TECHNICAL MEMORANDUM

Date: March 19th, 2013

To: Ali R. Toghiani, P.E., FDOT D6 Design Office

From: Elio R. Espino, Ph.D., P.E., PTOE, Senior Transportation Engineer
Erik Echezabal, E.I., Transportation Engineering Analyst

Subject: **Signal Warrant Study for SR A1A/S Roosevelt Boulevard at Seaside Drive - Maintenance of Traffic (MOT) Support Services for SR 5/N Roosevelt Boulevard Reconstruction Project, Key West FL**

Introduction

This technical memorandum documents the findings and qualitative assessments associated with the Maintenance of Traffic (MOT) Support Services for Roosevelt Boulevard from Eisenhower Drive to Riviera Canal, in Key West, Florida. The intersection that was evaluated is SR A1A/ S. Roosevelt Boulevard and Seaside Drive; **Figure 1** depicts the project location. The purpose of this study is to perform a Signal Warrant Study for the subject intersection.

Background

Advanced Transportation Engineering Consultants, Inc. (ATEC) was retained by the Florida Department of Transportation, District 6 (FDOT D6), to provide MOT support services for the SR 5/N Roosevelt Boulevard Reconstruction project. The community of Seaside has requested to install a temporary traffic signal at the "T" intersection of Seaside Drive and SR A1A/S Roosevelt Boulevard to help reduce delay for the eastbound left turn movement. The eastbound approach is controlled with a "STOP" sign, while northbound/southbound traffic streams are not controlled with traffic devices. In the recent months, traffic volume has significantly increased for "mainline" SR A1A/S Roosevelt Boulevard, primarily due to the MOT detour that was established to mitigate congestion along Flagler Avenue. The Community suggests that eastbound left turning drivers are experiencing unfavorable delay, and reported that queues extended into the community. Therefore, the Department has requested ATEC to evaluate the intersection operations and perform a signal warrant analysis. It is noteworthy to indicate that ATEC has previously performed a Signal Warrant Analysis for the subject location on May 2012; refer to **Appendix A** for the previous signal warrant study**.**

Project Objective

The objective of this study is to determine the need for a temporary traffic signal control at SR A1A/ S. Roosevelt Boulevard and Seaside Drive.

Methodology

- Collect 72-hour approach counts, 8-hour turning movement counts and intersection delay study
- Perform a crash analysis, qualitative assessment, and document existing conditions
- Perform a traffic signal warrant study that complies with the Federal Highway Administration's, Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition, and FDOT's, Manual of Uniform Traffic Studies (MUTS), March 2003 edition.


Study Location
Study Location
Key West
S.Roosevelt Blvd. and Seaside Dr.
Seaside Inc.
Seaside Dr.
SR A1A / S.Roosevelt Blvd.
Key West
N
E
S
W

Crash Analysis

The three-year crash data in the May 2012 study was updated to reflect the latest fiscal year (2011) for which crash data is available. There was only one crash reported in 2011, and one additional crash reported on December 31st, 2010 (New Year's Eve). There were a total of 4 crashes reported during the 2009-2011 period, thus the intersection is not considered High Crash Location. Please refer to **Table 1** for the crash statistics.

Table 1: Summary of Crashes

SR A1A/S Roosevelt Boulevard at Seaside Drive		Number of Year		5 Year Total Crashes	Mean Crashes Per Year	%
		2010	2011			
CRASH TYPE	Rear End	1	0	1	0.20	25.0%
	Head On	0	0	0	0.00	0.0%
	Angle	0	0	0	0.00	0.0%
	Left Turn	0	0	0	0.00	0.0%
	Right Turn	0	1	1	0.20	25.0%
	Sideswipe	1	0	1	0.20	25.0%
	Backed Into	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0.00	0.0%
	Fixed Object	1	0	1	0.20	25.0%
	Ran Off Road	0	0	0	0.00	0.0%
	Overturned	0	0	0	0.00	0.0%
	Other	0	0	0	0.00	0.0%
	Total Crashes	**3**	**1**	**4**	0.80	**100.0%**
SEVERITY	PDO Crashes	1	0	1	0.20	25.0%
	Fatal Crashes	0	0	0	0.00	0.0%
	Injury Crashes	2	1	3	0.60	75.0%
LIGHTING CONDITIONS	Daylight	2	1	3	0.60	75.0%
	Dusk	0	0	0	0.00	0.0%
	Dawn	0	0	0	0.00	0.0%
	Dark	1	0	1	0.20	25.0%
	Unknown	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	3	1	4	0.80	100.0%
	Wet	0	0	0	0.00	0.0%
	Others	0	0	0	0.00	0.0%

***** "No" crashes were reported in 2009; therefore, not depicted on **Table 1.**

The majority of crashes occurred at daylight during clear, dry conditions. Given the small sample size, no crash pattern could be determined for the intersection. Additionally, the intersection's lane configuration does not allow for an Expected Value Analysis to be performed. As a result, ATEC has concluded that this intersection shows no deficiencies in terms of crash patterns. Please refer to **Appendix B** for the crash summary per year.

Traffic Data Collection

The following traffic data was collected at the subject location: 72-hour approach counts, 8-hour turning movement counts (TMC), and 8-hour intersection delay study.

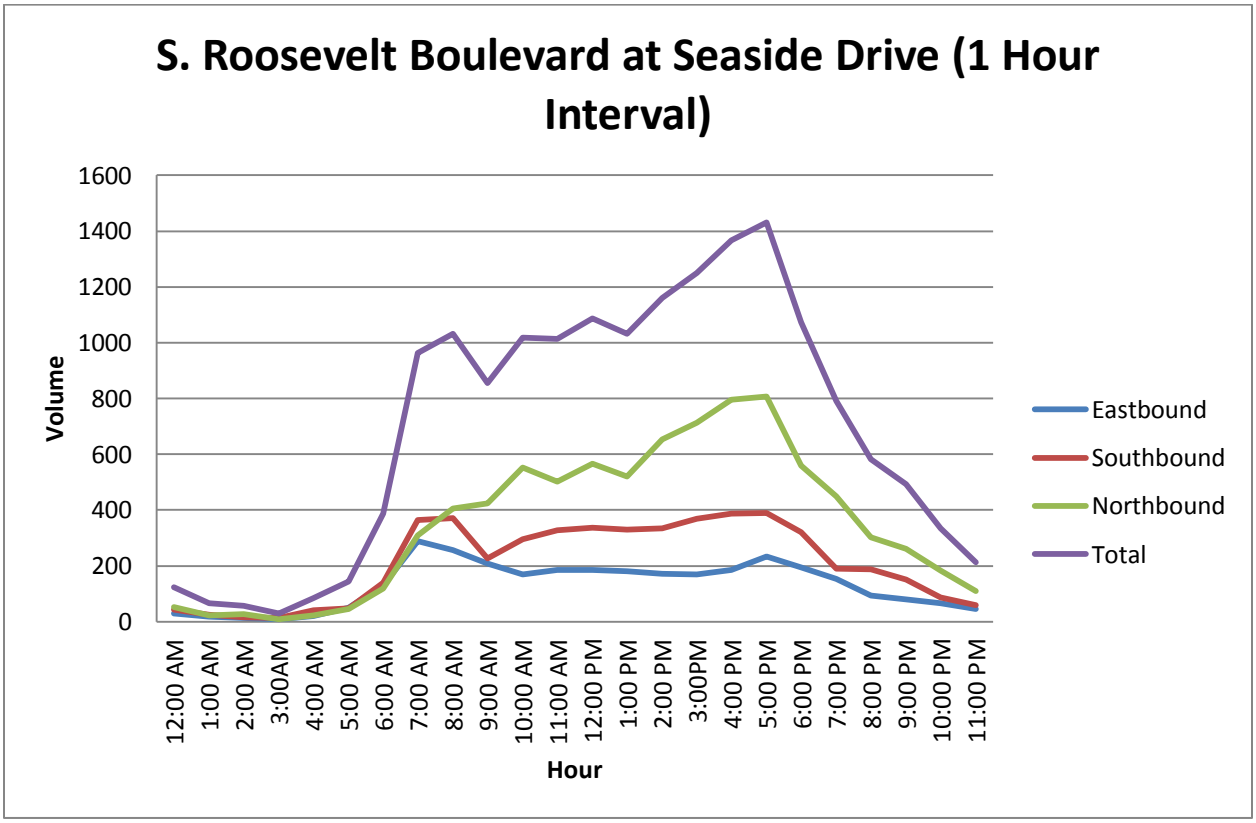
72-Hour Approach Counts

The 72-hour approach counts were continuously collected on all approaches from Tuesday, February 26, 2013 to Thursday, February 28, 2013. The summary of the three-day average is shown in **Table 2.** The hourly traffic variation for Tuesday, February 28, 2013 is depicted on **Figure 2.** Please refer to **Appendix C** for the raw traffic data**.**

Table 2: Summary of Three-Day Average Counts

Northbound	Southbound	Eastbound	Total
8,258	4,997	3,062	16,317

Figure 2: Hourly Traffic Volume for a Typical Day (Tuesday, February 28, 2013)



8-hour Turning Movement Counts

The 8-hour TMC's were collected on Tuesday, February 26, 2013 from 7:00 am to 10:00 am, 12:00 pm to 2:00 pm, and 3:00 pm to 7:00 pm, which coincides with highest traffic volumes on the "side street", Seaside Drive**.** The AM, MD, PM peak hour occurred at 7:30 am, 12:00 pm, and 4:45 pm, respectively. The peak hour TMC's are depicted on **Figure 3.** Please refer to **Appendix D** for the 8-hour TMC summary**.**

Figure 3 - 8 Hour Turning Movement Counts (TMC)

8-hour Intersection Delay Study

An 8-hour intersection delay study, collected concurrently with the TMC's, was performed at the subject intersection in accordance with the Manual on Uniform Traffic Studies, Chapter 7. The vehicle delay was collected for the eastbound left lane and northbound left lane. Please refer to **Appendix E** for the delay study**.** Furthermore, the delay study is shown in **Table 3.**

Table 3: Peak Period Delay Summary

Period	Movement	Delay/Vehicle (sec/veh)	LT Approach Volume (veh)
AM Peak Period	EB Left-Turn	17.81	466
(7:00 AM - 10:00 AM)	NB Left-Turn	4.89	55
MD Peak Period	EB Left-Turn	18.07	231
(12:00 PM - 2:00 PM)	NB Left-Turn	3.87	100
PM Peak Period	EB Left-Turn	23.78	392
(3:30 PM - 7:00 PM)	NB Left-Turn	4.81	236

The highest average delay experienced by the eastbound left movement was approximately 24 seconds during the PM peak, while the northbound approach experienced approximately 5 seconds of delay. The summary statistics revealed that the eastbound left movement experienced the worst delay from 5:30 pm to 5:45 pm, with approximately 42 seconds of average delay and 102 seconds of maximum delay. The Highway Capacity Manual (HCM 2010) provides LOS criteria for Two-way Stop Control (TWSC) at un-signalized intersections. The LOS criteria are listed on **Table 4.** The eastbound and northbound left movement operated at a LOS C and A, respectively during all peak periods. During the worst 15-minunte interval, the eastbound left movement operated at a LOS E, and occasionally operated at a LOS F.

Table 4 - LOS Criteria for TWSC Un-signalized Intersections

Level of Service	Average Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Field Review Observations

A field review was performed on Tuesday, March 12, 2013 from 7:00 am to 8:00 am, 12:00 pm to 1:00 pm, and 4:45 pm to 6:00 pm to evaluate traffic operations at SR A1A/ S. Roosevelt Boulevard and Seaside Drive. These observational periods correspond to the AM, MD, and PM peaks, respectively. A preliminary analysis of approach volumes were reviewed to determine the peak periods, which corresponds with the TMC peaks. Please note, while construction continues, the City of Key West has mandated a City-wide speed limit of 25 mph. The following is a summary of the field review key findings; refer to **Figure 4** for site observations:


SR A1A/ S.Roosevelt Blvd.
Seaside Dr.
Seaside Inc.
N
E
S
W
LEGEND
Photo Direction
AM
MD
PM

AM Observations

- Dusk conditions; refer to **Picture 1** on **Figure 4**
- Occasionally, the traffic on Seaside Drive was moderate for a “side street”. However, the eastbound approach frequently had one vehicle queued, or no vehicles.
- The Majority of eastbound traffic was observed to turn left onto northbound SR A1A/S Roosevelt Boulevard; eastbound left turning vehicles typically experienced little to no delay.
- Northbound/southbound SR A1A/S Roosevelt Boulevard traffic was light
- Public Transit and School buses were observed to enter and exit the Seaside Community
- Pedestrian activity was moderate; refer to **Picture 3** on **Figure 4**
- Pedestrians frequently utilized the north leg crosswalk to access the pedestrian walkway that is parallel with SR A1A/S Roosevelt Boulevard
- The largest queue observed on Seaside Drive was 6 vehicles; However, the queue cleared within 20 seconds
- Eastbound right turning vehicles experienced little to no conflict with the southbound traffic stream
- Northbound, southbound, and eastbound traffic was observed to increase around 7:30 am
- Northbound/southbound traffic streams frequently presented “Gaps” to the eastbound approach
- All eastbound left vehicles were observed to encroach forward, in front of the stop-bar, to “look” left at on-coming southbound traffic. The following were observed to obstruct drivers cone-of-vision at the triangle:
    1. Canary Date Palm is located 6 feet from the bullnose of the median; refer to **Picture 8** on **Figure 4**
    2. Foliage on the nearside of the intersection; refer to **Picture 9** on **Figure 4**

MD Observations

- Northbound, southbound, and eastbound traffic was moderate
- On average, the eastbound left queue was one vehicle
- Pedestrian activity was heavy; refer to **Picture 11** on **Figure 4**
- On occasion, one vehicle would wait approximately 30 seconds for a “gap”
- The upstream signalized intersection (Flagler Avenue & SR A1A/S Roosevelt) regulated the southbound traffic flow; southbound traffic was observed to travel in platoons
- Pedestrian activity was observed to decrease at 12:15 pm
- Northbound/southbound traffic has a relatively low speed differential with eastbound left vehicles, thus eastbound traffic was observed to enter traffic without performing aggressive maneuvers.
- A City bus was observed to enter and exit the community of Seaside in less than 3 minutes
- Eastbound left turning vehicles were observed to conflict with pedestrians at the north leg crosswalk

- The max eastbound left delay experienced by one vehicle was approximately 70 seconds. However, majority of the vehicles experienced a delay of less than 10 seconds.
- Northbound left vehicles experienced little to no conflict with southbound vehicles
- Tire skid marks on the pavement were located on northbound/southbound approaches; refer to **Pictures 14-17** on **Figure 4**

PM Observations

- The northbound queue at Flagler Avenue and SR A1A/S Roosevelt Boulevard extend to and beyond Seaside Drive; refer to **Pictures 20-23** on **Figure 4**
- The intersection of SR 5/N Roosevelt Boulevard and US 1/Overseas Highway and SR A1A/S Roosevelt Boulevard was the "bottleneck" for the northbound traffic stream
- Southbound and eastbound traffic was moderate
- Eastbound left experienced minor delay; typically less than 2 vehicles, which cleared quickly
- Northbound drivers in queue were observed to permit eastbound left turning vehicles to enter the roadway
- Eastbound left turning vehicles were observed on occasion to perform aggressive maneuvers to enter the northbound queue; refer to **Picture 24** on **Figure 4**

Intersection Inventory

The existing lane configuration at the subject intersection was previously documented in the May 2012 report. The condition diagram was revised to include the roadway and roadside elements within 300 feet of each intersection approach. Please refer to **Appendix F** for condition diagram of the intersection.

Signal Warrant Analysis

The traffic signal warrant analysis was performed in accordance with methodology contained in the Manual of Uniform Traffic Control Devices (MUTCD), 2009 edition. Moreover, the Traffic Signal Warrant Summary Forms contained in the Manual of Uniform Traffic Studies, March 2003 edition, were utilized to perform the signal warrant analysis. The MUTCD, section 4C.01, mandates the following nine traffic warrants, in addition to considering existing operations and safety:

Warrant 1: Eight-Hour Vehicular Volume

Warrant 2: Four-Hour Vehicular Volume

Warrant 3: Peak Hour

Warrant 4: Pedestrian Volume

Warrant 5: School Crossing

Warrant 6: Coordinated Signal System

Warrant 7: Crash Experience

Warrant 8: Roadway Network

Warrant 9: Intersection Near a Grade Crossing

It is noteworthy that the MUTCD states the following: *"the satisfaction of a traffic signal warrant shall not in itself require the installation of a traffic signal"*. Therefore, satisfaction of the signal warrants is a minimal requirement and additional factors, such as excessive delay and crash experience should justify the need for signal installation. Please note temporary signals must satisfy all signal warrant criteria, and designed as permanent traffic signal. As observed in the field, the eastbound right turn movement experienced minimal conflict, thus the right turn volumes was not included in the analysis. Furthermore, the eastbound approach was evaluated as a one-lane approach with only the left turn volume considered.

The following is a summary of the most applicable warrants (i.e., Warrants 1, 2, 3, and 7). The signal warrants sheets are contained in **Appendix G.** The critical approach speed was analyzed as 25 MPH, since the City of Key West reduced the City speed limit to 25 MPH for the SR 5/N Roosevelt Reconstruction project.

Warrant 1- Eight-Hour Vehicular Volume:

This warrant includes two conditions, namely, Conditions A and B which are described below:

1. As per the MUTCD, *"Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal."* The vehicles per hour (vph) for both of the "Major street" and "Minor street" must satisfy the criterion for Warrant 1, Condition "A" (minimum vehicular volume) for any 8 hours. The minimum requirement for the highest minor street approach is 150 vph and 600 vph for the major street approach. The minimum vehicular threshold was only satisfied from 7:00 am to 8:00 am, and 8:00 am to 9:00 am. Please note that the major street approach met the minimum vehicular volume criteria for all 8-hours. In conclusion, Condition A is not satisfied since only 2 of the 8 highest hours for the eastbound movement were satisfied.

2. According to the 2009 edition of the Manual on Uniform Traffic Control Devices, *"the Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street."* The delay study revealed that the eastbound approach does not experience excessive delay. On average, the eastbound left turning movement operated at a LOS C or better. Therefore, Warrant 1, Condition B is not applicable.

Warrant 2 - Four Hour Vehicular Volume:

As per the MUTCD, this warrant is applicable for locations with vehicular delay that is not excessive. The warrant analysis indicated that the four highest hours fall below the corresponding curve; therefore, this warrant was not satisfied.

Warrant 3 - Peak-Hour:

Signal Warrant 3 applies only to unusual cases, such as locations that generate or discharge large amount of vehicles in a short period of time. As depicted on **Figure 2,** the traffic characteristic for this intersection was not representative of a location with specific peak. On the contrary, volumes steadily increased from 7:30 am until the peak hour was reached at 5:30 pm. Therefore, this warrant is not applicable.

Warrant 7- Crash Experience:

This application is intended for locations that experience a high frequency of crashes and severity of crashes is the principle reason to install the signal. The crash analysis revealed that a total of 4 crashes occurred in a 3-year period with no crashes in 2009. More importantly, the premise of this signal warrant study is for the installation of a temporary traffic control signal. Therefore, warrant 7 is not applicable for this signal warrant analysis.

Table 5 - Summary of Warrant Analysis

Warrant	Description	Applicable	Satisfied
Warrant 1	Eight-Hour vehicular volume	Yes	No
Warrant 2	Four-Hour vehicular volume	Yes	No
Warrant 3	Peak Hour	No	
Warrant 4	Pedestrian Volume	No	
Warrant 5	School Crossing	No	
Warrant 6	Coordinated Signal System	No	
Warrant 7	Crash Experience	No	
Warrant 8	Roadway Network	No	
Warrant 9	Intersection Near a Grade Crossing	No	

The warrant analysis performed revealed that the signal warrant criterion was not satisfied. In addition, the minor street approach did not experience excessive delay for extended periods of time.

Conclusion

ATEC does not recommend the installation of a temporary traffic control signal at the intersection of Seaside Drive and SR A1A/S Roosevelt Boulevard, as requested by the Seaside Community. The decision was predicated on the MUTCD Signal Warrant criteria, intersection safety, and qualitative assessment of traffic operations. On average, delay experienced by the eastbound left movement was less than 20 seconds per vehicles. The installation of signalized traffic control devices would result with increased stop delay for the “minor street” since the majority of the allocated “green” would be assigned to SR A1A/S Roosevelt Boulevard. For example, if the northbound/southbound traffic movement is assigned 35 seconds, the eastbound movement would need to “wait” for the Green, Change (3 seconds), and Clearance (2.3 seconds) Intervals prior to receiving a Green indication. This is approximately 40 seconds of recurring intersection stop delay, thus a temporary signal would increase delay for all times-of-day.

Reviewed by:

Elio R. Espino, Ph.D., P.E., PTOE
Project Manager
Date: 3/22/13

Appendix: A

ATEC Signal Warrant Study at SR A1A/S Roosevelt Boulevard at Seaside Drive (May 2012)

May 2012

Signal Warrant Analysis
Section: 90003000 at MP 2.254 SR 5/S. Roosevelt Boulevard at Seaside Drive Monroe County, FL

ATEC PM: Elio R. Espino, PhD, P.E., PTOE
Metric PM: Sonia Shreffler-Bogart, P.E.
FDOT PM: Eman Gomaa, E.I.

Contract No. C8W83
FM No. 249726-2-32-01
TWO No. 27

ATEC Advanced Transportation Engineering Consultants

METRIC ENGINEERING

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Engineer's Certification

I, Elio R. Espino, P.E., 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 defined in 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.

PROJECT: Signal Warrant Analysis

LOCATION: Section 90003000 at MP 2.254
SR 5/S. Roosevelt Boulevard at Seaside Drive
Monroe County, FL

Elio R. Espino, PhD, P.E., PTOE

P.E. 58341

EXECUTIVE SUMMARY

Background

Advanced Transportation Engineering Consultants, Inc. (ATEC), a sub-consultant to Metric Engineering Inc., was retained by the Florida Department of Transportation (FDOT), District 6, to perform a Signal Warrant Analysis at the intersection of SR 5/S. Roosevelt Boulevard and Seaside Drive in Monroe County, Florida.

The study was initiated in accordance with **Work Order 27** issued by the Florida Department of Transportation, District Six, Traffic Operations Office dated 03/28/2012.

The study was initiated in response to a request by City of Key West staff to Mr. Ali Toghiani, P.E., Project Manager, for the reconstruction of SR 5/N. Roosevelt Boulevard.

Overview of Study Area

SR 5/S. Roosevelt Boulevard (section # 90003000) is an urban major arterial road which runs in the north/south direction from SR 5/Overseas Highway to approximately 0.35 miles to the south. At this point a horizontal curve is present and S. Roosevelt begins to run in the east/west direction. Seaside Drive is the access road to several apartment complexes, a hotel and small offices. Seaside Drive intersects SR 5/S. Roosevelt Boulevard forming a "T" intersection to the west.

SR 5/S. Roosevelt Boulevard is a 4-lane, un-divided roadway with 10-foot lanes, while Seaside Drive includes two inbound and two outbound 10-foot lanes and a landscaped median. The posted speed limit along SR 5/S. Roosevelt Boulevard is 30 mph, while the posted speed on Seaside Drive is 15 mph. High mast lighting is provided on the west side of S. Roosevelt Boulevard. A sidewalk is provided on the east side (bayside) of the road, while sidewalks are not provided on the west side of the road.

Field Review Observations

Field reviews were conducted on Tuesday, April 3rd, 2012 from 5:00 pm 6:00 pm and on Wednesday, April 4th, 2012 from 7:00 am to 8:00 am. These time periods were chosen based on the 72-hour counts collected at the intersection which are the peak demand periods for the eastbound direction, the minor street approach. The field reviews focused on the operation of the minor street approach to assess the difficulty accessing the major street.

The field reviews revealed high demand for the eastbound left turn movement from Seaside Drive; however, traffic cleared the intersection without excessive delay.

Traffic volumes along S. Roosevelt Boulevard were low during both peak periods which resulted in the availability of gaps for the traffic from Seaside Drive.

The field review also revealed that trees planted along the west side of S. Roosevelt Boulevard restricted sight distance for traffic from Seaside Drive.

Data Collection

Data collection for the study included 72-hour approach counts, 8-hour turning movement counts, 4-hour delay study, and speed profiles along S. Roosevelt Boulevard.

72-hour continuous counts were collected on all approaches during the week of April 1st, 2012. The 72-hour approach counts show that the average daily traffic along S. Roosevelt Boulevard is approximately 4,441 vpd and 5,920 vpd in the northbound and southbound directions. The eastbound approach experienced an average of 2,941 vpd.

Eight-hour turning movement counts (TMC) were collected on April 4th, 2012 during the period from 7:00 am to 9:00 am, 12:00 pm to 1:00 pm and from 3:00 pm to 7:00 pm. The turning movement counts revealed that the eastbound left turn movement experiences high demand during most of the eight hours; however, the highest demand is experienced from 7:00 am to 9:00 am. During this time, the eastbound left turn demand was 169 vehicles and 162 vehicles from 7:00 am to 8:00 am and from 8:00 am to 9:00 am, respectively.

An intersection delay study was performed at the intersection in accordance with the Manual on Uniform Traffic Studies (MUTS), Chapter 7. The delay data was collected on April 4th, 2012 during the morning peak hours (7:30 am – 9:30 am) and afternoon peak hours (4:00 pm – 6:00 pm). The results of the delay study show that the eastbound left turn movement from Seaside Drive did not experience significant delay during the am and pm peak periods. During these times the eastbound left turn movement operated at LOS D or better.

Speed profiles were obtained along S. Roosevelt Boulevard at the same time the approach counts were being collected. The objective of the speed data collection was to determine the operating speeds along S. Roosevelt for the purpose of determining the applicable threshold volumes for the signal warrant analysis. The results of speed study shows an 85th percentile speed of 37 mph and a 10-mile pace from 26-35 mph for the northbound direction. For the southbound direction the results show an 85th percentile speed of 39 mph and a 10-mile pace from 31-40 mph. These results confirmed the original presumption that the operating speeds were significantly higher than the posted speed; however, they are not higher than 40 mph. Therefore, the 100% volumes were used for the volume warrants.

Crash Analysis

The review of the crash data shows that only five crashes were reported during the three year study period, three crashes in 2008, no crashes in 2009 and two crashes in 2010. A safety ratio calculation was not performed since a minimum of eight crashes are needed to perform the calculation. Therefore, the intersection is not a high crash location. A review of the driver contributory causes of the crashes shows for the three crashes the contributory cause was listed as "Failed to Yield the Right of Way" and for the other two crashes it was listed as "Careless Driving". Therefore, the crash data does not suggest that a pattern of crashes correctable by the installation of a traffic signal is present at the intersection.

Signal Warrant Analysis

The traffic signal warrant analysis was performed using the Manual on Uniform Traffic Control Devices (MUTCD) 2009 edition methodology. The MUTCD **Section 4C.01** mandates that the following nine traffic warrants shall be considered:

Warrant 1: Eight-Hour Vehicular Volume

Warrant 2: Four-Hour Vehicular Volume

Warrant 3: Peak Hour

Warrant 4: Pedestrian Volume

Warrant 5: School Crossing

Warrant 6: Coordinated Signal System

Warrant 7: Crash Experience

Warrant 8: Roadway Network

Warrant 9: Intersection Near a Grade Crossing

The following table provides a summary of the nine warrants for signalization and indicates which warrant was applicable and if the warrant was satisfied.

Warrant	Description	Applicable	Satisfied
Warrant 1	Eight-Hour vehicular volume	Yes	No
Warrant 2	Four-Hour vehicular volume	Yes	No
Warrant 3	Peak Hour	No	
Warrant 4	Pedestrian Volume	No	
Warrant 5	School Crossing	No	
Warrant 6	Coordinated Signal System	No	
Warrant 7	Crash Experience	Yes	No
Warrant 8	Roadway Network	No	
Warrant 9	Intersection Near a Grade Crossing	No	

Conclusions and Recommendations

The traffic counts and field reviews revealed high left turn volumes for the eastbound direction (Seaside Drive); however, traffic from Seaside Drive did not experience excessive delay in accessing S. Roosevelt Boulevard. Traffic volumes along S. Roosevelt Boulevard are low and generate enough gaps for traffic from Seaside Drive to clear the intersection without excessive delay. A review of the crash history at the intersection did not reveal a pattern of crashes susceptible to correction by a traffic signal. That is, the installation of a traffic signal is not expected to reduce overall crash frequency at the intersection. The delay study shows that traffic from Seaside Drive operates at LOS D or better during the periods of highest demand. Therefore, the installation of a traffic signal is not recommended at this time.

During the field review it was observed that trees on the west side of S. Roosevelt Boulevard restrict sight distance for eastbound left turning traffic; therefore, it is recommended to trim the trees back to improve the line of sight for the eastbound approach.

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1 Introduction

Advanced Transportation Engineering Consultants, Inc. (ATEC), a sub-consultant to Metric Engineering Inc., was retained by the Florida Department of Transportation (FDOT), District 6, to perform a Signal Warrant Analysis at the intersection of SR 5/S. Roosevelt Boulevard and Seaside Drive in Monroe County, Florida.

The study was initiated in accordance with **Work Order 27** issued by the Florida Department of Transportation, District Six, Traffic Operations Office dated 03/28/2012.

The study was initiated in response to a request by City of Key West staff to Mr. Ali Toghiani, P.E., Project Manager for the reconstruction of SR 5/N. Roosevelt Boulevard. The e-mail from Mr. Toghiani to the Traffic Operations Office submitting the request is included in **Appendix A**.

2 Study Methodology

The study methodology complies with Study Type 2 – Signal Warrant Analysis described in the Districtwide Traffic Operations Studies, Scope of Services. In addition to this service type, the study also includes 72-hour approach counts, 8-hour turning movement counts and 4-hour intersection delay study.

3 Existing Conditions and Field Review Observations

SR 5/S. Roosevelt Boulevard (section # 90003000) is an urban major arterial road which runs in the north/south direction from SR 5/Overseas Highway to approximately 0.35 miles to the south. At this point, a horizontal curve is present and S. Roosevelt begins to run in the east/west direction. Seaside Drive is the access road to several apartment complexes, a hotel and small offices. Seaside Drive intersects SR 5/S. Roosevelt Boulevard forming a "T" intersection to the west. The intersection is stop controlled for eastbound Seaside Drive. Please refer to **Figure 1** for a general overview of the study intersection.

SR 5/S. Roosevelt Boulevard is a 4-lane, un-divided roadway with 10-foot lanes, while Seaside Drive includes two inbound and two outbound 10-foot lanes and a landscaped median. The posted speed limit along SR 5/S. Roosevelt Boulevard is 30 mph, while the posted speed on Seaside Drive is 15 mph. High mast lighting is provided on the west side of S. Roosevelt Boulevard.

Figure 1: Location Map

3.1 Intersection Geometry

The following is a description of the existing lane configuration at the intersection for each approach. Please refer to **Appendix B** for the condition diagram of the intersection. Please note that pictures of the approaches of the intersection are included as part of the condition diagram.

Northbound S. Roosevelt Boulevard: Consists of two through lanes and one left turn lane.

Southbound S. Roosevelt Boulevard: Consists of one shared right/through lane and one through lane.

Eastbound Seaside Drive: Consists of one right-turn lane and one left-turn lane

3.2 Pavement Conditions and Markings

The roadway surface along S. Roosevelt Boulevard is asphaltic concrete pavement, while the roadway surface for Seaside Drive is made up of brick pavers. The pavement and markings on all approaches of the intersection are in good condition. Please note that a marked crosswalk is provided on the north leg of the intersection.

3.3 Traffic Control

The study intersection is controlled by a stop sign on the west leg of the intersection. The nearest signalized intersections along SR 5/S. Roosevelt Boulevard:

- Flagler Avenue (0.37 miles to north)
- No traffic signals are present to the south (approximately 2.25 miles to Bertha Street)

3.4 Adjacent Land Uses

S. Roosevelt Boulevard is not densely built- out, the main land use near the intersection is the Key West Airport, located approximately 0.79 miles to the south. No other uses are located from the intersection to the south. Residential uses, mainly single family homes are located near Flagler Avenue, located approximately 0.37 miles to the north. However the residences do not front S. Roosevelt Boulevard.

3.5 Pedestrian and Bicycle Facilities

A sidewalk is provided on the east side (bayside) of the road, while sidewalks are not provided on the west side of the road.

3.6 Access Management

S. Roosevelt Boulevard is classified as a **Class 4 "Non-Restrictive"**. As per the District 6, Access Management Classification System and Standards, 2008, the Access Management Standards establish a minimum signal spacing of 0.5 miles and a minimum driveway connection spacing of 440 ft as presented in **Table 1**. The nearest signalized intersection is located approximately 0.37 miles to the north; no traffic signals are present to the south (approximately 2.25 miles to Bertha Street).

Table 1 - Access Management Class

Access Class	Medians	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		>45 mph	≤45 mph	Directional	Full	
Generally Developing or Underdeveloped						
2	Restrictive w/ Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
Generally Developed						
5	Restrictive	440	245	660	2640/1320	2640/1320
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

3.7 Traffic Operations

Field reviews were conducted on Tuesday, April 3rd, 2012 from 5:00 pm 6:00 pm and on Wednesday, April 4th, 2012 from 7:00 am to 8:00 am. These time periods were chosen based on the 72-hour counts collected at the intersection which are the peak demand periods for the eastbound direction, the minor street approach. The field reviews focused on the operation of the minor street approach to assess the difficulty accessing the major street. In addition, the field review also included a qualitative review of sight distance for the minor street approach. **Figure 2** depicts some of the pictures taken during the field review observations period. The following is a summary of the field review observations.

AM Field Observations

- Traffic was low along S. Roosevelt Boulevard which generated a high number of gaps on the traffic stream. During this time, southbound traffic appeared slightly heavier than northbound traffic.

- A maximum queue observed in the eastbound approach was seven vehicles in the left turn lane during the period from 7:45 am to 8:00 am. However, vehicles cleared the intersection quickly and did not experience significant delays. Please note that during the highest demand period the queue only reached four to six vehicles two or three times during the highest demand period. (see **Figure 2**, **Photograph 6**).

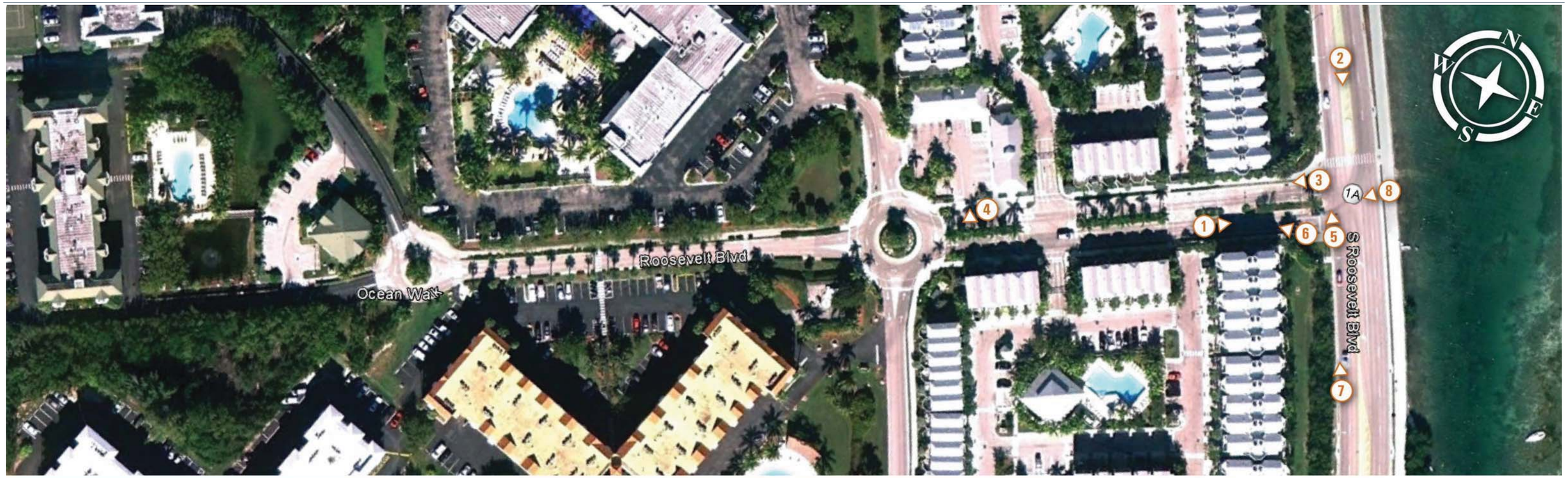
- Eastbound left-turn drivers experience sight distance restrictions due to the landscaping present on the west side of the intersection. (see **Figure 2**, **Photograph 7**). Drivers moved beyond the stop bar to improve their line of sight.

- Pedestrian activities were high, most pedestrian were walking along S. Roosevelt Boulevard. In addition, several pedestrians crossed the north leg of the intersection where a marked crosswalk is provided. (see **Figure 2**, **Photograph 5**).

- The demand for the northbound left turn movement was low during this period. The maximum queue observed was one vehicle. Most vehicles were able to make the left turn movement without stopping.

PM Field Observations

- The eastbound left turn movement experienced a lower demand when compared to the morning period. The maximum queue during this time was five vehicles.
- Similarly to the AM peak period, the eastbound left turning vehicles were able to clear the intersection quickly and did not experience significant delays.
- During this time period, the southbound right-turn movement experienced significant demand.
- The highest traffic demand period for the eastbound left turn movement was observed during the period from 5:00 pm to 5:30 pm.
- Bicycle and pedestrian activities were higher when compared to the AM peak period.


Roosevelt Blvd
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SPEED LIMIT
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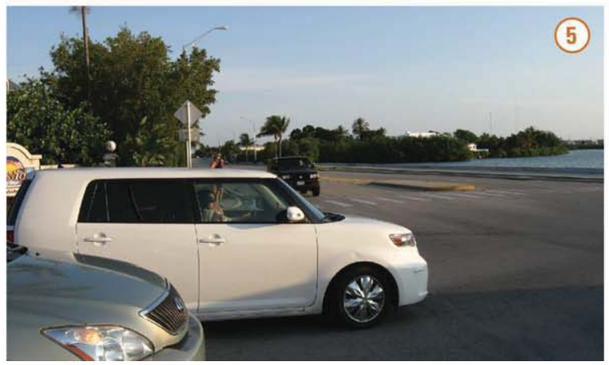
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6


Driver's vision is blocked by landscaping
7


8

4 Traffic Data Collection

Data collection for the study included 72-hour approach counts, 8-hour turning movement counts, 4-hour delay study, and speed profiles along S. Roosevelt Boulevard.

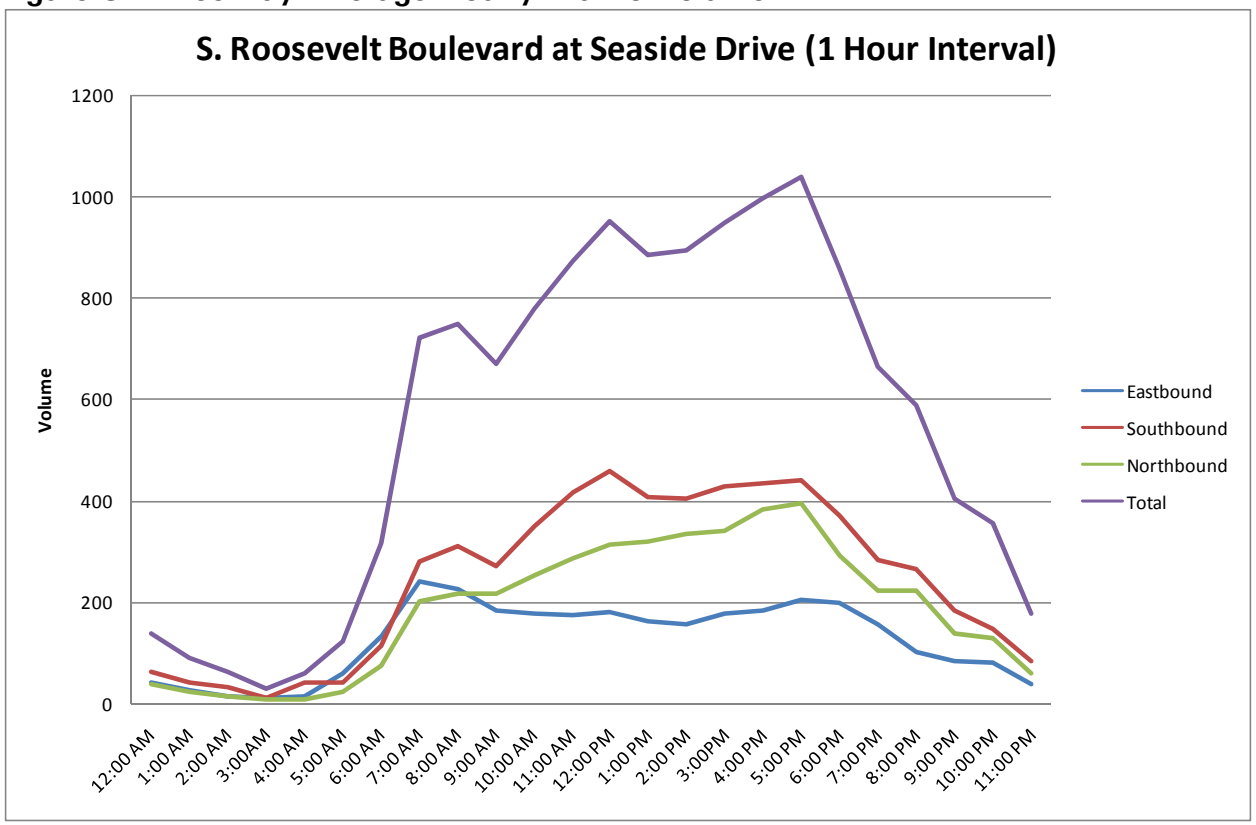
Mechanical Traffic Counts

72-hour continuous counts were collected on all approaches during the week of April 1st, 2012. The summary of the three-day counts is shown in **Table 2**. **Figure 3** depicts the hourly traffic volume variation of a typical weekday. The raw data can be found in **Appendix D**.

Table 2 - Summary of Three-Day Average Counts

Northbound	Southbound	Eastbound	Total
4,441	5,920	2,941	13,302

Figure 3 -Three-Day Average Hourly Traffic Volume



4.2 Manual Turning Movement Counts

Eight-hour turning movement counts (TMC) were collected on April 4th, 2012 during the period from 7:00 am to 9:00 am, 12:00 pm to 1:00 pm and from 3:00 pm to 7:00 pm. These time periods coincide with the highest demand period for the minor street approach (Seaside Drive) as shown by the 72-hour approach counts. The summary of the 8-hour turning movement counts are depicted in **Table 3**. The raw data are shown in **Appendix C**.

