	41.0	13.5	40.0	24.7	41.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	49.0	35.0	8.0	34.0	49.0	35.0
Max Q Clear Time (g_c+I1), s	7.4	24.5	17.6	21.6	7.6	14.7	17.8	37.0
Green Ext Time (p_c), s	0.0	5.7	1.1	8.8	0.0	9.0	0.9	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.5
HCM 2010 LOS	D

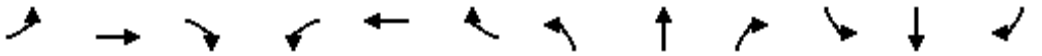
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	821	775	38	2	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	846	799	39	2	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	838	0	-	0	1263	419
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	792	-	-	-	162	583
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	614	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	792	-	-	-	160	583
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	606	-

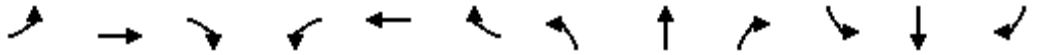
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	792	-	-	-	160	583
HCM Lane V/C Ratio	0.013	-	-	-	0.013	0.071
HCM Control Delay (s)	9.6	-	-	-	27.8	11.6
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	0	20	49	0	29	16	653	79	27	1603	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583	1770		1583	1770	3539	1583	1770	3539	1583
Flt Permitted	1.00		1.00	0.69		1.00	0.08	1.00	1.00	0.37	1.00	1.00
Satd. Flow (perm)	1863		1583	1285		1583	157	3539	1583	688	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	0	21	51	0	30	16	673	81	28	1653	13
RTOR Reduction (vph)	0	0	21	0	0	28	0	0	30	0	0	5
Lane Group Flow (vph)	29	0	0	51	0	2	16	673	51	28	1653	8
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	6.2		2.0	13.8		5.8	67.6	65.3	65.3	70.0	66.5	66.5
Effective Green, g (s)	6.2		2.0	13.8		5.8	67.6	65.3	65.3	70.0	66.5	66.5
Actuated g/C Ratio	0.06		0.02	0.13		0.06	0.65	0.62	0.62	0.67	0.64	0.64
Clearance Time (s)	6.4		6.7	6.4		6.7	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	106		30	206		87	136	2207	987	496	2247	1005
v/s Ratio Prot	0.01			c0.02			c0.00	0.19		0.00	c0.47	
v/s Ratio Perm	0.01		0.00	c0.01		0.00	0.07		0.03	0.04		0.01
v/c Ratio	0.27		0.01	0.25		0.02	0.12	0.30	0.05	0.06	0.74	0.01
Uniform Delay, d1	47.1		50.4	40.6		46.8	10.6	9.2	7.7	5.9	13.1	7.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4		0.2	0.6		0.1	0.4	0.4	0.1	0.0	2.2	0.0
Delay (s)	48.5		50.6	41.3		46.8	11.0	9.5	7.8	6.0	15.3	7.0
Level of Service	D		D	D		D	B	A	A	A	B	A
Approach Delay (s)		49.4			43.3			9.4			15.1	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	104.7	Sum of lost time (s)	25.9
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	223	520	192	303	756	198	218	386	389	388	1004	330
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	228	531	196	309	771	202	222	394	397	396	1024	337
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	503	185	309	734	192	191	1042	466	499	1020	333
Arrive On Green	0.07	0.20	0.20	0.14	0.26	0.26	0.07	0.29	0.29	0.17	0.39	0.39
Sat Flow, veh/h	1774	2536	932	1774	2777	727	1774	3539	1583	1774	2625	856
Grp Volume(v), veh/h	228	370	357	309	491	482	222	394	397	396	687	674
Grp Sat Flow(s),veh/h/ln	1774	1770	1698	1774	1770	1734	1774	1770	1583	1774	1770	1712
Q Serve(g_s), s	9.0	24.0	24.0	17.0	32.0	32.0	9.0	10.7	28.6	18.1	47.0	47.0
Cycle Q Clear(g_c), s	9.0	24.0	24.0	17.0	32.0	32.0	9.0	10.7	28.6	18.1	47.0	47.0
Prop In Lane	1.00		0.55	1.00		0.42	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	191	351	337	309	468	459	191	1042	466	499	687	665
V/C Ratio(X)	1.19	1.05	1.06	1.00	1.05	1.05	1.16	0.38	0.85	0.79	1.00	1.01
Avail Cap(c_a), veh/h	191	351	337	309	468	459	191	1042	466	523	687	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	48.5	48.5	35.3	44.5	44.5	32.9	33.9	40.2	22.7	37.0	37.0
Incr Delay (d2), s/veh	125.9	62.9	65.8	51.4	55.3	55.8	114.6	1.0	17.6	7.9	34.3	38.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	17.8	17.4	14.7	22.8	22.4	8.1	5.4	14.8	9.9	29.5	29.2
LnGrp Delay(d),s/veh	166.8	111.4	114.3	86.8	99.8	100.3	147.4	34.9	57.8	30.6	71.3	75.2
LnGrp LOS	F	F	F	F	F	F	F	C	E	C	F	F
Approach Vol, veh/h		955			1282			1013			1757	
Approach Delay, s/veh		125.7			96.8			68.5			63.7	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	41.6	23.0	30.0	15.0	53.0	15.0	38.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	34.0	17.0	24.0	9.0	47.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	20.1	30.6	19.0	26.0	11.0	49.0	11.0	34.0
Green Ext Time (p_c), s	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	85.0
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	12	863	1215	66	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	890	1253	68	6	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1321	0	-	0	1757	660
Stage 1	-	-	-	-	1287	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	519	-	-	-	76	406
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	519	-	-	-	74	406
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	519	-	-	-	74	406
HCM Lane V/C Ratio	0.024	-	-	-	0.084	0.071
HCM Control Delay (s)	12.1	-	-	-	58	14.5
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Intersection: 7: Las Ramblas Entrance

