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Interstate 295 (I-295) East Express Phase I

From SR 9B

To SR 202 (J. T. Butler Boulevard)

Financial Project Identification Number: 209301-3-52-01

Systems Interchange Modification Report (SIMR) Re-Evaluation

Prepared for:

Florida Department of Transportation
District Two
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December 2019

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System Interchange Modification Report(SIMR)

I-295 East Express Phase I

SIMR Re-Evaluation
FPID: 209301-3-52-01

Florida Department of Transportation

Determination of Engineering and Operational Acceptability

Acceptance of this document indicates successful completion of the review and determination of engineering and operational acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

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☒	Federal Highway Administration	DocuSigned by: Chad Thompson 4203ECE57D2A4A3... Chad Thompson Federal Highway Administration	1/9/2020 | 8:13 AM EST Date

SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: December 2019

FM Number: 209301-3-52-01

Project Title: I-295 East Express Phase I – From SR 9B to SR 202

District: 2

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Document Type: ☐ MLOU ☐ IJR ☒IMR ☐IOAR ☐OTHER_____(Specify)_____

Status of Document (Only complete documents will be submitted for review; however, depending on the complexity of the project, interim reviews may be submitted as agreed upon in the MLOU)

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

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PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that I am a registered professional engineer in the State of Florida practicing engineering for Arcadis U.S., Inc. and that I have supervised the preparation of and approve the analysis, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: I-295 East Express Phase I – From SR 9B to SR 202
Systems Interchange Modification Report (SIMR) Re-evaluation
FPID # 209301-3-52-01
Duval County, Florida

The engineering work represented by this document was performed through the following duly authorized engineering business:

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Certificate of Authorization No. 7917

This report provides preliminary engineering analyses for the proposed systems interchange modifications along I-295.Any engineering analyses, documents, conclusions, or recommendations relied upon from other professional sources or provided by others are referenced accordingly in the following report.

FLORIDA REGISTERED ENGINEER

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EXECUTIVE SUMMARY

The purpose of this Systems Interchange Modification Report (SIMR) Re-evaluation is to seek Safety, Operational and Engineering (SO&E) acceptability for the proposed improvements to the currently under construction Design-Build project that will deploy express lanes along Interstate 295 (I-295) between SR 9B and SR 202 (J.T. Butler Boulevard) (milepost 17.439 and milepost 23.560) in Duval County, Florida. The I-295 corridor within the project limits is a significant component of the Strategic Intermodal System (SIS) and provides a key transportation element in linking the major ports, airports, and railways that handle Florida's passenger and freight traffic.

I-295 East Express Phase I project provides much needed capacity improvements to the study area corridor by adding two express lanes and reconstructing the existing general purpose (GP) lanes to accommodate the new express lanes in either direction of I-295 within the project limits. However, recent developments and land use changes near the study area are anticipated to increase the traffic demand or change existing travel patterns from what was considered during the I-295 East Express Phase I evaluation. The Northeast Regional Planning Model (NERPM) Activity-Based (AB) was utilized and traffic forecasts were re-developed for Opening Year (2025) and Design Year (2045) to account for these recent anticipated developments within the study area. NERPM AB predicted higher volumes along I-295 and SR 9B by Horizon Year (2040) than what was previously anticipated with the I-295 East Express Phase I SIMR (October 2014). Thus, to ensure optimal functionality of the express lanes, safer and efficient operations of the GP lanes, an additional GP lane is needed in both the northbound and southbound directions along I-295 within the study area.

A Methodology Letter of Understanding (MLOU) was approved by the Florida Department of Transportation (FDOT) District 2 Interchange Review Coordinator (IRC), the FDOT Central Office, and the Federal Highway Administration (FHWA) in September 2019 laying the foundation for this SIMR Re-evaluation. The project area of influence was maintained similar to the I-295 East Express Phase I SIMR (October 2014) and the I-295 East Express Phase I SIMR Re-evaluation (July 2016) to maintain consistency. Traffic forecasting and traffic operational and safety analyses for this project were performed in accordance with the approved MLOU.

Two build alternatives were considered for this SIMR Re-evaluation. The Original Build Alternative that was developed through the Alternative Technical Concept (ATC) process during the Design-Build team procurement and the current proposed Preferred Build Alternative. The design changes with the Original Build Alternative were documented in the I-295 East Express Phase I SIMR Re-evaluation approved in July 2016. This concept is currently under construction and is anticipated to be completed by Spring 2020. The Preferred Build Alternative proposes to widen northbound I-295 by adding an additional GP lane from the off-ramp to SR 152 to north of the Gate Parkway on-ramp and from south of SR 152 off-ramp to the SR 9B off-ramp in the southbound I-295 direction.

Crash data from the most recent five years (2012-2016) indicated that approximately 1,360 crashes occurred along the I-295 project corridor, including 11 fatalities and 33 severe injury crashes. Rear-end crashes are the most predominant crash type within the region and are indicative of stop- and-go conditions reflective of bottlenecks. With the construction of capacity improvements through the on-going Design-Build project, relief can be obtained from these crashes with the availability of additional capacity.

This SIMR Re-evaluation documents the volume development process used (**Section 6.0**) and evaluates the operational and safety benefits realized by the proposed Preferred Build Alternative (**Section 7.0**).

E.1 Compliance with FHWA Requirements

The proposed interchange modifications are consistent with the requirements of the FHWA "Policy on Access to the Interstate System" dated May 22, 2017 (Federal Register Volume 74, Number 43743) and the FDOT's "New or Modified Interchanges," Topic No. 525-030-160-I effective January 19, 2018. The responses provided herein for each of the two policy points demonstrate compliance with these requirements and provides justification for the proposed interchange modifications to the I-295 corridor from SR 9B to SR 202 in Duval County, Florida:

Point #1: Proposal does not adversely impact operational safety of the existing freeway
An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which

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includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An in-depth operational and safety analysis was conducted to study the operational and safety benefits offered by the proposed improvements when compared to the Original Build Alternative currently under construction. The area of influence of the study included one interchange on either side of the proposed access points along the mainline and the first major intersection on either side of the proposed change in access along the arterials.

Several performance measures were used to compare the traffic operations of the Original Build Alternative with the proposed Preferred Build Alternative. Key measures included link speeds, link densities, number of vehicles served, number of vehicles denied entry, travel times between important zones, average delay of vehicles traversing the project corridor, and safety under both Original and Preferred Build conditions.

Significant increase in travel demand was observed within the study area as a result of recent developments and anticipated future land use changes. Travel demand forecasting completed for this project using the recently available socioeconomic data indicated an increase in traffic demand between **approximately 13 percent to 42 percent** over the I-295 East Express Phase I SIMR (October 2014) and the I-295 East Express Phase I SIMR Re-evaluation (July 2016) evaluations during a five-hour peak period in the AM and PM peak hours.

Both Original and Preferred Build Alternatives performed similarly under the Opening Year (2025) traffic conditions in the AM and PM peak hours. The southbound I-295 and eastbound SR 202 entry locations created latent demand due to lack of existing capacity at these boundary conditions. Traffic backups were observed near the I-295 northbound merge north of Town Center Parkway where the number of lanes drops from four to two lanes in both build alternative models. Even though both alternatives performed similarly in the Opening Year (2025) when link level speeds, densities and throughputs are evaluated, the Preferred Build Alternative led to an approximate **5 seconds per vehicle** less average delay when reviewing the system-wide results during the AM peak period. This equated to about **280 vehicle-hours of delay** savings considering all vehicles that were served in the AM peak period. The build alternatives showed similar delays during the PM peak period.

When Design Year (2045) operations were reviewed, the Preferred Build Alternative outperformed the Original Build Alternative along several link specific MOEs that included speeds and densities. Overall throughput remained constant between the two alternatives. In Design Year (2045), the proposed improvements increase the average speed across the study area from 35.2 mph with the Original Build Alternative to 36.0 mph during the PM peak period. The proposed improvements with the Preferred Build Alternative also reduced travel time along GP lanes of I-295 from south of SR 9B until Town Center Parkway. In the northbound I-295 direction, during the AM peak period, approximately **140 seconds per vehicle** in travel time savings was observed with the Preferred Build Alternative along northbound I-295 from south of the SR 9B interchange to south of the Town Center Parkway interchange on the GP lanes during the AM peak period. Similarly, **180 seconds per vehicle** in travel time savings was observed in the GP lanes with the Preferred Build Alternative from SR 9B vehicles entering the I-295 corridor to south of Town Center Parkway during the AM peak period. Approximately **80 seconds per vehicle** and **100 seconds per vehicle** in travel time savings was observed during the AM peak period for the express lanes for the same origin-destination pairs, respectively. In the southbound I-295 direction, during the PM peak period, approximately **85 seconds per vehicle** in travel time savings was observed with the Preferred Build Alternative to both the

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SR 9B and the I-295 south of the SR 9B interchange destinations from I--295 at Town Center Parkway during the PM peak periods in the GP lanes. Express lane travel time savings is less significant in the Preferred Build Alternative at approximately **12 seconds per vehicle** during the PM peak period in the southbound direction.

The utilization of express lanes is similar between the Original Build Alternative and the Preferred Build Alternative during the Opening Year (2025). With congestion building up in GP lanes the Original Build Alternative by Design Year (2045) saw increased utilization of the express lanes when compared with the Preferred Build Alternative. However, the overall volumes served (GP + Express) is similar between the two Alternatives in the Design Year (2045).

Critical segments 1 through 9 were also evaluated in detailed in this SIMR Re-evaluation to provide thorough details of operations at these important locations. The Preferred Build Alternative outperformed the Original Build Alternative in almost all of these segments indicating its superior operational benefits.

A total of over 1,300 crashes occurred within the study area in the recent five-years (2012-2016), which included 11 fatalities along the project corridor. A detailed Predictive Safety Analysis was conducted for this project to evaluate the Original Build Alternative and the Preferred Build Alternative that adds an additional GP lane in the northbound and southbound direction along I-295 within the study areas. This analysis indicated that the predicted average crashes with the Original Build Alternative will be approximately 207.747 crashes in the Opening Year (2025) and approximately 409.979 crashes in the Design Year (2045). Whereas, the Preferred Build Alternative is predicted to have approximately 202.211 crashes in the Opening Year (2025) and 395.135 crashes in Design Year (2045). The Preferred Build Alternative will reduce crashes by approximately **4 percent** by Design Year (2045) when compared to the Original Build Alternative.

A Conceptual Signing Plan was prepared for the Preferred Build Alternative and is provided as part of this SIMR Re-evaluation in **Appendix** and a typical section of I-295 East Express Phase I is provided in **Appendix G**.

In summary, the proposed improvements will benefit the study corridor (I-295) with increase in travel speeds in the GP lanes, reduction in travel times, and decrease in crashes for future traffic conditions. Therefore, the proposed improvements will enhance the traffic operations and safety of the study corridor (I-295) with the proposed addition of an extra GP lane.

Point #2: A full interchange with all traffic movements at a public road is provided
The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

I-295 is a public facility and all interchanges within the study area provide full access and will continue to do so with both the Original Build Alternative and the proposed Preferred Build Alternative. All existing general use lanes will remain toll free with both alternatives. Both of these alternatives will maintain and provide all interchange accesses catering to all traffic movements to/from existing interchanges within the study limits.

Most of the proposed improvements with the Original Build and the Preferred Build Alternatives were designed to meet the current standards for federal-aid projects on the interstate system conforming to FDOT and AASHTO standards. However, a design exception and five design variations were required for the Original Build Alternative. The Preferred Build Alternative will require no additional design exceptions or variations other than those anticipated with the Original Build Alternative. These design exceptions and variations are summarized in Section 5 of this SIMR Re-evaluation. They will minimize reconstruction, right of way impacts, and overall

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motorist inconvenience. The benefits of the operational improvements are expected to outweigh potential impacts related to the design exceptions and variations.

The improvements proposed with the Preferred Build Alternatives can be constructed within the existing interstate limited access right-of-way.

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1.0 Introduction

1.1 Project Background

The applicant, Florida Department of Transportation (FDOT), requests the Federal Highway Administration's (FHWA's) approval of this Systems Interchange Modification Report (SIMR) Re-evaluation for improvements to the Interstate 295 (I-295) eastern beltway located in Duval County, Florida, from the SR 9B interchange to the SR 202 (J.T. Butler Boulevard) interchange, approximately five miles in length. This document has been developed in accordance with FDOT Policy No. 000- 525-015, FDOT Procedure No. 525-030-160, FDOT Interchange Access Request User's Guide, and the FDOT Traffic Forecasting Handbook (Procedure No. 525-030-120).

I-295 is a significant component of the Strategic Intermodal System (SIS) and provides a key transportation element linking the major ports, airports, and railways that handle Florida's passenger and freight traffic. I-295 is a north-south limited-access facility that provides an eastern and western bypass around the City of Jacksonville. I-295 is a four lane urban principal arterial interstate between SR 9B and SR 202 that serves the major north- south traffic movement around the Jacksonville urban area with capacity improvements currently under construction. The goal of this project is to add additional general purpose (GP) lane capacity to the I-295 corridor to improve speeds and travel times.

In October 2014, FDOT completed and obtained approval from FHWA for a Systems Interchange Modification Report (SIMR) that proposed changes in access to I-295 within the project limits and in July 2016, a SIMR Re-evaluation was completed and approved by FHWA for the implementation of modifications to the original approved concept in the SIMR by the Design-Build (D/B) team to improve traffic operations over the original approved concept along this segment of I-295. Both documents are provided in **Appendix A**. The initial SIMR received FHWA approval to authorize the construction of two express lanes in each direction as well as to add other capacity and arterial improvements on the I-295 mainline between SR 9B and SR 202. The SIMR Re-evaluation approved in July 2016 documented several design changes to the initial concept, and this approved alternative is currently under construction with the expected completion date in spring of 2020. The alternative under construction, referred to as the **Original Build Alternative** in this SIMR Re-evaluation, has several improvements including:

- dual express lanes
- provides braided ramp connections from the I-295 northbound express lanes that to both directions of SR 202 (eastbound and westbound)
- modifies the I-295 southbound off-ramp to SR 152 (Baymeadows Road) to 2 lanes
- adds a choice lane for the SR 202 westbound dual-lane off-ramp to Gate Parkway that drops approximately 1,400 feet downstream
- adds approximately 500 feet of additional queue storage on the SR 202 westbound off-ramp to Gate Parkway for the westbound right turn lane.

The current project (referred to as the **Preferred Build Alternative** in this SIMR Re-evaluation) proposes improvements in additional to the aforementioned that are needed to enhance the GP lane operations and capacity by converting the project from a segment with two express lanes and two GP lanes to a segment with two express lanes and three GP lanes.

1.2 Purpose and Need

The purpose of this project is to add an additional GP lane for each direction of I-295, improve speed and travel time in the GP lanes, and to improve overall operations along the corridor from SR 9B to the Town Center Parkway interchange.

Currently under construction, the I-295 East Express Phase I project provides capacity improvements to the study area corridor by adding two express lanes and reconstructs the existing GP lanes to accommodate the new express lanes in either direction along I-295 between the SR 9B interchange and the SR 202 interchange. However, recent developments and land use changes near the study area are anticipated to increase the magnitude or change existing travel patterns from what was considered during the I-295 East Express Phase I evaluation. Recent counts conducted in the year 2019 showed a significant increase in traffic volumes along SR 9B with the completion of all phases of SR 9B construction from I-295 to CR 2209. At the time of the I-295 East Express Phase I SIMR (October 2014), the Turnpike State Model (TSM) was the best available model for traffic volume development. Since the Re-evaluation approval in July

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2016, the North Florida Transportation Planning Organization (NFTPO) released the locally approved Northeast Regional Planning Model (NERPM) Activity-Based (AB) which utilizes the latest and best available socioeconomic data. This travel demand model captures the new developments and roadway improvements within the area and provides more realistic forecasts on traffic volumes for the future conditions.

NERPM AB predicted higher volumes along I-295 and SR 9B by Horizon Year (2040) than what was previously anticipated with the I-295 East Express Phase I SIMR (October 2014). Also, the University of Florida's Bureau of Economic and Business Research (BEBR) projects Duval County's 2040 future population to be 1,177,600 (medium projection). This represents an increase of approximately 207,000 residents. Thus, to ensure optimal functionality of the express lanes, safer and efficient operations of the GP lanes and to serve these additional trips anticipated with the new development and population growth, an additional GP lane is needed in both the northbound and southbound directions along I-295 within the study area.

Preliminary NERPM AB evaluations show that the segment of I-295 north of SR 9B carried an Annual Average Daily Traffic (AADT) that ranged from approximately 125,000 vehicles during Opening Year (2025) to approximately 215,000 vehicles during Design Year (2045). This corresponds to a Level of Service (LOS) C during Opening Year (2025) and LOS F during Design Year (2045) conditions for the current under-construction two express and two GP lanes typical section using the FDOT generalized AADT values for Florida's urbanized areas (Table 1 from FDOT's Quality/Level of Service Handbook).

1.3 Project Location and Area of Influence

The project is located in the southeastern area of the City of Jacksonville, in Duval County, Florida. The area of influence begins south of the SR 9B interchange and ends north of the Town Center Parkway interchange. The on- and off-ramps from I-95 feeding traffic into the project study area were also analyzed.

The study area included six interchanges along I-295 (four service interchanges and two system-to-system interchanges). The study area also included two service interchanges along SR 202 because of their proximity to I-295.

The following interchanges were included in the study:

I-295 Interchanges:

- US 1 (SR 5/Philips Highway) – Service Interchange
- SR 9B – System-to-System Interchange
- SR 152 (Baymeadows Road) – Service Interchange
- Gate Parkway – Service Interchange
- SR 202 (J.T. Butler Boulevard) – System-to-System Interchange
- Town Center Parkway – Service Interchange

SR 202 Interchanges:

- Gate Parkway – Service Interchange
- Kernan Boulevard – Service Interchange

Along the arterials, the simulation network included the ramp terminal intersections and one signalized intersection adjacent to the ramp terminal intersections.

Figure 1-1 shows the project study area location and the area of influence.

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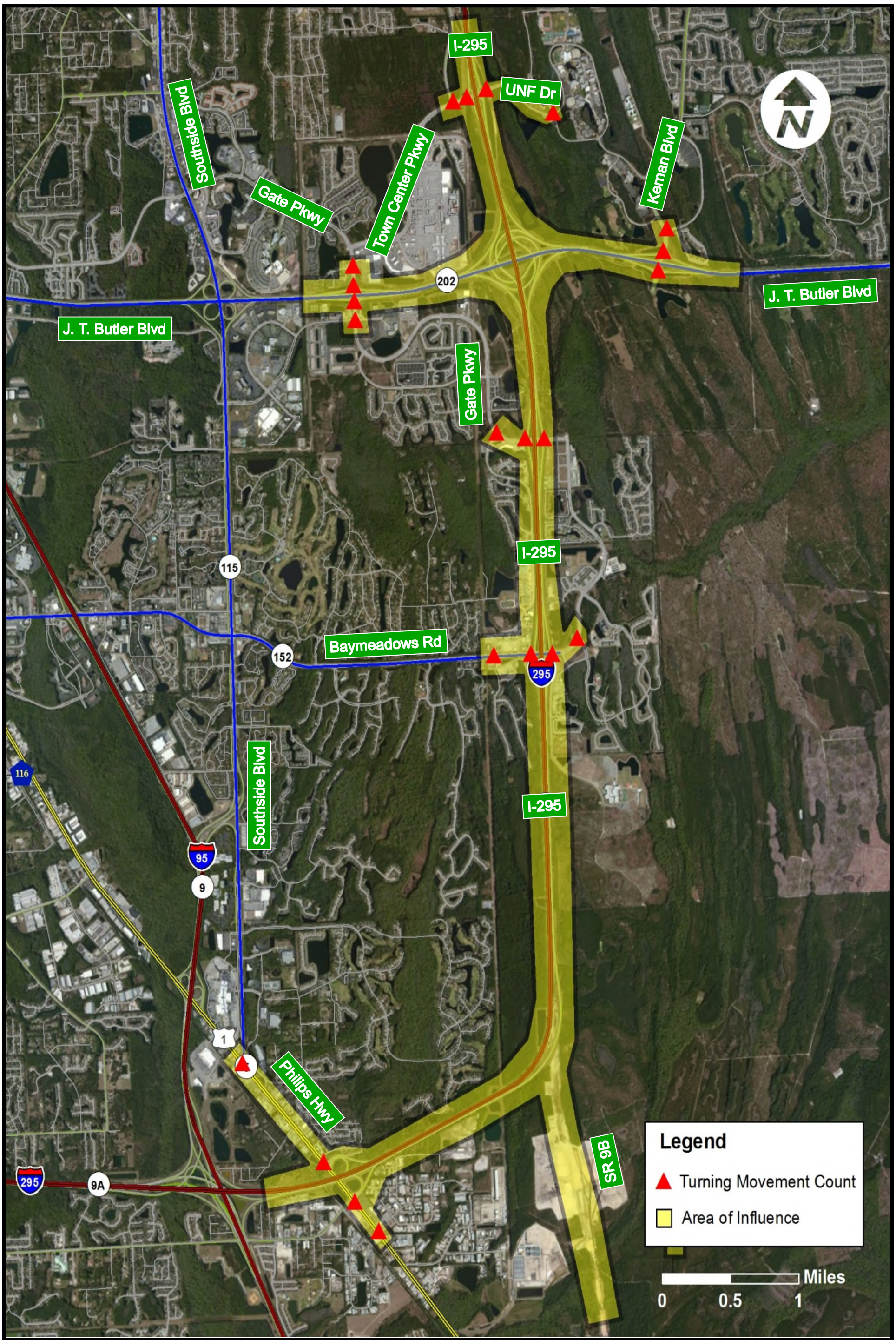

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	**Project Location Map**	Figure 1-1	Page 3

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2.0 Study Methodology

2.1 Overview

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation used in this SIMR Re-evaluation. The MLOU was approved by the FDOT District 2 Interchange Review Coordinator (IRC), FDOT Central Office, and FHWA in September 2019. A signed copy of the MLOU is provided in **Appendix B**. The following sections summarize the methodology as set forth in the MLOU.

2.2 Analysis Years

The MLOU establishes the following study years for the analysis of this SIMR Re-evaluation:

- Existing Year: Since this is a Re-evaluation, Existing Year analysis was not completed per the approved MLOU.
- Opening Year: 2025
- Design Year: 2045

In addition, the travel demand model years of evaluation were established as:

- Base Year: 2010
- Horizon Year: 2040

2.3 Data Collection

This Re-evaluation utilized data gathered from the I-295 East Express Phase I SIMR (October 2014) and the I-295 East Express Phase I SIMR Re-evaluation (July 2016). Additional existing conditions data that was necessary to understand recent land use changes was completed for this project. This includes the following data identified in the MLOU. The data collection effort conformed to the Project Traffic Forecasting Handbook (Chapter Two – Traffic Data Sources and Factors) and Procedure 525-030-120.

- Transportation System Data
  - Roadway characteristics data:
    - Roadway geometry
    - Number of lanes
    - Posted speed limits
  - Speed and delay data

- Existing and Historical Traffic Data
  - Existing tube counts on ramps and mainline along I-295
  - Existing turning movement counts at ramp terminal and adjacent intersections
  - Existing queuing at signals
  - Existing signal timing
  - Existing traffic volumes from other recent studies
  - Historical traffic volumes (FDOT Annual Count Program)

- Control Data
  - Signal timing data
  - Stop/Yield signs
  - Regulatory/Advisory speed limits

- Land Use Data
  - Land use data were obtained from the Florida Geographic Data Library (FGDL).

- Environmental Data
  - Environmental data were produced using the Efficient Transportation Decision Making tool (ETDM) tool for identifying land uses and any areas of concern. This project will be constructed within the existing right-of-way, so significant environmental impacts are not anticipated.

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- Planned and Programmed Projects
  - The analysis included the following planned and programmed project within the area of influence:
    - I-295 East Express Phase I (SR 9B to SR 202) – Express Lanes D/B Project.
    - I-295 East Express Phase II (SR 113/Southside Connector to SR 202)

2.4 Design Traffic Factors

Factors used for the design traffic analysis include the K, D, T_f, and Peak Hour Factor (PHF). The K-factor is the proportion of the AADT estimated to occur during the design hours of the Opening Year and Design Year, depending upon the area type and facility type. The D-factor is the proportion of traffic traveling in the peak direction for the design hour of the Opening Year and Design Year. T_f is the percentage of truck traffic occurring during the peak hours and is estimated as half of the 24-hour truck percentage (T_{24}). The traffic factors used in this SIMR Re-evaluation are presented in **Table 2-1** as obtained from the approved MLOU.

Table 2-1: Summary of Traffic Factors

Roadway	K	D	$T^{(1)}$	$T_f^{(1)}$	PHF	MOCF
I – 295	9.0 %	57%	10.4 %	5.4%	0.95	0.97
SR 202	9.0 %	57%	5.9 %	2.95%	0.95	0.97
Other Arterial Roads	9.0 %	57%	1.6 %	0.8%	0.95	0.97

Source: FDOT Traffic Online
(1) Year 2018 Traffic Factors

2.5 Travel Demand Forecasting Methodology

The methodology used for travel demand forecasting and development of design hour traffic volumes is consistent with the FDOT Project Traffic Forecasting Handbook. The primary basis for traffic projections is the NERPM AB, which has a Base Year of 2010 and a Horizon Year of 2040.

This section briefly describes the methodology and assumptions in developing the future traffic volumes. Detailed information related to volume development is provided in subsequent sections of this SIMR Re-evaluation.

The project traffic forecasting for this project were completed following the below steps:

Step 1 – Existing Conditions Traffic Volumes: Existing year 2019 traffic counts were compiled and balanced along the study area. Data were adjusted by applying applicable seasonal and axle correction factors. Peak hour and direction of travel were determined for AM and PM conditions. All existing traffic data were balanced for mainline, ramps, and intersections.

Step 2 – Future AADT Forecasts: The Base Year (2010) and Horizon Year (2040) Northeast Regional Planning Model (NERPM) Activity-Based 1 (AB) version 2 was used for the development of future year daily traffic and design hour projections for the study. The NERPM AB is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by FDOT District Two, FHWA, and the NFTPO as the acceptable travel demand forecasting tool for the region. Historical growth rates were determined from AADT information provided through the FDOT annual counts program and housed on FDOT Florida Traffic Online (FTO).

The future year traffic forecasts developed based on NERPM AB included two express lanes in either direction of travel along I-295 within the project study area that are under construction currently (refer **Appendix H** for details) as well as other regional developments near the area of influence. Further discussion on the travel demand modelling will be provided in subsequent sections of this report.

The traffic forecasting methodology used for this project is based on the "Factoring Procedure-Difference Method" per NCHRP report 765 and utilized the balanced 2019 AADT (from field data), and 2010 and 2040 NERPM AB run volumes. Using this procedure, the 2019 model volume was interpolated using the 2010 and 2040 NERPM AB volumes. Then, the difference of actual field collected 2019 AADT and interpolated 2019 forecasted AADT from model volumes was calculated. This difference was applied to the 2040 NERPM AB volumes to calculate the recommended 2040 AADT volume. Once finalized Year 2040 volumes were established, a model-predicted growth rate was computed between the Existing 2019 Counts and the model projected 2040 volumes. This model established growth rate was compared with the historical growth rate present within the area of influence. Using these two sources, recommended growth rates were established along the corridor.

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The Design Year 2045 AADTs were developed by applying the recommended growth rate to the existing 2019 traffic counts and to finalized Year 2040 AADT volumes. These two sets of Design Year (2045) were compared and future AADT was selected from the most reasonable values from either source.

Opening Year (2025) AADTs were estimated through interpolation between the existing 2019 counts and final Design Year (2045) AADT.

Step 3 – Future Year Design Hour Volume: Directional Design Hour Volumes (DDHV) were calculated by applying the K- and D-factors to established Opening Year (2025) and Design Year (2045) AADT. Turning movements for future years were developed by applying existing turning percentages where applicable. Locations where existing turning percentages were not available, proportions from NERMP AB were utilized. DDHVs were balanced along the mainline and ramps first, followed by balancing the arterials with the ramp volumes. Traffic projections were checked for reasonableness and compared with other on-going studies within the area to ensure traffic volumes are consistent.

2.6 Traffic Operational Analysis Methodology

This section outlines the study methodology used for conducting detailed operational analyses in VISSIM version 8. The methodology follows the FHWA Traffic Analysis Toolbox Volume III (Dowling et al. 2004) and FDOT Traffic Analysis Handbook (2014).

The purpose of the microscopic simulation model is to examine the detailed operational aspects of the transportation network within the corridor. The dynamic routing of trips between GP and express lanes within the corridor is performed by the VISSIM model. These traffic operational characteristics are measured for both freeway and surface-street systems.

For the freeway system, operational characteristics are measured in lane density (vehicles per lane per mile). These densities are translated into a measure of congestion called level of service (LOS). The LOS has letter values between A and F, with A being the least congested (free-flow conditions) and F being severely congested.

For surface streets, operational characteristics are expressed in terms of average delay per vehicle at intersections. As with the freeway system, these characteristics are expressed in terms of LOS, with A being the least congested and F being severely congested.

The following performance measures were used in evaluating the future year scenarios from detailed VISSIM operational analyses:

System Level Freeway Operational Performance

- Traffic Volume Evaluations
  - Total Vehicle Demand
  - Vehicles Denied Entry
- System Throughput
- System-wide Average Delay
- System-wide Average Speed
- Travel Time Summary

Link Level Freeway Operational Performance

- Link Level Speed Evaluation
- Link Level Density Evaluation
- Link Level Throughput Evaluation

Arterial Operational Performance

- Average Intersection Delay
- LOS
- Average and Maximum Queue Lengths at Ramp Terminal Intersections

2.7 VISSIM Toll Model Methodology

For the purposes of this SIMR Re-evaluation, the two build alternatives considered a fixed toll price of $0.50 for operations during the peak periods for Opening Year (2025) and Design Year (2045).

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3.0 Existing Conditions

This section provides a brief discussion and evaluation of existing conditions within the area of influence for the I-295 East Express Phase I SIMR Re-evaluation project. This discussion includes existing land use, transportation system data, existing traffic data, an overview of existing operating conditions from previous SIMRs, and existing environmental constrains.

3.1 Demographics

The project study area is located in the Jacksonville Metropolitan Statistical Area and within Duval County. The I-295 corridor from SR 9B to SR 202 is primarily a commuter corridor for traffic to and from residences in St. Johns County and southeast Duval County to employment centers located near the St. Johns Town Center region and the University of North Florida (UNF). According to the population statistics provided on the U. S. Census Bureau website, the population in 2018 (latest available) was 950,181 in Duval County and 254,261 in St. Johns County. **Table 3-1** summarizes the 2018 census data for Duval and St. Johns Counties.

Table 3-1: Existing Demographic Data

Category	Florida	Duval County	St. Johns County
Population	21,299,325	950,181	254,261
Male	48.9%	48.5%	48.8%
Female	51.1%	51.5%	51.2%
Persons under 5 years, percent	5.4%	6.8%	4.9%
Persons under 18 years, percent	19.9%	22.6%	21.7&
Persons 65 years or over, percent	20.5%	14.0%	20.2%
Households	7,510,882	347,783	83,744
Persons per household	2.64	2.57	2.68
Building permits	144,427	7,200	5,910
Civilian Labor Force, Total, percent of population age 16 years+	58.4%	64.1%	59.4%
Mean travel time to work (minutes), workers age 16 years+	27.0	24.5	27.2

Source: U.S. Census Website

3.2 Existing Roadway Network

Table 3-2 lists the functional classification, speed limit, and number of lanes for the roadways within the area of influence.

Table 3-2: Functional Classification of Study Area Roadways

Facility Name	Functional Classification (Code-Description)	Posted Speed Limit (mph)	No. of Lanes
I-295	11 – Urban Principal Arterial – Interstate	65	4 – 8
SR 9B	12 – Urban Principal Arterial – Freeway and Expressway	65	4
SR 202	12 – Urban Principal Arterial – Freeway and Expressway	65	6 – 8
US 1	14 – Urban Principal Arterial – Other	45	4 – 6
SR 152	16 – Urban Minor Arterial	45	4
Gate Parkway	17 – Urban Major Collector	45	4
Town Center Parkway	17 – Urban Major Collector	45	4 – 6
Kernan Boulevard	17 – Urban Major Collector	45	4

I-295 – I-295 within the study area is primarily a four-lane, north-south, limited-access facility with auxiliary lanes between each service interchange. The median width in this section of I-295 varies from 48 feet to 60 feet. Currently two express lanes are under construction along I-295 between SR 9B and SR 202. I-295 forms service interchanges with US 1, SR 152, Gate Parkway, and Town Center Parkway and system-to-system interchanges with SR 9B and SR 202.

SR 9B – In the study area, SR 9B is a four-lane, limited-access expressway. SR 9B ends at I-295 slightly north of I-295 and US 1 service interchange.

SR 202 – SR 202 is primarily an eight-lane, east-west, limited-access expressway within the study area. SR 202 forms service interchanges with Gate Parkway and Kernan Boulevard and system-to-system interchanges with I-295.

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3.3 Alternate Travel Modes

The I-295 corridor is an urban limited-access facility, and bicyclists and pedestrians are prohibited from using this facility. In addition, Jacksonville Transportation Authority (JTA) buses do not run along I-295 within the study area. JTA has bus service that serves the major arterials within the project limits along US 1, Town Center Parkway, and SR 202. Therefore, no alternate travel mode is considered implementable enough to impact traffic and will not result in a change in vehicle demand on I-295 within the study area.

3.4 Interchanges

The project area of influence included six interchanges along I-295 (four service interchanges and two system-to-system interchanges) and two service interchanges along SR 202 because of their proximity to I-295. **Table 3-3** provides the interchange locations, mileposts, and descriptions. I-295 within the study area is an SIS facility. No other interchanges are being proposed/developed in the area of influence.

Table 3-3: Interchange Data

Freeway / Limited-Access Facility	Interchange	Description	Milepost	Interchange Spacing (miles)
I-295	US 1	2-Quadrant Cloverleaf	24.6	-
	SR 9B	System-to-System	22.7	1.9
	SR 152	Diamond Interchange	20.3	2.4
	Gate Parkway	Diamond Interchange	18.9	1.4
	SR 202	System-to-System	17.8	1.1
	Town Center Parkway	Single Point Urban Interchange	16.7	1.1
SR 202	Gate Parkway	Single Point Urban Interchange	4.0	-
	I-295	System-to-System	5.2	1.2
	Kernan Boulevard	Diamond Interchange	6.3	1.1

3.5 Existing Operational Performance

The approved I-295 East Express Phase I SIMR (October 2014) documented detailed existing conditions operational analysis for the area of influence. This analysis is provided in **Appendix A**.

Due to land use changes and new or planned developments within the region, existing traffic data was collected for this SIMR Re-evaluation to ensure recent increase in traffic demand in the region is captured and to verify if existing operational characteristics documented in the I-295 East Express Phase I SIMR (October 2014) are still valid. Significant changes to travel demand and traffic patterns have been observed since the data collection in 2013 for the I-295 East Express Phase I SIMR (October 2014). Thus, it was required to recollect traffic data and reforecast future growth within the area of influence to make sure the proposed improvements are sized up to serve the correct demand.

This section summarizes the data collection efforts completed for Existing Year (2019).

Existing Traffic Data:

To provide a basis for estimating accurate future traffic demand, Existing Year (2019) traffic data was collected for I-295 and SR 202 mainlines, their interchange ramps, and associated arterials.

Forty-eight-hour tube counts were collected for all entrance and exit ramps within the project study area. Additionally, 48-hour vehicle classification counts were collected along critical sections of I-295 as listed below:

- Southbound I-295 Mainline west of US 1
- Northbound I-295 Mainline west of US 1
- Southbound I-295 Mainline south of SR 9B
- Northbound I-295 Mainline south of SR 9B
- Southbound I-295 Mainline south of SR 202
- Northbound I-295 Mainline south of SR 202
- Southbound I-295 Mainline north of Town Center Parkway
- Northbound I-295 Mainline north of Town Center Parkway

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Eight-hour (6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM) turning movement counts were collected in May 2019 for the area of influence intersections.

The raw count information is documented in **Appendix C**.

The AM and PM peak hours for the study area are from 7:15 AM to 8:15 AM and 4:30 PM to 5:30 PM. Network-wide hose data was compiled and appropriate seasonal correction and axel adjustment factors from 2018 FTO were applied to the raw count volumes. The peak hour data from the hose counts was extracted to finalize Existing Year (2019) mainline and ramp volumes. Next, mainline volumes were balanced with ramp volumes. Peak hour count data and turning percentages were extracted from turning movement counts. Finally, the turning movement data for the peak hours was balanced with the ramp volumes to develop Existing Year (2019) arterial volumes.

Figure 3-1 and **Figure 3-2** summarize the Existing Year (2019) AADT and peak hour traffic volumes.

The next step was to develop 15-minute time slicing factors (15-minute distribution percentages) using the existing peak hour volumes as the base time period. **Figure 3-3** and **Figure 3-4** show the AM and PM peak period analysis distribution percentages aggregated for the overall network. These figures provide 15-minute time slicing factors (15-minute distribution percentages) for the peak periods using the network-wide hose counts (i.e., total of mainline, ramps, and arterials individual counts). Slicing factors were used to develop the distribution of volume for the microsimulation models during the offset hours to peak hours (seeding, Hour 1, and Hours 3-5). The 15-minute distribution factors utilized with the I-295 East Express Phase I SIMR (October 2014) and SIMR Re-evaluation (July 2016) are provided in **Figure 3-3** and **Figure 3-4** as well for comparative purposes. Although the AM peak hour remained the same between the three analyses, the PM peak hour was determined to be slightly earlier for this SIMR Re-evaluation. It is also important to note that the distribution of volumes after the peak hours is relatively the same between the two distributions, but more volume is anticipated to enter the network quicker with the 2019 distribution during the pre-peak hours.(more volume during seeding and Hour 1).

The Existing Year (2019) AM and PM peak hour traffic along I-295, SR 9B, SR 202 and arterials is already exceeding some of the forecasted Year 2020 design hour volumes previously documented in the I-295 East Express Phase I SIMR (October 2014) and SIMR Re-evaluation (July 2016). SR 9B was forecasted to have a bidirectional design hour volume of approximately 2,520 vehicles per hour (vph); however Existing Year (2019) has AM and PM peak hour bidirectional volumes exceed 4,000 vph. Another key area of growth is the region near the St. Johns Town Center by the SR 202 and Gate Parkway interchange. Previously documented, the bidirectional year 2020 design hour volume to the west of the Gate Parkway interchange was approximately 10,500 vph. However, Existing Year (2019) peak hour data shows volumes exceeding 10,800 vph. These significant increases to demand within the network are vital for future year volume development for this SIMR Re-evaluation.

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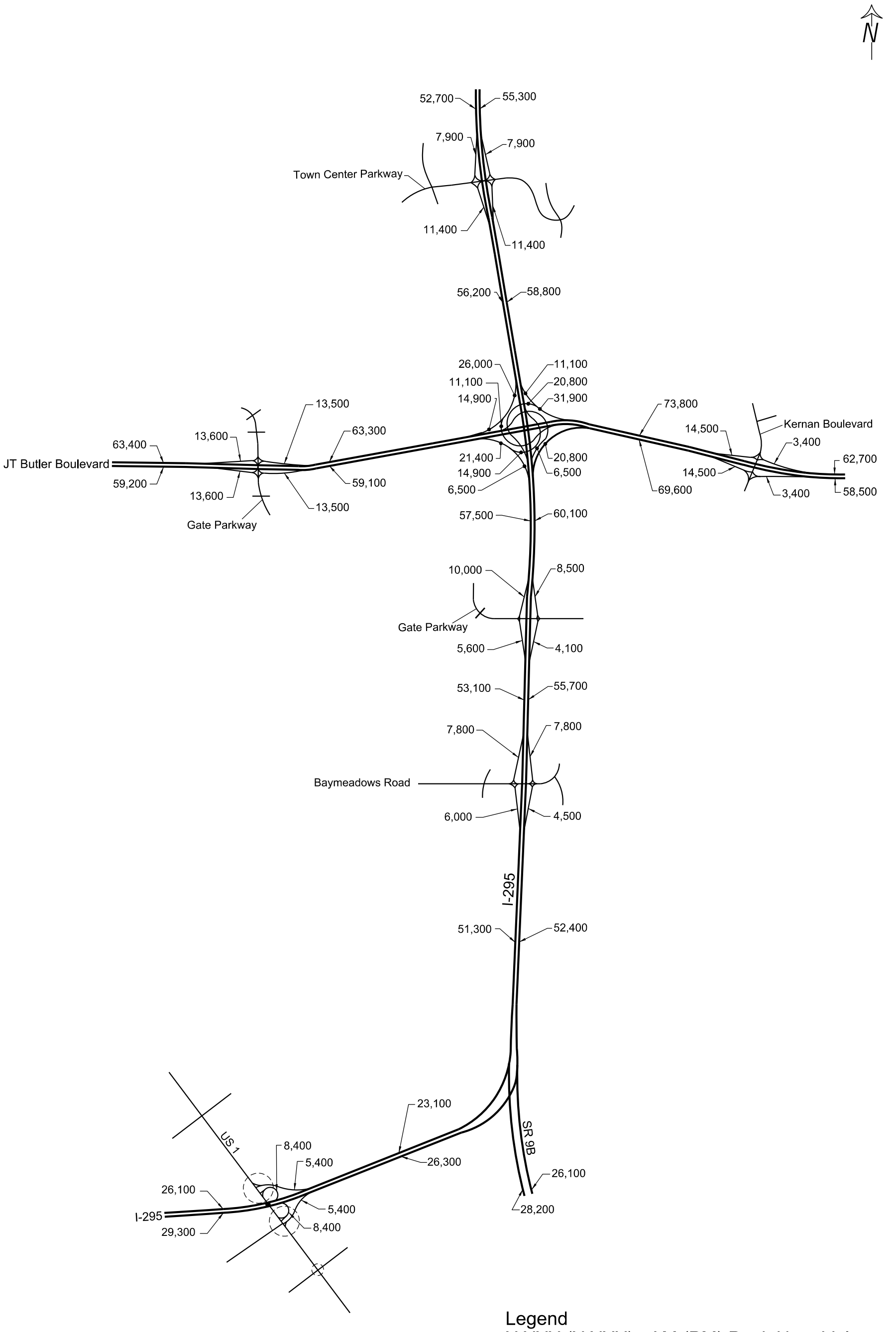

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Annual Average Daily Traffic (AADT)	Figure 3-1
			Page 10

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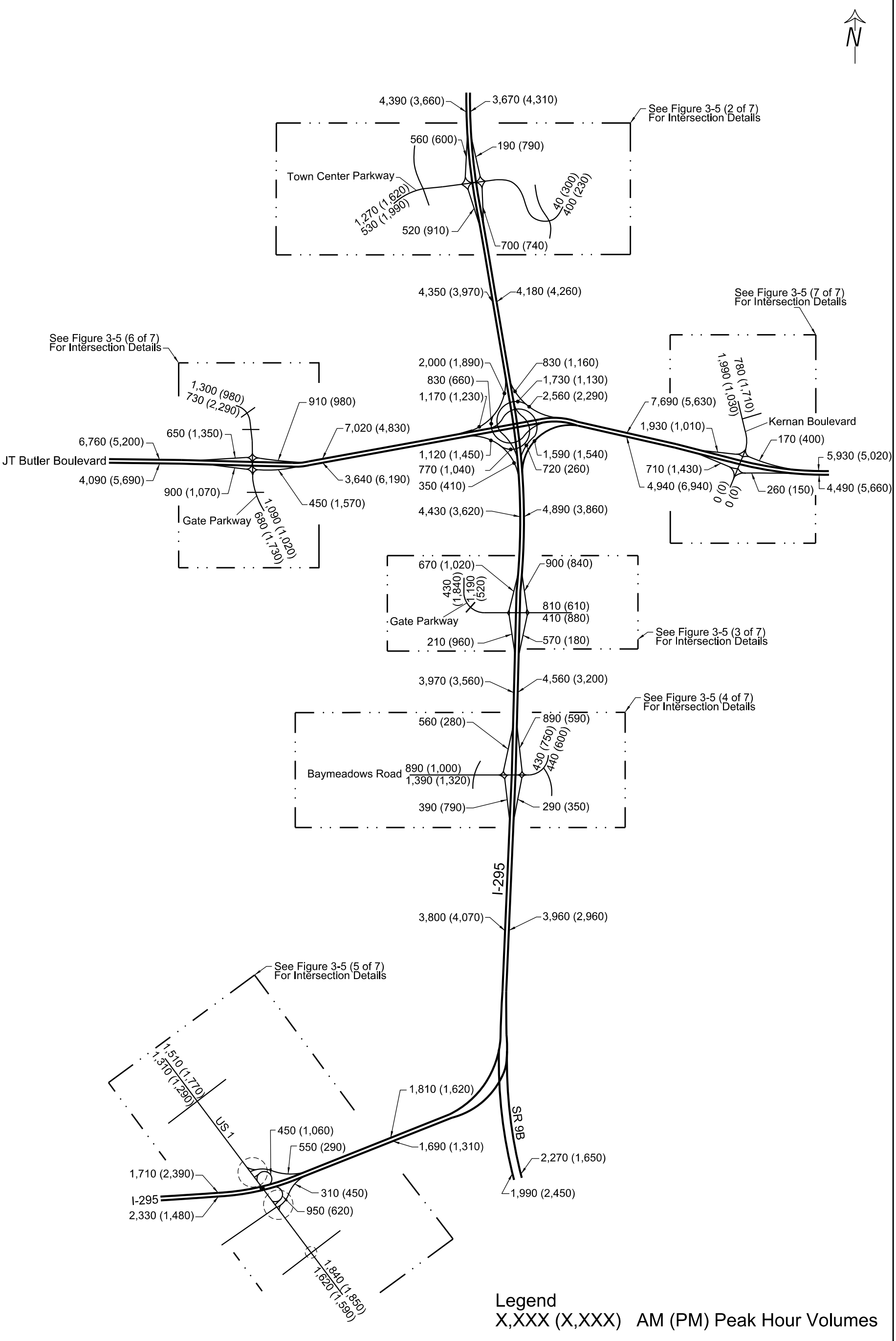

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (1 of 7)	Figure 3-2
			Page 11

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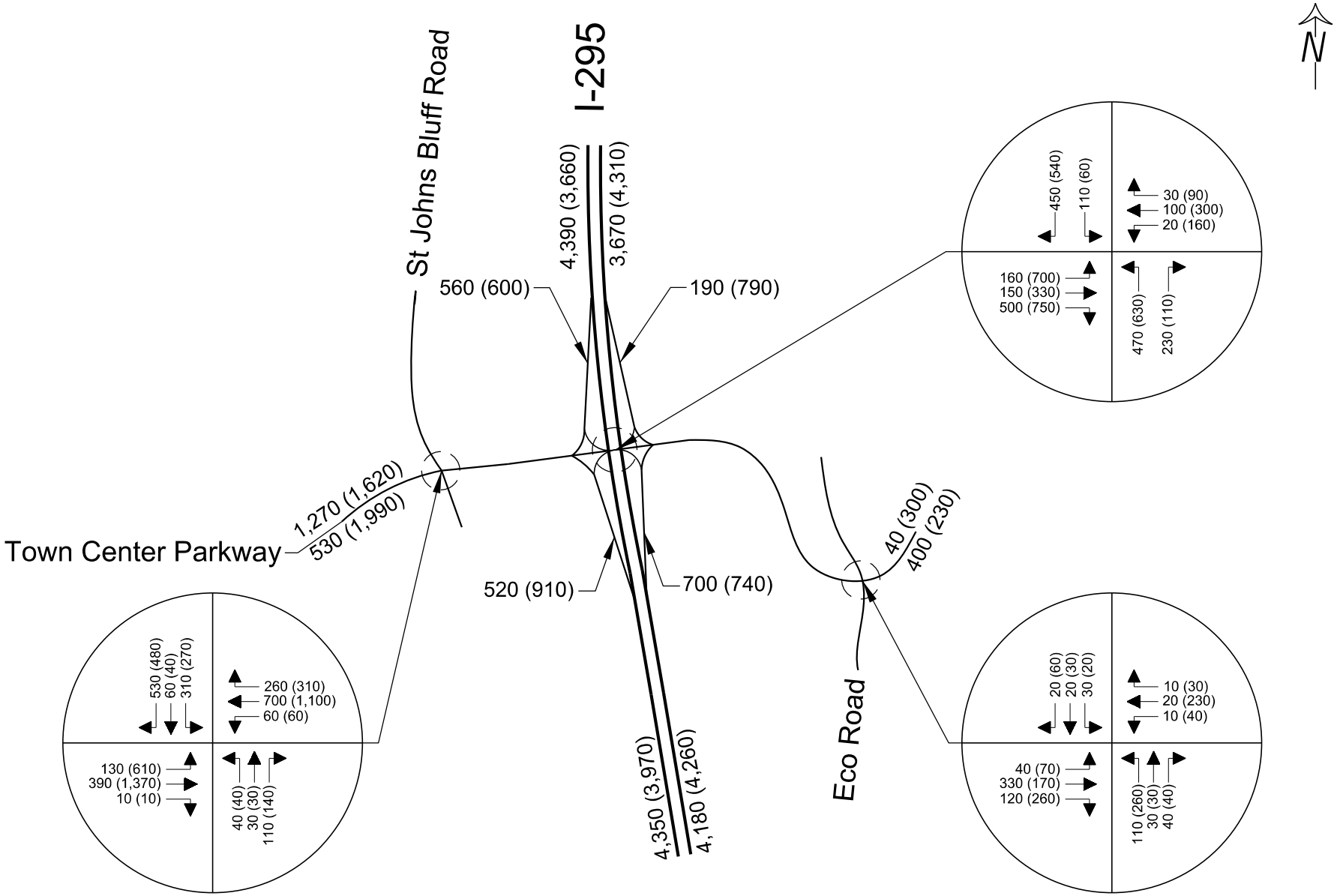

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (2 of 7)	Figure 3-2
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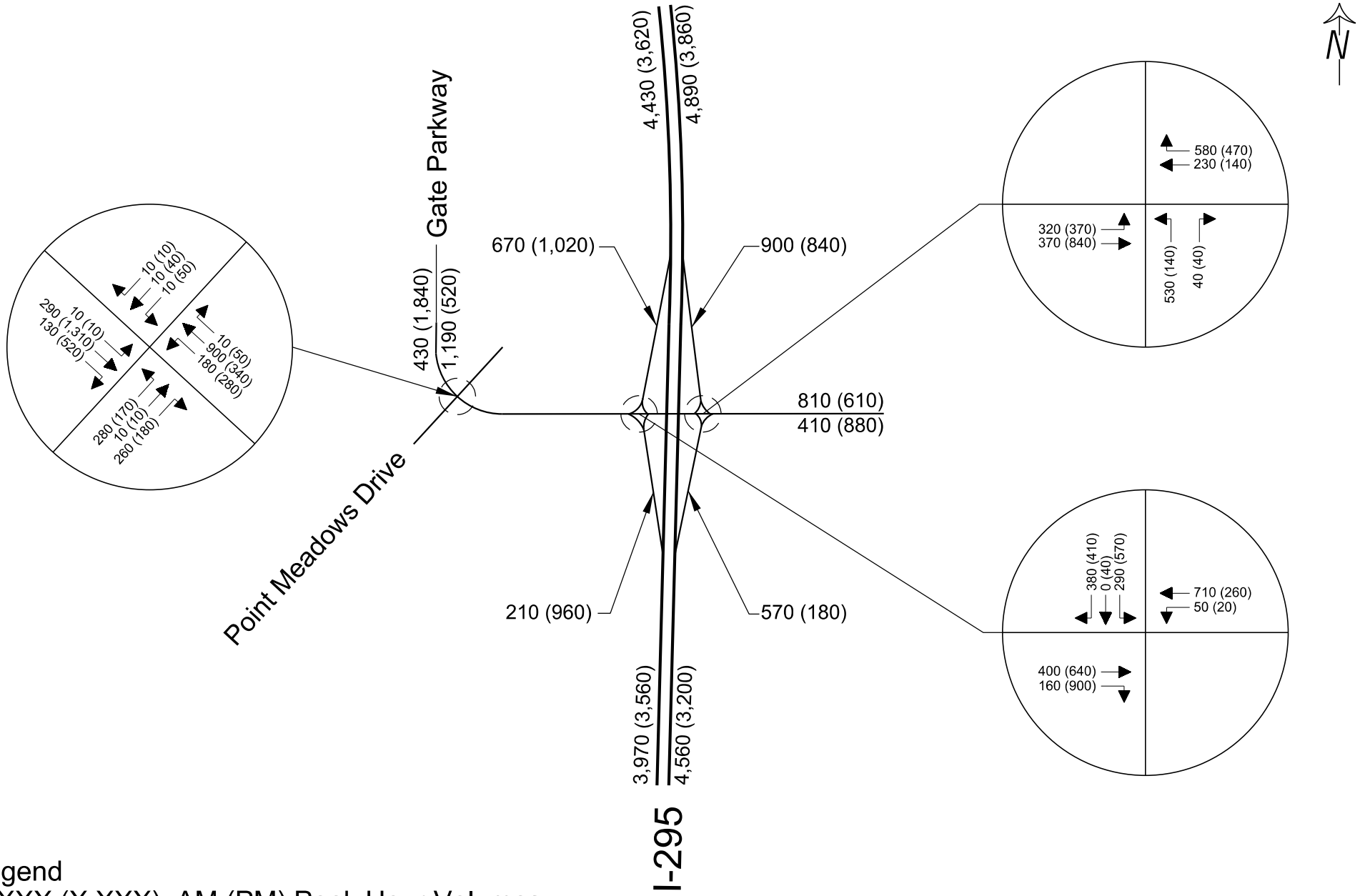

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (3 of 7)	Figure 3-2
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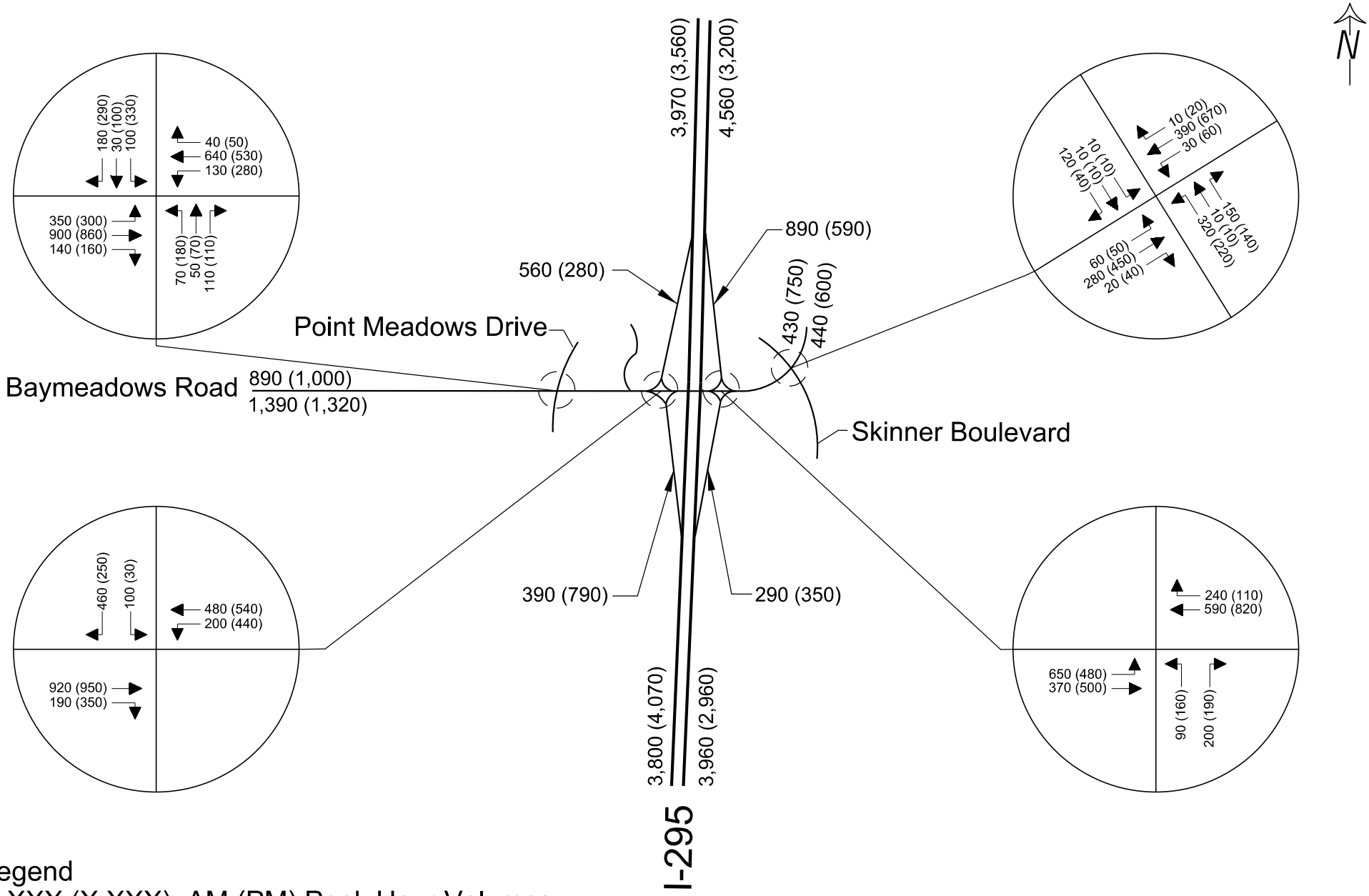

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X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (4 of 7)	Figure 3-2
			Page 14

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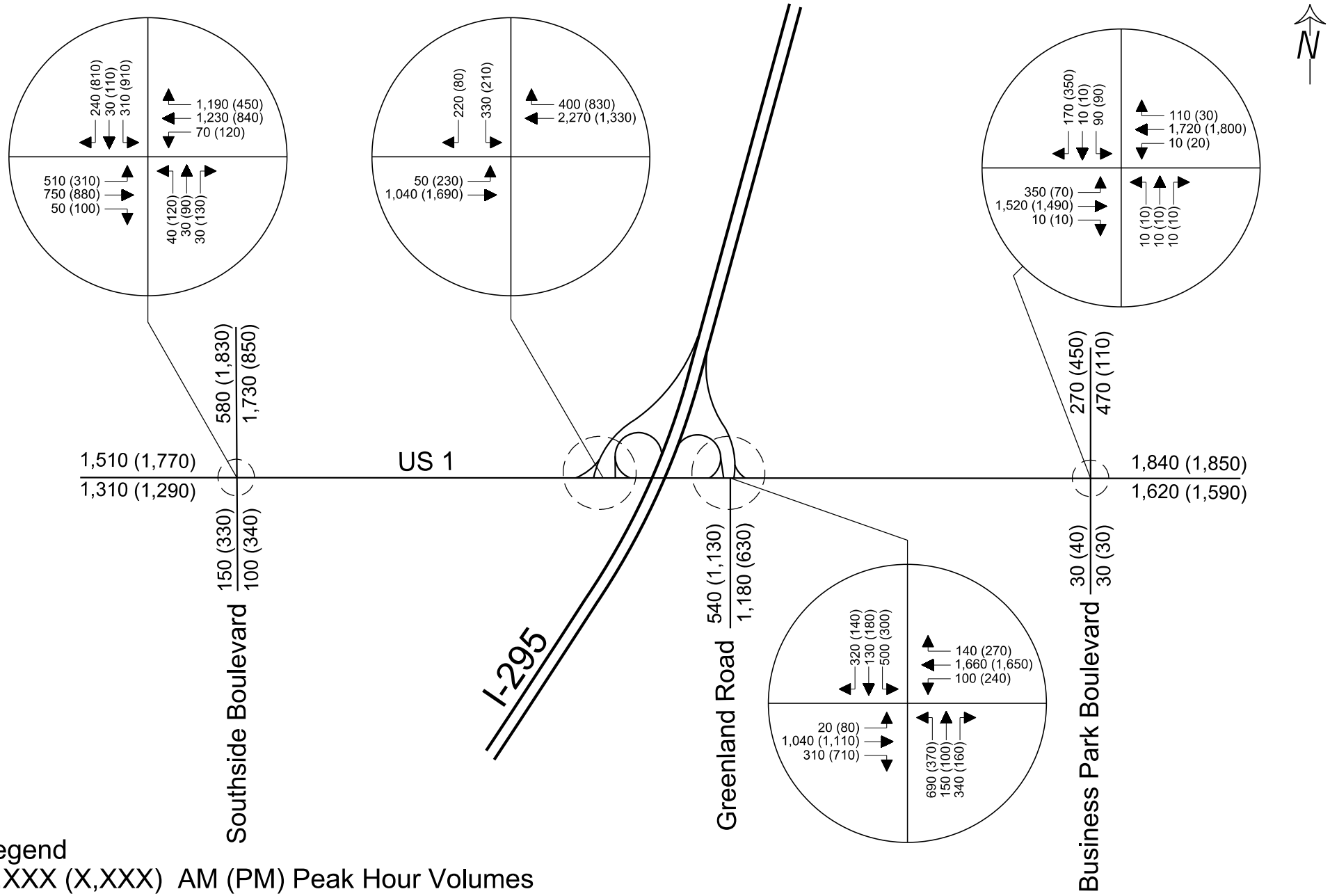

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (5 of 7)	Figure 3-2
			Page 15

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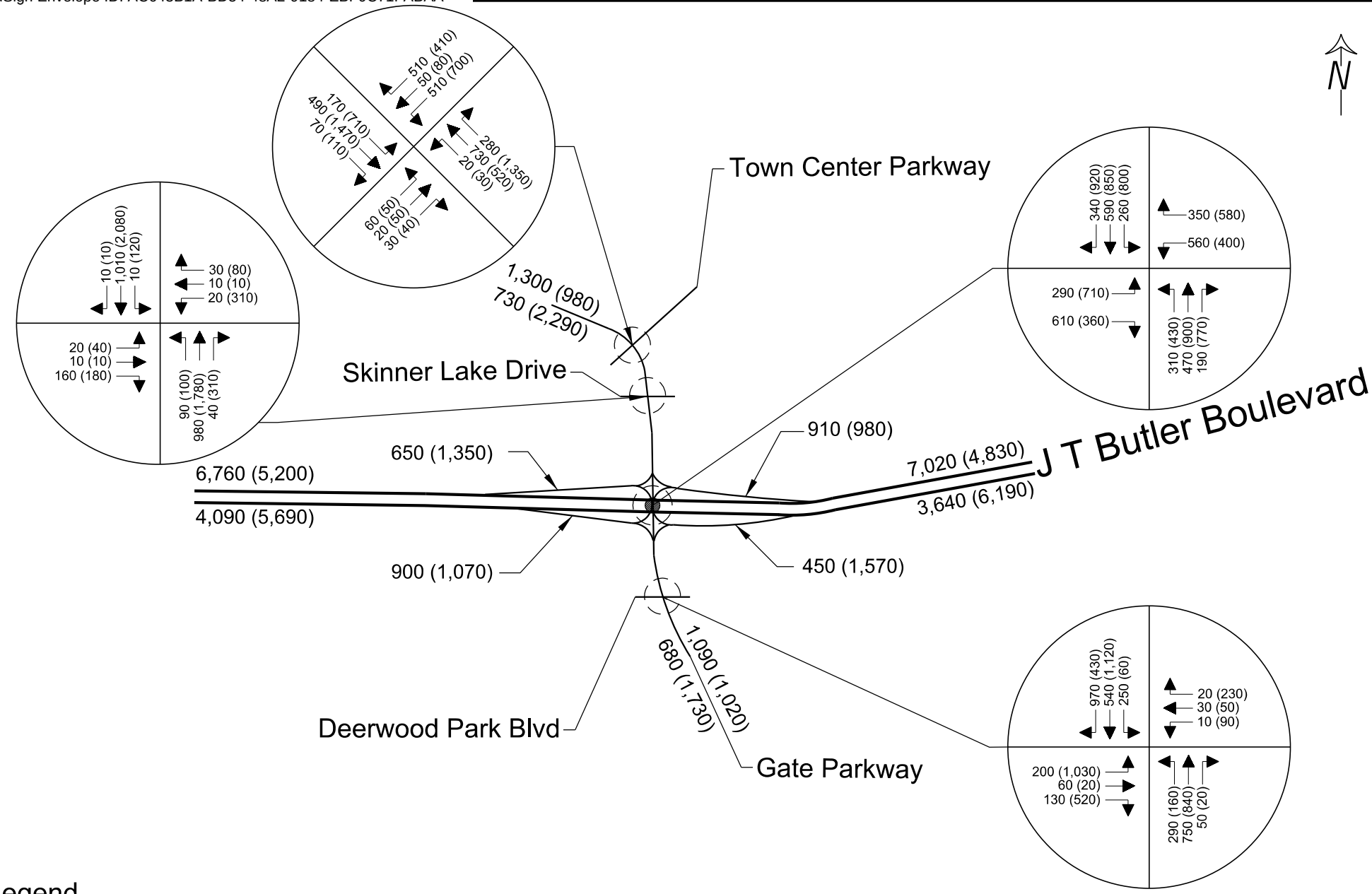

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X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (6 of 7)	Figure 3-2
			Page 16

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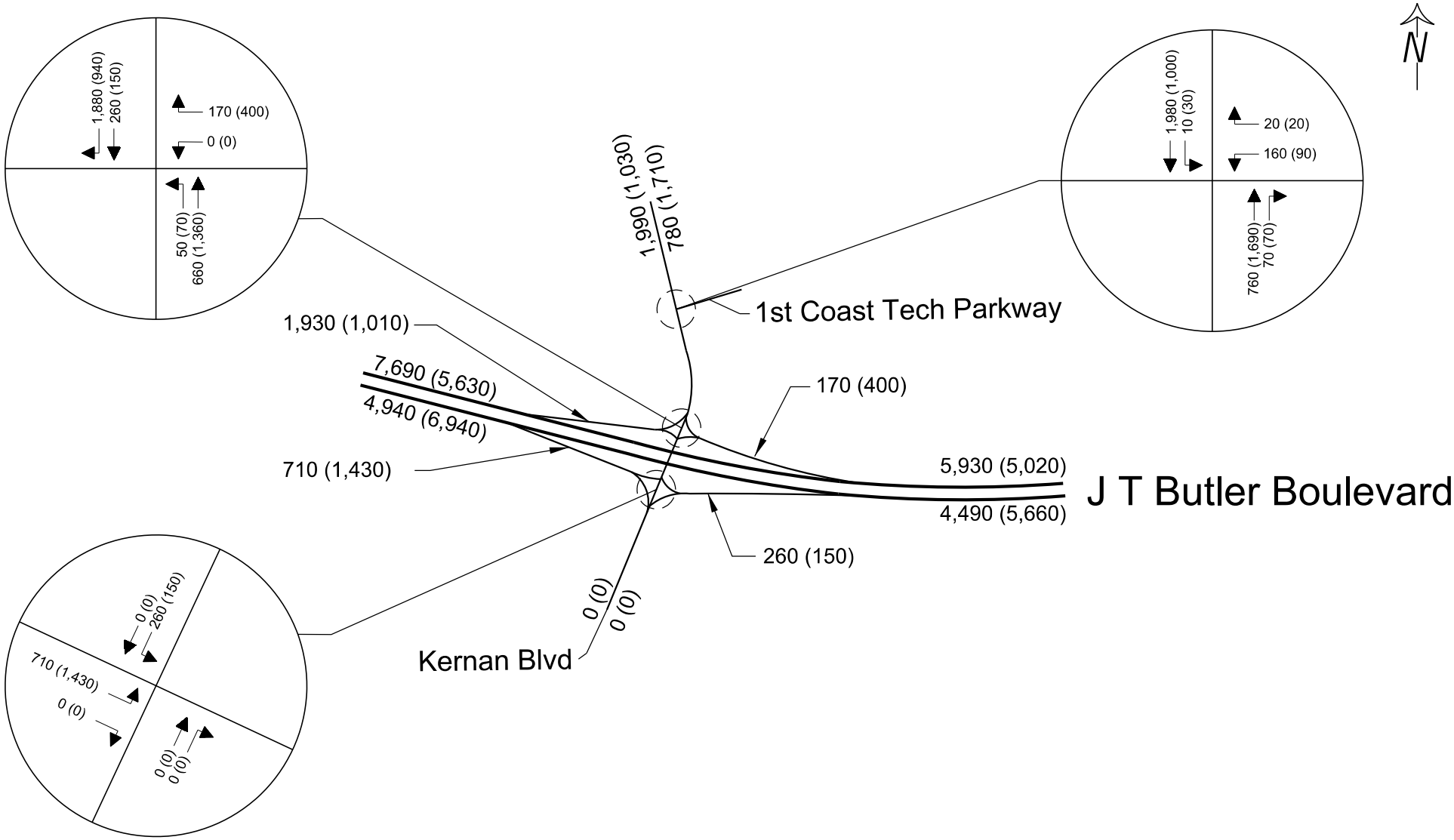

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X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Existing Year (2019) Peak Hour Volumes (7 of 7)	Figure 3-2
			Page 17

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Start Time	End Time	Entire System					
		15-Minute Volume 2019	15-Minute Distribution 2019	15-Minute Distribution 2013	Hourly Volume 2019	Hourly Distribution 2019	Hourly Distribution 2013
5:30	5:45	6,734	5.66%	4.12%	17,693		
5:45	6:00	8,486	7.14%	5.18%	23,313		
6:00	6:15	10,524	8.85%	6.58%	30,448		
6:15	6:30	15,677	13.19%	10.00%	41,421	73.40%	64.17%
6:30	6:45	21,012	17.67%	14.55%	55,699		
6:45	7:00	24,410	20.53%	19.17%	71,623		
7:00	7:15	26,166	22.01%	20.45%	87,265		
7:15	7:30	29,315	24.66%	24.15%	100,903	100.00%	100.00%
7:30	7:45	30,468	25.63%	25.78%	110,359		
7:45	8:00	30,364	25.54%	25.92%	116,313		
8:00	8:15	28,750	24.18%	24.15%	118,897		
8:15	8:30	28,874	24.28%	24.03%	118,456	87.89%	86.94%
8:30	8:45	27,503	23.13%	23.03%	115,491		
8:45	9:00	26,362	22.17%	21.48%	111,489		
9:00	9:15	21,764	18.30%	18.40%	104,503		
9:15	9:30	21,061	17.71%	17.09%	96,690	67.26%	62.54%
9:30	9:45	20,564	17.30%	16.14%	89,751		
9:45	10:00	19,769	16.63%	15.43%	83,158		
10:00	10:15	18,581	15.63%	13.88%	79,975		
10:15	10:30	19,158	16.11%	14.16%	78,072	66.27%	58.85%
10:30	10:45	19,728	16.59%	14.71%	77,236		
10:45	11:00	19,884	16.72%	15.08%	77,351		
11:00	11:15	20,023	16.84%	14.90%	78,793		

Figure 3-3: AM Peak Hour 15-Minute Distribution Percentages for VISSIM Modeling

Start Time	End Time	Entire System					
		15-Minute Volume 2019	15-Minute Distribution 2019	15-Minute Distribution 2013	Hourly Volume 2019	Hourly Distribution 2019	Hourly Distribution 2013
14:45	15:00	24,100	19.43%		96,117		
15:00	15:15	24,742	19.95%	17.06%	97,623		
15:15	15:30	26,016	20.97%	17.98%	99,382		
15:30	15:45	27,792	22.41%	18.90%	102,650	91.62%	
15:45	16:00	27,373	22.07%	18.75%	105,923		84.76%
16:00	16:15	28,871	23.28%	20.55%	110,052		
16:15	16:30	29,610	23.87%	21.63%	113,646		
16:30	16:45	30,639	24.70%	23.83%	116,493	100.00%	
16:45	17:00	30,395	24.50%	23.88%	119,515		100.00%
17:00	17:15	32,063	25.85%	26.14%	122,707		
17:15	17:30	30,944	24.95%	25.56%	124,041		
17:30	17:45	29,337	23.65%	24.42%	122,739	89.21%	
17:45	18:00	28,084	22.64%	22.87%	120,428		83.16%
18:00	18:15	27,094	21.84%	22.11%	115,459		
18:15	18:30	26,137	21.07%	20.66%	110,652		
18:30	18:45	22,975	18.52%	17.52%	104,290	64.67%	
18:45	19:00	20,004	16.13%	15.07%	96,210		54.93%
19:00	19:15	18,832	15.18%	14.02%	87,948		
19:15	19:30	18,401	14.83%	13.47%	80,212		
19:30	19:45	16,616	13.40%	12.37%	73,853	49.55%	
19:45	20:00	15,422	12.43%	11.02%	69,271		40.65%
20:00	20:15	15,003	12.10%	10.67%	65,442		
20:15	20:30	14,424	11.63%	9.82%	61,465		
20:30	20:45	13,305		9.14%	58,154		

Figure 3-4: PM Peak Hour 15-Minute Distribution Percentages for VISSIM Modeling

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Vehicle classification counts were collected at three locations along I-295 and SR 9B within the study area. The first location, along I-295 between the US 1 and the SR 9B interchanges, a peak hour truck factor of 1.3 percent was observed. At the second location, along SR 9B south of I-295 interchange, a peak hour truck factor of 3.7 percent was observed. The third location, along I-295 between SR 202 and Town Center Parkway, a peak hour truck factor of 4.9 percent was observed. The traffic split along I-295 is fairly balanced between the northbound and southbound directions. The AM peak hour directional split was observed to be approximately 51 percent northbound and 49 percent southbound between Gate Parkway and SR 202. On the other hand, the AM peak hour directional split was approximately 45 percent northbound and 55 percent southbound between SR 202 and Town Center Parkway. The directional splits are reversed during the PM peak hour. Therefore, the MLOU approved factors of 5.4 percent peak hour trucks and a 57 percent D-factor are conservative and reflect existing and future travel patterns well for this SIMR Re-evaluation.

Field observations were conducted during the AM and PM peak periods of the study area to ensure that existing condition operations are still reflecting similar operations and observing the same bottleneck locations as the I-295 East Express Phase I SIMR (October 2014) as presented in **Figure 3-5**. Observations were made in addition to these bottleneck and speed drop locations as summarized below:

- With the opening of all phases of SR 9B which connects I-295 to St. Johns Parkway (CR 2209), a shift in traffic was observed from I-295 northbound via the I-95 interchange to northbound SR 9B in the AM and PM peak hours.
- Traffic in the southbound I-295 direction exit out to Gate Parkway and either complete a westbound U-turn or a through movement from the ramp terminal to join the freeway back and bypass the southbound I-295 bottleneck location created by multiple lane drops just to the south of the Gate Parkway off-ramp. This condition is magnified because of on-going construction activity. This is predominant primarily in the PM peak hour.
- The on-ramp from SR 152 to southbound I-295 receives significantly higher volume in the PM peak hour when compared to the northbound I-295 off-ramp existing to SR 152 in the AM peak hour. This condition is a result of construction activity and severe congestion in the southbound I-295 direction near the Gate Parkway interchange. It was observed that commuters were supposed to access the interchange from the Gate Parkway location, but instead utilized local roadways (Gate Parkway to Point Meadows Drive) to bypass congestion and continue south along I-295.

Most of the variations observed in existing condition operations were observed to be a direct effect of the on-going construction within the study area. Therefore, existing condition evaluations completed with the I-295 East Express Phase I SIMR (October 2014) are considered viable for the current conditions and no further existing condition evaluations were performed.

The changes in travel patterns and land use that impacts other travel conditions are noted to ensure they are captured in future year traffic projections.

3.6 Existing Accident Data

Crash data for the most recent five years (2012 to 2016) of the area of influence were obtained from the FDOT Traffic Safety Office. A crash data analysis was performed to quantify the frequency and severity of crashes on I-295 within the project study area. Highlights from this report are included below:

Total Crashes:

A safety analysis was conducted for I-295 between US 1 and Town Center Parkway (milepost 15.6 to milepost 24.85). Over the five-year span (2012 – 2016), this area experienced a total of 1,360 crashes, of which 11 were fatal and 33 were severe injury crashes. Of these crashes, 68 percent involved property damage (fender benders and no major injuries) and 29 percent resulted in minor injuries. **Table 3-4** summarizes the crash data for the study area and **Figure 3-6** shows the location of these crashes and their severity.

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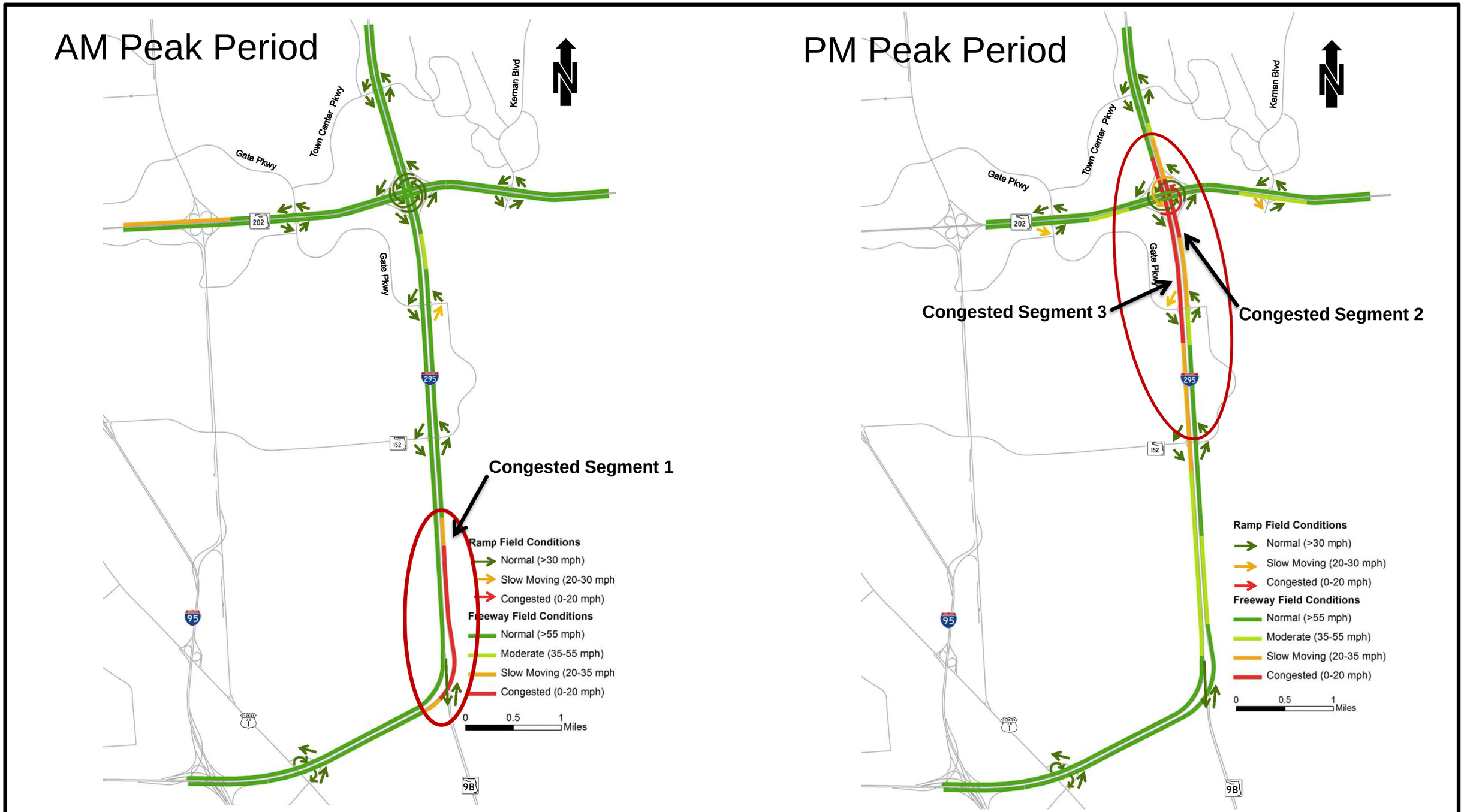
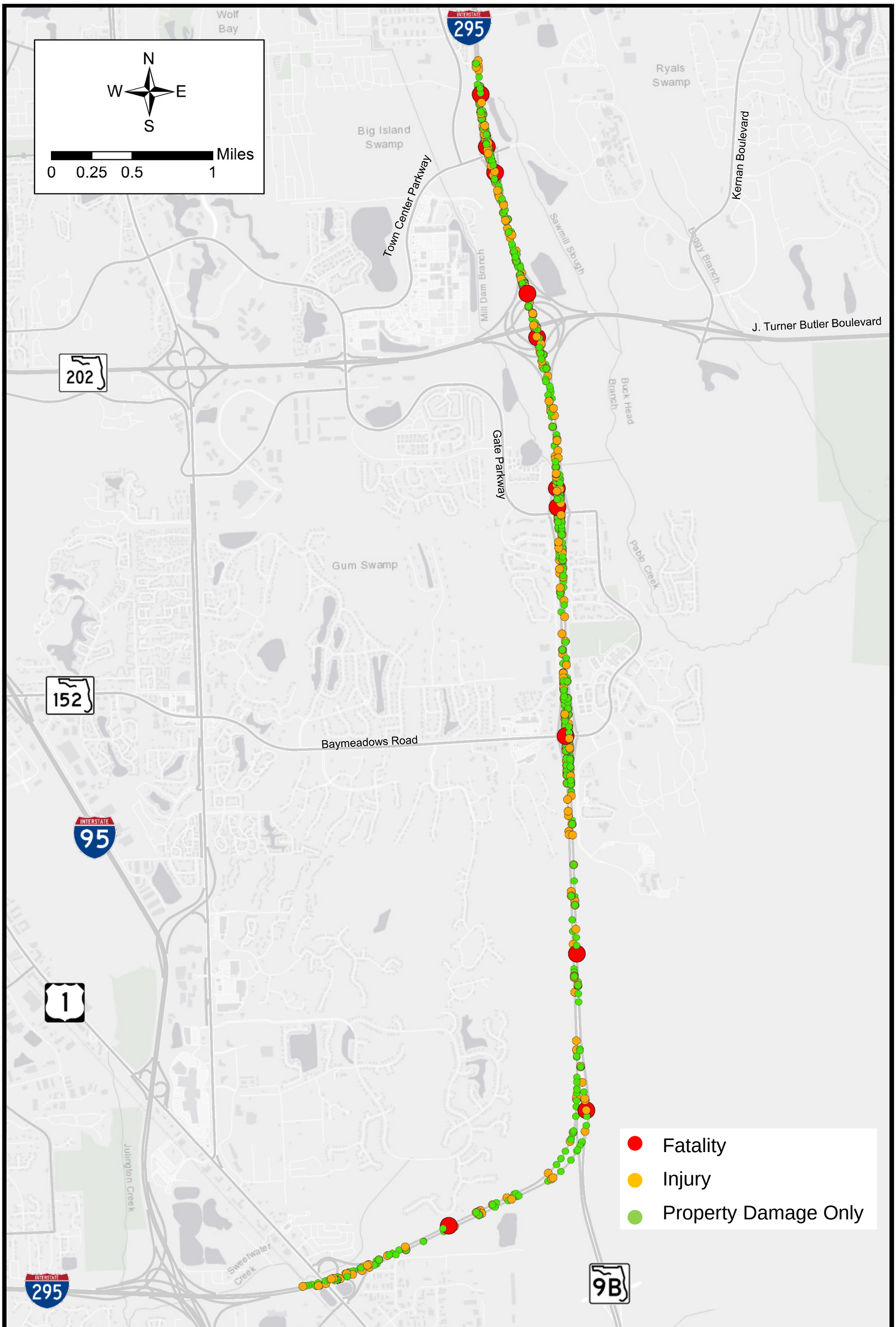


FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Existing Conditions Bottleneck Locations	Figure 3-5	Page 20



FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Crashes by Severity	Figure 3-6	Page 21

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Table 3-4: Study Area Crash Data Summary

Year	PDO* Crashes	Injury Crashes	Severe Injury Crashes	Fatal Crashes	Total Crashes
2012	122	52	10	2	**186**
2013	113	70	8	2	**193**
2014	170	78	7	2	**257**
2015	215	84	5	2	**306**
2016	302	110	3	3	**418**
Total	**922**	**394**	**33**	**11**	**1,360**

*PDO – property damage only

Time of Day Analysis:

The time of the day when each incident occurred was analyzed as summarized on **Figure 3-7**. The figure shows that approximately 57 percent of the crashes (189 + 590) occurred during the peak hours: 14 percent during the AM peak hour and 43 percent during the PM peak hour.

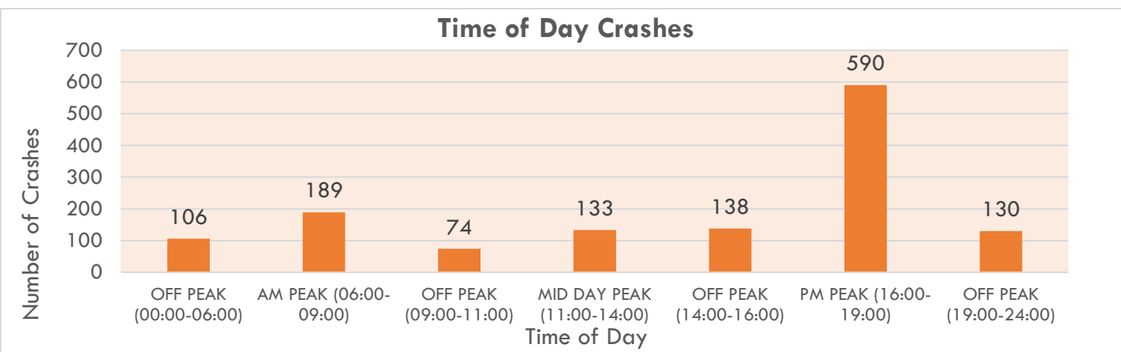

Figure 3-7: Summary of Crashes by Time of Day

Day of Week Analysis:

The number of crashes occurring each day of the week was analyzed to identify high crash frequency days. This data is summarized on **Figure 3-8**, which shows that approximately 51 percent of the crashes (223+200+274) occurred during typical weekdays (Tuesday to Thursday). Also, the highest number of crashes occurred on a Thursday (274 crashes). The results indicate that crashes have predominantly occurred on days when drivers are traveling to and from work.

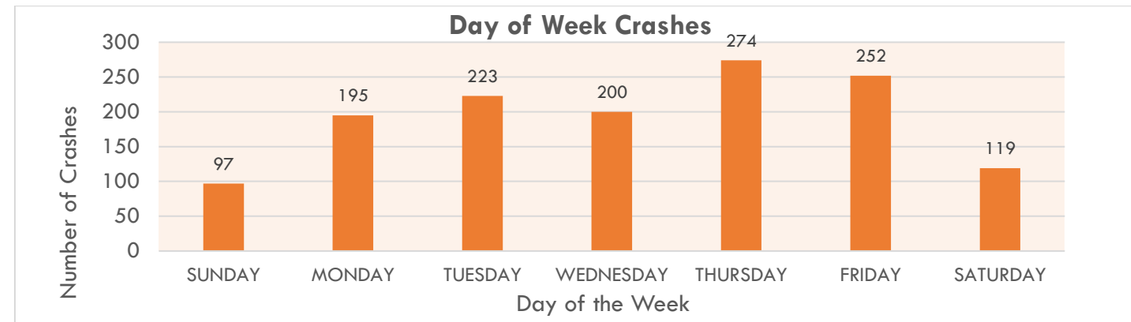

Figure 3-8: Summary of Crashes by Day of the Week

Crash Types:

Crash types within the study area were evaluated to determine the most predominant crash type and its causes. **Table 3-5** summarizes all crash types observed within the study area. Collision with moving vehicle in transport is the leading crash type and it accounts for up to 79.8 percent of crashes. Each of these crash types have different manners of collision, of which rear-end (59 percent) is the most prominent manner, as shown in **Table 3-6**. The high number of rear-end crashes can also be attributed to the congestion and stop-and-go conditions experienced by the study area during the peak hours. Other (single vehicle crashes 22 percent) and sideswipe crashes (15 percent) are the second and third most predominant crash types within the study area. Sideswipe crashes are a result of lane changing near merge or diverge locations and in weave segments. Single vehicle crashes are the result of careless and negligent driver behavior.

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Table 3-5: Summary of Crash Types

Crash Type	Crashes	Percentage
Motor Vehicle in Transport	1085	79.8%
Guardrail Face	70	5.1%
Overturn/Rollover	32	2.4%
Other Non-Collision	30	2.2%
Other Non-Fixed Object	24	1.8%
Concrete Traffic Barrier	17	1.3%
Utility Pole/Light Support	17	1.3%
Struck by Falling, Shifting Cargo	12	0.9%
Tree (standing)	9	0.7%
Ditch	8	0.6%
Guardrail End	7	0.5%
Traffic Sign Support	6	0.4%
Animal	5	0.4%
Impact Attenuator/Crash Cushion	5	0.4%
Work Zone/Maintenance	4	0.3%
Other Post, Pole or Support	4	0.3%
Ran into Water/Canal	3	0.2%
Embankment	3	0.2%
Other Fixed Object (wall, building, tunnel, etc.)	3	0.2%
Cargo/Equipment Loss or Shift	2	0.1%
Thrown or Falling Object	2	0.1%
Pedestrian	2	0.1%
Parked Motor Vehicle	2	0.1%
Culvert	2	0.1%
Curb	2	0.1%
Fire/Explosion	1	0.1%
Jackknife	1	0.1%
Bridge Pier or Support	1	0.1%
Fence	1	0.1%
Total	1,360	100.0%

Table 3-6: Manner of Collision

Manner of Collision	Crashes	Percentage
Front to Rear	797	59%
Other	295	22%
Sideswipe	207	15%
Angle	53	4%
Front to Front	6	0%
Rear to Rear	2	0%
Total	1,360	100%

I-295 Crash Data Summary:

This section provides a summary of the locations with the most frequent occurrence of crashes during the study period along I-295 within the study area. The findings and observations from this analysis are presented below.

I-295 Northbound Direction:

The segment between US 1 and the SR 9B on-ramp experienced 101 crashes in five years. Rear-end, angle/sideswipe, and collision with fixed objects are the most predominant crash types, indicating stop-and-go conditions and lane changing crash patterns. Aggressive and careless driving (62 crashes) and improper lane changes (seven crashes) are the predominant contributing causes to crashes on this segment.

The segment between the SR 9B on-ramp and the SR 152 off-ramp experienced the highest number of crashes along the northbound direction, with 183 crashes in five years. The most predominant type of crashes in this location are rear-end crashes, sideswipe crashes, and collision with fixed objects (poles, guardrails, trees, attenuators etc.), which indicates stop-and-go conditions and high-speed differentials.

The segment between the SR 152 off-ramp and on-ramp experienced 83 crashes in five years. The predominant crash type is rear-end collisions, indicating stop-and-go operations.

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The remaining northbound I-295 segments do not show a significant crash history.

The crash rates range between 0.29 and 1.72 for the I-295 northbound segments and the statewide average crash rate is 1.04 for facilities similar to I-295.

I-295 Southbound Direction:

The segment between SR 202 off-ramp and on-ramp experienced 101 crashes in five years. Rear-end and angle/sideswipe are the most predominant crash types, indicating stop-and-go conditions and lane changing crash patterns in this location. Aggressive and careless driving (66 percent) and improper lane changes (seven percent) are the predominant contributing causes to crashes on this segment.

The segment between the Gate parkway off-ramp and on-ramp experienced 125 crashes in five years. Rear-end and angle/sideswipe are the most predominant crash types, indicating stop-and-go conditions and lane changing crash patterns in this location.

The segment between the SR 152 off-ramp and on-ramp experienced the highest number of crashes along the southbound direction, with 129 crashes in five years. The most predominant type of crashes in this location are rear-end and collision with fixed objects (poles, guardrails, trees, attenuators etc.), which indicate stop-and-go conditions and high-speed differentials. The remaining segments along the I-295 southbound direction does not show a significant crash history.

The crash rates range between 0.36 and 2.68 for the I-295 southbound segments and the statewide average crash rate is 1.04 for facilities similar to I-295.

Detailed crash evaluations were already completed and evaluated through the I-295 East Express Phase I SIMR (October 2014). This report evaluated crashes along I-295 between 2007 and 2011. The crash trends and severity between the previous analysis and current analysis are still similar and justify the need for the on-going D/B project. The current on-going D/B project that will complete two express lanes along the study area will reconstruct the existing GP lanes in the northbound and southbound directions and is predicted to improve safety along the corridor. However, a predictive safety evaluation has been conducted for the Original Build Alternative and Preferred Build Alternative in **Section 7** of this SIMR Re-evaluation to summarize the safety benefits attained from the proposed projects.

Historic crash data is provided in **Appendix D**.

3.7 Existing Environmental Constraints

A Project Development and Environment (PD&E) study has been conducted by FDOT District 2 for this project (January 2015). The roadway improvements proposed for this project are within the I-295 East Express Phase I SIMR (October 2014) right-of-way limits. A Type 2 Categorical Exclusion (Type 2 CE) received FHWA approval (January 2015) for the improvements that are currently under construction. Details of the existing environmental constraints and an extensive examination of the natural, social, and physical impacts associated with the Preferred Build Alternative are documented in the Preliminary Engineering Report (PER) for this project. Because the proposed improvements are anticipated to be completed within existing right-of-way, no additional impacts associated with any environmental features are anticipated.

3.8 Existing Master Plans, LRTP, Developments of Regional Impact, and Projects

This SIMR considers all programmed and planned roadway improvements within the study area. The proposed capacity improvements are consistent with the following studies:

- North Florida TPO LRTP
- North Florida TPO TIP
- North Florida TPO Cost Feasible Plan
- City of Jacksonville Comprehensive Plan
- FDOT Five-Year Work Program
- FDOT SIS Plans
- State Transportation Improvement Program (STIP)
- Committed Improvements from Local and Private Sectors

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The need for improvements along I-295 between SR 9B and SR 202 is identified in the North Florida TPO 2040 LRTP, TIP, and Cost Feasible Plan.

A major roadway project is proposed within the area of influence between Opening Year (2025) and Design Year (2045). This project proposes the widening of I-295 from SR 202 to the Dames Point Bridge by 2040. Accounting for this widening, the Design Year (2045) Build Alternative models have an additional GP lane at the aforementioned location.

In addition, recently major developments have been approved within the area of influence for construction prior to the Design Year (2045) that were unavailable at the time of the I-295 East Express Phase I SIMR (October 2014) and were not captured in the previous volume development. These projects play a significant role in the increase in traffic demand on the I-295 corridor and local arterials. A summary of these new developments is provided below:

- E-Town residential and commercial development extends from approximately the SR 9B at E-Town Parkway interchange north to nearly the I-295 at SR 152 interchange.
- Residences and commercial properties from near the I-295 at Gate Parkway interchange to the south of the SR 202 at Kernan Boulevard interchange (Skinner Parcel).
- The northwest parcels near the SR 202 at Kernan Boulevard interchange have been developed for multifamily living with other commercial use.
- Further commercial development at the St. Johns Town Center along Town Center Parkway and Gate Parkway.
- Residential and commercial land use developed to the west of I-295 near the Gate Parkway interchange including the addition of an Ikea.

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4.0 Need

The purpose of this I-295 East Express Lanes SIMR Re-evaluation project is to add an additional GP lane in either direction of I-295 within the project limits to improve GP speed and travel time.

The need for the project is based on the following factors:

Increase in Volume Growth Due to Recent Developments – The segment of I-295 from SR 9B to SR 202 currently experiences heavy peak period congestion with speeds well below the posted speed limits. To improve existing conditions, two express lanes are being constructed in both directions along I-295 with anticipated opening in Spring 2020. This construction predominantly changes the lane configuration along I-295 to two GP and two express lanes in both the northbound and southbound directions.

Recent developments within the area of influence spurred the need to review forecasted volumes presented in the I-295 East Express Lanes SIMR (October 2014). Recently released, the NERPM AB was determined to be a more realistic model for the area of influence than the previously used TSM. After completing traffic volume forecasts for the Opening Year (2025) and Design Year (2045), the I-295 East Express Lanes SIMR (October 2014) Opening Year (2020) and Design Year (2040) volumes were grown by 0.65 percent to compare equivalent volumes for Opening (2025) and Design (2045) volumes between the two forecasts. The forecasted volumes in this SIMR Re-evaluation were determined to be approximately 12 percent higher on average over the entire area of influence. **Table 4-1** summarizes this comparison between adjusted I-295 East Express Lanes SIMR (October 2014) AADT volumes and the new forecasted volumes as part of this SIMR Re-evaluation.

Table 4-1: Peak Hour Traffic Comparison

I-295		SIMR (October 2014) 2045	SIMR Re-evaluation (November 2019) 2045	Difference in Volume	Percent Increase
From	To	Design Hour Volume(1) (2)	Design Hour Volume(1)		
SR 9B	SR 152	8,750	10,620	1,870	21%
SR 152	Gate Parkway	9,590	10,330	740	8%
Gate Parkway	SR 202	9,560	10,340	780	8%

(1) – Peak/Design Hour Volumes are demand volumes representing travel demand for the peak direction
(2) – Year 2040 volumes were grown by 0.65 percent annually to show Design Year (2045) volume comparison. The 0.65 percent growth rate was identified as the average I-295 corridor growth rate from the I-295 East Express Lanes Design Traffic Memorandum.

This anticipated increase in volume between the I-295 East Express Lanes SIMR (October 2014) and this SIMR Re-evaluation will likely cause operations along the I-295 GP lanes to deteriorate. As travel times and delay in GP lanes increase, move drivers are anticipated to utilize the express lanes. The increase in demand for the express lanes could ultimately force travel times and delays to increase and speeds to drop below acceptable targets established by FDOT.

Social/Economic Demand – I-295 serves major north-south traffic movements around the Jacksonville urban area, connecting suburban residential areas with office, commercial and industrial centers. Traffic demand on I-295 is directly related to population and employment changes.

The population and employment data through BEBR show that traffic volumes will continue to increase in line with population growth. Although express lanes along I-295 are currently being constructed for a long-term mobility option, additional GP lane modifications are needed to ensure optimal functionality of the system. Without additional improvements to the project currently under construction, express lane operations could function below acceptable statewide targets forcing residents and workers in the surrounding areas to face more congestion, leading to lost productivity and increase in air pollution.

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5.0 Description of Alternatives

This section briefly describes the alternatives (Original Build and Preferred Build) developed to improve traffic operations and safety along the I-295 corridor within the study area.

5.1 Original Build Alternative

A PD&E study was conducted by FDOT District 2 for the I-295 East Express Lanes project and various alternatives were developed as part of this project to address the needs identified. These alternatives were documented in the I-295 East Express Phase I SIMR (October 2014). Upon the project beginning the D/B process, several Alternative Technical Concepts (ATCs) were submitted to improve upon the proposed design. The approved ATCs were evaluated as part of the Modified Build Alternative considered in the I-295 East Express Phase I SIMR Re-evaluation (July 2016). These improvements were added to the original design, and for the purposes of this report's analysis, will serve as the baseline for comparison with the Preferred Build Alternative. The improvements proposed in the conclusion of both the I-295 East Express Phase I SIMR (October 2014) and the I-295 East Express Phase I SIMR Re-evaluation (July 2016) are considered as the Original Build Alternative for this report. A summary of this Original Build Alternative is discussed in this section.

In general, the project expands the existing four-lane roadway to an eight-lane roadway by adding two express lanes in each direction in the median of I-295, separated from the two existing GP lanes by a 4-foot buffer with flexible delineators.

Freeway Improvements:

- Eliminates the northbound I-295 inside lane drop north of SR 9B.
- Widen northbound I-295 to provide an auxiliary lane between SR 9B and SR 152. This auxiliary lane must exit at SR 152.
- Widen southbound I-295 to eliminate the lane drop from the westbound SR 202 dual–lane entrance ramp.
- Widen southbound I-295 to provide an auxiliary lane between the eastbound SR 202 entrance ramp and the Gate Parkway exit ramp.
- Widen southbound I-295 to provide an additional GP lane between Gate Parkway and SR 152.
- The southbound express lane ingress was extended nearly 2 miles to the north, between the Town Center Parkway interchange ramps to eliminate a weave segment.
- Northbound I-295 express lane configuration was updated to allow for dual express lanes from SR 9B through the extent of the study area.

I-295 and SR 152 Interchange Improvements:

- Provide dual left-turn lanes for all ramp movements, except westbound SR 152 to southbound I-295.
- Add two lanes in the median for eastbound SR 152 prior to the I-295 southbound interchange traffic signal to accommodate the dual left-turn lane from eastbound SR 152 to northbound I-295.
- Provide dual right-turn lanes for southbound I-295 traffic exiting to westbound SR 152.
- Widen ramps to provide longer turn-lane storage and receiving lanes for dual left-turn movements along the I-295 ramp terminal intersections.
- Southbound off-ramp modified from 1-lane to 2-lanes.

I-295 and Gate Parkway Interchange Improvements:

- Provide dual left-turn lanes for all ramp movements, except westbound Gate Parkway to southbound I-295.
- Add two lanes in the median for eastbound Gate Parkway prior to the I-295 southbound interchange traffic signal to accommodate the dual left turn from eastbound Gate Parkway to northbound I-295.
- Widen the southbound I-295 exit ramp to Gate Parkway to provide a two-lane exit.
- Provide dual right-turn lanes for southbound I-295 exit traffic to westbound Gate Parkway.
- Widen ramps to provide longer turn-lane storage and receiving lanes for dual left-turn movements along the I-295 ramp terminal intersections.

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I-295 and SR 202 Interchange Improvements:

- Provides direct connection between northbound I-295 express lanes and SR 202 off-ramps (eastbound and westbound directions).
- Northbound off-ramps to SR 202 eastbound and westbound are separated, with the SR 202 westbound off-ramp approximately 1,000 feet to the north of the SR 202 eastbound off-ramp.

I-295 and Town Center Parkway Interchange Improvements:

- Widen the northbound I-295 exit ramp to Town Center Parkway/UNF to provide a two-lane exit.

SR 202 and Kernan Boulevard Interchange Improvements:

- Widen the eastbound SR 202 exit ramp to Kernan Boulevard to provide a two-lane exit.
- Provide dual left-turn lanes from the eastbound SR 202 exit ramp to northbound Kernan Boulevard.
- Provide dual left-turn lanes from southbound Kernan Boulevard to the eastbound SR 202 on-ramp.
- Widen the eastbound SR 202 entrance ramp to receive the dual left turns; merge to a single-lane ramp prior to the gore to SR 202.
- Provide dual right-turn lanes from the westbound SR 202 exit ramp to northbound Kernan Boulevard.
- Add traffic signalization at both ramp termini intersections.

SR 202 and Gate Parkway Interchange Improvements:

- Widen the westbound SR 202 exit ramp to Gate Parkway to provide a dual-lane exit. Of the two auxiliary lanes along SR 202, one must exit while the other remains an option lane until it drops approximately 1,400 feet downstream of the off-ramp.
- Widen westbound SR 202 between I-295 and Gate Parkway to provide an additional auxiliary lane for the first I-295 entrance ramp (from northbound I-295) to eliminate the merge prior to the second entrance ramp (from southbound I-295).
- Modified the SR 202 westbound ramp to Gate Parkway to include 500 feet of additional queue storage for the westbound right turn lane.
- Additional ramp terminal intersection improvements
  - One additional eastbound right turn lane
  - Two additional westbound right turn lanes
  - One additional northbound shared through/right turn lane and on right turn lane
  - One additional southbound left turn lane and one shared through/right turn lane

Gate Parkway and Deerwood Park Boulevard Intersection Improvements:

- One additional eastbound left turn lane and one shared through/right turn lane
- Two additional westbound through lane and one right turn lane
- One additional northbound left turn lane and one shared through/right turn lane
- One additional southbound left turn lane

Detailed concept layouts for the Original Build Alternative analyzed are included in the I-295 East Express Phase I SIMR Re-evaluation (July 2016), **Appendix A**.

Figure 5-1 and **Figure 5-2** show the lane configuration for the Original Build Alternative for Opening Year (2025) and Design Year (2045), respectively.

A conceptual signing plan was prepared for the Original Build Alternative and is included in the I-295 East Express Phase I SIMR Re-evaluation (July 2016), **Appendix A**. This signing plan is provided in **Appendix F** to provide comparison of the previous proposed signing information with the current proposed modifications.

5.2 Preferred Build Alternative

With the increase in demand identified from the recent developments near the area of influence, additional improvements to GP lanes were deemed necessary to ensure optimal efficiency of the road network. The Preferred Build Alternative builds upon the Original Build Alternative's concept with two distinct modifications.

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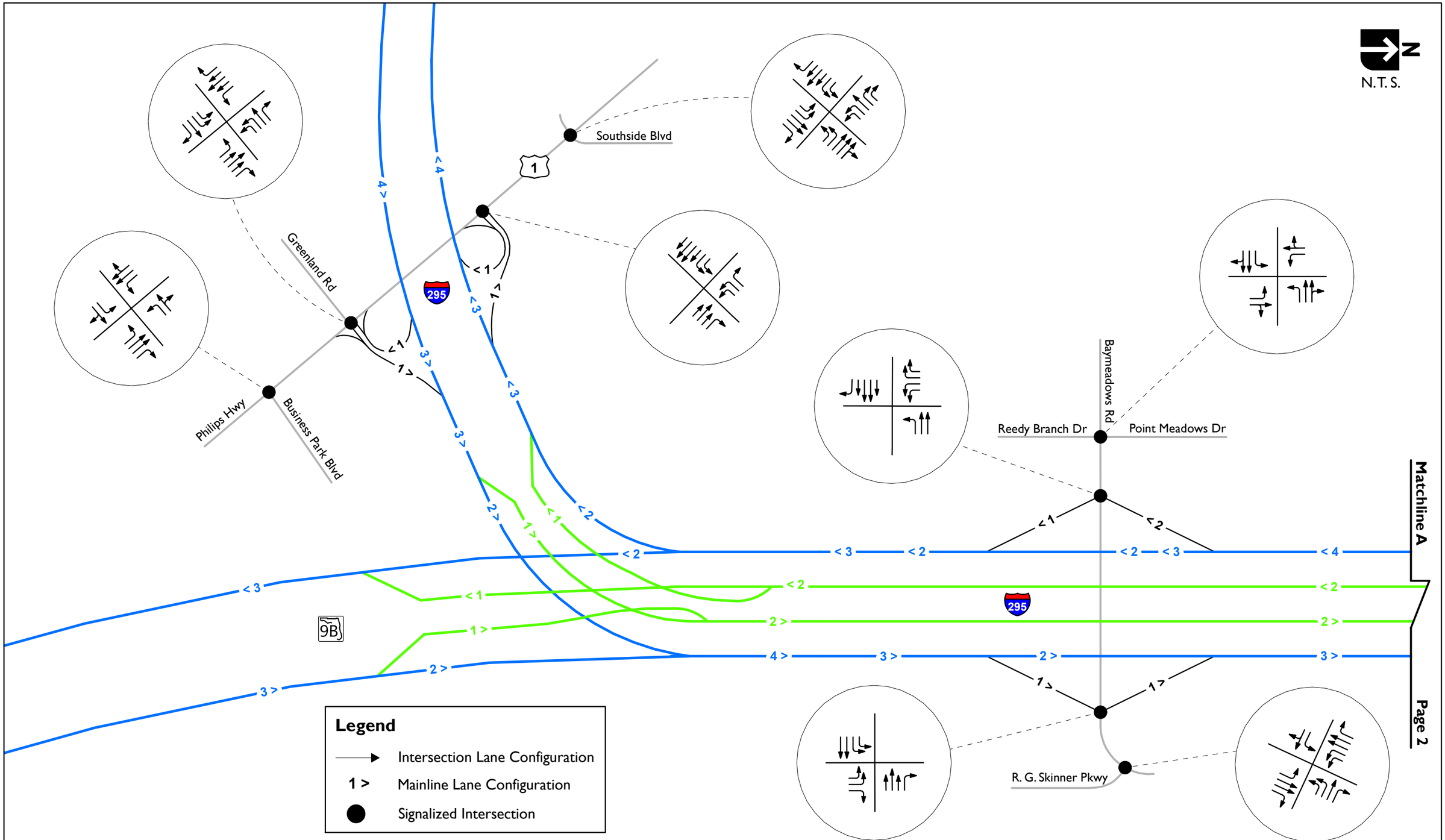

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2025 Lane Configuration (1 of 3)	Figure 5-1	Page 29

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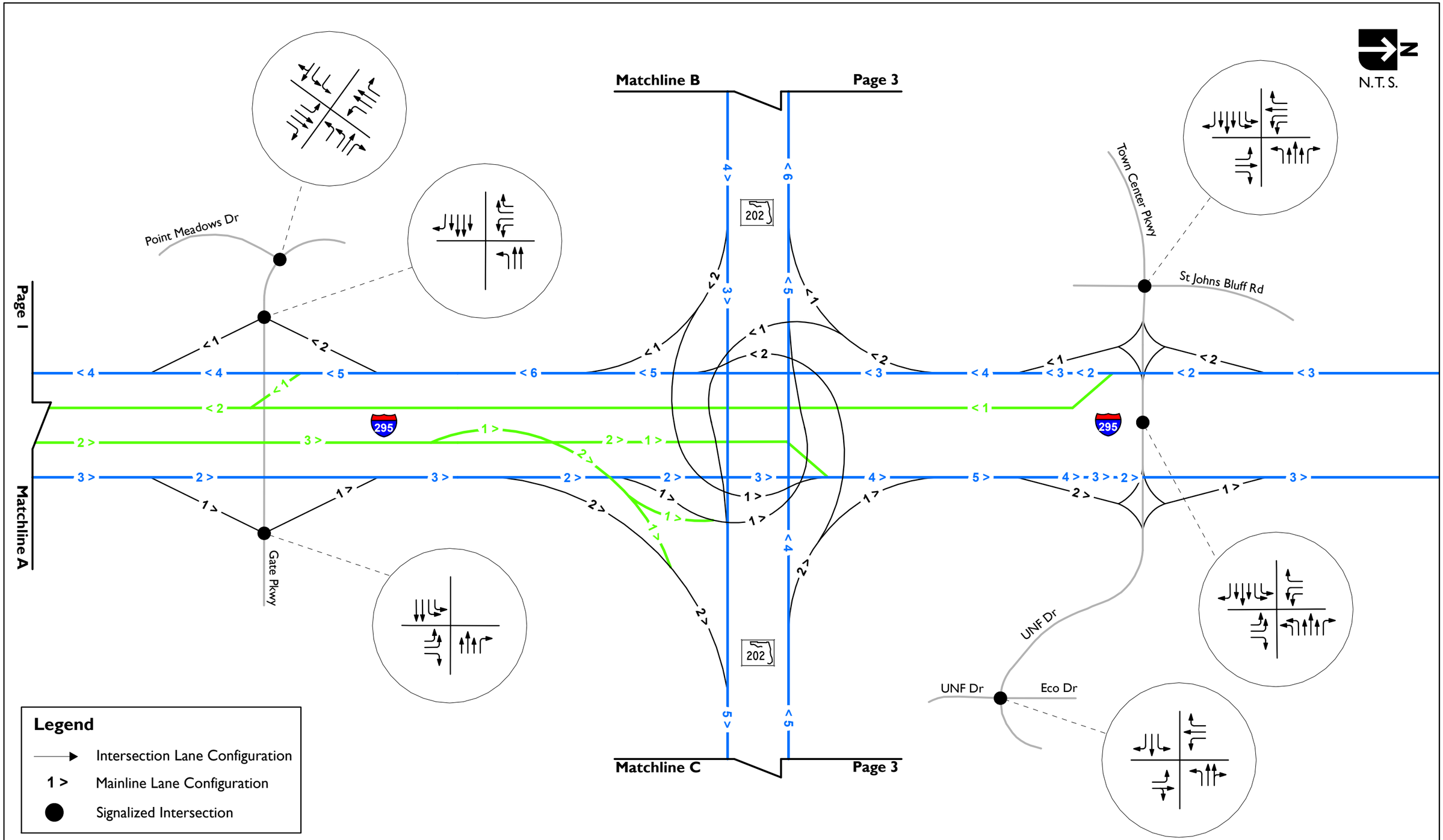

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2025 Lane Configuration (2 of 3)	Figure 5-1

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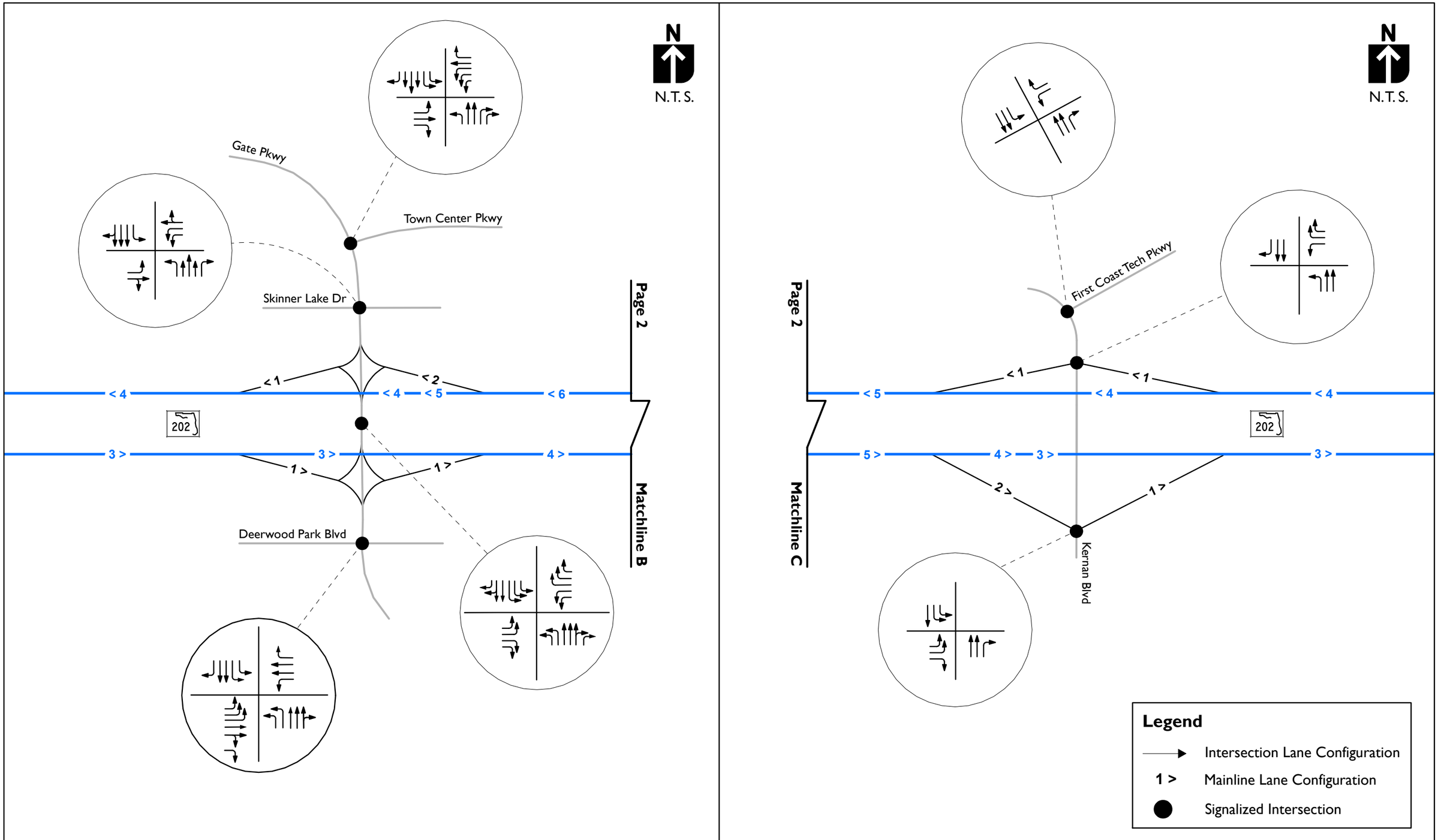

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2025 Lane Configuration (3 of 3)	Figure 5-1	Page 31

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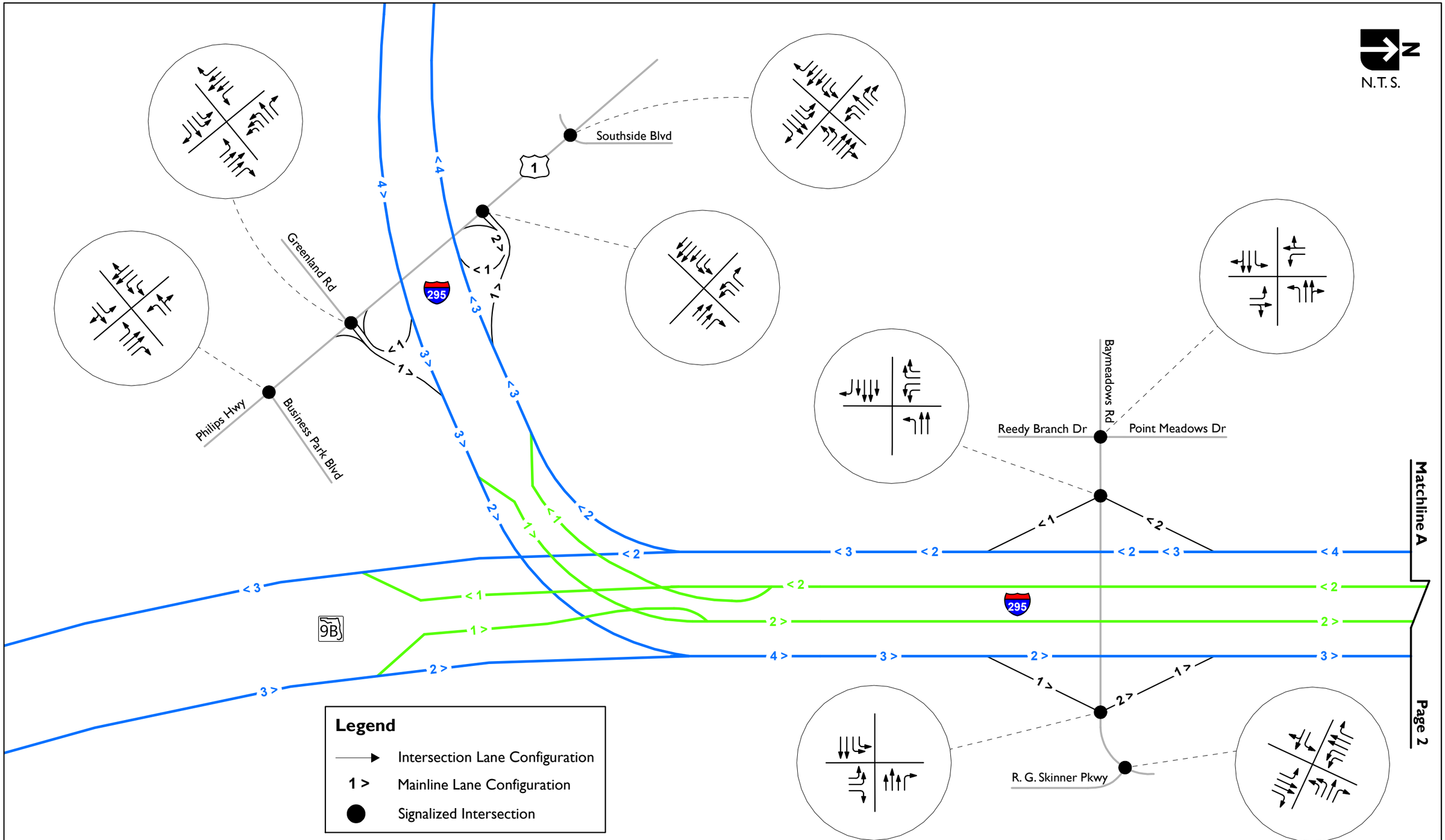

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2045 Lane Configuration (1 of 3)	Figure 5-2	Page 32

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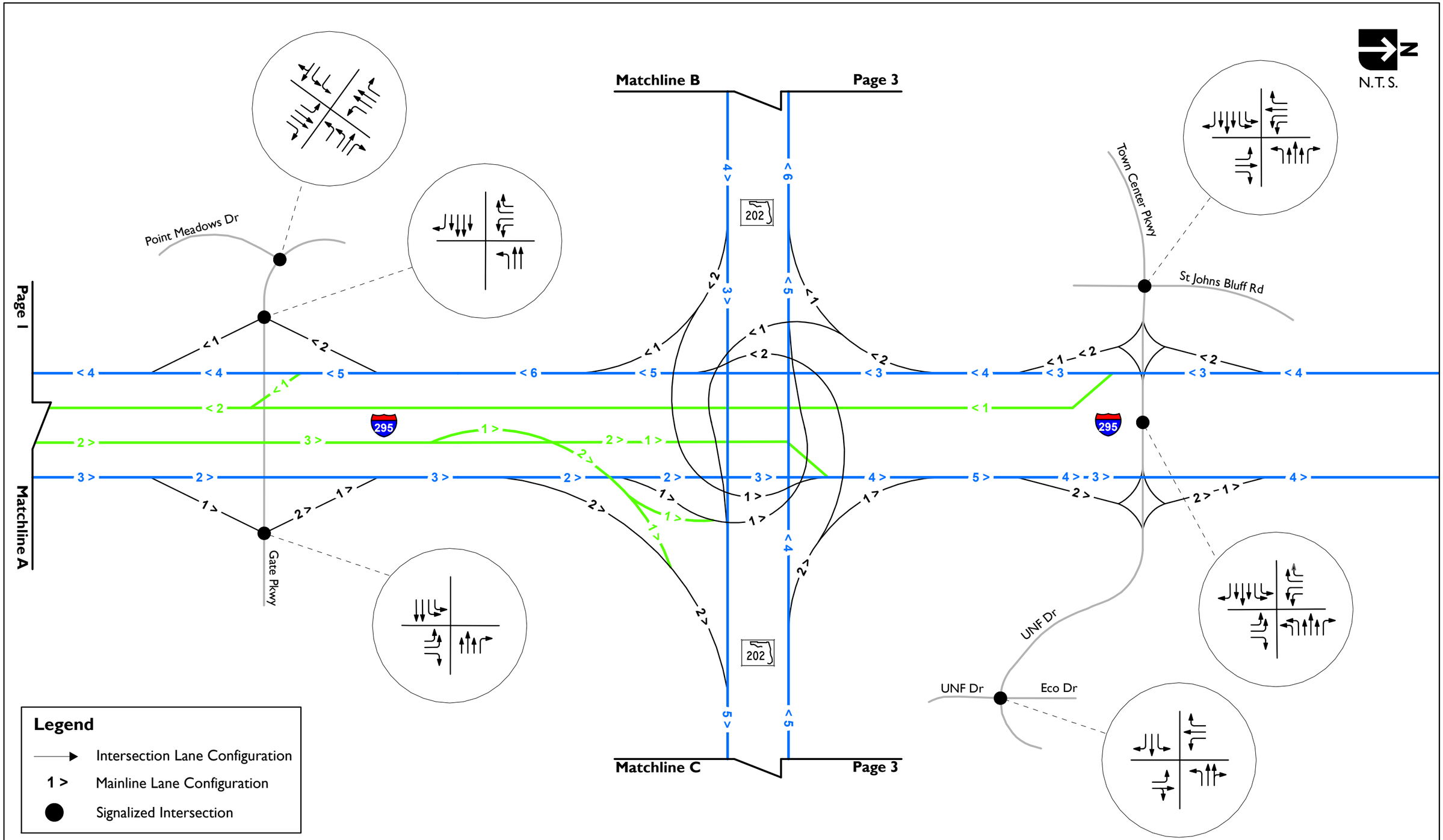

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2045 Lane Configuration (2 of 3)	Figure 5-2	Page 33

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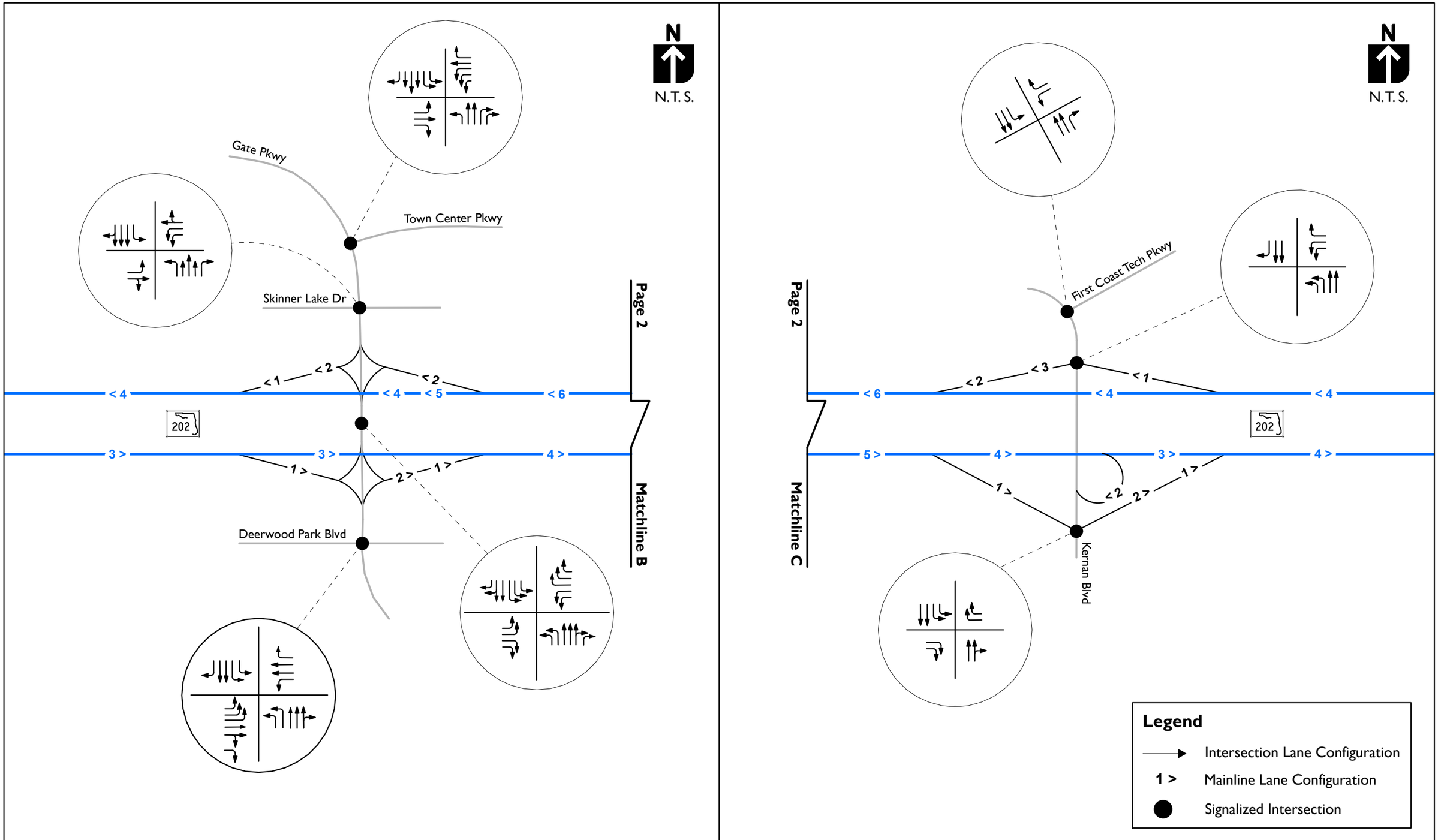

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2045 Lane Configuration (3 of 3)	Figure 5-2	Page 34

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Freeway Improvements:

- Widen northbound I-295 by adding an additional GP lane that extends from the off-ramp to SR 152 to north of the SR 202 off-ramp. Improvements to the design include a choice lane for the SR 152 single-lane off-ramp instead of the lane drop currently under construction with the Original Build Alternative. Three GP lanes continuing through downstream of the SR 152 off-ramp. Approximately 150 feet of taper is proposed for the SR 152 off-ramp instead of an auxiliary lane. This additional GP lane ties into the Original Build Alternative near the SR 202 eastbound off-ramp.
- Widen the northbound I-295 off-ramp to Gate Parkway to two lanes. Upstream of the ramp, I-295 is proposed as three GP lanes with one auxiliary lane and two express lanes. The auxiliary lane is proposed to drop off to Gate Parkway with an option lane that will continue along I-295 northbound. The GP lanes are proposed to balance as four lanes splits to two lanes on the off-ramp and three lanes continue through.
- I-295 northbound express lanes modified to remove internal merge proposed near the SR 202 interchange with the Original Build Alternative. Rather than opening a third express lane to split to the SR 202 ramps and two lanes continue through, the Preferred Build proposes a single dedicated express lane to the SR 202 ramps and the other express lane for I-295 northbound to streamline the flow and reduce friction.
- Widen southbound I-295 by adding an additional GP lane from south of the SR 152 off-ramp to the SR 9B off-ramp. This proposed modification eliminates the lane merge between the SR 152 interchange ramps, instead extends the additional lane to tie into the deceleration lane near the SR 9B off ramp proposed with the Original Build Alternative.

Conceptual layouts for the Preferred Build Alternative analyzed are included in **Appendix E**.

Figure 5-3 and **Figure 5-4** show the lane configuration for the Preferred Build Alternative for Opening Year (2025) and Design Year (2045), respectively.

A conceptual signing plan was prepared for the Preferred Build Alternative and is included in **Appendix F** and typical sections are provided in **Appendix G**.

5.3 Conformance with Local, Regional, and State Transportation Plans

The Original Build and Preferred Build Alternatives evaluated in this SIMR are consistent with the following plans:

- North Florida TPO LRTP, TIP, Cost Feasible Plan
- City of Jacksonville Comprehensive Plan
- FDOT Five-Year Work Program and SIS Plan
- State Transportation Improvement Program (STIP)

5.4 Compliance with Policies and Engineering Standards

Most of the proposed improvements with the Original Build Alternative were designed to meet the current standards for federal-aid projects on the interstate system conforming to FDOT and AASHTO standards. However, a design exception and five design variations were required. According to the I-295 East Express Phase I SIMR Re-evaluation (July 2016), provided in **Appendix A**,

"A design exception for shoulder width exists on I-295 at the I-295 / SR 202 interchange. In order to accommodate the proposed widening within the existing bridge infrastructure, a shoulder width ranging from 6-to-10 feet is required. The outside shoulders of I-295 northbound and southbound at the SR 202 eastbound and westbound overpass bridges require an exception for approximately 300 feet in both directions. In addition, inside shoulders of I-295 northbound and southbound within the I-295/SR 202 interchange require an exception for approximately 2,450 feet. It should be noted that this geometric issue extends beyond the limits of the bridges, and in combination with proposed overhead signs, additional sections of 6-to-10-foot shoulder width extend from within this interchange to the Town Center Parkway interchange to the north. An additional exception exists on I-295 northbound and southbound within the Gate Parkway interchange, to accommodate the proposed direct connect ramp.