Table 3 - Summary of Turning Movement Counts

Time Period	MOVEMENT						Total Entering Intersection
	NB		SB		EB		
	Left-Turn	Thru	Thru	Right-Turn	Left-Turn	Right-Turn	
7:00 AM - 8:00 AM	22	174	248	46	169	67	726
8:00 AM - 9:00 AM	13	181	241	70	162	58	725
9:00 AM - 10:00 AM	10	195	198	70	125	55	653
12:00 PM- 1:00 PM	19	304	353	124	131	42	973
3:00 PM - 4:00 PM	18	302	295	151	113	58	937
4:00 PM - 5:00 PM	29	331	263	170	120	61	974
5:00 PM - 6:00 PM	43	337	273	187	147	55	1042
6:00 PM - 7:00 PM	42	246	204	168	145	54	859

4.3 Delay Study

An intersection delay study was performed at the intersection in accordance with the Manual on Uniform Traffic Studies (MUTS), Chapter 7. The delay data was collected on April 4th, 2012 during the morning peak hours (7:30 am – 9:30 am) and afternoon peak hours (4:00 pm – 6:00 pm). These time periods were collected based on a review of the 8-hour TMC. The delay data is documented in **Appendix D**. The summary of delay study is shown in **Table 4**.

Table 4 - Peak Period Delay Summary

Period	Movement	Delay/Vehicle (sec/veh)	LT Approach Volume (veh)	Delay (veh-hr)
AM Peak Period (7:30 AM - 8:30 AM)	EB Left-Turn	20.84	218	1.30
	NB Left-Turn	3.84	25	0.03
AM Peak Period (8:30 AM - 9:30 AM)	EB Left-Turn	11.10	138	0.47
	NB Left-Turn	2.82	11	0.01
PM Peak Period (4:00 PM - 5:00 PM)	EB Left-Turn	16.98	135	0.64
	NB Left-Turn	31.07	28	0.23
PM Peak Period (5:00 PM - 6:00 PM)	EB Left-Turn	29.61	145	0.95
	NB Left-Turn	110.06	31	1.04

Table 4 shows that the eastbound left turn movement experienced an average of approximately 21 seconds of stopped delay per vehicle during the morning peak period, whereas, the northbound left turn movement only experienced an average delay per vehicle of approximately 4 seconds. According to the Highway Capacity Manual (HCM 2000), please see **Table 5** which depicts the level of service criteria for Two-Way Stopped Control Un-signalized Intersections, the eastbound and northbound left turn movements operated at LOS C and A, respectively during the morning peak hour.

Table 5 - LOS Criteria for TWSC Un-signalized Intersections

Level of Service	Average Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

The results of the delay study for the afternoon peak period show an average delay of approximately 30 seconds for the eastbound left turn movement during the afternoon peak period. During this period, the northbound left turn movement experienced significant delay, 110 seconds of averaged stopped delay per vehicle. However, the left turn demand was low, only 31 vehicles. Based on these results, the eastbound left turn movement operated at LOS D during the period from 5:00 pm to 6:00 pm, whereas the northbound left turn movement operated at LOS F during this time.

4.4 Speed Profiles

Speed profiles were obtained along S. Roosevelt Boulevard at the same time the approach counts were being collected. The objective of the speed data collection was to determine the operating speeds along S. Roosevelt for the purpose of determining the applicable threshold volumes for the signal warrant analysis. The signal warrant threshold volumes can be reduced to 70% if the 85th percentile or posted speed is greater than 40 mph. The posted speed along S. Roosevelt Boulevard is 30 mph; however, traffic signals are not present for approximately 2.25 miles to the south of the intersection and a review of the aerial photography of the general area did not show high density of development; therefore, the operating speeds may be significantly higher than the posted speed. The results of the speed study shows an 85th percentile speed of 37 mph and a 10-mile pace from 26-35 mph for the northbound direction. For the southbound direction the results show an 85th percentile speed of 39 mph and a 10-mile pace from 31-40 mph. These results confirmed the original presumption that the operating speeds were significantly higher than the posted speed; however, they are not higher than 40 mph. Therefore, the 100% volumes will be used for the volume warrants.

5 Crash Analysis

Available crash data for the last three-year period, from January 2008 through December 2010, were obtained from FDOT and crash summaries and collision diagrams were prepared. Crash summaries per year and collision diagrams, also per year, are included in **Appendix E.**

As part of the crash analysis, hard copy police reports were reviewed to insure that all crashes were properly coded and located. **Table 6** depicts the frequency and type of crashes per year after the recoding. Only one crash which was coded as "All Other" was re-coded; this crash was re-coded to "Occupant Fell From Vehicle". The crash involved a motorcyclist traveling in the southbound direction who had to abruptly stop to avoid a conflict with an eastbound left turning vehicle. The review of the hard copy reports revealed that a crash coded as "Ran Off Road Into Water" involved a bicyclist who was traveling northbound on the sidewalk and fell off the bicycle into the water. In addition, one crash was removed from the list of crashes at the intersection since it occurred outside the limits of the intersection at 3675 S. Roosevelt Boulevard. A review of the driver contributory causes of the crashes shows that for the three crashes the contributory cause was listed as "Failed to Yield the Right of Way" and for the other two crashes it was listed as "Careless Driving".

Table 6 - Summary of Crashes

CRASH TYPE	NUMBER OF CRASHES			3-YEAR TOTAL CRASHES	MEAN CRASHES PER YEAR	PERCENT OF TOTAL
	YEAR					
	2008	2009	2010			
Rear End	0	0	0	0	0	0.0%
Head On	0	0	0	0	0.00	0.0%
Angle	1	0	1	2	0.67	40.0%
Left Turn	0	0	0	0	0.00	0.0%
Right Turn	0	0	0	0	0.00	0.0%
Sideswipe	0	0	0	0	0.00	0.0%
Coll. w/ Pedestrian	0	0	0	0	0.00	0.0%
Ran Off Rd Into Water	1	0	0	1	0.33	20.0%
Occupant Fell from Veh.	1	0	0	1	0.33	20.0%
Hit Tree/Shrubbery	0	0	1	1	0.33	20.0%
TOTAL CRASHES	**3**	**0**	**2**	**5**	**2.5**	**100.0%**

Table 6 shows that only five crashes were reported during the three year study period, three crashes in 2008, no crashes in 2009 and two crashes in 2010. Please note that we did not perform a safety ratio calculation since a minimum of eight crashes are needed to perform the calculation. Therefore, the intersection is not a high crash location. In addition, the crash data does not suggest that a pattern of crashes correctable by the installation of a traffic signal is present at the intersection.

6 Signal Warrant Analysis

The traffic signal analysis was performed using the Manual on Uniform Traffic Control Devices (MUTCD) 2009 edition methodology. The MUTCD **Section 4C.01** mandates that the following nine traffic warrants shall be considered:

Warrant 1: Eight-Hour Vehicular Volume

Warrant 2: Four-Hour Vehicular Volume

Warrant 3: Peak Hour

Warrant 4: Pedestrian Volume

Warrant 5: School Crossing

Warrant 6: Coordinated Signal System

Warrant 7: Crash Experience

Warrant 8: Roadway Network

Warrant 9: Intersection Near a Grade Crossing

Also, the MUTCD states that, *"the satisfaction of a traffic signal warrant shall not in itself require the installation of a traffic signal"*. Traffic signal warrants were evaluated for the existing conditions and considering the guidance from the MUTCD. Please note that the right turn demand from Seaside Drive was not considered for the evaluation of Signal Warrants since an exclusive right turn lane is provided at the intersection. Therefore, the threshold volumes used were those of a single lane approach.

The following is a summary of each of the nine warrants. The signal warrant sheets are provided in **Appendix F.** Please note that the speed study revealed that the 85th percentile speeds along S. Roosevelt Boulevard are lower than 40 mph, therefore, the 100% volumes were used for Warrants 1 and 2.

Warrant 1- Eight-Hour Vehicular Volume:

This warrant includes two conditions, namely, Conditions A and B which are described below:

1. According to the 2009 edition of the Manual on Uniform Traffic Control Devices, *"Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal."*

   Based on the warrant analysis under existing conditions, Condition "A" (Minimum vehicular volume) **is not satisfied**. The minimum threshold traffic volume for the highest minor street approach of 150 vph is only satisfied from 7:00 am to 8:00 am and from 8:00 am to 9:00 am; however, during

this time the major street approach volumes are not met. Please note that the major street approach volume is only met from 12:00 pm to 1:00 pm and from 5:00 pm to 6:00 pm, but during this time the minor street volume is not met. Therefore, Warrant 1, Condition A is not met for any hour.

2. According to the 2009 edition of the Manual on Uniform Traffic Control Devices, *"the Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street."*

   The delay study performed as part of this study did not reveal excessive delay for any of the peak hour periods, 7:00 am to 9:00 am or 4:00 pm to 6:00 pm for the eastbound left turn movement (minor street approach). Based on the LOS criteria contained in the 2000 edition of the Highway Capacity Manual, the eastbound approach operated at LOS D or better during the peak periods. Therefore, Warrant 1, Condition B is **not applicable**.

Warrant 2 - Four Hour Vehicular Volume:

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, this warrant is intended to be applied where the volume of intersecting traffic, each of any 4 hours of an average day is the principal concern. The warrant analysis shows that the four highest hours fall below the corresponding curve; therefore, this warrant **is not satisfied**.

Warrant 3 - Peak-Hour:

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, this warrant is to be applied only in unusual cases where, for a minimum of one hour of an average day, the minor street traffic suffers undue delay. Since the intersection does not serve any unusual sites, this warrant **is not applicable**.

Warrant 4 - Pedestrian Volume:

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, this warrant is intended for application where the traffic volume on the major street is so heavy that pedestrians experience excessive crossing delay. The level of pedestrian activities does not meet the minimum pedestrian volume threshold needed to satisfy the warrant. Thus, this warrant **is not applicable.**

Warrant 5 - School Crossing:

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, this warrant is intended for application where school children crossing the major street are the principal reason to consider installing a traffic control signal. No school children were observed crossing the major street and no schools are featured at the intersection, thus, this warrant was deemed **not applicable**.

Warrant 6 - Coordinated Signal System:

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, this warrant is intended where progressive movement in a coordinated signal system necessitates installing a traffic control signal to maintain proper platooning. This warrant is **not applicable** under the intersection's existing conditions.

Warrant 7- Crash Experience:

This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider when installing a traffic control signal.

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, "*the need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:*

A. *Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*

B. *Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and*

C. *For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours."*

A review of the crash history shows that only five crashes occurred at the intersection during the period from January 2008 to December 2010. The frequency distribution of crashes by year is as follows, three crashes in 2008, no crashes in 2009 and two crashes in 2010. A review of the driver contributory causes shows that three of these crashes listed "Fail to Yield the Right of Way" as the driver contributory cause. These crash types may be susceptible to reduction by the installation of a traffic signal; however, this frequency over the three year study period is significantly lower than the threshold value of five correctable crashes during a 12-month period. Therefore, this warrant is **not satisfied**.

Warrant 8 – Roadway Network:

This warrant specifies where a traffic signal may be justified to encourage concentration and organization of traffic flow. One condition for this warrant to be

met is that the total existing, or immediately projected, entering volume be greater than 1,000 vehicles per hour of a typical weekday, and the five (5) year projected traffic volume meet one (1) or more warrants 1, 2 and 3 during an average weekday. This warrant is **not applicable** for this intersection.

Warrant 9 – Intersection Near a Grade Crossing:

According to the 2009 edition of the Manual on Uniform Traffic Control Devices, this warrant is intended for application when the proximity of the intersection to a grade crossing is the principal concern and none of the conditions of the other nine warrants are met. This warrant **is not applicable** for this intersection.

The following table provides a summary of the nine warrants for signalization and indicates which warrants are applicable and if the warrant is satisfied.

Table 7 - Summary of Warrant Analysis

Warrant	Description	Applicable	Satisfied
Warrant 1	Eight-Hour vehicular volume	Yes	No
Warrant 2	Four-Hour vehicular volume	Yes	No
Warrant 3	Peak Hour	No	
Warrant 4	Pedestrian Volume	No	
Warrant 5	School Crossing	No	
Warrant 6	Coordinated Signal System	No	
Warrant 7	Crash Experience	Yes	No
Warrant 8	Roadway Network	No	
Warrant 9	Intersection Near a Grade Crossing	No	

The warrant analysis performed shows that none of the warrants are met. In addition, the minor street approach did not experience excessive delay in accessing the major road.

7 Conclusions and Recommendations

The traffic counts and field reviews revealed high left turn volumes for the eastbound direction (Seaside Drive); however, traffic from Seaside Drive did not experience excessive delay in accessing S. Roosevelt Boulevard. Traffic volumes along S. Roosevelt Boulevard are low and generate enough gaps for traffic from Seaside Drive to clear the intersection without excessive delay. A review of the crash history at the intersection did not reveal a pattern of crashes susceptible to correction by a traffic signal. That is, the installation of a traffic signal is not expected to reduce overall crash frequency at the intersection. The delay study shows that traffic from Seaside Drive operates at LOS D or better during the periods of highest demand. Therefore, the installation of a traffic signal is not recommended at this time.

During the field review, it was observed that trees on the west side of S. Roosevelt Boulevard restrict sight distance for eastbound left turning traffic; therefore, it is recommended to trim the trees back to improve the line of sight for the eastbound approach.

Appendix A:
Study Request

Gomaa, Eman

From: Maarouf, Khalil
Sent: Wednesday, March 28, 2012 7:45 AM
To: Gomaa, Eman
Subject: FW: Traffic study for south Roosevelt BLVD and Seaside drive.

FYI. Please paste to the CTP.

Khalil Maarouf,
Florida Department of Transportation
District VI, Traffic Operations
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172
Phone:(305) 470-5335 Fax:(305) 470-5815
Khalil.Maarouf@dot.state.fl.us

From: Meitin, Omar
Sent: Tuesday, March 27, 2012 3:27 PM
To: Toghiani, Ali
Cc: Phinizy, Charlie; Chavez, Evelio; Doug Bradshaw; Maarouf, Khalil
Subject: RE: Traffic study for south Roosevelt BLVD and Seaside drive.

Ali – our office will collect the required data to evaluate whether a signal is warranted at this time based on existing conditions. Once the construction detour is in place the EOR will need to reevaluate the condition to determine if a temporary signal is warranted. This effort will be coordinated through our Studies group which is supervised by Mr. Khalil Maarouf.

Omar M. Meitin, P.E.
District Traffic Operations Engineer
1000 NW 111th Avenue
Miami, Florida 33172
(305) 470-5335
Fax: (305) 470-5815

From: Toghiani, Ali
Sent: Tuesday, March 27, 2012 3:00 PM
To: Meitin, Omar
Cc: Phinizy, Charlie; Chavez, Evelio; Doug Bradshaw
Subject: Traffic study for south Roosevelt BLVD and Seaside drive.

Omar
This is to confirm that your team will conduct traffic counts at above location in order to evaluate a need for possible signal at this location. The project construction will begin on April 16thand the detour will go to affect about 3 weeks after that.

Appendix B:
Field Observation Report and Condition Diagram

FIELD OBSERVATIONS REPORT

Location: S. Roosevelt Blvd. at Seaside Drive
Observer: Elio R. Espino, P.E.

Date: 4/3/2012
Time: 4:00 PM to 6:00 PM

PART I - PHYSICAL CHECKLIST

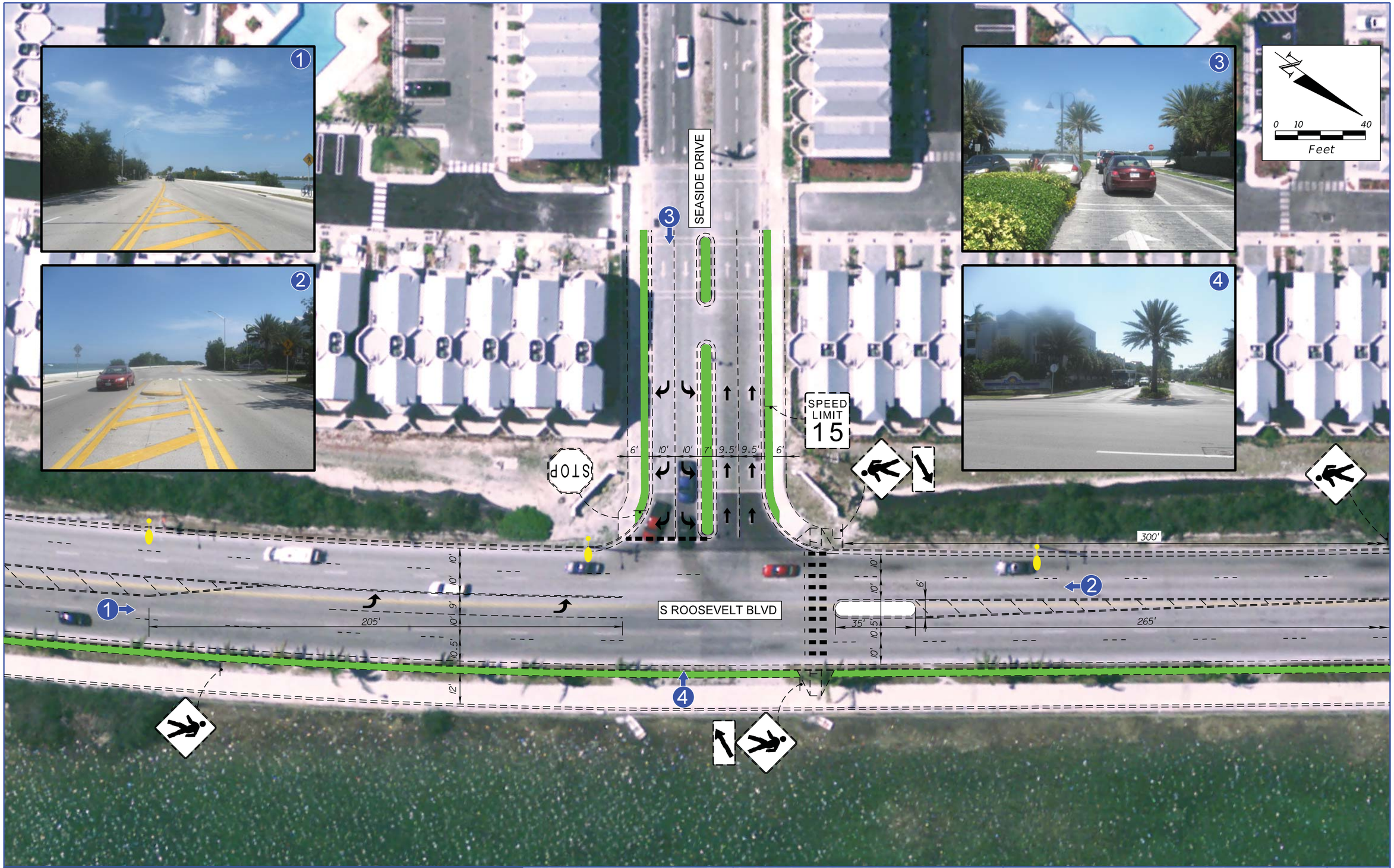
	No	Yes	Comments
1. Are there sight distance obstructions to:			
a. Traffic control devices?			
b. Intersections and driveways?			
c. Turning or oncoming vehicles?		X	Trees on the west side restrict sight distance
2. Does parking affect:			
a. Sight distance?			N/A
b. Through or turning vehicle paths?			N/A
3. Is horizontal alignment inadequate?			N/A
4. Is vertical alignment inadequate?			N/A
5. Is pavement width or the number of lanes inadequate?	X		
6. Are intersection or driveway radii too short?	X		
7. Are there problems with driveways such as:			
a. Inadequate design?	X		
b. Location near major intersection?	X		
c. Too many driveways?	X		
8. Is channelization inadequate for:			
a. Reducing conflict points?	X		
b. Separating traffic flows or defining movements?	X		
9. Should pedestrian crosswalks be:			
a. Added?	X		
b. Relocated or repainted?	X		
10. Are there problems with traffic signs such as:			
a. Inadequate or improper message?	X		
b. Too many signs?	X		
c. Placement or size?	X		
11. Are there problems with traffic signals such as:			
a. Timing?			N/A
b. Number of signal heads?			N/A
c. Placement or size?			N?
12. Are there problems with pavement markings such as:			
a. Vehicle paths not clearly marked?	X		
b. Location of the markings?	X		

13. Do posted speed limits appear to be too high or too low for conditions?		X	Posted speed appears too low for conditions
14. Does the pavement condition (potholes, irregular surface, etc.) appear to contribute to safety problems?	X		
15. Is roadway lighting inadequate?	X		
16. Are there tire skid marks on the pavement?	X		
17. Is there evidence of vehicle accidents such as scar marks on trees, utility poles, embankments, or other objects?	X		
18. Is there an abundance of vehicle accident debris such as small pieces of crushed glass, plastic, etc., along the shoulder or in the median area?	X		

PART II - OPERATIONAL CHECKLIST

1. Do obstructions block the driver's view of opposing or conflicting vehicles?		X	EB movement has restricted line of sight
2. Do drivers have trouble finding the correct path through the location?	X		
3. Is there any indication of driver confusion about routes, street names, or other guidance information?	X		
4. Do steep grades create large speed differences?			N/A
5. Are pavement surface conditions creating erratic driver movements?	X		
6. Does the presence of existing driveways contribute to erratic driver movements?	X		
7. Is excessive vehicle delay creating unsafe risk taking by motorists?	X		
8. Are there large speed differences between vehicles?			
a. Traveling through the location?	X		
b. Turning at driveways or intersections?	X		
9. Do drivers respond incorrectly to:			
a. Signals?	X		
b. Signs or other traffic control devices?	X		
c. Turning lanes?	X		

10. Are problems being caused by the volume of:			
a. Through traffic?	X		
b. Turning traffic?	X		
11. Do pedestrian movements create conflicts?	X		
12. Do bicycle movements create conflicts?	X		
13. Is there considerable weaving or lane changing by drivers at the location?	X		
14. Are there violations of parking at the location?	X		
15. Are there violations of other traffic control devices or regulations such as:			
a. Running red light?			N/A
b. Failing to stop or yield the right-of-way?	X		
c. Speed limits?			Vehicles appeared to be traveling higher than posted
d. Right-turn-on-red?			N/A
e. Other?	X		
16. Are there traffic flow problems or traffic conflict patterns associated with turning vehicles?	X		
17. Are there any other unusual traffic flow problems or conflict patterns?	X		
18. Does inadequate lighting cause drivers to slow down or create erratic maneuvers?			N/A
19. Do transit operations create conflicts/excessive delays	X		



LEGEND

– –	Existing Conditions	●–	Existing Light Pole
⬚	Existing Sign Panel	■	Existing Landscape

PREPARED BY:

ATEC
Advanced Transportation Engineering Consultants

ATEC.
13940 SW 136 ST. SUITE 107
MIAMI, FLORIDA 33186
ELIO ESPINO, PE No. 58341
CERTIFICATE OF AUTHORIZATION 00026733

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
A1A	MONROE	

EXISTING CONDITIONS
S ROOSEVELT BLVD

SHEET NO.

$USERS $DATE$ $TIME$ $FILE$

Appendix C:
72-Hour Counts, TMC & Speed Profiles

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code:
Station ID:
Roosevelt Blvd. & South Roosevelt Blvd
NORTHBOUND
Latitude: 0' 0.000 Undefined

Start Time	Mon 02-Apr-12	Tue 03-Apr-12	Wed 04-Apr-12	Thu 05-Apr-12	Fri 06-Apr-12	Average Day	Sat 07-Apr-12	Sun 08-Apr-12	Week Average
12:00 AM	*	31	36	21	*	29	*	*	29
01:00	*	14	22	13	*	16	*	*	16
02:00	*	13	14	11	*	13	*	*	13
03:00	*	8	7	10	*	8	*	*	8
04:00	*	6	7	7	*	7	*	*	7
05:00	*	37	22	30	*	30	*	*	30
06:00	*	57	73	62	*	64	*	*	64
07:00	*	158	200	160	*	173	*	*	173
08:00	*	176	215	197	*	196	*	*	196
09:00	*	205	217	189	*	204	*	*	204
10:00	*	250	253	248	*	250	*	*	250
11:00	*	**316**	**284**	**278**	*	**293**	*	*	**293**
12:00 PM	*	336	313	343	*	331	*	*	331
01:00	*	342	317	313	*	324	*	*	324
02:00	*	336	333	351	*	340	*	*	340
03:00	*	366	341	381	*	363	*	*	363
04:00	*	370	381	**393**	*	381	*	*	381
05:00	*	**399**	**394**	378	*	**390**	*	*	**390**
06:00	*	295	290	253	*	279	*	*	279
07:00	*	247	223	212	*	227	*	*	227
08:00	*	163	223	181	*	189	*	*	189
09:00	*	150	136	158	*	148	*	*	148
10:00	*	108	127	125	*	120	*	*	120
11:00	*	67	59	71	*	66	*	*	66
Day Total	0	4450	4487	4385	0	4441	0	0	4441
% Avg. WkDay	0.0%	100.2%	101.0%	98.7%	0.0%				
% Avg. Week	0.0%	100.2%	101.0%	98.7%	0.0%	100.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00		11:00			11:00
Vol.		316	284	278		293			293
PM Peak		17:00	17:00	16:00		17:00			17:00
Vol.		399	394	393		390			390
Grand Total	0	4450	4487	4385	0	4441	0	0	4441

ADT ADT 4,441 AADT 4,441

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022672
Roosevelt Blvd. & South Roosevelt Blvd
SOUTHBOUND
Latitude: 0' 0.000 Undefined

Start Time	Mon 02-Apr-12	Tue 03-Apr-12	Wed 04-Apr-12	Thu 05-Apr-12	Fri 06-Apr-12	Average Day	Sat 07-Apr-12	Sun 08-Apr-12	Week Average
12:00 AM	*	68	62	53	*	61	*	*	61
01:00	*	27	40	25	*	31	*	*	31
02:00	*	21	33	26	*	27	*	*	27
03:00	*	16	11	21	*	16	*	*	16
04:00	*	43	40	35	*	39	*	*	39
05:00	*	52	41	43	*	45	*	*	45
06:00	*	121	113	113	*	116	*	*	116
07:00	*	288	279	261	*	276	*	*	276
08:00	*	302	309	270	*	294	*	*	294
09:00	*	272	270	274	*	272	*	*	272
10:00	*	385	349	325	*	353	*	*	353
11:00	*	**450**	**415**	**416**	*	**427**	*	*	**427**
12:00 PM	*	465	**458**	**452**	*	**458**	*	*	**458**
01:00	*	**473**	407	388	*	423	*	*	423
02:00	*	420	404	413	*	412	*	*	412
03:00	*	431	429	441	*	434	*	*	434
04:00	*	469	433	439	*	447	*	*	447
05:00	*	462	440	434	*	445	*	*	445
06:00	*	361	370	355	*	362	*	*	362
07:00	*	270	283	287	*	280	*	*	280
08:00	*	220	265	233	*	239	*	*	239
09:00	*	207	183	200	*	197	*	*	197
10:00	*	190	148	175	*	171	*	*	171
11:00	*	98	82	106	*	95	*	*	95
Day Total	0	6111	5864	5785	0	5920	0	0	5920
% Avg. WkDay	0.0%	103.2%	99.1%	97.7%	0.0%				
% Avg. Week	0.0%	103.2%	99.1%	97.7%	0.0%	100.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00		11:00			11:00
Vol.		450	415	416		427			427
PM Peak		13:00	12:00	12:00		12:00			12:00
Vol.		473	458	452		458			458
Grand Total	0	6111	5864	5785	0	5920	0	0	5920

ADT ADT 5,920 AADT 5,920

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code:
Station ID:
Roosevelt Blvd. & South Roosevelt Blvd
EASTBOUND
Latitude: 0' 0.000 Undefined

Start Time	Mon 02-Apr-12	Tue 03-Apr-12	Wed 04-Apr-12	Thu 05-Apr-12	Fri 06-Apr-12	Average Day	Sat 07-Apr-12	Sun 08-Apr-12	Week Average
12:00 AM	*	36	39	20	*	32	*	*	32
01:00	*	16	26	16	*	19	*	*	19
02:00	*	14	14	9	*	12	*	*	12
03:00	*	8	10	12	*	10	*	*	10
04:00	*	10	12	17	*	13	*	*	13
05:00	*	50	59	39	*	49	*	*	49
06:00	*	124	130	108	*	121	*	*	121
07:00	*	**236**	**240**	**238**	*	**238**	*	*	**238**
08:00	*	208	224	204	*	212	*	*	212
09:00	*	170	181	186	*	179	*	*	179
10:00	*	150	176	164	*	163	*	*	163
11:00	*	173	172	184	*	176	*	*	176
12:00 PM	*	180	180	169	*	176	*	*	176
01:00	*	184	161	146	*	164	*	*	164
02:00	*	164	156	170	*	163	*	*	163
03:00	*	165	177	190	*	177	*	*	177
04:00	*	184	182	180	*	182	*	*	182
05:00	*	**200**	**204**	182	*	195	*	*	195
06:00	*	186	198	**238**	*	**207**	*	*	**207**
07:00	*	142	156	140	*	146	*	*	146
08:00	*	103	100	108	*	104	*	*	104
09:00	*	82	84	80	*	82	*	*	82
10:00	*	62	80	62	*	68	*	*	68
11:00	*	62	36	62	*	53	*	*	53
Day Total	0	2909	2997	2924	0	2941	0	0	2941
% Avg. WkDay	0.0%	98.9%	101.9%	99.4%	0.0%				
% Avg. Week	0.0%	98.9%	101.9%	99.4%	0.0%	100.0%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00		07:00			07:00
Vol.		236	240	238		238			238
PM Peak		17:00	17:00	18:00		18:00			18:00
Vol.		200	204	238		207			207
Grand Total	0	2909	2997	2924	0	2941	0	0	2941

ADT ADT 2,953 AADT 2,953

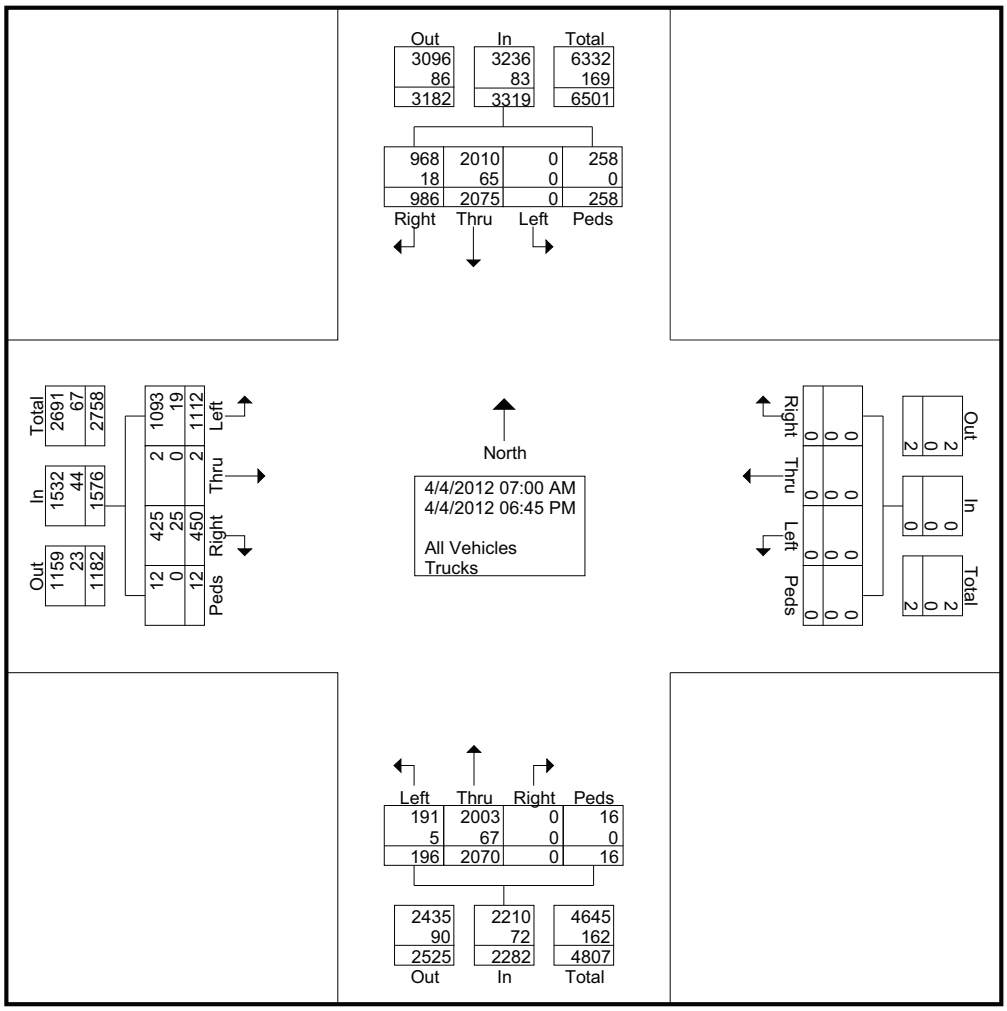
Advanced Transportation Engineering Consultants
13940 SW 136th Street, Suite 107
Miami, Florida 33186
(305) 480-9938

File Name : Roosevelt Blvd. & South Roosevelt Blvd.
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- All Vehicles - Trucks

	SOUTHBOUND					WESTBOUND					NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	61	0	8	79	0	0	0	0	0	0	34	6	0	40	18	0	15	0	33	152
07:15 AM	12	71	0	5	88	0	0	0	0	0	0	50	8	0	58	11	0	35	0	46	192
07:30 AM	11	54	0	7	72	0	0	0	0	0	0	45	4	0	49	22	0	55	1	78	199
07:45 AM	13	62	0	10	85	0	0	0	0	0	0	45	4	1	50	16	0	64	1	81	216
Total	46	248	0	30	324	0	0	0	0	0	0	174	22	1	197	67	0	169	2	238	759
08:00 AM	22	64	0	17	103	0	0	0	0	0	0	44	3	3	50	13	0	46	1	60	213
08:15 AM	19	65	0	12	96	0	0	0	0	0	0	53	1	0	54	20	0	42	2	64	214
08:30 AM	12	59	0	16	87	0	0	0	0	0	0	43	6	0	49	13	0	27	0	40	176
08:45 AM	17	53	0	6	76	0	0	0	0	0	0	41	3	1	45	12	0	47	1	60	181
Total	70	241	0	51	362	0	0	0	0	0	0	181	13	4	198	58	0	162	4	224	784
09:00 AM	13	46	0	12	71	0	0	0	0	0	0	47	4	0	51	12	0	26	0	38	160
09:15 AM	14	28	0	11	53	0	0	0	0	0	0	45	4	1	50	12	0	34	0	46	149
09:30 AM	21	60	0	18	99	0	0	0	0	0	0	52	1	4	57	15	1	33	0	49	205
09:45 AM	22	64	0	6	92	0	0	0	0	0	0	51	1	0	52	16	0	32	0	48	192
Total	70	198	0	47	315	0	0	0	0	0	0	195	10	5	210	55	1	125	0	181	706
*** BREAK ***																					
12:00 PM	42	92	0	5	139	0	0	0	0	0	0	70	5	0	75	10	0	27	0	37	251
12:15 PM	34	75	0	1	110	0	0	0	0	0	0	96	8	0	104	14	0	39	0	53	267
12:30 PM	27	90	0	4	121	0	0	0	0	0	0	67	4	0	71	11	0	34	0	45	237
12:45 PM	21	96	0	7	124	0	0	0	0	0	0	71	2	0	73	7	0	31	0	38	235
Total	124	353	0	17	494	0	0	0	0	0	0	304	19	0	323	42	0	131	0	173	990
*** BREAK ***																					
03:00 PM	36	76	0	4	116	0	0	0	0	0	0	74	11	0	85	16	0	27	0	43	244
03:15 PM	40	71	0	11	122	0	0	0	0	0	0	82	2	1	85	15	0	29	1	45	252
03:30 PM	49	73	0	7	129	0	0	0	0	0	0	82	3	1	86	11	1	29	2	43	258
03:45 PM	26	75	0	2	103	0	0	0	0	0	0	64	2	0	66	16	0	28	0	44	213
Total	151	295	0	24	470	0	0	0	0	0	0	302	18	2	322	58	1	113	3	175	967
04:00 PM	36	77	0	3	116	0	0	0	0	0	0	75	6	0	81	7	0	38	0	45	242
04:15 PM	51	66	0	10	127	0	0	0	0	0	0	73	10	1	84	16	0	21	1	38	249
04:30 PM	52	71	0	13	136	0	0	0	0	0	0	103	9	0	112	18	0	22	0	40	288
04:45 PM	31	49	0	5	85	0	0	0	0	0	0	80	4	1	85	20	0	39	0	59	229
Total	170	263	0	31	464	0	0	0	0	0	0	331	29	2	362	61	0	120	1	182	1008
05:00 PM	55	74	0	6	135	0	0	0	0	0	0	104	12	2	118	13	0	42	1	56	309
05:15 PM	59	64	0	10	133	0	0	0	0	0	0	89	14	0	103	14	0	37	0	51	287
05:30 PM	41	60	0	4	105	0	0	0	0	0	0	78	9	0	87	14	0	36	0	50	242
05:45 PM	32	75	0	9	116	0	0	0	0	0	0	66	8	0	74	14	0	32	0	46	236
Total	187	273	0	29	489	0	0	0	0	0	0	337	43	2	382	55	0	147	1	203	1074
06:00 PM	52	51	0	6	109	0	0	0	0	0	0	72	14	0	86	15	0	41	0	56	251
06:15 PM	34	59	0	9	102	0	0	0	0	0	0	62	16	0	78	23	0	35	1	59	239
06:30 PM	43	55	0	7	105	0	0	0	0	0	0	56	5	0	61	9	0	37	0	46	212
06:45 PM	39	39	0	7	85	0	0	0	0	0	0	56	7	0	63	7	0	32	0	39	187
Total	168	204	0	29	401	0	0	0	0	0	0	246	42	0	288	54	0	145	1	200	889
Grand Total	986	2075	0	258	3319	0	0	0	0	0	0	2070	196	16	2282	450	2	1112	12	1576	7177
Apprch %	29.7	62.5	0	7.8		0	0	0	0		0	90.7	8.6	0.7		28.6	0.1	70.6	0.8		
Total %	13.7	28.9	0	3.6	46.2	0	0	0	0	0	0	28.8	2.7	0.2	31.8	6.3	0	15.5	0.2	22	
All Vehicles	968	2010	0	258	3236	0	0	0	0	0	0	2003	191	16	2210	425	2	1093	12	1532	6978
% All Vehicles	98.2	96.9	0	100	97.5	0	0	0	0	0	0	96.8	97.4	100	96.8	94.4	100	98.3	100	97.2	97.2
Trucks	18	65	0	0	83	0	0	0	0	0	0	67	5	0	72	25	0	19	0	44	199
% Trucks	1.8	3.1	0	0	2.5	0	0	0	0	0	0	3.2	2.6	0	3.2	5.6	0	1.7	0	2.8	2.8

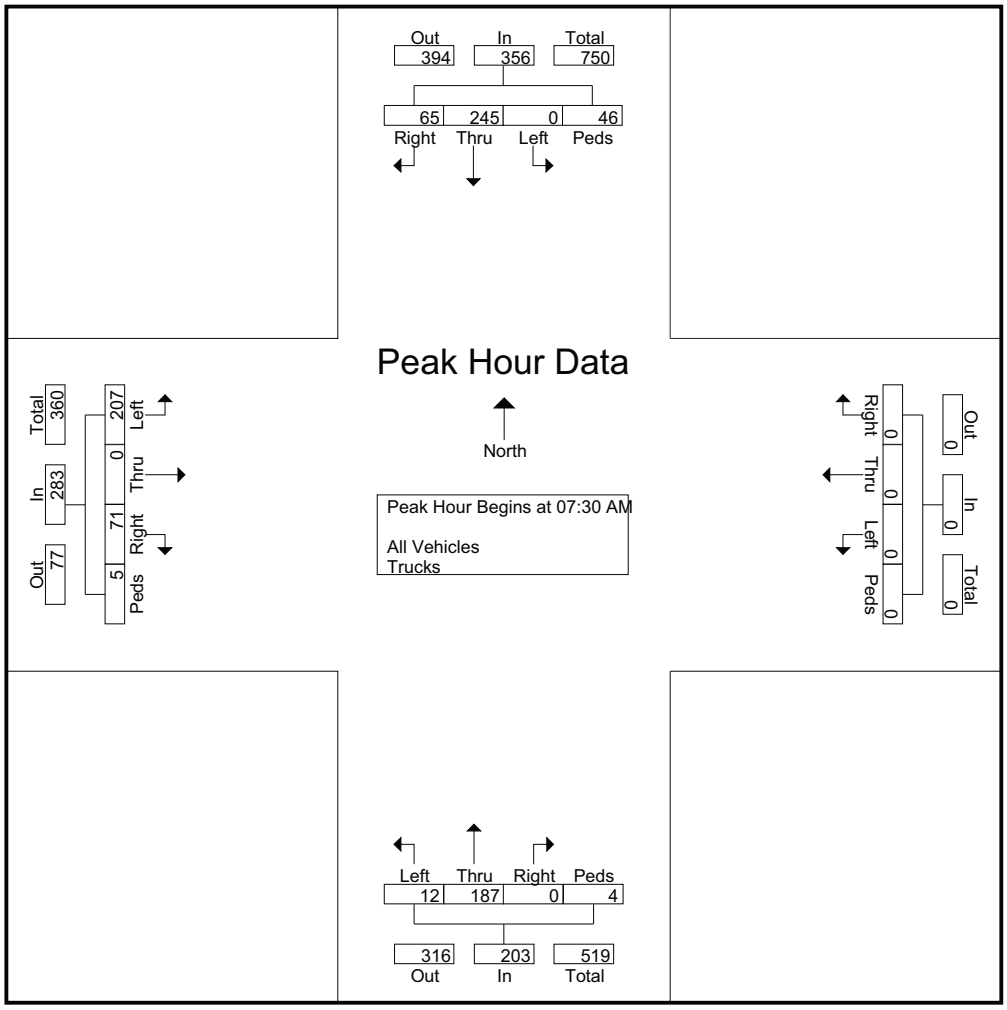
Advanced Transportation Engineering Consultants
13940 SW 136th Street, Suite 107
Miami, Florida 33186
(305) 480-9938



Advanced Transportation Engineering Consultants
13940 SW 136th Street, Suite 107
Miami, Florida 33186
(305) 480-9938

File Name : Roosevelt Blvd. & South Roosevelt Blvd.
Site Code :
Start Date : 4/4/2012
Page No : 3