Movement	WB
Directions Served	T
Maximum Queue (ft)	52
Average Queue (ft)	28
95th Queue (ft)	56
Link Distance (ft)	343
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix D:
Queueing Theory

File Name: Las Ramblas Entrance
Start Date: 1/14/2016
Start Time: 7:00:00 AM

Vehicle Number	Joined Queue	Released from Queue	Time in Queue	
1	7:00:05 AM	7:00:27 AM	0:00:22	22
2	7:00:52 AM	7:02:16 AM	0:01:24	84
3	7:05:36 AM	7:05:49 AM	0:00:13	13
4	7:05:49 AM	7:06:02 AM	0:00:13	13
5	7:11:18 AM	7:11:29 AM	0:00:11	11
6	7:13:44 AM	7:14:00 AM	0:00:16	16
7	7:14:15 AM	7:14:20 AM	0:00:05	5
8	7:14:27 AM	7:14:33 AM	0:00:06	6
9	7:14:33 AM	7:14:42 AM	0:00:09	9
10	7:15:01 AM	7:15:14 AM	0:00:13	13
11	7:16:48 AM	7:16:48 AM	0:00:00	0
12	7:20:26 AM	7:20:36 AM	0:00:10	10
13	7:23:47 AM	7:23:56 AM	0:00:09	9
14	7:24:39 AM	7:24:53 AM	0:00:14	14
15	7:26:34 AM	7:26:43 AM	0:00:09	9
16	7:29:44 AM	7:29:49 AM	0:00:05	5
17	7:30:45 AM	7:30:59 AM	0:00:14	14
18	7:31:35 AM	7:31:45 AM	0:00:10	10
19	7:31:54 AM	7:32:00 AM	0:00:06	6
20	7:33:06 AM	7:33:16 AM	0:00:10	10
21	7:35:40 AM	7:35:47 AM	0:00:07	7
22	7:36:54 AM	7:36:57 AM	0:00:03	3
23	7:38:09 AM	7:38:20 AM	0:00:11	11
24	7:43:00 AM	7:43:17 AM	0:00:17	17
25	7:44:58 AM	7:45:20 AM	0:00:22	22
26	7:45:20 AM	7:45:25 AM	0:00:05	5
27	7:45:29 AM	7:45:33 AM	0:00:04	4
28	7:46:53 AM	7:47:10 AM	0:00:17	17
29	7:49:10 AM	7:49:25 AM	0:00:15	15
30	7:50:06 AM	7:50:16 AM	0:00:10	10
31	7:51:47 AM	7:52:06 AM	0:00:19	19
32	7:59:53 AM	8:00:04 AM	0:00:11	11
33	8:02:04 AM	8:02:15 AM	0:00:11	11
34	8:02:18 AM	8:02:26 AM	0:00:08	8
35	8:03:44 AM	8:03:59 AM	0:00:15	15
36	8:03:59 AM	8:04:20 AM	0:00:21	21
37	8:05:24 AM	8:05:36 AM	0:00:12	12
38	8:05:57 AM	8:06:07 AM	0:00:10	10
39	8:07:20 AM	8:07:35 AM	0:00:15	15
40	8:08:27 AM	8:08:38 AM	0:00:11	11
41	8:10:41 AM	8:10:49 AM	0:00:08	8