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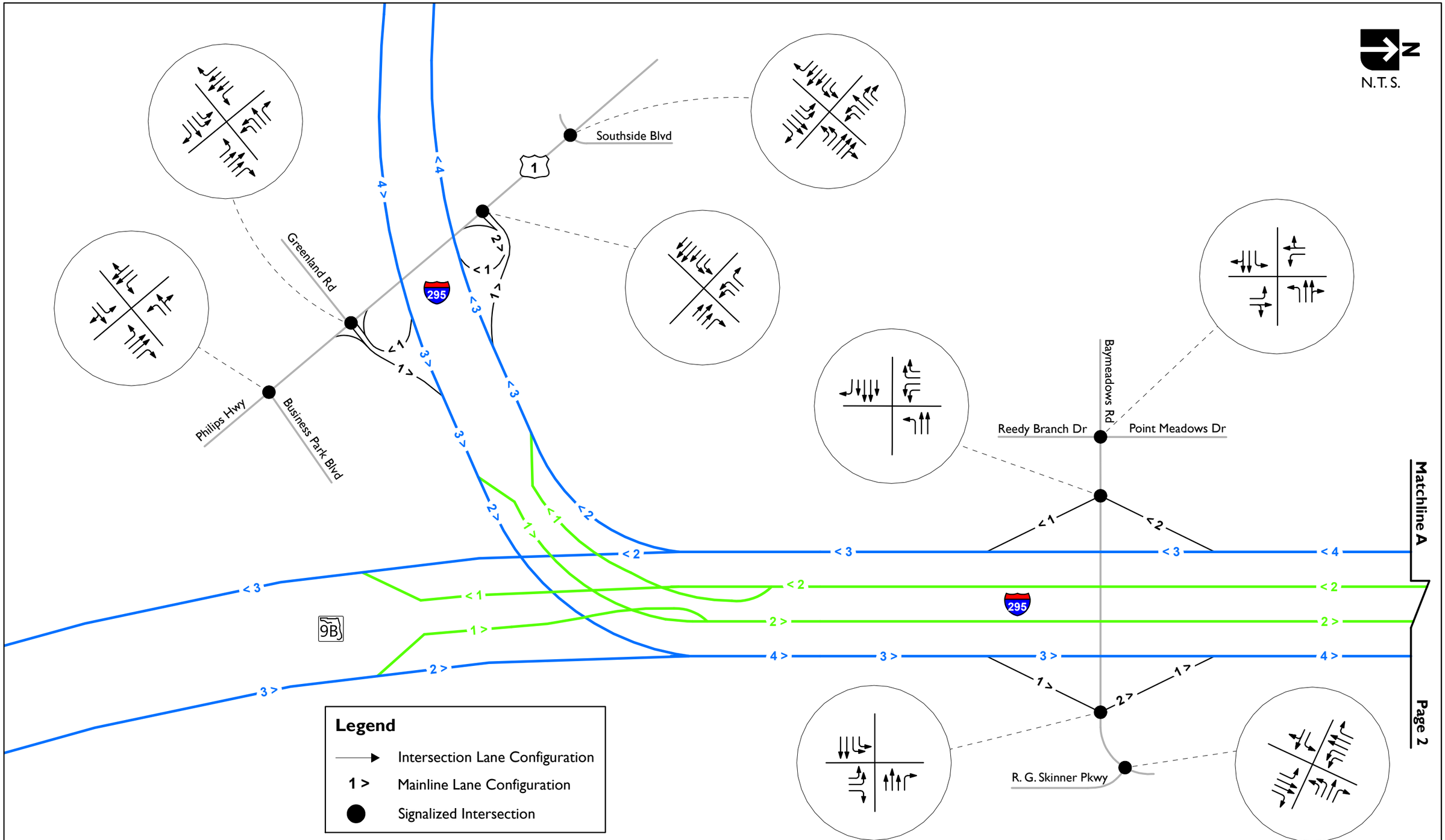

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Preferred Build Alternative 2025 Lane Configuration (1 of 3)	Figure 5-3
			Page 36

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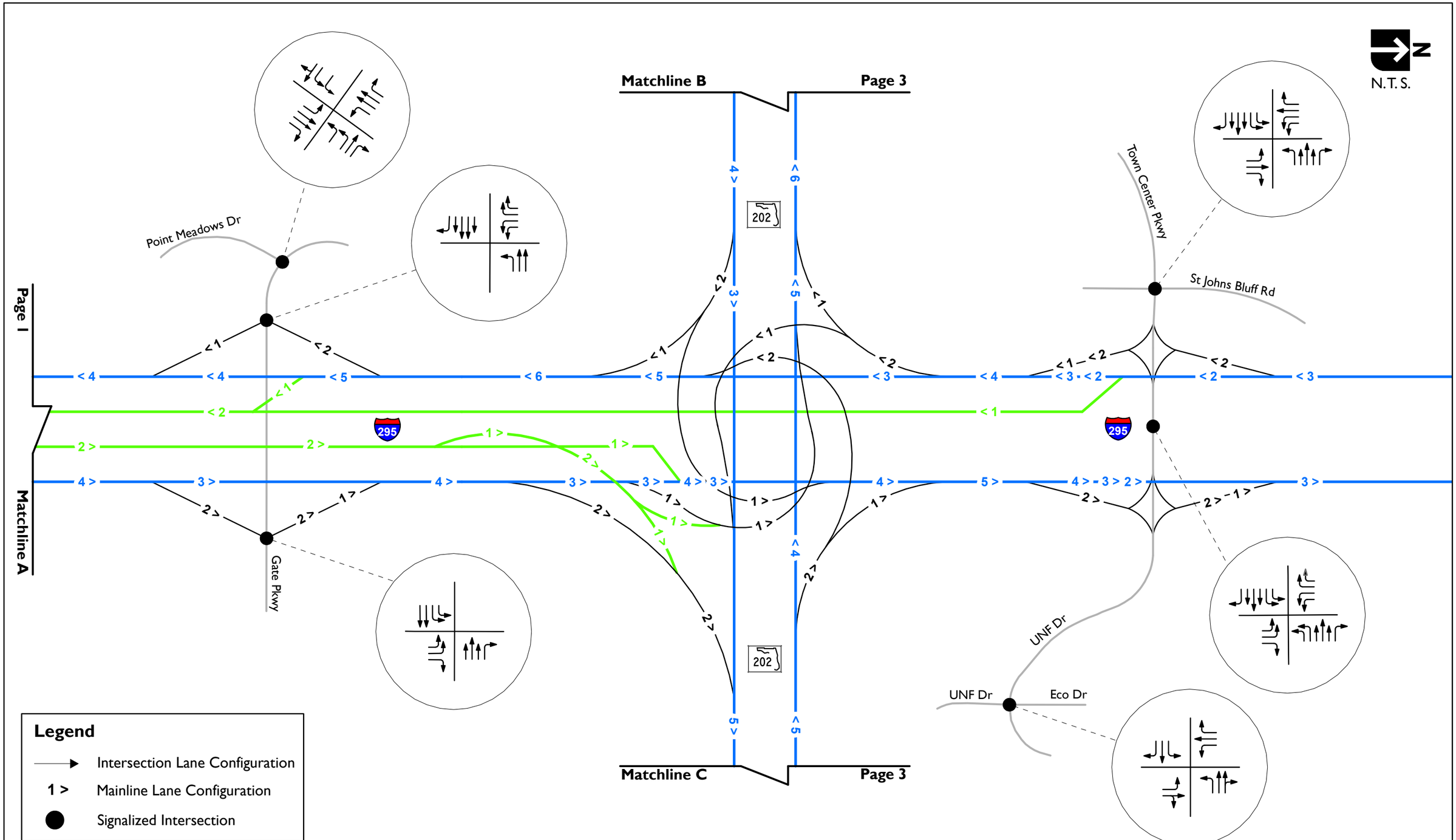

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Preferred Build Alternative 2025 Lane Configuration (2 of 3)	Figure 5-3	Page 37

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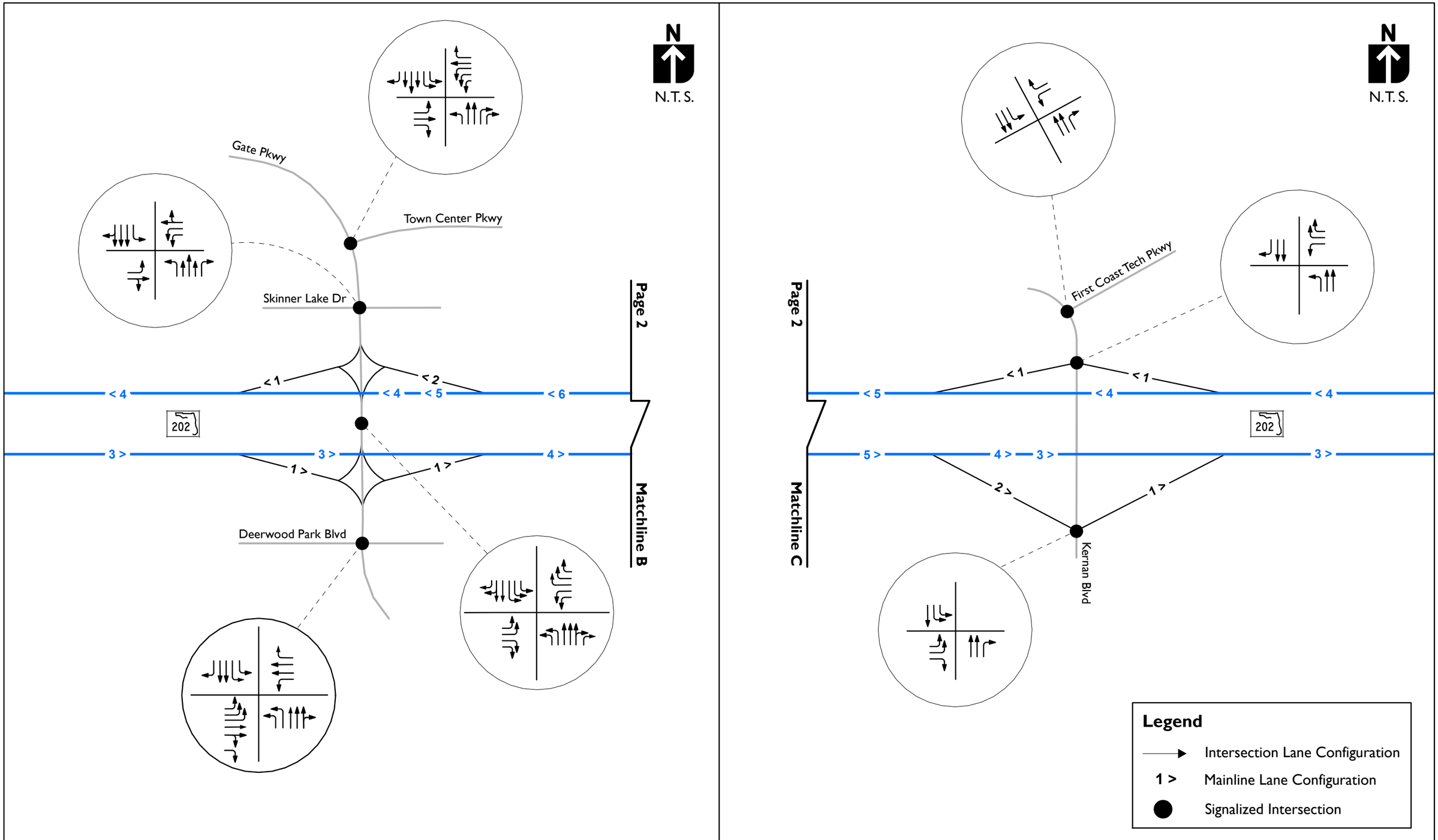

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Preferred Build Alternative 2025 Lane Configuration (3 of 3)	Figure 5-3	Page 38

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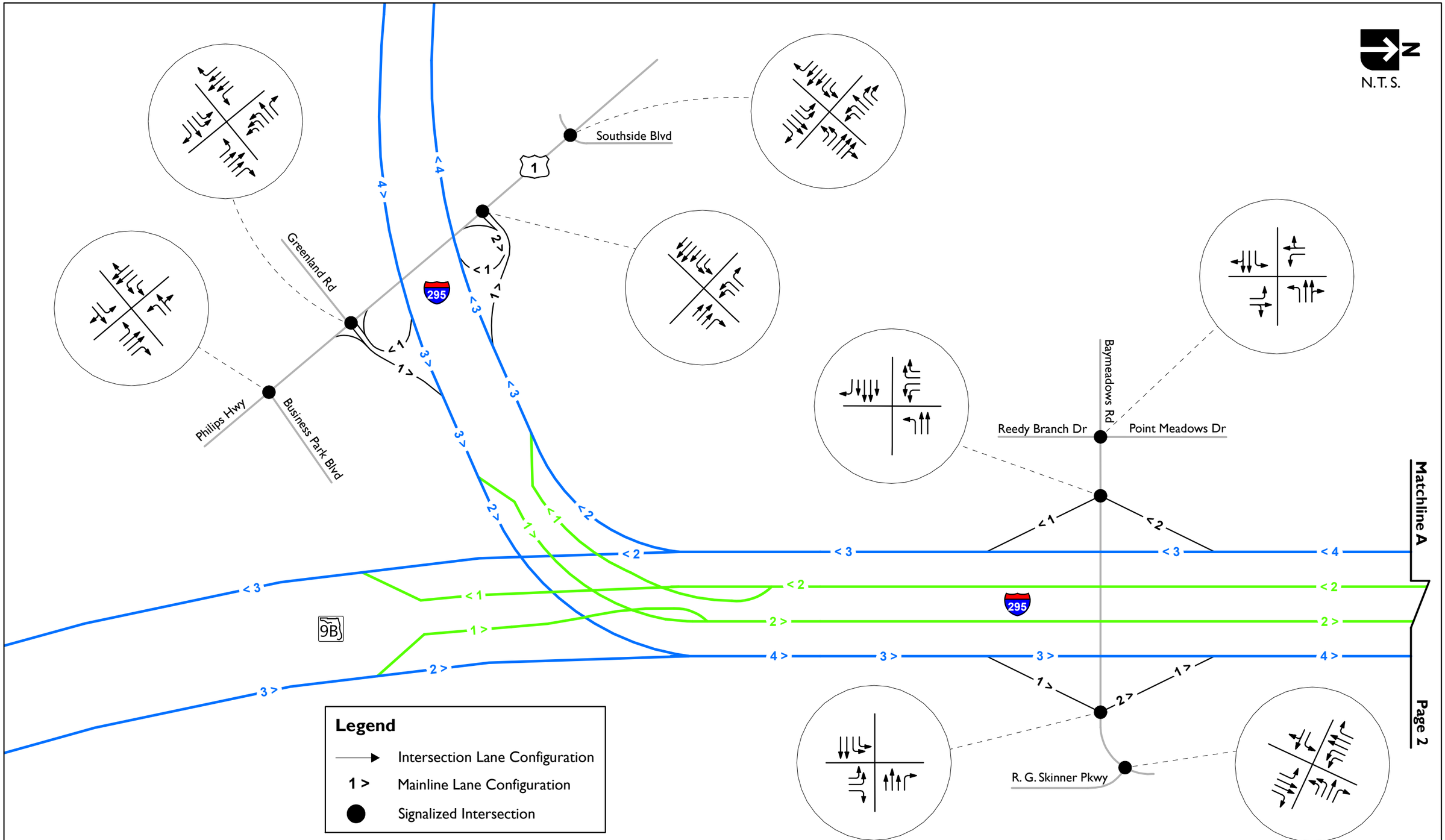

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Preferred Build Alternative 2045 Lane Configuration (1 of 3)	Figure 5-4

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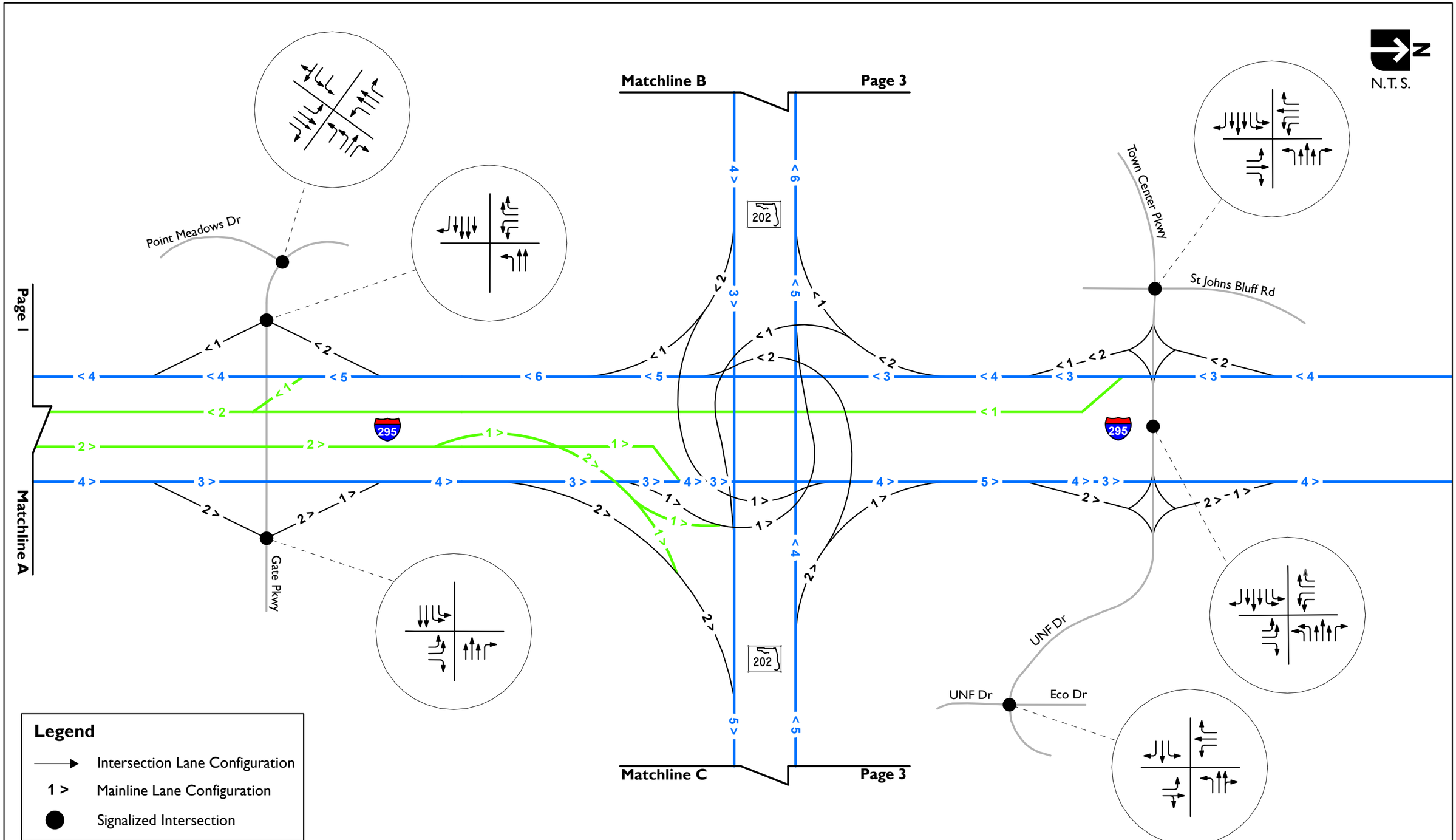

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Preferred Build Alternative 2045 Lane Configuration (2 of 3)	Figure 5-4

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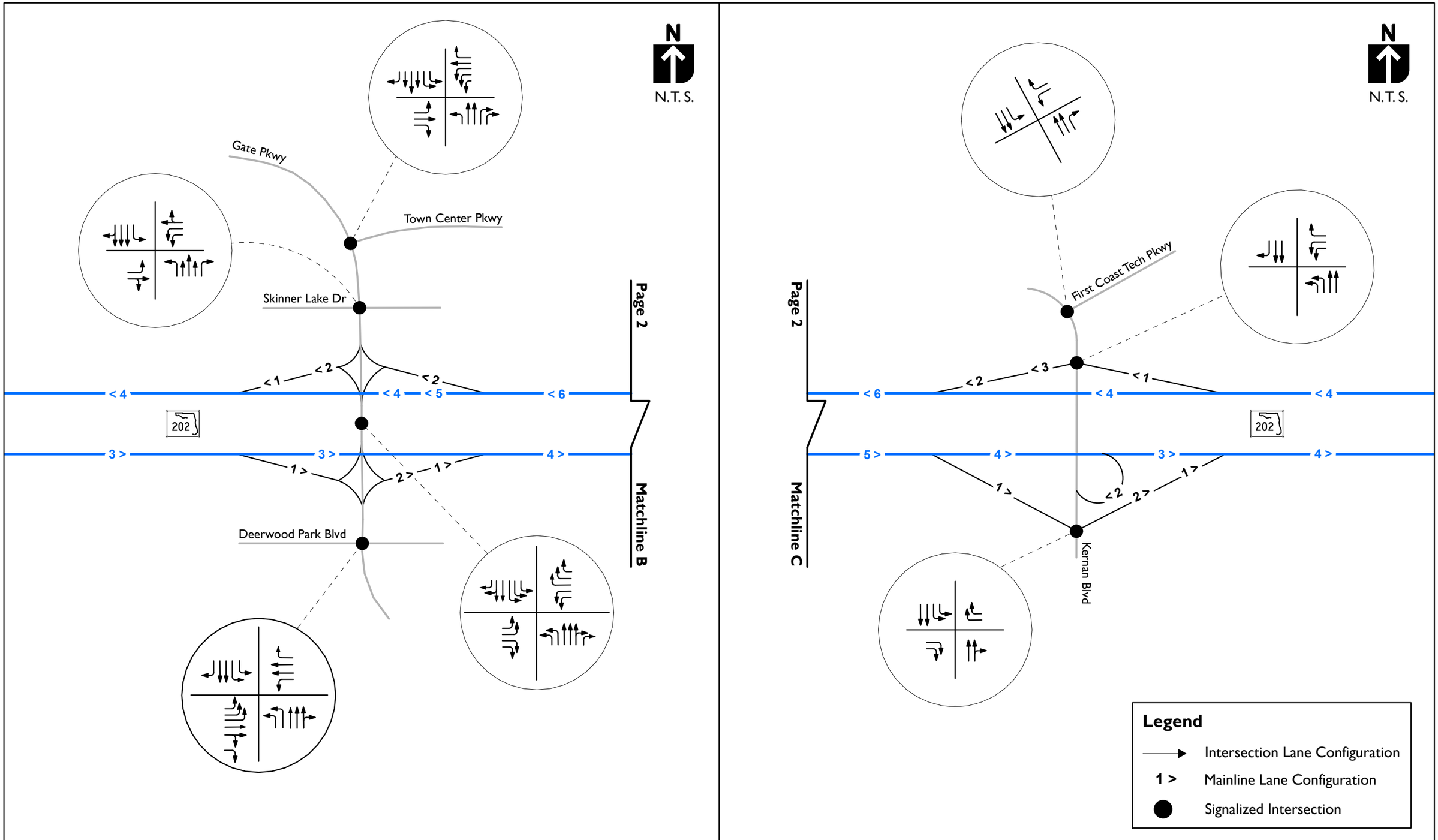

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Preferred Build Alternative 2045 Lane Configuration (3 of 3)	Figure 5-4	Page 41

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In additional to the one design exception, five design variations are proposed within the project corridor as follows:

- Vertical Clearance (SR 202 over I-295)
- Horizontal Stopping Sight Distance (Bridge No. 720625 – SR 9B southbound crossover of I-295 northbound)
- Cross Slope: Travel Lanes (Sections of existing I-295)
- Cross Slope: Shoulder (Sections of existing I-295)
- Border Width
    - I-295 northbound to SR 202 eastbound ramp (approximately 3,000 feet)
    - SR 202 westbound between I-295 and Gate Parkway (2,350 feet)
    - I-295 southbound on-ramp from Town Center Parkway (100 feet)."

The improvements proposed with the Preferred Build Alternative will require no additional design exceptions or variations other than those anticipated with the Original Build Alternative.

These design exceptions and variations will minimize reconstruction, right of way impacts, and overall motorist inconvenience. The benefits of the operational improvements are expected to outweigh potential impacts related to the design exceptions and variations. A summary of the proposed design exceptions and variations with both build alternatives is presented in **Table 5-1** and **Table 5-2**.

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Table 5-1: Proposed Design Exceptions

Exception	Alternative	PPM Criteria*	AASHTO Criteria	Proposed Condition	Justification
Shoulder Width – I-295 NB and I-295 SB	Original Build & Preferred Build	12 ft (Table 2.3.1)	12 ft (Table 3-2)	Transitions from 6 ft (minimum) to 12 ft	The I-295 and SR 202 interchange consists of multiple bridges that cross over I-295. The existing horizontal clearance under three bridges (#720290, 720706, and 720707) over I-295 do not allow for the typical section proposed with the project with full-width shoulders. Therefore, significant reconstruction of these bridges and the adjacent roadway sections would be required to provide the typical section with full width shoulders. This geometric issue extends beyond the limits of the bridges, and in combination with proposed overhead signs, additional sections of substandard of shoulder width occur. A predictive crash analysis using the Highway Safety Manual (HSM) methodology determined that the potential increase in crashes due to the substandard shoulder widths, and the associated costs related to these crashes, was not significant. When compared with the annualized construction costs required to provide full shoulders, the reconstruction costs were not justified.

*PPM – FDOT Planes Preparation Manual 2016
NB – northbound; SB – southbound; ft – feet
Source: 295 East Express Phase I SIMR Re-evaluation (July 2016)

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Table 5-2: Proposed Design Variations

Variation	Alternative	PPM Criteria*	Proposed Condition	Justification
Vertical Clearance – SR 202 over I-295	Original Build & Preferred Build	16 ft 6 in (Table 2.10.1)	16 ft 2 in	The proposed vertical clearance under Bridge No. 720290 meets the design criteria for AASHTO. Implementing Interstate design criteria to these ramps would require significant reconstruction of the existing roadway and interchange.
Horizontal Stopping Sight Distance	Original Build & Preferred Build	820 ft (Table 2.7.1)	730 ft	The proposed stopping sight distance of 753.7 feet exceeds the minimum FDOT stopping sight distance for the posted speed of 65 mph and the AASHTO minimum stopping sight distance for 70 mph roadways. Providing the required 820 feet stopping sight distance would require full reconstruction of Bridge No. 720625, which was built in 2013 and is the connection to SR 9B and would negatively impact the project schedule and budget.
Cross Slope (Multiple travel lanes in same direction)	Original Build & Preferred Build	5 lanes	6 lanes	To utilize existing concrete pavement, widening for the proposed express lanes will be constructed at the same existing cross slope and direction. Preliminary hydroplaning analysis indicates that a potential increase in the risk of hydroplaning will occur with draining more than 3 lanes in the same direction. In preliminary discussions with District 2, this risk is understood and could be potentially accepted.
Cross Slope (Shoulder)	Original Build & Preferred Build	6 percent	Varies (2 percent to 6 percent)	Existing I-295 consists of long sections of flat (0.00 percent) longitudinal grades between the interchanges. With the proposed construction of the express lanes within the median, these flat longitudinal slopes would require costly trench drains to prevent runoff from ponding along the median barrier wall. Therefore, shoulder rocking is proposed to push the runoff along barrier wall toward barrier wall drainage inlets. This rocking occurs by varying the cross slope of the shoulder between a minimum 2 percent to a maximum of 6 percent in these sections. Hydrologic and hydraulics calculations have been performed demonstrating compliance with drainage design criteria.
Border Width	Original Build & Preferred Build	94 ft (Table 2.5.3)	Varies 59 ft (minimum)	Within the provided border width, the required lateral offset (or clear zone) can be accommodated. The proposed drainage facilities within these segments include open ditch conveyance systems. Overhead sign trusses will be either located outside the clear zone or protected behind barrier wall. The existing fencing is current located at the right-of-way line. The facility can be constructed and maintained within the limits of the provided border width. Since both I-295 and SR 202 are limited access facilities, no public utilities are permitted to lie along the corridor within the limits of the limited access right-of-way. Since the acquisition cost for additional right-of-way would be significant, it would not be justified since the project features can be accommodated within the provided border width.

*PPM – FDOT Planes Preparation Manual 2016
NB – northbound; SB – southbound; ft – feet
Source: 295 East Express Phase I SIMR Re-evaluation (July 2016)

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6.0 Future Year Traffic

The methodology utilized for the development of design traffic volumes for this project followed the procedures documented in the approved MLOU for this SIMR Re-evaluation (September 2019) provided in **Appendix B**.

Section 2 of this report provides a detailed description of the travel demand forecasting process used for this project. The NERPM AB1v2 was selected to perform the travel demand forecasting for this project. This model is based on FSUTMS and is recognized by the NFTPO, FDOT District 2, and FHWA as the calibrated and validated model for the region. It captures planned and programmed projects within the northeast Florida region; however, location-specific recent developments near the area of influence were identified as requiring updates to ensure reliable output volumes.

Traffic forecasts were developed for Opening Year (2025) and Design Year (2045) through the application of growth rates obtained from the travel demand model and utilizing the K and D method.

This section discusses the details of the traffic forecasting procedure utilized to obtain future traffic volumes.

6.1 Travel Demand Forecasting

The NERPM AB1V2 was selected for travel demand forecasting to be consistent with other on-going planned and programmed projects in northeast Florida (I-95 Express Lanes). This model is the locally approved travel demand model validated for the region. It encompasses the northeast Florida region, specifically St. Johns and Duval Counties. It has a Base Year of 2010 with a Horizon Year of 2040.

Concise modifications near the area of influence were made with the model to ensure that recent developments were captured for reasonable model outputs. This section discusses the modifications performed to the NERPM AB.

Roadway Network Adjustments

Since the network was already coded and validated for the Base Year (2010) through the I-95 Master Plan (from International Golf Parkway to Atlantic Boulevard) efforts near the study area, no additional modifications to the Base Year (2010) roadway network were proposed as described in the approved MLOU for this project (September 2019).

Several planned and programmed improvements near the area of influence were coded into the NERPM AB Horizon Year (2040) network for consistency with the latest proposed projects. These updates are summarized in **Table 6-1**.

Socioeconomic Updates

The socioeconomical data utilized for the Base Year (2010) has been validated for the subarea through other recent planned/programmed projects (I-95 Master Plan). However, the population and socioeconomic data within the study area for the Horizon Year (2040) model was evaluated and updates were required to accurately estimate new traffic projections.

There were six key developments identified for the Horizon Year (2040) NERPM AB that required updating socioeconomic data of several Traffic Analysis Zones (TAZs) at the parcel-level near the area of influence to capture the growth of the region. These developments for the area of influence were previously identified in **Section 3** and facilitate several traffic generators for the study area. The developments considered include residential and commercial land uses which have recently finished construction or have recently been approved for construction. **Figure 6-1** identifies the locations for the socioeconomic updates in the travel demand model. In addition, **Table 6-2** summarizes the TAZ data before and after the updates.

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Table 6-1: NERPM AB Network Adjustments Summary

Location Description	Network Updates
Along southbound I-295 general-purpose lanes	• North of Town Center Parkway the network was updated from two general-purpose lanes + two express lanes to three GP lanes to reflect the most current design under construction by FDOT • The number of lanes on the southbound on-ramp at Town Center Parkway was changed from one lane to two lanes • An express lane entrance was coded north of the Town Center Parkway southbound on-ramp • The number of lanes on I-295 between the Town Center Parkway southbound on-ramp and SR 202 off-ramp was increased from two to four lanes • The number of lanes between the SR 202 off-ramp and westbound SR 202 on-ramp was increased from two to three lanes • The number of lanes between the westbound SR 202 on-ramp and eastbound SR 202 on-ramp was increased from two to five lanes • The number of lanes between the eastbound SR 202 on-ramp and southbound Gate Parkway off-ramp was increased from three to six lanes • The number of lanes on the southbound off-ramp at Gate Parkway was changed from one lane to two lanes • Between the southbound Gate Parkway on- and off-ramps the number of lanes was changed from two to a transition from five to four lanes • Between Gate Parkway and SR 152 the number of lanes was changed from three to four lanes • The number of lanes on the southbound off-ramp at SR 152 was changed from one lane to two lanes • Between the southbound off-ramp at SR 152 and the southbound off-ramp to SR 9B the number of lanes was changed from two to three lanes • Between the southbound I-295 express lanes exit and the southbound on-ramp at US 1 the number of lanes was changed from two to three lanes • Between the southbound on-ramp at US 1 and the northbound exit to I-95 the number of lanes was changed from three to four lanes
Along northbound I-295 general-purpose lanes	• Between the I-95 on-ramps and the off-ramp at US 1 the number of lanes was changed from three to four lanes • Between the off-ramp at US 1 and northbound I-295 express lane entrance the number of lanes was changed from two to three lanes • Between the I-295/SR 9B merge and the northbound off-ramp at SR 152 the number of lanes was updated from two to segment which transitions from four to three lanes • From the northbound off-ramp at SR 152 to the eastbound SR 202 off-ramp a constant three lane section was coded. This removed the lane drop which were occurring at Gate Parkway and SR 152. • The eastbound and westbound SR 202 off-ramps were coded as two separate off-ramps • The segment between northbound I-295 express lanes exit and the eastbound SR 202 on-ramp was changed from two to three lanes • The segment between the eastbound SR 202 on-ramp and the westbound SR 202 on-ramp was changed from two to four lanes • The segment between westbound SR 202 on-ramp and Town Center Parkway off-ramp was changed from two to five lanes • Between the Town Center off- and on-ramps the segment was updated from a two-lane section to transition from four to three lanes • North of Town Center Parkway on-ramp the network was updated to three general-purpose lanes up to Dames Point Bridge
Along southbound I-295 express lanes	• Express lanes north of Town Center Parkway were removed and the section was changed to three general-purpose lanes to reflect the most current design under consideration by FDOT • A new entry point was coded at Town Center Parkway from GP lanes to express lanes • The number of express lanes from Town Center Parkway to Gate Parkway was changed from two lanes to one lane • The number of express lanes from Gate Parkway to SR 9B was changed from one lane to two lanes
Along northbound I-295 express lanes	• The northbound I-295 express lanes entrances from I-295 and SR 9B were coded separately • The number of express lanes from SR 9B merge to SR 202 was changed from one lane to two lanes • The express lane exit at Gate Parkway was removed • The express lanes exit to eastbound and westbound SR 202 was updated to a braided ramp configuration • The express lanes north of SR 202 were removed
Along northbound SR 9B	• The number of lanes between SR 9B/E Town Parkway interchange and northbound I-295 express lanes entrance was changed from two to three lanes

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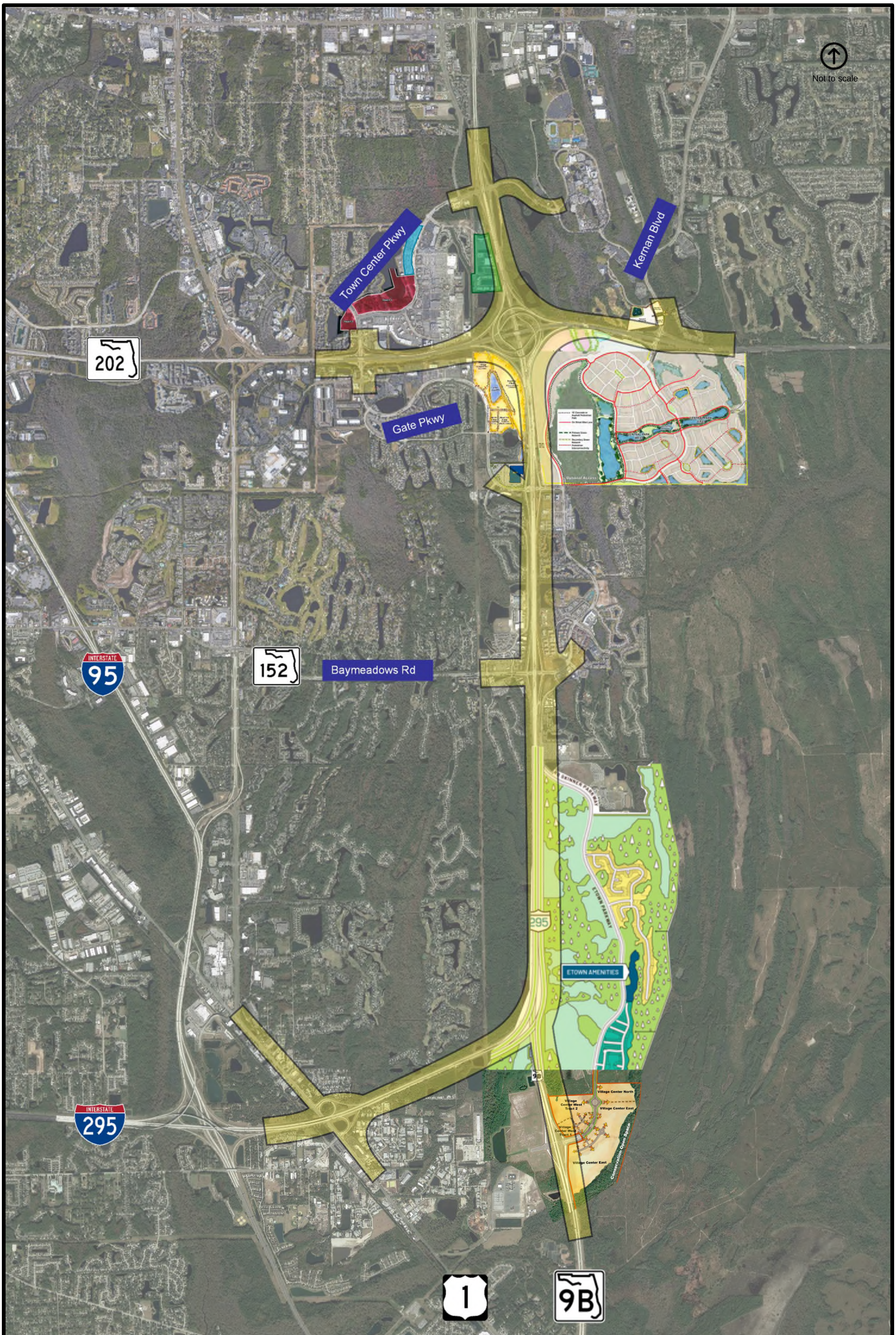
Table 6-1: NERPM AB Network Adjustments Summary, continued

Location Description	Network Updates
Along eastbound SR 202	• The number of lanes between eastbound Gate Parkway on-ramp and I-295 off-ramp was changed from three to four lanes • The number of lanes between northbound I-295 on-ramp and Kernan Boulevard off-ramp was changed from three to five lanes • The segment between eastbound Kernan Boulevard off- and on-ramps was changed from three lanes to a transition from four to three lanes • The eastbound Kernan Boulevard off-ramp was changed from one lane to two lanes
Along westbound SR 202	• The segment east of the westbound Kernan Boulevard on-ramp was changed from three to four lanes • The segment between westbound Kernan Boulevard on-ramp and I-295 off-ramp was changed from three to five lanes • The segment between northbound and southbound I-295 on-ramps was changed from four to five lanes • The number of lanes between southbound I-295 on-ramp and westbound Gate Parkway off-ramp was changed from four to six lanes • The segment between westbound off- and on-ramps at Gate Parkway was changed from four lanes to a segment that transitions from five to four lanes
System ramps at the I-295/ SR 202 interchange	• The southbound I-295 off-ramp was changed from one lane to two lanes • The eastbound SR 202 off-ramp was changed from one lane to two lanes • The northbound I-295 off-ramps to eastbound and westbound SR 202 were coded separately • The northbound I-295 off-ramp to eastbound SR 202 was changed from one lane to two lanes • The westbound SR 202 off-ramp to southbound I-295 was changed from one lane to two lanes
E-Town Parkway	• E Town Parkway from SR 9B to R G Skinner Parkway was changed from a two-lane facility to a four-lane facility



FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	**Future Planned Developments**	Figure 6-1	Page 48

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Table 6-2: NERPM AB Socioeconomical Summary

TAZ	Description	Existing NERPM AB		Updated NERPM AB	
		2040 HH(1)	2040 EMP TOT(2)	2040 HH(1)	2040 EMP TOT(2)
498	East of I-295 at SR 152 interchange (E-Town development)	2,371	1,805	3,442	1,805
488	SE quadrant of I-295 at SR 202 interchange (Kernan development south of SR 202)	68	45	4,668	3,937
463	NW quadrant of I-295 at SR 202 interchange (Skinner Parcel development north of SR 202)	83	2,724	359	2,754
490	West of I-295 at Gate Pkwy (Ikea)	1,347	2,219	2,047	4,792
457	West of TCP at St. Johns Town Center	1,242	1,634	1,836	2,365
574	East of TCP at St. Johns Town Center (TopGolf)	460	3,579	791	3,931

(1) – Household data
(2) – Total employment data

The socioeconomical data utilized in updating the TAZ data for several developments that already area completed and are open to access by the public was obtained from the City of Jacksonville JaxGIS map applications and property appraiser databases for the Horizon Year (2040) NERPM AB. Estimates from the data bases included number of housing units, hotel rooms, and square footage of restaurants, offices, and retail stores. Employment data was obtained by converting the number of hotel rooms and square footage of restaurants, offices, and retail stores by using rates which were established from the ITE Trip Generation Manual to obtain household and employment data for these generators and attractors.

NERPM AB Results and Additional Adjustments

Upon the completion of updating and running the NERPM AB with the necessary adjustments, Base Year (2010) and Horizon Year (2040) Peak Season Weekday Average Daily Traffic (PSWADT) data was extracted from the models. The MLOU-approved Model Output Conversion Factor (MOCF) was applied to these output values to obtain Base Year (2010) and Horizon Year (2040) AADT for the study area. Interpolating between the two, 2019 model volume AADT data was developed; this data was compared to the Existing Year (2019) count data compiled and the "Factoring Procedure–Difference Method" per NCHRP report 765 was applied. The difference between the Existing Year (2019) count volume and model-estimated 2019 volume was then applied to the Horizon Year (2040) AADTs to establish recommended 2040 AADT volumes. **Table 6-3** summarizes the AADT evaluation.

Table 6-3: Study Area AADT Evaluation Summary

Location	NERPM AB 2010 AADT	NERPM AB 2040 AADT	EXISTING YEAR (2019) AADT	EXISTING YEAR (2019) - INTERPOLATED 2019 DELTA	FINAL 2040 AADT
I-295 North of Beach Boulevard	59,604	109,425	85,400	5,714	128,800
I-295 at Beach Boulevard - South Ramps	9,878	15,178	11,300	1,508	15,000
	12,248	17,045	11,300	1,609	15,000
I-295 between Beach Blvd and Town Center Pkwy	82,340	141,646	108,000	9,782	158,800
I-295 at Town Center - North Ramps	5,707	7,137	7,900	1,524	9,700
	6,625	8,536	7,900	1,479	9,700
I-295 at Town Center - South Ramps	7,090	15,772	11,400	-380	19,500
	5,206	13,557	11,400	-1,078	19,500
I-295 between Town Center Pkwy and SR 202	82,305	155,303	115,000	12,659	178,400
Southbound I-295 to Westbound SR 202	6,847	8,171	14,900	4,302	19,000
Southbound I-295 to Eastbound SR 202	9,619	14,586	11,100	4,564	16,100
Eastbound SR 202 to Northbound I-295	6,532	13,133	14,900	4,791	19,000
Westbound SR 202 to Northbound I-295	8,183	13,254	11,100	2,466	16,100
Westbound SR 202 to Southbound I-295	18,811	38,499	20,800	3,273	31,400
Eastbound SR 202 to Southbound I-295	1,992	7,221	6,500	-620	12,700
Northbound I-295 to Eastbound SR 202	19,602	37,566	20,800	1,940	31,400
Northbound I-295 to Westbound SR 202	2,177	8,861	6,500	-493	12,700
I-295 between SR 202 and Gate Parkway	93,707	198,304	117,600	-7,190	196,400
I-295 at Gate Parkway - North Ramps	4,323	10,718	10,000	3,100	16,000
	4,483	10,989	8,500	2,746	16,000
I-295 at Gate Parkway - South Ramps	3,367	4,531	5,600	1,818	9,700
	3,109	4,117	4,100	507	9,700
I-295 between Gate Parkway and SR 152	91,375	185,244	108,800	-3,773	183,800
I-295 at SR 152 - North Ramps	8,683	16,193	8,200	-2,263	10,100
	7,090	6,153	8,200	371	10,100

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Table 6-3: Study Area AADT Evaluation Summary, continued

Location	NERPM AB 2010 AADT	NERPM AB 2040 AADT	EXISTING YEAR (2019) AADT	EXISTING YEAR (2019) – INTERPOLATED 2019 DELTA	FINAL 2040 AADT
I-295 at SR 152 - South Ramps	957	4,864	6,000	286	12,500
	959	4,644	4,500	-1,481	12,500
I-295 between SR 152 and SR 9B	77,520	172,408	103,700	-6,542	188,600
SR 9B		44,096	28,200		43,800
		43,493	26,100		43,800
I-295 between SR 9B and US 1	77,519	84,819	49,400	-35,478	101,000
I-295 at US 1 - North Ramps	10,636	11,699	5,400		11,700
	10,442	11,882	5,400		11,700
I-295 at US 1 - South Ramps	8,242	12,565	8,400	4,536	14,600
	9,921	14,338	8,400	6,897	14,600
I-295 between US 1 and I-95	74,604	88,140	55,400	-21,493	106,800
Southbound I-295 to Northbound I-95	108	2	2,500		3,100
Southbound I-295 to Southbound I-95	15,617	13,837	7,800		13,800
I-95 to Northbound I-295	11,718	7,805	2,300		7,800
I-295 South of I-95	47,160	66,495	42,800	-5,014	82,100
SR 202 West of Gate Parkway	83,481	113,989	122,600	32,325	167,300
SR 202 at Gate Parkway - East Ramps	4,946	5,764	13,600	2,925	18,500
	6,251	7,668	13,600	2,279	18,500
SR 202 Gate Parkway - West Ramps	7,285	11,653	13,500	1,354	18,000
	6,471	10,311	13,500	1,980	18,000
SR 202 West of I-295	86,041	122,519	122,400	11,151	166,300
SR 202 East of I-295	124,707	189,039	143,400	24,403	197,900
SR 202 at Kernan Boulevard - East Ramps	11,171	18,608	14,500	4,692	25,700
	9,926	22,754	14,500	3,144	25,700
SR 202 at Kernan Boulevard - West Ramps	2,175	2,723	3,400	-507	4,600
	1,790	2,920	3,400	-279	4,600
SR 202 East of Kernan Boulevard	107,574	153,320	121,200	26,292	155,700

Finally, model predicted growth rates were computed between Existing Year (2019) count data and the established 2040 AADT volumes for the area of influence. These growth rates were compared with the historic growth rates determined from FTO count sites and a recommended growth rate was established for the project using these two sources. **Table 6-4** summarizes the recommended growth rates for the study area.

Table 6-4: Study Area Growth Rate Summary

Location	Raw Historical Growth Rate	Adjusted Historical Growth Rate	NERPM AB Growth Rate (2010-2040)	Count to Model Growth Rate (2019-2040)	Recommended Growth Rate
I-295 North of Beach Boulevard	2.8%	3.0%	2.1%	2.0%	2.0%
I-295 at Beach Boulevard - South Ramps	2.8%	2.4%	1.3%	1.4%	1.4%
	2.0%	2.4%	0.5%	1.4%	1.4%
I-295 between Beach Blvd and Town Center Pkwy	4.2%	3.0%	1.8%	1.9%	2.0%
I-295 at Town Center - North Ramps	2.0%	2.0%	0.8%	1.0%	1.0%
	1.3%	2.0%	0.7%	1.0%	1.0%
I-295 at Town Center - South Ramps	4.6%	3.7%	2.9%	2.6%	2.6%
	2.7%	3.7%	3.4%	2.6%	2.6%
I-295 between Town Center Pkwy and SR 202	2.7%	3.0%	2.1%	2.1%	2.0%
Southbound I-295 to Westbound SR 202	6.7%	2.7%	1.3%	1.2%	1.2%
Southbound I-295 to Eastbound SR 202	5.5%	3.6%	-0.3%	1.8%	1.8%
Eastbound SR 202 to Northbound I-295	2.7%	2.7%	2.4%	1.2%	1.2%
Westbound SR 202 to Northbound I-295	3.6%	3.6%	1.4%	1.8%	1.8%
Westbound SR 202 to Southbound I-295	0.5%	3.3%	2.1%	2.0%	2.0%
Eastbound SR 202 to Southbound I-295	3.5%	3.5%	3.9%	3.2%	3.2%
Northbound I-295 to Eastbound SR 202	3.3%	3.3%	1.8%	2.0%	2.0%
Northbound I-295 to Westbound SR 202	2.0%	3.5%	4.3%	3.2%	3.2%
I-295 between SR 202 and Gate Parkway	3.0%	3.0%	2.5%	2.5%	2.0%
I-295 at Gate Parkway - North Ramps	11.6%	8.0%	3.5%	2.3%	2.7%
	8.0%	8.0%	2.5%	3.1%	2.7%
I-295 at Gate Parkway - South Ramps	7.4%	5.0%	1.1%	2.7%	3.5%
	2.6%	5.0%	1.2%	4.2%	3.5%
I-295 between Gate Parkway and SR 152	2.9%	3.0%	2.3%	2.5%	2.0%
I-295 at SR 152 - North Ramps	-2.3%	4.0%	2.0%	1.0%	2.0%
	-0.7%	4.0%	0.2%	1.0%	2.0%
I-295 at SR 152 - South Ramps	8.7%	4.0%	4.6%	3.6%	3.6%
	5.1%	4.0%	4.5%	5.0%	3.6%

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Table 6-4 Study Area Growth Rate Summary, continued

Location	Raw Historical Growth Rate	Adjusted Historical Growth Rate	NERPM AB Growth Rate (2010-2040)	Count to Model Growth Rate (2019-2040)	Recommended Growth Rate
I-295 between SR 152 and SR 9B	3.7%	3.0%	2.7%	2.9%	2.0%
SR 9B				2.1%	2.3%
				2.5%	2.3%
I-295 between SR 9B and US 1	-7.2%	1.0%	0.3%	3.5%	*
I-295 at US 1 - North Ramps	-9.4%	1.0%	0.3%	3.8%	3.8%
	-10.3%	1.0%	0.4%	3.8%	3.8%
I-295 at US 1 - South Ramps	4.9%	6.0%		2.7%	2.7%
	7.3%	6.0%		2.7%	2.7%
I-295 between US 1 and I-95	-3.7%	1.0%	0.5%	3.2%	*
Southbound I-295 to Northbound I-95	0.0%	0.0%		1.0%	1.0%
Southbound I-295 to Southbound I-95	-8.4%	-8.4%		2.8%	2.8%
I-95 to Northbound I-295	-21.1%	-21.1%		6.0%	2.0%
I-295 South of I-95	0.0%	1.0%	1.2%	3.2%	*
SR 202 West of Gate Parkway	4.2%	3.7%	1.0%	1.4%	1.3%
SR 202 at Gate Parkway - East Ramps	2.8%	2.8%	1.7%	1.5%	1.5%
	2.8%	2.8%	1.6%	1.5%	1.5%
SR 202 Gate Parkway - West Ramps	0.6%	1.0%	1.4%	1.4%	1.0%
	0.7%	1.0%	1.4%	1.4%	1.0%
SR 202 West of I-295	3.0%	3.7%	1.5%	1.3%	1.3%
SR 202 East of I-295	2.7%	3.7%	0.9%	1.4%	1.3%
SR 202 at Kernan Boulevard - East Ramps	4.7%	4.5%	0.7%	2.8%	2.8%
	4.3%	4.5%	2.5%	2.8%	2.8%
SR 202 at Kernan Boulevard - West Ramps	1.5%	1.6%	1.1%	1.4%	1.4%
	1.7%	1.6%	1.6%	1.4%	1.4%
SR 202 East of Kernan Boulevard	4.7%	3.7%	0.4%	1.1%	1.3%

* final growth rate not applicable, final AADT determined from balancing upstream with ramp volumes

The Base Year (2010) and Horizon Year (2040) NERPM AB roadway networks with PSWADT are provided in **Appendix H** of this SIMR Re-evaluation.

6.2 Future Year Traffic Volumes

Design Year (2045) AADTs were developed through the application of the recommended growth. First, the growth rates were applied to Existing Year (2019) AADTs to obtain Design Year (2045) AADT volumes. Similarly, the growth rates were applied to the recommended 2040 AADT volumes to develop another set of 2045 AADT volumes. These two 2045 AADT volume sets were compared and a finalized set of Design Year (2045) AADTs were obtained by choosing the more reasonable AADT volumes for the study area.

Once established, Opening Year (2025) AADTs were developed through interpolation between the Existing Year (2019) counts and finalized Design Year (2045) AADTs.

Finally, DDHVs were calculated by applying the K- and D-factors to finalized Opening Year (2025) and Design Year (2045) AADTs. The K and D factors were previously identified in **Section 2** of this SIMR Re-evaluation.

Traffic volumes were balanced by adding and subtracting ramp volumes from an established mainline volume. The DDHV turning movements were developed by applying existing turning percentages to the intersection approach DDHVs where applicable. Locations where existing turning percentages were not available, proportions from the Horizon Year (2040) model were utilized to estimate turning percentages. The DDHVs were balanced and adjusted so that the intersection turns balance with the ramp traffic. Then, the volumes were balanced along the arterials. These traffic projections were checked for reasonableness and consistency with other ongoing studies within northeast Florida.

Figure 6-2 through **Figure 6-3** provide the Opening Year (2025) and Design Year (2045) AADT volumes, respectively.

Figure 6-4 through **Figure 6-5** provide the Opening Year (2025) and Design Year (2045) DDHVs with turning movements, respectively.

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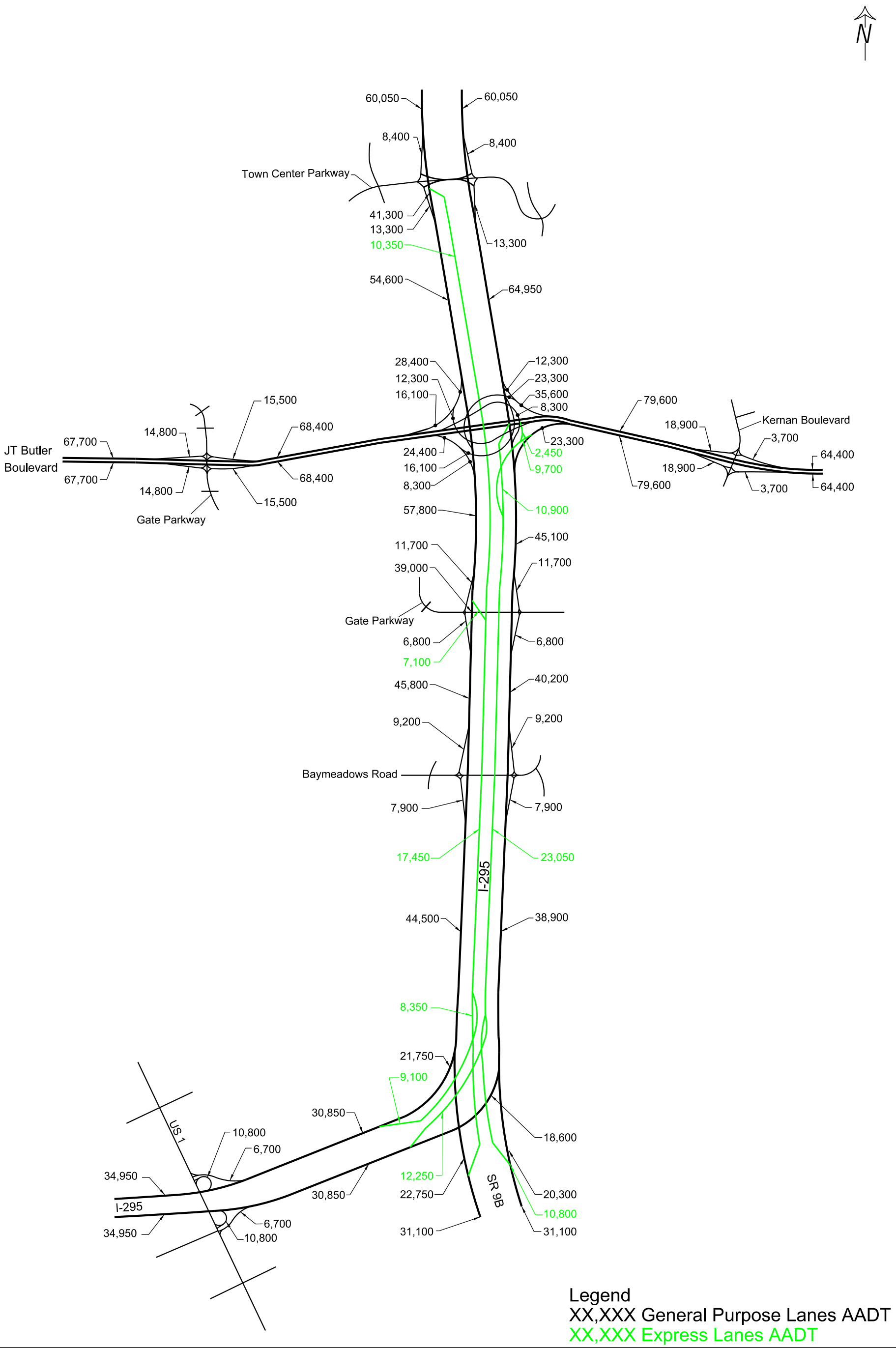

Legend
XX,XXX General Purpose Lanes AADT
XX,XXX Express Lanes AADT

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Annual Average Daily Traffic (AADT)	Figure 6-2
			Page 52

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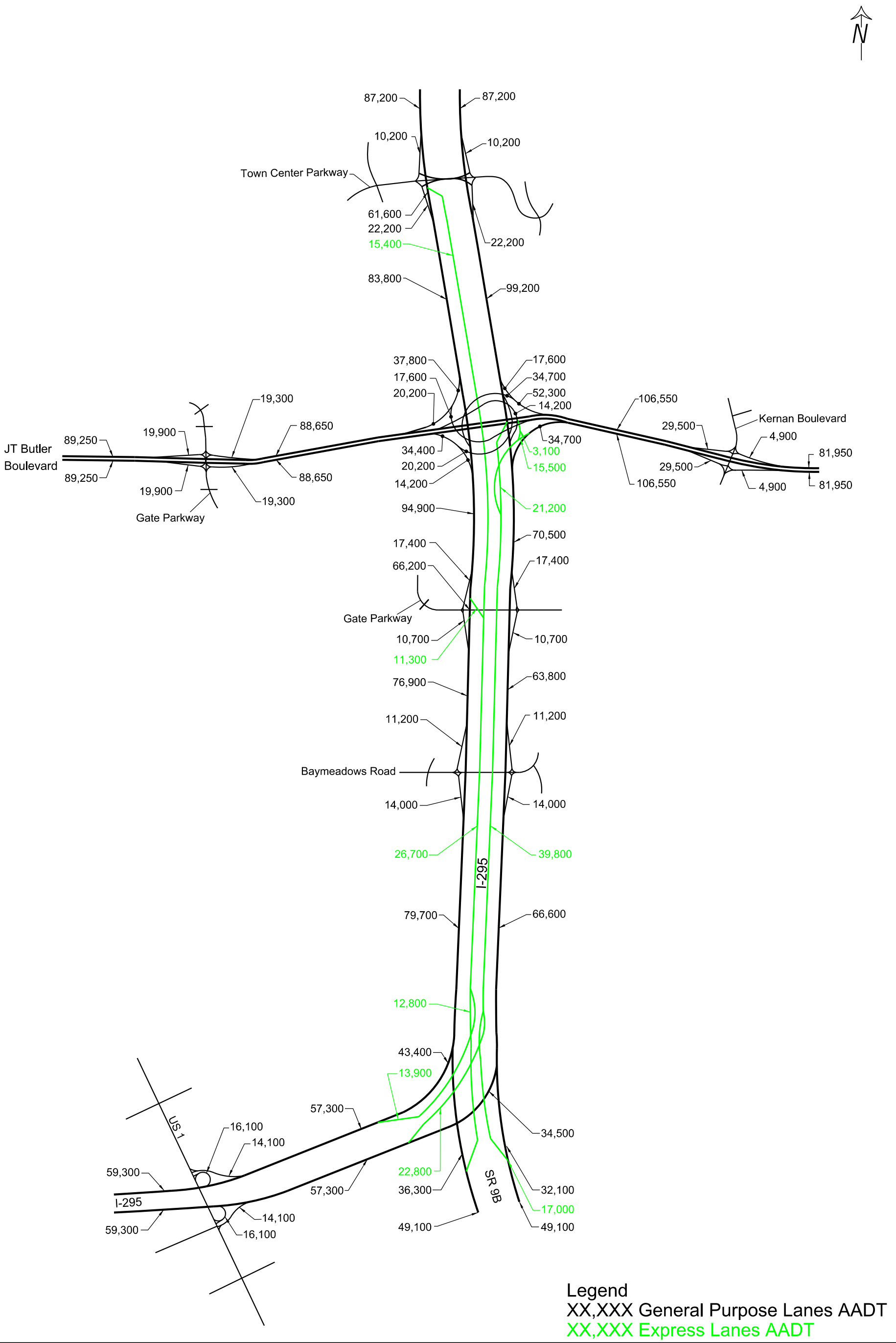

Legend
XX,XXX General Purpose Lanes AADT
XX,XXX Express Lanes AADT

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Annual Average Daily Traffic (AADT)	Figure 6-3
			Page 53

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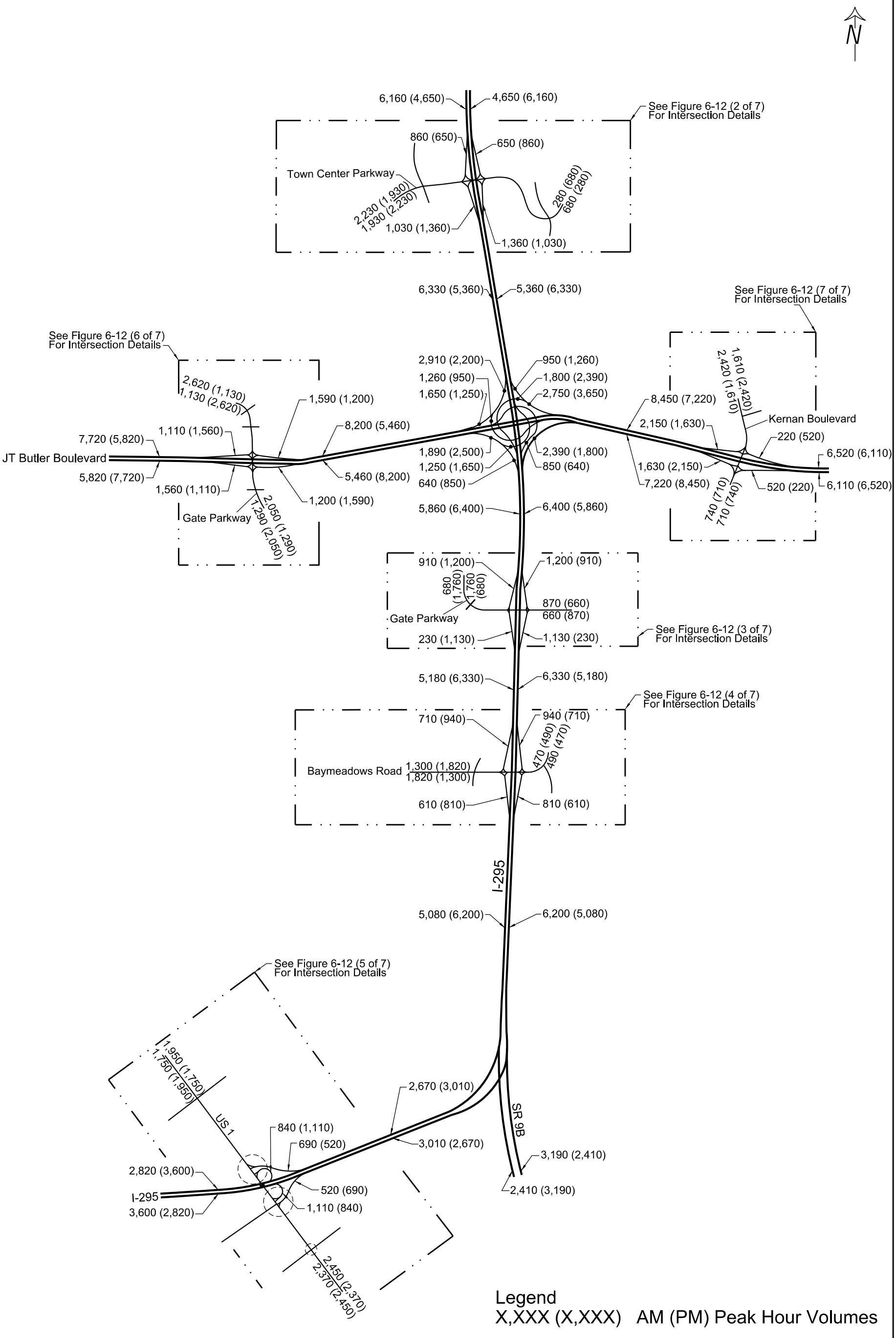

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Peak Hour Volumes (1 of 7)	Figure 6-4
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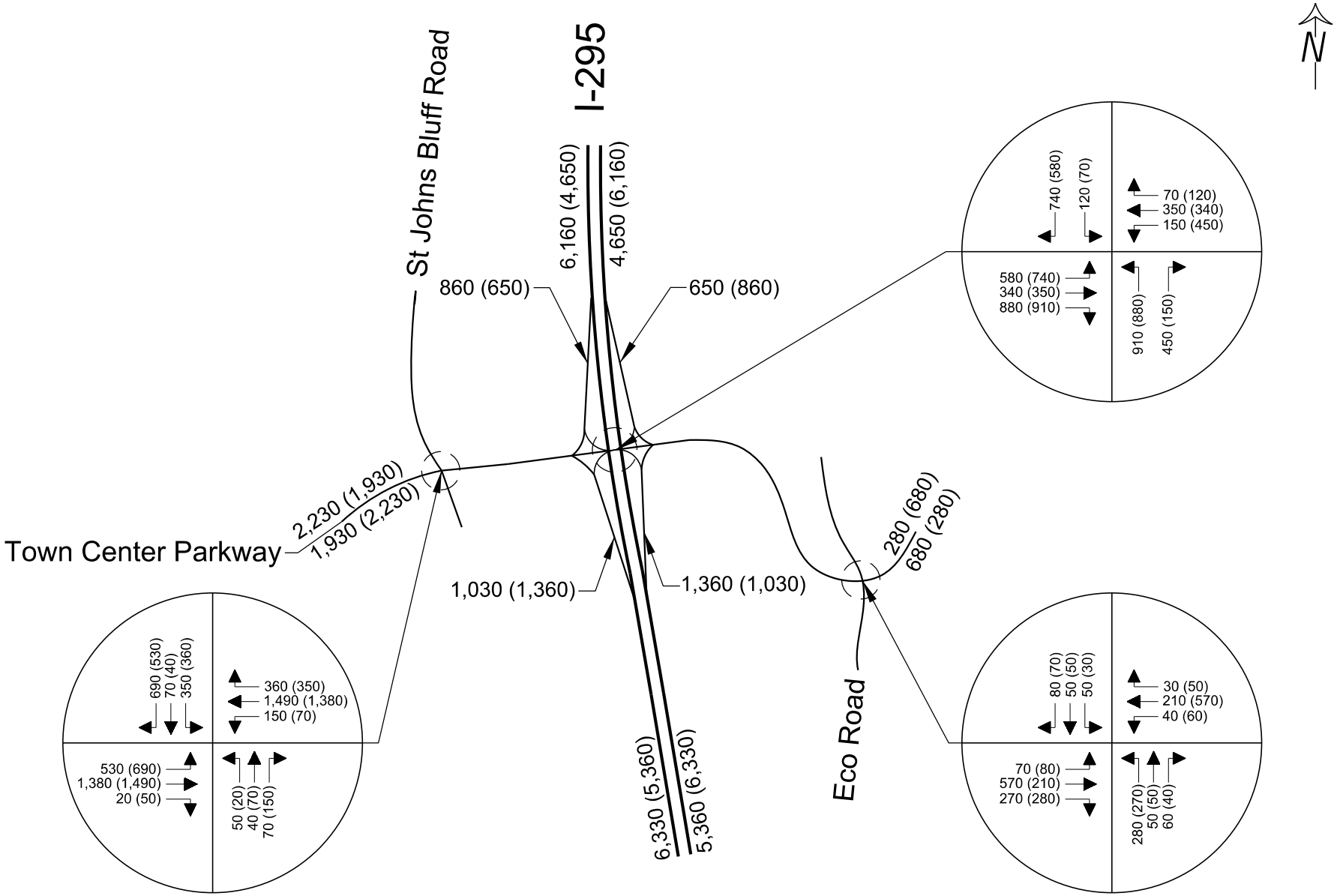

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Peak Hour Volumes (2 of 7)	Figure 6-4
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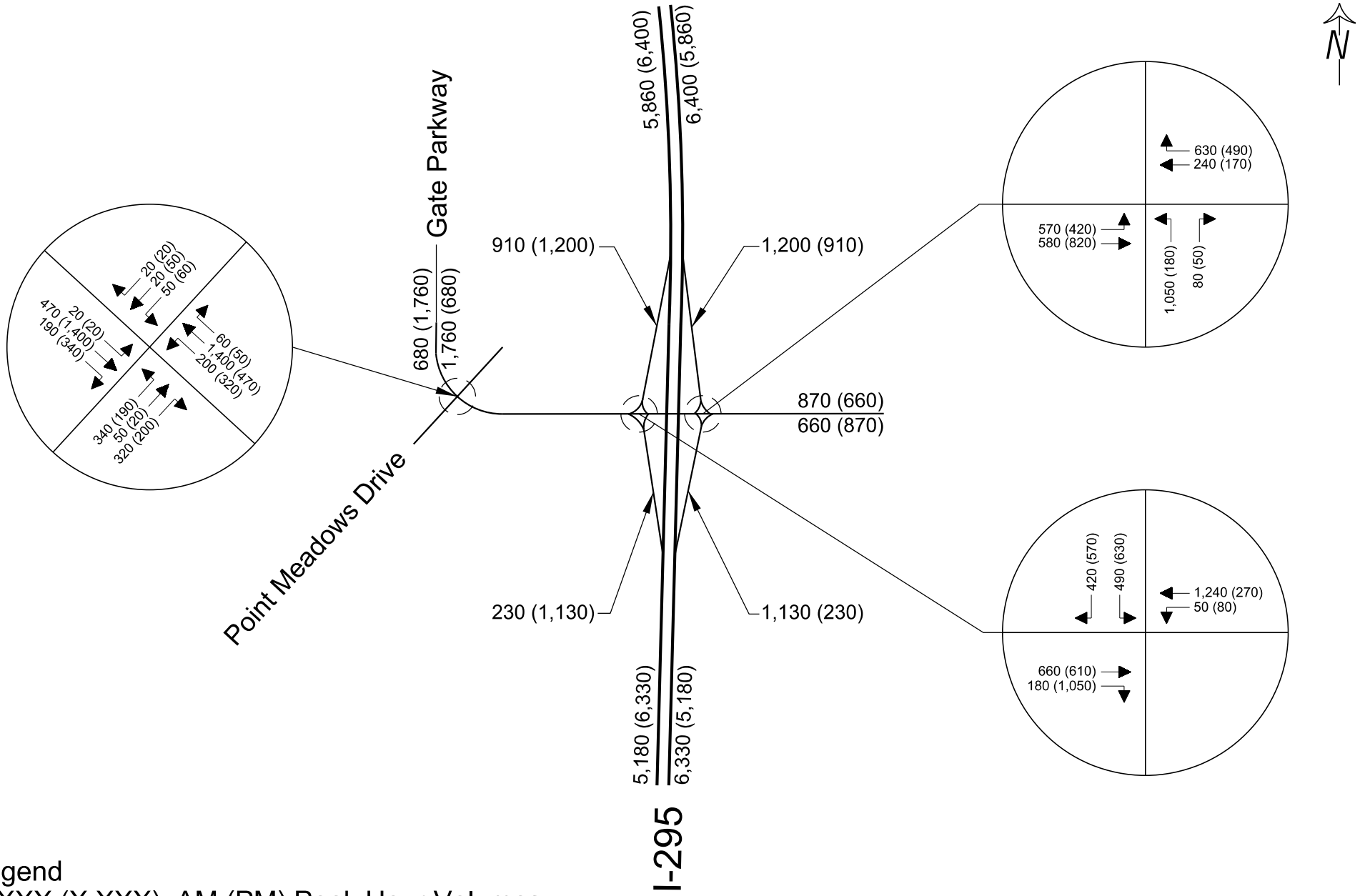

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Peak Hour Volumes (3 of 7)	Figure 6-4
			Page 56

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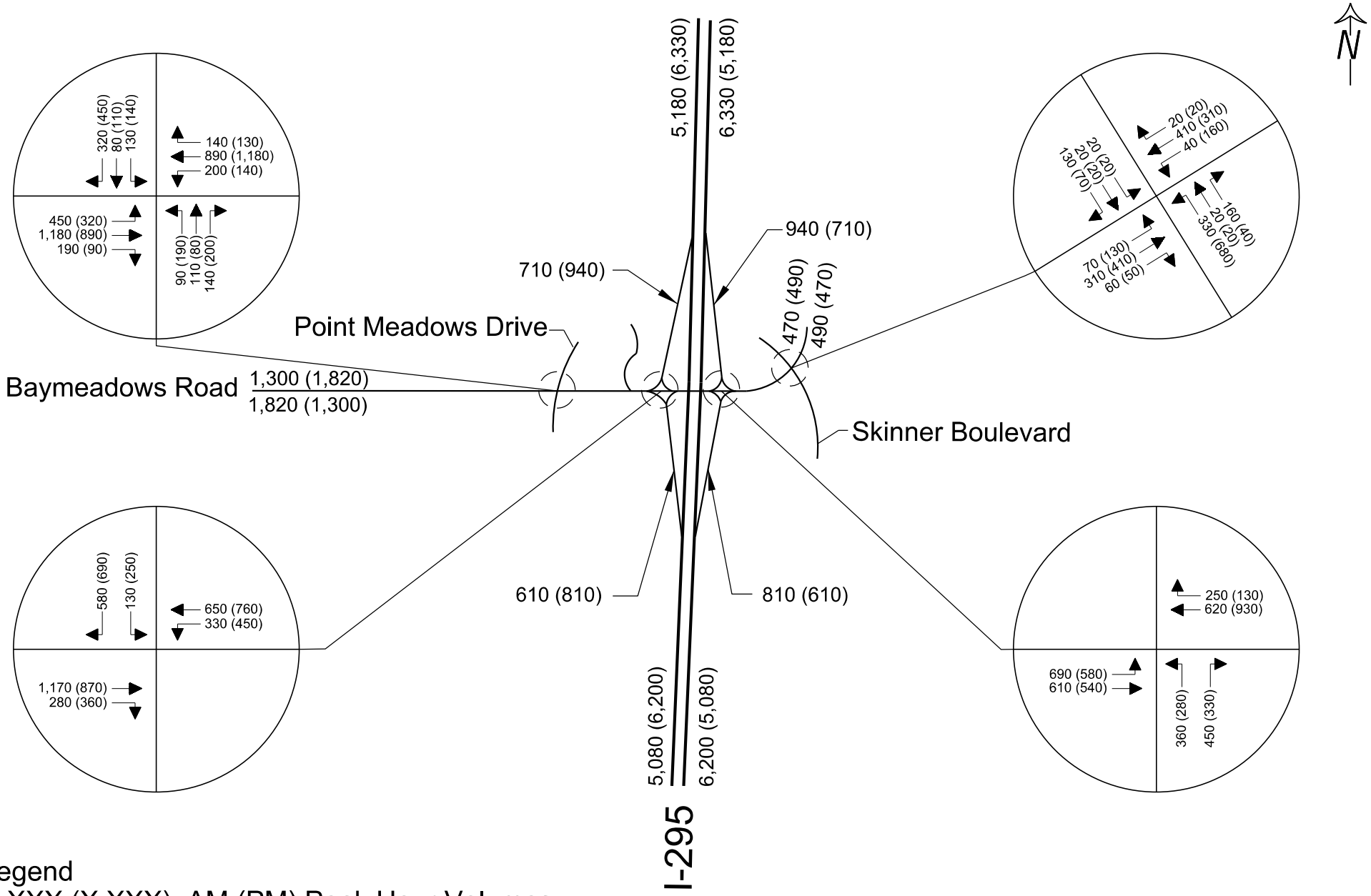

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Peak Hour Volumes (4 of 7)	Figure 6-4
			Page 57

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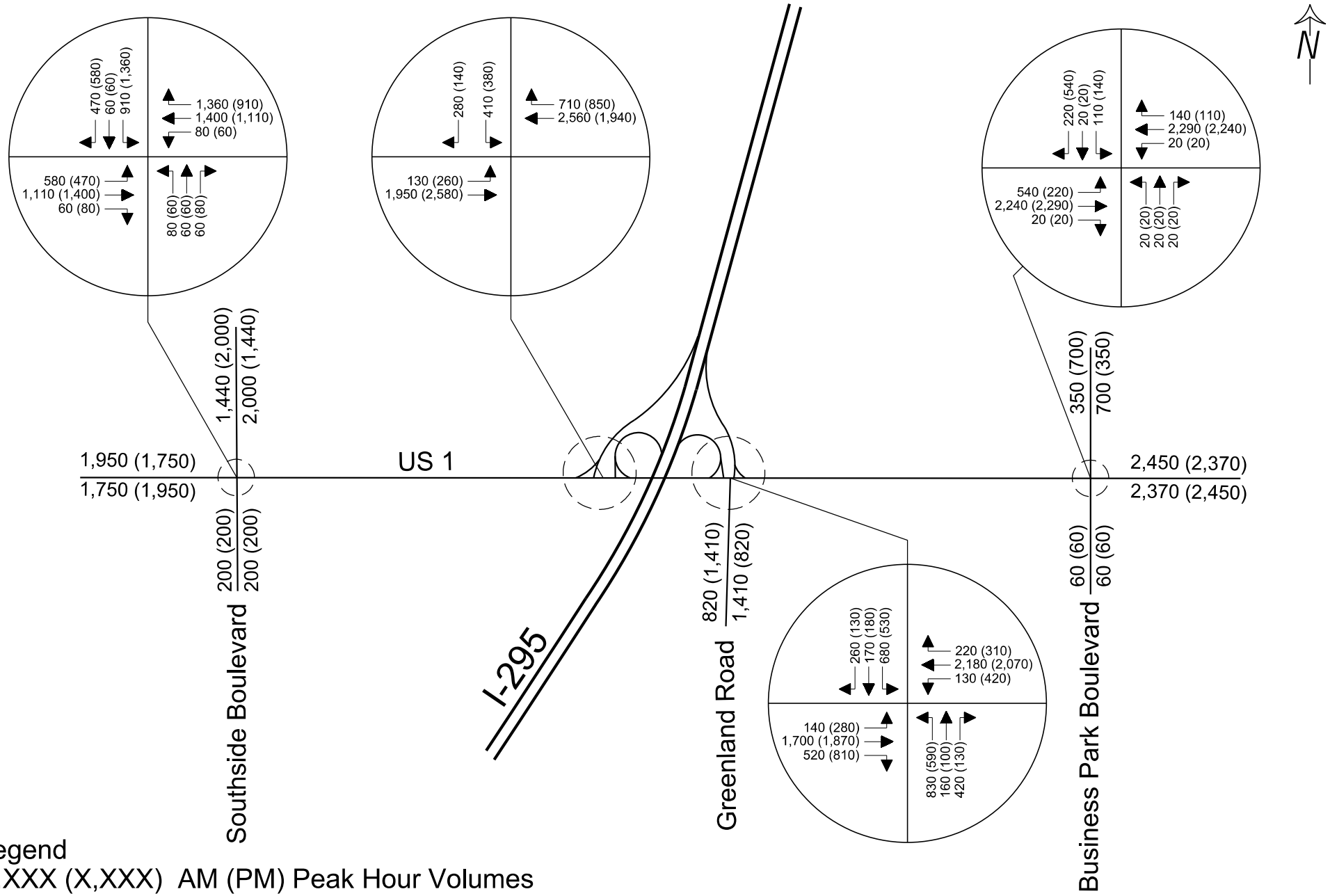

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I - 295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

Opening Year (2025)
Peak Hour Volumes
(5 of 7)

Figure 6-4

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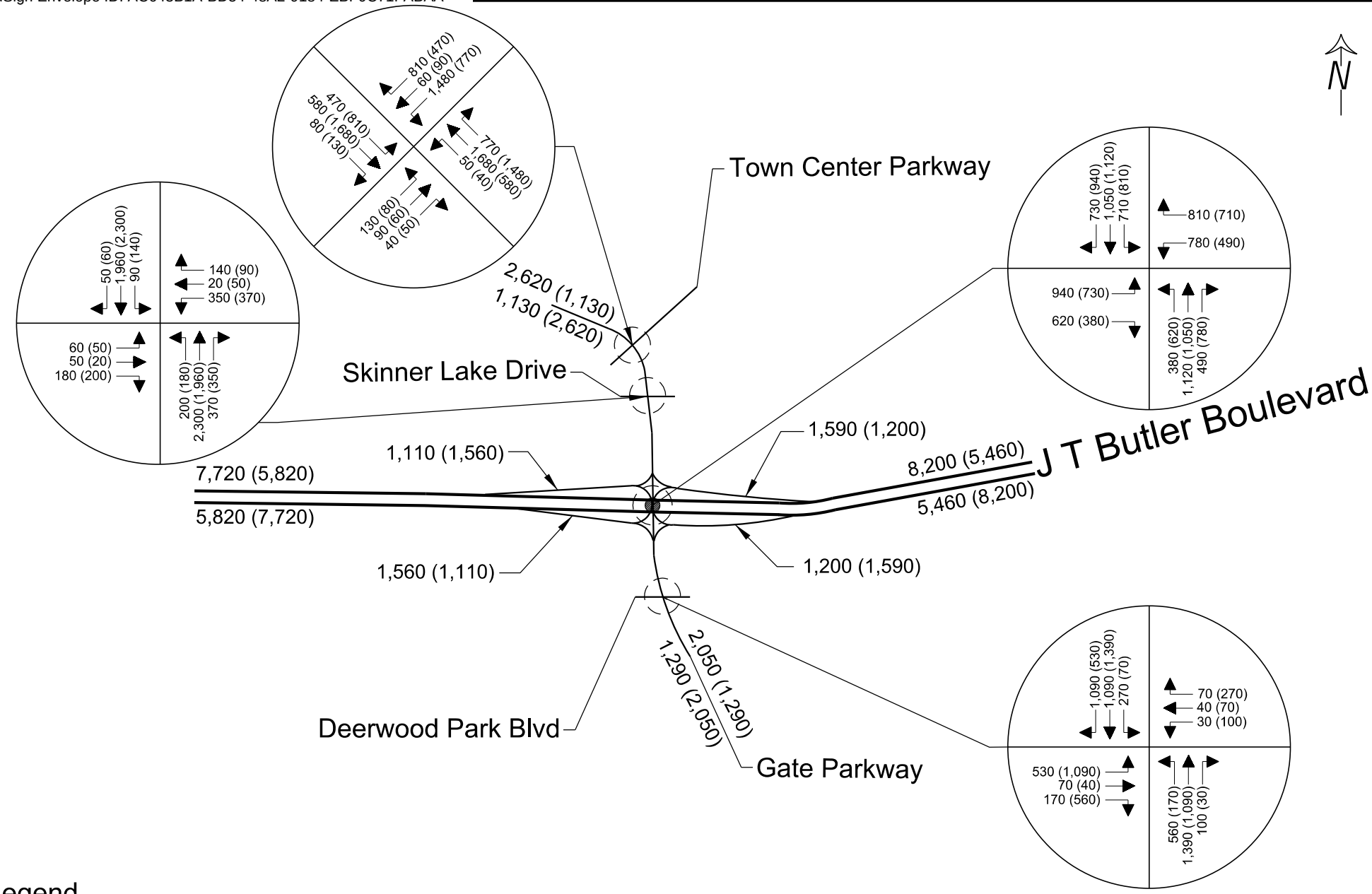

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Peak Hour Volumes (6 of 7)	Figure 6-4
			Page 59

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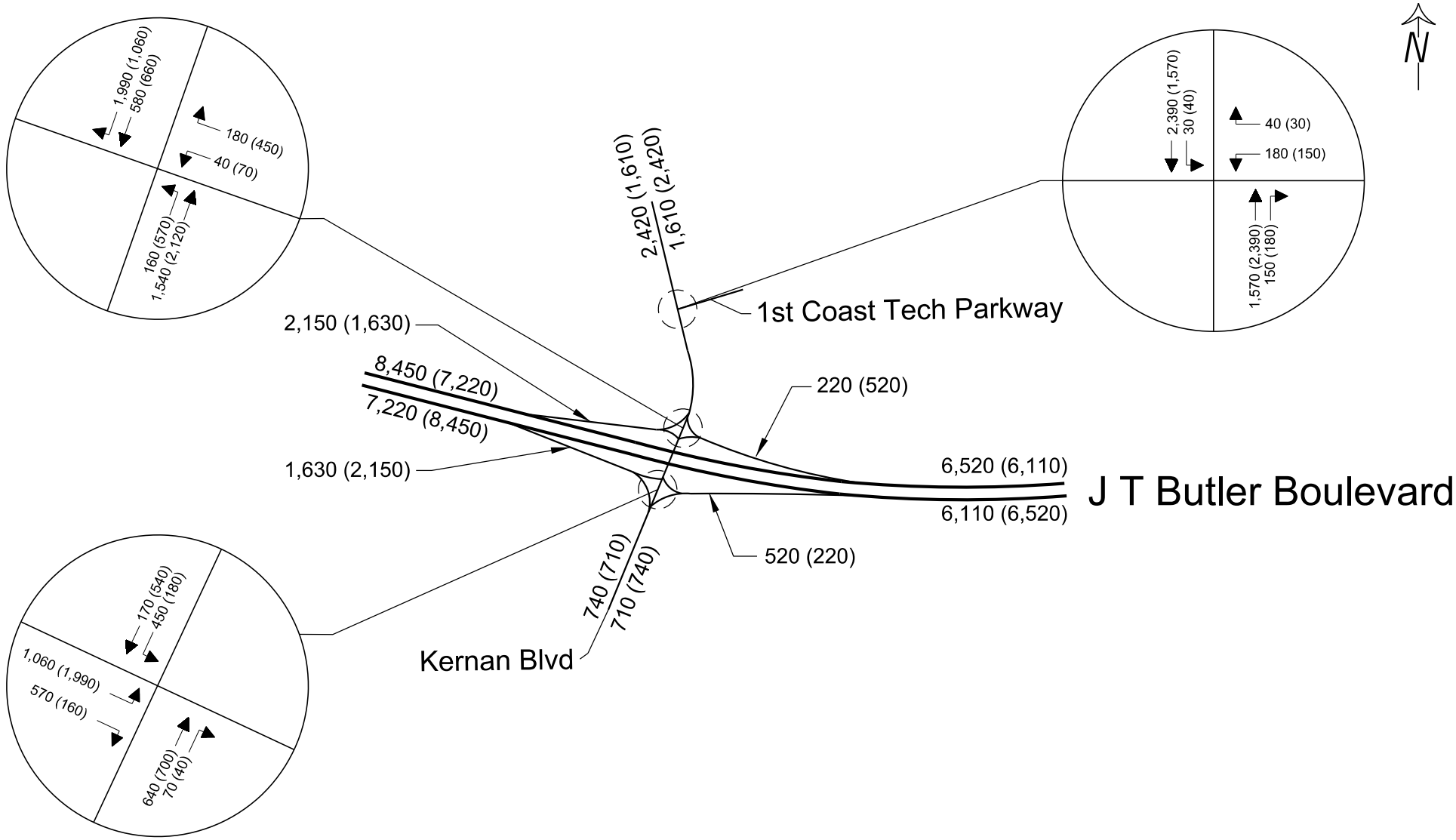

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Peak Hour Volumes (7 of 7)	Figure 6-4
			Page 60

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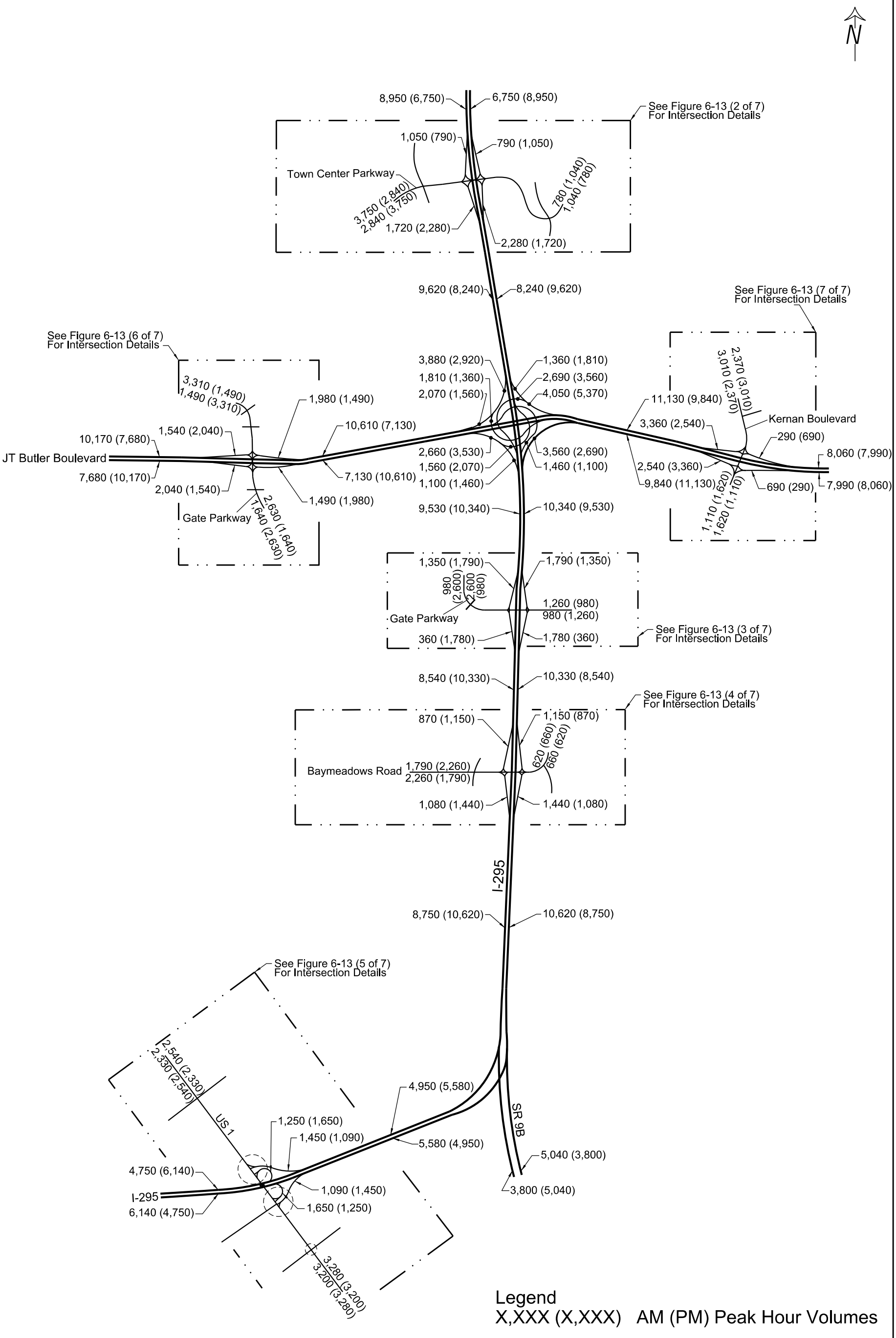

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (1 of 7)	Figure 6-5
			Page 61

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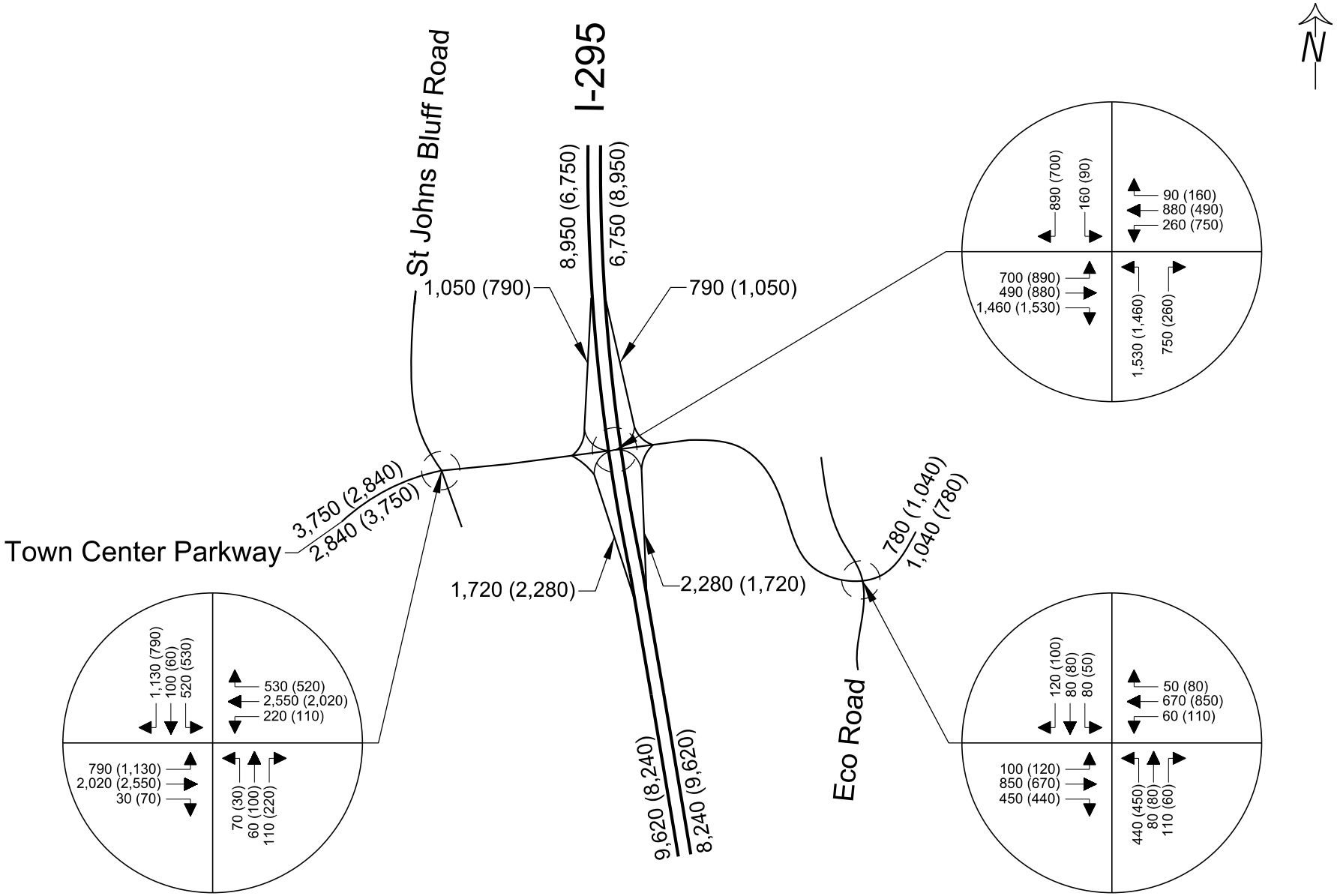

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (2 of 7)	Figure 6-5
			Page 62

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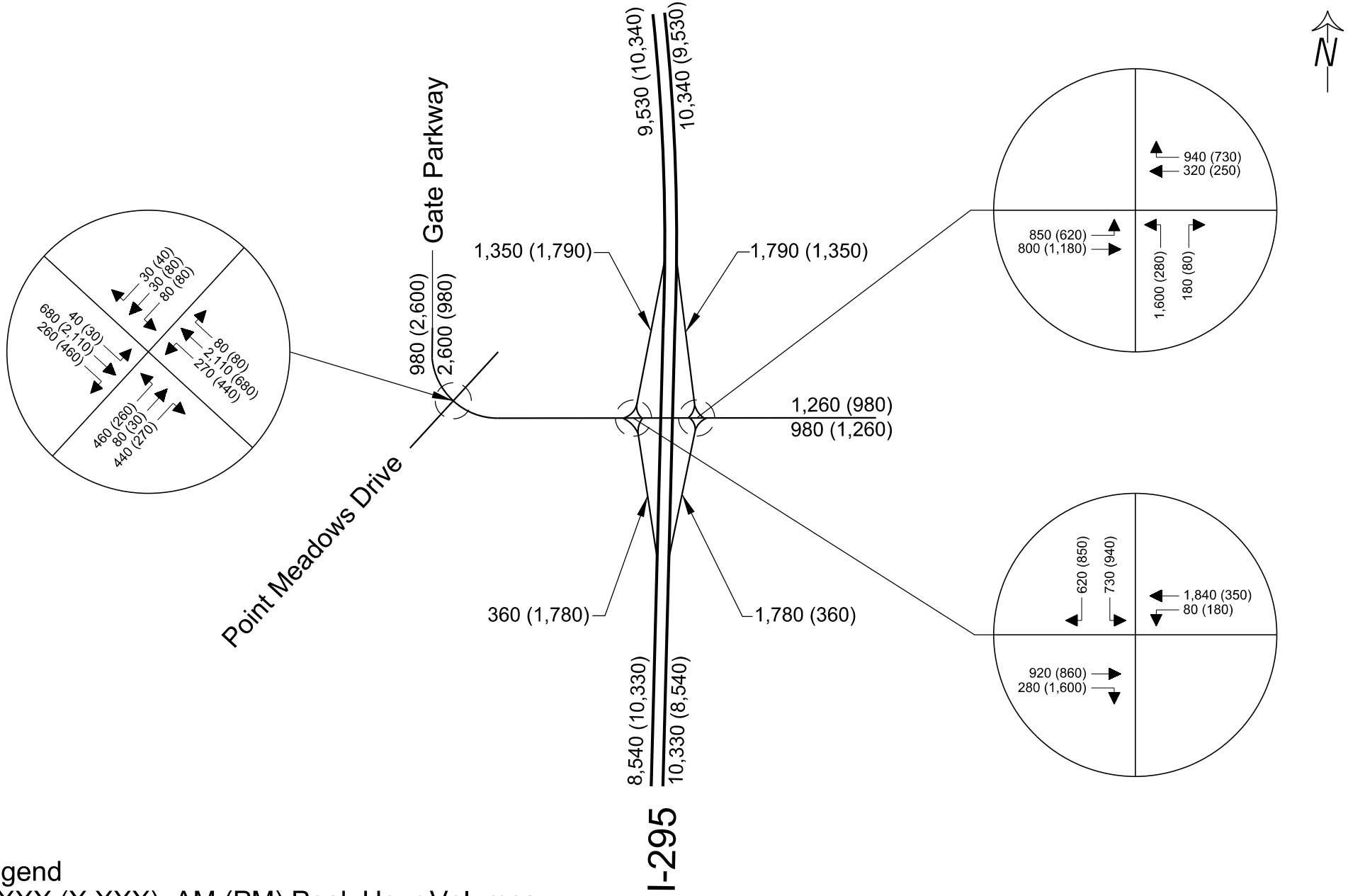

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (3 of 7)	Figure 6-5
			Page 63

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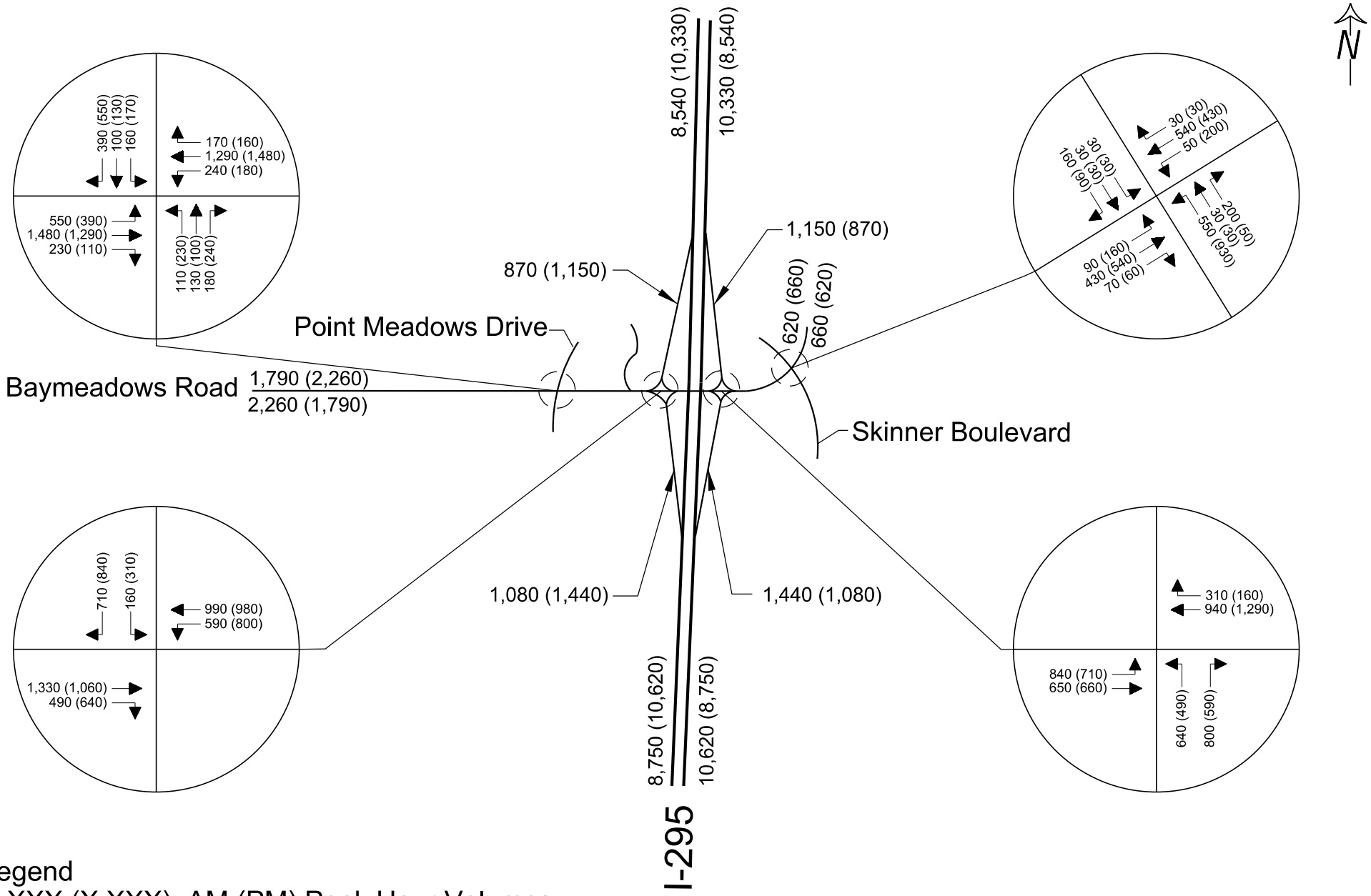

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (4 of 7)	Figure 6-5
			Page 64

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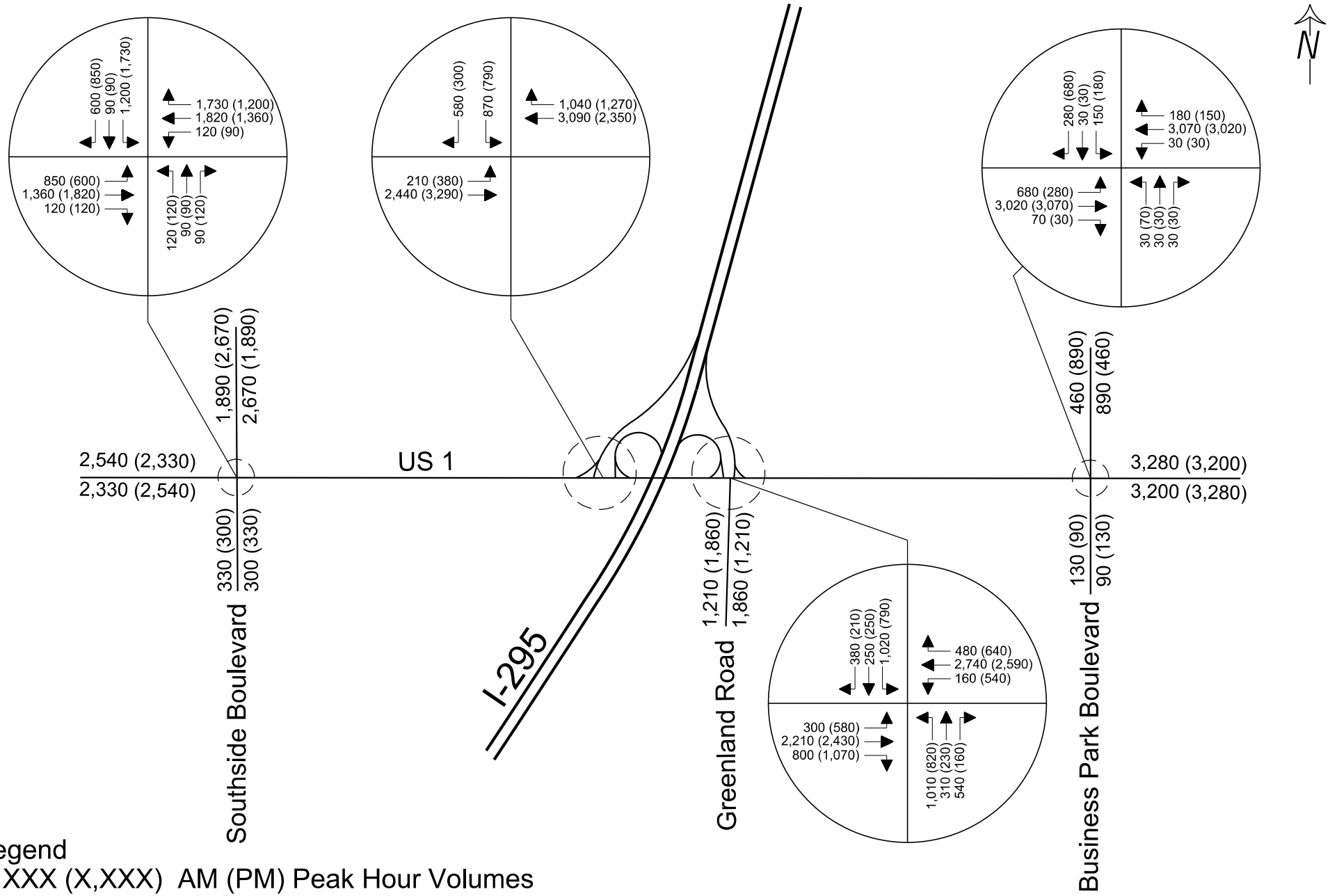

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (5 of 7)	Figure 6-5
			Page 65

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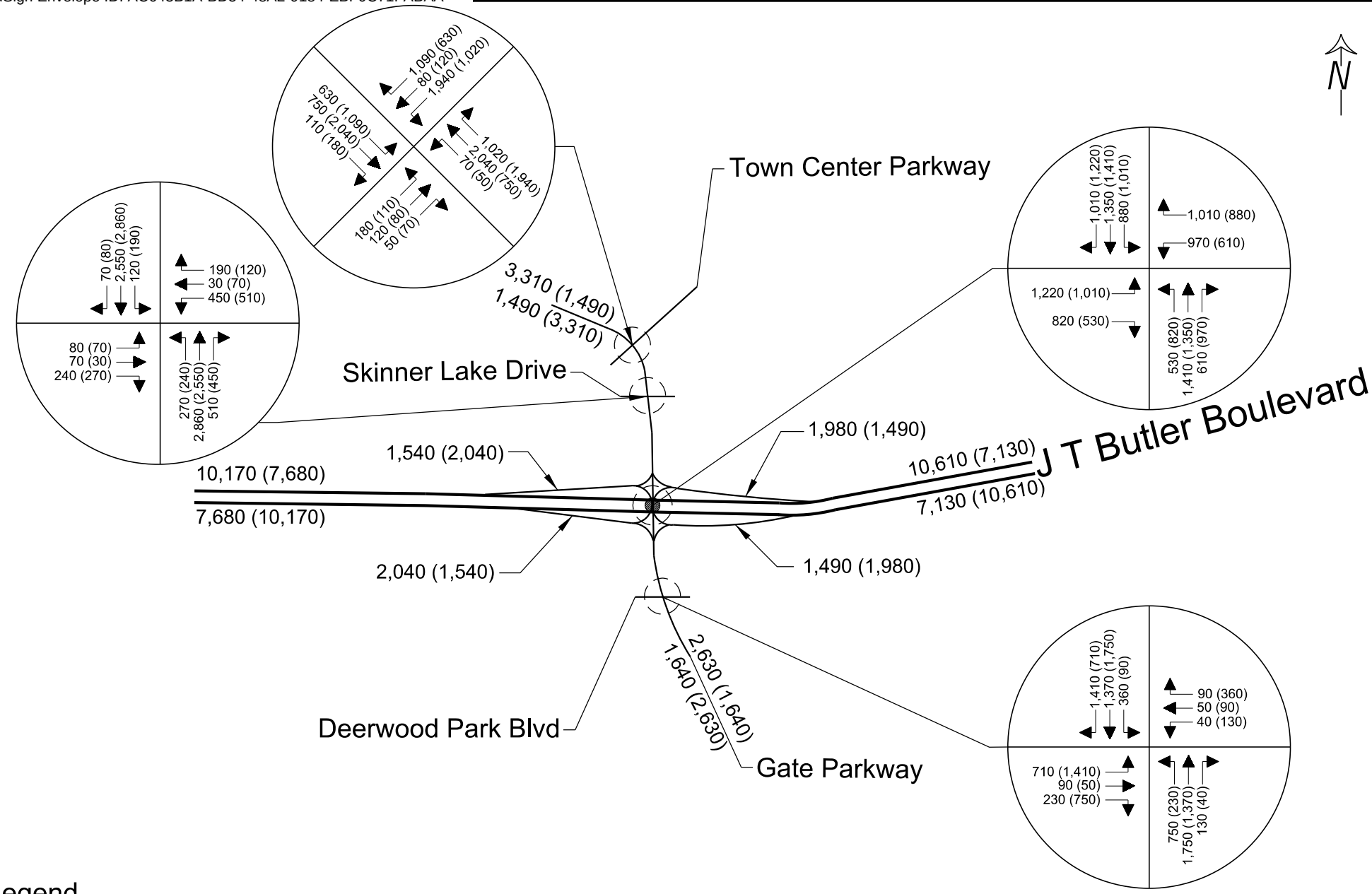

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (6 of 7)	Figure 6-5
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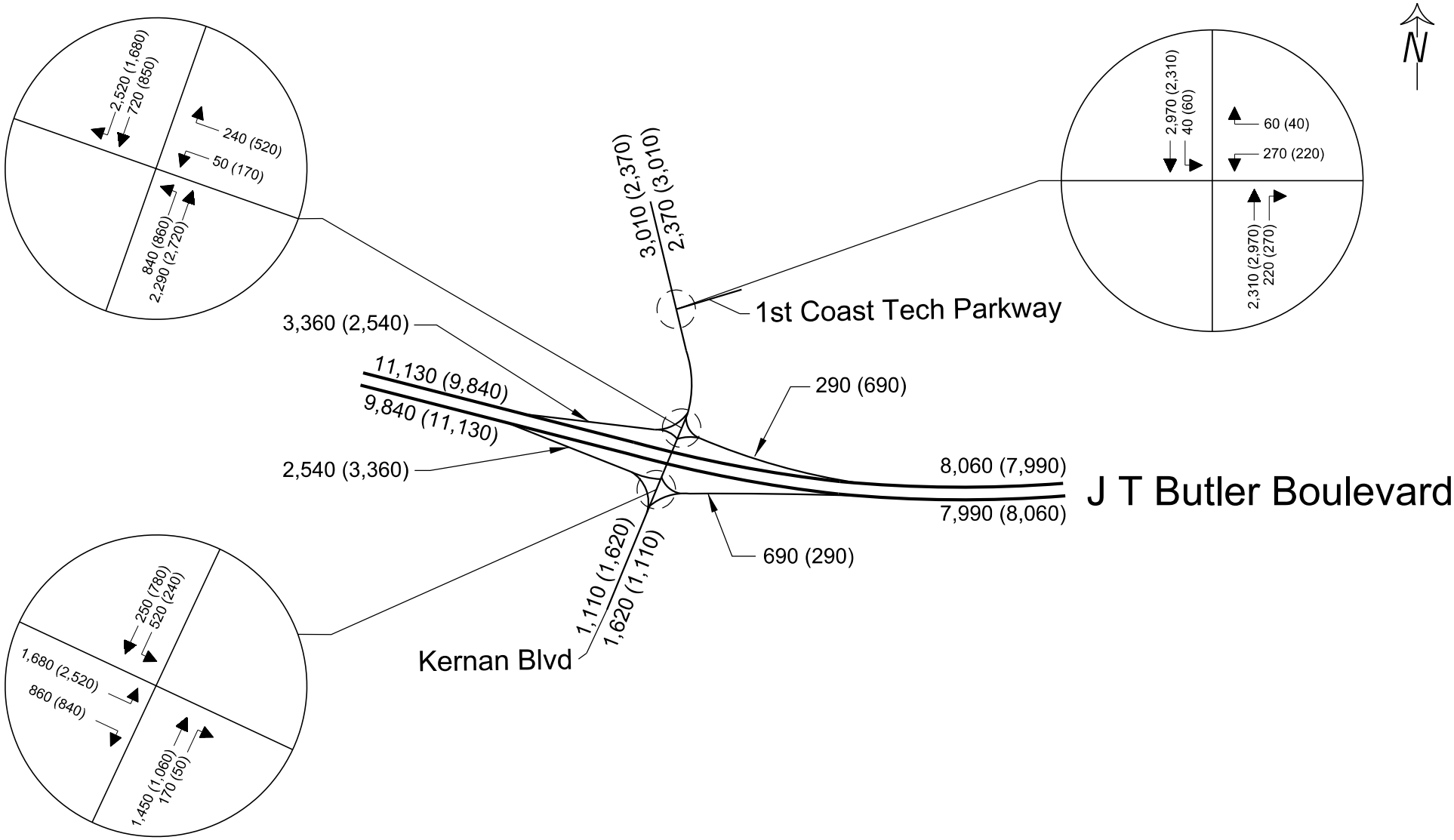

Legend
X,XXX (X,XXX) AM (PM) Peak Hour Volumes

FDOT	I - 295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Peak Hour Volumes (7 of 7)	Figure 6-5
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7.0 Alternatives Analysis

This section discusses the analysis of the Original Build and Preferred Build Alternatives based on traffic operations and safety of the I-295 East corridor. A comparison of the Build Alternatives is provided to summarize the detailed microsimulation operational analysis conducted using VISSIM. VISSIM models were prepared for Opening Year (2025) and Design Year (2045) AM and PM peak periods. The primary objective of the VISSIM models was to evaluate operational conditions along I-295 within the study area.

The planned and programmed projects identified in subsequent sections of this SIMR Re-evaluation were included in the VISSIM traffic simulation models under each of the scenario years based on the planned year of implementation.

7.1 Operational Analysis

The results of the operational analysis are presented to outline the quantitative performance measures for freeway and intersections impacts at a system and link level. The results provide an understanding of the broader and, also, more detailed operational issues anticipated to occur in the future years with the Original Build Alternative and the benefits of the proposed improvements provided in the Preferred Build Alternative.

AM and PM peak period models were developed for five-hour simulations for each of the build alternatives. For consistency with the I-295 East Express Phase I SIMR (October 2014) and the I-295 East Express Phase I SIMR Re-evaluation (July 2016) and for statistically-significant outputs that account for stochastic variation in the models results, a total of 10 model runs were performed as part of the alternatives analysis. The outputs from the 10 runs were averaged and reported for evaluation.

Appendix I provides the Original Build Alternative and Preferred Build Alternative VISSIM models developed for this SIMR Re-evaluation, including the evaluation files from 10 simulation runs.

The results of the detailed operational analysis, by scenario year, are presented in the following sections. The analyses of the build alternatives freeway operations are summarized into two sections:

- System Level Operational Performance
- Link Level Operational Performance

7.1.1 System Level Operational Performance

A system level performance comparison of the Original Build Alternative and Preferred Build Alternative was performed. The following Measures of Effectiveness (MOEs) were used on a network-wide basis per requirements from the approved MLOU (refer to **Appendix B**):

- Traffic Volume Evaluations
  - Total Vehicle Demand
  - Vehicles Denied Entry
- System Throughput
- System-wide Average Delay
- System-wide Average Speed
- Travel Time Summary

Traffic Volume Evaluation - Total Vehicle Demand:

Table 7-1 shows the total vehicular demand entered into the VISSIM models for each hour during the five-hour AM and PM peak period VISSIM simulation. This volume is compared with extrapolated volume from the I-295 East Express Phase I SIMR (October 2014) using the TSM-established average network growth rate. Year 2020 and 2040 volumes from the October 2014 report were extracted and a network-wide average 2.0 percent annual growth rate was applied to develop applicable comparison volumes for Opening Year (2025) and Design Year (2045).

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Table 7-1: Total Vehicle Demand

AM Peak	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Total
2025 Estimate (SIMR, October 2014)*	30,595	47,673	41,452	29,822	28,065	177,607
2025	39,684	54,062	47,519	36,371	35,834	**213,470**
Increase in Demand	9,089	6,389	6,067	6,549	7,769	35,863
Percent Increase	30%	13%	15%	22%	28%	20%
2045 Estimate (SIMR, October 2014)*	41,350	64,432	56,020	40,306	37,925	240,033
2045	55,435	75,523	66,380	50,806	50,056	**298,200**
Increase in Demand	14,085	11,091	10,360	10,500	12,131	58,167
Percent Increase	34%	17%	18%	26%	32%	24%
PM Peak	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**Total**
2025 Estimate (SIMR, October 2014)*	40,408	47,674	39,651	26,197	19,391	173,321
2025	49,533	54,062	48,229	34,967	26,799	**213,590**
Increase in Demand	9,125	6,388	8,578	8,770	7,408	40,269
Percent Increase	23%	13%	22%	33%	38%	23%
2045 Estimate (SIMR, October 2014)*	54,616	64,434	53,588	35,403	26,204	234,245
2045	68,828	75,123	67,014	48,588	37,236	**296,789**
Increase in Demand	14,212	10,689	13,426	13,185	11,032	62,544
Percent Increase	26%	17%	25%	37%	42%	27%

*Year 2020 and 2040 volumes were grown by 2 percent annually to show volume comparison. The 2 percent growth rate was identified as the network-wide average growth rate from the I-295 East Express Lanes Design Traffic Memorandum.

Findings and Observations:

- The total demand for the Original Build Alternative and the Preferred Build Alternative is the same for corresponding time periods.
- Additionally, the total demand increased between **approximately 13 percent to 42 percent** from the demand initially perceived for the study area with the I-295 East Express Phase I SIMR (October 2014) or the I-295 East Express Phase I SIMR Re-evaluation (July 2016).

Traffic Volume Evaluation - Vehicles Denied Entry:

Table 7-2 shows the total vehicles that are denied entry and are stuck behind the entry nodes in the VISSIM models during each hour of the five-hour AM and PM peak period VISSIM simulation. The values reported from VISSIM for the total vehicles denied entry are cumulative across each hour of the simulation. **Table 7-3** summarizes the locations where vehicles are denied entry for both build alternatives.

Table 7-2: Vehicles Denied Entry

AM Peak (vehicles)		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Year	Scenario					
2025	Original Build Alternative	1,994	7,280	10,951	10,609	**11,734**
	Preferred Build Alternative	1,980	7,137	10,774	10,539	**11,599**
2045	Original Build Alternative	1,687	13,868	24,166	25,591	**24,314**
	Preferred Build Alternative	1,688	14,069	24,080	24,738	**23,505**
PM Peak (vehicles)		**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**
Year	Scenario					
2025	Original Build Alternative	1,161	3,846	7,014	5,811	**3,736**
	Preferred Build Alternative	1,197	3,781	6,957	5,671	**3,930**
2045	Original Build Alternative	9,955	23,209	31,292	26,611	**18,540**
	Preferred Build Alternative	9,864	23,157	31,243	26,479	**18,612**

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Table 7-3: Vehicles Denied Entry Location Summary

Location	Direction	Vehicles Denied Entry (percentage)			
		Opening Year (2025)			
		AM		PM	
		Original Build	Preferred Build	Original Build	Preferred Build
US 1	WB/NB	54%	54%	89%	88%
Business Park Blvd	SB	-	-	11%	12%
SR 202	**EB**	**3%**	**2%**	**-**	**-**
Kernan Blvd	NB	43%	44%	-	-
TOTAL		100%	100%	100%	100%
		Design Year (2045)			
US 1	EB	8%	8%	4%	4%
US 1	WB	13%	13%	34%	34%
Southside Blvd	SB	3%	3%	3%	3%
Greenland Rd	NB	5%	5%	1%	1%
Business Park Blvd	SB	1%	1%	9%	9%
Point Meadows Dr	SB	-	-	2%	2%
Gate Pkwy	EB	-	-	2%	2%
SR 202	**EB**	**23%**	**18%**	**38%**	**38%**
Gate Pkwy	SB	-	-	1%	1%
Town Center Pkwy	WB	10%	11%	-	-
Kernan Blvd	SB	9%	9%	-	-
I-295	**SB**	**10%**	**13%**	-	-
Town Center Pkwy	EB	7%	8%	4%	4%
St. Johns Bluff Rd	SB	10%	10%	2%	2%
UNF Dr	NB	1%	1%	-	-
TOTAL		100%	100%	100%	100%

Findings and Observations:

AM Peak Period:

- Because of the downstream bottleneck conditions, vehicles are denied entry at the following entry nodes along the mainlines in the future year Original Build and Preferred build alternatives models:
  - Southbound I-295 entry node
  - Eastbound SR 202 entry node
- Nearly all latent demand occurs on arterial entry nodes in both Opening Year (2025) and over 60 percent of latent demand occurs at arterial entry nodes in Design Year (2045) AM peak period models.
- Vehicles denied entry are similar between both the build alternatives considered for the AM peak periods in the Opening (2025) and Design (2045) Years.
- In both the Opening Year (2025) and Design Year (2045) build models, vehicles accumulate behind entry nodes during each hour of the simulation and not all are processed at the end of the five-hour simulation.
- Approximately 12,000 vehicles are stuck behind the entry nodes at the end of the five-hour simulation in the Opening Year (2025) AM peak for both alternatives. This equates to approximately **6 percen**t of the total demand entered into the VISSIM model over the five hours.
- Approximately 24,000 vehicles are stuck behind the entry nodes at the end of the five-hour simulation in the Design Year (2045) AM peak for the Original Build Alternative and the Preferred Build Alternative. This equates to approximately **8 percent** of the total demand entered into the VISSIM model over the five hours.

PM Peak Period:

- Because of the downstream bottleneck conditions, vehicles are denied entry at the following entry nodes along the mainlines in the future year Original Build and Preferred Build Alternatives models:
  - Eastbound SR 202 entry node
- Nearly all latent demand occurs on arterial entry nodes in both build alternative Opening Year (2025) models and over 60 percent of latent demand occurs at arterial entry nodes in Design Year (2045) PM peak period models.
- In both the Opening Year (2025) and Design Year (2045) build models, vehicles accumulate behind entry nodes during each hour of the simulation and not all are processed at the end of the five-hour simulation.
- Approximately 4,000 vehicles are stuck behind the entry nodes at the end of the five-hour simulation in the Opening Year (2025) PM peak for both alternatives. This equates to

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approximately **2 percent** of the total demand entered into the VISSIM model over the five hours.

- Approximately 19,000 vehicles are stuck behind the entry nodes at the end of the five-hour simulation in the Design Year (2045) PM peak for both alternatives. This equates to approximately **6 percent** of the total demand entered into the VISSIM model over the five hours.

System Throughput:

Table 7-4 shows the system-wide throughput after the completion of the five- hour AM and PM peak period VISSIM simulations for the build alternatives.

Table 7-4: System Throughput

AM Peak				
Year	**Scenario**	**Total Demand**	**Vehicles Stuck**	**Vehicles Served**
2025	Original Build Alternative	213,470	11,734	201,736
	Preferred Build Alternative	213,470	11,599	201,871
2045	Original Build Alternative	298,200	24,314	273,886
	Preferred Build Alternative	298,200	23,505	274,695
PM Peak				
Year	**Scenario**	**Total Demand**	**Vehicles Stuck**	**Vehicles Served**
2025	Original Build Alternative	213,590	3,736	209,854
	Preferred Build Alternative	213,590	3,930	209,660
2045	Original Build Alternative	296,789	18,540	278,249
	Preferred Build Alternative	296,789	18,612	278,177

Findings and Observations:

AM Peak Period:

- The throughput is relatively the same between both the Original Build Alternative and the Preferred Build Alternative models for both Opening (2025) and Design (2045) Years.

PM Peak Period:

- The throughput is relatively the same between both the Original Build Alternative and the Preferred Build Alternative models for both Opening (2025) and Design (2045) Years.

System-wide Average Delay:

Table 7-5 shows the system-wide average delay in minutes/vehicle from the VISSIM models during each hour of the five-hour AM and PM peak period simulation.

Table 7-5: System-wide Average Delay

AM Peak (minutes/vehicle)							
Year	**Scenario**	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**Average**
2025	Original Build Alternative	1.1	7.0	14.9	3.1	2.4	5.7
	Preferred Build Alternative	1.1	7.0	14.7	3.1	2.3	5.6
2045	Original Build Alternative	1.7	9.1	23.1	35.8	33.1	20.6
	Preferred Build Alternative	1.7	9.0	22.7	34.1	31.9	19.9
PM Peak (minutes/vehicle)							
Year	**Scenario**	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**Average**
2025	Original Build Alternative	2.0	4.7	10.1	2.4	1.3	4.1
	Preferred Build Alternative	2.0	4.6	10.1	2.4	1.3	4.1
2045	Original Build Alternative	7.4	16.0	28.2	40.5	39.4	26.3
	Preferred Build Alternative	7.2	15.8	28.0	40.2	39.2	26.1

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Findings and Observations:

AM Peak Period:

- The Opening (2025) average delays for the Original Build Alternative are approximately **5 seconds** higher per vehicle than the average delays with the Preferred Build Alternative. With a total of approximately 202,000 vehicles served with either of the build alternatives, the Preferred Build Alternative saves approximately **280 vehicle-hours of delay** across the five-hour simulation.
- The Design Year (2045) average delays for the Original Build Alternative are approximately 42 **seconds** higher per vehicle than the average delays with the Preferred Build Alternative. With an average of approximately 274,000 vehicles served with either of the build alternatives, the Preferred Build Alternative saves approximately **3,200 vehicle-hours of delay** across the five-hour simulation.

PM Peak Period:

- The Opening Year (2025) average delays for the Original Build Alternative are similar to the Preferred Build Alternative.
- The Design Year (2045) average delays for the Original Build Alternative are approximately **12 seconds** higher per vehicle than the average delays with the Preferred Build Alternative. With an average of approximately 278,000 vehicles served with either of the build alternatives, the Preferred Build Alternative saves approximately **930 vehicle-hours of delay** across the five-hour simulation.

System-wide Average Speeds:

Table 7-6 shows the system-wide average speeds during each hour of the five-hour AM and PM peak period simulations. Although link level speeds are a preferred practice of comparison, a system level comparison is helpful in the evaluation of the overall operations of a system.

Table 7-6: System-wide Average Speeds

AM Peak (mph)							
Year	Scenario	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	46.2	38.0	35.6	35.5	38.3	38.7
	Preferred Build Alternative	46.3	38.2	35.6	35.7	38.9	38.9
2045	Original Build Alternative	44.6	33.2	25.8	28.2	35.3	33.4
	Preferred Build Alternative	44.7	33.8	28.1	31.1	36.1	34.8
PM Peak (mph)							
Year	Scenario	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	44.8	39.0	32.7	39.6	46.6	40.6
	Preferred Build Alternative	44.9	39.9	32.9	39.5	46.6	40.8
2045	Original Build Alternative	36.7	33.8	33.4	34.0	38.4	35.2
	Preferred Build Alternative	37.6	34.7	34.1	34.8	38.8	36.0

Findings and Observations:

AM Peak Period:

- Network average speeds were approximately **40 mph** during the Opening Year (2025) AM peak period for both the Original and Preferred Build Alternatives. Notably, in both models, the speed drops to approximately 35 mph in Hour 3 and Hour 4, but vehicles begin to accelerate during the final hour of the five-hour simulation.
- Design Year (2045) AM peak period average speeds are shown to be approximately **35 mph** in the Preferred Build Alternative but are approximately **33 mph** with the Original Build Alternative. The speed drops are shown during Hour 2 and continue through Hour 3 where network-wide average speeds reach 28 mph with the Preferred Build Alternative and 26 mph with the Original Build Alternative. The average speeds begin to increase by Hour 5 indicating improved operations.

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PM Peak Period:

- A network average of approximately **40 mph** is shown for the five-hour simulation during the Opening Year (2025) PM peak period for both alternatives. Average speeds drop to nearly 30 mph during Hour 3 of the simulation but increase during Hour 4.
- Similarly, both alternatives have an approximate system-wide average speed of **35 mph** through the five-hour simulation for the Design Year (2045) PM peak period simulation.

Travel Time Summary:

The Opening Year (2025) and Design Year (2045) travel times are compared between the Original and Preferred Build Alternatives, including GP and express lanes along the I-295 northbound and southbound directions. The travel times for the build alternatives were observed to be similar during Opening Year (2025), but improvement in travel time was observed with the Preferred Build Alternative in the Design Year (2045).

Figure 7-1 depicts the origin-destination (O-D) pairs used for travel time evaluations. The O-D pairs as shown in Figure 7-1 are not the only O-D pairs available along the I-295 system between SR 9B and SR 202, but present the worst case travel time scenario and are used with the travel time evaluation of the Original Build and Preferred Build Alternatives. **Table 7-7** through **Table 7-10** provide the travel time summaries for the O-D pairs shown in Figure 7-1 along northbound and southbound I-295 for the AM and PM peak periods.

Figure 7-1: Origin-Destination Pairs for Travel Time Summary

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Table 7-7: I-295 Northbound Travel Time Summary – North of US 1 to South of Town Center Parkway

AM Peak (minutes) – A to C								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.3	5.4	5.4	5.3	5.3	5.3
	Original Build Alternative	E	5.3	5.4	5.4	5.3	5.3	5.3
	Preferred Build Alternative	GP	5.3	5.3	5.3	5.3	5.3	5.3
	Preferred Build Alternative	E	5.3	5.4	5.4	5.3	5.3	5.3
2045	Original Build Alternative	GP	5.6	8.3	14.6	10.9	6.0	9.1
	Original Build Alternative	E	5.5	6.0	11.0	10.3	6.1	7.8
	Preferred Build Alternative	GP	**5.4**	**6.0**	**9.1**	**7.6**	**5.4**	**6.7**
	Preferred Build Alternative	E	**5.5**	**5.6**	**7.6**	**7.8**	**6.0**	**6.5**
PM Peak (minutes) – A to C								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.3	5.7	5.5	5.3	5.2	5.4
	Original Build Alternative	E	5.4	5.6	5.9	5.3	5.3	5.5
	Preferred Build Alternative	GP	5.3	5.3	5.3	5.2	5.2	5.3
	Preferred Build Alternative	E	5.4	5.4	5.4	5.3	5.3	5.4
2045	Original Build Alternative	GP	5.5	5.6	5.5	5.4	5.3	5.5
	Original Build Alternative	E	5.7	5.9	5.7	5.5	5.4	5.6
	Preferred Build Alternative	GP	5.4	5.4	5.4	5.3	5.3	5.4
	Preferred Build Alternative	E	5.6	5.7	5.6	5.5	5.4	5.5

GP – General Purpose, E – Express

Table 7-8: I-295 Northbound Travel Time Summary – North of E-Town Parkway to South of Town Center Parkway

AM Peak (minutes) – B to C								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.4	5.5	5.4	5.4	5.4	5.4
	Original Build Alternative	E	5.4	5.5	5.4	5.4	5.4	5.4
	Preferred Build Alternative	GP	5.3	5.4	5.4	5.3	5.3	5.3
	Preferred Build Alternative	E	5.4	5.5	5.4	5.4	5.4	5.4
2045	Original Build Alternative	GP	5.7	9.2	15.7	12.7	6.3	9.9
	Original Build Alternative	E	5.5	6.1	11.9	11.5	6.3	8.3
	Preferred Build Alternative	GP	**5.5**	**6.3**	**9.6**	**7.8**	**5.5**	**6.9**
	Preferred Build Alternative	E	**5.5**	**5.7**	**7.7**	**7.8**	**6.0**	**6.5**
PM Peak (minutes) – B to C								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.4	5.8	5.5	5.3	5.3	5.5
	Original Build Alternative	E	5.4	5.6	6.0	5.4	5.3	5.5
	Preferred Build Alternative	GP	5.3	5.3	5.3	5.3	5.3	5.3
	Preferred Build Alternative	E	5.5	5.5	5.4	5.4	5.3	5.4
2045	Original Build Alternative	GP	5.6	5.7	5.6	5.4	5.4	5.5
	Original Build Alternative	E	5.8	6.0	5.7	5.5	5.4	5.7
	Preferred Build Alternative	GP	5.4	5.5	5.4	5.4	5.3	5.4
	Preferred Build Alternative	E	5.6	5.7	5.6	5.5	5.4	5.6

GP – General Purpose, E – Express

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Table 7-9: I-295 Southbound Travel Time Summary – South of Town Center Parkway to North of US 1

AM Peak (minutes) – C to A								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.5	5.6	5.6	5.5	5.5	5.5
	Original Build Alternative	E	5.6	5.6	5.6	5.5	5.6	5.6
	Preferred Build Alternative	GP	5.5	5.6	5.5	5.5	5.5	5.5
	Preferred Build Alternative	E	5.5	5.6	5.6	5.5	5.5	5.5
2045	Original Build Alternative	GP	6.0	6.0	6.3	6.2	6.0	6.1
	Original Build Alternative	E	6.1	6.1	6.1	6.1	6.1	6.1
	Preferred Build Alternative	GP	5.9	6.0	6.4	6.1	5.9	6.1
	Preferred Build Alternative	E	6.1	6.1	6.1	6.1	6.1	6.1
PM Peak (minutes) – C to A								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.9	6.0	5.9	5.9	5.8	5.9
	Original Build Alternative	E	6.0	6.0	6.0	5.9	5.9	6.0
	Preferred Build Alternative	GP	5.9	5.9	5.9	5.8	5.8	5.9
	Preferred Build Alternative	E	6.0	6.0	6.0	5.9	5.9	6.0
2045	Original Build Alternative	GP	7.7	8.4	7.9	7.1	6.1	7.4
	Original Build Alternative	E	6.3	6.6	6.5	6.1	6.0	6.3
	Preferred Build Alternative	GP	**6.1**	**6.1**	**6.0**	**6.0**	**5.9**	**6.0**
	Preferred Build Alternative	E	**6.1**	**6.1**	**6.1**	**6.1**	**6.0**	**6.1**

GP – General Purpose, E – Express

Table 7-10: I-295 Southbound Travel Time Summary – South of Town Center Parkway to North of E-Town Parkway

AM Peak (minutes) – C to B								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.8	5.8	5.8	5.8	5.8	5.8
	Original Build Alternative	E	5.8	5.8	5.8	5.8	5.8	5.8
	Preferred Build Alternative	GP	5.7	5.8	5.8	5.7	5.7	5.7
	Preferred Build Alternative	E	5.8	5.8	5.8	5.8	5.8	5.8
2045	Original Build Alternative	GP	5.9	5.9	6.2	6.1	5.9	6.0
	Original Build Alternative	E	5.9	5.9	5.9	5.9	5.9	5.9
	Preferred Build Alternative	GP	5.8	5.9	6.3	6.0	5.8	5.9
	Preferred Build Alternative	E	5.9	5.9	5.9	5.9	5.9	5.9
PM Peak (minutes) – C to B								
Year	Scenario	Lane Type	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Average
2025	Original Build Alternative	GP	5.8	5.8	5.8	5.8	5.7	5.8
	Original Build Alternative	E	5.8	5.9	5.8	5.8	5.8	5.8
	Preferred Build Alternative	GP	5.8	5.8	5.7	5.7	5.7	5.7
	Preferred Build Alternative	E	5.8	5.9	5.8	5.8	5.8	5.8
2045	Original Build Alternative	GP	7.6	8.2	7.8	6.9	6.0	7.3
	Original Build Alternative	E	6.2	6.4	6.3	6.0	5.9	6.1
	Preferred Build Alternative	GP	**6.0**	**6.0**	**5.9**	**5.9**	**5.8**	**5.9**
	Preferred Build Alternative	E	**6.0**	**6.0**	**6.0**	**5.9**	**5.9**	**5.9**

GP – General Purpose, E – Express

Findings and Observations:

Opening Year (2025) – Northbound I-295:

- The AM and PM peak periods have similar average travel times in the northbound direction along I-295 from either origin (I-295 and SR 9B) to south of Town Center Parkway for both the Original Build Alternative and the Preferred Build Alternative.

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Opening Year (2025) – Southbound I-295:

- The AM and PM peak periods have similar average travel times in the southbound direction along I-295 from south of Town Center Parkway to either destination (I-295 or SR 9B) for both the Original Build Alternative and the Preferred Build Alternative.

Design Year (2045) – Northbound I-295:

- Approximately **140 seconds per vehicle** in travel time savings is observed with the Preferred Build Alternative along northbound I-295 from south of the SR 9B interchange to south of the Town Center Parkway interchange on the GP lanes during the AM peak period and nearly **80 seconds per vehicle** along the express lanes.
- Similarly, approximately **180 seconds per vehicle** in travel time savings is observed in the GP lanes with the Preferred Build Alternative from SR 9B vehicles entering the I-295 corridor to south of Town Center Parkway during the AM peak period. Approximately **100 seconds per vehicle** in travel time savings is observed during the AM peak period for the express lanes for the same origin-destination pair.
- The PM peak period has similar average travel times in the northbound direction along I-295 from either origin (I-295 and SR 9B) to south of Town Center Parkway for both the Original Build Alternative and the Preferred Build Alternative as this is the off-peak direction during this peak period.

Design Year (2045) – Southbound I-295:

- The AM peak period has similar average travel times in the southbound direction along I-295 from south of Town Center Parkway to either destination (I-295 and SR 9B) for both the Original Build Alternative and the Preferred Build Alternative as this is the off-peak direction during this peak period.
- Approximately **85 seconds per vehicle** in travel time savings is observed with the Preferred Build Alternative to both the SR 9B and the I-295 south of the SR 9B interchange destinations from south of Town Center Parkway origin during the PM peak periods in the GP lanes. Express lane travel time savings is less significant with the Preferred Build Alternative at approximately **12 seconds per vehicle delay savings** during the PM peak period.

Speed profiles for the I-295 corridor within the study limits are provided for Opening Year (2025) and Design Year (2045) AM and PM peak periods in **Figure 7-2** through **Figure 7-5**.

Speed profiles for the SR 9B corridor within the study limits are provided for Opening Year (2025) and Design Year (2045) AM and PM peak periods in **Figure 7-6** and **Figure 7-7**.

Speed profiles for the SR 202 corridor within the study limits are provided for Opening Year (2025) and Design Year (2045) AM and PM peak periods in **Figure 7-8** and **Figure 7-9**.

7.1.2 Link Level Operational Performance

A link level performance comparison of the Original Build Alternative and the Preferred Build Alternative was performed. The following MOEs were evaluated:

- Link Level Speed Evaluation
- Link Level Density Evaluation
- Link Level Throughput Evaluation

Link level evaluations during the AM and PM peak hours are summarized in **Figure 7-10** through **Figure 7-17** for I-295 within the study limits and in **Figure 7-18** through **Figure 7-21** for SR 202 within the study limits on lane schematics that show these evaluations for each roadway segment of the Original and Preferred Build Alternatives. Heat maps for the different MOEs are provided in **Appendix** J.

Link Level Speed Evaluation:

Link level speeds were evaluated for all freeway links within the VISSIM models for the Original Build Alternative and the Preferred Build Alternative. Tables comparing the individual link level speeds in 15-minute intervals during the five-hour AM and PM peak period simulations are provided in **Appendix J**.