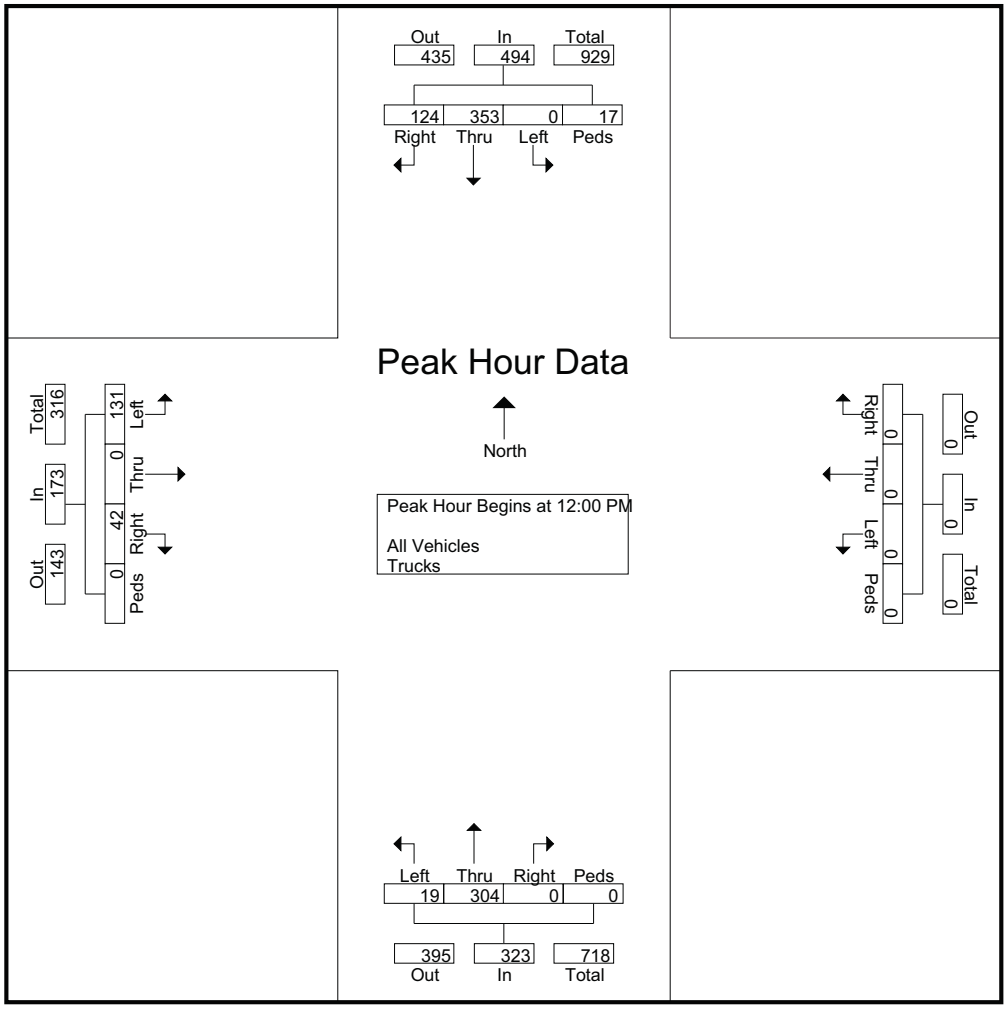
	SOUTHBOUND					WESTBOUND					NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	54	0	7	72	0	0	0	0	0	0	45	**4**	0	49	**22**	0	55	1	78	199
07:45 AM	13	62	0	10	85	0	0	0	0	0	0	45	4	1	50	16	0	**64**	1	**81**	**216**
08:00 AM	**22**	64	0	**17**	**103**	0	0	0	0	0	0	44	3	**3**	50	13	0	46	1	60	213
08:15 AM	19	**65**	0	12	96	0	0	0	0	0	0	**53**	1	0	**54**	20	0	42	**2**	64	214
Total Volume	65	245	0	46	356	0	0	0	0	0	0	187	12	4	203	71	0	207	5	283	842
% App. Total	18.3	68.8	0	12.9		0	0	0	0		0	92.1	5.9	2		25.1	0	73.1	1.8		
PHF	.739	.942	.000	.676	.864	.000	.000	.000	.000	.000	.000	.882	.750	.333	.940	.807	.000	.809	.625	.873	.975



Advanced Transportation Engineering Consultants
13940 SW 136th Street, Suite 107
Miami, Florida 33186
(305) 480-9938

File Name : Roosevelt Blvd. & South Roosevelt Blvd.
Site Code :
Start Date : 4/4/2012
Page No : 4

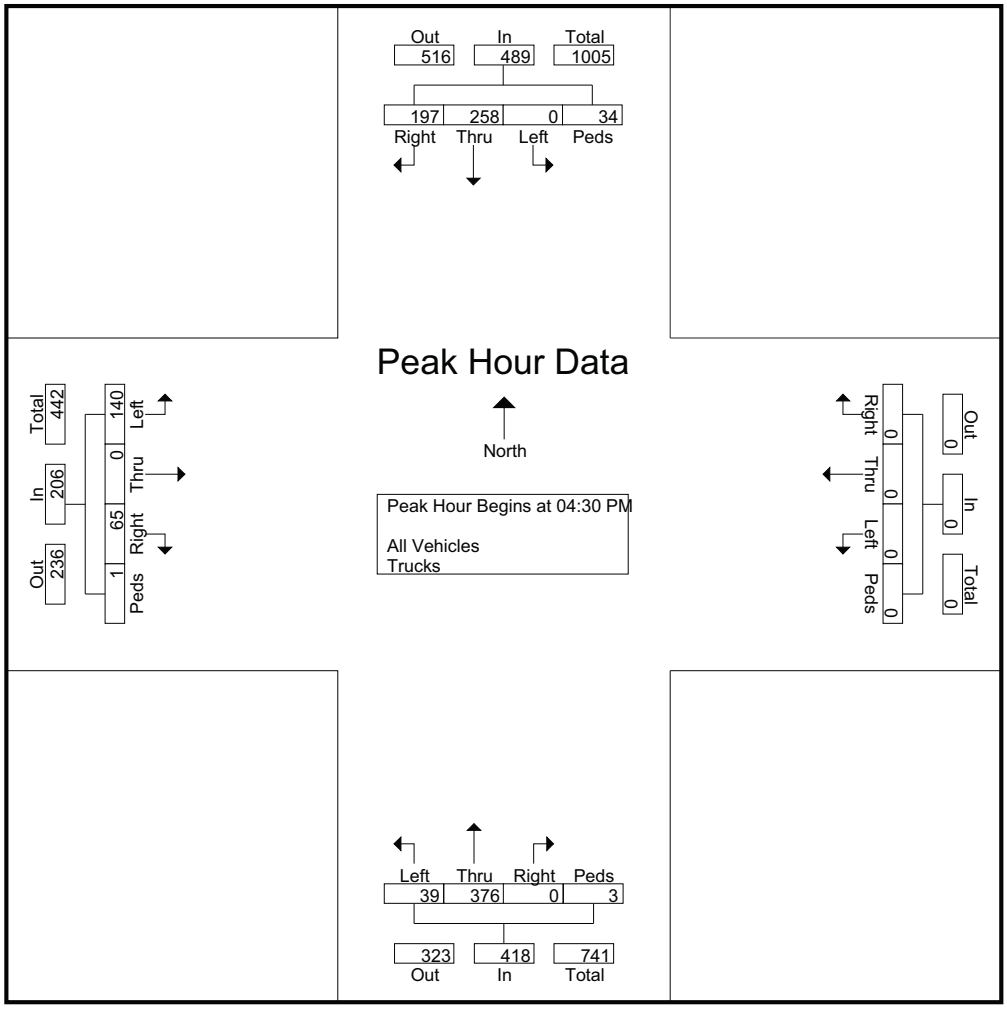
	SOUTHBOUND					WESTBOUND					NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**42**	92	0	5	**139**	0	0	0	0	0	0	70	5	0	75	10	0	27	0	37	251
12:15 PM	34	75	0	1	110	0	0	0	0	0	0	**96**	**8**	0	**104**	**14**	0	**39**	0	**53**	**267**
12:30 PM	27	90	0	4	121	0	0	0	0	0	0	67	4	0	71	11	0	34	0	45	237
12:45 PM	21	**96**	0	**7**	124	0	0	0	0	0	0	71	2	0	73	7	0	31	0	38	235
Total Volume	124	353	0	17	494	0	0	0	0	0	0	304	19	0	323	42	0	131	0	173	990
% App. Total	25.1	71.5	0	3.4		0	0	0	0		0	94.1	5.9	0		24.3	0	75.7	0		
PHF	.738	.919	.000	.607	.888	.000	.000	.000	.000	.000	.000	.792	.594	.000	.776	.750	.000	.840	.000	.816	.927



Advanced Transportation Engineering Consultants
13940 SW 136th Street, Suite 107
Miami, Florida 33186
(305) 480-9938

File Name : Roosevelt Blvd. & South Roosevelt Blvd.
Site Code :
Start Date : 4/4/2012
Page No : 5

	SOUTHBOUND					WESTBOUND					NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour 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	52	71	0	**13**	**136**	0	0	0	0	0	0	103	9	0	112	18	0	22	0	40	288
04:45 PM	31	49	0	5	85	0	0	0	0	0	0	80	4	1	85	**20**	0	39	0	**59**	229
05:00 PM	55	**74**	0	6	135	0	0	0	0	0	0	**104**	12	**2**	**118**	13	0	**42**	**1**	56	**309**
05:15 PM	**59**	64	0	10	133	0	0	0	0	0	0	89	**14**	0	103	14	0	37	0	51	287
Total Volume	197	258	0	34	489	0	0	0	0	0	0	376	39	3	418	65	0	140	1	206	1113
% App. Total	40.3	52.8	0	7		0	0	0	0		0	90	9.3	0.7		31.6	0	68	0.5		
PHF	.835	.872	.000	.654	.899	.000	.000	.000	.000	.000	.000	.904	.696	.375	.886	.813	.000	.833	.250	.873	.900



Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022672
Roosevelt Blvd. & South Roosevelt Blvd.
SOUTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
4/3/12	1	0	0	5	3	1	0	0	0	0	0	0	0	0	10
00:15	1	0	2	8	6	3	0	1	0	0	0	0	0	0	21
00:30	3	0	1	7	9	2	0	1	0	0	0	0	0	0	23
00:45	1	0	1	2	4	5	1	0	0	0	0	0	0	0	14
	6	0	4	22	22	11	1	2	0	0	0	0	0	0	68
01:00	0	0	0	1	2	4	0	0	0	0	0	0	0	0	7
01:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	1	5	4	2	0	0	0	0	0	0	0	0	12
01:45	0	0	0	1	2	1	0	0	1	0	0	0	0	0	5
	0	0	1	10	8	7	0	0	1	0	0	0	0	0	27
02:00	0	1	1	2	2	1	0	0	0	0	0	0	0	0	7
02:15	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
02:30	1	0	0	0	3	2	0	0	0	0	0	0	0	0	6
02:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
	1	1	1	5	8	5	0	0	0	0	0	0	0	0	21
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:15	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3
03:30	2	0	0	1	2	1	0	0	0	0	0	0	0	0	6
03:45	0	0	0	0	2	1	0	0	1	0	0	0	0	0	4
	3	0	1	1	5	5	0	0	1	0	0	0	0	0	16
04:00	0	0	0	1	4	5	0	0	0	0	0	0	0	0	10
04:15	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
04:30	0	0	0	0	2	2	0	1	0	0	0	0	0	0	5
04:45	2	0	0	5	4	5	1	3	0	0	1	0	0	0	21
	2	0	0	8	13	14	1	4	0	0	1	0	0	0	43
05:00	0	0	0	0	4	8	3	1	0	0	0	0	0	0	16
05:15	1	0	2	4	3	4	0	0	0	0	0	0	0	0	14
05:30	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
05:45	0	0	0	2	8	5	0	0	0	0	0	0	0	0	15
	1	0	2	7	18	19	4	1	0	0	0	0	0	0	52
06:00	0	0	0	0	3	3	4	0	0	0	0	0	0	0	10
06:15	0	0	0	2	8	4	3	0	0	0	0	0	0	0	17
06:30	1	0	2	0	17	13	5	1	0	0	0	0	0	0	39
06:45	2	0	1	5	20	21	4	0	2	0	0	0	0	0	55
	3	0	3	7	48	41	16	1	2	0	0	0	0	0	121
07:00	2	0	0	7	25	27	6	4	0	0	0	0	0	0	71
07:15	5	0	1	6	32	25	7	0	0	1	0	0	0	0	77
07:30	4	0	0	6	25	19	9	2	0	0	0	0	0	0	65
07:45	4	0	1	9	30	21	8	2	0	0	0	0	0	0	75
	15	0	2	28	112	92	30	8	0	1	0	0	0	0	288
08:00	3	0	0	8	32	22	7	0	0	0	0	0	0	0	72
08:15	4	0	1	15	26	28	5	2	0	0	0	0	0	0	81
08:30	3	0	2	11	29	21	8	1	0	0	0	0	0	0	75
08:45	1	0	1	2	28	21	19	1	1	0	0	0	0	0	74
	11	0	4	36	115	92	39	4	1	0	0	0	0	0	302
09:00	5	0	2	7	33	15	7	0	0	0	0	0	0	0	69
09:15	1	0	0	8	25	15	5	2	0	0	0	0	0	0	56
09:30	1	0	0	9	36	18	6	1	1	0	0	0	0	0	72
09:45	4	0	0	7	26	32	6	0	0	0	0	0	0	0	75
	11	0	2	31	120	80	24	3	1	0	0	0	0	0	272
10:00	4	0	1	18	34	18	5	2	0	0	0	0	0	0	82
10:15	1	1	5	20	35	24	3	1	0	0	0	0	0	0	90
10:30	2	3	5	24	43	17	7	2	1	0	0	0	0	0	104
10:45	1	0	0	26	64	12	5	0	1	0	0	0	0	0	109
	8	4	11	88	176	71	20	5	2	0	0	0	0	0	385
11:00	2	4	8	32	50	20	5	1	0	0	0	0	0	0	122
11:15	2	1	8	31	37	15	5	0	0	0	0	0	0	0	99
11:30	5	1	5	28	54	19	3	1	0	0	0	0	0	0	116
11:45	5	1	2	34	42	23	6	0	0	0	0	0	0	0	113
	14	7	23	125	183	77	19	2	0	0	0	0	0	0	450
Total	75	12	54	368	828	514	154	30	8	1	1	0	0	0	2045

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022672
Roosevelt Blvd. & South Roosevelt Blvd.
SOUTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	6	3	3	19	38	28	9	1	0	1	0	0	0	0	108
12:15	4	0	3	12	37	36	18	1	0	0	0	0	0	0	111
12:30	6	0	2	22	48	33	16	0	0	0	0	0	0	0	127
12:45	6	1	4	26	45	25	9	1	2	0	0	0	0	0	119
	22	4	12	79	168	122	52	3	2	1	0	0	0	0	465
13:00	7	0	2	28	41	29	6	5	0	0	0	0	0	0	118
13:15	8	3	1	28	54	34	7	1	1	0	0	0	0	0	137
13:30	3	0	0	9	29	44	12	0	0	0	0	0	0	0	97
13:45	9	0	2	18	44	29	15	4	0	0	0	0	0	0	121
	27	3	5	83	168	136	40	10	1	0	0	0	0	0	473
14:00	5	0	2	11	47	23	12	1	0	0	0	0	0	0	101
14:15	6	0	0	12	35	24	6	0	1	0	0	0	0	0	84
14:30	2	0	1	12	42	28	14	2	0	0	0	0	0	0	101
14:45	5	0	4	31	50	29	14	1	0	0	0	0	0	0	134
	18	0	7	66	174	104	46	4	1	0	0	0	0	0	420
15:00	5	0	3	19	46	35	3	1	0	0	0	0	0	0	112
15:15	5	0	1	19	38	27	3	0	0	0	0	0	0	0	93
15:30	2	1	9	18	47	24	8	3	1	0	0	0	0	0	113
15:45	6	0	3	24	38	28	12	2	0	0	0	0	0	0	113
	18	1	16	80	169	114	26	6	1	0	0	0	0	0	431
16:00	5	0	0	19	57	33	9	1	0	1	0	0	0	0	125
16:15	1	0	1	14	48	35	12	1	0	0	0	0	0	0	112
16:30	5	0	2	18	50	34	14	2	0	0	0	0	0	0	125
16:45	1	0	4	9	39	42	11	1	0	0	0	0	0	0	107
	12	0	7	60	194	144	46	5	0	1	0	0	0	0	469
17:00	3	0	5	24	54	44	8	1	0	0	0	0	0	0	139
17:15	2	0	2	27	53	23	6	2	0	1	0	0	0	0	116
17:30	3	2	2	16	54	27	8	1	0	0	0	0	0	0	113
17:45	2	0	0	9	42	32	8	1	0	0	0	0	0	0	94
	10	2	9	76	203	126	30	5	0	1	0	0	0	0	462
18:00	3	0	1	17	30	34	5	1	0	0	0	0	0	0	91
18:15	2	0	1	25	43	22	6	1	0	0	0	0	0	0	100
18:30	1	1	1	14	44	20	6	0	0	0	0	0	0	0	87
18:45	3	0	1	6	37	22	13	1	0	0	0	0	0	0	83
	9	1	4	62	154	98	30	3	0	0	0	0	0	0	361
19:00	1	1	1	11	25	21	8	2	0	0	0	0	0	0	70
19:15	3	0	2	12	35	15	7	1	0	0	0	0	0	0	75
19:30	7	1	4	22	15	7	3	0	0	0	0	0	0	0	59
19:45	4	1	10	18	21	10	2	0	0	0	0	0	0	0	66
	15	3	17	63	96	53	20	3	0	0	0	0	0	0	270
20:00	2	0	2	20	25	11	3	0	0	0	0	0	0	0	63
20:15	1	1	2	12	20	11	5	0	0	0	0	0	0	0	52
20:30	0	0	1	18	18	9	3	2	0	0	0	0	0	0	51
20:45	2	0	1	12	24	8	6	1	0	0	0	0	0	0	54
	5	1	6	62	87	39	17	3	0	0	0	0	0	0	220
21:00	3	0	2	13	29	15	1	1	0	0	0	0	0	0	64
21:15	0	0	1	9	16	12	3	1	0	0	0	0	0	0	42
21:30	5	0	2	8	12	14	5	0	0	0	0	0	0	0	46
21:45	1	0	1	12	26	11	3	1	0	0	0	0	0	0	55
	9	0	6	42	83	52	12	3	0	0	0	0	0	0	207
22:00	2	0	1	15	35	11	4	1	0	0	0	0	0	0	69
22:15	1	0	0	18	21	5	2	0	2	0	0	0	0	0	49
22:30	2	0	3	13	20	4	2	0	0	0	0	0	0	0	44
22:45	1	0	1	9	12	4	0	1	0	0	0	0	0	0	28
	6	0	5	55	88	24	8	2	2	0	0	0	0	0	190
23:00	2	0	3	6	15	4	2	1	0	0	0	0	0	0	33
23:15	2	0	1	7	11	10	2	0	0	0	0	0	0	0	33
23:30	2	1	1	3	3	3	1	0	0	0	0	0	0	0	14
23:45	3	0	1	2	10	2	0	0	0	0	0	0	0	0	18
	9	1	6	18	39	19	5	1	0	0	0	0	0	0	98
Total	160	16	100	746	1623	1031	332	48	7	3	0	0	0	0	4066

Advanced Transportation Engineering Consultants, Inc (ATEC)
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Site Code: Trax FLEX HS
Station ID: SN:022672
Roosevelt Blvd. & South Roosevelt Blvd.
SOUTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
4/4/12	1	0	0	5	6	1	1	0	0	0	0	0	0	0	14
00:15	1	0	0	8	3	2	1	1	0	0	0	0	0	0	16
00:30	1	0	0	7	5	3	0	0	1	0	0	0	0	0	17
00:45	1	0	0	2	6	3	2	0	0	0	0	0	0	1	15
	4	0	0	22	20	9	4	1	1	0	0	0	0	1	62
01:00	2	1	0	2	5	2	1	1	0	0	0	0	0	0	14
01:15	1	0	0	3	5	0	1	0	0	0	0	0	0	0	10
01:30	1	0	0	1	3	3	1	0	0	0	0	0	0	0	9
01:45	2	0	0	2	0	2	1	0	0	0	0	0	0	0	7
	6	1	0	8	13	7	4	1	0	0	0	0	0	0	40
02:00	0	0	0	3	5	2	0	0	0	0	0	0	0	0	10
02:15	2	0	0	3	2	1	1	0	0	0	0	0	0	0	9
02:30	1	0	0	1	3	1	1	0	0	0	0	0	0	0	7
02:45	1	0	0	0	4	1	1	0	0	0	0	0	0	0	7
	4	0	0	7	14	5	3	0	0	0	0	0	0	0	33
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
	0	0	1	1	6	3	0	0	0	0	0	0	0	0	11
04:00	1	0	0	3	2	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	3	1	2	1	0	0	0	0	0	0	0	7
04:30	1	0	0	1	2	2	3	0	0	0	0	0	0	0	9
04:45	0	0	0	1	7	5	4	1	0	0	0	0	0	0	18
	2	0	0	8	12	9	8	1	0	0	0	0	0	0	40
05:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	10
05:15	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
05:30	1	0	0	2	3	4	0	0	0	0	0	0	0	0	10
05:45	0	1	0	0	7	5	2	0	0	0	0	0	0	0	15
	1	1	0	4	16	14	5	0	0	0	0	0	0	0	41
06:00	0	0	0	4	3	4	2	1	0	0	0	0	0	0	14
06:15	1	1	1	0	8	2	0	0	0	0	0	0	0	0	13
06:30	2	0	2	8	17	9	3	1	0	0	0	0	0	0	42
06:45	3	1	2	13	12	9	3	0	1	0	0	0	0	0	44
	6	2	5	25	40	24	8	2	1	0	0	0	0	0	113
07:00	2	0	1	8	30	17	7	1	1	0	0	0	0	0	67
07:15	2	0	3	12	28	23	5	1	0	0	0	0	0	0	74
07:30	2	1	0	7	29	28	5	1	0	0	0	0	0	0	73
07:45	4	0	0	6	20	26	8	1	0	0	0	0	0	0	65
	10	1	4	33	107	94	25	4	1	0	0	0	0	0	279
08:00	1	0	5	15	37	19	3	1	0	0	0	0	0	0	81
08:15	2	1	1	14	32	29	13	0	0	0	0	0	0	0	92
08:30	4	1	0	7	43	16	2	1	0	0	0	0	0	0	74
08:45	3	0	0	7	25	19	7	1	0	0	0	0	0	0	62
	10	2	6	43	137	83	25	3	0	0	0	0	0	0	309
09:00	3	0	0	8	30	18	5	1	0	0	0	0	0	0	65
09:15	0	0	1	6	22	9	5	0	0	0	0	0	0	0	43
09:30	3	0	0	12	25	26	5	2	0	0	0	0	0	0	73
09:45	2	1	0	18	32	27	9	0	0	0	0	0	0	0	89
	8	1	1	44	109	80	24	3	0	0	0	0	0	0	270
10:00	10	0	0	15	27	23	13	0	0	0	0	0	0	0	88
10:15	7	0	5	15	22	28	9	1	0	0	0	0	0	0	87
10:30	3	0	2	15	39	22	8	0	0	0	0	0	0	0	89
10:45	2	0	2	17	29	21	10	2	1	1	0	0	0	0	85
	22	0	9	62	117	94	40	3	1	1	0	0	0	0	349
11:00	2	0	3	16	44	29	5	0	0	0	0	0	0	0	99
11:15	7	0	3	9	32	35	8	2	1	0	0	0	0	0	97
11:30	5	1	5	22	46	38	9	2	0	0	0	0	0	0	128
11:45	3	1	1	9	28	35	9	5	0	0	0	0	0	0	91
	17	2	12	56	150	137	31	9	1	0	0	0	0	0	415
Total	90	10	38	313	741	559	177	27	5	1	0	0	0	1	1962

Advanced Transportation Engineering Consultants, Inc (ATEC)
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SOUTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	4	0	4	32	54	30	5	1	0	0	0	0	0	0	130
12:15	6	0	4	22	40	17	10	0	0	0	0	0	0	0	99
12:30	8	0	3	17	40	33	5	6	1	0	0	0	0	0	113
12:45	3	0	2	11	50	34	15	1	0	0	0	0	0	0	116
	21	0	13	82	184	114	35	8	1	0	0	0	0	0	458
13:00	4	3	2	21	43	37	13	2	0	0	0	0	0	0	125
13:15	1	0	1	21	53	35	8	0	0	0	0	0	0	0	119
13:30	1	1	3	15	25	28	9	1	0	0	0	0	0	0	83
13:45	3	1	2	13	40	16	5	0	0	0	0	0	0	0	80
	9	5	8	70	161	116	35	3	0	0	0	0	0	0	407
14:00	4	0	6	17	46	30	6	0	0	0	0	0	0	0	109
14:15	4	0	9	11	36	33	11	0	0	0	0	0	0	0	104
14:30	2	0	0	8	43	24	8	0	0	0	0	0	0	0	85
14:45	4	0	3	18	38	35	8	0	0	0	0	0	0	0	106
	14	0	18	54	163	122	33	0	0	0	0	0	0	0	404
15:00	2	1	6	16	38	30	6	1	0	0	0	0	0	0	100
15:15	4	0	2	18	36	33	12	1	0	0	0	0	0	0	106
15:30	4	0	5	17	49	36	6	0	0	0	0	0	0	0	117
15:45	5	0	2	21	52	21	5	0	0	0	0	0	0	0	106
	15	1	15	72	175	120	29	2	0	0	0	0	0	0	429
16:00	7	0	1	22	50	28	3	2	0	0	0	0	0	0	113
16:15	1	0	1	23	52	19	14	0	1	0	0	0	0	0	111
16:30	4	0	3	28	51	30	7	0	1	0	0	0	0	0	124
16:45	1	0	3	14	32	30	4	1	0	0	0	0	0	0	85
	13	0	8	87	185	107	28	3	2	0	0	0	0	0	433
17:00	6	0	6	27	43	27	5	1	0	0	0	0	0	0	115
17:15	2	0	11	19	65	27	2	1	0	0	0	0	0	0	127
17:30	6	0	3	18	37	18	10	2	0	0	0	0	0	0	94
17:45	3	1	3	22	42	24	7	1	1	0	0	0	0	0	104
	17	1	23	86	187	96	24	5	1	0	0	0	0	0	440
18:00	5	0	1	19	45	17	5	1	0	0	0	0	0	0	93
18:15	2	0	0	18	32	33	4	0	0	0	0	0	0	0	89
18:30	2	0	5	13	48	30	7	0	0	0	0	0	0	0	105
18:45	3	0	1	16	30	25	8	0	0	0	0	0	0	0	83
	12	0	7	66	155	105	24	1	0	0	0	0	0	0	370
19:00	0	0	3	11	28	27	4	1	1	0	0	0	0	0	75
19:15	3	0	2	16	34	14	9	3	1	0	0	0	0	0	82
19:30	2	0	2	18	26	12	7	1	0	0	0	0	0	0	68
19:45	1	0	3	10	26	14	2	1	1	0	0	0	0	0	58
	6	0	10	55	114	67	22	6	3	0	0	0	0	0	283
20:00	4	0	5	22	34	8	3	0	0	0	0	0	0	0	76
20:15	2	0	7	13	27	9	3	1	0	0	0	0	0	0	62
20:30	1	0	0	19	33	14	1	0	0	0	0	0	0	0	68
20:45	4	0	3	12	24	12	3	1	0	0	0	0	0	0	59
	11	0	15	66	118	43	10	2	0	0	0	0	0	0	265
21:00	1	0	0	11	18	13	4	0	0	0	0	0	0	0	47
21:15	1	0	1	13	23	11	2	0	0	0	0	0	0	0	51
21:30	1	1	1	8	19	10	5	0	1	0	0	0	0	0	46
21:45	0	2	4	14	12	5	2	0	0	0	0	0	0	0	39
	3	3	6	46	72	39	13	0	1	0	0	0	0	0	183
22:00	3	0	2	6	26	8	1	0	0	0	0	0	0	0	46
22:15	1	0	1	8	16	3	2	0	0	0	0	0	0	0	31
22:30	2	0	3	5	16	2	4	0	0	0	0	0	0	0	32
22:45	1	4	6	5	13	8	2	0	0	0	0	0	0	0	39
	7	4	12	24	71	21	9	0	0	0	0	0	0	0	148
23:00	1	0	1	5	4	3	1	1	0	0	0	0	0	0	16
23:15	1	0	2	8	6	4	0	2	0	0	0	0	0	0	23
23:30	1	0	4	5	10	1	0	0	0	0	0	0	0	0	21
23:45	0	0	2	7	9	3	0	0	1	0	0	0	0	0	22
	3	0	9	25	29	11	1	3	1	0	0	0	0	0	82
Total	131	14	144	733	1614	961	263	33	9	0	0	0	0	0	3902

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Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022672
Roosevelt Blvd. & South Roosevelt Blvd.
SOUTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
4/5/12	2	0	3	4	8	3	1	1	0	0	0	0	0	0	22
00:15	1	0	0	8	5	3	1	0	0	0	0	0	0	0	18
00:30	1	0	1	2	2	2	0	0	0	0	0	0	0	0	8
00:45	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
	4	0	4	15	19	8	2	1	0	0	0	0	0	0	53
01:00	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
01:15	0	0	0	3	3	1	2	0	0	0	0	0	0	0	9
01:30	1	0	1	1	0	1	0	0	0	0	0	0	0	0	4
01:45	1	0	0	2	2	1	1	0	0	0	0	0	0	0	7
	2	0	1	9	6	4	3	0	0	0	0	0	0	0	25
02:00	2	0	1	5	1	0	0	1	0	0	0	0	0	0	10
02:15	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
02:30	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
02:45	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8
	2	0	2	9	8	4	0	1	0	0	0	0	0	0	26
03:00	1	0	0	4	1	1	0	0	0	0	0	0	0	0	7
03:15	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
03:30	0	0	1	0	2	1	2	0	0	0	0	0	0	0	6
03:45	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
	1	0	2	7	6	2	3	0	0	0	0	0	0	0	21
04:00	0	0	1	4	0	1	0	0	0	0	0	0	0	0	6
04:15	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
04:30	0	0	1	3	5	1	0	0	0	0	0	0	0	0	10
04:45	0	0	1	2	2	4	3	1	0	0	0	0	0	0	13
	0	0	4	11	9	7	3	1	0	0	0	0	0	0	35
05:00	0	0	0	0	2	1	4	1	0	0	0	0	0	0	8
05:15	0	0	0	1	9	1	1	1	0	0	0	0	0	0	13
05:30	0	0	0	1	4	4	1	0	0	0	0	0	0	0	10
05:45	0	0	0	1	8	2	1	0	0	0	0	0	0	0	12
	0	0	0	3	23	8	7	2	0	0	0	0	0	0	43
06:00	0	0	0	3	5	0	2	0	0	0	0	0	0	0	10
06:15	0	0	0	5	5	5	0	1	0	0	0	0	0	0	16
06:30	2	0	0	2	20	7	0	0	0	0	0	0	0	0	31
06:45	5	1	1	7	23	15	4	0	0	0	0	0	0	0	56
	7	1	1	17	53	27	6	1	0	0	0	0	0	0	113
07:00	1	0	1	4	21	23	6	0	0	0	0	0	0	0	56
07:15	2	0	0	7	26	23	3	1	0	0	0	0	0	0	62
07:30	2	0	0	16	26	21	6	1	0	0	0	0	0	0	72
07:45	0	0	0	12	30	20	8	1	0	0	0	0	0	0	71
	5	0	1	39	103	87	23	3	0	0	0	0	0	0	261
08:00	1	0	4	16	27	28	3	2	1	0	0	0	0	0	82
08:15	0	0	1	18	27	20	1	0	0	0	0	0	0	0	67
08:30	2	0	0	6	30	17	2	0	0	0	0	0	0	0	57
08:45	1	1	2	8	29	15	7	1	0	0	0	0	0	0	64
	4	1	7	48	113	80	13	3	1	0	0	0	0	0	270
09:00	4	0	1	5	43	18	4	0	1	0	0	0	0	0	76
09:15	1	0	0	9	33	20	5	2	0	0	0	0	0	0	70
09:30	1	0	0	12	30	12	3	1	0	0	0	0	0	0	59
09:45	2	2	2	8	28	18	9	0	0	0	0	0	0	0	69
	8	2	3	34	134	68	21	3	1	0	0	0	0	0	274
10:00	3	0	5	10	31	27	8	0	0	0	0	0	0	0	84
10:15	0	0	0	13	29	18	7	3	0	0	0	0	0	0	70
10:30	2	0	3	10	34	24	11	0	0	0	0	0	0	0	84
10:45	1	0	1	8	35	35	6	1	0	0	0	0	0	0	87
	6	0	9	41	129	104	32	4	0	0	0	0	0	0	325
11:00	4	1	1	16	30	31	10	2	0	0	0	0	0	0	95
11:15	3	1	3	9	49	27	9	1	0	0	0	0	0	0	102
11:30	1	0	3	18	39	38	10	2	0	0	0	0	0	0	111
11:45	4	1	1	21	42	23	15	1	0	0	0	0	0	0	108
	12	3	8	64	160	119	44	6	0	0	0	0	0	0	416
Total	51	7	42	297	763	518	157	25	2	0	0	0	0	0	1862

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
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SOUTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	7	0	3	22	39	27	16	0	0	0	0	0	0	0	114
12:15	6	1	4	20	47	33	8	1	0	0	0	0	0	0	120
12:30	3	0	3	14	52	26	8	1	0	0	0	0	0	0	107
12:45	4	0	6	22	29	36	13	1	0	0	0	0	0	0	111
	20	1	16	78	167	122	45	3	0	0	0	0	0	0	452
13:00	2	0	0	15	39	22	12	2	0	1	0	0	0	0	93
13:15	2	1	4	23	50	25	4	0	1	0	0	0	0	0	110
13:30	4	0	1	17	37	22	5	1	0	0	0	0	0	0	87
13:45	2	0	2	16	28	31	15	4	0	0	0	0	0	0	98
	10	1	7	71	154	100	36	7	1	1	0	0	0	0	388
14:00	1	0	1	14	41	37	8	0	0	0	0	0	0	0	102
14:15	5	0	6	13	34	26	9	1	0	0	0	0	0	0	94
14:30	2	1	2	23	36	23	7	2	0	1	0	0	0	0	97
14:45	4	1	5	32	53	20	4	1	0	0	0	0	0	0	120
	12	2	14	82	164	106	28	4	0	1	0	0	0	0	413
15:00	6	0	2	19	38	22	11	3	0	0	0	0	0	0	101
15:15	2	0	0	27	54	24	8	2	1	0	0	0	0	0	118
15:30	1	1	3	14	41	37	12	4	2	0	0	0	0	0	115
15:45	4	1	6	26	37	25	6	2	0	0	0	0	0	0	107
	13	2	11	86	170	108	37	11	3	0	0	0	0	0	441
16:00	1	0	1	21	41	35	12	1	1	0	0	0	0	0	113
16:15	8	3	2	21	55	16	4	2	1	0	0	0	0	0	112
16:30	5	0	7	31	32	33	8	1	0	0	0	0	0	0	117
16:45	4	0	2	21	39	27	4	0	0	0	0	0	0	0	97
	18	3	12	94	167	111	28	4	2	0	0	0	0	0	439
17:00	2	1	7	22	54	15	5	1	0	0	0	0	0	0	107
17:15	1	0	7	13	45	30	16	1	0	0	0	0	0	0	113
17:30	8	1	4	22	51	15	2	0	0	0	0	0	0	0	103
17:45	3	0	4	20	50	26	6	2	0	0	0	0	0	0	111
	14	2	22	77	200	86	29	4	0	0	0	0	0	0	434
18:00	4	0	1	17	37	36	8	1	1	0	0	0	0	0	105
18:15	3	0	0	17	41	17	12	2	0	0	0	0	0	0	92
18:30	3	0	0	9	35	24	4	0	0	0	0	0	0	0	75
18:45	1	0	4	17	38	16	4	2	1	0	0	0	0	0	83
	11	0	5	60	151	93	28	5	2	0	0	0	0	0	355
19:00	4	0	0	11	38	16	11	0	0	0	0	0	0	0	80
19:15	3	0	3	10	31	14	4	1	0	0	0	0	0	0	66
19:30	2	1	5	11	27	16	3	2	0	0	0	0	0	0	67
19:45	1	1	4	13	30	16	8	1	0	0	0	0	0	0	74
	10	2	12	45	126	62	26	4	0	0	0	0	0	0	287
20:00	1	0	2	12	26	9	3	0	0	0	0	0	0	0	53
20:15	2	0	1	17	23	15	2	0	0	0	0	0	0	0	60
20:30	4	0	4	20	27	11	1	1	0	0	0	0	0	0	68
20:45	2	0	2	4	22	18	2	1	1	0	0	0	0	0	52
	9	0	9	53	98	53	8	2	1	0	0	0	0	0	233
21:00	5	0	2	10	26	7	6	0	0	0	0	0	0	0	56
21:15	0	0	6	13	22	2	2	2	0	0	0	0	0	0	47
21:30	3	1	2	14	21	7	1	0	0	0	0	0	0	0	49
21:45	2	1	0	10	21	8	4	2	0	0	0	0	0	0	48
	10	2	10	47	90	24	13	4	0	0	0	0	0	0	200
22:00	1	0	2	13	22	10	6	0	0	0	0	0	0	0	54
22:15	0	0	4	10	14	9	3	1	0	0	0	0	0	0	41
22:30	0	0	7	18	18	8	1	0	0	0	0	0	0	0	52
22:45	2	0	1	8	10	5	1	1	0	0	0	0	0	0	28
	3	0	14	49	64	32	11	2	0	0	0	0	0	0	175
23:00	0	0	0	7	13	5	1	1	0	0	0	0	0	0	27
23:15	1	0	1	11	16	4	3	0	0	0	0	0	0	0	36
23:30	1	0	1	11	8	5	1	0	0	0	0	0	0	0	27
23:45	1	0	1	3	8	2	1	0	0	0	0	0	0	0	16
	3	0	3	32	45	16	6	1	0	0	0	0	0	0	106
Total	133	15	135	774	1596	913	295	51	9	2	0	0	0	0	3923
Grand Total	640	74	513	3231	7165	4496	1378	214	40	7	1	0	0	1	17760

15th Percentile :	28 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Stats

Mean Speed(Average) :	33 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	11661

Percent in Pace :	65.7%
Number of Vehicles > 30 MPH :	13302
Percent of Vehicles > 30 MPH :	74.9%

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NORTHBOUND
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Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
4/3/12	2	0	1	2	3	3	2	0	0	0	0	0	0	0	13
00:15	1	0	0	0	3	2	0	0	0	0	0	0	0	0	6
00:30	0	0	0	3	0	2	0	0	0	0	0	0	0	0	5
00:45	0	0	0	2	0	4	0	1	0	0	0	0	0	0	7
	3	0	1	7	6	11	2	1	0	0	0	0	0	0	31
01:00	1	0	0	1	2	1	1	0	0	0	0	0	0	0	6
01:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	1	0	0	3	8	1	1	0	0	0	0	0	0	0	14
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	0	0	0	5	5	2	1	0	0	0	0	0	0	0	13
03:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	4	4	0	0	0	0	0	0	0	0	0	8
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
05:00	0	0	1	1	6	5	0	0	0	0	0	0	0	0	13
05:15	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
05:30	0	0	1	0	4	3	0	0	0	0	0	0	0	0	8
05:45	1	0	0	3	3	2	0	0	0	0	0	0	0	0	9
	1	0	3	7	16	10	0	0	0	0	0	0	0	0	37
06:00	0	0	1	3	3	2	0	0	0	0	0	0	0	0	9
06:15	0	0	0	4	3	3	0	0	0	0	0	0	0	0	10
06:30	0	0	0	4	10	1	0	1	0	0	0	0	0	0	16
06:45	0	0	3	7	9	3	0	0	0	0	0	0	0	0	22
	0	0	4	18	25	9	0	1	0	0	0	0	0	0	57
07:00	0	0	1	8	13	10	2	0	0	0	0	0	0	0	34
07:15	2	0	2	12	13	9	1	0	0	0	0	0	0	0	39
07:30	1	0	1	12	20	9	2	0	0	0	0	0	0	0	45
07:45	3	0	3	10	13	8	2	1	0	0	0	0	0	0	40
	6	0	7	42	59	36	7	1	0	0	0	0	0	0	158
08:00	2	0	1	8	19	9	1	0	0	0	0	0	0	0	40
08:15	3	0	0	15	22	9	0	0	0	0	0	0	0	0	49
08:30	1	0	1	10	13	8	1	0	0	0	0	0	0	0	34
08:45	2	0	0	10	33	8	0	0	0	0	0	0	0	0	53
	8	0	2	43	87	34	2	0	0	0	0	0	0	0	176
09:00	1	0	0	12	26	13	3	0	0	0	0	0	0	0	55
09:15	1	0	0	7	21	10	1	0	0	0	0	0	0	0	40
09:30	1	0	0	8	32	12	1	0	0	0	0	0	0	0	54
09:45	2	0	1	19	24	10	0	0	0	0	0	0	0	0	56
	5	0	1	46	103	45	5	0	0	0	0	0	0	0	205
10:00	2	1	2	12	32	7	3	0	0	0	0	0	0	0	59
10:15	4	0	3	24	24	9	2	0	0	0	0	0	0	0	66
10:30	4	0	4	21	33	4	0	0	0	0	0	0	0	0	66
10:45	3	0	4	17	24	10	1	0	0	0	0	0	0	0	59
	13	1	13	74	113	30	6	0	0	0	0	0	0	0	250
11:00	3	0	2	29	34	14	1	0	0	0	0	0	0	0	83
11:15	1	0	4	18	32	9	1	0	0	0	0	0	0	0	65
11:30	4	0	5	23	33	16	2	0	0	0	0	0	0	0	83
11:45	1	1	4	24	33	17	4	1	0	0	0	0	0	0	85
	9	1	15	94	132	56	8	1	0	0	0	0	0	0	316
Total	46	2	47	345	559	236	32	4	0	0	0	0	0	0	1271