42	8:10:55 AM	8:11:00 AM	0:00:05	5
43	8:11:43 AM	8:11:54 AM	0:00:11	11
44	8:12:30 AM	8:12:40 AM	0:00:10	10
45	8:13:08 AM	8:13:25 AM	0:00:17	17
46	8:13:45 AM	8:14:00 AM	0:00:15	15
47	8:15:31 AM	8:15:42 AM	0:00:11	11
48	8:15:42 AM	8:15:50 AM	0:00:08	8
49	8:18:01 AM	8:18:13 AM	0:00:12	12
50	8:19:23 AM	8:19:29 AM	0:00:06	6
51	8:20:13 AM	8:20:13 AM	0:00:00	0
52	8:20:31 AM	8:20:31 AM	0:00:00	0
53	8:20:41 AM	8:20:41 AM	0:00:00	0
54	8:21:17 AM	8:22:14 AM	0:00:57	57
55	8:22:14 AM	8:22:14 AM	0:00:00	0
56	8:22:43 AM	8:22:55 AM	0:00:12	12
57	8:23:04 AM	8:23:04 AM	0:00:00	0
58	8:23:12 AM	8:23:12 AM	0:00:00	0
59	8:25:06 AM	8:25:24 AM	0:00:18	18
60	8:27:01 AM	8:27:06 AM	0:00:05	5
61	8:28:50 AM	8:29:00 AM	0:00:10	10
62	8:29:40 AM	8:29:50 AM	0:00:10	10
63	8:29:54 AM	8:30:05 AM	0:00:11	11
64	8:30:05 AM	8:30:20 AM	0:00:15	15
65	8:31:21 AM	8:31:40 AM	0:00:19	19
66	8:31:49 AM	8:31:49 AM	0:00:00	0
67	8:35:47 AM	8:35:47 AM	0:00:00	0
68	8:35:47 AM	8:36:00 AM	0:00:13	13
69	8:37:25 AM	8:37:34 AM	0:00:09	9
70	8:37:47 AM	8:37:47 AM	0:00:00	0
71	8:39:26 AM	8:39:37 AM	0:00:11	11
72	8:40:28 AM	8:40:28 AM	0:00:00	0
73	8:40:30 AM	8:40:32 AM	0:00:02	2
74	8:40:34 AM	8:40:49 AM	0:00:15	15
75	8:41:23 AM	8:41:35 AM	0:00:12	12
76	8:41:52 AM	8:42:00 AM	0:00:08	8
77	8:46:22 AM	8:46:28 AM	0:00:06	6
78	8:46:31 AM	8:46:31 AM	0:00:00	0
79	8:46:43 AM	8:46:43 AM	0:00:00	0
80	8:51:25 AM	8:51:37 AM	0:00:12	12

Total Vehicle Count:	80
Average Stop Time:	10.89
Maximum Stop Time:	84
Min. Sec. for Delay:	0
Average Queue:	
Queue Density:	
Maximum Queue:	2
Delay in Vehicle Hour:	0.13
Total Delay:	871

7:00:05 AM	8:51:37 AM	1:51:32 AM

Residents Average time	Residents
8	71
Visitors Average time	Visitors
31	9
Peak Hour Residents Average time	Residents
9	43
Peak Visitors Average time	Visitors
27	5