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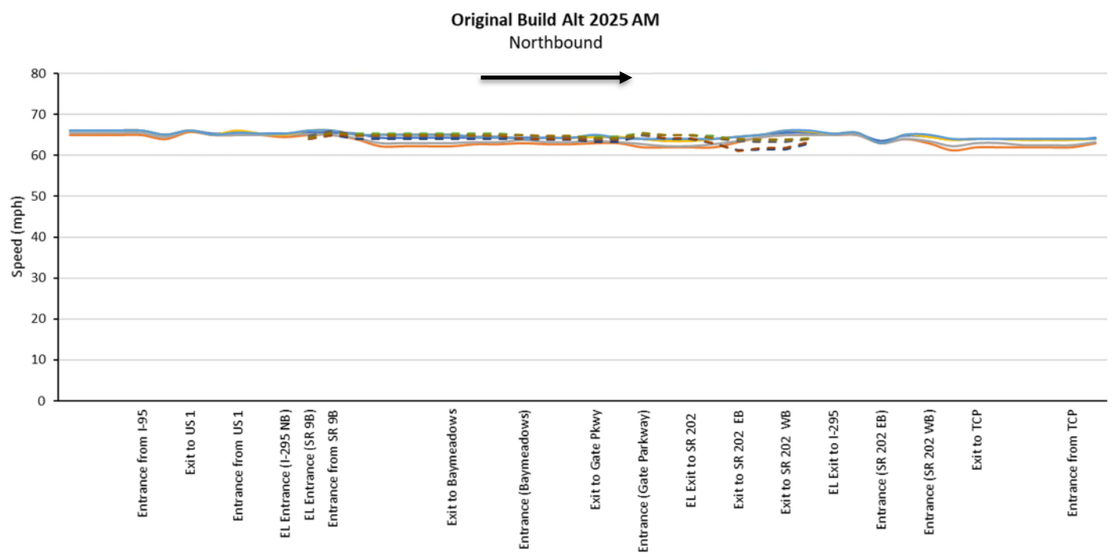

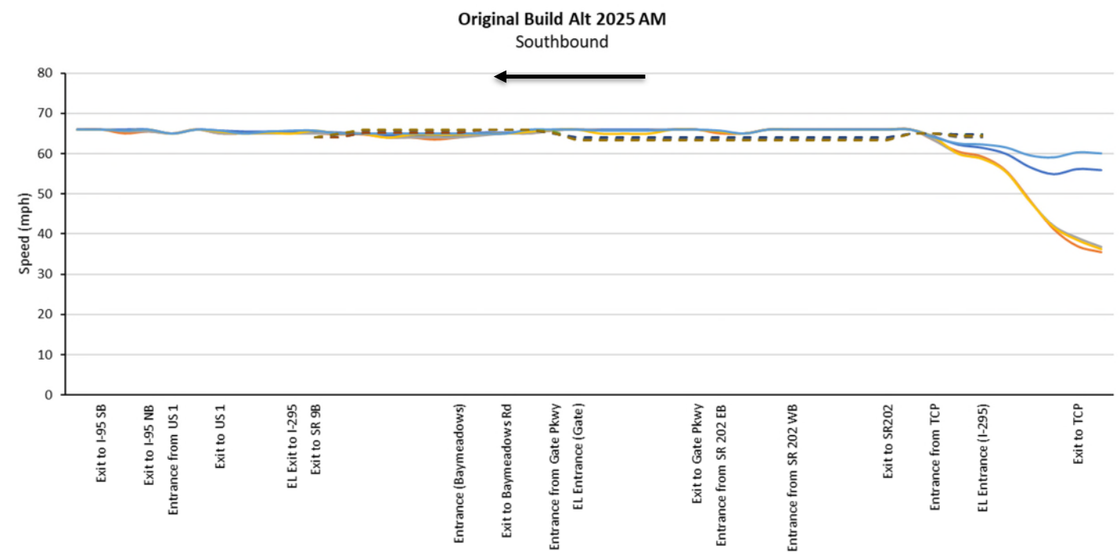

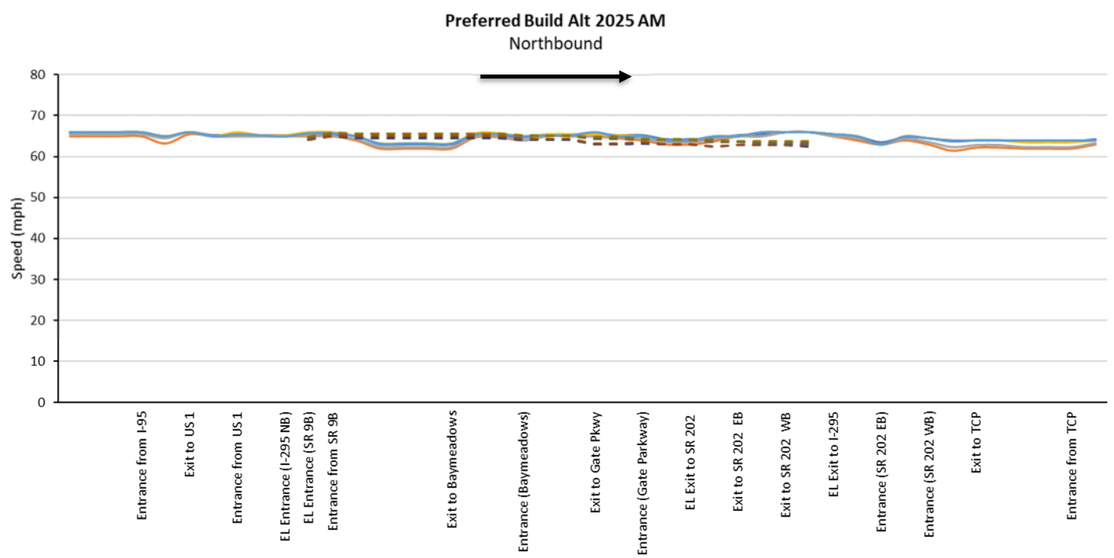

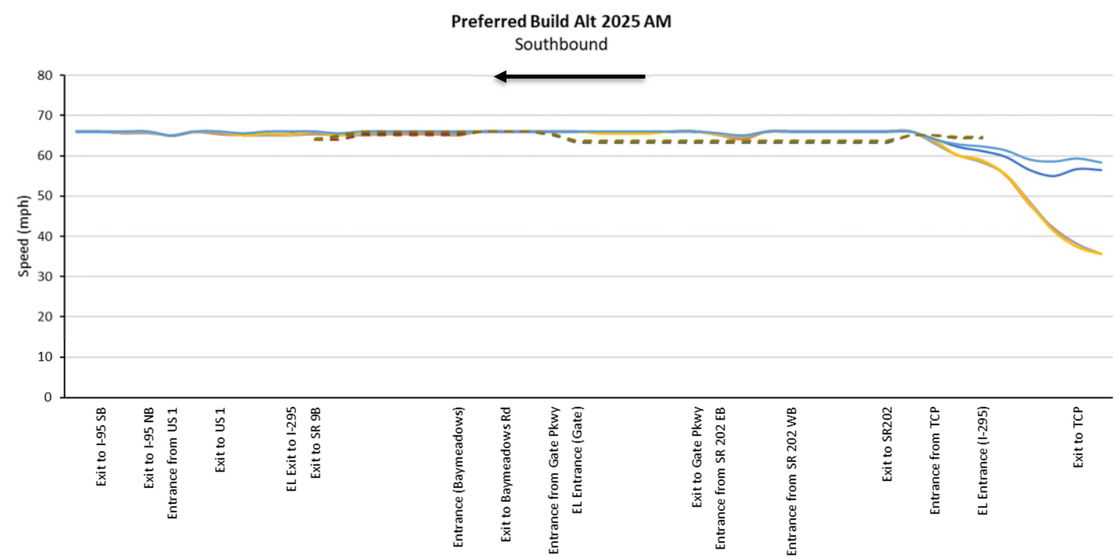

Legend

Hour 1 - General Purpose
Hour 2 - General Purpose
Hour 3 - General Purpose
Hour 4 - General Purpose
Hour 5 - General Purpose
Hour 1 - Express
Hour 2 - Express
Hour 3 - Express
Hour 4 - Express
Hour 5 - Express

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Opening Year (2025) – AM Peak Period Speed Profiles**	Figure 7-2	Page 77

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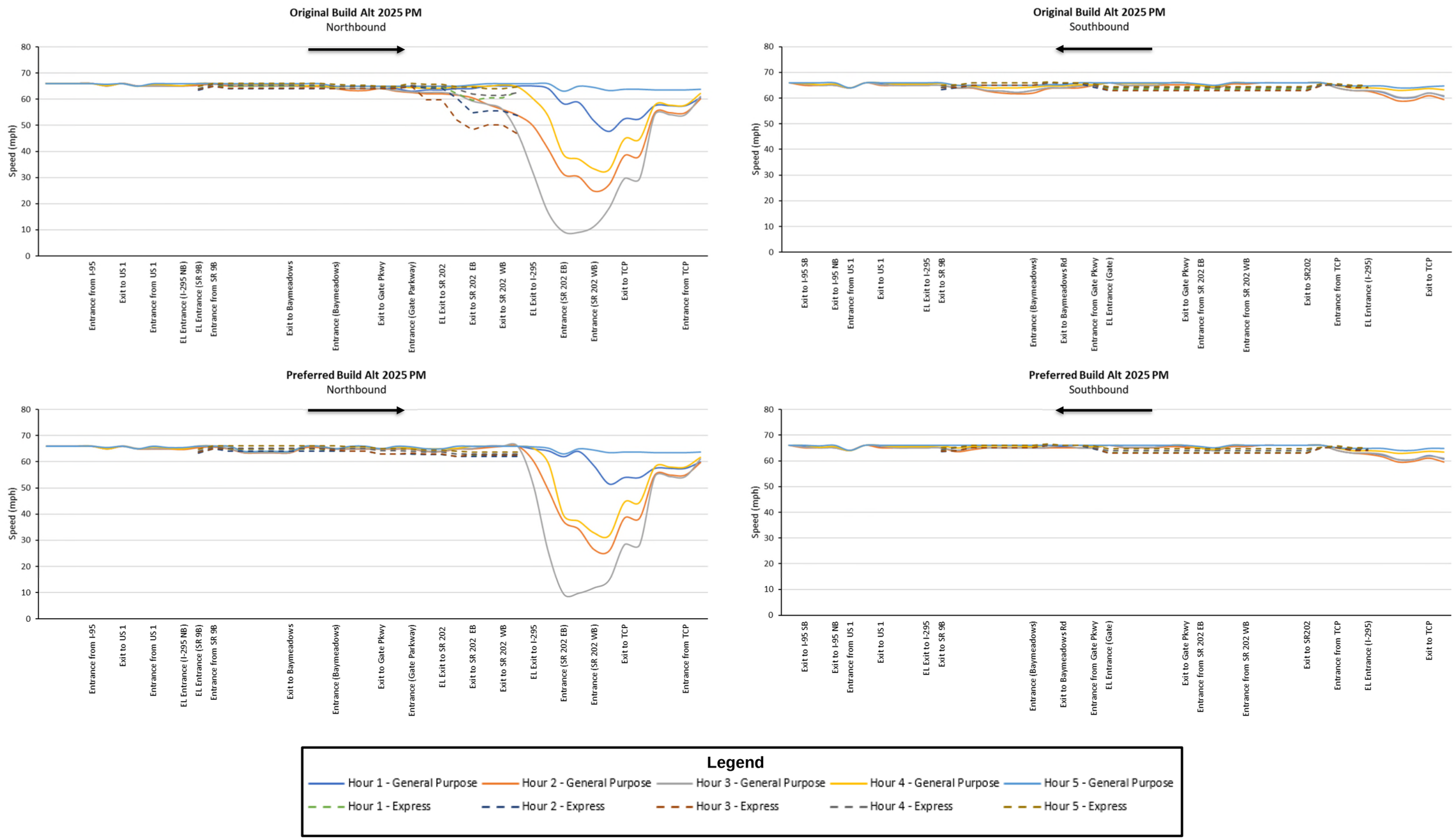

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Opening Year (2025) – PM Peak Period Speed Profiles**	Figure 7-3	Page 78

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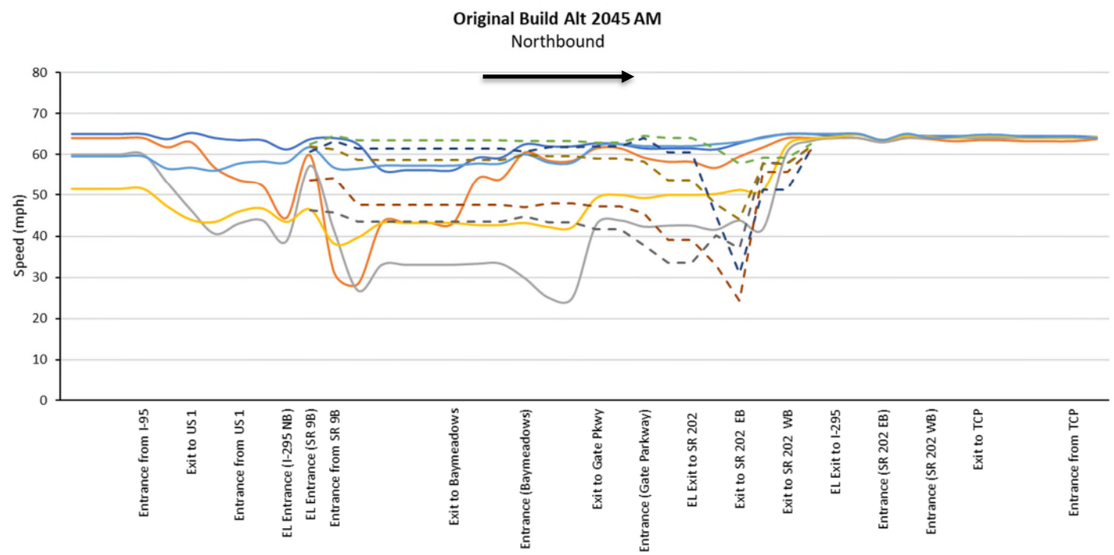

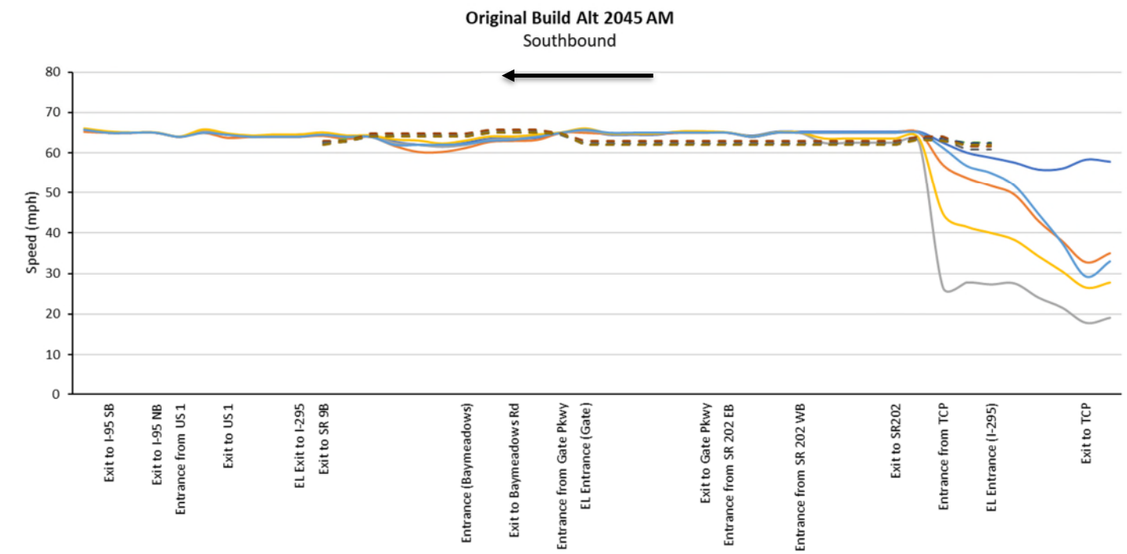

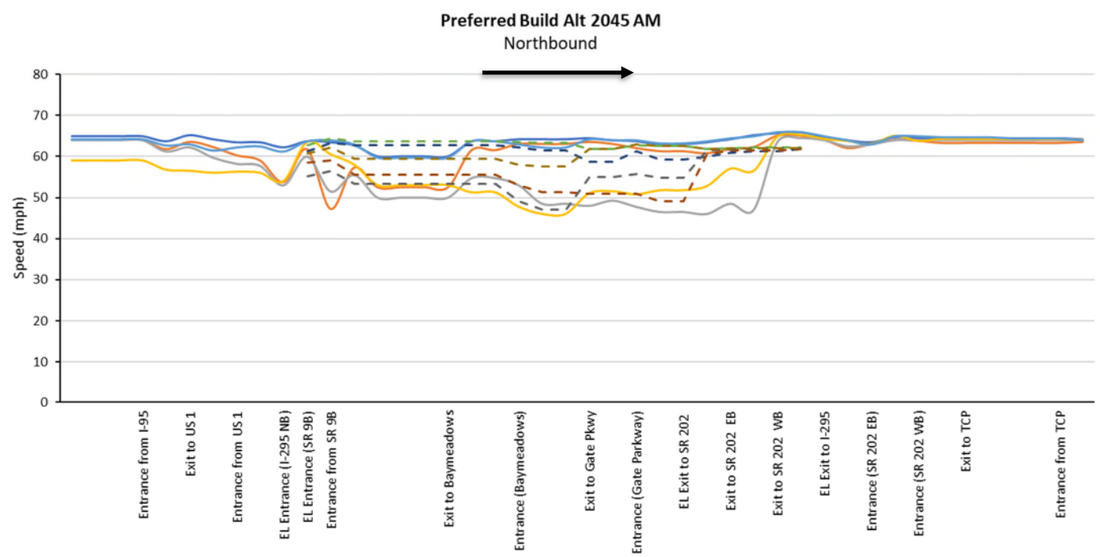

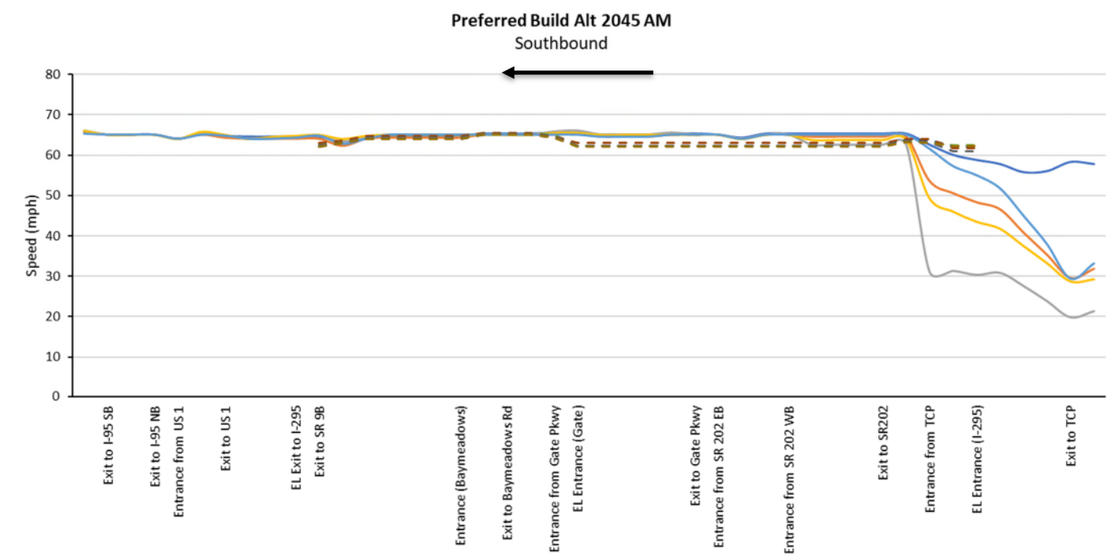

Legend

Hour 1 - General Purpose
Hour 2 - General Purpose
Hour 3 - General Purpose
Hour 4 - General Purpose
Hour 5 - General Purpose
Hour 1 - Express
Hour 2 - Express
Hour 3 - Express
Hour 4 - Express
Hour 5 - Express

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Design Year (2045) – AM Peak Period Speed Profiles**	Figure 7-4	Page 79

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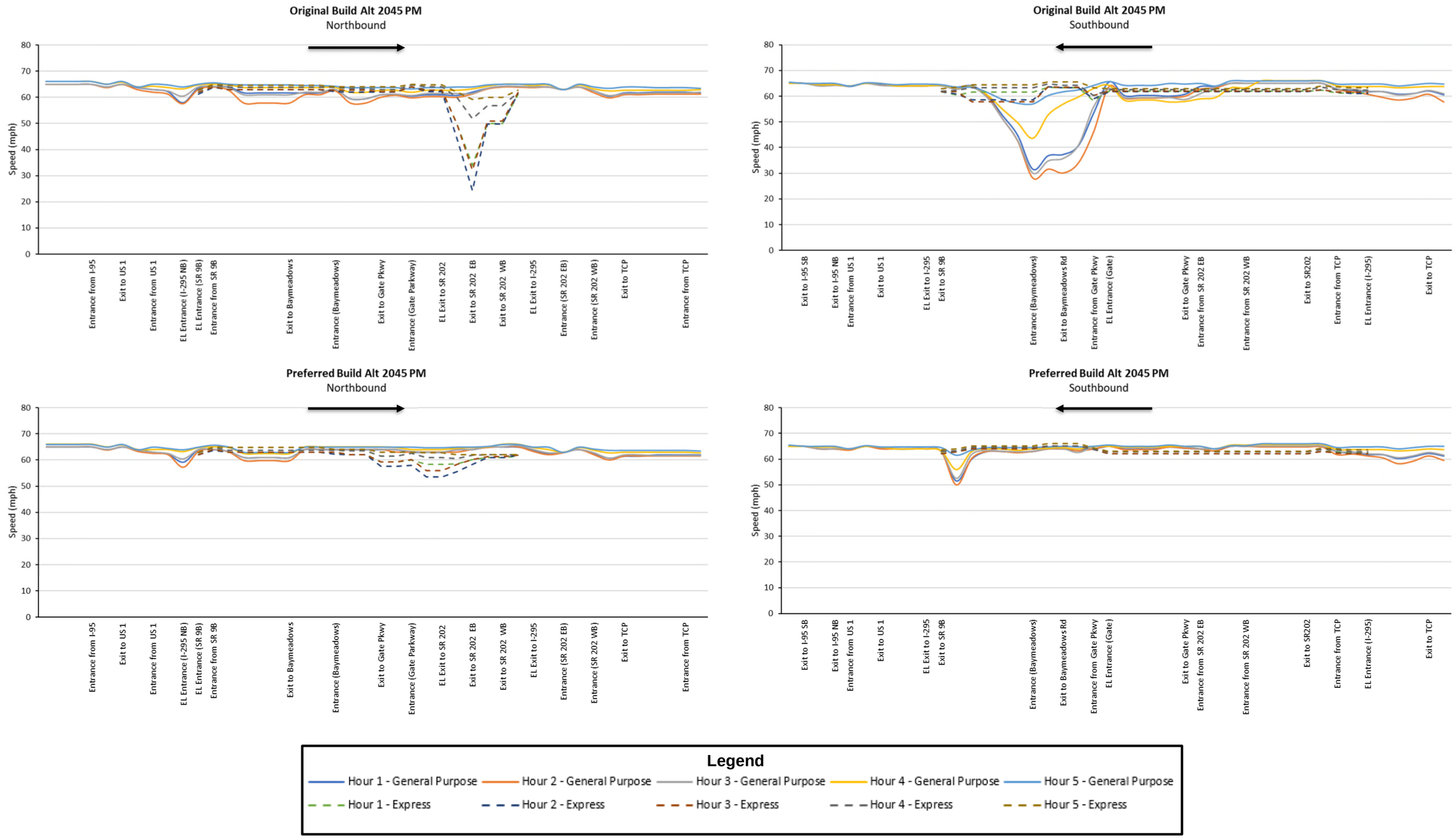

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Design Year (2045) – PM Peak Period Speed Profiles**	Figure 7-5	Page 80

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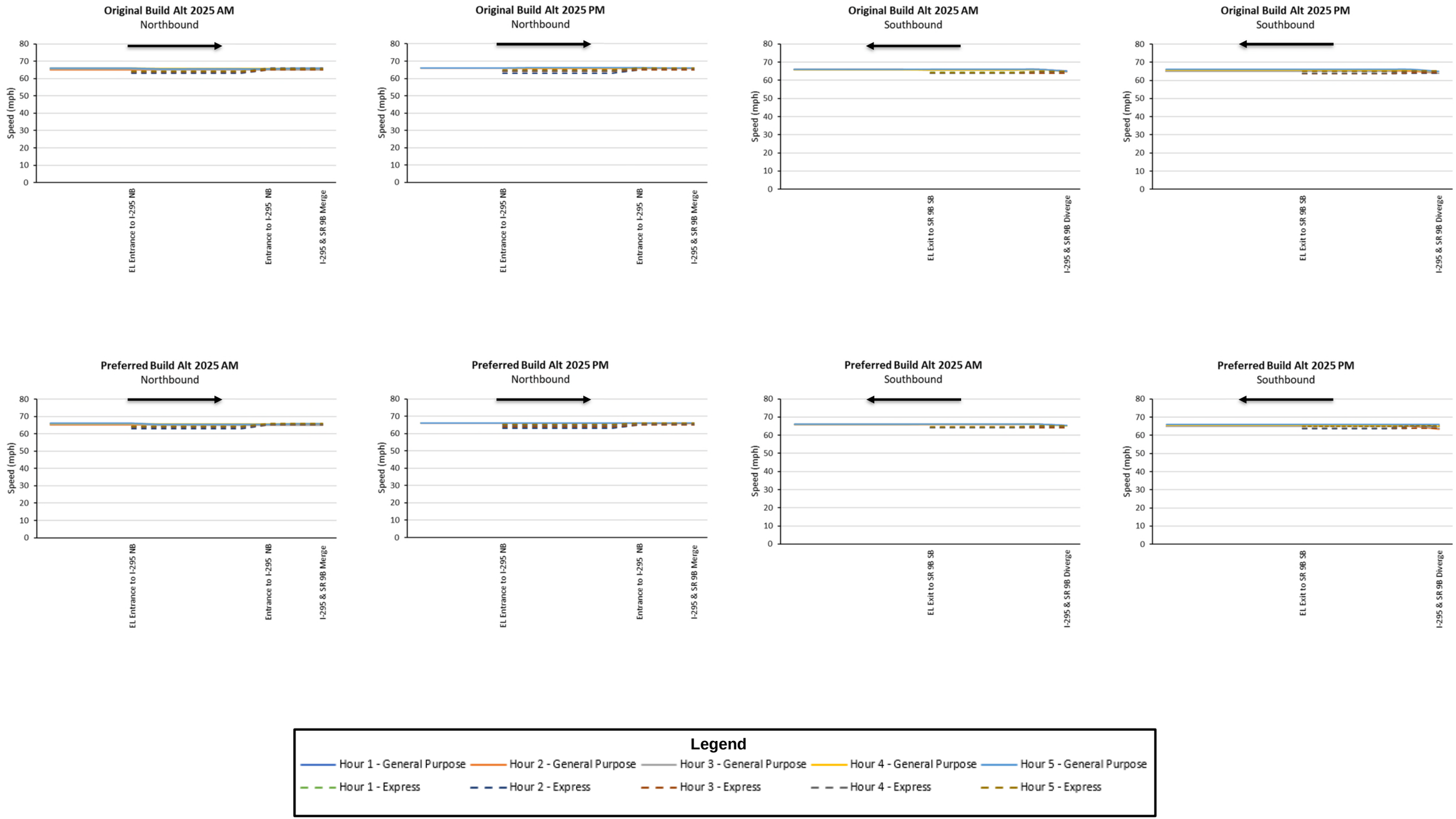

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**SR 9B – Opening Year (2025) Speed Profiles**	Figure 7-6	Page 81

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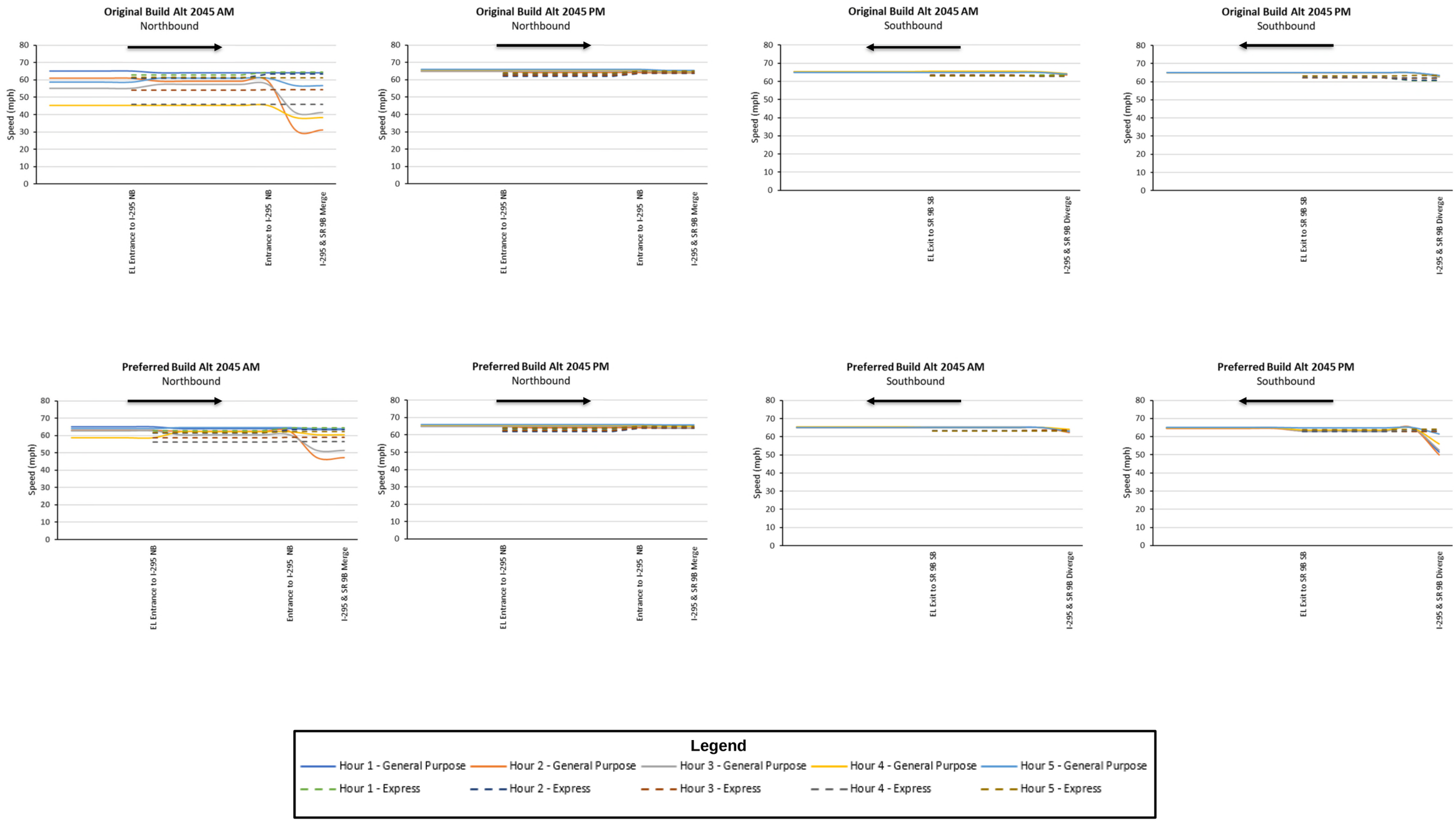

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**SR 9B – Design Year (2045) Speed Profiles**	Figure 7-7	Page 82

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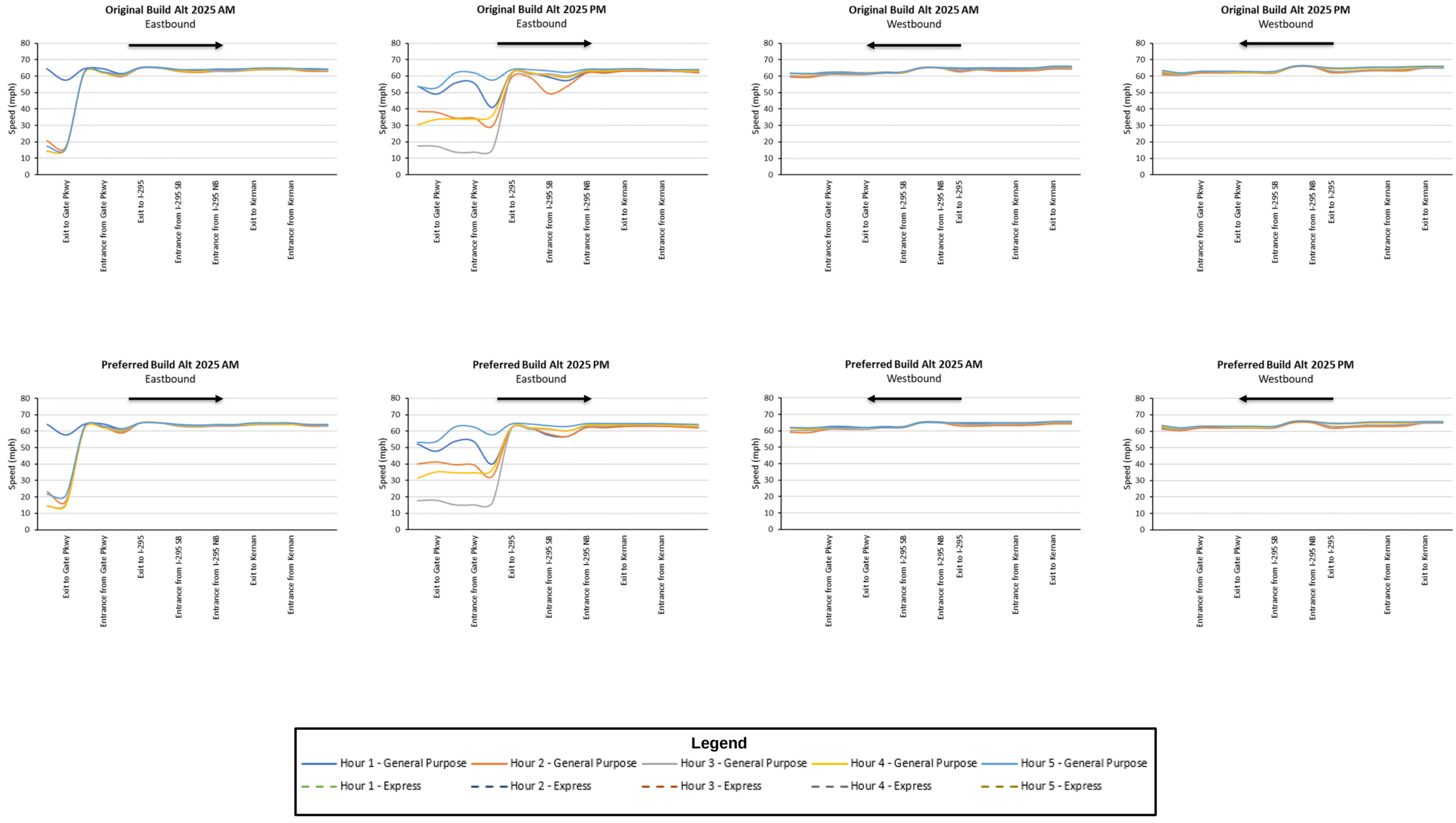

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	SR 202 – Opening Year (2025) Speed Profiles	Figure 7-8	Page 83

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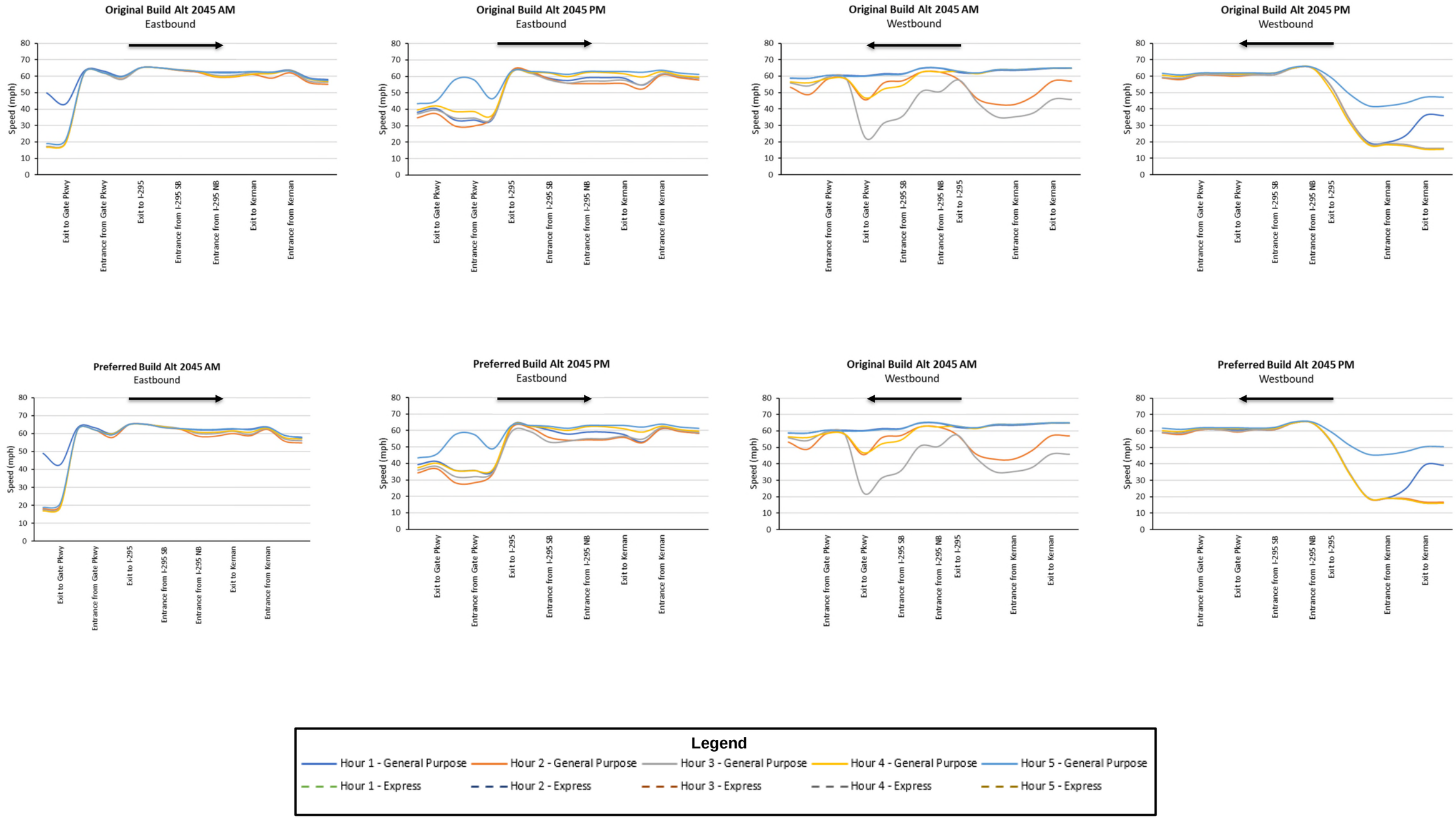

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**SR 202 – Design Year (2045) Speed Profiles**	Figure 7-9	Page 84

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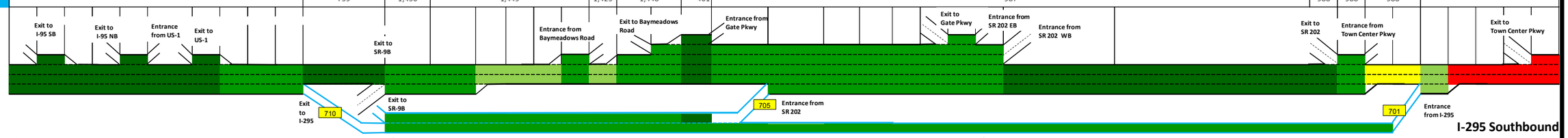
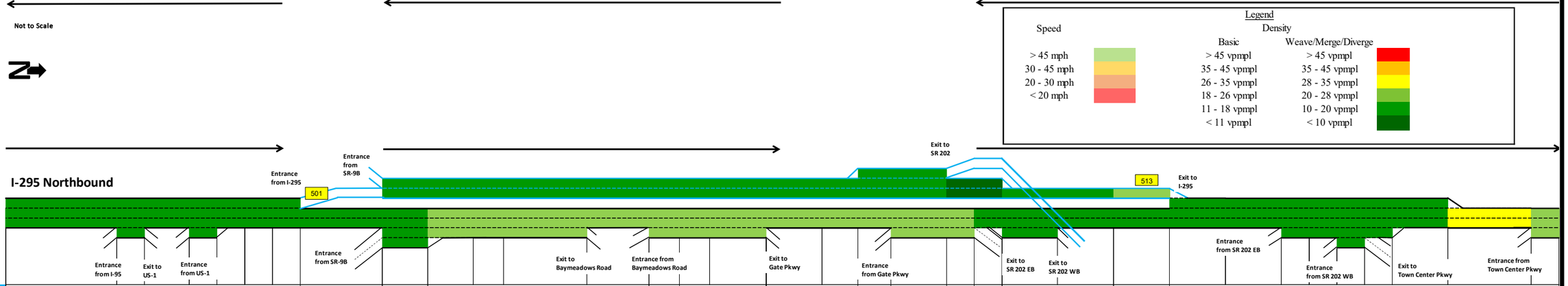
Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	66	66	65	66	65	66	65	65	65	65	65	65	65	64	64	64	64	65	65	65	66	66	66	66	66	65	65	66	66	63	61	59	56	49	41	37	36
Density (veh/mi/ln)	7	7	9	9	8	8	8	11	11	11	11	14	14	21	21	21	14	18	12	11	9	11	10	10	10	10	11	10	10	18	29	30	27	47	55	63	50
GP Simulated (veh)	1,450	1,826	1,813	1,825	1,995	1,585	2,131	2,131	2,134	2,127	1,375	2,627	2,636	2,634	2,629	2,631	2,631	2,291	2,286	2,879	2,873	2,798	3,260	3,262	3,232	4,057	3,482	1,997	1,992	4,556	3,513	3,490	4,493	4,526	4,511	4,530	5,262
Total Simulated (veh)	1,450	1,826	1,813	1,825	1,995	1,585	2,131	2,131	2,134	2,127	2,133	4,078	4,085	4,083	4,077	4,079	4,079	3,716	3,734	4,327	3,334	3,784	4,246	4,249	4,219	5,043	4,469	2,984	2,978	5,544	4,502	4,478	4,493	4,526	4,511	4,530	5,262
Total Demand(veh)	2,060	2,580	2,580	2,580	2,820	1,980	2,670	2,670	2,670	2,670	2,670	5,080	5,080	5,080	5,080	5,080	5,080	4,470	4,470	5,180	5,180	4,950	4,950	4,950	4,950	5,860	5,220	3,420	3,420	6,330	5,280	5,280	5,280	5,280	5,280	5,280	6,160

Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	4,623	4,623	4,623	4,623	4,623	4,623.08	4623	4623	4623
Speed (mph)	64	64	65 64 64 64 64	66	66 64	65	64 64 64 64 64 64 64 64 64 64 64 64 64	65	65	65 64
Density (veh/mi/ln)	12	11	11	11	11	7	16	15	15	16
EL Simulated (veh)	759	1,450	1,449	1,425	1,448	461	987	988	988	988



Not to Scale



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	4,623	4,623	4,623	4,623	4,623	4,623	4,623	4,623	4,623	4,623	4,623	4,623
Speed (mph)	64	65	64 64 64 64 64 64 64	64	64 64	63 64	65	64 64	63	61	62 64	63
Density (veh/mi/ln)	16	16	17	17	16	16	11	11	9	10	19	18
EL Simulated (veh)	980	2,088	2,084	2,077	2,072	2,075	2,069	2,071	1,150	1,149	1,143	1,145

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1011	1012	1013	1014	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	864	608	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	65	64	66	65	65	65	65	65	65	64	62	62	63	63	63	63	63	63	62	62	62	63	65	65	65	65	65	63	64	63	61	62	62	63
Density (veh/mi/ln)	14	14	13	11	14	14	14	14	15	20	21	21	24	21	21	21	23	23	23	22	22	19	13	15	15	15	15	16	16	16	15	20	29	23
GP Simulated (veh)	2,733	3,506	2,436	2,764	2,722	2,728	2,762	1,780	3,800	3,796	3,792	3,792	3,024	3,973	3,967	3,967	2,882	2,882	2,885	4,023	4,020	2,422	2,416	1,858	1,855	2,996	2,993	4,014	4,015	4,857	3,626	3,602	3,618	4,265
Total Simulated (veh)	2,733	3,506	2,436	2,764	2,722	2,728	2,762	2,760	5,888	5,880	5,875	5,875	5,108	6,050	6,039	6,039	4,958	4,957	4,953	6,094	5,171	3,571	3,559	3,000	3,000	2,996	2,993	4,014	4,015	4,857	3,626	3,602	3,618	4,265
Total Demand(veh)	2,780	3,600	2,490	3,010	3,010	3,010	3,010	3,010	6,200	6,200	6,200	6,200	5,390	6,300	6,300	6,300	5,170	5,170	5,170	5,360	5,360	4,010	4,010	3,160	3,160	3,160	3,160	4,410	4,410	5,360	4,000	4,000	4,000	4,650

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

I-295 – Open Year (2025) – Original Build Alternative AM Peak Hour – Lane Schematic – I-295

Figure 7-10

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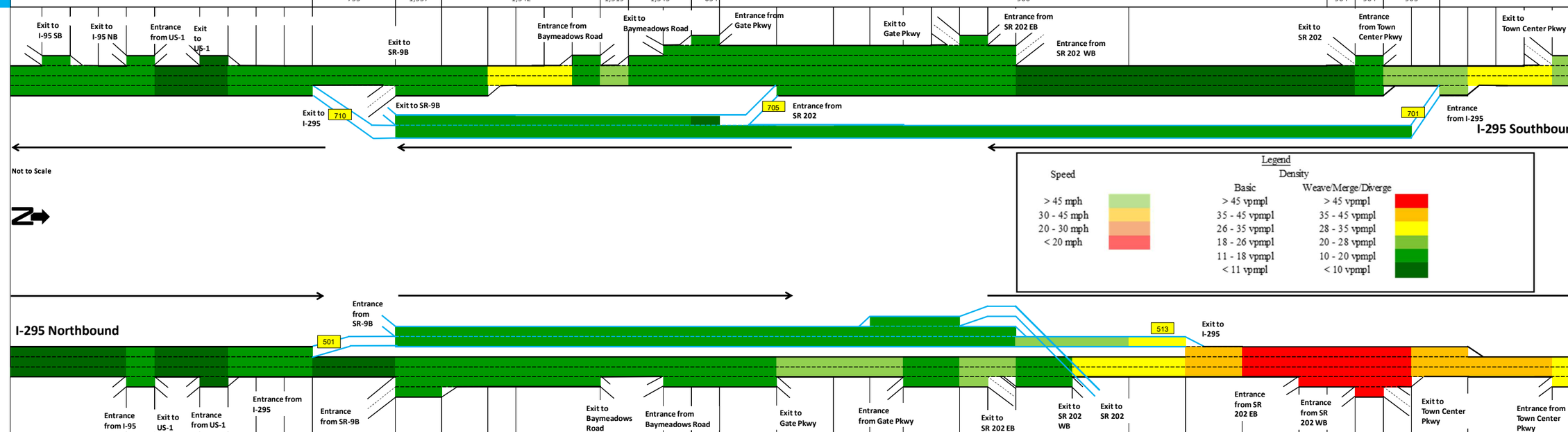
Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	66	65	65	65	64	66	65	65	65	65	65	64	64	63	62	62	62	64	64	64	65	66	65	65	65	65	64	66	66	64	63	63	61	59	59	61	60
Density (veh/mi/ln)	11	10	13	13	11	10	9	13	13	13	13	18	18	28	28	28	18	24	16	15	12	13	12	12	12	13	14	11	11	17	25	25	22	34	34	33	26
GP Simulated (veh)	2,128	2,536	2,519	2,537	2,779	1,971	2,462	2,463	2,467	2,464	1,714	3,443	3,447	3,459	3,453	3,452	3,448	3,066	3,063	3,838	3,832	3,324	3,958	3,958	3,917	5,008	4,282	2,106	2,104	4,230	3,048	3,028	3,943	3,974	3,962	3,982	4,633
Total Simulated	2,128	2,536	2,519	2,537	2,779	1,971	2,462	2,463	2,467	2,464	2,466	4,980	4,989	5,000	4,994	4,994	4,989	4,585	4,606	5,381	4,466	4,230	4,864	4,864	4,823	5,914	5,188	3,012	3,010	5,134	3,951	3,931	3,943	3,974	3,962	3,982	4,633
Total Demand(veh)	2,780	3,270	3,270	3,270	3,600	2,490	3,010	3,010	3,010	3,010	3,010	6,200	6,200	6,200	6,200	6,200	6,200	5,390	5,390	6,330	6,330	5,200	5,200	5,200	5,200	6,400	5,550	3,160	3,160	5,360	4,000	4,000	4,000	4,000	4,000	4,000	4,650

Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628.01	305	476	548
Speed (mph)	63	64	65	66	66	64	63	65	65	64
Density (veh/mi/ln)	12	12	12	12	12	10	14	14	14	14
EL Simulated (veh)	753	1,537	1,542	1,519	1,543	634	906	904	904	903



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	64	65	64	64	64	64	65	64	60	55	56	54
Density (veh/mi/ln)	18	17	17	17	17	17	11	11	12	14	28	33
EL Simulated (veh)	1,096	2,134	2,130	2,123	2,117	2,125	2,122	2,129	1,371	1,368	1,357	1,354

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	864	608	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	66	65	66	65	65	65	65	65	66	65	65	65	65	64	63	63	64	63	63	62	62	61	58	56	54	50	41	31	30	25	27	38	55	60
Density (veh/mi/ln)	10	11	10	10	13	13	13	11	10	14	14	14	16	15	15	15	20	21	21	19	21	22	17	27	34	43	51	70	72	66	49	41	41	31
GP Simulated (veh)	2,043	2,765	1,951	2,478	2,441	2,446	2,478	1,383	2,703	2,703	2,700	2,700	2,120	2,832	2,830	2,830	2,601	2,599	2,608	3,435	3,433	2,279	2,266	1,856	1,838	3,157	3,129	4,329	4,300	5,443	4,509	4,463	4,480	5,493
Total Simulated(veh)	2,043	2,765	1,951	2,478	2,441	2,446	2,478	2,479	4,838	4,833	4,830	4,830	4,250	4,954	4,947	4,947	4,726	4,724	4,729	5,564	4,804	3,647	3,623	3,213	3,192	3,157	3,129	4,329	4,300	5,443	4,509	4,463	4,480	5,493
Total Demand(veh)	2,055	2,820	1,980	2,670	2,670	2,670	2,670	2,670	5,080	5,080	5,080	5,080	4,470	5,180	5,180	5,180	4,950	4,950	4,950	5,860	5,860	4,060	4,060	3,420	3,420	3,420	3,420	5,070	5,070	6,330	5,300	5,300	5,300	6,160

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

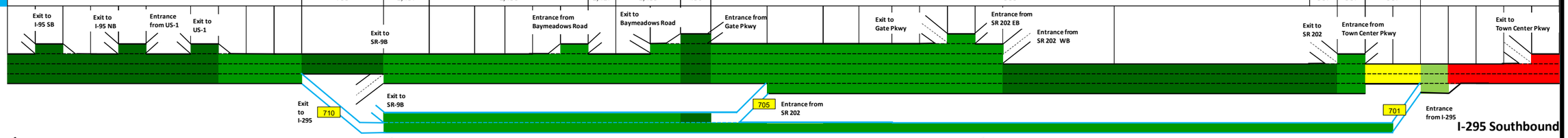
I-295 – Open Year (2025) – Original Build Alternative PM Peak Hour – Lane Schematic – I-295

Figure 7-11

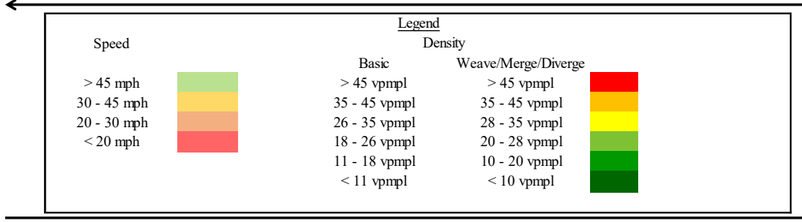
DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	66	66	66	66	65	66	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	65	64	66	66	63	60	59	55	48	42	38	36
Density (veh/mi/ln)	7	7	9	9	8	8	8	11	11	11	10	13	13	13	13	13	10	12	12	11	9	11	10	10	10	10	11	10	10	18	29	30	28	48	54	61	50
GP Simulated (veh)	1,437	1,810	1,796	1,809	1,975	1,564	2,105	2,104	2,107	2,104	1,356	2,587	2,589	2,597	2,592	2,594	2,593	2,309	2,306	2,903	2,896	2,823	3,274	3,276	3,246	4,073	3,492	2,006	1,998	4,569	3,531	3,508	4,509	4,543	4,527	4,549	5,292
Total Simulated (veh)	1,437	1,810	1,796	1,809	1,975	1,564	2,105	2,104	2,107	2,104	2,109	4,025	4,027	4,035	4,031	4,032	4,032	3,726	3,744	4,341	3,346	3,810	4,261	4,264	4,233	5,060	4,480	2,993	2,985	5,556	4,517	4,495	4,509	4,543	4,527	4,549	5,292
Total Demand(veh)	2,060	2,580	2,580	2,580	2,820	1,980	2,670	2,670	2,670	2,670	2,670	5,080	5,080	5,080	5,080	5,080	5,080	4,470	4,470	5,180	5,180	4,950	4,950	4,950	4,950	5,860	5,220	3,420	3,420	6,330	5,280	5,280	5,280	5,280	5,280	5,280	6,160

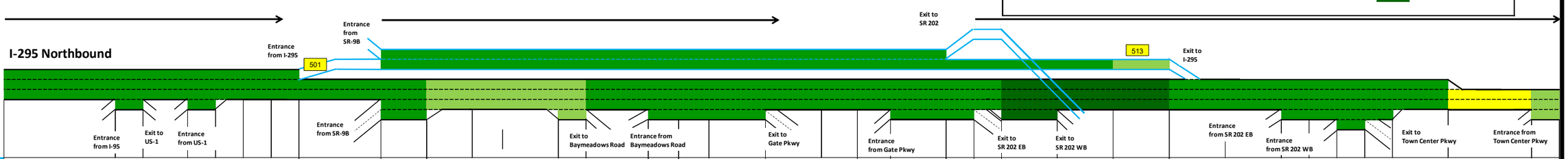
Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628	305	476	548
Speed (mph)	64	64	65	66	66	65	64	65	65	65
Density (veh/mi/ln)	12	11	11	11	11	7	16	15	15	15
EL Simulated (veh)	753	1,437	1,438	1,417	1,439	450	988	987	987	987



Not to Scale



I-295 Northbound



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	64	65	65	64	64	63	63	63	63	63	63	63
Density (veh/mi/ln)	16	16	16	16	16	16	16	16	18	18	18	18
EL Simulated (veh)	979	2,086	2,079	2,071	2,068	2,070	2,064	2,069	1,149	1,148	1,140	1,142

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1011	1012	1013	1014	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	1,322	150	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	65	63	66	65	65	65	65	65	65	64	62	62	65	64	65	65	65	65	64	63	64	65	65	66	66	65	64	63	64	63	62	62	62	63
Density (veh/mi/ln)	14	14	13	11	14	14	15	14	15	20	21	21	16	16	16	16	15	15	15	16	16	13	9	10	10	12	16	16	16	16	15	20	29	23
GP Simulated (veh)	2,733	3,506	2,436	2,766	2,724	2,730	2,764	1,781	3,801	3,796	3,789	3,789	3,026	3,974	3,968	3,968	2,884	2,880	2,885	4,026	4,025	2,425	2,418	1,858	1,860	3,006	3,002	4,031	4,008	4,868	3,633	3,607	3,627	4,274
Total simulated (veh)	2,733	3,506	2,436	2,766	2,724	2,730	2,764	2,761	5,887	5,875	5,867	5,867	5,105	6,045	6,036	6,036	4,954	4,951	4,949	6,095	5,173	3,572	3,558	2,998	3,002	3,006	3,002	4,031	4,008	4,868	3,633	3,607	3,627	4,274
Total Demand(veh)	2,780	3,600	2,490	3,010	3,010	3,010	3,010	3,010	6,200	6,200	6,200	6,200	5,390	6,300	6,300	6,300	5,170	5,170	5,170	5,360	5,360	4,010	4,010	3,160	3,160	3,160	3,160	4,410	4,410	5,360	4,000	4,000	4,000	4,650

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

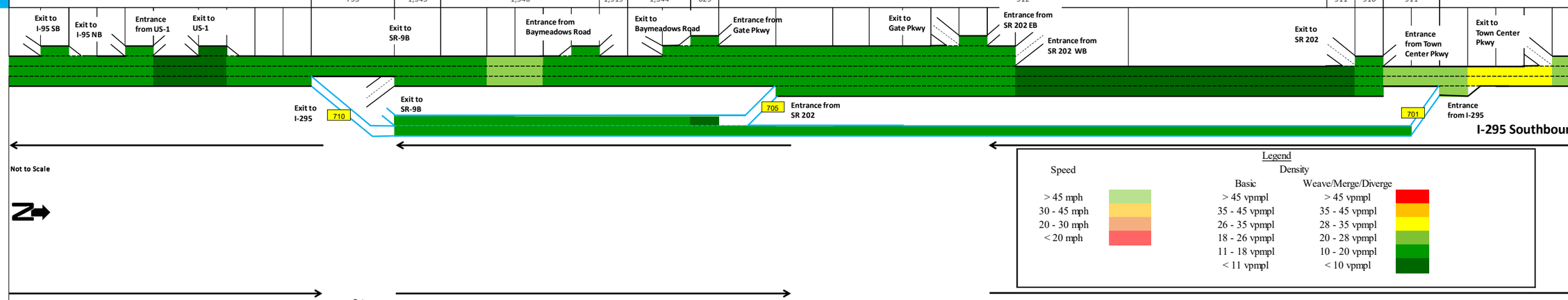
I-295 – Open Year (2025) – Preferred Build Alternative AM Peak Hour – Lane Schematic – I-295

Figure 7-12

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	66	65	65	65	64	66	65	65	65	65	65	64	64	65	65	65	65	65	65	65	65	66	65	66	65	65	64	66	66	64	63	63	62	60	60	61	60
Density (veh/mi/ln)	11	10	13	13	11	10	10	13	13	13	13	18	18	18	18	18	13	16	16	15	12	13	12	12	12	13	14	11	11	17	25	25	22	34	34	33	26
GP Simulated (veh)	2,128	2,543	2,526	2,541	2,783	1,982	2,478	2,478	2,480	2,475	1,723	3,467	3,476	3,484	3,476	3,476	3,472	3,086	3,085	3,877	3,870	3,352	3,978	3,980	3,942	5,050	4,294	2,117	2,115	4,246	3,048	3,029	3,951	3,982	3,968	3,987	4,634
Total simulated (veh)	2,128	2,543	2,526	2,541	2,783	1,982	2,478	2,478	2,480	2,475	2,478	5,012	5,022	5,029	5,021	5,022	5,018	4,605	4,628	5,420	4,498	4,263	4,889	4,892	4,853	5,961	5,206	3,028	3,027	5,156	3,959	3,940	3,951	3,982	3,968	3,987	4,634
Total Demand(veh)	2,780	3,270	3,270	3,270	3,600	2,490	3,010	3,010	3,010	3,010	3,010	6,200	6,200	6,200	6,200	6,200	6,200	5,390	5,390	6,330	6,330	5,200	5,200	5,200	5,200	6,400	5,550	3,160	3,160	5,360	4,000	4,000	4,000	4,000	4,000	4,000	4,650

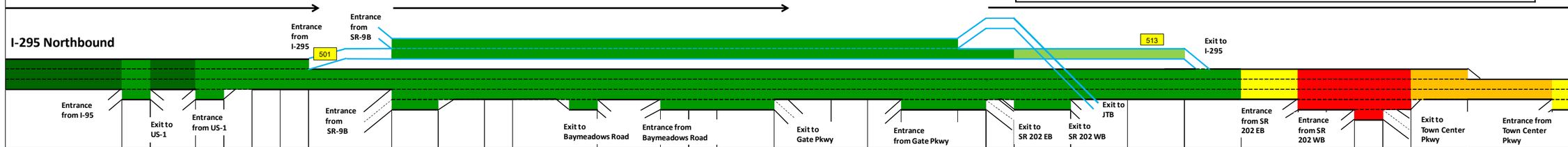
Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628	305	476	548
Speed (mph)	64	64	65	66	66	65	63	65	65	64
Density (veh/mi/ln)	12	12	12	12	12	10	14	14	14	14
EL Simulated (veh)	755	1,545	1,546	1,519	1,544	629	912	911	910	911



Not to Scale

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	63	65	64	64	64	63	63	63	62	62	62	62
Density (veh/mi/ln)	18	16	17	17	17	17	11	12	11	11	22	22
EL Simulated (veh)	1,104	2,142	2,142	2,132	2,129	2,134	2,129	2,135	1,367	1,370	1,361	1,363

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1011	1012	1013	1014	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	1,322	150	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	66	65	66	65	65	65	65	66	66	65	64	64	66	65	65	65	65	65	65	64	65	65	66	66	66	61	49	37	34	27	26	39	55	60
Density (veh/mi/ln)	10	11	10	10	13	13	13	11	11	14	15	15	11	11	15	15	14	14	14	14	18	18	12	15	14	20	32	57	59	59	53	41	42	31
GP Simulated (veh)	2,060	2,816	1,990	2,514	2,475	2,480	2,512	1,409	2,753	2,749	2,745	2,745	2,160	2,869	2,868	2,868	2,638	2,634	2,640	3,470	3,477	2,321	2,328	1,910	1,912	3,270	3,235	4,467	4,425	5,542	4,574	4,520	4,538	5,567
Total simulated (veh)	2,060	2,816	1,990	2,514	2,475	2,480	2,512	2,513	4,895	4,891	4,887	4,887	4,302	5,002	4,997	4,997	4,771	4,768	4,769	5,605	4,845	3,691	3,690	3,271	3,274	3,270	3,235	4,467	4,425	5,542	4,574	4,520	4,538	5,567
Total Demand(veh)	2,055	2,820	1,980	2,670	2,670	2,670	2,670	2,670	5,080	5,080	5,080	5,080	4,470	5,180	5,180	5,180	4,950	4,950	4,950	5,860	5,860	4,060	4,060	3,420	3,420	3,420	3,420	5,070	5,070	6,330	5,300	5,300	5,300	6,160

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

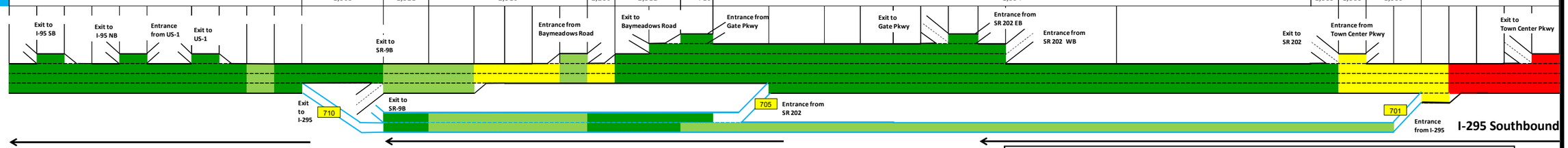
I-295 – Open Year (2025) – Preferred Build Alternative PM Peak Hour – Lane Schematic – I-295

Figure 7-13

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	65	65	65	65	64	65	64	64	64	64	64	64	64	62	60	60	61	63	63	63	65	65	65	65	65	65	64	65	65	57	54	52	50	43	38	33	35
Density (veh/mi/ln)	13	12	15	16	13	13	14	18	18	18	17	21	21	32	33	33	21	28	19	17	13	16	15	15	15	15	16	14	14	29	31	31	33	50	57	69	54
Simulated (veh)	2,504	3,019	2,998	3,020	3,214	2,495	3,536	3,533	3,530	3,524	2,222	3,931	3,932	3,938	3,936	3,937	3,930	3,543	3,537	4,196	4,181	4,070	4,780	4,784	4,738	5,839	5,018	2,767	2,756	5,676	4,547	4,527	6,156	6,181	6,170	6,206	7,046
Total Simulated (veh)	2,504	3,019	2,998	3,020	3,214	2,495	3,536	3,533	3,530	3,524	3,527	6,252	6,248	6,254	6,252	6,253	6,246	5,822	5,848	6,507	6,485	5,664	6,374	6,378	6,332	7,433	6,612	4,361	4,350	7,265	6,135	6,115	6,156	6,181	6,170	6,206	7,046
Total Demand (veh)	3,679	4,453	4,453	4,453	4,750	3,500	4,950	4,950	4,950	4,950	4,950	8,750	8,750	8,750	8,750	8,750	8,750	7,670	7,670	8,540	8,540	8,180	8,180	8,180	8,180	9,530	8,430	5,740	5,740	9,620	7,900	7,900	7,900	7,900	7,900	7,900	8,950

Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628	305	476	548
Speed (mph)	62	63	64	65	65	65	62	64	64	62
Density (veh/mi/ln)	21	19	18	18	18	11	26	25	25	25
Simulated (veh)	1,305	2,321	2,316	2,280	2,311	710	1,594	1,589	1,588	1,589

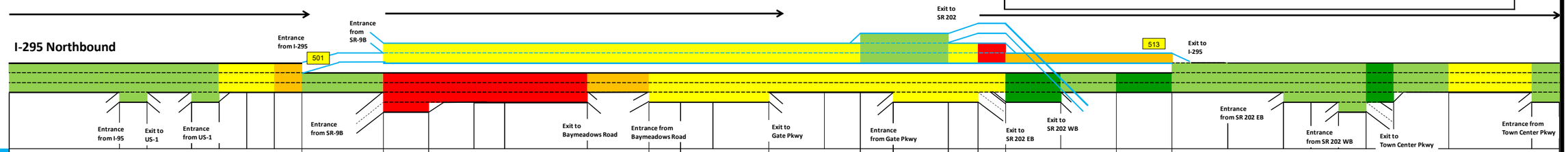


Not to Scale

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl

I-295 Northbound



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	61	63	62	61	62	62	64	61	45	31	51	61
Density (veh/mi/ln)	34	33	34	34	33	33	21	22	28	48	44	36
Simulated (veh)	2,078	4,105	4,077	4,033	4,017	4,020	3,997	3,996	2,248	2,236	2,198	2,203

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1037	1012	1013	1014	1038	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	864	608	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	64	62	63	57	54	52	45	60	31	29	43	42	54	61	59	57	62	62	59	58	57	60	62	64	64	64	64	63	64	64	63	64	63	64
Density (veh/mi/ln)	24	25	23	25	33	34	41	25	61	70	45	48	41	30	31	32	31	32	33	30	31	28	19	20	19	24	24	23	23	22	20	26	26	22
Simulated (veh)	4,653	6,025	4,396	5,082	5,000	5,007	5,059	2,960	5,854	5,716	5,677	5,683	4,395	5,424	5,411	5,398	3,822	3,829	3,835	5,200	5,192	3,254	3,242	2,478	2,476	4,679	4,667	5,716	5,722	6,933	5,020	4,963	5,007	5,553
Total Simulated (veh)	4,653	6,025	4,396	5,082	5,000	5,007	5,059	5,037	9,959	9,793	9,754	9,760	8,472	9,457	9,427	9,414	7,842	7,849	7,832	9,196	9,168	5,489	5,440	4,677	4,679	4,679	4,667	5,716	5,722	6,933	5,020	4,963	5,007	5,553
Total Demand (veh)	4,718	6,140	4,490	5,580	5,580	5,580	5,580	5,580	10,620	10,620	10,620	10,620	9,180	10,330	10,330	10,330	8,550	8,550	8,550	10,340	10,340	6,780	6,780	5,320	5,320	5,320	5,320	6,880	6,880	8,240	5,960	5,960	5,960	6,750

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

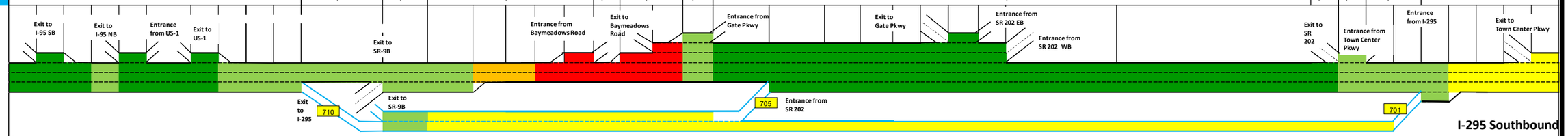
I-295 – Design Year (2045) – Original Build Alternative AM Peak Hour – Lane Schematic – I-295

Figure 7-14

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	65	65	64	64	64	65	64	64	64	64	64	63	64	60	51	43	28	32	30	34	46	64	59	60	60	63	63	65	65	63	62	61	60	59	59	61	58
Density (veh/mi/ln)	17	15	19	20	17	17	16	21	21	21	18	23	23	36	43	52	60	67	55	46	27	16	19	20	19	19	19	17	16	24	22	23	25	34	33	33	29
GP Simulated (veh)	3,139	3,720	3,693	3,718	4,094	3,213	4,009	4,011	4,014	4,007	2,290	4,327	4,337	4,339	4,328	4,330	4,320	3,708	3,690	4,589	4,576	3,915	5,520	5,539	5,492	7,118	6,039	3,197	3,188	5,929	4,082	4,060	5,930	5,936	5,920	5,947	6,737
Total Simulated (veh)	3,139	3,720	3,693	3,718	4,094	3,213	4,009	4,011	4,014	4,007	4,017	7,632	7,712	7,714	7,703	7,705	7,695	7,091	7,127	8,027	6,193	5,733	7,339	7,358	7,311	8,937	7,857	5,015	5,007	7,750	5,904	5,882	5,930	5,936	5,920	5,947	6,737
Total Demand (veh)	4,720	5,570	5,570	5,570	6,140	4,490	5,580	5,580	5,580	5,580	5,580	10,620	10,620	10,620	10,620	10,620	10,620	9,180	9,180	10,330	10,330	8,550	8,550	8,550	8,550	10,340	8,880	5,320	5,320	8,240	5,960	5,960	5,960	5,960	5,960	5,960	6,750

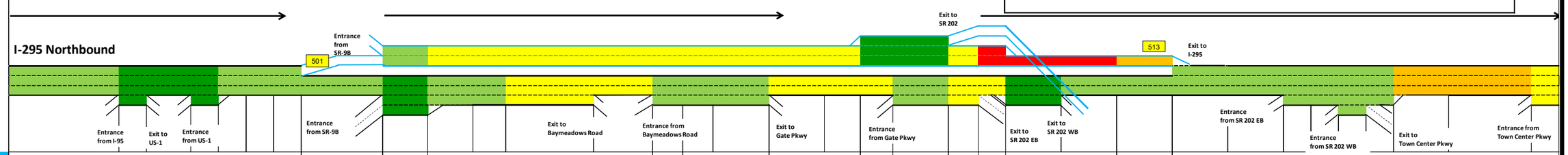
Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628	305	476	548
Speed (mph)	62	61	59	64	63	59	62	63	62	61
Density (veh/mi/ln)	28	28	31	27	27	29	30	29	30	30
EL Simulated (veh)	1,726	3,305	3,375	3,383	3,438	1,618	1,819	1,822	1,821	1,822



Not to Scale

Legend

Speed	Density Basic	Density Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	61	64	63	62	62	62	64	62	44	24	50	62
Density (veh/mi/ln)	32	28	29	29	29	29	19	19	29	56	46	38
EL Simulated (veh)	1,925	3,541	3,529	3,517	3,515	3,523	3,505	3,513	2,313	2,311	2,292	2,291

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1037	1012	1013	1014	1038	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	864	608	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	65	64	65	63	62	61	58	63	64	63	58	52	61	63	58	59	60	61	60	60	60	61	63	64	64	64	64	63	64	62	60	61	61	61
Density (veh/mi/ln)	19	18	18	18	23	24	26	20	18	25	28	32	30	23	25	25	33	33	33	28	28	28	18	22	22	27	27	26	25	26	27	36	36	30
GP Simulated (veh)	3,621	4,662	3,434	4,441	4,376	4,387	4,442	2,509	4,662	4,663	4,661	4,660	3,654	4,322	4,322	4,316	3,972	3,976	3,983	5,000	5,002	3,438	3,428	2,802	2,796	5,079	5,076	6,470	6,476	7,999	6,562	6513	6,562	7,366
Total Simulated (veh)	3,621	4,662	3,434	4,441	4,376	4,387	4,442	4,434	8,203	8,192	8,190	8,189	7,183	7,839	7,837	7,831	7,495	7,498	7,487	8,514	8,513	5,749	5,720	5,094	5,087	5,079	5,076	6,470	6,476	7,999	6,562	6,513	6,562	7,366
Total Demand (veh)	3,680	4,750	3,500	4,950	4,950	4,950	4,950	4,950	8,750	8,750	8,750	8,750	7,670	8,540	8,540	8,540	8,180	8,180	8,180	9,530	9,530	6,840	6,840	5,740	5,740	5,740	5,740	7,810	7,810	9,620	7,900	7,900	7,900	8,950

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

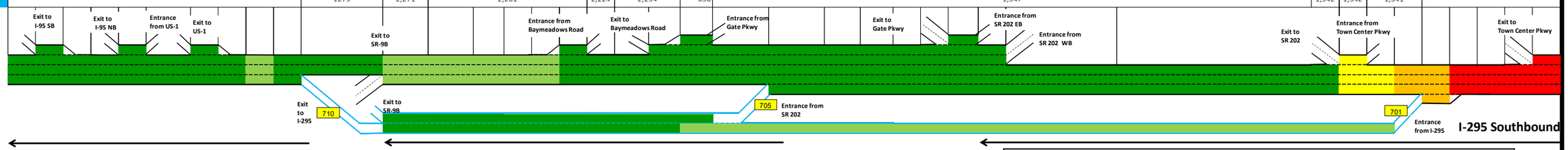
I-295 – Design Year (2045) – Original Build Alternative PM Peak Hour – Lane Schematic – I-295

Figure 7-15

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	66	65	65	65	64	65	64	64	64	64	64	62	64	64	64	64	64	65	65	65	65	65	65	65	65	65	64	65	65	54	51	48	47	41	35	30	32
Density (veh/mi/ln)	13	12	15	15	12	13	14	18	18	18	17	21	21	20	20	20	15	18	18	16	13	16	15	15	15	15	16	14	14	34	35	35	35	53	60	74	59
Simulated (veh)	2,479	2,993	2,972	2,992	3,185	2,465	3,491	3,488	3,485	3,475	2,201	3,897	3,895	3,901	3,891	3,892	3,889	3,502	3,495	4,139	4,128	4,019	4,714	4,717	4,674	5,756	4,931	2,688	2,680	5,517	4,390	4,372	5,956	5,982	5,971	6,008	6,835
Total Simulated (veh)	2,479	2,993	2,972	2,992	3,185	2,465	3,491	3,488	3,485	3,475	3,480	6,168	6,155	6,162	6,151	6,153	6,149	5,726	5,748	6,393	6,373	5,566	6,260	6,264	6,220	7,303	6,478	4,235	4,227	7,058	5,931	5,913	5,956	5,982	5,971	6,008	6,835
Total Demand (veh)	3,679	4,453	4,453	4,453	4,750	3,500	4,950	4,950	4,950	4,950	4,950	8,750	8,750	8,750	8,750	8,750	8,750	7,670	7,670	8,540	8,540	8,180	8,180	8,180	8,180	9,530	8,430	5,740	5,740	9,620	7,900	7,900	7,900	7,900	7,900	7,900	8,950

Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628.01	305	476	548
Speed (mph)	62	63	64	65	65	64	62	64	64	62
Density (veh/mi/ln)	21	18	18	17	18	11	25	25	25	25
Simulated (veh)	1279	2,271	2,261	2,224	2,254	698	1,547	1,542	1,542	1,541

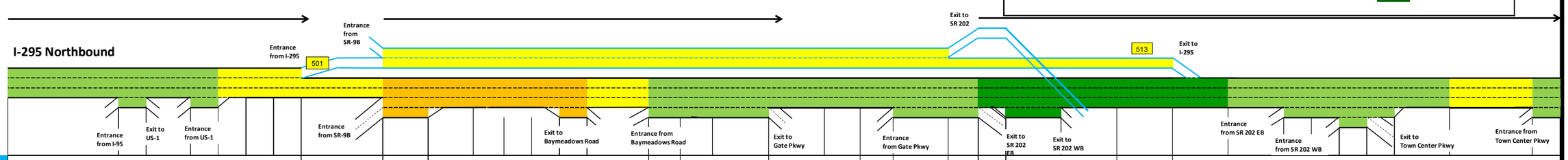


Not to Scale

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl

Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	61	63	63	62	62	62	61	59	60	61	61	62
Density (veh/mi/ln)	30	29	29	29	30	31	30	31	35	34	34	34
Simulated (veh)	1,870	3,696	3,679	3,653	3,649	3,655	3,643	3,647	2,087	2,087	2,075	2,077



Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1037	1012	1013	1014	1038	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	1,322	150	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	64	62	64	62	60	59	54	62	47	57	53	42	62	63	63	62	64	63	62	61	61	62	62	65	65	64	62	63	64	64	63	63	63	64
Density (veh/mi/ln)	24	25	23	21	28	28	32	26	40	37	40	38	27	24	24	24	23	23	23	23	24	19	15	14	14	19	26	23	23	22	20	27	27	24
Simulated (veh)	4,653	6,025	4,396	5,088	5,012	5,021	5,083	3,206	6,340	6,296	6,280	6,274	4,934	5,972	5,965	5,953	4,301	4,304	4,311	5,686	5,675	3,557	3,544	2,709	2,712	4,787	4,777	5,837	5,843	7,050	5,108	5,048	5,089	5,633
Total Simulated (veh)	4,653	6,025	4,396	5,088	5,012	5,021	5,083	5,076	10,035	9,974	9,959	9,952	8,612	9,625	9,614	9,602	7,957	7,960	7,954	9,333	9,319	5,643	5,618	4,783	4,789	4,787	4,777	5,837	5,843	7,050	5,108	5,048	5,089	5,633
Total Demand (veh)	4,718	6,140	4,490	5,580	5,580	5,580	5,580	5,580	10,620	10,620	10,620	10,620	9,180	10,330	10,330	10,330	8,550	8,550	8,550	10,340	10,340	6,780	6,780	5,320	5,320	5,320	5,320	6,880	6,880	8,240	5,960	5,960	5,960	6,750

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

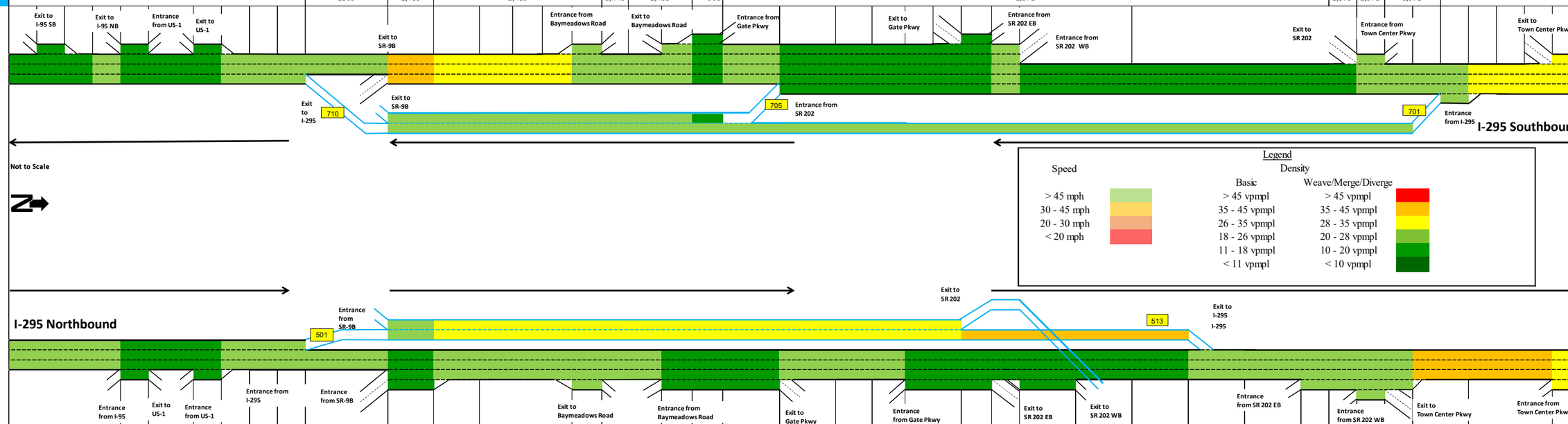
I-295 – Design Year (2045) – Preferred Build Alternative AM Peak Hour – Lane Schematic – I-295

Figure 7-16

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3039	3038	3037	3036	3035	3034	3033	3032	3031	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003
Link Length (ft.)	1,973	523	961	470	3,558	1,509	716	726	2,651	1,494	4,323	1,542	1,112	4,423	329	381	1,117	2,570	1,467	2,315	1,059	2,205	54	1,432	176	2,010	857	2,183	733	1,976	651	388	557	474	501	1,250	1,487
Speed (mph)	65	65	64	64	64	65	64	64	64	64	63	50	60	63	63	63	63	64	64	63	64	65	64	65	64	64	63	65	65	62	62	61	61	58	59	61	60
Density (veh/mi/ln)	16	15	19	20	16	17	16	21	21	21	22	36	29	28	28	28	21	24	24	22	17	19	18	18	18	19	20	18	18	25	24	24	25	34	34	33	29
GP Simulated (veh)	3,170	3,757	3,733	3,758	4,139	3,255	4,057	4,058	4,062	4,052	2,755	5,212	5,215	5,232	5,226	5,229	5,220	4,636	4,625	5,539	5,532	4,885	5,790	5,793	5,739	7,364	6,296	3,442	3,434	6,180	4,340	4,318	5,938	5,944	5,927	5,951	6,738
Total Simulated (veh)	3,170	3,757	3,733	3,758	4,139	3,255	4,057	4,058	4,062	4,052	4,063	7,698	7,703	7,721	7,715	7,717	7,709	7,083	7,109	8,023	6,441	6,456	7,361	7,364	7,310	8,936	7,867	5,013	5,005	7,751	5,912	5,889	5,938	5,944	5,927	5,951	6,738
Total Demand (veh)	4,720	5,570	5,570	5,570	6,140	4,490	5,580	5,580	5,580	5,580	5,580	10,620	10,620	10,620	10,620	10,620	10,620	9,180	9,180	10,330	10,330	8,550	8,550	8,550	8,550	10,340	8,880	5,320	5,320	8,240	5,960	5,960	5,960	5,960	5,960	5,960	6,750

Link Number	710	709	708	707	706	705	704	703	702	701
Link Length (ft.)	4,623	1,528	14,773	437	1,535	188	9,628.01	305	476	548
Speed (mph)	62	63	64	65	65	64	62	63	63	62
Density (veh/mi/ln)	21	20	20	19	19	14	26	25	25	26
EL Simulated (veh)	1309	2,485	2,489	2,448	2,483	908	1,571	1,573	1,571	1,571



Link Number	501	503	504	505	506	507	508	509	510	511	512	513
Link Length (ft.)	6,232	1,521	10,809	2,488	1,858	2,617	399	1,468	844	653	694	1,249
Speed (mph)	62	64	63	62	62	58	58	54	56	58	61	62
Density (veh/mi/ln)	31	28	28	28	29	31	31	34	42	40	38	38
EL Simulated (veh)	1,924	3,542	3,532	3,523	3,519	3,524	3,507	3,516	2,317	2,314	2,313	2,314

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1037	1012	1013	1014	1038	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032
Link Length (ft.)	5,853	2,086	1,182	1,063	422	354	1,513	5,071	4,163	5,323	1,322	150	3,690	1,118	1,530	503	1,010	2,260	409	898	1,114	374	565	65	1,137	847	527	752	377	2,055	1,052	280	1,945	1,514
Speed (mph)	65	64	65	63	63	62	57	63	64	63	60	48	64	64	64	64	64	63	63	63	63	64	65	65	65	63	62	63	64	62	60	62	62	62
Density (veh/mi/ln)	19	18	18	18	23	24	26	20	18	25	26	25	19	17	17	17	21	21	21	20	20	18	13	14	14	20	28	26	25	26	27	36	36	30
GP Simulated (veh)	3,621	4,662	3,434	4,447	4,382	4,392	4,448	2,514	4,674	4,673	4,671	4,657	3,662	4,332	4,332	4,328	3,986	3,986	3,992	5,007	5,007	3,443	3,435	2,803	2,804	5,101	5,102	6,468	6,475	8,012	6,574	6,527	6,578	7,382
Total Simulated	3,621	4,662	3,434	4,447	4,382	4,392	4,448	4,438	8,215	8,205	8,203	8,189	7,195	7,855	7,851	7,847	7,509	7,509	7,499	8,523	8,522	5,758	5,747	5,115	5,118	5,101	5,102	6,468	6,475	8,012	6,574	6,527	6,578	7,382
Total Demand (veh)	3,680	4,750	3,500	4,950	4,950	4,950	4,950	4,950	8,750	8,750	8,750	8,750	7,670	8,540	8,540	8,540	8,180	8,180	8,180	9,530	9,530	6,840	6,840	5,740	5,740	5,740	5,740	7,810	7,810	9,620	7,900	7,900	7,900	8,950

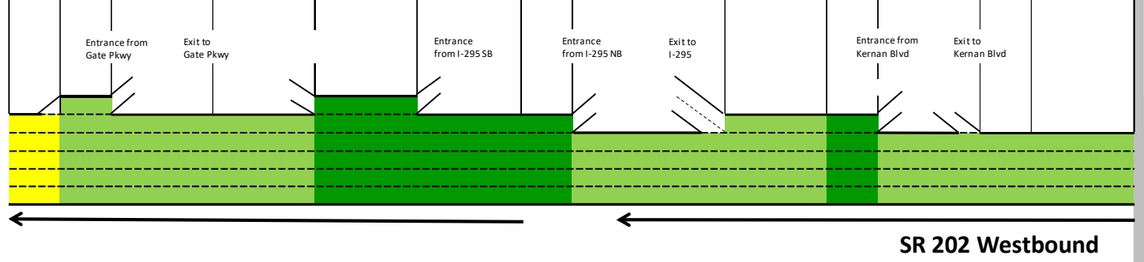
I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

I-295 – Design Year (2045) – Preferred Build Alternative PM Peak Hour – Lane Schematic – I-295

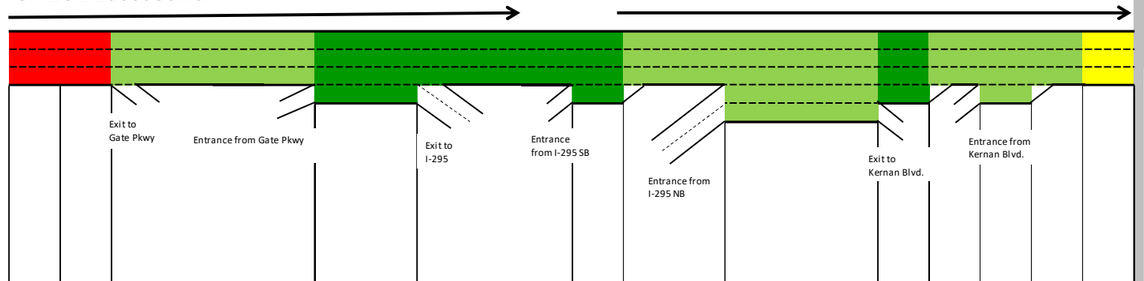
Figure 7-17

Original Build Alternative

Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	60	59	61	61	61	62	62	65	63	64	63	64	65
Density (veh/mi/ln)	28	22	23	19	19	18	18	19	23	19	25	26	25
Simulated (veh)	6,658	6,633	5,648	5,639	7,018	5,556	5,541	4,763	7,042	7,066	6,232	6,465	6,486
Demand (veh)	7,720	7,720	6,610	6,610	8,200	6,500	6,500	5,700	8,450	8,450	6,300	6,520	6,520
	Merge	Merge	BFS	BFS	Weave	Merge	Merge	BFS		Weave	BFS	Diverge	BFS



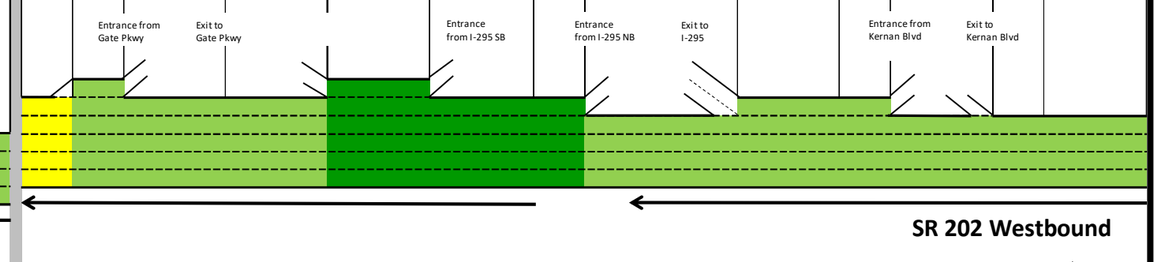
SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	21	17	62	60	65	63	62	63	64	64	64	63	63
Density (veh/mi/ln)	93	95	19	20	16	16	21	20	19	26	26	21	27
Simulated (veh)	4,884	4,727	3,477	4,592	3,013	4,115	3,994	6,371	4,926	4,946	4,946	5,171	5,079
Demand (veh)	5,820	5,820	4,260	5,460	3,570	4,830	4,830	7,220	5,590	5,590	6,110	6,110	6,110

Preferred Build Alternative

Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	59	59	61	61	61	62	62	65	63	63	63	64	64
Density (veh/mi/ln)	28	23	23	19	20	18	18	19	23	23	25	26	25
Simulated (veh)	6,668	6,640	5,654	5,649	7,025	5,556	5,540	4,762	7,044	7,069	6,233	6,465	6,486
Demand (veh)	7,720	7,720	6,610	6,610	8,200	6,500	6,500	5,700	8,450	8,450	6,300	6,520	6,520



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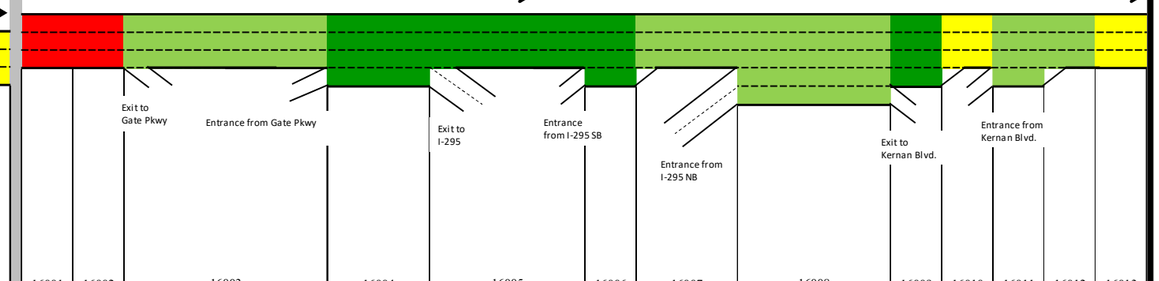
SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	23	18	62	59	65	63	63	63	64	64	64	63	63
Density (veh/mi/ln)	89	94	19	20	16	17	22	20	20	26	26	21	27
Simulated (veh)	4,971	4,807	3,536	4,647	3,044	4,154	4,033	6,413	4,958	4,979	4,981	5,207	5,110
Demand (veh)	5,820	5,820	4,260	5,460	3,570	4,830	4,830	7,220	5,590	5,590	6,110	6,110	6,110

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl

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I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

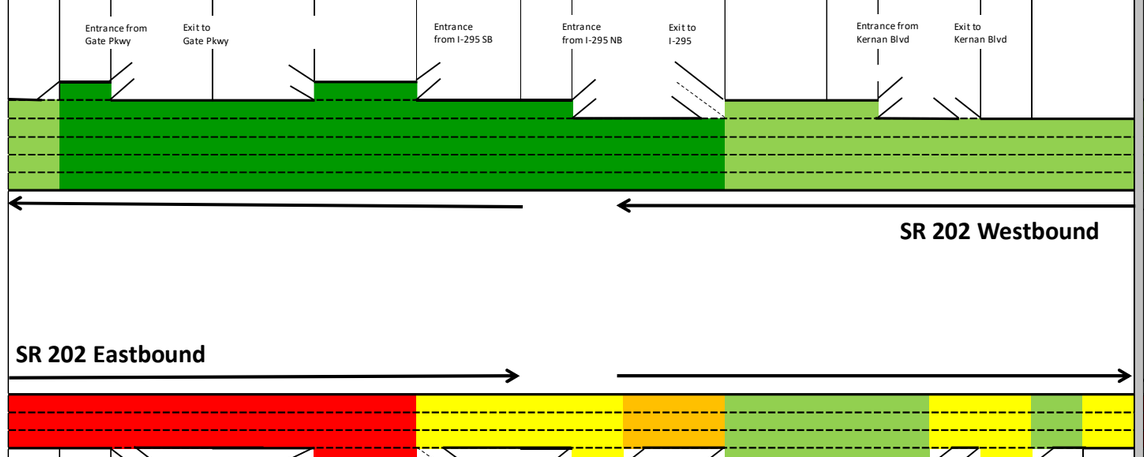
I-295 – Design Year (2025) AM Peak Hour – Lane Schematic – SR 202

Figure 7-18

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Original Build Alternative

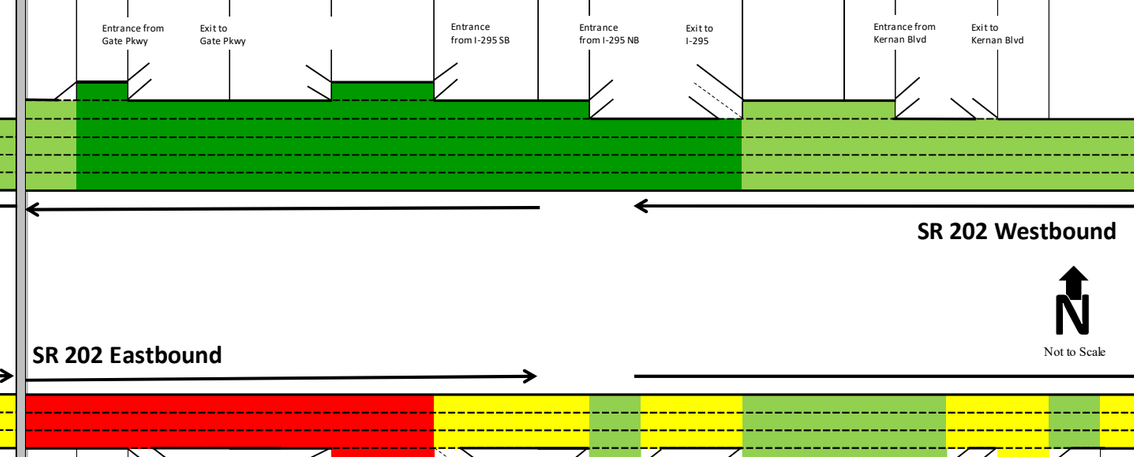
Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	61	61	62	62	62	62	62	66	62	63	63	63	65
Density (veh/mi/ln)	23	19	16	13	14	13	13	13	22	22	22	24	23
Simulated (veh)	5,556	5,534	4,018	4,010	5,140	3,928	3,919	3,326	6,678	6,704	5,530	6,065	6,080
Demand (veh)	5,820	5,820	4,260	4,260	5,460	4,210	4,210	3,570	7,220	7,220	5,590	6,110	6,110



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	39	38	35	30	59	49	54	62	63	63	63	63	62
Density (veh/mi/ln)	65	65	68	64	28	33	35	24	22	29	29	23	30
Simulated (veh)	6,568	6,475	5,469	6,863	4,825	5,731	5,565	7,424	5,517	5,540	5,543	5,703	5,600
Demand (veh)	7,720	7,720	6,610	8,200	5,700	6,650	6,650	8,450	6,300	6,300	6,520	6,520	6,520

Preferred Build Alternative

Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	61	61	62	62	62	62	62	65	62	63	63	63	65
Density (veh/mi/ln)	23	19	16	13	14	13	13	13	22	22	22	24	24
Simulated (veh)	5,542	5,522	4,007	4,000	5,143	3,930	3,921	3,328	6,671	6,698	5,535	6,068	6,084
Demand (veh)	5,820	5,820	4,260	4,260	5,460	4,210	4,210	3,570	7,220	7,220	5,590	6,110	6,110



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	40	41	40	33	62	58	57	62	63	63	63	63	62
Density (veh/mi/ln)	60	59	58	60	27	25	34	25	23	30	30	24	31
Simulated (veh)	6,812	6,725	5,684	7,087	4,969	5,881	5,716	7,609	5,665	5,691	5,694	5,856	5,752
Demand (veh)	7,720	7,720	6,610	8,200	5,700	6,650	6,650	8,450	6,300	6,300	6,520	6,520	6,520

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl

FDOT

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

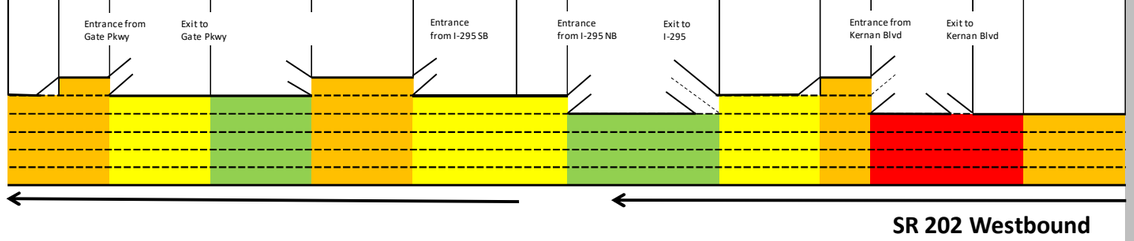
I-295 – Design Year (2025) PM Peak Hour – Lane Schematic – SR 202

Figure 7-19

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

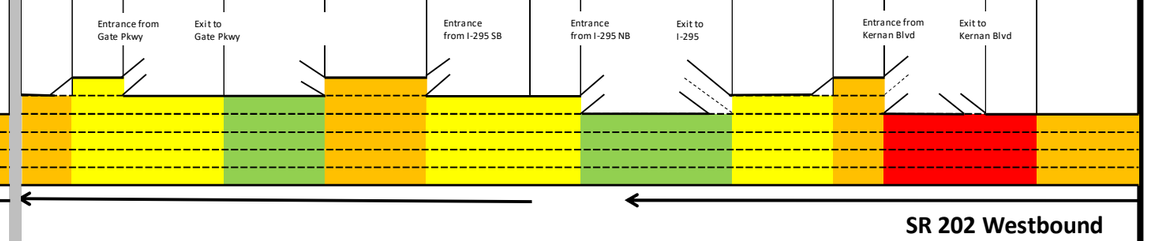
Original Build Alternative

Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	53	49	58	58	46	56	57	63	58	46	43	48	57
Density (veh/mi/ln)	40	35	31	25	40	30	29	25	33	36	52	49	37
Simulated (veh)	8,414	8,384	7,142	7,124	8,744	7,255	7,245	6,075	9,485	9,520	7,498	7,887	8,003
Demand (veh)	10,170	10,170	8,630	8,630	10,610	8,540	8,540	7,080	11,130	11,130	7,770	8,060	8,060

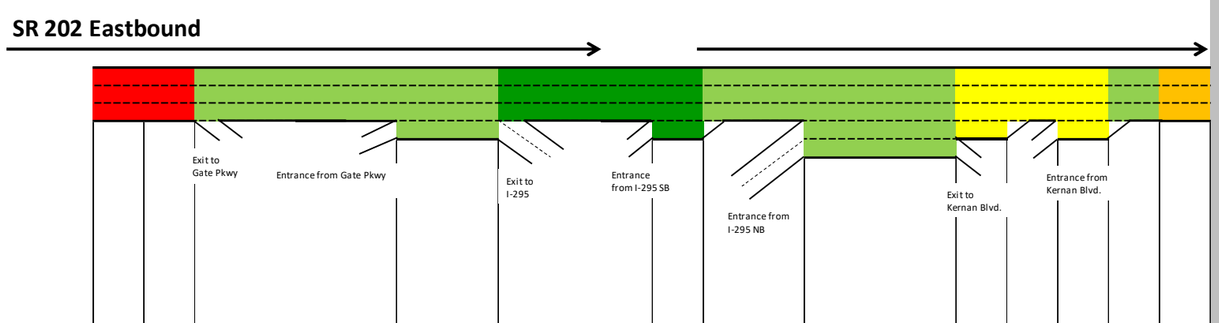


Preferred Build Alternative

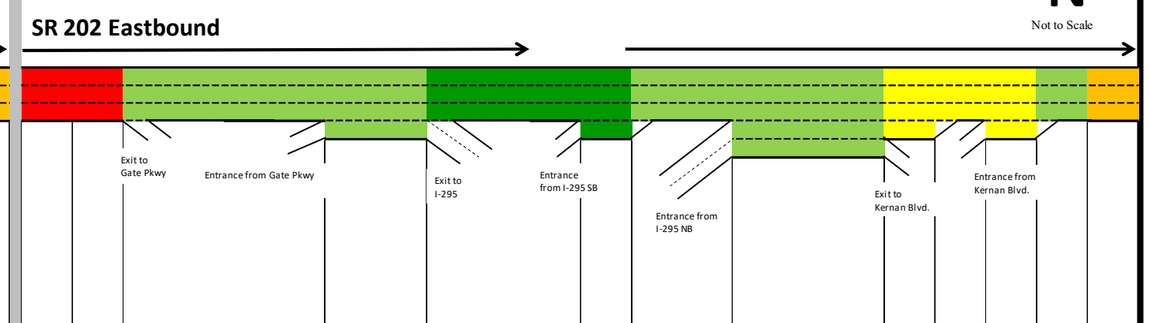
Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	54	49	58	58	44	54	56	62	57	46	42	48	55
Density (veh/mi/ln)	40	35	31	24	43	33	31	25	33	35	53	49	41
Simulated (veh)	8,358	8,328	7,093	7,076	8,685	7,252	7,244	6,059	9,455	9,493	7,471	7,840	7,950
Demand (veh)	10,170	10,170	8,630	8,630	10,610	8,540	8,540	7,080	11,130	11,130	7,770	8,060	8,060



Not to Scale



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	17	20	62	58	65	64	63	60	61	59	62	56	55
Density (veh/mi/ln)	100	89	21	22	16	18	24	26	29	30	31	28	37
Simulated (veh)	5,155	5,132	3,789	5,026	3,163	4,513	4,383	7,658	6,988	7,016	5,705	6,161	6,048
Demand (veh)	7,680	7,680	5,640	7,130	4,470	6,280	6,280	9,840	7,300	7,300	7,990	7,990	7,990



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	18	20	62	58	65	63	62	59	60	59	62	56	55
Density (veh/mi/ln)	99	88	21	22	16	18	23	26	29	30	31	28	37
Simulated (veh)	5,209	5,202	3,832	5,078	3,196	4,500	4,368	7,695	7,023	7,046	5,725	6,179	6,063
Demand (veh)	7,680	7,680	5,640	7,130	4,470	6,280	6,280	9,840	7,300	7,300	7,990	7,990	7,990

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl

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I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

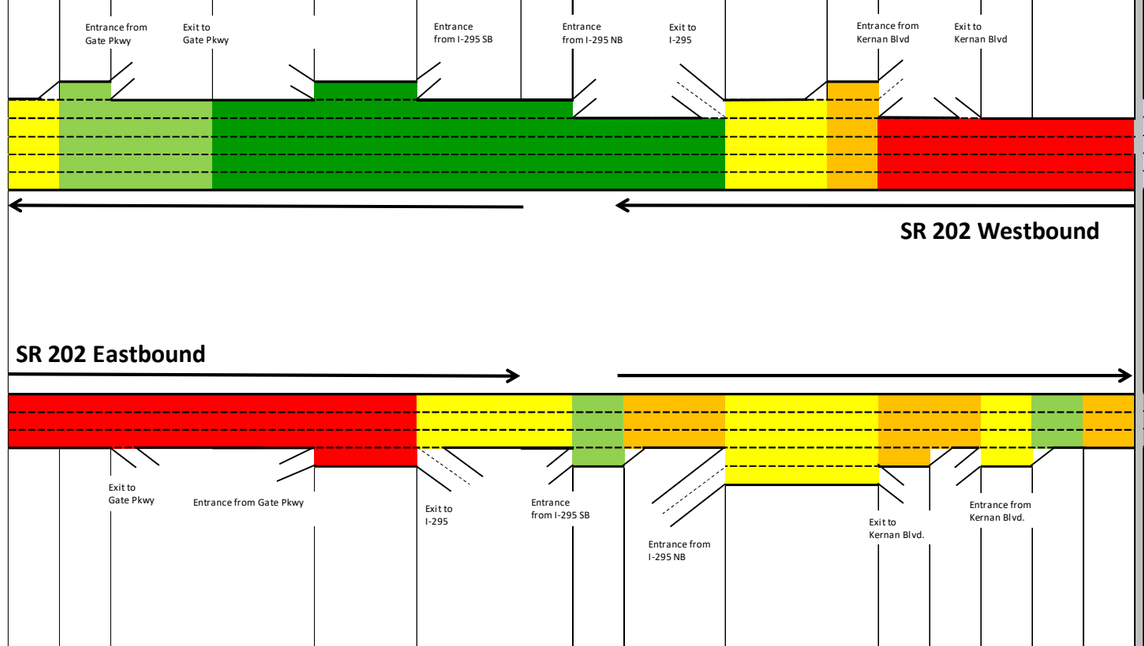
I-295 – Design Year (2045) AM Peak Hour – Lane Schematic – SR 202

Figure 7-20

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Original Build Alternative

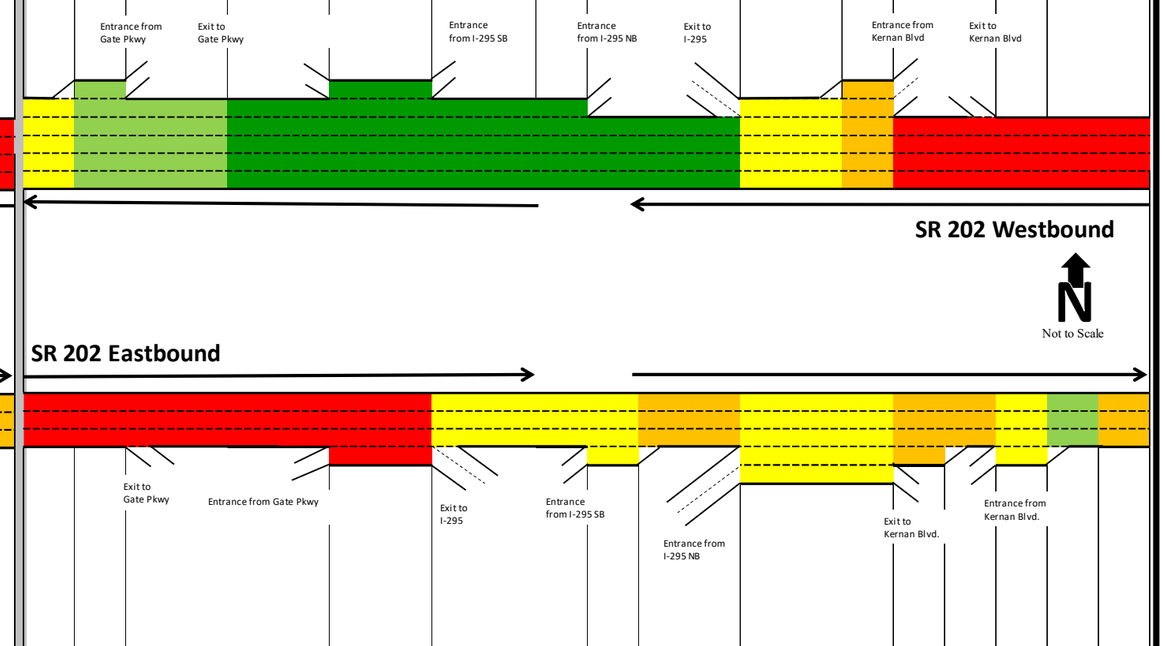
Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	59	58	61	61	60	61	61	65	54	34	19	19	16
Density (veh/mi/ln)	28	23	20	16	17	15	15	14	30	40	81	91	104
Simulated (veh)	6,610	6,589	4,853	4,838	6,122	4,650	4,639	3,665	7,968	7,999	6,112	6,715	6,730
Demand (veh)	7,680	7,680	5,640	5,640	7,130	5,570	5,570	4,470	9,840	9,840	7,300	7,990	7,990



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	35	37	30	35	63	59	56	56	56	52	61	59	58
Density (veh/mi/ln)	65	61	69	53	27	27	37	32	36	39	33	27	35
Simulated (veh)	6,702	6,683	5,697	7,439	4,992	6,255	6,069	8,642	7,989	8,012	6,047	6,227	6,119
Demand (veh)	10,170	10,170	8,630	10,610	7,080	8,440	8,440	11,130	7,770	7,770	8,060	8,060	8,060

Preferred Build Alternative

Link Number	18013	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	986	783	2,189	1,399	2,247	307	674	3,136	747	1,377	2,868	1,775	5,986
Speed (mph)	59	58	61	61	60	61	61	65	54	34	19	19	17
Density (veh/mi/ln)	28	23	20	16	17	15	15	14	30	40	80	90	103
Simulated (veh)	6,637	6,616	4,872	4,858	6,154	4,679	4,666	3,691	8,023	8,052	6,160	6,759	6,772
Demand (veh)	7,680	7,680	5,640	5,640	7,130	5,570	5,570	4,470	9,840	9,840	7,300	7,990	7,990



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,491	1,387	3,295	853	225	1,708	1,517	2,643	757	700	5,292
Speed (mph)	34	37	28	34	62	56	54	54	56	53	61	59	58
Density (veh/mi/ln)	67	62	72	55	28	31	38	34	36	39	33	26	35
Simulated (veh)	6,659	6,639	5,645	7,373	4,938	6,187	6,001	8,575	7,934	7,960	6,010	6,191	6,077
Demand (veh)	10,170	10,170	8,630	10,610	7,080	8,440	8,440	11,130	7,770	7,770	8,060	8,060	8,060

Legend

Speed	Density: Basic	Density: Weave/Merge/Diverge
> 45 mph	> 45 vpmpl	> 45 vpmpl
30 - 45 mph	35 - 45 vpmpl	35 - 45 vpmpl
20 - 30 mph	26 - 35 vpmpl	28 - 35 vpmpl
< 20 mph	18 - 26 vpmpl	20 - 28 vpmpl
	11 - 18 vpmpl	10 - 20 vpmpl
	< 11 vpmpl	< 10 vpmpl

FDOT

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

I-295 – Design Year (2045) PM Peak Hour – Lane Schematic – SR 202

Figure 7-21

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Findings and Observations:

Opening Year (2025) – AM Peak Hours:

- Northbound I-295 has an average speed of approximately **64 mph** across all the links for the five-hour simulation in the Original Build Alternative. The approximate average speed along northbound I-295 in the Preferred Build Alternative is **65 mph** across the five-hour simulation.
- Speed drops begin to build by the beginning of Hour 2 in both the Original Build and Preferred Build Alternatives along southbound I-295 to the north of the Town Center Parkway off-ramp. The speeds do not begin to pick back up until Hour 5. This congestion is caused by too many vehicles trying to enter the simulation at the north entry point than capacity allows. This bottleneck is outside of the study area and future improvements will help alleviate this congestion.
- Downstream of the congested links along southbound I-295 from south of the Town Center Parkway on-ramp to the US 1 on-ramps, the Original Build and the Preferred Build Alternatives has speeds averaging **65 mph** during the five-hour simulation.
- Express lanes in both northbound and southbound directions have speeds averaging over **64 mph** in both Build Alternative models during the five-hour simulation.
- The links along SR 9B within the study area have speeds of 65 mph or greater during the five-hour simulation in both the northbound and southbound directions for the Original Build and Preferred Build Alternatives.
- Eastbound SR 202 shows speed drops upstream of the Gate Parkway off-ramp in both build alternatives at the beginning of Hour 2. Speeds do not return to free flow conditions by the end of Hour 5. The design hour is estimated to have a volume of 5,820 vehicles on these links, of which over 25 percent exit to Gate Parkway on a single-lane ramp causing this bottleneck. This congestion is outside of the project study area and does not impact operations along I-295.
- Westbound SR 202 has speeds averaging **63 mph** within the study area across the five-hour simulation in both Build Alternative models.

Opening Year (2025) – PM Peak Hours:

- From the US 1 off-ramps to between the Gate Parkway interchange ramps, northbound I-295 has average speeds of approximately **65 mph** in all five hours of simulation in both the Original Build and Preferred Build Alternatives.
- Speed drops are noted in both build alternatives from the merge location between the Town Center Parkway on- and off-ramps along northbound I-295. Congestion is observed from Hour 2 through Hour 4 in the Original Build Alternative with the back of queue forming along northbound I-295 near the eastbound SR 202 off-ramp. The Preferred Alternative shows a reduction in the duration of the congestion from the middle of Hour 2 until the middle of Hour 4 and isolates the congestion along northbound I-295 to the Town Center Parkway interchange.
- The GP lane congestion between the Town Center Parkway interchange ramps also causes some speeds drops in the express lanes in the Original Build Alternative. Hour 3 is shown to have speeds near **45 mph** near the final egress along northbound I-295; these speeds increase to greater than 60 mph by Hour 4. This congestion is not observed in the express lane system under the Preferred Build Alternative.
- Southbound I-295 throughout the study area limits has speeds averaging **65 mph** during the five-hour simulation periods in both the Original Build Alternative and the Preferred Build Alternative.
- Express lanes in the southbound direction have speeds averaging over **65 mph** in both Build Alternative models during the five-hour simulation.
- Eastbound SR 202 has speeds below 50 mph at the start of Hour 1 in both build alternative models near the weave segment from the Gate Parkway on-ramp to the I-295 off-ramp. This segment's speeds drop below **20 mph** in Hour 3 and causes speeds in upstream segments to drop as well. Speed increases to approximately 50 mph in this section at the end of Hour 4 in both models.
- Average speeds of approximately **62 mph** along eastbound SR 202 past the weave segment from the I-295 off-ramp to downstream of the Kernan Boulevard on-ramp across the five-hour simulations in both Build Alternative models were observed.
- Westbound SR 202 has speeds averaging **63 mph** within the study area across all five hours of simulation in both Build Alternative models.

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Design Year (2045) – AM Peak Hours:

- Speed drops are noticed in both build alternatives along northbound I-295. The congestion begins near the SR 152 off-ramp in the Original Build and the Preferred Build Alternatives at the end of Hour 1 when speeds drop to approximately 35 mph. By Hour 3, speed drops are observed downstream of the eastbound SR 202 off-ramp. With the Original Build Alternative, queues extend beyond the US 1 interchange ramps while the friction only reaches the Gate Parkway off-ramp with the Preferred Build Alternative. Speeds as low as 17 mph are noted in the Original Build Alternative congestion, but by Hour 5, speeds return to 50 mph or higher. However, with the Preferred Build Alternative, speed drops are only noted predominantly during Hour 2 and Hour 3 of the simulation with the lowest speed observed at 32 mph. Speeds return to 50 mph or greater throughout most of the study corridor with the Preferred Build Alternative by the end of Hour 4.
- Express lanes in the northbound I-295 direction show speeds dropping in Hour 2 and Hour 3 for the Original Build Alternative simulation near the final egress. Speeds drop as low as **15 mph** in the Original Build Alternative with queues extending all the way through the I-295 northbound express lane system during Hour 3 and Hour 4. During the five-hour simulation with the Preferred Build Alternative, minimal congestion is noted near the beginning with Hour 4 with the lowest reported speed at 42 mph. The average speed throughout the northbound express lane system with the Preferred Build Alternative is 58 mph across all five hours of simulation.
- Speed drops begin to build by the end of Hour 1 in both the Original Build and Preferred Build Alternatives along southbound I-295 to the north of the Town Center This congestion is caused by too many vehicles trying to enter the simulation at the northern entry point than capacity allows. This bottleneck is outside of the study area and future improvements will help alleviate this congestion.
- Downstream of the congested links along southbound I-295 from south of the Town Center Parkway on-ramp to the US 1 on-ramps, the Original Build and the Preferred Build Alternative has speeds averaging **65 mph** during the five-hour simulation.
- Express lanes in the southbound direction have speeds averaging **64 mph** in both Build Alternative models during the five-hour simulation.
- The links along SR 9B have a slight speed drop in the northbound direction with the Original Build Alternative during Hour 4 of the simulation. Speeds **less than 40 mph** are observed, but by Hour 5, free flow conditions are noted. This congestion does not occur with the Preferred Build Alternative as speeds in both the northbound and southbound directions along SR 9B are observed to average **64 mph** during the five-hour simulation.
- Eastbound SR 202 shows speed drops upstream of the Gate Parkway off-ramp in both build alternatives at the end of Hour 1. Speeds do not accelerate during the five-hour simulation. The design hour is estimated to have a volume of 7,680 vehicles on these links with only three lanes. Of which over 25 percent exit to Gate Parkway on a single-lane ramp. Downstream of the Gate Parkway off-ramp along eastbound SR 202, both build alternatives have average speeds of approximately **61 mph** during the five-hour simulations.
- Westbound SR 202 has speed drops near the Kernan Boulevard off-ramp in both the Original Build and Preferred Build Alternatives. In both alternatives, speeds drop to approximately 30 mph in Hour 2 and Hour 3 but return to speeds greater than 60 mph by Hour 4. In addition to the boundary congestion, speeds were noted dropping in both build alternatives between the I-295 on-ramp and the Gate Parkway off-ramp. The Original Build Alternative reported speeds of less than 20 mph while the Preferred Build Alternative noted speeds at approximately 25 mph. This congestion is noted through the SR 202 at I-295 interchange during Hour 1 though Hour 3 of the simulations.

Design Year (2045) – PM Peak Hours:

- Northbound I-295 within the study limits is shown to have speeds averaging approximately **63 mph** through all links during the five-hour simulations of both Build Alternative models.
- The congestion along I-295 near the Town Center Parkway interchange that was present in Opening Year (2025) for the PM peak period dissipated with the improvements proposed with other projects that are to be implemented prior to Design Year (2045). Instead of merging the four-lane section to two lanes between the interchange ramps, the improvements propose only one lane reduction to create a section with three-lanes. This planned project improves the speed drops seen in the Opening Year (2025) Build

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Alternative models that were spilling back into the express lanes with the Original Build Alternative.

- Northbound I-295 express lane operations show noticeable speed drops near the internal merge location within the system for the Original Build Alternative model. Speed drops begin at the beginning of Hour 1 and speeds drop to **less than 25 mph** during Hour 2. Speeds return to 50 mph or greater in Hour 4 with the Original Build Alternative. However, the Preferred Build Alternative does not propose this internal merge in the express lane system and speeds **average 60 mph or greater** during all five hours of simulation in the northbound direction.
- Southbound I-295 has speed dropping to less than 20 mph near the SR 152 on-ramp merge with the Original Build Alternative with the back of queues forming near the Gate Parkway on-ramp. Speeds at this location drop at the beginning of Hour 1 and continue through Hour 4; increasing speeds occur at the beginning of Hour 5 with the Original Build Alternative when speeds return to 60 mph or higher. Speeds with the Preferred Build Alternative average **64 mph** throughout the entire study area along southbound I-295 with no speeds below 45 mph during the entire five-hour simulation.
- Outside of this bottleneck location, in general southbound I-295 throughout the study area limits has speeds averaging **64 mph** during the five-hour simulation periods in both the Original Build Alternative and the Preferred Build Alternative.
- Express lanes in the southbound direction have speeds averaging over **64 mph** in the Preferred Build Alternative models during the five-hour simulation with no speeds dropping below 60 mph. Although the speeds average 62 mph with the Original Build Alternative, speed drops as low as **48 mph** are observed in the Original Build Alternative during the five-hour simulation.
- Eastbound SR 202 has speeds below 40 mph at the start of Hour 1 in both Build Alternative models near the weave segment from the Gate Parkway on-ramp to the I-295 off-ramp. This segment's speeds drop below **35 mph** and causes speeds in upstream segments to drop as well. Speed do not return to free flow conditions in this section in either of the models by the end of Hour 5.
- Speeds average approximately **60 mph** along eastbound SR 202 past the weave segment from the I-295 off-ramp to downstream of the Kernan Boulevard on-ramp across the five-hour simulations in both Build Alternative models.
- Westbound SR 202 has speed drops near the weaving segment between the Kernan Boulevard on-ramp and the I-295 off-ramp. Speeds drop **below 40 mph** in Hour 1 with both build alternatives with a queue the extends behind the entry node of either model. Speeds increase in Hour 5 in the Original and Preferred Build Alternative models.
- Past this weave segment, westbound SR 202 has speeds averaging over **60 mph** through the remainder of the study limits downstream of the Gate Parkway on-ramp across all five hours of simulation in both Build Alternative models.

Link Level Density Evaluation:

Link level densities were evaluated for the freeway segments within the VISSIM models for the Original Build Alternative and the Preferred Build Alternative. Summary Tables comparing the individual link level densities for the five-hour simulations between the Original Build Alternative and the Preferred Build Alternative during the AM and PM peak periods are provided in **Appendix J**.

Findings and Observations:

Opening Year (2025) – AM Peak Hours:

- Northbound I-295 shows densities averaging below **15 vehicles/mile/lane** (veh/mi/ln) throughout the entire study area limits during all five hours of simulation for both the Original Build and the Preferred Build Alternatives.
- Densities begin to increase between the Town Center Parkway interchange ramps along southbound I-295 in both build alternatives. Average densities of approximately **57 veh/mi/ln** are observed with either alternative between Hour 1 and Hour 5. The high densities are noticed from upstream of the Town Center Parkway on-ramp extending to the beginning of the study area limits. Density reduces in both alternatives at the beginning of Hour 5.
- Southbound I-295, from the south of the Town Center Parkway on-ramp to the end of the study area limits, average densities remain at approximately **10 veh/mi/ln** or below during all five hours of simulation for either Build Alternative.

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- Densities in express lanes for northbound and southbound I-295 average below **15 veh/mi/ln** during the five-hour simulations for the Original Build and Preferred Build Alternatives.
- High densities are noted in the segments of eastbound SR 202 upstream of the Gate Parkway off-ramp from Hour 2 through Hour 5 of both Build Alternative models. Densities in these links reach over **100 veh/mi/ln**.
- The average densities for the rest of the study area limits along eastbound SR 202 are below **20 veh/mi/ln** in the Original and Preferred Build alternatives throughout the five-hour simulations.
- Throughout the study area limits, westbound SR 202 has average densities of less than **20 veh/mi/ln** in both Build Alternative models.

Opening Year (2025) – PM Peak Hours:

- Northbound I-295, from the US 1 off-ramp through the Gate Parkway on-ramp, has an average density of approximately **10 veh/mi/ln** during all five hours of simulation in both Build Alternative models.
- High density segments are noted along northbound I-295 beginning near the end of the study area limits. As previously mentioned, a bottleneck is present in Opening Year (2025) when lane configurations reduce a four-lane section to a two-lane section between the Town Center interchange ramps. High densities begin at the start of Hour 1 in both Build Alternative models with densities reaching above **100 veh/mi/ln**. Densities reduce back below 30 veh/mi/ln in both models during Hour 5. It is important to note that the high densities with the Original Build Alternative extends back to the Gate Parkway on-ramp. However, with the Preferred Build Alternative, these high densities are only observed along I-295 northbound to the SR 202 on-ramps area.
- The bottleneck along northbound I-295 impacts express lane operations in the Original Alternative model. Densities in express lanes reach **50 veh/mi/ln** in Hour 3 for this alternative. The Original Build Alternative returns to acceptable density targets in Hour 4 as densities return to below 20 veh/mi/ln. However, the Preferred Build Alternative model shows densities no higher than **22 veh/mi/ln** during all five hours of simulation in express lanes.
- Densities during the five-hour simulations for the Original Build Alternative and the Preferred Build Alternative remain below **35 veh/mi/ln** along southbound I-295 throughout the study area limits. Densities along southbound I-295 near the SR 152 on-ramp are observed to show a slight increase (26-28 veh/mi/ln) during Hour 1 through Hour 3 in the Original Build Alternative that is not present in the Preferred Build Alternative.
- Southbound I-295 express lane densities remain at or below **10 veh/mi/ln** during all five hours of simulation in both build alternatives.
- High densities are noted in the segments of eastbound SR 202 upstream of the Gate Parkway off-ramp from Hour 1 through Hour 5 in both build alternative models. Densities in these links reach over **100 veh/mi/ln**, but by the end of Hour 5, densities are reduced to below acceptable targets at 35 veh/mi/ln.
- The average densities for the rest of the study area limits along eastbound SR 202 are below **24 veh/mi/ln** in the Original and Preferred Build alternatives throughout the five-hour simulations.
- Throughout the study area limits, westbound SR 202 has average densities of **14 veh/mi/ln** or lower in both Build Alternative models.

Design Year (2045) – AM Peak Hours:

- Higher densities are present during the simulations along northbound I-295 near the SR 152 on-ramp in both build alternatives. The Original Build Alternative shows increases in density during Hour 1 of the simulation that reach over **85 veh/mi/ln** during Hour 2 with the queue extending upstream of the US 1 off-ramp. Densities near the SR 152 off-ramp reduce to near 20 veh/mi/ln at the end of Hour 5 of the Original Build Alternative simulation. However, with the Preferred Build Alternative, densities during Hour 2 and Hour 3 average 37 veh/mi/ln near the SR 152 off-ramp. These high densities dissipate by Hour 4 of the simulation with minimal impacts upstream near the SR 9B interchange during these hours. Densities return to **20 veh/mi/ln** or lower by Hour 4 of the simulation. In addition to the congestion near the SR 152 off-ramp, the build alternatives show high densities forming near the SR 202 eastbound off-ramp along northbound I-295. Densities reach over 50 veh/mi/ln during Hour 3 of the Original Build Alternative simulation with

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queues extending through the SR 152 congestion. Densities in this bottleneck **reach over 85 veh/mi/ln** but return to less than 25 veh/mi/ln by the end of Hour 5 of the simulation. With the Preferred Build Alternative, this bottleneck is isolated to the end of Hour 3 and beginning of Hour 4 of the simulation. Densities through this bottleneck get as high as **61 veh/mi/ln**, but by the end of Hour 4, densities reduce to less than 25 veh/mi/ln. Downstream of the eastbound SR 202 off-ramp, northbound I-295 has an average density of less than **20 veh/mi/ln** during the five-hour simulation with both build alternatives.

- High densities are noted in the northbound I-295 express lanes near the internal merge segment to the north of the SR 202 diverge in the Original Build Alternative. High densities are noted in Hour 1 through Hour 5 reaching **100 veh/mi/ln**. Due to the merge of the express lane to the north of the final express lane egress, the Preferred Build Alternative does have some congestion observed during Hour 1 through Hour 3 of the simulation. These densities remain below **45 veh/mi/ln** with the Preferred Build Alternative.
- Densities begin to build by the end of Hour 1 in both the Original Build and Preferred Build Alternatives along southbound I-295 to the north of the Town Center Parkway off-ramp. The densities do not reduce during the five-hour simulation. This congestion is caused by too many vehicles trying to enter the simulation at the north entry point than capacity allows.
- To the south of the Town Center Parkway interchange, southbound I-295 has densities that average below **20 veh/mi/ln** during the five-hour simulation for both Build Alternative models.
- Southbound I-295 express lane densities average to approximately **20 veh/mi/ln** or less during the five-hour simulation with the Original Build and the Preferred Build Alternatives, south of the bottleneck near Town Center Parkway.
- High densities are noted in the segments of eastbound SR 202 upstream of the Gate Parkway off-ramp from Hour 1 through the end of Hour 5 in both Build Alternative models. Densities in these links reach over **100 veh/mi/ln**.
- In addition, densities exceed acceptable 35 veh/mi/ln during Hour 1 through Hour 3 near the Kernan Boulevard on-ramp merge for eastbound SR 202 in both build alternatives. The densities are reduced to below the 35 veh/mi/ln by Hour 4 in this location.
- Westbound SR 202 shows higher densities near the Kernan Boulevard off-ramp in Hour 2 and Hour 3 of the build alternatives' simulation. These densities get as high as 71 veh/mi/ln but reduce to below 25 veh/mi/ln by Hour 4 in both simulations.
- The Original Build and Preferred Build Alternatives report high densities during Hour 2 and Hour 3 of the simulation near the Gate Parkway off-ramp. Densities reduce to less than 20 veh/mi/ln by Hour 4 of the simulation.

Design Year (2045) – PM Peak Hours:

- Northbound I-295 within the study limits is shown to have an approximate average density of **22 veh/mi/ln** with the Original Build Alternative five-hour simulation The Preferred Build Alternative has an approximate average density of **19 veh/mi/ln** along northbound I-295 during its five-hour simulation.
- High densities are noted in the northbound I-295 express lanes near the internal merge segment to the north of the SR 202 diverge in the Original Build Alternative. High densities, as high as **73 veh/mi/ln**, are noted in Hour 1 through Hour 3 with this alternative. Densities reduce below 25 veh/mi/ln by Hour 5 in the Original Build Alternative. Densities remain **below acceptable targets, 45 veh/mi/ln** during all five hours of simulation with the Preferred Build Alternative in northbound express lanes. Hour 1 through Hour 3 of the Preferred Build Alternative shows densities near 45 veh/mi/ln in the northern end of the express lanes. This can be contributed to the lane merge downstream of the express lane egress along northbound I-295.
- Southbound I-295 has approximate average densities of **20 veh/mi/ln** or less during the five-hour simulations of both build alternatives from the beginning of the project limits to the Gate Parkway on-ramp.
- Southbound I-295 has high densities near the SR 152 on-ramp merge with the Original Build Alternative with the back of queues forming near the Gate Parkway on-ramp. These densities are over **80 veh/mi/ln** in some locations during Hour 1 through Hour 3. The Original Build Alternative has density reductions during Hour 5. This section of southbound I-295 has an average approximate density of **20 veh/mi/ln** during all five hours of simulation with the Preferred Build Alternative.

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- Southbound I-295 express lanes average approximately 23 veh/mi/ln during the five-hour Original Build Alternative simulation. The highest density occurs during Hour 2 when the Original Build Alternative express lane reaches **45 veh/mi/ln** at the second ingress. The average approximate five-hour density for the Preferred Build Alternative in southbound I-295 express lanes is **18 veh/mi/ln** with the highest density noted at **26 veh/mi/ln** during Hour 2
- Eastbound SR 202 has densities higher than 50 veh/mi/ln at the start of Hour 1 in both Build Alternative models near the weave segment from the Gate Parkway on-ramp to the I-295 off-ramp. Congestion of this section does not dissipate in either of the models by the end of Hour 5.
- Westbound SR 202 shows higher densities near the Kernan Boulevard off-ramp in Hour 1 through Hour 4 of the build alternatives' simulation. These densities reach over **100 veh/mi/ln** but reduce to below 20 veh/mi/ln by Hour 5 in both simulations.
- Throughout the remainder of the study area limits, westbound SR 202 has average densities of less than **17 veh/mi/ln** in both Build Alternative models.

Link Level Throughput Evaluation:

Link level throughput values were evaluated for all freeway links within the VISSIM models for the Original Build Alternative and the Preferred Build Alternative.

Table 7-11 through **Table 7-12** show the express lane ingress volumes between the Original Build Alternative and the Preferred Build Alternative.

Table 7-13 through **Table 7-14** show the express lane egress volumes between the Original Build Alternative and the Preferred Build Alternative.

Table 7-11: Opening Year (2025) – Express Lane Entry Volumes

AM Peak Period							
Direction	**Ingress From**	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**TOTAL**
Original Build							
Northbound	I-295	720	980	896	717	702	4,015
	SR 9B	795	1,108	1,014	777	761	4,455
Southbound	I-295	824	988	995	989	801	4,597
	SR 202	338	461	428	332	328	1,887
Preferred Build Alternative							
Northbound	I-295	719	979	896	714	701	4,009
	SR 9B	795	1,107	1,014	776	762	4,454
Southbound	I-295	824	987	992	982	810	4,595
	SR 202	332	450	423	324	323	1,852
PM Peak Period							
Direction	**Ingress From**	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**TOTAL**
Original Build							
Northbound	I-295	991	1,096	1,049	772	598	4,506
	SR 9B	929	1,039	984	715	523	4,190
Southbound	I-295	837	903	833	609	465	3,647
	SR 202	599	634	552	471	373	2,629
Preferred Build Alternative							
Northbound	I-295	991	1,104	1,005	777	593	4,470
	SR 9B	935	1,038	950	703	524	4,150
Southbound	I-295	834	911	844	618	462	3,669
	SR 202	592	629	552	467	373	2,613

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Table 7-12: Design Year (2045) – Express Lane Entry Volumes

AM Peak Period							
Direction	Ingress From	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	TOTAL
Original Build							
Northbound	I-295	1,362	2,078	2,019	1,626	1,514	8,599
	SR 9B	1,268	2,028	1,905	1,507	1,421	8,129
Southbound	I-295	1,422	1,589	1,228	1,581	1,616	7,436
	SR 202	593	710	641	590	606	3,140
Preferred Build Alternative							
Northbound	I-295	1,356	1,870	1,800	1,543	1,353	7,922
	SR 9B	1,266	1,826	1,724	1,423	1,246	7,485
Southbound	I-295	1,421	1,541	1,287	1,609	1,601	7,459
	SR 202	589	698	640	596	604	3,127
PM Peak Period							
Direction	Ingress From	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	TOTAL
Original Build							
Northbound	I-295	1,791	1,925	1,789	1,438	1,189	8,132
	SR 9B	1,462	1,617	1,467	1,093	832	6,471
Southbound	I-295	1,702	1,822	1,598	1,173	837	7,132
	SR 202	1,727	1,618	1,418	1,319	909	6,991
Preferred Build Alternative							
Northbound	I-295	1,788	1,924	1,787	1,433	1,190	8,122
	SR 9B	1,461	1,618	1,463	1,093	831	6,466
Southbound	I-295	1,441	1,571	1,433	1,041	801	6,287
	SR 202	934	908	930	919	778	4,469

Table 7-13: Opening Year (2025) – Express Lane Exit Volumes

AM Peak Period							
Direction	Egress To	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	TOTAL
Original Build							
Northbound	SR 202	670	921	862	671	652	3,776
	I-295	810	1,145	1,069	829	800	4,653
Southbound	SR 9B	541	692	685	632	544	3,094
	I-295	589	759	750	699	597	3,394
Preferred Build Alternative							
Northbound	SR 202	671	920	866	669	651	3,777
	I-295	807	1,142	1,067	828	799	4,643
Southbound	SR 9B	538	685	683	629	543	3,078
	I-295	586	753	746	691	601	3,377
PM Peak Period							
Direction	Egress To	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	TOTAL
Original Build							
Northbound	SR 202	695	758	706	546	415	3,120
	I-295	1,224	1,354	1,344	965	732	5,619
Southbound	SR 9B	726	785	711	566	426	3,214
	I-295	711	753	701	544	429	3,138
Preferred Build Alternative							
Northbound	SR 202	697	767	718	549	414	3,145
	I-295	1,227	1,363	1,242	961	719	5,512
Southbound	SR 9B	721	791	708	565	425	3,210
	I-295	703	755	712	546	429	3,145

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Table 7-14: Design Year (2045) – Express Lane Exit Volumes

AM Peak Period							
Direction	**Egress To**	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**TOTAL**
Original Build							
Northbound	SR 202	1,095	1,749	1,641	1,487	1,355	7,327
	I-295	1,450	2,203	2,052	1,865	1,711	9,282
Southbound	SR 9B	856	1,016	829	932	970	4,603
	I-295	1,102	1,305	1,085	1,198	1,269	5,959
Preferred Build Alternative							
Northbound	SR 202	1,090	1,560	1,493	1,321	1,170	6,634
	I-295	1,446	2,077	1,956	1,660	1,558	8,697
Southbound	SR 9B	857	992	848	951	962	4,610
	I-295	1,099	1,279	1,097	1,233	1,253	5,961
PM Peak Period							
Direction	**Egress To**	**Hour 1**	**Hour 2**	**Hour 3**	**Hour 4**	**Hour 5**	**TOTAL**
Original Build							
Northbound	SR 202	1,111	1,201	1,149	876	701	5,038
	I-295	2,141	2,291	2,162	1,704	1,338	9,637
Southbound	SR 9B	1,635	1,579	1,507	1,232	845	6,798
	I-295	1,753	1,726	1,653	1,369	960	7,461
Preferred Build Alternative							
Northbound	SR 202	1,105	1,199	1,137	877	698	5,016
	I-295	2,155	2,314	2,160	1,698	1,340	9,667
Southbound	SR 9B	1,142	1,177	1,143	950	761	5,173
	I-295	1,226	1,309	1,251	1,042	869	5,697

Findings and Observations:

Opening Year (2025) – AM Peak Hours:

- Both Original and Preferred Build Alternatives attracted and exited similar express lane volumes over the five-hour simulation indicating no variation in GP-express lane splits.
- Northbound I-295 Entry – Approximately **4,000 vehicles** entered the express lanes via the northbound I-295 ingress in both the Original Build Alternative and the Preferred Build Alternative by the end of the five-hour simulation. Approximately **4,500 vehicles** entered the express lanes via the SR 9B ingress during the entire simulation in both Build Alternative models.
- Southbound I-295 Entry – In both Build Alternative models, approximately **4,600 vehicles** entered express lanes via the southbound I-295 ingress during the five-hour simulation. Similarly, approximately **1,900 vehicles** entered express lanes via the SR 202 ingress location in the models over the course of the five hours.
- Northbound I-295 Exit – Approximately **3,800 vehicles** exited the express lanes via the northbound SR 202 egress in both the Original Build Alternative and the Preferred Build Alternative by the end of the five-hour simulation. Approximately **4,600 vehicles** exited the express lanes via the northbound I-295 egress during the entire simulation in both Build Alternative models.
- Southbound I-295 Exit – In both Build Alternative models, approximately **3,100 vehicles** exited express lanes via the SR 9B egress during the five-hour simulation. Similarly, approximately **3,400 vehicles** exited express lanes via the southbound I-295 egress location in the models over the course of the five hours.

Opening Year (2025) – PM Peak Hours:

- Both Original and Preferred Build Alternatives attracted and exited similar express lane volumes over the five-hour simulation indicating no variation in GP-express lane splits.
- Northbound I-295 Entry – Approximately **4,500 vehicles** entered the express lanes via the northbound I-295 ingress in both the Original Build Alternative and the Preferred Build Alternative by the end of the five-hour simulation. Approximately **4,200 vehicles** entered the express lanes via the SR 9B ingress during the entire simulation in both Build Alternative models.
- Southbound I-295 Entry – In both Build Alternative models, approximately **3,600 vehicles** entered express lanes via the southbound I-295 ingress during the five-hour simulation. Similarly, approximately **2,600 vehicles** entered express lanes via the SR 202 ingress location in the models over the course of the five hours.
- Northbound I-295 Exit – Approximately **3,100 vehicles** exited the express lanes via the SR 202 egress in both the Original Build Alternative and the Preferred Build Alternative by the end of the five-hour simulation. Approximately **5,600 vehicles** exited the express

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lanes via the southbound I-295 egress during the entire simulation in both Build Alternative models.

- Southbound I-295 Exit – In both Build Alternative models, approximately **3,200 vehicles** exited express lanes via the SR 9B egress during the five-hour simulation. Similarly, approximately **3,100 vehicles** exited express lanes via the southbound I-295 egress location in the models over the course of the five hours.

Design Year (2045) – AM Peak Hours:

- In general, by Design Year (2045), as congestion increased in GP lanes, the Original Build Alternative drew more vehicles into the express lanes than the Preferred Build Alternative.
- Northbound I-295 Entry – The Original Build Alternative had approximately **8,600** vehicles enter express lanes via the northbound I-295 ingress by the end of the five-hour simulation while the Preferred Build Alternative had only approximately **7,900** vehicles. Similarly, approximately **8,100** vehicles entered the express lanes via the SR 9B ingress by the end of the Original Build Alternative five-hour simulation, while only **7,500** vehicles entered with the Preferred Build Alternative.
    - This accounts for an approximate **8 percent reduction** in volume on northbound express lanes during the Design Year (2045) AM peak period with the Preferred Build Alternative.
- Southbound I-295 Entry – The build alternatives had approximately **7,400** vehicles enter express lanes via the southbound I-295 ingress by the end of the five-hour simulation. Similarly, approximately **3,100** vehicles entered the express lanes via the SR 202 ingress by the end of the five-hour simulation with both build alternatives.
- Northbound I-295 Exit – The Original Build Alternative had approximately **7,300** vehicles exit express lanes via the SR 202 egress by the end of the five-hour simulation while the Preferred Build Alternative had only approximately **6,600** vehicles. Similarly, approximately **9,300** vehicles exited the express lanes via the northbound I-295 egress by the end of the Original Build Alternative five-hour simulation, while only **8,700** vehicles entered with the Preferred Build Alternative.
    - This accounts for an approximate **9 percent reduction** in volume on northbound express lanes via SR 202 during the Design Year (2045) AM peak period in the Preferred Build Alternative and an approximate **6 percent** reduction in volume via the northbound I-295 egress.
- Southbound I-295 Exit – The build alternatives had approximately **4,600** vehicles exit express lanes via the SR 9B egress by the end of the five-hour simulation. Similarly, approximately **6,000** vehicles exit the express lanes via the southbound I-295 egress by the end of the five-hour simulation with both build alternatives.

Design Year (2045) – PM Peak Hours:

- In general, by Design Year (2045), as congestion increased in GP lanes, the Original Build Alternative drew more vehicles into the express lanes than the Preferred Build Alternative.
- Northbound I-295 Entry – The build alternatives had approximately **8,100** vehicles enter express lanes via the northbound I-295 ingress by the end of the five-hour simulation. Similarly, approximately **6,500** vehicles entered the express lanes via the SR 9B ingress by the end of the five-hour simulation for both build alternatives.
- Southbound I-295 Entry – The Original Build Alternative had approximately **7,100** vehicles enter express lanes via the southbound I-295 ingress by the end of the five-hour simulation while the Preferred Build Alternative had approximately **6,300** vehicles enter. Approximately **7,000** vehicles entered the express lanes via the SR 202 ingress by the end of the Original Build Alternative five-hour simulation, while only **4,500** vehicles entered with the Preferred Build Alternative.
    - This accounts for an approximate **12 percent reduction** in volume on southbound express lanes via the I-295 ingress and an approximate **36 percent reduction** on southbound express lanes via the SR 202 ingress during the Design Year (2045) PM peak period in the Preferred Build Alternative.
- Northbound I-295 Exit – The build alternatives had approximately **5,000** vehicles exit express lanes via the SR 202 egress by the end of the five-hour simulation. Similarly, approximately **9,600** vehicles exit the express lanes via the northbound I-295 egress by the end of the five-hour simulation with both build alternatives.

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- Southbound I-295 Exit –The Original Build Alternative had approximately **6,800** vehicles exit express lanes via the SR 9B egress by the end of the five-hour simulation while the Preferred Build Alternative had only approximately **5,200** vehicles. Similarly, approximately **7,500** vehicles exit the express lanes via the southbound I-295 egress by the end of the Original Build Alternative five-hour simulation, while only **5,700** vehicles exited with the Preferred Build Alternative.
    - This accounts for an approximate **24 percent reduction** in volume on southbound express lanes during the Design Year (2045) PM peak period in the Preferred Build Alternative.

The volume split comparisons for the GP lanes and the express lanes between the Original Build Alternative and the Preferred Build Alternative are provided in the form of speed profiles. Opening Year (2025) volume profiles are provided in **Figure 7-22** and **Figure 7-23**, for the AM and PM peak periods, respectively. Design Year (2045) volume profiles are provided in **Figure 7-24** and **Figure 7-25** for the AM and PM peak periods, respectively. Volume split tables are provided in **Appendix J** of this SIMR Re-evaluation.

Findings and Observations:

Opening Year (2025) and Design Year (2045) – AM and PM peak periods

- Opening Year (2025) shows the same volume on express lanes in both the Original Build Alternative and the Preferred Build Alternative in both the AM and PM peak periods. In addition, the GP lanes were noted to have the same volumes in both of the models during Opening Year (2025) AM and PM peak periods. Thus, both alternatives serve a similar amount of throughput traffic during both peak periods during Opening Year (2025) conditions.
- Design Year (2045) showed more northbound express lane volume with the Original Build Alternative during the AM peak periods while the volume split between GP and express lanes in the southbound direction were considerably similar. Similarly, the Design Year (2045) PM peak period showed more southbound express lane volume with the Original Build Alternative while the volume split between GP and express lanes in the northbound direction were considerably similar. Conversely, GP lanes were shown to have more volume with the Preferred Build Alternative during the peak periods in the peak direction. Thus, although the amount of vehicles in express lanes versus GP lanes differs between the two alternatives, it can be concluded that approximately the same amount of throughput is served with the Original Build Alternative and the Preferred Build Alternative during the peak periods with Design Year (2045) conditions.