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NORTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	1	4	28	28	6	2	0	0	0	0	0	0	0	70
12:15	6	2	4	32	37	20	3	0	0	0	0	0	0	0	104
12:30	1	0	5	31	33	10	0	0	0	0	0	0	0	0	80
12:45	3	1	5	25	37	10	1	0	0	0	0	0	0	0	82
	11	4	18	116	135	46	6	0	0	0	0	0	0	0	336
13:00	1	1	3	24	38	11	6	1	0	0	0	0	0	0	85
13:15	2	0	3	22	31	12	1	0	0	0	0	0	0	0	71
13:30	1	0	2	14	47	20	4	0	0	0	0	0	0	0	88
13:45	3	0	5	22	48	15	5	0	0	0	0	0	0	0	98
	7	1	13	82	164	58	16	1	0	0	0	0	0	0	342
14:00	4	0	0	23	36	9	4	0	0	0	0	0	0	0	76
14:15	3	0	3	21	43	13	2	1	0	0	0	0	0	0	86
14:30	1	0	3	18	37	13	4	2	1	0	0	0	0	0	79
14:45	2	0	5	32	43	10	3	0	0	0	0	0	0	0	95
	10	0	11	94	159	45	13	3	1	0	0	0	0	0	336
15:00	1	0	5	26	42	21	1	0	0	0	0	0	0	0	96
15:15	4	0	3	29	60	13	1	0	0	0	0	0	0	0	110
15:30	3	0	2	27	37	6	0	0	0	0	0	0	0	0	75
15:45	1	0	4	32	34	11	3	0	0	0	0	0	0	0	85
	9	0	14	114	173	51	5	0	0	0	0	0	0	0	366
16:00	3	0	0	24	32	18	3	0	0	0	0	0	0	0	80
16:15	1	0	2	20	36	15	1	0	0	0	0	0	0	0	75
16:30	0	0	1	24	65	29	3	1	0	0	0	0	0	0	123
16:45	2	1	2	15	48	22	2	0	0	0	0	0	0	0	92
	6	1	5	83	181	84	9	1	0	0	0	0	0	0	370
17:00	2	0	0	27	61	31	5	0	0	0	0	0	0	0	126
17:15	1	0	2	38	51	21	4	0	0	0	0	0	0	0	117
17:30	5	0	4	13	42	22	4	0	0	0	0	0	0	0	90
17:45	3	0	1	19	27	14	2	0	0	0	0	0	0	0	66
	11	0	7	97	181	88	15	0	0	0	0	0	0	0	399
18:00	2	0	2	17	33	19	4	1	0	0	0	0	0	0	78
18:15	2	0	3	11	44	11	3	0	0	0	0	0	0	0	74
18:30	6	0	0	16	33	9	3	0	1	0	0	0	0	0	68
18:45	1	1	1	8	43	18	3	0	0	0	0	0	0	0	75
	11	1	6	52	153	57	13	1	1	0	0	0	0	0	295
19:00	5	0	3	12	28	13	3	0	0	0	0	0	0	0	64
19:15	2	0	0	12	27	13	1	0	0	0	0	0	0	0	55
19:30	3	1	8	41	19	4	2	1	0	0	0	0	0	0	79
19:45	4	0	4	20	18	3	0	0	0	0	0	0	0	0	49
	14	1	15	85	92	33	6	1	0	0	0	0	0	0	247
20:00	4	0	1	16	19	9	0	1	0	0	0	0	0	0	50
20:15	3	0	1	12	15	6	3	0	0	0	0	0	0	0	40
20:30	4	0	4	23	15	3	0	0	0	0	0	0	0	0	49
20:45	1	1	1	9	12	0	0	0	0	0	0	0	0	0	24
	12	1	7	60	61	18	3	1	0	0	0	0	0	0	163
21:00	1	0	1	15	17	4	1	0	0	0	0	0	0	0	39
21:15	0	0	5	11	11	8	1	0	0	0	0	0	0	0	36
21:30	2	0	1	8	15	6	4	0	0	0	0	0	0	0	36
21:45	0	0	1	15	17	5	0	1	0	0	0	0	0	0	39
	3	0	8	49	60	23	6	1	0	0	0	0	0	0	150
22:00	1	0	0	8	20	8	0	0	0	0	0	0	0	0	37
22:15	0	1	0	9	14	9	0	0	0	0	0	0	0	0	33
22:30	2	0	1	9	6	3	0	0	0	0	0	0	0	0	21
22:45	1	0	1	5	8	2	0	0	0	0	0	0	0	0	17
	4	1	2	31	48	22	0	0	0	0	0	0	0	0	108
23:00	2	1	1	3	10	1	1	0	0	1	0	0	0	0	20
23:15	0	0	6	5	9	5	0	0	0	0	0	0	0	0	25
23:30	2	0	2	4	3	3	0	0	0	0	0	0	0	0	14
23:45	1	0	0	2	4	1	0	0	0	0	0	0	0	0	8
	5	1	9	14	26	10	1	0	0	1	0	0	0	0	67
Total	103	11	115	877	1433	535	93	9	2	1	0	0	0	0	3179

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022674
Roosevelt Blvd. & South Roosevelt Blvd.
NORTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
4/4/12	1	0	0	7	5	0	1	0	0	0	1	0	0	0	15
00:15	1	0	0	3	2	1	0	0	1	0	0	0	0	0	8
00:30	1	0	0	1	2	3	1	0	0	0	0	0	0	0	8
00:45	1	0	0	1	1	1	0	1	0	0	0	0	0	0	5
	4	0	0	12	10	5	2	1	1	0	1	0	0	0	36
01:00	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5
01:15	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6
01:30	2	0	1	2	0	0	0	0	0	0	0	0	0	0	5
01:45	2	0	1	1	1	1	0	0	0	0	0	0	0	0	6
	4	0	2	6	8	1	1	0	0	0	0	0	0	0	22
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
02:30	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
02:45	0	0	2	0	4	0	0	0	0	0	0	0	0	0	6
	1	1	2	5	4	1	0	0	0	0	0	0	0	0	14
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	5	1	1	0	0	0	0	0	0	0	0	7
04:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	1	2	2	2	0	0	0	0	0	0	0	0	7
05:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
05:15	1	0	0	0	3	0	0	1	0	0	0	0	0	0	5
05:30	0	0	0	2	0	4	1	0	0	0	0	0	0	0	7
05:45	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
	1	0	0	6	7	6	1	1	0	0	0	0	0	0	22
06:00	0	0	1	1	2	2	2	0	0	0	0	0	0	0	8
06:15	0	1	0	4	7	5	0	0	0	0	0	0	0	0	17
06:30	1	0	4	2	11	4	1	1	0	0	0	0	0	0	24
06:45	0	0	3	3	13	4	1	0	0	0	0	0	0	0	24
	1	1	8	10	33	15	4	1	0	0	0	0	0	0	73
07:00	1	0	0	11	15	6	1	0	0	0	0	0	0	0	34
07:15	0	0	1	12	22	13	3	0	0	0	0	0	0	0	51
07:30	0	1	3	8	26	11	4	1	0	0	0	0	0	0	54
07:45	2	0	2	15	31	6	4	1	0	0	0	0	0	0	61
	3	1	6	46	94	36	12	2	0	0	0	0	0	0	200
08:00	0	0	1	16	24	18	2	0	0	0	0	0	0	0	61
08:15	3	0	0	15	22	7	0	0	0	0	0	0	0	0	47
08:30	0	0	0	10	25	8	2	0	0	0	0	0	0	0	45
08:45	2	0	2	15	33	10	0	0	0	0	0	0	0	0	62
	5	0	3	56	104	43	4	0	0	0	0	0	0	0	215
09:00	1	0	1	11	27	10	2	0	0	0	0	0	0	0	52
09:15	3	0	6	12	21	10	1	0	0	0	0	0	0	0	53
09:30	2	0	1	12	25	11	1	0	0	0	0	0	0	0	52
09:45	0	1	1	11	31	16	0	0	0	0	0	0	0	0	60
	6	1	9	46	104	47	4	0	0	0	0	0	0	0	217
10:00	2	0	3	12	28	18	0	0	0	0	0	0	0	0	63
10:15	3	0	0	15	30	11	3	0	0	0	0	0	0	0	62
10:30	2	0	2	12	28	13	1	0	0	0	0	0	0	0	58
10:45	2	0	4	14	31	17	2	0	0	0	0	0	0	0	70
	9	0	9	53	117	59	6	0	0	0	0	0	0	0	253
11:00	0	0	1	17	28	16	0	0	0	0	0	0	0	0	62
11:15	2	0	3	15	42	11	3	0	1	0	0	0	0	0	77
11:30	2	0	4	18	34	16	2	0	0	0	0	0	0	0	76
11:45	1	0	1	18	33	15	0	0	1	0	0	0	0	0	69
	5	0	9	68	137	58	5	0	2	0	0	0	0	0	284
Total	39	4	49	315	621	274	39	5	3	0	1	0	0	0	1350

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022674
Roosevelt Blvd. & South Roosevelt Blvd.
NORTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	5	13	45	16	2	0	0	0	0	0	0	0	82
12:15	1	0	1	23	37	15	2	0	0	0	0	0	0	0	79
12:30	1	0	1	14	46	17	1	0	0	0	0	0	0	0	80
12:45	2	0	1	12	44	11	1	0	1	0	0	0	0	0	72
	5	0	8	62	172	59	6	0	1	0	0	0	0	0	313
13:00	1	0	5	11	34	19	1	0	0	0	0	0	0	0	71
13:15	2	0	3	23	32	21	3	0	0	0	0	0	0	0	84
13:30	2	0	5	28	40	17	1	0	0	0	0	0	0	0	93
13:45	1	0	2	7	37	20	2	0	0	0	0	0	0	0	69
	6	0	15	69	143	77	7	0	0	0	0	0	0	0	317
14:00	2	0	5	15	26	14	1	0	1	0	0	0	0	0	64
14:15	3	2	3	18	35	15	8	0	0	0	0	0	0	0	84
14:30	1	1	2	26	45	18	3	0	0	0	0	0	0	0	96
14:45	2	0	2	24	46	13	2	0	0	0	0	0	0	0	89
	8	3	12	83	152	60	14	0	1	0	0	0	0	0	333
15:00	1	2	0	25	40	18	1	1	0	0	0	0	0	0	88
15:15	0	0	2	17	39	16	0	0	0	0	0	0	0	0	74
15:30	4	1	5	14	42	27	0	0	0	0	0	0	0	0	93
15:45	1	0	1	20	36	24	2	2	0	0	0	0	0	0	86
	6	3	8	76	157	85	3	3	0	0	0	0	0	0	341
16:00	2	0	1	15	34	22	1	1	0	0	0	0	0	0	76
16:15	0	0	4	17	49	15	1	0	0	0	0	0	0	0	86
16:30	7	1	11	31	43	19	2	1	0	0	0	0	0	0	115
16:45	5	0	5	25	46	15	7	1	0	0	0	0	0	0	104
	14	1	21	88	172	71	11	3	0	0	0	0	0	0	381
17:00	1	0	0	22	46	28	6	0	0	0	0	0	0	0	103
17:15	3	0	2	16	51	37	5	0	0	0	0	0	0	0	114
17:30	0	0	1	11	44	23	3	2	0	0	0	0	0	0	84
17:45	0	0	3	12	50	18	8	2	0	0	0	0	0	0	93
	4	0	6	61	191	106	22	4	0	0	0	0	0	0	394
18:00	1	0	0	13	43	18	5	0	0	0	0	0	0	0	80
18:15	1	0	5	26	42	8	2	0	0	0	0	0	0	0	84
18:30	2	0	2	20	27	9	3	0	0	0	0	0	0	0	63
18:45	4	1	3	11	29	13	2	0	0	0	0	0	0	0	63
	8	1	10	70	141	48	12	0	0	0	0	0	0	0	290
19:00	1	0	2	9	26	10	2	0	0	0	0	0	0	0	50
19:15	2	0	2	9	30	8	7	0	0	0	0	0	0	0	58
19:30	2	0	2	13	29	10	5	0	0	0	0	0	0	0	61
19:45	4	0	3	13	26	8	0	0	0	0	0	0	0	0	54
	9	0	9	44	111	36	14	0	0	0	0	0	0	0	223
20:00	2	0	4	12	22	16	1	0	0	0	0	0	0	0	57
20:15	1	0	1	18	30	6	4	0	0	0	0	0	0	0	60
20:30	0	0	0	13	21	12	3	0	0	0	0	0	0	0	49
20:45	2	1	3	10	26	9	5	1	0	0	0	0	0	0	57
	5	1	8	53	99	43	13	1	0	0	0	0	0	0	223
21:00	2	0	1	12	23	10	0	1	0	0	0	0	0	0	49
21:15	0	1	2	11	9	5	3	0	0	0	0	0	0	0	31
21:30	1	0	0	7	14	8	0	1	0	0	0	0	0	0	31
21:45	2	0	1	4	15	3	0	0	0	0	0	0	0	0	25
	5	1	4	34	61	26	3	2	0	0	0	0	0	0	136
22:00	3	0	1	14	13	5	0	0	0	0	0	0	0	0	36
22:15	1	0	3	14	18	6	1	0	0	0	0	0	0	0	43
22:30	1	0	4	10	10	5	0	0	0	0	0	0	0	0	30
22:45	2	0	0	2	8	5	0	0	0	1	0	0	0	0	18
	7	0	8	40	49	21	1	0	0	1	0	0	0	0	127
23:00	0	0	1	8	12	3	2	0	0	0	0	0	0	0	26
23:15	1	0	4	8	5	4	1	0	0	0	0	0	0	0	23
23:30	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
23:45	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
	1	0	5	19	22	9	3	0	0	0	0	0	0	0	59
Total	78	10	114	699	1470	641	109	13	2	1	0	0	0	0	3137

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
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Site Code: Trax FLEX HS
Station ID: SN:022674
Roosevelt Blvd. & South Roosevelt Blvd.
NORTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
4/5/12	1	0	0	3	2	2	0	0	0	0	0	0	0	0	8
00:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
00:30	1	0	0	1	2	0	1	0	0	0	0	0	0	0	5
00:45	1	0	2	0	2	1	0	0	0	0	0	0	0	0	6
	3	0	2	5	7	3	1	0	0	0	0	0	0	0	21
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
	1	0	1	3	6	2	0	0	0	0	0	0	0	0	13
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	1	1	1	5	3	0	0	0	0	0	0	0	0	0	11
03:00	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
03:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	4	4	1	1	0	0	0	0	0	0	0	10
04:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	1	0	1	3	2	0	0	0	0	0	0	0	0	0	7
05:00	1	0	0	2	1	1	0	0	0	0	0	0	0	0	5
05:15	0	0	0	1	5	2	1	0	0	0	0	0	0	0	9
05:30	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
05:45	0	0	1	2	5	1	0	0	1	0	0	0	0	0	10
	1	0	1	5	16	5	1	0	1	0	0	0	0	0	30
06:00	0	0	0	3	2	2	0	0	0	0	0	0	0	0	7
06:15	0	0	1	3	2	5	0	0	0	0	0	0	0	0	11
06:30	0	0	3	1	9	5	1	0	0	0	0	0	0	0	19
06:45	0	0	0	8	11	5	1	0	0	0	0	0	0	0	25
	0	0	4	15	24	17	2	0	0	0	0	0	0	0	62
07:00	0	0	2	4	25	3	1	0	0	0	0	0	0	0	35
07:15	1	0	0	8	19	4	1	0	0	0	0	0	0	0	33
07:30	0	0	1	16	17	7	3	0	0	0	0	0	0	0	44
07:45	0	0	2	16	18	10	2	0	0	0	0	0	0	0	48
	1	0	5	44	79	24	7	0	0	0	0	0	0	0	160
08:00	2	0	2	14	19	5	0	1	0	0	0	0	0	0	43
08:15	0	0	2	12	27	8	0	0	0	0	0	0	0	0	49
08:30	1	0	1	10	20	9	0	1	0	0	0	0	0	0	42
08:45	1	0	2	25	22	10	3	0	0	0	0	0	0	0	63
	4	0	7	61	88	32	3	2	0	0	0	0	0	0	197
09:00	2	0	2	13	23	9	0	0	0	0	0	0	0	0	49
09:15	1	0	0	8	18	11	0	0	0	0	0	0	0	0	38
09:30	2	0	0	10	28	7	0	0	0	0	0	0	0	0	47
09:45	1	0	3	11	27	8	5	0	0	0	0	0	0	0	55
	6	0	5	42	96	35	5	0	0	0	0	0	0	0	189
10:00	2	0	1	16	32	11	1	1	0	0	0	0	0	0	64
10:15	2	0	3	6	28	15	1	0	0	0	0	0	0	0	55
10:30	0	0	2	11	27	9	1	0	0	0	0	0	0	0	50
10:45	2	1	1	16	43	13	3	0	0	0	0	0	0	0	79
	6	1	7	49	130	48	6	1	0	0	0	0	0	0	248
11:00	0	0	0	17	34	12	0	0	0	0	0	0	0	0	63
11:15	2	1	2	15	29	17	2	1	0	0	0	0	0	0	69
11:30	1	1	2	23	42	9	0	0	0	0	0	0	0	0	78
11:45	2	0	1	18	33	12	2	0	0	0	0	0	0	0	68
	5	2	5	73	138	50	4	1	0	0	0	0	0	0	278
Total	29	4	39	309	593	217	30	4	1	0	0	0	0	0	1226

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022674
Roosevelt Blvd. & South Roosevelt Blvd.
NORTHBOUND
Latitude: 0' 0.000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	2	1	5	31	28	15	7	0	0	0	0	0	0	0	89
12:15	0	0	4	26	52	15	1	0	0	0	0	0	0	0	98
12:30	1	0	4	20	42	16	1	0	0	0	0	0	0	0	84
12:45	2	0	5	22	29	12	1	1	0	0	0	0	0	0	72
	5	1	18	99	151	58	10	1	0	0	0	0	0	0	343
13:00	2	1	3	25	35	5	1	0	0	0	0	0	0	0	72
13:15	2	3	1	16	29	13	1	0	0	0	0	0	0	0	65
13:30	2	0	12	42	39	7	1	0	0	0	0	0	0	0	103
13:45	3	0	4	25	33	6	2	0	0	0	0	0	0	0	73
	9	4	20	108	136	31	5	0	0	0	0	0	0	0	313
14:00	1	1	7	27	34	12	2	0	0	0	0	0	0	0	84
14:15	0	3	2	16	23	19	6	1	0	0	0	0	0	0	70
14:30	5	0	4	31	42	19	1	0	1	0	0	0	0	0	103
14:45	3	1	3	23	45	19	0	0	0	0	0	0	0	0	94
	9	5	16	97	144	69	9	1	1	0	0	0	0	0	351
15:00	0	0	1	24	38	25	5	0	0	0	0	0	0	0	93
15:15	3	0	2	30	44	20	1	0	0	0	0	0	0	0	100
15:30	1	1	0	28	47	20	1	0	0	0	0	0	0	0	98
15:45	2	0	3	20	39	25	1	0	0	0	0	0	0	0	90
	6	1	6	102	168	90	8	0	0	0	0	0	0	0	381
16:00	0	1	2	23	46	16	2	0	0	0	0	0	0	0	90
16:15	2	0	1	23	44	21	1	0	0	0	0	0	0	0	92
16:30	1	2	3	28	55	20	5	0	0	0	0	0	0	0	114
16:45	0	0	3	27	45	21	1	0	0	0	0	0	0	0	97
	3	3	9	101	190	78	9	0	0	0	0	0	0	0	393
17:00	2	0	0	17	57	20	4	0	0	0	0	0	0	0	100
17:15	3	0	3	21	55	25	3	0	0	0	0	0	0	0	110
17:30	2	0	1	23	35	20	6	0	0	0	0	0	0	0	87
17:45	1	0	1	27	36	15	1	0	0	0	0	0	0	0	81
	8	0	5	88	183	80	14	0	0	0	0	0	0	0	378
18:00	3	0	2	13	38	18	1	0	0	0	0	0	0	0	75
18:15	2	0	6	17	32	10	3	0	0	0	0	0	0	0	70
18:30	2	0	2	19	26	10	0	1	0	0	0	0	0	0	60
18:45	0	0	3	14	25	6	0	0	0	0	0	0	0	0	48
	7	0	13	63	121	44	4	1	0	0	0	0	0	0	253
19:00	1	0	3	13	24	12	1	0	0	0	0	0	0	0	54
19:15	3	0	2	14	19	14	0	0	0	0	0	0	0	0	52
19:30	2	0	1	16	19	14	5	0	0	0	0	0	0	0	57
19:45	1	1	2	9	23	12	1	0	0	0	0	0	0	0	49
	7	1	8	52	85	52	7	0	0	0	0	0	0	0	212
20:00	3	1	3	15	22	2	0	0	0	0	0	0	0	0	46
20:15	4	0	7	14	24	7	1	0	0	0	0	0	0	0	57
20:30	1	0	5	11	17	9	0	1	0	0	0	0	0	0	44
20:45	0	0	6	11	12	3	2	0	0	0	0	0	0	0	34
	8	1	21	51	75	21	3	1	0	0	0	0	0	0	181
21:00	2	0	2	13	18	2	3	0	0	0	0	0	0	0	40
21:15	3	1	5	9	18	7	1	1	0	0	0	0	0	0	45
21:30	1	0	0	7	19	8	1	1	0	0	0	0	0	0	37
21:45	0	0	1	9	19	6	1	0	0	0	0	0	0	0	36
	6	1	8	38	74	23	6	2	0	0	0	0	0	0	158
22:00	2	0	3	6	16	5	2	2	0	0	0	0	0	0	36
22:15	4	0	3	9	13	6	2	1	0	0	0	0	0	0	38
22:30	1	0	1	5	10	2	0	0	0	0	0	0	0	0	19
22:45	1	0	2	8	18	3	0	0	0	0	0	0	0	0	32
	8	0	9	28	57	16	4	3	0	0	0	0	0	0	125
23:00	1	0	2	4	13	5	0	0	0	0	0	0	0	0	25
23:15	1	1	4	7	8	8	0	0	0	0	0	0	0	0	29
23:30	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
23:45	0	0	0	5	3	2	0	1	0	0	0	0	0	0	11
	2	1	6	18	27	16	0	1	0	0	0	0	0	0	71
Total	78	18	139	845	1411	578	79	10	1	0	0	0	0	0	3159
Grand Total	373	49	503	3390	6087	2481	382	45	9	2	1	0	0	0	13322

15th Percentile :	27 MPH
50th Percentile :	32 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats

Mean Speed(Average) :	32 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	9477

Percent in Pace :	71.1%
Number of Vehicles > 30 MPH :	9007
Percent of Vehicles > 30 MPH :	67.6%

Appendix D:
Delay Study

Advanced Transportation Engineering Consultants

13940 SW 136 Street, Suite 107
Miami, Florida 33186

EASTBOUND

File Name : Roosevelt Blvd. & South Roosevelt Blvd._EB_AM
Site Code : 00000000
Start Date : 4/4/2012
Page No : 1

Summary Information:

7:30:00 AM - 8:30:00 AM	Lane 1
Total Vehicle Count:	218
Delayed Vehicle Count:	218
Through Vehicle Count:	0
Average Stopped Time:	20.84
Maximum Stopped Time:	94
Min. Secs. for Delay:	0
Average Queue:	1.30
Queue Density:	2.07
Maximum Queue:	6
Delay in Vehicle Hour:	1.30
Total Delay:	4544

Summary Information:

8:30:00 AM - 9:25:00 AM	Lane 1
Total Vehicle Count:	138
Delayed Vehicle Count:	138
Through Vehicle Count:	0
Average Stopped Time:	11.10
Maximum Stopped Time:	69
Min. Secs. for Delay:	0
Average Queue:	0.47
Queue Density:	1.29
Maximum Queue:	4
Delay in Vehicle Hour:	0.47
Total Delay:	1532

Summary Information:

7:30:00 AM - 9:25:00 AM	Lane 1
Total Vehicle Count:	356
Delayed Vehicle Count:	356
Through Vehicle Count:	0
Average Stopped Time:	17.07
Maximum Stopped Time:	94
Min. Secs. for Delay:	0
Average Queue:	0.89
Queue Density:	1.79
Maximum Queue:	6
Delay in Vehicle Hour:	0.89
Total Delay:	6076

13940 SW 136 Street, Suite 107
Miami, Florida 33186

EASTBOUND

File Name : Roosevelt Blvd. & South Roosevelt Blvd._EB_PM
Site Code : 00000000
Start Date : 4/4/2012

Summary Information:

4:00:00 PM - 5:00:00 PM	Lane 1
Total Vehicle Count:	135
Delayed Vehicle Count:	135
Through Vehicle Count:	0
Average Stopped Time:	16.98
Maximum Stopped Time:	51
Min. Secs. for Delay:	0
Average Queue:	0.64
Queue Density:	1.40
Maximum Queue:	4
Delay in Vehicle Hour:	0.64
Total Delay:	2292

Summary Information:

5:00:00 PM - 5:56:00 PM	Lane 1
Total Vehicle Count:	145
Delayed Vehicle Count:	145
Through Vehicle Count:	0
Average Stopped Time:	29.61
Maximum Stopped Time:	158
Min. Secs. for Delay:	0
Average Queue:	1.28
Queue Density:	2.21
Maximum Queue:	6
Delay in Vehicle Hour:	1.28
Total Delay:	4293

Summary Information:

4:00:00 PM - 5:56:00 PM	Lane 1
Total Vehicle Count:	280
Delayed Vehicle Count:	280
Through Vehicle Count:	0
Average Stopped Time:	23.52
Maximum Stopped Time:	158
Min. Secs. for Delay:	0
Average Queue:	0.95
Queue Density:	1.84
Maximum Queue:	6
Delay in Vehicle Hour:	0.95
Total Delay:	6585

13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : Roosevelt Blvd. & South Roosevelt Blvd._NB_AM
Site Code : 00000000
Start Date : 4/4/2012
Page No : 1

Summary Information:

7:30:00 AM - 8:30:00 AM	Lane 1
Total Vehicle Count:	25
Delayed Vehicle Count:	25
Through Vehicle Count:	0
Average Stopped Time:	3.84
Maximum Stopped Time:	10
Min. Secs. for Delay:	0
Average Queue:	0.03
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.03
Total Delay:	96

Summary Information:

8:30:00 AM - 9:24:00 AM	Lane 1
Total Vehicle Count:	11
Delayed Vehicle Count:	11
Through Vehicle Count:	0
Average Stopped Time:	2.82
Maximum Stopped Time:	20
Min. Secs. for Delay:	0
Average Queue:	0.01
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.01
Total Delay:	31

Summary Information:

7:30:00 AM - 9:24:00 AM	Lane 1
Total Vehicle Count:	36
Delayed Vehicle Count:	36
Through Vehicle Count:	0
Average Stopped Time:	3.53
Maximum Stopped Time:	20
Min. Secs. for Delay:	0
Average Queue:	0.02
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.02
Total Delay:	127

Advanced Transportation Engineering Consultants

13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : Roosevelt Blvd. & South Roosevelt Blvd._NB_PM
Site Code : 00000000
Start Date : 4/4/2012
Page No : 1

Summary Information:

4:00:00 PM - 5:00:00 PM	Lane 1
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	31.07
Maximum Stopped Time:	392
Min. Secs. for Delay:	0
Average Queue:	0.23
Queue Density:	1.03
Maximum Queue:	2
Delay in Vehicle Hour:	0.23
Total Delay:	870

Summary Information:

5:00:00 PM - 5:59:00 PM	Lane 1
Total Vehicle Count:	31
Delayed Vehicle Count:	31
Through Vehicle Count:	0
Average Stopped Time:	110.06
Maximum Stopped Time:	885
Min. Secs. for Delay:	0
Average Queue:	1.04
Queue Density:	1.04
Maximum Queue:	3
Delay in Vehicle Hour:	1.04
Total Delay:	3412

Summary Information:

4:00:00 PM - 5:59:00 PM	Lane 1
Total Vehicle Count:	59
Delayed Vehicle Count:	59
Through Vehicle Count:	0
Average Stopped Time:	72.58
Maximum Stopped Time:	885
Min. Secs. for Delay:	0
Average Queue:	0.60
Queue Density:	1.04
Maximum Queue:	3
Delay in Vehicle Hour:	0.60
Total Delay:	4282

Appendix E:
Crash Summaries & Collision Diagrams

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **90003000** STATE ROUTE: **A1A**
INTERSECTING ROADWAY: **0** M.P. **2.204** TO **2.304** ENGINEER: **FDOT D6**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Monroe**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
760278890	1	2.254	06/10/08	Tue	1000	Angle	0	1	0	Day	Dry	Failed To Yield Right-Of-Way
760277980	2	2.254	06/23/08	Mon	2000	Ran Off Rd Into Water	0	1	0	Night	Dry	Careless Driving
760278970	3	2.254	07/25/08	Fri	0900	Occupant Fell From Veh	0	1	0	Day	Dry	Failed To Yield Right-Of-Way

	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/ Bike	
	3		**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	
			0.00%	*100.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
	1		**2**	**1**	**0**	**3**	**0**	**2**	**0**			
	33.33%		*66.67%*	*33.33%*	*0.00%*	*100.00%*	*0.00%*	*66.67%*	*0.00%*			

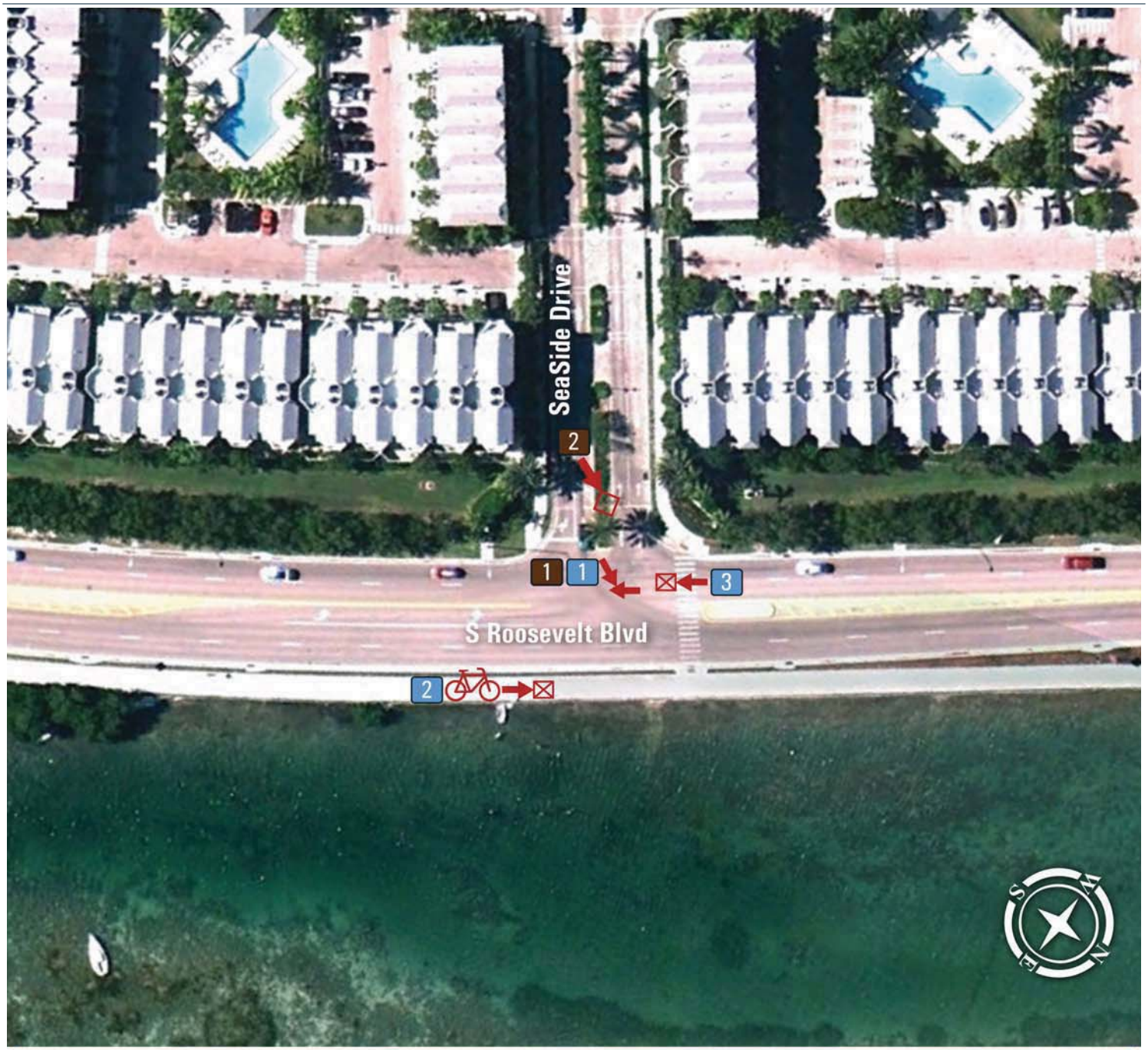
TOTAL ENTERING VEHICLES/ADT: **9,500** SPOT CRASH RATE: **0.865**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **90003000** STATE ROUTE: **A1A**
INTERSECTING ROADWAY: **0** M.P. **2.204** TO **2.304** ENGINEER: **FDOT D6**
STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Monroe**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
760284400	1	2.257	03/18/10	Thu	1100	Angle	0	1	0	Day	Dry	Failed To Yield Right-Of-Way
760679460	2	2.254	08/21/10	Sat	2300	Hit Tree/Shrubbery	0	0	1	Night	Dry	Careless Driving
	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/ Bike	
	2		**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	
			0.00%	*50.00%*	*50.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
	1		**1**	**1**	**0**	**2**	**0**	**1**	**0**			
	50.00%		*50.00%*	*50.00%*	*0.00%*	*100.00%*	*0.00%*	*50.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **11,900** SPOT CRASH RATE: **0.460**



Legend

Year

- 2008
- 2010

Symbols

- Vehicle Path
- Backing
- Fixed Object
- Parked Car
- Fatality
- Record Number
- Rear End
- Head On
- Left Turn
- Right Turn
- Angle
- Sideswipe
- Pedestrian
- Bicycle
- Overturned
- Out of Control
- All Other

Appendix F:
Signal Warrant Analysis Forms

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **April 12, 2012**

Major Street: **S. Roosevelt** Lanes: **2** Critical Approach Speed: 30
Minor Street: **Seaside Drive** Lanes: **1** (Posted)

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 PM - 10:00 PM	12:00 PM - 1:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350	**600 (480)**	420	422	422	393	657	597	594	610	450
Highest Approach on Minor Street	**150 (120)**	105	200 (160)	140	169	162	125	131	113	120	147	145

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☐ Yes ☒ No
Excessive Delay: ☐ Yes ☒ No
100% Satisfied: ☐ Yes ☐ No
80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 PM - 10:00 PM	12:00 PM - 1:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525	**900 (720)**	630	422	422	393	657	597	594	610	450
Highest Approach on Minor Street	**75 (60)**	53	100 (80)	70	169	162	125	131	113	120	147	145

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **April 12, 2012**

Major Street: **S. Roosevelt** Lanes: **2** Critical Approach Speed: 30
Minor Street: **Seaside Drive** Lanes: **1** (Posted)

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

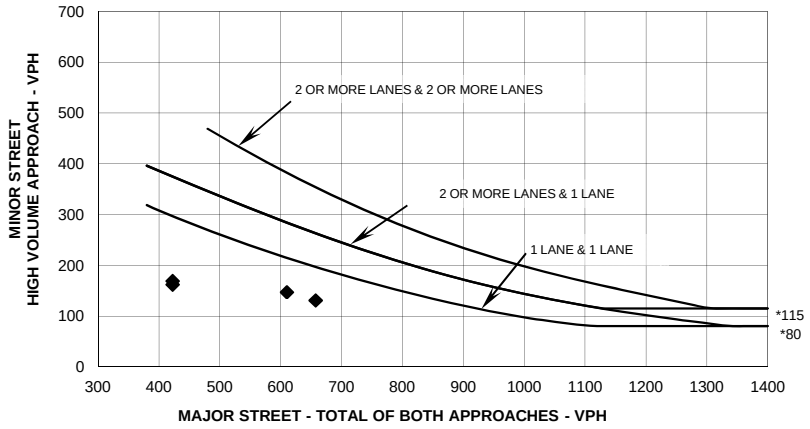
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM - 8:00 AM	422	169
8:00 AM - 9:00 AM	422	162
12:00 PM - 1:00 PM	657	131
5:00 PM - 6:00 PM	610	147

Plot four volume combinations on the applicable figure below.

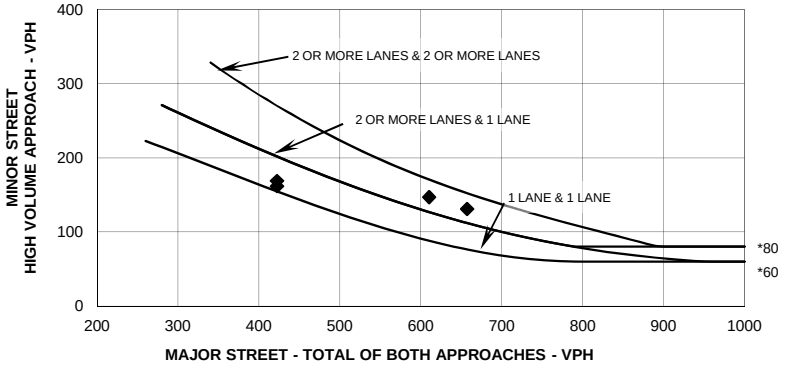
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

WARRANT 3 - PEAK HOUR

Not Applicable: ☒

This signal warrant shall be applied only in unusual cases. Such cases include manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **April 12, 2012**

Major Street: **S. Roosevelt** Lanes: **2** Critical Approach Speed: 30
Minor Street: **Seaside Drive** Lanes: **1** (Posted)

WARRANT 4 - PEDESTRIAN VOLUME

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if condition 1 or 2 is fulfilled and condition 3 is fulfilled.

Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled? Yes	Fulfilled? No
1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours and there are less than 60 gaps per hour in the major street traffic stream of adequate length.				☐	☐
2. Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour and there are less than 60 gaps per hour in the major street traffic stream of adequate length.				☐	☐
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				☐	☐

WARRANT 5 - SCHOOL CROSSING

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria	Fulfilled? Yes	Fulfilled? No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **April 12, 2012**

Major Street: **S. Roosevelt** Lanes: **2** Critical Approach Speed: 30
Minor Street: **Seaside Drive** Lanes: **1** (Posted)

WARRANT 7 - CRASH EXPERIENCE

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria		Hour	Volume	Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)			☐	☒	☒	☐
	Warrant 1, Condition B (80% satisfied)			☐	☒		
	Warrant 4, Pedestrian Volume at 80% of volume requirements: 80 ped/hr for four (4) hours or 152 ped/hr for one (1) hour			☐			
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:				☐	☒
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.						☐	☒

WARRANT 8 - ROADWAY NETWORK

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.		Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3					
		Satisfied?:								
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour				
						← Volume				

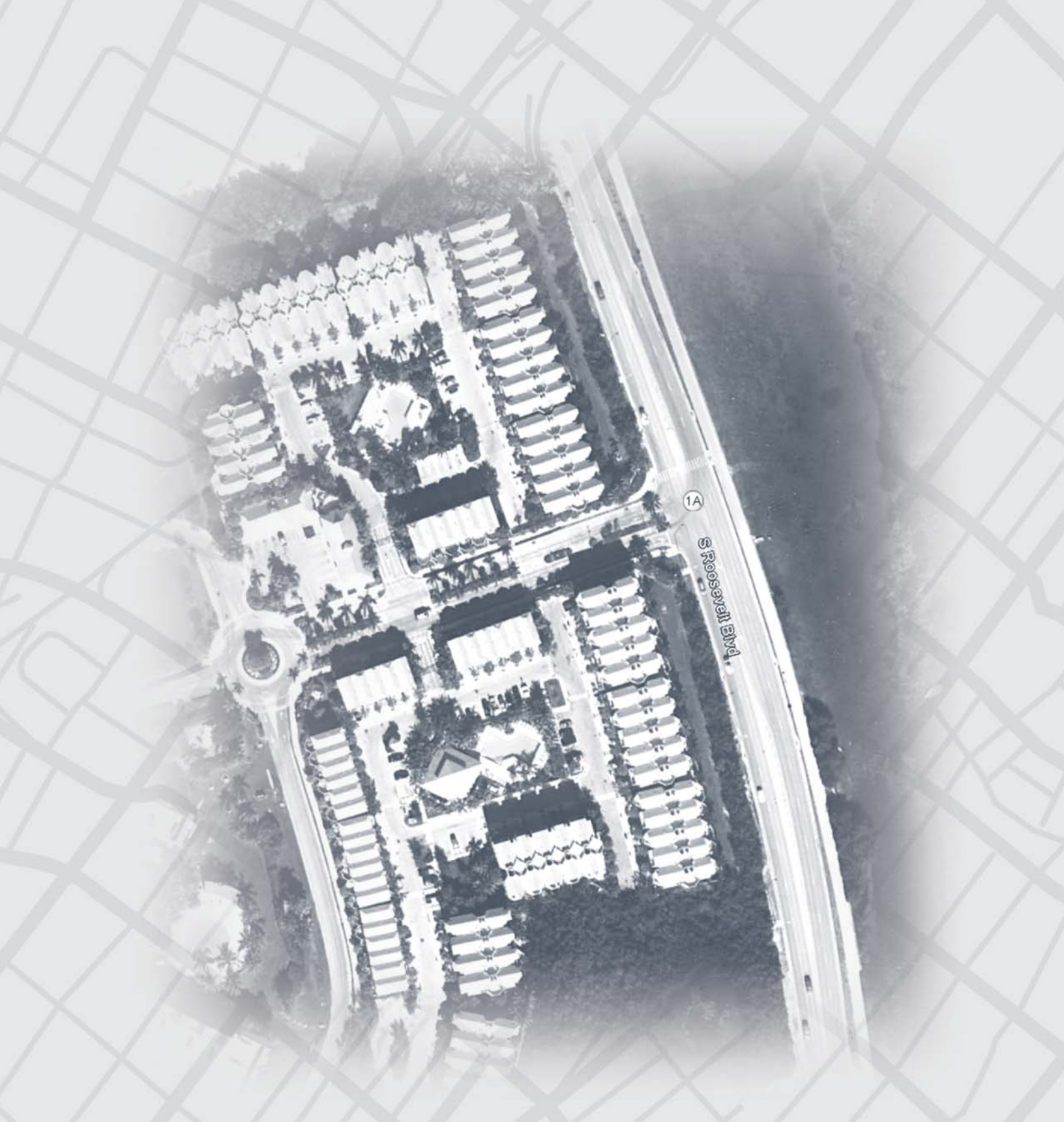
Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

CONCLUSIONS

Warrants Satisfied: | | | | | | | | |

Remarks: None of the warrants are met

Source: Revised from NCHRP Report 457



ATEC

Advanced Transportation
Engineering Consultants

13940 SW 136 St | Suite 107 | Miami, FL 33186
| p: 305.480.9938 | f: 305.480.9964 | www.atectrans.com

Appendix: B

Crash Summary Outputs

FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

SECTION: **0** STATE ROUTE: **SR A1A/S Roosevelt Boulevard**

INTERSECTING ROADWAY: **Seaside Drive** M.P. **0.000** TO **2.267** ENGINEER: **ATEC**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **#N/A**

Crash Number	No.	STATE ROAD	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
760679460	1	A1A	2.254	08/21/10	Sat	2300	Hit Tree/Shrubbery	0	0	1	Night	Dry	Disregarded Stop Sign
760660000	2	A1A	2.254	12/31/10	Fri	1100	Rear-End	0	4	0	Day	Dry	Careless Driving
760284400	3	A1A	2.257	03/18/10	Thu	1100	Sideswipe	0	1	0	Day	Dry	Failed To Yield Right-Of-Way

	Total No.			Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/ Bike	
	3			**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	
				0.00%	*66.67%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*33.33%*	*0.00%*	
	One Vehicle			Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
	1			**2**	**1**	**0**	**3**	**0**	**1**	**0**			
	33.33%			*66.67%*	*33.33%*	*0.00%*	*100.00%*	*0.00%*	*33.33%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **0**

SPOT CRASH RATE: **#DIV/0!**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **0** STATE ROUTE: **SR A1A/S Roosevelt Boulevard**
INTERSECTING ROADWAY: **Seaside Drive** M.P. **0.000** TO **2.267** ENGINEER: **ATEC**
STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **#N/A**

Crash Number	No.	STATE ROAD	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
824026240	1	A1A	2.265	03/10/11	Thu	1600	Right-Turn	0	1	0	Day	Dry	Unknown/Not Coded

	Total No.			Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/ Bike	
	1			**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	
				0.00%	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	
	One Vehicle			Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
	1			**1**	**0**	**0**	**1**	**0**	**0**	**0**			
	100.00%			*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **0**

SPOT CRASH RATE: **#DIV/0!**

Appendix: C

72-Hour Approach Raw Traffic Data

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022672
S. Roosevelt Boulevard at Seaside Inc.
SB
Latitude: 0' 0.000 Undefined

Start	25-Feb-13		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	12	93	14	80	7	76	*	*	*	*	*	*	11	83
12:15	*	*	9	82	8	66	8	79	*	*	*	*	*	*	8	76
12:30	*	*	16	72	11	80	4	87	*	*	*	*	*	*	10	80
12:45	*	*	6	90	6	78	7	88	*	*	*	*	*	*	6	85
01:00	*	*	7	77	5	77	10	80	*	*	*	*	*	*	7	78
01:15	*	*	4	96	12	96	4	76	*	*	*	*	*	*	7	89
01:30	*	*	7	75	7	80	6	72	*	*	*	*	*	*	7	76
01:45	*	*	6	82	3	80	5	68	*	*	*	*	*	*	5	77
02:00	*	*	4	84	10	70	8	88	*	*	*	*	*	*	7	81
02:15	*	*	7	78	6	80	3	102	*	*	*	*	*	*	5	87
02:30	*	*	2	76	2	88	2	77	*	*	*	*	*	*	2	80
02:45	*	*	3	97	6	92	1	84	*	*	*	*	*	*	3	91
03:00	*	*	0	104	8	83	4	94	*	*	*	*	*	*	4	94
03:15	*	*	3	80	4	87	3	74	*	*	*	*	*	*	3	80
03:30	*	*	6	90	4	92	1	**100**	*	*	*	*	*	*	4	94
03:45	*	*	4	**94**	4	86	4	**100**	*	*	*	*	*	*	4	**93**
04:00	*	*	6	**100**	4	92	4	**113**	*	*	*	*	*	*	5	**102**
04:15	*	*	9	**90**	8	102	8	**116**	*	*	*	*	*	*	8	**103**
04:30	*	*	6	**117**	8	86	3	98	*	*	*	*	*	*	6	**100**
04:45	*	*	20	80	12	**94**	16	74	*	*	*	*	*	*	16	83
05:00	*	*	8	92	10	**95**	8	96	*	*	*	*	*	*	9	94
05:15	*	*	8	97	10	**102**	18	84	*	*	*	*	*	*	12	94
05:30	*	*	14	114	11	**99**	20	75	*	*	*	*	*	*	15	96
05:45	*	*	17	86	22	78	16	82	*	*	*	*	*	*	18	82
06:00	*	*	10	78	12	80	18	76	*	*	*	*	*	*	13	78
06:15	*	*	21	92	21	90	17	71	*	*	*	*	*	*	20	84
06:30	*	*	48	76	29	65	40	70	*	*	*	*	*	*	39	70
06:45	*	*	60	74	52	72	59	66	*	*	*	*	*	*	57	71
07:00	*	*	68	58	84	69	82	54	*	*	*	*	*	*	78	60
07:15	*	*	108	49	**94**	52	75	50	*	*	*	*	*	*	92	50
07:30	*	*	**92**	32	**94**	51	**95**	36	*	*	*	*	*	*	**94**	40
07:45	*	*	**97**	51	**90**	49	**108**	52	*	*	*	*	*	*	**98**	51
08:00	*	*	**108**	45	**91**	52	**117**	56	*	*	*	*	*	*	**105**	51
08:15	*	*	**109**	42	82	51	**90**	44	*	*	*	*	*	*	**94**	46
08:30	*	*	66	50	70	46	84	40	*	*	*	*	*	*	73	45
08:45	*	*	88	51	78	42	67	40	*	*	*	*	*	*	78	44
09:00	*	*	48	39	52	50	65	38	*	*	*	*	*	*	55	42
09:15	*	*	54	36	67	36	51	42	*	*	*	*	*	*	57	38
09:30	*	*	64	36	62	34	78	34	*	*	*	*	*	*	68	35
09:45	*	*	60	40	72	36	73	40	*	*	*	*	*	*	68	39
10:00	*	*	85	24	66	29	64	35	*	*	*	*	*	*	72	29
10:15	*	*	62	30	72	25	74	27	*	*	*	*	*	*	69	27
10:30	*	*	70	14	72	37	74	26	*	*	*	*	*	*	72	26
10:45	*	*	79	18	80	28	87	17	*	*	*	*	*	*	82	21
11:00	*	*	78	18	66	15	82	24	*	*	*	*	*	*	75	19
11:15	*	*	84	10	84	14	86	20	*	*	*	*	*	*	85	15
11:30	*	*	97	14	83	14	77	12	*	*	*	*	*	*	86	13
11:45	*	*	68	17	88	18	68	19	*	*	*	*	*	*	75	18
Total	0	0	1908	3140	1856	3118	1901	3072	0	0	0	0	0	0	1887	3110
Day Total	0		5048		4974		4973		0		0		0		4997	
% Splits	0.0%	0.0%	37.8%	62.2%	37.3%	62.7%	38.2%	61.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.8%	62.2%
Peak			07:30	03:45	07:15	04:45	07:30	03:30							07:30	03:45
Vol.			406	401	369	390	410	429							391	398
P.H.F.			0.931	0.857	0.981	0.956	0.876	0.925							0.931	0.966

ADT ADT 4,998 AADT 4,998

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: Trax FLEX HS
Station ID: SN:022674
S. Roosevelt Boulevard at Seaside Inc.
NORTHBOUND
Latitude: 0' 0.000 Undefined

Start	25-Feb-13		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	22	155	14	160	10	142	*	*	*	*	*	*	15	152
12:15	*	*	13	122	6	109	17	114	*	*	*	*	*	*	12	115
12:30	*	*	7	138	9	112	8	**134**	*	*	*	*	*	*	8	128
12:45	*	*	10	150	7	133	6	**121**	*	*	*	*	*	*	8	135
01:00	*	*	7	126	3	152	4	**136**	*	*	*	*	*	*	5	138
01:15	*	*	6	124	9	120	5	**124**	*	*	*	*	*	*	7	123
01:30	*	*	4	136	5	115	8	*	*	*	*	*	*	*	6	126
01:45	*	*	6	134	4	128	5	*	*	*	*	*	*	*	5	131
02:00	*	*	7	144	9	125	10	*	*	*	*	*	*	*	9	134
02:15	*	*	6	152	3	149	2	*	*	*	*	*	*	*	4	150
02:30	*	*	7	185	1	137	8	*	*	*	*	*	*	*	5	161
02:45	*	*	6	173	3	188	1	*	*	*	*	*	*	*	3	180
03:00	*	*	1	200	5	184	4	*	*	*	*	*	*	*	3	192
03:15	*	*	2	158	2	178	2	*	*	*	*	*	*	*	2	168
03:30	*	*	2	180	1	180	2	*	*	*	*	*	*	*	2	180
03:45	*	*	4	175	2	159	6	*	*	*	*	*	*	*	4	167
04:00	*	*	3	194	3	200	5	*	*	*	*	*	*	*	4	197
04:15	*	*	4	203	7	206	8	*	*	*	*	*	*	*	6	204
04:30	*	*	8	188	3	193	6	*	*	*	*	*	*	*	6	190
04:45	*	*	8	**211**	5	**228**	4	*	*	*	*	*	*	*	6	**220**
05:00	*	*	7	**212**	10	**218**	11	*	*	*	*	*	*	*	9	**215**
05:15	*	*	8	**218**	11	**204**	8	*	*	*	*	*	*	*	9	**211**
05:30	*	*	14	**206**	6	**208**	14	*	*	*	*	*	*	*	11	**207**
05:45	*	*	17	172	20	164	20	*	*	*	*	*	*	*	19	168
06:00	*	*	26	142	21	144	34	*	*	*	*	*	*	*	27	143
06:15	*	*	14	132	18	134	20	*	*	*	*	*	*	*	17	133
06:30	*	*	36	136	38	142	27	*	*	*	*	*	*	*	34	139
06:45	*	*	43	148	34	154	36	*	*	*	*	*	*	*	38	151
07:00	*	*	65	106	61	106	68	*	*	*	*	*	*	*	65	106
07:15	*	*	78	121	88	106	64	*	*	*	*	*	*	*	77	114
07:30	*	*	80	108	98	72	75	*	*	*	*	*	*	*	84	90
07:45	*	*	86	114	101	76	98	*	*	*	*	*	*	*	95	95
08:00	*	*	105	86	92	71	102	*	*	*	*	*	*	*	100	78
08:15	*	*	104	66	88	60	100	*	*	*	*	*	*	*	97	63
08:30	*	*	107	83	119	71	100	*	*	*	*	*	*	*	109	77
08:45	*	*	89	66	99	57	100	*	*	*	*	*	*	*	96	62
09:00	*	*	120	76	94	76	114	*	*	*	*	*	*	*	109	76
09:15	*	*	96	58	117	55	148	*	*	*	*	*	*	*	120	56
09:30	*	*	98	72	96	61	102	*	*	*	*	*	*	*	99	66
09:45	*	*	109	55	106	42	94	*	*	*	*	*	*	*	103	48
10:00	*	*	124	55	96	55	134	*	*	*	*	*	*	*	118	55
10:15	*	*	**142**	54	129	26	144	*	*	*	*	*	*	*	138	40
10:30	*	*	**153**	42	**140**	42	120	*	*	*	*	*	*	*	**138**	42
10:45	*	*	**134**	32	**143**	32	121	*	*	*	*	*	*	*	**133**	32
11:00	*	*	**137**	34	**141**	28	**132**	*	*	*	*	*	*	*	**137**	31
11:15	*	*	123	36	**148**	18	**153**	*	*	*	*	*	*	*	**141**	27
11:30	*	*	102	26	132	18	**140**	*	*	*	*	*	*	*	125	22
11:45	*	*	140	14	140	16	**130**	*	*	*	*	*	*	*	137	15
Total	0	0	2490	5918	2487	5612	2530	771	0	0	0	0	0	0	2505	5753
Day Total	0		8408		8099		3301		0		0		0		8258	
% Splits	0.0%	0.0%	29.6%	70.4%	30.7%	69.3%	76.6%	23.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.3%	69.7%
Peak			10:15	04:45	10:30	04:45	11:00	00:30							10:30	04:45
Vol.			566	847	572	858	555	515							549	853
P.H.F.			0.925	0.971	0.966	0.941	0.907	0.947							0.973	0.969

ADT ADT 6,603 AADT 6,603

Advanced Transportation Engineering Consultants, Inc (ATEC)
13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

Site Code: x FLEX HS 123
Station ID: :022677 45
S. Roosevelt Boulevard at Seaside Inc.
EASTBOUND
Latitude: 0' 0.000 Undefined

Start	25-Feb-13		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	9	52	6	52	12	32	*	*	*	*	*	*	9	45
12:15	*	*	8	38	11	41	10	41	*	*	*	*	*	*	10	40
12:30	*	*	6	46	6	54	6	48	*	*	*	*	*	*	6	49
12:45	*	*	6	49	7	36	9	58	*	*	*	*	*	*	7	48
01:00	*	*	3	56	6	44	11	41	*	*	*	*	*	*	7	47
01:15	*	*	4	46	3	40	6	33	*	*	*	*	*	*	4	40
01:30	*	*	3	40	8	42	4	32	*	*	*	*	*	*	5	38
01:45	*	*	8	39	1	52	3	44	*	*	*	*	*	*	4	45
02:00	*	*	4	42	4	47	3	35	*	*	*	*	*	*	4	41
02:15	*	*	3	46	2	46	6	46	*	*	*	*	*	*	4	46
02:30	*	*	3	43	6	30	4	47	*	*	*	*	*	*	4	40
02:45	*	*	4	41	1	42	1	61	*	*	*	*	*	*	2	48
03:00	*	*	1	39	4	34	1	42	*	*	*	*	*	*	2	38
03:15	*	*	0	40	4	32	0	52	*	*	*	*	*	*	1	41
03:30	*	*	4	39	4	51	2	45	*	*	*	*	*	*	3	45
03:45	*	*	3	50	1	41	3	52	*	*	*	*	*	*	2	48
04:00	*	*	4	48	2	59	0	36	*	*	*	*	*	*	2	48
04:15	*	*	6	42	10	34	8	46	*	*	*	*	*	*	8	41
04:30	*	*	5	48	8	48	5	55	*	*	*	*	*	*	6	50
04:45	*	*	5	**46**	6	43	5	47	*	*	*	*	*	*	5	45
05:00	*	*	4	**75**	8	66	12	**63**	*	*	*	*	*	*	8	**68**
05:15	*	*	10	**58**	12	35	6	**60**	*	*	*	*	*	*	9	**51**
05:30	*	*	12	**54**	17	**52**	10	**54**	*	*	*	*	*	*	13	**53**
05:45	*	*	24	46	28	**46**	26	**50**	*	*	*	*	*	*	26	**47**
06:00	*	*	15	46	22	**53**	25	35	*	*	*	*	*	*	21	45
06:15	*	*	25	44	33	**58**	32	32	*	*	*	*	*	*	30	45
06:30	*	*	33	52	37	52	38	46	*	*	*	*	*	*	36	50
06:45	*	*	56	53	45	41	52	26	*	*	*	*	*	*	51	40
07:00	*	*	54	46	54	34	39	32	*	*	*	*	*	*	49	37
07:15	*	*	53	30	54	44	44	32	*	*	*	*	*	*	50	35
07:30	*	*	**85**	33	**88**	40	**77**	30	*	*	*	*	*	*	**83**	34
07:45	*	*	**96**	43	**110**	36	**88**	36	*	*	*	*	*	*	**98**	38
08:00	*	*	**70**	36	**73**	32	**80**	35	*	*	*	*	*	*	**74**	34
08:15	*	*	**68**	15	**67**	38	**49**	28	*	*	*	*	*	*	**61**	27
08:30	*	*	59	21	62	23	70	26	*	*	*	*	*	*	64	23
08:45	*	*	59	22	50	20	56	14	*	*	*	*	*	*	55	19
09:00	*	*	54	22	42	24	44	22	*	*	*	*	*	*	47	23
09:15	*	*	51	21	48	24	42	24	*	*	*	*	*	*	47	23
09:30	*	*	48	17	44	11	47	24	*	*	*	*	*	*	46	17
09:45	*	*	54	20	44	18	44	22	*	*	*	*	*	*	47	20
10:00	*	*	49	26	34	18	48	16	*	*	*	*	*	*	44	20
10:15	*	*	48	10	36	14	40	15	*	*	*	*	*	*	41	13
10:30	*	*	36	14	27	18	36	19	*	*	*	*	*	*	33	17
10:45	*	*	35	16	54	14	44	8	*	*	*	*	*	*	44	13
11:00	*	*	39	14	56	13	35	12	*	*	*	*	*	*	43	13
11:15	*	*	40	9	36	12	33	13	*	*	*	*	*	*	36	11
11:30	*	*	48	8	32	12	48	12	*	*	*	*	*	*	43	11
11:45	*	*	58	13	48	7	40	8	*	*	*	*	*	*	49	9
Total	0	0	1372	1754	1361	1723	1304	1687	0	0	0	0	0	0	1343	1719
Day Total	0		3126		3084		2991		0		0		0		3062	
% Splits	0.0%	0.0%	43.9%	56.1%	44.1%	55.9%	43.6%	56.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.9%	56.1%
Peak			07:30	04:45	07:30	05:30	07:30	05:00							07:30	05:00
Vol.			319	233	338	209	294	227							316	219
P.H.F.			0.831	0.777	0.768	0.901	0.835	0.901							0.806	0.805

ADT ADT 325 AADT 325

Appendix: D

8-Hour Turning Movement Counts

Advanced Transportation Engineering Consultants

13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

File Name : s.roosevelt blvd. at seaside inc.
Site Code : 00000000
Start Date : 2/26/2013
Page No : 1

Groups Printed- Passenger Cars - Trucks

	SouthBound				NorthBound				Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	11	63	2	76	65	7	0	72	16	35	0	51	199
07:15 AM	5	127	1	133	64	8	0	72	18	39	1	58	263
07:30 AM	9	114	4	127	87	5	0	92	33	45	0	78	297
07:45 AM	14	98	1	113	77	4	0	81	32	63	0	95	289
Total	39	402	8	449	293	24	0	317	99	182	1	282	1048
08:00 AM	21	99	2	122	107	6	0	113	19	46	2	67	302
08:15 AM	16	115	5	136	94	10	0	104	20	33	1	54	294
08:30 AM	20	62	0	82	100	7	0	107	14	39	2	55	244
08:45 AM	13	88	1	102	87	5	0	92	14	37	0	51	245
Total	70	364	8	442	388	28	0	416	67	155	5	227	1085
09:00 AM	9	48	0	57	109	6	0	115	22	29	0	51	223
09:15 AM	10	41	0	51	87	6	0	93	13	36	0	49	193
09:30 AM	15	52	7	74	90	6	1	97	16	31	1	48	219
09:45 AM	11	44	4	59	102	9	0	111	17	32	0	49	219
Total	45	185	11	241	388	27	1	416	68	128	1	197	854
*** BREAK ***													
12:00 PM	24	88	0	112	143	10	1	154	16	34	0	50	316
12:15 PM	24	76	0	100	112	15	0	127	8	26	0	34	261
12:30 PM	24	63	1	88	126	8	2	136	14	27	0	41	265
12:45 PM	26	66	3	95	137	17	0	154	17	28	0	45	294
Total	98	293	4	395	518	50	3	571	55	115	0	170	1136
01:00 PM	23	56	1	80	113	11	0	124	15	31	0	46	250
01:15 PM	18	78	0	96	122	14	0	136	17	19	0	36	268
01:30 PM	23	60	1	84	145	13	0	158	12	25	0	37	279
01:45 PM	19	54	0	73	121	11	0	132	10	27	0	37	242
Total	83	248	2	333	501	49	0	550	54	102	0	156	1039
02:00 PM	3	3	0	6	0	0	0	0	0	0	0	0	6
*** BREAK ***													
Total	3	3	0	6	0	0	0	0	0	0	0	0	6
03:00 PM	30	64	0	94	176	17	0	193	9	28	0	37	324
03:15 PM	33	63	6	102	183	12	0	195	9	26	0	35	332
03:30 PM	17	65	3	85	182	15	0	197	13	24	0	37	319
03:45 PM	29	67	1	97	171	16	0	187	10	31	0	41	325
Total	109	259	10	378	712	60	0	772	41	109	0	150	1300
04:00 PM	45	45	0	90	166	8	0	174	13	25	0	38	302
04:15 PM	33	72	5	110	197	14	0	211	14	24	6	44	365
04:30 PM	22	67	0	89	184	17	0	201	18	33	0	51	341
04:45 PM	18	62	0	80	214	26	0	240	19	28	0	47	367
Total	118	246	5	369	761	65	0	826	64	110	6	180	1375
05:00 PM	38	54	0	92	193	14	1	208	14	42	3	59	359
05:15 PM	46	48	0	94	212	27	0	239	26	37	1	64	397
05:30 PM	50	69	2	121	201	21	0	222	18	33	0	51	394
05:45 PM	35	45	2	82	165	14	1	180	16	26	0	42	304
Total	169	216	4	389	771	76	2	849	74	138	4	216	1454

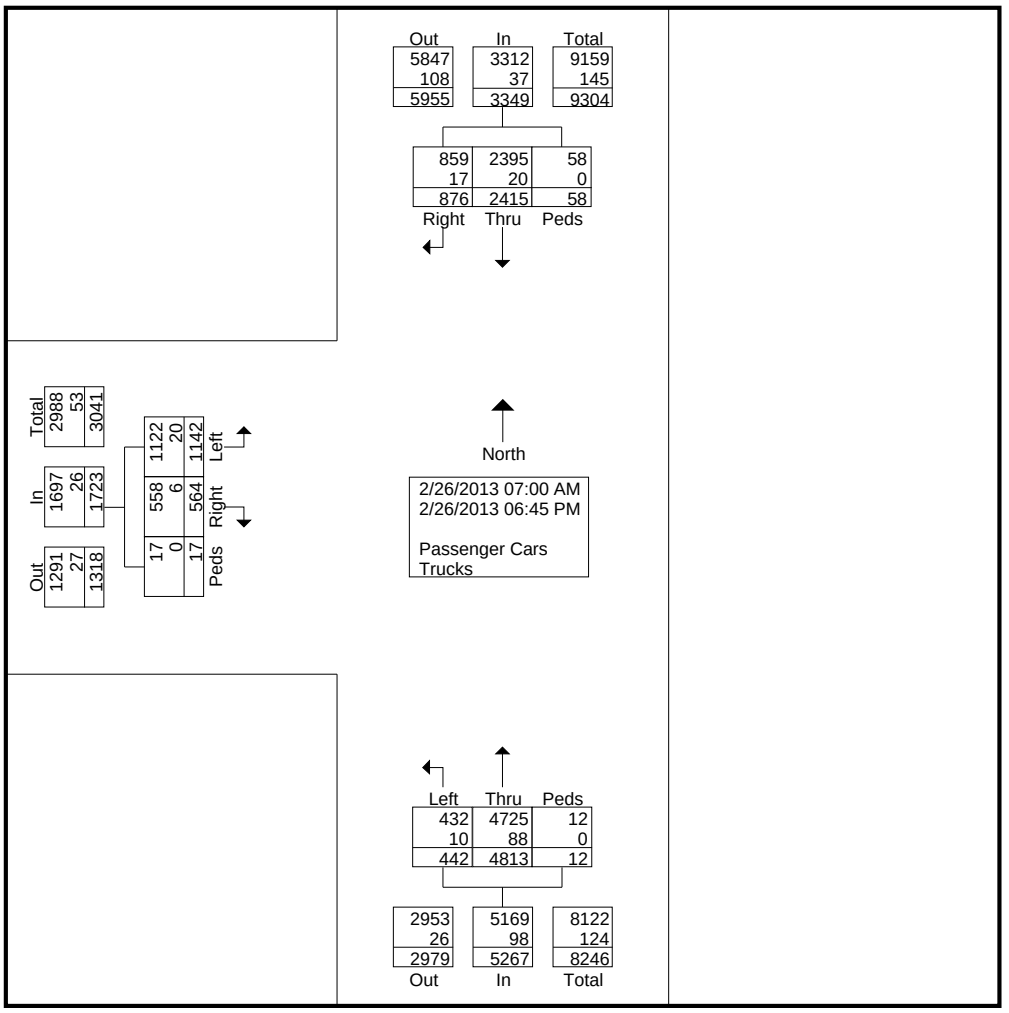
Advanced Transportation Engineering Consultants

13940 SW 136th Street, Suite 107
Miami, Florida, 33186
(305) 480-9938

File Name : s.roosevelt blvd. at seaside inc.
Site Code : 00000000
Start Date : 2/26/2013
Page No : 2

Groups Printed- Passenger Cars - Trucks

	SouthBound				NorthBound				Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 PM	37	50	0	87	121	16	0	137	11	21	0	32	256
06:15 PM	46	52	1	99	118	16	1	135	8	24	0	32	266
06:30 PM	27	53	5	85	133	22	3	158	10	29	0	39	282
06:45 PM	32	44	0	76	109	9	2	120	13	29	0	42	238
Total	142	199	6	347	481	63	6	550	42	103	0	145	1042
Grand Total	876	2415	58	3349	4813	442	12	5267	564	1142	17	1723	10339
Apprch %	26.2	72.1	1.7		91.4	8.4	0.2		32.7	66.3	1		
Total %	8.5	23.4	0.6	32.4	46.6	4.3	0.1	50.9	5.5	11	0.2	16.7	
Passenger Cars	859	2395	58	3312	4725	432	12	5169	558	1122	17	1697	10178
% Passenger Cars	98.1	99.2	100	98.9	98.2	97.7	100	98.1	98.9	98.2	100	98.5	98.4
Trucks	17	20	0	37	88	10	0	98	6	20	0	26	161
% Trucks	1.9	0.8	0	1.1	1.8	2.3	0	1.9	1.1	1.8	0	1.5	1.6



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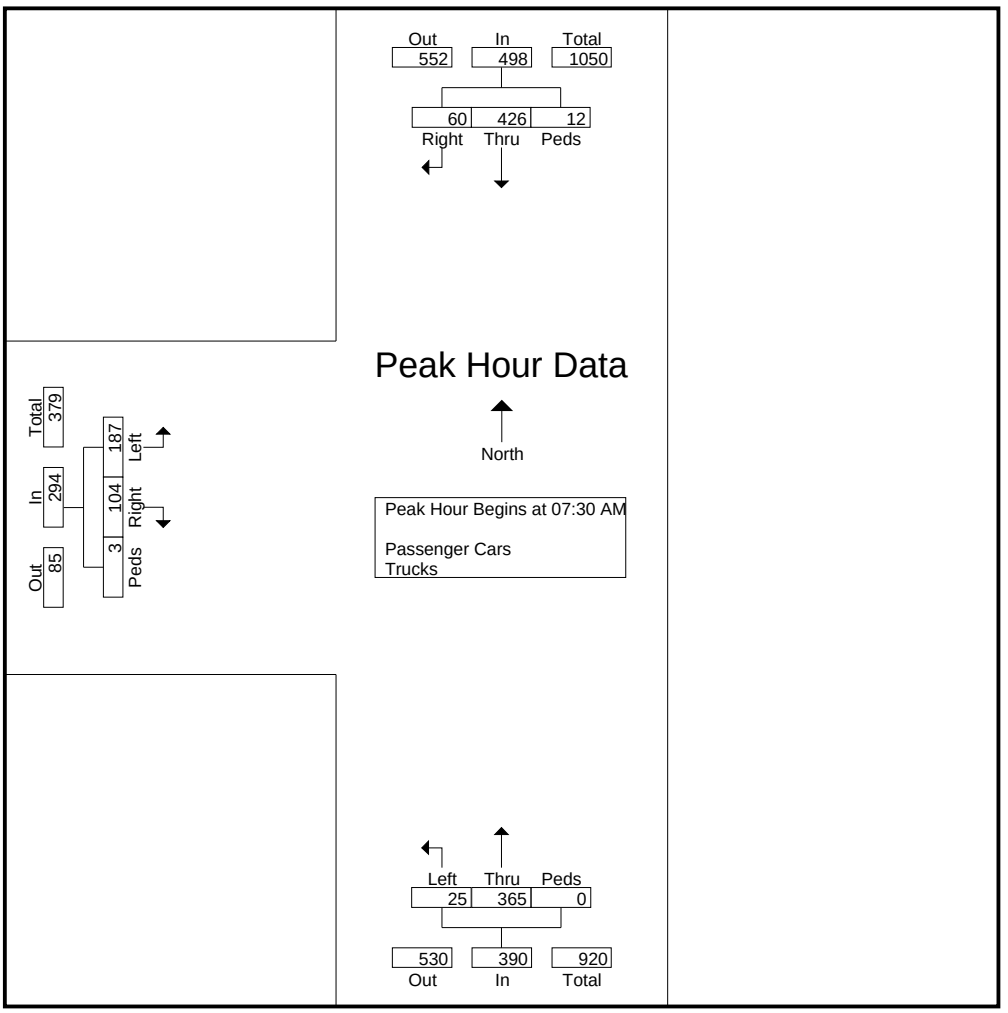
Miami, Florida, 33186
(305) 480-9938

File Name : s.roosevelt blvd. at seaside inc.
Site Code : 00000000
Start Date : 2/26/2013
Page No : 3

	SouthBound				NorthBound				Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	9	114	4	127	87	5	0	92	**33**	45	0	78	297
07:45 AM	14	98	1	113	77	4	0	81	32	**63**	0	**95**	289
08:00 AM	**21**	99	2	122	**107**	6	0	**113**	19	46	**2**	67	**302**
08:15 AM	16	**115**	**5**	**136**	94	**10**	0	104	20	33	1	54	294
Total Volume	60	426	12	498	365	25	0	390	104	187	3	294	1182
% App. Total	12	85.5	2.4		93.6	6.4	0		35.4	63.6	1		
PHF	.714	.926	.600	.915	.853	.625	.000	.863	.788	.742	.375	.774	.978



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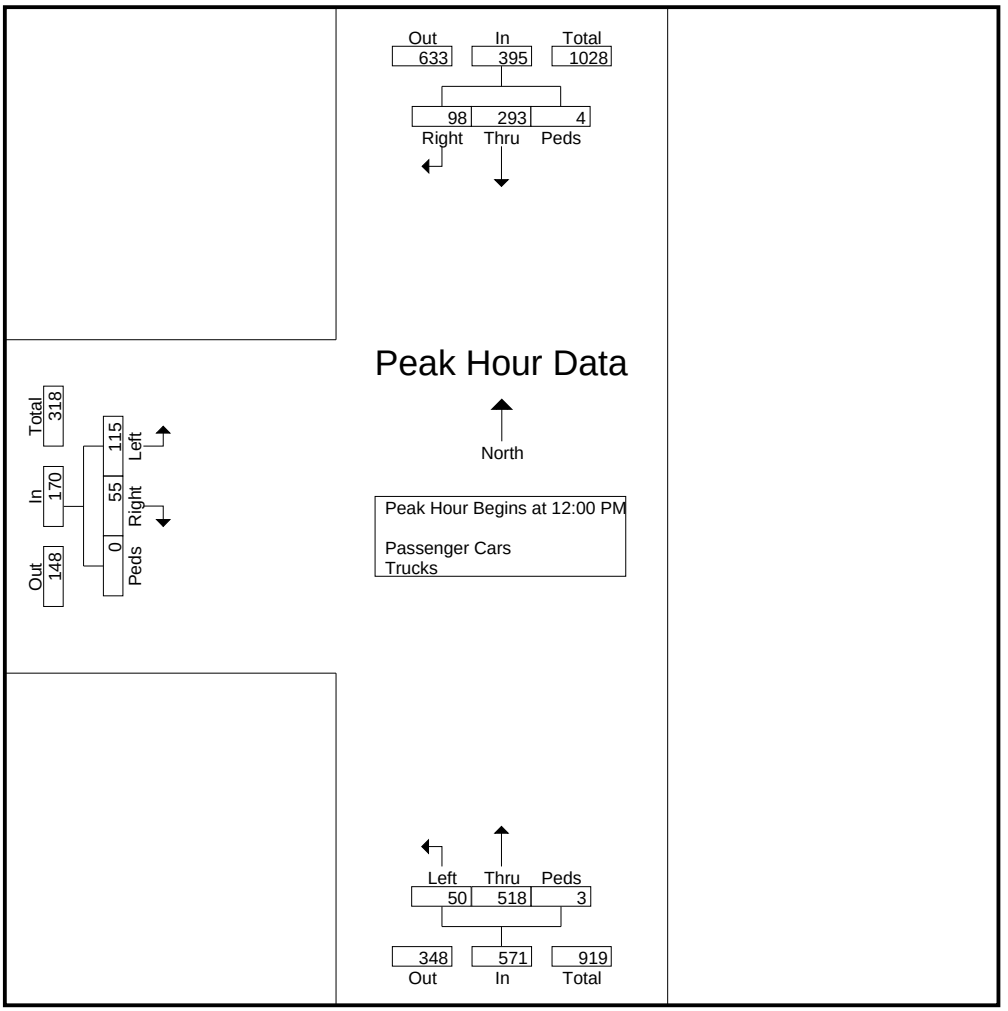
File Name : s.roosevelt blvd. at seaside inc.
Site Code : 00000000
Start Date : 2/26/2013
Page No : 4

	SouthBound				NorthBound				Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	24	**88**	0	**112**	**143**	10	1	**154**	16	**34**	0	**50**	**316**
12:15 PM	24	76	0	100	112	15	0	127	8	26	0	34	261
12:30 PM	24	63	1	88	126	8	**2**	136	14	27	0	41	265
12:45 PM	**26**	66	**3**	95	137	**17**	0	154	**17**	28	0	45	294
Total Volume	98	293	4	395	518	50	3	571	55	115	0	170	1136
% App. Total	24.8	74.2	1		90.7	8.8	0.5		32.4	67.6	0		
PHF	.942	.832	.333	.882	.906	.735	.375	.927	.809	.846	.000	.850	.899



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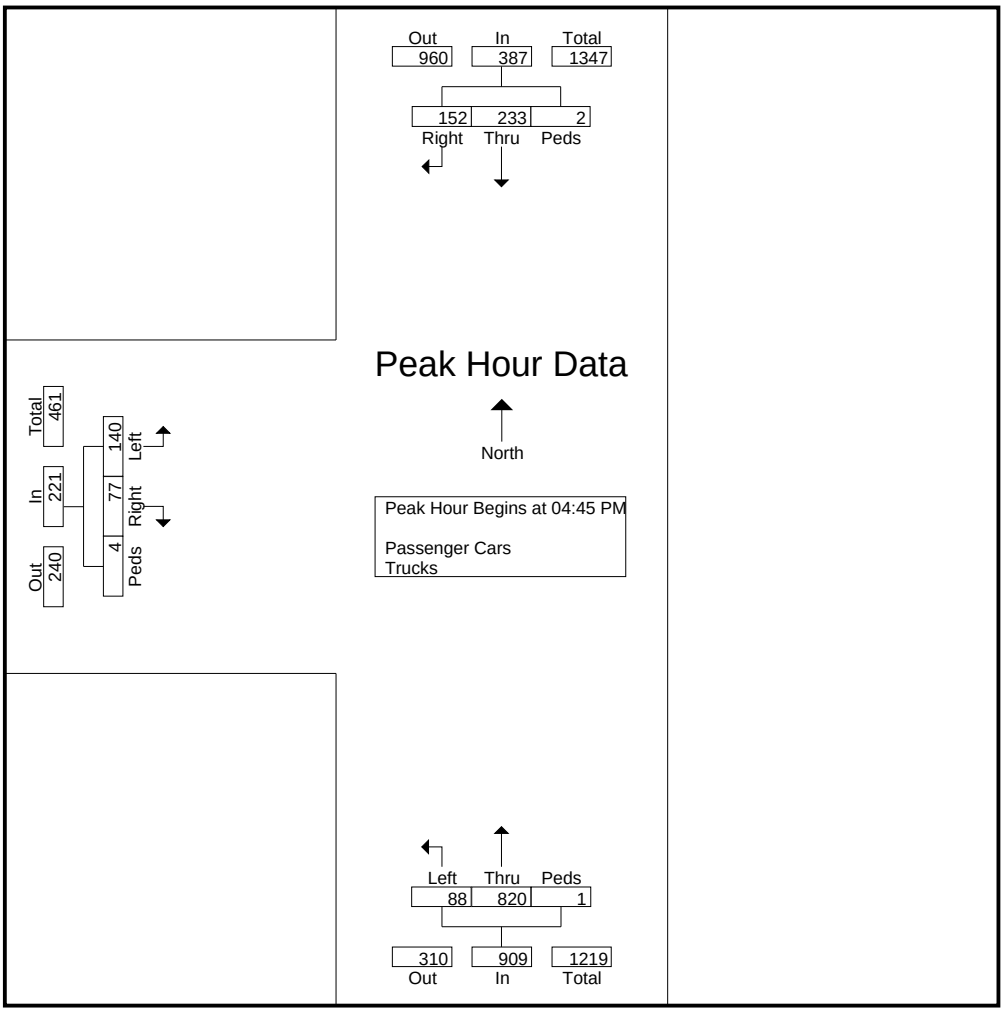
Miami, Florida, 33186
(305) 480-9938

File Name : s.roosevelt blvd. at seaside inc.
Site Code : 00000000
Start Date : 2/26/2013
Page No : 5

	SouthBound				NorthBound				Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	18	62	0	80	**214**	26	0	**240**	19	28	0	47	367
05:00 PM	38	54	0	92	193	14	**1**	208	14	**42**	**3**	59	359
05:15 PM	46	48	0	94	212	**27**	0	239	**26**	37	1	**64**	**397**
05:30 PM	**50**	**69**	**2**	**121**	201	21	0	222	18	33	0	51	394
Total Volume	152	233	2	387	820	88	1	909	77	140	4	221	1517
% App. Total	39.3	60.2	0.5		90.2	9.7	0.1		34.8	63.3	1.8		
PHF	.760	.844	.250	.800	.958	.815	.250	.947	.740	.833	.333	.863	.955



Appendix: E

8-Hour Intersection Delay Study

Advanced Transportation Engineering Consultants

13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-AM)
Site Code : 00000000
Start Date : 3/4/2013
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	7:07:09 AM	7:07:17 AM	8
1	2	7:07:11 AM	7:07:22 AM	11
1	3	7:11:42 AM	7:11:55 AM	13
1	4	7:14:16 AM	7:14:17 AM	1
1	5	7:14:24 AM	7:14:24 AM	0
1	6	7:14:57 AM	7:14:58 AM	1

Summary Information:

7:02:00 AM - 7:17:00 AM	Lane 1
Total Vehicle Count:	6
Delayed Vehicle Count:	6
Through Vehicle Count:	0
Average Stopped Time:	5.67
Maximum Stopped Time:	13
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.22
Maximum Queue:	2
Delay in Vehicle Hour:	0.07
Total Delay:	34

Ln.	No.	Joined Queue	Released From Queue	Delay
1	7	7:17:54 AM	7:18:05 AM	11
1	8	7:18:25 AM	7:18:26 AM	1
1	9	7:19:33 AM	7:19:33 AM	0
1	10	7:19:55 AM	7:19:55 AM	0
1	11	7:23:02 AM	7:23:02 AM	0
1	12	7:26:24 AM	7:26:45 AM	21
1	13	7:27:53 AM	7:28:03 AM	10

Summary Information:

7:17:00 AM - 7:32:00 AM	Lane 1
Total Vehicle Count:	7
Delayed Vehicle Count:	7
Through Vehicle Count:	0
Average Stopped Time:	6.14
Maximum Stopped Time:	21
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.07
Total Delay:	43

Ln.	No.	Joined Queue	Released From Queue	Delay
1	14	7:33:17 AM	7:33:17 AM	0
1	15	7:35:35 AM	7:35:35 AM	0
1	16	7:41:02 AM	7:41:02 AM	0
1	17	7:41:43 AM	7:41:44 AM	1
1	18	7:42:20 AM	7:42:21 AM	1
1	19	7:45:05 AM	7:45:15 AM	10

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13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-AM)
Site Code : 00000000
Start Date : 3/4/2013

Summary Information:

7:32:00 AM - 7:47:00 AM	Lane 1
Total Vehicle Count:	6
Delayed Vehicle Count:	6
Through Vehicle Count:	0
Average Stopped Time:	2.00
Maximum Stopped Time:	10
Min. Secs. for Delay:	0
Average Queue:	0.02
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.02
Total Delay:	12

Ln.	No.	Joined Queue	Released From Queue	Delay
1	20	7:47:57 AM	7:47:57 AM	0
1	21	7:52:40 AM	7:52:43 AM	3
1	22	7:58:01 AM	7:58:08 AM	7

Summary Information:

7:47:00 AM - 8:02:00 AM	Lane 1
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	3.33
Maximum Stopped Time:	7
Min. Secs. for Delay:	0
Average Queue:	0.02
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.02
Total Delay:	10

Ln.	No.	Joined Queue	Released From Queue	Delay
1	23	8:02:14 AM	8:02:29 AM	15
1	24	8:02:25 AM	8:02:31 AM	6
1	25	8:09:04 AM	8:09:04 AM	0
1	26	8:10:38 AM	8:10:47 AM	9
1	27	8:12:28 AM	8:12:42 AM	14
1	28	8:12:43 AM	8:13:00 AM	17
1	29	8:13:41 AM	8:13:46 AM	5
1	30	8:14:43 AM	8:14:56 AM	13
1	31	8:15:56 AM	8:15:56 AM	0
1	32	8:16:06 AM	8:16:06 AM	0

Summary Information:

8:02:00 AM - 8:17:00 AM	Lane 1
Total Vehicle Count:	10
Delayed Vehicle Count:	10
Through Vehicle Count:	0
Average Stopped Time:	7.90
Maximum Stopped Time:	17
Min. Secs. for Delay:	0
Average Queue:	0.09
Queue Density:	1.05
Maximum Queue:	2
Delay in Vehicle Hour:	0.09
Total Delay:	79

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Miami, Florida 33186

Ln.	No.	Joined Queue	Released From Queue	Delay
1	33	8:19:54 AM	8:19:54 AM	0
1	34	8:20:46 AM	8:20:46 AM	0
1	35	8:21:37 AM	8:21:51 AM	14
1	36	8:27:29 AM	8:27:29 AM	0
1	37	8:27:33 AM	8:27:40 AM	7
1	38	8:28:53 AM	8:28:54 AM	1
1	39	8:30:14 AM	8:30:14 AM	0
1	40	8:31:33 AM	8:31:34 AM	1

Summary Information:

8:17:00 AM - 8:32:00 AM	Lane 1
Total Vehicle Count:	8
Delayed Vehicle Count:	8
Through Vehicle Count:	0
Average Stopped Time:	2.88
Maximum Stopped Time:	14
Min. Secs. for Delay:	0
Average Queue:	0.03
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.03
Total Delay:	23

Ln.	No.	Joined Queue	Released From Queue	Delay
1	41	8:32:01 AM	8:32:01 AM	0
1	42	8:34:33 AM	8:34:43 AM	10
1	43	8:35:02 AM	8:35:02 AM	0
1	44	8:42:33 AM	8:42:38 AM	5
1	45	8:43:34 AM	8:43:34 AM	0

Summary Information:

8:32:00 AM - 8:47:00 AM	Lane 1
Total Vehicle Count:	5
Delayed Vehicle Count:	5
Through Vehicle Count:	0
Average Stopped Time:	3.00
Maximum Stopped Time:	10
Min. Secs. for Delay:	0
Average Queue:	0.02
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.02
Total Delay:	15

Ln.	No.	Joined Queue	Released From Queue	Delay
1	46	8:50:48 AM	8:50:50 AM	2
1	47	8:52:46 AM	8:52:52 AM	6

Summary Information:

8:47:00 AM - 9:02:00 AM	Lane 1
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	4.00
Maximum Stopped Time:	6
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.06
Total Delay:	8

Ln.	No.	Joined Queue	Released From Queue	Delay
1	48	9:04:34 AM	9:04:38 AM	4

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13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-AM)
Site Code : 00000000
Start Date : 3/4/2013

Summary Information:

9:02:00 AM - 9:17:00 AM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	4.00
Maximum Stopped Time:	4
Min. Secs. for Delay:	0
Average Queue:	0.75
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	4