File NPMe: Las RPMblas Entrance
Start Date: 1/14/2016
Start Time: 7:00:00 PM

Vehicle Number	Joined Queue	Released from Queue	Time in Queue	
1	4:02:26 PM	4:02:38 PM	0:00:12	12
2	4:03:01 PM	4:03:12 PM	0:00:11	11
3	4:03:47 PM	4:03:53 PM	0:00:06	6
4	4:04:00 PM	4:04:00 PM	0:00:00	0
5	4:04:59 PM	4:04:59 PM	0:00:00	0
6	4:05:45 PM	4:05:45 PM	0:00:00	0
7	4:07:20 PM	4:07:30 PM	0:00:10	10
8	4:07:20 PM	4:07:59 PM	0:00:39	39
9	4:07:20 PM	4:08:08 PM	0:00:48	48
10	4:08:08 PM	4:08:08 PM	0:00:00	0
11	4:08:08 PM	4:08:19 PM	0:00:11	11
12	4:08:32 PM	4:08:32 PM	0:00:00	0
13	4:08:32 PM	4:08:46 PM	0:00:14	14
14	4:09:13 PM	4:09:31 PM	0:00:18	18
15	4:10:29 PM	4:10:40 PM	0:00:11	11
16	4:10:40 PM	4:10:46 PM	0:00:06	6
17	4:12:03 PM	4:12:41 PM	0:00:38	38
18	4:12:43 PM	4:12:48 PM	0:00:05	5
19	4:13:40 PM	4:13:40 PM	0:00:00	0
20	4:14:05 PM	4:14:05 PM	0:00:00	0
21	4:14:45 PM	4:14:55 PM	0:00:10	10
22	4:15:21 PM	4:15:27 PM	0:00:06	6
23	4:16:39 PM	4:16:51 PM	0:00:12	12
24	4:17:08 PM	4:17:16 PM	0:00:08	8
25	4:17:47 PM	4:17:58 PM	0:00:11	11
26	4:19:38 PM	4:19:51 PM	0:00:13	13
27	4:22:08 PM	4:22:20 PM	0:00:12	12
28	4:22:43 PM	4:22:52 PM	0:00:09	9
29	4:23:16 PM	4:23:16 PM	0:00:00	0
30	4:24:08 PM	4:24:17 PM	0:00:09	9
31	4:24:17 PM	4:24:21 PM	0:00:04	4
32	4:25:40 PM	4:25:54 PM	0:00:14	14
33	4:26:29 PM	4:26:37 PM	0:00:08	8
34	4:27:22 PM	4:28:16 PM	0:00:54	54
35	4:27:41 PM	4:28:41 PM	0:01:00	60
36	4:27:54 PM	4:28:27 PM	0:00:33	33
37	4:28:25 PM	4:28:36 PM	0:00:11	11
38	4:28:25 PM	4:28:53 PM	0:00:28	28
39	4:29:08 PM	4:29:19 PM	0:00:11	11
40	4:30:10 PM	4:30:18 PM	0:00:08	8
41	4:30:10 PM	4:30:24 PM	0:00:14	14
42	4:30:22 PM	4:30:30 PM	0:00:08	8
43	4:30:57 PM	4:31:07 PM	0:00:10	10
44	4:31:26 PM	4:31:26 PM	0:00:00	0
45	4:31:54 PM	4:32:05 PM	0:00:11	11
46	4:32:44 PM	4:32:59 PM	0:00:15	15
47	4:33:54 PM	4:34:06 PM	0:00:12	12
48	4:34:49 PM	4:34:49 PM	0:00:00	0
49	4:36:13 PM	4:37:19 PM	0:01:06	66
50	4:36:33 PM	4:37:24 PM	0:00:51	51
51	4:36:42 PM	4:37:33 PM	0:00:51	51
52	4:38:12 PM	4:38:12 PM	0:00:00	0
53	4:38:12 PM	4:38:31 PM	0:00:19	19