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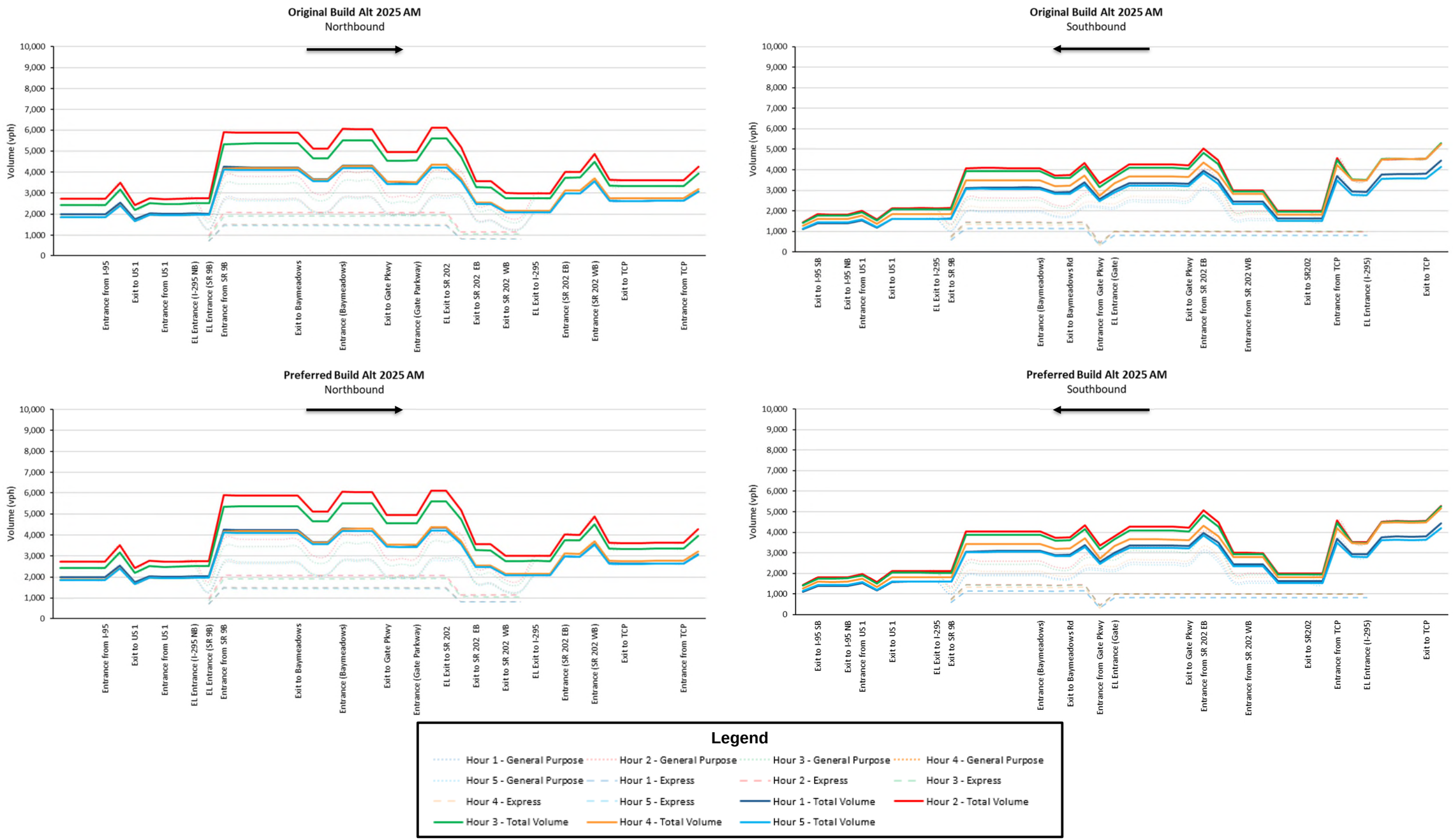

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Open Year (2025) – AM Peak Period Volume Profiles**	Figure 7-22

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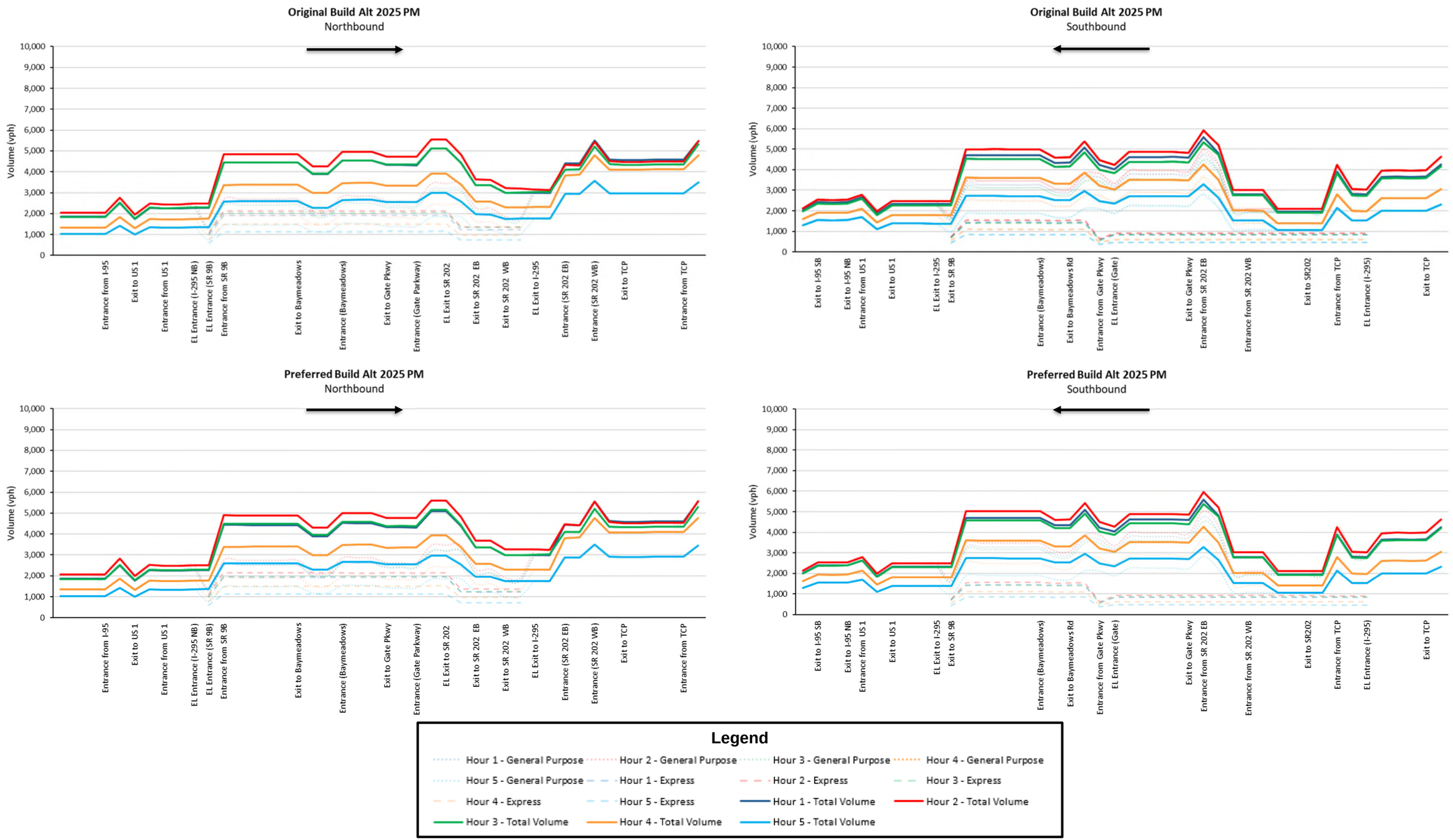

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Open Year (2025) – PM Peak Period Volume Profiles**	Figure 7-23

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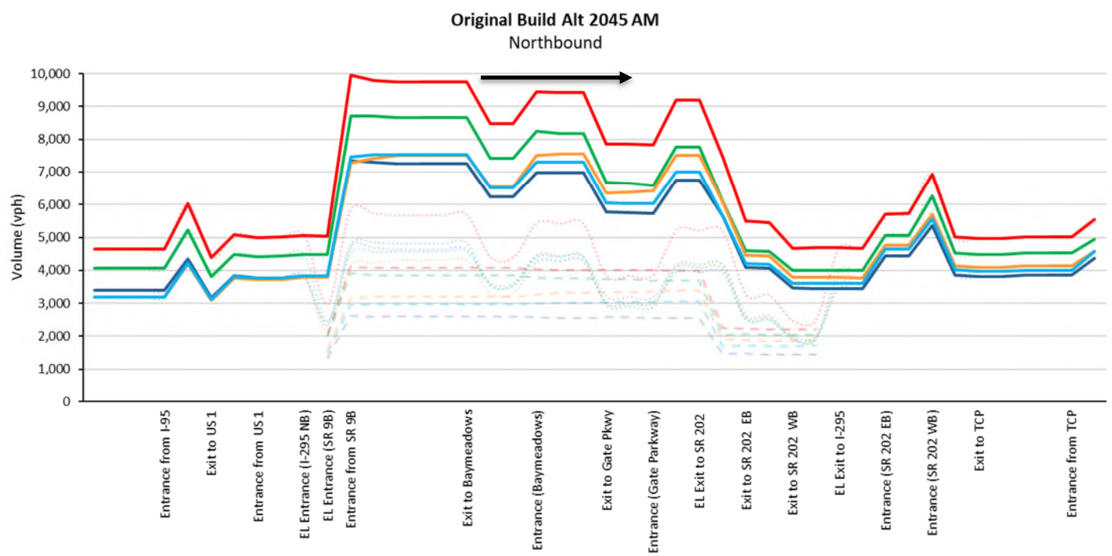
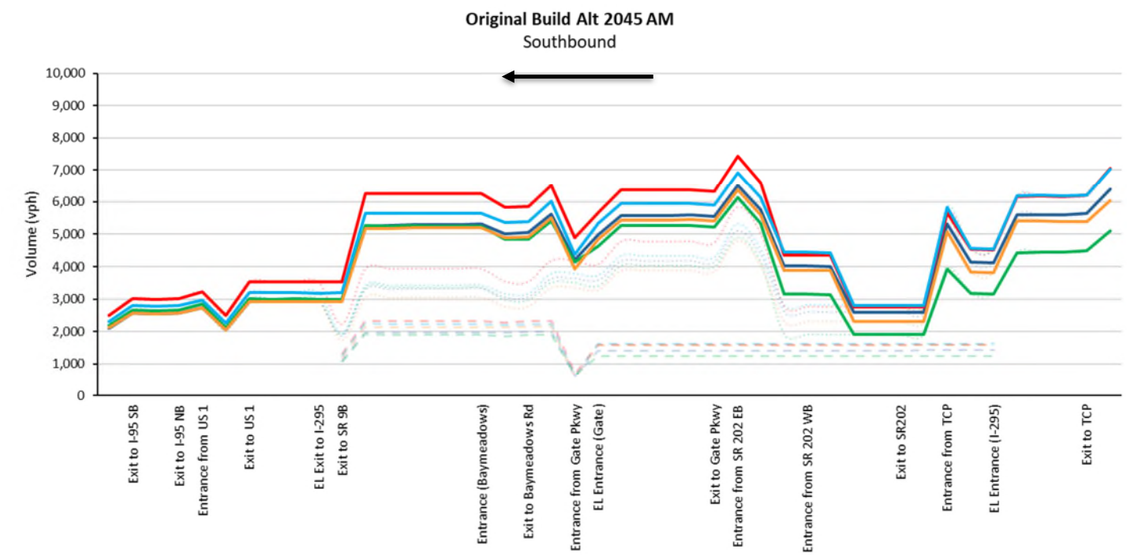
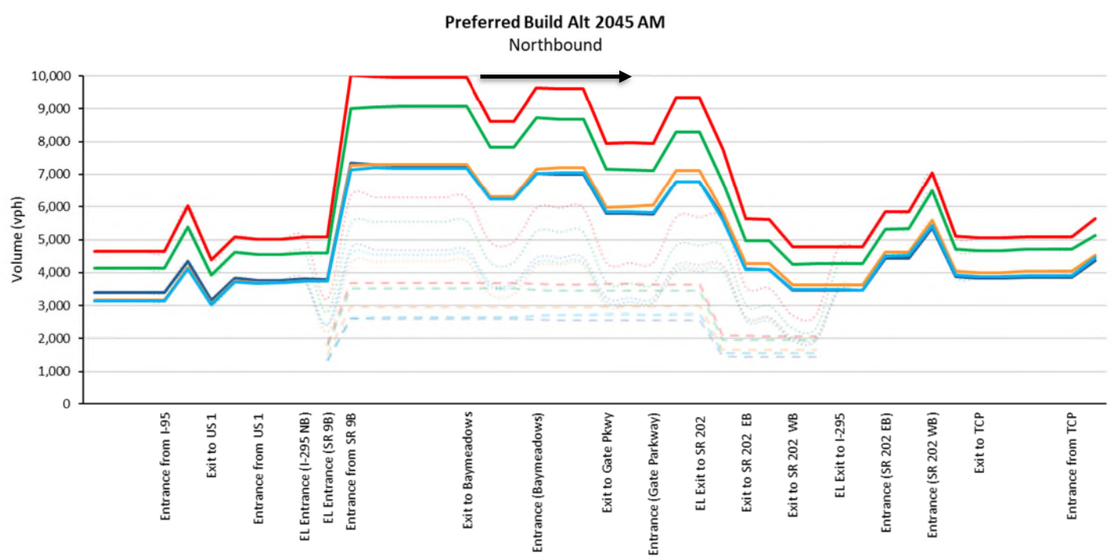
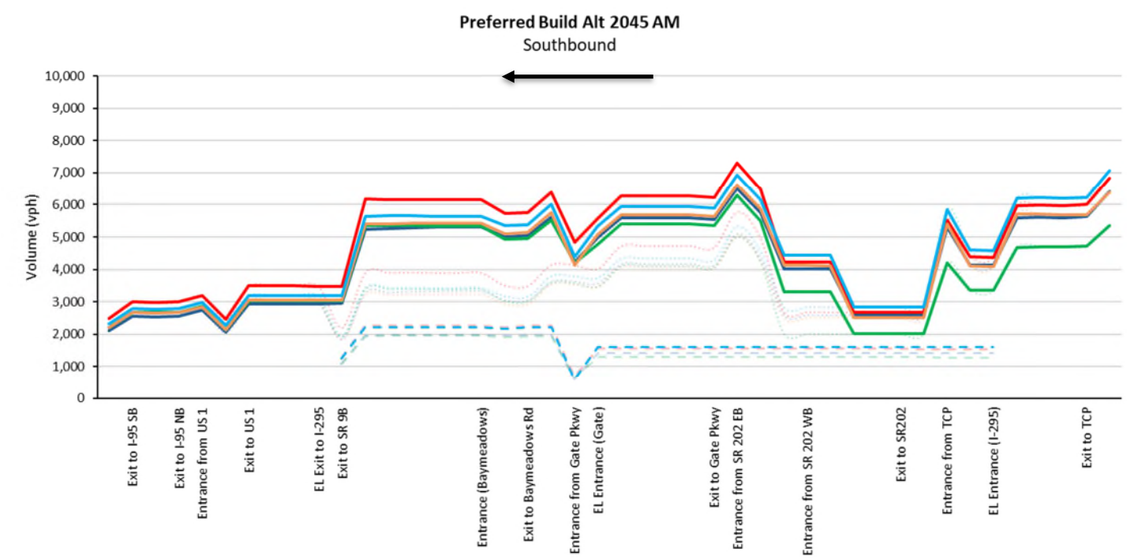




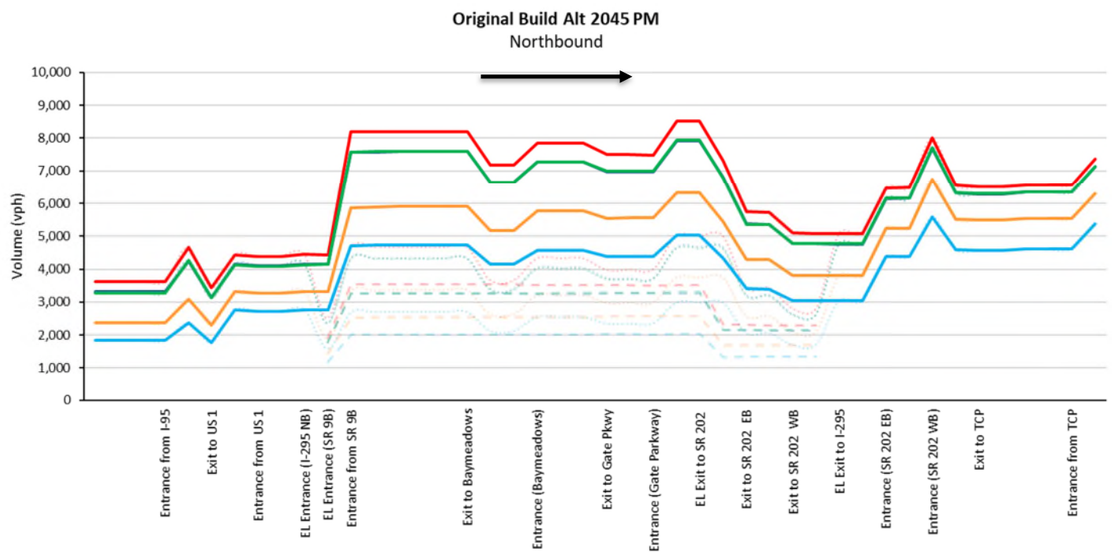


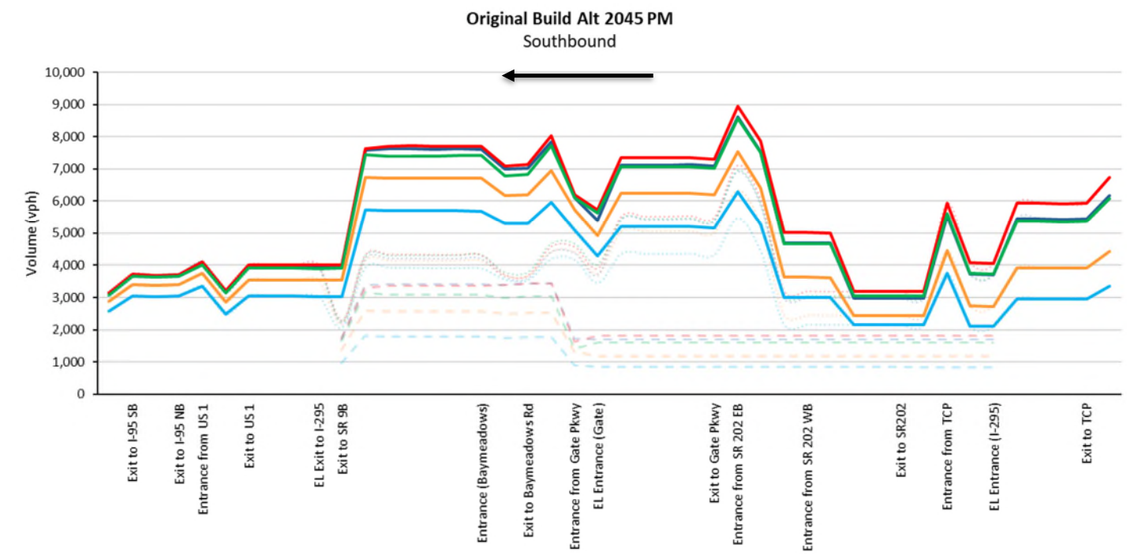


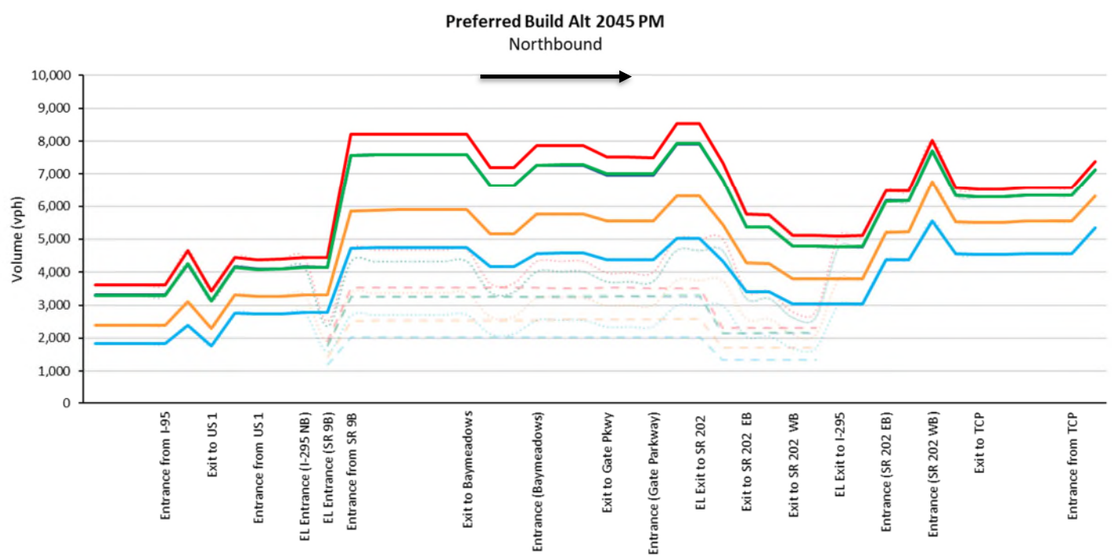
Legend

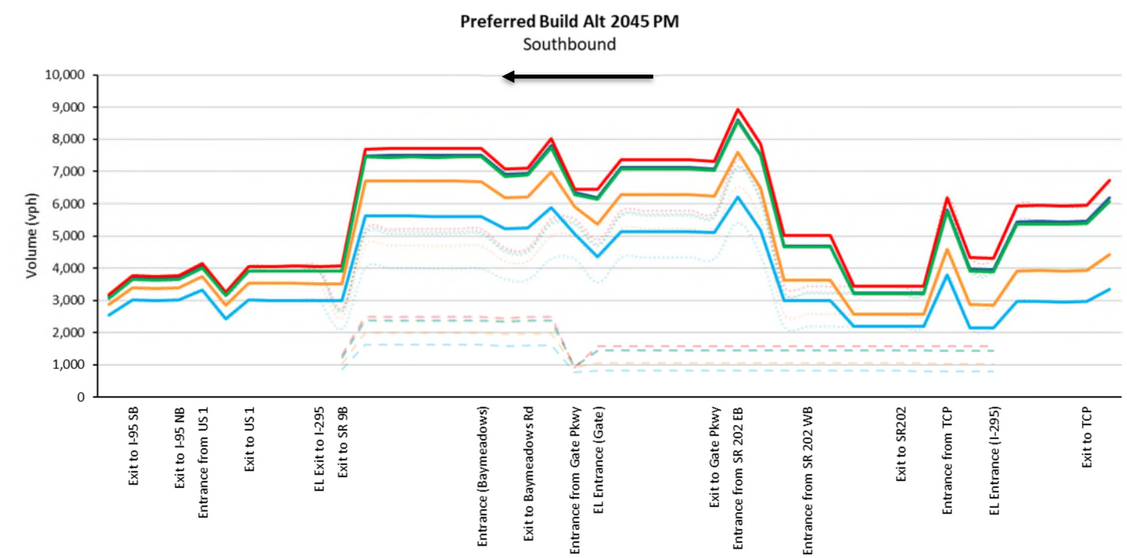
- Hour 1 - General Purpose
- Hour 2 - General Purpose
- Hour 3 - General Purpose
- Hour 4 - General Purpose
- Hour 5 - General Purpose
- Hour 1 - Express
- Hour 2 - Express
- Hour 3 - Express
- Hour 4 - Express
- Hour 5 - Express
- Hour 1 - Total Volume
- Hour 2 - Total Volume
- Hour 3 - Total Volume
- Hour 4 - Total Volume
- Hour 5 - Total Volume

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	**I-295 – Design Year (2045) – AM Peak Period Volume Profiles**	Figure 7-24	Page 109









Legend

- Hour 1 - General Purpose
- Hour 2 - General Purpose
- Hour 3 - General Purpose
- Hour 4 - General Purpose
- Hour 5 - General Purpose
- Hour 1 - Express
- Hour 2 - Express
- Hour 3 - Express
- Hour 4 - Express
- Hour 5 - Express
- Hour 1 - Total Volume
- Hour 2 - Total Volume
- Hour 3 - Total Volume
- Hour 4 - Total Volume
- Hour 5 - Total Volume

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year (2045) – PM Peak Period Volume Profiles	Figure 7-25	Page 110

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7.2 Critical Segment Analysis

Several segments along I-295 are currently under construction as weave segments under the Original Build Alternative proposed in the I-295 East Express Phase I SIMR Re-evaluation (July 2016). The proposed improvements with the Preferred Build Alternative convert many of these weave sections into basic freeway segments with acceleration and deceleration lanes for some interchange ramps. In addition to these segments, it is also important to examine the segments near the express lane ingress and egress locations to ensure the proposed improvements do not adversely impact express lane operations. A total of nine such critical sections were identified within the project limits. Detailed evaluations of these nine critical segments along I-295 during the most critical peak hour effecting these segments are discussed in this Section.

Critical Segment 1 – Northbound I-295 from US 1 to the I-295 Express Lane Ingress – AM Peak Period:

Figure 7-26 shows the speed comparison along northbound I-295 from the US 1 on-ramp to the I-295 northbound express lanes for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the AM peak period.

- Under Opening Year (2025) conditions, mainline I-295 has speeds above 60 mph between the US 1 on-ramp and the northbound I-295 express lane entrance during all five hours of both Build Alternative models. Similar speeds are shown upstream and downstream of this segment indicating neither the on-ramp nor the ingress are adversely impacted with either the Original Build Alternative or the Preferred Build Alternative.
- With Design Year (2045) conditions, speed drops are noted in the Original Build Alternative along the segment of northbound I-295 between the US 1 on-ramp and the express lane ingress with speeds dropping to approximately 40 mph in this segment during Hour 3 and Hour 4 while the downstream and upstream segments maintain higher speeds. Speed drops with the Preferred Build Alternative were not observed in this critical segment. It can be concluded that the impacts of proposed conditions improve upon the conditions presented with the Original Build Alternative in Critical Segment 1 during the Design Year (2045) AM peak period operations.

Critical Segment 2 – Northbound I-295 from SR 9B to SR 152 – AM Peak Period:

Figure 7-27 shows the speed comparison along northbound I-295 from the SR 9B on-ramp to the SR 152 off-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the AM peak period.

- With Opening Year (2025) conditions, northbound I-295 shows speeds above 60 mph between the SR 9B on-ramp and the SR 152 off-ramp during all five hours of simulation with both build alternatives. Similar speeds are shown upstream and downstream of this segment indicating neither ramp is adversely impacted by the Original Build Alternative or the Preferred Build Alternative improvements.
- With Design Year (2045) conditions, speed drops are noted in the Original Build Alternative along the segment of northbound I-295 between the SR 9B on-ramp and the SR 152 off-ramp. The Original Build Alternative shows speeds dropping to less than 35 mph in this segment during Hour 3. The upstream segment maintains speeds greater than 45 mph during all hours of the simulation, but the downstream segment indicates speeds drop to approximately 35 mph during Hour 3. The segment between the SR 9B on-ramp and the SR 152 off-ramp has a speed drop to just over 50 mph during Hour 2 though Hour 4 with the Preferred Build Alternative while other hours maintain 60 mph or higher. It can be concluded that the improvements proposed with the Preferred Build Alternative enhance operations of this segment during Design Year (2045) AM peak period.

Critical Segment 3 – Northbound I-295 from SR 152 to Gate Parkway – AM Peak Period:

Figure 7-28 shows the speed comparison along northbound I-295 from the SR 152 on-ramp to the Gate Parkway off-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the AM peak period.

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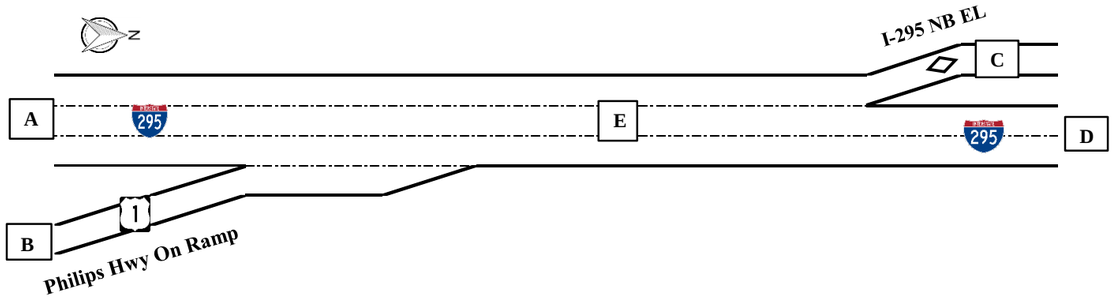
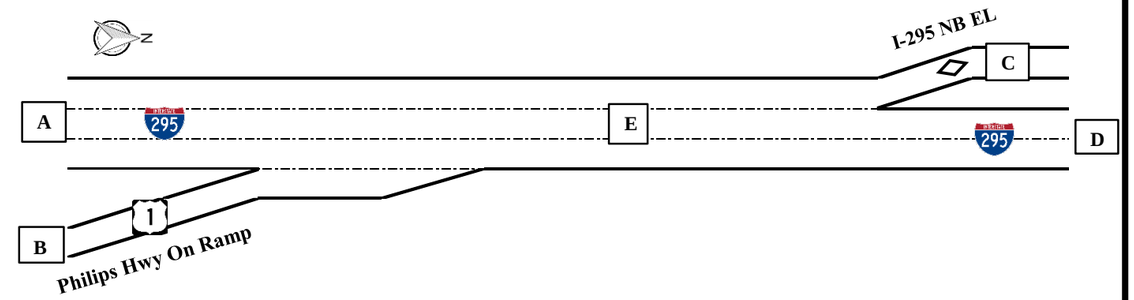
Original Build Alternative
Opening Year (2025)



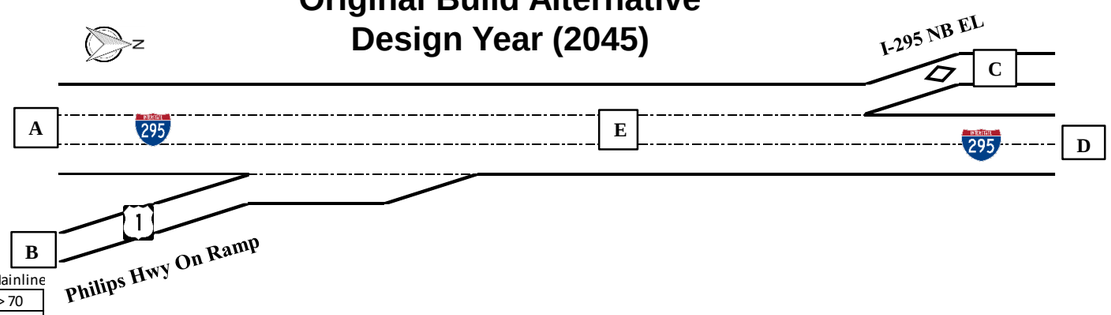
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	66	66	66	66	66
B	Philips Hwy on-ramp	44	44	44	44	44
C	I-295 NB EL Entrance	65	64	64	65	64
D	I-295 NB	66	65	65	66	66
E	I-295 NB	65	65	65	65	65

Preferred Build Alternative
Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	66	66	66	66	66
B	Philips Hwy on-ramp	45	44	44	44	44
C	I-295 NB EL Entrance	65	64	64	65	65
D	I-295 NB	65	65	65	66	66
E	I-295 NB	65	65	65	65	65

Original Build Alternative
Design Year (2045)



Legend

I-295 GP/EL-Mainline

> 70
60 -70
50 - 60
45 - 50
35 - 45
< 35

On Ramp

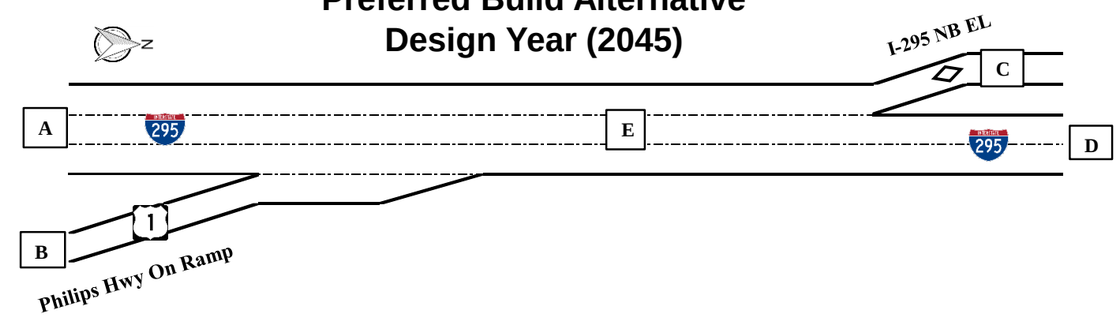
> 40
30 - 40
25 - 30
< 25

Off Ramp

> 35
30 - 35
25 - 30
< 25

Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	63	46	44	57
B	Philips Hwy on-ramp	44	43	43	43	43
C	I-295 NB EL Entrance	63	61	54	46	61
D	I-295 NB	64	60	57	47	62
E	I-295 NB	61	45	39	44	58

Preferred Build Alternative
Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	64	62	57	63
B	Philips Hwy on-ramp	44	44	44	43	44
C	I-295 NB EL Entrance	63	61	59	55	61
D	I-295 NB	64	62	60	64	64
E	I-295 NB	62	60	58	56	62

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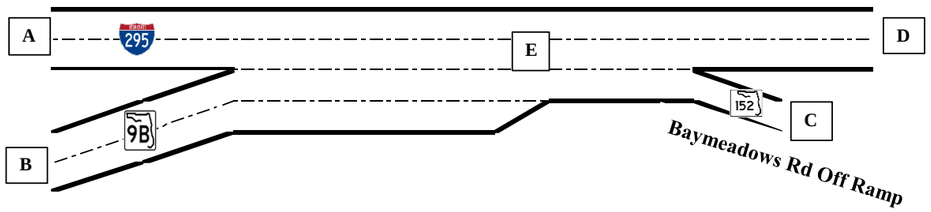
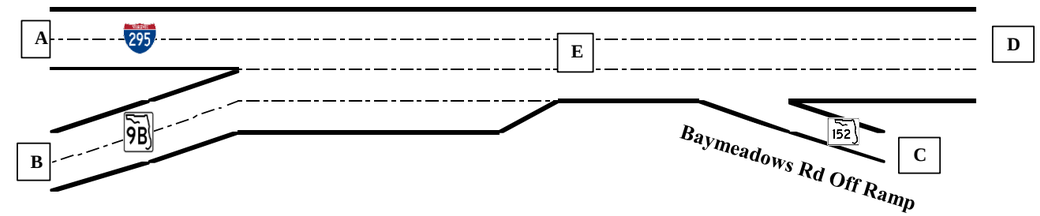
Original Build Alternative Opening Year (2025)



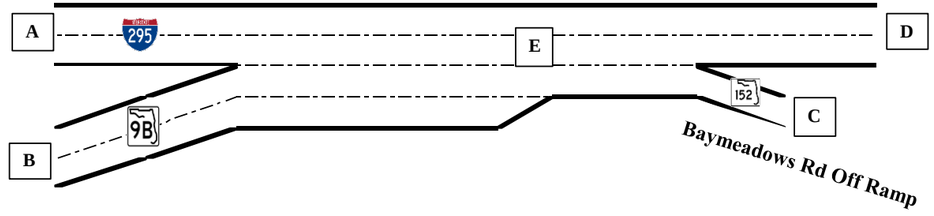
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	66	65	65	66	66
B	SR 9B	65	65	65	66	66
C	Baymeadows Rd off-ramp	44	42	43	44	44
D	I-295 NB	64	63	63	65	65
E	I-295 NB	64	62	63	65	65

Preferred Build Alternative Opening Year (2025)



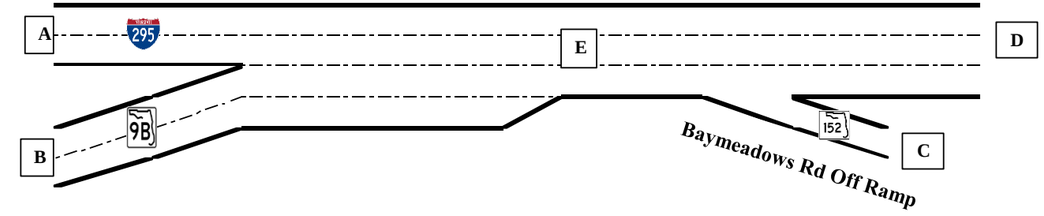
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	65	65	66	66
B	SR 9B	65	65	65	66	66
C	Baymeadows Rd off-ramp	36	36	36	36	36
D	I-295 NB	65	65	65	66	66
E	I-295 NB	63	62	62	63	63

Original Build Alternative Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	60	57	47	62
B	SR 9B	64	59	58	45	61
C	Baymeadows Rd off-ramp	39	36	34	37	39
D	I-295 NB	59	54	33	43	58
E	I-295 NB	56	43	33	43	57

Preferred Build Alternative Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	62	60	64	64
B	SR 9B	64	63	61	62	65
C	Baymeadows Rd off-ramp	35	34	34	34	35
D	I-295 NB	64	62	55	51	64
E	I-295 NB	60	53	50	53	60

Legend

I-295 GP/EL-Mainline

> 70
60 - 70
50 - 60
45 - 50
35 - 45
< 35

On Ramp

> 40
30 - 40
25 - 30
< 25

Off Ramp

> 35
30 - 35
25 - 30
< 25

FDOT

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

I-295 – Critical Segment 2 – AM Peak Period

Figure 7-27

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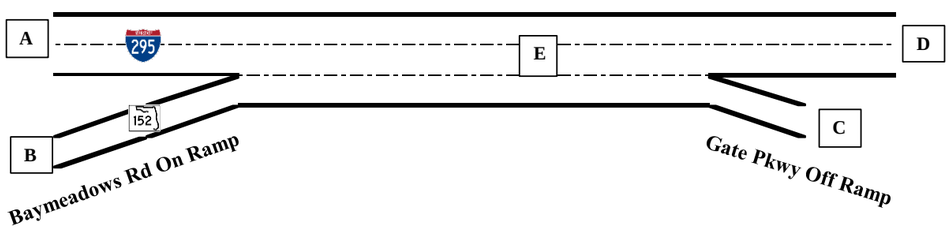
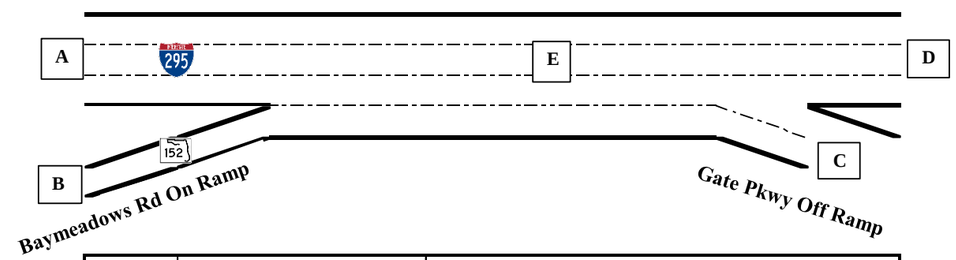
Original Build Alternative Opening Year (2025)



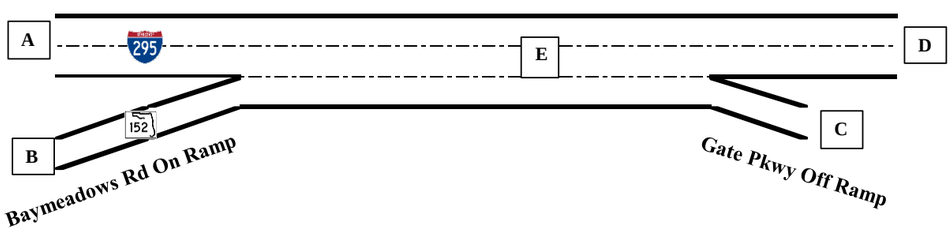
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	63	63	65	65
B	Baymeadows Rd on-ramp	42	42	42	43	43
C	Gate Pkwy off-ramp	39	37	37	38	38
D	I-295 NB	65	63	64	65	65
E	I-295 NB	64	63	63	64	64

Preferred Build Alternative Opening Year (2025)



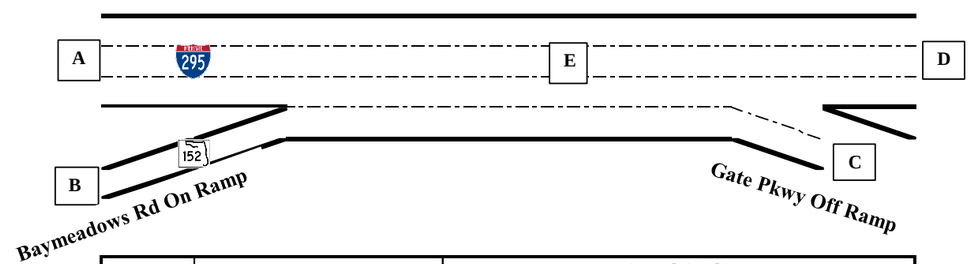
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	65	65	66	65
B	Baymeadows Rd on-ramp	42	42	42	43	43
C	Gate Pkwy off-ramp	52	48	49	52	52
D	I-295 NB	66	65	65	66	66
E	I-295 NB	65	65	65	66	65

Original Build Alternative Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	59	54	33	43	58
B	Baymeadows Rd on-ramp	43	42	31	34	42
C	Gate Pkwy off-ramp	37	31	18	28	33
D	I-295 NB	63	62	43	49	62
E	I-295 NB	62	59	25	42	58

Preferred Build Alternative Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	62	55	51	64
B	Baymeadows Rd on-ramp	43	42	38	34	43
C	Gate Pkwy off-ramp	40	29	14	29	37
D	I-295 NB	65	64	48	51	64
E	I-295 NB	64	63	49	46	62

Legend

I-295 GP/EL-Mainline

	> 70
	60 - 70
	50 - 60
	45 - 50
	35 - 45
	< 35

On Ramp

	> 40
	30 - 40
	25 - 30
	< 25

Off Ramp

	> 35
	30 - 35
	25 - 30
	< 25

FDOT

I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation

I-295 – Critical Segment 3 – AM Peak Period

Figure 7-28

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- Opening Year (2025) conditions show northbound I-295 speeds close to 65 mph between the SR 152 on-ramp and the Gate Parkway off-ramp during all five hours of simulation with both build alternatives. Similar speeds are shown upstream and downstream of this segment indicating neither ramp is adversely impacted by the Original Build Alternative or the Preferred Build Alternative improvements.
- With Design Year (2045) conditions, speed drops are noted in the Original Build Alternative along the segment of northbound I-295 between the SR 152 on-ramp and the Gate Parkway off-ramp with speeds dropping to 25 mph in this segment during Hour 3. The Preferred Build Alternative also reports a slight speed drop during Hour 3, but speeds remain above 45 mph during all five hours of simulation on this segment. Speeds in the upstream and downstream segments also drop in the Original Build Alternative during Hour 3 to less than 45 mph. With the Preferred Build Alternative, the upstream and downstream segments report a slight speed drop during Hour 3, but maintain speeds greater than 45 mph. This indicates that the Preferred Build Alternative operations improve upon the Original Build Alternative during the Design Year (2045) AM peak period.

Critical Segment 4 – Northbound I-295 from Gate Parkway to SR 202 – AM Peak Period:

Figure 7-29 shows the speed comparison along northbound I-295 from the Gate Parkway on-ramp to the SR 202 off-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the AM peak period.

- With Opening Year (2025) conditions, northbound I-295 shows speeds above 60 mph between the Gate Parkway on-ramp and the SR 202 off-ramp during all five hours of simulation with both build alternatives. Similar speeds are shown upstream and downstream of this segment indicating neither ramp is adversely impacted by the Original Build Alternative or the Preferred Build Alternative improvements.
- Design Year (2045) conditions show slight speed drops during Hour 3 to just over 40 mph in the segment between the Gate Parkway on-ramp and the SR 202 eastbound off-ramp with the Original Build Alternative. Speeds in the segments upstream and downstream are also showing similar speed drops during Hour 3 with the Original Build simulation. The congestion is noted in the Preferred Build Alternative during the same hour, but mainline speeds remain greater than 45 mph during all five hours of simulation. This indicates that the Preferred Build Alternative operations improve upon the Original Build Alternative during the Design Year (2045) AM peak period.

Critical Segment 5 – Northbound I-295 from SR 202 to Town Center Parkway – PM Peak Period:

Figure 7-30 shows the speed comparison along northbound I-295 from the northbound express lane egress to north of the Town Center Parkway off-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the PM peak period.

- With Opening Year (2025) conditions, the segment to the north of Town Center Parkway is merged from four-lanes to two lanes. This major merge causes a bottleneck in both the Original Build Alternative and the Preferred Build Alternative during Hour 2 through Hour 4 that extends all the way back to the SR 202 eastbound on-ramp. Speeds along northbound I-295 drop below 20 mph in the build alternatives during Hour 3. However, the entire critical segment shows higher speeds greater than 60 mph in Hour 5 with both alternatives.
- With Design Year (2045) conditions, planned improvements near the Town Center Parkway interchange improves the merge condition observed in Opening Year (2025). This improvement significantly enhances operations with speeds maintained at 60 mph or higher during all five hours of simulation for both build alternatives along northbound I-295. It can be concluded that with the planned improvements, operations of the Original Build Alternative and the Preferred Build Alternative do not adversely impact this critical segment with Design (2045) PM peak period conditions and execute similar traffic operations along this segment.

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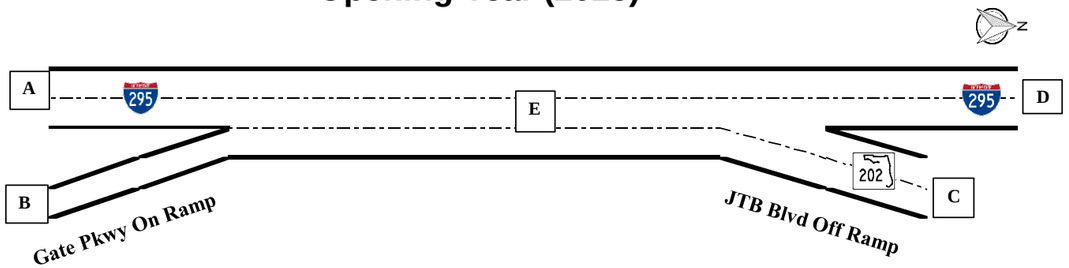
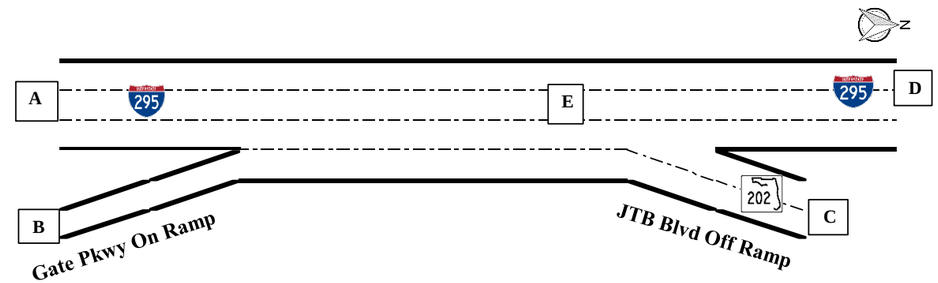
Original Build Alternative
Opening Year (2025)



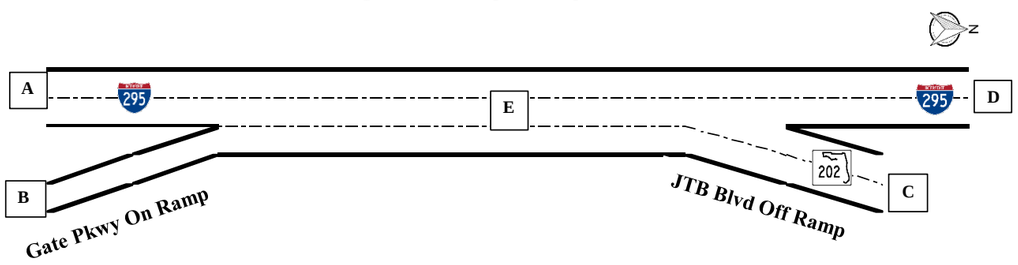
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	62	63	64	64
B	Gate Pkwy on-ramp	47	46	46	47	47
C	JTB Blvd off-ramp	55	54	55	55	55
D	I-295 NB	65	63	64	65	65
E	I-295 NB	64	62	62	64	64

Preferred Build Alternative
Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	64	64	65	66
B	Gate Pkwy on-ramp	47	46	46	47	47
C	JTB Blvd off-ramp	55	54	55	55	55
D	I-295 NB	65	65	65	65	65
E	I-295 NB	64	63	64	64	64

Original Build Alternative
Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	62	59	42	49	62
B	Gate Pkwy on-ramp	47	47	35	41	47
C	JTB Blvd off-ramp	54	54	52	52	54
D	I-295 NB	63	60	44	51	63
E	I-295 NB	61	57	42	50	63

Legend

I-295 GP/EL-Mainline

	> 70
	60 -70
	50 - 60
	45 - 50
	35 - 45
	< 35

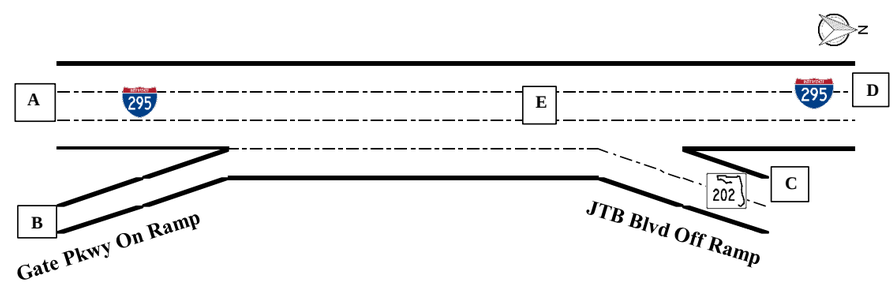
On Ramp

	> 40
	30 - 40
	25 - 30
	< 25

Off Ramp

	> 35
	30 - 35
	25 - 30
	< 25

Preferred Build Alternative
Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	62	48	51	64
B	Gate Pkwy on-ramp	47	47	37	40	47
C	JTB Blvd off-ramp	54	53	50	49	54
D	I-295 NB	64	62	49	57	65
E	I-295 NB	64	61	46	53	64

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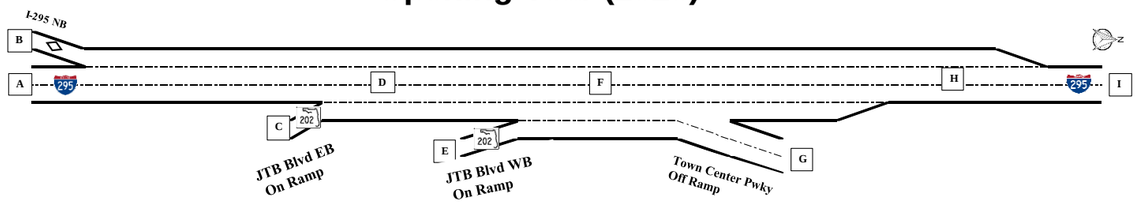
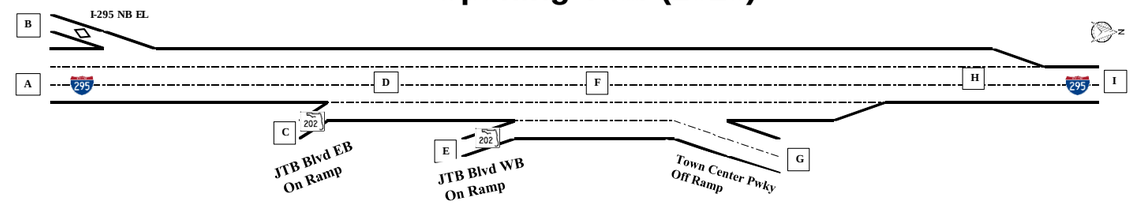
Original Build Alternative Opening Year (2025)



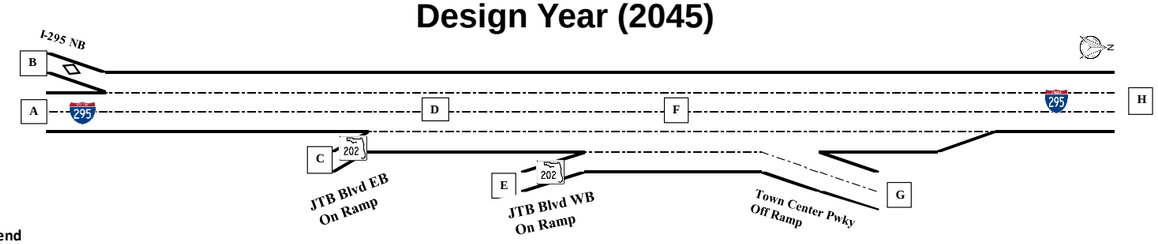
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	54	47	65	66
B	I-295 NB EL Exit	60	55	48	62	64
C	JTB Blvd EB On-Ramp	48	31	9	35	49
D	I-295 NB	58	31	9	39	63
E	JTB Blvd WB On-Ramp	49	47	47	49	50
F	I-295 NB	52	25	11	33	65
G	Town Center Pkwy off-ramp	43	40	38	41	44
H	I-295 NB	48	27	18	33	65
I	I-295 NB	53	38	30	45	64

Preferred Build Alternative Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	66	66	66	66	66
B	I-295 NB EL Exit	62	62	63	63	64
C	JTB Blvd EB On-Ramp	49	35	8	36	49
D	I-295 NB	62	37	10	40	63
E	JTB Blvd WB On-Ramp	49	47	47	49	50
F	I-295 NB	59	27	12	33	65
G	Town Center Pkwy off-ramp	43	40	38	41	43
H	I-295 NB	52	26	15	32	64
I	I-295 NB	54	39	28	45	64

Original Build Alternative Design Year (2045)



Legend

I-295 GP/EL-Mainline

	> 70
	60 - 70
	50 - 60
	45 - 50
	35 - 45
	< 35

On Ramp

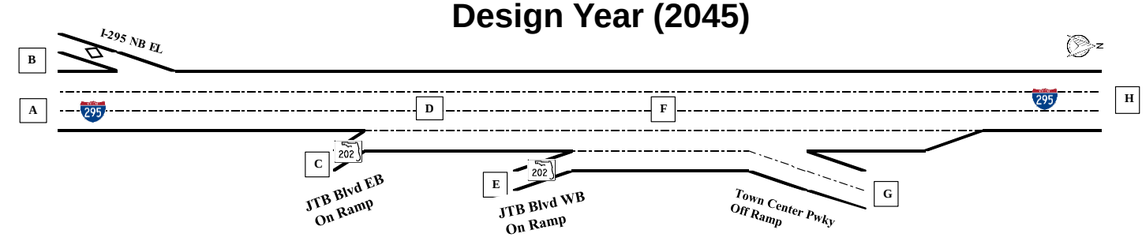
	> 40
	30 - 40
	25 - 30
	< 25

Off Ramp

	> 35
	30 - 35
	25 - 30
	< 25

Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	64	64	64	65	65
B	I-295 NB EL Exit	61	62	62	62	63
C	JTB Blvd EB On-Ramp	49	49	49	49	49
D	I-295 NB	63	63	63	63	63
E	JTB Blvd WB On-Ramp	49	49	49	49	49
F	I-295 NB	63	62	63	63	64
G	Town Center Pkwy off-ramp	40	39	38	42	42
H	I-295 NB	62	61	62	63	64

Preferred Build Alternative Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 NB	65	65	66	66	66
B	I-295 NB EL Exit	62	62	62	62	62
C	JTB Blvd EB On-Ramp	47	47	48	49	49
D	I-295 NB	63	63	63	63	63
E	JTB Blvd WB On-Ramp	49	49	49	50	50
F	I-295 NB	63	62	63	64	64
G	Town Center Pkwy off-ramp	49	49	49	49	49
H	I-295 NB	62	62	62	63	64

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Critical Segment 6 – Southbound I-295 at the Town Center Parkway Interchange – AM Peak Period:

Figure 7-31 shows the speed comparison along southbound I-295 between the Town Center Parkway interchange ramps for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the AM peak period. This critical segment also is the location of the first southbound I-295 express lane ingress within the study area limits.

- Under Opening Year (2025) conditions, this segment shows a bottleneck downstream of the Town Center Parkway off-ramp along southbound I-295. Speeds in the Original Build Alternative and the Preferred Build Alternative drop to less than 40 mph in this segment and the segment upstream along southbound I-295 during Hour 2 through Hour 4. Downstream of this bottleneck, speeds are near 65 mph in both build alternatives for all hours of the simulation. Thus, the improvements proposed do not make conditions worse than what is currently being constructed with the Original Build Alternative in this critical segment during the Opening Year (2025) AM peak period.
- With Design Year (2045) conditions, the bottleneck location identified south of the Town Center Parkway off-ramp along southbound I-295 in Opening Year (2025) magnifies with higher entry volumes. Speeds in the Original Build Alternative and the Preferred Build Alternative drop to less than 35 mph in this segment and the segment upstream along southbound I-295 during Hour 2 through Hour 5. Speeds do not increase to acceptable targets in either build model during the five-hour simulation in this critical segment. Downstream of this bottleneck, speeds less than 30 mph are noted in both build alternatives during Hour 3. The improvements proposed do not make conditions worse than what is currently being constructed with the Original Build Alternative in this critical segment during the Design Year (2045) AM peak period.

Critical Segment 7 – Southbound I-295 from SR 202 to Gate Parkway – PM Peak Period:

Figure 7-32 shows the speed comparison along southbound I-295 from westbound SR 202 on-ramp to the Gate Parkway off-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the PM peak period.

- Under Opening Year (2025) conditions, mainline I-295 has speeds above 60 mph between the westbound SR 202 on-ramp and the Gate Parkway off-ramp during all five hours of both Build Alternative models. Similar speeds are shown upstream and downstream of this segment indicating neither the on-ramp nor the express lane ingress present downstream of this segment are adversely impacted with either the Original Build Alternative or the Preferred Build Alternative.
- Design Year (2045) conditions show speeds overall maintained at 60 mph and above between the westbound SR 202 on-ramp and the Gate Parkway off-ramp during all five hours of both Build Alternative models. With similar speeds shown upstream and downstream of the critical segment, it can be concluded that the improvements with the Preferred Build Alternative do not adversely impact this critical segment during Design Year (2045) PM peak period conditions.

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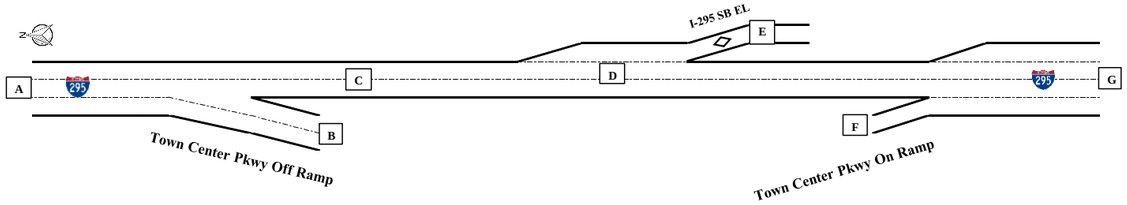
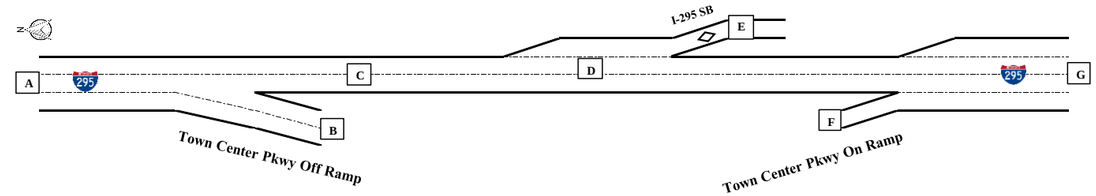
Original Build Alternative
Opening Year (2025)



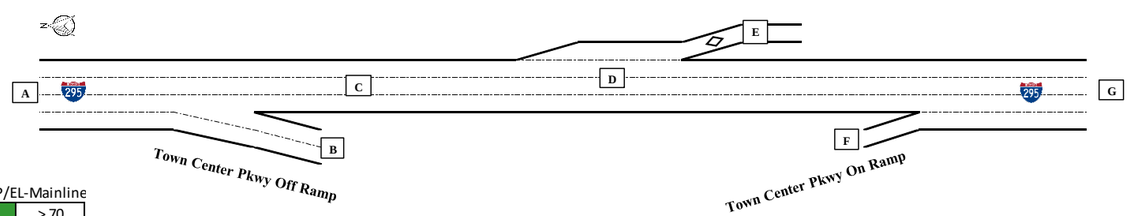
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	56	36	37	36	60
B	Town Center Pkwy off-ramp	40	39	39	39	40
C	I-295 SB	56	37	39	39	60
D	I-295 SB	60	56	56	56	62
E	I-295 SB EL Entrance	65	65	65	64	65
F	Town Center Pkwy on-ramp	47	46	46	47	47
G	I-295 SB	64	63	63	64	64

Preferred Build Alternative
Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	57	36	36	35	58
B	Town Center Pkwy off-ramp	40	39	39	39	41
C	I-295 SB	57	38	38	37	59
D	I-295 SB	60	55	55	55	61
E	I-295 SB EL Entrance	65	65	64	64	65
F	Town Center Pkwy on-ramp	47	46	46	47	47
G	I-295 SB	64	63	63	64	64

Original Build Alternative
Design Year (2045)



Legend

I-295 GP/EL-Mainline

> 70
60 -70
50 - 60
45 - 50
35 - 45
< 35

On Ramp

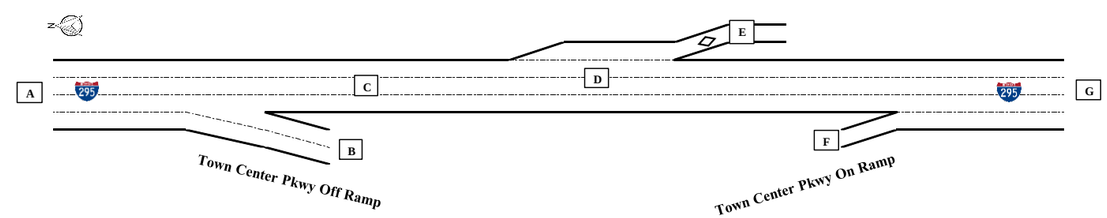
> 40
30 - 40
25 - 30
< 25

Off Ramp

> 35
30 - 35
25 - 30
< 25

Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	58	35	19	28	33
B	Town Center Pkwy off-ramp	40	37	34	38	39
C	I-295 SB	56	43	24	34	45
D	I-295 SB	58	50	28	38	52
E	I-295 SB EL Entrance	63	62	62	61	62
F	Town Center Pkwy on-ramp	46	44	21	33	46
G	I-295 SB	63	57	27	45	61

Preferred Build Alternative
Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	58	32	21	29	33
B	Town Center Pkwy off-ramp	40	38	35	34	39
C	I-295 SB	56	41	28	38	45
D	I-295 SB	58	47	31	42	52
E	I-295 SB EL Entrance	63	62	62	61	62
F	Town Center Pkwy on-ramp	46	41	24	37	46
G	I-295 SB	63	54	31	49	62

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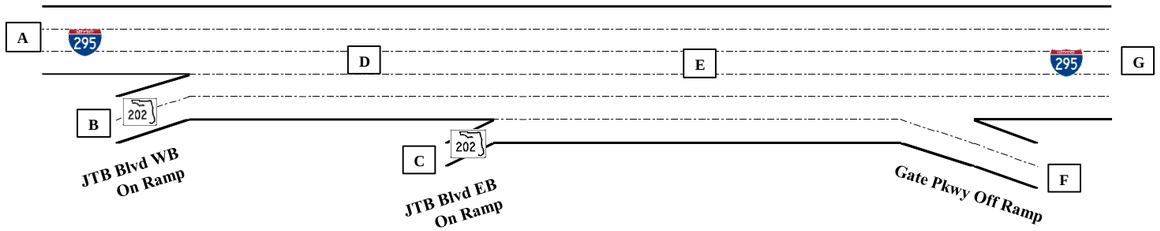
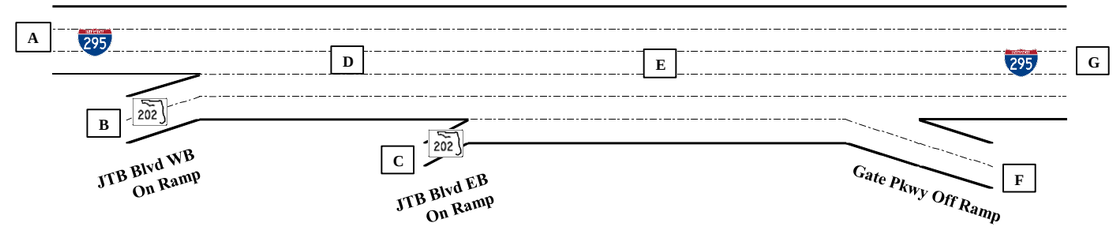
Original Build Alternative
Opening Year (2025)



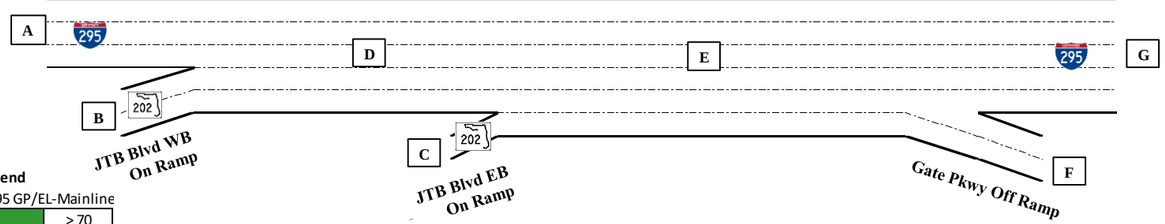
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	66	66	66	66	66
B	JTB Blvd WB on-ramp	49	49	49	50	50
C	JTB Blvd EB on-ramp	50	49	50	50	50
D	I-295 SB	64	64	64	65	65
E	I-295 SB	65	65	65	65	66
F	Gate Pkwy off-ramp	38	38	38	38	39
G	I-295 SB	66	65	65	66	66

Preferred Build Alternative
Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	66	66	66	66	66
B	JTB Blvd WB on-ramp	49	49	49	50	50
C	JTB Blvd EB on-ramp	49	49	48	49	49
D	I-295 SB	64	64	64	65	65
E	I-295 SB	65	65	65	65	66
F	Gate Pkwy off-ramp	38	38	38	39	39
G	I-295 SB	65	65	65	66	66

Original Build Alternative
Design Year (2045)



Legend

I-295 GP/EL-Mainline

> 70
60 -70
50 - 60
45 - 50
35 - 45
< 35

On Ramp

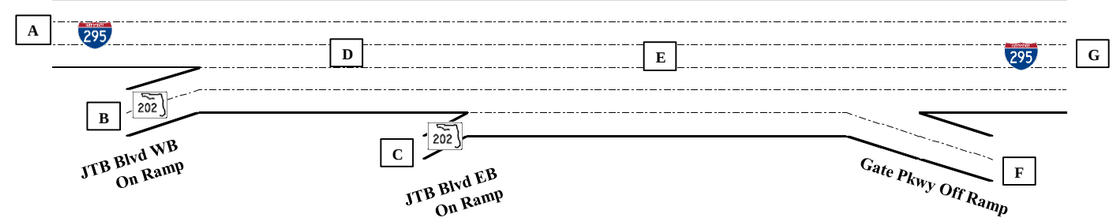
> 40
30 - 40
25 - 30
< 25

Off Ramp

> 35
30 - 35
25 - 30
< 25

Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	65	65	65	63	66
B	JTB Blvd WB on-ramp	49	49	49	47	49
C	JTB Blvd EB on-ramp	49	49	49	48	49
D	I-295 SB	64	63	64	60	64
E	I-295 SB	64	63	61	59	65
F	Gate Pkwy off-ramp	37	37	37	37	38
G	I-295 SB	60	59	60	59	64

Preferred Build Alternative
Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	65	65	65	66	65
B	JTB Blvd WB on-ramp	49	49	49	49	49
C	JTB Blvd EB on-ramp	49	49	49	49	49
D	I-295 SB	63	63	64	64	64
E	I-295 SB	64	64	64	65	65
F	Gate Pkwy off-ramp	37	37	37	37	38
G	I-295 SB	64	64	65	65	65

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Critical Segment 8 – Southbound I-295 from the I-295 Express Lane Ingress to Gate Parkway – PM Peak Period:

Figure 7-33 shows the speed comparison along southbound I-295 from the second southbound I-295 express lane ingress (for SR 202 vehicles) to the Gate Parkway on-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the PM peak period.

- Under Opening Year (2025) conditions, mainline I-295 has speeds above 60 mph between the second express lane ingress (for SR 202 vehicles) to the Gate Parkway on-ramp during all five hours of both Build Alternative models. Similar speeds are shown upstream and downstream of this segment indicating neither the on-ramp nor the express lane ingress are adversely impacted with either the Original Build Alternative or the Preferred Build Alternative.
- With Design Year (2045) conditions, speed drops to nearly 30 mph are noted in the Original Build Alternative in Hour 1 through Hour 3 in the segment downstream of the Gate Parkway merge. This same segment has speeds greater than 60 mph under Preferred Build Alternative conditions for all hours of the simulation. Speeds upstream of the express lane ingress location is near 55 mph during Hour 1 through Hour 4 with the Original Build Alternative while speeds are maintained at 65 mph during all five hours of the Preferred Build Alternative simulation. Thus, the improvements proposed with the Preferred Build Alternative have a positive impact on this critical segment when compared with the Original Build Alternative for Design Year (2045) PM peak period conditions.

Critical Segment 9 – Southbound I-295 from SR 152 to SR 9B – PM Peak Period:

Figure 7-34 shows the speed comparison along southbound I-295 from the SR 152 off-ramp to the SR 9B off-ramp for Opening Year (2025) and Design Year (2045) conditions with the Original Build Alternative and the Preferred Build Alternative for the PM peak period.

- Under Opening Year (2025) conditions, mainline I-295 has speeds above 60 mph between the SR 152 off-ramp to the SR 9B off-ramp during all five hours of both Build Alternative models. Similar speeds are shown upstream and downstream of this segment indicating that SR 152 and SR 9B interchanges are not adversely impacted with either the Original Build Alternative or the Preferred Build Alternative.
- With Design Year (2045) conditions, speed drops are noted in the Original Build Alternative near the southbound I-295 merge between the SR 152 interchange on- and off-ramps. Speeds drop to as low as 28 mph during Hour 1 through Hour 3 of the simulation. Speeds increase to approximately 50 mph or higher with the Original Build Alternative in Hour 4 along the mainline. However, with the Preferred Build Alternative, no speed drops are observed along this section of southbound I-295 during any hour of the five-hour simulation. The Preferred Build Alternative proposes to eliminate the merge condition between the SR 152 on- and off-ramps which keeps speeds at 60 mph or higher during all hours of the simulation in this critical segment. It can be concluded that the improvements proposed with the Preferred Build Alternative greatly enhance Critical Segment 9 operations in the Design Year (2045) PM peak period.

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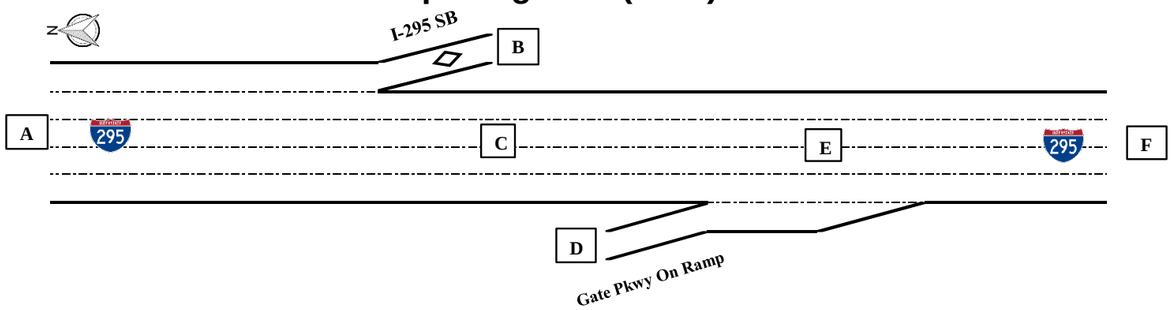
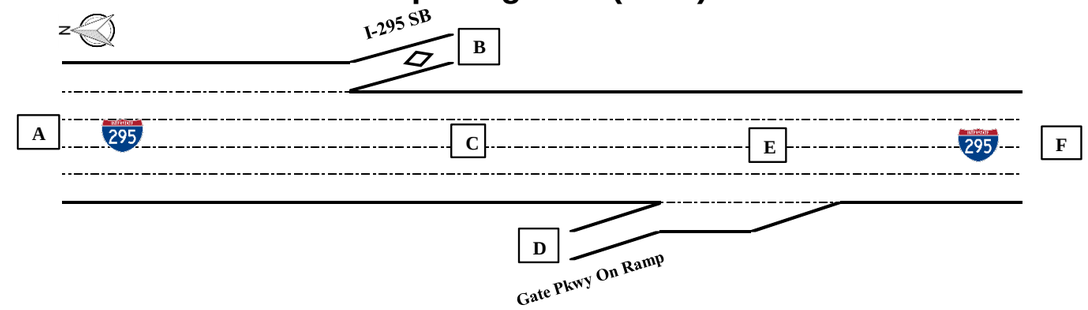
Original Build Alternative
Opening Year (2025)



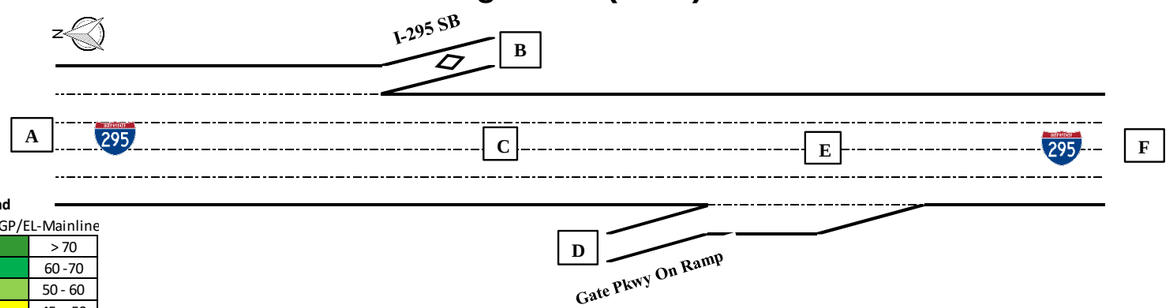
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	66	65	65	66	66
B	I-295 SB EL Entrance	65	64	65	65	66
C	I-295 SB	66	66	66	66	66
D	Gate Pkwy on-ramp	45	45	45	46	46
E	I-295 SB	65	65	65	65	66
F	I-295 SB	65	64	65	65	66

Preferred Build Alternative
Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	65	65	65	66	66
B	I-295 SB EL Entrance	65	65	65	65	66
C	I-295 SB	66	66	66	66	66
D	Gate Pkwy on-ramp	45	45	45	45	46
E	I-295 SB	65	65	65	66	66
F	I-295 SB	65	65	65	66	66

Original Build Alternative
Design Year (2045)



Legend

I-295 GP/EL-Mainline

> 70
60 - 70
50 - 60
45 - 50
35 - 45
< 35

On Ramp

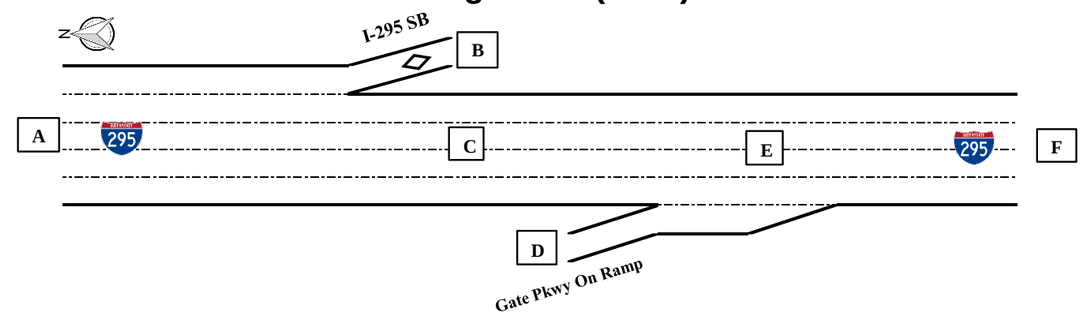
> 40
30 - 40
25 - 30
< 25

Off Ramp

> 35
30 - 35
25 - 30
< 25

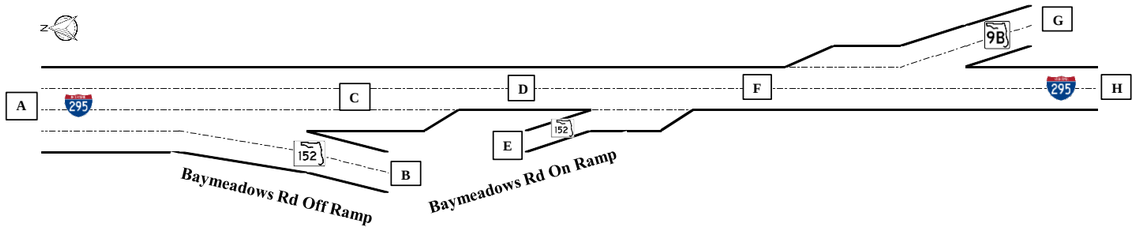
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	60	59	60	59	64
B	I-295 SB EL Entrance	58	59	60	60	63
C	I-295 SB	66	64	63	64	66
D	Gate Pkwy on-ramp	45	45	45	45	45
E	I-295 SB	54	46	56	63	64
F	I-295 SB	41	34	41	60	63

Preferred Build Alternative
Design Year (2045)



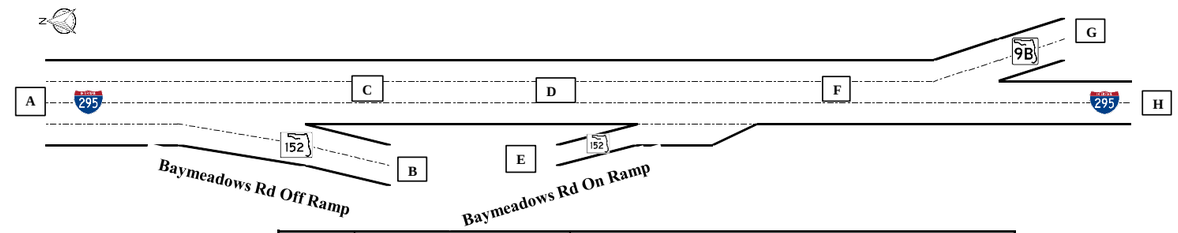
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	64	64	65	65	65
B	I-295 SB EL Entrance	64	64	64	64	64
C	I-295 SB	65	65	65	65	66
D	Gate Pkwy on-ramp	45	45	45	45	45
E	I-295 SB	64	64	65	65	65
F	I-295 SB	64	63	63	64	65

Original Build Alternative Opening Year (2025)



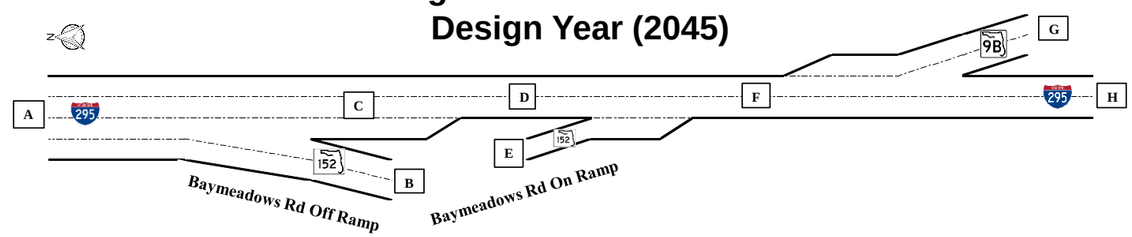
Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	65	64	65	65	66
B	Baymeadows Rd off-ramp	42	41	42	42	42
C	I-295 SB	64	64	64	65	65
D	I-295 SB	64	64	64	65	65
E	Baymeadows Rd on-ramp	46	46	46	46	46
F	I-295 SB	62	62	62	64	65
G	SR 9B	65	65	65	66	66
H	I-295 SB	65	65	65	66	66

Preferred Build Alternative Opening Year (2025)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	65	65	65	66	66
B	Baymeadows Rd off-ramp	41	41	41	42	42
C	I-295 SB	66	65	66	66	66
D	I-295 SB	65	65	65	66	66
E	Baymeadows Rd on-ramp	46	46	46	46	46
F	I-295 SB	65	65	65	66	66
G	SR 9B	65	65	65	66	66
H	I-295 SB	65	65	65	66	66

Original Build Alternative Design Year (2045)



Legend

I-295 GP/EL-Mainline

	> 70
	60 - 70
	50 - 60
	45 - 50
	35 - 45
	< 35

On Ramp

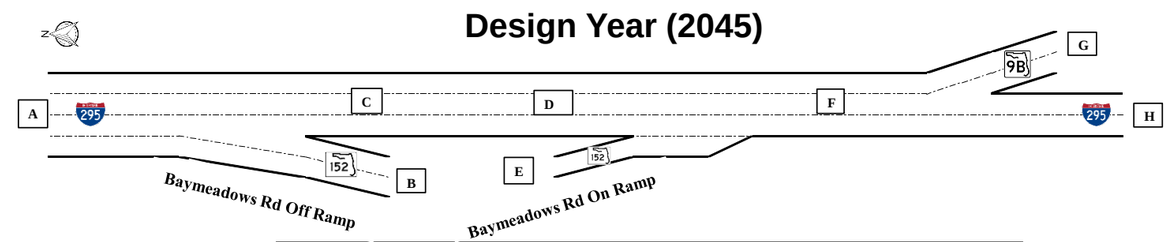
	> 40
	30 - 40
	25 - 30
	< 25

Off Ramp

	> 35
	30 - 35
	25 - 30
	< 25

Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	41	34	41	60	63
B	Baymeadows Rd off-ramp	40	37	32	41	42
C	I-295 SB	37	30	36	57	62
D	I-295 SB	37	32	35	53	60
E	Baymeadows Rd on-ramp	46	45	46	46	46
F	I-295 SB	32	28	30	44	57
G	SR 9B	65	65	65	65	65
H	I-295 SB	64	64	64	64	65

Preferred Build Alternative Design Year (2045)



Location	Roadway	Speed (mi/h)				
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
A	I-295 SB	64	63	63	64	65
B	Baymeadows Rd off-ramp	41	38	30	41	42
C	I-295 SB	64	64	64	65	65
D	I-295 SB	64	64	64	64	65
E	Baymeadows Rd on-ramp	46	46	46	46	46
F	I-295 SB	63	63	63	64	65
G	SR 9B	63	63	63	64	65
H	I-295 SB	63	63	63	63	65

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7.3 Arterial Operational Performance

VISSIM-based operational analysis was performed to assess the operation of the signalized intersections within the study area. Additional intersection operational improvements are not proposed with the Preferred Build Alternative. Thus, no differences between the Original Build Alternative and Preferred Build Alternative intersection lane configurations exist. Minor signal timing adjustments were performed for both build alternatives at locations where signal timings could improve mainline operations. The intersection results are similar between the two alternatives for Opening (2025) and Design (2045) Years.

Table 7-15 summarizes the intersection delay and LOS (derived from VISSIM) for all intersections within the study area. The results show four intersections operate at LOS F during the Opening Year (2025) AM peak period and three during the Opening Year (2025) PM peak period. By Design Year (2045), five intersections operate at LOS F during the AM and PM peak periods with the Preferred Build Alternative. These intersections with failing LOS are summarized below.

Opening Year (2025):

- US 1 at Business Park Boulevard (AM and PM)
- US 1 at I-295 northbound ramp terminal (AM and PM)
- Gate Parkway and Town Center Parkway (AM)
- Kernan Boulevard at SR 202 eastbound ramp terminal (AM and PM)

Design Year (2045):

- US 1 at Business Park Boulevard (AM and PM)
- US 1 at I-295 northbound ramp terminal (AM and PM)
- US 1 at Southside Boulevard (AM and PM)
- SR 152 at Point Meadows Drive (AM and PM)
- Gate Parkway at Deerwood Park Boulevard (AM and PM)

Design Year (2045) shows improved LOS for some study area intersections when compared with Opening Year (2025) conditions. This is due to the increase in through volume at signalized intersections with decreased number of stops, thus the overall delay per vehicle at some intersections decreased in comparison with Opening Year (2025) delays since this is VISSIM-based evaluation and the delay is accounted for only the simulated vehicles.

Capacity issues within the arterial facilities are contributed to these failing intersection operations. These issues are independent of the improvements currently under construction with the Original Build Alternative and of the proposed improvements with the Preferred Build Alternative do not adversely impact arterial operations.

Additionally, average and maximum queue lengths from VISSIM for ramp terminal intersections were evaluated to ensure the operations at these intersections do not hinder the performance of the mainline operations. **Table 7-16** and **Table 7-17** provide a summary of average queue lengths for ramp terminal intersections for Opening Year (2025) and Design Year (2045), respectively.

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Table 7-15: Intersection Analysis Summary – Original Build and Preferred Build Alternatives

2025											
Intersection Name	Intersection Type	AM					PM				
		Original Build Alternative		Preferred Build Alternative		Percent Reduction	Original Build Alternative		Preferred Build Alternative		Percent Reduction
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
Business Park Blvd & US 1	Adjacent	115.14	F	116.58	F	-1.25%	118.96	F	119.46	F	-0.42%
I-295 NB Off and On Ramps & US 1	Ramp Terminal	114.92	F	119.06	F	-3.60%	95.45	F	102.36	F	-7.24%
I-295 SB Off and On Ramps & US 1	Ramp Terminal	34.31	C	35.37	D	-3.09%	40.70	D	45.97	D	-12.95%
Southside Blvd & US 1	Adjacent	77.37	E	78.13	E	-0.98%	60.79	E	68.77	E	-13.13%
SR 152 & Point Meadows Drive	Adjacent	39.69	D	37.18	D	6.32%	50.06	D	50.03	D	0.06%
SR 152 & I-295 SB Off and On Ramps	Ramp Terminal	21.25	C	18.61	B	12.42%	16.61	B	17.12	B	-3.07%
SR 152 & I-295 NB Off Ramp	Ramp Terminal	26.75	C	24.46	C	8.56%	19.31	B	19.78	B	-2.43%
SR 152 & R G E Skinner Blvd	Adjacent	35.52	D	35.54	D	-0.06%	36.91	D	36.74	D	0.46%
Gate Parkway & Point Meadows Drive	Adjacent	18.3	B	18.19	B	0.60%	31.21	C	34.00	C	-8.94%
Gate Parkway & I-295 SB Off and On Ramps	Ramp Terminal	13.74	B	14.00	B	-1.89%	14.01	B	14.10	B	-0.64%
Gate Parkway & I-295 NB Off and On Ramps	Ramp Terminal	33.75	C	34.04	C	-0.86%	8.32	A	8.33	A	-0.12%
Gate Parkway & Deerwood Park Blvd	Adjacent	33.90	C	33.54	C	1.06%	35.21	D	28.27	C	19.71%
Gate Parkway & SR 202	Ramp Terminal	26.25	C	25.63	C	2.36%	28.51	C	22.93	C	19.57%
Gate Parkway & Skinner Lake Dr	Adjacent	24.29	C	28.65	C	-17.95%	22.66	C	21.57	C	4.81%
Gate Parkway & Town Center Parkway	Adjacent	81.70	F	81.13	F	0.70%	35.83	D	35.48	D	0.98%
Kernan Blvd & SR 202 EB Off and On Ramps	Ramp Terminal	100.64	F	100.77	F	-0.13%	98.40	F	99.28	F	-0.89%
Kernan Blvd & SR 202 WB Off and On Ramps	Ramp Terminal	14.43	B	14.62	B	-1.32%	26.25	C	27.90	C	-6.29%
Kernan Blvd & Coast Tech Parkway	Adjacent	6.67	A	6.66	A	0.15%	10.20	B	15.60	B	-52.94%
Town Center Parkway & St Johns Bluff Rd	Adjacent	51.44	D	52.04	D	-1.17%	39.61	D	40.27	D	-1.67%
Town Center Parkway & I-295	Ramp Terminal	14.96	B	14.74	B	1.47%	22.64	C	23.15	C	-2.25%
UNF Drive & Eco Dr	Adjacent	24.94	C	24.67	C	1.08%	24.13	C	24.25	C	-0.50%

NB – northbound; SB – southbound; EB – eastbound; WB – westbound
Delay is calculated from node evaluations using VISSIM software and is not HCM-based calculations

< 10	A
10-20	B
20-35	C
35-55	D
55-80	E
>80	F

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Table 7-15: Intersection Analysis Summary – Original Build and Preferred Build Alternatives, continued

2045											
Intersection Name	Intersection Type	AM					PM				
		Original Build Alternative		Preferred Build Alternative		Percent Reduction	Original Build Alternative		Preferred Build Alternative		Percent Reduction
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
Business Park Blvd & US 1	Adjacent	74.81	E	97.37	F	-30.16%	97.79	F	97.37	F	0.43%
I-295 NB Off and On Ramps & US 1	Ramp Terminal	94.32	F	109.34	F	-15.92%	109.84	F	109.34	F	0.46%
I-295 SB Off and On Ramps & US 1	Ramp Terminal	23.2	C	22.2	C	4.31%	22.95	C	22.2	C	3.27%
Southside Blvd & US 1	Adjacent	106.89	F	97.28	F	8.99%	96.41	F	97.28	F	-0.90%
SR 152 & Point Meadows Drive	Adjacent	73.3	E	99.65	F	-35.95%	98.62	F	99.65	F	-1.04%
SR 152 & I-295 SB Off and On Ramps	Ramp Terminal	17.99	B	36.13	D	-100.83%	30.65	C	36.13	D	-17.88%
SR 152 & I-295 NB Off Ramp	Ramp Terminal	28.87	C	38.48	D	-33.29%	28.34	C	38.48	D	-35.78%
SR 152 & R G E Skinner Blvd	Adjacent	53.13	D	70.57	E	-32.83%	63.18	E	70.57	E	-11.70%
Gate Parkway & Point Meadows Drive	Adjacent	35.39	D	65.1	E	-83.95%	63.66	E	65.1	E	-2.26%
Gate Parkway & I-295 SB Off and On Ramps	Ramp Terminal	14.56	B	17.6	B	-20.88%	17.66	B	17.6	B	0.34%
Gate Parkway & I-295 NB Off and On Ramps	Ramp Terminal	39.78	D	7.58	A	80.95%	7.5	A	7.58	A	-1.07%
Gate Parkway & Deerwood Park Blvd	Adjacent	74.96	E	113.65	F	-51.61%	113.55	F	113.65	F	-0.09%
Gate Parkway & SR 202	Ramp Terminal	41.56	D	39.7	D	4.48%	40.28	D	39.7	D	1.44%
Gate Parkway & Skinner Lake Dr	Adjacent	45.5	D	70.85	E	-55.71%	85.69	F	70.85	E	17.32%
Gate Parkway & Town Center Parkway	Adjacent	83.38	F	39.04	D	53.18%	39.75	D	39.04	D	1.79%
Kernan Blvd & SR 202 EB Off and On Ramps	Ramp Terminal	20.84	C	55.89	E	-168.19%	55.55	E	55.89	E	-0.61%
Kernan Blvd & SR 202 WB Off and On Ramps	Ramp Terminal	18.16	B	24.64	C	-35.68%	24.64	C	24.64	C	0.00%
Kernan Blvd & Coast Tech Parkway	Adjacent	44.54	D	42.24	D	5.16%	42.12	D	42.24	D	-0.28%
Town Center Parkway & St Johns Bluff Rd	Adjacent	94.87	F	74.59	E	21.38%	75.12	E	74.59	E	0.71%
Town Center Parkway & I-295	Ramp Terminal	38.48	D	16.69	B	56.63%	16.83	B	16.69	B	0.83%
UNF Drive & Eco Dr	Adjacent	84.6	F	62.91	E	25.64%	62.79	E	62.91	E	-0.19%

NB – northbound; SB – southbound; EB – eastbound; WB – westbound
Delay is calculated from node evaluations using VISSIM software and is not HCM-based calculations

< 10	A
10-20	B
20-35	C
35-55	D
55-80	E
>80	F

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Table 7-16: Ramp Terminal Intersection Average Queue Length Summary – Original Build and Preferred Build Alternatives – Opening Year (2025)

Opening Year (2025)																									
Intersection	Alternative	AM Peak Period												PM Peak Period											
		Northbound			Southbound			Westbound			Eastbound			Northbound			Southbound			Westbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
US 1 & I-295 NB Off Ramp	Original Build Alternative	3,258	3,258	1,222	167	49	2	1,464	65	0	44	197	0	216	216	10	106	52	3	1,365	1,228	0	86	525	3
	Preferred Build Alternative	3,249	3,249	1,238	217	48	2	1,463	65	0	45	241	0	263	263	10	119	57	3	1,361	767	0	90	616	24
	Storage Length [ft]	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520
US 1 & I-295 SB Off Ramp	Original Build Alternative	-	-	-	77	-	1	-	25	0	728	24	-	-	-	-	87	-	1	-	35	12	590	626	-
	Preferred Build Alternative	-	-	-	80	-	2	-	25	0	713	73	-	-	-	-	89	-	1	-	33	11	691	682	-
	Storage Length [ft]	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-
SR 152 & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	18	-	26	97	97	-	-	58	0	-	-	-	29	-	28	83	83	-	-	29	0
	Preferred Build Alternative	-	-	-	18	-	24	48	48	-	-	59	0	-	-	-	30	-	28	92	92	-	-	28	0
	Storage Length [ft]	-	-	-	1,930	-	1,930	450		-	-	1,480	300	-	-	-	1,930	-	1,930	450		-	-	1,480	300
SR 152 & I-295 NB Off and On Ramps	Original Build Alternative	63	-	0	-	-	-	-	41	2	136	136	-	30	-	2	-	-	-	-	27	0	94	94	-
	Preferred Build Alternative	27	-	12	-	-	-	-	38	2	147	147	-	31	-	3	-	-	-	-	27	0	96	96	-
	Storage Length [ft]	1,730		530	-	-	-	-	1,020	320	450		-	1,730		530	-	-	-	-	1,020	320	450		-
Gate Parkway & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	38	-	18	45	45	-	-	17	0	-	-	-	34	-	17	23	23	-	-	23	0
	Preferred Build Alternative	-	-	-	40	-	18	47	47	-	-	17	0	-	-	-	34	-	17	23	23	-	-	23	0
	Storage Length [ft]	-	-	-	2,150	-	2,150	450		-	-	1,150	350	-	-	-	2,150	-	2,150	450		-	-	1,150	350
Gate Parkway & I-295 NB Off and On Ramps	Original Build Alternative	136	-	1	-	-	-	-	30	6	137	137	-	15	-	0	-	-	-	-	8	0	26	26	-
	Preferred Build Alternative	135	-	1	-	-	-	-	30	6	136	136	-	15	-	0	-	-	-	-	8	0	26	26	-
	Storage Length [ft]	2,100	-	570	-	-	-	-	1,350	350	430		-	2,100	-	570	-	-	-	-	1,350	350	430		-
Gate Parkway & SR 202	Original Build Alternative	102	58	0	138	138	9	157	-	156	6,984	-	6,588	167	118	61	102	102	60	77	-	88	146	-	62
	Preferred Build Alternative	102	60	0	121	121	5	149	-	154	6,739	-	6,523	131	82	5	101	101	33	78	-	89	176	-	122
	Storage Length [ft]	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680
Kernan Blvd & SR 202 EB Off and On Ramps	Original Build Alternative	-	857	392	132	132	-	-	-	-	44	-	0	-	748	312	281	281	-	-	-	-	195	-	2
	Preferred Build Alternative	-	854	391	142	142	-	-	-	-	45	-	0	-	763	324	286	286	-	-	-	-	222	-	2
	Storage Length [ft]	-	660	245	320	700	-	-	-	-	1,870	-	1,670	-	660	245	320	700	-	-	-	-	1,670	-	1,670
Kernan Blvd & SR 202 WB Off and On Ramps	Original Build Alternative	42	68	-	-	49	0	10	-	4	-	-	-	13	114	-	-	270	91	25	-	31	-	-	-
	Preferred Build Alternative	42	68	-	-	51	0	10	-	5	-	-	-	12	119	-	-	298	121	26	-	30	-	-	-
	Storage Length [ft]	400	520	-	-	670	360	1,270	-	390	-	-	-	400	520	-	-	670	360	1,270	-	390	-	-	-
Town Center Parkway & I-295	Original Build Alternative	122	-	0	9	-	9	52	50	0	95	35	0	102	-	0	8	-	6	77	50	1	390	40	2
	Preferred Build Alternative	120	-	0	10	-	11	52	50	0	96	35	0	106	-	0	8	-	6	77	50	0	420	39	2
	Storage Length [ft]	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495

XXX – queue length exceeds available storage

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Table 7-17: Ramp Terminal Intersection Average Queue Length Summary – Original Build and Preferred Build Alternatives – Design Year (2045)

Design Year (2045)																									
Intersection	Alternative	AM Peak Period												PM Peak Period											
		Northbound			Southbound			Westbound			Eastbound			Northbound			Southbound			Westbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
US 1 & I-295 NB Off Ramp	Original Build Alternative	4,422	4,422	2,511	179	139	49	66	929	0	32	144	0	4,474	4,474	10	137	123	5	1,381	1,129	0	152	424	0
	Preferred Build Alternative	4,472	4,472	10	139	122	6	1,377	1,073	0	149	419	0	4,472	4,472	10	139	122	6	1,377	1,073	0	149	419	0
	Storage Length [ft]	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520
US 1 & I-295 SB Off Ramp	Original Build Alternative	-	-	-	332	-	26	-	49	0	61	32	-	-	-	-	179	-	1	-	35	3	71	54	-
	Preferred Build Alternative	-	-	-	174	-	1	-	36	3	68	50	-	-	-	-	174	-	1	-	36	3	68	50	-
	Storage Length [ft]	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-
SR 152 & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	21	-	31	77	77	-	-	46	0	-	-	-	33	-	260	160	160	-	-	43	0
	Preferred Build Alternative	-	-	-	34	-	292	205	205	-	-	41	0	-	-	-	34	-	292	205	205	-	-	41	0
	Storage Length [ft]	-	-	-	1,930	-	1,930	450		-	-	1,480	300	-	-	-	1,930	-	1,930	450		-	-	1,480	300
SR 152 & I-295 NB Off and On Ramps	Original Build Alternative	48	-	47	-	-	-	-	92	2	149	149	-	61	-	91	-	-	-	-	107	0	110	110	-
	Preferred Build Alternative	65	-	84	-	-	-	-	222	0	113	113	-	65	-	84	-	-	-	-	222	0	113	113	-
	Storage Length [ft]	1,730		530	-	-	-	-	1,020	320	450		-	1,730		530	-	-	-	-	1,020	320	450		-
Gate Parkway & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	51	-	27	92	92	-	-	13	0	-	-	-	54	-	25	28	28	-	-	27	0
	Preferred Build Alternative	-	-	-	55	-	25	28	28	-	-	27	0	-	-	-	55	-	25	28	28	-	-	27	0
	Storage Length [ft]	-	-	-	2,150	-	2,150	450		-	-	1,150	350	-	-	-	2,150	-	2,150	450		-	-	1,150	350
Gate Parkway & I-295 NB Off and On Ramps	Original Build Alternative	539	-	15	-	-	-	-	34	8	147	147	-	25	-	4	-	-	-	-	6	0	14	14	-
	Preferred Build Alternative	24	-	4	-	-	-	-	7	0	14	14	-	24	-	4	-	-	-	-	7	0	14	14	-
	Storage Length [ft]	2,100	-	570	-	-	-	-	1,350	350	430		-	2,100	-	570	-	-	-	-	1,350	350	430		-
Gate Parkway & SR 202	Original Build Alternative	165	128	10	163	163	39	2,073	-	2,098	7,652	-	7,723	635	628	119	163	163	113	204	-	246	175	-	76
	Preferred Build Alternative	627	618	10	178	178	157	249	-	281	161	-	65	627	618	10	178	178	157	249	-	281	161	-	65
	Storage Length [ft]	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680
Kernan Blvd & SR 202 EB Off and On Ramps	Original Build Alternative	-	83	1	57	57	-	-	-	-	0	-	7	-	569	0	23	23	-	-	-	-	3	-	19
	Preferred Build Alternative	-	564	0	23	23	-	-	-	-	4	-	19	-	564	0	23	23	-	-	-	-	4	-	19
	Storage Length [ft]	-	660	245	320	700	-	-	-	-	1,870	-	1,670	-	660	245	320	700	-	-	-	-	1,870	-	1,670
Kernan Blvd & SR 202 WB Off and On Ramps	Original Build Alternative	43	153	-	-	26	22	23	-	32	-	-	-	28	518	-	-	76	21	139	-	296	-	-	-
	Preferred Build Alternative	27	538	-	-	77	20	148	-	309	-	-	-	27	538	-	-	77	20	148	-	309	-	-	-
	Storage Length [ft]	400	520	-	-	670	360	1,270	-	390	-	-	-	400	520	-	-	670	360	1,270	-	390	-	-	-
Town Center Parkway & I-295	Original Build Alternative	216	-	0	9	-	220	62	2,483	0	88	43	21	278	-	0	12	-	123	155	62	0	111	86	138
	Preferred Build Alternative	280	-	0	12	-	129	156	63	0	110	85	129	280	-	0	12	-	129	156	63	0	110	85	129
	Storage Length [ft]	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495

XXX – queue length exceeds available storage

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The results show four ramp terminal intersections with average queue lengths exceeding available storage during the Opening Year (2025) AM peak period and three during the Opening Year (2025) PM peak period. By Design Year (2045), two ramp terminal intersections have average queue lengths that exceed available storage during the AM peak period and three during the PM peak period. These intersections are summarized below.

Opening Year (2025):

- US 1 at I-295 northbound ramp terminal (AM and PM)
- US 1 at I-295 southbound ramp terminal (AM and PM)
- Gate Parkway at SR 202 ramp terminal (AM)
- Kernan Boulevard at SR 202 eastbound ramp terminal (AM and PM)

Design Year (2045):

- US 1 at I-295 northbound ramp terminal (AM and PM)
- Gate Parkway at SR 202 ramp terminal (AM and PM)
- Kernan Boulevard at SR 202 westbound ramp terminal (PM)

The above intersections are considered adjacent to the project location and are not within the vicinity of the project.

Maximum queue length tables are provided in **Appendix J** of this report for ramp terminal intersections.

7.4 Predictive Safety Analysis Summary

A crash predictive method analysis was performed as per Chapter 18 of the AASHTO Highway Safety Manual (HSM) Supplement utilizing the Enhanced Interchange Safety Analysis Tool (ISATe) to obtain an estimate of the predicted average crash frequency during the Opening Year (2025) and the Design Year (2045) associated with the two alternatives: the Original Build Alternative and the Preferred Build Alternative. The Original Build Alternative considers the improvements currently under construction as shown in the I-295 East Express Phase I SIMR Re-evaluation (July 2016). The Preferred Build Alternative contains all the proposed roadway geometry modifications as described in **Section 5**.

Since the Original Build Alternative and the Preferred Build Alternative require significant changes in the cross-section design from the Existing Condition and adds additional through lanes within the study area, the Predictive Method for Freeways using the Empirical-Bayes Method was not used for this study in accordance with the following language found in Appendix A, Section A.2.1, Page A-16 of the Highway Safety Manual (HSM), 1st edition.

> "The EB Method should be applied for the analyses involving the following future project types: Projects in which the roadway cross section is modified but the basic number of through lanes remains the same"

Section 18.1, Page 18-56 of the HSM supplement states that the predictive method has a limitation of not accounting for the influence of limited access managed lanes that are buffer separated from the GP lanes. Additionally, Section 18.11.1, Page 18-57 of the HSM supplement states that in evaluating freeways with managed lanes, the managed lanes can be treated as part of the median. The managed lane's entry or exit points are treated as entrance or exit ramps respectively, on the adjacent freeway. This approach can be used to evaluate the safety condition of the GP lanes without addressing the safety of managed lanes. The two alternatives evaluated have very similar managed lanes geometry and the analysis assumes that the safety condition in the managed lanes will not be affected by the proposed modifications. Therefore, the predictive safety analysis in this section only presents an estimate of the predicted crash frequency that occur in the GP lanes evaluated by using GP lanes geometry and volumes.

A summary of the predicted average crash frequency obtained by HSM analysis is presented in **Table 7-18**. **Appendix K** presents the input data used to perform the predictive safety analysis and the output summary for all the alternatives evaluated.

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Table 7-18: GP Lanes Predicted Average Crash Frequency (Crashes/Year)

Analysis Year	Alternative	Predicted Crash Frequency by Severity					Total	Percent Change
		K	A	B	C	PDO*		
2025	Original Build	1.010	2.666	18.289	37.028	148.755	207.747	-3%
	Preferred Build	1.002	2.645	18.142	36.729	143.693	202.211	
2045	Original Build	1.835	4.838	33.183	66.971	303.151	409.979	-4%
	Preferred Build	1.812	4.777	32.754	66.091	289.702	395.135	

K – fatal injury; A – serious injury; B – minor injury; C – possible injury
*PDO – property damage only

The analysis indicates that the predicted average crash frequencies along I-295 from US 1 to Town Center Parkway with the Original Build Alternative are estimated to be approximately 207.7 crashes per year and 410.0 crashes per year in the Opening Year (2025) and Design Year (2045), respectively. The Preferred Build Alternative decreases the predicted average crash frequencies to approximately 202.2 crashes per year and 395.1 crashes per year in the Opening Year (2025) and Design Year (2045), respectively. When compared to the Original Build Alternative, this is approximately a 3 percent decrease and a 4 percent decrease in the total predicted average crash frequency in the Opening Year (2025) and Design Year (2045), respectively.

Generally, the Preferred Build Alternative shows safety improvement along the I-295 GP lanes when compared to the Original Build Alternative. A segment by segment comparison between the two analyzed alternatives as presented in **Appendix K** shows that there is a negative safety impact at the I-295 northbound exit to Baymeadows Road. At this location the ramp exit design is proposed to be changed from a lane drop to a taper design. A parallel ramp exit design with a sufficient deceleration lane length can help to mitigate the adverse safety impacts. Additionally, the predictive safety analysis shows a slight increase in the predicted fatal and injury crashes that only involves a single vehicle in all the segments where there is an increase in the number of lanes. This observation is also supported by the HSM supplement Safety Performance Function (SPF) coefficients for single vehicle fatal and injury crashes as shown in Table 18-7, Page 18-28 of the HSM supplement. This table indicates that for all multi-vehicle crashes and single-vehicle property damage only (PDO) crashes, an increase in lanes along a corridor will decrease the predicted number of crashes. However, the increase in lanes along a corridor is expected to increase the number of predicted single-vehicle fatal and injury crashes as shown in this table. Overall, there is a reduction in the predicted number of crashes with the Preferred Build Alternative when compared with the Original Build Alternative.

7.5 Safety Benefits

The Preferred Build Alternative shows a reduction in the predicted average crash frequency when compared to the Original Build Alternative. To compare the benefits of potential crash reduction resulting from the Preferred Build Alternative when compared to the Original Build Alternative, the predicted average crash frequencies at different severity levels were converted to monetary values by using the FDOT KABCO crash costs from Table 122.6.2 of the 2020 Florida Design Manual. **Table 7-19** provides a summary of the predicted crash costs of the two alternatives.

Table 7-19: Summary of Predicted Crash Costs

Analysis Year	Description	Crash Severity					Total	Annual Benefit
		K	A	B	C	PDO		
Cost per Crash		$10,670,000	$872,612	$174,018	$106,215	$7,700		
2025	Original Build	$10,773,619	$2,326,063	$3,182,611	$3,932,895	$1,145,415	$21,360,602	$200,442
	Preferred Build	$10,687,656	$2,307,747	$3,157,113	$3,901,209	$1,106,435	$21,160,160	
2045	Original Build	$19,582,372	$4,222,022	$5,774,505	$7,113,297	$2,334,266	$39,026,462	$576,157
	Preferred Build	$19,331,514	$4,168,457	$5,699,810	$7,019,820	$2,230,703	$38,450,305	

Source: FDOT KABCO Crash Costs, Table 122.6.2, 2020 FDOT FDM

The annual crash costs predicted for the Preferred Build Alternative are lower than the Original Build Alternative by approximately $200,400 and $576,200 in the Opening Year (2025) and Design Year (2045), respectively. This is approximately a **0.9 percent** and a **1.5 percent** reduction in the crash costs in the Opening Year (2025) and Design Year (2045), respectively.

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8.0 Conceptual Funding Plan & Construction Schedule

This project will be implemented as a supplemental agreement to the on-going D/B project utilizing State funds only. The design and PD&E Type II CE Re-evaluation for the project are currently under way. No right-of-way acquisition is required for the construction of these improvements. The proposed improvements with the Preferred Build Alternative are estimated to cost approximately **$24.5 million**. The current project that is under construction is scheduled to open to traffic by Spring 2020. These additional improvements could extend the construction duration of this project by approximately 2 to 3 years.

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9.0 Recommendations

An in-depth operational and safety analysis was conducted to study the operational and safety benefits offered by the proposed improvements by the Preferred Build Alternative when compared to the Original Build Alternative currently under construction. This included the evaluation of several performance measures including link speeds, link densities, number of vehicles served, number of vehicles denied entry, travel times between important zones along the mainline, average delay of vehicles, and safety conditions.

Both Original and Preferred Build Alternatives performed similarly under the Opening Year (2025) traffic conditions in the AM and PM peak hours. The southbound I-295 and eastbound SR 202 entry locations created latent demand due to lack of existing capacity at these boundary conditions. Traffic backups were observed near the I-295 northbound merge north of Town Center Parkway where the number of lanes drops from four to two lanes in both build alternative models. Even though both alternatives performed similarly in the Opening Year (2025) when link level speeds, densities and throughputs are evaluated, the Preferred Build Alternative led to an approximate **5 seconds per vehicle** less average delay when reviewing the system-wide results during the AM peak period. This equated to about **280 vehicle-hours of delay** savings considering all vehicles that were served in the AM peak period. The build alternatives showed similar delays during the PM peak period.

When Design Year (2045) operations were reviewed, the Preferred Build Alternative outperformed the Original Build Alternative along several link specific MOEs that included speeds and densities. Overall throughput remained constant between the two alternatives. In Design Year (2045), the proposed improvements increase the average speed across the study area from 35.2 mph with the Original Build Alternative to 36.0 mph during the PM peak period. The proposed improvements with the Preferred Build Alternative also reduced travel time along GP lanes of I-295 from south of SR 9B until Town Center Parkway. In the northbound I-295 direction, during the AM peak period, approximately **140 seconds per vehicle** in travel time savings was observed with the Preferred Build Alternative along northbound I-295 from south of the SR 9B interchange to south of the Town Center Parkway interchange on the GP lanes during the AM peak period. Similarly, **180 seconds per vehicle** in travel time savings was observed in the GP lanes with the Preferred Build Alternative from SR 9B vehicles entering the I-295 corridor to south of Town Center Parkway during the AM peak period. Approximately **80 seconds per vehicle** and **100 seconds per vehicle** in travel time savings was observed during the AM peak period for the express lanes for the same origin-destination pairs, respectively. In the southbound I-295 direction, during the PM peak period, approximately **85 seconds per vehicle** in travel time savings was observed with the Preferred Build Alternative to both the SR 9B and the I-295 south of the SR 9B interchange destinations from I--295 at Town Center Parkway during the PM peak periods in the GP lanes. Express lane travel time savings is less significant in the Preferred Build Alternative at approximately **12 seconds per vehicle** during the PM peak period in the southbound direction.

The utilization of express lanes is similar between the Original Build Alternative and the Preferred Build Alternative during the Opening Year (2025). With congestion building up in GP lanes, the Original Build Alternative by Design Year (2045) saw increased utilization of the express lanes when compared with the Preferred Build Alternative. However, the overall volumes served (GP + Express) is similar between the two Alternatives in the Design Year (2045).

Critical segments 1 through 9 were also evaluated in detailed in this SIMR Re-evaluation to provide thorough details of operations at these important locations. The Preferred Build Alternative outperformed the Original Build Alternative in almost all of these segments indicating its superior operational benefits.

A total of over 1,300 crashes occurred within the study area in the recent five-years (2012-2016), which included 11 fatalities along the project corridor. A detailed Predictive Safety Analysis was conducted for this project to evaluate the Original Build Alternative and the Preferred Build Alternative that adds an additional GP lane in the northbound and southbound direction along I-295 within the study areas. This analysis indicated that the predicted average crashes with the Original Build Alternative will be approximately 207.747 crashes in the Opening Year (2025) and approximately 409.979 crashes in the Design Year (2045). Whereas, the Preferred Build Alternative is predicted to have approximately 202.211 crashes in the Opening Year (2025) and 395.135 crashes in Design Year (2045). The Preferred Build Alternative will reduce crashes by approximately **4 percent** by Design Year (2045) when compared to the Original Build Alternative.

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The conceptual signing plan for the Preferred Build Alternative is provided in **Appendix F** and a typical section of I-295 East Express Phase I is provided in **Appendix G**.

Both, the Original Build and the Preferred Build Alternatives, conform with the most recent Long Range Transportation Plan for the region. While the two alternatives perform similarly, system-wide, location-specific (link level) evaluations show that the performance of the Preferred Build Alternative will benefit the study corridor (I-295) with increase in travel speeds in the GP lanes, reduction in travel times, and decrease in crashes for future traffic conditions. For these reasons, the Preferred Build Alternative is the recommended alternative.

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10.0 Conclusion

The proposed modifications to I-295 will provide traffic relief and enhance safety within the area of influence. The proposed Preferred Build Alternative modification will operate better than the Original Build Alternative for this project.

10.1 Compliance with FHWA General Requirements

The proposed interchange modifications are consistent with the requirements of the FHWA "Policy on Access to the Interstate System" dated May 22, 2017 (Federal Register Volume 74, Number 43743) and the FDOT's "New or Modified Interchanges," Topic No. 525-030-160-I effective January 19, 2018. The responses provided herein for each of the two policy points demonstrate compliance with these requirements and provides justification for the proposed interchange modifications to the I-295 corridor from SR 9B to SR 202 in Duval County, Florida:

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

An in-depth operational and safety analysis was conducted to study the operational and safety benefits offered by the proposed improvements when compared to the Original Build Alternative currently under construction. The area of influence of the study included one interchange on either side of the proposed access points along the mainline and the first major intersection on either side of the proposed change in access along the arterials.

Several performance measures were used to compare the traffic operations of the Original Build Alternative with the proposed Preferred Build Alternative. Key measures included link speeds, link densities, number of vehicles served, number of vehicles denied entry, travel times between important zones, average delay of vehicles traversing the project corridor, and safety under both Original and Preferred Build conditions.

Significant increase in travel demand was observed within the study area as a result of recent developments and anticipated future lane use changes. Travel demand forecasting completed for this project using the recently available socioeconomic data indicated an increase in traffic demand between **approximately 13 percent to 42 percent** over the I-295 East Express Phase I SIMR (October 2014) and the I-295 East Express Phase I SIMR Re-evaluation (July 2016) evaluations during a five-hour peak period in the AM and PM peak hours.

Both Original and Preferred Build Alternatives performed similarly under the Opening Year (2025) traffic conditions in the AM and PM peak hours. The southbound I-295 and eastbound SR 202 entry locations created latent demand due to lack of existing capacity at these boundary conditions. Traffic backups were observed near the I-295 northbound merge north of Town Center Parkway where the number of lanes drops from four to two lanes in both build alternative models. Even though both alternatives performed similarly in the Opening Year (2025) when link level speeds, densities and throughputs are evaluated, the Preferred Build Alternative led to an approximate **5 seconds per vehicle** less average delay when reviewing the system-wide results during the AM peak period. This equated to about **280 vehicle-hours of**

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delay savings considering all vehicles that were served in the AM peak period. The build alternatives showed similar delays during the PM peak period.

When Design Year (2045) operations were reviewed, the Preferred Build Alternative outperformed the Original Build Alternative along several link specific MOEs that included speeds and densities. Overall throughput remained constant between the two alternatives. In Design Year (2045), the proposed improvements increase the average speed across the study area from 35.2 mph with the Original Build Alternative to 36.0 mph during the PM peak period. The proposed improvements with the Preferred Build Alternative also reduced travel time along GP lanes of I-295 from south of SR 9B until Town Center Parkway. In the northbound I-295 direction, during the AM peak period, approximately **140 seconds per vehicle** in travel time savings was observed with the Preferred Build Alternative along northbound I-295 from south of the SR 9B interchange to south of the Town Center Parkway interchange on the GP lanes during the AM peak period. Similarly, **180 seconds per vehicle** in travel time savings was observed in the GP lanes with the Preferred Build Alternative from SR 9B vehicles entering the I-295 corridor to south of Town Center Parkway during the AM peak period. Approximately **80 seconds per vehicle** and **100 seconds per vehicle** in travel time savings was observed during the AM peak period for the express lanes for the same origin-destination pairs, respectively. In the southbound I-295 direction, during the PM peak period, approximately **85 seconds per vehicle** in travel time savings was observed with the Preferred Build Alternative to both the SR 9B and the I-295 south of the SR 9B interchange destinations from I--295 at Town Center Parkway during the PM peak periods in the GP lanes. Express lane travel time savings is less significant in the Preferred Build Alternative at approximately **12 seconds per vehicle** during the PM peak period in the southbound direction.

The utilization of express lanes is similar between the Original Build Alternative and the Preferred Build Alternative during the Opening Year (2025). With congestion building up in GP lanes the Original Build Alternative by Design Year (2045) saw increased utilization of the express lanes when compared with the Preferred Build Alternative. However, the overall volumes served (GP + Express) is similar between the two Alternatives in the Design Year (2045).

Critical segments 1 through 9 were also evaluated in detailed in this SIMR Re-evaluation to provide thorough details of operations at these important locations. The Preferred Build Alternative outperformed the Original Build Alternative in almost all of these segments indicating its superior operational benefits.

A total of over 1,300 crashes occurred within the study area in the recent five-years (2012-2016), which included 11 fatalities along the project corridor. A detailed Predictive Safety Analysis was conducted for this project to evaluate the Original Build Alternative and the Preferred Build Alternative that adds an additional GP lane in the northbound and southbound direction along I-295 within the study areas. This analysis indicated that the predicted average crashes with the Original Build Alternative will be approximately 207.747 crashes in the Opening Year (2025) and approximately 409.979 crashes in the Design Year (2045). Whereas, the Preferred Build Alternative is predicted to have approximately 202.211 crashes in the Opening Year (2025) and 395.135 crashes in Design Year (2045). The Preferred Build Alternative will reduce crashes by approximately **4 percent** by Design Year (2045) when compared to the Original Build Alternative.

A Conceptual Signing Plan was prepared for the Preferred Build Alternative and is provided as part of this SIMR Re-evaluation in **Appendix F** and a typical section of I-295 East Express Phase I is provided in **Appendix G**.

In summary, the proposed improvements will benefit the study corridor (I-295) with increase in travel speeds in the GP lanes, reduction in travel times, and decrease in crashes for future traffic conditions. Therefore, the proposed improvements will enhance the traffic operations and safety of the study corridor (I-295) with the proposed addition of an extra GP lane.

Point #2: A full interchange with all traffic movements at a public road is provided
The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-

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interchange option with a comparison of the operational and safety analyses to the partial interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

I-295 is a public facility and all interchanges within the study area provide full access and will continue to do so with both the Original Build Alternative and the proposed Preferred Build Alternative. All existing general use lanes will remain toll free with both alternatives. Both of these alternatives will maintain and provide all interchange accesses catering to all traffic movements to/from existing interchanges within the study limits.

Most of the proposed improvements with the Original Build and the Preferred Build Alternatives were designed to meet the current standards for federal-aid projects on the interstate system conforming to FDOT and AASHTO standards. However, a design exception and five design variations were required for the Original Build Alternative. The Preferred Build Alternative will require no additional design exceptions or variations other than those anticipated with the Original Build Alternative. These design exceptions and variations are summarized in Section 5 of this SIMR Re-evaluation. They will minimize reconstruction, right of way impacts, and overall motorist inconvenience. The benefits of the operational improvements are expected to outweigh potential impacts related to the design exceptions and variations.

The improvements proposed with the Preferred Build Alternatives can be constructed within the existing interstate limited access right-of-way.

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Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, FL 32025

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Appendix A

I-295 East Express Phase I SIMR (October 2014)

I-295 East Express Phase I SIMR Re-evaluation (July 2016)

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Appendix B

Approved Methodology Letter of Understanding

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Appendix C

Existing Year (2019) Count Data

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Appendix D

Historic Crash Data (2012-2016)

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Appendix E

Preferred Build Alternative Conceptual Layout

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Appendix F

Preferred Build Alternative Conceptual Signing Plan

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Appendix G

Preferred Build Alternative Typical Sections

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Appendix H

Northeast Regional Planning Model Activity Based
Peak Season Weekday Average Daily Traffic
for Base Year (2010) and Horizon Year (2040)

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Appendix I

VISSIM Original and Preferred Build Alternative Models and Evaluation Files

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Appendix J

Link Level Measures of Effectiveness Evaluations

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Appendix K

Predictive Safety Evaluation (Highway Safety Manual Procedure)

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Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, FL 32025

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Appendix A

I-295 East Express Phase I SIMR (October 2014)

I-295 East Express Phase I SIMR Re-evaluation (July 2016)

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295 East Express Phase I:

From SR 9B to SR 202 (J. Turner Butler Boulevard)

FPID# 209301-3-22-01

Systems Interchange Modification Report (SIMR)

Prepared for FDOT District 2
October 2014

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SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)

295 East Express Phase I: From SR 9B to SR 202 (J.T. Butler Boulevard)

FPID #209301-3-22-01

Duval County, Florida

Prepared for

Florida Department of Transportation
District Two

October 2014

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Systems Interchange Modification Report (SIMR)

295 East Express Phase I: From SR 9B to SR 202 (J.T. Butler Boulevard)

FPID: 209301-3-22-01

Determination of Engineering and Operational Acceptability

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

Requestor

Stephen Browning — 10/3/2014 *Date*

District Interchange Coordinator

Florida Department of Transportation

Stephen Browning — 10/3/2014 *Date*

District Interchange Coordinator

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Tom Byron — 10/21/2014 *Date*

Chief Engineer

Federal Highway Administration

Chad Thompson — 10/23/14 *Date*

Program Operations Engineer

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PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that I am a registered professional engineer in the State of Florida practicing engineering for ARCADIS U.S., Inc. and that I have supervised the preparation of and approve the analysis, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: 295 East Express Phase I SIMR
From SR 9B to SR 202 (J.T. Butler Boulevard)
FPID # 209301-322-01
Jacksonville, Duval County, Florida

The engineering work represented by this document was performed through the following duly authorized engineering business:

ARCADIS U.S., Inc.
1650 Prudential Drive, Suite 400
Jacksonville, Florida 32207
Certificate of Authorization No. 7917

This report provides preliminary engineering analyses for the proposed systems interchange modifications along I-295. Any engineering analyses, documents, conclusions, or recommendations relied upon from other professional sources or provided by others are referenced accordingly in the following report.

FLORIDA REGISTERED ENGINEER:

Satya Murty Kolluru, P.E., P.T.O.E.
P.E. #74459
October 27, 2014

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EXECUTIVE SUMMARY

The purpose of this Systems Interchange Modification Report (SIMR) is to seek approval for modifications to interstate system access along Interstate 295 (I-295) between SR 202 (J.T. Butler Boulevard) and SR 9B (milepost 17.439 and milepost 23.560) in Duval County, Florida. The I-295 corridor is a significant component of the Strategic Intermodal System (SIS) and provides a key transportation element in linking the major ports, airports, and railways that handle Florida's passenger and freight traffic.

Demand exceeds capacity on this segment of road, resulting in peak hour congestion and speeds well below the posted speed limits. This condition is expected to worsen in the future as the population of the state of Florida, including the Jacksonville area, continues to grow. The volume-to-capacity (V/C) ratio for this segment of I-295 will be significantly greater than 1.0 in the future, resulting in deteriorated operations and safety along the corridor unless capacity improvements are provided.

A Methodology Letter of Understanding (MLOU) was approved by the Florida Department of Transportation (FDOT) District 2 Interchange Review Coordinator (IRC), the FDOT Central Office, and the Federal Highway Administration (FHWA) in February 2014. Traffic forecasting and traffic operational and safety analyses for this project were performed in accordance with the MLOU. A VISSIM Existing Conditions Model Development and Calibration Report was prepared for the calibration of existing conditions and was approved by FHWA and the FDOT Central Office on July 1, 2014.

Several alternatives were evaluated to address the purpose and needs identified for this project. These include the No-Build and three Build Alternatives. The Build Alternatives proposed for this project include similar improvements and differ only in the way the express lane ingress/egress locations are treated near SR 202. Specific details of the access point locations and the variations between each Build Alternative are provided in Section 5.4.

Rear-end crashes are the most predominant crash type within the region and are indicative of stop-and-go conditions reflective of bottlenecks. To adequately capture the length of congestion, traffic was simulated for five hours during both a.m. and p.m. peak periods. Excessive congestion under 2040 No-Build conditions resulted in speeds as low as less than five miles per hour (mph), high densities (densities greater than 45 vehicles per mile per lane [veh/mi/ln]) and reduced throughput. It was noted that 25 percent of the p.m. peak period demand in the 2040 No-Build conditions remained unserved at the end of the five-hour peak period. This indicates peak spreading with the length of the peak period being significantly higher than five hours. In the Build conditions, on the other hand, no congestion or bottlenecks were observed at the end of the five-hour peak period simulation. In the Year 2040, the proposed improvements will reduce average vehicular delay from 31.6 minutes per vehicle (min/veh) in the a.m. peak period and 75.8 min/veh in the p.m. peak period under the No-Build condition to 9.1 min/veh and 20.2 min/veh, respectively, under the Build conditions, thereby improving safety along the I-295 corridor. The Build Alternatives shows improved traffic operations and safety within the project study area when compared to the No-Build Alternative. Existing dynamic message signs in the project study area will be utilized to communicate drivers the conditions in the general use lanes so that they are able to make an informed decision upon whether or not to utilize the express lanes.

The three Build Alternatives were compared with each other with respect to traffic operations, safety, cost, level of compatibility with future express lane expansion, and quality of egress access

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type. The detailed comparison of the three Build Alternatives with the respective evaluation criteria is presented in Section 7.7.

Build Alternative 1 is selected as the preferred interim alternative and Build Alternative 3 is selected as the ultimate alternative for this project.

E.1 Compliance with FHWA General Requirements

The proposed interchange modifications for this project are consistent with the requirements of the FHWA policy on "Access to the Interstate System" dated August 27, 2009 (Volume 74, Number 165 of the Federal Register) and the FDOT "Interchange Modification Procedure," Topic No. 525-030-160-j dated June 11, 2014. The FHWA policy requires the following eight points to be addressed:

Point #1: Existing system is incapable of accommodating the traffic
The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).

The need being addressed by this request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved to satisfactorily accommodate the design-year traffic demand. I-295 serves major north-south traffic movements around the Jacksonville urban area, connecting suburban residential areas with office, commercial, and industrial centers. The population of Duval County, taking into account the impact of the 2007-2009 recession, is expected to increase by 20 percent from 2010 to 2035. Employment is expected to increase by 27 percent during the same time period. Traffic forecasts for I-295 indicate that annual average daily traffic will increase from 91,400 in year 2013 between SR 9B and SR 152 to 145,400 in year 2040, an approximately 60 percent increase in traffic volume as a result of the anticipated population and employment growth. While improvements to the existing system can address bottlenecks, they cannot accommodate the anticipated increase in traffic.

Point #2: All reasonable alternatives to a new interchange have been considered
The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).

The need being addressed by this request cannot be adequately satisfied by reasonable transportation systems management (TSM) strategies, geometric design, and alternative improvements to the Interstate without the proposed changes. TSM improvements such as ramp metering, signal optimization and mass transit are not feasible to accommodate the anticipated traffic growth by the design year within this region of I-295. Mass transit options in Jacksonville have been studied by the Jacksonville Transportation Authority (JTA) for the past 10 years, and no implementation plans have been identified. JTA has identified several Bus Rapid Transit corridors; however, none of these potential Bus Rapid Transit corridors utilize I-295 within the study area.

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Point #3: Proposal does not adversely impact operational safety of the existing freeway
An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d), and 23 CFR 655.603(d)).

An in-depth operational and safety analysis was conducted to study the impacts of the proposed improvements on the existing freeway. The area of influence of the study included one interchange on either side of the proposed access points along the mainline and the first major intersection on either side of the proposed change in access along the arterials.

Several performance measures were used to compare the operational safety of the existing system under No-Build and Build conditions. Key measures included link speeds, link densities, number of vehicles served, number of vehicles denied entry, travel times between important zones, length of the peak period, and safety under existing and proposed conditions.

Three Build Alternatives were considered to address the needs identified for the corridor. While the Build Alternatives performed better than the No-Build Alternative at almost all locations for the above-identified performance measures, the No-Build Alternative did show relatively lower densities at a few locations along the I-295 mainline. This was primarily because the Build Alternatives addressed the bottlenecks in the existing system and thus were able to serve a significantly higher number of vehicles that would have been delayed by the bottlenecks in the No-Build conditions. In accordance with the FHWA toolbox, the temporal time limits of the model were increased to five hours to allow for recovery and dissipation of traffic. At the end of the simulation period, almost all traffic was served by the Build Alternative models. However, for the No-Build model, approximately 25 percent of the total demand was still waiting to be served. In the Year 2040, the proposed improvements will reduce average vehicular delay from 31.6 min/veh in the a.m. peak period and 75.8 min/veh in the p.m. peak period under the No-Build condition to 9.1 min/veh and 20.2 min/veh, respectively, under Build conditions.

A detailed safety analysis was conducted for the No-Build and Build Alternatives in the design year. While the analysis was completed for the entire length of I-295 within the study corridor, a more focused analysis was conducted for the weaving areas introduced by the proposed Build Alternative concepts. The analysis results showed that the weave densities were lower than the jam densities and the speed differentials between the weaving volumes were minimal, suggesting no adverse impact to safety. Speed differential is measured as the difference between the speed of vehicles that are continuing along the main roadway and those that are entering, exiting, stopped,

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or changing lanes on the freeway. For instance, if through traffic is moving at a speed of 65 mph on a freeway, and cars are moving at 45 mph to make way for entering vehicles on the subsequent section with an on-ramp, the speed differential at this ramp entrance section is 20 mph.

A Conceptual Signing Plan was prepared for the interim Build Alternative 1 and the ultimate Build Alternative 3 and are provided as part of this SIMR in Appendix K.

In summary, the proposed improvements will not adversely impact the operational safety of the existing freeway. In fact, the improvements will result in reduced delays, shorter peak periods, improved speeds, increased throughput, and reduced driver frustration.

Point #4: A full interchange with all traffic movements at a public road is provided
The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards for federal-aid projects on the interstate system (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).

I-295 is a public facility and all interchanges within the study area provide full access and will continue to do so with the addition of express lanes. All existing general use lanes will remain toll free.

The express lanes will extend along I-295 between south of SR 9B and SR 202. The proposed access is designed to meet current standards for federal-aid projects on the interstate system and conform to American Association of State Highway and Transportation Officials (AASHTO) and the FDOT design standards. The proposed accesses with the Build Alternatives are created within Interstate limited access (L/A) right-of-way.

Point #5: The proposal is consistent with local and regional plans
The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.

The proposed interchange modifications are supported by the North Florida Transportation Planning Organization (TPO) 2035 Cost Feasible Long Range Transportation Plan (LRTP). FDOT plans to construct the improvements as part of a Design-Build (D/B) project. The anticipated award date for the D/B project is June 2015.

This project is also consistent with the following: North Florida TPO Transportation Improvement Program (TIP), City of Jacksonville Comprehensive Plan, FDOT Five-Year Work Program, and FDOT SIS Plan.

Point #6: Consistency with State Highway Master Plans
In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context

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of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).

There are no plans for the addition of new interchanges within the area of influence. The proposed improvements to I-295 are in conformance with the 2035 LRTP adopted by the North Florida TPO.

Point #7: Coordinated with the area's development
When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).

The proposed improvements are not driven by any change in current or planned future development, and the need for the project is independent of any other transportation improvements within the area. The project is consistent with the local government land use plans.

Point #8: Request needs to consider planning and environmental constraints
The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).

A Project Development and Environment (PD&E) study is currently under way and is scheduled to be completed by November 2014. A Type 2 Categorical Exclusion has been determined as the Class of Action, and the Efficient Transportation Decision Making (ETDM) screening has been completed.

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Frequently Asked Questions (FAQs)

Question 1: How many hours of the simulation were performed for each peak period?
Answer: *Five hours, since three hours could not serve the traffic demand.*

Question 2: How many Build Alternatives were considered for this project?
Answer: *Three Build Alternatives with different types of access to the express lanes were considered for this project.*

Question 3: Was a comparison performed among the volume development methodologies suggested in the Strategic Highway Research Program Report S2-C04-RW-1 for Traffic Forecasting, the National Cooperative Highway Research Program Report 722, and the adapted methodology?
Answer: *Yes. Reliability and credibility of travel demand forecasts were discussed in a memorandum dated June 13th 2014 and is provided in* ***Appendix D****.*

Question 4: Were any operational and safety improvements considered along the general use lanes and interchanges?
Answer: *Yes. Several surgical improvements were considered to improve traffic operations and safety along the corridor.*

Question 5: Were all the performance measures included in the Methodology Letter of Understanding (MLOU) evaluated?
Answer: *Yes. Additional measures were included as appropriate to compare No-Build and Build scenarios.*

Question 6: What performance measures were evaluated?
Answer: *System: Total Vehicles Served, Total Denied Entry Vehicles, Total Delay, Average Speeds, Average Delay per Vehicle, and Travel Time.*
Link Level: Vehicle Speeds, Densities, and Throughput.

Question 7: How many runs were conducted for each peak period?
Answer: *Ten runs were conducted with varying random seed numbers for the a.m. and p.m. peak periods. Similar random seed values were used for both the a.m. and p.m. peak periods.*

Question 8: What tolling algorithms were considered?
Answer: *The VISSIM 6 tolling module was used. Tolls were varied based on average speeds on the express lanes. Coefficient for travel times and toll costs were taken from the Traffic and Revenue (T&R) study (refer to* ***Appendix D****) and were derived based on the value of time estimates for the region. I-95 express lane data for average speed vs. toll rates were used as the basis for dynamic pricing with $0.50 as the minimum toll rate.*

Question 9: Were the volume splits between general use and express lanes documented?
Answer: *Yes. The volume split between general use and express lanes for each hour of the simulation was documented and compared with the No-Build volume and the actual demand.*

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Question 10: Was there unmet demand and congestion in the network at the end of the five-hour simulation?

Answer: *For the Year 2020, no unmet demand was observed at the end of the five-hour simulation for the No-Build and Build Alternatives. For the Year 2040, unmet demand was observed at the end of the five-hour simulation for the No-Build Alternative, and the network was extremely congested with bottlenecks present even at the end of the simulation. The Year 2040 Build Alternatives had some unmet demand. However, no congestion or bottlenecks were observed along the I-295 mainline section.*

Question 11: Was there any degradation in densities along general use lanes in the Build Alternatives when compared to the No-Build condition?

Answer: *Yes. Some segments in any of the Build Alternatives considered showed higher densities when compared to the same segment in the No-Build condition. This is a result of serving a higher amount of vehicles through I-295 in the Build conditions, whereas in the No-Build condition, the vehicles are delayed behind bottlenecks. A detailed analysis of these segments was performed to determine any safety concerns and to identify the speed differentials discussed in Section 7.6 of this report. The analysis showed that consistent speeds are maintained through these segments, and there are no safety concerns.*

Question 12: What is the value of time used for the analysis?

Answer: *The value of time used for this project is $13.75 per hour and is reported from the Jacksonville Area Stated Preference Survey conducted as part of the Traffic and Revenue (T&R) study for this project provided in* ***Appendix D****. The value of time reported is the average daily value.*

Question 13: What was the procedure used to compare the No-Build to the Build Alternatives operations?

Answer: *The performance measures reported in the MLOU were used as a basis for the comparison of the No-Build and Build Alternatives. A spatial and temporal comparison of the performance measures was conducted using Heat maps for each of the five hours.*

Question 14: Are the proposed improvements within this project's area of influence consistent with the 2035 LRTP?

Answer: *Yes. The improvements proposed for this project within the vicinity of the area of influence are consistent with the 2035 LRTP. However, during the operational analysis, it was observed that the northern limits of the study area are becoming congested because of lack of capacity. Eight-laning of I-295 between SR 202 and Dames Point Bridge by Design Year 2040 was assumed in the modeling process. This project is committed to be consistent with the 2040 LRTP that is expected to be complete in November 2014 and a letter from the North Florida TPO confirming the same will be included in the Preliminary Engineering Report (PER) of this project.* ***Appendix H*** *provides correspondence regarding this project.*

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1. INTRODUCTION

1.1 Background

The applicant, Florida Department of Transportation (FDOT), requests the Federal Highway Administration's (FHWA's) approval of this Systems Interchange Modification Report (SIMR) for improvements to the Interstate 295 (I-295) eastern beltway located in Duval County, Florida, from the SR 9B interchange to the SR 202 (J.T. Butler Boulevard) interchange, approximately five miles in length. This SIMR has been developed in accordance with FDOT Policy No. 000-525-015: Approval of New or Modified Access to Limited Access Highways on the Strategic Intermodal System (SIS), FDOT Procedure No. 525-030-160: Approval of New or Modified Interchange Access to Limited Access Facilities on SIS, FDOT Interchange Handbook, and the FDOT Traffic Forecasting Handbook (Procedure No. 525-030-120).

FDOT is conducting a Project Development and Environment (PD&E) study and has prepared this SIMR to select the configuration, location, and design of proposed improvements along I-295 within the project limits. The project has been screened through the Effective Transportation Decision Making (ETDM) programming screen.

I-295 is a significant component of the SIS and provides a key transportation element linking the major ports, airports, and railways that handle Florida's passenger and freight traffic. I-295 is a north-south limited-access facility that provides an eastern and western bypass around the city of Jacksonville. I-295 includes four lanes between SR 202 and SR 9B that serve the major north-south traffic movement around the Jacksonville urban area. The goal of this project is to add capacity to the I-295 corridor to improve travel time reliability.

The project is included in the North Florida Transportation Planning Organization (TPO) Envision 2035 Long Range Transportation Plan (LRTP). The anticipated letting of the project for Design-Build is fiscal year 2015.

1.2 Purpose and Need

The purpose of this project is to add capacity, improve travel time reliability, provide long-term mobility options, and improve operations along the I-295 corridor from the SR 9B interchange to the SR 202 interchange.

I-295 serves major north-south traffic movements around the Jacksonville urban area, connecting suburban residential areas with office, commercial and industrial centers. Traffic demand on I-295 is directly related to population and employment changes.

The population of Duval County, taking into account the impact of the 2007-2009 recession, is expected to increase by 20 percent from 2010 to 2035. Employment is expected to increase by 27 percent during the same time period.

The segment of I-295 from SR 9B to SR 202 currently experiences heavy peak period congestion with speeds well below the posted speed limits. Traffic forecasts for I-295 indicate that annual average daily traffic will increase from 91,400 in year 2013 between SR 9B and SR

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152 to 145,400 in year 2040, an approximately 50 percent increase in traffic volume as a result of the anticipated population and employment growth.

Without any widening or other improvements, this segment of I-295 will be expected to accommodate this 50 percent+ increase in traffic in the next 25 years. The resulting congestion will get progressively worse with periods of congestion extending beyond the normal a.m. and p.m. peak periods. While improvements to the existing system can address bottlenecks, they cannot accommodate the anticipated increase in traffic.

A long-term mobility option is needed that will not only serve current traffic volumes, but will also accommodate the population and employment growth expected between 2013 and 2040. Without any improvements, the residents and workers in the surrounding areas will face more congestion, leading to lost productivity and increase in air pollution.

1.3 Project Location and Area of Influence

The project is located in the southeastern area of the city of Jacksonville, in Duval County, Florida. The project begins south of the SR 9B interchange and ends north of the SR 202 interchange. The extended study network included the adjacent interchanges outside of the project area to provide a better representation of traffic entering and exiting the project study area. The on- and off-ramps from I-95 feeding traffic into the project study area were also analyzed.

The study area included six interchanges along I-295 (four service interchanges and two system-to-system interchanges). The study area also included two service interchanges along SR 202 because of their proximity to I-295.

The following interchanges were included in the study:

I-295 Interchanges:

- SR 5 (US 1 Philips Highway) – Service Interchange
- SR 9B – System-to-System Interchange
- SR 152 (Baymeadows Road) – Service Interchange
- Gate Parkway – Service Interchange
- SR 202 (J.T. Butler Boulevard) – System-to-System Interchange
- Town Center Parkway – Service Interchange

SR 202 Interchanges:

- Gate Parkway – Service Interchange
- Kernan Boulevard – Service Interchange

Along the arterials, the simulation network included the ramp terminal intersections and one signalized intersection adjacent to the ramp terminal intersections.

Figure 1-1 shows the project study area location and the area of influence.

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FDOT	295 East Express Phase I (SR 9B to SR 202)	Project Study Area Location and Area of Influence Map	Figure 1-1
			Page 1-3

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1.4 Applicant Information

The applicant for this SIMR is FDOT District 2. The contact information of the applicant is provided below:

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2. STUDY METHODOLOGY

2.1 Overview

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation presented in this SIMR. The MLOU was approved by the FDOT District 2 Interchange Review Coordinator (IRC), FDOT Central Office, and FHWA in February 2014. A signed copy of the MLOU is provided in **Appendix A**. The following sections summarize the methodology as set forth in the MLOU.

The methodology used for travel demand forecasting and development of design hour traffic volume is also documented in the approved Design Traffic Memorandum (refer to **Appendix B**) dated May 20, 2014 for this project.

2.2 Analysis Years

The MLOU establishes the following study years for this SIMR:

- Existing Year: 2013
- Open Year: 2020
- Design Year: 2040

2.3 Consideration of Other Interchange Proposals

No other interchange proposals are currently under consideration for the area of influence.

2.4 Data Collection

The following data, identified in the MLOU, were collected for the SIMR. Detailed information on the type and time frames for traffic data collection are documented in the approved VISSIM Existing Conditions Model Development and Calibration Report (refer to **Appendix C**). The data collection effort conformed to the Project Traffic Forecasting Handbook (Chapter Two – Traffic Data Sources and Factors) and Procedure 525-030-120.

☑ Transportation System Data
- Roadway characteristics data:
  a. Roadway geometry
  b. Number of lanes
- Speed and delay data
- Origin/Destination data (Bluetooth)

☑ Existing and Historical Traffic Data
- Existing turning movement counts
- Existing queuing at signals
- Existing signal timing

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- Existing traffic volumes
- Historical traffic volumes (FDOT Annual Count Program)

☑ Control Data
- Signal timing data
- Stop/Yield signs
- Regulatory/Advisory speed limits

☑ Calibration Data
- Traffic volumes
- Travel times
- Visual bottleneck locations
- Queue data

☑ Land Use Data
Land use data were obtained from the Florida Geographic Data Library (FGDL).

☑ Environmental Data
Environmental data were produced using the ETDM tool for identifying land uses and any areas of concern. This project will be constructed within the existing right-of-way.