Ln.	No.	Joined Queue	Released From Queue	Delay
1	49	9:28:56 AM	9:29:00 AM	4
1	50	9:30:45 AM	9:30:47 AM	2

Summary Information:

9:17:00 AM - 9:32:00 AM	Lane 1
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	3.00
Maximum Stopped Time:	4
Min. Secs. for Delay:	0
Average Queue:	0.05
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.05
Total Delay:	6

Ln.	No.	Joined Queue	Released From Queue	Delay
1	51	9:36:54 AM	9:36:56 AM	2
1	52	9:43:05 AM	9:43:14 AM	9

Summary Information:

9:32:00 AM - 9:47:00 AM	Lane 1
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	5.50
Maximum Stopped Time:	9
Min. Secs. for Delay:	0
Average Queue:	0.03
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.03
Total Delay:	11

Ln.	No.	Joined Queue	Released From Queue	Delay
1	53	9:48:04 AM	9:48:21 AM	17
1	54	9:48:21 AM	9:48:22 AM	1
1	55	9:58:01 AM	9:58:07 AM	6

Advanced Transportation Engineering Consultants

13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-AM)
Site Code : 00000000
Start Date : 3/4/2013

Summary Information:

9:47:00 AM - 9:59:00 AM	Lane 1
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	8.00
Maximum Stopped Time:	17
Min. Secs. for Delay:	0
Average Queue:	0.04
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.04
Total Delay:	24

Summary Information:

7:02:00 AM - 9:59:00 AM	Lane 1
Total Vehicle Count:	55
Delayed Vehicle Count:	55
Through Vehicle Count:	0
Average Stopped Time:	4.89
Maximum Stopped Time:	21
Min. Secs. for Delay:	0
Average Queue:	0.03
Queue Density:	1.04
Maximum Queue:	2
Delay in Vehicle Hour:	0.03
Total Delay:	269

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Advanced Transportation Engineering Consultants

13940 SW 136 Street, Suite 107
Miami, Florida 33186

NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-MD)
Site Code : 00000000
Start Date : 4/5/2011

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	12:00:01 PM	12:00:15 PM	14
1	2	12:00:40 PM	12:00:42 PM	2
1	3	12:01:09 PM	12:01:10 PM	1
1	4	12:08:04 PM	12:08:06 PM	2
1	5	12:09:19 PM	12:09:21 PM	2
1	6	12:11:53 PM	12:11:54 PM	1
1	7	12:12:02 PM	12:12:08 PM	6
1	8	12:12:04 PM	12:12:11 PM	7
1	9	12:13:13 PM	12:13:18 PM	5

Summary Information:

12:00:00 PM - 12:15:00 PM	Lane 1
Total Vehicle Count:	9
Delayed Vehicle Count:	9
Through Vehicle Count:	0
Average Stopped Time:	4.44
Maximum Stopped Time:	14
Min. Secs. for Delay:	0
Average Queue:	0.05
Queue Density:	1.11
Maximum Queue:	2
Delay in Vehicle Hour:	0.05
Total Delay:	40

Ln.	No.	Joined Queue	Released From Queue	Delay
1	10	12:16:15 PM	12:16:18 PM	3
1	11	12:16:47 PM	12:16:50 PM	3
1	12	12:18:56 PM	12:18:57 PM	1
1	13	12:21:38 PM	12:21:41 PM	3
1	14	12:21:43 PM	12:21:46 PM	3
1	15	12:22:26 PM	12:22:28 PM	2
1	16	12:23:51 PM	12:23:53 PM	2
1	17	12:25:04 PM	12:25:04 PM	0
1	18	12:26:15 PM	12:26:15 PM	0
1	19	12:26:23 PM	12:26:24 PM	1
1	20	12:27:09 PM	12:27:09 PM	0
1	21	12:27:11 PM	12:27:11 PM	0
1	22	12:28:10 PM	12:28:10 PM	0

Summary Information:

12:15:00 PM - 12:30:00 PM	Lane 1
Total Vehicle Count:	13
Delayed Vehicle Count:	13
Through Vehicle Count:	0
Average Stopped Time:	1.38
Maximum Stopped Time:	3
Min. Secs. for Delay:	0
Average Queue:	0.02
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.03
Total Delay:	18

Ln.	No.	Joined Queue	Released From Queue	Delay
1	23	12:31:28 PM	12:31:33 PM	5
1	24	12:33:08 PM	12:33:09 PM	1
1	25	12:33:44 PM	12:33:48 PM	4

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NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-MD)
Site Code : 00000000
Start Date : 4/5/2011

Ln.	No.	Joined Queue	Released From Queue	Delay
1	26	12:35:11 PM	12:35:13 PM	2
1	27	12:36:34 PM	12:36:36 PM	2
1	28	12:38:55 PM	12:38:57 PM	2
1	29	12:39:27 PM	12:39:30 PM	3
1	30	12:41:56 PM	12:41:57 PM	1

Summary Information:

12:30:00 PM - 12:45:00 PM	Lane 1
Total Vehicle Count:	8
Delayed Vehicle Count:	8
Through Vehicle Count:	0
Average Stopped Time:	2.50
Maximum Stopped Time:	5
Min. Secs. for Delay:	0
Average Queue:	0.03
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.03
Total Delay:	20

Ln.	No.	Joined Queue	Released From Queue	Delay
1	31	12:45:17 PM	12:45:17 PM	0
1	32	12:45:57 PM	12:45:58 PM	1
1	33	12:46:01 PM	12:46:05 PM	4
1	34	12:46:15 PM	12:46:16 PM	1
1	35	12:47:44 PM	12:47:45 PM	1
1	36	12:48:31 PM	12:48:32 PM	1
1	37	12:49:28 PM	12:49:29 PM	1
1	38	12:49:40 PM	12:49:42 PM	2
1	39	12:50:06 PM	12:50:32 PM	26
1	40	12:50:12 PM	12:50:33 PM	21
1	41	12:50:29 PM	12:50:49 PM	20
1	42	12:55:53 PM	12:56:05 PM	12
1	43	12:57:21 PM	12:57:28 PM	7
1	44	12:58:07 PM	12:58:08 PM	1
1	45	12:58:44 PM	12:58:48 PM	4
1	46	12:59:01 PM	12:59:07 PM	6
1	47	12:59:09 PM	12:59:11 PM	2
1	48	12:59:49 PM	12:59:50 PM	1

Summary Information:

12:45:00 PM - 1:00:00 PM	Lane 1
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	6.17
Maximum Stopped Time:	26
Min. Secs. for Delay:	0
Average Queue:	0.13
Queue Density:	1.28
Maximum Queue:	3
Delay in Vehicle Hour:	0.13
Total Delay:	111

Ln.	No.	Joined Queue	Released From Queue	Delay
1	49	1:00:37 PM	1:00:38 PM	1
1	50	1:00:50 PM	1:00:51 PM	1

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NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-MD)
Site Code : 00000000
Start Date : 4/5/2011

Ln.	No.	Joined Queue	Released From Queue	Delay
1	51	1:03:51 PM	1:03:52 PM	1
1	52	1:04:05 PM	1:04:17 PM	12
1	53	1:06:18 PM	1:06:22 PM	4
1	54	1:07:06 PM	1:07:07 PM	1
1	55	1:07:21 PM	1:07:22 PM	1
1	56	1:09:49 PM	1:09:50 PM	1
1	57	1:11:17 PM	1:11:22 PM	5
1	58	1:12:42 PM	1:12:46 PM	4
1	59	1:14:38 PM	1:14:48 PM	10
1	60	1:14:40 PM	1:14:50 PM	10

Summary Information:

1:00:00 PM - 1:15:00 PM	Lane 1
Total Vehicle Count:	12
Delayed Vehicle Count:	12
Through Vehicle Count:	0
Average Stopped Time:	4.25
Maximum Stopped Time:	12
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.19
Maximum Queue:	2
Delay in Vehicle Hour:	0.06
Total Delay:	51

Ln.	No.	Joined Queue	Released From Queue	Delay
1	61	1:15:10 PM	1:15:11 PM	1
1	62	1:15:29 PM	1:15:30 PM	1
1	63	1:16:46 PM	1:16:48 PM	2
1	64	1:18:16 PM	1:18:18 PM	2
1	65	1:18:52 PM	1:18:55 PM	3
1	66	1:20:02 PM	1:20:03 PM	1
1	67	1:22:59 PM	1:23:02 PM	3
1	68	1:23:44 PM	1:23:47 PM	3
1	69	1:23:57 PM	1:23:59 PM	2
1	70	1:25:42 PM	1:25:44 PM	2
1	71	1:26:40 PM	1:26:41 PM	1
1	72	1:26:59 PM	1:27:06 PM	7
1	73	1:28:34 PM	1:28:35 PM	1

Summary Information:

1:15:00 PM - 1:30:00 PM	Lane 1
Total Vehicle Count:	13
Delayed Vehicle Count:	13
Through Vehicle Count:	0
Average Stopped Time:	2.23
Maximum Stopped Time:	7
Min. Secs. for Delay:	0
Average Queue:	0.03
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.04
Total Delay:	29

Ln.	No.	Joined Queue	Released From Queue	Delay
1	74	1:31:03 PM	1:31:05 PM	2
1	75	1:31:06 PM	1:31:08 PM	2

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NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-MD)
Site Code : 00000000
Start Date : 4/5/2011

Ln.	No.	Joined Queue	Released From Queue	Delay
1	76	1:31:54 PM	1:32:07 PM	13
1	77	1:33:26 PM	1:33:43 PM	17
1	78	1:33:45 PM	1:34:01 PM	16
1	79	1:34:42 PM	1:34:42 PM	0
1	80	1:35:01 PM	1:35:03 PM	2
1	81	1:35:21 PM	1:35:25 PM	4
1	82	1:36:15 PM	1:36:16 PM	1
1	83	1:37:53 PM	1:38:02 PM	9
1	84	1:38:51 PM	1:38:53 PM	2
1	85	1:41:03 PM	1:41:06 PM	3
1	86	1:41:07 PM	1:41:09 PM	2
1	87	1:41:49 PM	1:41:50 PM	1
1	88	1:43:32 PM	1:43:46 PM	14
1	89	1:44:29 PM	1:44:29 PM	0
1	90	1:44:31 PM	1:44:33 PM	2
1	91	1:44:35 PM	1:44:37 PM	2

Summary Information:

1:30:00 PM - 1:45:00 PM	Lane 1
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	5.11
Maximum Stopped Time:	17
Min. Secs. for Delay:	0
Average Queue:	0.11
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.11
Total Delay:	92

Ln.	No.	Joined Queue	Released From Queue	Delay
1	92	1:46:11 PM	1:46:12 PM	1
1	93	1:46:17 PM	1:46:17 PM	0
1	94	1:46:40 PM	1:46:42 PM	2
1	95	1:46:48 PM	1:46:49 PM	1
1	96	1:47:37 PM	1:47:39 PM	2
1	97	1:48:11 PM	1:48:13 PM	2
1	98	1:48:45 PM	1:48:48 PM	3
1	99	1:54:05 PM	1:54:19 PM	14
1	100	1:57:13 PM	1:57:14 PM	1

Summary Information:

1:45:00 PM - 1:58:00 PM	Lane 1
Total Vehicle Count:	9
Delayed Vehicle Count:	9
Through Vehicle Count:	0
Average Stopped Time:	2.89
Maximum Stopped Time:	14
Min. Secs. for Delay:	0
Average Queue:	0.04
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.04
Total Delay:	26

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NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-MD)
Site Code : 00000000
Start Date : 4/5/2011

Summary Information:

12:00:00 PM - 1:58:00 PM	Lane 1
Total Vehicle Count:	100
Delayed Vehicle Count:	100
Through Vehicle Count:	0
Average Stopped Time:	3.87
Maximum Stopped Time:	26
Min. Secs. for Delay:	0
Average Queue:	0.05
Queue Density:	1.10
Maximum Queue:	3
Delay in Vehicle Hour:	0.06
Total Delay:	387

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NORTHBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	3:29:00 PM	3:29:02 PM	2
1	2	3:30:41 PM	3:30:41 PM	0
1	3	3:31:08 PM	3:31:09 PM	1
1	4	3:32:33 PM	3:32:34 PM	1
1	5	3:33:17 PM	3:33:18 PM	1
1	6	3:34:12 PM	3:34:15 PM	3
1	7	3:36:35 PM	3:36:37 PM	2
1	8	3:36:42 PM	3:36:43 PM	1
1	9	3:38:12 PM	3:38:22 PM	10
1	10	3:39:01 PM	3:39:02 PM	1
1	11	3:41:30 PM	3:41:31 PM	1
1	12	3:41:35 PM	3:41:39 PM	4
1	13	3:41:41 PM	3:41:41 PM	0
1	14	3:42:32 PM	3:42:33 PM	1
1	15	3:42:34 PM	3:42:36 PM	2
1	16	3:42:50 PM	3:42:54 PM	4
1	17	3:42:55 PM	3:42:56 PM	1
1	18	3:42:57 PM	3:42:58 PM	1
1	19	3:43:31 PM	3:43:33 PM	2

Summary Information:

3:29:00 PM - 3:44:00 PM	Lane 1
Total Vehicle Count:	19
Delayed Vehicle Count:	19
Through Vehicle Count:	0
Average Stopped Time:	2.00
Maximum Stopped Time:	10
Min. Secs. for Delay:	0
Average Queue:	0.04
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.04
Total Delay:	38

Ln.	No.	Joined Queue	Released From Queue	Delay
1	20	3:46:16 PM	3:46:17 PM	1
1	21	3:46:23 PM	3:46:23 PM	0
1	22	3:47:17 PM	3:47:21 PM	4
1	23	3:48:04 PM	3:48:05 PM	1
1	24	3:48:25 PM	3:48:37 PM	12
1	25	3:48:36 PM	3:48:39 PM	3
1	26	3:49:36 PM	3:49:36 PM	0
1	27	3:50:57 PM	3:51:32 PM	35
1	28	3:52:58 PM	3:52:59 PM	1
1	29	3:53:49 PM	3:53:57 PM	8
1	30	3:53:58 PM	3:54:06 PM	8
1	31	3:55:53 PM	3:55:56 PM	3
1	32	3:55:59 PM	3:56:06 PM	7
1	33	3:58:46 PM	3:58:46 PM	0
1	34	3:58:56 PM	3:59:03 PM	7

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File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Summary Information:

3:44:00 PM - 3:59:00 PM	Lane 1
Total Vehicle Count:	15
Delayed Vehicle Count:	15
Through Vehicle Count:	0
Average Stopped Time:	6.00
Maximum Stopped Time:	35
Min. Secs. for Delay:	0
Average Queue:	0.12
Queue Density:	1.01
Maximum Queue:	2
Delay in Vehicle Hour:	0.12
Total Delay:	90

Ln.	No.	Joined Queue	Released From Queue	Delay
1	35	4:00:22 PM	4:00:24 PM	2
1	36	4:01:44 PM	4:01:46 PM	2
1	37	4:02:20 PM	4:02:21 PM	1
1	38	4:02:56 PM	4:03:00 PM	4
1	39	4:03:31 PM	4:03:32 PM	1
1	40	4:03:49 PM	4:03:50 PM	1
1	41	4:05:27 PM	4:05:28 PM	1
1	42	4:06:20 PM	4:06:21 PM	1
1	43	4:11:20 PM	4:11:25 PM	5
1	44	4:12:33 PM	4:12:34 PM	1
1	45	4:13:07 PM	4:13:22 PM	15

Summary Information:

3:59:00 PM - 4:14:00 PM	Lane 1
Total Vehicle Count:	11
Delayed Vehicle Count:	11
Through Vehicle Count:	0
Average Stopped Time:	3.09
Maximum Stopped Time:	15
Min. Secs. for Delay:	0
Average Queue:	0.04
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.04
Total Delay:	34

Ln.	No.	Joined Queue	Released From Queue	Delay
1	46	4:16:34 PM	4:16:40 PM	6
1	47	4:18:51 PM	4:18:52 PM	1
1	48	4:21:35 PM	4:21:37 PM	2
1	49	4:22:31 PM	4:22:33 PM	2
1	50	4:22:32 PM	4:22:34 PM	2
1	51	4:23:13 PM	4:23:16 PM	3
1	52	4:23:47 PM	4:24:01 PM	14
1	53	4:25:43 PM	4:25:44 PM	1
1	54	4:25:45 PM	4:25:46 PM	1
1	55	4:26:23 PM	4:26:25 PM	2
1	56	4:26:26 PM	4:26:27 PM	1
1	57	4:27:10 PM	4:27:14 PM	4
1	58	4:27:15 PM	4:27:16 PM	1

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File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Summary Information:

4:14:00 PM - 4:29:00 PM	Lane 1
Total Vehicle Count:	13
Delayed Vehicle Count:	13
Through Vehicle Count:	0
Average Stopped Time:	3.08
Maximum Stopped Time:	14
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.03
Maximum Queue:	2
Delay in Vehicle Hour:	0.06
Total Delay:	40

Ln.	No.	Joined Queue	Released From Queue	Delay
1	59	4:29:33 PM	4:29:34 PM	1
1	60	4:29:46 PM	4:29:47 PM	1
1	61	4:30:32 PM	4:30:48 PM	16
1	62	4:30:43 PM	4:30:50 PM	7
1	63	4:31:26 PM	4:31:27 PM	1
1	64	4:32:36 PM	4:32:38 PM	2
1	65	4:34:10 PM	4:34:11 PM	1
1	66	4:34:45 PM	4:34:59 PM	14
1	67	4:36:10 PM	4:36:11 PM	1
1	68	4:37:25 PM	4:37:26 PM	1
1	69	4:37:37 PM	4:37:39 PM	2
1	70	4:38:22 PM	4:38:23 PM	1
1	71	4:39:34 PM	4:39:35 PM	1
1	72	4:40:00 PM	4:40:06 PM	6
1	73	4:40:43 PM	4:40:45 PM	2
1	74	4:41:21 PM	4:41:35 PM	14
1	75	4:42:25 PM	4:42:26 PM	1
1	76	4:43:50 PM	4:43:51 PM	1

Summary Information:

4:29:00 PM - 4:44:00 PM	Lane 1
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	4.06
Maximum Stopped Time:	16
Min. Secs. for Delay:	0
Average Queue:	0.08
Queue Density:	1.07
Maximum Queue:	2
Delay in Vehicle Hour:	0.09
Total Delay:	73

Ln.	No.	Joined Queue	Released From Queue	Delay
1	77	4:44:14 PM	4:44:15 PM	1
1	78	4:44:31 PM	4:44:32 PM	1
1	79	4:44:40 PM	4:44:41 PM	1
1	80	4:45:07 PM	4:45:16 PM	9
1	81	4:45:11 PM	4:45:19 PM	8
1	82	4:45:49 PM	4:45:49 PM	0
1	83	4:47:07 PM	4:47:18 PM	11
1	84	4:47:44 PM	4:47:45 PM	1
1	85	4:47:59 PM	4:48:03 PM	4
1	86	4:48:29 PM	4:48:30 PM	1
1	87	4:48:31 PM	4:48:36 PM	5
1	88	4:49:45 PM	4:50:01 PM	16

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File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	89	4:49:47 PM	4:50:04 PM	17
1	90	4:50:48 PM	4:50:51 PM	3
1	91	4:50:51 PM	4:50:53 PM	2
1	92	4:52:38 PM	4:52:38 PM	0
1	93	4:53:14 PM	4:53:14 PM	0
1	94	4:53:20 PM	4:53:29 PM	9
1	95	4:54:18 PM	4:54:23 PM	5
1	96	4:55:03 PM	4:55:05 PM	2
1	97	4:55:31 PM	4:55:33 PM	2
1	98	4:56:35 PM	4:56:45 PM	10
1	99	4:56:39 PM	4:56:47 PM	8
1	100	4:56:42 PM	4:56:52 PM	10
1	101	4:56:56 PM	4:56:56 PM	0
1	102	4:58:06 PM	4:58:17 PM	11

Summary Information:

4:44:00 PM - 4:59:00 PM	Lane 1
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	5.27
Maximum Stopped Time:	17
Min. Secs. for Delay:	0
Average Queue:	0.16
Queue Density:	1.28
Maximum Queue:	3
Delay in Vehicle Hour:	0.16
Total Delay:	137

Ln.	No.	Joined Queue	Released From Queue	Delay
1	103	4:59:42 PM	4:59:50 PM	8
1	104	5:00:31 PM	5:00:31 PM	0
1	105	5:00:36 PM	5:00:37 PM	1
1	106	5:00:40 PM	5:00:43 PM	3
1	107	5:01:37 PM	5:01:40 PM	3
1	108	5:03:05 PM	5:03:06 PM	1
1	109	5:03:26 PM	5:03:27 PM	1
1	110	5:03:46 PM	5:03:49 PM	3
1	111	5:04:14 PM	5:04:17 PM	3
1	112	5:04:24 PM	5:04:34 PM	10
1	113	5:04:37 PM	5:04:39 PM	2
1	114	5:05:14 PM	5:05:16 PM	2
1	115	5:05:40 PM	5:05:41 PM	1
1	116	5:06:07 PM	5:06:09 PM	2
1	117	5:06:47 PM	5:06:52 PM	5
1	118	5:07:19 PM	5:07:25 PM	6
1	119	5:08:27 PM	5:08:34 PM	7
1	120	5:08:37 PM	5:08:45 PM	8
1	121	5:08:40 PM	5:08:47 PM	7
1	122	5:09:26 PM	5:09:28 PM	2
1	123	5:10:11 PM	5:10:15 PM	4
1	124	5:10:42 PM	5:10:44 PM	2
1	125	5:11:06 PM	5:11:29 PM	23
1	126	5:13:46 PM	5:13:49 PM	3
1	127	5:13:48 PM	5:13:50 PM	2
1	128	5:13:51 PM	5:13:53 PM	2

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File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Summary Information:

4:59:00 PM - 5:14:00 PM	Lane 1
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	4.27
Maximum Stopped Time:	23
Min. Secs. for Delay:	0
Average Queue:	0.13
Queue Density:	1.06
Maximum Queue:	2
Delay in Vehicle Hour:	0.13
Total Delay:	111

Ln.	No.	Joined Queue	Released From Queue	Delay
1	129	5:14:41 PM	5:14:41 PM	0
1	130	5:16:11 PM	5:16:12 PM	1
1	131	5:16:28 PM	5:16:30 PM	2
1	132	5:16:42 PM	5:16:59 PM	17
1	133	5:17:06 PM	5:17:14 PM	8
1	134	5:17:41 PM	5:17:42 PM	1
1	135	5:18:57 PM	5:19:01 PM	4
1	136	5:18:58 PM	5:19:07 PM	9
1	137	5:18:59 PM	5:19:10 PM	11
1	138	5:19:12 PM	5:19:14 PM	2
1	139	5:20:34 PM	5:20:38 PM	4
1	140	5:20:39 PM	5:20:41 PM	2
1	141	5:20:55 PM	5:20:59 PM	4
1	142	5:20:59 PM	5:21:02 PM	3
1	143	5:21:31 PM	5:21:34 PM	3
1	144	5:22:18 PM	5:22:24 PM	6
1	145	5:22:57 PM	5:22:58 PM	1
1	146	5:24:36 PM	5:24:39 PM	3
1	147	5:24:45 PM	5:25:02 PM	17
1	148	5:25:50 PM	5:25:53 PM	3
1	149	5:26:48 PM	5:26:49 PM	1
1	150	5:27:16 PM	5:27:20 PM	4
1	151	5:28:00 PM	5:28:24 PM	24
1	152	5:28:05 PM	5:28:34 PM	29
1	153	5:28:06 PM	5:28:34 PM	28
1	154	5:28:21 PM	5:28:38 PM	17
1	155	5:28:22 PM	5:28:40 PM	18
1	156	5:28:25 PM	5:28:42 PM	17
1	157	5:28:29 PM	5:28:43 PM	14
1	158	5:28:30 PM	5:28:44 PM	14

Summary Information:

5:14:00 PM - 5:29:00 PM	Lane 1
Total Vehicle Count:	30
Delayed Vehicle Count:	30
Through Vehicle Count:	0
Average Stopped Time:	8.90
Maximum Stopped Time:	29
Min. Secs. for Delay:	0
Average Queue:	0.32
Queue Density:	1.92
Maximum Queue:	7
Delay in Vehicle Hour:	0.32
Total Delay:	267

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Ln.	No.	Joined Queue	Released From Queue	Delay
1	159	5:30:12 PM	5:30:14 PM	2
1	160	5:30:35 PM	5:30:37 PM	2
1	161	5:32:25 PM	5:32:27 PM	2
1	162	5:33:41 PM	5:33:50 PM	9
1	163	5:34:58 PM	5:35:16 PM	18
1	164	5:35:20 PM	5:35:21 PM	1
1	165	5:36:06 PM	5:36:09 PM	3
1	166	5:36:08 PM	5:36:10 PM	2
1	167	5:36:10 PM	5:36:11 PM	1
1	168	5:36:13 PM	5:36:14 PM	1
1	169	5:37:43 PM	5:38:07 PM	24
1	170	5:37:48 PM	5:38:24 PM	36
1	171	5:38:10 PM	5:38:28 PM	18
1	172	5:38:30 PM	5:38:39 PM	9
1	173	5:38:56 PM	5:39:00 PM	4
1	174	5:39:12 PM	5:39:15 PM	3
1	175	5:39:38 PM	5:39:39 PM	1
1	176	5:39:41 PM	5:39:43 PM	2
1	177	5:40:34 PM	5:40:41 PM	7
1	178	5:42:10 PM	5:42:11 PM	1
1	179	5:43:07 PM	5:43:09 PM	2
1	180	5:43:19 PM	5:43:20 PM	1
1	181	5:43:59 PM	5:44:05 PM	6

Summary Information:

5:29:00 PM - 5:44:00 PM	Lane 1
Total Vehicle Count:	23
Delayed Vehicle Count:	23
Through Vehicle Count:	0
Average Stopped Time:	6.74
Maximum Stopped Time:	36
Min. Secs. for Delay:	0
Average Queue:	0.18
Queue Density:	1.28
Maximum Queue:	2
Delay in Vehicle Hour:	0.19
Total Delay:	155

Ln.	No.	Joined Queue	Released From Queue	Delay
1	182	5:44:19 PM	5:44:21 PM	2
1	183	5:44:34 PM	5:44:35 PM	1
1	184	5:44:37 PM	5:44:38 PM	1
1	185	5:45:47 PM	5:45:48 PM	1
1	186	5:47:02 PM	5:47:05 PM	3
1	187	5:47:03 PM	5:47:10 PM	7
1	188	5:48:50 PM	5:49:06 PM	16
1	189	5:50:02 PM	5:50:09 PM	7
1	190	5:50:17 PM	5:50:18 PM	1
1	191	5:50:21 PM	5:50:21 PM	0
1	192	5:50:23 PM	5:50:24 PM	1
1	193	5:50:25 PM	5:50:26 PM	1
1	194	5:50:38 PM	5:50:40 PM	2
1	195	5:50:43 PM	5:50:45 PM	2
1	196	5:50:46 PM	5:50:47 PM	1
1	197	5:51:11 PM	5:51:14 PM	3
1	198	5:53:09 PM	5:53:12 PM	3
1	199	5:53:48 PM	5:53:51 PM	3
1	200	5:55:46 PM	5:55:47 PM	1
1	201	5:55:55 PM	5:55:57 PM	2
1	202	5:58:05 PM	5:58:10 PM	5

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File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Summary Information:

5:44:00 PM - 5:59:00 PM	Lane 1
Total Vehicle Count:	21
Delayed Vehicle Count:	21
Through Vehicle Count:	0
Average Stopped Time:	3.00
Maximum Stopped Time:	16
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.03
Maximum Queue:	2
Delay in Vehicle Hour:	0.08
Total Delay:	63

Ln.	No.	Joined Queue	Released From Queue	Delay
1	203	5:59:54 PM	5:59:55 PM	1
1	204	6:00:14 PM	6:00:20 PM	6
1	205	6:02:19 PM	6:02:21 PM	2
1	206	6:02:38 PM	6:02:40 PM	2
1	207	6:03:18 PM	6:03:25 PM	7
1	208	6:03:27 PM	6:03:31 PM	4
1	209	6:03:54 PM	6:03:57 PM	3
1	210	6:04:16 PM	6:04:17 PM	1
1	211	6:04:23 PM	6:04:30 PM	7
1	212	6:07:50 PM	6:07:53 PM	3
1	213	6:08:11 PM	6:08:13 PM	2
1	214	6:08:22 PM	6:08:24 PM	2
1	215	6:08:24 PM	6:08:26 PM	2
1	216	6:08:59 PM	6:09:00 PM	1
1	217	6:10:07 PM	6:10:08 PM	1
1	218	6:10:45 PM	6:10:46 PM	1
1	219	6:12:26 PM	6:12:35 PM	9
1	220	6:13:26 PM	6:13:35 PM	9

Summary Information:

5:59:00 PM - 6:14:00 PM	Lane 1
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	3.50
Maximum Stopped Time:	9
Min. Secs. for Delay:	0
Average Queue:	0.08
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.08
Total Delay:	63

Ln.	No.	Joined Queue	Released From Queue	Delay
1	221	6:14:05 PM	6:14:09 PM	4
1	222	6:18:42 PM	6:18:43 PM	1
1	223	6:18:48 PM	6:18:49 PM	1
1	224	6:20:17 PM	6:20:23 PM	6
1	225	6:20:37 PM	6:20:40 PM	3
1	226	6:20:55 PM	6:20:58 PM	3
1	227	6:20:57 PM	6:21:00 PM	3
1	228	6:21:13 PM	6:21:18 PM	5
1	229	6:21:47 PM	6:21:49 PM	2
1	230	6:22:21 PM	6:22:24 PM	3
1	231	6:23:04 PM	6:23:06 PM	2
1	232	6:23:50 PM	6:23:51 PM	1

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File Name : S. Roosevelt Boulevard at Seaside Inc.(NB-LFT-PM)
Site Code : 00000000
Start Date : 2/1/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	233	6:24:12 PM	6:24:23 PM	11
1	234	6:24:16 PM	6:24:25 PM	9
1	235	6:26:51 PM	6:26:59 PM	8

Summary Information:

6:14:00 PM - 6:29:00 PM	Lane 1
Total Vehicle Count:	15
Delayed Vehicle Count:	15
Through Vehicle Count:	0
Average Stopped Time:	4.13
Maximum Stopped Time:	11
Min. Secs. for Delay:	0
Average Queue:	0.08
Queue Density:	1.15
Maximum Queue:	2
Delay in Vehicle Hour:	0.08
Total Delay:	62

Ln.	No.	Joined Queue	Released From Queue	Delay
1	236	6:29:21 PM	6:29:23 PM	2

Summary Information:

6:29:00 PM - 6:30:00 PM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	2.00
Maximum Stopped Time:	2
Min. Secs. for Delay:	0
Average Queue:	0.50
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	2

Summary Information:

3:29:00 PM - 6:30:00 PM	Lane 1
Total Vehicle Count:	236
Delayed Vehicle Count:	236
Through Vehicle Count:	0
Average Stopped Time:	4.81
Maximum Stopped Time:	36
Min. Secs. for Delay:	0
Average Queue:	0.10
Queue Density:	1.23
Maximum Queue:	7
Delay in Vehicle Hour:	0.10
Total Delay:	1135

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	7:00:01 AM	7:00:06 AM	5
1	2	7:00:23 AM	7:00:27 AM	4
1	3	7:00:28 AM	7:00:36 AM	8
1	4	7:00:33 AM	7:00:40 AM	7
1	5	7:01:03 AM	7:01:15 AM	12
1	6	7:01:10 AM	7:01:21 AM	11
1	7	7:01:13 AM	7:01:22 AM	9
1	8	7:01:19 AM	7:01:28 AM	9
1	9	7:03:00 AM	7:03:04 AM	4
1	10	7:03:25 AM	7:03:35 AM	10
1	11	7:04:27 AM	7:04:32 AM	5
1	12	7:04:38 AM	7:04:42 AM	4
1	13	7:04:56 AM	7:05:12 AM	16
1	14	7:05:00 AM	7:05:16 AM	16
1	15	7:05:14 AM	7:05:22 AM	8
1	16	7:05:21 AM	7:05:35 AM	14
1	17	7:05:24 AM	7:05:56 AM	32
1	18	7:05:43 AM	7:06:01 AM	18
1	19	7:07:10 AM	7:07:27 AM	17
1	20	7:07:16 AM	7:07:42 AM	26
1	21	7:08:46 AM	7:08:51 AM	5
1	22	7:09:06 AM	7:09:19 AM	13
1	23	7:09:19 AM	7:09:30 AM	11
1	24	7:09:22 AM	7:09:35 AM	13
1	25	7:10:46 AM	7:10:52 AM	6
1	26	7:10:53 AM	7:11:05 AM	12
1	27	7:11:01 AM	7:11:13 AM	12
1	28	7:11:19 AM	7:11:26 AM	7
1	29	7:12:06 AM	7:12:16 AM	10
1	30	7:12:08 AM	7:12:22 AM	14
1	31	7:12:12 AM	7:12:27 AM	15
1	32	7:12:18 AM	7:12:32 AM	14
1	33	7:13:42 AM	7:13:48 AM	6
1	34	7:13:49 AM	7:13:56 AM	7
1	35	7:13:58 AM	7:14:03 AM	5
1	36	7:14:09 AM	7:14:14 AM	5
1	37	7:14:12 AM	7:14:19 AM	7
1	38	7:14:48 AM	7:15:00 AM	12
1	39	7:14:50 AM	7:15:09 AM	19

Summary Information:

7:00:00 AM - 7:15:00 AM	Lane 1
Total Vehicle Count:	39
Delayed Vehicle Count:	39
Through Vehicle Count:	0
Average Stopped Time:	10.97
Maximum Stopped Time:	32
Min. Secs. for Delay:	0
Average Queue:	0.47
Queue Density:	1.39
Maximum Queue:	3
Delay in Vehicle Hour:	0.47
Total Delay:	428

Ln.	No.	Joined Queue	Released From Queue	Delay
1	40	7:15:06 AM	7:15:13 AM	7
1	41	7:15:34 AM	7:15:38 AM	4
1	42	7:16:12 AM	7:16:26 AM	14

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	43	7:16:20 AM	7:16:37 AM	17
1	44	7:16:27 AM	7:16:42 AM	15
1	45	7:16:32 AM	7:16:50 AM	18
1	46	7:17:19 AM	7:17:29 AM	10
1	47	7:17:35 AM	7:18:02 AM	27
1	48	7:18:10 AM	7:18:18 AM	8
1	49	7:18:22 AM	7:18:31 AM	9
1	50	7:18:43 AM	7:18:45 AM	2
1	51	7:18:45 AM	7:18:50 AM	5
1	52	7:18:50 AM	7:19:01 AM	11
1	53	7:18:55 AM	7:19:03 AM	8
1	54	7:19:49 AM	7:19:52 AM	3
1	55	7:19:54 AM	7:19:59 AM	5
1	56	7:20:59 AM	7:21:14 AM	15
1	57	7:21:25 AM	7:21:32 AM	7
1	58	7:21:30 AM	7:21:36 AM	6
1	59	7:22:25 AM	7:22:41 AM	16
1	60	7:22:35 AM	7:23:11 AM	36
1	61	7:22:56 AM	7:23:20 AM	24
1	62	7:23:03 AM	7:23:47 AM	44
1	63	7:24:00 AM	7:24:15 AM	15
1	64	7:24:08 AM	7:24:19 AM	11
1	65	7:25:12 AM	7:25:23 AM	11
1	66	7:26:25 AM	7:26:50 AM	25
1	67	7:26:35 AM	7:26:58 AM	23
1	68	7:26:56 AM	7:27:04 AM	8
1	69	7:27:01 AM	7:27:15 AM	14
1	70	7:27:05 AM	7:27:18 AM	13
1	71	7:27:57 AM	7:28:33 AM	36
1	72	7:28:43 AM	7:28:48 AM	5
1	73	7:29:19 AM	7:29:50 AM	31
1	74	7:29:22 AM	7:29:55 AM	33
1	75	7:29:24 AM	7:30:00 AM	36

Summary Information:

7:15:00 AM - 7:30:00 AM	Lane 1
Total Vehicle Count:	36
Delayed Vehicle Count:	36
Through Vehicle Count:	0
Average Stopped Time:	15.89
Maximum Stopped Time:	44
Min. Secs. for Delay:	0
Average Queue:	0.64
Queue Density:	1.42
Maximum Queue:	3
Delay in Vehicle Hour:	0.64
Total Delay:	572

Ln.	No.	Joined Queue	Released From Queue	Delay
1	76	7:30:07 AM	7:30:14 AM	7
1	77	7:30:30 AM	7:31:08 AM	38
1	78	7:30:55 AM	7:31:17 AM	22
1	79	7:31:10 AM	7:31:23 AM	13
1	80	7:31:51 AM	7:31:56 AM	5
1	81	7:31:54 AM	7:32:04 AM	10
1	82	7:31:58 AM	7:32:06 AM	8
1	83	7:33:08 AM	7:33:15 AM	7
1	84	7:34:13 AM	7:34:27 AM	14

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	85	7:34:34 AM	7:34:40 AM	6
1	86	7:34:36 AM	7:34:43 AM	7
1	87	7:34:38 AM	7:34:51 AM	13
1	88	7:35:02 AM	7:35:07 AM	5
1	89	7:35:14 AM	7:35:24 AM	10
1	90	7:35:21 AM	7:35:34 AM	13
1	91	7:35:32 AM	7:35:41 AM	9
1	92	7:35:37 AM	7:35:48 AM	11
1	93	7:35:50 AM	7:35:53 AM	3
1	94	7:35:52 AM	7:36:00 AM	8
1	95	7:35:54 AM	7:36:03 AM	9
1	96	7:36:09 AM	7:36:20 AM	11
1	97	7:36:23 AM	7:36:32 AM	9
1	98	7:36:41 AM	7:36:47 AM	6
1	99	7:38:09 AM	7:38:14 AM	5
1	100	7:38:15 AM	7:38:25 AM	10
1	101	7:38:19 AM	7:38:39 AM	20
1	102	7:38:51 AM	7:39:08 AM	17
1	103	7:39:01 AM	7:39:21 AM	20
1	104	7:39:08 AM	7:39:27 AM	19
1	105	7:39:18 AM	7:39:37 AM	19
1	106	7:39:29 AM	7:39:53 AM	24
1	107	7:40:20 AM	7:40:27 AM	7
1	108	7:40:23 AM	7:40:42 AM	19
1	109	7:41:12 AM	7:41:20 AM	8
1	110	7:41:15 AM	7:41:25 AM	10
1	111	7:41:21 AM	7:41:31 AM	10
1	112	7:41:28 AM	7:42:16 AM	48
1	113	7:41:45 AM	7:42:21 AM	36
1	114	7:41:54 AM	7:42:24 AM	30
1	115	7:42:20 AM	7:42:28 AM	8
1	116	7:43:22 AM	7:43:44 AM	22
1	117	7:44:03 AM	7:44:12 AM	9
1	118	7:44:31 AM	7:44:48 AM	17
1	119	7:44:52 AM	7:45:24 AM	32

Summary Information:

7:30:00 AM - 7:45:00 AM	Lane 1
Total Vehicle Count:	44
Delayed Vehicle Count:	44
Through Vehicle Count:	0
Average Stopped Time:	14.41
Maximum Stopped Time:	48
Min. Secs. for Delay:	0
Average Queue:	0.69
Queue Density:	1.38
Maximum Queue:	3
Delay in Vehicle Hour:	0.69
Total Delay:	634

Ln.	No.	Joined Queue	Released From Queue	Delay
1	120	7:45:03 AM	7:45:28 AM	25
1	121	7:45:07 AM	7:45:34 AM	27
1	122	7:45:11 AM	7:45:59 AM	48
1	123	7:46:04 AM	7:46:29 AM	25
1	124	7:46:11 AM	7:46:50 AM	39
1	125	7:46:17 AM	7:46:55 AM	38
1	126	7:46:22 AM	7:47:00 AM	38

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	127	7:46:34 AM	7:47:05 AM	31
1	128	7:46:52 AM	7:47:11 AM	19
1	129	7:47:13 AM	7:47:21 AM	8
1	130	7:47:17 AM	7:47:36 AM	19
1	131	7:47:19 AM	7:47:41 AM	22
1	132	7:48:15 AM	7:48:51 AM	36
1	133	7:48:28 AM	7:48:56 AM	28
1	134	7:48:32 AM	7:49:04 AM	32
1	135	7:48:36 AM	7:49:13 AM	37
1	136	7:48:40 AM	7:49:19 AM	39
1	137	7:48:44 AM	7:49:33 AM	49
1	138	7:49:01 AM	7:49:45 AM	44
1	139	7:49:06 AM	7:49:51 AM	45
1	140	7:49:22 AM	7:49:58 AM	36
1	141	7:49:47 AM	7:50:40 AM	53
1	142	7:50:11 AM	7:50:52 AM	41
1	143	7:51:05 AM	7:51:05 AM	0
1	144	7:51:10 AM	7:51:14 AM	4
1	145	7:51:53 AM	7:52:23 AM	30
1	146	7:51:57 AM	7:52:31 AM	34
1	147	7:52:16 AM	7:52:37 AM	21
1	148	7:52:45 AM	7:52:48 AM	3
1	149	7:53:25 AM	7:53:57 AM	32
1	150	7:53:31 AM	7:54:07 AM	36
1	151	7:53:39 AM	7:54:17 AM	38
1	152	7:53:47 AM	7:54:33 AM	46
1	153	7:54:03 AM	7:54:40 AM	37
1	154	7:54:23 AM	7:54:44 AM	21
1	155	7:54:26 AM	7:55:08 AM	42
1	156	7:54:36 AM	7:55:15 AM	39
1	157	7:54:48 AM	7:55:23 AM	35
1	158	7:55:13 AM	7:55:32 AM	19
1	159	7:55:24 AM	7:55:35 AM	11
1	160	7:55:31 AM	7:55:37 AM	6
1	161	7:55:34 AM	7:55:48 AM	14
1	162	7:55:42 AM	7:55:59 AM	17
1	163	7:55:46 AM	7:56:13 AM	27
1	164	7:55:50 AM	7:56:20 AM	30
1	165	7:56:23 AM	7:56:38 AM	15
1	166	7:57:02 AM	7:57:09 AM	7
1	167	7:57:05 AM	7:57:13 AM	8
1	168	7:57:08 AM	7:57:19 AM	11
1	169	7:57:24 AM	7:57:34 AM	10
1	170	7:57:42 AM	7:57:54 AM	12
1	171	7:57:58 AM	7:58:03 AM	5
1	172	7:58:04 AM	7:58:37 AM	33
1	173	7:58:50 AM	7:58:59 AM	9
1	174	7:59:18 AM	7:59:26 AM	8
1	175	7:59:23 AM	7:59:35 AM	12
1	176	7:59:29 AM	7:59:41 AM	12

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Summary Information:

7:45:00 AM - 8:00:00 AM	Lane 1
Total Vehicle Count:	57
Delayed Vehicle Count:	57
Through Vehicle Count:	0
Average Stopped Time:	25.67
Maximum Stopped Time:	53
Min. Secs. for Delay:	0
Average Queue:	1.67
Queue Density:	2.23
Maximum Queue:	6
Delay in Vehicle Hour:	1.67
Total Delay:	1463

Ln.	No.	Joined Queue	Released From Queue	Delay
1	177	8:00:11 AM	8:00:17 AM	6
1	178	8:00:55 AM	8:01:13 AM	18
1	179	8:00:55 AM	8:01:21 AM	26
1	180	8:01:00 AM	8:01:26 AM	26
1	181	8:01:14 AM	8:01:33 AM	19
1	182	8:01:29 AM	8:01:52 AM	23
1	183	8:01:32 AM	8:01:57 AM	25
1	184	8:01:41 AM	8:02:09 AM	28
1	185	8:02:06 AM	8:02:15 AM	9
1	186	8:02:11 AM	8:02:20 AM	9
1	187	8:02:16 AM	8:02:29 AM	13
1	188	8:02:32 AM	8:02:39 AM	7
1	189	8:02:56 AM	8:03:03 AM	7
1	190	8:03:08 AM	8:03:13 AM	5
1	191	8:03:14 AM	8:03:57 AM	43
1	192	8:03:31 AM	8:04:03 AM	32
1	193	8:03:47 AM	8:04:10 AM	23
1	194	8:03:55 AM	8:04:13 AM	18
1	195	8:04:05 AM	8:04:16 AM	11
1	196	8:04:07 AM	8:04:22 AM	15
1	197	8:04:27 AM	8:04:32 AM	5
1	198	8:05:54 AM	8:06:02 AM	8
1	199	8:07:06 AM	8:07:16 AM	10
1	200	8:07:11 AM	8:07:23 AM	12
1	201	8:07:17 AM	8:07:41 AM	24
1	202	8:07:18 AM	8:07:43 AM	25
1	203	8:08:21 AM	8:08:29 AM	8
1	204	8:08:41 AM	8:08:43 AM	2
1	205	8:08:46 AM	8:08:56 AM	10
1	206	8:09:07 AM	8:09:13 AM	6
1	207	8:09:17 AM	8:09:28 AM	11
1	208	8:09:27 AM	8:10:01 AM	34
1	209	8:09:48 AM	8:10:08 AM	20
1	210	8:09:56 AM	8:10:11 AM	15
1	211	8:10:22 AM	8:10:30 AM	8
1	212	8:10:43 AM	8:11:12 AM	29
1	213	8:11:28 AM	8:11:57 AM	29
1	214	8:11:42 AM	8:12:01 AM	19
1	215	8:11:43 AM	8:12:10 AM	27
1	216	8:12:41 AM	8:12:51 AM	10
1	217	8:12:43 AM	8:13:21 AM	38
1	218	8:12:46 AM	8:13:25 AM	39
1	219	8:13:05 AM	8:13:29 AM	24
1	220	8:13:27 AM	8:13:54 AM	27

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	221	8:13:40 AM	8:14:15 AM	35
1	222	8:13:44 AM	8:14:23 AM	39
1	223	8:13:49 AM	8:14:34 AM	45
1	224	8:14:05 AM	8:14:42 AM	37
1	225	8:14:16 AM	8:14:46 AM	30

Summary Information:

8:00:00 AM - 8:15:00 AM	Lane 1
Total Vehicle Count:	49
Delayed Vehicle Count:	49
Through Vehicle Count:	0
Average Stopped Time:	20.18
Maximum Stopped Time:	45
Min. Secs. for Delay:	0
Average Queue:	1.13
Queue Density:	1.90
Maximum Queue:	4
Delay in Vehicle Hour:	1.13
Total Delay:	989

Ln.	No.	Joined Queue	Released From Queue	Delay
1	226	8:15:41 AM	8:16:07 AM	26
1	227	8:16:14 AM	8:16:20 AM	6
1	228	8:16:26 AM	8:16:49 AM	23
1	229	8:16:41 AM	8:17:07 AM	26
1	230	8:17:17 AM	8:17:21 AM	4
1	231	8:17:30 AM	8:18:03 AM	33
1	232	8:17:36 AM	8:18:09 AM	33
1	233	8:17:53 AM	8:18:19 AM	26
1	234	8:17:59 AM	8:18:46 AM	47
1	235	8:18:15 AM	8:18:50 AM	35
1	236	8:18:25 AM	8:19:00 AM	35
1	237	8:18:38 AM	8:19:09 AM	31
1	238	8:18:57 AM	8:19:27 AM	30
1	239	8:18:59 AM	8:19:29 AM	30
1	240	8:19:02 AM	8:19:42 AM	40
1	241	8:19:43 AM	8:19:52 AM	9
1	242	8:20:00 AM	8:20:36 AM	36
1	243	8:20:01 AM	8:20:44 AM	43
1	244	8:20:05 AM	8:20:58 AM	53
1	245	8:20:39 AM	8:21:03 AM	24
1	246	8:20:52 AM	8:21:15 AM	23
1	247	8:21:29 AM	8:21:50 AM	21
1	248	8:22:09 AM	8:22:36 AM	27
1	249	8:22:17 AM	8:22:58 AM	41
1	250	8:22:37 AM	8:23:03 AM	26
1	251	8:23:41 AM	8:24:03 AM	22
1	252	8:23:50 AM	8:24:23 AM	33
1	253	8:23:54 AM	8:25:00 AM	66
1	254	8:24:29 AM	8:25:11 AM	42
1	255	8:26:43 AM	8:26:57 AM	14
1	256	8:27:07 AM	8:27:13 AM	6
1	257	8:27:30 AM	8:27:37 AM	7
1	258	8:27:32 AM	8:27:46 AM	14
1	259	8:28:08 AM	8:28:18 AM	10
1	260	8:28:27 AM	8:28:34 AM	7
1	261	8:28:58 AM	8:29:15 AM	17
1	262	8:29:37 AM	8:29:46 AM	9

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Summary Information:

8:15:00 AM - 8:30:00 AM	Lane 1
Total Vehicle Count:	37
Delayed Vehicle Count:	37
Through Vehicle Count:	0
Average Stopped Time:	26.35
Maximum Stopped Time:	66
Min. Secs. for Delay:	0
Average Queue:	1.15
Queue Density:	1.82
Maximum Queue:	4
Delay in Vehicle Hour:	1.15
Total Delay:	975

Ln.	No.	Joined Queue	Released From Queue	Delay
1	263	8:30:16 AM	8:31:04 AM	48
1	264	8:30:41 AM	8:31:11 AM	30
1	265	8:30:51 AM	8:31:30 AM	39
1	266	8:31:34 AM	8:31:39 AM	5
1	267	8:31:47 AM	8:32:10 AM	23
1	268	8:33:58 AM	8:34:07 AM	9
1	269	8:34:02 AM	8:34:27 AM	25
1	270	8:34:10 AM	8:34:37 AM	27
1	271	8:34:14 AM	8:34:43 AM	29
1	272	8:34:28 AM	8:35:15 AM	47
1	273	8:35:34 AM	8:35:36 AM	2
1	274	8:35:35 AM	8:36:09 AM	34
1	275	8:35:56 AM	8:36:16 AM	20
1	276	8:35:59 AM	8:36:21 AM	22
1	277	8:36:03 AM	8:36:23 AM	20
1	278	8:37:22 AM	8:37:29 AM	7
1	279	8:38:12 AM	8:38:28 AM	16
1	280	8:38:38 AM	8:38:46 AM	8
1	281	8:38:40 AM	8:38:49 AM	9
1	282	8:38:56 AM	8:39:12 AM	16
1	283	8:39:47 AM	8:39:54 AM	7
1	284	8:40:18 AM	8:40:30 AM	12
1	285	8:40:30 AM	8:40:44 AM	14
1	286	8:40:46 AM	8:40:53 AM	7
1	287	8:40:50 AM	8:41:08 AM	18
1	288	8:41:08 AM	8:41:14 AM	6
1	289	8:41:17 AM	8:41:24 AM	7
1	290	8:41:20 AM	8:41:29 AM	9
1	291	8:41:22 AM	8:41:33 AM	11
1	292	8:41:27 AM	8:41:45 AM	18
1	293	8:42:11 AM	8:42:19 AM	8
1	294	8:42:17 AM	8:42:34 AM	17
1	295	8:42:49 AM	8:43:03 AM	14
1	296	8:43:29 AM	8:43:36 AM	7
1	297	8:43:47 AM	8:43:54 AM	7
1	298	8:44:27 AM	8:44:29 AM	2
1	299	8:44:59 AM	8:45:16 AM	17

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Summary Information:

8:30:00 AM - 8:45:00 AM	Lane 1
Total Vehicle Count:	37
Delayed Vehicle Count:	37
Through Vehicle Count:	0
Average Stopped Time:	16.68
Maximum Stopped Time:	48
Min. Secs. for Delay:	0
Average Queue:	0.68
Queue Density:	1.41
Maximum Queue:	4
Delay in Vehicle Hour:	0.69
Total Delay:	617

Ln.	No.	Joined Queue	Released From Queue	Delay
1	300	8:45:09 AM	8:45:21 AM	12
1	301	8:45:13 AM	8:45:55 AM	42
1	302	8:45:33 AM	8:46:17 AM	44
1	303	8:46:24 AM	8:46:38 AM	14
1	304	8:46:35 AM	8:46:52 AM	17
1	305	8:46:58 AM	8:47:14 AM	16
1	306	8:47:04 AM	8:47:36 AM	32
1	307	8:47:50 AM	8:47:54 AM	4
1	308	8:48:05 AM	8:48:21 AM	16
1	309	8:48:40 AM	8:48:50 AM	10
1	310	8:49:44 AM	8:49:58 AM	14
1	311	8:50:00 AM	8:50:06 AM	6
1	312	8:51:05 AM	8:51:15 AM	10
1	313	8:51:51 AM	8:52:12 AM	21
1	314	8:52:29 AM	8:52:48 AM	19
1	315	8:52:35 AM	8:53:03 AM	28
1	316	8:53:32 AM	8:53:39 AM	7
1	317	8:53:46 AM	8:53:57 AM	11
1	318	8:54:34 AM	8:54:51 AM	17
1	319	8:54:40 AM	8:55:03 AM	23
1	320	8:54:44 AM	8:55:11 AM	27
1	321	8:54:58 AM	8:55:15 AM	17
1	322	8:55:05 AM	8:55:19 AM	14
1	323	8:55:30 AM	8:55:41 AM	11
1	324	8:55:37 AM	8:55:55 AM	18
1	325	8:55:45 AM	8:56:06 AM	21
1	326	8:56:17 AM	8:56:26 AM	9
1	327	8:56:37 AM	8:56:48 AM	11
1	328	8:56:37 AM	8:56:50 AM	13
1	329	8:56:57 AM	8:57:04 AM	7
1	330	8:57:02 AM	8:57:17 AM	15
1	331	8:57:23 AM	8:57:29 AM	6
1	332	8:57:33 AM	8:57:34 AM	1
1	333	8:57:41 AM	8:58:03 AM	22
1	334	8:57:45 AM	8:58:18 AM	33
1	335	8:57:50 AM	8:58:25 AM	35
1	336	8:57:57 AM	8:58:28 AM	31
1	337	8:59:20 AM	8:59:53 AM	33
1	338	8:59:54 AM	9:00:11 AM	17
1	339	8:59:56 AM	9:00:35 AM	39

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Summary Information:

8:45:00 AM - 9:00:00 AM	Lane 1
Total Vehicle Count:	40
Delayed Vehicle Count:	40
Through Vehicle Count:	0
Average Stopped Time:	18.58
Maximum Stopped Time:	44
Min. Secs. for Delay:	0
Average Queue:	0.80
Queue Density:	1.44
Maximum Queue:	4
Delay in Vehicle Hour:	0.80
Total Delay:	743

Ln.	No.	Joined Queue	Released From Queue	Delay
1	340	9:00:35 AM	9:00:49 AM	14
1	341	9:00:41 AM	9:01:08 AM	27
1	342	9:01:39 AM	9:02:03 AM	24
1	343	9:02:26 AM	9:02:36 AM	10
1	344	9:03:09 AM	9:03:16 AM	7
1	345	9:03:36 AM	9:03:40 AM	4
1	346	9:04:17 AM	9:04:36 AM	19
1	347	9:04:23 AM	9:04:43 AM	20
1	348	9:05:00 AM	9:05:15 AM	15
1	349	9:05:10 AM	9:05:22 AM	12
1	350	9:06:17 AM	9:06:31 AM	14
1	351	9:06:37 AM	9:06:40 AM	3
1	352	9:07:05 AM	9:07:12 AM	7
1	353	9:07:13 AM	9:07:20 AM	7
1	354	9:07:37 AM	9:07:41 AM	4
1	355	9:07:59 AM	9:08:06 AM	7
1	356	9:08:24 AM	9:08:28 AM	4
1	357	9:08:41 AM	9:09:12 AM	31
1	358	9:09:02 AM	9:09:21 AM	19
1	359	9:09:13 AM	9:09:24 AM	11
1	360	9:10:08 AM	9:10:13 AM	5
1	361	9:11:24 AM	9:11:39 AM	15
1	362	9:12:44 AM	9:13:07 AM	23
1	363	9:13:02 AM	9:13:13 AM	11
1	364	9:13:40 AM	9:13:41 AM	1
1	365	9:13:46 AM	9:13:51 AM	5
1	366	9:14:01 AM	9:14:50 AM	49

Summary Information:

9:00:00 AM - 9:15:00 AM	Lane 1
Total Vehicle Count:	27
Delayed Vehicle Count:	27
Through Vehicle Count:	0
Average Stopped Time:	13.63
Maximum Stopped Time:	49
Min. Secs. for Delay:	0
Average Queue:	0.43
Queue Density:	1.15
Maximum Queue:	2
Delay in Vehicle Hour:	0.43
Total Delay:	368

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Ln.	No.	Joined Queue	Released From Queue	Delay
1	367	9:15:14 AM	9:15:55 AM	41
1	368	9:15:36 AM	9:16:01 AM	25
1	369	9:15:51 AM	9:16:07 AM	16
1	370	9:16:11 AM	9:16:15 AM	4
1	371	9:16:18 AM	9:16:24 AM	6
1	372	9:16:38 AM	9:16:55 AM	17
1	373	9:17:07 AM	9:17:22 AM	15
1	374	9:17:38 AM	9:17:42 AM	4
1	375	9:18:00 AM	9:18:12 AM	12
1	376	9:18:11 AM	9:18:20 AM	9
1	377	9:18:37 AM	9:18:48 AM	11
1	378	9:19:18 AM	9:19:23 AM	5
1	379	9:19:22 AM	9:19:34 AM	12
1	380	9:19:24 AM	9:19:45 AM	21
1	381	9:19:53 AM	9:20:02 AM	9
1	382	9:20:07 AM	9:20:15 AM	8
1	383	9:21:47 AM	9:22:02 AM	15
1	384	9:22:51 AM	9:22:57 AM	6
1	385	9:23:11 AM	9:23:21 AM	10
1	386	9:23:18 AM	9:23:28 AM	10
1	387	9:24:51 AM	9:25:06 AM	15
1	388	9:24:59 AM	9:25:12 AM	13
1	389	9:25:08 AM	9:25:17 AM	9
1	390	9:25:23 AM	9:25:29 AM	6
1	391	9:26:18 AM	9:26:48 AM	30
1	392	9:26:24 AM	9:26:54 AM	30
1	393	9:26:42 AM	9:27:02 AM	20
1	394	9:26:50 AM	9:27:12 AM	22
1	395	9:28:15 AM	9:28:28 AM	13
1	396	9:28:18 AM	9:28:39 AM	21
1	397	9:28:31 AM	9:28:46 AM	15
1	398	9:28:36 AM	9:28:49 AM	13
1	399	9:28:53 AM	9:29:04 AM	11
1	400	9:29:18 AM	9:29:27 AM	9
1	401	9:29:26 AM	9:29:31 AM	5
1	402	9:29:33 AM	9:30:00 AM	27
1	403	9:29:37 AM	9:30:16 AM	39

Summary Information:

9:15:00 AM - 9:30:00 AM	Lane 1
Total Vehicle Count:	37
Delayed Vehicle Count:	37
Through Vehicle Count:	0
Average Stopped Time:	14.97
Maximum Stopped Time:	41
Min. Secs. for Delay:	0
Average Queue:	0.61
Queue Density:	1.39
Maximum Queue:	3
Delay in Vehicle Hour:	0.61
Total Delay:	554

Ln.	No.	Joined Queue	Released From Queue	Delay
1	404	9:30:05 AM	9:30:38 AM	33
1	405	9:30:57 AM	9:31:30 AM	33
1	406	9:31:17 AM	9:31:33 AM	16
1	407	9:31:21 AM	9:31:38 AM	17
1	408	9:31:38 AM	9:31:56 AM	18
1	409	9:31:42 AM	9:32:01 AM	19
1	410	9:31:46 AM	9:32:03 AM	17
1	411	9:31:58 AM	9:32:08 AM	10
1	412	9:32:19 AM	9:32:42 AM	23
1	413	9:32:32 AM	9:32:51 AM	19
1	414	9:33:20 AM	9:33:34 AM	14
1	415	9:33:29 AM	9:33:47 AM	18
1	416	9:34:20 AM	9:34:29 AM	9

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	417	9:34:33 AM	9:34:39 AM	6
1	418	9:34:37 AM	9:34:48 AM	11
1	419	9:34:40 AM	9:35:19 AM	39
1	420	9:35:00 AM	9:35:34 AM	34
1	421	9:35:04 AM	9:35:41 AM	37
1	422	9:35:22 AM	9:36:00 AM	38
1	423	9:36:45 AM	9:36:56 AM	11
1	424	9:37:25 AM	9:37:40 AM	15
1	425	9:37:45 AM	9:37:50 AM	5
1	426	9:38:49 AM	9:38:59 AM	10
1	427	9:39:39 AM	9:39:53 AM	14
1	428	9:40:06 AM	9:40:14 AM	8
1	429	9:40:12 AM	9:40:24 AM	12
1	430	9:40:26 AM	9:40:32 AM	6
1	431	9:40:33 AM	9:40:48 AM	15
1	432	9:40:44 AM	9:41:02 AM	18
1	433	9:41:16 AM	9:41:35 AM	19
1	434	9:41:28 AM	9:41:42 AM	14
1	435	9:42:01 AM	9:42:12 AM	11

Summary Information:

9:30:00 AM - 9:45:00 AM	Lane 1
Total Vehicle Count:	32
Delayed Vehicle Count:	32
Through Vehicle Count:	0
Average Stopped Time:	17.78
Maximum Stopped Time:	39
Min. Secs. for Delay:	0
Average Queue:	0.78
Queue Density:	1.41
Maximum Queue:	3
Delay in Vehicle Hour:	0.78
Total Delay:	569

Ln.	No.	Joined Queue	Released From Queue	Delay
1	436	9:45:40 AM	9:45:42 AM	2
1	437	9:45:44 AM	9:45:51 AM	7
1	438	9:45:54 AM	9:46:21 AM	27
1	439	9:46:12 AM	9:46:25 AM	13
1	440	9:47:19 AM	9:47:41 AM	22
1	441	9:47:49 AM	9:47:55 AM	6
1	442	9:48:51 AM	9:49:03 AM	12
1	443	9:48:56 AM	9:49:22 AM	26
1	444	9:49:40 AM	9:49:45 AM	5
1	445	9:50:16 AM	9:50:24 AM	8
1	446	9:50:32 AM	9:50:45 AM	13
1	447	9:50:34 AM	9:50:48 AM	14
1	448	9:50:50 AM	9:51:12 AM	22
1	449	9:51:13 AM	9:51:22 AM	9
1	450	9:51:29 AM	9:51:41 AM	12
1	451	9:52:10 AM	9:52:22 AM	12
1	452	9:52:13 AM	9:52:49 AM	36
1	453	9:53:01 AM	9:53:04 AM	3
1	454	9:53:25 AM	9:53:33 AM	8
1	455	9:53:30 AM	9:53:45 AM	15
1	456	9:53:34 AM	9:53:50 AM	16
1	457	9:54:25 AM	9:54:28 AM	3
1	458	9:55:58 AM	9:56:02 AM	4

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-AM)
Site Code : 00000000
Start Date : 3/3/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	459	9:56:20 AM	9:56:30 AM	10
1	460	9:56:44 AM	9:57:05 AM	21
1	461	9:57:18 AM	9:57:24 AM	6
1	462	9:57:20 AM	9:57:26 AM	6
1	463	9:57:37 AM	9:57:43 AM	6
1	464	9:58:37 AM	9:58:50 AM	13
1	465	9:58:44 AM	9:58:55 AM	11
1	466	9:59:02 AM	9:59:20 AM	18

Summary Information:

9:45:00 AM - 10:00:00 AM	Lane 1
Total Vehicle Count:	31
Delayed Vehicle Count:	31
Through Vehicle Count:	0
Average Stopped Time:	12.45
Maximum Stopped Time:	36
Min. Secs. for Delay:	0
Average Queue:	0.47
Queue Density:	1.18
Maximum Queue:	2
Delay in Vehicle Hour:	0.47
Total Delay:	386

Summary Information:

7:00:00 AM - 10:00:00 AM	Lane 1
Total Vehicle Count:	466
Delayed Vehicle Count:	466
Through Vehicle Count:	0
Average Stopped Time:	17.81
Maximum Stopped Time:	66
Min. Secs. for Delay:	0
Average Queue:	0.77
Queue Density:	1.58
Maximum Queue:	6
Delay in Vehicle Hour:	0.77
Total Delay:	8298

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-MD)
Site Code : 00000000
Start Date : 3/4/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	11:59:00 AM	11:59:09 AM	9
1	2	11:59:51 AM	11:59:58 AM	7
1	3	12:00:14 PM	12:00:19 PM	5
1	4	12:00:45 PM	12:01:28 PM	43
1	5	12:00:53 PM	12:01:50 PM	57
1	6	12:01:08 PM	12:02:03 PM	55
1	7	12:01:12 PM	12:02:05 PM	53
1	8	12:01:16 PM	12:02:10 PM	54
1	9	12:01:27 PM	12:02:19 PM	52
1	10	12:02:01 PM	12:02:40 PM	39
1	11	12:02:09 PM	12:03:02 PM	53
1	12	12:02:22 PM	12:03:15 PM	53
1	13	12:03:19 PM	12:03:43 PM	24
1	14	12:03:23 PM	12:03:50 PM	27
1	15	12:03:41 PM	12:04:06 PM	25
1	16	12:04:08 PM	12:04:37 PM	29
1	17	12:04:20 PM	12:04:41 PM	21
1	18	12:04:24 PM	12:04:49 PM	25
1	19	12:04:28 PM	12:04:55 PM	27
1	20	12:04:35 PM	12:06:25 PM	110
1	21	12:07:17 PM	12:07:34 PM	17
1	22	12:07:26 PM	12:08:01 PM	35
1	23	12:07:59 PM	12:08:08 PM	9
1	24	12:08:05 PM	12:08:12 PM	7
1	25	12:09:46 PM	12:09:49 PM	3
1	26	12:10:15 PM	12:10:21 PM	6
1	27	12:10:58 PM	12:11:09 PM	11
1	28	12:11:33 PM	12:11:38 PM	5
1	29	12:12:22 PM	12:12:33 PM	11
1	30	12:12:29 PM	12:13:02 PM	33

Summary Information:

11:59:00 AM - 12:14:00 PM	Lane 1
Total Vehicle Count:	30
Delayed Vehicle Count:	30
Through Vehicle Count:	0
Average Stopped Time:	30.17
Maximum Stopped Time:	110
Min. Secs. for Delay:	0
Average Queue:	1.07
Queue Density:	1.91
Maximum Queue:	6
Delay in Vehicle Hour:	1.07
Total Delay:	905

Ln.	No.	Joined Queue	Released From Queue	Delay
1	31	12:14:06 PM	12:14:12 PM	6
1	32	12:14:41 PM	12:14:58 PM	17
1	33	12:14:48 PM	12:15:19 PM	31
1	34	12:14:50 PM	12:15:23 PM	33
1	35	12:15:28 PM	12:15:34 PM	6
1	36	12:15:37 PM	12:15:43 PM	6
1	37	12:15:45 PM	12:15:49 PM	4
1	38	12:16:05 PM	12:16:08 PM	3
1	39	12:17:18 PM	12:17:20 PM	2
1	40	12:18:18 PM	12:18:36 PM	18
1	41	12:19:46 PM	12:19:59 PM	13
1	42	12:19:56 PM	12:20:04 PM	8

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-MD)
Site Code : 00000000
Start Date : 3/4/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	43	12:20:51 PM	12:20:57 PM	6
1	44	12:22:37 PM	12:22:49 PM	12
1	45	12:23:52 PM	12:24:16 PM	24
1	46	12:23:56 PM	12:24:33 PM	37
1	47	12:23:59 PM	12:24:39 PM	40
1	48	12:24:03 PM	12:25:02 PM	59
1	49	12:24:11 PM	12:25:05 PM	54
1	50	12:24:42 PM	12:25:47 PM	65
1	51	12:26:27 PM	12:26:39 PM	12
1	52	12:26:51 PM	12:27:01 PM	10
1	53	12:27:07 PM	12:27:12 PM	5
1	54	12:27:18 PM	12:27:40 PM	22
1	55	12:27:20 PM	12:27:56 PM	36
1	56	12:27:21 PM	12:28:07 PM	46
1	57	12:27:42 PM	12:28:13 PM	31
1	58	12:28:40 PM	12:28:58 PM	18

Summary Information:

12:14:00 PM - 12:29:00 PM	Lane 1
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	22.29
Maximum Stopped Time:	65
Min. Secs. for Delay:	0
Average Queue:	0.70
Queue Density:	1.85
Maximum Queue:	5
Delay in Vehicle Hour:	0.70
Total Delay:	624

Ln.	No.	Joined Queue	Released From Queue	Delay
1	59	12:29:04 PM	12:29:11 PM	7
1	60	12:29:22 PM	12:29:38 PM	16
1	61	12:29:30 PM	12:29:43 PM	13
1	62	12:30:01 PM	12:30:05 PM	4
1	63	12:31:27 PM	12:31:29 PM	2
1	64	12:31:38 PM	12:31:54 PM	16
1	65	12:31:49 PM	12:31:59 PM	10
1	66	12:33:27 PM	12:33:42 PM	15
1	67	12:33:32 PM	12:33:51 PM	19
1	68	12:33:58 PM	12:34:04 PM	6
1	69	12:34:38 PM	12:35:44 PM	66
1	70	12:35:32 PM	12:35:49 PM	17
1	71	12:36:59 PM	12:37:07 PM	8
1	72	12:37:25 PM	12:37:28 PM	3
1	73	12:37:30 PM	12:37:59 PM	29
1	74	12:37:43 PM	12:38:11 PM	28
1	75	12:38:35 PM	12:38:42 PM	7
1	76	12:39:34 PM	12:39:47 PM	13
1	77	12:40:44 PM	12:41:01 PM	17
1	78	12:40:48 PM	12:41:11 PM	23
1	79	12:41:28 PM	12:41:47 PM	19
1	80	12:41:48 PM	12:41:56 PM	8
1	81	12:42:54 PM	12:42:58 PM	4
1	82	12:43:00 PM	12:43:05 PM	5
1	83	12:43:07 PM	12:43:10 PM	3
1	84	12:43:11 PM	12:43:13 PM	2
1	85	12:43:16 PM	12:43:18 PM	2

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-MD)
Site Code : 00000000
Start Date : 3/4/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	86	12:43:19 PM	12:43:26 PM	7
1	87	12:43:22 PM	12:43:37 PM	15
1	88	12:43:27 PM	12:43:44 PM	17
1	89	12:43:51 PM	12:43:59 PM	8

Summary Information:

12:29:00 PM - 12:44:00 PM	Lane 1
Total Vehicle Count:	31
Delayed Vehicle Count:	31
Through Vehicle Count:	0
Average Stopped Time:	13.19
Maximum Stopped Time:	66
Min. Secs. for Delay:	0
Average Queue:	0.46
Queue Density:	1.24
Maximum Queue:	2
Delay in Vehicle Hour:	0.46
Total Delay:	409

Ln.	No.	Joined Queue	Released From Queue	Delay
1	90	12:44:21 PM	12:44:25 PM	4
1	91	12:44:44 PM	12:44:58 PM	14
1	92	12:45:29 PM	12:45:39 PM	10
1	93	12:46:26 PM	12:46:33 PM	7
1	94	12:46:51 PM	12:46:54 PM	3
1	95	12:46:55 PM	12:46:57 PM	2
1	96	12:48:10 PM	12:48:21 PM	11
1	97	12:48:26 PM	12:48:53 PM	27
1	98	12:48:34 PM	12:49:04 PM	30
1	99	12:49:08 PM	12:49:19 PM	11
1	100	12:49:42 PM	12:49:47 PM	5
1	101	12:49:52 PM	12:50:00 PM	8
1	102	12:49:55 PM	12:50:05 PM	10
1	103	12:50:14 PM	12:50:19 PM	5
1	104	12:51:07 PM	12:51:20 PM	13
1	105	12:51:30 PM	12:51:42 PM	12
1	106	12:51:55 PM	12:53:39 PM	104
1	107	12:52:47 PM	12:53:48 PM	61
1	108	12:52:58 PM	12:53:54 PM	56
1	109	12:53:17 PM	12:55:02 PM	105
1	110	12:56:25 PM	12:56:26 PM	1
1	111	12:56:30 PM	12:56:33 PM	3
1	112	12:56:35 PM	12:56:53 PM	18
1	113	12:56:43 PM	12:56:55 PM	12
1	114	12:57:17 PM	12:57:28 PM	11
1	115	12:57:59 PM	12:58:26 PM	27
1	116	12:58:30 PM	12:59:08 PM	38

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-MD)
Site Code : 00000000
Start Date : 3/4/2013

Summary Information:

12:44:00 PM - 12:59:00 PM	Lane 1
Total Vehicle Count:	27
Delayed Vehicle Count:	27
Through Vehicle Count:	0
Average Stopped Time:	22.52
Maximum Stopped Time:	105
Min. Secs. for Delay:	0
Average Queue:	0.68
Queue Density:	1.40
Maximum Queue:	4
Delay in Vehicle Hour:	0.69
Total Delay:	608

Ln.	No.	Joined Queue	Released From Queue	Delay
1	117	12:59:07 PM	12:59:12 PM	5
1	118	12:59:17 PM	12:59:22 PM	5
1	119	12:59:23 PM	12:59:26 PM	3
1	120	1:00:31 PM	1:00:58 PM	27
1	121	1:01:03 PM	1:01:10 PM	7
1	122	1:01:46 PM	1:01:59 PM	13
1	123	1:01:47 PM	1:02:04 PM	17
1	124	1:02:10 PM	1:02:14 PM	4
1	125	1:02:23 PM	1:02:44 PM	21
1	126	1:03:13 PM	1:03:27 PM	14
1	127	1:03:38 PM	1:03:48 PM	10
1	128	1:04:05 PM	1:04:16 PM	11
1	129	1:04:28 PM	1:04:32 PM	4
1	130	1:04:51 PM	1:04:53 PM	2
1	131	1:04:57 PM	1:05:01 PM	4
1	132	1:05:00 PM	1:05:11 PM	11
1	133	1:05:30 PM	1:05:40 PM	10
1	134	1:06:25 PM	1:06:27 PM	2
1	135	1:07:13 PM	1:07:22 PM	9
1	136	1:08:26 PM	1:08:42 PM	16
1	137	1:08:32 PM	1:08:49 PM	17
1	138	1:09:45 PM	1:09:54 PM	9
1	139	1:09:47 PM	1:10:10 PM	23
1	140	1:10:27 PM	1:11:06 PM	39
1	141	1:10:29 PM	1:11:09 PM	40
1	142	1:10:45 PM	1:11:21 PM	36
1	143	1:11:13 PM	1:11:25 PM	12
1	144	1:11:15 PM	1:11:36 PM	21
1	145	1:11:29 PM	1:11:46 PM	17
1	146	1:11:42 PM	1:11:59 PM	17
1	147	1:12:05 PM	1:12:07 PM	2
1	148	1:12:08 PM	1:12:13 PM	5
1	149	1:12:19 PM	1:12:25 PM	6
1	150	1:12:57 PM	1:13:06 PM	9

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-MD)
Site Code : 00000000
Start Date : 3/4/2013

Summary Information:

12:59:00 PM - 1:14:00 PM	Lane 1
Total Vehicle Count:	34
Delayed Vehicle Count:	34
Through Vehicle Count:	0
Average Stopped Time:	13.18
Maximum Stopped Time:	40
Min. Secs. for Delay:	0
Average Queue:	0.53
Queue Density:	1.37
Maximum Queue:	3
Delay in Vehicle Hour:	0.53
Total Delay:	448

Ln.	No.	Joined Queue	Released From Queue	Delay
1	151	1:14:22 PM	1:14:51 PM	29
1	152	1:14:27 PM	1:14:56 PM	29
1	153	1:14:30 PM	1:14:59 PM	29
1	154	1:15:04 PM	1:15:09 PM	5
1	155	1:15:12 PM	1:15:15 PM	3
1	156	1:15:18 PM	1:15:36 PM	18
1	157	1:15:50 PM	1:16:15 PM	25
1	158	1:16:07 PM	1:16:25 PM	18
1	159	1:16:42 PM	1:16:56 PM	14
1	160	1:17:56 PM	1:18:02 PM	6
1	161	1:18:55 PM	1:19:15 PM	20
1	162	1:19:03 PM	1:19:20 PM	17
1	163	1:19:12 PM	1:19:34 PM	22
1	164	1:19:33 PM	1:19:45 PM	12
1	165	1:19:39 PM	1:19:49 PM	10
1	166	1:19:43 PM	1:19:52 PM	9
1	167	1:20:22 PM	1:20:38 PM	16
1	168	1:21:30 PM	1:21:47 PM	17
1	169	1:21:34 PM	1:21:50 PM	16
1	170	1:21:57 PM	1:22:02 PM	5
1	171	1:22:04 PM	1:22:31 PM	27
1	172	1:22:23 PM	1:22:38 PM	15
1	173	1:25:44 PM	1:25:51 PM	7
1	174	1:25:52 PM	1:25:56 PM	4
1	175	1:27:41 PM	1:27:57 PM	16
1	176	1:28:01 PM	1:28:12 PM	11
1	177	1:28:06 PM	1:28:16 PM	10
1	178	1:28:20 PM	1:28:37 PM	17
1	179	1:28:25 PM	1:28:43 PM	18

Summary Information:

1:14:00 PM - 1:29:00 PM	Lane 1
Total Vehicle Count:	29
Delayed Vehicle Count:	29
Through Vehicle Count:	0
Average Stopped Time:	15.34
Maximum Stopped Time:	29
Min. Secs. for Delay:	0
Average Queue:	0.52
Queue Density:	1.41
Maximum Queue:	3
Delay in Vehicle Hour:	0.52
Total Delay:	445

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Ln.	No.	Joined Queue	Released From Queue	Delay
1	180	1:29:10 PM	1:29:15 PM	5
1	181	1:29:51 PM	1:29:54 PM	3
1	182	1:30:23 PM	1:30:27 PM	4
1	183	1:30:45 PM	1:30:50 PM	5
1	184	1:31:20 PM	1:31:23 PM	3
1	185	1:31:43 PM	1:32:01 PM	18
1	186	1:31:46 PM	1:32:08 PM	22
1	187	1:33:08 PM	1:33:14 PM	6
1	188	1:34:16 PM	1:34:21 PM	5
1	189	1:34:23 PM	1:34:57 PM	34
1	190	1:34:46 PM	1:35:23 PM	37
1	191	1:35:32 PM	1:35:37 PM	5
1	192	1:36:03 PM	1:36:10 PM	7
1	193	1:36:54 PM	1:37:15 PM	21
1	194	1:37:07 PM	1:37:50 PM	43
1	195	1:38:10 PM	1:38:33 PM	23
1	196	1:39:23 PM	1:39:25 PM	2
1	197	1:39:33 PM	1:39:42 PM	9
1	198	1:39:56 PM	1:40:10 PM	14
1	199	1:41:15 PM	1:41:18 PM	3
1	200	1:42:32 PM	1:43:00 PM	28
1	201	1:42:37 PM	1:43:04 PM	27
1	202	1:42:42 PM	1:43:08 PM	26
1	203	1:43:18 PM	1:43:27 PM	9
1	204	1:43:45 PM	1:44:08 PM	23
1	205	1:43:50 PM	1:44:11 PM	21

Summary Information:

1:29:00 PM - 1:44:00 PM	Lane 1
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	15.50
Maximum Stopped Time:	43
Min. Secs. for Delay:	0
Average Queue:	0.45
Queue Density:	1.32
Maximum Queue:	3
Delay in Vehicle Hour:	0.45
Total Delay:	403

Ln.	No.	Joined Queue	Released From Queue	Delay
1	206	1:44:27 PM	1:44:38 PM	11
1	207	1:44:53 PM	1:45:32 PM	39
1	208	1:45:40 PM	1:45:44 PM	4
1	209	1:46:25 PM	1:46:34 PM	9
1	210	1:46:35 PM	1:46:41 PM	6
1	211	1:47:51 PM	1:47:56 PM	5
1	212	1:47:53 PM	1:48:01 PM	8
1	213	1:48:00 PM	1:48:07 PM	7
1	214	1:48:34 PM	1:48:42 PM	8
1	215	1:48:39 PM	1:49:08 PM	29
1	216	1:48:48 PM	1:49:17 PM	29
1	217	1:48:54 PM	1:49:35 PM	41
1	218	1:49:59 PM	1:50:28 PM	29
1	219	1:50:43 PM	1:51:02 PM	19
1	220	1:52:00 PM	1:52:05 PM	5
1	221	1:52:24 PM	1:52:27 PM	3
1	222	1:52:42 PM	1:52:59 PM	17
1	223	1:53:37 PM	1:53:41 PM	4
1	224	1:54:00 PM	1:54:21 PM	21
1	225	1:54:32 PM	1:54:37 PM	5
1	226	1:55:08 PM	1:55:12 PM	4
1	227	1:55:17 PM	1:55:27 PM	10
1	228	1:55:57 PM	1:56:00 PM	3
1	229	1:57:24 PM	1:57:29 PM	5

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File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-MD)
Site Code : 00000000
Start Date : 3/4/2013

Ln.	No.	Joined Queue	Released From Queue	Delay
1	230	1:57:29 PM	1:57:37 PM	8
1	231	1:58:13 PM	1:58:16 PM	3

Summary Information:

1:44:00 PM - 1:59:00 PM	Lane 1
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	12.77
Maximum Stopped Time:	41
Min. Secs. for Delay:	0
Average Queue:	0.40
Queue Density:	1.18
Maximum Queue:	3
Delay in Vehicle Hour:	0.40
Total Delay:	332

Summary Information:

11:59:00 AM - 1:59:00 PM	Lane 1
Total Vehicle Count:	231
Delayed Vehicle Count:	231
Through Vehicle Count:	0
Average Stopped Time:	18.07
Maximum Stopped Time:	110
Min. Secs. for Delay:	0
Average Queue:	0.58
Queue Density:	1.49
Maximum Queue:	6
Delay in Vehicle Hour:	0.58
Total Delay:	4174

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	3:30:01 PM	3:30:05 PM	4
1	2	3:30:18 PM	3:30:21 PM	3
1	3	3:30:52 PM	3:30:59 PM	7
1	4	3:31:21 PM	3:31:29 PM	8
1	5	3:31:52 PM	3:32:04 PM	12
1	6	3:32:56 PM	3:34:09 PM	73
1	7	3:33:02 PM	3:34:12 PM	70
1	8	3:33:28 PM	3:34:16 PM	48
1	9	3:33:39 PM	3:34:23 PM	44
1	10	3:35:45 PM	3:35:56 PM	11
1	11	3:35:53 PM	3:36:05 PM	12
1	12	3:35:58 PM	3:36:10 PM	12
1	13	3:36:14 PM	3:36:16 PM	2
1	14	3:36:19 PM	3:36:23 PM	4
1	15	3:36:22 PM	3:36:28 PM	6
1	16	3:36:29 PM	3:37:01 PM	32
1	17	3:36:31 PM	3:37:04 PM	33
1	18	3:37:08 PM	3:37:21 PM	13
1	19	3:38:11 PM	3:38:14 PM	3
1	20	3:39:34 PM	3:39:50 PM	16
1	21	3:40:48 PM	3:40:50 PM	2
1	22	3:41:37 PM	3:41:54 PM	17
1	23	3:43:25 PM	3:43:36 PM	11
1	24	3:44:32 PM	3:44:40 PM	8
1	25	3:44:56 PM	3:44:59 PM	3

Summary Information:

3:30:00 PM - 3:45:00 PM	Lane 1
Total Vehicle Count:	25
Delayed Vehicle Count:	25
Through Vehicle Count:	0
Average Stopped Time:	18.16
Maximum Stopped Time:	73
Min. Secs. for Delay:	0
Average Queue:	0.50
Queue Density:	1.72
Maximum Queue:	4
Delay in Vehicle Hour:	0.51
Total Delay:	454

Ln.	No.	Joined Queue	Released From Queue	Delay
1	26	3:45:03 PM	3:45:09 PM	6
1	27	3:45:12 PM	3:45:25 PM	13
1	28	3:45:15 PM	3:45:27 PM	12
1	29	3:45:17 PM	3:45:39 PM	22
1	30	3:46:34 PM	3:46:43 PM	9
1	31	3:47:08 PM	3:47:13 PM	5
1	32	3:48:05 PM	3:48:08 PM	3
1	33	3:49:48 PM	3:49:58 PM	10
1	34	3:50:23 PM	3:50:27 PM	4
1	35	3:50:27 PM	3:50:36 PM	9
1	36	3:50:30 PM	3:50:51 PM	21
1	37	3:50:54 PM	3:50:56 PM	2
1	38	3:51:12 PM	3:51:17 PM	5
1	39	3:51:54 PM	3:52:16 PM	22
1	40	3:52:32 PM	3:52:34 PM	2
1	41	3:52:38 PM	3:52:42 PM	4
1	42	3:54:31 PM	3:54:44 PM	13

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	43	3:54:50 PM	3:55:08 PM	18
1	44	3:54:56 PM	3:55:26 PM	30
1	45	3:55:35 PM	3:55:44 PM	9
1	46	3:55:49 PM	3:55:56 PM	7
1	47	3:55:50 PM	3:56:04 PM	14
1	48	3:55:53 PM	3:56:19 PM	26
1	49	3:56:03 PM	3:56:45 PM	42
1	50	3:56:57 PM	3:57:12 PM	15
1	51	3:57:32 PM	3:57:36 PM	4
1	52	3:57:52 PM	3:57:56 PM	4
1	53	3:57:57 PM	3:58:09 PM	12
1	54	3:58:40 PM	3:58:49 PM	9
1	55	3:58:43 PM	3:58:52 PM	9
1	56	3:59:16 PM	3:59:26 PM	10
1	57	3:59:43 PM	4:00:03 PM	20