54	4:38:28 PM	4:38:35 PM	0:00:07	7
55	4:39:15 PM	4:39:42 PM	0:00:27	27
56	4:40:33 PM	4:40:44 PM	0:00:11	11
57	4:40:46 PM	4:40:53 PM	0:00:07	7
58	4:40:56 PM	4:40:56 PM	0:00:00	0
59	4:41:10 PM	4:41:20 PM	0:00:10	10
60	4:42:37 PM	4:42:45 PM	0:00:08	8
61	4:42:43 PM	4:42:49 PM	0:00:06	6
62	4:42:45 PM	4:43:00 PM	0:00:15	15
63	4:43:20 PM	4:43:47 PM	0:00:27	27
64	4:43:20 PM	4:43:58 PM	0:00:38	38
65	4:43:34 PM	4:43:59 PM	0:00:25	25
66	4:44:15 PM	4:44:15 PM	0:00:00	0
67	4:44:29 PM	4:44:29 PM	0:00:00	0
68	4:46:12 PM	4:46:23 PM	0:00:11	11
69	4:46:23 PM	4:46:33 PM	0:00:10	10
70	4:47:17 PM	4:47:17 PM	0:00:00	0
71	4:47:17 PM	4:47:30 PM	0:00:13	13
72	4:48:06 PM	4:48:22 PM	0:00:16	16
73	4:48:58 PM	4:48:58 PM	0:00:00	0
74	4:50:34 PM	4:50:41 PM	0:00:07	7
75	4:50:49 PM	4:50:49 PM	0:00:00	0
76	4:51:20 PM	4:51:31 PM	0:00:11	11
77	4:51:20 PM	4:51:33 PM	0:00:13	13
78	4:51:20 PM	4:51:38 PM	0:00:18	18
79	4:52:09 PM	4:52:16 PM	0:00:07	7
80	4:52:09 PM	4:52:21 PM	0:00:12	12
81	4:52:21 PM	4:52:25 PM	0:00:04	4
82	4:53:21 PM	4:53:32 PM	0:00:11	11
83	4:54:18 PM	4:54:25 PM	0:00:07	7
84	4:54:18 PM	4:54:31 PM	0:00:13	13
85	4:54:31 PM	4:54:31 PM	0:00:00	0
86	4:54:43 PM	4:54:43 PM	0:00:00	0
87	4:55:15 PM	4:55:27 PM	0:00:12	12
88	4:55:49 PM	4:55:55 PM	0:00:06	6
89	4:56:05 PM	4:56:05 PM	0:00:00	0
90	4:56:37 PM	4:56:43 PM	0:00:06	6
91	4:58:30 PM	4:58:42 PM	0:00:12	12
92	4:59:24 PM	4:59:29 PM	0:00:05	5
93	4:59:24 PM	4:59:37 PM	0:00:13	13
94	5:03:30 PM	5:04:14 PM	0:00:44	44
95	5:03:30 PM	5:03:49 PM	0:00:19	19
96	5:04:06 PM	5:04:06 PM	0:00:00	0
97	5:04:38 PM	5:04:55 PM	0:00:17	17
98	5:05:13 PM	5:05:13 PM	0:00:00	0
99	5:05:13 PM	5:05:16 PM	0:00:03	3
100	5:07:59 PM	5:08:11 PM	0:00:12	12
101	5:10:17 PM	5:11:11 PM	0:00:54	54
102	5:11:15 PM	5:11:15 PM	0:00:00	0
103	5:11:15 PM	5:11:33 PM	0:00:18	18
104	5:11:23 PM	5:11:34 PM	0:00:11	11
105	5:12:10 PM	5:12:10 PM	0:00:00	0
106	5:13:41 PM	5:13:58 PM	0:00:17	17
107	5:14:12 PM	5:14:12 PM	0:00:00	0
108	5:16:38 PM	5:17:01 PM	0:00:23	23
109	5:16:44 PM	5:17:30 PM	0:00:46	46