☑ Planned and Programmed Projects
The planned and programmed projects list was gathered from the North Florida TPO, FDOT, city of Jacksonville, and other involved stakeholder agencies and were reviewed for consistency.

2.5 Design Traffic Factors

Factors used for the design traffic analysis include the K, D, T_f, and Peak Hour Factor (PHF). The K-factor is the proportion of the Annual Average Daily Traffic (AADT) occurring during the peak hours of the design year, depending upon the area type and facility type. The D-factor is the proportion of traffic based on the average for the design hour of the design year traveling in the peak direction. T_f is the percentage of truck traffic occurring during the peak hours and is estimated as half of the 24-hour truck percentage (T_{24}). The traffic factors used in this SIMR are presented in Table 2-1.

Table 2-1: Summary of Traffic Factors

Roadway	K	D	T	T_f	PHF	MOCF
I – 295	10.1 %	53%	7 %	3.5 %	0.95	0.97
SR 202	10.1 %	56 %	4.5 %	2.25%	0.95	0.97
US 1	10.1 %	56 %	1.6 %	0.8%	0.95	0.97

MOCF = Model Output Conversion Factor
Source: MLOU

A truck factor of 3.5 percent was selected for I-295, 2.25 percent for SR 202, and 0.8 percent for the arterial roadways based on the 2012 FDOT Traffic Information Online.

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2.6 Travel Demand Forecasting Methodology

The methodology used for travel demand forecasting and development of design hour traffic volumes is consistent with the FDOT Project Traffic Forecasting Handbook. The primary basis for traffic projections is the latest version of the Turnpike State Model, which has a base year of 2010 and a horizon year of 2040.

This section briefly discusses the need for understanding existing traffic volumes and adopting the appropriate travel demand model for the project, the procedure to include future land use projections and roadway network changes, and growth rate estimation for No-Build and Build conditions. Detailed information related to volume development can be found in the approved Design Traffic Memorandum dated May 20, 2014 (**Appendix B**).

Existing Conditions Traffic Volumes: One of the first steps in volume development is review of the existing traffic data to develop a temporal distribution of traffic within the peak periods, to develop peak hour volume diagrams, and to determine directional factor and percentage of trucks along the study roadways. Review of existing traffic data provides an understanding of current demand and provides a basis for future traffic estimates in the study area.

Selection of Travel Demand Model - Application of Strategic Highway Research Program (SHRP2) Report S2-C04-RW-1 for Traffic Forecasting: This section outlines the justification for the selection of the appropriate travel demand model for this project and the limitations of not adapting to SHRP2 Report S2-C04-RW-1for travel demand forecasting.

According to the National Cooperative Highway Research Program (NCHRP) Report 722, reliable and creditable travel demand forecasts include the ability to portray reasonable responses of travelers to congestion and pricing, the quality of the base year validation, and the reasonableness of the assumptions regarding future socioeconomic growth and development of the transportation network. The Turnpike State Model uses practices that have been a part of the Turnpike forecasting process for potential toll facilities for the past 10 years. Potential toll projects such as I-4 Express, I-295 Express, and the extension of Suncoast Parkway have relied on the forecasts generated from models developed around the methodology used for this project. Table 2.2 below shows how the methodology of the Turnpike State Model compares to the Table 1 of the NCHRP Report 722, Volume 2 to assess how close/far the Turnpike State Model is to the national guidance.

Table 2-2: Comparison between Turnpike State Model and NCHRP 722, Vol. 2 Table 1

Pricing Study Component	NCHRP 722v2 Essential Model Features	Turnpike State Model Features
All Types of Pricing	Toll facilities coded in the highway network with toll incorporated in the volume-delay functions	Toll facilities coded in the highway network with toll incorporated in the volume-delay functions
	Segmented VOT by travel purpose and income group in the demand model	Segmented VOT by toll facility (Turnpike State Model has no income group segmentation)
	Segmented VOT by	Turnpike State Model has

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Pricing Study Component	NCHRP 722v2 Essential Model Features	Turnpike State Model Features
	vehicle class in traffic assignment	just one trip purpose – no segmentation
	Mode choice and assignment equilibration	Non-mode choice model with assignment equilibration
Highway pricing in parallel with transit improvements	Mode choice with developed transit nest	Non-mode choice model
	Bus speeds linked to highway congestion	Non-transit model
Congestion pricing	Peak spreading model	Not implemented

In another report similar in nature to the NCHRP Report 722, the SHRP2 Report S2-C04-RW-1 outlines the potential modeling options that may be used for travel demand forecasting, including the aggregate (traditional four-step) demand models, activity-based models (ABMs), and Dynamic Traffic Assignment (DTA) models. The report mentions that the integration of ABM and DTA modeling techniques provides the most promising long-term modeling capabilities. The ABM for the region is in development and is not available for travel demand forecasting, and there is no DTA model available.

At the present time, the modeling options for use in the northeast region of Florida, including for development of travel demand forecasts for the I-295 express lanes project from east of I-95 to SR 202 are limited to two options:

- Northeast Florida Regional Planning Model (NERPM)
- Turnpike State Model

When evaluating which of the two models to use for the I-295 express lanes travel demand forecast effort, the following factors demonstrate that the Turnpike State Model is the preferred tool:

- ☑ Post-recession validation (2010)
- ☑ Good base year performance on I-295 (eastside overall volume-to-count ratio is 1.01)
- ☑ Ability to vary value of time (VOT) by toll facility
- ☑ Ability to apply ramp-to-ramp tolling
- ☑ BEBR population, dwelling unit, and employment forecasts for the region based on post-recession outlook (April 2012 BEBR publication)
- ☑ Forecast years available for 2015 through 2045 at five-year intervals
- ☑ Future year forecasts compare favorably to the published forecasts for I-295 from the Buckman Bridge to I-95

While there are a number of NCHRP features not present in the current model application, this is the current state of the modeling practice. The goal is to align the modeling practice of the upcoming Turnpike models with those of the FHWA where opportunities allow.

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Turnpike State Model Base Year Performance:

The Turnpike State Model has been developed for Florida's Turnpike to provide an up-to-date forecasting tool to use when potential tolling projects (traditional or express lanes) may need to be tested within the state. The Turnpike State Model performs well at the regional level and within the I-295 corridor. The overall volume-to-count ratio in District 2 is 1.005, with a root mean squared error (RMSE) of 8.61 percent. The RMSE is a statistic used to measure the difference between the 2010 traffic volumes produced by the Turnpike State Model and the actual counts. Traditionally, RMSE values between 20 and 39 percent have been acceptable ranges for model performance. Additionally, the I-295 corridor volume-to-count ratio is 1.01. These performance measures show that the Turnpike State Model has been successfully calibrated to 2010 conditions.

The Turnpike State Model forecasts were developed to ensure corridor operations, and were not developed for bonding purposes. The Turnpike State Model also has the ability to vary the VOT by toll facility using Stated Preference Survey information gathered from surveys throughout the state over the recent past. With the First Coast Outer Beltway implementing tolls and the need to test tolled express lanes on interstates, a model with the capability to vary the VOT by facility is needed. The Toll 23 project's Stated Preference Surveys show that the VOT in western Duval and Clay counties is $9.64 per hour. Other Stated Preference Surveys in the region show that for urban areas, the VOT is $13.75. The Turnpike State Model has the ability to incorporate these differences by facility into the forecasting process.

Turnpike State Model Future Year Performance:

The Turnpike State Model uses the latest BEBR forecasts published in April 2012 as a basis for the future socioeconomic forecasts. These socioeconomic forecasts take into account the effects of the 2007-2009 recession.

The Turnpike State Model also provides future forecast years every five years from 2015 through 2045, which provides a horizon forecast year of 2045, which is 10 years beyond NERPM's 2035 horizon year. As a result of the favorable performance of the Turnpike State Model, this model was chosen to provide travel demand forecasts for the I-295 corridor for the No-Build and Build conditions.

In summary, the Turnpike State Model provides reliable travel demand forecasts, including the ability to portray reasonable responses of travelers to congestion and pricing, is built on a quality base year validation, and carries reasonable assumptions regarding future socioeconomic growth and development of the transportation network.

Future Land Use Projections and Network Modifications: The Turnpike State Model, once validated, provided future forecast data for each five-year increment starting in 2015 and extending to 2045, for a total period of 30 years. Model socioeconomic factors were updated for each model year to reflect the best estimate of population, dwelling units, and employment for each traffic analysis zone in the model. The model transportation network was updated to reflect programmed capacity improvements according to each county's Transportation Improvement Program (TIP). Beyond the five-year Work Program, a process was applied that added capacity to conditions where volume-to-capacity ratios exceeded set levels.

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The land use data were apportioned on a county-by-county basis to specific Traffic Analysis Zones (TAZs) through the use of a Land Use Allocation Model (LUAM). The purpose of the LUAM was to create land use forecasts that were realistic, consistent with the transportation system, and easily updated. The LUAM was used to allocate land use control totals for each county to the TAZ structure within each county, taking three effects into account:

- Current household and employment densities
- Transportation accessibility to each TAZ
- Developable land (excluding water and other managed land)

The allocation model did not change the existing land use; it only allocated the specified future growth to specific TAZs within each county based on accessibility to each zone and the amount of developable land available.

New or additional capacity projects and interchanges included in the FDOT Work Program for the period 2011 through 2017 were added to the network database and appropriately placed in either the 2015 or 2020 time frame depending on the estimated project completion date. This effort ensured that all major construction projects throughout the state were in the Turnpike State Model future networks. Additionally, an assessment of each county's local TIP was made for the same time frame to include local construction projects.

Traffic Forecasting: The design traffic forecasts are based on 2013 existing conditions within the I-295 corridor. Future year traffic forecasts have been developed for 2020 and 2040. The development of future traffic forecasts followed the recommendations of the FDOT District 2 and FHWA.

The daily growth rate from the Turnpike State Model was calculated using the 2010 and 2040 time frames with 2010 being the validation year and 2040 the horizon year. The resulting growth rate was then applied to the existing 2013 traffic counts for the 39 entry nodes of the VISSIM network developed for the I-295 corridor to obtain 2020 and 2040 traffic input volumes. Using the Turnpike State Model growth rate, an annual compounded rate over seven years was developed and applied to the 2013 hourly volumes for the a.m. and p.m. conditions for the entry nodes to obtain 2020 (open year) peak hour forecasts. For the development of 2040 a.m. and p.m. peak hour volumes, an annual compounded growth rate over 27 years was applied for the entry nodes.

The growth rates from the Turnpike State Model were reviewed for reasonableness, and the need for adjustments for the specific roadways was evaluated. Adjustments were made to create consistency or out of necessity where the growth rate in an unadjusted form resulted in values that exceeded reasonable capacity limits. Overall, the model showed little difference in growth rates between the No-Build and Build conditions for the arterial locations (refer **Appendix B** for details).

2.7 Traffic Operational Analysis Methodology

This section outlines the study methodology used for conducting detailed operational analyses in VISSIM. The methodology follows the FHWA Traffic Analysis Toolbox Volume III (Dowling et al. 2004) and is illustrated on Figure 2-1.

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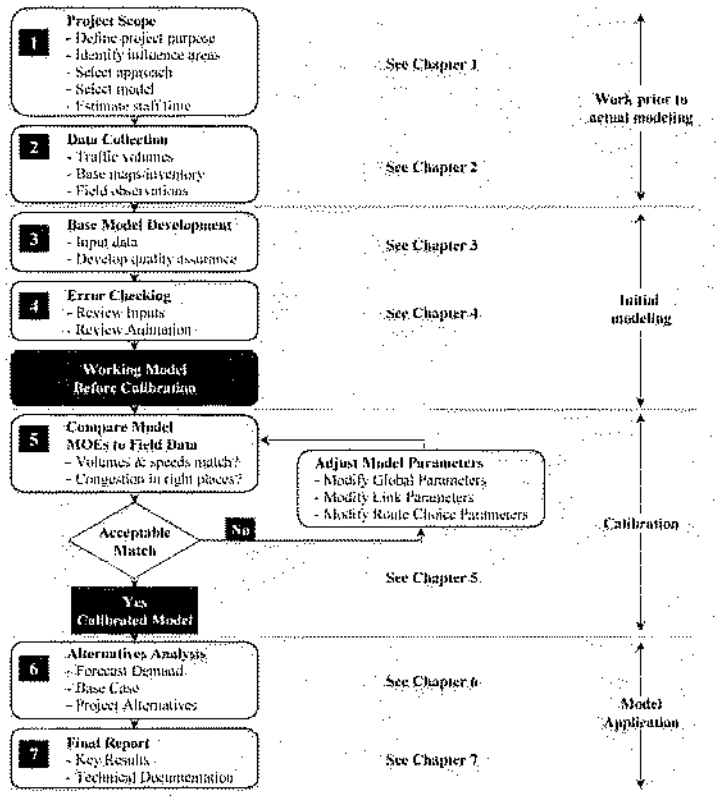

Developed by the FHWA Traffic Analysis Tools Team and later adapted from *Advanced Forum Training Manual*, Short, Elliott, Hendrickson, Inc., Minnesota Department of Transportation, September 2003.

Figure 2-1: FHWA Simulation Studies Methodology

The purpose of the microscopic simulation model is to examine the detailed operational aspects of the transportation network within the corridor. The dynamic routing of trips within the corridor is performed by the VISSIM model. These operating characteristics are measured for both freeway and surface-street systems. For the freeway system, operating characteristics are measured in lane density (vehicles per lane per mile). These densities are translated into a measure of congestion called level of service (LOS). The LOS has letter values between A and F, with A being the least congested (free-flow conditions) and F being severely congested.

For surface streets, operational characteristics are expressed in terms of average delay per vehicle at intersections. As with the freeway system, these characteristics are expressed in terms of LOS, with A being the least congested (free-flow conditions) and F being severely congested.

The following performance measures from the detailed VISSIM and SYNCHRO operational analyses were used in evaluating the future year scenarios:

System Level Freeway Operational Performance

- Traffic Volume Evaluations
  - Total Vehicle Demand
  - Vehicles Denied Entry
- Increase in System Throughput
- System-wide Average Delay
- System-wide Average Speed
- Travel Time Summary

Link Level Freeway Operational Performance

- Link Level Speed Evaluation
- Link Level Density Evaluation
- Link Level Throughput Evaluation

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Arterial Operational Performance

- Average Intersection Delay
- LOS

2.8 VISSIM Toll Model Methodology

An important step in the evaluation of Build Alternatives is the modeling of express lanes dynamically with altering traffic patterns based on congestion in the General Use Lanes (GUL) and traffic conditions in the express lanes. To dynamically model vehicle movements in and out of the express lanes, the express lanes were modeled using VISSIM 6's express lanes algorithm, which estimates express lane usage varying over each modeled time step. The VISSIM 6 algorithm utilizes either travel time savings or average speeds within the express lanes to vary the toll rates dynamically during simulation on a 15-minute time period. The VISSIM COM interface also allows the user to vary the toll rates dynamically, but provides the capability to run external custom made tolling scripts in the background. The VISSIM 6 express lanes script and VISSIM COM scripting feature are two different procedures of delivering same product, which is to dynamically model the use of express lanes with varying traffic conditions on the GULs.

The VISSIM 6 express lane toll model for this study utilized the average speeds of the express lanes to change toll rates during simulation. The Planning-Level Traffic and Revenue (T&R) Study Report (refer to **Appendix D**) developed for this project was used as the basis for some of the assumptions of the toll price calculation, along with the references provided on the Florida Managed Lanes website (http://www.floridamanagedlanes.com/). The Turnpike State Model also assigned traffic to the express lanes to aid in forecasting travel demand for the I-295 east corridor; however, VISSIM operational analysis was conducted to reassign this traffic dynamically to the express lanes based on traffic conditions on the GUL and the speed in the express lanes.

Toll Model:

The toll model for this project utilizes average speed within the managed lanes to determine the toll values dynamically. The Preliminary Toll Parameter Analysis for New Toll Rules presentation (refer to **Appendix E**) by the FDOT District 4 for the I-95 Express Lanes project was used as the basis for developing the speed intervals for each toll value.

The conclusions of the presentation (refer to **Appendix E**) suggested the use of Scenario 6. The Scenario 6 graph for the northbound direction was used to determine the speed ranges. This graph is provided on Figure 2-2.

An absolute minimum toll rate of $0.50 was used for this project. A maximum toll rate of $10.00 was used for the toll model. A $0.50 toll increment was used for toll values of $0.50 and $2.00. A toll increment of $1.00 was used for toll values between $2.00 and the maximum toll value of $10.00 because the speed variation was not significant for a toll value increment of $0.50 from Figure 2-2.

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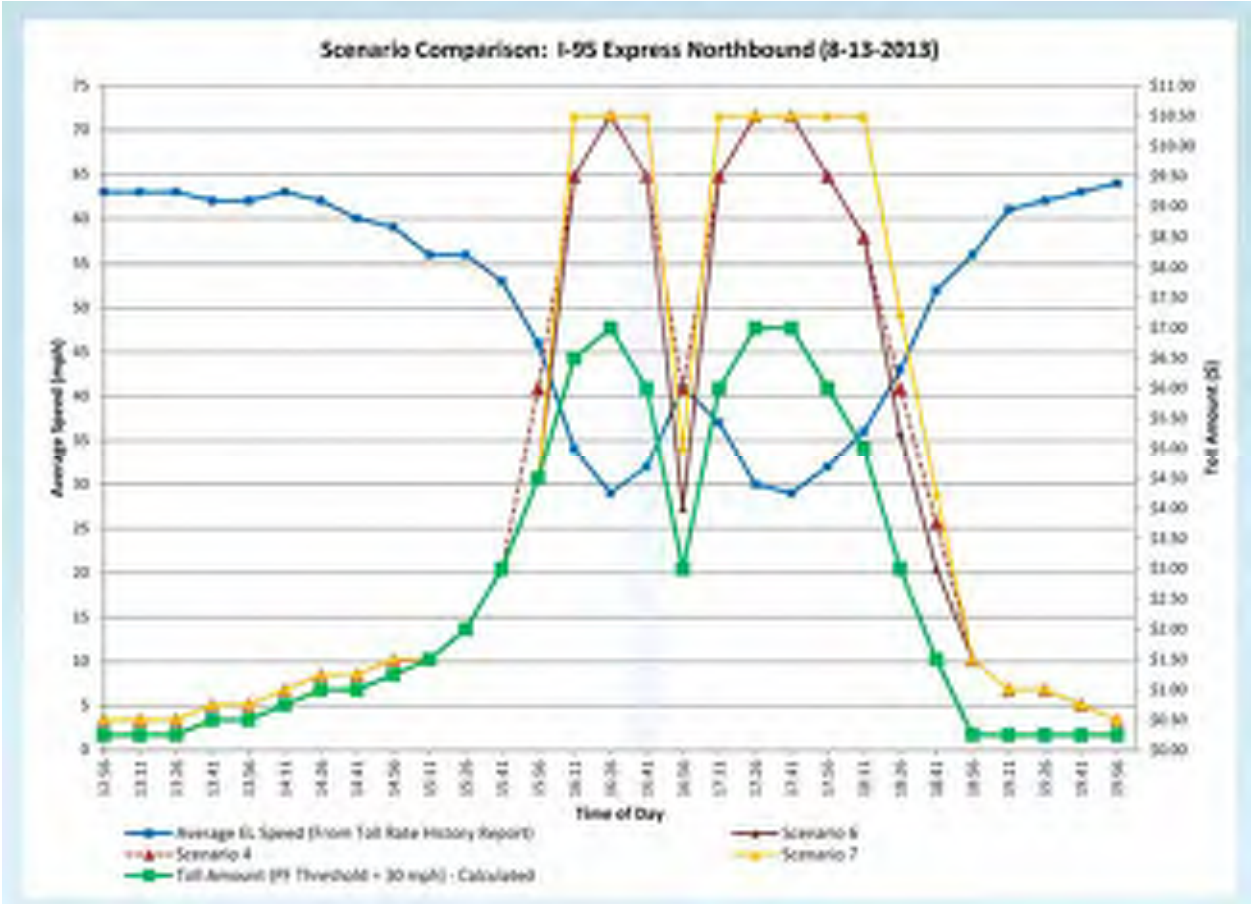

Figure 2-2: I-95 Express Lanes – Average Speeds in Express Lanes for Different Toll Values

Figure 2-3 shows the toll model developed using the average speed values from the above graph. The travel time savings are held constant for specific speed ranges. The travel time savings are factored into the route choice model by the use of travel time coefficient value and a sensitivity analysis performed by varying toll values with both travel times and average speed values, but showed unrealistic express lane demands. Therefore, the travel time savings were held constant and average speed ranges were specified for each toll value.

Count: 13	Pos	TravTmSavFrom	TravTmSavTo	Operator	AvgSpeedFrom	AvgSpeedTo	Toll
1	1	0.0	99999.0	AND	63.0	99999.0	0.5
2	2	0.0	99999.0	AND	58.0	63.0	1.0
3	3	0.0	99999.0	AND	56.0	58.0	1.5
4	4	0.0	99999.0	AND	54.0	56.0	2.0
5	5	0.0	99999.0	AND	49.0	54.0	3.0
6	6	0.0	99999.0	AND	46.0	49.0	4.0
7	7	0.0	99999.0	AND	43.0	46.0	5.0
8	8	0.0	99999.0	AND	40.0	43.0	6.0
9	9	0.0	99999.0	AND	38.0	40.0	7.0
10	10	0.0	99999.0	AND	35.0	38.0	8.0
11	11	0.0	99999.0	AND	32.0	35.0	9.0
12	12	0.0	99999.0	AND	30.0	32.0	10.0
13	13	0.0	99999.0	AND	0.0	30.0	9999

Figure 2-3: VISSIM Toll Model

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The VISSIM 6 Managed Lanes Pricing Model used the following parameters and factors:

1) The toll prices were dynamically updated every 900 seconds (15 minutes) in the models.
2) A “Logit Alpha Value” of 0.10 was used.
3) The Cost Utility Coefficient value of -0.121 provided in the T&R study for this study area was used in the models.
4) The Time Utility Coefficient value of -0.531 provided in the T&R study for this study area was used in the models.
5) The Toll Constant value of -1.50 provided in the T&R study for this study area was used in the models.

The Logit Alpha Value is a scaling factor that increases the probability that a driver will enter the express lane(s) as its value increases. The Cost Utility Coefficient indicates the willingness of drivers to pay for the use of the express lanes. The Time Utility Coefficient corresponds to the VOT for drivers. The Toll Constant is important in determining the base volume assigned to the express lanes in non-peak time periods when there are no realized travel time savings for using the express lanes.

The VISSIM 6 managed lanes pricing model parameters used for this project represent an operational strategy that optimizes the operations of both the GUL and the express lanes to maximize the amount of throughput across the system. The parameters used do not represent a strategy that would maximize the generation of revenue from the express lanes.

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3. EXISTING CONDITIONS

This section provides a discussion and evaluation of existing conditions within the area of influence for the I-295 East Express Lanes project. This discussion includes existing land use, transportation system data, existing traffic data, existing operating conditions, and existing environmental constrains.

3.1 Demographics

The project study area is located in the Jacksonville Metropolitan Statistical Area and within Duval County. The I-295 corridor from SR 9B to SR 202 is primarily a commuter corridor for traffic to and from residences in St. Johns County and Southeast Duval County to employment centers located near the St. Johns Town Center region and the University of North Florida (UNF). According to the population statistics provided on the U. S. Census Bureau website, the population in 2012 (latest available) was 879,602 in Duval County and 202,188 in St. Johns County. Table 3-1 summarizes the 2010 census data for Duval and St. Johns Counties.

Table 3-1: Existing Demographic Data

Category	Florida	Duval County	St. Johns County
Population	18,801,310	864,263	190,039
Male	48.88%	48.53%	49.43%
Female	51.12%	51.47%	50.57%
Median Age	40.7	35.8	42.2
Male	39.4	34.4	41.3
Female	42.1	37.2	43.1
Race - Caucasian	14,109,162	526,044	169,794
African American	2,999,862	255,018	10,684
American Indian	71,458	3,413	551
Asian	454,821	35,901	3,920
Other	1,166,007	43,887	5,090
Households	7,420,802	342,450	75,338
Family	4,835,475	218,254	52,223
Non-Family	2,585,327	124,196	23,115
Total Housing Units	8,989,580	388,486	89,830
Occupied	7,420,802	342,450	75,338
Renter-Occupied	4,998,979	211,077	57,862
Owner-Occupied	2,421,823	131,373	17,476
Vacant	1,568,778	46,036	14,492
Average Household Size	2.48	2.47	2.49
Average Family Size	3.01	3.04	2.95

Source: U.S. Census Website

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3.2 Existing Land Use

Figure 3-1 illustrates the existing land use within the project area of influence. Land use to the east of I-295 surrounding the corridor from US 1 to Town Center Parkway is predominantly agricultural (vacant) land. The land uses to the west of the project area are largely residential, with some commercial parcels that have established businesses to serve these residences. UNF is located in the northeast quadrant of the project study area and is institutional in nature. The area west of I-295 listed as miscellaneous in nature is composed of wetlands and floodplains.

3.3 Existing Roadway Network

Table 3-2 lists the functional classification, speed limit, and number of lanes for the roadways within the area of influence. **Appendix F** includes the existing roadway and intersection geometry information. Figures 3-2 and 3-3 show the existing roadway network in schematic form for I-295 and SR 202.

Table 3-2: Functional Classification of Study Area Roadways

Facility Name	Functional Classification (Code-Description)	Posted Speed Limit (mph)	No. of Lanes
I-295	11 – Urban Principal Arterial – Interstate	65	4 – 8
SR 9B	12 – Urban Principal Arterial – Freeway and Expressway	65	4
SR 202	12 – Urban Principal Arterial – Freeway and Expressway	65	6 – 8
US 1	14 – Urban Principal Arterial – Other	45	4 – 6
SR 152	16 – Urban Minor Arterial	45	4
Gate Parkway	17 – Urban Major Collector	45	4
Town Center Parkway	17 – Urban Major Collector	45	4 – 6
Kernan Boulevard	17 – Urban Major Collector	45	4

I-295 – I-295 within the study area is primarily a four-lane, north-south, limited-access facility with auxiliary lanes between each service interchange. The median width in this section of I-295 varies from 48 feet to 60 feet. I-295 forms service interchanges with US 1, SR 152, Gate Parkway, and Town Center Parkway and system-to-system interchanges with SR 9B and SR 202.

SR 9B – In the study area, SR 9B is a four-lane, limited-access expressway. SR 9B ends at I-295 slightly north of I-295 and US 1 service interchange.

SR 202 – SR 202 is primarily an eight-lane, east-west, limited-access expressway within the study area. SR 202 forms service interchanges with Gate Parkway and Kernan Boulevard and system-to-system interchanges with I-295.

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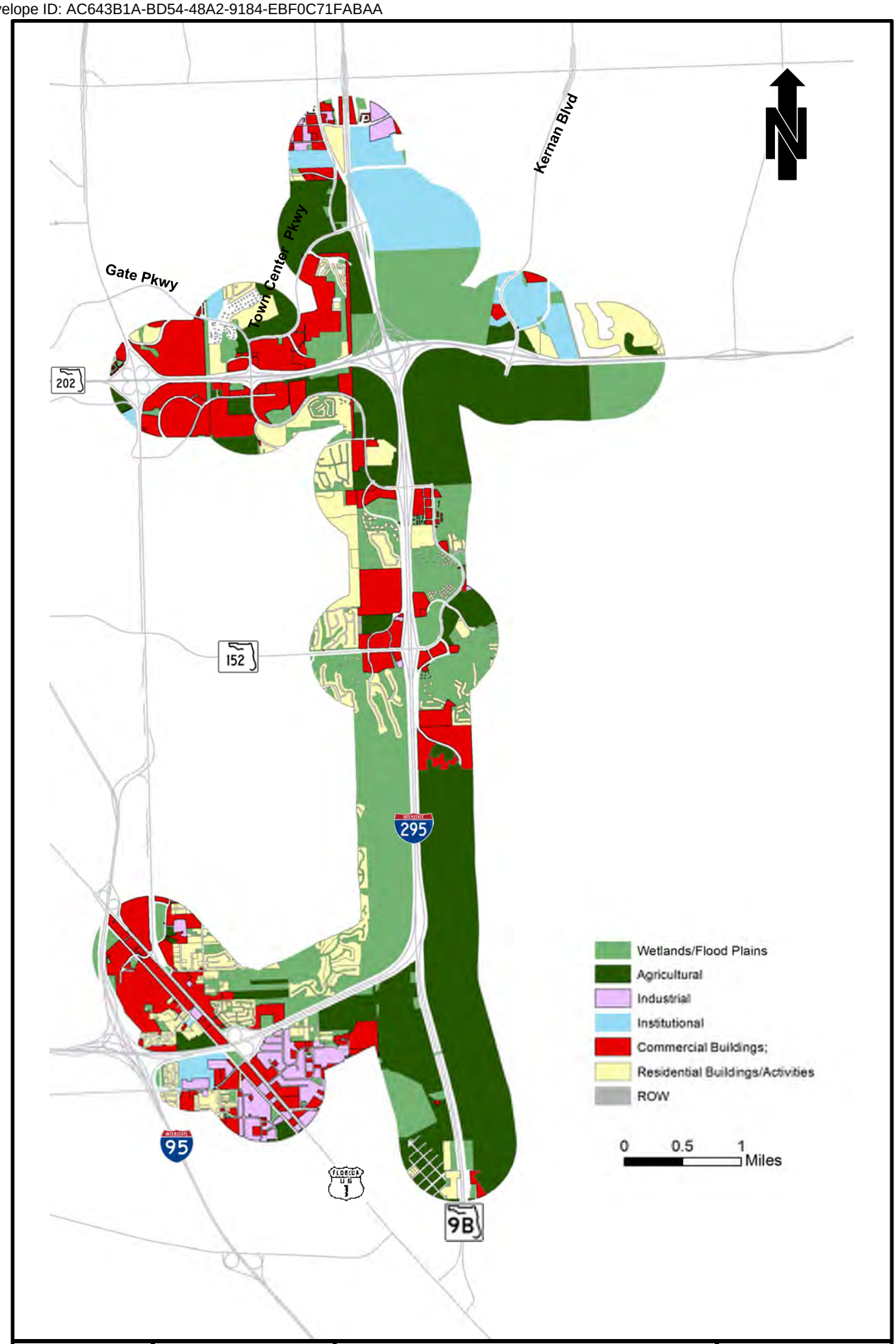

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Existing – Year 2013 – Land Use	Figure 3-1
			Page 3-3

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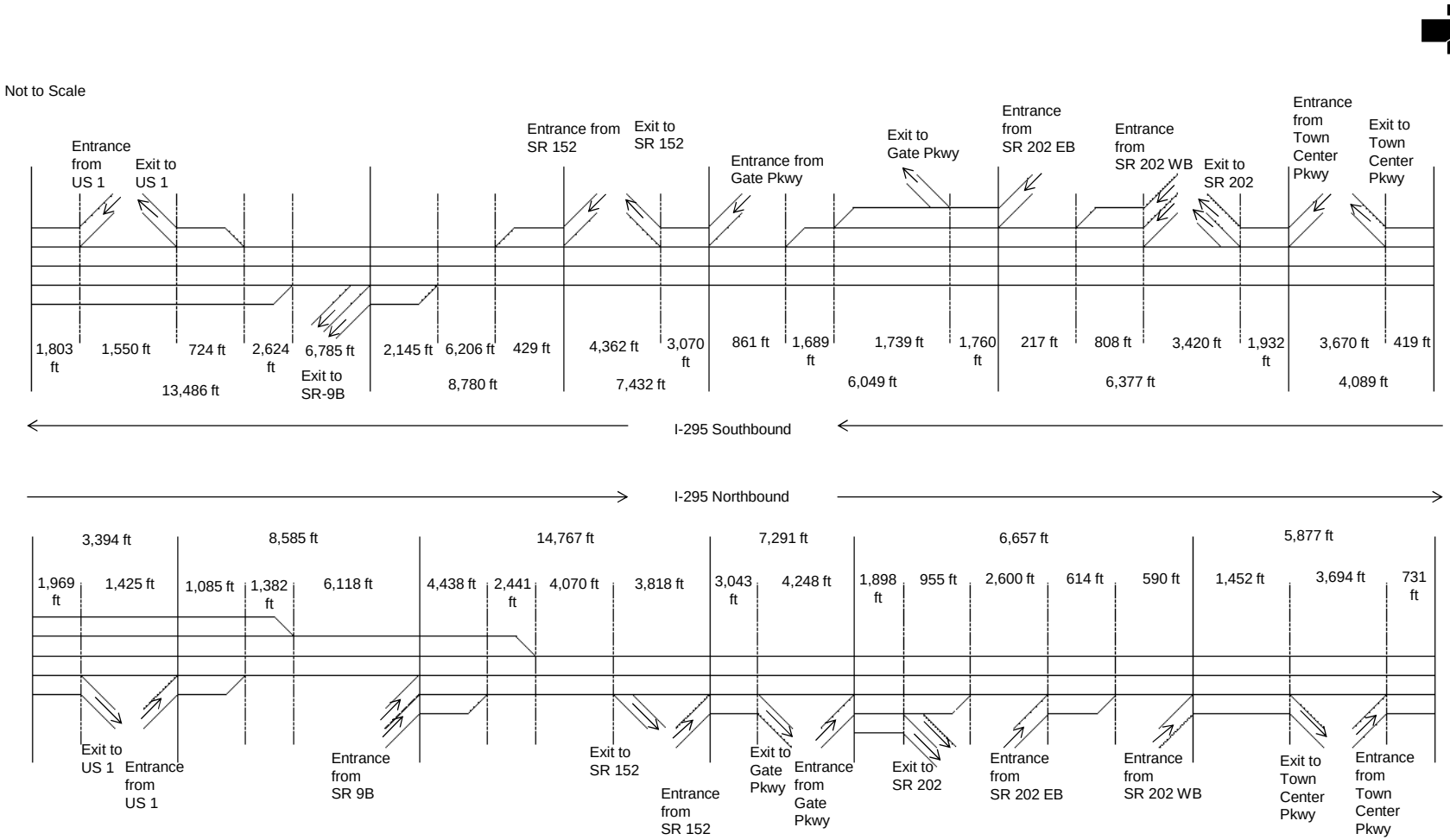

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Existing Condition Lane Configuration	Figure 3-2 Page 3-4

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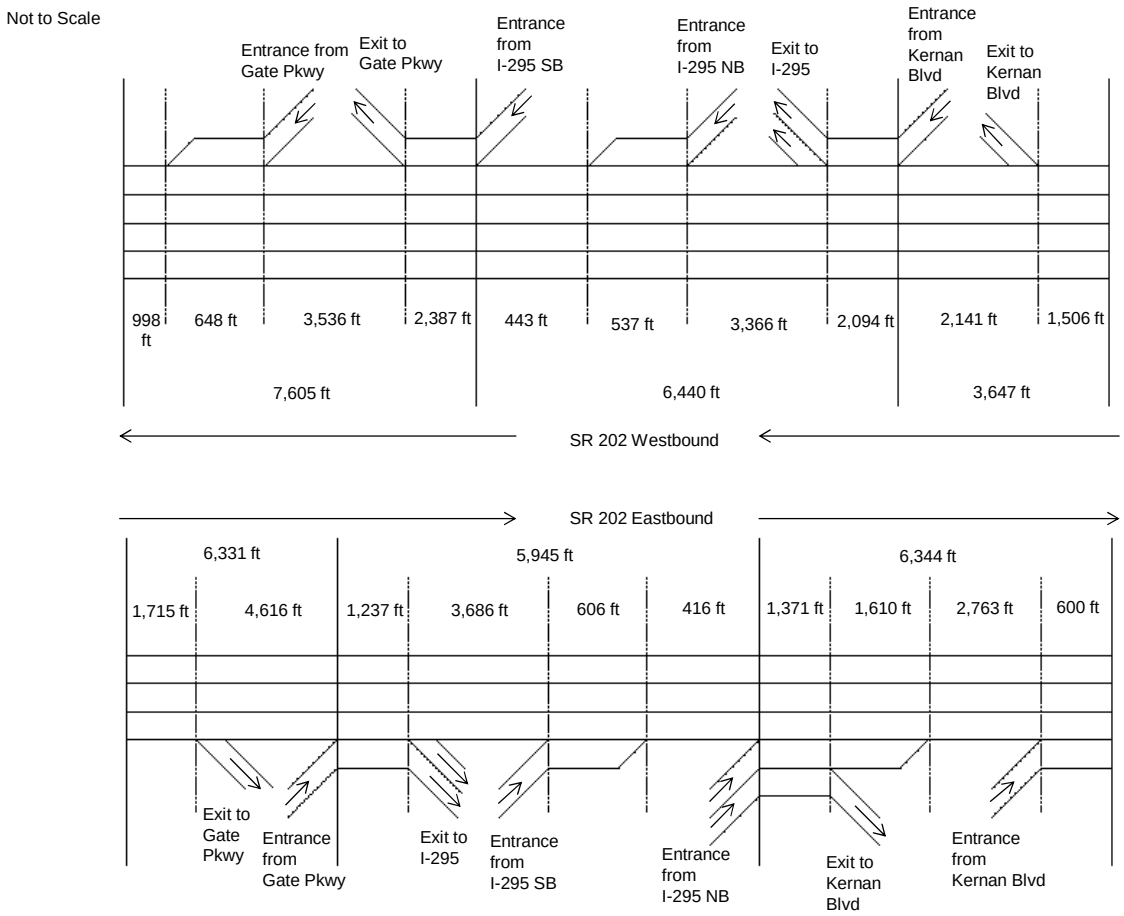

FDOT	295 East Express Phase I (SR 9B to SR 202)	SR 202 – Existing Condition Lane Configuration	Figure 3-3
			Page 3-5

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3.4 Alternate Travel Modes

The I-295 corridor is an urban limited-access facility, and bicyclists and pedestrians are prohibited from using this facility.

Jacksonville Transportation Authority (JTA) buses do not run along I-295 within the study area. JTA has bus service that serves the major arterials within the project limits along US 1, Town Center Parkway, and SR 202. The WS91, X2, SS6, and R5 bus routes are in service along the arterials within the study area. JTA currently does not plan to run express bus service on this stretch of I-295.

JTA does not envision that this corridor will be served by Bus Rapid Transit (BRT) in the future. The BRT routes proposed by JTA do not include I-295 within the study area as a potential future route.

JTA is conducting a commuter rail feasibility study that identifies the existing Florida East Coast (FEC) railway main track that runs parallel to US 1 as a viable corridor. Ridership has not yet been determined for the commuter rail service, and no implementation schedule has been determined.

Therefore, the BRT or commuter rail service projects are not considered implementable enough to impact traffic and will not result in a significant change in vehicle demand on I-295 within the study area.

3.5 Interchanges

The I-295 study area of influence included six interchanges along I-295 (four service interchanges and two system-to-system interchanges) and two service interchanges along SR 202 because of their proximity to I-295. Table 3-3 provides the interchange locations, mileposts, and descriptions. I-295 within the study area is an SIS facility. No other interchanges are being proposed/developed in the area of influence.

Table 3-3: Interchange Data

Freeway / Limited-Access Facility	Interchange	Description	Milepost	Interchange Spacing (miles)
I-295	US 1	2-Quadrant Cloverleaf	24.6	-
	SR 9B	System-to-System	22.7	1.9
	SR 152	Diamond Interchange	20.3	2.4
	Gate Parkway	Diamond Interchange	18.9	1.4
	SR 202	System-to-System	17.8	1.1
	Town Center Parkway	Single Point Urban Interchange	16.7	1.1
SR 202	Gate Parkway	Single Point Urban Interchange	4.0	-
	I-295	System-to-System	5.2	1.2
	Kernan Boulevard	Diamond Interchange	6.3	1.1

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3.6 Existing Operational Performance

This section summarizes the detailed operational analysis performed for the area of influence to access the existing traffic and mobility conditions.

Existing Traffic Data:

To evaluate existing conditions and provide a basis for estimating future traffic volumes, traffic data were collected for I-295 and SR 202, their interchange ramps, and associated arterials. Forty-eight-hour tube counts were collected for all entrance and exit ramps within the project study area. Additionally, 48-hour vehicle classification counts were collected along critical sections of I-295 as listed below:

- Southbound I-295 Mainline west of US 1
- Northbound I-295 Mainline west of US 1
- Southbound I-295 Mainline south of SR 9B
- Northbound I-295 Mainline south of SR 9B
- Southbound I-295 Mainline south of SR 202
- Northbound I-295 Mainline south of SR 202
- Southbound I-295 Mainline north of Town Center Parkway
- Northbound I-295 Mainline north of Town Center Parkway

Seven hour (6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.) turning movement counts were collected in October 2013 for the intersections identified on Figure 1-1. Additional details on the type and time frames for traffic data collection are documented in the approved VISSIM Existing Conditions Model Development and Calibration Report (refer to **Appendix C**).

The a.m. and p.m. peak hours for the study area are from 7:15 a.m. to 8:15 a.m. and 4:45 p.m. to 5:45 p.m. From the count data, 15-minute time slicing factors were developed using the existing peak hour volumes as the base time period. Figures 3-4 and 3-5 show the a.m. and p.m. peak period analysis aggregated for the overall network. These figures provide 15-minute time slicing factors for the a.m. and p.m. peak periods using the network-wide hose counts (i.e., mainline, ramps, and arterials).

To estimate peak hour volumes, traffic volumes for the selected peak hours were compiled from the hose counts and turning movement counts. The FDOT peak seasonal correction factors and the appropriate axle adjustment factors from the 2012 Florida Traffic Online (http://www2.dot.state.fl.us/floridatrafficonline/viewer.html) were applied to these raw peak hour hose count volumes.

Figure 3-6 shows the a.m. and p.m. peak hour traffic by roadway segment. The balanced peak hour traffic was developed by using the counted peak hour data instead of factoring the AADT. The peak hour counts were balanced by selecting the larger volume of a balanced movement, and balancing the traffic through the corridor. Figure 3-7 shows the Existing Year 2013 AADT values. The a.m. and p.m. peak hour traffic along I-295 ranges from 7,000 vehicles per hour (vph) to 9,910 vph, with the highest traffic between Gate Parkway and SR 202. A peak hour truck factor of 3.5 percent was observed along I-295 within the study area. The traffic split along I-295 is fairly balanced between the northbound and southbound directions. The a.m. peak hour

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directional split is approximately 51 percent northbound and 49 percent southbound between Gate Parkway and SR 202. On the other hand, the a.m. peak hour directional split is approximately 45 percent northbound and 55 percent southbound between SR 202 and Town Center Parkway. The directional splits are reversed during the p.m. peak hour. For detailed information on existing condition traffic volume development, refer to the approved Design Traffic Memorandum in **Appendix B**.

AM 5:45 HOUR PEAK PERIOD (1:45 HOURS BEFORE, 3:00 HOURS AFTER)					
End Time	Peak Period	15 minutes		Hourly	
		Volumes	Distribution	Volumes	Distribution
5:45		3,713	4.12%		
6:00		4,665	5.18%		
6:15		5,928	6.58%		
6:30		9,006	10.00%		
6:45		13,106	14.55%		
7:00		17,266	19.17%		
7:15		18,419	20.45%	57,797	64.18%
7:30	AM Peak Hour	21,748	24.15%		
7:45		23,214	25.78%		
8:00		23,345	25.92%		
8:15		21,744	24.15%	90,051	100.00%
8:30		21,642	24.03%		
8:45		20,739	23.03%		
9:00		19,342	21.48%		
9:15		16,573	18.40%	78,296	86.95%
9:30		15,392	17.09%		
9:45		14,537	16.14%		
10:00		13,891	15.43%		
10:15		12,498	13.88%	56,318	62.54%
10:30		12,751	14.16%		
10:45		13,246	14.71%		
11:00		13,581	15.08%		
11:15		13,421	14.90%	52,999	58.85%

Note: These distributions were calculated using overall network base counts

Figure 3-4: A.M. Peak Hour 15-Minute Distribution

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PM 5:45 HOUR PEAK PERIOD (1:45 HOURS BEFORE, 3:00 HOURS AFTER)					
End Time	Peak Period	15 minutes		Hourly	
		Volumes	Distribution	Volumes	Distribution
15:15		17,714	17.06%		
15:30		18,672	17.98%		
15:45		19,626	18.90%		
16:00		19,472	18.75%		
16:15		21,343	20.55%		
16:30		22,468	21.63%		
16:45		24,747	23.83%	88,030	84.76%
17:00	PM Peak Hour	24,804	23.88%		
17:15		27,145	26.14%		
17:30		26,543	25.56%		
17:45		25,362	24.42%	103,854	100.00%
18:00		23,747	22.87%		
18:15		22,960	22.11%		
18:30		21,460	20.66%		
18:45		18,193	17.52%	86,360	83.16%
19:00		15,649	15.07%		
19:15		14,561	14.02%		
19:30		13,992	13.47%		
19:45		12,850	12.37%	57,052	54.93%
20:00		11,440	11.02%		
20:15		11,080	10.67%		
20:30		10,194	9.82%		
20:45		9,489	9.14%	42,203	40.64%

Note: These distributions were calculated using overall network hose counts

Figure 3-5: P.M. Peak Hour 15-Minute Distribution

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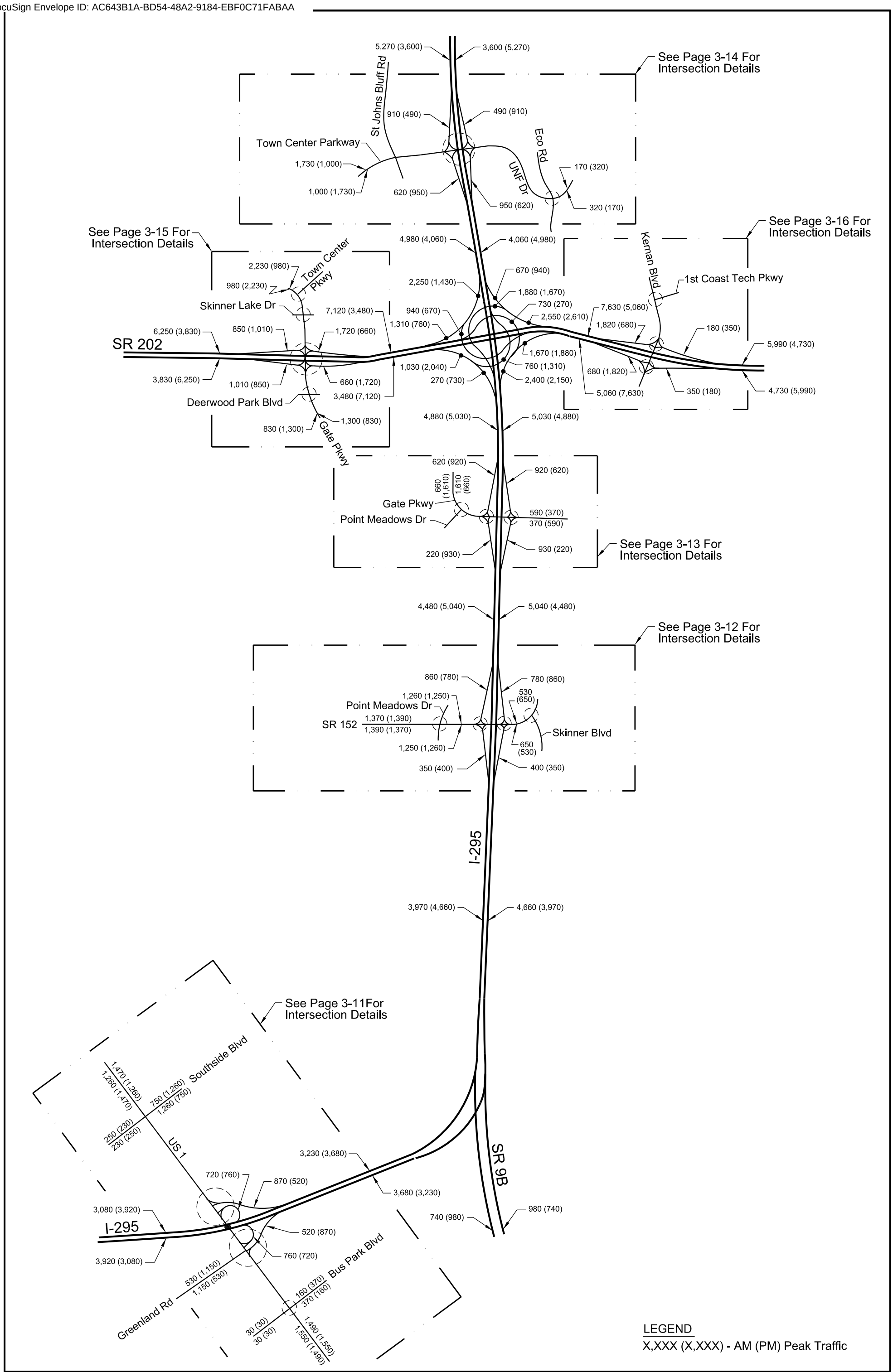

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Existing - Year 2013 - AM and PM Peak Hour Volume
(I-295 East Corridor)

Figure 3-6

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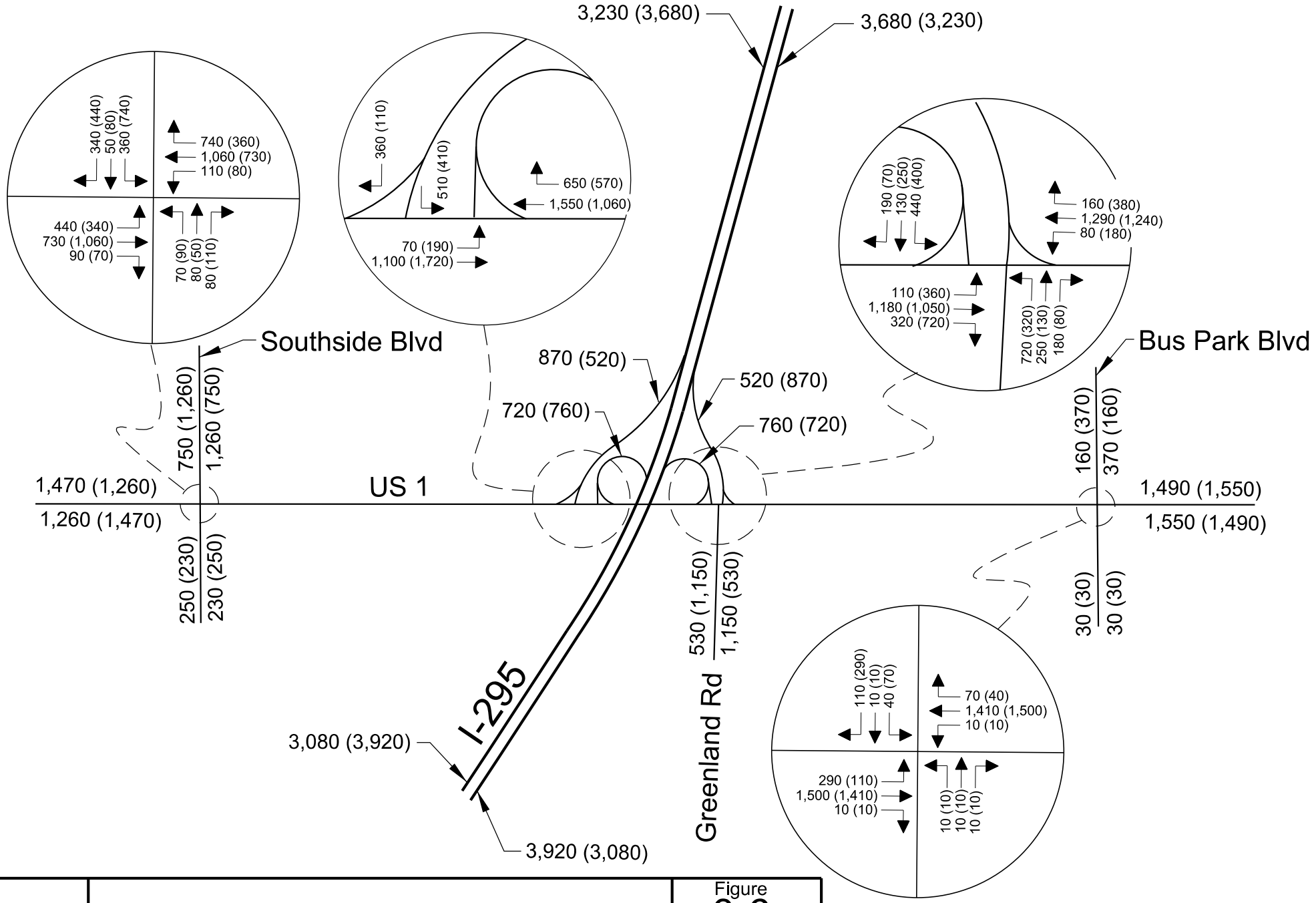

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Existing - Year 2013 - AM and PM Peak Hour Volume
(I-295 at US 1 (Phillips Highway))

Figure 3-6

Page 3-11

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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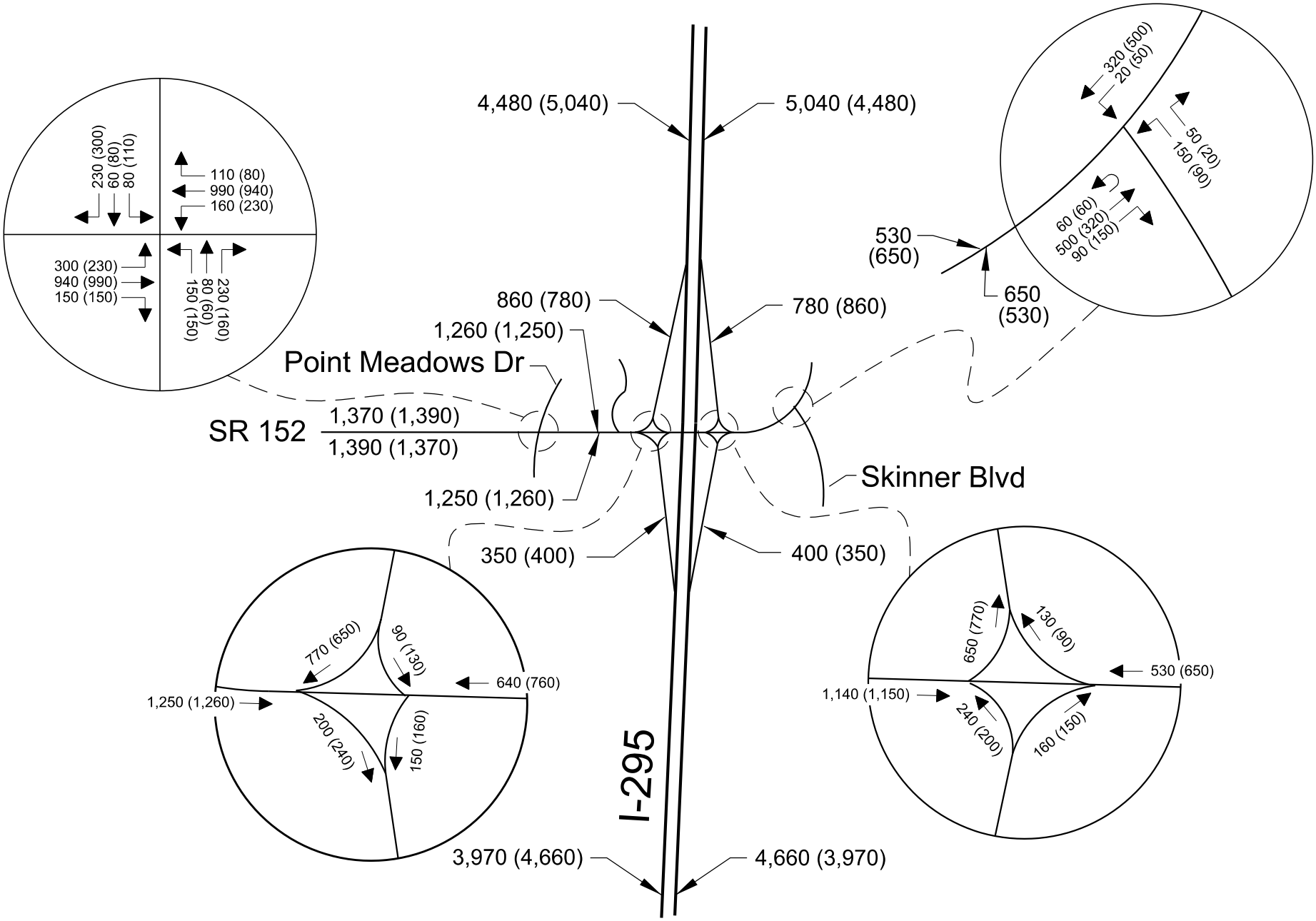

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Existing - Year 2013 - AM and PM Peak Hour Volume
(I-295 at SR 152 (Baymeadows Road))

Figure 3-6

Page 3-12

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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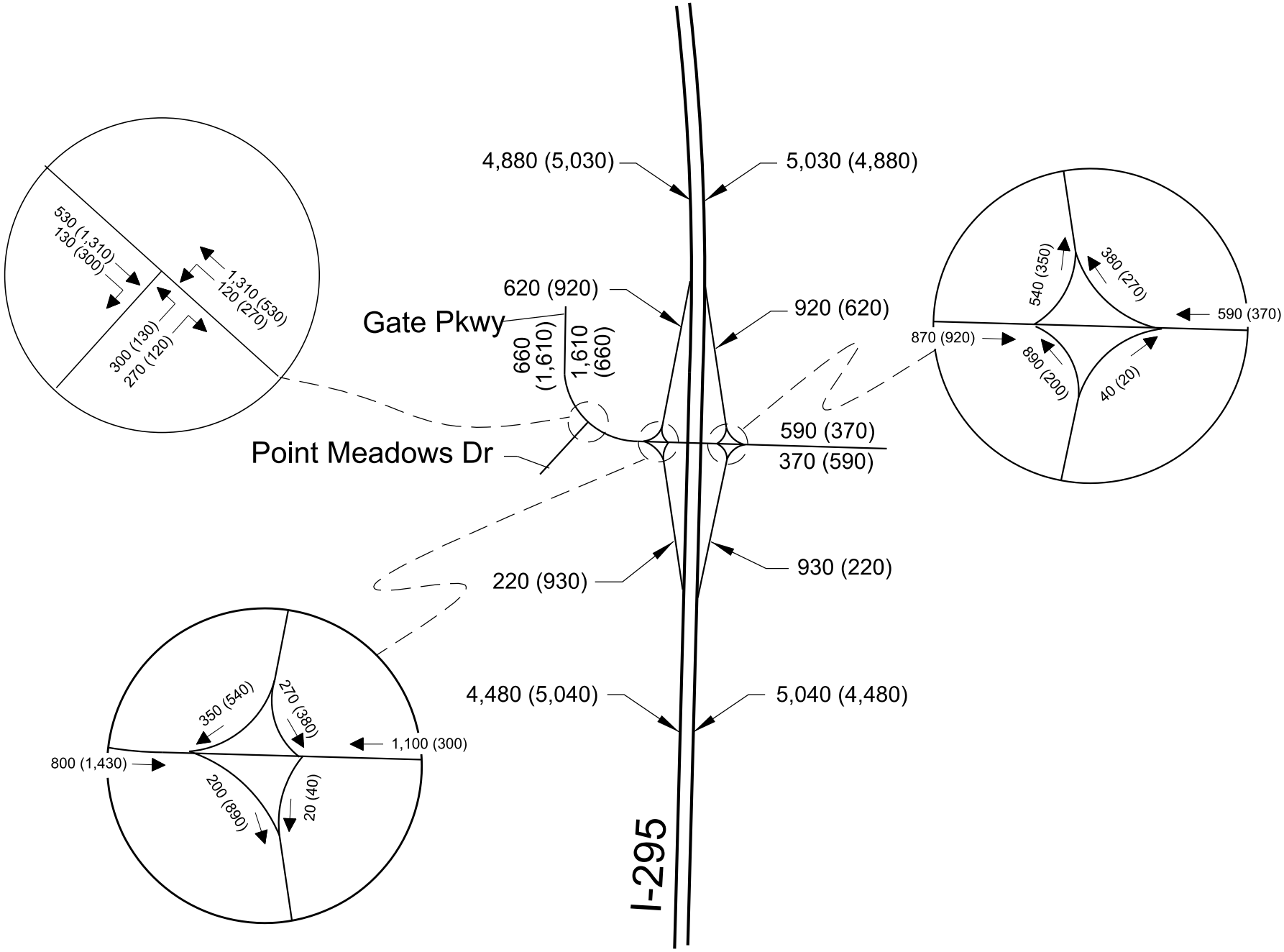

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Existing - Year 2013 - AM and PM Peak Hour Volume
(I-295 at Gate Parkway)

Figure
3-6

Page
3-13

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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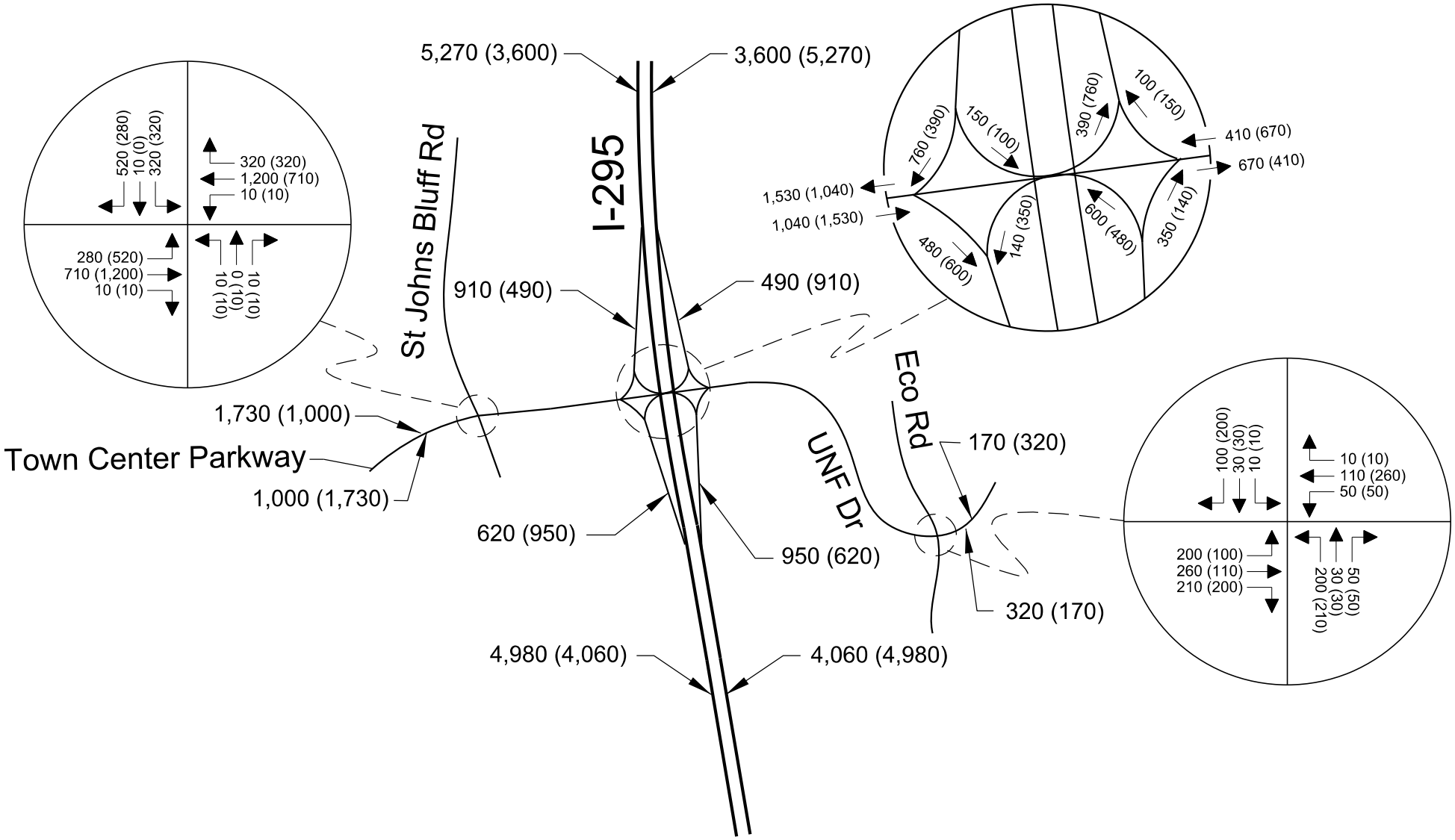

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Existing - Year 2013 - AM and PM Peak Hour Volume
(I-295 at Town Center Parkway)

Figure 3-6

Page 3-14

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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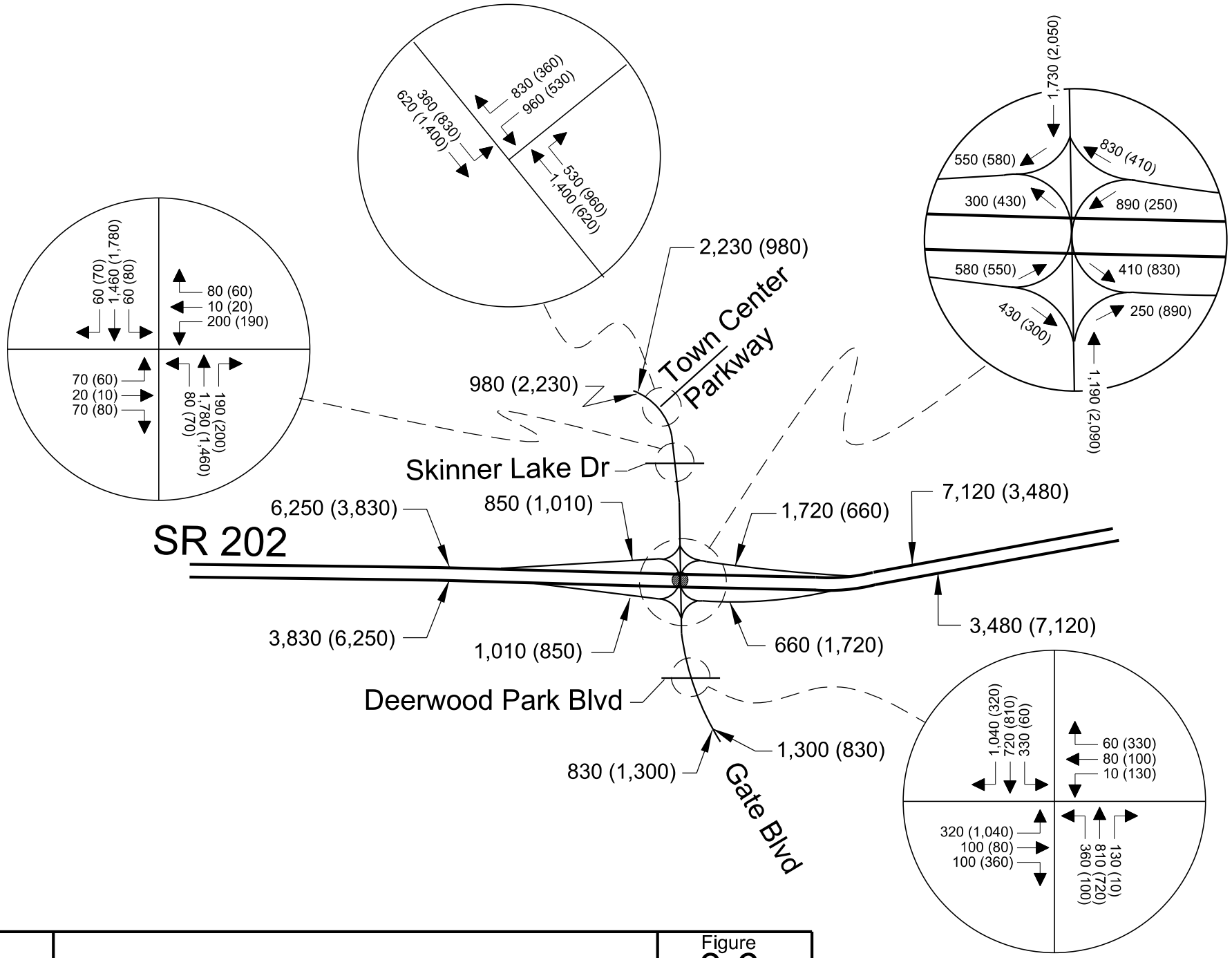

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Existing - Year 2013 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Gate Parkway)

Figure 3-6

Page 3-15

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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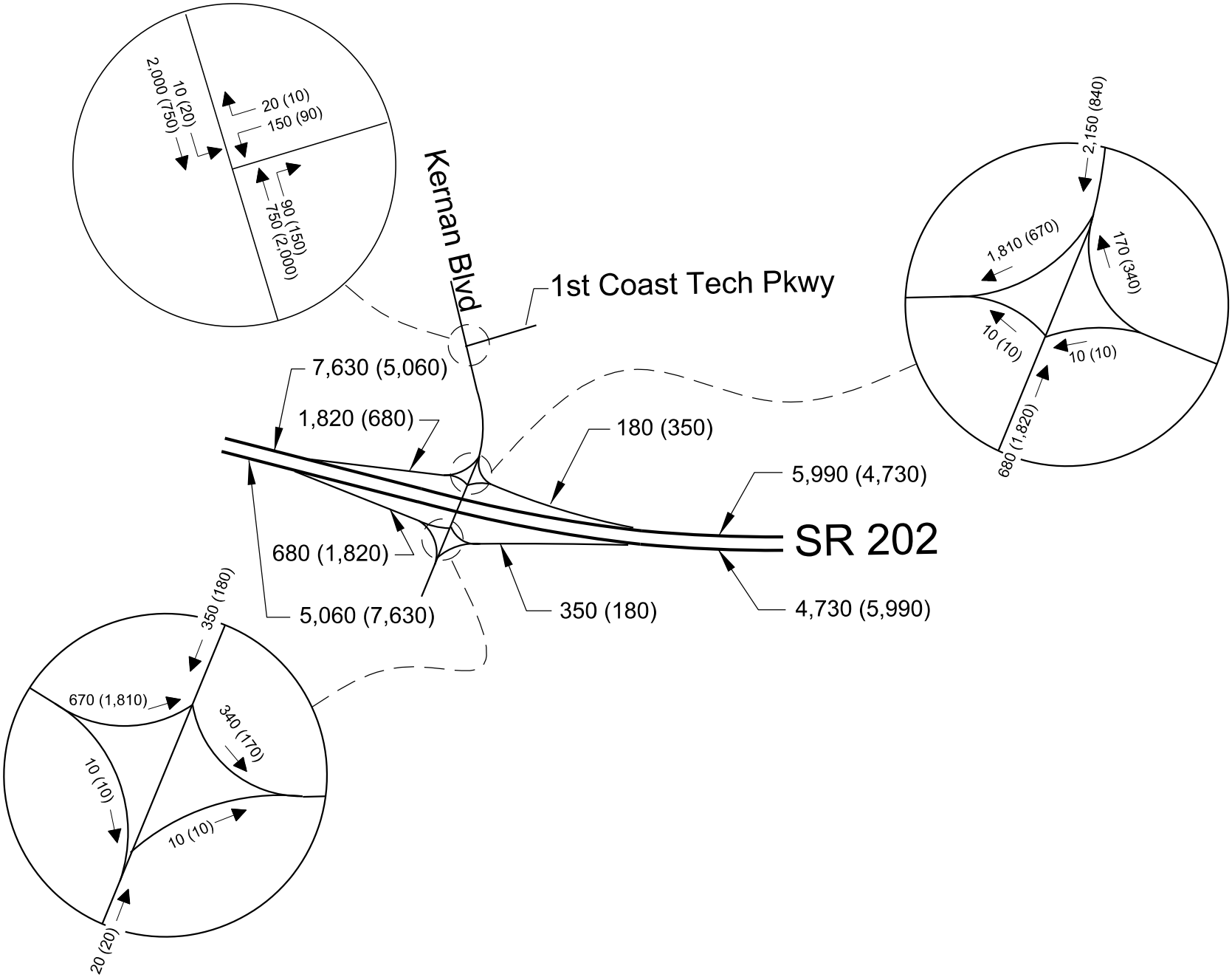

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Existing - Year 2013 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Kernan Boulevard)

Figure 3-6

Page 3-16

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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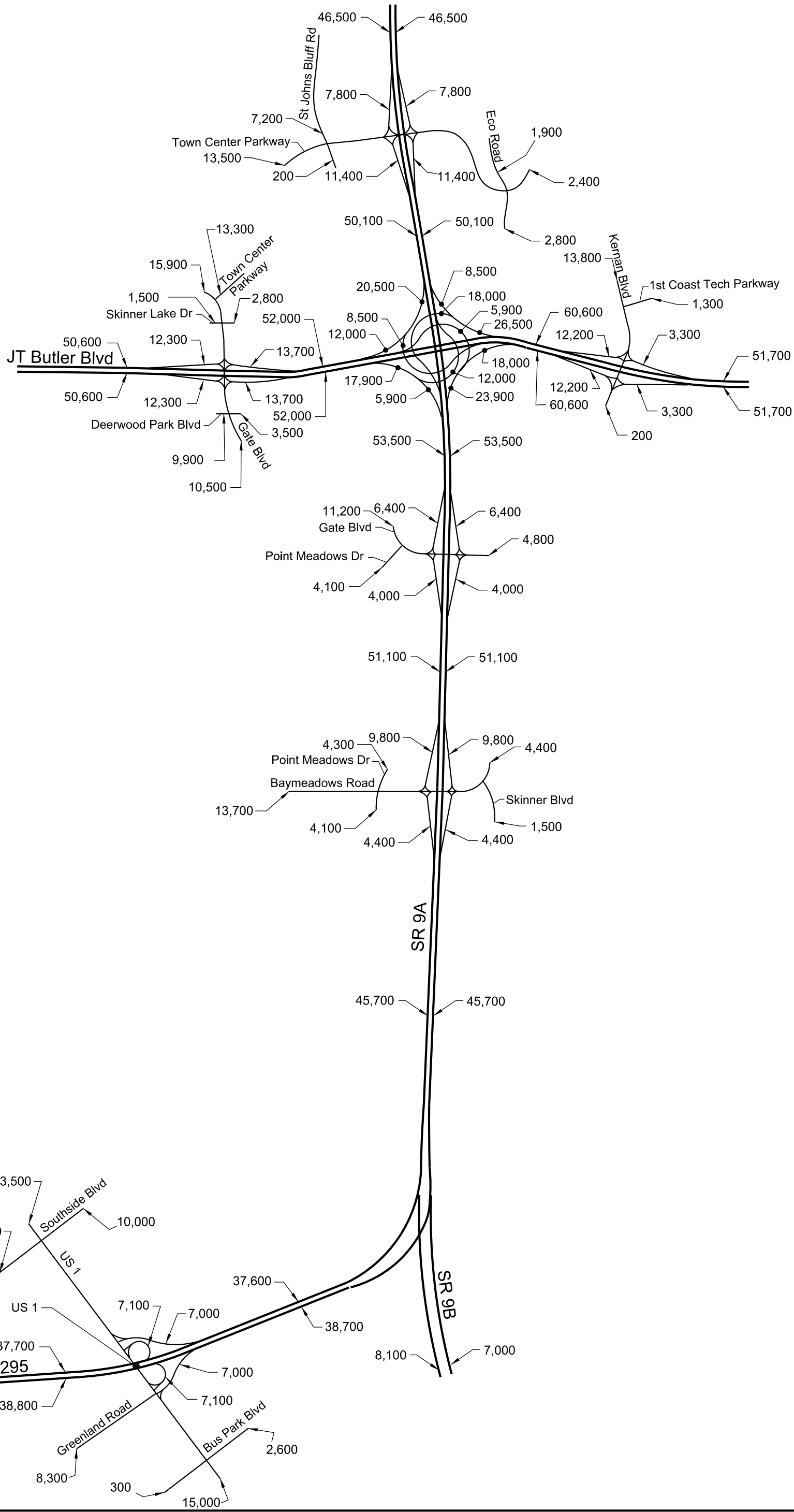

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Existing - Year 2013 - Annual Average Daily Traffic (AADT)
I-295 East Corridor

Figure 3-7

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Along northbound I-295, approximately 29 percent (20 percent to eastbound SR 202 and nine percent to westbound SR 202) of the traffic coming from the beginning of the project limits exits to SR 202 in the a.m. peak hour and returns along southbound I-295 in the p.m. peak hour. Approximately 24 percent of the northbound I-295 traffic was observed to be going through the network from the beginning of the project limits to the end. Similar percentages were identified for traffic accessing I-295 from SR 9B. In the southbound I-295 direction, 22 percent of the traffic exits to westbound SR 202 and 15 percent of the traffic exits to eastbound SR 202. Also, 19 percent of the traffic starting from the beginning of the project limits traverses through to the end of the project.

Figure 3-8 and Figure 3-9 provide preliminary percentages from VISSIM for traffic progression through the northbound and southbound direction of I-295, respectively, in the a.m. and p.m. peak hours.

Existing Conditions Field Observations:

I-295 is a heavily congested corridor with varying typical sections along the project study area. I-295 is a six-lane section approximately 3,500 feet to the north of the US 1 interchange. From this location it becomes a four-lane section until SR 152. North of SR 152, I-295 converts back to a six-lane section. However, the additional lane along the northbound and southbound directions is added and dropped between successive interchanges, creating weaving segments. This asymmetrical typical section causes bottlenecks along the I-295 mainline during a.m. and p.m. peak hours within the project limits. Following are key findings from field observations that served as input for operational analysis.

A.M. Peak Hour

The a.m. peak hour for the study area is from 7:15 a.m. to 8:15 a.m. with heavy northbound I-295 traffic. Bottlenecks in the northbound direction typically occur between SR 9B and SR 202. Congestion is primarily the result of merging lanes due to multiple lane drops along the I-295 mainline between these limits.

During the a.m. peak hour, the most critical bottleneck location along northbound I-295 is the SR 9B on-ramp merge junction. At this location, multiple lane merges occur along I-295 and create a traffic bottleneck. The I-295 mainline, south of the SR 9B interchange, is a two-lane freeway along the northbound direction. Two lanes from the SR 9B on-ramp merge onto I-295 in the northbound direction. At this on-ramp, the inside lane along I-295 is dropped and I-295 becomes a single lane, and the two-lane on-ramp from SR 9B is reduced to a single lane. North of this location, I-295 is a two-lane freeway section with the inside lane from I-295 and the outside lane created from SR 9B. This multiple lane drop location creates long queues along I-295 during the a.m. peak hour. A recent news article highlighted the public's concerns with congestion at this location:
http://www.actionnewsjax.com/content/topstories/story/Solution-to-solve-traffic-causes-more-problems/sQ5bGQqqm0q7IZ9M7VTO-A.cspx

Figure 3-10 presents an existing conditions map highlighting the bottleneck locations during the a.m. peak hour.

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FDOT	295 East Express Phase I (SR 9B to SR 202)	Existing Condition – AM Peak Hour Origin-Destination Percentages	Figure 3-8
			Page 3-19

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FDOT	295 East Express Phase I (SR 9B to SR 202)	Existing Condition – PM Peak Hour Origin-Destination Percentages	Figure 3-9
			Page 3-20

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FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Existing Condition – Bottlenecks – AM Peak	Figure 3-10
			Page 3-21

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P.M. Peak Hour

The p.m. peak hour for the study area is from 4:45 p.m. to 5:45 p.m. Two bottleneck locations occur in the southbound direction between SR 202 and SR 9B.

The first bottleneck occurs along southbound I-295, north of the Gate Parkway on-ramp. At this location, southbound I-295 decreases from four to two lanes. The two rightmost lanes are dropped in succession over 2,000 feet at this location. This reduction in capacity from four lanes to two lanes causes queues in the p.m. peak hour that extend into the adjacent SR 202 system-to-system interchange. These queues also affect operations along eastbound SR 202 near the system-to-system interchange.

The second bottleneck occurs along northbound I-295, at the eastbound SR 202 to northbound I-295 ramp merge location. This merge location fails because of the friction between mainline northbound I-295 traffic and the on-ramp traffic, creating a bottleneck along northbound I-295 that extends into the weave area between the Gate Parkway interchange and the SR 202 off-ramp. The failing on-ramp merge also creates long queues along the eastbound SR 202 to northbound I-295 system ramp that spill back into eastbound SR 202.

In addition, the following observations were made near the ramp terminal intersections:

- High off-ramp traffic volumes were observed in the field on the eastbound SR 202 off-ramp to Kernan Boulevard. The traffic near this off-ramp was moving slowly at about 20 to 30 miles per hour (mph) and was occasionally spilling back into the eastbound SR 202 mainline.

- A minor shockwave queue was observed along southbound I-295 at the SR 9B off-ramp. In the southbound direction, SR 9B begins from a major diverge along I-295. At this location, the middle lane along I-295 is an “option lane” where commuters can either travel along I-295 or exit onto SR 9B. I-295 south of this diverge follows a sharp, curved alignment with the sun setting in this direction in the p.m. peak hour. The sharp curvature coupled with sudden encounter of sunlight in this direction causes drivers to decrease their speeds. This driver behavior causes a minor shockwave queue that reduces the operating speeds from 65 mph to speeds between 55 mph and 35 mph and affects traffic operations along I-295.

Figure 3-11 presents an existing conditions map highlighting the bottleneck locations during the p.m. peak hour.

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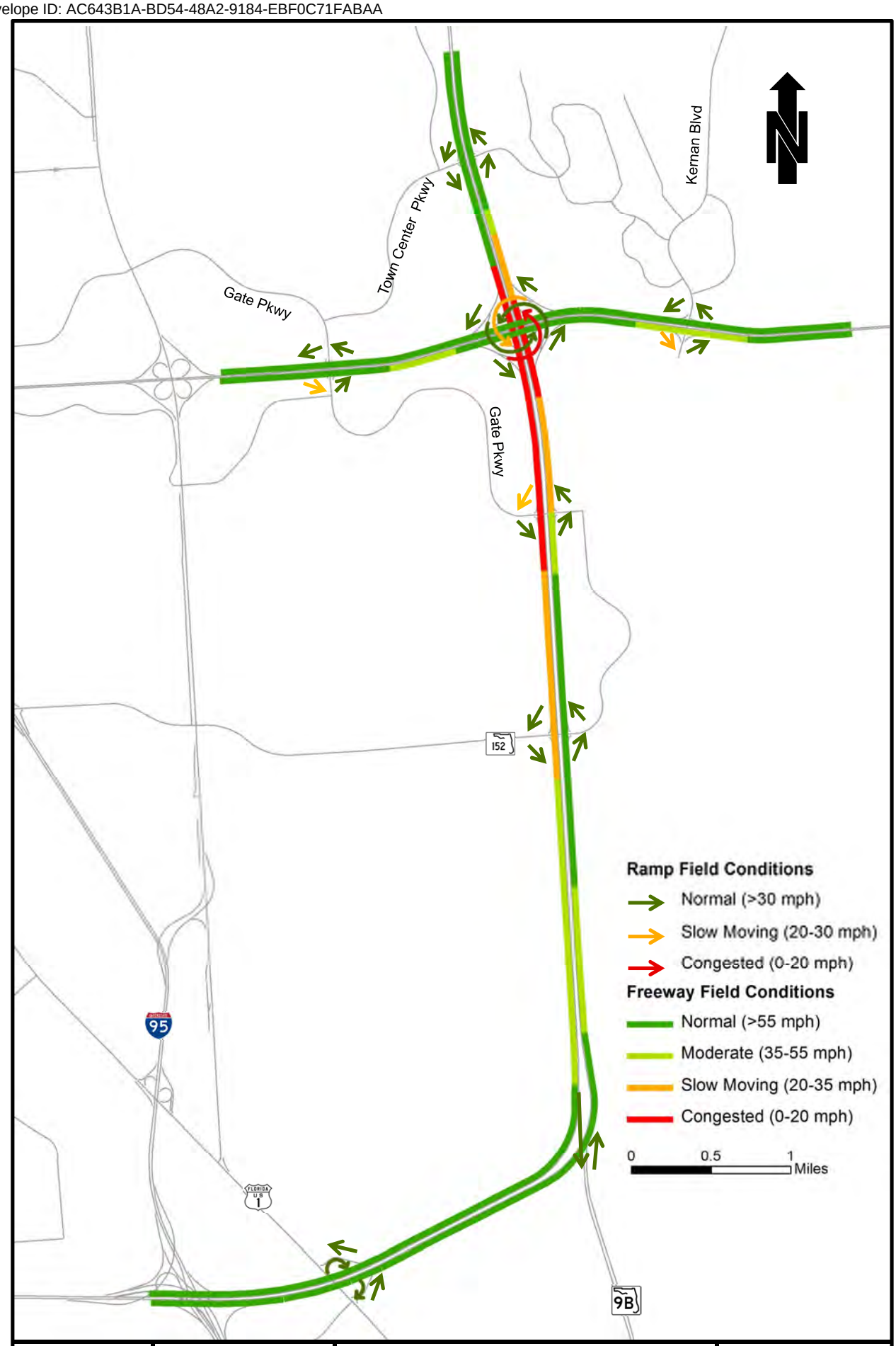

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Existing Condition – Bottlenecks – PM Peak	Figure 3-11
			Page 3-23

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Existing Conditions Operational Analysis:

A detailed microsimuation analysis using VISSIM software was conducted to evaluate the system-wide and location-specific operational performance for the Existing Year 2013 a.m. and p.m. peak periods. A three-hour peak period simulation model was developed. The primary objective of this VISSIM model was to establish the existing operational conditions along I-295, SR 202, and adjacent interchanges and intersections. The VISSIM model was supplemented by a SYNCHRO analysis for arterial intersections. Together these analyses were used to identify any operational issues present in the roadway network.

Travel time and queue data were collected to document speeds, travel times, and queue lengths along I-295 and associated ramp terminal intersections. Simulated travel times and speeds for a.m. and p.m. peak hours were compared and matched existing conditions. Fifteen-minute volumes were input into the VISSIM model for the three-hour a.m. and p.m. peak periods for existing year 2013. The existing traffic distribution patterns observed at data collection locations were used to route traffic in the model for the a.m. and p.m. peak periods. Ten model iterations with varying random number seeds were conducted for the a.m. and p.m. models.

A brief discussion of the VISSIM model calibration methodology and existing conditions is presented in the next section. Details of the actual calibration process and the volume, speed, travel time, and queue length calibration criteria and results are presented in the approved VISSIM Existing Conditions Model Development and Calibration Report provided in **Appendix C**.

Existing Conditions VISSIM Model Calibration:

VISSIM model simulation calibration is used to achieve adequate validity of the model by establishing suitable parameter values so that the model replicates local traffic conditions as closely as possible. Calibration is achieved by iteratively changing model parameters to replicate the traffic patterns, congestion, bottlenecks, and driver behavior observed within the study area. The existing conditions calibrated model parameters are then used for alternative comparisons with future traffic conditions.

This study utilized the calibration criteria from FHWA's Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (Dowling et al. 2004) as a guide. Table 3-4 provides the established VISSIM model calibration criteria used for this project. All reasonable efforts were made to calibrate the a.m. and p.m. peak period VISSIM models to the proposed calibration criteria and targets. Additionally, individual link flows have been checked to determine if they are within 15 percent of field flows for more than 85 percent of the cases as required by the approved MLOU (refer to **Appendix A**). For critical locations with known bottlenecks, attempts were made to meet the calibration thresholds more aggressively (less than 15 percent).

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Table 3-4: Calibration Criteria based on FHWA's Traffic Analysis Toolbox and MLOU

Criteria and Measures	Calibration Acceptance Targets
Hourly Flows, Model Versus Observed	
Individual Link Flows – Within 15%	> 85% of cases
Within 100 veh/hr, for Flow < 700 veh/hr	> 85% of cases
Within 15%, for 700 veh/hr < Flow < 2,700 veh/hr	> 85% of cases
Within 400 veh/hr, for Flow > 2,700 veh/hr	> 85% of cases
Sum of All Link Flows	Within 5% of sum of all link counts
GEH Statistic < 5 for Individual Link Flows*	> 85% of cases
Travel Times, Model Versus Observed	
Journey Times, Network	
Within 15% (or 1 min, if higher)	> 85% of cases
Visual Audits	
Individual Link Speeds	
Visually Acceptable Speed-Flow Relationship	To analyst's satisfaction
Bottlenecks	
Visually Acceptable Queuing	To analyst's satisfaction

* The GEH statistic is obtained as follows:

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

Where:
E = model estimated volume
V = field count

In addition to the criteria listed above, a queue study at the ramp terminals was conducted to validate whether the modeled queue lengths replicate the average queue length conditions observed in the field. The modeled queue lengths were compared to the average queue lengths at the off-ramp approaches. The modeled values are considered to be within the acceptable range of the observed queue length if they fall within the 95th percentile queue value. The 95th percentile queue value range is calculated as being equal to the average queue plus or minus 1.65 standard deviations.

Three calibration parameters in VISSIM are based on operational characteristics and help replicate field conditions. These three operational parameters are generally modified in VISSIM to replicate the capacity observed along mainline segments, merges, diverges, and weaving sections of freeways. These parameters play a large role in the capacity calibration of a model. These are *car following behavior, lane change behavior,* and *lane changing distances* parameters. To change these parameters effectively to calibrate existing conditions, different "Driver Behavior Types" were coded in the a.m. and p.m. peak period models.

In summary, visual audits of the VISSIM simulation showed the buildup and dissipation of congestion consistent with field observations. The existing condition VISSIM models reflected the existing traffic operations during the a.m. and p.m. peak periods along I-295 and met the calibration criteria based on FHWA's Traffic Analysis Toolbox. Detailed information on the calibration methodology, quantitative justifications for selection of the calibration parameters, and measures of effectiveness to meet the defined calibration criteria have been documented and approved by the FDOT Central Office and FHWA in the VISSIM Existing Conditions Model Development and Calibration Report (refer to **Appendix C**).

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The following sections summarize operational performance based on the VISSIM model results for the existing year 2013. The Measures of Effectiveness (MOEs) used for the evaluation of the network are:

- Link Level Measures
  - Speeds – Summarized every 15 minutes of the simulation
  - Densities – Summarized every hour of the simulation
  - Throughput Volume – Summarized every hour of the simulation
- Network Level Measures
  - Vehicles Denied Entry (Latent Demand)
  - Average Vehicular Delay (min/veh)
  - Average Vehicular Speeds (mph)

Link Level Operational Performance:

The VISSIM model results were evaluated to identify existing bottleneck locations and existing operational deficiencies along the roadways within the study area.

Link Level Speed Evaluation:

Link level speeds were evaluated for all freeway links within the VISSIM model. Tables 3-5 and 3-6 provide the detailed individual link speeds summarized every 15 minutes of the microscopic simulation for the a.m. and p.m. peak periods.

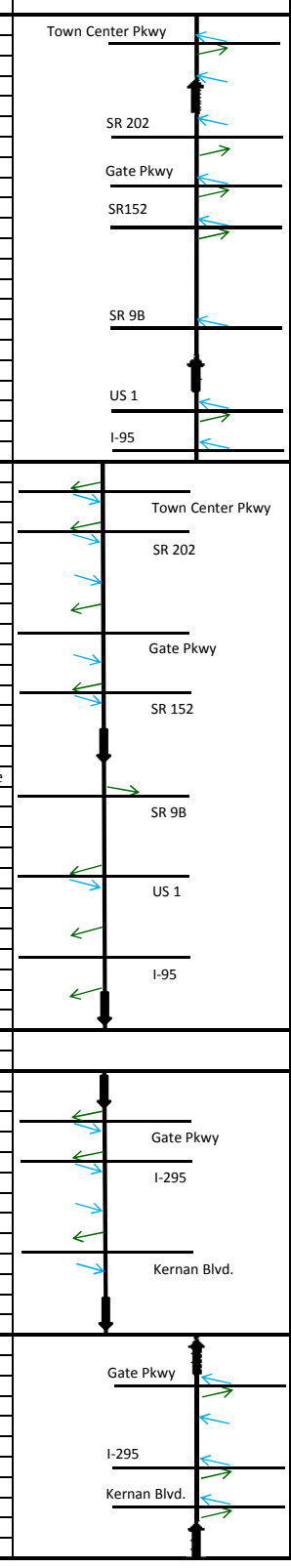
Findings and Observations:

A.M. Peak Hours:
The speeds for the existing a.m. peak hour conditions are summarized below:

- The network speeds vary between 60 and 70 mph along the I-295 northbound and southbound directions during Hour 1 of the simulation.
- The network speeds decrease from 60 to 65 mph to around 8 mph by the end of Hour 2 of the simulation near the SR 9B on-ramp merge area (link nos. 1008 and 1009). In the existing condition field reviews, this location was identified as a recurring bottleneck location.
- The congestion and reduction in speed observed in Hour 2 of the simulation extend into Hour 3, and the speed drop zone extends from the SR 9B merge location (link no. 1009) to US 1 on-ramp merge area (link no. 1005).
- This location corresponds to “Congested Segment 1” identified in the VISSIM Existing Conditions Model Development and Calibration Report (refer to **Appendix C**).

Table 3-5: Existing - Year 2013 - AM Peak Period - Speed Heat Map

Roadway	VISSIM Link Number	Location	Section Type	Simulated Speeds (mph) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 1.25	Hour 2 1.50	Hour 2 1.75	Hour 2 2.00	Hour 3 2.25	Hour 3 2.50	Hour 3 2.75	Hour 3 3.00
I-295 Northbound N	1022	Town Center Pkwy. on-ramp merge	BFS	65	65	66	65	65	65	65	64	65	65	65	65
	1021	Between Town Center Pkwy. off- and on-ramps	BFS	65	65	66	64	64	64	63	63	64	64	64	65
	1020	Between WB SR 202 on-ramp and Town Center Pkwy. off-ramp	Weave	65	65	65	65	64	64	63	64	64	64	64	65
	1019	Downstream of Eastbound SR 202 on-ramp merge	Merge	64	64	64	63	61	55	59	60	60	61	61	64
	1018	Eastbound SR 202 on-ramp merge	Merge	62	62	63	61	59	44	57	56	56	59	58	62
	1017	Downstream of of SR 202 off-ramp - 2-lane section	BFS	64	65	64	63	63	61	62	62	64	62	62	64
	1016	Downstream of of SR 202 off-ramp - 3-lane section	Merge	65	66	65	65	65	64	64	65	65	64	64	65
	1015	Between Gate Pkwy. on-ramp and SR 202 off-ramp	Weave	66	66	66	65	65	65	65	65	65	65	65	65
	1014	Between Gate Pkwy. off- and on-ramps	BFS	74	76	75	75	73	72	72	71	70	69	71	71
	1013	Between SR 152 on-ramp and Gate Pkwy. off-ramp	Weave	62	64	63	62	61	60	60	61	52	44	26	30
	1012	Between SR 152 off- and on-ramps	BFS	62	64	64	62	62	62	62	62	62	62	62	62
	1011	Upstream of SR 152 off-ramp	Diverge	60	64	64	63	61	61	57	61	58	60	61	61
	1010	Downstream of SR 9B on-ramp merge - 2-lane section	BFS	56	63	63	60	57	56	58	57	56	57	57	58
	1009	Downstream of SR 9B on-ramp merge - 3-lane section	Major Merge	16	63	64	61	46	17	14	14	14	14	14	14
	1008	SR 9B on-ramp merge	Major Merge	22	65	65	65	64	51	16	8	7	7	7	7
	1007	Upstream of SR 9B on-ramp	BFS	64	64	64	64	63	62	61	49	22	14	14	18
	1006	Downstream of US 1 on-ramp merge - 2-lane section	Merge	65	64	65	64	63	61	61	62	63	27	19	43
	1005	Downstream of US 1 on-ramp merge - 3-lane section	Merge	65	64	64	64	63	60	60	60	63	44	41	63
	1004	US 1 on-ramp merge	Merge	65	64	64	64	63	61	61	61	63	58	62	64
	1003	Between US 1 off- and on-ramps	BFS	65	65	65	64	64	63	63	64	64	64	65	65
	1002	Upstream of US 1 off-ramp	Weave	65	64	64	63	63	62	63	64	63	64	64	64
	1001	Upstream of I-95 on-ramps	BFS	66	66	66	66	66	65	65	66	66	66	66	66
I-295 Southbound S	3001	Upstream of Town Center Pkwy. off-ramp	BFS	65	65	64	65	54	43	42	58	63	64	63	62
	3002	Between Town Center Pkwy. off- and on-ramps	BFS	61	64	63	63	59	46	45	57	59	61	62	63
	3003	Between Town Center Pkwy. On-ramp and SR 202 off-ramp (combined)	Weave	65	65	64	64	63	62	63	63	63	64	64	64
	3004	Between SR 202 off-ramp (combined) and Westbound SR 202 on-ramp	BFS	66	65	65	64	64	64	64	64	64	65	64	65
	3005	Westbound SR 202 on-ramp merge	Merge	64	64	64	63	63	63	62	62	62	63	62	63
	3006	Downstream of Westbound SR 202 on-ramp merge	Merge	65	65	65	64	64	64	64	63	64	64	64	64
	3007	Between Eastbound SR 202 on-ramp and Gate Pkwy. off-ramp	Weave	66	65	65	65	65	65	64	64	65	65	63	65
	3008	Between Gate Pkwy off- and on- ramps - 4-lane section	Merge	65	65	65	64	64	63	63	62	64	63	62	64
	3009	Between Gate Pkwy off- and on- ramps - 3-lane section	Merge	64	65	63	61	61	54	58	59	60	60	61	63
	3010	Between Gate Pkwy off- and on- ramps - 2-lane section	BFS	63	64	63	60	59	60	59	58	61	60	61	63
	3011	Between Gate Pkwy. on-ramp and SR 152 off-ramp	Weave	62	64	63	59	59	58	55	55	51	59	61	61
	3012	Between SR 152 off- and on-ramps	BFS	65	65	64	64	64	63	63	63	63	63	64	64
	3013	SR 152 on-ramp merge	Merge	53	64	62	62	59	59	60	56	58	60	59	60
	3014	Downstream of SR 152 on-ramp merge	Merge	62	64	63	63	62	61	61	60	61	62	61	62
	3015	Upstream of SR 9B off-ramp - 2-lane section	BFS	63	65	64	63	62	63	62	62	62	62	62	62
	3016	Upstream of SR 9B off-ramp - 3-lane section	Major Diverge	64	65	64	64	63	63	63	63	63	60	63	63
	3017	Downstraem of SR 9B off-ramp - 2-lane section	BFS	63	65	64	64	63	63	63	62	63	62	63	63
	3018	Downstraem of SR 9B off-ramp - 3-lane section	BFS	64	65	65	65	64	64	64	64	64	64	64	64
	3019	Upstream of US 1 off-ramp - 3-lane section	Diverge	64	65	65	65	64	64	64	64	64	64	64	64
	3020	Upstream of US 1 off-ramp - 4-lane section	Diverge	65	66	65	66	63	65	65	65	65	64	64	64
	3021	Between US 1 off- and on-ramps	BFS	65	66	66	66	65	65	66	65	65	65	65	65
	3022	Downstream of US 1 on-ramp	Weave	64	64	64	64	64	63	64	64	63	64	63	63
	3023	Upstream of Northbound I-95 off-ramp	Weave	65	66	65	65	65	65	65	65	65	65	64	64
	3024	Downstream of Northbound I-95 off-ramp	BFS	65	65	65	64	65	65	65	64	65	64	64	64
	3025	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	65	66	65	65	65	65	65	65	65	65	64	65
	3026	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	65	66	65	65	65	65	65	65	65	65	65	65
	3027	Downstream of Southbound I-95 off-ramp - 3-lane section	Merge	65	66	66	66	66	66	65	66	66	65	65	65
	3028	Downstream of Southbound I-95 off-ramp - 2-lane section	BFS	65	66	66	66	66	66	66	66	66	65	65	65
SR 9B	17001	Northbound SR 9B	BFS	67	67	66	66	66	66	66	65	64	64	65	65
	19001	Southbound SR 9B	BFS	66	66	66	66	66	66	66	66	66	66	66	66
SR 202 Eastbound E	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	66	66	66	66	65	65	64	65	65	65	66	65
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	65	66	65	65	63	63	62	63	65	64	65	65
	16003	Between Gate Pkwy. off- and on-ramps	BFS	66	66	65	66	65	65	64	65	65	65	65	65
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	65	65	65	65	64	64	64	64	64	64	64	64
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	66	66	66	66	65	65	65	65	66	65	66	66
	16006	Southbound I-295 on-ramp merge	Merge	59	60	59	60	57	57	57	59	57	58	58	59
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	59	59	59	60	57	57	56	58	58	58	58	59
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	61	61	61	61	59	59	59	60	59	60	60	60
	16009	Between Kernan Blvd. off- and on- ramp - 4-lane section	Merge	61	61	61	61	59	59	57	58	58	59	59	60
	16010	Between Kernan Blvd. off- and on- ramp - 3-lane section	BFS	61	61	61	60	58	58	57	58	58	58	59	60
	16011	Kernan Blvd. on-ramp merge - 4-lane section	Merge	61	61	61	61	58	58	56	58	57	58	59	60
	16012	Kernan Blvd. on-ramp merge - 3-lane section	Merge	60	61	61	60	58	57	55	57	56	57	58	59
	16013	Downstream of Kernan Blvd. on-ramp	BFS	59	60	61	60	58	56	55	57	56	58	58	59
SR 202 Westbound W	18011	Gate Pkwy. on-ramp merge - 4-lane section	Merge	62	64	63	62	61	60	60	60	61	61	61	61
	18010	Gate Pkwy. on-ramp merge - 5-lane section	Merge	62	63	63	62	61	60	61	60	61	61	60	61
	18009	Between Gate Pkwy. off- and on-ramps	BFS	62	64	63	62	62	61	61	62	62	62	62	61
	18008	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	55	62	61	61	60	60	50	60	60	61	60	60
	18007	Northbound I-295 on-ramp merge - 4-lane section	Merge	59	61	59	59	57	56	57	57	58	59	56	58
	18006	Northbound I-295 on-ramp merge - 5-lane section	Merge	57	61	58	56	55	47	54	51	58	58	49	56
	18005	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	65	65	65	65	64	64	64	65	64	64	64	64
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined)	Weave	65	65	64	64	63	63	63	63	63	63	63	64
	18003	Between Kernan Blvd. off- and on-ramps	BFS	64	65	64	63	63	62	62	63	62	63	63	64
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	65	65	65	64	64	62	63	64	64	64	64	64
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	66	66	65	65	65	64	64	65	65	65	65	65



Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

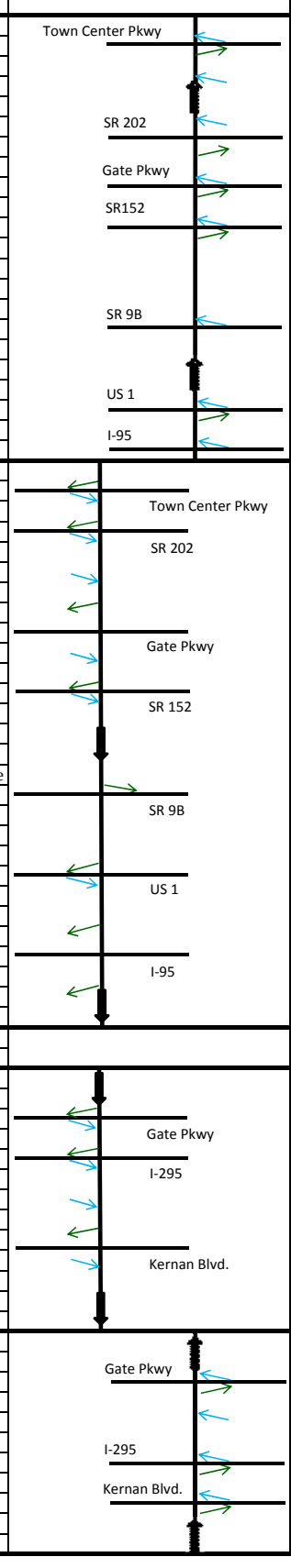
On-ramp

Off-ramp

Direction of Travel

Table 3-6: Existing - Year 2013 - PM Peak Period - Speed Heat Map

Roadway	VISSIM Link Number	Location	Section Type	Simulated Speeds (mph) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 1.25	Hour 2 1.50	Hour 2 1.75	Hour 2 2.00	Hour 3 2.25	Hour 3 2.50	Hour 3 2.75	Hour 3 3.00
I-295 Northbound N	1022	Town Center Pkwy. on-ramp merge	BFS	64	63	64	63	63	64	63	63	64	63	64	64
	1021	Between Town Center Pkwy. off- and on-ramps	BFS	62	62	62	62	62	62	62	61	61	62	62	62
	1020	Between WB SR 202 on-ramp and Town Center Pkwy. off-ramp	Weave	61	62	62	62	61	61	60	61	61	61	59	61
	1019	Downstream of Eastbound SR 202 on-ramp merge	Merge	46	58	49	52	47	47	47	47	49	47	48	45
	1018	Eastbound SR 202 on-ramp merge	Merge	17	56	26	33	16	16	15	16	14	17	19	15
	1017	Downstream of of SR 202 off-ramp - 2-lane section	BFS	30	62	59	61	42	34	22	15	25	27	28	52
	1016	Downstream of of SR 202 off-ramp - 3-lane section	Merge	65	64	65	65	65	64	41	8	12	65	65	65
	1015	Between Gate Pkwy. on-ramp and SR 202 off-ramp	Weave	66	66	66	65	65	65	65	64	64	66	65	66
	1014	Between Gate Pkwy. off- and on-ramps	BFS	73	73	72	72	71	71	60	65	68	72	73	74
	1013	Between SR 152 on-ramp and Gate Pkwy. off-ramp	Weave	56	60	59	55	59	56	51	52	50	59	61	61
	1012	Between SR 152 off- and on-ramps	BFS	63	63	63	63	62	62	63	62	62	63	63	63
	1011	Upstream of SR 152 off-ramp	Diverge	62	63	61	62	61	61	62	62	61	63	61	63
	1010	Downstream of SR 9B on-ramp merge - 2-lane section	BFS	63	64	64	63	63	62	62	62	60	63	64	63
	1009	Downstream of SR 9B on-ramp merge - 3-lane section	Major Merge	62	63	62	60	61	58	58	58	51	61	62	63
	1008	SR 9B on-ramp merge	Major Merge	64	64	64	63	64	62	63	63	63	64	64	65
	1007	Upstream of SR 9B on-ramp	BFS	64	64	64	63	63	62	63	63	63	64	64	65
	1006	Downstream of US 1 on-ramp merge - 2-lane section	Merge	64	64	64	64	64	62	63	62	64	65	64	65
	1005	Downstream of US 1 on-ramp merge - 3-lane section	Merge	64	64	64	63	64	62	63	62	64	65	64	65
	1004	US 1 on-ramp merge	Merge	64	64	64	63	63	63	63	63	63	64	64	64
	1003	Between US 1 off- and on-ramps	BFS	65	65	65	65	65	65	65	64	65	66	65	66
	1002	Upstream of US 1 off-ramp	Weave	64	64	64	64	64	63	63	63	64	64	64	64
	1001	Upstream of I-95 on-ramps	BFS	66	66	66	66	66	66	66	66	66	66	66	66
I-295 Southbound S	3001	Upstream of Town Center Pkwy. off-ramp	BFS	66	65	65	65	65	64	65	65	65	65	65	65
	3002	Between Town Center Pkwy. off- and on-ramps	BFS	64	64	64	64	63	62	63	63	63	64	64	65
	3003	Between Town Center Pkwy. On-ramp and SR 202 off-ramp (combined)	Weave	64	64	64	63	63	63	63	63	64	63	63	64
	3004	Between SR 202 off-ramp (combined) and Westbound SR 202 on-ramp	BFS	65	64	65	64	64	63	64	64	57	61	57	65
	3005	Westbound SR 202 on-ramp merge	Merge	64	63	64	63	62	63	63	62	12	12	10	30
	3006	Downstream of Westbound SR 202 on-ramp merge	Merge	65	64	65	64	64	64	64	44	12	10	11	26
	3007	Between Eastbound SR 202 on-ramp and Gate Pkwy. off-ramp	Weave	65	65	65	64	64	64	48	11	8	8	8	11
	3008	Between Gate Pkwy off- and on- ramps - 4-lane section	Merge	15	65	65	65	64	34	8	6	6	6	6	7
	3009	Between Gate Pkwy off- and on- ramps - 3-lane section	Merge	10	17	63	63	20	13	9	10	9	9	9	10
	3010	Between Gate Pkwy off- and on- ramps - 2-lane section	BFS	20	21	58	61	22	20	20	20	20	20	20	21
	3011	Between Gate Pkwy. on-ramp and SR 152 off-ramp	Weave	33	35	49	54	28	34	32	32	37	31	35	32
	3012	Between SR 152 off- and on-ramps	BFS	63	63	63	64	63	62	63	63	63	63	63	63
	3013	SR 152 on-ramp merge	Merge	59	56	58	56	61	56	60	50	57	53	56	58
	3014	Downstream of SR 152 on-ramp merge	Merge	60	60	60	60	60	60	61	59	61	60	60	61
	3015	Upstream of SR 9B off-ramp - 2-lane section	BFS	62	61	62	62	62	61	61	62	62	62	61	62
	3016	Upstream of SR 9B off-ramp - 3-lane section	Major Diverge	47	48	50	53	52	46	51	55	54	53	55	55
	3017	Downstraem of SR 9B off-ramp - 2-lane section	BFS	61	61	61	62	61	61	61	61	61	61	61	62
	3018	Downstraem of SR 9B off-ramp - 3-lane section	BFS	64	64	64	65	65	64	64	64	64	64	64	65
	3019	Upstream of US 1 off-ramp - 3-lane section	Diverge	65	65	64	65	65	64	65	65	64	65	64	65
	3020	Upstream of US 1 off-ramp - 4-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65
	3021	Between US 1 off- and on-ramps	BFS	65	65	65	65	65	65	65	65	65	65	65	65
	3022	Downstream of US 1 on-ramp	Weave	62	63	63	63	63	63	63	62	63	63	63	63
	3023	Upstream of Northbound I-95 off-ramp	Weave	63	64	64	64	64	63	64	62	64	64	64	64
	3024	Downstream of Northbound I-95 off-ramp	BFS	63	64	64	64	65	64	64	63	64	63	64	64
	3025	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	64	64	64	64	65	64	64	63	64	64	64	64
	3026	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	64	64	64	64	65	64	64	61	65	64	65	65
	3027	Downstream of Southbound I-95 off-ramp - 3-lane section	Merge	65	65	65	66	65	65	65	64	65	65	65	65
	3028	Downstream of Southbound I-95 off-ramp - 2-lane section	BFS	65	65	65	66	65	65	65	64	65	65	65	65
SR 9B	17001	Northbound SR 9B	BFS	67	67	66	66	66	66	66	66	66	67	67	67
	19001	Southbound SR 9B	BFS	66	66	66	66	65	65	65	66	65	66	66	66
SR 202 Eastbound E	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	64	64	64	63	63	61	61	62	64	42	39	65
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	63	61	62	59	56	43	48	59	61	19	22	61
	16003	Between Gate Pkwy. off- and on-ramps	BFS	63	63	64	62	61	60	54	42	25	13	17	29
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	61	61	62	59	58	50	35	23	13	19	19	27
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	64	64	64	63	63	63	62	59	61	62	61	62
	16006	Southbound I-295 on-ramp merge	Merge	44	53	58	53	52	32	21	26	45	58	56	54
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	56	56	58	55	55	51	53	46	54	58	57	54
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	60	59	61	59	60	54	36	21	28	60	60	60
	16009	Between Kernan Blvd. off- and on- ramp - 4-lane section	Merge	60	60	61	59	59	58	57	52	56	60	60	60
	16010	Between Kernan Blvd. off- and on- ramp - 3-lane section	BFS	59	59	60	59	58	58	57	56	58	59	60	60
	16011	Kernan Blvd. on-ramp merge - 4-lane section	Merge	58	59	59	58	57	55	56	54	57	59	59	59
	16012	Kernan Blvd. on-ramp merge - 3-lane section	Merge	58	59	59	57	57	56	55	54	57	59	59	58
	16013	Downstream of Kernan Blvd. on-ramp	BFS	57	59	60	57	58	57	56	54	56	59	59	59
SR 202 Westbound W	18011	Gate Pkwy. on-ramp merge - 4-lane section	Merge	64	65	64	64	64	64	64	64	64	64	64	64
	18010	Gate Pkwy. on-ramp merge - 5-lane section	Merge	63	64	63	63	63	63	63	63	63	63	63	63
	18009	Between Gate Pkwy. off- and on-ramps	BFS	64	65	64	64	64	64	64	64	65	64	64	64
	18008	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	63	64	64	63	64	63	63	64	64	63	64	64
	18007	Northbound I-295 on-ramp merge - 4-lane section	Merge	63	63	63	63	63	63	63	63	63	63	64	63
	18006	Northbound I-295 on-ramp merge - 5-lane section	Merge	63	64	64	63	64	64	63	63	64	63	64	63
	18005	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	66	66	66	66	66	66	66	66	66	66	66	66
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined)	Weave	65	65	65	65	65	65	64	65	64	64	65	65
	18003	Between Kernan Blvd. off- and on-ramps	BFS	63	63	63	63	62	60	61	62	63	62	63	63
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	65	62	65	64	64	60	64	64	64	64	64	65
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	66	65	66	65	65	65	65	65	65	65	65	66



Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

On-ramp

Off-ramp

Direction of Travel

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P.M. Peak Hours:
The speeds for the existing p.m. peak hour conditions are summarized below:

- The eastbound SR 202 on-ramp to the I-295 northbound merge area along I-295 northbound direction (link nos. 1016, 1017, and 1018) operates at speeds between 8 and 40 mph during the three-hour simulation period. The speeds decrease at the end of Hour 1 and show some recovery at the end of Hour 3 of the simulation.
- The I-295 southbound direction experiences speed drop zones between the SR 152 and SR 202 westbound on-ramp merge location (link nos. 3005 to 3012). Speeds decrease from 65 mph to around 6 mph during the three-hour simulation period. The speeds do not recover to normal operating speeds even at the end of the three-hour simulation.
- Eastbound SR 202 experiences variations in speeds between 27 and 60 mph between the Kernan Boulevard off-ramp and the Gate Parkway off-ramp (link nos. 16002 to 16008). These locations correspond to "Congested Segments 2 and 3" identified in the VISSIM Existing Conditions Model Development and Calibration Report (**Appendix C**).

Link Level Density Evaluation:

Link level densities were evaluated for all freeway links within the VISSIM model. Tables 3-7 and 3-8 present the detailed individual link densities summarized every hour of the microscopic simulation for the a.m. and p.m. peak periods. Figures 3-12 and 3-13 show the peak hour (Hour 2) densities for the a.m. and p.m. peak period models for I-295 and SR 202.

Findings and Observations:

A.M. Peak Hours:
The densities for the existing a.m. peak hour conditions are summarized below:

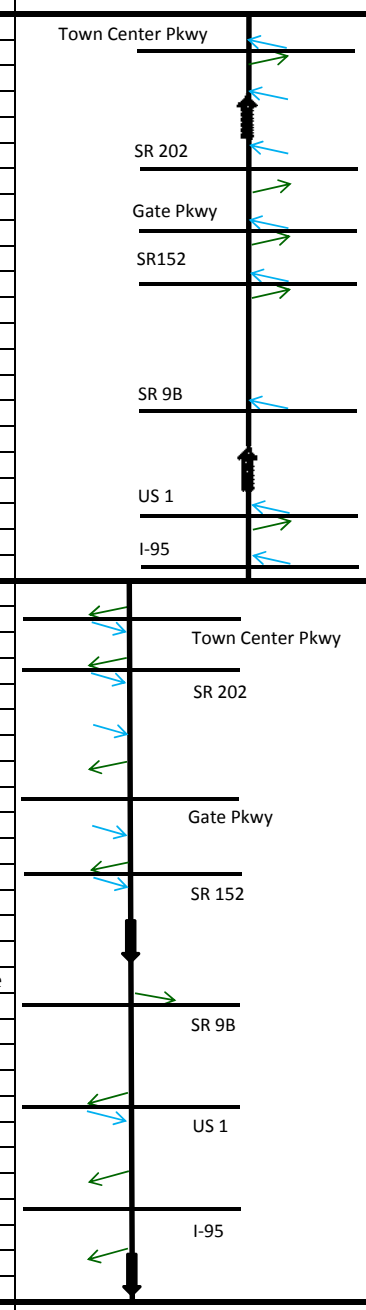
- The SR 9B on-ramp merge location along the I-295 northbound direction experiences failing densities (densities > 45vehicles per mile per lane [veh/mi/ln]) (link nos. 1007 to 1010) during Hours 2 and 3 of the simulation.
- The densities vary from 58 to 140 veh/mi/ln at this location.
- This location corresponds to "Congested Segment 1" identified in the VISSIM Existing Conditions Model Development and Calibration Report (**Appendix C**).

P.M. Peak Hours:
The densities for the existing p.m. peak hour conditions are summarized below:

- The eastbound SR 202 on-ramp to the I-295 northbound merge area (link nos. 1016 to 1019) operates at densities greater than 45 veh/mi/ln during the three-hour simulation. Congestion starts to build up following Hour 1 of the simulation and does not recover at the end of Hour 3 of the simulation (Congested Segment 2 in the VISSIM Existing Conditions Model Development and Calibration Report, **Appendix C**).
- The I-295 southbound direction experiences densities greater than 45 veh/mi/ln) between the SR 152 and SR 202 westbound on-ramp merge location (link nos. 3005 to 3012). The densities do not recover even at the end of the three-hour simulation at these locations (Congested Segment 3 in the VISSIM Existing Conditions Model Development and Calibration Report, **Appendix C**).
- Eastbound SR 202 experiences densities greater than 45 veh/mi/ln intermittently between the Kernan Boulevard off-ramp and the Gate Parkway off-ramp (link nos. 16002 to 16008).

Table 3-7: Existing - Year 2013 - AM Peak Period – Average Hourly Density Heat Map

Roadway	VISSIM Link Number	Location	Section Type	Simulated Densities (pc/mi/ln) Hour 1	Hour 2	Hour 3
I-295 Northbound N	1022	Town Center Pkwy. on-ramp merge	BFS	12	17	16
	1021	Between Town Center Pkwy. off- and on-ramps	BFS	16	23	21
	1020	Between WB SR 202 on-ramp and Town Center Pkwy. off-ramp	Weave	14	20	18
	1019	Downstream of Eastbound SR 202 on-ramp merge	Merge	18	27	24
	1018	Eastbound SR 202 on-ramp merge	Merge	12	20	17
	1017	Downstream of of SR 202 off-ramp - 2-lane section	BFS	14	19	18
	1016	Downstream of of SR 202 off-ramp - 3-lane section	Merge	10	12	12
	1015	Between Gate Pkwy. on-ramp and SR 202 off-ramp	Weave	14	17	17
	1014	Between Gate Pkwy. off- and on-ramps	BFS	19	25	26
	1013	Between SR 152 on-ramp and Gate Pkwy. off-ramp	Weave	19	25	42
	1012	Between SR 152 off- and on-ramps	BFS	23	30	30
	1011	Upstream of SR 152 off-ramp	Diverge	26	33	34
	1010	Downstream of SR 9B on-ramp merge - 2-lane section	BFS	27	35	36
	1009	Downstream of SR 9B on-ramp merge - 3-lane section	Major Merge	29	75	97
	1008	SR 9B on-ramp merge	Major Merge	16	58	140
	1007	Upstream of SR 9B on-ramp	BFS	18	32	97
	1006	Downstream of US 1 on-ramp merge - 2-lane section	Merge	12	20	34
	1005	Downstream of US 1 on-ramp merge - 3-lane section	Merge	12	20	21
	1004	US 1 on-ramp merge	Merge	9	15	13
	1003	Between US 1 off- and on-ramps	BFS	10	17	14
	1002	Upstream of US 1 off-ramp	Weave	10	15	13
	1001	Upstream of I-95 on-ramps	BFS	8	12	10
I-295 Southbound S	3001	Upstream of Town Center Pkwy. off-ramp	BFS	17	36	24
	3002	Between Town Center Pkwy. off- and on-ramps	BFS	22	42	31
	3003	Between Town Center Pkwy. On-ramp and SR 202 off-ramp (combined)	Weave	16	26	22
	3004	Between SR 202 off-ramp (combined) and Westbound SR 202 on-ramp	BFS	13	21	18
	3005	Westbound SR 202 on-ramp merge	Merge	11	18	16
	3006	Downstream of Westbound SR 202 on-ramp merge	Merge	15	23	20
	3007	Between Eastbound SR 202 on-ramp and Gate Pkwy. off-ramp	Weave	12	18	17
	3008	Between Gate Pkwy off- and on- ramps - 4-lane section	Merge	11	16	15
	3009	Between Gate Pkwy off- and on- ramps - 3-lane section	Merge	15	24	21
	3010	Between Gate Pkwy off- and on- ramps - 2-lane section	BFS	22	35	31
	3011	Between Gate Pkwy. on-ramp and SR 152 off-ramp	Weave	16	25	23
	3012	Between SR 152 off- and on-ramps	BFS	19	27	25
	3013	SR 152 on-ramp merge	Merge	15	21	20
	3014	Downstream of SR 152 on-ramp merge	Merge	21	31	29
	3015	Upstream of SR 9B off-ramp - 2-lane section	BFS	20	31	29
	3016	Upstream of SR 9B off-ramp - 3-lane section	Major Diverge	14	20	19
	3017	Downstraem of SR 9B off-ramp - 2-lane section	BFS	17	24	23
	3018	Downstraem of SR 9B off-ramp - 3-lane section	BFS	11	16	15
	3019	Upstream of US 1 off-ramp - 3-lane section	Diverge	11	16	16
	3020	Upstream of US 1 off-ramp - 4-lane section	Diverge	8	12	11
	3021	Between US 1 off- and on-ramps	BFS	8	11	11
	3022	Downstream of US 1 on-ramp	Weave	8	11	11
	3023	Upstream of Northbound I-95 off-ramp	Weave	8	11	11
	3024	Downstream of Northbound I-95 off-ramp	BFS	9	13	12
	3025	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	10	13	12
	3026	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	7	10	9
	3027	Downstream of Southbound I-95 off-ramp - 3-lane section	Merge	6	8	8
	3028	Downstream of Southbound I-95 off-ramp - 2-lane section	BFS	9	12	12
SR 9B	17001	Northbound SR 9B	BFS	5	7	7
	19001	Southbound SR 9B	BFS	4	6	5
SR 202 Eastbound E	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	12	20	16
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	12	21	17
	16003	Between Gate Pkwy. off- and on-ramps	BFS	9	15	12
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	9	14	11
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	8	13	11
	16006	Southbound I-295 on-ramp merge	Merge	9	15	13
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	12	19	16
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	11	16	15
	16009	Between Kernan Blvd. off- and on- ramp - 4-lane section	Merge	12	18	16
	16010	Between Kernan Blvd. off- and on- ramp - 3-lane section	BFS	16	24	22
	16011	Kernan Blvd. on-ramp merge - 4-lane section	Merge	13	20	18
	16012	Kernan Blvd. on-ramp merge - 3-lane section	Merge	17	26	24
	16013	Downstream of Kernan Blvd. on-ramp	BFS	18	27	24
SR 202 Westbound W	18011	Gate Pkwy. on-ramp merge - 4-lane section	Merge	16	26	23
	18010	Gate Pkwy. on-ramp merge - 5-lane section	Merge	13	21	18
	18009	Between Gate Pkwy. off- and on-ramps	BFS	14	22	19
	18008	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	16	25	21
	18007	Northbound I-295 on-ramp merge - 4-lane section	Merge	16	25	23
	18006	Northbound I-295 on-ramp merge - 5-lane section	Merge	13	22	19
	18005	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	13	20	18
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined)	Weave	15	24	21
	18003	Between Kernan Blvd. off- and on-ramps	BFS	15	23	21
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	15	24	21
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	15	23	21



Legend

BFS: Density (pc/mi/ln)

0-11
11-18
18-26
26-35
35-45
>45

On-ramp

Off-ramp

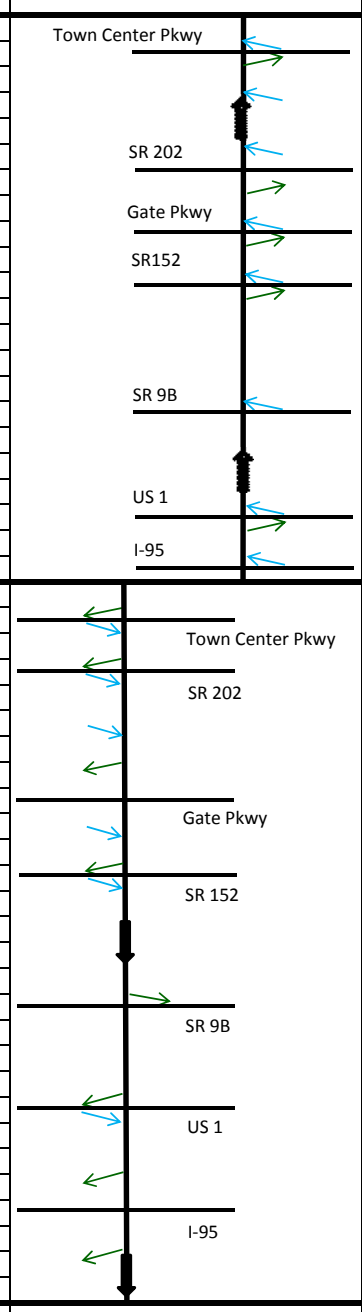
Direction of Travel

Weave/Merge /Diverge Section: Density (pc/mi/ln)

0-10
10-20
20-28
28-35
35-45
>45

Table 3-8: Existing - Year 2013 - PM Peak Period – Average Hourly Density Heat Map

Roadway	VISSIM Link Number	Location	Section Type	Simulated Densities (pc/mi/ln) Hour 1	Hour 2	Hour 3
I-295 Northbound ↑ N	1022	Town Center Pkwy. on-ramp merge	BFS	24	26	25
	1021	Between Town Center Pkwy. off- and on-ramps	BFS	31	33	32
	1020	Between WB SR 202 on-ramp and Town Center Pkwy. off-ramp	Weave	24	26	25
	1019	Downstream of Eastbound SR 202 on-ramp merge	Merge	35	40	40
	1018	Eastbound SR 202 on-ramp merge	Merge	44	78	77
	1017	Downstream of of SR 202 off-ramp - 2-lane section	BFS	25	54	43
	1016	Downstream of of SR 202 off-ramp - 3-lane section	Merge	12	39	27
	1015	Between Gate Pkwy. on-ramp and SR 202 off-ramp	Weave	16	18	16
	1014	Between Gate Pkwy. off- and on-ramps	BFS	26	32	26
	1013	Between SR 152 on-ramp and Gate Pkwy. off-ramp	Weave	22	28	23
	1012	Between SR 152 off- and on-ramps	BFS	25	29	25
	1011	Upstream of SR 152 off-ramp	Diverge	27	32	28
	1010	Downstream of SR 9B on-ramp merge - 2-lane section	BFS	27	31	28
	1009	Downstream of SR 9B on-ramp merge - 3-lane section	Major Merge	18	22	20
	1008	SR 9B on-ramp merge	Major Merge	13	16	13
	1007	Upstream of SR 9B on-ramp	BFS	21	25	22
	1006	Downstream of US 1 on-ramp merge - 2-lane section	Merge	14	17	14
	1005	Downstream of US 1 on-ramp merge - 3-lane section	Merge	14	17	14
	1004	US 1 on-ramp merge	Merge	11	13	11
	1003	Between US 1 off- and on-ramps	BFS	10	13	10
	1002	Upstream of US 1 off-ramp	Weave	10	12	10
	1001	Upstream of I-95 on-ramps	BFS	7	9	7
I-295 Southbound ↓ S	3001	Upstream of Town Center Pkwy. off-ramp	BFS	15	19	15
	3002	Between Town Center Pkwy. off- and on-ramps	BFS	20	24	20
	3003	Between Town Center Pkwy. On-ramp and SR 202 off-ramp (combined)	Weave	18	21	18
	3004	Between SR 202 off-ramp (combined) and Westbound SR 202 on-ramp	BFS	17	20	18
	3005	Westbound SR 202 on-ramp merge	Merge	14	17	71
	3006	Downstream of Westbound SR 202 on-ramp merge	Merge	18	24	96
	3007	Between Eastbound SR 202 on-ramp and Gate Pkwy. off-ramp	Weave	16	42	127
	3008	Between Gate Pkwy off- and on- ramps - 4-lane section	Merge	24	81	150
	3009	Between Gate Pkwy off- and on- ramps - 3-lane section	Merge	57	103	127
	3010	Between Gate Pkwy off- and on- ramps - 2-lane section	BFS	59	88	89
	3011	Between Gate Pkwy. on-ramp and SR 152 off-ramp	Weave	36	48	44
	3012	Between SR 152 off- and on-ramps	BFS	30	30	30
	3013	SR 152 on-ramp merge	Merge	23	25	24
	3014	Downstream of SR 152 on-ramp merge	Merge	34	35	34
	3015	Upstream of SR 9B off-ramp - 2-lane section	BFS	33	34	33
	3016	Upstream of SR 9B off-ramp - 3-lane section	Major Diverge	28	28	25
	3017	Downstraem of SR 9B off-ramp - 2-lane section	BFS	26	27	27
	3018	Downstraem of SR 9B off-ramp - 3-lane section	BFS	17	17	17
	3019	Upstream of US 1 off-ramp - 3-lane section	Diverge	17	17	17
	3020	Upstream of US 1 off-ramp - 4-lane section	Diverge	12	13	12
	3021	Between US 1 off- and on-ramps	BFS	14	15	15
	3022	Downstream of US 1 on-ramp	Weave	14	14	13
	3023	Upstream of Northbound I-95 off-ramp	Weave	13	14	13
	3024	Downstream of Northbound I-95 off-ramp	BFS	17	18	17
	3025	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	17	17	17
	3026	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	13	13	12
	3027	Downstream of Southbound I-95 off-ramp - 3-lane section	Merge	10	11	11
	3028	Downstream of Southbound I-95 off-ramp - 2-lane section	BFS	16	17	17
SR 9B	17001	Northbound SR 9B	BFS	5	5	5
	19001	Southbound SR 9B	BFS	7	7	7
SR 202 Eastbound E ↓	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	27	35	34
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	28	42	55
	16003	Between Gate Pkwy. off- and on-ramps	BFS	24	35	75
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	25	48	80
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	23	28	23
	16006	Southbound I-295 on-ramp merge	Merge	24	48	23
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	28	36	28
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	22	42	28
	16009	Between Kernan Blvd. off- and on- ramp - 4-lane section	Merge	21	26	21
	16010	Between Kernan Blvd. off- and on- ramp - 3-lane section	BFS	28	34	28
	16011	Kernan Blvd. on-ramp merge - 4-lane section	Merge	22	27	22
	16012	Kernan Blvd. on-ramp merge - 3-lane section	Merge	29	35	29
	16013	Downstream of Kernan Blvd. on-ramp	BFS	29	36	30
SR 202 Westbound W ↑	18011	Gate Pkwy. on-ramp merge - 4-lane section	Merge	13	15	13
	18010	Gate Pkwy. on-ramp merge - 5-lane section	Merge	10	12	10
	18009	Between Gate Pkwy. off- and on-ramps	BFS	9	11	9
	18008	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	9	11	9
	18007	Northbound I-295 on-ramp merge - 4-lane section	Merge	9	11	9
	18006	Northbound I-295 on-ramp merge - 5-lane section	Merge	7	9	7
	18005	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	8	9	8
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined)	Weave	13	15	13
	18003	Between Kernan Blvd. off- and on-ramps	BFS	15	18	15
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	16	19	16
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	15	18	15



Legend

BFS: Density (pc/mi/ln)

0-11
11-18
18-26
26-35
35-45
>45

Weave/Merge /Diverge Section: Density (pc/mi/ln)

0-10
10-20
20-28
28-35
35-45
>45

← On-ramp

→ Off-ramp

↑ Direction of Travel

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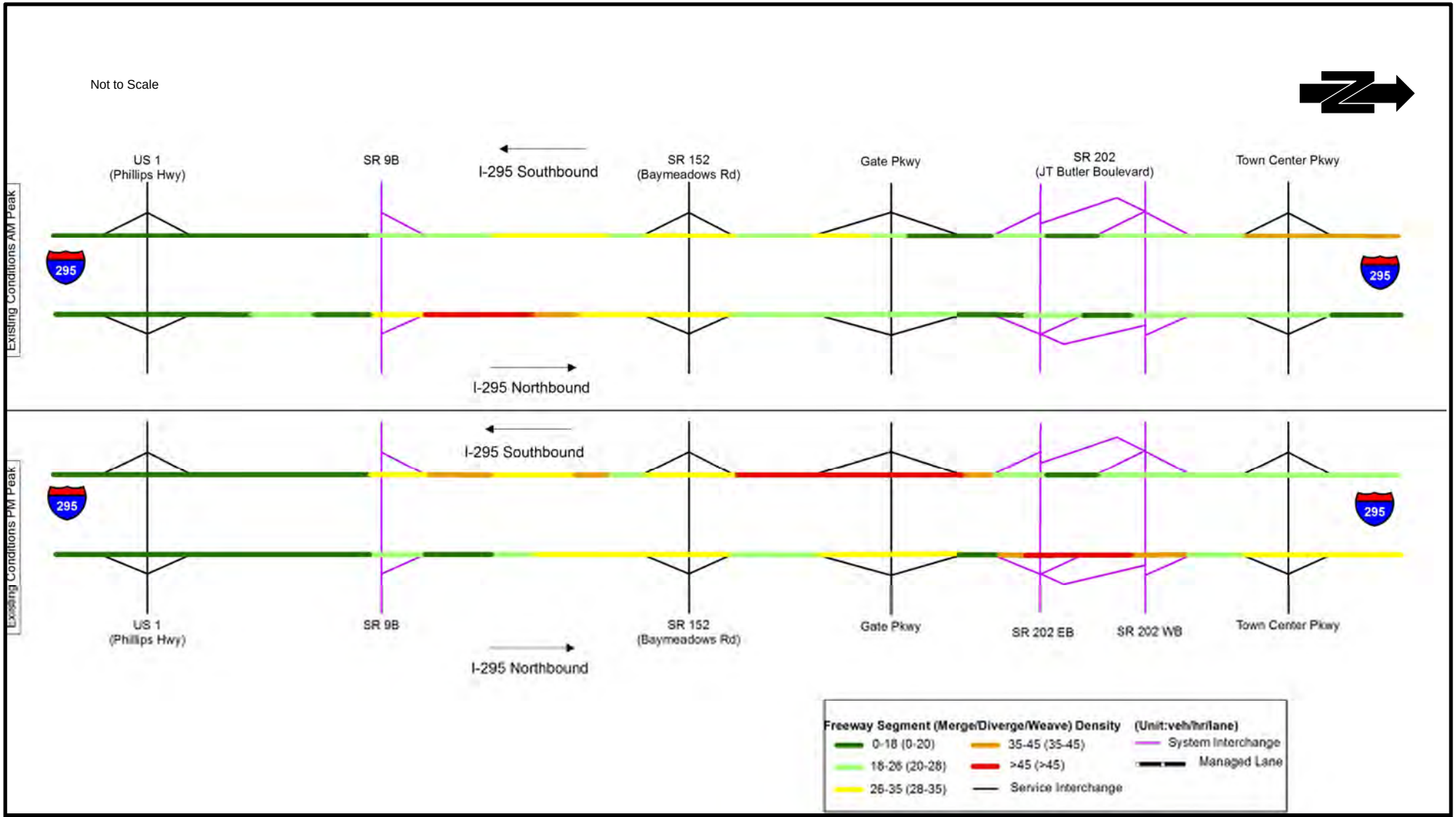

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Existing – AM and PM Peak – Year 2013 – Densities	Figure 3-12 Page 3-32

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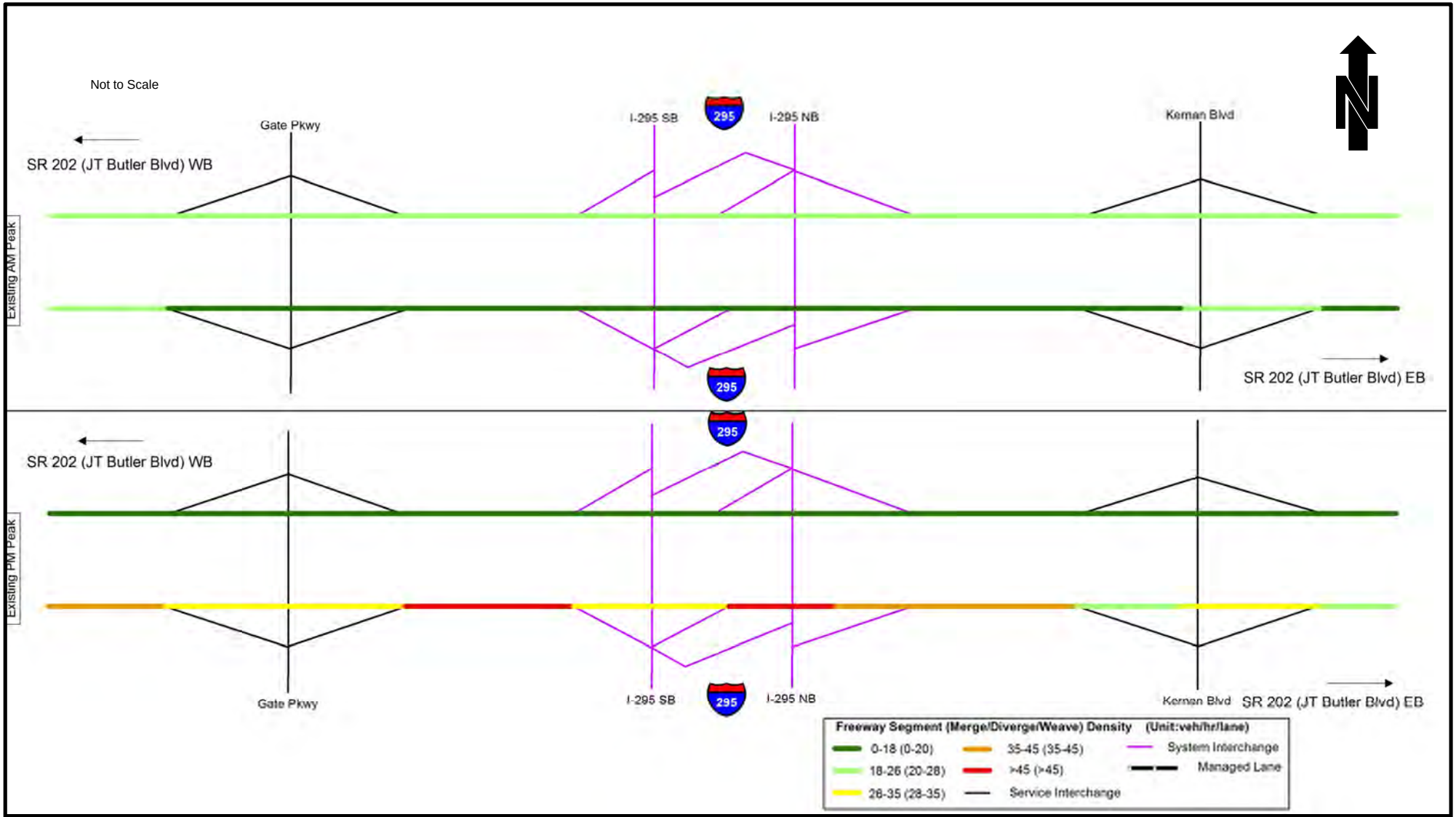

FDOT	295 East Express Phase I (SR 9B to SR 202)	SR 202 – Existing – AM and PM Peak – Year 2013 – Densities	Figure 3-13 Page 3-33

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Link Level Throughput Evaluation:

Link level throughputs were evaluated for all freeway links within the VISSIM model. Tables 3-9 and 3-10 present the detailed individual link throughputs summarized every hour of the microscopic simulation for the a.m. and p.m. peak periods. A detailed explanation of the throughput values modeled versus the demand observed for all freeway segments in the a.m. and p.m. peak hours is presented in the VISSIM Existing Conditions Model Development and Calibration Report (refer to **Appendix C**). All calibration criteria set for volumes were met during the calibration process.