Summary Information:

3:45:00 PM - 4:00:00 PM	Lane 1
Total Vehicle Count:	32
Delayed Vehicle Count:	32
Through Vehicle Count:	0
Average Stopped Time:	12.22
Maximum Stopped Time:	42
Min. Secs. for Delay:	0
Average Queue:	0.43
Queue Density:	1.25
Maximum Queue:	3
Delay in Vehicle Hour:	0.43
Total Delay:	391

Ln.	No.	Joined Queue	Released From Queue	Delay
1	58	4:00:08 PM	4:00:11 PM	3
1	59	4:00:28 PM	4:00:32 PM	4
1	60	4:01:03 PM	4:01:07 PM	4
1	61	4:01:27 PM	4:01:43 PM	16
1	62	4:01:29 PM	4:01:44 PM	15
1	63	4:02:32 PM	4:02:36 PM	4
1	64	4:02:41 PM	4:02:46 PM	5
1	65	4:03:01 PM	4:03:09 PM	8
1	66	4:03:12 PM	4:03:26 PM	14
1	67	4:03:19 PM	4:03:38 PM	19
1	68	4:04:12 PM	4:04:27 PM	15
1	69	4:04:30 PM	4:04:39 PM	9
1	70	4:04:34 PM	4:04:43 PM	9
1	71	4:04:36 PM	4:04:57 PM	21
1	72	4:05:10 PM	4:05:17 PM	7
1	73	4:05:22 PM	4:05:28 PM	6
1	74	4:06:27 PM	4:06:43 PM	16
1	75	4:06:29 PM	4:06:51 PM	22
1	76	4:06:32 PM	4:07:07 PM	35
1	77	4:06:37 PM	4:07:12 PM	35
1	78	4:06:44 PM	4:07:24 PM	40
1	79	4:08:20 PM	4:08:23 PM	3
1	80	4:08:29 PM	4:08:49 PM	20
1	81	4:09:11 PM	4:09:14 PM	3
1	82	4:09:21 PM	4:09:50 PM	29
1	83	4:11:11 PM	4:11:17 PM	6
1	84	4:11:26 PM	4:11:29 PM	3

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	85	4:11:27 PM	4:11:48 PM	21
1	86	4:11:32 PM	4:12:02 PM	30
1	87	4:11:45 PM	4:12:19 PM	34
1	88	4:11:50 PM	4:12:27 PM	37
1	89	4:11:57 PM	4:12:38 PM	41
1	90	4:12:01 PM	4:12:47 PM	46
1	91	4:12:51 PM	4:12:57 PM	6
1	92	4:14:12 PM	4:14:58 PM	46
1	93	4:14:50 PM	4:15:01 PM	11
1	94	4:14:54 PM	4:15:03 PM	9

Summary Information:

4:00:00 PM - 4:15:00 PM	Lane 1
Total Vehicle Count:	37
Delayed Vehicle Count:	37
Through Vehicle Count:	0
Average Stopped Time:	17.62
Maximum Stopped Time:	46
Min. Secs. for Delay:	0
Average Queue:	0.73
Queue Density:	1.71
Maximum Queue:	5
Delay in Vehicle Hour:	0.73
Total Delay:	652

Ln.	No.	Joined Queue	Released From Queue	Delay
1	95	4:15:06 PM	4:15:12 PM	6
1	96	4:15:33 PM	4:15:56 PM	23
1	97	4:17:52 PM	4:17:56 PM	4
1	98	4:18:53 PM	4:18:54 PM	1
1	99	4:18:57 PM	4:19:27 PM	30
1	100	4:19:10 PM	4:19:56 PM	46
1	101	4:19:34 PM	4:20:01 PM	27
1	102	4:19:52 PM	4:20:07 PM	15
1	103	4:20:18 PM	4:20:21 PM	3
1	104	4:21:36 PM	4:21:56 PM	20
1	105	4:21:40 PM	4:21:59 PM	19
1	106	4:21:43 PM	4:22:15 PM	32
1	107	4:21:50 PM	4:22:20 PM	30
1	108	4:21:52 PM	4:22:29 PM	37
1	109	4:22:24 PM	4:22:49 PM	25
1	110	4:22:52 PM	4:23:13 PM	21
1	111	4:23:06 PM	4:23:23 PM	17
1	112	4:24:05 PM	4:24:38 PM	33
1	113	4:26:33 PM	4:26:47 PM	14
1	114	4:27:00 PM	4:27:12 PM	12
1	115	4:28:09 PM	4:28:16 PM	7
1	116	4:28:53 PM	4:28:56 PM	3
1	117	4:29:30 PM	4:29:42 PM	12
1	118	4:29:34 PM	4:29:46 PM	12

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Summary Information:

4:15:00 PM - 4:30:00 PM	Lane 1
Total Vehicle Count:	24
Delayed Vehicle Count:	24
Through Vehicle Count:	0
Average Stopped Time:	18.71
Maximum Stopped Time:	46
Min. Secs. for Delay:	0
Average Queue:	0.51
Queue Density:	1.52
Maximum Queue:	5
Delay in Vehicle Hour:	0.51
Total Delay:	449

Ln.	No.	Joined Queue	Released From Queue	Delay
1	119	4:30:14 PM	4:30:27 PM	13
1	120	4:30:40 PM	4:30:42 PM	2
1	121	4:32:02 PM	4:32:17 PM	15
1	122	4:32:23 PM	4:32:42 PM	19
1	123	4:32:49 PM	4:32:53 PM	4
1	124	4:32:52 PM	4:33:14 PM	22
1	125	4:34:52 PM	4:34:56 PM	4
1	126	4:35:04 PM	4:35:11 PM	7
1	127	4:35:54 PM	4:36:04 PM	10
1	128	4:36:36 PM	4:36:49 PM	13
1	129	4:36:38 PM	4:36:58 PM	20
1	130	4:39:22 PM	4:39:31 PM	9
1	131	4:39:43 PM	4:40:12 PM	29
1	132	4:39:45 PM	4:40:16 PM	31
1	133	4:39:46 PM	4:40:19 PM	33
1	134	4:39:48 PM	4:40:57 PM	69
1	135	4:40:40 PM	4:41:00 PM	20
1	136	4:41:03 PM	4:41:08 PM	5
1	137	4:42:38 PM	4:42:42 PM	4
1	138	4:43:06 PM	4:43:13 PM	7
1	139	4:43:34 PM	4:43:37 PM	3
1	140	4:43:35 PM	4:43:43 PM	8
1	141	4:43:53 PM	4:44:04 PM	11
1	142	4:44:26 PM	4:44:31 PM	5
1	143	4:44:38 PM	4:44:53 PM	15
1	144	4:44:43 PM	4:44:58 PM	15

Summary Information:

4:30:00 PM - 4:45:00 PM	Lane 1
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	15.12
Maximum Stopped Time:	69
Min. Secs. for Delay:	0
Average Queue:	0.44
Queue Density:	1.49
Maximum Queue:	4
Delay in Vehicle Hour:	0.44
Total Delay:	393

Ln.	No.	Joined Queue	Released From Queue	Delay
1	145	4:46:06 PM	4:46:12 PM	6

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	146	4:46:10 PM	4:46:26 PM	16
1	147	4:46:46 PM	4:46:53 PM	7
1	148	4:46:56 PM	4:47:06 PM	10
1	149	4:47:04 PM	4:47:14 PM	10
1	150	4:47:09 PM	4:47:20 PM	11
1	151	4:47:26 PM	4:47:33 PM	7
1	152	4:47:35 PM	4:47:57 PM	22
1	153	4:47:48 PM	4:48:02 PM	14
1	154	4:47:55 PM	4:48:49 PM	54
1	155	4:49:28 PM	4:49:48 PM	20
1	156	4:49:35 PM	4:50:03 PM	28
1	157	4:50:12 PM	4:51:11 PM	59
1	158	4:50:49 PM	4:51:16 PM	27
1	159	4:51:28 PM	4:51:31 PM	3
1	160	4:51:42 PM	4:51:45 PM	3
1	161	4:51:53 PM	4:52:10 PM	17
1	162	4:52:53 PM	4:52:59 PM	6
1	163	4:53:18 PM	4:53:22 PM	4
1	164	4:55:03 PM	4:55:06 PM	3
1	165	4:55:32 PM	4:55:42 PM	10
1	166	4:55:32 PM	4:55:50 PM	18
1	167	4:56:25 PM	4:56:30 PM	5
1	168	4:56:27 PM	4:56:37 PM	10
1	169	4:56:50 PM	4:57:01 PM	11
1	170	4:57:58 PM	4:58:03 PM	5
1	171	4:59:55 PM	5:00:26 PM	31
1	172	4:59:59 PM	5:00:33 PM	34

Summary Information:

4:45:00 PM - 5:00:00 PM	Lane 1
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	16.11
Maximum Stopped Time:	59
Min. Secs. for Delay:	0
Average Queue:	0.52
Queue Density:	1.29
Maximum Queue:	3
Delay in Vehicle Hour:	0.52
Total Delay:	451

Ln.	No.	Joined Queue	Released From Queue	Delay
1	173	5:00:17 PM	5:00:37 PM	20
1	174	5:00:21 PM	5:00:43 PM	22
1	175	5:01:00 PM	5:01:20 PM	20
1	176	5:01:04 PM	5:01:54 PM	50
1	177	5:02:16 PM	5:02:28 PM	12
1	178	5:02:24 PM	5:03:02 PM	38
1	179	5:02:26 PM	5:03:07 PM	41
1	180	5:02:48 PM	5:03:15 PM	27
1	181	5:02:54 PM	5:03:39 PM	45
1	182	5:02:56 PM	5:03:51 PM	55
1	183	5:03:06 PM	5:04:07 PM	61
1	184	5:03:35 PM	5:04:14 PM	39
1	185	5:03:46 PM	5:04:18 PM	32
1	186	5:04:08 PM	5:04:31 PM	23
1	187	5:04:38 PM	5:04:54 PM	16

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	188	5:04:42 PM	5:05:05 PM	23
1	189	5:04:49 PM	5:05:33 PM	44
1	190	5:05:02 PM	5:05:37 PM	35
1	191	5:05:09 PM	5:05:41 PM	32
1	192	5:05:14 PM	5:05:47 PM	33
1	193	5:05:42 PM	5:05:56 PM	14
1	194	5:05:46 PM	5:06:20 PM	34
1	195	5:06:03 PM	5:06:53 PM	50
1	196	5:06:15 PM	5:06:55 PM	40
1	197	5:06:25 PM	5:07:00 PM	35
1	198	5:06:36 PM	5:07:05 PM	29
1	199	5:06:46 PM	5:07:30 PM	44
1	200	5:06:57 PM	5:07:36 PM	39
1	201	5:07:26 PM	5:08:21 PM	55
1	202	5:09:05 PM	5:09:24 PM	19
1	203	5:09:17 PM	5:09:35 PM	18
1	204	5:10:15 PM	5:10:56 PM	41
1	205	5:10:17 PM	5:11:02 PM	45
1	206	5:10:27 PM	5:11:08 PM	41
1	207	5:10:30 PM	5:11:23 PM	53
1	208	5:10:52 PM	5:11:30 PM	38
1	209	5:10:54 PM	5:12:10 PM	76
1	210	5:11:51 PM	5:12:17 PM	26
1	211	5:12:15 PM	5:12:25 PM	10
1	212	5:12:45 PM	5:13:00 PM	15
1	213	5:12:52 PM	5:13:24 PM	32
1	214	5:13:01 PM	5:13:42 PM	41
1	215	5:13:11 PM	5:13:49 PM	38
1	216	5:13:14 PM	5:13:54 PM	40
1	217	5:13:19 PM	5:14:03 PM	44
1	218	5:13:21 PM	5:14:07 PM	46
1	219	5:13:32 PM	5:14:13 PM	41
1	220	5:13:40 PM	5:14:30 PM	50

Summary Information:

5:00:00 PM - 5:15:00 PM	Lane 1
Total Vehicle Count:	48
Delayed Vehicle Count:	48
Through Vehicle Count:	0
Average Stopped Time:	35.88
Maximum Stopped Time:	76
Min. Secs. for Delay:	0
Average Queue:	2.02
Queue Density:	2.45
Maximum Queue:	7
Delay in Vehicle Hour:	2.02
Total Delay:	1722

Ln.	No.	Joined Queue	Released From Queue	Delay
1	221	5:15:07 PM	5:15:17 PM	10
1	222	5:15:21 PM	5:15:26 PM	5
1	223	5:15:23 PM	5:15:39 PM	16
1	224	5:15:55 PM	5:16:22 PM	27
1	225	5:16:02 PM	5:16:32 PM	30
1	226	5:17:37 PM	5:17:54 PM	17
1	227	5:17:43 PM	5:18:01 PM	18
1	228	5:17:47 PM	5:18:08 PM	21
1	229	5:18:44 PM	5:18:48 PM	4

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	230	5:20:15 PM	5:20:23 PM	8
1	231	5:20:18 PM	5:20:27 PM	9
1	232	5:20:28 PM	5:20:35 PM	7
1	233	5:22:03 PM	5:22:30 PM	27
1	234	5:22:10 PM	5:22:35 PM	25
1	235	5:22:33 PM	5:23:02 PM	29
1	236	5:22:42 PM	5:23:06 PM	24
1	237	5:23:24 PM	5:23:35 PM	11
1	238	5:23:26 PM	5:23:38 PM	12
1	239	5:23:31 PM	5:23:45 PM	14
1	240	5:24:09 PM	5:25:37 PM	88
1	241	5:24:19 PM	5:25:51 PM	92
1	242	5:24:57 PM	5:25:58 PM	61
1	243	5:25:00 PM	5:26:03 PM	63
1	244	5:25:12 PM	5:26:19 PM	67
1	245	5:25:27 PM	5:26:31 PM	64
1	246	5:25:57 PM	5:26:37 PM	40
1	247	5:26:02 PM	5:26:51 PM	49
1	248	5:26:33 PM	5:27:03 PM	30
1	249	5:27:54 PM	5:28:04 PM	10
1	250	5:27:55 PM	5:28:16 PM	21
1	251	5:27:58 PM	5:29:14 PM	76
1	252	5:28:09 PM	5:29:19 PM	70
1	253	5:28:13 PM	5:29:35 PM	82
1	254	5:28:25 PM	5:30:00 PM	95
1	255	5:28:44 PM	5:30:09 PM	85
1	256	5:28:46 PM	5:30:14 PM	88
1	257	5:29:25 PM	5:30:19 PM	54

Summary Information:

5:15:00 PM - 5:30:00 PM	Lane 1
Total Vehicle Count:	37
Delayed Vehicle Count:	37
Through Vehicle Count:	0
Average Stopped Time:	39.16
Maximum Stopped Time:	95
Min. Secs. for Delay:	0
Average Queue:	1.59
Queue Density:	2.78
Maximum Queue:	6
Delay in Vehicle Hour:	1.59
Total Delay:	1449

Ln.	No.	Joined Queue	Released From Queue	Delay
1	258	5:30:26 PM	5:30:35 PM	9
1	259	5:32:14 PM	5:32:31 PM	17
1	260	5:32:28 PM	5:32:44 PM	16
1	261	5:32:50 PM	5:32:53 PM	3
1	262	5:32:56 PM	5:33:03 PM	7
1	263	5:32:56 PM	5:33:05 PM	9
1	264	5:33:17 PM	5:33:26 PM	9
1	265	5:33:21 PM	5:34:00 PM	39
1	266	5:33:35 PM	5:34:06 PM	31
1	267	5:33:38 PM	5:34:44 PM	66
1	268	5:33:40 PM	5:34:45 PM	65
1	269	5:33:42 PM	5:34:47 PM	65
1	270	5:33:54 PM	5:35:00 PM	66
1	271	5:34:52 PM	5:35:55 PM	63

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	272	5:35:47 PM	5:35:59 PM	12
1	273	5:35:49 PM	5:36:08 PM	19
1	274	5:38:37 PM	5:40:19 PM	102
1	275	5:38:55 PM	5:40:31 PM	96
1	276	5:39:50 PM	5:40:37 PM	47
1	277	5:39:57 PM	5:40:48 PM	51
1	278	5:40:01 PM	5:40:55 PM	54
1	279	5:40:05 PM	5:41:40 PM	95
1	280	5:40:15 PM	5:41:43 PM	88
1	281	5:40:27 PM	5:41:52 PM	85
1	282	5:40:50 PM	5:41:53 PM	63
1	283	5:41:01 PM	5:41:58 PM	57
1	284	5:41:30 PM	5:42:04 PM	34
1	285	5:41:51 PM	5:42:07 PM	16
1	286	5:42:35 PM	5:42:39 PM	4
1	287	5:42:49 PM	5:43:10 PM	21
1	288	5:44:43 PM	5:44:45 PM	2

Summary Information:

5:30:00 PM - 5:45:00 PM	Lane 1
Total Vehicle Count:	31
Delayed Vehicle Count:	31
Through Vehicle Count:	0
Average Stopped Time:	42.29
Maximum Stopped Time:	102
Min. Secs. for Delay:	0
Average Queue:	1.53
Queue Density:	2.86
Maximum Queue:	7
Delay in Vehicle Hour:	1.53
Total Delay:	1311

Ln.	No.	Joined Queue	Released From Queue	Delay
1	289	5:45:48 PM	5:45:51 PM	3
1	290	5:46:05 PM	5:46:13 PM	8
1	291	5:46:25 PM	5:46:39 PM	14
1	292	5:46:28 PM	5:46:44 PM	16
1	293	5:46:31 PM	5:46:49 PM	18
1	294	5:47:27 PM	5:47:47 PM	20
1	295	5:47:37 PM	5:47:53 PM	16
1	296	5:48:01 PM	5:48:08 PM	7
1	297	5:48:05 PM	5:48:27 PM	22
1	298	5:48:11 PM	5:48:35 PM	24
1	299	5:48:14 PM	5:48:51 PM	37
1	300	5:48:41 PM	5:48:58 PM	17
1	301	5:48:46 PM	5:49:05 PM	19
1	302	5:48:48 PM	5:49:18 PM	30
1	303	5:49:11 PM	5:49:46 PM	35
1	304	5:50:12 PM	5:50:16 PM	4
1	305	5:50:39 PM	5:51:25 PM	46
1	306	5:52:03 PM	5:52:07 PM	4
1	307	5:52:30 PM	5:52:34 PM	4
1	308	5:52:32 PM	5:52:41 PM	9
1	309	5:52:35 PM	5:52:44 PM	9
1	310	5:52:42 PM	5:52:53 PM	11
1	311	5:53:19 PM	5:53:32 PM	13
1	312	5:54:42 PM	5:54:47 PM	5
1	313	5:55:35 PM	5:55:49 PM	14

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Ln.	No.	Joined Queue	Released From Queue	Delay
1	314	5:57:03 PM	5:57:18 PM	15
1	315	5:59:01 PM	5:59:06 PM	5

Summary Information:

5:45:00 PM - 6:00:00 PM	Lane 1
Total Vehicle Count:	27
Delayed Vehicle Count:	27
Through Vehicle Count:	0
Average Stopped Time:	15.74
Maximum Stopped Time:	46
Min. Secs. for Delay:	0
Average Queue:	0.53
Queue Density:	1.44
Maximum Queue:	4
Delay in Vehicle Hour:	0.53
Total Delay:	425

Ln.	No.	Joined Queue	Released From Queue	Delay
1	316	6:00:20 PM	6:00:56 PM	36
1	317	6:01:00 PM	6:01:04 PM	4
1	318	6:01:08 PM	6:01:41 PM	33
1	319	6:02:03 PM	6:02:06 PM	3
1	320	6:02:12 PM	6:02:22 PM	10
1	321	6:03:12 PM	6:03:16 PM	4
1	322	6:03:38 PM	6:03:43 PM	5
1	323	6:03:59 PM	6:04:17 PM	18
1	324	6:04:11 PM	6:04:42 PM	31
1	325	6:04:23 PM	6:04:47 PM	24
1	326	6:05:01 PM	6:05:08 PM	7
1	327	6:05:21 PM	6:05:33 PM	12
1	328	6:05:37 PM	6:05:48 PM	11
1	329	6:06:07 PM	6:06:31 PM	24
1	330	6:06:13 PM	6:06:52 PM	39
1	331	6:06:18 PM	6:06:59 PM	41
1	332	6:06:22 PM	6:07:08 PM	46
1	333	6:06:24 PM	6:07:17 PM	53
1	334	6:06:26 PM	6:07:26 PM	60
1	335	6:07:28 PM	6:07:38 PM	10
1	336	6:08:20 PM	6:08:32 PM	12
1	337	6:09:10 PM	6:09:23 PM	13
1	338	6:09:48 PM	6:09:58 PM	10
1	339	6:09:59 PM	6:10:23 PM	24
1	340	6:10:04 PM	6:10:28 PM	24
1	341	6:10:36 PM	6:10:55 PM	19
1	342	6:10:40 PM	6:11:00 PM	20
1	343	6:11:38 PM	6:11:59 PM	21
1	344	6:12:43 PM	6:12:47 PM	4
1	345	6:13:12 PM	6:13:53 PM	41
1	346	6:13:15 PM	6:14:11 PM	56
1	347	6:13:32 PM	6:14:17 PM	45
1	348	6:14:14 PM	6:15:06 PM	52
1	349	6:14:55 PM	6:15:19 PM	24

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EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Summary Information:

6:00:00 PM - 6:15:00 PM	Lane 1
Total Vehicle Count:	34
Delayed Vehicle Count:	34
Through Vehicle Count:	0
Average Stopped Time:	24.59
Maximum Stopped Time:	60
Min. Secs. for Delay:	0
Average Queue:	0.93
Queue Density:	1.67
Maximum Queue:	6
Delay in Vehicle Hour:	0.93
Total Delay:	836

Ln.	No.	Joined Queue	Released From Queue	Delay
1	350	6:15:04 PM	6:15:33 PM	29
1	351	6:15:20 PM	6:15:47 PM	27
1	352	6:15:24 PM	6:15:50 PM	26
1	353	6:15:45 PM	6:15:54 PM	9
1	354	6:15:53 PM	6:16:02 PM	9
1	355	6:16:12 PM	6:16:18 PM	6
1	356	6:16:50 PM	6:17:06 PM	16
1	357	6:16:59 PM	6:17:11 PM	12
1	358	6:17:18 PM	6:17:25 PM	7
1	359	6:18:43 PM	6:18:53 PM	10
1	360	6:18:57 PM	6:19:01 PM	4
1	361	6:19:09 PM	6:19:29 PM	20
1	362	6:20:05 PM	6:20:13 PM	8
1	363	6:20:08 PM	6:20:21 PM	13
1	364	6:20:26 PM	6:20:30 PM	4
1	365	6:20:56 PM	6:21:37 PM	41
1	366	6:22:01 PM	6:22:04 PM	3
1	367	6:22:27 PM	6:22:47 PM	20
1	368	6:22:30 PM	6:22:59 PM	29
1	369	6:22:32 PM	6:23:07 PM	35
1	370	6:22:43 PM	6:23:27 PM	44
1	371	6:22:47 PM	6:23:51 PM	64
1	372	6:22:55 PM	6:23:57 PM	62
1	373	6:23:30 PM	6:24:04 PM	34
1	374	6:24:30 PM	6:24:36 PM	6
1	375	6:25:13 PM	6:25:17 PM	4
1	376	6:25:19 PM	6:25:21 PM	2
1	377	6:25:33 PM	6:25:43 PM	10
1	378	6:25:40 PM	6:25:53 PM	13
1	379	6:25:59 PM	6:26:25 PM	26
1	380	6:26:48 PM	6:26:57 PM	9
1	381	6:26:55 PM	6:27:07 PM	12
1	382	6:27:19 PM	6:27:43 PM	24
1	383	6:27:28 PM	6:28:00 PM	32
1	384	6:27:32 PM	6:28:08 PM	36
1	385	6:28:50 PM	6:29:00 PM	10
1	386	6:29:08 PM	6:29:29 PM	21
1	387	6:29:33 PM	6:29:38 PM	5
1	388	6:29:49 PM	6:30:02 PM	13
1	389	6:29:58 PM	6:30:08 PM	10

ATEC
Advanced Transportation Engineering Consultants

13940 SW 136 Street, Suite 107
Miami, Florida 33186

EASTBOUND

File Name : S. Roosevelt Boulevard at Seaside Inc.(EB-LFT-PM)
Site Code : 00000000
Start Date : 4/5/2012

Summary Information:

6:15:00 PM - 6:30:00 PM	Lane 1
Total Vehicle Count:	40
Delayed Vehicle Count:	40
Through Vehicle Count:	0
Average Stopped Time:	19.13
Maximum Stopped Time:	64
Min. Secs. for Delay:	0
Average Queue:	0.85
Queue Density:	1.64
Maximum Queue:	5
Delay in Vehicle Hour:	0.85
Total Delay:	765

Ln.	No.	Joined Queue	Released From Queue	Delay
1	390	6:30:15 PM	6:30:21 PM	6
1	391	6:30:19 PM	6:30:33 PM	14
1	392	6:30:36 PM	6:30:40 PM	4

Summary Information:

6:30:00 PM - 6:31:00 PM	Lane 1
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	8.00
Maximum Stopped Time:	14
Min. Secs. for Delay:	0
Average Queue:	0.92
Queue Density:	1.10
Maximum Queue:	2
Delay in Vehicle Hour:	0.96
Total Delay:	24

Summary Information:

3:30:00 PM - 6:31:00 PM	Lane 1
Total Vehicle Count:	392
Delayed Vehicle Count:	392
Through Vehicle Count:	0
Average Stopped Time:	23.78
Maximum Stopped Time:	102
Min. Secs. for Delay:	0
Average Queue:	0.86
Queue Density:	1.94
Maximum Queue:	7
Delay in Vehicle Hour:	0.86
Total Delay:	9322

Appendix: F

Field Observations Report and Condition Diagram

FIELD OBSERVATIONS REPORT

Location: SR A1A/S. Roosevelt Blvd. at Seaside Drive
Observer: Elio R. Espino, P.E., PTOE

Date: 3/12/2013
Time: 8:15 AM to 9:45 AM

PART I - PHYSICAL CHECKLIST

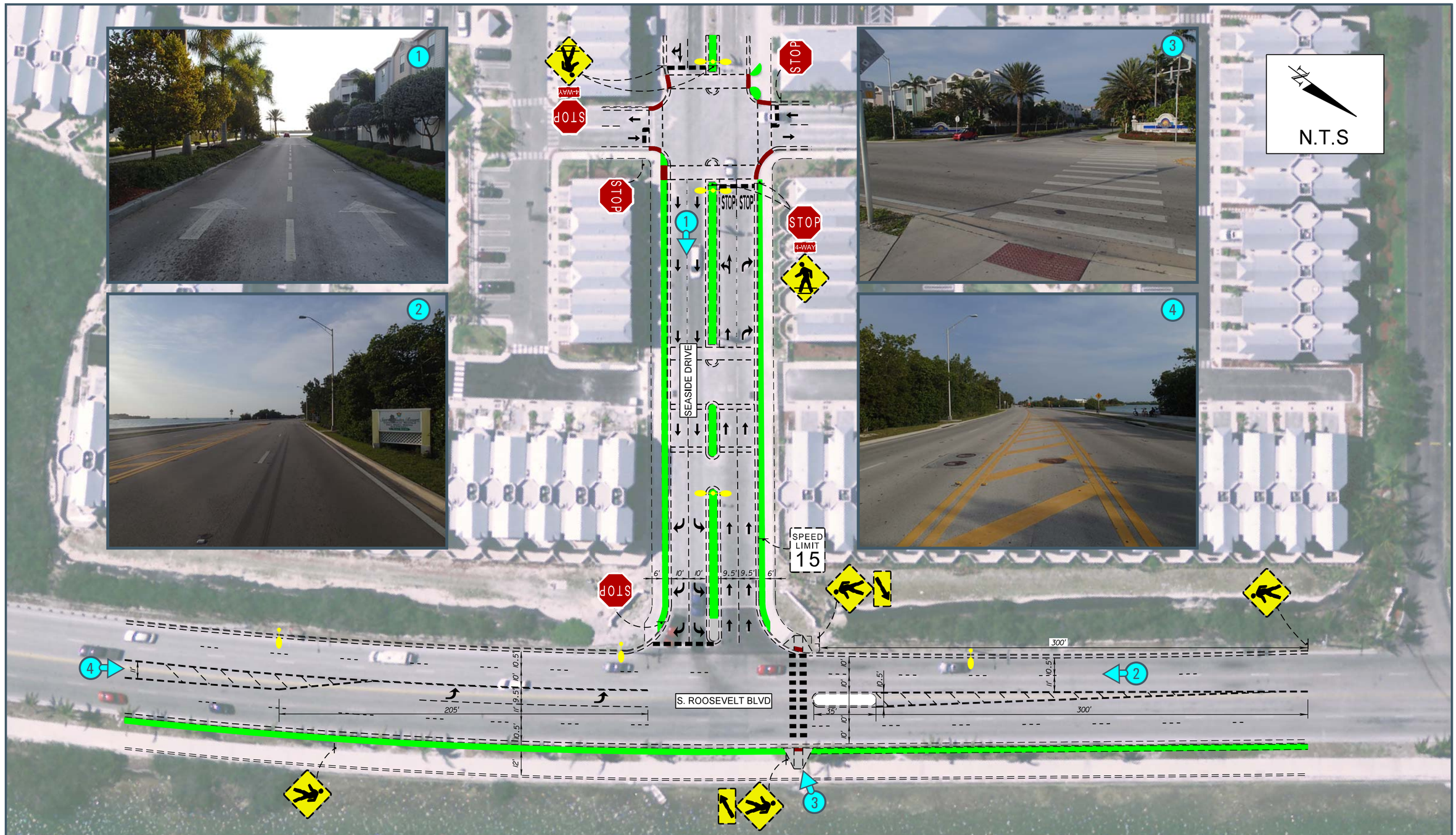
	No	Yes	Comments
1. Are there sight distance obstructions to:			
a. Traffic control devices?		X	Stops Signs within community are obstructed by foliage
b. Intersections and driveways?	X		
c. Turning or oncoming vehicles?		X	EBL vision obstructed by foliage & median landscaping
2. Does parking affect:			
a. Sight distance?			N/A
b. Through or turning vehicle paths?			N/A
3. Is horizontal alignment inadequate?			N/A
4. Is vertical alignment inadequate?			N/A
5. Is pavement width or the number of lanes inadequate?		X	Some through lanes were not measured at 11 ft
6. Are intersection or driveway radii too short?	X		
7. Are there problems with driveways such as:			
a. Inadequate design?	X		
b. Location near major intersection?	X		
c. Too many driveways?	X		
8. Is channelization inadequate for:			
a. Reducing conflict points?	X		
b. Separating traffic flows or defining movements?	X		
9. Should pedestrian crosswalks be:			
a. Added?	X		
b. Relocated or repainted?	X		
10. Are there problems with traffic signs such as:			
a. Inadequate or improper message?	X		
b. Too many signs?	X		
c. Placement or size?	X		
11. Are there problems with traffic signals such as:			
a. Timing?			N/A
b. Number of signal heads?			N/A
c. Placement or size?			N/A
12. Are there problems with pavement markings such as:			
a. Vehicle paths not clearly marked?	X		Pavement markings are faded, but are properly marked
b. Location of the markings?	X		

13. Do posted speed limits appear to be too high or too low for conditions?	X		Speed Limit 25 for SR 5 MOT
14. Does the pavement condition (potholes, irregular surface, etc.) appear to contribute to safety problems?	X		
15. Is roadway lighting inadequate?	X		
16. Are there tire skid marks on the pavement?		X	Skid marks on the NB/SB approaches
17. Is there evidence of vehicle accidents such as scar marks on trees, utility poles, embankments, or other objects?	X		
18. Is there an abundance of vehicle accident debris such as small pieces of crushed glass, plastic, etc., along the shoulder or in the median area?	X		

PART II - OPERATIONAL CHECKLIST

1. Do obstructions block the driver's view of opposing or conflicting vehicles?		X	EB vehicles are forced to stop in-font of stop bar
2. Do drivers have trouble finding the correct path through the location?	X		
3. Is there any indication of driver confusion about routes, street names, or other guidance information?	X		
4. Do steep grades create large speed differences?			N/A
5. Are pavement surface conditions creating erratic driver movements?	X		
6. Does the presence of existing driveways contribute to erratic driver movements?	X		
7. Is excessive vehicle delay creating unsafe risk taking by motorists?	X		
8. Are there large speed differences between vehicles?			
a. Traveling through the location?	X		
b. Turning at driveways or intersections?	X		
9. Do drivers respond incorrectly to:			
a. Signals?			N/A
b. Signs or other traffic control devices?	X		
c. Turning lanes?	X		

10. Are problems being caused by the volume of:			
a. Through traffic?	X		
b. Turning traffic?	X		EBL has minimal delay
11. Do pedestrian movements create conflicts?	X		Pedestrians cross when there were "gaps"
12. Do bicycle movements create conflicts?	X		Bicyclist traveled on the sidewalk/path
13. Is there considerable weaving or lane changing by drivers at the location?	X		
14. Are there violations of parking at the location?	X		
15. Are there violations of other traffic control devices or regulations such as:			
a. Running red light?			N/A
b. Failing to stop or yield the right-of-way?	X		
c. Speed limits?	X		
d. Right-turn-on-red?			N/A
e. Other?	X		
16. Are there traffic flow problems or traffic conflict patterns associated with turning vehicles?	X		EBL did not experience excessive delay
17. Are there any other unusual traffic flow problems or conflict patterns?	X		Sufficient "gaps" presented to EBL since NB/SB traffic traveled in platoons/groups
18. Does inadequate lighting cause drivers to slow down or create erratic maneuvers?			N/A
19. Do transit operations create conflicts/excessive delays	X		Public Transit enter and egressed with little delay



Existing Conditions

Existing Sign Panel

Existing Landscaping

Existing Light Pole

PREPARED BY :

ATEC.
13940 SW 136 ST. SUITE 107
MIAMI, FLORIDA 33186

ELIO ESPINO, PE No. 58341
CERTIFICATE OF AUTHORIZATION 00026733

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
A1A	MIAMI-DADE	

CONDITION DIAGRAM
SR A1A / S. ROOSEVELT BLVD
AT SEASIDE DRIVE

Appendix: G

Traffic Signal Warrant Summary

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West, FL** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **February 26, 2013**

Major Street: **SR A1A/S. Roosevelt Boulevard** Lanes: **2** Critical Approach Speed: 25
Minor Street: **Seaside Drive** Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 PM - 10:00 PM	######## 1:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM
Approach Lanes	**1**		**2 or more**									
Volume Level	**100%**	**70%**	**100%**	**70%**								
Both Approaches on Major Street	500 (400)	350	**600 (480)**	420	734	822	618	909	832	1,080	1,125	1,156
Highest Approach on Minor Street	**150 (120)**	105	200 (160)	140	182	155	128	115	102	109	110	138

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☐ Yes ☒ No
Excessive Delay: ☐ Yes ☐ No
100% Satisfied: ☐ Yes ☐ No
80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 PM - 10:00 PM	######## 1:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM
Approach Lanes	**1**		**2 or more**									
Volume Level	**100%**	**70%**	**100%**	**70%**								
Both Approaches on Major Street	750 (600)	525	**900 (720)**	630	734	822	618	909	832	1,080	1,125	1,156
Highest Approach on Minor Street	**75 (60)**	53	100 (80)	70	182	155	128	115	102	109	110	138

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Not Applicable: ☐

Delay is not excessive.

WARRANT 3 - PEAK HOUR

Not Applicable: ☒

This signal warrant shall be applied only in unusual cases. Such cases include manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West, FL** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **February 26, 2013**

Major Street: **SR A1A/S. Roosevelt Boulevard** Lanes: **2** Critical Approach Speed: **25**
Minor Street: **Seaside Drive** Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

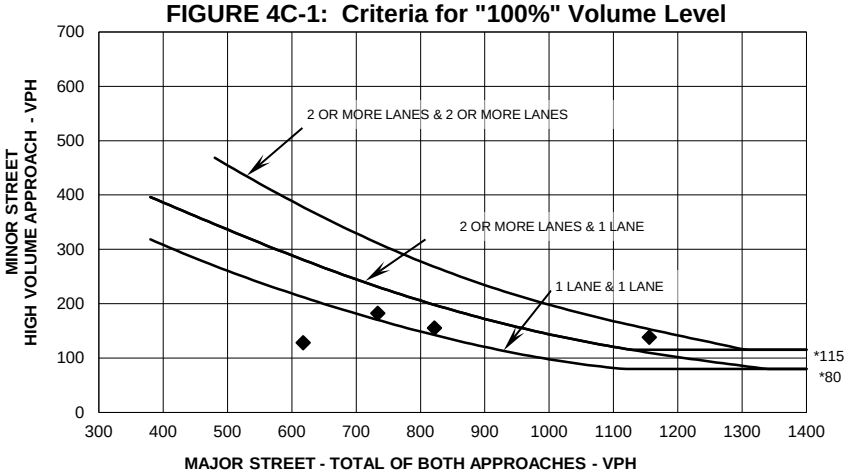
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Plot four volume combinations on the applicable figure below.

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM - 8:00 AM	734	182
8:00 AM - 9:00 AM	822	155
9:00 AM - 10:00 AM	618	128
5:00 PM - 6:00 PM	1,156	138

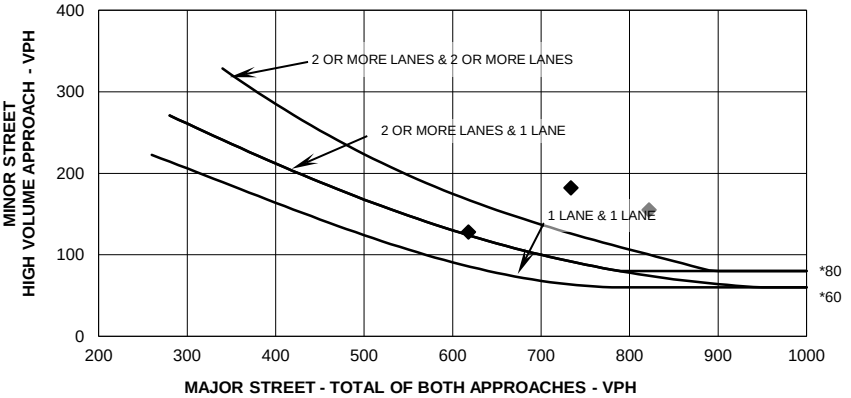
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West, FL** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **February 26, 2013**

Major Street: **SR A1A/S. Roosevelt Boulevard** Lanes: **2** Critical Approach Speed: **25**
Minor Street: **Seaside Drive** Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

WARRANT 3 - PEAK HOUR

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		

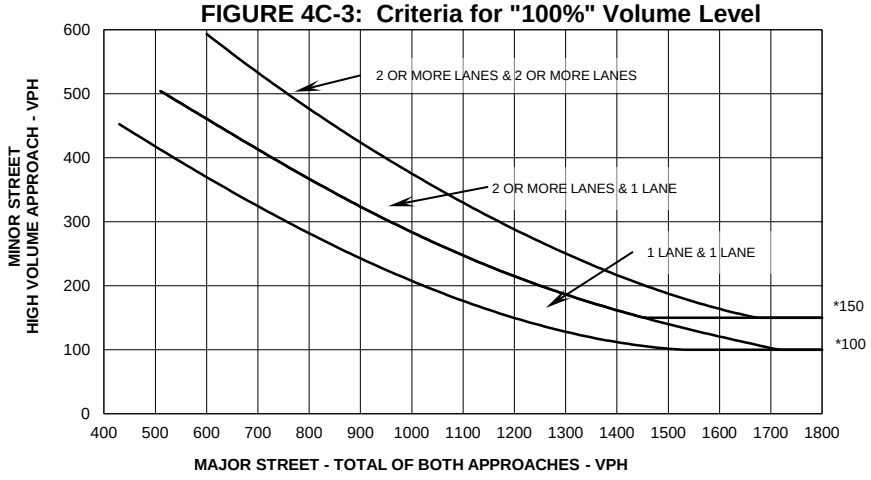
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?: ☐ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?: ☐ Yes ☐ No		

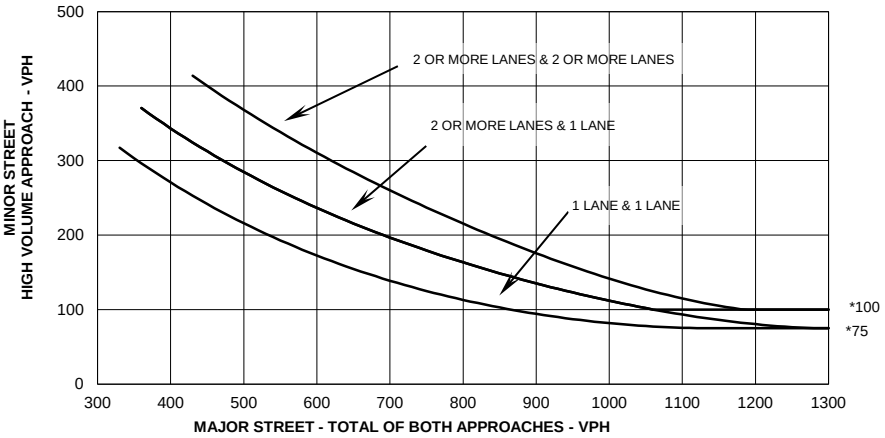
3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?: ☐ Yes ☐ No		

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West, FL** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **February 26, 2013**

Major Street: **SR A1A/S. Roosevelt Boulevard** Lanes: **2** Critical Approach Speed: **25**
Minor Street: **Seaside Drive** Lanes: **1**

WARRANT 4 - PEDESTRIAN VOLUME

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if condition 1 or 2 is fulfilled and condition 3 is fulfilled.

Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled? Yes	Fulfilled? No
1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours and there are less than 60 gaps per hour in the major street traffic stream of adequate length.					
2. Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour and there are less than 60 gaps per hour in the major street traffic stream of adequate length.					
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 5 - SCHOOL CROSSING

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria	Fulfilled? Yes	Fulfilled? No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Key West, FL** Engineer: **Elio R. Espino, P.E.**
County: **Monroe** Date: **February 26, 2013**

Major Street: **SR A1A/S. Roosevelt Boulevard** Lanes: **2** Critical Approach Speed: **25**
Minor Street: **Seaside Drive** Lanes: **1**

WARRANT 7 - CRASH EXPERIENCE

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria		Hour	Volume	Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)						
	Warrant 1, Condition B (80% satisfied)						
	Warrant 4, Pedestrian Volume at 80% of volume requirements: 80 ped/hr for four (4) hours or 152 ped/hr for one (1) hour						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:					
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.		Number of crashes per 12 months:					

WARRANT 8 - ROADWAY NETWORK

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.		Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3					
		Satisfied?:								
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour				
						← Volume				

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

CONCLUSIONS

Warrants Satisfied: | | | | | | | | |

Remarks: _____

Source: Revised from NCHRP Report 457