Total Vehicle Count:	189
Average Stop Time:	12.69
Maximum Stop Time:	99
Min. Sec. for Delay:	0
Average Queue:	
Queue Density:	
Maximum Queue:	3
Delay in Vehicle Hour:	2.93
Total Delay:	2399

4:02:26 PM	5:59:50 PM	1:57:24 AM

Residents Average time	Residents
6	146
Visitors Average time	Visitors
36	42
Peak Hour Residents Average time	Residents
5	64
Peak Visitors Average time	Visitors
34	23

110	5:17:13 PM	5:17:38 PM	0:00:25	25
111	5:18:01 PM	5:18:36 PM	0:00:35	35
112	5:18:55 PM	5:18:55 PM	0:00:00	0
113	5:19:08 PM	5:19:08 PM	0:00:00	0
114	5:19:15 PM	5:19:28 PM	0:00:13	13
115	5:20:04 PM	5:20:15 PM	0:00:11	11
116	5:20:11 PM	5:20:20 PM	0:00:09	9
117	5:20:20 PM	5:20:21 PM	0:00:01	1
118	5:20:45 PM	5:21:05 PM	0:00:20	20
119	5:20:45 PM	5:21:16 PM	0:00:31	31
120	5:20:08 PM	5:21:22 PM	0:01:14	74
121	5:21:53 PM	5:21:53 PM	0:00:00	0
122	5:22:09 PM	5:22:09 PM	0:00:00	0
123	5:24:05 PM	5:25:15 PM	0:01:10	70
124	5:24:36 PM	5:24:41 PM	0:00:05	5
125	5:25:01 PM	5:25:01 PM	0:00:00	0
126	5:25:01 PM	5:25:08 PM	0:00:07	7
127	5:25:53 PM	5:25:57 PM	0:00:04	4
128	5:26:01 PM	5:26:01 PM	0:00:00	0
129	5:26:07 PM	5:26:07 PM	0:00:00	0
130	5:26:39 PM	5:27:04 PM	0:00:25	25
131	5:26:39 PM	5:28:18 PM	0:01:39	99
132	5:28:32 PM	5:28:33 PM	0:00:01	1
133	5:29:55 PM	5:29:55 PM	0:00:00	0
134	5:30:12 PM	5:30:12 PM	0:00:00	0
135	5:30:18 PM	5:30:18 PM	0:00:00	0
136	5:30:36 PM	5:30:51 PM	0:00:15	15
137	5:31:32 PM	5:31:32 PM	0:00:00	0
138	5:31:32 PM	5:31:43 PM	0:00:11	11
139	5:31:43 PM	5:31:53 PM	0:00:10	10
140	5:31:43 PM	5:31:58 PM	0:00:15	15
141	5:33:09 PM	5:33:14 PM	0:00:05	5
142	5:33:09 PM	5:33:16 PM	0:00:07	7
143	5:33:38 PM	5:33:38 PM	0:00:00	0
144	5:37:13 PM	5:37:13 PM	0:00:00	0
145	5:37:15 PM	5:37:26 PM	0:00:11	11
146	5:38:37 PM	5:38:37 PM	0:00:00	0
147	5:39:09 PM	5:39:16 PM	0:00:07	7
148	5:39:16 PM	5:39:16 PM	0:00:00	0
149	5:37:21 PM	5:37:25 PM	0:00:04	4
150	5:37:25 PM	5:37:29 PM	0:00:04	4
151	5:40:15 PM	5:40:15 PM	0:00:00	0
152	5:40:29 PM	5:40:29 PM	0:00:00	0
153	5:40:37 PM	5:40:37 PM	0:00:00	0
154	5:41:02 PM	5:41:33 PM	0:00:31	31
155	5:41:06 PM	5:41:34 PM	0:00:28	28
156	5:41:16 PM	5:41:36 PM	0:00:20	20
157	5:41:53 PM	5:41:59 PM	0:00:06	6
158	5:41:57 PM	5:42:06 PM	0:00:09	9
159	5:42:57 PM	5:43:10 PM	0:00:13	13
160	5:43:28 PM	5:43:28 PM	0:00:00	0
161	5:43:51 PM	5:43:51 PM	0:00:00	0
162	5:45:37 PM	5:46:08 PM	0:00:31	31
163	5:45:46 PM	5:46:13 PM	0:00:27	27
164	5:46:06 PM	5:46:16 PM	0:00:10	10
165	5:46:59 PM	5:47:00 PM	0:00:01	1
166	5:47:08 PM	5:47:12 PM	0:00:04	4
167	5:47:13 PM	5:47:16 PM	0:00:03	3
168	5:47:24 PM	5:47:24 PM	0:00:00	0
169	5:48:34 PM	5:48:40 PM	0:00:06	6
170	5:48:38 PM	5:48:45 PM	0:00:07	7
171	5:50:15 PM	5:50:21 PM	0:00:06	6
172	5:51:01 PM	5:51:06 PM	0:00:05	5
173	5:51:11 PM	5:51:11 PM	0:00:00	0
174	5:51:11 PM	5:51:37 PM	0:00:26	26
175	5:51:38 PM	5:51:45 PM	0:00:07	7
176	5:51:39 PM	5:51:50 PM	0:00:11	11
177	5:52:12 PM	5:52:21 PM	0:00:09	9
178	5:53:15 PM	5:53:25 PM	0:00:10	10
179	5:54:47 PM	5:54:57 PM	0:00:10	10
180	5:54:50 PM	5:55:01 PM	0:00:11	11
181	5:54:50 PM	5:55:04 PM	0:00:14	14
182	5:55:18 PM	5:55:22 PM	0:00:04	4
183	5:56:27 PM	5:56:36 PM	0:00:09	9
184	5:57:00 PM	5:57:13 PM	0:00:13	13
185	5:57:44 PM	5:57:44 PM	0:00:00	0
186	5:58:03 PM	5:58:13 PM	0:00:10	10
187	5:58:45 PM	5:59:00 PM	0:00:15	15
188	5:59:10 PM	5:59:40 PM	0:00:30	30
189	5:59:15 PM	5:59:50 PM	0:00:35	35
				2399