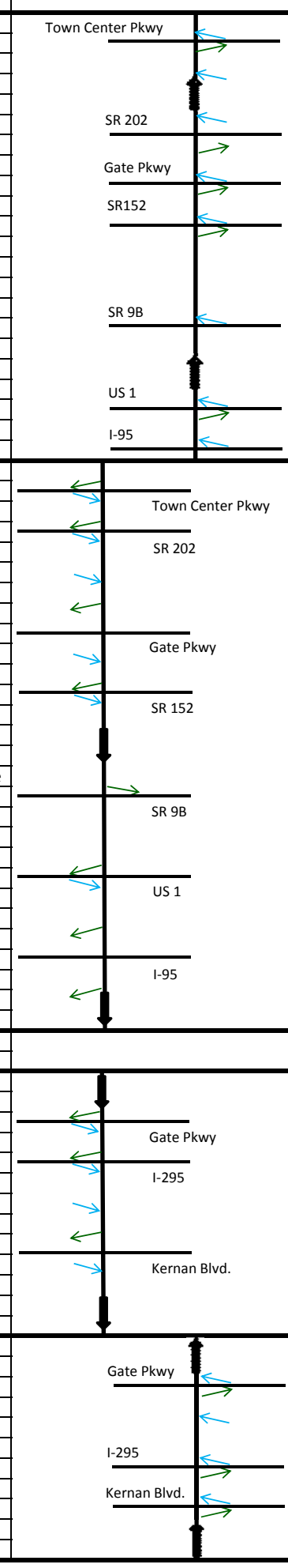
Arterial Operational Performance:

The existing year 2013 intersection SYNCHRO analysis results are summarized in Table 3-11. The intersections were analyzed using signal timing and phasing data obtained from the FDOT, which were field verified during the a.m. and p.m. peak hours. No signal timing optimization was performed for analyzing existing year conditions. Several intersections operate at a failing LOS (E/F) during the existing year 2013 a.m. and p.m. peak hours:

- The I-295 southbound on-/off-ramp near SR 152 operates at LOS F in the a.m. peak hour and LOS E in the p.m. peak hour.
- The I-295 northbound on-/off-ramp near SR 152 operates at LOS E in the p.m. peak hour.
- The I-295 northbound on-/off-ramp near Gate Parkway operates at LOS F in the a.m. peak hour.
- The intersection of Gate Parkway and Deerwood Park Boulevard operates at a failing LOS (LOS E/F) in both the a.m. and p.m. peak hours.
- The unsignalized eastbound on-/off-ramp intersections along Kernan Boulevard and SR 202 operate at a failing LOS (LOS E/F) in the a.m. and p.m. peak hours.
- The unsignalized westbound on-/off-ramp intersections along Kernan Boulevard and SR 202 operate at a failing LOS (LOS F) in the p.m. peak hour.

Table 3-9: Existing - Year 2013 - AM Peak Period – Average Hourly Throughput

Roadway	VISSIM Link Number	Location	Section Type	Simulated Volumes Hour 1	Hour 2	Hour 3
I-295 Northbound N	1022	Town Center Pkwy. on-ramp merge	BFS	2,387	3,346	3,148
	1021	Between Town Center Pkwy. off- and on-ramps	BFS	2,087	2,891	2,710
	1020	Between WB SR 202 on-ramp and Town Center Pkwy. off-ramp	Weave	2,735	3,807	3,522
	1019	Downstream of Eastbound SR 202 on-ramp merge	Merge	2,288	3,100	2,935
	1018	Eastbound SR 202 on-ramp merge	Merge	2,289	3,103	2,937
	1017	Downstream of of SR 202 off-ramp - 2-lane section	BFS	1,843	2,349	2,287
	1016	Downstream of of SR 202 off-ramp - 3-lane section	Merge	1,829	2,346	2,283
	1015	Between Gate Pkwy. on-ramp and SR 202 off-ramp	Weave	3,461	4,439	4,453
	1014	Between Gate Pkwy. off- and on-ramps	BFS	2,853	3,596	3,647
	1013	Between SR 152 on-ramp and Gate Pkwy. off-ramp	Weave	3,455	4,454	4,454
	1012	Between SR 152 off- and on-ramps	BFS	2,928	3,667	3,730
	1011	Upstream of SR 152 off-ramp	Diverge	3,198	4,012	4,079
	1010	Downstream of SR 9B on-ramp merge - 2-lane section	BFS	3,190	4,018	4,086
	1009	Downstream of SR 9B on-ramp merge - 3-lane section	Major Merge	3,122	4,083	4,084
	1008	SR 9B on-ramp merge	Major Merge	2,948	4,325	4,093
	1007	Upstream of SR 9B on-ramp	BFS	2,306	3,622	3,188
	1006	Downstream of US 1 on-ramp merge - 2-lane section	Merge	2,281	3,650	3,165
	1005	Downstream of US 1 on-ramp merge - 3-lane section	Merge	2,284	3,654	3,160
	1004	US 1 on-ramp merge	Merge	2,281	3,641	3,147
	1003	Between US 1 off- and on-ramps	BFS	1,958	3,131	2,686
	1002	Upstream of US 1 off-ramp	Weave	2,419	3,885	3,349
	1001	Upstream of I-95 on-ramps	BFS	1,482	2,343	2,037
I-295 Southbound S	3001	Upstream of Town Center Pkwy. off-ramp	BFS	3,285	5,186	4,521
	3002	Between Town Center Pkwy. off- and on-ramps	BFS	2,719	4,285	3,711
	3003	Between Town Center Pkwy. On-ramp and SR 202 off-ramp (combined)	Weave	3,126	4,875	4,234
	3004	Between SR 202 off-ramp (combined) and Westbound SR 202 on-ramp	BFS	1,742	2,658	2,348
	3005	Westbound SR 202 on-ramp merge	Merge	2,965	4,421	4,005
	3006	Downstream of Westbound SR 202 on-ramp merge	Merge	2,901	4,319	3,924
	3007	Between Eastbound SR 202 on-ramp and Gate Pkwy. off-ramp	Weave	3,189	4,690	4,240
	3008	Between Gate Pkwy off- and on- ramps - 4-lane section	Merge	2,764	4,104	3,703
	3009	Between Gate Pkwy off- and on- ramps - 3-lane section	Merge	2,780	4,125	3,716
	3010	Between Gate Pkwy off- and on- ramps - 2-lane section	BFS	2,782	4,107	3,719
	3011	Between Gate Pkwy. on-ramp and SR 152 off-ramp	Weave	2,961	4,309	3,934
	3012	Between SR 152 off- and on-ramps	BFS	2,378	3,439	3,225
	3013	SR 152 on-ramp merge	Merge	2,566	3,745	3,500
	3014	Downstream of SR 152 on-ramp merge	Merge	2,605	3,787	3,549
	3015	Upstream of SR 9B off-ramp - 2-lane section	BFS	2,613	3,783	3,561
	3016	Upstream of SR 9B off-ramp - 3-lane section	Major Diverge	2,615	3,791	3,571
	3017	Downstraem of SR 9B off-ramp - 2-lane section	BFS	2,130	3,038	2,927
	3018	Downstraem of SR 9B off-ramp - 3-lane section	BFS	2,128	3,037	2,940
	3019	Upstream of US 1 off-ramp - 3-lane section	Diverge	2,139	3,024	2,950
	3020	Upstream of US 1 off-ramp - 4-lane section	Diverge	2,133	3,025	2,937
	3021	Between US 1 off- and on-ramps	BFS	1,608	2,209	2,156
	3022	Downstream of US 1 on-ramp	Weave	2,116	2,852	2,809
	3023	Upstream of Northbound I-95 off-ramp	Weave	2,104	2,832	2,795
	3024	Downstream of Northbound I-95 off-ramp	BFS	1,826	2,442	2,350
	3025	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	1,826	2,446	2,355
	3026	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	1,827	2,446	2,352
	3027	Downstream of Southbound I-95 off-ramp - 3-lane section	Merge	1,147	1,559	1,506
	3028	Downstream of Southbound I-95 off-ramp - 2-lane section	BFS	1,175	1,590	1,536
SR 9B	17001	Northbound SR 9B	BFS	619	956	906
	19001	Southbound SR 9B	BFS	483	761	661
SR 202 Eastbound E	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	2,388	3,914	3,179
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	2,389	3,902	3,179
	16003	Between Gate Pkwy. off- and on-ramps	BFS	1,741	2,829	2,355
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	2,202	3,464	2,955
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	1,560	2,435	2,103
	16006	Southbound I-295 on-ramp merge	Merge	2,101	3,336	2,886
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	2,053	3,262	2,825
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	3,259	4,828	4,443
	16009	Between Kernan Blvd. off- and on- ramp - 4-lane section	Merge	2,848	4,131	3,795
	16010	Between Kernan Blvd. off- and on- ramp - 3-lane section	BFS	2,854	4,130	3,787
	16011	Kernan Blvd. on-ramp merge - 4-lane section	Merge	3,103	4,475	4,109
	16012	Kernan Blvd. on-ramp merge - 3-lane section	Merge	3,054	4,400	4,052
	16013	Downstream of Kernan Blvd. on-ramp	BFS	3,145	4,491	4,154
SR 202 Westbound W	18011	Gate Pkwy. on-ramp merge - 4-lane section	Merge	3,990	6,268	5,600
	18010	Gate Pkwy. on-ramp merge - 5-lane section	Merge	3,947	6,198	5,539
	18009	Between Gate Pkwy. off- and on-ramps	BFS	3,412	5,342	4,782
	18008	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	4,604	6,985	6,319
	18007	Northbound I-295 on-ramp merge - 4-lane section	Merge	3,753	5,659	5,163
	18006	Northbound I-295 on-ramp merge - 5-lane section	Merge	3,744	5,659	5,162
	18005	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	3,278	5,082	4,532
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined)	Weave	4,928	7,591	6,733
	18003	Between Kernan Blvd. off- and on-ramps	BFS	3,744	5,775	5,130
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	3,858	5,979	5,297
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	3,828	5,991	5,297



Legend

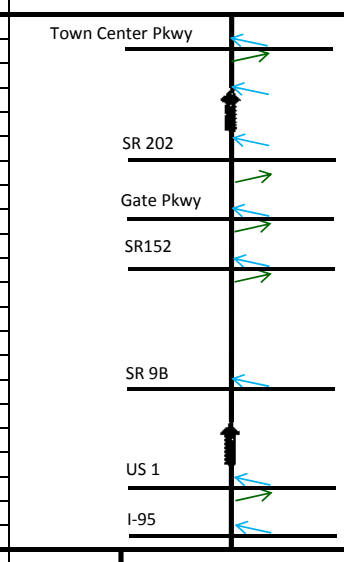
On-ramp

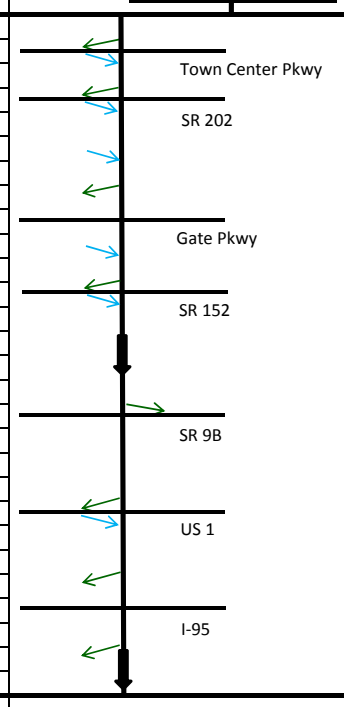
Off-ramp

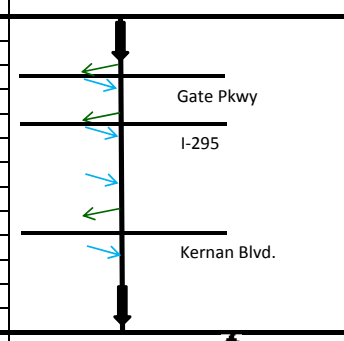
Direction of Travel

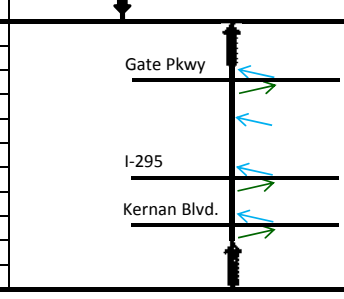
Table 3-10: Existing - Year 2013 - PM Peak Period – Average Hourly Throughput

Roadway	VISSIM Link Number	Location	Section Type	Simulated Volumes Hour 1	Hour 2	Hour 3
I-295 Northbound N	1022	Town Center Pkwy. on-ramp merge	BFS	4,577	5,011	4,748
	1021	Between Town Center Pkwy. off- and on-ramps	BFS	3,798	4,108	3,958
	1020	Between WB SR 202 on-ramp and Town Center Pkwy. off-ramp	Weave	4,351	4,694	4,550
	1019	Downstream of Eastbound SR 202 on-ramp merge	Merge	3,548	3,728	3,721
	1018	Eastbound SR 202 on-ramp merge	Merge	3,557	3,727	3,725
	1017	Downstream of of SR 202 off-ramp - 2-lane section	BFS	2,408	2,595	2,522
	1016	Downstream of of SR 202 off-ramp - 3-lane section	Merge	2,399	2,649	2,450
	1015	Between Gate Pkwy. on-ramp and SR 202 off-ramp	Weave	4,188	4,803	4,291
	1014	Between Gate Pkwy. off- and on-ramps	BFS	3,674	4,214	3,757
	1013	Between SR 152 on-ramp and Gate Pkwy. off-ramp	Weave	3,850	4,450	3,959
	1012	Between SR 152 off- and on-ramps	BFS	3,085	3,534	3,180
	1011	Upstream of SR 152 off-ramp	Diverge	3,367	3,878	3,468
	1010	Downstream of SR 9B on-ramp merge - 2-lane section	BFS	3,350	3,886	3,443
	1009	Downstream of SR 9B on-ramp merge - 3-lane section	Major Merge	3,327	3,889	3,413
	1008	SR 9B on-ramp merge	Major Merge	3,340	3,894	3,428
	1007	Upstream of SR 9B on-ramp	BFS	2,715	3,211	2,733
	1006	Downstream of US 1 on-ramp merge - 2-lane section	Merge	2,699	3,233	2,700
	1005	Downstream of US 1 on-ramp merge - 3-lane section	Merge	2,699	3,224	2,695
	1004	US 1 on-ramp merge	Merge	2,706	3,223	2,696
	1003	Between US 1 off- and on-ramps	BFS	1,927	2,381	1,945
	1002	Upstream of US 1 off-ramp	Weave	2,510	3,127	2,502
	1001	Upstream of I-95 on-ramps	BFS	1,424	1,712	1,373
I-295 Southbound S	3001	Upstream of Town Center Pkwy. off-ramp	BFS	2,959	3,540	2,972
	3002	Between Town Center Pkwy. off- and on-ramps	BFS	2,570	3,035	2,587
	3003	Between Town Center Pkwy. On-ramp and SR 202 off-ramp (combined)	Weave	3,353	3,929	3,357
	3004	Between SR 202 off-ramp (combined) and Westbound SR 202 on-ramp	BFS	2,160	2,559	2,186
	3005	Westbound SR 202 on-ramp merge	Merge	3,509	4,133	3,645
	3006	Downstream of Westbound SR 202 on-ramp merge	Merge	3,436	4,038	3,575
	3007	Between Eastbound SR 202 on-ramp and Gate Pkwy. off-ramp	Weave	4,143	4,750	4,380
	3008	Between Gate Pkwy off- and on- ramps - 4-lane section	Merge	3,421	3,798	3,625
	3009	Between Gate Pkwy off- and on- ramps - 3-lane section	Merge	3,484	3,677	3,590
	3010	Between Gate Pkwy off- and on- ramps - 2-lane section	BFS	3,550	3,623	3,617
	3011	Between Gate Pkwy. on-ramp and SR 152 off-ramp	Weave	4,398	4,489	4,479
	3012	Between SR 152 off- and on-ramps	BFS	3,709	3,801	3,778
	3013	SR 152 on-ramp merge	Merge	3,969	4,143	4,042
	3014	Downstream of SR 152 on-ramp merge	Merge	4,018	4,195	4,091
	3015	Upstream of SR 9B off-ramp - 2-lane section	BFS	4,032	4,201	4,095
	3016	Upstream of SR 9B off-ramp - 3-lane section	Major Diverge	4,046	4,207	4,098
	3017	Downstraem of SR 9B off-ramp - 2-lane section	BFS	3,200	3,296	3,232
	3018	Downstraem of SR 9B off-ramp - 3-lane section	BFS	3,190	3,295	3,245
	3019	Upstream of US 1 off-ramp - 3-lane section	Diverge	3,192	3,293	3,245
	3020	Upstream of US 1 off-ramp - 4-lane section	Diverge	3,188	3,281	3,244
	3021	Between US 1 off- and on-ramps	BFS	2,732	2,840	2,801
	3022	Downstream of US 1 on-ramp	Weave	3,417	3,556	3,409
	3023	Upstream of Northbound I-95 off-ramp	Weave	3,418	3,533	3,396
	3024	Downstream of Northbound I-95 off-ramp	BFS	3,250	3,334	3,230
	3025	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	3,252	3,342	3,236
	3026	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	3,248	3,343	3,229
	3027	Downstream of Southbound I-95 off-ramp - 3-lane section	Merge	2,038	2,109	2,116
	3028	Downstream of Southbound I-95 off-ramp - 2-lane section	BFS	2,079	2,148	2,157
SR 9B	17001	Northbound SR 9B	BFS	609	717	662
	19001	Southbound SR 9B	BFS	856	916	862
SR 202 Eastbound E	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	5,191	6,366	5,010
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	5,175	6,357	5,017
	16003	Between Gate Pkwy. off- and on-ramps	BFS	4,480	5,482	4,390
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	6,043	7,044	5,955
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	4,303	5,036	4,252
	16006	Southbound I-295 on-ramp merge	Merge	4,874	5,639	4,769
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	4,768	5,515	4,663
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	6,467	7,538	6,494
	16009	Between Kernan Blvd. off- and on- ramp - 4-lane section	Merge	4,930	5,739	4,919
	16010	Between Kernan Blvd. off- and on- ramp - 3-lane section	BFS	4,904	5,758	4,910
	16011	Kernan Blvd. on-ramp merge - 4-lane section	Merge	5,052	5,933	5,080
	16012	Kernan Blvd. on-ramp merge - 3-lane section	Merge	4,985	5,845	5,000
	16013	Downstream of Kernan Blvd. on-ramp	BFS	5,121	5,965	5,136
SR 202 Westbound W	18011	Gate Pkwy. on-ramp merge - 4-lane section	Merge	3,227	3,758	3,323
	18010	Gate Pkwy. on-ramp merge - 5-lane section	Merge	3,184	3,718	3,275
	18009	Between Gate Pkwy. off- and on-ramps	BFS	2,332	2,803	2,394
	18008	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	2,919	3,483	2,915
	18007	Northbound I-295 on-ramp merge - 4-lane section	Merge	2,283	2,725	2,266
	18006	Northbound I-295 on-ramp merge - 5-lane section	Merge	2,285	2,721	2,265
	18005	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	2,090	2,484	2,063
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined)	Weave	4,264	5,014	4,318
	18003	Between Kernan Blvd. off- and on-ramps	BFS	3,674	4,358	3,700
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	3,976	4,698	4,023
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	3,973	4,696	4,005









Legend

On-ramp

Off-ramp

Direction of Travel

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Table 3-11: Intersection Analysis Summary – Existing Year 2013

Node #	Location	Type	A.M. Peak		P.M. Peak	
			Average Delay (sec)	LOS	Average Delay (sec)	LOS
101	US 1 at Bus Park Boulevard	Signalized	18.1	B	25.1	C
102	US 1 at Greenland Road/I-295 On-/Off-Ramp	Signalized	48.3	D	55.8	E
103	US 1 at I-295 Southbound On-/Off–Ramp	Signalized	27.8	C	21.0	C
105	US 1 at Avenues Walk Boulevard/Southside Boulevard	Signalized	44.5	D	46.4	D
201	SR 152 at Reedy Branch Drive/Point Meadows Drive	Signalized	35.1	D	38.5	D
202	SR 152 at I-295 Southbound On-/Off-Ramp	Signalized	99.7	F	69.6	E
203	SR 152 at I-295 Northbound On-/Off-Ramp	Signalized	33.1	C	66.7	E
204	SR 152 at RGE Skinner Boulevard	Signalized	11.6	B	11.2	B
301	Gate Parkway at Point Meadows Drive	Signalized	12.8	B	17.1	B
302	Gate Parkway at I-295 Southbound On-/Off-Ramp	Signalized	20.0	C	24.8	C
303	Gate Parkway at I-295 Northbound On-/Off-Ramp	Signalized	144.2	F	11.6	B
401	Gate Parkway at Deerwood Park Boulevard	Signalized	133.0	F	68.2	E
402	Gate Parkway at SR 202 On-/Off-Ramp	Signalized	24.7	C	23.7	C
403	Gate Parkway at Skinner Lake Drive/Costco Entrance	Signalized	12.3	B	17.2	B
404	Gate Parkway at Town Center Parkway	Signalized	47.5	D	22.6	C
501	Kernan Boulevard at SR 202 Eastbound Ramps	Unsignalized*	N/A	F	N/A	F
502	Kernan Boulevard at SR 202 Westbound Ramps	Unsignalized*	N/A	B	N/A	F
503	Kernan Boulevard at 1st Coast Tech Parkway	Signalized	10.5	B	18.1	B
601	Town Center Parkway at St Johns Bluff Road S	Signalized	23.9	C	23.6	C
602	Town Center Parkway at I-295 On-/Off-Ramps	Signalized	14.3	B	29.8	C
603	UNF Drive at Eco Drive	Signalized	16.6	B	17.4	B

*Unsignalized overall intersection delay was not available.

3.7 Existing Accident Data

Crash data for the area of influence for the most recent five years (2007 to 2011) were obtained from the FDOT Traffic Safety Office. A crash data analysis was performed to quantify the frequency and severity of crashes on I-295 within the project study area. A detailed summary report was prepared and is provided in **Appendix G**. Highlights from this report are included below:

Total Crashes:
A safety analysis was conducted for I-295 between US 1 and Town Center Parkway (milepost 16.0 and milepost 25.1). This analysis also considered crashes occurring on adjacent roadways, including US 1, SR 152, Gate Parkway, SR 202, Town Center Parkway, and Kernan Boulevard, as well as the ramps from I-295 associated with these arterials. Over the five-year span, this area experienced a total of 1,335 crashes, of which 17 were fatal and 71 were severe injury crashes. Of these crashes, 48 percent involved property damage (fender benders and no major injuries) and 45 percent resulted in minor injuries. Table 3-12 summarizes the crash data for the study area.

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Table 3-12: Study Area Crash Data Summary

Year	PDO* Crashes	Injury Crashes	Severe Injury Crashes	Fatal Crashes	Total Crashes
2007	155	162	10	2	**329**
2008	124	106	18	3	**251**
2009	104	97	12	5	**218**
2010	125	124	13	5	**267**
2011	135	115	18	2	**270**
Total	**643**	**604**	**71**	**17**	**1,335**

*Property Damage Only

Time of Day Analysis:
The time of the day each incident occurred was analyzed as summarized on Figure 3-14. The figure shows that approximately 38 percent of the crashes (196+303) occurred during the peak hours: 15 percent during the a.m. peak hour and 23 percent during the p.m. peak hour. Higher crash numbers observed for the peak hours (a.m./p.m.) are likely a result of driver frustration due to congestion along the roadway corridors within the study area. The crash trend in the peak hours will likely worsen in the future if no improvements are performed along I-295 within the study area. Without improvements to relieve the current bottleneck locations, congestion will worsen as future traffic increases.

Day of Week Analysis:
The number of crashes occurring each day of the week was analyzed to identify high crash frequency days. These data are summarized on Figure 3-15, which shows that approximately 46 percent of the crashes (210+213+194) occurred during typical weekdays (Tuesday to Thursday). Also, the highest number of crashes occurred on a Friday (227 crashes). The results indicate that crashes have predominantly occurred on days when drivers are traveling to work and on Fridays when drivers are heading home for the weekend and are frustrated by delays along the roadway corridor due to congestion. This trend will worsen with an increase in traffic volumes in the region and continued deterioration of traffic operations near major bottleneck locations under existing geometric conditions.

The severe injury and fatal crashes number of crashes occurring each day of the

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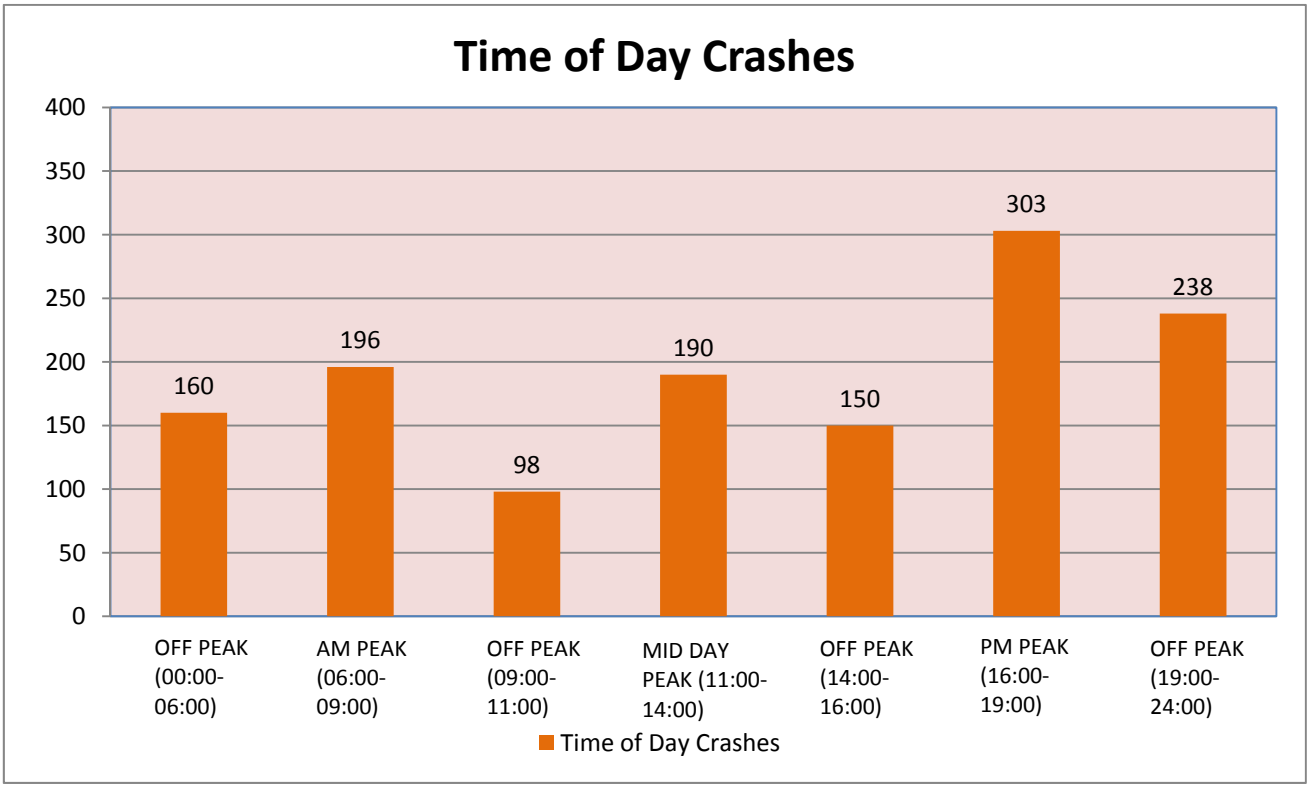

Figure 3-14: Summary of Crashes by Time of Day

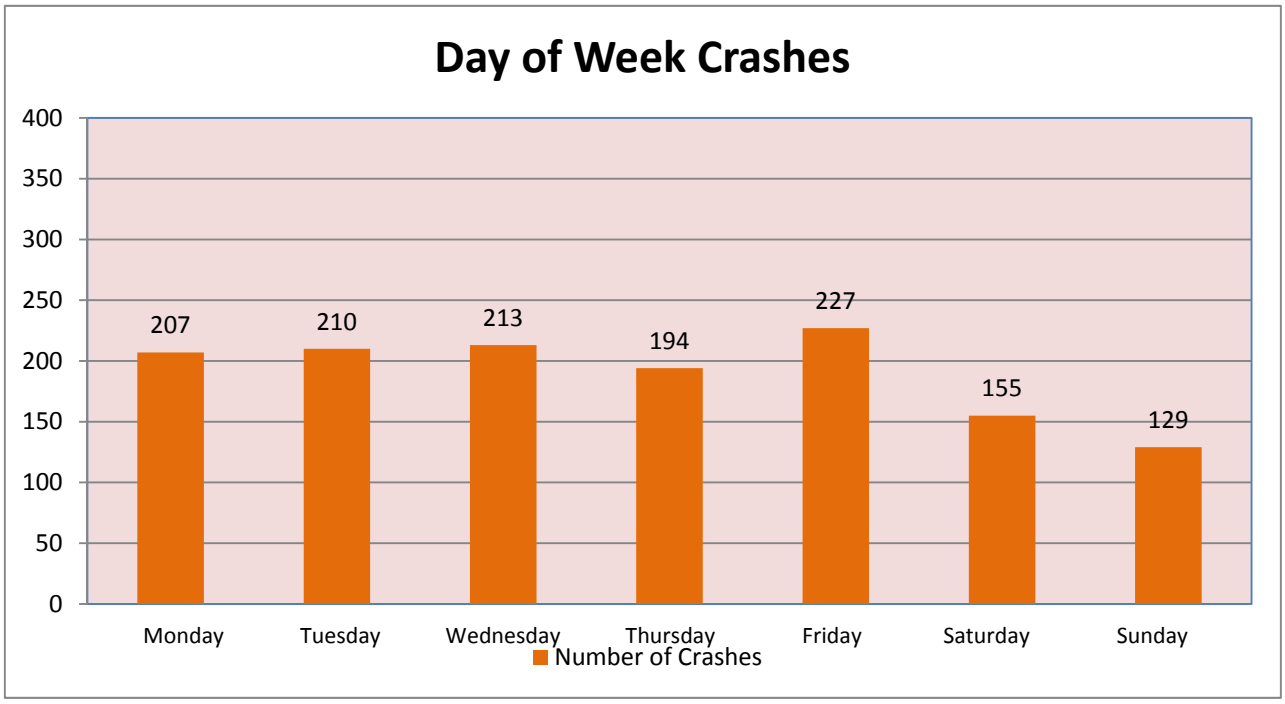

Figure 3-15: Summary of Crashes by Day of Week

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Crash Types:
Crash types within the study area were evaluated to determine the most predominant crash type and its causes. Table 3-13 summarizes all crash types observed within the study area. Most of the incidents, approximately 42.4 percent, were rear-end collisions. The high number of rear-end crashes can be attributed to the congestion and stop-and-go conditions experienced by the study area during the peak hours. Angle/sideswipe crashes (14.9 percent) are the second most predominant crash types within the study area. Angle/sideswipe crashes are a result of lane changing near merge/diverge locations and in weave segments.

Table 3-13: Summary of Crash Types

Crash Type	Crashes	Percent
Rear End	566	42.4%
Angle/Sideswipe	199	14.9%
Motor Vehicle Hit Guardrail	68	5.1%
Left Turn	39	2.9%
Motor Vehicle Hit Utility Pole/Light Pole	39	2.9%
Overturned	39	2.9%
Motor Vehicle Hit Concrete Barrier Wall	35	2.6%
Collision With Motor Vehicle on Roadway	33	2.5%
Motor Vehicle Ran into Ditch/Culvert	23	1.7%
Motor Vehicle Hit Sign/Signpost	17	1.3%
Motor Vehicle Hit Tree/Shrubbery	15	1.1%
Cargo Loss or Shift	15	1.1%
Head On	14	1.0%
Motor Vehicle Hit Other Fixed Object	12	0.9%
Collision With Moveable Object on Road	10	0.7%
Collision With Crash Attenuators	8	0.6%
Right Turn	5	0.4%
Backed Into	5	0.4%
Collision With Parked Car	5	0.4%
Collision With Pedestrian	5	0.4%
Ran Off Road into Water	5	0.4%
Fire	5	0.4%
Collision With Fixed Object Above Road	4	0.3%
Median Crossover	4	0.3%
Collision With Bicycle	3	0.2%
Motor Vehicle Hit Fence	3	0.2%
Collision With Construction Barricade Sign	2	0.1%
Collision With Traffic Gate	2	0.1%
Collision With Bicycle in Bike Lane	1	0.1%
Collision With Animal	1	0.1%
Tractor/Trailer Jackknifed	1	0.1%

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Crash Type	Crashes	Percent
All Other Types	152	11.4%
Total	**1,335**	**100%**

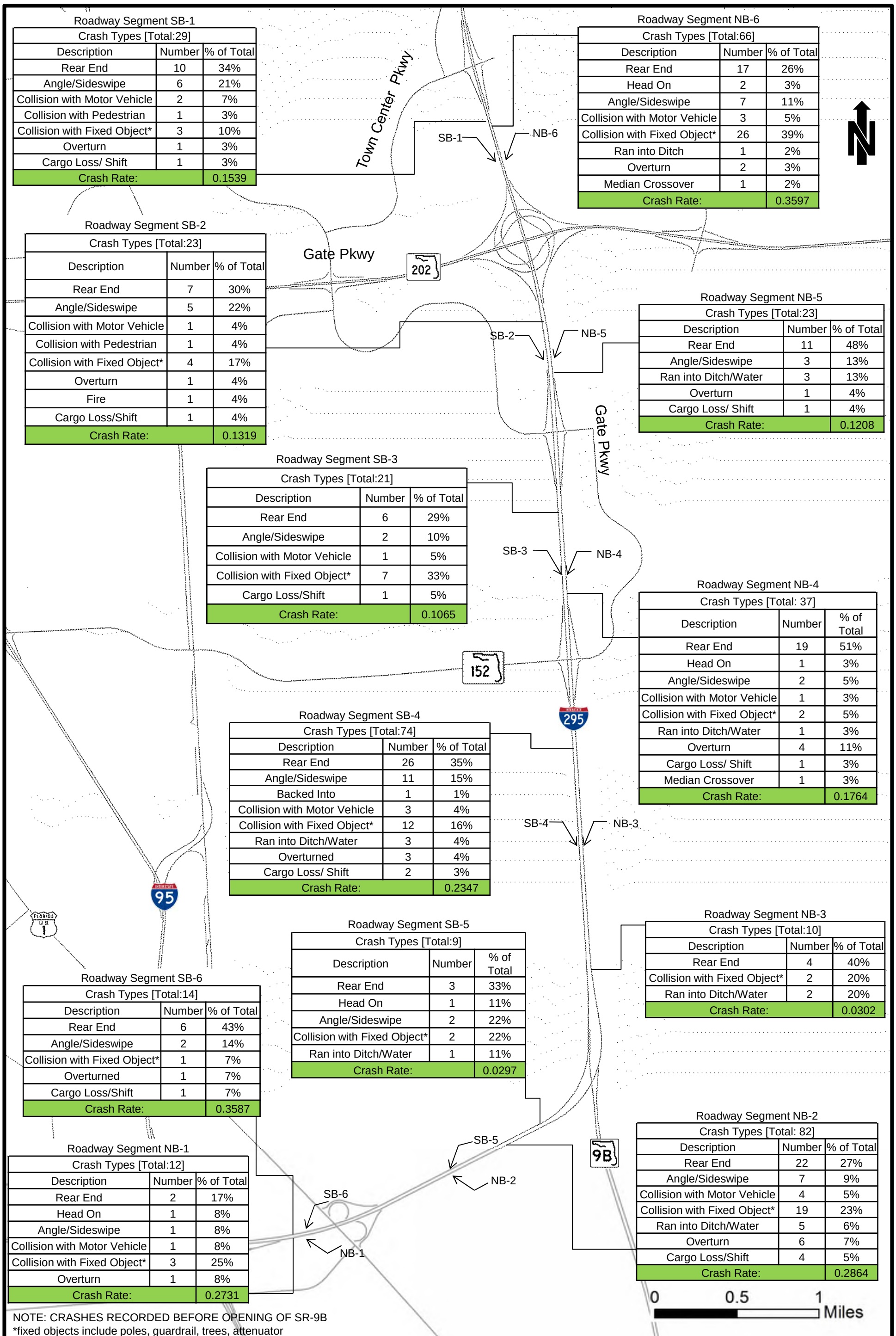
I-295 Crash Data Summary:
Figure 3-16 shows the total number of crashes, the predominant crash types by percentage, and the crash rate for the northbound and southbound I-295 segments within the study area. The findings and observations from this analysis are described below:

I-295 Northbound Direction:

- The segment between the US 1 on-ramp and the SR 9B on-ramp experienced the highest number of crashes along the northbound direction, with 82 crashes in five years. The most predominant type of crashes in this location are rear-end crashes and collision with fixed objects (poles, guardrails, trees, attenuators etc.), which indicates stop-and-go conditions and high speed differentials. Speed differential is measured as the difference between the speed of vehicles that are continuing along the main roadway and those that are entering, exiting, stopped, or changing lanes on the freeway. For instance, if through traffic is moving at a speed of 65 mph on a freeway and cars are moving at 45 mph to make way for entering vehicles on the subsequent section with an on-ramp, the speed differential at this ramp entrance section is 20 mph. Aggressive and careless driving (39 crashes) and improper lane changes (six crashes) are the predominant contributing causes to crashes on this segment.
- The segment between the SR 202 westbound on-ramp and the Town Center Parkway off-ramp experienced 66 crashes in five years. Rear-end, angle/sideswipe, and collision with fixed objects are the most predominant crash types, indicating stop-and-go conditions and lane changing crash patterns. Aggressive and careless driving (30 crashes) and improper lane changes (six crashes) are the predominant contributing causes to crashes on this segment.
- The segment between the SR 152 on-ramp and the Gate Parkway off-ramp experienced 37 crashes in five years. The predominant crash type is rear–end, indicating stop-and-go operations. Aggressive and careless driving (23 crashes) and improper lane changes (four crashes) are the predominant contributing causes to crashes on this segment.
- The remaining segments along the I-295 northbound direction do not show a significant crash history, and rear-end is the most prevalent crash type on these segments.
- The crash rates range between 0.0302 and 0.3597 for the I-295 northbound segments and are well within the Florida statewide average crash rate of 0.68503 for similar facilities.

I-295 Southbound Direction:

- The segment between the SR 152 on-ramp and the SR 9B off-ramp experienced the highest number of crashes along the southbound direction, with 74 crashes in five years. The most predominant type of crashes in this location are rear-end and collision with fixed objects (poles, guardrails, trees, attenuators etc.), which indicate stop-and-go conditions and high speed differentials. Aggressive and careless driving (64 percent) and improper lane changes (five percent) are the predominant contributing causes to crashes on this segment.



Roadway Segment SB-1

Crash Types [Total:29]		
Description	Number	% of Total
Rear End	10	34%
Angle/Sideswipe	6	21%
Collision with Motor Vehicle	2	7%
Collision with Pedestrian	1	3%
Collision with Fixed Object*	3	10%
Overturn	1	3%
Cargo Loss/ Shift	1	3%
Crash Rate:		0.1539

Roadway Segment NB-6

Crash Types [Total:66]		
Description	Number	% of Total
Rear End	17	26%
Head On	2	3%
Angle/Sideswipe	7	11%
Collision with Motor Vehicle	3	5%
Collision with Fixed Object*	26	39%
Ran into Ditch	1	2%
Overturn	2	3%
Median Crossover	1	2%
Crash Rate:		0.3597

Roadway Segment SB-2

Crash Types [Total:23]		
Description	Number	% of Total
Rear End	7	30%
Angle/Sideswipe	5	22%
Collision with Motor Vehicle	1	4%
Collision with Pedestrian	1	4%
Collision with Fixed Object*	4	17%
Overturn	1	4%
Fire	1	4%
Cargo Loss/Shift	1	4%
Crash Rate:		0.1319

Roadway Segment NB-5

Crash Types [Total:23]		
Description	Number	% of Total
Rear End	11	48%
Angle/Sideswipe	3	13%
Ran into Ditch/Water	3	13%
Overturn	1	4%
Cargo Loss/ Shift	1	4%
Crash Rate:		0.1208

Roadway Segment SB-3

Crash Types [Total:21]		
Description	Number	% of Total
Rear End	6	29%
Angle/Sideswipe	2	10%
Collision with Motor Vehicle	1	5%
Collision with Fixed Object*	7	33%
Cargo Loss/Shift	1	5%
Crash Rate:		0.1065

Roadway Segment NB-4

Crash Types [Total: 37]		
Description	Number	% of Total
Rear End	19	51%
Head On	1	3%
Angle/Sideswipe	2	5%
Collision with Motor Vehicle	1	3%
Collision with Fixed Object*	2	5%
Ran into Ditch/Water	1	3%
Overturn	4	11%
Cargo Loss/ Shift	1	3%
Median Crossover	1	3%
Crash Rate:		0.1764

Roadway Segment SB-4

Crash Types [Total:74]		
Description	Number	% of Total
Rear End	26	35%
Angle/Sideswipe	11	15%
Backed Into	1	1%
Collision with Motor Vehicle	3	4%
Collision with Fixed Object*	12	16%
Ran into Ditch/Water	3	4%
Overturned	3	4%
Cargo Loss/ Shift	2	3%
Crash Rate:		0.2347

Roadway Segment NB-3

Crash Types [Total:10]		
Description	Number	% of Total
Rear End	4	40%
Collision with Fixed Object*	2	20%
Ran into Ditch/Water	2	20%
Crash Rate:		0.0302

Roadway Segment SB-5

Crash Types [Total:9]		
Description	Number	% of Total
Rear End	3	33%
Head On	1	11%
Angle/Sideswipe	2	22%
Collision with Fixed Object*	2	22%
Ran into Ditch/Water	1	11%
Crash Rate:		0.0297

Roadway Segment SB-6

Crash Types [Total:14]		
Description	Number	% of Total
Rear End	6	43%
Angle/Sideswipe	2	14%
Collision with Fixed Object*	1	7%
Overturned	1	7%
Cargo Loss/Shift	1	7%
Crash Rate:		0.3587

Roadway Segment NB-2

Crash Types [Total: 82]		
Description	Number	% of Total
Rear End	22	27%
Angle/Sideswipe	7	9%
Collision with Motor Vehicle	4	5%
Collision with Fixed Object*	19	23%
Ran into Ditch/Water	5	6%
Overturn	6	7%
Cargo Loss/Shift	4	5%
Crash Rate:		0.2864

Roadway Segment NB-1

Crash Types [Total:12]		
Description	Number	% of Total
Rear End	2	17%
Head On	1	8%
Angle/Sideswipe	1	8%
Collision with Motor Vehicle	1	8%
Collision with Fixed Object*	3	25%
Overturn	1	8%
Crash Rate:		0.2731

NOTE: CRASHES RECORDED BEFORE OPENING OF SR-9B
*fixed objects include poles, guardrail, trees, attenuator

FDOT

295 East Express Phase I (SR 9B to SR 202)

I-295 Northbound and Southbound Segments Crash Frequency, Crash Types and Crash Rates

Figure 3-16

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- The segment between the Town Center Parkway on-ramp and the SR 202 off-ramp experienced 29 crashes in five years. Rear-end and angle/sideswipe are the most predominant crash types, indicating stop-and-go conditions and lane changing crash patterns in this location. Aggressive and careless driving (38 percent) and improper lane changes (14 percent) are the predominant contributing causes to crashes on this segment.
- The remaining segments along the I-295 southbound direction do not show a significant crash history, and rear-ending is the most prevalent crash type on these segments.
- The crash rates range between 0.0297 and 0.3587 for the I-295 southbound segments and are well within the Florida statewide average crash rate of 0.68503 for similar facilities.

Crash Data Summary for Severe Injury and Fatal Crashes:
A total of 17 fatal and 71 severe injury crashes have occurred over a five-year span within the study area. Figure 3-17 shows the spatial location of crashes within the study area based on their severity.

Crash types for the severe injury and fatal crashes were evaluated to determine the most predominant crash type and its causes. Table 3-14 summarizes all crash types for these crashes. About 38 percent of the crashes that caused severe injuries were either rear-end or sideswipe/angle crashes. Around 13 crashes that caused severe injuries involved overturned vehicles. The fatal crashes within the study area were a result of various crash types like rear-end, overturned vehicles, sideswipe, head-on, hit utility pole/light pole, hit concrete barrier wall, hit trees, and ran off the road into water. A distinct crash type was not identified for six of the 17 fatal crashes within the study area.

Table 3-14: Summary of Crash Types for Severe Injury and Fatal Crashes

Crash Type	Severe Injury Crash	Percent	Fatal Crash	Percent
Rear End	16	22.5%	2	11.8%
Overturned	13	18.3%	1	5.9%
Angle/Sideswipe	11	15.5%	1	5.9%
Motor Vehicle Hit Guardrail	6	8.5%		
Collision With Crash Attenuators	4	5.6%		
Motor Vehicle Hit Sign/Signpost	3	4.2%		
Motor Vehicle Hit Utility Pole/Light Pole	3	4.2%	1	5.9%
Head On	2	2.8%	1	5.9%
Collision With Motor Vehicle on Roadway	2	2.8%		
Collision With Pedestrian	2	2.8%	1	5.9%
Motor Vehicle Hit Concrete Barrier Wall	2	2.8%		
Left Turn	1	1.4%	1	5.9%
Collision With Parked Car	1	1.4%	1	5.9%
Motor Vehicle Hit Other Fixed Object	1	1.4%		
Cargo Loss or Shift	1	1.4%		
Median Crossover	1	1.4%		
Motor Vehicle Hit Tree/Shrubbery			1	5.9%
Ran Off Road into Water			1	5.9%
All Other	2	2.8%	6	35.3%
Total	**71**	**100%**	**17**	**100%**

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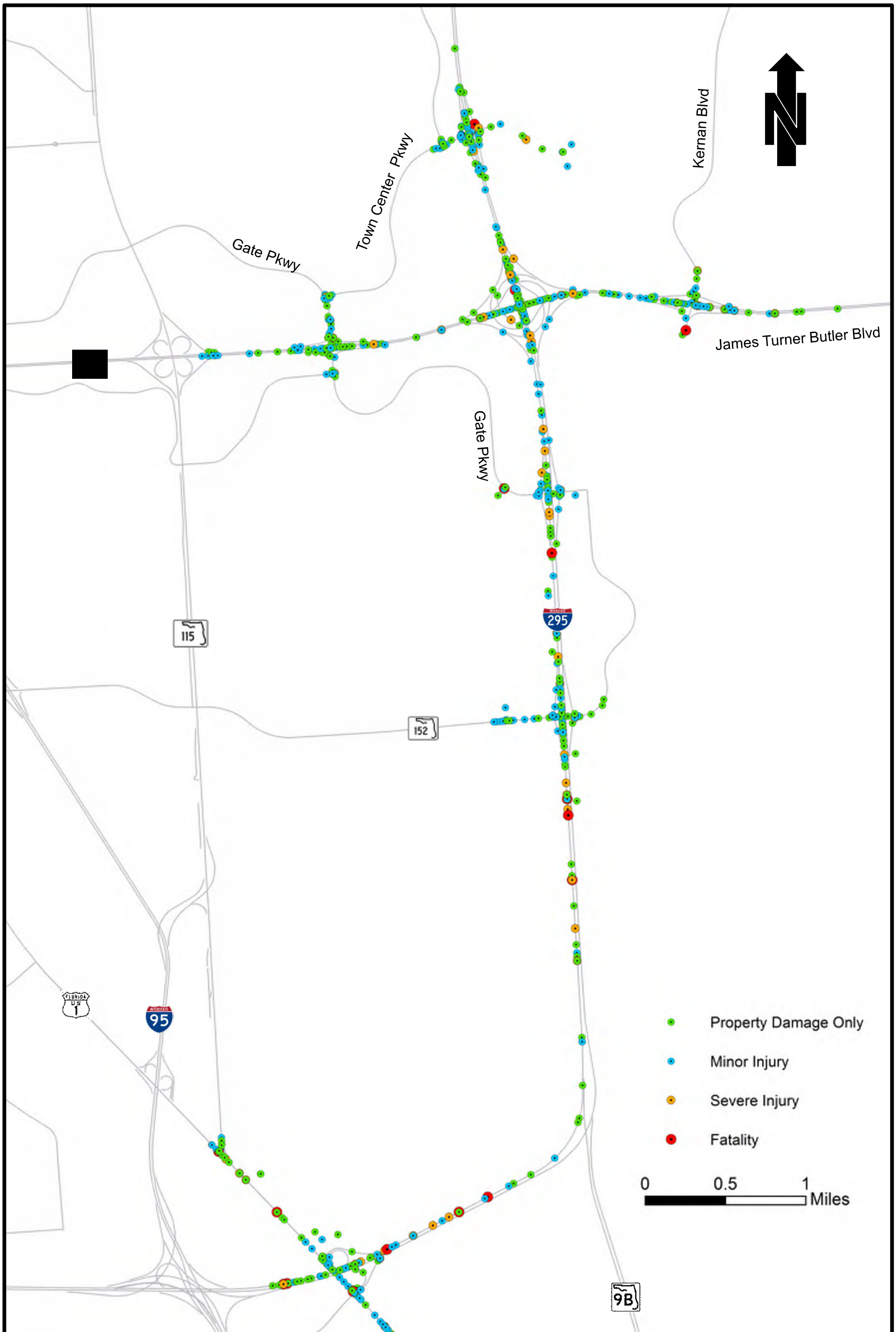

FDOT	295 East Express Phase I (SR 9B to SR 202)	Spatial Location of Crashes based on Crash Severity	Figure 3-17
			Page 3-44

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Table 3-15 shows the contributing causes for the severe injury and fatal crash types. About 60.6 percent of the crashes involving severe injuries were caused by careless driving by commuters. About 14.1 percent of the severe injury crashes are a result of drivers who exceeded safe speed limits and drivers who failed to yield proper right-of-way. About 29.4 percent of the fatal crashes within the study area have occurred as a result of careless driving by commuters. About 5.9 percent of accidents involving a fatality are a result of drivers who exceeded safe speed limits, and about 11.8 percent of fatal crashes are caused by drivers who failed to yield proper right-of-way.

Table 3-15: Summary of Contributing Cause Types for Severe Injury and Fatal Crashes

Contributing Cause Type	**Severe Injury Crash**	**Percent**	**Fatal Crash**	**Percent**
Careless Driving	43	60.6%	5	29.4%
Exceeded Safe Speed Limit	6	8.5%	1	5.9%
Failed to Yield Right-of-Way	4	5.6%	2	11.8%
No Improper Driving	3	4.2%	1	5.9%
Improper Lane Change	3	4.2%		
Alcohol and Drugs	1	1.4%	1	5.9%
Disregarded Traffic Signal	1	1.4%		
Improper Passing	1	1.4%		
Drove Left of Center	1	1.4%		
Driving Wrong Side/Way	1	1.4%	1	5.9%
All Other	7	9.9%	6	35.3%
Total	**71**	**100%**	**17**	**100%**

Fatal and Severe Injury Crashes Time of Day Analysis:
The temporal distribution of the time of day when the severe injury and fatal crashes occurred was also analyzed and is summarized on Figure 3-18. The figure shows that approximately 51 percent of the severe injury and fatal crashes (45 of a total 88 crashes) occurred between 7:00 p.m. and 6:00 a.m. About 13 crashes occurred during the a.m. peak hour and 11 occurred during the mid-day peak hours between 11:00 a.m. and 2:00 p.m. This indicates that the severity of crashes during the peak hour is less compared to the severity of crashes in the off-peak hours.

Fatal and Severe Injury Crashes Day of Week Analysis:
The number of severe injury and fatal crashes occurring each day of the week was analyzed to identify high crash frequency days. These data are summarized on Figure 3-19, which shows that approximately 48 percent of the crashes (13+14+15) occurred between Friday and Sunday. About 28 crashes (32 percent) occurred on Monday and Tuesday. This indicates that the percent of severe injury and fatal crashes is negligible during typical weekdays.

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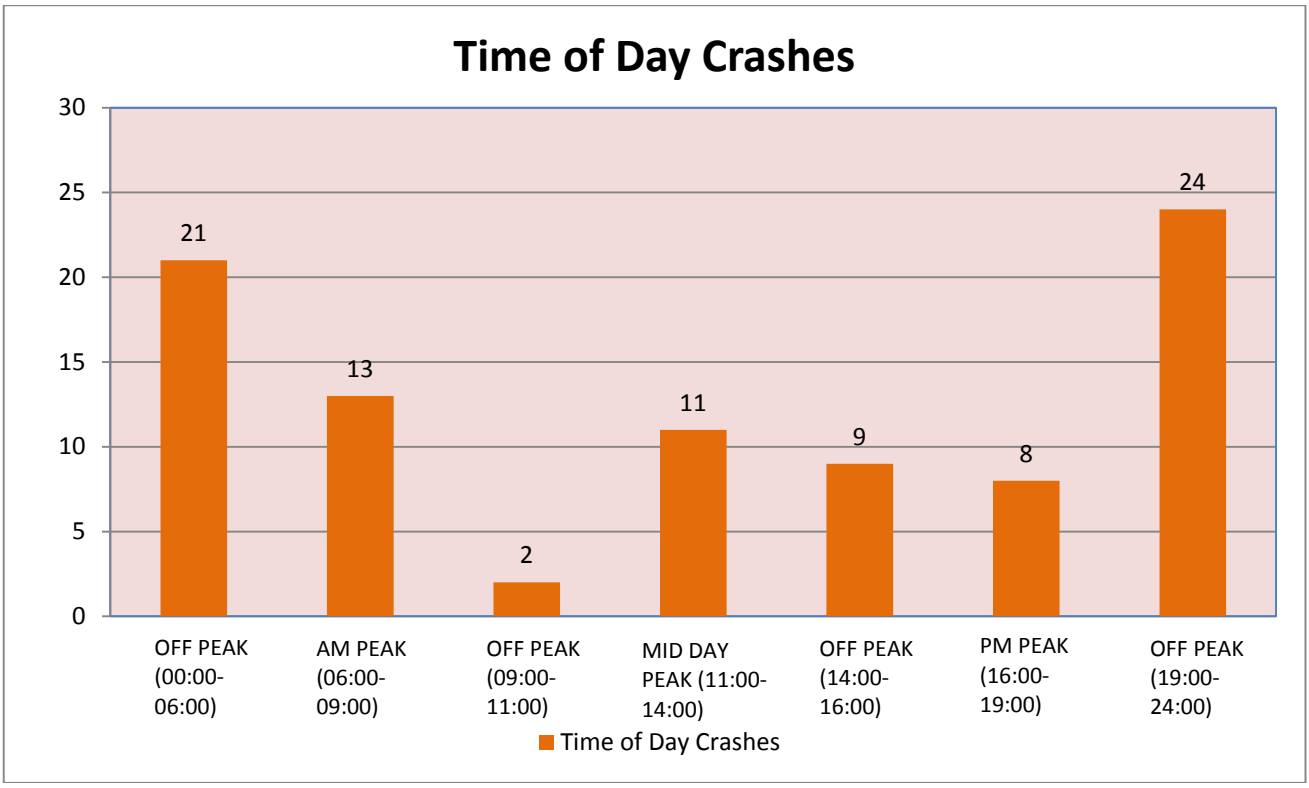

Figure 3-18: Summary of Severe Injury and Fatal Crashes by Time of Day

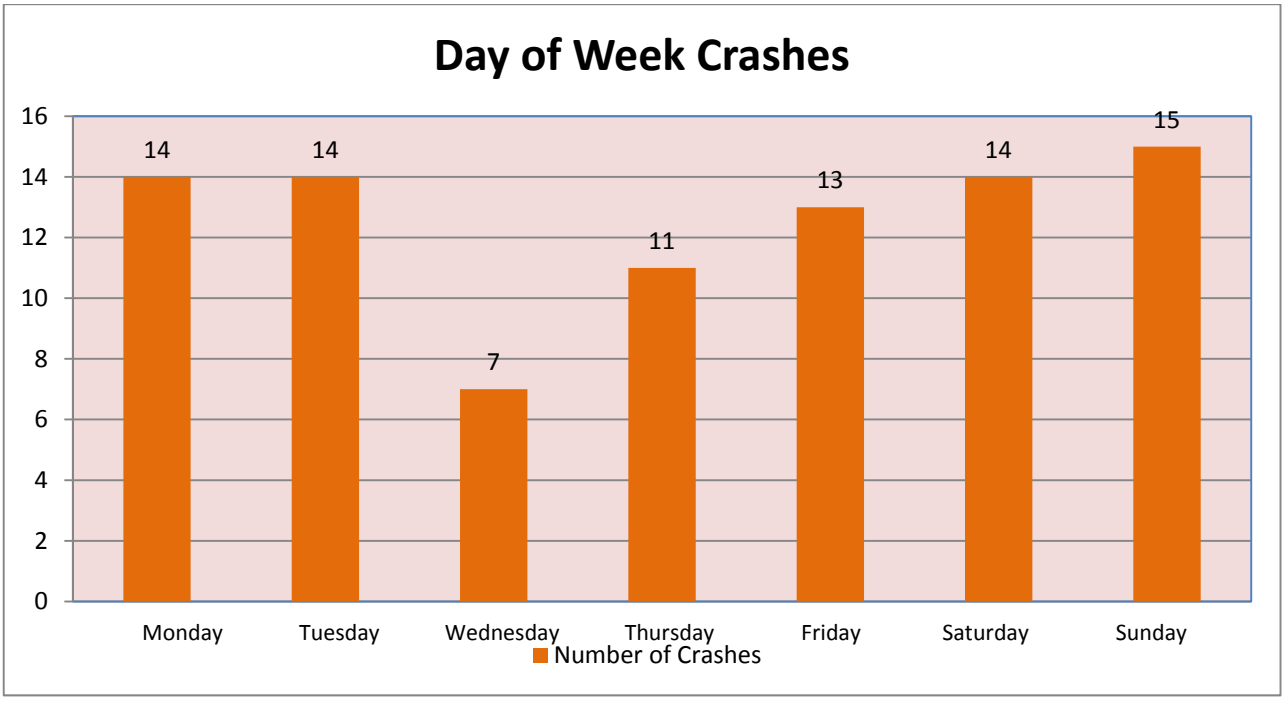

Figure 3-19: Summary of Severe Injury and Fatal Crashes by Time of Day

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Crash Data by Milepost:
Ten milepost locations within the study area were observed to be having high crash frequency. Table 3-16 summarizes locations of these mileposts within the study area and the total number of crashes they incurred during the five-year analysis period.

Table 3-16: Summary of Crashes by Milepost

No.	Milepost	Total Crashes	Location
1	21.4	25	Between SR 9B and SR 152
2	23.7	16	Between US 1 and SR 9B
3	24.2	16	Between US 1 and SR 9B
4	24.6	13	Near US 1 Interchange
5	17.6	12	Near SR 202 Interchange
6	25.0	12	Between I-95 and US 1
7	16.8	11	Near Town Center Parkway Interchange
8	19.0	11	Near Gate Parkway Interchange
9	20.4	11	Near SR 152 Interchange
10	20.9	11	Between SR 9B and SR 152

Findings and Observations:

- There are two high frequency crash locations (mileposts 21.4 and 20.9) between the SR 9B and SR 152 interchanges. Rear-end (10 crashes), sideswipes (five crashes), vehicles hitting utility/light poles (five crashes) and vehicles running into ditch/culvert (three crashes) are the most predominant crash types observed within these milepost locations. Rear-end and sideswipe crashes are an indication of congestion and improper lane changes. These crashes are a result of successive lane drops along northbound I-295 and the speed differential along this segment of I-295 (northbound and southbound). Aggressive and careless driving involving improper lane changing and vehicles failing to yield right-of-way were identified as the major contributing causes for more than 50 percent of the crashes (23 out of 36 crashes) at these milepost locations. The crashes involving vehicles hitting utility/light poles and vehicles running into ditch/culvert were reviewed in detail to evaluate any roadway features that caused these crashes. The roadway surface conditions were mostly dry and no rain occurred during these events. However, most of these crash types have occurred during the night time under dark conditions.
- Two high frequency crash locations are observed (mileposts 24.2 and 23.7) between US 1 and SR 9B. Rear-end (13 crashes), sideswipes (three crashes), and overturned vehicles (three crashes) are the most predominant crash types observed within these milepost locations. Rear-end and sideswipe crashes are an indication of congestion and improper lane changes. The inside lane drop along I-295 and the bottleneck near I-295 and SR 9B merge location that causes backups along northbound I-295 may be contributing factors for these crashes. Aggressive and careless driving (15 crashes) and improper backing (four crashes) are the predominant contributing causes for these crashes. The crashes involving overturned vehicles were reviewed in detail to evaluate if any roadway features caused these crashes. It was observed that these crashes have occurred under wet road surface conditions. Hydroplaning or defective cross slopes might be contributing factors for these crashes. However, the crash data highlighted driver carelessness as being the contributing

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cause of these accidents.

- The I-295 interchanges with US 1 (milepost 24.6), SR 202 (milepost 17.6), Town Center Parkway (milepost 16.8), Gate Parkway (milepost 19.0), and SR 152 (milepost 20.4) have one significant crash hotspot location each that is experiencing more than one crash per calendar year. The milepost location 25.0 is near the I-95 on-ramp to I-295 merge influence area. Rear-end (25 crashes), vehicles hitting guardrail (12 crashes), and sideswipes/angle (six crashes) are the most predominant crash types observed within these milepost locations. Rear-end and sideswipe crashes are an indication of congestion and improper lane changes. Aggressive and careless driving involving improper lane changing and vehicles exceeding safe speed limits were identified as the major contributing causes for more than 70 percent of the crashes (51 out of 70 crashes) at these milepost locations. The crashes involving vehicles hitting guardrails were reviewed in detail to evaluate if any roadway features caused these crashes. It was observed that eight of the 12 crashes have occurred during raining conditions. Hydroplaning or defective cross slopes might be contributing factors for these crashes. However, the crash data highlighted driver carelessness or driving at speeds higher than the safe speed limits as being the major contributor for the cause of these incidents.

Safety along the study area corridor will continue to deteriorate with congestion extending well beyond the a.m. and p.m. peak hours as a result of the increase in traffic anticipated by the Design Year 2040. Operational and safety improvements are essential along this segment of I-295 to alleviate congestion and in turn decrease the number of crashes that are a result from driver frustration.

Figure 3-20 shows the location of these 10 mileposts with high crash frequency within the study area.

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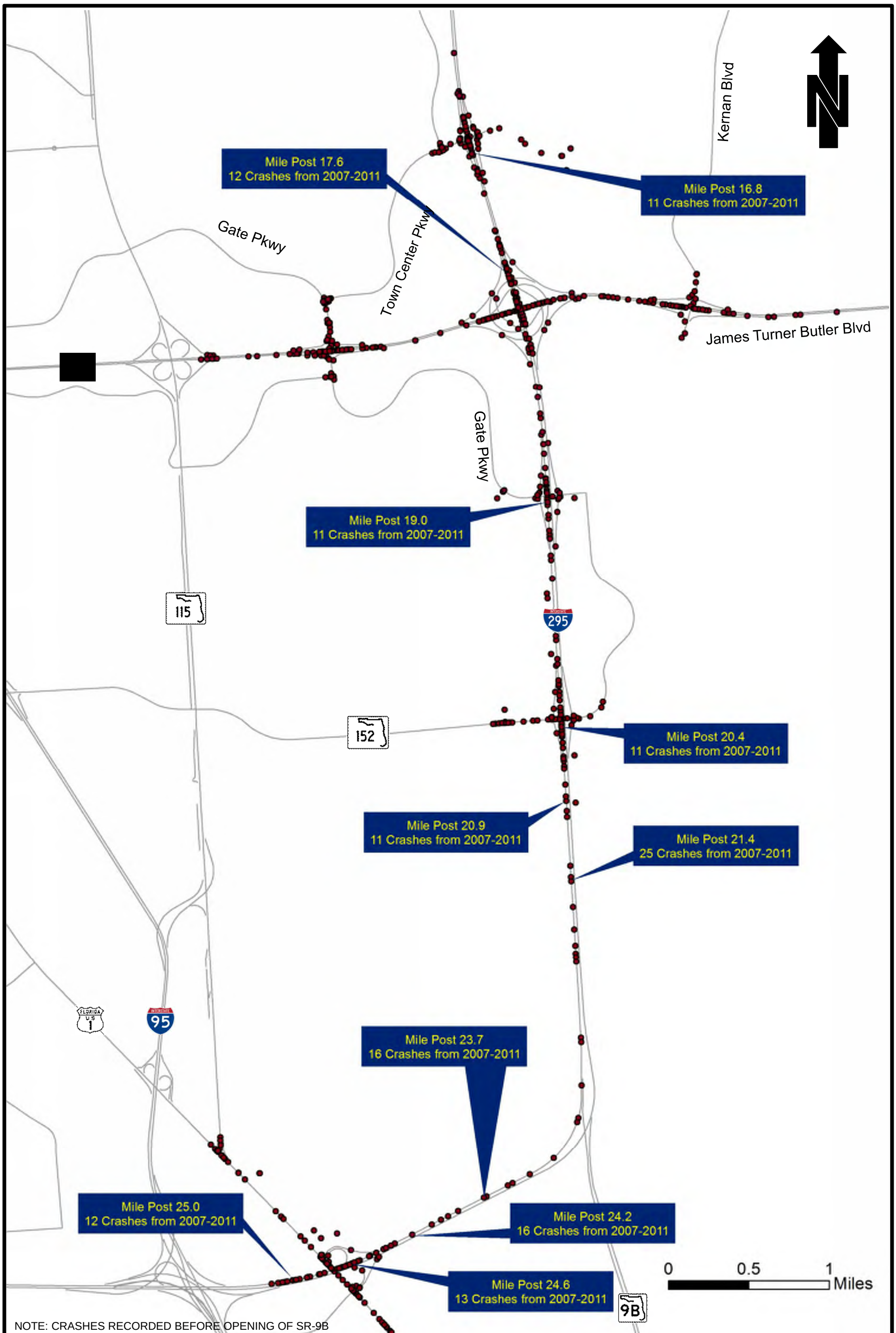

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 Crash Frequency by Milepost	Figure 3-20
			Page 3-49

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3.8 Existing Environmental Constraints

A PD&E study is being conducted by the FDOT District 2 for this project. The roadway improvements proposed for this project are within existing right-of-way, and the only additional right-of-way required for this project is for the proposed pond sites. A Type 2 Categorical Exclusion (Type 2 CE) is anticipated for this project and will be submitted for FHWA approval. Details of the existing environmental constraints and an extensive examination of the natural, social, and physical impacts associated with the proposed Build Alternatives are documented in the Preliminary Engineering Report (PER) for this project. Because the proposed improvements are anticipated to be completed within existing right-of-way, no impacts associated with any environmental features are anticipated.

3.9 Existing Master Plans, LRTP, Developments of Regional Impact, and Projects

This SIMR considers all programmed and planned roadway improvements within the study area. The capacity improvements will be consistent with the following studies:

- North Florida TPO LRTP
- North Florida TPO TIP
- North Florida TPO Cost Feasible Plan
- City of Jacksonville Comprehensive Plan
- FDOT Five-Year Work Program
- FDOT SIS Plans
- State Transportation Improvement Program (STIP)
- Committed Improvements from Local and Private Sectors

The need for improvements along I-295 between SR 9B and SR 202 is identified in the North Florida TPO 2035 LRTP, TIP, and Cost Feasible Plan. No major improvements are outlined in the North Florida TPO and FDOT Work Program. In addition, no major developments are proposed within the study area between Open Year 2020 and Design Year 2040, except the following project:

- Eight-laning of I-295 between SR 202 and Dames Point Bridge by Design Year 2040. (This project is currently not consistent with the North Florida TPO 2035 LRTP. However, this project is committed to be consistent with the 2040 LRTP that is expected to be completed in November 2014, and a letter from the North Florida TPO confirming the same will be included in the PER of this project. Refer to **Appendix H** for correspondence regarding this project.)

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4. NEED

The purpose of the I-295 East Express Lanes project is to add capacity, improve travel time reliability, provide long-term mobility options, and improve operations along the I-295 corridor from the SR 9B interchange to the SR 202 interchange.

The need for the project is based on the following factors:

Volume Growth Exceeding Available Capacity - The segment of I-295 from SR 9B to SR 202 currently experiences heavy peak period congestion with speeds well below the posted speed limits. In 2013, I-295 operated at LOS F from SR 9B to SR 152 and at LOS D from SR 152 to SR 202. By Year 2040, the entire segment of I-295 within the study limits will operate at LOS F. Table 4-1 shows the existing and Year 2040 peak hour traffic data and LOS.

Table 4-1: Peak Hour Traffic and LOS (Existing and Year 2040)

Roadway	From	To	Number of Lanes	2013		2040	
				Peak Hour Volume[1]	Level of Service[2]	Peak Hour Volume[1]	Level of Service[2]
I-295	SR 9B	SR 152	2	4,660	F	7,560	F
I-295	SR 152	Gate Parkway	3	5,040	D	8,370	F
I-295	Gate Parkway	SR 202	3	5,030	D	8,330	F

[1] – Peak Hour Volumes are demand volumes representing travel demand
[2] – Level of Service calculated using FDOT Generalized Level of Service Tables

Without any widening or other improvements, this entire study limits of I-295 will be expected to accommodate a 50 percent+ increase in traffic in the next 25 years. The resulting congestion will progressively increase with periods of congestion extending beyond the normal AM and PM peak periods.

Social/Economic Demand - I-295 serves major north-south traffic movements around the Jacksonville urban area, connecting suburban residential areas with office, commercial and industrial centers. Traffic demand on I-295 is directly related to population and employment changes. Table 4-2 shows the Duval County population and employment data.

Table 4-2: Duval County - Population and Employment

Year	Census Population	Envision 2035 LRTP Population[1]	University of Florida BEBR Population[2]	Envision 2035 LRTP Employment[1]
1990	672,971			
2000	778,879			
2010	864,263			612,268
2020		1,065,230	928,135	639,820
2030		1,204,386	1,003,844	732,223
2035		1,218,000	1,038,403	780,676

[1] - North Florida Transportation Planning Organization Long Range Transportation Plan adopted November 2009 and amended in March 2013.
[2] - University of Florida Bureau of Economic and Business Research – These projections reflect the economic impact of the 2007-2009 recession.

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The population of Duval County, taking into account the impact of the 2007-2009 recession, is expected to increase by 20 percent from 2010 to 2035. Employment is expected to increase by 27 percent during the same time period.

I-295 within the project limits is already operating at LOS F between SR 9B and SR 152 and at LOS D between SR 152 and SR 202. The population and employment projections show that traffic volumes will continue to increase in line with population growth. A long-term mobility option is needed that will not only serve current traffic volumes, but will also accommodate the population and employment growth expected between 2013 and 2040. Without any improvements, the residents and workers in the surrounding areas will face more congestion, leading to lost productivity and increase in air pollution.

Travel Time Reliability - In urban areas, many motorists have accepted traffic congestion as a fact of life and adjusted their schedules or allowed extra time for work, school and other time-sensitive trips. But they are less tolerant of unexpected delays which cause them to be late for work or important meetings, miss appointments, or lose money due to disruption in shipping and just-in-time deliveries.

Travel time reliability measures the extent of this unexpected delay and is defined as the consistency or dependability of travel times, as measured from day-to-day and/or across different times of day.

The free-flow travel time along I-295 between US 1 and Town Center Parkway is approximately 7.4 minutes. In the existing conditions, travel times in the peak hour vary between 8.4 and 13.5 minutes in the I-295 northbound direction (a.m. peak), and between 10.6 and 19.3 minutes in the southbound direction (p.m. peak). The travel times from US 1 to Town Center Parkway vary between a minimum of 14 percent to a maximum of 160 percent above the free-flow travel time during these peak hours. The variability in travel time is a result of several bottleneck locations within the study area that cause stop-and-go conditions.

Plan Consistency: The North Florida TPO Envision 2035 LRTP (revised March 14, 2013) (refer to **Appendix I**) identifies the need for additional capacity along I-295 within the project limits (Project ID #130 – Managed Express Toll Lanes from SR 9B to SR 202 in the Envision 2035 LRTP Master Project List 2005-2035). The need to add capacity along this stretch of I-295 is also identified in the North Florida TPO Cost Feasible Plan as Project ID #32. In addition, this project is listed in the North Florida TPO TIP for Fiscal Year 2014-15 – 2018-19 approved on June 12, 2014.

Modal Interrelationships: I-295 within the project limits is an important component of the SIS, provides direct access to the Jacksonville Port, is a preferred alternate route to the Jacksonville International Airport, and serves railways that handle Florida's passenger and freight traffic. Improved traffic operations and reduced congestion along this corridor will enhance the delivery of goods and people to these major intermodal centers.

I-295 within the study area is the primary north-south access route for residents of southeast Duval County and St. Johns County to office and commercial establishments located near the St. Johns

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Town Center region and UNF, which are major employee generators within Duval County. This north-south interstate route also facilitates a system-to-system connection to SR 202, which is the primary limited-access facility that serves both visitors and residents of Jacksonville Beach communities. Improving operations along this segment of I-295 is critical for the economic growth and development of the St. Johns Town Center and Jacksonville Beach regions, as well as for enhancing safety for commuters along this stretch of I-295.

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5. DESCRIPTION OF ALTERNATIVES

As discussed in Section 3.6, Existing Conditions Analysis, the results of the detailed operational analysis show the severity of congestion during the morning and afternoon peak hours. The results of the traffic analysis were used to identify the need and location for operational and capacity improvements along I-295. Several alternatives were developed consistent with the goals and objectives defined for this project.

This section briefly describes the alternatives (No-Build and Build) developed to improve traffic operations and safety along the I-295 corridor within the study area.

5.1 No-Build Alternative

The No-Build Alternative means that no improvements will be made as a result of this study. This alternative is required for evaluation purposes to compare with those alternatives that include changes to the transportation network and changes beyond minor safety and maintenance activities normally conducted to maintain and provide a safe transportation system.

The No-Build Alternative includes planned and programmed improvements if the express lanes are not built. The following improvements are included in the No-Build Alternative:

No-Build Alternative – Year 2020 Network

- I-295 northbound exit to US 1 – This off-ramp is widened from a single-lane ramp to a two-lane ramp. The gore-point is not modified on I-295. Storage on the ramp is increased.

No-Build Alternative – Year 2040 Network

- I-295 northbound exit to US 1 – This off-ramp is widened from a single-lane ramp to a two-lane ramp. The gore-point is not modified on I-295. Storage on the ramp is increased.
- I-295 section north of SR 202 – The section of I-295 to the north of SR 202 is programmed to be widened from a four-lane bidirectional facility to an eight-lane bidirectional facility by the Year 2040.

The No-Build Alternative does not satisfy the objectives of the project. The consequences of this alternative are the continued increase in congestion and reduction in safety for the project roadway. I-295 within the study area currently operates below the minimum desirable LOS of D, which is predicted to worsen in the future. Congested conditions occur during peak periods for more than an hour in several locations, and the impact of this congestion extends to SR 202 and local streets. The benefits of this alternative are the absence of construction-related impacts associated with the Build Alternatives. The No-Build Alternative lane configurations for the study area along I-295 are shown on Figures 5-1 and 5-2. The No-Build Alternative lane configuration for SR 202 is similar to the existing conditions lane configuration shown on Figure 3-3.

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5.2 Transportation System Management Alternative

The Transportation System Management (TSM) alternatives are geared toward preserving existing capacity and improving the security, safety, and reliability of a transportation system by optimizing the existing system and services through low-cost improvements such as:

- Adding auxiliary lanes, turn lanes, and merge lanes
- Optimizing traffic signal timings and improving signal coordination
- Improving ramp terminal intersections
- Improving roadway signage and pavement markings
- Milling and resurfacing existing pavement to extend the pavement life
- Implementing traffic management strategies

The study area along I-295 has auxiliary lanes between the SR 152, Gate Parkway, SR 202, and Town Center Parkway interchanges. Approximately 60 percent increase in traffic is anticipated between 2013 and 2040 because of the anticipated population and employment growth. Without mainline capacity enhancements, improvements to ramp terminal intersections and signal timing optimization will not improve operations along I-295 because of this growth.

TSM improvements like signal timing optimization have been considered for this project under the No-Build Alternative. However, TSM improvements alone to the existing roadway network and to interchanges within the I-295 study area will not provide the necessary capacity to handle future traffic volume growth. A combination of TSM alternatives coupled with mainline capacity in the form of express lanes along I-295 will be essential for the project needs identified in Section 4.

5.3 Transportation Demand Management Alternative

Transportation Demand Management (TDM) alternatives include projects/measures intended to reduce the demand on single-occupant vehicle travel. Examples of TDM strategies that could be implemented within the area of influence include the following:

- Increased transit alternate travel modes
- High-occupancy vehicle (HOV) lanes
- Ride-share programs
- Park-and-Ride facilities

JTA does not envision this corridor to be served by BRT in the future. The BRT routes proposed by JTA do not include I-295 within the study area as a potential future route. JTA’s FEC Commuter Rail Feasibility Study has not advanced enough to determine ridership, and no implementation schedule has been determined for commuter rail service in the Jacksonville area.

Therefore, TDM strategies will not result in a significant difference in vehicle demand on I-295 and are not a viable option to meet the traffic needs of commuters.

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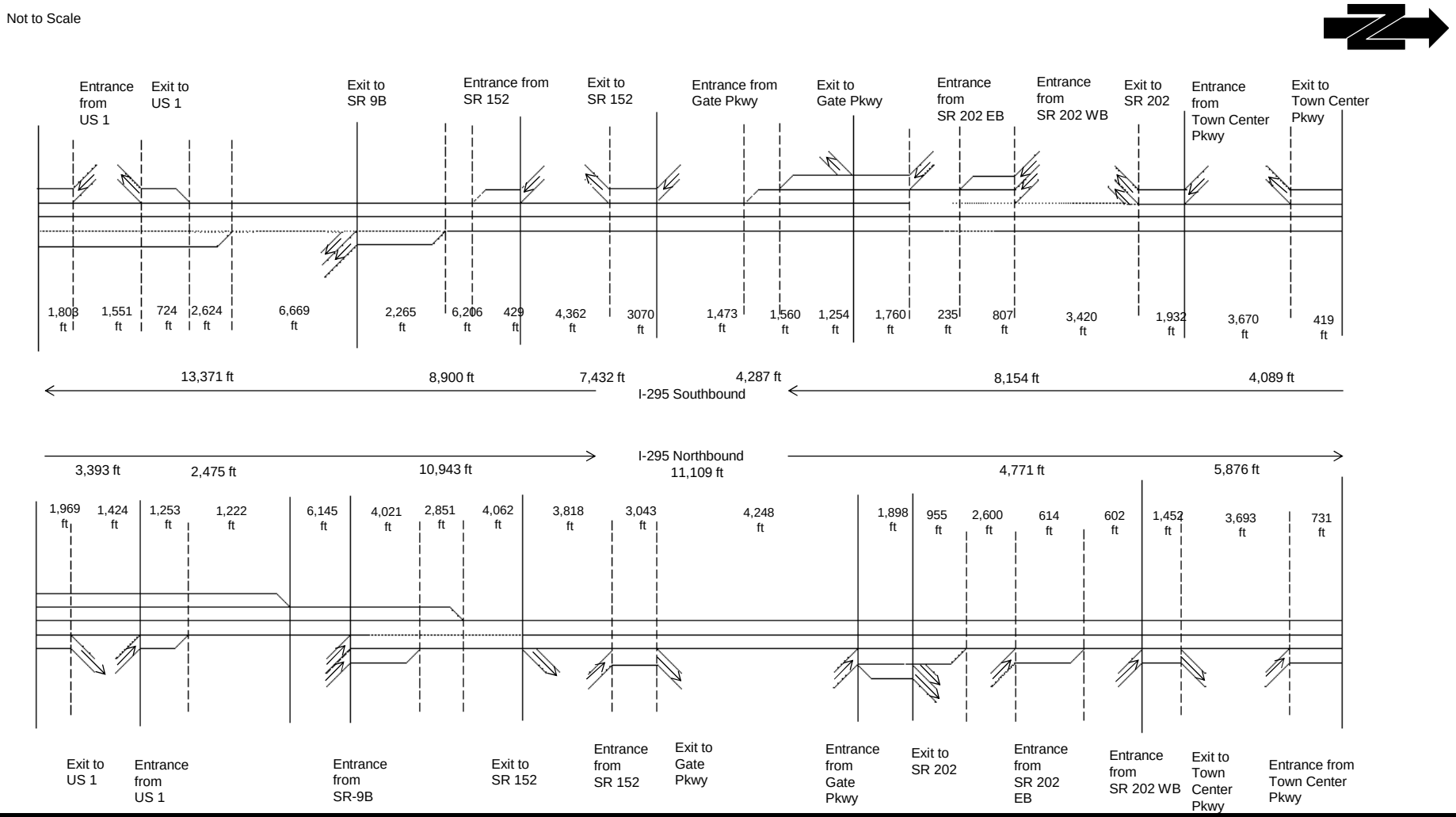

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – No-Build, Year 2020 Lane Configuration	Figure 5-1 Page 5-3

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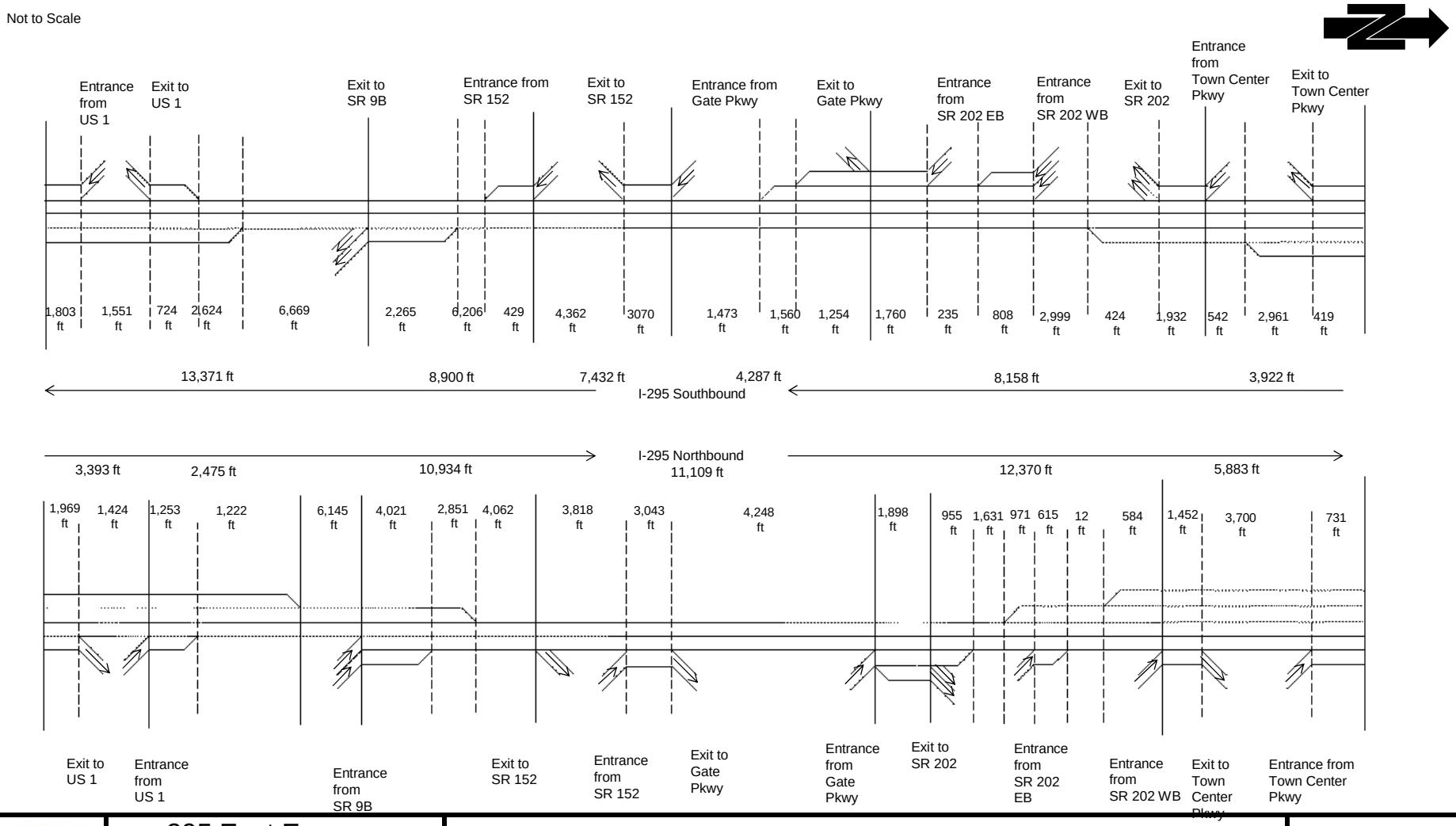

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – No-Build, Year 2040 Lane Configuration	Figure 5-2 Page 5-4

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5.4 Build Alternatives

A PD&E study is being conducted by FDOT District 2 for the I-295 East Express Lanes project and various alternatives were developed as part of this project to address the needs identified.

In general, the project expands the existing four-lane roadway to an eight-lane roadway by adding two express lanes in each direction in the median of I-295, separated from the two existing GULs by a 4-foot buffer with flexible delineators.

All alternatives include improvements to the traffic operations of the GULs and the service interchanges. The following summarizes these operational improvements.

GUL Improvements

- Eliminates the northbound I-295 inside lane drop north of SR 9B.
- Widen northbound I-295 to provide an auxiliary lane between SR 9B and SR 152. This auxiliary lane must exit at SR 152.
- Widen southbound I-295 to eliminate the lane drop from the westbound SR 202 dual–lane entrance ramp.
- Widen southbound I-295 to provide an auxiliary lane between the eastbound SR 202 entrance ramp and the Gate Parkway exit ramp.
- Widen southbound I-295 to provide an additional GUL between Gate Parkway and SR 152.

I-295 and SR 152 Interchange Improvements

- Provide dual left-turn lanes for all ramp movements, except westbound SR 152 to southbound I-295.
- Add two lanes in the median for eastbound SR 152 prior to the I-295 southbound interchange traffic signal to accommodate the dual left-turn lane from eastbound SR 152 to northbound I-295.
- Provide dual right-turn lanes for southbound I-295 traffic exiting to westbound SR 152.
- Widen ramps to provide longer turn-lane storage and receiving lanes for dual left-turn movements along the I-295 ramp terminal intersections.

I-295 and Gate Parkway Interchange Improvements

- Provide dual left-turn lanes for all ramp movements, except westbound Gate Parkway to southbound I-295.
- Add two lanes in the median for eastbound Gate Parkway prior to the I-295 southbound interchange traffic signal to accommodate the dual left turn from eastbound Gate Parkway to northbound I-295.
- Widen the southbound I-295 exit ramp to Gate Parkway to provide a two-lane exit.
- Provide dual right-turn lanes for southbound I-295 exit traffic to westbound Gate Parkway.
- Widen ramps to provide longer turn-lane storage and receiving lanes for dual left-turn movements along the I-295 ramp terminal intersections.

I-295 and SR 202 Interchange Improvements

- Provide an option lane from northbound I-295 to the SR 202 exit and provide a three-

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lane exit to serve SR 202. The three-lane exit will fork at the ramp to serve westbound SR 202.

- Widen northbound I-295 to provide an additional auxiliary lane for the first SR 202 entrance ramp (from eastbound SR 202) to eliminate the required merge prior to the second entrance ramp (from westbound SR 202).

I-295 and Town Center Parkway Interchange Improvements

- Widen the northbound I-295 exit ramp to Town Center Parkway/UNF to provide a two-lane exit.

SR 202 and Kernan Boulevard Interchange Improvements

- Widen the eastbound SR 202 exit ramp to Kernan Boulevard to provide a two-lane exit.
- Provide dual left-turn lanes from the eastbound SR 202 exit ramp to northbound Kernan Boulevard.
- Provide dual left-turn lanes from southbound Kernan Boulevard to the eastbound SR 202 on-ramp.
- Widen the eastbound SR 202 entrance ramp to receive the dual left turns; merge to a single-lane ramp prior to the gore to SR 202.
- Provide dual right-turn lanes from the westbound SR 202 exit ramp to northbound Kernan Boulevard.
- Add traffic signalization at both ramp termini intersections.

SR 202 and Gate Parkway Interchange Improvements

- Widen the westbound SR 202 exit ramp to Gate Parkway to provide a dual-lane exit. The two auxiliary lanes along SR 202 must exit.
- Widen westbound SR 202 between I-295 and Gate Parkway to provide an additional auxiliary lane for the first I-295 entrance ramp (from northbound I-295) to eliminate the merge prior to the second entrance ramp (from southbound I-295).

Three Build Alternatives are proposed, each with slight variations on how traffic enters and exits the proposed express lanes. All three Build Alternatives provide access points to the express lanes to and from I-295 and SR 9B for all directions. The variations among the alternatives are primarily in the area of the SR 202 interchange. Slip ramp express lane access to and from SR 202 is provided for all directions of SR 202 in Alternatives 1 and 3. Alternative 2 provides direct access from northbound I-295 to both eastbound and westbound SR 202 via a flyover ramp. In the southbound I-295 direction, Alternative 2 provides direct access for westbound SR 202 to the southbound express lanes via flyover ramp. Access from eastbound SR 202 to the I-295 southbound express lanes is not provided. The operational improvements listed above are included in all three Build Alternatives. With Build Alternative 3, in the northbound I-295 direction both the slip access and direct flyover ramp connection near SR 202 are provided. The purpose of providing the slip ramp access at this location is to serve the Town Center Parkway interchange in the future when I-295 Express Lane system is extended all the way to Dames Point Bridge.

Table 5-1 describes the differences in the express lane entrance points with each of the Build Alternatives, and Table 5-2 describes the differences in the express lane exit points for the Build Alternatives.

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Table 5-1: Build Alternative Express Lanes Entrance Points

Express Lane Access (Entrance)	Alt. 1	Alt. 2	Alt. 3
Northbound Entrance – from NB I-295 Inside lane widening	X	X	X
Northbound Entrance – from NB SR 9B New second-level ramp bridge over I-295 NB to median of I-295	X	X	X
Southbound Entrance – from SB I-295 Inside lane widening, entrance located after SR 202 exit	X	X	X
Southbound Entrance – from SB I-295 and EB and WB SR 202 Inside lane widening, slip ramp located after Gate Parkway exit	X		X
Southbound Entrance – from WB SR 202 New flyover ramp within SR 202 interchange connecting to I-295 express lanes in the median of I-295		X	

Table 5-2: Build Alternative Express Lanes Exit Points

Express Lane Access (Exit)	Alt. 1	Alt. 2	Alt. 3
Northbound Exit – to NB I-295 Inside lane widening will end prior to Town Center Parkway overpass	X	X	X
Northbound Exit – to EB and WB SR 202 (flyover ramp) New second-level ramp bridge over NB I-295 and Gate Parkway		X	X
Northbound Exit – to EB and WB SR 202 (slip ramp) Express lane will merge with general use traffic	X		X
Southbound Exit – to SB I-295 New third-level ramp bridge over SB SR 9B	X	X	X
Southbound Exit – to SB SR 9B Inside lane widening of southbound SR 9B exit ramp	X	X	X

In addition to the above improvements, the planned and programmed improvements identified for the No-Build Alternative in Section 5.1 were included for all of the Build Alternatives for traffic operational analysis purposes.

Detailed concept layouts for each of the three Build Alternatives analyzed for the SIMR are included in **Appendix J**.

Figures 5-3 through 5-9 show the lane configuration of each of these alternatives, highlighting the basic number of lanes, distance between interchanges, and express lane entry and exit point locations and their relative distance to GULs.

A Conceptual Signing Plan was prepared for the interim Build Alternative 1 and the ultimate Build Alternative 3 and are provided as part of this SIMR in **Appendix K**.

Existing dynamic message signs in the project study area will be utilized to communicate drivers the conditions in the general use lanes so that they are able to make an informed decision upon whether or not to utilize the express lanes.

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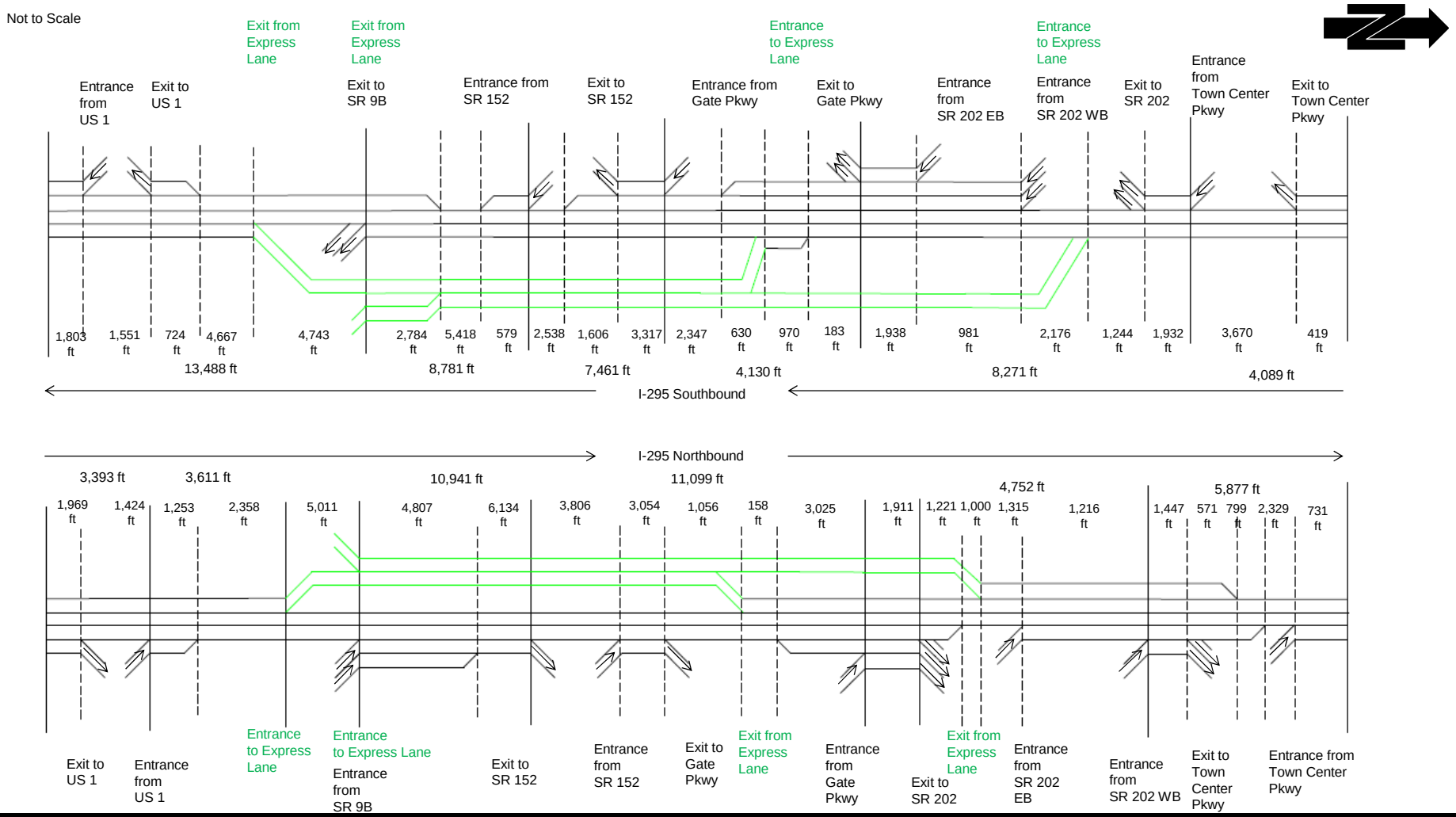

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Alternative 1, Year 2020 Lane Configuration	Figure 5-3 Page 5-8

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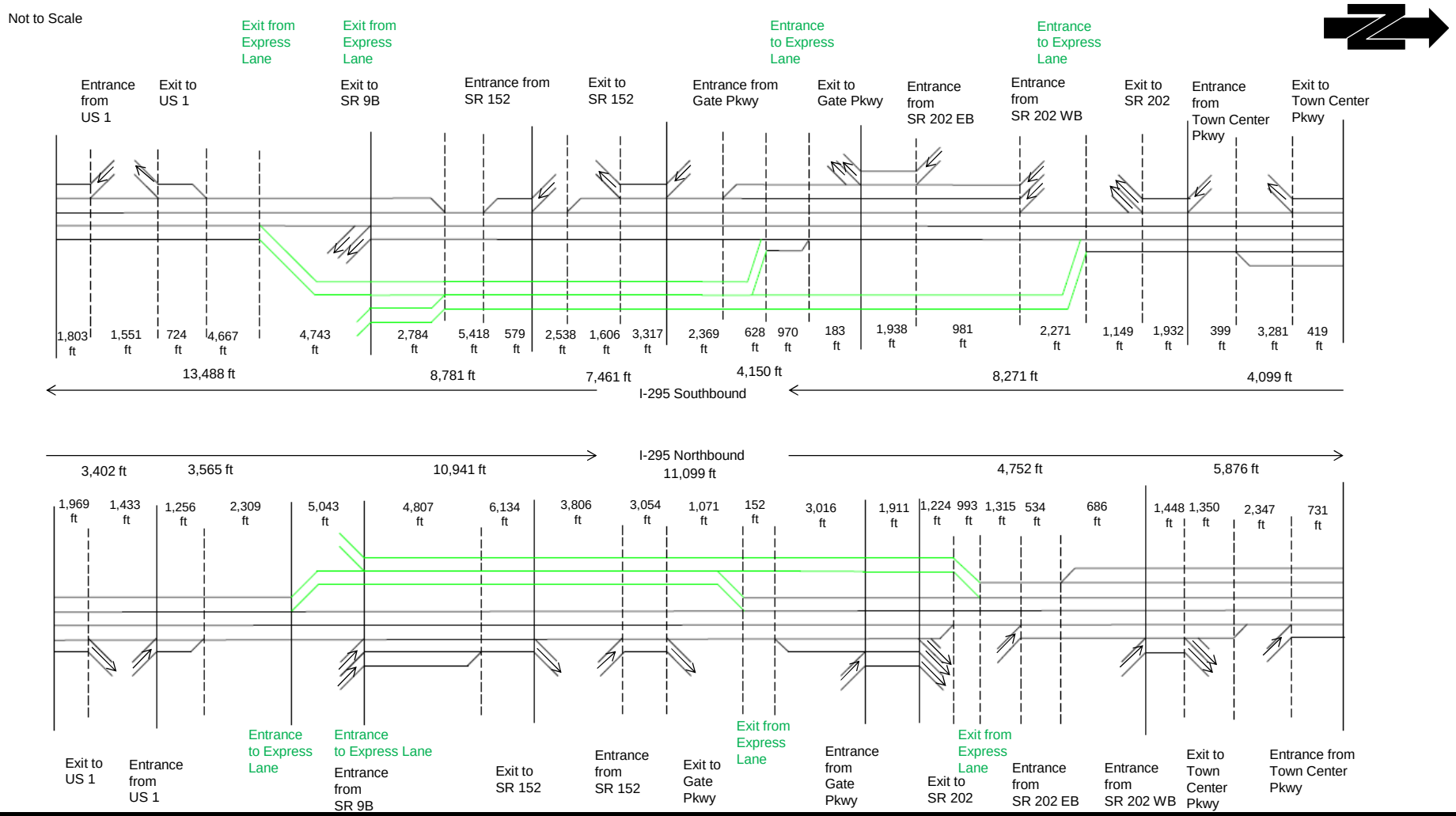

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Alternative 1, Year 2040 Lane Configuration	Figure 5-4
			Page 5-9

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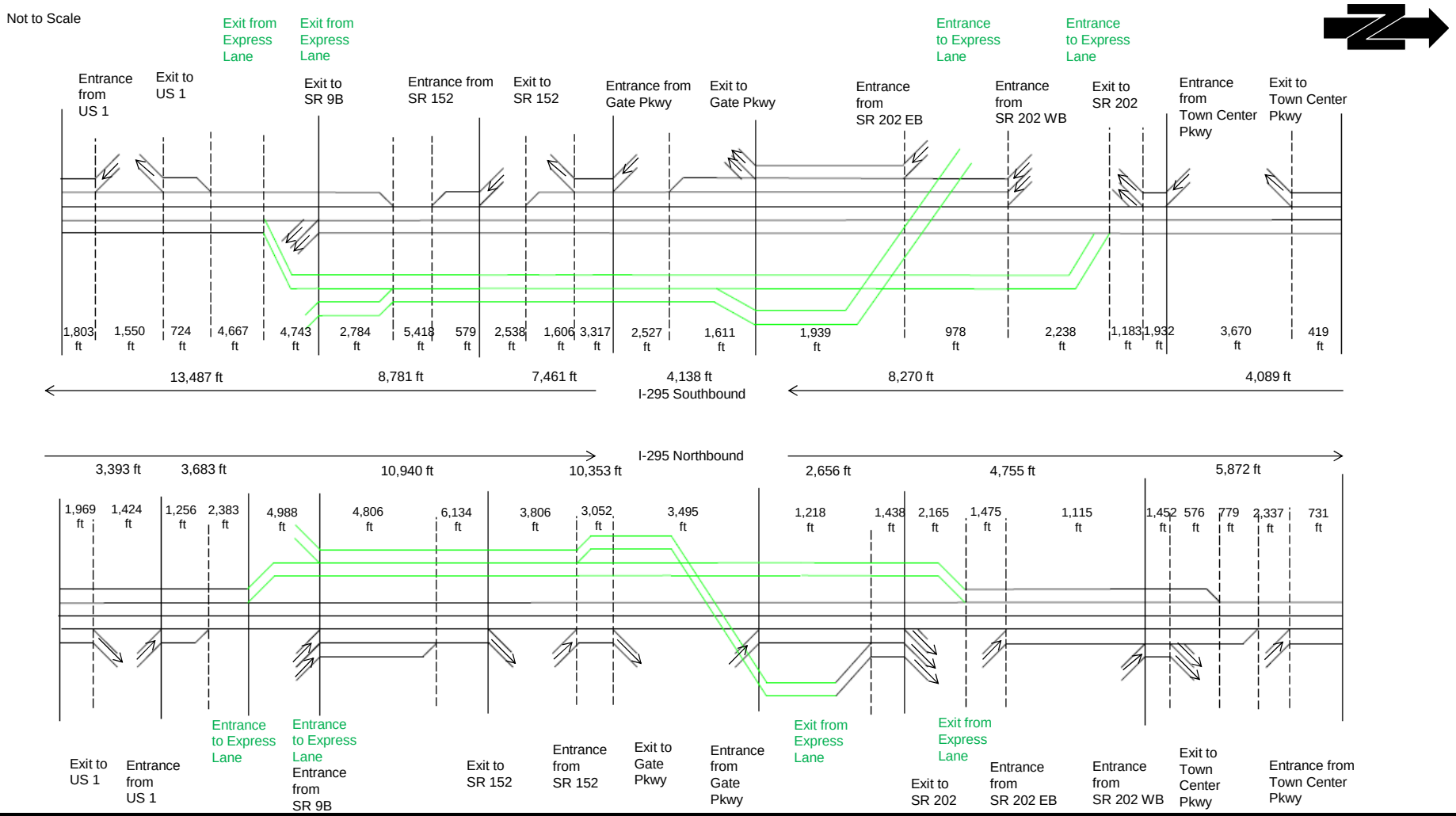

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Alternative 2, Year 2020 Lane Configuration	Figure 5-5
			Page 5-10

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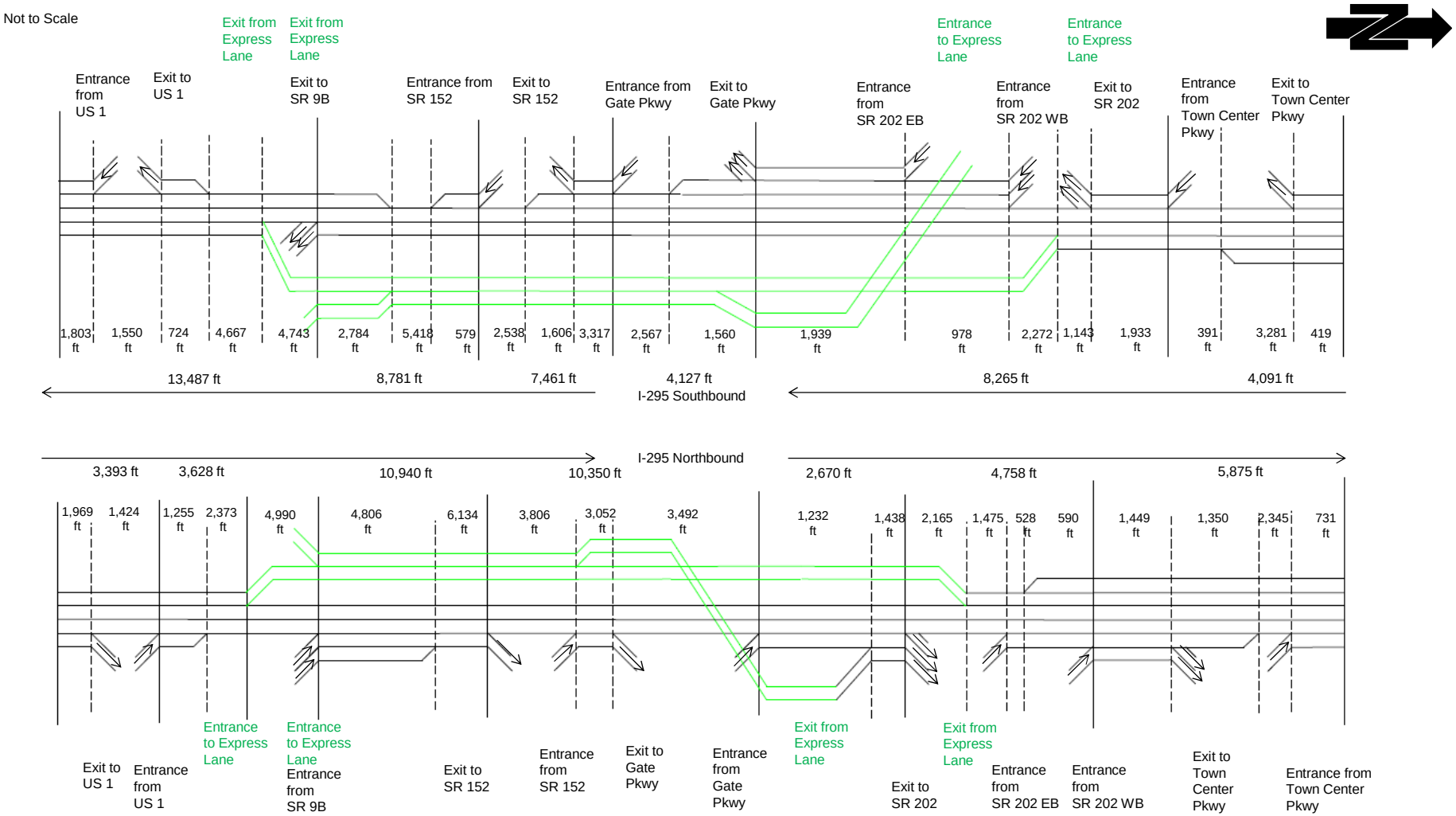

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Alternative 2, Year 2040 Lane Configuration	Figure 5-6
			Page 5-11

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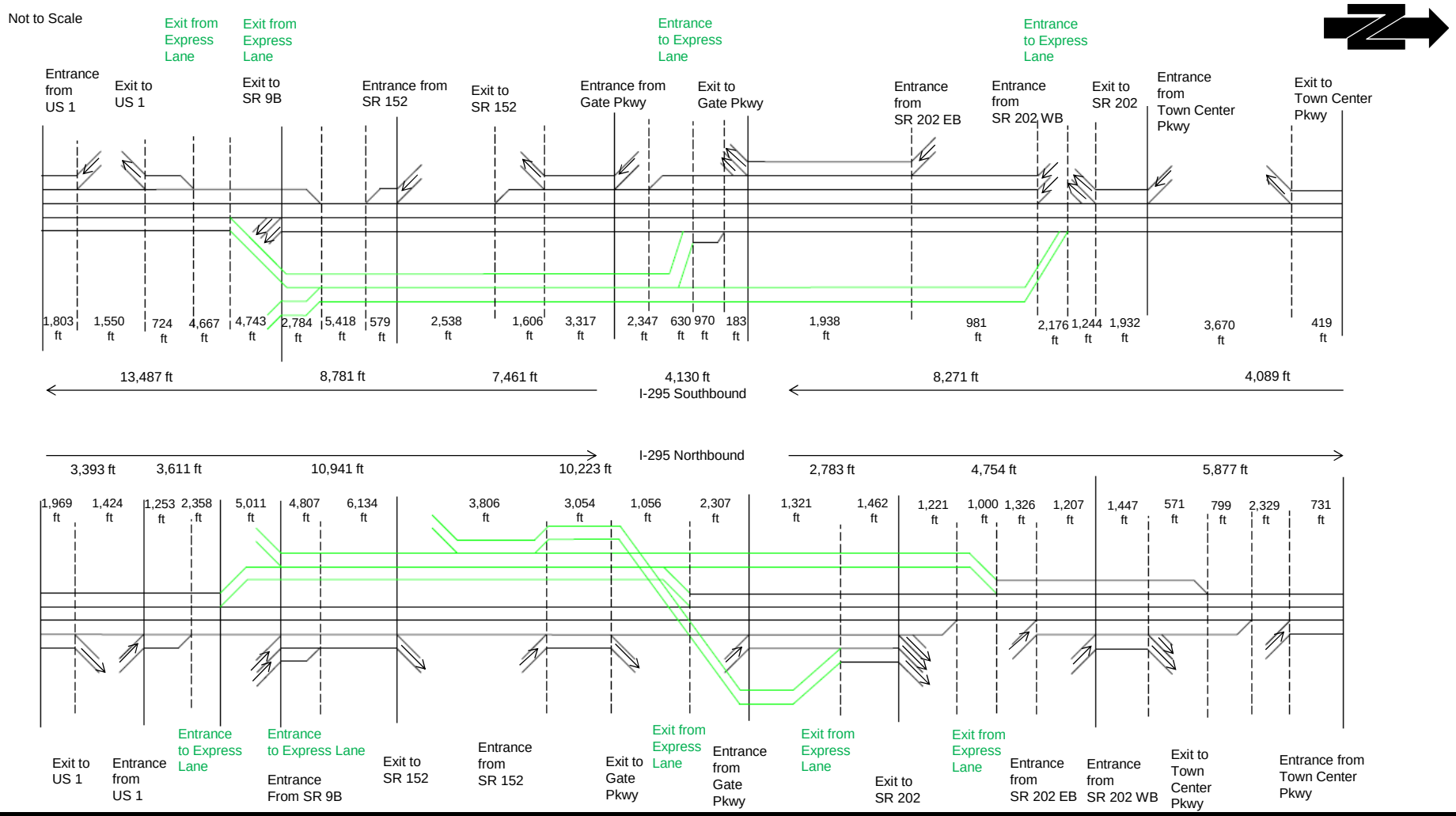

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Alternative 3, Year 2020 Lane Configuration	Figure 5-7 Page 5-12

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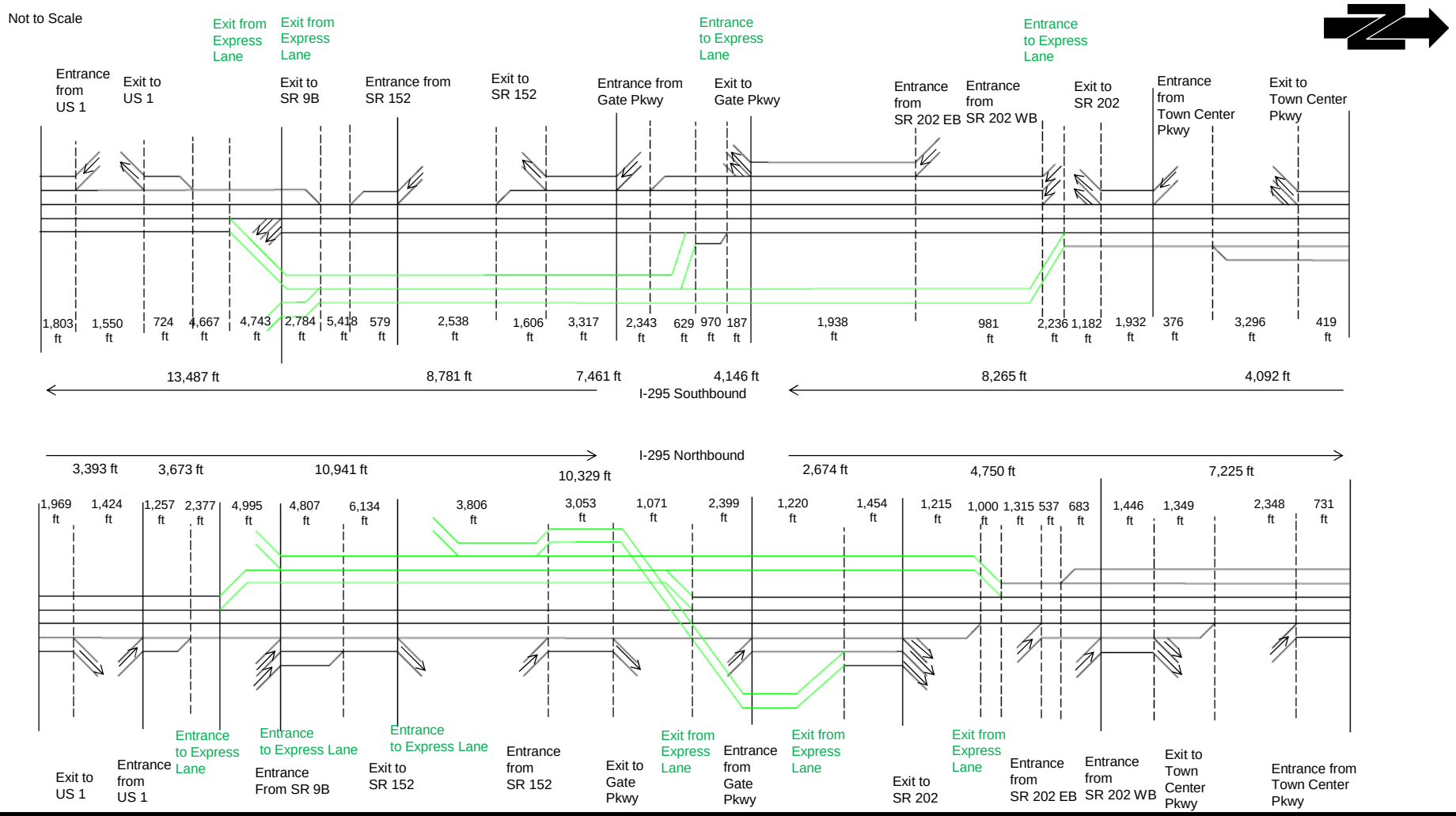

FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Alternative 3, Year 2040 Lane Configuration	Figure 5-8
			Page 5-13

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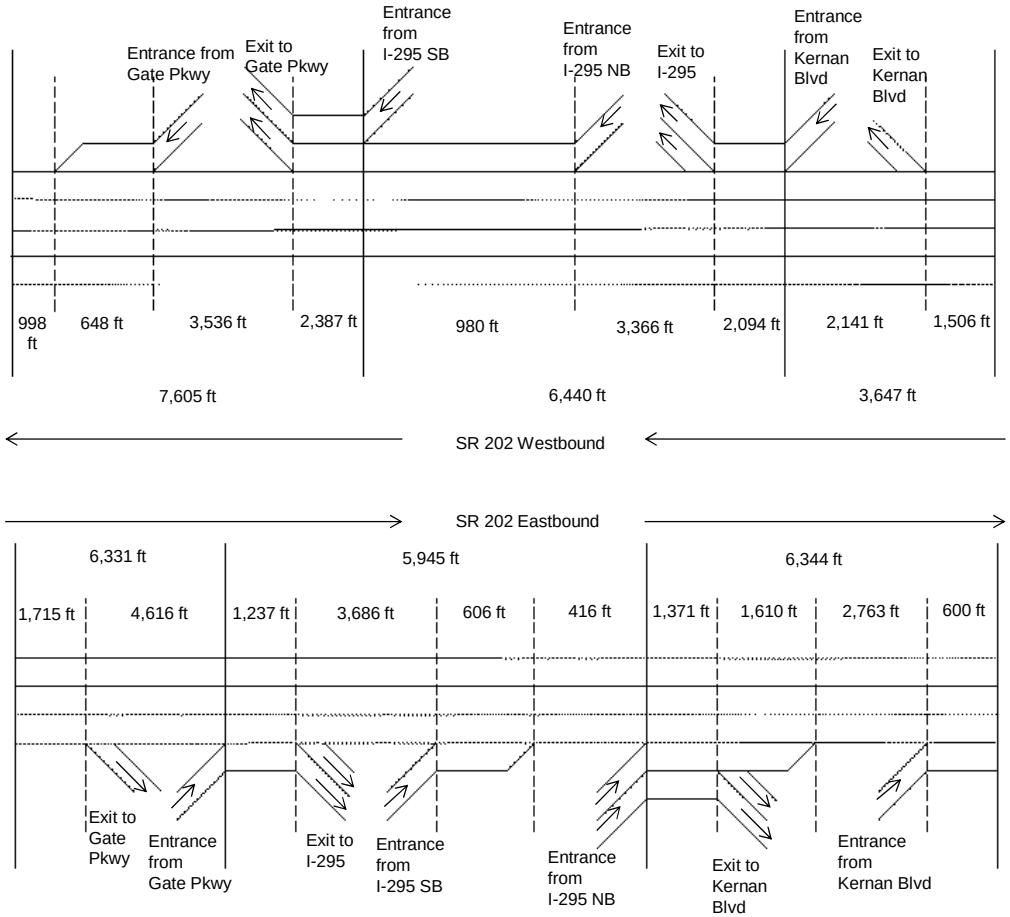
Not to Scale



FDOT	295 East Express Phase I (SR 9B to SR 202)	SR 202 – All Alternatives Lane Configuration – Year 2020 and 2040	Figure 5-9
			Page 5-14

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6. FUTURE YEAR TRAFFIC

The methodology employed for the development of design traffic volumes for this project is based on Section 5.0, Travel Demand Forecasting, of the MLOU, dated February 25, 2014 (refer to **Appendix A**). Section 2.6 of this report provides a detailed description of the travel demand forecasting process utilized for this project. A Design Traffic Memorandum (DTM) was developed for this project that highlights the open and design year volume development process and criteria and is provided in **Appendix B**. The Turnpike State Model was selected to perform the travel demand forecasting for this project. The justification for the use of the Turnpike State Model and the deviation of the current modeling process from the procedure outlined in SHRP2 Report S2-Co4-RW-1 for Traffic Forecasting published by NCHRP is discussed in Section 2.6.

Traffic forecasts were developed for Year 2020 and Year 2040. The daily growth rate from the Turnpike State Model was calculated using the 2010 and 2040 time frames, with 2010 being the validation year and 2040 the horizon year. Different growth rates were developed for the No-Build and Build conditions. The No-Build condition includes the surrounding future network improvements; however, for the I-295 study corridor, the number of lanes remains the same as today. With the Build condition, tolled express lanes are added on I-295 and some additional capacity is provided for the GULs in the form of auxiliary lanes.

The resulting No-Build and Build growth rates were applied to the existing 2013 traffic counts for the 39 entry nodes included in the VISSIM network developed for the I-295 corridor to obtain 2020 and 2040 traffic input volumes for these entry nodes. Using the Turnpike State Model growth rate, an annual compounded rate over seven years was developed and applied to the 2013 hourly volumes for the a.m. and p.m. conditions to obtain 2020 (Opening Year) peak hour forecasts. For the development of 2040 a.m. and p.m. peak hour volumes, an annual compounded growth rate over 27 years was applied. Figure 6-1 shows these external traffic input locations for the VISSIM models.

The growth rates from the Turnpike State Model were reviewed for reasonableness, and the need for adjustments for specific roadways was evaluated. Adjustments were made to create consistency or out of necessity where the growth rate in an unadjusted form resulted in values that exceeded reasonable capacity limits. Overall, the travel demand models showed little difference in growth rates between the No-Build and Build conditions for the arterial locations (refer **Appendix B** for details).

The existing conditions VISSIM model (refer to **Appendix C**) routing information for the a.m. and p.m. peak hours was used to determine future year traffic volumes along I-295 and turning movement volumes at ramp terminal intersections. The VISSIM No-Build and Build model entry volumes for the Years 2020 and 2040 from the approved DTM (refer to **Appendix B)** were distributed utilizing the existing year 2013 VISSIM model route paths. The Year 2020 and 2040 a.m. and p.m. peak hour mainline, ramp, and intersection turning movement volumes were calculated from these routes. The procedure used in the development of the design traffic volumes for this project relied on a series of technical analyses and reasonableness checks to ensure accuracy of results.

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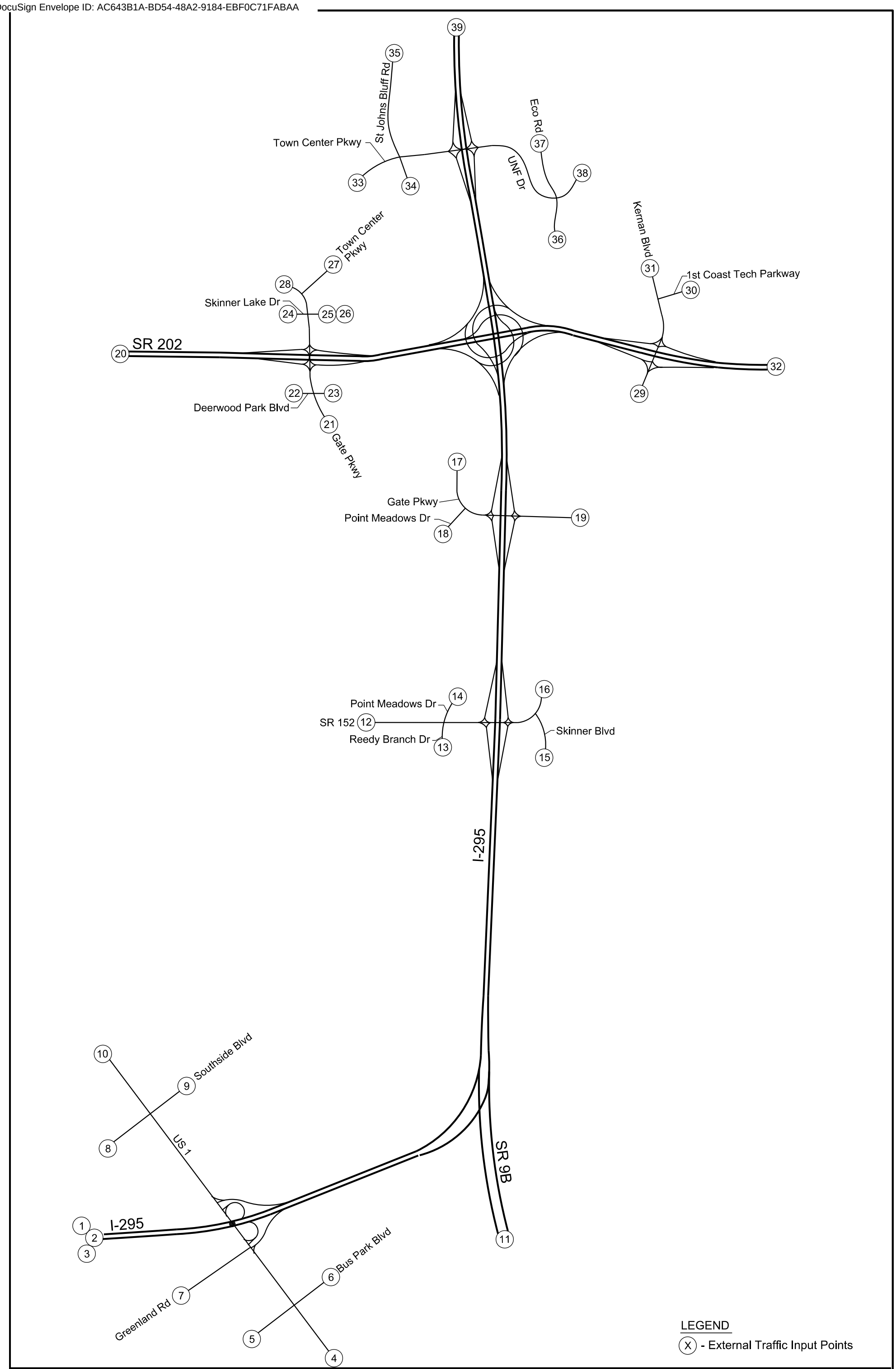

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VISSIM Model Entry Nodes
I-295 East Corridor

Figure 6-1

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The following steps were performed for the project during the design traffic estimation:

- Review Traffic Data – Traffic data collected in the year 2013 as part of this project were reviewed and compared with the FDOT traffic count data to ensure accuracy.
- Set Control Volumes for Minimum Growth – A minimum of one percent compounded growth is anticipated to occur for each of the turning movements within the interchange area. This rate reflects a minimum to ensure a "natural" escalation consistent with growth patterns in the study area and to achieve future volumes that are greater than existing.
- Ensure Turn Moves/Volumes Balance – On a daily basis, complementary movements were balanced. For example the northbound-to-westbound and eastbound-to-southbound complementary movement pairs were balanced and made equal. On a peak hour basis, the complementary pair of traffic turning movements in the a.m. peak direction is assumed to be the same as the p.m. peak direction in the design hour.
- Perform Volume Balancing – Balancing of volumes was done by selecting the larger volume of a balanced movement, and balancing the traffic through the corridor for the roadways in the study area to maintain consistency with the entry volumes provided in the DTM.

The volume development for the Build Alternative generated volume between various origins and destinations within the VISSIM network. The traffic that will utilize the express lanes in the Build Alternatives were dynamically assigned during the VISSIM simulation of each alternative based on congestion levels and traffic operational conditions along the GULs. The express lane volume generated during the simulation of each alternative is discussed in detail in Section 7, Alternatives Analysis, of this report.

Traffic volumes were forecasted and volume diagrams were developed for a.m. and p.m. peak hours for the years 2020 and 2040. The balanced peak hour traffic was developed by using the VISSIM entry node volumes provided by the DTM (refer to **Appendix B**) instead of factoring the AADT. AADT values were back-calculated from these balanced peak hour volumes using the approved K-factor from MLOU. Existing K-factor values from year 2013 are used at locations that were producing unreasonable AADT values for the future years. Figure 6-2 shows the Year 2020 No-Build conditions a.m. and p.m. peak hour volumes, and Figure 6-3 shows the AADT values for this scenario. Figure 6-4 shows the Year 2040 No-Build conditions a.m. and p.m. peak hour volumes, and Figure 6-5 shows the AADT values for this scenario. Figure 6-6 shows the Year 2020 Build conditions a.m. and p.m. peak hour volumes, and Figure 6-7 shows the AADT values for this scenario. Figure 6-8 shows the Year 2040 Build conditions a.m. and p.m. peak hour volumes, and Figure 6-9 shows the AADT values for this scenario.

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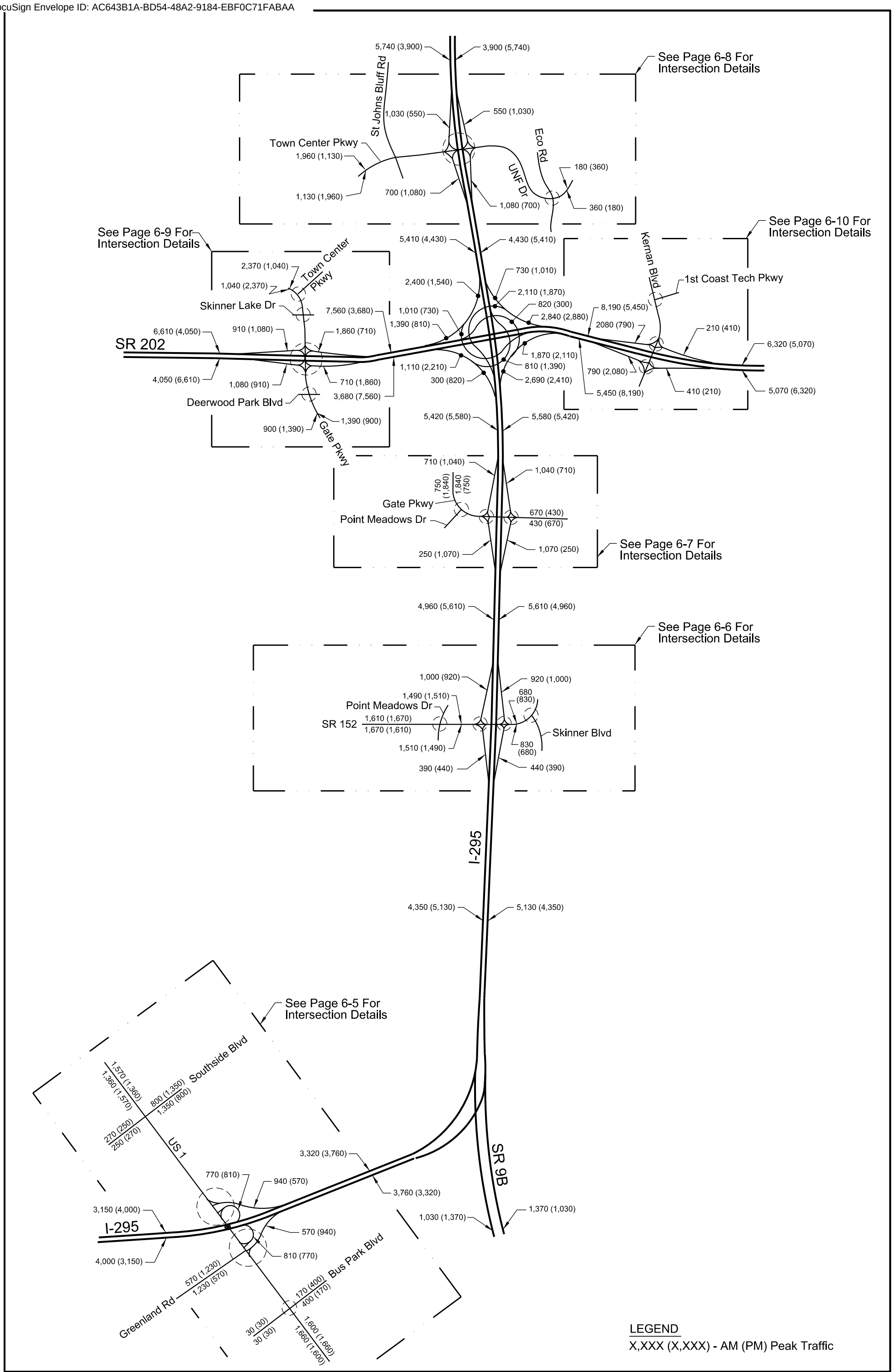

No-Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 East Corridor)

Figure 6-2

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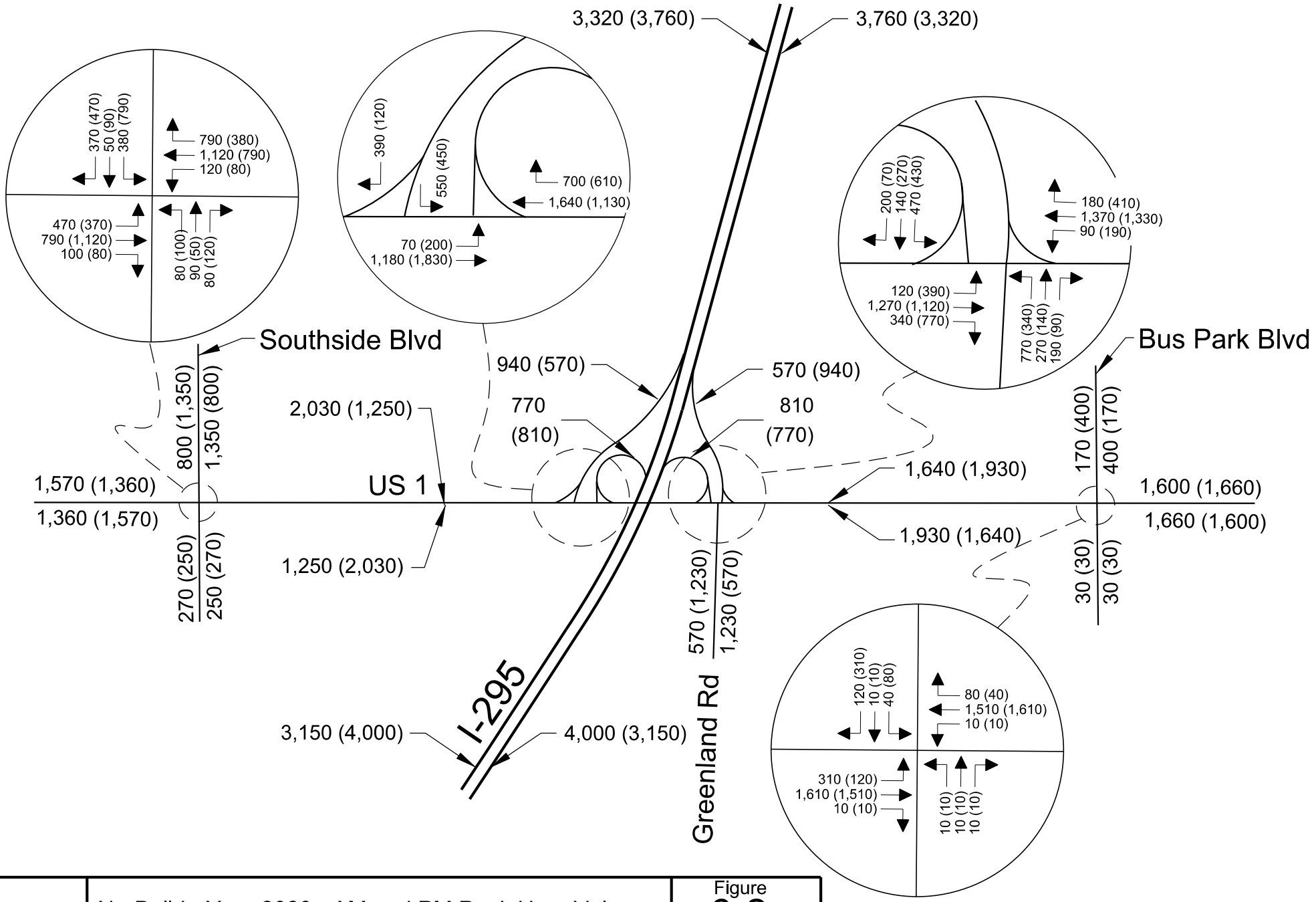

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No-Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at US 1 (Phillips Highway))

Figure 6-2

Page 6-5

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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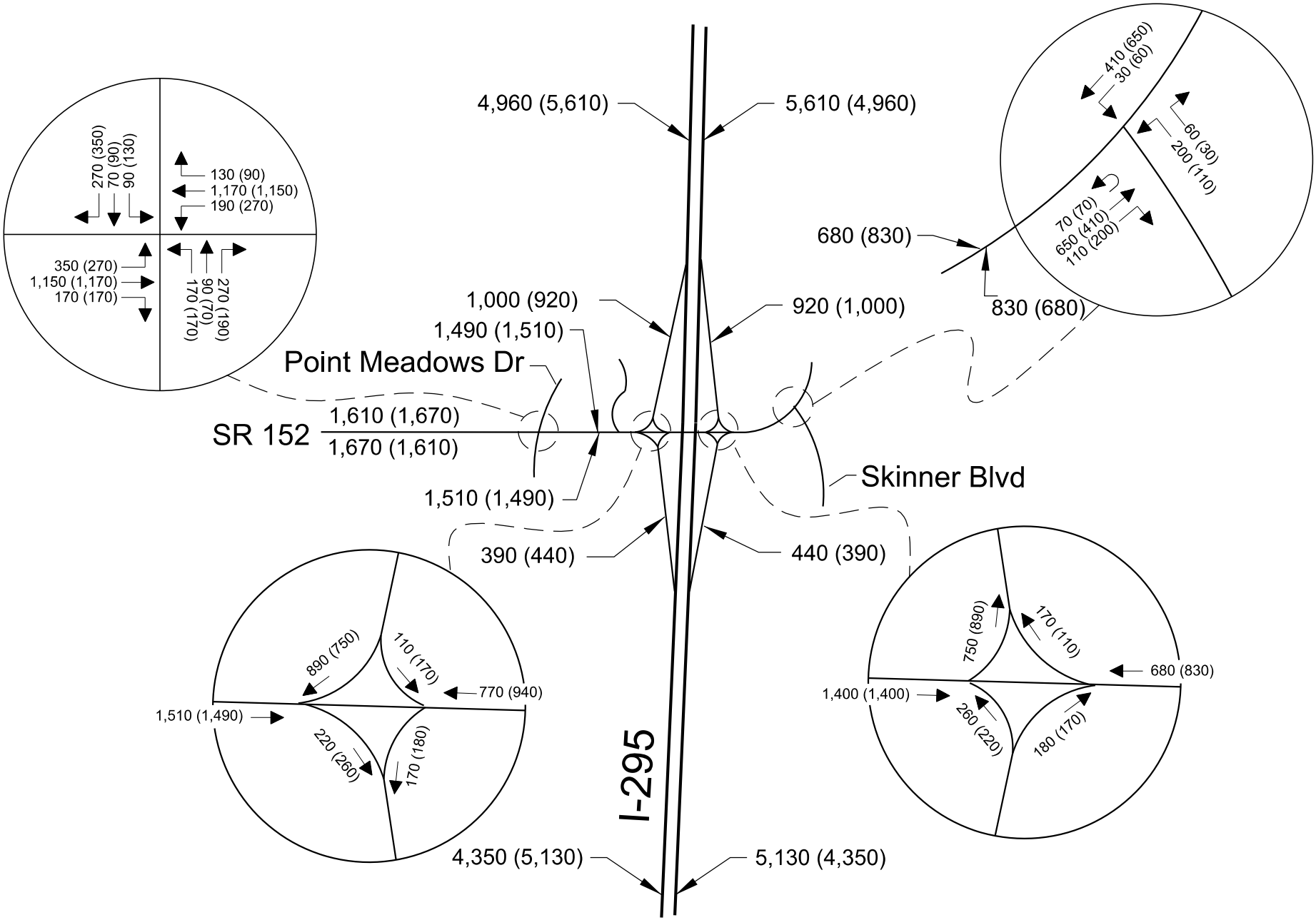

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No-Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at SR 152 (Baymeadows Road))

Figure 6-2

Page 6-6

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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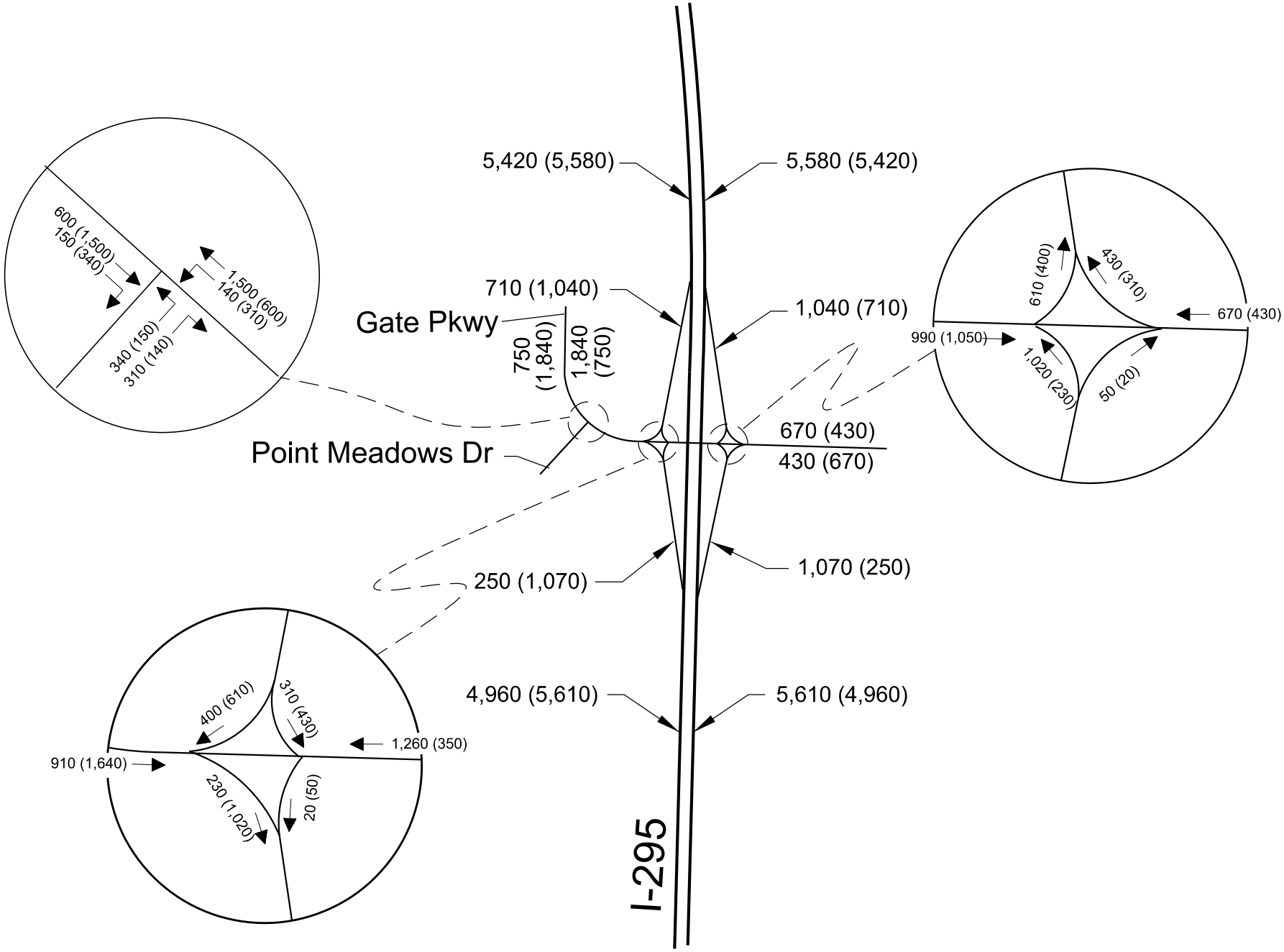

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No-Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at Gate Parkway)

Figure 6-2

Page 6-7

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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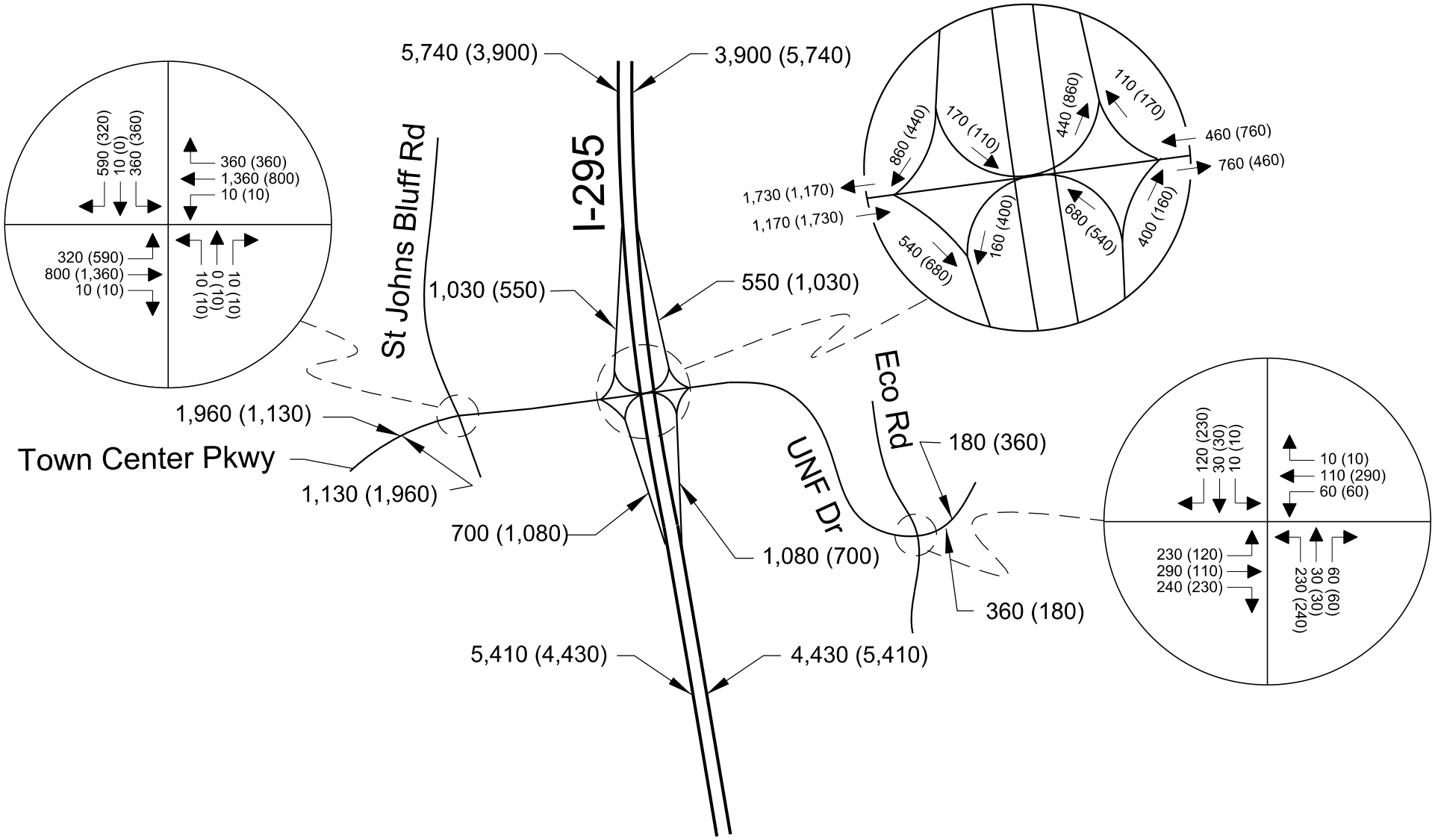

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No-Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at Town Center Parkway)

Figure 6-2

Page 6-8

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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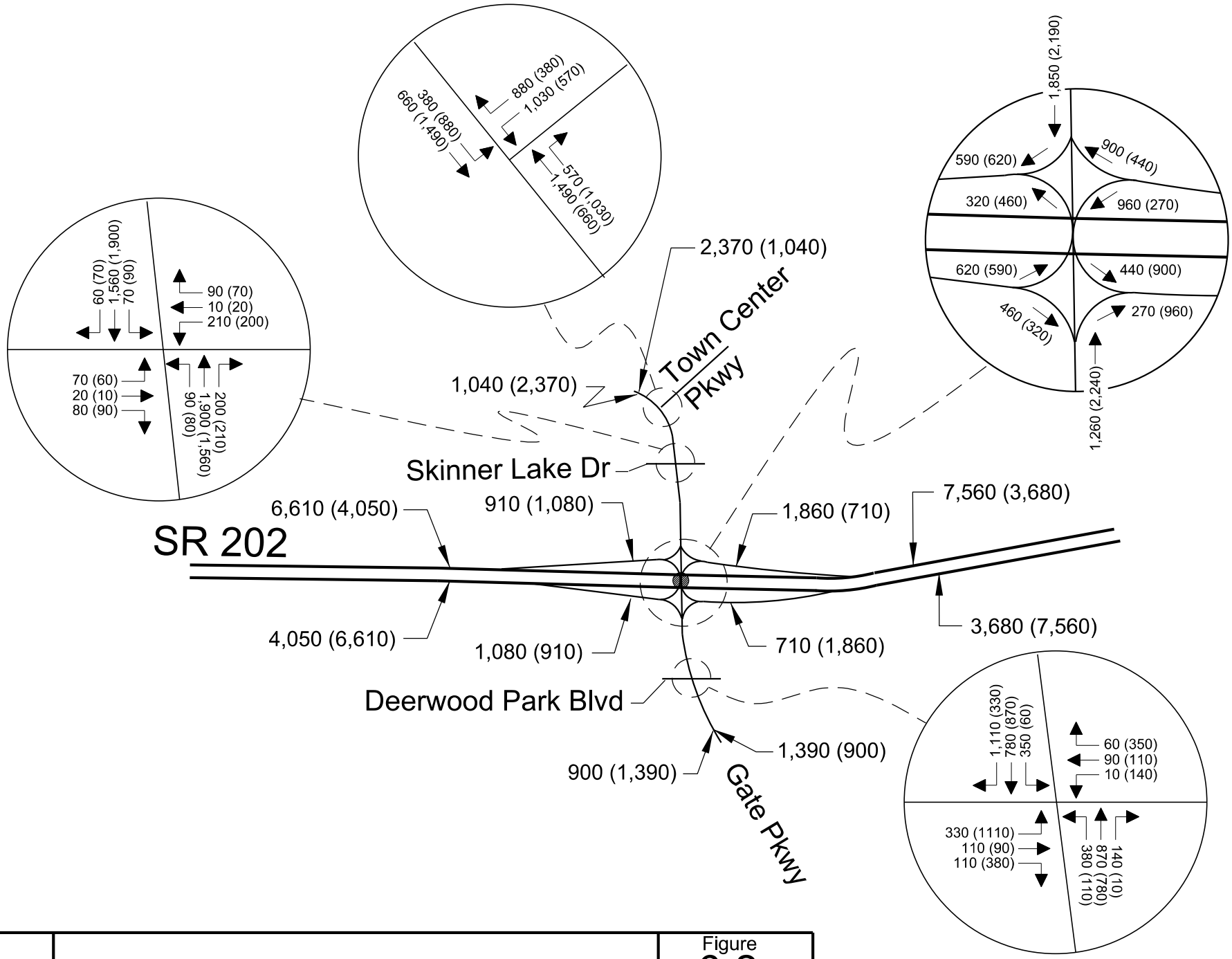

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No-Build - Year 2020 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Gate Parkway)

Figure
6-2

Page
6-9

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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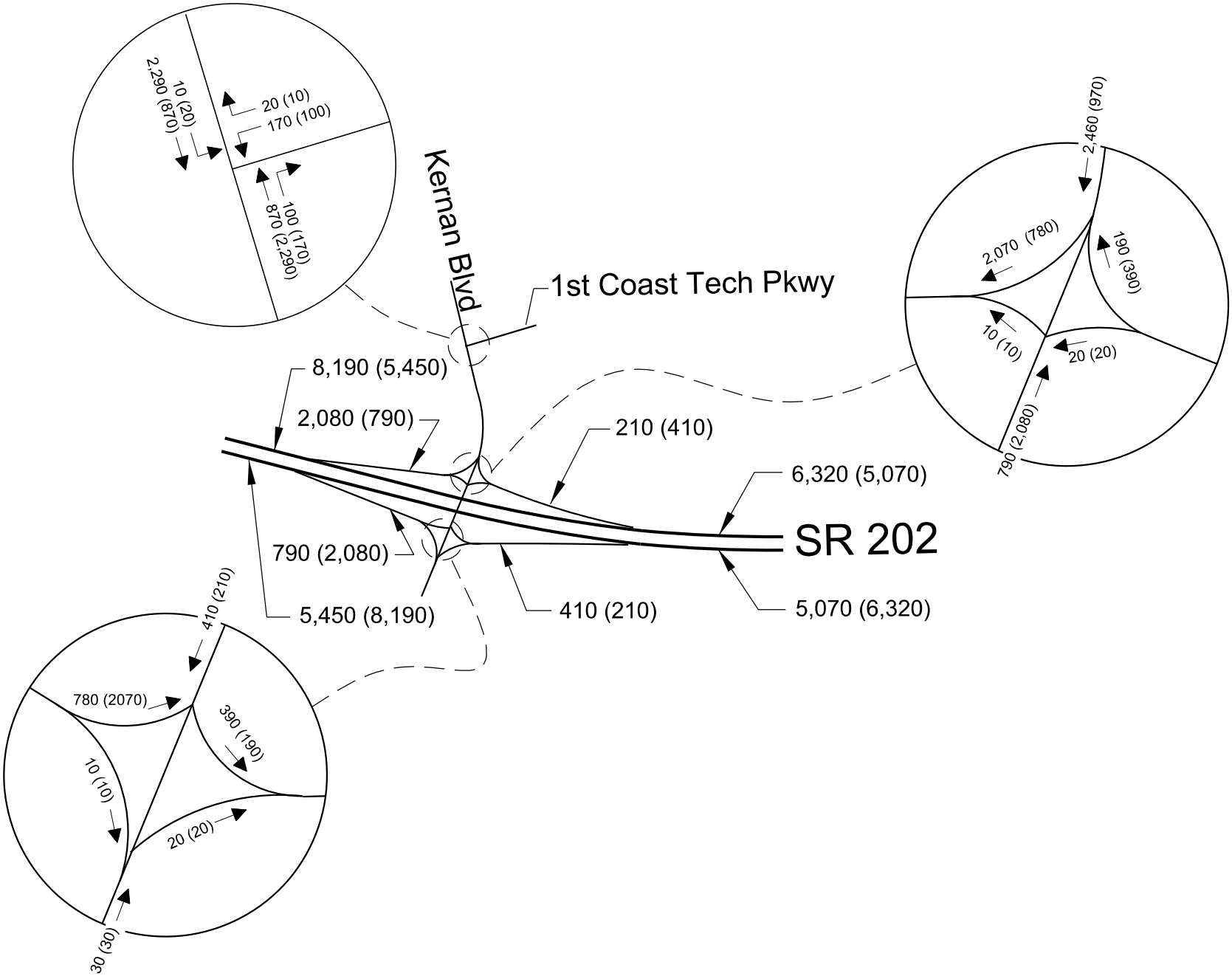

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No-Build - Year 2020 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Kernan Boulevard)

Figure 6-2

Page 6-10

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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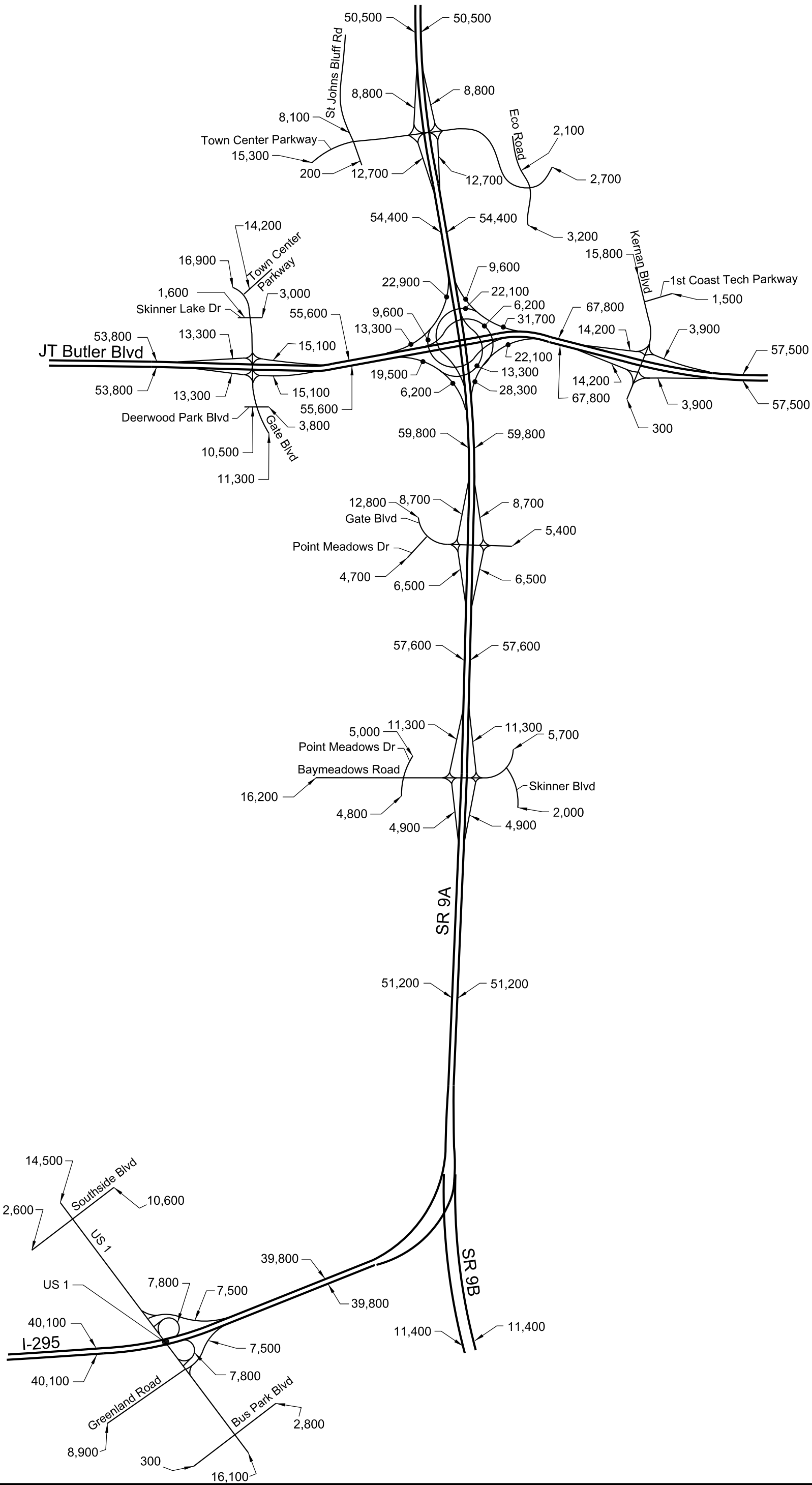

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No-Build - Year 2020 - Annual Average Daily Traffic (AADT)
I-295 East Corridor

Figure 6-3

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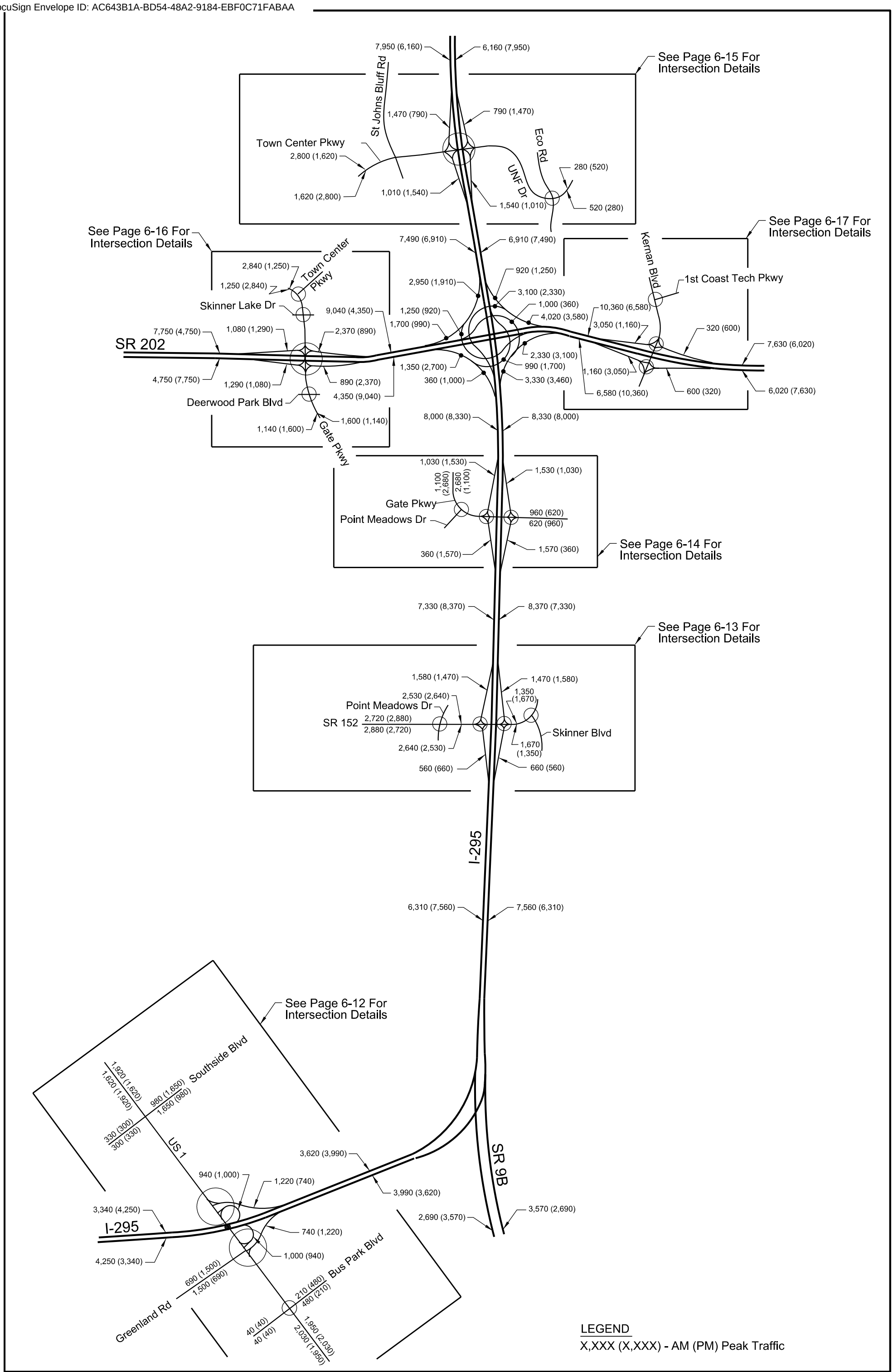

No-Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 East Corridor)

Figure 6-4

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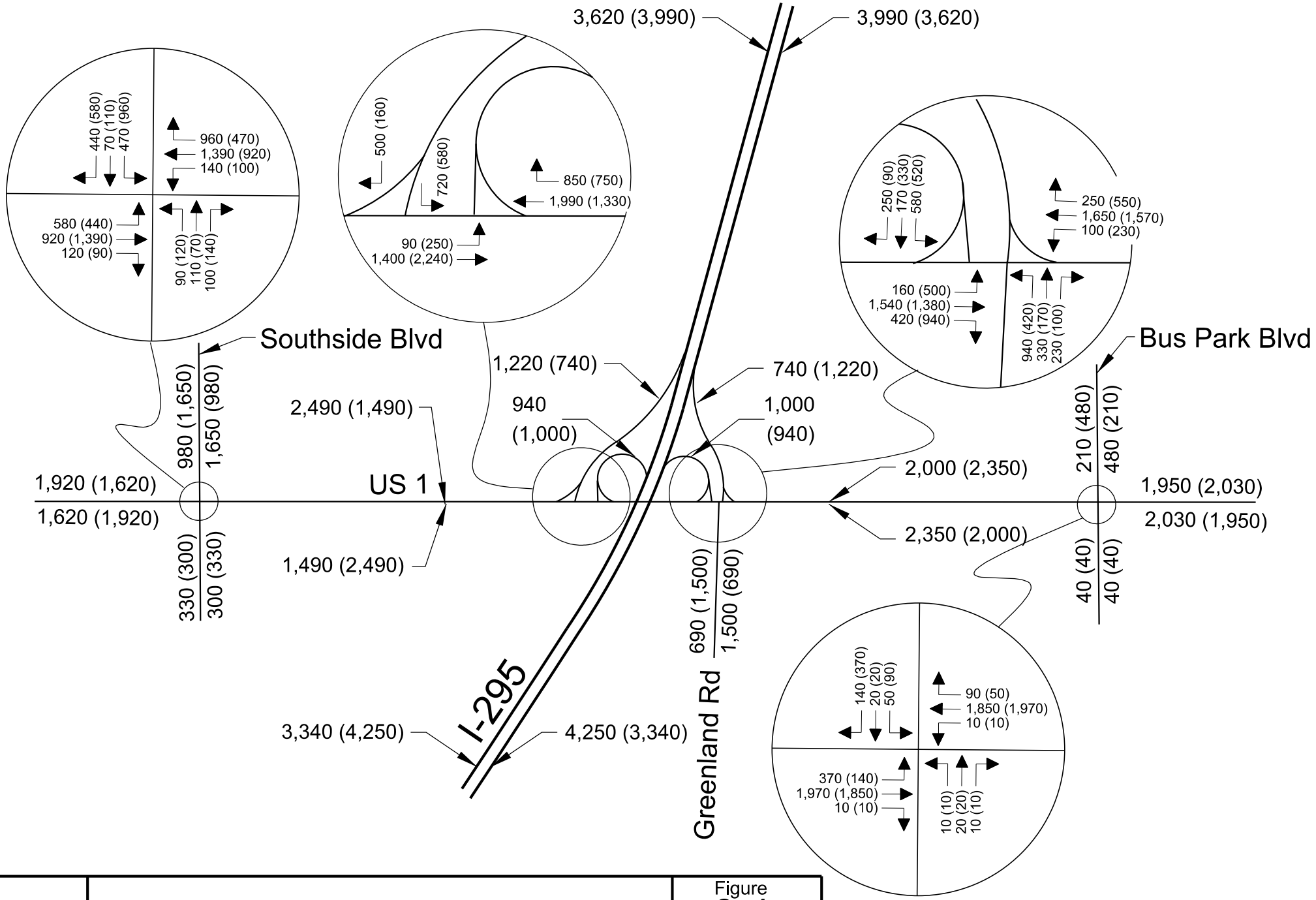

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No-Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at US 1 (Phillips Highway))

Figure 6-4

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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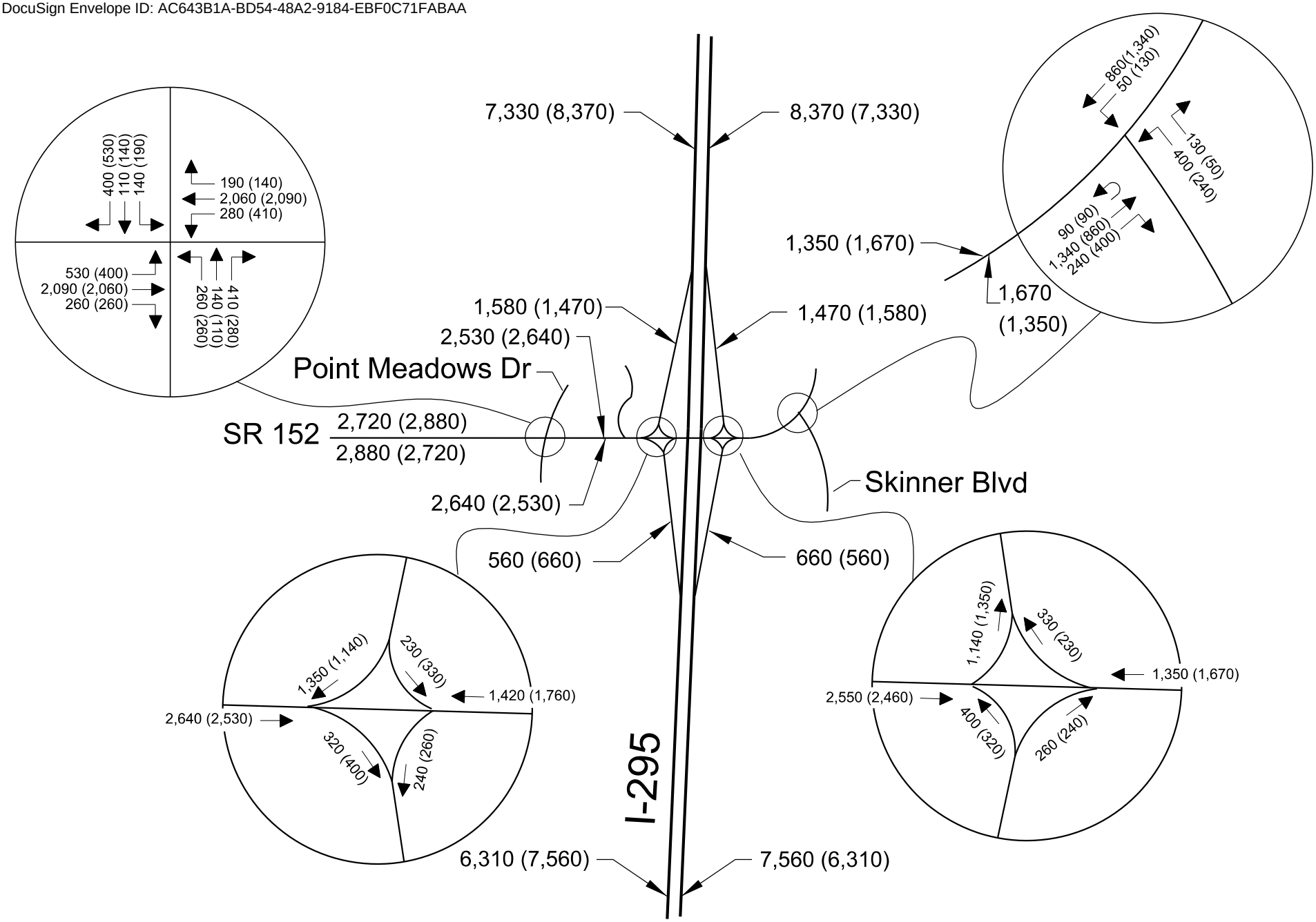

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No-Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at SR 152 (Baymeadows Road))

Figure 6-4

Page 6-14

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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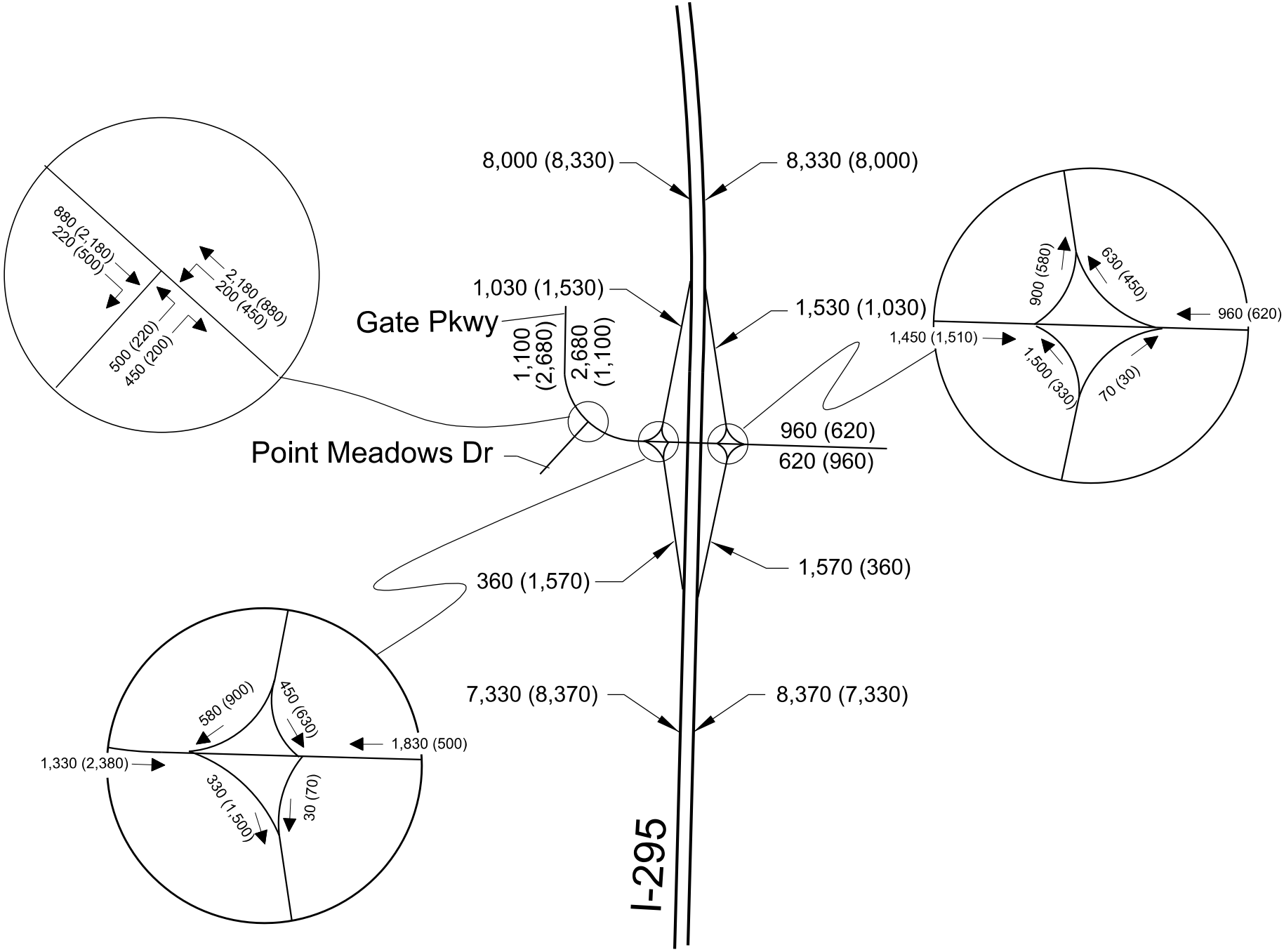

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No-Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at Gate Parkway)

Figure 6-4

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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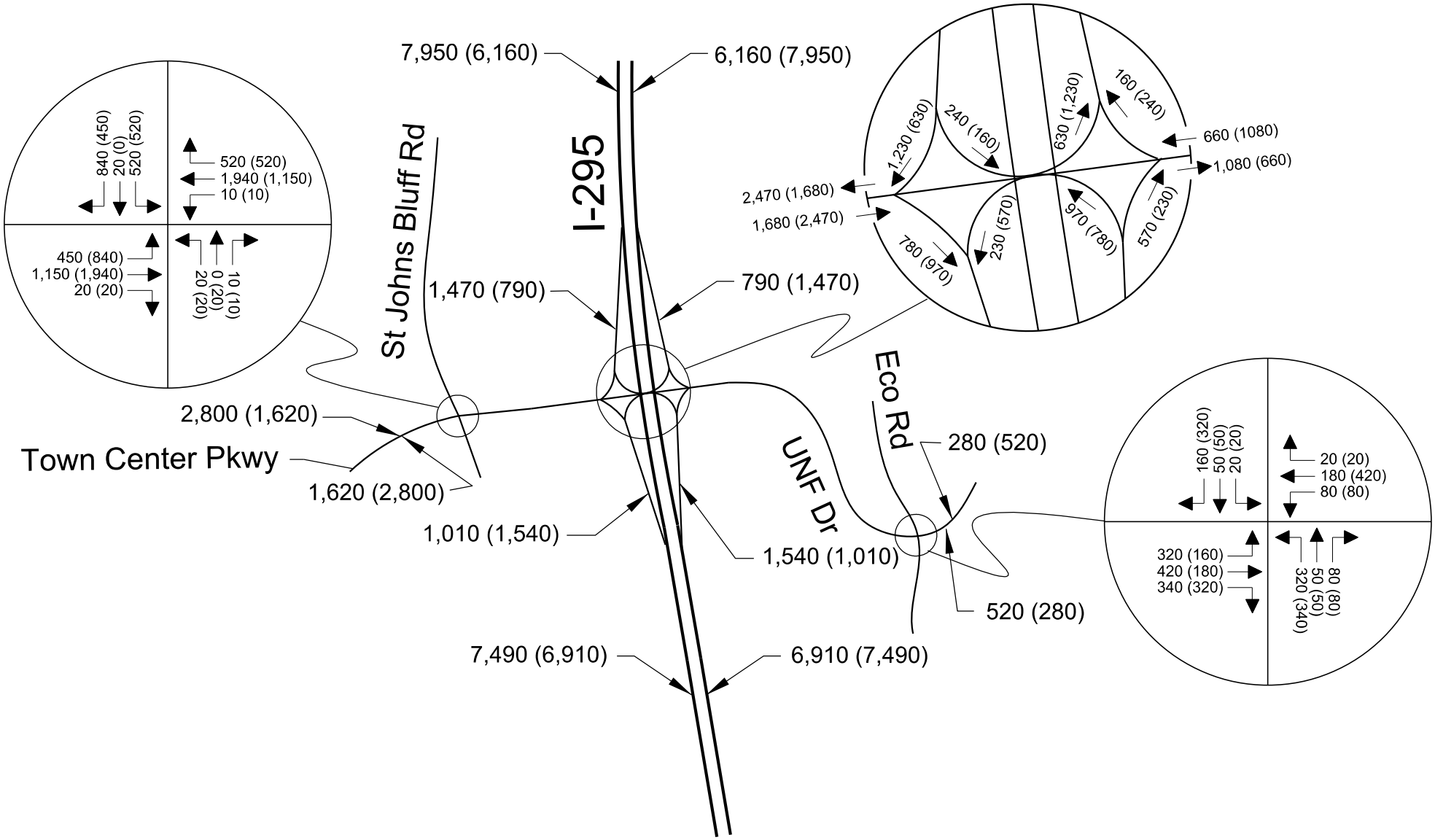

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No-Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at Town Center Parkway)

Figure 6-4

Page 6-16

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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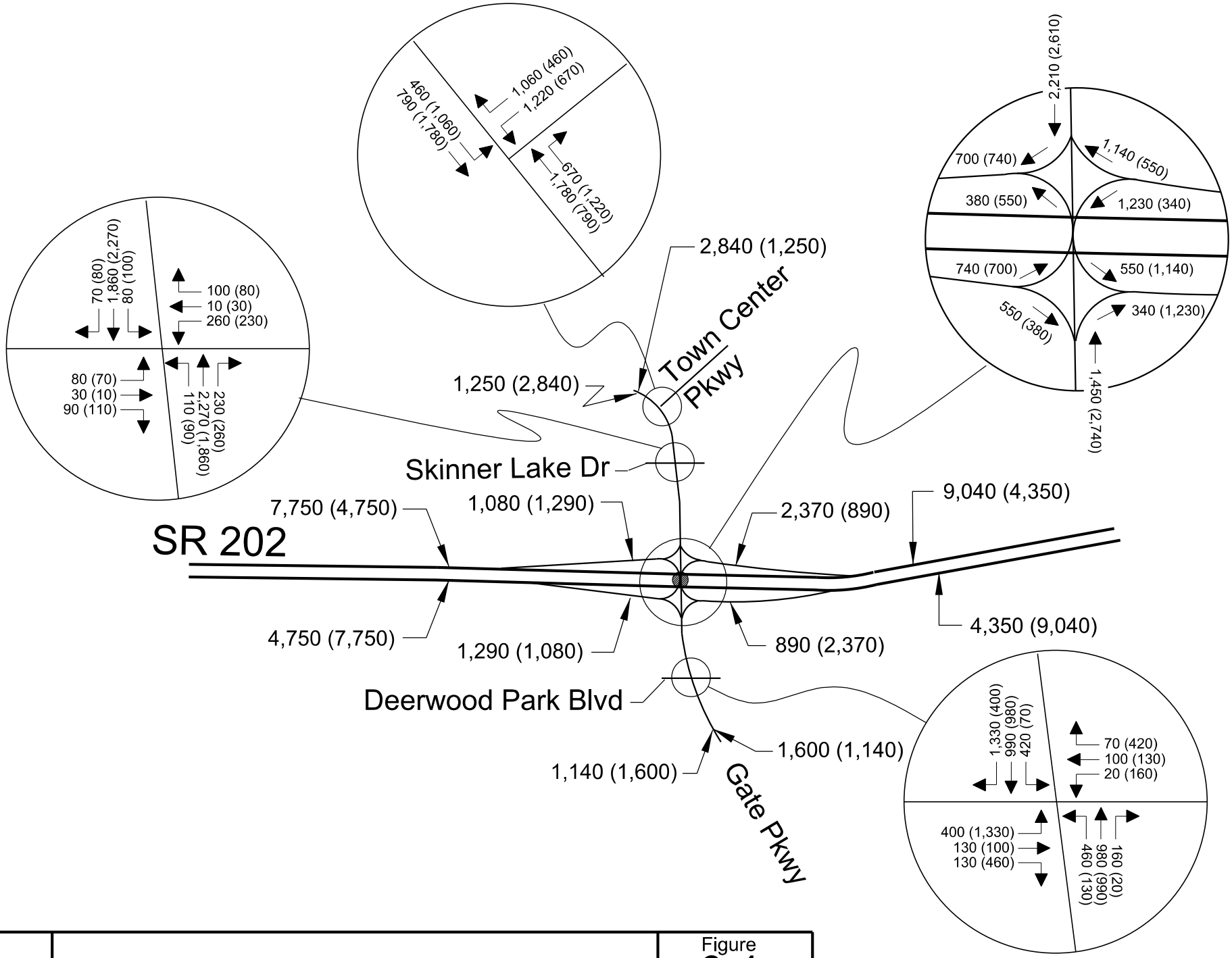

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No-Build - Year 2040 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Gate Parkway)

Figure 6-4

Page 6-17

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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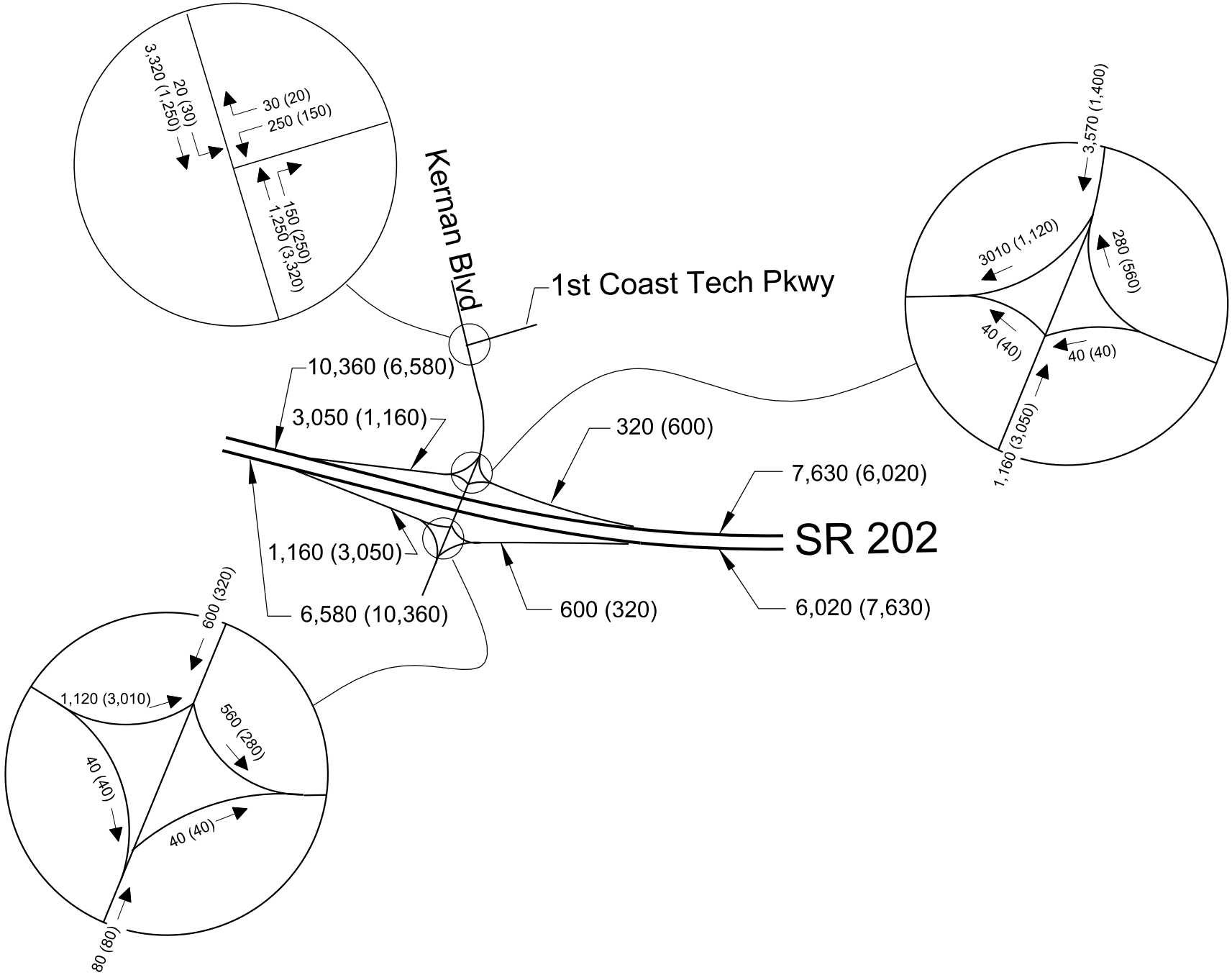

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No-Build - Year 2040 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Kernan Boulevard)

Figure 6-4

Page 6-18

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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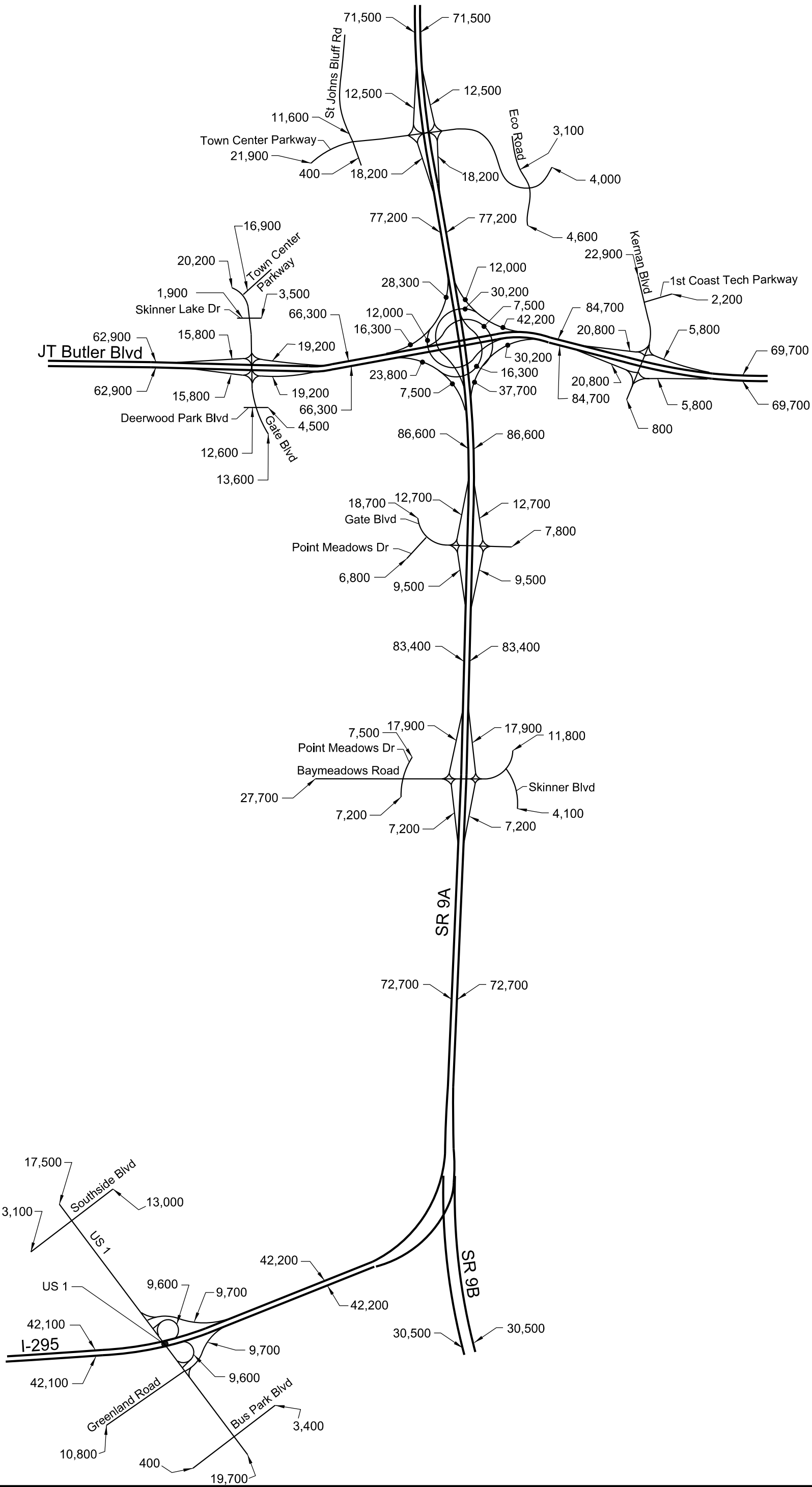

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No-Build - Year 2040 - Annual Average Daily Traffic (AADT)
I-295 East Corridor

Figure 6-5

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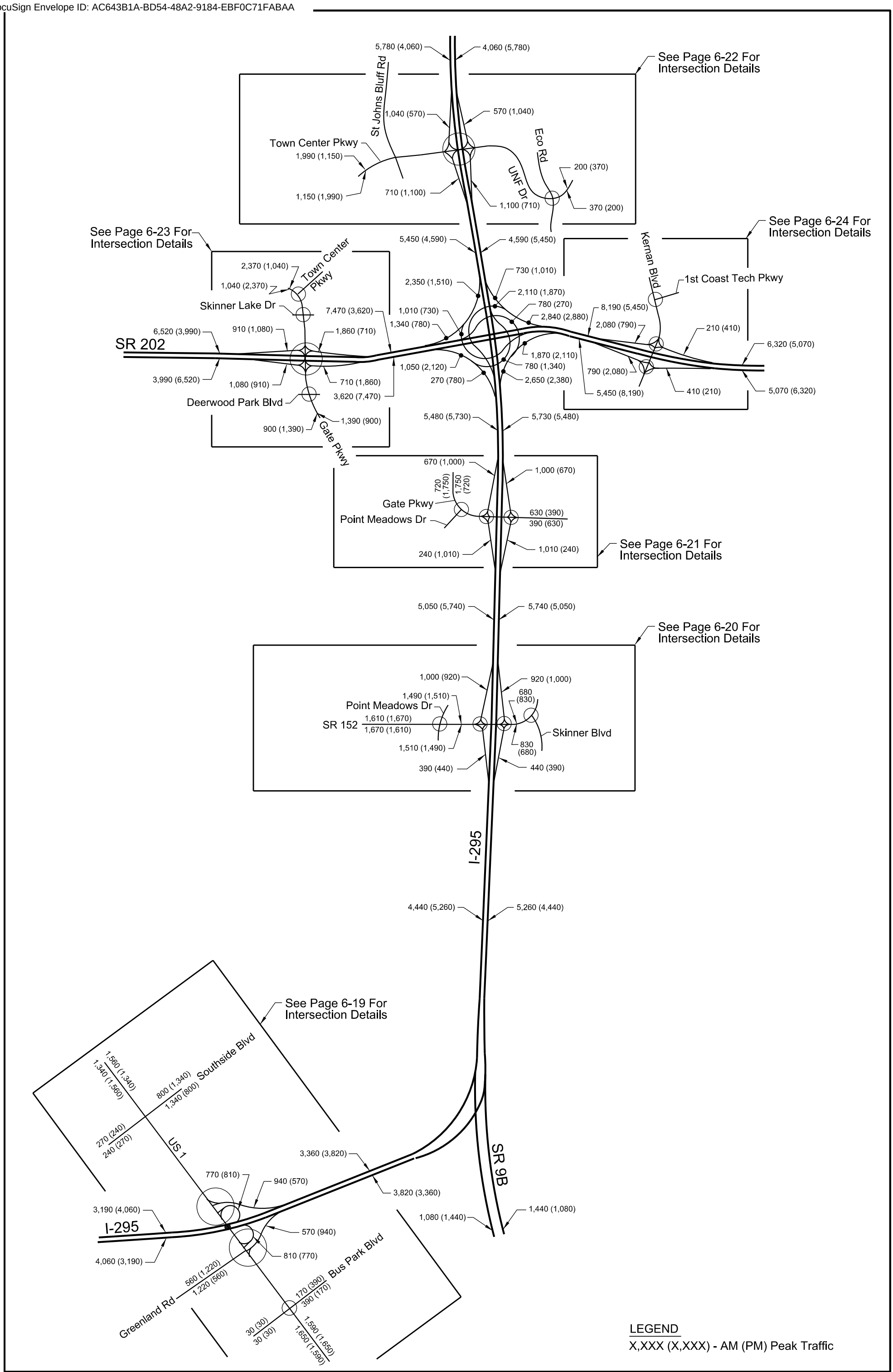

Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 East Corridor)

Figure 6-6

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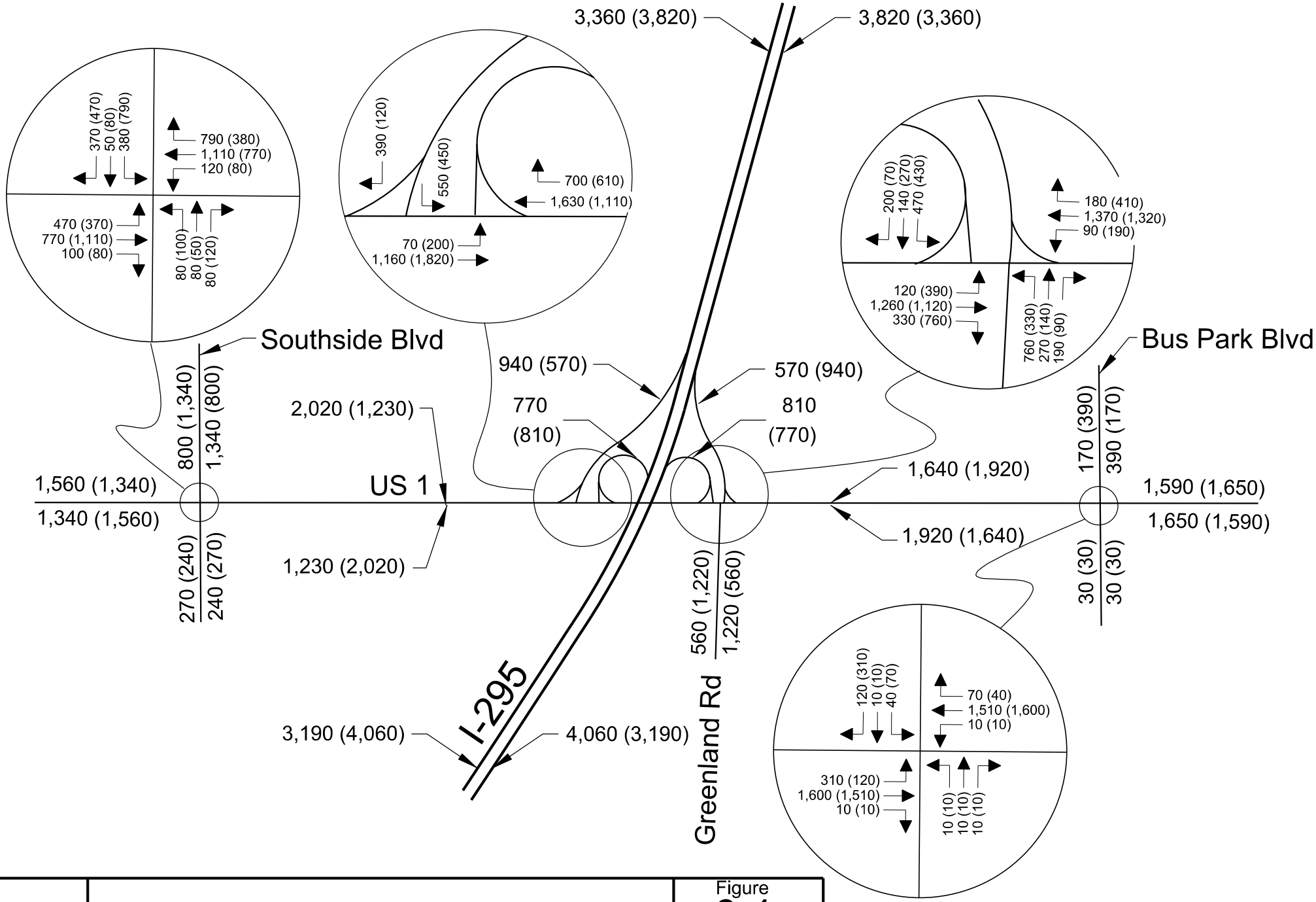

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Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at US 1 (Phillips Highway))

Figure 6-4

Page 6-21

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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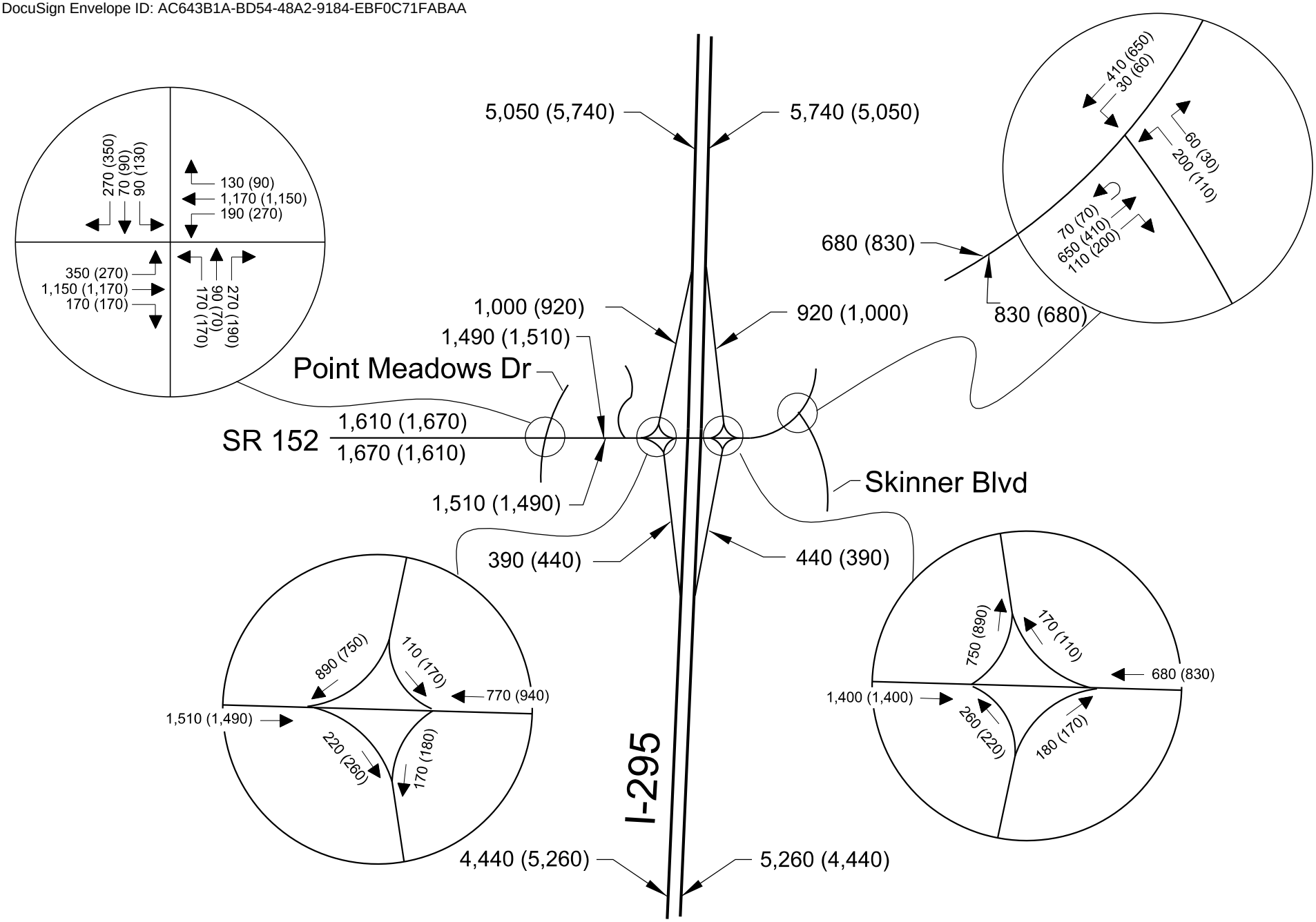

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Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at SR 152 (Baymeadows Road))

Figure
6-6

Page
6-22

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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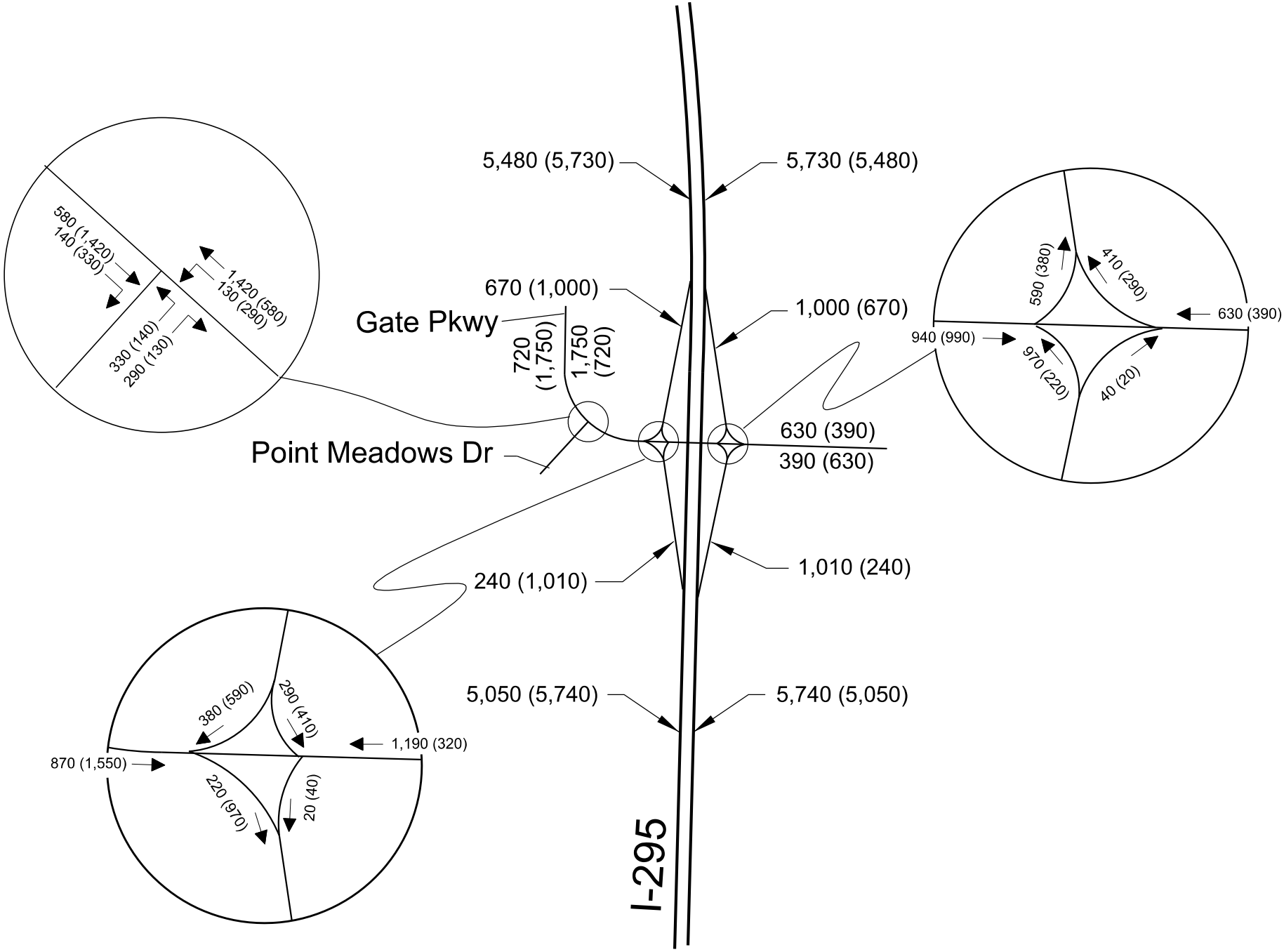

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Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at Gate Parkway)

Figure
6-6

Page
6-23

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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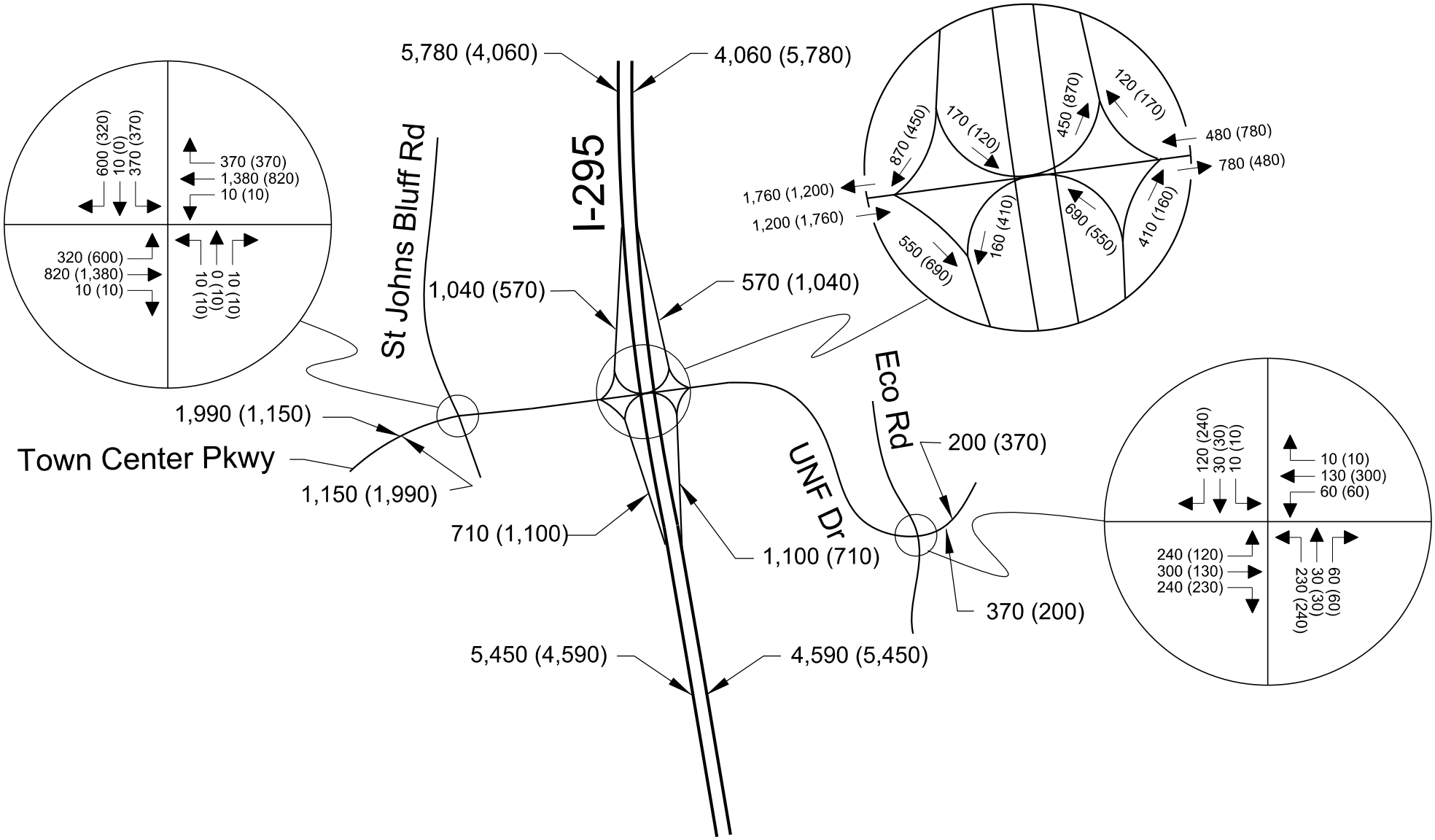

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Build - Year 2020 - AM and PM Peak Hour Volume
(I-295 at Town Center Parkway)

Figure 6-6

Page 6-24

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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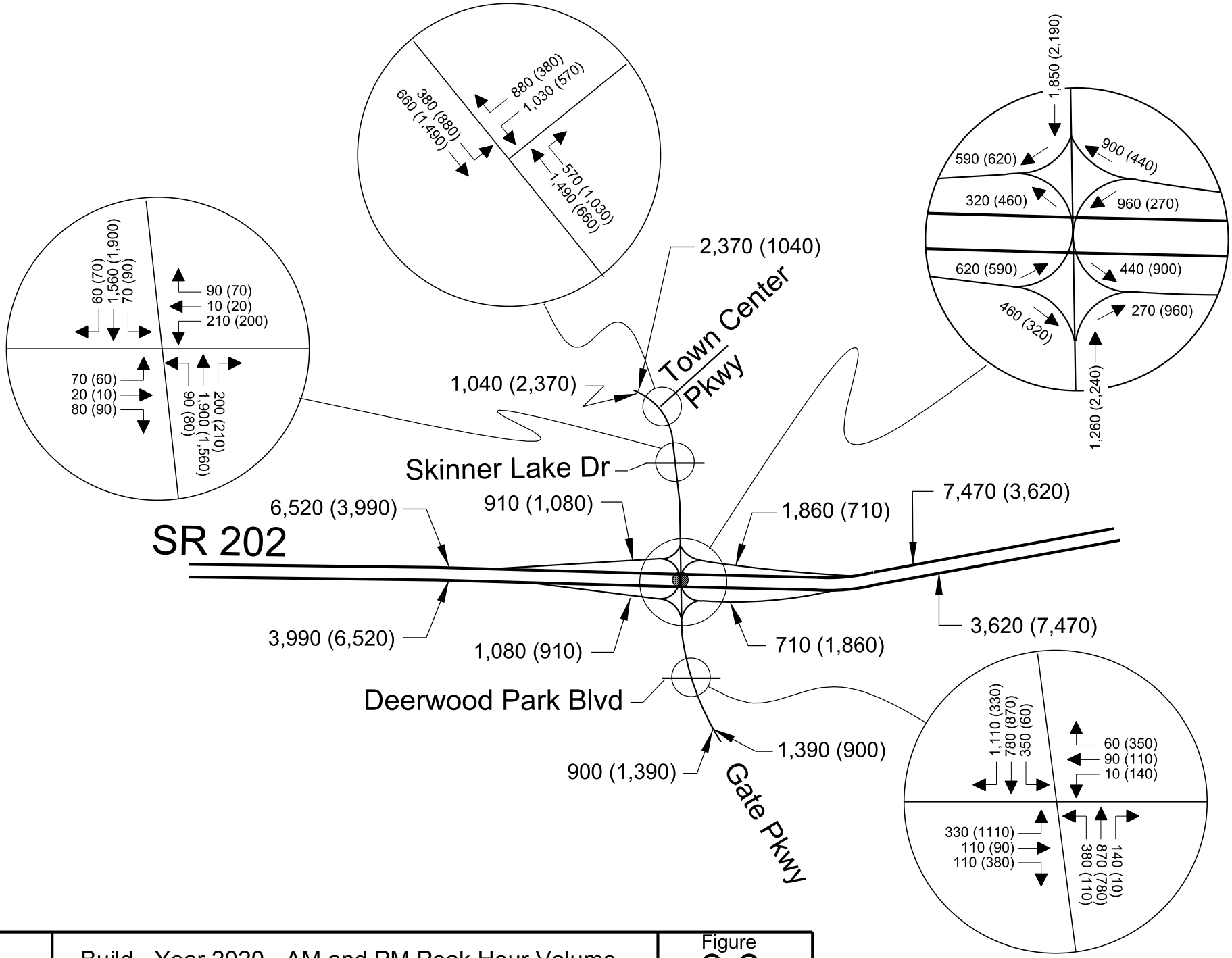

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Build - Year 2020 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Gate Parkway)

Figure
6-6

Page
6-25

LEGEND

X,XXX (X,XXX) - AM (PM) Peak Traffic

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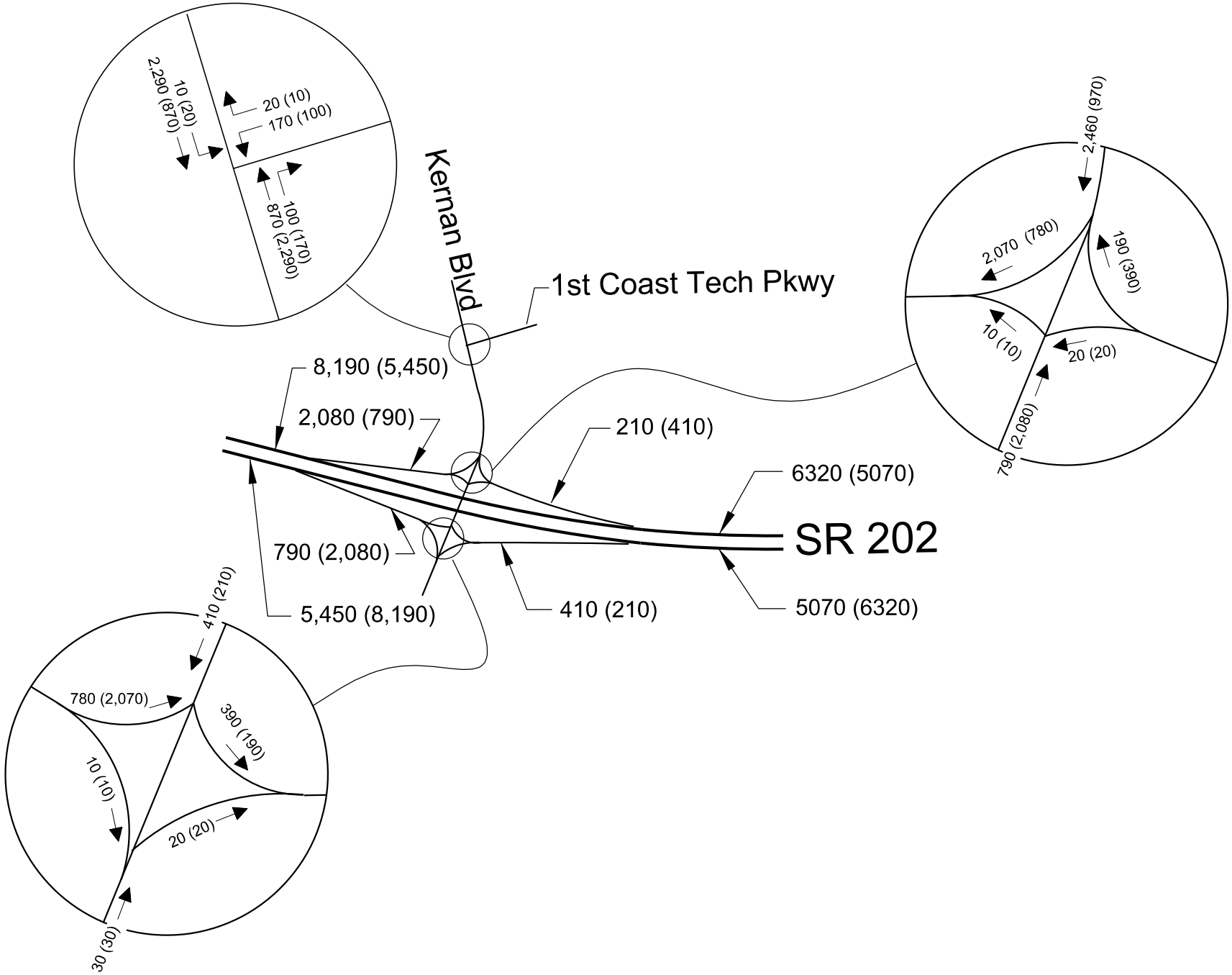

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Build - Year 2020 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Kernan Boulevard)

Figure 6-6

Page 6-26

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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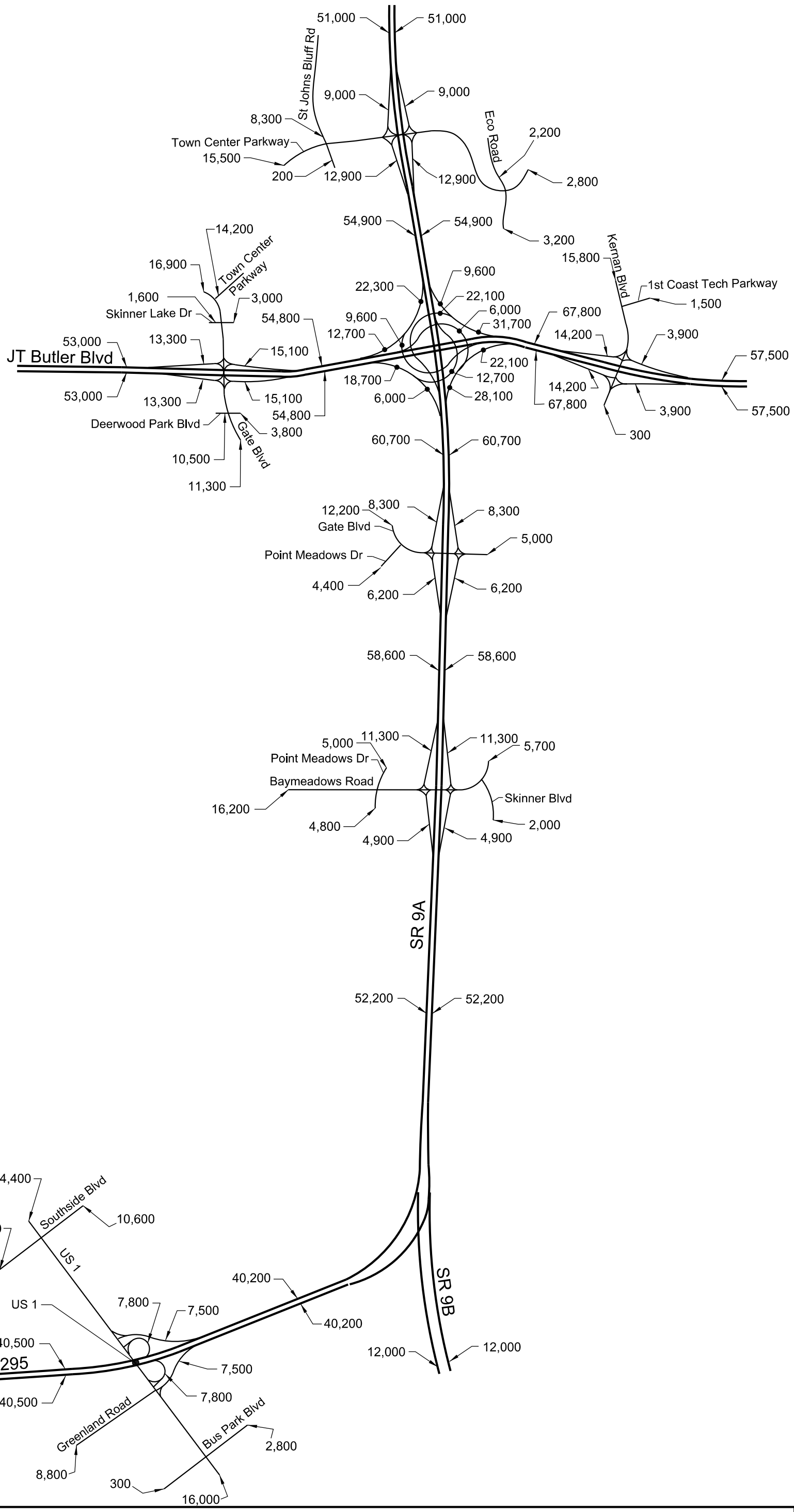

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Build - Year 2020 - Annual Average Daily Traffic (AADT)
I-295 East Corridor

Figure 6-7

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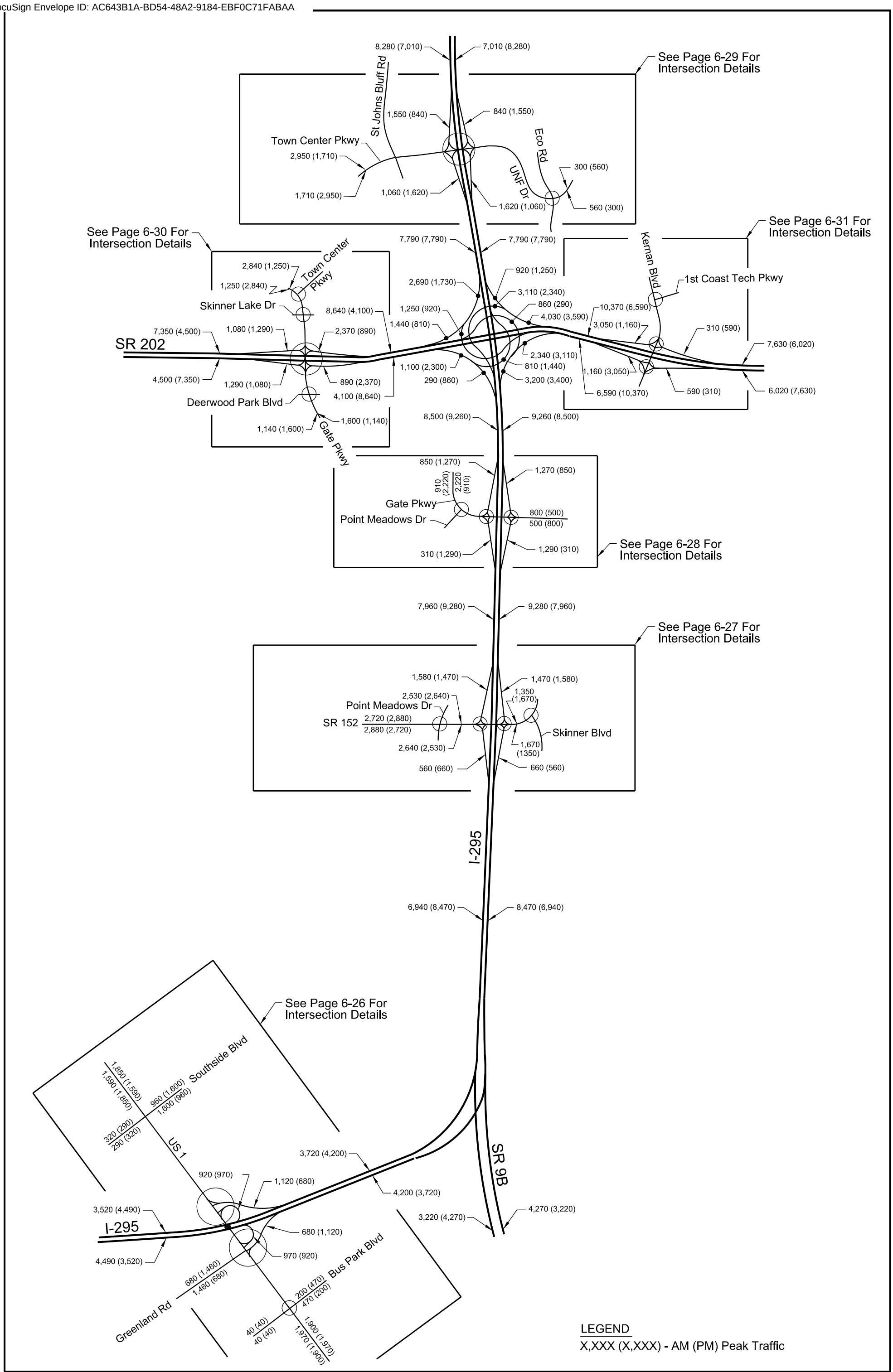

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Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 East Corridor)

Figure 6-8

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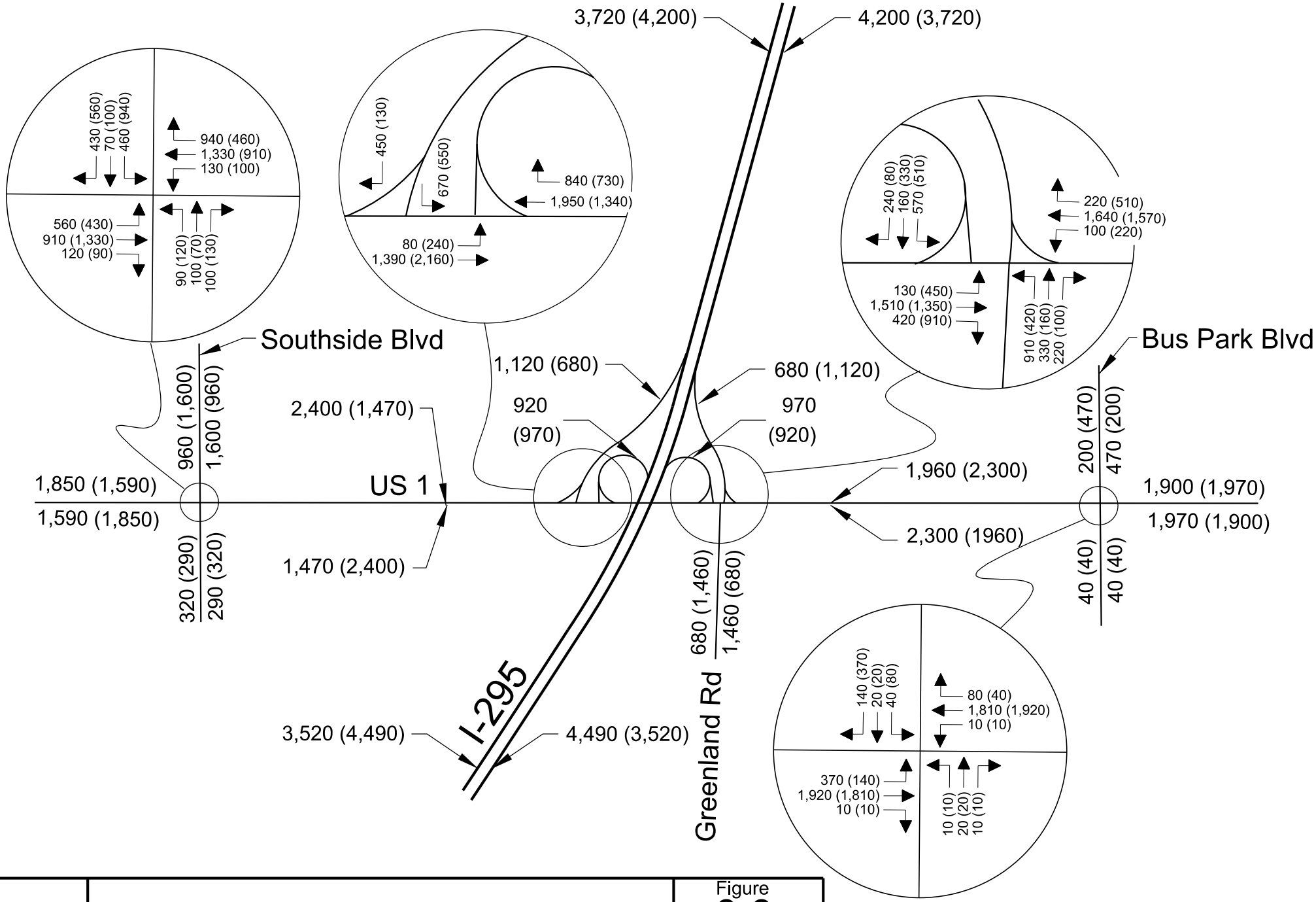

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Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at US 1 (Phillips Highway))

Figure
6-8

Page
6-29

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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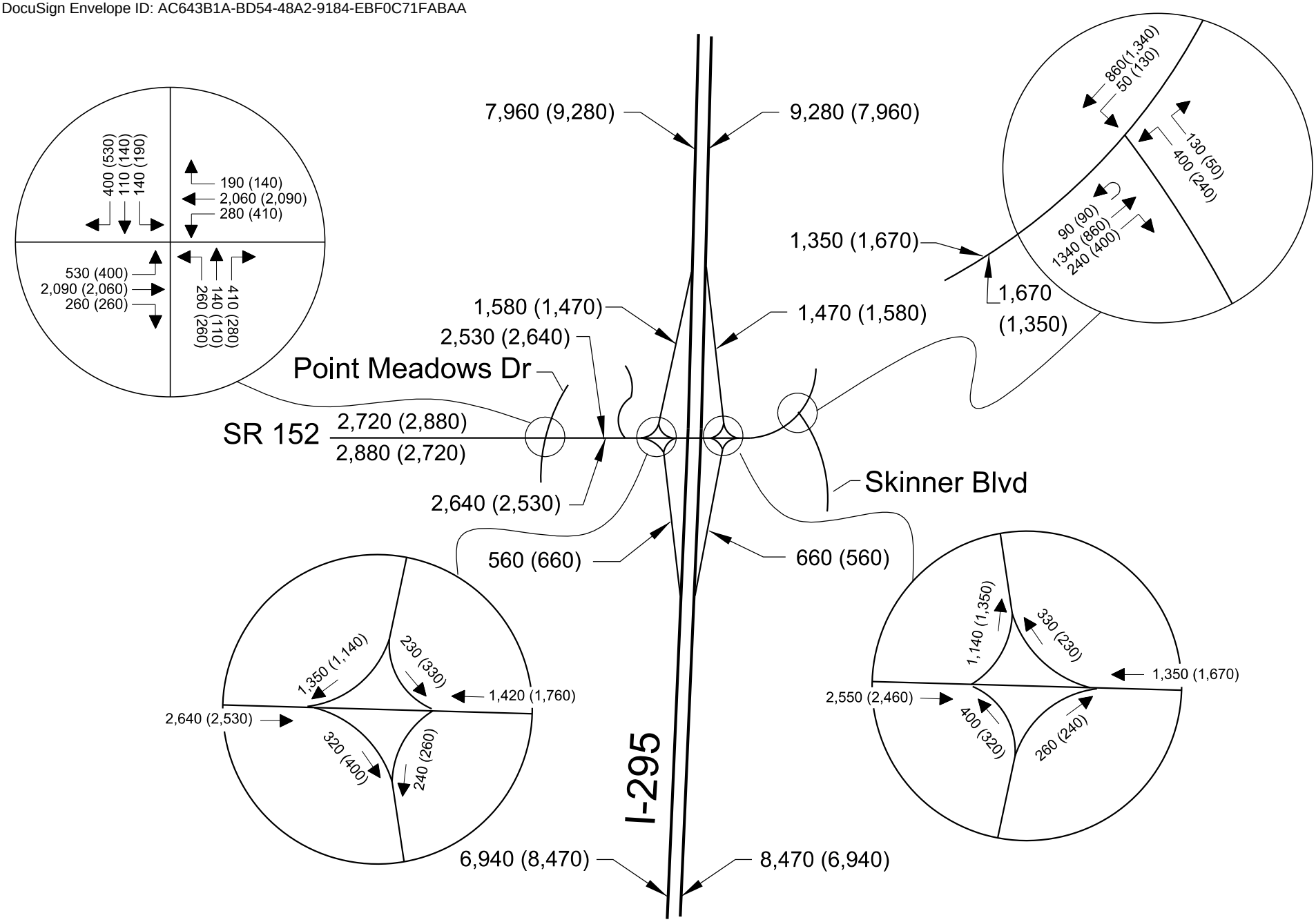

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Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at SR 152 (Baymeadows Road))

Figure
6-8

Page
6-30

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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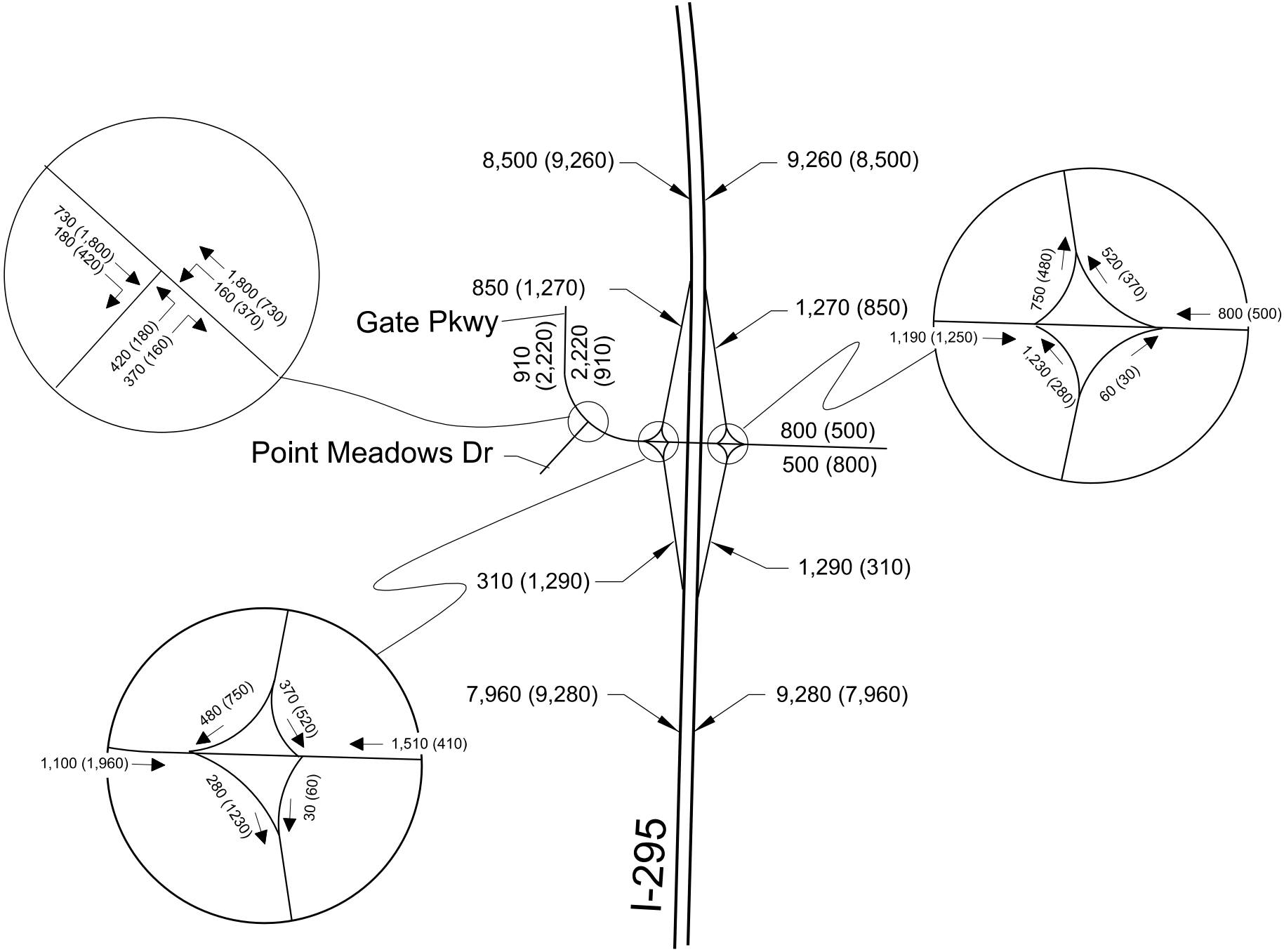

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Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at Gate Parkway)

Figure
6-8

Page
6-31

LEGEND
X,XXX (X,XXX) - AM (PM) Peak Traffic

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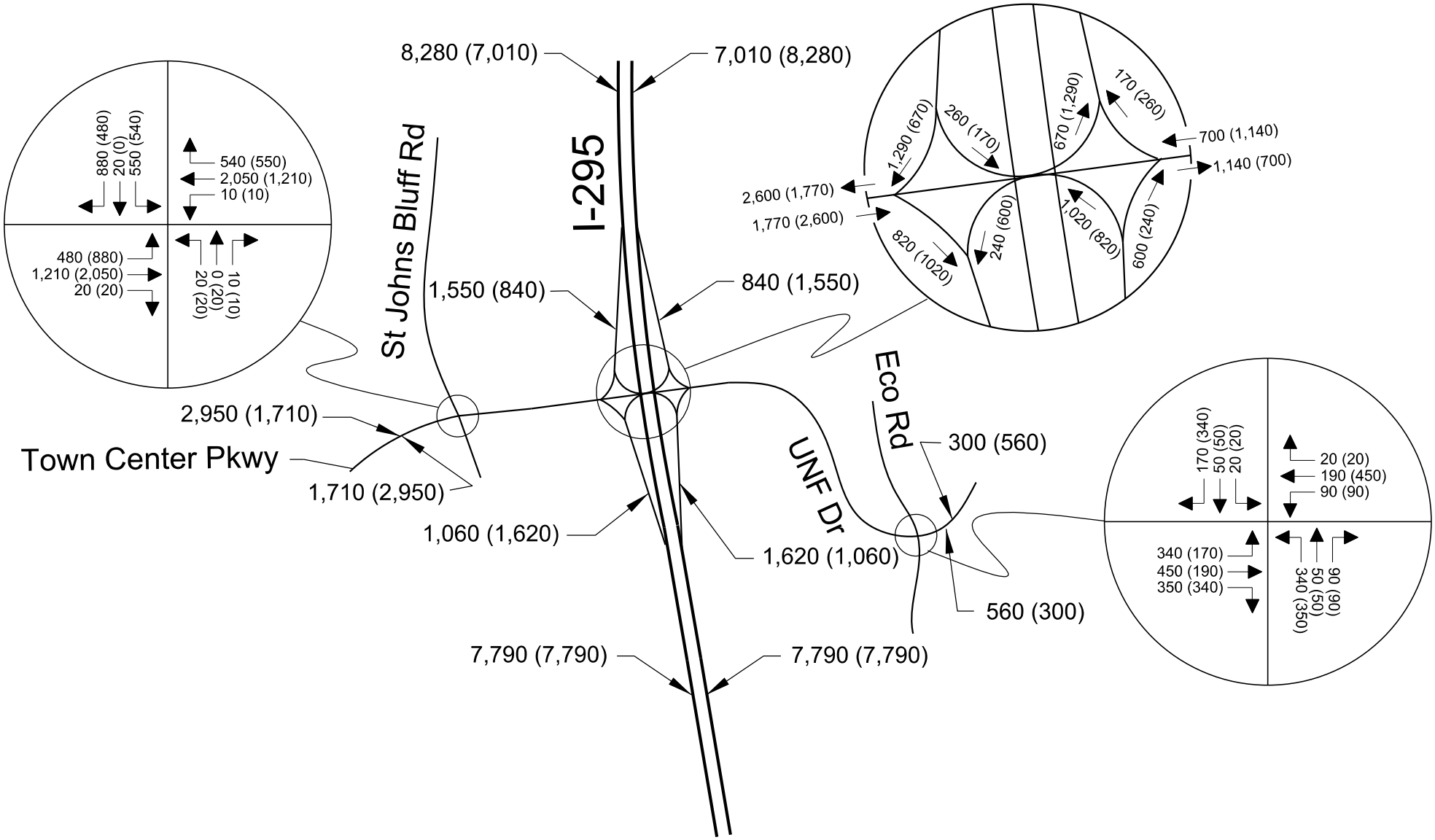

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Build - Year 2040 - AM and PM Peak Hour Volume
(I-295 at Town Center Parkway)

Figure 6-8

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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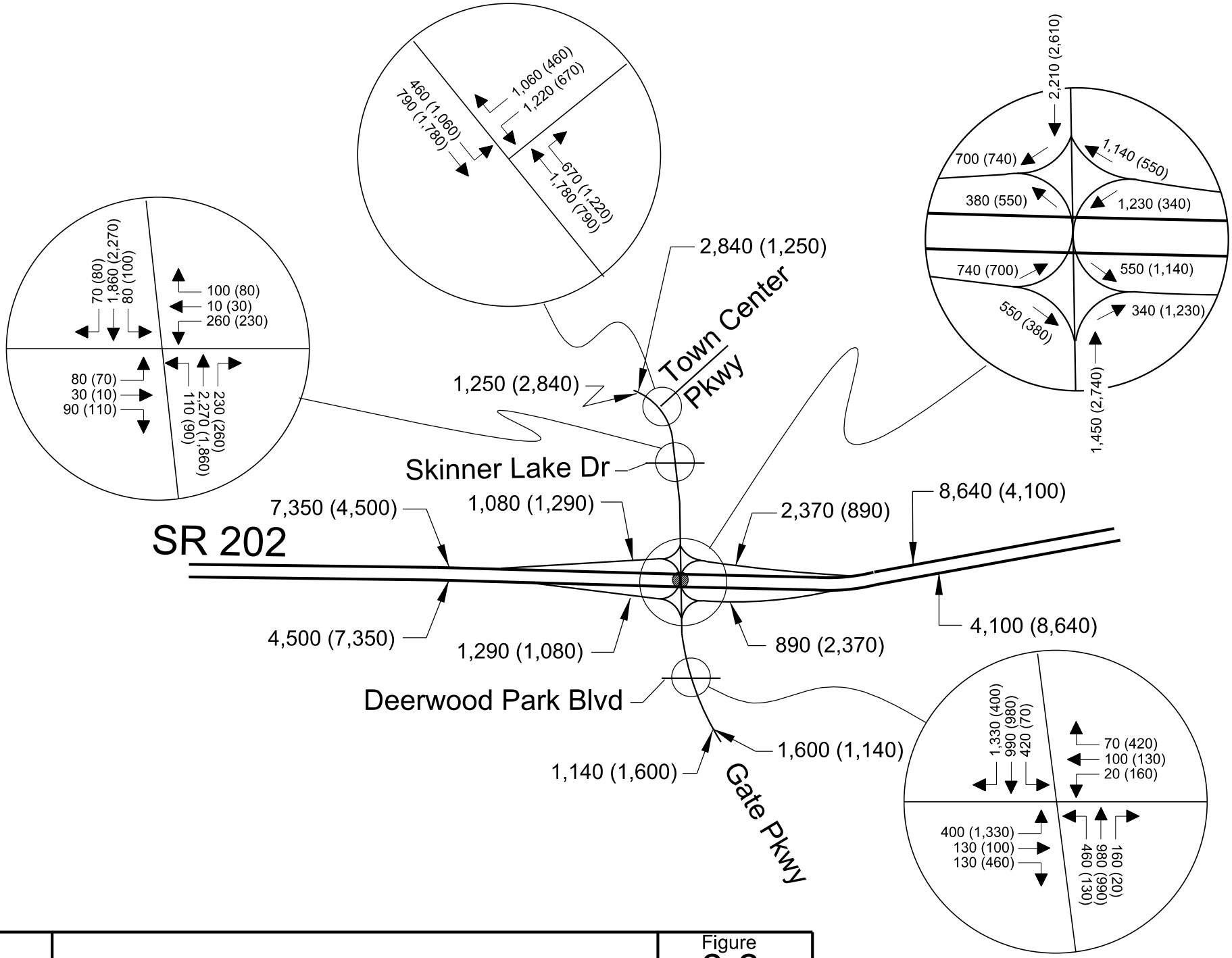

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Build - Year 2040 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Gate Parkway)

Figure
6-8

Page
6-33

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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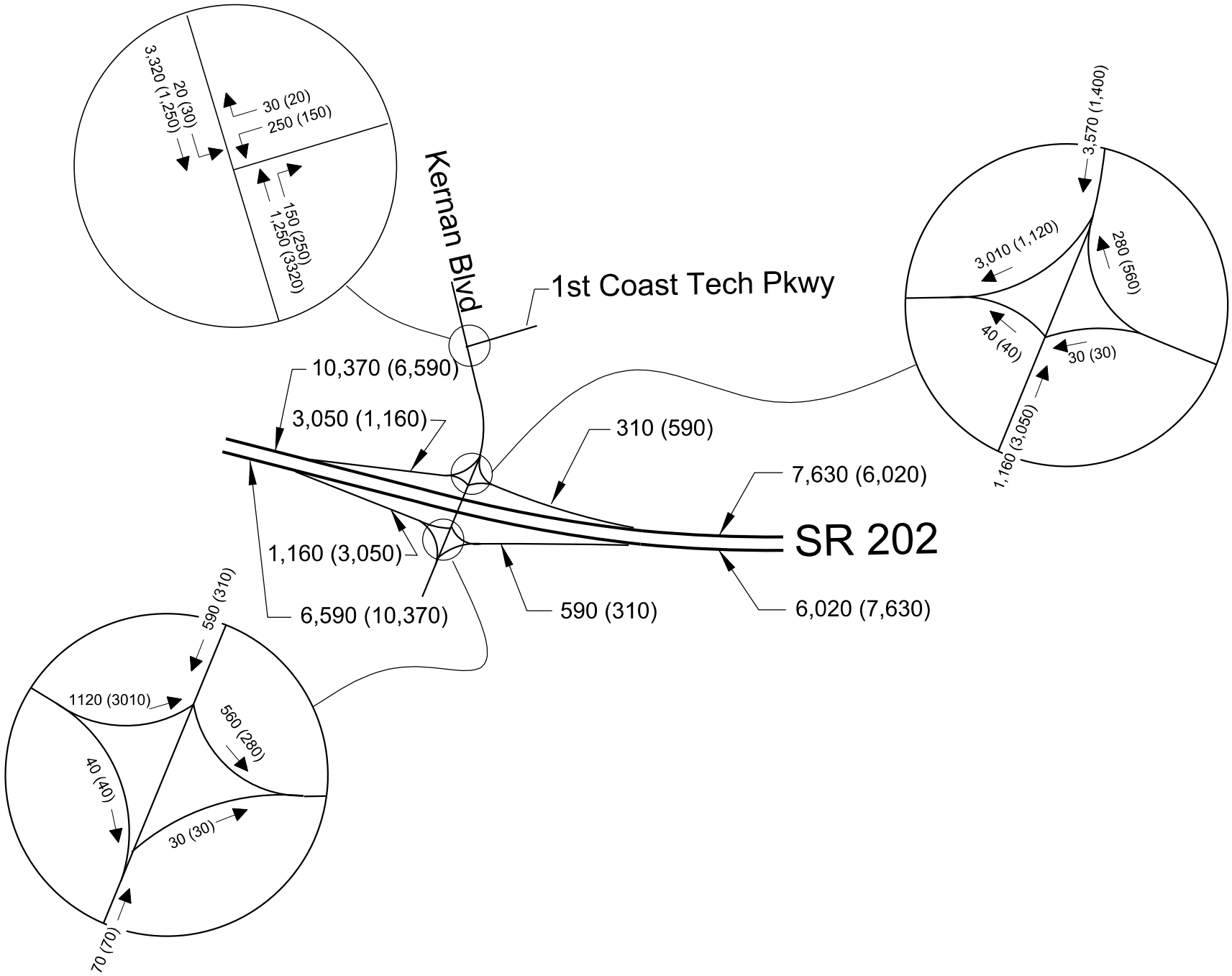

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Build - Year 2040 - AM and PM Peak Hour Volume
(SR 202 (JT Butler Boulevard) at Kernan Boulevard)

Figure 6-8

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X,XXX (X,XXX) - AM (PM) Peak Traffic

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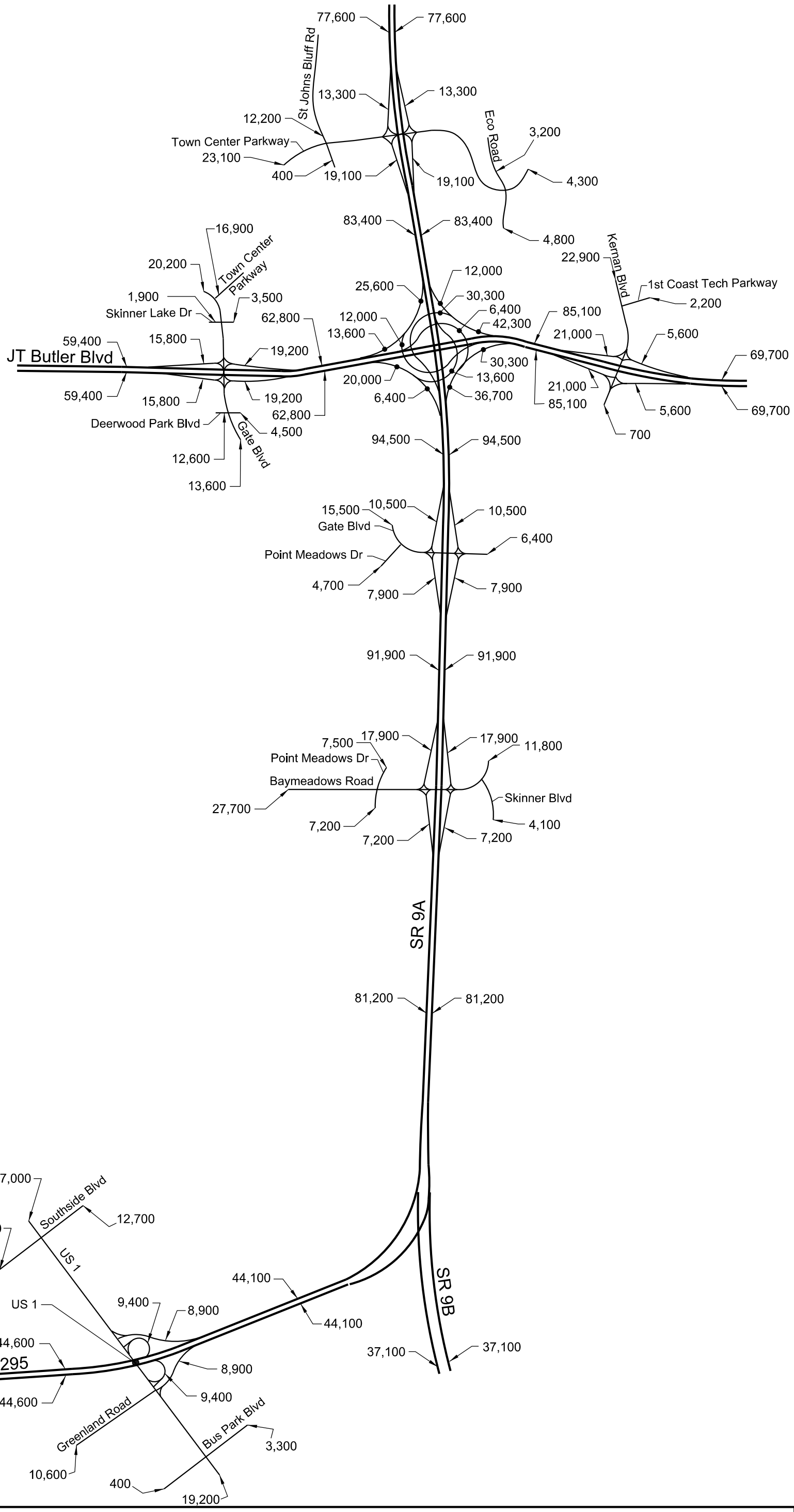

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Build - Year 2040 - Annual Average Daily Traffic (AADT)
I-295 East Corridor

Figure 6-9

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7. ALTERNATIVES ANALYSIS

This section discusses the analysis of alternatives based on engineering, environmental, and financial factors. It evaluates the analysis performed for the No-Build Alternative and the three Build Alternatives (Alternatives 1, 2, and 3). A comparison of the No-Build Alternative with all three Build Alternatives is provided. A detailed microsimulation analysis using VISSIM was conducted along with a SYNCHRO intersection analysis to evaluate the system-wide and location-specific operational performance of the No-Build and the three Build Alternatives. VISSIM models were prepared for Opening Year 2020 and Design Year 2040 for the a.m. and p.m. peak periods. The primary objective of the VISSIM models was to evaluate operational conditions along I-295.

The planned and programmed projects listed in Section 5.1 were included in the VISSIM traffic simulation models under each of the scenario years based on the planned year of implementation.

7.1 Conformance with Local, Regional, and State Transportation Plans

All of the alternatives evaluated in this SIMR are consistent with the following plans:

- North Florida TPO LRTP
- North Florida TPO TIP
- North Florida TPO Cost Feasible Plan
- City of Jacksonville Comprehensive Plan
- FDOT Five-Year Work Program
- FDOT SIS Plan
- State Transportation Improvement Program (STIP)

The above-referenced plans are provided in **Appendix I** for reference.

7.2 Compliance with Policies and Engineering Standards

The design criteria for this project are based on design parameters outlined in the Roadway Plans Preparation Manual, Vol. I and II (FDOT, January 2014); the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (FDOT); and A Policy on Geometric Design of Highway and Streets (American Association of State Highway and Transportation Officials [AASHTO] 2004). Therefore, the proposed alternative concepts for the I-295 East Express Lanes comply with all FDOT and FHWA geometric design policies and engineering standards, criteria, and requirements.

7.3 Coordination

The alternatives designed for this project conform to all proposed transportation plans and land use plans and programs. Interagency coordination occurred through the ETDM process and the PD&E process.

7.4 Environmental Impacts

No fatal flaws are anticipated and none were identified during the ETDM programming screen for this project. A PD&E study is being conducted by the FDOT District 2 for this project. The

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roadway improvements proposed for this project are within existing right-of-way, and the only additional right-of-way required for this project is for the proposed pond sites. A Type 2 Categorical Exclusion (Type 2 CE) is anticipated for this project and will be submitted for FHWA approval. Details of the environmental impacts associated with the proposed Build Alternatives will be documented in the Preliminary Engineering Report (PER) for this project. Because the proposed improvements are anticipated to be completed within existing right-of-way, no impacts associated with any environmental features are anticipated.

7.5 Operational Analysis

The results of the operational analysis are presented to outline the quantitative performance measures for freeways and intersections and impacts at a system level and link level. The results provide an understanding of the broader and detailed operational issues under the No-Build Alternative and the benefits of the proposed improvements under the Build Alternatives within the study area. Five-hour a.m. and p.m. peak period models were developed for the No-Build and Build Alternatives. During existing conditions calibration it was noted that 10 model runs would result in statistically significant outputs that account for stochastic variation in the models results. Therefore, a total of 10 model runs were performed on the No-Build and Build Alternatives as part of the alternatives analysis. The outputs from the 10 runs were averaged and reported for evaluation.

Appendix L provides the No-Build and Build models developed for this SIMR and also includes the evaluation files from 10 simulation runs for these models.

The results of the detailed operational analysis, by scenario year, are presented in the following sections. The analysis of the No-Build and Build Alternatives freeway operations are summarized into two sections:

- System Level Operational Performance
- Link Level Operational Performance

The analysis of the No-Build and Build Alternatives arterial operations was performed using SYNCHRO software and is summarized in Section 7.5.3.

7.5.1 *System Level Operational Performance*

A system level performance comparison of the No-Build and the Build Alternatives was performed. To compare alternatives, the following MOEs were used on a network-wide basis based on the approved MLOU (refer to **Appendix A**):

- Traffic Volume Evaluations
  - Total Vehicle Demand
  - Vehicles Denied Entry
- Increase in System Throughput
- System-wide Average Delay
- System-wide Average Speed
- Travel Time Summary

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Traffic Volume Evaluation - Total Vehicle Demand:

Table 7-1 shows the total vehicular demand entered into the VISSIM models for each hour during the five-hour a.m. and p.m. peak period VISSIM simulation.

Table 7-1: Total Vehicle Demand

Scenarios	A.M. Peak					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Total
2020 – No-Build	27,698	43,160	37,525	26,998	25,408	**160,789**
2020 – Build (Alts 1, 2, & 3)	27,711	43,179	37,544	27,011	25,419	**160,864**
2040 – No-Build	37,093	57,798	50,252	36,153	34,022	**215,318**
2040 – Build (Alts 1, 2, & 3)	37,452	58,358	50,739	36,506	34,350	**217,405**
	P.M. Peak					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Total
2020 – No-Build	36,582	43,161	35,896	23,716	17,556	**156,911**
2020 – Build (Alts 1, 2, & 3)	36,599	43,180	35,913	23,727	17,563	**156,982**
2040 – No-Build	48,993	57,799	48,071	31,759	23,508	**210,130**
2040 – Build (Alts 1, 2, & 3)	49,467	58,360	48,536	32,066	23,734	**212,163**

Findings and Observations:

- The total demand for the Build Alternative is higher than the No-Build Alternative because the growth rates obtained for the Build Alternative account for the latent increase in demand using I-295 with the availability of additional capacity when compared to the No-Build Alternative.
- The total demand entered into all three Build Alternatives (Alternatives 1, 2, and 3) is the same in the a.m. and p.m. peak periods.

Traffic Volume Evaluation - Vehicles Denied Entry:

Table 7-2 shows the total vehicles that are denied entry and are stuck behind the entry nodes in the VISSIM models during each hour of the five-hour a.m. and p.m. peak period VISSIM simulation. The values reported from VISSIM for the total vehicles denied entry are cumulative across each hour of the simulation.

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Table 7-2: Vehicles Denied Entry

Scenarios	A.M. Peak					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Total
2020 – No-Build	0	546	1,259	0	0	0
2020 – Build – Alternative 1	0	589	245	0	0	0
2020 – Build – Alternative 2	0	551	194	0	0	0
2020 – Build – Alternative 3	0	587	262	0	0	0
2040 – No-Build	662	13,632	26,002	27,551	27,880	**27,880**
2040 – Build – Alternative 1	489	6,267	9,340	6,876	4,708	**4,708**
2040 – Build – Alternative 2	505	6,235	9,294	6,792	4,646	**4,646**
2040 – Build – Alternative 3	495	6,173	9,247	6,790	4,617	**4,617**

Scenarios	P.M. Peak					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Total
2020 – No-Build	21	1,906	5,352	2,216	564	**564**
2020 – Build – Alternative 1	4	76	4	0	0	**0**
2020 – Build – Alternative 2	3	65	9	0	0	**0**
2020 – Build – Alternative 3	4	68	6	0	0	**0**
2040 – No-Build	4,998	27,705	47,051	51,594	55,382	**55,382**
2040 – Build – Alternative 1	1,381	10,498	16,633	12,894	5,300	**5,300**
2040 – Build – Alternative 2	1,395	11,064	17,235	13,358	5,323	**5,323**
2040 – Build – Alternative 3	1,386	11,148	17,356	14,026	6,113	**6,113**

Findings and Observations:

A.M. Peak Period:

- Because of the downstream bottleneck conditions, vehicles are denied entry at the following entry nodes in the future year No-Build models:
  - Northbound I-295 entry node
  - Northbound SR 9B entry node
  - Westbound SR 202 entry node
- The Year 2020 No-Build model accumulates approximately 1,259 vehicles behind the entry nodes at the end of Hour 3 of the simulation when compared to 200 to 250 vehicles for any Build Alternative.
- In the Year 2020, the vehicles that cannot enter the network are served during Hour 4 in both the No-Build and the Build models.
- No vehicles are denied entry at the end of the five-hour simulation in the Year 2020 in both Build and No-Build models.
- The Year 2040 No-Build model accumulates vehicles behind entry nodes during each hour of the simulation and does not process all of these vehicles.
- In the Year 2040 No-Build model, a total of 27,880 vehicles are stuck behind the entry nodes at the end of the five-hour simulation in the a.m. peak. This equates to about 13 percent of the total demand entered into the VISSIM model over the five-hour period.

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- All of the three Build Alternatives, in the Year 2040 accumulate vehicles behind entry nodes during the first three hours of the simulation. However, these vehicles are served during the fourth and fifth hours of the simulation and the number of vehicles stuck behind the entry nodes is reduced.
- Around 4,620 to 4,710 vehicles, based on the Build Alternative under evaluation, are stuck behind the entry nodes at the end of the five-hour simulation for the Build Alternatives. This equates to about 2 percent of the total demand entered into the VISSIM model over the five-hour period.
- The Build Alternatives show an approximately 83 percent reduction in the number of vehicles that cannot enter the network when compared with the No-Build Alternative after the completion of the five-hour simulation period.

P.M. Peak Period:

- Because of the downstream bottleneck conditions, vehicles are denied entry at the following entry nodes in the future year No-Build models:
  - Southbound I-295 entry node
  - Eastbound SR 202 entry node
  - Westbound SR 202 entry node
- The Year 2020 model accumulates approximately 5,352 vehicles behind the entry nodes at the end of the third hour of the simulation compared to 4 to 10 vehicles for any Build Alternative.
- In the Year 2020, there was no unmet demand at the end of the fifth hour with the Build Alternatives, while the No-Build Alternative had 564 vehicles that were unable to enter the network.
- The Year 2040 No-Build model accumulates vehicles behind entry nodes during each hour of the simulation and does not process all of these vehicles.
- In the Year 2040 No-Build model, a total of 55,382 vehicles are stuck behind the entry nodes at the end of the five-hour simulation in the p.m. peak. This equates to about 26 percent of the total demand entered into the VISSIM model over the five-hour period.
- All of the three Build Alternatives, in the Year 2040 accumulate vehicles behind entry nodes during the first three hours of the simulation. However, these vehicles are being served during the fourth and fifth hours of the simulation and the amount of vehicles stuck behind the entry nodes is reduced.
- Around 5,300 to 6,100 vehicles, based on the Build Alternative under evaluation, are stuck behind the entry nodes at the end of the five-hour simulation for the Build Alternatives. This equates to about 3 percent of the total demand entered into the VISSIM model over the five-hour period.
- The Build Alternatives show an approximately 89 percent reduction in the number of vehicles that cannot enter the network when compared with the No-Build Alternative after the completion of the five-hour simulation period.

Figures 7-1 and 7-2 show that the proposed improvements with the Build Alternative reduce the number of vehicles denied entry in the a.m. and p.m. peak hours.

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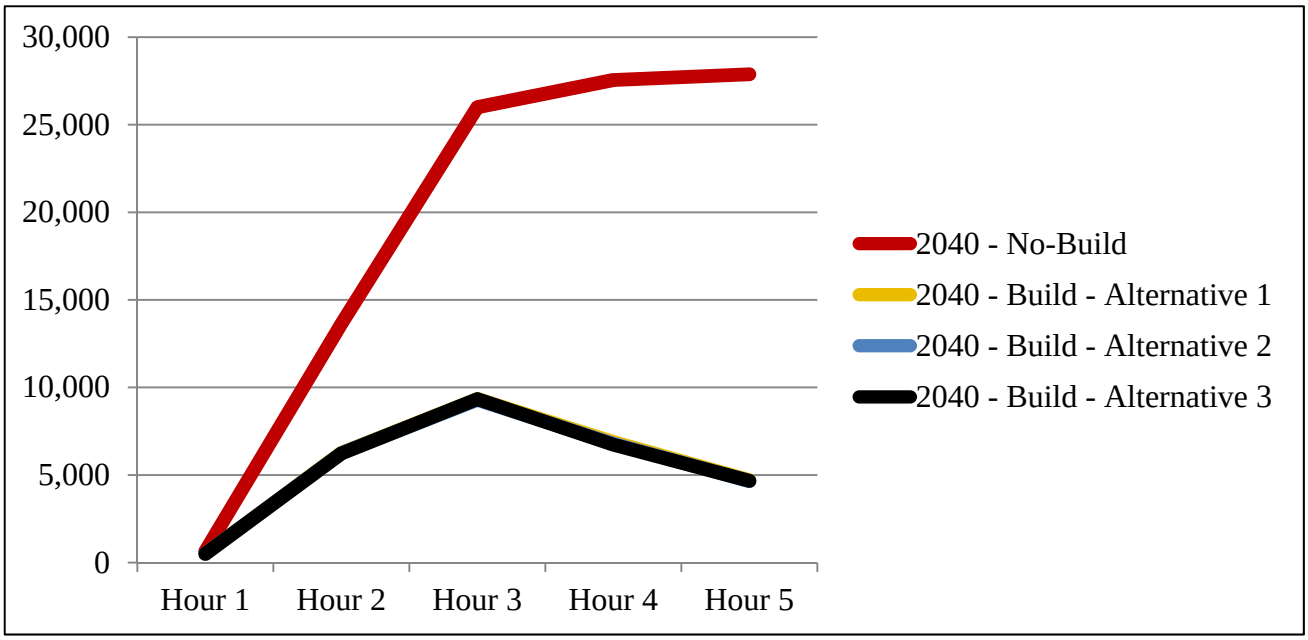

Figure 7-1: Vehicles Denied Entry - 2040 A.M. Peak Period

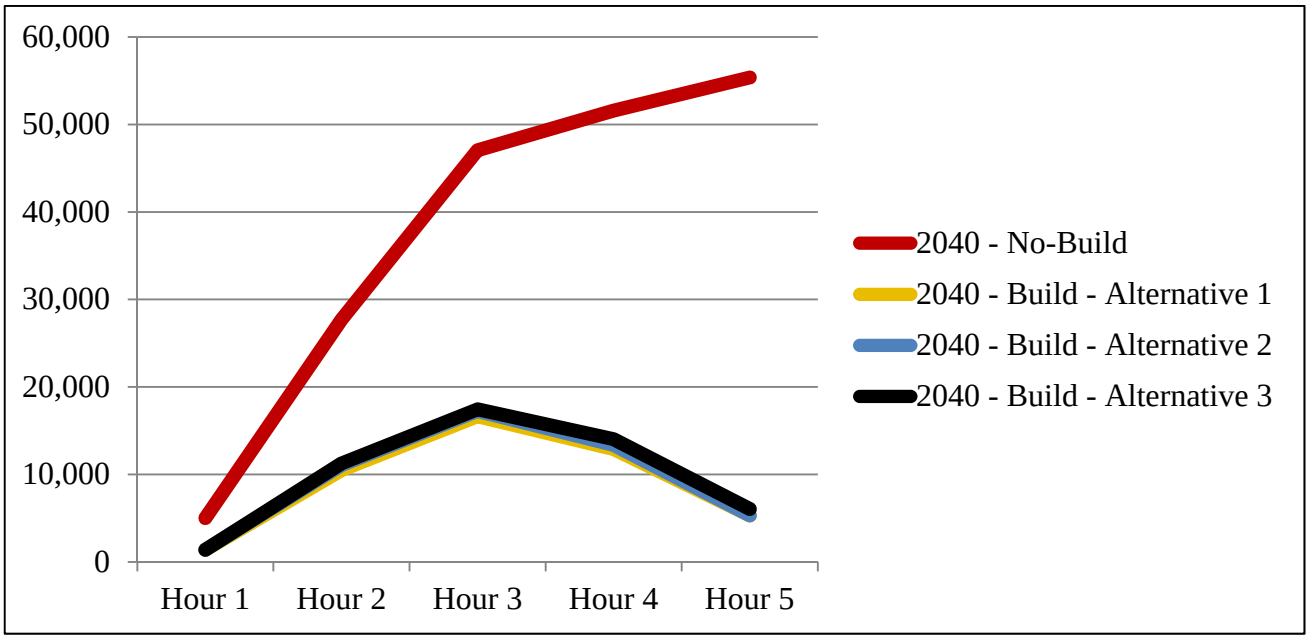

Figure 7-2: Vehicles Denied Entry - 2040 P.M. Peak Period

A Technical Memorandum was prepared for the FHWA that provides more detailed analysis on the number of vehicles that are denied entry along the freeway entry nodes. This Technical Memorandum is included as **Appendix Q**.

Increase in System Throughput:

Table 7-3 shows the total increase in system-wide throughput after the completion of the five-hour a.m. and p.m. peak period VISSIM simulations for the Build Alternatives.

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Table 7-3: Increase in System Throughput

Scenarios	A.M. Peak (End of Five-Hour Simulation)			
	Total Demand	Vehicles Stuck	Vehicles Served	Increase in Throughput
2020 – No-Build	160,789	0	160,789	N/A
2020 – Build – Alternative 1	160,864	0	160,864	**75**
2020 – Build – Alternative 2	160,864	0	160,864	**75**
2020 – Build – Alternative 3	160,864	0	160,864	**75**
2040 – No-Build	215,318	27,880	187,438	N/A
2040 – Build – Alternative 1	217,405	4,708	212,697	**25,259**
2040 – Build – Alternative 2	217,405	4,646	212,759	**25,321**
2040 – Build – Alternative 3	217,405	4,617	212,788	**25,350**

Scenarios	P.M. Peak (End of Five-Hour Simulation)			
	Total Demand	Vehicles Stuck	Vehicles Served	Increase in Throughput
2020 – No-Build	156,911	564	156,347	N/A
2020 – Build – Alternative 1	156,982	0	156,982	**635**
2020 – Build – Alternative 2	156,982	0	156,982	**635**
2020 – Build – Alternative 3	156,982	0	156,982	**635**
2040 – No-Build	210,130	55,382	154,748	N/A
2040 – Build – Alternative 1	212,163	5,300	206,863	**52,115**
2040 – Build – Alternative 2	212,163	5,323	206,840	**52,092**
2040 – Build – Alternative 3	212,163	6,113	206,050	**51,302**

Findings and Observations:

A.M. Peak Period:

- All vehicles are served in the Year 2020 for the No-Build and Build models and the increase in system-wide throughput is equal to 75 vehicles, which is the increase in demand between the No-Build and Build scenarios.
- A significant increase in system-wide throughput is observed in the Year 2040, with any of the Build Alternatives serving about 13.5 percent more traffic than the No-Build Alternative.

P.M. Peak Period:

- The increase in system-wide throughput is equal to 635 vehicles with any of the Build Alternatives in the Year 2020.
- A significant increase in system-wide throughput is observed in the Year 2040 with any of the Build Alternatives serving about 33.7 percent more traffic than the No-Build Alternative.

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System-wide Average Delay:

Table 7-4 shows the system-wide average delay in minutes/vehicle from the VISSIM models during each hour of the five-hour a.m. and p.m. peak period simulation.

Table 7-4: System-wide Average Delay

Scenarios	A.M. Peak (min/veh)					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Average
2020 – No-Build	0.7	2.5	6.4	3.8	1.2	**2.9**
2020 – Build – Alternative 1	0.6	1.4	2.3	0.7	0.5	**1.1**
2020 – Build – Alternative 2	0.6	1.4	2.2	0.7	0.5	**1.1**
2020 – Build – Alternative 3	0.6	1.4	2.3	0.7	0.5	**1.1**
2040 – No-Build	2.0	11.7	32.2	54.6	57.6	**31.6**
2040 – Build – Alternative 1	1.1	5.2	12.6	15.9	11.5	**9.2**
2040 – Build – Alternative 2	1.1	5.2	12.5	15.7	11.3	**9.2**
2040 – Build – Alternative 3	1.1	5.2	12.4	15.7	11.3	**9.1**

Scenarios	P.M. Peak (min/veh)					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Average
2020 – No-Build	1.4	5.0	14.0	15.5	5.6	**8.3**
2020 – Build – Alternative 1	0.7	1.1	1.2	0.5	0.5	**0.8**
2020 – Build – Alternative 2	0.7	1.2	1.2	0.5	0.5	**0.8**
2020 – Build – Alternative 3	0.7	1.1	1.2	0.5	0.5	**0.8**
2040 – No-Build	7.1	26.3	62.0	114.9	168.5	**75.8**
2040 – Build – Alternative 1	2.1	9.3	22.7	33.3	27.5	**19.0**
2040 – Build – Alternative 2	2.1	9.6	23.3	34.1	27.7	**19.4**
2040 – Build – Alternative 3	2.1	9.7	23.6	35.4	30.2	**20.2**

Findings and Observations:

A.M. Peak Period:

- The Year 2020 average delay values between the No-Build Alternative and the Build Alternatives vary by approximately 2 min/veh. All three Build Alternatives show similar average delay per vehicle during the Year 2020 simulations.
- In the Year 2040, the No-Build Alternative average delay value increases with every hour of the simulation from 2 min/veh at the end of the first hour of the simulation to 57 min/veh during the fifth hour of the simulation. An average delay of 32 min/veh was observed over the entire five-hour simulation period.
- In the Year 2040, the Build Alternatives decrease the average delay at the end of the five-hour simulation period by 71 percent of the No-Build delay to about 9 min/veh.
- With the Build Alternatives, the average delay is decreased in the range of 46 percent to 80 percent from Hour 1 to Hour 5 of the simulation.

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P.M. Peak Period:

- The Year 2020 average delay values between the No-Build Alternative and the Build Alternatives vary by approximately 8 min/veh. All three Build Alternatives show similar average delay per vehicle during the Year 2020 simulations.
- In the Year 2040, the No-Build Alternative average delay value increases with every hour of the simulation from 7 min/veh at the end of the first hour of the simulation to 169 min/veh during the fifth hour of the simulation. An average delay of 76 min/veh was observed over the entire five-hour simulation period.
- In the Year 2040, the Build Alternatives decrease the average delay at the end of the five-hour simulation period by 74 percent of the No-Build delay to about 20 min/veh.
- With the Build Alternatives, the average delay is decreased in the range of 62 percent to 82 percent from Hour 1 to Hour 5 of the simulation.

System-wide Average Speeds:

Table 7-5 shows the system-wide average speeds from the VISSIM models during each hour of the five-hour a.m. and p.m. peak period simulation. Although link level speeds are a preferred practice of comparison between Alternatives, a system level comparison is helpful in the evaluation of the overall operations of a system.

Table 7-5: System-wide Average Speeds

Scenarios	A.M. Peak (mph)					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Average
2020 – No-Build	50.7	38.2	28.2	33.9	47.1	**39.6**
2020 – Build – Alternative 1	52.3	46.9	46.0	51.6	53.0	**50.0**
2020 – Build – Alternative 2	52.2	46.8	45.8	51.6	53.0	**49.9**
2020 – Build – Alternative 3	52.3	47.0	46.0	51.7	53.0	**50.0**
2040 - No-Build	41.0	20.5	17.3	18.2	18.8	**23.2**
2040 – Build – Alternative 1	49.5	39.3	37.4	40.8	43.3	**42.1**
2040 – Build – Alternative 2	49.5	39.3	37.4	40.9	43.6	**42.1**
2040 – Build – Alternative 3	49.5	39.3	37.4	40.9	43.4	**42.1**

Scenarios	P.M. Peak (mph)					
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Average
2020 – No-Build	44.6	28.4	21.3	30.1	46.9	**34.3**
2020 – Build – Alternative 1	51.2	47.6	47.8	53.3	54.0	**50.8**
2020 – Build – Alternative 2	51.2	47.5	48.0	53.3	54.0	**50.8**
2020 – Build – Alternative 3	51.3	47.6	47.8	53.2	53.9	**50.8**
2040 – No-Build	21.9	10.7	9.7	8.7	6.5	**11.5**
2040 – Build – Alternative 1	44.3	28.8	26.4	31.8	34.0	**33.1**
2040 – Build – Alternative 2	43.8	28.9	27.0	33.0	36.1	**33.8**
2040 – Build – Alternative 3	44.2	28.5	26.5	31.6	33.8	**32.9**

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Findings and Observations:

A.M. Peak Period:

- The Year 2020 average speed values between the No-Build Alternative and the Build Alternatives vary by approximately 10 mph. All three Build Alternatives show similar average speeds of 50 mph during the Year 2020 simulations while the No-Build reported an average speed of approximately 40 mph.
- In the Year 2020, the speed decreases from 51 mph to 38 mph from Hour 1 to Hour 2 of the simulation for the No-Build Alternative. Also, there is a 10 mph speed differential between Hour 2 and Hour 3 for this Alternative. However, with the Build Alternatives, there is minimal to no speed differential during Hours 1 through 5 of the simulation.
- In the Year 2040, the No-Build Alternative average speed decreases from 41 mph to 20 mph between Hour 1 and Hour 2. System-wide average speeds between 17 and 20 mph are observed from Hours 2 through 5.
- In the Year 2040, the Build Alternatives show an average speed at the end of the five-hour simulation period that is 82 percent more than the No-Build speed, 42 mph compared to 23 mph.

P.M. Peak Period:

- The Year 2020 average speed values between the No-Build Alternative and the Build Alternatives vary by approximately 17 mph. All three Build Alternatives show similar average speeds of 51 mph during the Year 2020 simulations while the No-Build reported an average speed of 34 mph.
- In the Year 2020, the speed decreases from 45 mph to 28 mph from Hour 1 to Hour 2 of the simulation for the No-Build Alternative. Also, there is a 16 mph speed differential between Hour 2 and Hour 3 for the No-Build model. However, with the Build Alternatives, there is minimal to no speed differential during Hours 1 through 5 of the simulation.
- In the Year 2040, the No-Build Alternative average speed decreases from 22 mph to 11 mph between Hour 1 and Hour 2. System-wide average speeds between 6 and 10 mph are observed from Hours 2 through 5.
- In the Year 2040, the Build Alternatives show an average speed at the end of the five-hour simulation period that is 200 percent more than the No-Build speed, 33 mph compared to 11 mph.

Travel Time Summary:

The Year 2020 and 2040 travel times for major origin-destination pairs during the a.m. and p.m. peak periods are discussed in detail in this section. The travel times are compared between the No-Build GULs and the Build Alternatives including general use and express lanes for the origin-destination points. The travel times for the Build Alternatives were observed to be similar, and a brief summary of the maximum and minimum ranges and average values observed are presented in this section. Detailed travel time summary graphs and tables comparing the travel time between each Build and No-Build Alternatives are provided in **Appendix M**.

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Figure 7-3 shows the travel times in Year 2020 between major origin-destinations along northbound I-295 direction in the a.m. and p.m. peak periods. Figure 7-4 shows similar information for southbound I-295.

Findings and Observations:

Year 2020 – Northbound I-295:

- In the a.m. peak hour, the average travel time along the entire I-295 section (A to F) is about 56 percent lower with any of the Build Alternatives compared to the No-Build Alternative. A 23 percent reduction in average travel time is observed in the p.m. peak hour on this section with the Build Alternatives.
- The Build Alternatives result in a 51 percent to 57 percent reduction in travel times on all sections (B to E, B to D, C to E, and C to D) studied in the a.m. peak period and about 23 percent to 31 percent in the p.m. peak period.
- The average travel times on all sections (B to E, B to D, C to E, and C to D) are similar on the GULs and express lanes with the Build Alternatives. This observation is consistent with the fact that the general use and express lanes are operating congestion free in the Year 2020. The travel times observed for the general use and express lanes are much lower than the No-Build Alternative travel times on these sections.

Year 2020 – Southbound I-295:

- In the a.m. peak hour, the average travel time along the entire I-295 section (F to A) is about 16 percent lower with any of the Build Alternatives compared to the No-Build Alternative. A 35 percent reduction in the average travel time is observed in the p.m. peak hour on this section with the Build Alternatives.
- The Build Alternatives result in an 11 percent to 19 percent reduction in travel times on all sections (E to B, D to B, E to C, and D to C) studied in the a.m. peak period and about 34 percent to 43 percent in the p.m. peak period.
- The average travel times on all sections (E to B, D to B, E to C, and D to C) are similar on the GULs and express lanes with the Build Alternatives. This observation is consistent with the fact that the general use and express lanes are operating congestion free in the Year 2020. The travel times observed for the general use and express lanes are much lower than the No-Build Alternative travel times on these sections.

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Section A to F						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	9.2 - 27.3	18.5		8.1 - 16.2	10.9	
Build (1,2, & 3)	8.1 - 8.3	8.2	56%	8.1 - 9.1	8.4	23%

Section B to E						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	7.1 - 16.4	12.4		5.9 - 14.0	8.8	
Build (1,2, & 3) - GP	6.0 - 6.1	6.1	51%	5.9 - 6.8	6.2	29%
Build (1,2, & 3) - EL	6.0 - 6.1	6.1	51%	5.9 - 6.5	6.2	29%

Section B to D						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	6.3 - 15.6	11.6		5.0 - 10.4	6.6	
Build (1,2, & 3) - GP	5.1 - 5.3	5.2	55%	5.0 - 5.1	5.1	23%
Build (1,2, & 3) - EL	5.1 - 5.3	5.2	55%	5.0 - 5.1	5.1	23%

Section C to E						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	6.8 - 16.5	12.6		5.8 - 14.0	8.7	
Build (1,2, & 3) - GP	5.9 - 6.0	5.9	53%	5.8 - 6.7	6.0	31%
Build (1,2, & 3) - EL	5.9 - 6.0	5.9	53%	5.8 - 6.3	6.0	31%

Section C to D						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	6.0 - 15.8	11.8		5.0 - 10.4	6.6	
Build (1,2, & 3) - GP	5.0 - 5.2	5.1	57%	5.0 - 5.1	5.1	23%
Build (1,2, & 3) - EL	5.0 - 5.2	5.1	57%	5.0 - 5.1	5.1	23%

Note: The average values reported are average of the five hour simulation travel times and not for the travel time ranges reported.

295 East Express
Phase I
(SR 9B to SR 202)

Travel Time Summary – Year 2020 – Northbound Direction

Figure 7-3

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Section F to A	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	8.1 - 12.9	9.8		8.5 - 16.4	12.6	
Build (1,2, & 3)	8.0 - 8.6	8.3	16%	8.0 - 8.6	8.2	35%

Section E to B	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	5.5 - 8.7	6.7		5.9 - 12.4	9.7	
Build (1,2, & 3) - GP	5.4 - 5.5	5.4	19%	5.4 - 5.6	5.5	43%
Build (1,2, & 3) - EL	5.4 - 5.5	5.4	19%	5.4 - 5.6	5.5	43%

Section D to B	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	4.4 - 5.7	5.0		4.8 - 7.6	6.6	
Build (1,2, & 3) - GP	4.3 - 4.4	4.4	11%	4.3 - 4.4	4.4	34%
Build (1,2, & 3) - EL	4.3 - 4.4	4.4	11%	4.3 - 4.4	4.4	34%

Section E to C	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	5.6 - 8.8	6.7		6.0 - 12.5	9.7	
Build (1,2, & 3) - GP	5.5 - 5.6	5.5	18%	5.5 - 5.6	5.5	43%
Build (1,2, & 3) - EL	5.5 - 5.6	5.5	18%	5.5 - 5.6	5.5	43%

Section D to C	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	4.5 - 5.7	5.0		4.8 - 7.6	6.7	
Build (1,2, & 3) - GP	4.4 - 4.5	4.4	12%	4.4 - 4.5	4.4	34%
Build (1,2, & 3) - EL	4.4 - 4.5	4.4	12%	4.4 - 4.5	4.4	34%

Note: The average values reported are average of the five hour simulation travel times and not for the travel time ranges reported.

295 East Express
Phase I
(SR 9B to SR 202)

Travel Time Summary – Year 2020 – Southbound Direction

Figure 7-4

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Figure 7-5 shows the travel times in the Year 2040 between major origin-destinations along northbound I-295 in the a.m. and p.m. peak periods. Figure 7-6 shows similar information for southbound I-295.

Findings and Observations:

Year 2040 – Northbound I-295:

- In the a.m. peak hour, the savings in average travel time along the entire I-295 section (A to F) increases from 56 percent in Year 2020 to about 68 percent in Year 2040 between the No-Build and Build Alternatives. The 23 percent reduction in travel time between the No-Build and Build Alternatives in the Year 2020 along this section increases to about 75 percent in the p.m. peak period.
- The Build Alternatives result in a 58 percent to 76 percent reduction in travel times on all sections (B to E, B to D, C to E, and C to D) studied in the a.m. peak period and about 72 percent to 82 percent in the p.m. peak period. Higher reductions in travel times are observed on all sections of I-295 compared to Year 2020 travel times.
- The average travel times on all sections (B to E, B to D, C to E, and C to D) show similar patterns on GULs and express lanes with the Build Alternatives. The express lanes are producing slightly lower or similar travel times compared to the general use lane travel time values. The travel times observed for the general use and express lanes are much lower than the No-Build Alternative travel times on these sections.

Year 2040 – Southbound I-295:

- In the a.m. peak hour, the savings in average travel time along the entire I-295 section (F to A) increases from 16 percent in Year 2020 to about 46 percent in Year 2040 between the No-Build and Build Alternatives. The 35 percent reduction in travel time between the No-Build and Build Alternatives in the Year 2020 along this section increases to about 66 percent in the p.m. peak period.
- The Build Alternatives result in a 12 percent to 49 percent reduction in travel times on all sections (E to B, D to B, E to C, and D to C) studied in the a.m. peak period and about 62 percent to 81 percent in the p.m. peak period. Higher reductions in travel times are observed on all sections of I-295 compared to Year 2020 travel times.
- The average travel times on all sections (E to B, D to B, E to C, and D to C) show similar patterns on GULs and express lanes with the Build Alternatives. The express lanes are producing slightly lower or similar travel times compared to the general use lane travel time values. The travel times observed for the general use and express lanes are much lower than the No-Build Alternative travel times on these sections.

I-295 express lanes will be continuously monitored, and traffic entering the express lanes will be controlled through variable toll rates that optimize operations. The goal of the express lanes would be to ensure that the average speed on express lanes is operating at 45 mph or higher 90 percent of the time. This performance measure was also implemented on the I-95 Express Lanes in South Florida: the 95 Express Annual Report (April 2013) shows that both northbound and southbound I-95 express lanes have operated with express lanes averaging speeds exceeding 45 mph 90 percent of the time. The success of the I-95 Express Lanes shows that the express lanes concept can improve travel time reliability in urban areas.

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Section A to F						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	11.3 - 32.7	26.4		11.9 - 46.1	32.7	
Build (1,2, & 3)	8.1 - 8.9	8.4	68%	8.1 - 8.6	8.3	75%

Section B to E						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	9.2 - 16.8	15.1		10.1 - 28.7	21.8	
Build (1,2, & 3) - GP	6.1 - 6.9	6.3	58%	6.0 - 6.6	6.2	72%
Build (1,2, & 3) - EL	6.1 - 6.4	6.2	59%	6.0 - 6.3	6.2	72%

Section B to D						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	8.4 - 16.1	14.3		11.2 - 42.6	29.4	
Build (1,2, & 3) - GP	5.2 - 6.1	5.5	62%	5.1 - 5.7	5.3	82%
Build (1,2, & 3) - EL	5.2 - 5.5	5.3	63%	5.1 - 5.3	5.2	82%

Section C to E						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	9.2 - 26.6	22.5		10.5 - 41.3	28.7	
Build (1,2, & 3) - GP	6.0 - 6.9	6.3	72%	6.0 - 6.5	6.1	79%
Build (1,2, & 3) - EL	6.0 - 6.3	6.1	73%	6.0 - 6.2	6.1	79%

Section C to D						
	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	8.5 - 25.7	21.7		11.2 - 42.6	29.4	
Build (1,2, & 3) - GP	5.1 - 6.1	5.5	75%	5.1 - 5.7	5.3	82%
Build (1,2, & 3) - EL	5.1 - 5.4	5.2	76%	5.1 - 5.3	5.2	82%

Note: The average values reported are average of the five hour simulation travel times and not for the travel time ranges reported.

295 East Express
Phase I
(SR 9B to SR 202)

Travel Time Summary – Year 2040 – Northbound Direction

Figure 7-5

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Section F to A

	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	9.9 - 19.5	16.9		17.7 - 79.3	41.1	
Build (1,2, & 3)	8.1 - 9.4	9.0	46%	8.4 - 19.6	14.0	66%

Section E to B

	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	7.4 - 12.0	11.0		12.6 - 64.9	29.1	
Build (1,2, & 3) - GP	5.5 - 5.6	5.6	49%	5.5 - 8.9	6.3	78%
Build (1,2, & 3) - EL	5.5 - 5.6	5.6	49%	5.5 - 5.7	5.6	81%

Section D to B

	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	5.3 - 5.8	5.7		7.7 - 56.1	22.6	
Build (1,2, & 3) - GP	4.4 - 4.5	4.4	23%	4.4 - 7.7	5.1	77%
Build (1,2, & 3) - EL	4.4 - 4.5	4.4	23%	4.4 - 4.5	4.4	81%

Section E to C

	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	7.5 - 12.1	11.0		12.7 - 48.6	23.1	
Build (1,2, & 3) - GP	5.6 - 5.7	5.6	49%	5.6 - 9.0	6.4	72%
Build (1,2, & 3) - EL	5.6 - 5.7	5.6	49%	5.6 - 5.8	5.7	75%

Section D to C

	AM Peak			PM Peak		
	Range (min)	Average (min)	% Diff.	Range (min)	Average (min)	% Diff.
No-Build	4.6 - 5.8	5.1		6.0 - 32.1	13.6	
Build (1,2, & 3) - GP	4.5 - 4.6	4.5	12%	4.5 - 7.8	5.2	62%
Build (1,2, & 3) - EL	4.5 - 4.6	4.5	12%	4.5 - 4.6	4.5	67%

Note: The average values reported are average of the five hour simulation travel times and not for the travel time ranges reported.

295 East Express
Phase I
(SR 9B to SR 202)

Travel Time Summary – Year 2040 – Southbound Direction

Figure 7-6

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7.5.2 Link Level Operational Performance

A link level performance comparison of the No-Build and the Build Alternatives was performed. To compare operational performance of alternatives at a link level, the following MOEs were used:

- Link Level Speed Evaluation
- Link Level Density Evaluation
- Link Level Throughput Evaluation

The following sections provide a summary of the individual link level operational performance of the No-Build and Build Alternatives.

Link Level Speed Evaluation:

Link level speeds were evaluated for all freeway links within the VISSIM models for the No-Build and the three Build Alternatives (Alternatives 1, 2, and 3). Tables comparing the individual link level speeds between the No-Build and the three Build Alternatives in 15-minute intervals during the five-hour a.m. and p.m. peak periods simulation are provided in **Appendix N**.

Findings and Observations:

Year 2020 - A.M. Peak Hours:

- No-Build Conditions: The bottleneck locations identified in the existing conditions analysis (Congested Segments 1, 2, and 3) continue to cause deteriorated operations along I-295.
- No-Build Conditions: Along northbound I-295, the location where I-295 and SR 9B merge creates a bottleneck (Congested Segment 1) that spills back to US 1 (between link nos. 1002 and 1009), and the speeds decrease from 65 mph to about 5 mph between Hour 2 and Hour 4 of the simulation. The speeds tend to recover at the end of the simulation to normal operating speeds.
- No-Build Conditions: In the southbound I-295 direction, speed drops are observed at the beginning of the study area (link nos. 3001 and 3002). This is attributed to the fact that during the a.m. peak hour, the volume on this section is around 5,740 vehicles on a two-lane facility, which is above capacity. A speed drop is also observed between the westbound SR 202 on-ramp to I-295 and the Gate Parkway on-ramp (link nos. 3005 to 3009). This location is observed to be a bottleneck in the existing conditions p.m. peak hour (Congested Segment 3) and experiences congestion in the a.m. peak hour by the Year 2020 because of multiple lane drops.
- No-Build Conditions: In the westbound SR 202 direction, speed drops are observed between the Gate Parkway off-ramp and the I-295 off-ramp (link nos. 18005 to 18008). In the a.m. peak hour, the westbound SR 202 off-ramp to Gate Parkway serves around 1,860 vehicles, which back up onto the expressway thereby causing speed drops along the mainline.
- Build Alternatives – GULs: Similar speed patterns are observed among all three Build Alternatives. No major speed drop locations are observed with any of the Build Alternatives. Only one location (link no. 3001 to 3002) near the beginning of the I-295

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southbound direction, where the geometric conditions are similar to No-Build conditions and the volume (5,780) is exceeding capacity, experiences speed drops during Hours 2 and 3 of the simulation and returns back to normal operating speeds during Hour 4 of the simulation. All other speed drops locations identified in the No-Build scenario are relieved with the Build Alternatives.

- Build Alternatives – Express Lanes: Similar speed patterns are observed among all three Build Alternatives along the express lanes. Average speeds range from 54 to 66 mph in express lanes.

Year 2020 - P.M. Peak Hours:

- No-Build Conditions: The bottleneck locations identified in the existing conditions analysis (Congested Segments 1, 2, and 3) continue to result in deteriorated operations along I-295.
- No-Build Conditions: Along northbound I-295, the location where I-295 and the eastbound SR 202 on-ramp merge creates a bottleneck (Congested Segment 2) that spills back to the Gate Parkway on-ramp (between link nos. 1015 and 1018), and the speeds decrease from 65 mph to about 9 mph between Hour 1 and Hour 4 of the simulation. The speeds recover at the end of the simulation to normal operating speeds. Also, lower operating speeds in the range of 18 to 30 mph are observed between SR 9B and the Gate Parkway off-ramp (link nos. 1009 to 1013) during Hour 2 and Hour 3 of the simulation.
- No-Build Conditions: In the southbound I-295 direction, speed drops are observed between the SR 202 off-ramp and the SR 152 on-ramp (link nos. 3004 to 3011). This location is observed to be a bottleneck in the existing conditions p.m. peak hour (Congested Segment 3) and experiences an increased duration of congestion by the Year 2020. The speed decreases to about 6 mph by the Year 2020 during the first four hours of the simulation and recovers to normal operating speeds in Hour 5.
- No-Build Conditions: Eastbound SR 202 is the peak direction in the p.m. peak hour, and speed drops were observed between the beginning of the study area and the Kernan Boulevard off-ramp (link nos. 16001 to 16008). The speed decreases to around 13 mph between Hour 2 and Hour 4 and recovers to normal operating speed in Hour 5 of the simulation.
- No-Build Conditions: In the westbound SR 202 direction, speed drops were observed between the beginning of the study area and the Kernan Boulevard on-ramp (link nos. 18001 to 18004). This is a result of vehicles backing up from the Kernan Boulevard off-ramp into mainline SR 202 because of a heavy westbound SR 202 to northbound Kernan Boulevard right-turn movement that is controlled by a stop sign. The speed decreases to about 3 mph as vehicle back up into the entry node.
- Build Alternatives – GULs: Similar speed patterns are observed among all three Build Alternatives. Major bottlenecks causing extensive speed drop zones in the No-Build conditions are relieved with the Build Alternatives. Some speed drop locations are observed (three locations, northbound I-295 between SR 202 off-ramp and Town Center Parkway off-ramp, Southbound I-295 between begin project and SR 202 off-ramp, and eastbound SR 202 between begin and end project) with any of the Build Alternatives.
- Build Alternatives – Express Lanes: Similar speed patterns are observed among all three Build Alternatives along the express lanes. Average speeds range from 54 to 66 mph in express lanes.

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Year 2040 - A.M. Peak Hours:

- No-Build Conditions: The bottleneck and speed drop locations identified in the Year 2020 conditions analysis continue to experience deteriorated operations along I-295.
- No-Build Conditions: Along northbound I-295, the I-295 and SR 9B merge location continues to back up and extends the bottleneck to the entry nodes on I-295 and SR 9B (between link nos. 1001 to 1009 and 17001). The speeds decrease from 65 mph to about 4 mph for the entire simulation period and never recover to normal operating speeds.
- No-Build Conditions: In the southbound I-295 direction, the Year 2020 speed drop location identified near the multiple lane drop section south of the Gate Parkway off-ramp (Congested Segment 3 in existing conditions) backs up all the way into the southbound entry node (link nos. 3001 to 3011). Average speeds of 8 mph are observed for the entire five-hour simulation. The congestion is not relieved at the end of the simulation, and lower operating speeds prevail along I-295 in these segments.
- No-Build Conditions: In the westbound SR 202 direction, speed drops are observed between the beginning of the project and Kernan Boulevard (link nos. 18001 to 18004). The shift of the bottleneck from the Gate Parkway off-ramp to Kernan Boulevard can be attributed to the fact that by the Year 2040, the volume exiting and headed north on Kernan Boulevard is controlled by a stop sign. This traffic backs up into mainline SR 202, causing a bottleneck that extends into the entry nodes. The speeds in this segment of SR 202 decreases to around 8 mph and does not recover at the end of the five-hour simulation.
- Build Alternatives – GULs: Similar speed patterns are observed among all three Build Alternatives. The Build Alternatives reduce the severity and extent of the speed drops within the study area. Four speed drop locations are identified with the three Build Alternatives:
    - Northbound I-295 - The section between I-95 and US 1 – Link 1002. All three alternatives show similar speed drop patterns through this section. This section is a weaving section. The traffic on I-295 has to weave to access the US 1 off-ramp. During Hours 2 and 3 of simulation the speeds along this section drop due to this weaving operation.
    - Southbound I-295 - The section between the beginning of the project to the SR 202 off-ramp – Links 3001 to 3004. All three alternatives show similar speed drop patterns through this section. There is a lane drop along this section of I-295. I-295 becomes a three-lane section from a four-lane section in this stretch. The merging operation of vehicles along this section of I-295 causes speed drops at this location.
    - Northbound SR 9B – Link 17001. All three alternatives show similar speed drop patterns through this section. This speed drop location is near the entrance of northbound SR 9B express lane. The speed drops are occurring during Hours 2 and 3 of simulation as a result of drivers slowing down to decide if they want to continue in the GULs or take the express lanes.
    - Westbound SR 202 – The section between the beginning of the project and Kernan Boulevard – Links 18001 to 18003. All three alternatives show similar speed drop patterns through this section. The speed drops at this location occur as a result of a weaving section between Kernan Boulevard on-ramp and I-295 off-ramp. Traffic on SR 202 has to weave across the

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Kernan Boulevard on-ramp traffic to head to I-295 and vice-versa, creating lower speeds through this section. The weaving on this section affects the upstream SR 202 segments resulting in these speed drops.

- Build Alternatives – Express Lanes: Similar speed patterns are observed among all three Build Alternatives along the express lanes. Average speeds range from 54 to 65 mph in express lanes.

Year 2040 - P.M. Peak Hours:

- No-Build Conditions: The bottleneck and speed drop locations identified in the Year 2020 conditions analysis experience deteriorated operations along I-295.
- No-Build Conditions: Along northbound I-295, speed drops are observed between the SR 202 off-ramp to the beginning of the project. Speeds between 10 and 37 mph are observed between the SR 202 and Gate Parkway off-ramp. Congestion from the weaving section between Gate Parkway and SR 152 extends into the entry links, and speeds in the range of 3 to 23 mph are observed. The speed drops are observed from Hour 1 through Hour 5 of the simulation.
- No-Build Conditions: In the southbound I-295 direction, speed drops are observed between the beginning of the study area to the US 1 off-ramp (link nos. 3001 to 3022). Speeds lower than 3 mph are observed. More than 73 percent of the links along the southbound direction experience speed drops. The speed drops are observed from Hour 1 through Hour 5 of the simulation.
- No-Build Conditions: The extent of congestion and speed drop zones along eastbound SR 202 increases from the Year 2020. The extent of speed drops observed between Hours 2 and 3 in the Year 2020 expand into the entire five-hour simulation period. Operating speed below 5 mph was observed along this segment of SR 202.
- No-Build Conditions: In the westbound SR 202 direction, speed drops are observed between the beginning of the study area and the Kernan Boulevard on-ramp (link nos. 18004 to 18004). This is a result of vehicles backing up off the Kernan Boulevard off-ramp into mainline SR 202 because of a heavy westbound SR 202 to northbound Kernan Boulevard right-turn movement that is controlled by a stop sign. The speed decreases to about 3 mph as vehicles back up into the entry node.
- Build Alternatives – GULs: Similar speed patterns are observed among all three Build Alternatives. The Build Alternatives reduce the severity and extent of the speed drops within the study area. Four speed drop locations are identified with the three Build Alternatives:
    - Southbound I-295 – The section between the beginning of the project to the SR 202 off-ramp – Links 3001 to 3004. All three alternatives show similar speed drop patterns through this section. There is a lane drop along this section of I-295. I-295 becomes a three-lane section from a four-lane section in this stretch. The merging operation of vehicles along this section of I-295 causes the speed drops at this location.
    - Southbound I-295 – The section between the SR 9B off-ramp and the SR 152 off-ramp – Links 3014 to 3018. Alternatives 1 and 3 result in less speed drops through this section than Alternative 2. The speed drop patterns for Alternatives 1 and 3 are similar. There is a lane drop location and a weaving section along this section of I-295 where speed drops are identified. South of the I-295 off-ramp to SR 152, I-295 becomes a two-lane section from a three-lane section. The merging operation of vehicles

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near this lane drop location causes speed drops in the location. The weaving operation between Gate Parkway on-ramp and SR 152 off-ramp in the southbound direction also causes additional speed drops through this section of I-295.

  - Eastbound SR 202 – The section between the beginning of the project and the Kernan Boulevard off-ramp – Links 16001 to 16008. All three alternatives show similar speed drop patterns through this section. Eastbound SR 202 is the peak direction of travel in the p.m. peak period. This section of SR 202 in the eastbound direction has an off-ramp diverge and two major weaving movements occurring in succession. The speed drops occurring through this section of SR 202 are a result of speed differential between traffic exiting to the off-ramp and the two weave segment operations. These weave segments are between Gate Parkway on-ramp and I-295 off-ramp and I-295 on-ramp and Kernan Boulevard off-ramp.
  - Westbound SR 202 – The section between the beginning of the project and Kernan Boulevard – Links 18001 to 18003. Alternative 2 shows lower speed drops through this section than Alternatives 1 and 3. Alternatives 1 and 3 show similar speed drop patterns. The speeds recover to normal operating speeds at the end of the five-hour simulation. The speed drops at this location occur as a result of a weaving section between Kernan Boulevard on-ramp and I-295 off-ramp. Traffic on SR 202 has to weave across the Kernan Boulevard on-ramp traffic to head to I-295 and vice-versa, creating lower speeds through this section. The weaving on this section affects the upstream SR 202 segments resulting in these speed drops.

- Build Alternatives – Express Lanes: Similar speed patterns are observed among all three Build Alternatives along the express lanes. Average speeds range from 54 to 65 mph in express lanes.

Additional details on the locations operating at lower speeds when compared spatially with the No-Build Alternative are provided in Section 7.6. It should be noted that these lower speeds are a result of serving more volume with the Build Alternatives by relieving the bottlenecks that delay traffic in the No-Build Alternative and not a result of deficient geometric/capacity conditions.

Link Level Density Evaluation:

Link level densities were evaluated for all freeway links within the VISSIM models for the No-Build and the three Build Alternatives (Alternative 1, 2, and 3). Tables comparing the individual link level hourly densities between the No-Build and the three Build Alternatives during the five-hour a.m. and p.m. peak period simulation are provided in **Appendix N**.

Findings and Observations:

Year 2020 - A.M. Peak Hours:

- No-Build Conditions – Northbound I-295: The location where the I-295 and SR 9B merge creates a bottleneck (Congested Segment 1) that spills back to US 1 (between link nos. 1002 and 1009). The densities near the SR 9B merge location vary from 72

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veh/mi/ln during Hour 2 to around 140 veh/mi/ln in Hour 4. Along the northbound direction, about 40 percent of the links operate at densities greater than 45 veh/mi/ln.

- Build Conditions – Northbound I-295: All three alternatives show similar densities along this section of I-295. The SR 9B bottleneck is relieved and traffic flows with lower densities through this section with either of the Alternatives. No links are observed to have densities greater than 45 veh/mi/ln along the northbound direction.
- No-Build Conditions – Southbound I-295: Densities greater than 45 veh/mi/ln are observed at the beginning of the study area (link nos. 3001 and 3002) during Hours 2 through 4. Densities higher than 45 veh/mi/ln are also observed between the westbound SR 202 on-ramp to I-295 and the Gate Parkway on-ramp during Hour 3 of the simulation.
- Build Conditions – Southbound I-295: All three alternatives show similar densities along this section of I-295. Two links (link nos. 3001 and 3002) at the beginning of the study area during Hour 2 and Hour 3 of the simulation are at densities greater than 45 veh/mi/ln. This is attributed to the fact that during the a.m. peak hour, the volume on this section is approximately 5,780 vehicles on a two-lane facility, which is above capacity.
- Along the eastbound and westbound SR 202 GULs, the three Build Alternatives produce similar or better densities when compared to No-Build during the entire five-hour simulation period.
- The express lanes in all three Build Alternatives operate at acceptable densities (densities < 35 veh/mi/ln).

Year 2020 – P.M. Peak Hours:

- No-Build Conditions – Northbound I-295: The location where I-295 and the eastbound SR 202 on-ramp merges creates a bottleneck (Congested Segment 2) that spills back to the Gate Parkway on-ramp (between link nos. 1015 and 1018). The densities along this section of I-295 are greater than 45 veh/mi/ln during Hours 2 and 3 of the simulation. Also, densities greater than 45 veh/mi/ln are observed between the Gate Parkway on-ramp and SR 9B during the same time frames. Along the northbound direction, about 46 percent of the links operate at densities greater than 45 veh/mi/ln.
- Build Conditions – Northbound I-295: All three alternatives show similar densities along this section of I-295. No density links are observed to be greater than 45 veh/mi/ln along the northbound direction.
- No-Build Conditions – Southbound I-295: Densities are observed to be greater than 45 veh/mi/ln between the SR 202 off-ramp and the SR 152 off-ramp (link nos. 3004 to 3011). Densities in the range of 46 veh/mi/ln to 126 veh/mi/ln are observed. Along the southbound direction, about 32 percent of the links operate at densities greater than 45 veh/mi/ln.
- Build Conditions – Southbound I-295: All three alternatives show similar densities along this section of I-295. No density links are observed over 45 veh/mi/ln along the northbound direction.
- No-Build Conditions – Eastbound SR 202: A total of 7 out of 13 links (54 percent) operate at densities more than 45 veh/mi/ln. These locations are between the beginning of the study area and the Kernan Boulevard off-ramp (link nos. 16001 to 16008).
- Build Conditions – Eastbound SR 202: All three alternatives show similar densities along this section of roadway. Only one link (link 16006) is observed over 45 veh/mi/ln with any Build Alternative.
- No-Build Conditions – Westbound SR 202: Densities above 45 veh/mi/ln are observed

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between the beginning of the study area and the Kernan Boulevard on-ramp (link nos. 18001 to 18004). This is a result of vehicles backing up off the Kernan Boulevard off-ramp into mainline SR 202 because of a heavy westbound SR 202 to northbound Kernan Boulevard right-turn movement that is controlled by a stop sign.

- Build Conditions – Westbound SR 202: All three alternatives show similar densities along this section of roadway. No densities greater than 45 veh/mi/ln are observed along the westbound SR 202 direction as the improvements proposed with the Build Alternatives address the operational issues.
- The express lanes in all three Build Alternatives operate at acceptable densities (densities < 35 veh/mi/ln).

Year 2040 – A.M. Peak Hours:

- No-Build Conditions – Northbound I-295: The I-295 and SR 9B merge location continues to back up and extends the bottleneck to the entry nodes on I-295 and SR 9B (between link nos. 1001 to 1009 and 17001). A total of 9 out of 25 links operate at densities greater than 45 veh/mi/ln from the beginning of the simulation to the end.
- Build Conditions – Northbound I-295: The I-295 and SR 9B merge bottleneck is relieved with any of the Build Alternatives and traffic moves efficiently through this choking point. However, higher densities are now observed with the Build Alternatives near the Gate Parkway interchange. The densities do not reach conditions greater than 45 veh/mi/ln with the Build Alternatives. Detailed explanation of the specific reasons as to why certain densities in the Build Alternatives are greater than the No-Build conditions are provided in Section 7.6, Page 7-70.
- No-Build Conditions – Southbound I-295: Densities over 45 veh/mi/ln near the multiple lane drop section south of the Gate Parkway off-ramp (Congested Segment 3 in existing conditions) and back-ups that spill into the southbound entry node are observed (link nos. 3001 to 3011). Densities in the range of 45 to 135 veh/mi/ln are observed for the entire five-hour simulation and the congestion is not relieved at the end of the simulation. One-third of the total links in the southbound direction operate at densities over 45 veh/mi/ln. The analysis shows that the southbound I-295 entry link serves about 24,800 vehicles during the entire five-hour simulation period. This corresponds to about 80 percent of the actual demand of 30,800 vehicles entered into the model during this period.
- Build Conditions – Southbound I-295: All three alternatives show similar densities along this section of I-295. Two links (link nos. 3001 and 3002) near the southbound I-295 entry node show densities more than 45 veh/mi/ln. Densities in the range of 47 to 97 veh/mi/ln are observed for the entire five-hour simulation. However, the densities show recovery after Hour 4 of the simulation. The reason for higher densities through this section of the Build Alternatives is a lane drop along this section of I-295. I-295 becomes a three-lane section from a four-lane section in this stretch. The merging operation of vehicles along this section of I-295 causes a bottleneck that creates higher densities through this section. However, further analysis shows that the southbound I-295 entry link serves approximately 30,800 vehicles (equivalent to 100 percent of the demand entered) during the entire five-hour simulation period. The Build Alternative serves 20 percent more traffic through this section when compared with the No-Build Alternative.
- No-Build Conditions – Westbound SR 202: Densities greater than 45 veh/mi/ln are observed between the beginning of the project and Kernan Boulevard (link nos. 18001 to 18004). This is due to vehicles backing up off the off-ramp near Kernan Boulevard

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onto mainline SR 202.

- Build Conditions – Westbound SR 202: All three alternatives show similar densities along westbound SR 202. The off-ramp to Kernan Boulevard (link no. 18002) has a density greater than 45 veh/mi/ln in Hours 2 and 3 of the simulation and recovers to normal operation at the beginning of Hour 4. The higher densities at this location occur as a result of a weaving section between the Kernan Boulevard on-ramp and I-295 off-ramp. Traffic on SR 202 has to weave across the Kernan Boulevard on-ramp traffic to head to I-295 and vice-versa creating higher densities through this section.
- The express lanes in all three Build Alternatives operate at acceptable densities (densities < 35 veh/mi/ln).

Year 2040 - P.M. Peak Hours:

- No-Build Conditions – Northbound I-295: Densities greater than 45 veh/mi/ln are observed between the SR 202 off-ramp to the beginning of the project. Densities between 45 and 163 veh/mi/ln are observed between the SR 202 and Gate Parkway off-ramp during the five-hour simulation period.
- Build Conditions - Northbound I-295: All three alternatives show similar densities along this section of I-295. No links are observed with densities above 45 veh/mi/ln along the northbound direction, compared to about 56 percent of links that have densities greater than 45 veh/mi/ln with the No-Build Alternative. Detailed explanation of the specific reasons as to why certain densities in the Build Alternatives are greater than the No-Build conditions are provided in Section 7.6, Page 7-70.
- No-Build Conditions – Southbound I-295: About 75 percent (22 of 30 links) of the southbound direction in the p.m. peak hour experiences density over 45 veh/mi/ln conditions with the No-Build Alternative. Densities in the range of 192 veh/mi/ln are observed in this section of I-295. Congestion extends into the entry nodes and the network does not recover from this heavy congestion. The analysis shows that the southbound I-295 entry link serves about 13,300 vehicles during the entire five-hour simulation period. This corresponds to about 52 percent of the actual demand of 25,480 vehicles entered into the model during this period.
- Build Conditions - Southbound I-295: The Build Alternatives reduce the severity and extent of congestion along the southbound direction. The reasons for higher densities at the beginning of southbound I-295 are explained in the a.m. peak hours discussion. Alternatives 1 and 3 have similar densities and perform better than Alternative 2 in the p.m. peak period. Alternatives 1 and 3 have only four links that have densities greater than 45 veh/mi/ln, compared with Alternative 2 with 10 links. The analysis shows that the southbound I-295 entry link serves about 23,000 vehicles (equivalent to about 90 percent of the demand entered) during the entire five-hour simulation period. The Build Alternative serves 38 percent more traffic through this section when compared with the No-Build Alternative. Additional details on the specific reasons as to why certain densities in the Build Alternatives are greater than the No-Build conditions are provided in Section 7.6, Page 7-70.
- No-Build Conditions - Eastbound SR 202: A total of 8 out of 13 links (62 percent) operate at densities more than 45 veh/mi/ln. These locations are between the beginning of the study area and the Kernan Boulevard off-ramp (link nos. 16001 to 16008).
- Build Conditions - Eastbound SR 202: All three alternatives show similar densities along this section of roadway. Each Alternative has six links with densities over 45 veh/mi/ln. However, the severity and extent of these densities above the 45 veh/mi/ln

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threshold are much lower when compared to the No-Build Alternative. Eastbound SR 202 is the peak direction of travel in the p.m. peak period. This section of SR 202 in the eastbound direction has an off-ramp diverge and two major weaving movements occurring in succession. Higher densities occurring through this section of SR 202 are a result of interruption caused by existing traffic and the two weave segment operations. These weave segments are between Gate Parkway on-ramp and I-295 off-ramp and I-295 on-ramp and Kernan Boulevard off-ramp.

- No-Build Conditions - Westbound SR 202: Densities over 45 veh/mi/ln are observed between the beginning of the study area and the Kernan B Boulevard on-ramp (link nos. 18001 to 18004). This is a result of vehicles backing up off the Kernan Boulevard off-ramp into mainline SR 202 because of a heavy westbound SR 202 to northbound Kernan Boulevard right-turn movement that is controlled by a stop sign.
- Build Conditions - Westbound SR 202: Build Alternative 2 performs slightly better than Alternatives 1 and 3 near the bottleneck location identified in the No-Build Alternative near Kernan Boulevard. The densities observed between Alternatives 1 and 3 are identical.
- The express lanes in all three Build Alternatives operate at acceptable densities (densities < 35 veh/mi/ln).

Additional details on the locations operating at higher densities when compared spatially with the No-Build Alternative are provided in Section 7.6. It should be noted that these higher densities are a result of serving more volume with the Build Alternatives by relieving the bottlenecks that were choking traffic in the No-Build Alternative and not a result of deficient geometric/capacity conditions.

Figures 7-7 through 7-10 show the Year 2020 a.m. peak hour (Hour 2) densities, speeds and throughput along with the lane configuration for the No-Build and Build Alternatives 1, 2, and 3 for I-295.

Figures 7-11 through 7-14 show the Year 2020 p.m. peak hour (Hour 2) densities, speeds and throughput along with the lane configuration for the No-Build and Build Alternatives 1, 2, and 3 for I-295.

Figures 7-15 through 7-18 show the Year 2020 a.m. and p.m. peak hour (Hour 2) densities, speeds and throughput along with the lane configuration for the No-Build and Build Alternatives 1, 2, and 3 for SR 202.

Figures 7-19 through 7-22 show the Year 2040 a.m. peak hour (Hour 2) densities, speeds and throughput along with the lane configuration for the No-Build and Build Alternatives 1, 2, and 3 for I-295.

Figures 7-23 through 7-26 show the Year 2040 p.m. peak hour (Hour 2) densities, speeds and throughput along with the lane configuration for the No-Build and Build Alternatives 1, 2, and 3 for I-295.

Figures 7-27 through 7-30 show the Year 2040 a.m. and p.m. peak hour (Hour 2) densities, speeds and throughput along with the lane configuration for the No-Build and Build Alternatives 1, 2, and 3 for SR 202.

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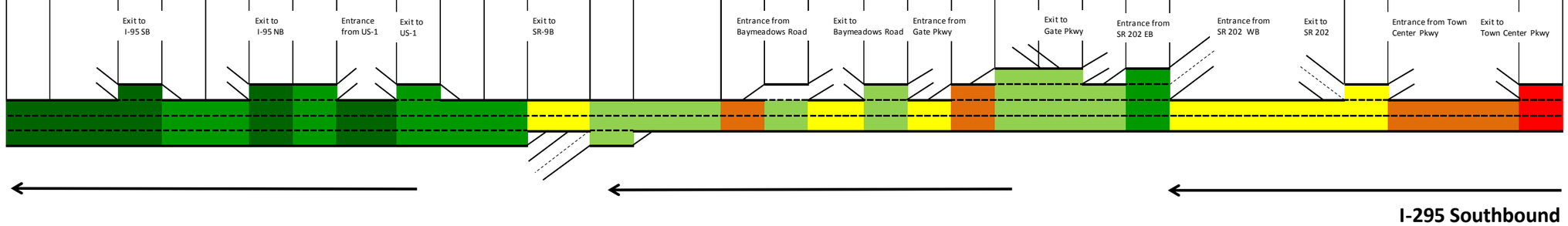
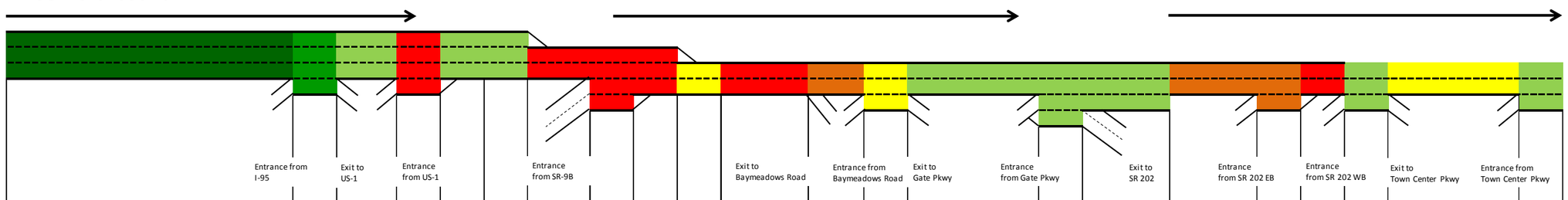
Link Number	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015
Link Length (ft.)	599	1,237	699	787	840	964	2,457	1,518	724	731	1,878	6,643	2,265	4,899
Speed (mph)	66	66	65	64	65	65	63	65	65	64	64	63	63	62
Density (veh/mi/ln)	6	8	8	10	11	9	10	8	10	13	15	32	21	25
Simulated (veh)	1,567	1,535	2,420	2,423	2,420	2,857	2,873	2,122	2,951	2,959	2,961	2,964	3,903	3,897

Link Number	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,280	429	4,313	3,070	1,431	1,538	1,217	1,760	196	808	3,364	1,932	3,630	5,328
Speed (mph)	60	57	63	52	51	34	42	54	60	59	63	58	46	33
Density (veh/mi/ln)	45	21	28	23	33	39	24	21	23	15	28	33	41	46
Simulated (veh)	3,896	3,848	3,531	4,436	4,194	4,238	4,291	5,037	4,645	4,759	2,804	5,050	4,398	5,474



I-295 Northbound



Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014
Link Length (ft.)	5,715	2,067	1,398	1,253	237	972	6,118	4,021	2,833	2,464	1,562	3,785	3,043	4,194
Speed (mph)	66	53	48	43	42	41	37	16	15	57	60	62	60	72
Density (veh/mi/ln)	10	16	18	1524	24	24	49	70	72	31	56	36	30	25
Simulated (veh)	2,337	3,966	3,046	34,493	3,444	3,408	3,262	4,300	4,063	4,048	4,045	3,702	4,600	3,709

Link Number	1015	1016	1017	1018	1019	1020	1021	1022
Link Length (ft.)	1,898	915	2,561	614	579	1,452	3,656	5,643
Speed (mph)	65	64	62	52	58	64	64	65
Density (veh/mi/ln)	22	20	43	42	58	23	28	18
Simulated (veh)	4,697	2,429	2,428	3,219	3,216	3,934	2,964	3,505

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

I-295 – No-Build – Year 2020 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-7

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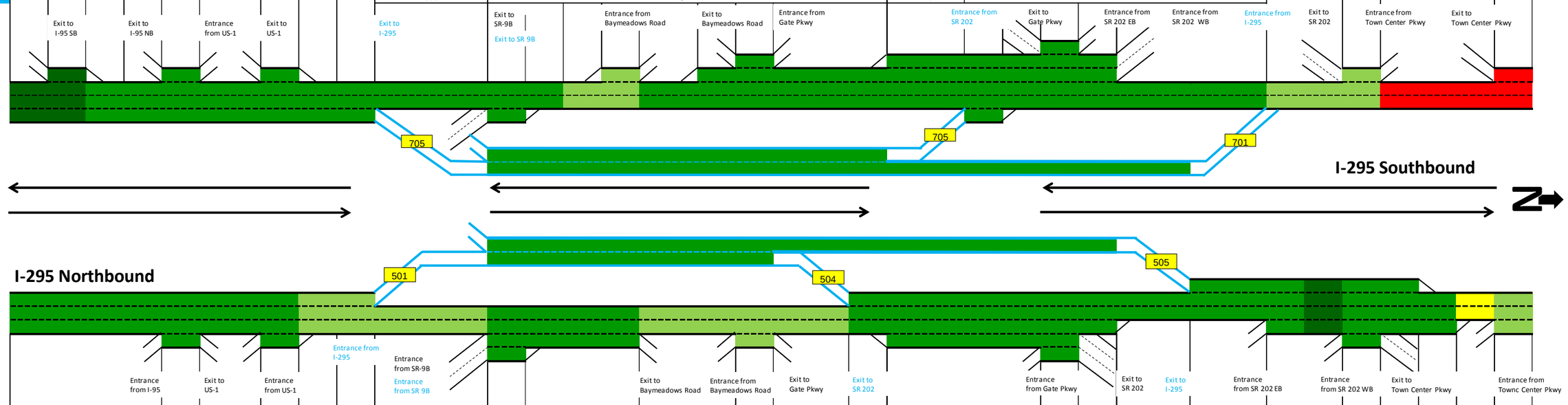
Link Number	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,837	699	787	840	3,422	967	1,518	724	731	3,921	4,710	2,786	4,153	1,161	579	2,488	1,595	3,317	2,325	619	970	140	1,938	2,156	1,148	1,932	3,630	5,328
Speed (mph)	66	65	65	65	64	65	65	65	64	65	65	65	63	64	63	65	65	65	65	65	65	64	64	65	63	62	46	32
Density (veh/mi/ln)	9	10	13	13	12	11	13	12	16	16	15	13	20	20	13	17	11	12	15	11	11	14	16	15	23	28	49	67
Simulated (veh)	1,643	2,537	2,540	2,530	3,010	2,240	4,258	3,104	3,115	3,123	1,913	2,544	2,542	2,546	2,525	2,175	2,173	3,130	2,894	2,883	3,600	3,534	3,968	1,990	2,886	5,091	4,413	5,478

Link Number	704	703	702	701
Link Length (ft.)	4,593	18,378	642	6,900
Speed (mph)	65	65	64	63
Density (veh/mi/ln)	6	13	12	15
Simulated (veh)	395	1,613	718	901



Link Number	501	503	504	505
Link Length (ft.)	6,882	15,895	952	8,235
Speed (mph)	62	65	64	62
Density (veh/mi/ln)	21	13	13	15
Simulated (veh)	1,266	1,733	807	918

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,253	251	2,080	4,934	4,807	6,118	3,773	3,054	1,036	140	2,993	1,911	1,204	975	1,300	1,191	1,447	545	789	2,301	5,643
Speed (mph)	66	64	64	63	64	63	64	65	64	63	62	62	63	64	65	65	65	64	63	64	62	63	63	64
Density (veh/mi/ln)	13	16	17	15	20	20	20	14	18	24	21	24	20	15	15	11	16	16	15	14	14	18	27	21
Simulated (veh)	2,399	4,059	3,243	3,812	3,773	3,812	2,536	3,483	3,473	3,035	3,944	2,924	3,728	3,731	4,695	2,096	2,087	3,007	3,777	4,473	3,360	3,399	3,398	3,961

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

FDOT

295 East Express
Phase I
(SR 9B to SR 202)

I-295 – Build – Alternative 1 – Year 2020 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-8

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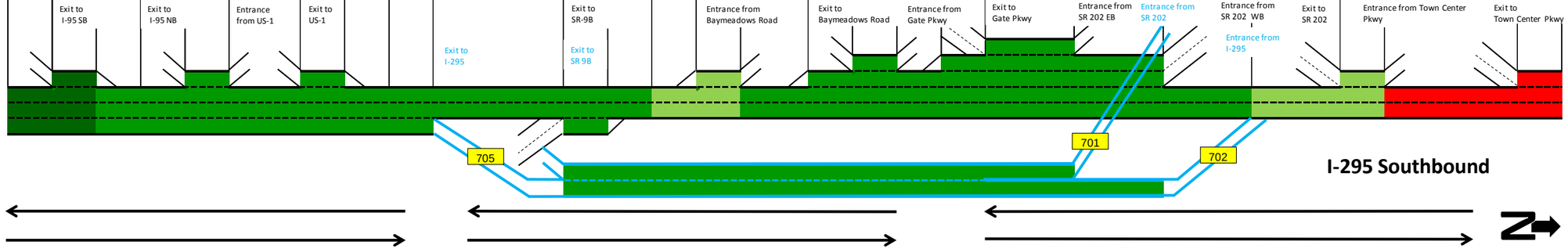
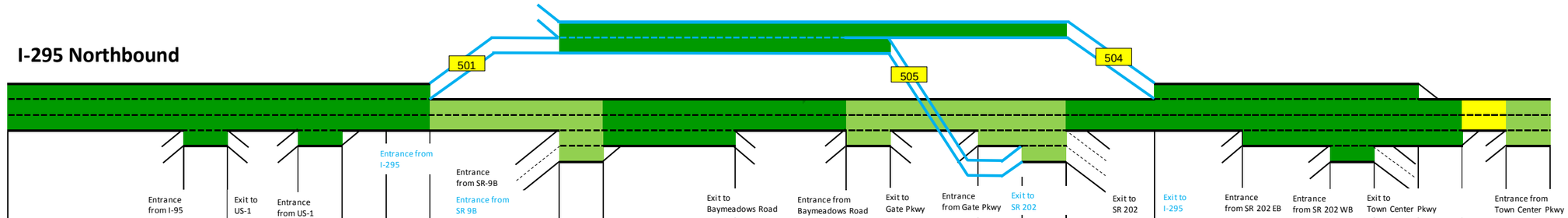
Link Number	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,843	699	787	840	3,422	961	1,518	724	731	3,921	4,710	2,786	4,153	1,161	579	2,488	1,595	3,317	2,488	1,574	1,939	2,214	1,113	1,932	3,630	5,328
Speed (mph)	66	65	65	64	64	65	65	65	65	65	65	65	62	64	63	65	65	65	65	65	66	65	63	62	46	32
Density (veh/mi/ln)	9	10	13	13	12	13	12	12	16	16	15	14	21	21	14	18	12	13	16	12	11	15	23	28	49	66
Simulated (veh)	1,660	2,542	2,546	2,536	3,021	3,363	2,251	3,108	3,117	3,124	1,974	2,627	2,623	2,628	2,607	2,259	2,256	3,214	2,968	2,966	3,622	1,991	2,877	5,088	4,407	5,476

Link Number	705	703	701	702
Link Length (ft.)	4,991	19,781	7,107	5,570
Speed (mph)	62	65	54	64
Density (veh/mi/ln)	19	12	12	15
Simulated (veh)	1,154	1,536	641	901





Link Number	501	503	505	504
Link Length (ft.)	6,883	13,732	6,771	10,356
Speed (mph)	62	65	63	62
Density (veh/mi/ln)	21	13	13	15
Simulated (veh)	1,266	1,734	808	918

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022
Link Length (ft.)	5,715	2,067	1,256	251	2,094	4,934	4,807	6,118	3,773	3,052	3,471	1,197	1,438	2,139	1,459	1,101	1,452	1,398	561	771	2,305	5,643
Speed (mph)	66	64	64	63	62	64	63	64	65	64	63	62	62	63	64	64	63	63	63	62	63	64
Density (veh/mi/ln)	13	16	17	15	19	19	20	20	14	18	24	22	24	21	19	16	16	15	14	14	27	21
Simulated (veh)	2,399	4,059	3,244	3,812	3,401	3,681	3,807	2,537	3,483	3,473	3,035	3,948	2,928	3,900	4,705	2,093	3,000	3,772	4,475	3,393	3,399	3,959

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

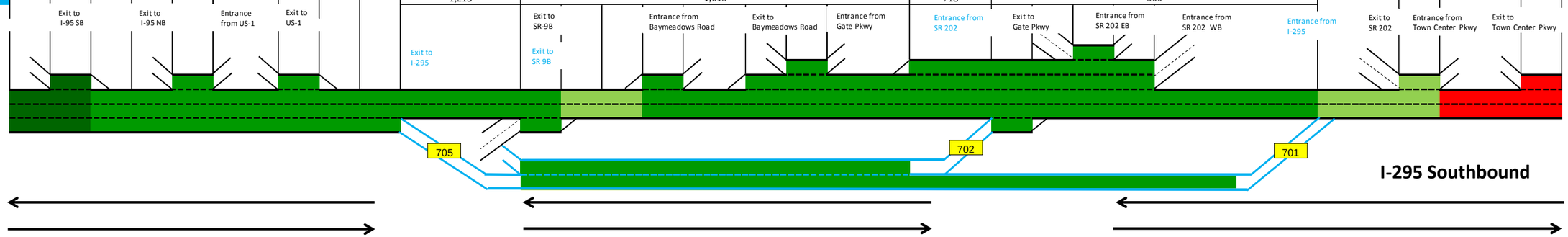
295 East Express
Phase I
(SR 9B to SR 202)

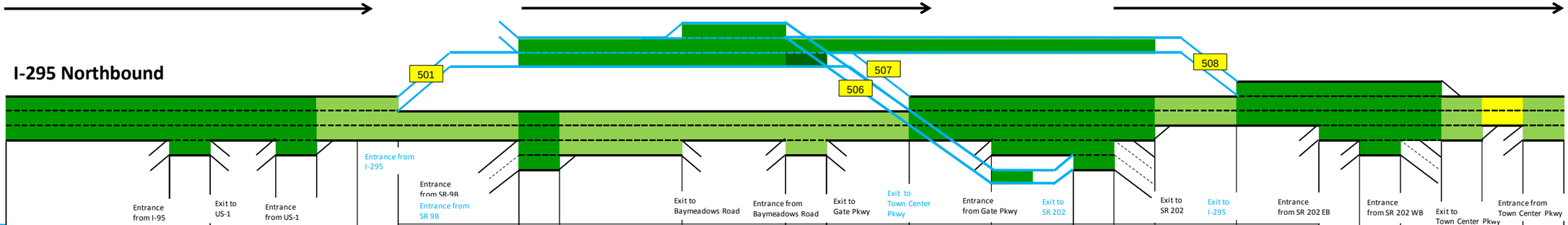
I-295 – Build – Alternative 2 – Year 2020 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-9

Link Number	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,841	699	787	840	3,422	1,518	724	731	3,921	4,710	2,785	4,155	1,161	579	2,488	1,595	3,317	2,327	620	971	140	1,938	967	2,156	1,148	1,932	3,630	5,328
Speed (mph)	66	65	65	65	64	65	65	64	65	65	65	63	64	64	65	65	65	65	65	65	65	65	64	65	63	62	46	32
Density (veh/mi/ln)	9	10	13	13	12	11	12	16	16	15	13	21	20	13	17	11	12	15	11	11	14	13	16	15	23	28	49	66
Simulated (veh)	1,645	2,538	2,542	2,531	3,011	2,243	3,107	3,118	3,126	1,916	2,548	2,545	2,550	2,530	2,180	2,177	3,134	2,898	2,886	3,602	3,537	4,262	3,974	1,991	2,886	5,091	4,415	5,483

Link Number	705	703	702	701
Link Length (ft.)	4991	4991	657	6900
Speed (mph)	62	65	64	64
Density (veh/mi/ln)	20	13	12	14
Simulated (veh)	1,215	1,613	718	900





Link Number	501	503	507	506	508
Link Length (ft.)	6883	11167	952	7744	8235
Speed (mph)	62	65	66	62	63
Density (veh/mi/ln)	21	14	3	13	11
Simulated (veh)	1,271	1,743	222	808	705

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,253	251	2,091	4,934	4,807	6,118	3,773	3,054	1,036	2,405	1,199	1,458	1,203	976	1,300	1,197	1,447	598	764	2,273	5,643
Speed (mph)	66	64	64	63	64	63	64	65	64	63	62	62	63	63	65	64	64	63	63	64	62	62	63	64
Density (veh/mi/ln)	13	16	17	15	20	20	20	14	18	24	21	24	17	16	15	12	18	16	15	14	14	19	27	21
Simulated (veh)	2,399	4,059	3,243	3,812	3,774	3,812	2,531	3,475	3,465	3,027	3,938	2,916	3,143	4,106	4,905	2,308	2,296	3,006	3,775	4,474	3,361	3,399	3,398	3,961

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

I-295 – Build – Alternative 3 – Year 2020 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

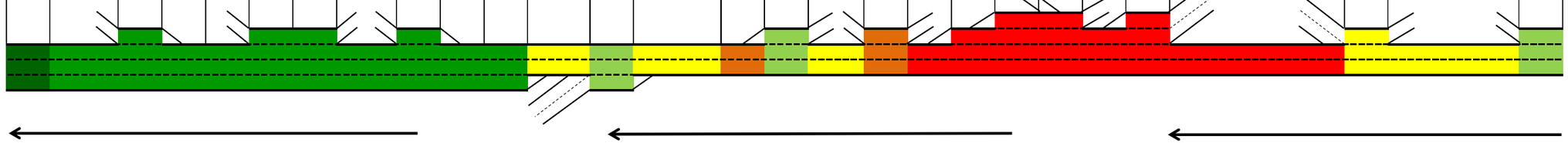
Figure 7-10

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015
Link Length (ft.)	599	1,237	699	787	840	964	2,457	1,518	724	731	1,878	6,643	2,265	4,899
Speed (mph)	66	66	64	64	64	64	63	65	65	65	64	62	55	62
Density (veh/mi/ln)	9	11	10	13	17	11	11	11	10	13	14	34	25	27
Simulated (veh)	2,074	2,032	3,227	3,231	3,225	3,402	3,420	2,615	3,073	3,081	3,079	3,080	4,197	4,192

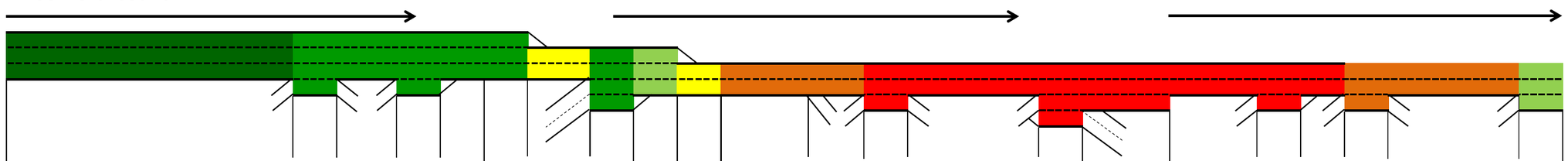
Link Number	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,280	429	4,313	3,070	1,431	1,538	1,217	1,760	196	808	3,364	1,932	3,630	5,328
Speed (mph)	59	50	63	33	18	9	6	10	14	12	27	50	58	64
Density (veh/mi/ln)	42	26	31	35	74	101	113	98	84	89	55	29	29	20
Simulated (veh)	4,186	4,132	3,770	4,500	3,432	3,422	3,445	4,234	3,601	3,711	2,749	4,347	3,318	3,873

Exit to I-95 SB; Exit to I-95 NB; Entrance from US-1; Exit to US-1; Exit to SR-9B; Entrance from Baymeadows Road; Exit to Baymeadows Road; Entrance from Gate Pkwy; Exit to Gate Pkwy; Entrance from SR 202 EB; Entrance from SR 202 WB; Exit to SR 202; Entrance from Town Center Pkwy; Exit to Town Center Pkwy



I-295 Southbound

I-295 Northbound



Entrance from I-95; Exit to US-1; Entrance from US-1; Entrance from SR-9B; Exit to Baymeadows Road; Entrance from Baymeadows Road; Exit to Gate Pkwy; Entrance from Gate Pkwy; Exit to SR 202; Entrance from SR 202 EB; Entrance from SR 202 WB; Exit to Town Center Pkwy; Entrance from Town Center Pkwy

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014
Link Length (ft.)	5,715	2,067	1,398	1,253	237	972	6,118	4,021	2,833	2,464	1,562	3,785	3,043	4,194
Speed (mph)	66	58	64	63	62	63	63	51	45	56	52	45	31	59
Density (veh/mi/ln)	8	13	12	12	16	16	26	18	24	31	36	41	53	55
Simulated (veh)	1,669	3,162	2,384	3,322	3,318	3,324	3,319	4,335	4,276	4,263	4,240	3,797	4,680	4,400

Link Number	1015	1016	1017	1018	1019	1020	1021	1022
Link Length (ft.)	1,898	915	2,561	614	579	1,452	3,656	5,643
Speed (mph)	41	19	20	17	47	61	62	63
Density (veh/mi/ln)	67	99	123	109	78	35	41	25
Simulated (veh)	5,064	2,743	2,705	3,740	3,738	4,468	3,893	4,936

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

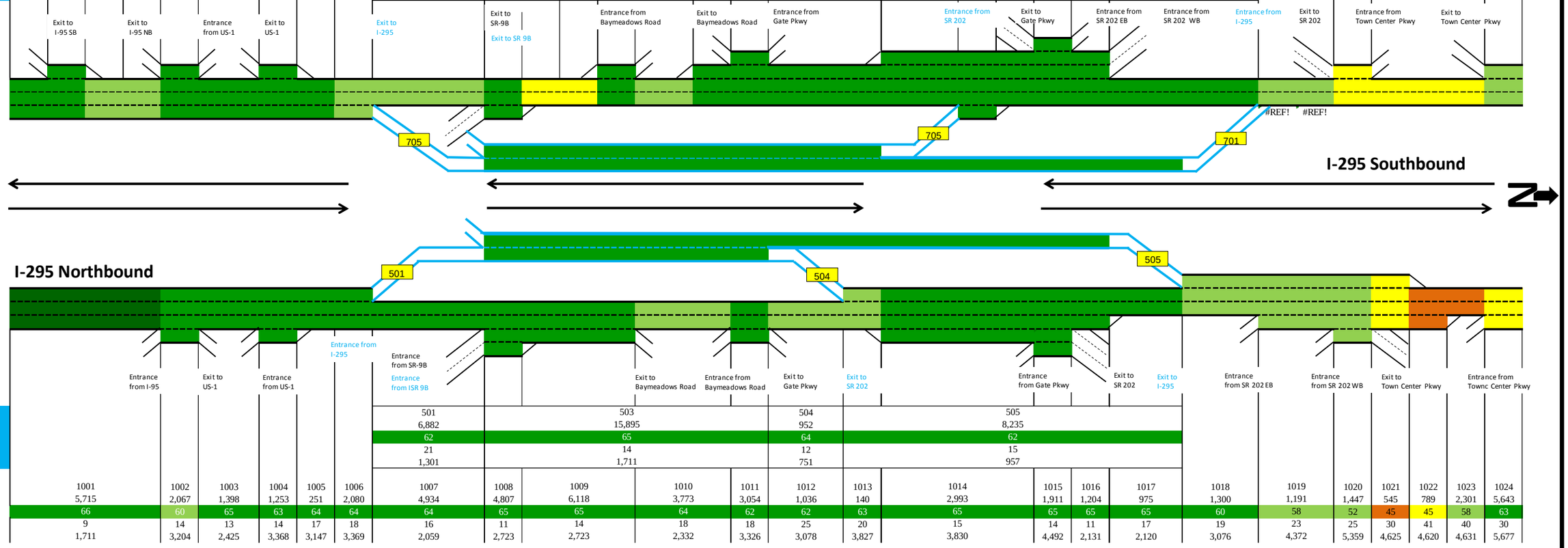
I-295 – No-Build – Year 2020 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-11

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,837	699	787	840	3,422	967	1,518	724	731	3,921	4,710	2,786	4,153	1,161	579	2,488	1,595	3,317	2,325	619	970	140	1,938	2,156	1,148	1,932	3,630	5,328
Speed (mph)	66	64	63	61	63	65	65	64	64	64	64	59	62	61	64	63	65	65	65	65	64	65	64	65	63	57	60	64
Density (veh/mi/ln)	12	15	20	21	16	17	15	20	20	20	18	29	28	18	23	16	15	15	11	12	14	15	15	16	24	30	30	21
Simulated (veh)	2,423	3,783	3,787	3,769	3,998	3,192	3,751	3,759	3,761	2,495	3,435	3,423	3,420	3,391	3,002	2,995	3,910	2,906	2,906	3,701	3,542	4,720	3,911	2,089	3,013	4,520	3,453	4,037

Link Number	704	703	702	701
Link Length (ft.)	4,593	18,378	642	6,900
Speed (mph)	64	64	64	63
Density (veh/mi/ln)	7	14	13	15
Simulated (veh)	475	1,744	806	934



Link Number	501	503	504	505
Link Length (ft.)	6,882	15,895	952	8,235
Speed (mph)	62	65	64	62
Density (veh/mi/ln)	21	14	12	15
Simulated (veh)	1,301	1,711	751	957

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,253	251	2,080	4,934	4,807	6,118	3,773	3,054	1,036	140	2,993	1,911	1,204	975	1,300	1,191	1,447	545	789	2,301	5,643
Speed (mph)	66	60	65	63	64	64	64	65	65	64	62	62	63	65	65	65	65	60	58	52	45	45	58	63
Density (veh/mi/ln)	9	14	13	14	17	18	16	11	14	18	18	25	20	15	14	11	17	19	23	25	30	41	40	30
Simulated (veh)	1,711	3,204	2,425	3,368	3,147	3,369	2,059	2,723	2,723	2,332	3,326	3,078	3,827	3,830	4,492	2,131	2,120	3,076	4,372	5,359	4,625	4,620	4,631	5,677

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

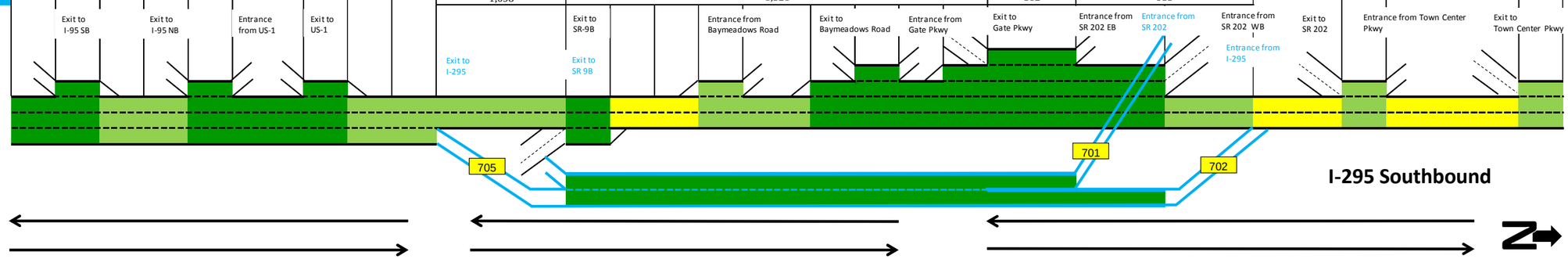
I-295 – Build – Alternative 1 – Year 2020 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-12

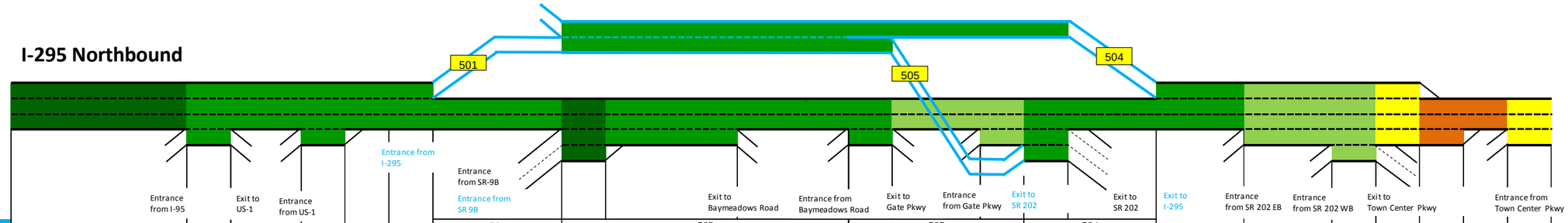
DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,843	699	787	840	3,422	961	1,518	724	731	3,921	4,710	2,786	4,153	1,161	579	2,488	1,595	3,317	2,488	1,574	1,939	2,214	1,113	1,932	3,630	5,328
Speed (mph)	65	64	63	63	63	65	65	64	64	64	64	58	61	60	63	63	64	65	65	65	64	65	63	58	61	64
Density (veh/mi/ln)	13	15	20	20	16	17	15	20	20	21	19	32	30	20	25	17	16	16	12	13	13	16	24	30	30	21
Simulated (veh)	2,438	3,794	3,795	3,777	3,373	4,039	3,456	4,526	3,011	2,095	4,148	3,143	3,126	4,144	3,235	3,241	3,630	3,661	3,665	3,679	2,668	3,764	3,762	3,754	3,203	4,009

Link Number	705	703	701	702
Link Length (ft.)	4,991	19,781	7,107	5,570
Speed (mph)	62	65	54	63
Density (veh/mi/ln)	18	12	11	15
Simulated (veh)	1,098	1,521	582	935



I-295 Northbound



Link Number	501	503	505	504
Link Length (ft.)	6,883	13,732	6,771	10,356
Speed (mph)	62	65	63	62
Density (veh/mi/ln)	21	14	12	15
Simulated (veh)	1,301	1,711	752	955

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022
Link Length (ft.)	5,715	2,067	1,256	251	2,094	4,934	4,807	6,118	3,773	3,052	3,471	1,197	1,438	2,139	1,459	1,101	1,452	1,398	561	771	2,305	5,643
Speed (mph)	66	60	65	63	64	64	65	65	65	64	62	62	63	64	64	61	59	51	43	44	57	63
Density (veh/mi/ln)	9	14	13	14	18	18	16	11	14	18	18	25	20	18	16	18	21	25	31	41	41	30
Simulated (veh)	1,711	3,204	2,425	3,366	3,347	3,369	2,061	2,722	2,724	2,333	3,327	3,082	3,756	4,506	2,128	3,074	4,384	5,370	4,627	4,635	4,630	5,677

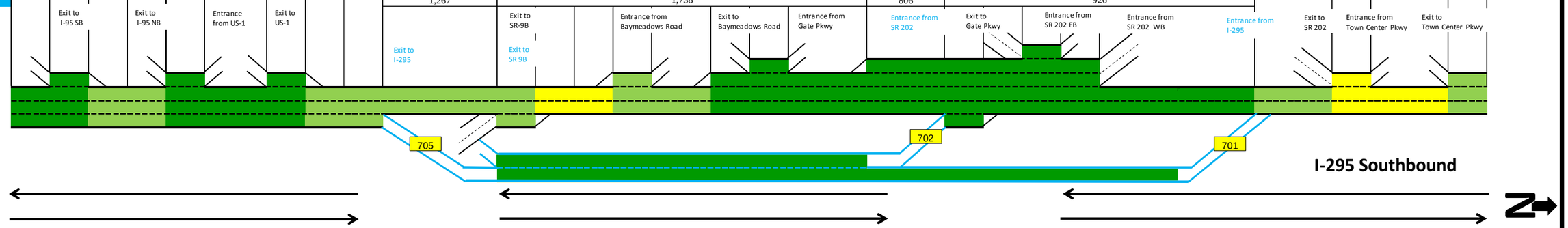
Legend

Speed (mph)	Density (pc/mi/ln) Basic Freeway Segment (BFS)	Density (pc/mi/ln) Weave / Merge / Diverge Section
>70	0-11	0-10
60-70	11-18	10-20
50-60	18-26	20-28
45-50	26-35	28-35
35-45	35-45	35-45
<35	>45	>45

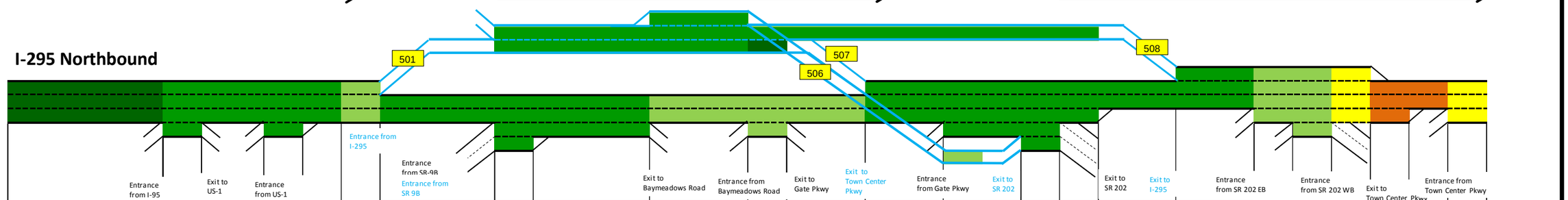
FDOT	295 East Express Phase I (SR 9B to SR 202)	I-295 – Build – Alternative 2 – Year 2020 – PM Peak Hour (Hour 2) Measure of Effectiveness (MOEs)	Figure 7-13
			Page 7-32

Link Number	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,841	699	787	840	3,422	1,518	724	731	3,921	4,710	2,785	4,155	1,161	579	2,488	1,595	3,317	2,327	620	971	140	1,938	967	2,156	1,148	1,932	3,630	5,328
Speed (mph)	66	64	63	61	64	65	65	64	64	64	64	59	62	61	64	63	65	65	65	65	64	65	64	64	63	57	59	63
Density (veh/mi/ln)	12	15	20	21	16	16	15	20	20	19	18	29	28	18	23	16	15	15	11	12	14	15	15	16	24	32	32	23
Simulated (veh)	2,420	3,780	3,783	3,765	3,994	3,191	3,747	3,753	3,755	2,488	3,425	3,415	3,412	3,386	2,995	2,987	3,899	2,894	2,892	3,688	3,528	4,704	3,897	2,076	2,991	4,485	3,419	4,015

Link Number	705	703	702	701
Link Length (ft.)	4991	4991	657	6900
Speed (mph)	62	65	64	63
Density (veh/mi/ln)	21	14	13	15
Simulated (veh)	1,267	1,738	806	926



I-295 Northbound



Link Number	501	503	507	506	508
Link Length (ft.)	6883	11167	952	7744	8235
Speed (mph)	62	65	66	62	63
Density (veh/mi/ln)	21	14	2	12	13
Simulated (veh)	1,297	1,712	752	752	829

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,253	251	2,091	4,934	4,807	6,118	3,773	3,054	1,036	2,405	1,199	1,458	1,203	976	1,300	1,197	1,447	598	764	2,273	5,643
Speed (mph)	66	60	65	63	64	64	65	65	65	64	62	62	63	64	65	64	64	62	62	56	48	49	58	63
Density (veh/mi/ln)	9	14	13	14	17	18	16	11	14	18	18	25	17	15	14	12	17	17	19	22	27	36	41	30
Simulated (veh)	1,711	3,204	2,425	3,368	3,147	3,369	2,066	2,722	2,723	2,331	3,324	3,077	3,212	3,864	4,630	2,258	2,247	3,083	4,396	5,396	4,664	4,661	4,668	5,713

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

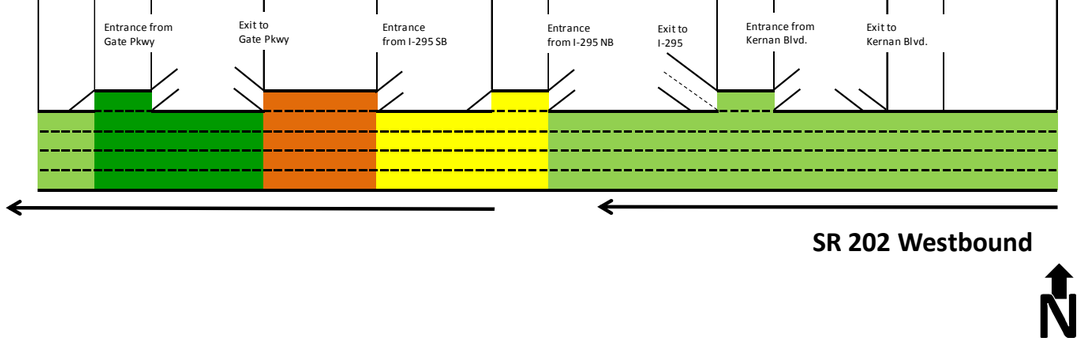
295 East Express
Phase I
(SR 9B to SR 202)

I-295 – Build – Alternative 3 – Year 2020 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-14

AM Peak Hour

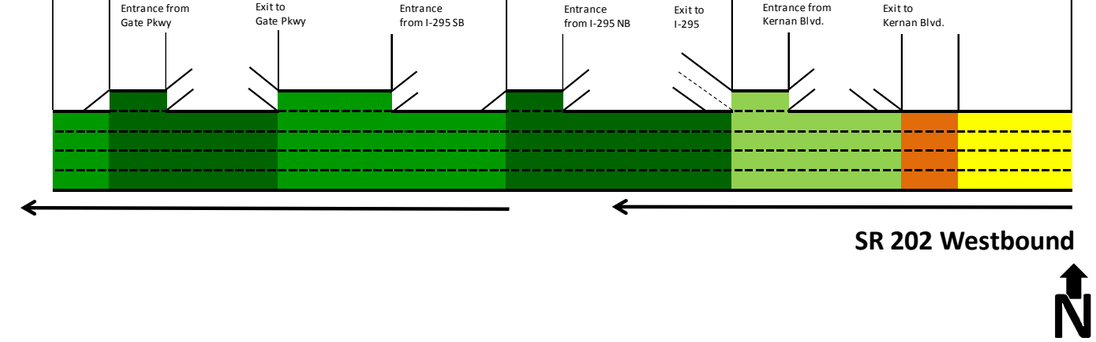
Link Number	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	3,489	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	38	45	32	58	63	61	60	64
Density (veh/mi/ln)	22	16	17	37	32	28	22	21	19	21	22
Simulated (veh)	6,236	6,168	5,302	6,976	5,775	5,790	519	7,944	6,079	6,316	6,333



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,517	2,643	757	700	5,292
Speed (mph)	65	63	65	64	65	58	58	59	58	58	57	57	57
Density (veh/mi/ln)	17	18	12	15	10	12	19	14	16	27	16	22	29
Simulated (veh)	4,207	4,015	2,929	3,606	2,511	3,410	3,336	5,000	4,274	4,267	4,623	4,546	4,632

PM Peak Hour

Link Number	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	3,489	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	64	63	63	63	66	40	43	26	39
Density (veh/mi/ln)	13	9	9	17	12	7	8	25	19	44	31
Simulated (veh)	3,631	3,585	2,626	3,231	2,419	2,418	2,145	4,266	3,909	4,378	4,675



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,517	2,643	757	700	5,292
Speed (mph)	36	32	29	24	45	26	36	22	57	58	57	57	57
Density (veh/mi/ln)	49	50	50	57	32	51	43	62	20	34	19	62	44
Simulated (veh)	5,799	5,660	4,776	6,106	4,369	5,000	4,893	6,975	5,210	5,209	5,319	5,238	5,300

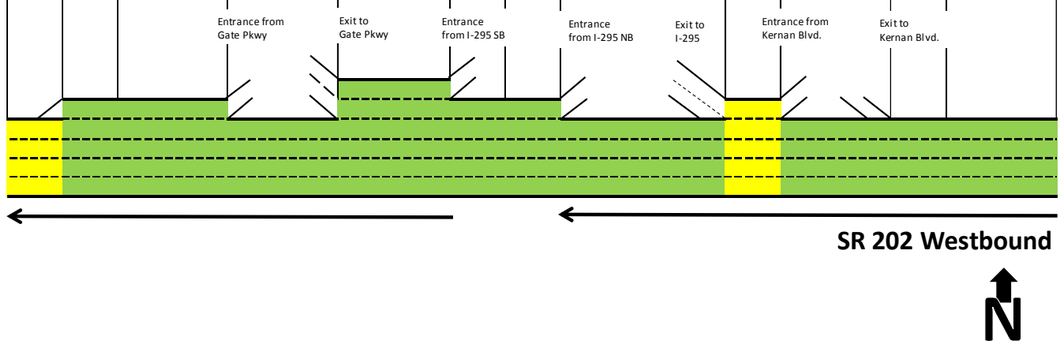
Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

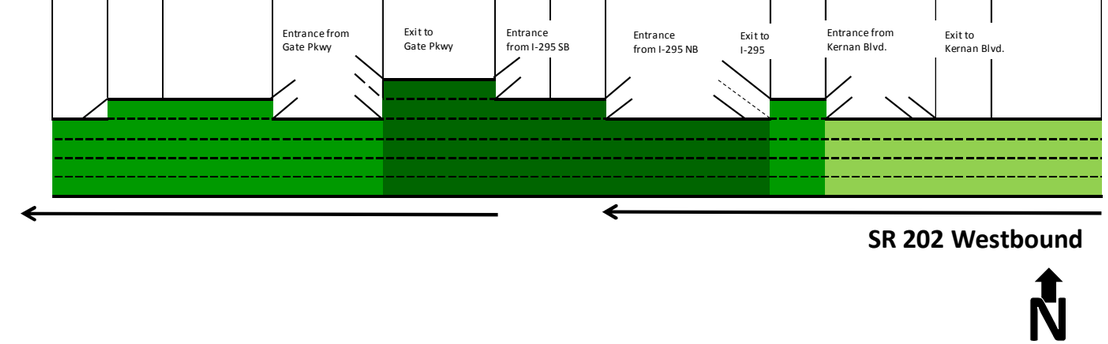
Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

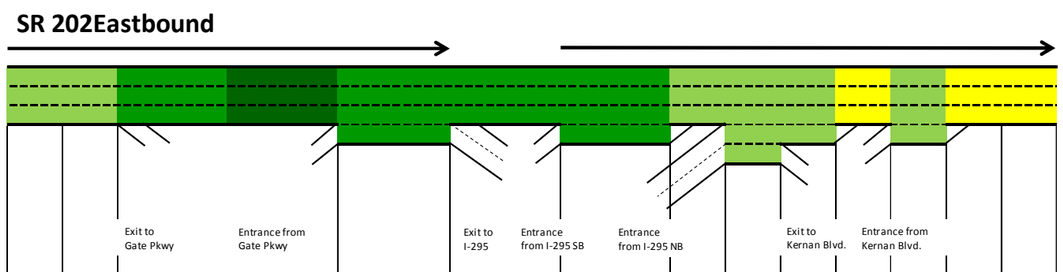
FDOT	295 East Express Phase I (SR 9B to SR 202)	SR 202 – No-Build – Year 2020 – Peak Hour (Hour 2) Measure of Effectiveness (MOEs)	Figure 7-15
			Page 7-34

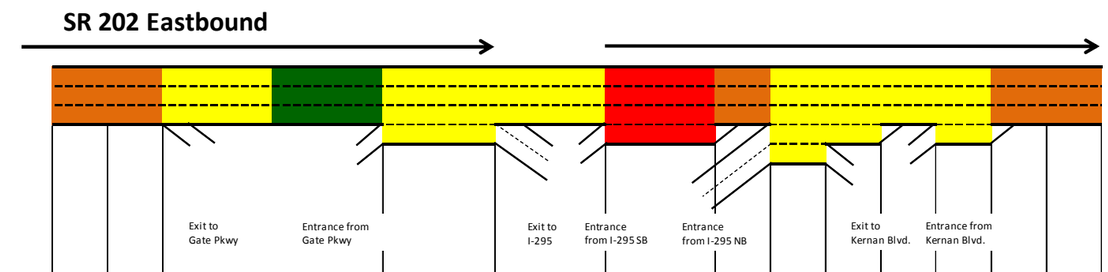
Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	61	59	60	62	64	62	61	62	64
Density (veh/mi/ln)	26	21	22	22	21	20	19	20	26	25	25	25
Simulated (veh)	6,328	6,255	5,397	5,387	7,191	5,919	5,922	5,192	7,914	6,080	6,316	6,333



Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	64	64	64	63	64	66	64	60	62	65
Density (veh/mi/ln)	16	13	12	12	10	9	9	10	17	20	21	20
Simulated (veh)	4,009	3,962	2,911	2,903	3,616	2,842	2,844	2,585	5,436	4,653	5,080	5,087







Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	65	63	65	64	65	58	58	59	58	57	54	54	53
Density (veh/mi/ln)	21	21	15	14	13	15	20	18	20	26	22	30	31
Simulated (veh)	3,966	3,955	2,869	3,541	2,507	3,421	3,346	5,281	4,504	4,509	4,843	4,763	4,868

AM Peak Hour

Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	60	50	61	54	61	23	51	59	58	57	52	53	53
Density (veh/mi/ln)	37	44	31	35	29	66	37	27	26	35	30	39	39
Simulated (veh)	6,498	6,480	5,590	7,385	5,306	5,848	5,715	7,970	5,933	5,940	6,116	6,020	6,152

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

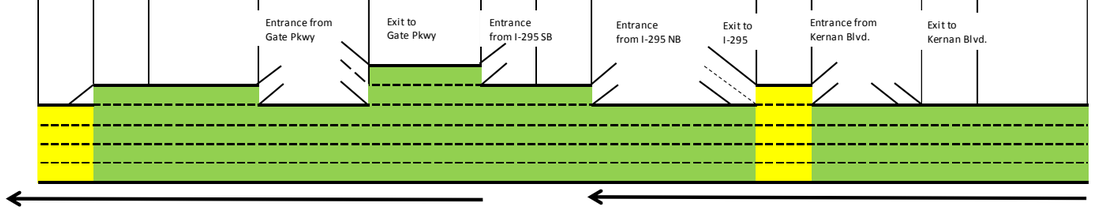
FDOT

295 East Express Phase I (SR 9B to SR 202)

SR 202 – Build – Alternative 1 – Year 2020 – Peak Hour (Hour 2) Measure of Effectiveness (MOEs)

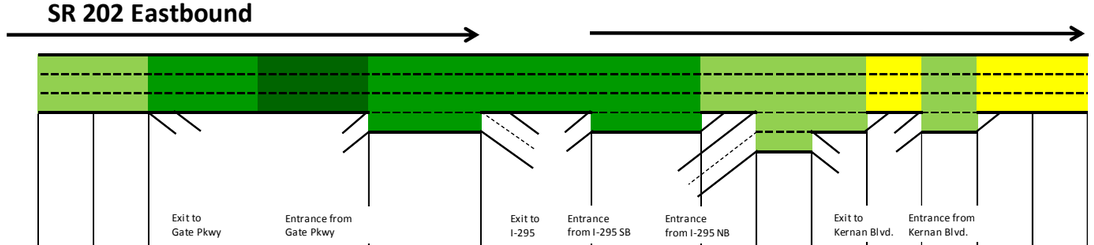
Figure 7-16

Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	61	58	60	62	64	62	61	62	64
Density (veh/mi/ln)	27	21	22	22	22	20	19	20	26	25	25	25
Simulated (veh)	6,340	6,268	5,399	5,390	7,201	5,935	5,936	5,207	7,937	6,080	6,317	6,333



SR 202 Westbound

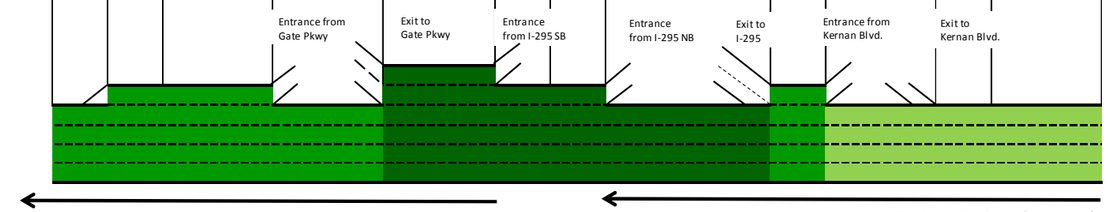
SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	65	63	65	64	65	58	58	59	58	58	54	54	53
Density (veh/mi/ln)	21	21	15	14	13	15	20	18	19	26	22	30	31
Simulated (veh)	3,966	3,955	2,869	3,541	2,507	3,421	3,346	5,281	4,504	4,509	4,843	4,763	4,868

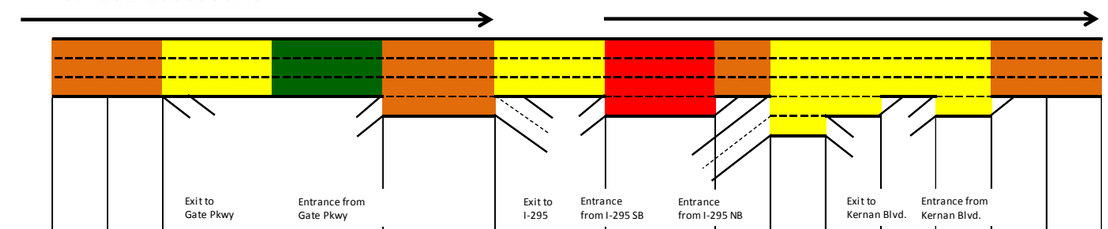
AM Peak Hour

Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	65	64	64	64	64	66	64	60	62	65
Density (veh/mi/ln)	16	13	12	12	10	9	9	10	17	20	21	20
Simulated (veh)	4,009	3,961	2,911	2,905	3,621	2,842	2,843	2,585	5,436	4,653	5,080	5,087



SR 202 Westbound

SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	60	50	60	53	59	22	50	58	58	57	52	53	53
Density (veh/mi/ln)	37	44	31	36	31	69	38	27	26	35	29	38	39
Simulated (veh)	6,498	6,480	5,591	7,387	5,303	5,854	5,720	7,976	5,941	5,952	6,134	6,033	6,157

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

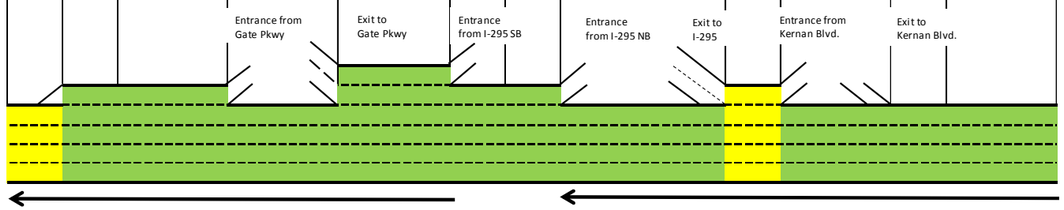
Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

SR 202 – Build – Alternative 2 – Year 2020 – Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

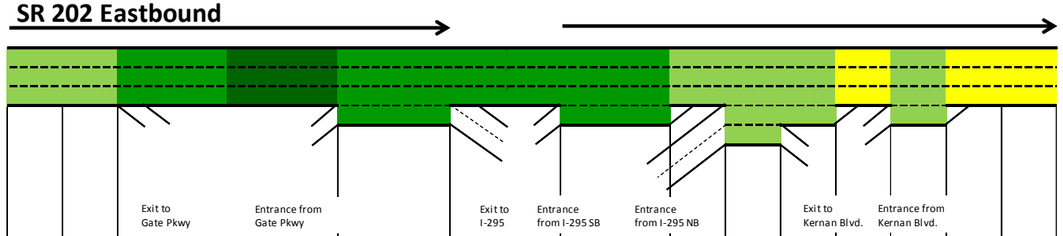
Figure 7-17

Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	61	61	60	62	64	62	61	62	64
Density (veh/mi/ln)	27	21	22	22	20	20	19	20	26	25	25	25
Simulated (veh)	6,333	626`	5,403	5,394	7,203	5,929	5,930	5,201	7,929	6,080	6,316	6,333



SR 202 Westbound

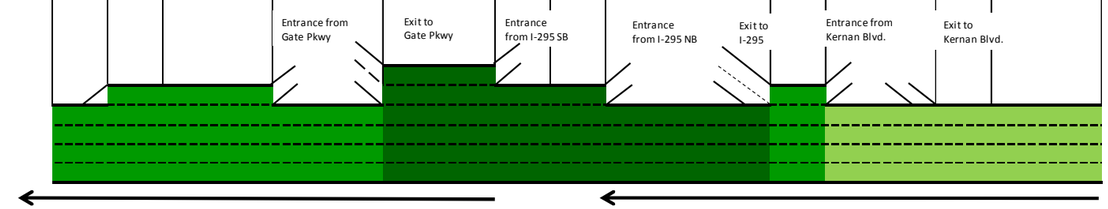
SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	65	63	65	64	65	58	57	59	58	57	54	54	53
Density (veh/mi/ln)	21	21	15	14	13	15	20	18	19	26	22	30	31
Simulated (veh)	3,966	3,955	2,869	3,536	2,504	3,420	3,344	5,277	4,502	4,506	4,845	4,764	4,866

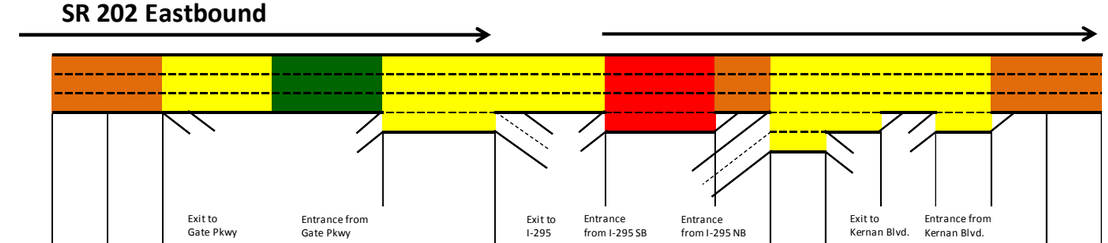
AM Peak Hour

Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	64	64	64	63	64	66	64	60	62	65
Density (veh/mi/ln)	16	13	12	12	10	9	9	10	17	20	21	20
Simulated (veh)	4,004	3,958	2,904	2,896	3,608	2,841	2,843	2,585	5,436	4,653	5,080	5,087



SR 202 Westbound

SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	60	50	61	53	60	23	51	58	58	57	52	53	53
Density (veh/mi/ln)	37	44	31	35	30	66	37	27	26	35	30	38	39
Simulated (veh)	6,498	6,480	5,591	7,388	5,307	5,843	5,710	7,966	5,927	5,933	6,117	6,022	6,152

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

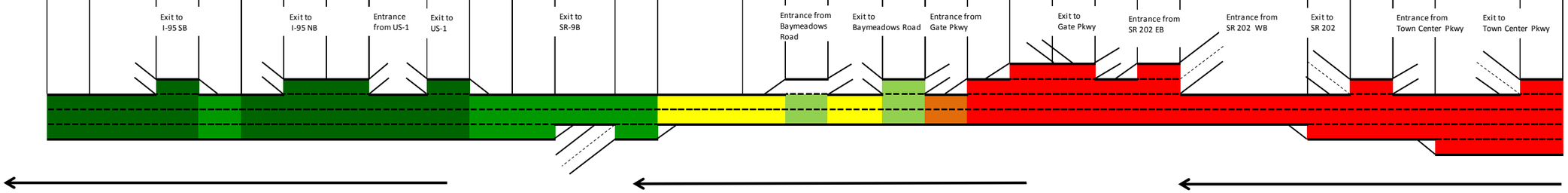
295 East Express Phase I (SR 9B to SR 202)

SR 202 – Build – Alternative 3 – Year 2020 – Peak Hour (Hour 2) Measure of Effectiveness (MOEs)

Figure 7-18

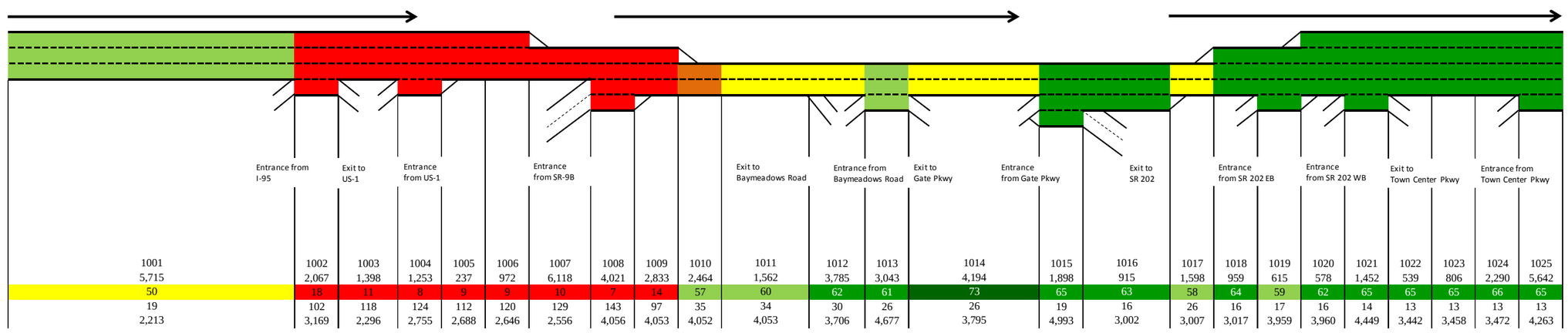
DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	599	1,237	699	787	840	964	2,457	1,518	724	731	1,878	6,643	2,265	4,799	1,280	429	4,313	3,070	1,431	1,538	1,217	1,760	196	808	2,965	388	1,932	507	2,940	5,498
Speed (mph)	66	66	65	65	65	65	63	66	65	65	65	64	64	62	61	57	64	58	51	13	10	10	13	8	12	12	16	19	15	11
Density (veh/mi/ln)	6	6	7	10	10	9	9	7	8	11	11	17	20	30	31	22	26	25	40	108	105	119	111	134	120	76	75	70	67	107
Simulated (veh)	1,254	1,229	1,918	1,918	1,914	2,258	2,276	1,415	2,131	2,135	2,137	2,139	3,767	3,767	3,759	3,711	3,372	4,296	4,039	4,050	4,031	4,654	4,187	4,286	2,839	2,816	4,727	3,760	3,796	4,916



I-295 Southbound

I-295 Northbound



Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025
Link Length (ft.)	5,715	2,067	1,398	1,253	237	972	6,118	4,021	2,833	2,464	1,562	3,785	3,043	4,194	1,898	915	1,598	959	615	578	1,452	539	806	2,290	5,642
Speed (mph)	50	18	11	8	9	9	10	7	14	57	60	62	61	73	65	63	58	64	59	62	65	65	65	66	65
Density (veh/mi/ln)	19	102	118	124	112	120	129	143	97	35	34	30	26	26	19	16	26	16	17	16	14	13	13	13	13
Simulated (veh)	2,213	3,169	2,296	2,755	2,688	2,646	2,556	4,056	4,053	4,052	4,053	3,706	4,677	3,795	4,993	3,002	3,007	3,017	3,959	3,960	4,449	3,442	3,458	3,472	4,263

Legend

Speed (mph)	Density (pc/mi/ln) Basic Freeway Segment (BFS)	Density (pc/mi/ln) Weave / Merge / Diverge Section
>70	0-11	0-10
60-70	11-18	10-20
50-60	18-26	20-28
45-50	26-35	28-35
35-45	35-45	35-45
<35	>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

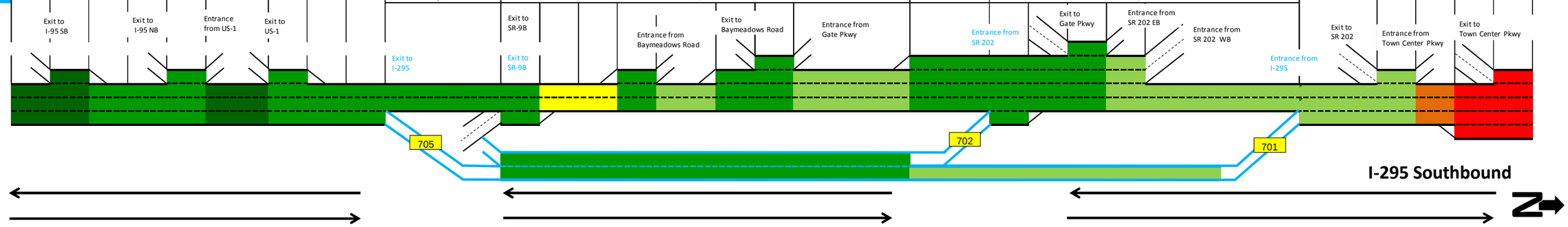
I-295 – No-Build – Year 2040 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

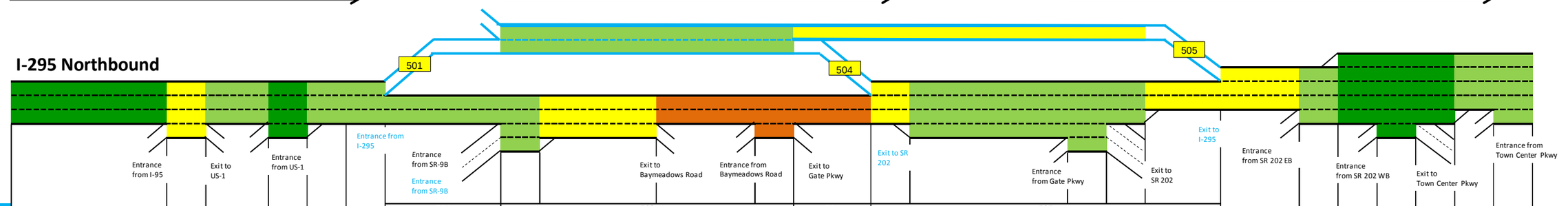
Figure 7-19

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,844	699	787	840	3,422	1,518	724	731	3,921	4,710	2,784	4,154	1,161	579	2,488	1,595	3,317	2,325	620	970	144	1,938	967	2,222	1,113	1,932	360	3,261	5,328
Speed (mph)	66	65	65	65	64	65	65	64	64	65	65	61	61	60	64	63	64	64	64	63	63	64	64	64	63	59	46	27	18
Density (veh/mi/ln)	9	10	13	13	12	11	12	16	16	14	18	28	28	19	24	16	17	21	16	16	19	18	21	22	22	27	38	50	84
Simulated (veh)	1,696	2,548	2,551	2,536	2,986	2,122	3,023	3,032	3,035	1,836	3,443	3,429	3,436	3,408	3,010	3,011	4,321	4,023	4,027	4,956	4,812	5,703	5,385	2,770	4,091	6,272	5,230	5,247	6,643

Link Number	705	703	702	701
Link Length (ft.)	4,991	18,403	631	6,942
Speed (mph)	62	64	63	62
Density (veh/mi/ln)	20	18	15	22
Simulated (veh)	1,204	2,284	953	1,331





Link Number	501	503	504	505
Link Length (ft.)	6,883	15,895	952	8,235
Speed (mph)	62	62	61	59
Density (veh/mi/ln)	23	23	16	31
Simulated (veh)	1,423	2,774	946	1,816

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,256	251	2,087	4,934	4,807	6,118	3,773	3,054	1,036	139	2,986	1,911	1,203	972	1,300	518	672	1,448	1,332	2,311	5,642
Speed (mph)	66	46	61	62	63	63	63	64	55	55	53	57	61	63	64	62	63	61	60	63	65	64	65	65
Density (veh/mi/ln)	13	33	19	17	22	22	21	21	32	41	36	38	29	21	21	20	30	30	26	20	18	18	22	20
Simulated (veh)	2,462	4,398	3,454	4,121	4,102	4,124	2,701	5,171	5,151	4,505	5,565	4,381	5,191	5,344	6,569	3,683	3,686	5,486	6,265	6,212	7,051	5,575	5,583	6,421

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

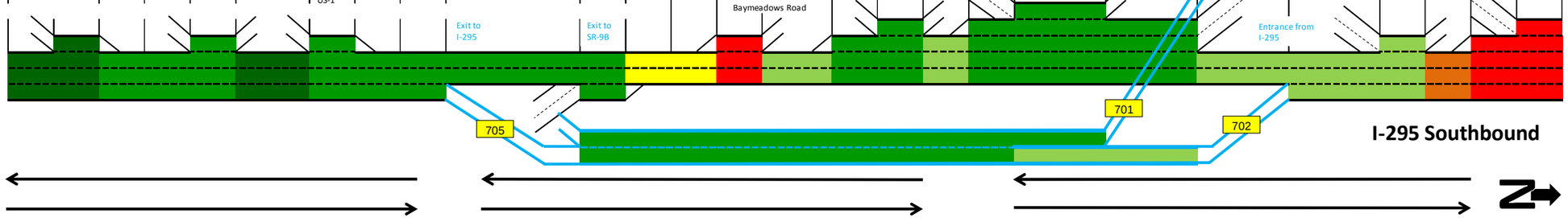
I-295 – Build – Alternative 1 – Year 2040 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

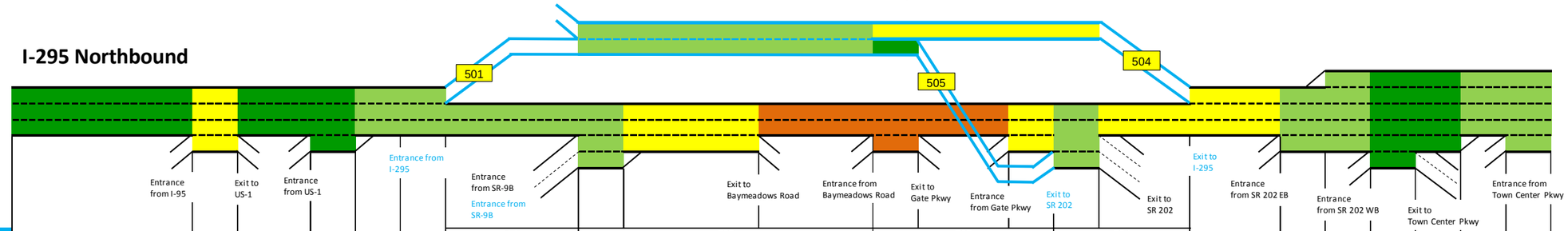
Figure 7-20

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,837	699	787	840	3,422	1,518	724	731	3,921	4,710	2,784	4,154	1,161	579	2,488	1,595	3,317	2,536	1,523	1,939	961	2,215	1,113	1,933	356	3,261	5,328
Speed (mph)	66	65	65	65	64	65	65	64	65	65	64	61	61	59	63	63	64	64	64	65	64	64	63	59	45	27	18
Density (veh/mi/ln)	9	10	13	13	12	11	12	16	16	14	18	29	29	20	25	17	17	22	16	15	18	22	22	27	39	50	84
Simulated (veh)	1,701	2,551	2,552	2,541	2,993	2,128	3,025	3,033	3,035	1,881	3,531	3,521	3,530	3,503	3,104	3,102	4,414	4,107	4,118	4,824	4,545	2,773	4,093	6,268	5,222	5,258	6,652

Link Number	705	703	701	702
Link Length (ft.)	4,991	19,781	5,570	7,107
Speed (mph)	62	64	54	62
Density (veh/mi/ln)	19	17	16	22
Simulated (veh)	1,158	2,188	863	1,332





Link Number	501	503	505	504
Link Length (ft.)	6,883	13,732	6,771	10,356
Speed (mph)	61	62	62	59
Density (veh/mi/ln)	23	23	16	31
Simulated (veh)	1,415	2,778	951	1,816

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022
Link Length (ft.)	5,715	2,067	1,398	1,255	250	2,098	4,934	4,807	6,118	3,773	3,052	3,467	1,201	1,438	2,139	1,459	519	571	1,449	1,332	2,312	5,643
Speed (mph)	66	45	61	62	63	62	64	64	55	55	53	59	60	62	62	60	61	64	65	64	65	65
Density (veh/mi/ln)	13	34	19	17	22	22	21	21	32	42	36	37	31	27	29	31	26	20	18	18	22	20
Simulated (veh)	2,462	4,385	3,441	4,109	4,083	4,109	2,693	5,182	5,164	4,515	5,575	4,394	5,641	6,581	3,684	5,478	6,250	6,270	7,057	5,583	5,594	6,427

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

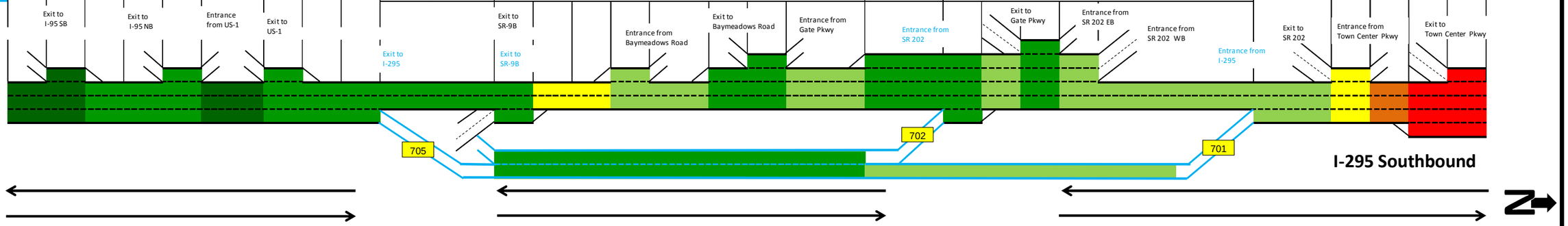
I-295 – Build – Alternative 2 – Year 2040 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

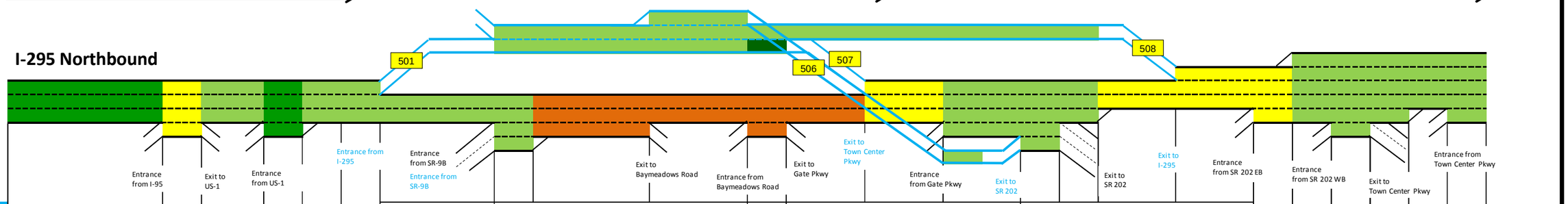
Figure 7-21

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,842	699	787	840	3,422	1,518	724	731	3,921	4,710	2,784	4,154	1,161	579	2,488	1,595	3,317	2,325	619	971	141	1,938	967	2,156	1,149	1,932	339	3,276	5,328
Speed (mph)	66	65	65	65	64	65	65	64	64	65	65	61	61	61	64	63	64	64	64	63	63	64	64	64	63	59	45	26	18
Density (veh/mi/ln)	9	10	13	13	12	11	12	16	16	14	18	28	27	19	23	16	17	21	16	16	19	18	21	22	22	26	38	50	97
Simulated (veh)	1,692	2,544	2,547	2,535	2,988	2,124	3,028	3,034	3,035	1,833	3,445	3,432	3,434	3,407	3,008	3,006	4,319	4,024	4,029	4,962	4,816	5,709	5,389	2,774	4,099	6,281	5,241	5,262	6,658

Link Number	705	703	702	701
Link Length (ft.)	4,991	18,378	645	6,900
Speed (mph)	62	64	63	62
Density (veh/mi/ln)	20	18	15	22
Simulated (veh)	1,210	2,286	956	1,336





Link Number	501	503	507	506	508
Link Length (ft.)	6,883	11,168	952	7,737	8,235
Speed (mph)	62	63	64	62	61
Density (veh/mi/ln)	23	22	6	16	24
Simulated (veh)	1,416	2,795	379	956	1,449

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,257	251	2,085	4,934	4,807	6,118	3,773	3,054	1,036	2,387	1,206	1,454	1,201	980	1,300	518	667	1,446	1,331	2,305	5,643
Speed (mph)	66	45	62	62	63	63	63	64	50	52	51	57	63	63	62	59	61	62	62	64	65	64	65	65
Density (veh/mi/ln)	13	33	19	17	22	22	21	21	37	45	38	39	26	24	23	23	34	30	26	20	18	18	22	20
Simulated (veh)	2,462	4,399	3,449	4,111	4,092	4,116	2,696	5,224	5,204	4,550	5,609	4,408	4,781	6,019	6,967	4,068	4,073	5,514	6,295	6,242	7,083	5,600	5,605	6,446

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

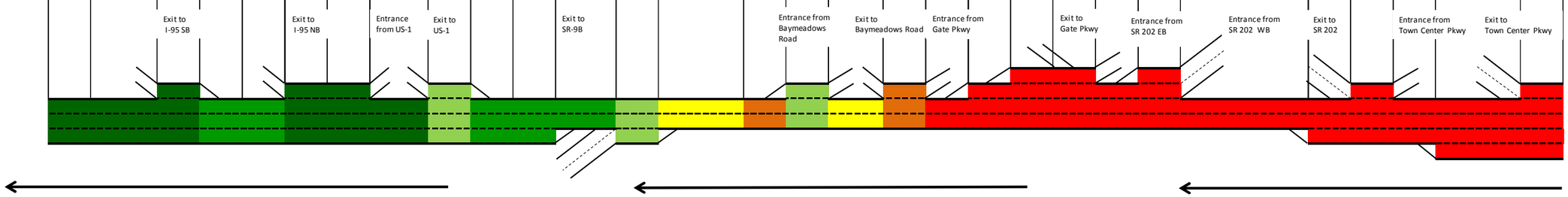
295 East Express
Phase I
(SR 9B to SR 202)

I-295 – Build – Alternative 3 – Year 2040 – AM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-22

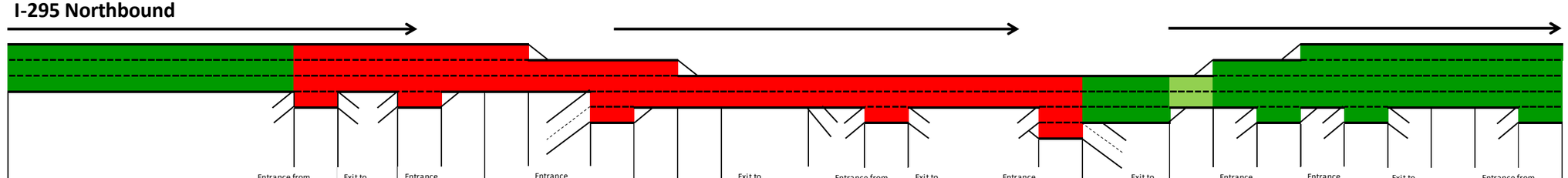
DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3030	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	599	1,237	699	787	840	964	2,457	1,518	724	731	1,878	6,643	2,265	4,799	1,280	429	4,313	3,070	1,431	1,538	1,217	1,760	196	808	2,965	388	1,932	507	2,940	5,498
Speed (mph)	66	66	65	64	65	65	64	65	49	58	63	63	58	62	60	54	63	34	15	8	5	7	8	6	11	13	8	7	6	4
Density (veh/mi/ln)	8	7	9	12	12	9	9	9	25	17	12	18	24	34	35	26	30	44	107	137	159	144	129	150	121	75	108	121	107	153
Simulated (veh)	1,477	1,445	2,287	2,288	2,281	2,394	2,399	1,769	2,135	2,182	2,205	2,204	4,173	4,167	4,157	4,103	3,764	4,574	3,123	3,111	3,126	3,813	3,234	3,308	2,521	2,475	3,446	2,313	2,339	2,686



I-295 Southbound

I-295 Northbound



Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025
Link Length (ft.)	5,715	2,067	1,398	1,253	237	972	6,118	4,021	2,833	2,464	1,562	3,785	3,043	4,194	1,898	915	1,598	959	615	578	1,452	539	806	2,290	5,642
Speed (mph)	54	20	8	5	6	6	7	5	10	14	13	11	13	24	13	52	57	65	58	62	65	65	65	65	65
Density (veh/mi/ln)	12	93	127	141	129	134	149	154	104	111	116	123	101	82	106	17	23	13	15	14	12	13	13	13	13
Simulated (veh)	1,279	2,801	2,018	3,018	3,001	2,995	2,868	4,587	4,326	4,245	4,200	3,747	4,552	4,203	4,930	2,834	2,834	2,830	3,898	3,895	4,603	3,979	3,968	3,986	5,213

Legend

Speed (mph)	Density (pc/mi/ln) Basic Freeway Segment (BFS)	Density (pc/mi/ln) Weave / Merge / Diverge Section
>70	0-11	0-10
60-70	11-18	10-20
50-60	18-26	20-28
45-50	26-35	28-35
35-45	35-45	35-45
<35	>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

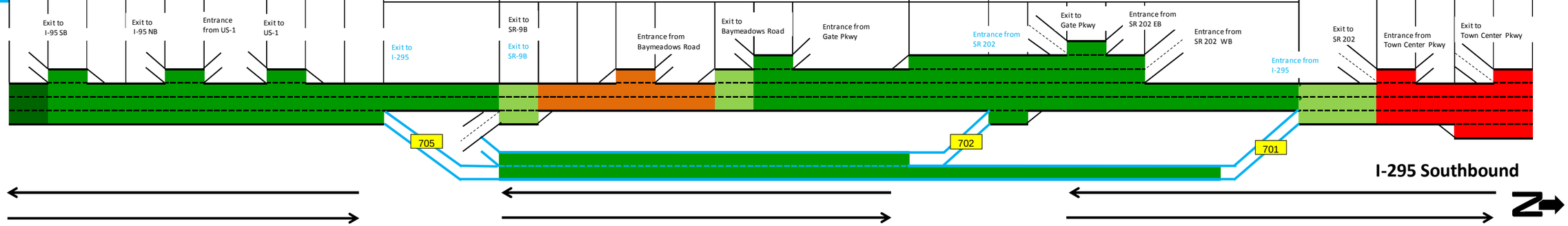
I-295 – No-Build – Year 2040 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

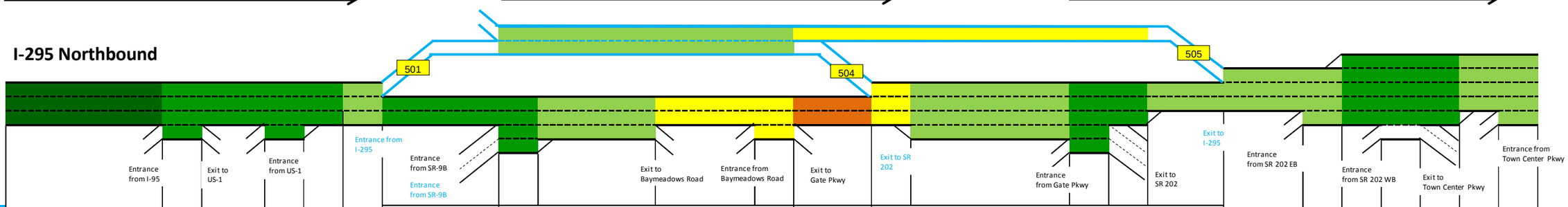
Figure 7-23

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,844	699	787	840	3,422	1,518	724	731	3,921	4,710	2,784	4,154	1,161	579	2,488	1,595	3,317	2,325	620	970	144	1,938	967	2,222	1,113	1,932	360	3,261	5,328
Speed (mph)	66	65	64	64	63	65	65	65	65	65	64	48	48	39	50	53	62	64	65	64	63	64	64	62	55	10	9	7	11
Density (veh/mi/ln)	11	12	17	17	13	13	12	15	15	16	21	45	45	44	43	26	19	17	13	13	16	16	17	17	19	113	125	147	137
Simulated (veh)	2,110	3,217	3,218	3,202	3,388	2,499	2,988	2,995	2,996	2,031	4,082	4,055	4,030	3,988	3,574	3,545	4,568	3,271	3,278	4,194	4,033	5,016	4,214	2,148	3,106	3,930	2,928	3,022	3,741

Link Number	705	703	702	701
Link Length (ft.)	4,991	18,403	631	6,942
Speed (mph)	63	64	63	62
Density (veh/mi/ln)	15	15	15	16
Simulated (veh)	962	1,945	932	980





Link Number	501	503	504	505
Link Length (ft.)	6,883	15,895	952	8,235
Speed (mph)	61	63	61	60
Density (veh/mi/ln)	23	21	18	27
Simulated (veh)	1,415	2,671	1,073	1,597

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,256	251	2,087	4,934	4,807	6,118	3,773	3,054	1,036	139	2,986	1,911	1,203	972	1,300	518	672	1,448	1,332	2,311	5,642
Speed (mph)	66	63	65	63	64	63	64	65	63	60	46	55	60	63	64	63	64	63	63	64	64	62	63	65
Density (veh/mi/ln)	9	14	14	14	19	19	17	16	22	30	37	40	30	21	20	17	25	25	24	19	18	20	25	22
Simulated (veh)	1,711	3,520	2,588	3,600	3,568	3,598	2,204	4,134	4,128	3,582	4,638	4,334	5,397	5,410	6,254	3,121	3,124	4,720	5,957	5,955	7,086	6,091	6,122	7,169

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

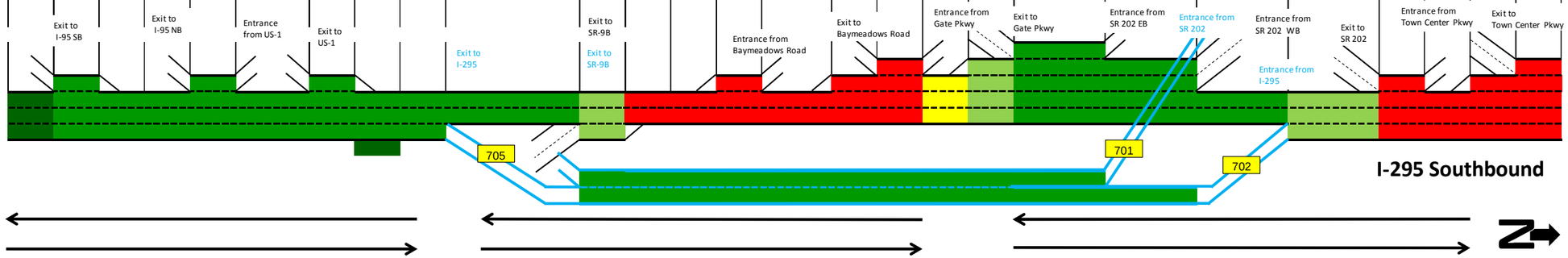
I-295 – Build – Alternative 1 – Year 2040 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

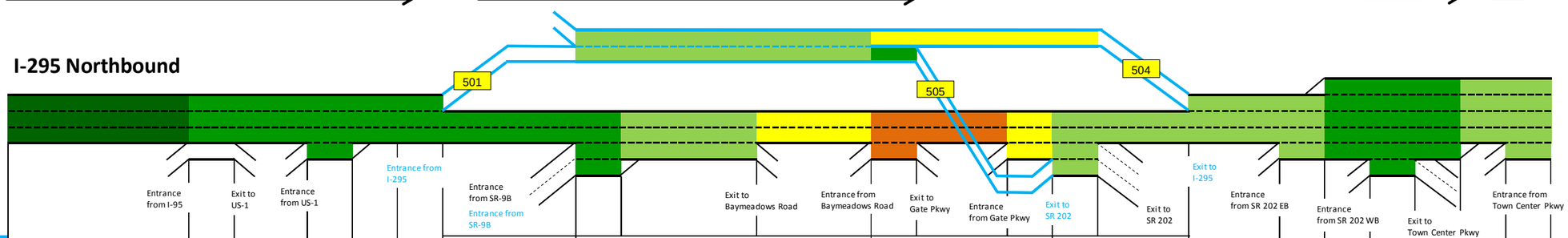
Figure 7-24

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Link Number	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,837	699	787	840	3,422	1,518	724	731	3,921	4,710	2,784	4,154	1,161	579	2,488	1,595	3,317	2,536	1,523	1,939	961	2,215	1,113	1,933	356	3,261	5,328
Speed (mph)	66	65	64	64	63	65	65	65	65	65	64	40	39	23	32	27	40	57	59	63	64	63	54	9	9	7	6
Density (veh/mi/ln)	11	12	17	17	13	13	11	15	15	17	23	56	58	72	69	71	46	31	20	14	14	17	18	117	113	108	137
Simulated (veh)	2,102	3,185	3,186	3,168	3,351	2,458	2,933	2,939	2,937	2,170	4,374	4,359	4,343	4,300	3,900	3,868	4,788	3,518	3,523	4,347	3,590	2,093	2,938	3,764	2,784	2,887	3,456

Link Number	705	703	701	702
Link Length (ft.)	4,991	19,781	5,570	7,107
Speed (mph)	64	65	54	63
Density (veh/mi/ln)	12	12	12	14
Simulated (veh)	761	1,526	638	872





Link Number	501	503	505	504
Link Length (ft.)	6,883	13,732	6,771	10,356
Speed (mph)	61	63	62	60
Density (veh/mi/ln)	23	21	18	27
Simulated (veh)	1,412	2,664	1,071	1,590

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022
Link Length (ft.)	5,715	2,067	1,398	1,255	250	2,098	4,934	4,807	6,118	3,773	3,052	3,467	1,201	1,438	2,139	1,459	519	571	1,449	1,332	2,312	5,643
Speed (mph)	66	62	65	63	64	63	64	65	63	58	43	58	62	63	63	63	63	64	64	63	64	65
Density (veh/mi/ln)	9	14	14	14	19	19	17	16	22	33	41	37	28	25	25	25	24	19	19	20	24	22
Simulated (veh)	1,711	3,518	2,588	3,603	3,577	3,606	2,210	4,139	4,137	3,590	4,638	4,329	5,186	6,257	3,117	4,700	5,920	5,962	7,103	6,125	6,144	7,115

Legend

Speed (mph)	Density (pc/mi/ln) Basic Freeway Segment (BFS)	Density (pc/mi/ln) Weave / Merge / Diverge Section
>70	0-11	0-10
60-70	11-18	10-20
50-60	18-26	20-28
45-50	26-35	28-35
35-45	35-45	35-45
<35	>45	>45

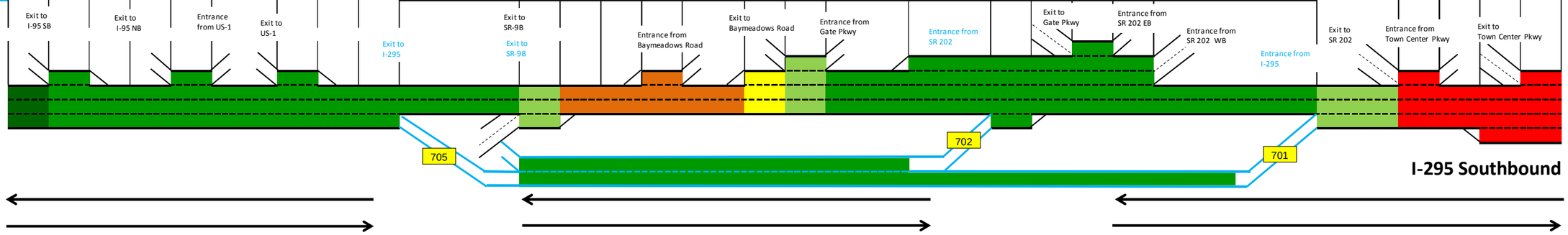
295 East Express
Phase I
(SR 9B to SR 202)

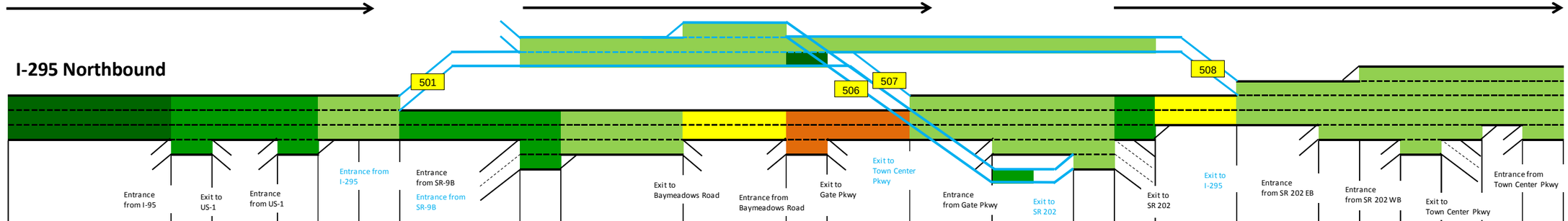
I-295 – Build – Alternative 2 – Year 2040 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-25

Link Number	3029	3028	3027	3026	3025	3024	3023	3022	3021	3020	3019	3018	3017	3016	3015	3014	3013	3012	3011	3010	3009	3008	3007	3006	3005	3004	3003	3002	3001
Link Length (ft.)	1,842	699	787	840	3,422	1,518	724	731	3,921	4,710	2,784	4,154	1,161	579	2,488	1,595	3,317	2,325	619	971	141	1,938	967	2,156	1,149	1,932	339	3,276	5,328
Speed (mph)	66	65	64	64	63	65	65	65	65	65	64	54	54	45	54	54	60	65	64	64	64	64	64	63	55	9	8	6	9
Density (veh/mi/ln)	11	12	16	16	13	12	11	15	15	15	21	38	38	38	38	29	21	16	12	13	16	15	16	16	18	117	130	152	142
Simulated (veh)	2,070	3,145	3,144	3,126	3,313	2,419	2,888	2,894	2,893	1,961	3,940	3,914	3,900	3,859	3,441	3,422	4,426	3,133	3,141	4,072	3,917	4,883	4,088	2,015	2,923	3,682	2,745	2,815	3,449

Link Number	705	703	702	701
Link Length (ft.)	4,991	18,378	645	6,900
Speed (mph)	63	65	63	62
Density (veh/mi/ln)	15	15	15	15
Simulated (veh)	926	1,881	943	916





Link Number	501	503	507	506	508
Link Length (ft.)	6,883	11,168	952	7,737	8,235
Speed (mph)	61	63	65	62	61
Density (veh/mi/ln)	23	22	3	18	23
Simulated (veh)	1,414	2,674	218	1,073	1,374

Link Number	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024
Link Length (ft.)	5,715	2,067	1,398	1,257	251	2,085	4,934	4,807	6,118	3,773	3,054	1,036	2,387	1,206	1,454	1,201	980	1,300	518	667	1,446	1,331	2,305	5,643
Speed (mph)	66	63	65	63	64	63	64	65	63	60	46	55	62	63	64	63	63	63	63	64	64	62	63	65
Density (veh/mi/ln)	9	14	14	14	19	19	17	16	22	31	37	40	25	21	20	18	26	25	24	19	19	20	25	22
Simulated (veh)	1,711	3,520	2,588	3,602	3,568	3,598	2,206	4,135	4,122	3,584	4,644	4,344	4,567	5,396	6,472	3,343	3,343	4,717	5,953	5,951	7,088	6,094	6,124	7,065

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

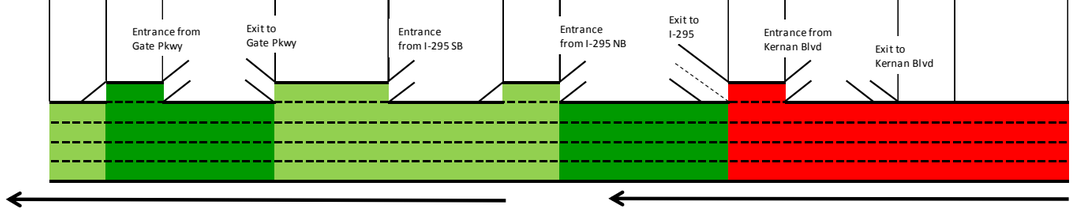
295 East Express
Phase I
(SR 9B to SR 202)

I-295 – Build – Alternative 3 – Year 2040 – PM Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-26

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

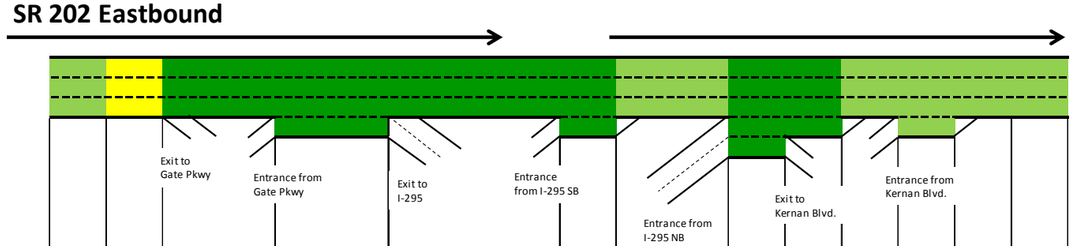
Link Number	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	3,489	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	61	61	62	56	57	51	62	20	22	19	24
Density (veh/mi/ln)	21	17	17	21	20	18	16	79	79	91	94
Simulated (veh)	5,153	5,091	4,146	5,558	4,448	4,446	3,853	6,024	4,987	5,337	5,649



SR 202 Westbound

N

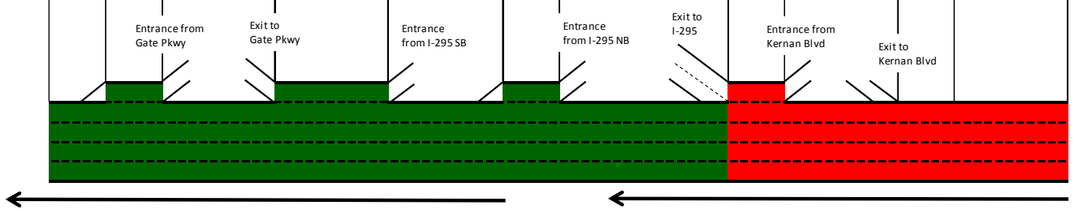
SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,517	2,643	757	700	5,292
Speed (mph)	64	60	64	64	65	58	58	60	59	59	58	58	58
Density (veh/mi/ln)	25	27	18	17	15	16	20	17	17	23	19	25	26
Simulated (veh)	4,725	4,707	3,409	4,142	2,848	3,617	3,539	5,030	4,139	4,128	4,385	4,317	4,424

AM Peak Hour

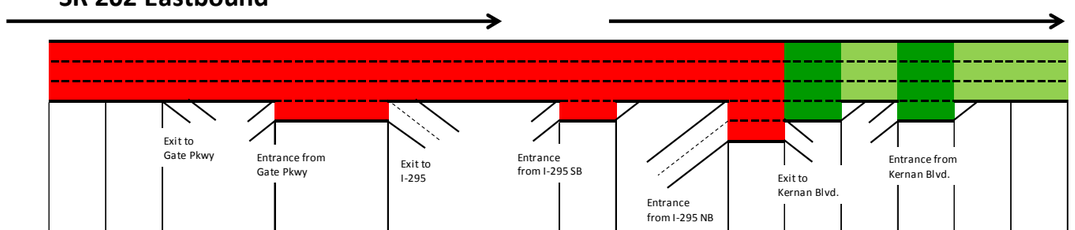
Link Number	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	3,489	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	63	62	62	62	64	7	15	4	4
Density (veh/mi/ln)	8	7	5	5	5	4	4	118	95	144	163
Simulated (veh)	2,117	2,088	1,411	1,754	1,254	1,255	1,056	2,212	1,988	2,206	2,298



SR 202 Westbound

N

SR 202 Eastbound



Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,517	2,643	757	700	5,292
Speed (mph)	12	13	11	12	31	15	24	13	58	61	61	60	60
Density (veh/mi/ln)	123	113	110	103	51	81	59	91	17	22	17	22	23
Simulated (veh)	4,265	4,244	3,659	4,726	3,395	3,937	3,857	5,750	3,985	3,986	4,066	4,003	4,106

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

SR 202 – No-Build – Year 2040 – Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

Figure 7-27

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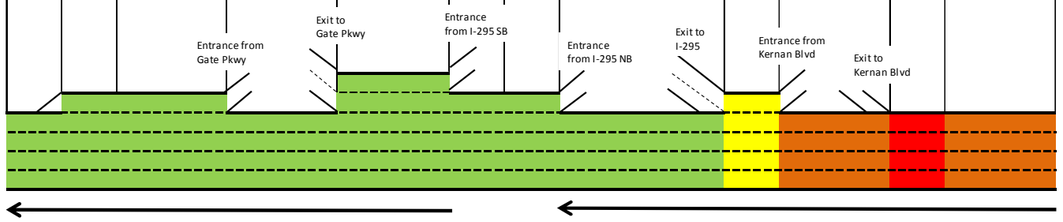
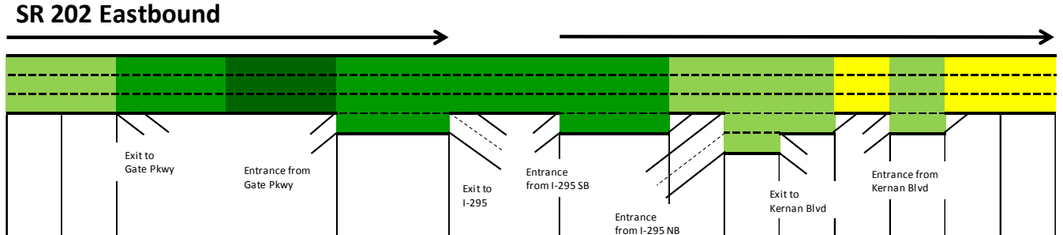
Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	61	60	60	61	64	54	42	37	50
Density (veh/mi/ln)	26	21	22	18	21	21	21	22	34	43	56	42
Simulated (veh)	6,340	6,276	5,388	5,375	7,410	6,225	6,226	5,495	8,942	7,073	7,455	7,576



SR 202 Westbound

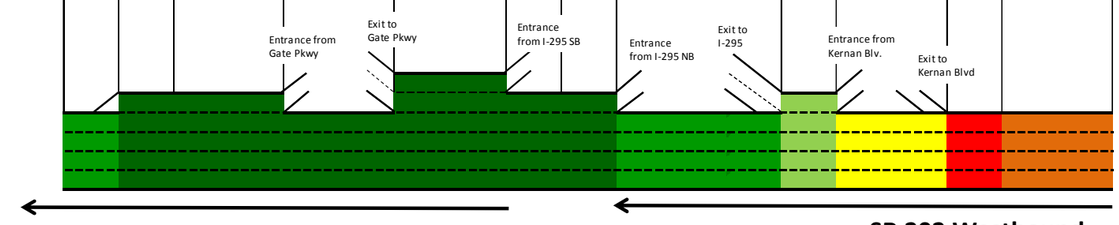


SR 202 Eastbound

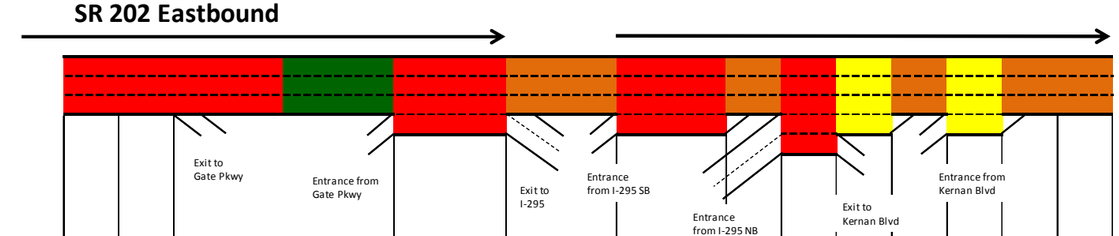
Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	64	61	65	64	65	57	56	58	57	57	52	53	52
Density (veh/mi/ln)	24	24	17	15	15	17	22	21	22	29	25	33	34
Simulated (veh)	4,480	4,460	3,158	3,878	2,833	3,826	3,740	5,950	4,884	4,887	5,243	5,165	5,277

AM Peak Hour

Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	64	64	64	63	64	65	62	44	26	40
Density (veh/mi/ln)	15	12	10	8	9	10	10	11	19	30	59	42
Simulated (veh)	3,799	3,751	2,677	2,671	3,410	3,021	3,023	2,768	5,968	5,300	5,910	6,005



SR 202 Westbound



SR 202 Eastbound

Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	38	43	45	38	51	19	47	41	57	59	54	54	54
Density (veh/mi/ln)	62	53	47	52	39	80	42	47	28	36	30	39	40
Simulated (veh)	6,792	6,772	5,777	7,604	5,587	5,925	5,792	8,807	6,212	6,228	6,387	6,288	6,433

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

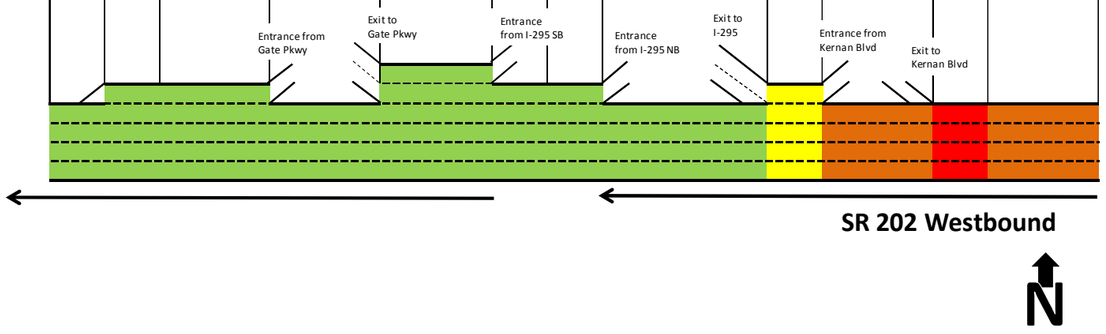
Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express
Phase I
(SR 9B to SR 202)

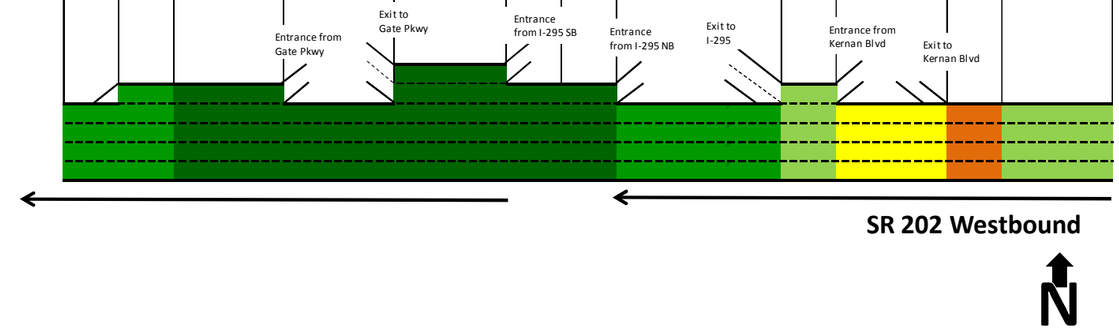
SR 202 – Build – Alternative 1 – Year 2040 – Peak Hour (Hour 2)
Measure of Effectiveness (MOEs)

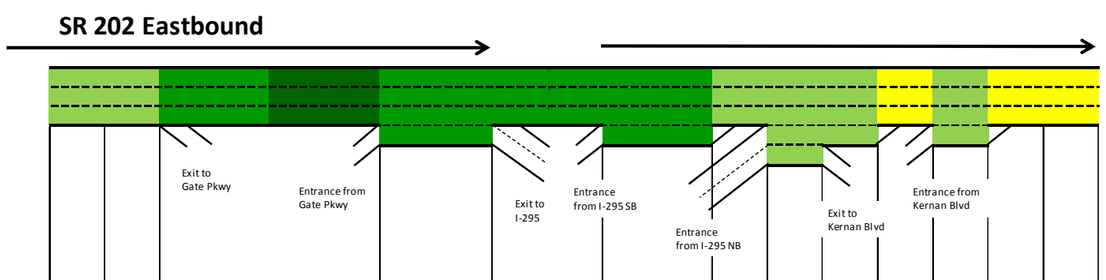
Figure 7-28

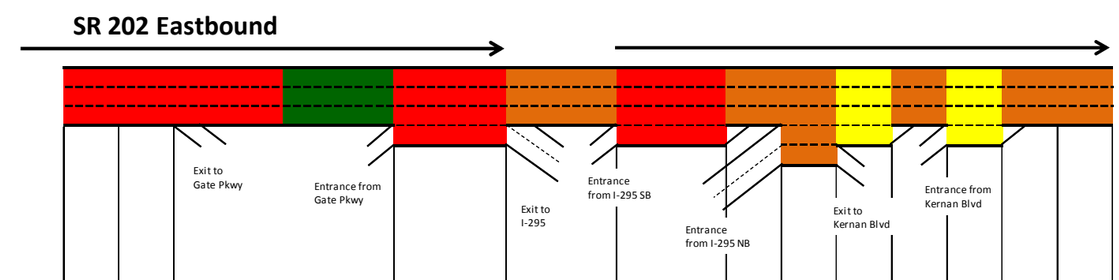
Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	61	57	60	61	64	54	43	37	48
Density (veh/mi/ln)	27	21	22	18	23	21	21	22	33	43	56	45
Simulated (veh)	6,354	6,289	5,380	5,373	7,403	6,230	6,233	5,497	8,937	7,055	7,424	7,564



Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	64	64	64	63	64	65	61	47	48	62
Density (veh/mi/ln)	15	12	11	9	9	10	10	11	20	30	35	24
Simulated (veh)	3,834	3,784	2,718	2,714	3,468	3,070	3,071	2,819	6,106	5,415	6,038	6,048







Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	64	61	65	64	65	57	56	58	57	57	52	53	52
Density (veh/mi/ln)	24	24	17	15	15	17	22	21	22	29	25	33	34
Simulated (veh)	4,480	4,460	3,458	3,881	2,835	3,826	3,766	5,960	4,896	4,900	5,259	5,173	5,283

AM Peak Hour

Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	39	44	45	36	51	19	48	45	57	58	52	53	54
Density (veh/mi/ln)	61	53	48	53	39	79	41	43	27	36	31	40	40
Simulated (veh)	6,825	6,801	5,791	7,590	5,589	5,933	5,801	8,790	6,199	6,221	6,387	6,291	6,430

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

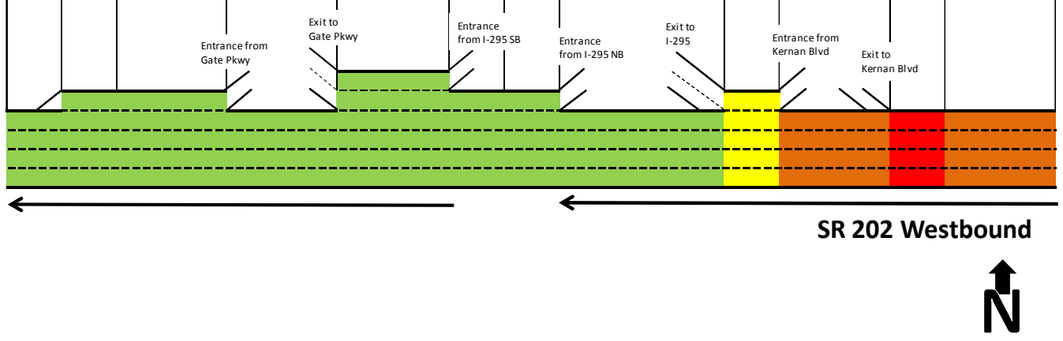
Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

295 East Express Phase I (SR 9B to SR 202)

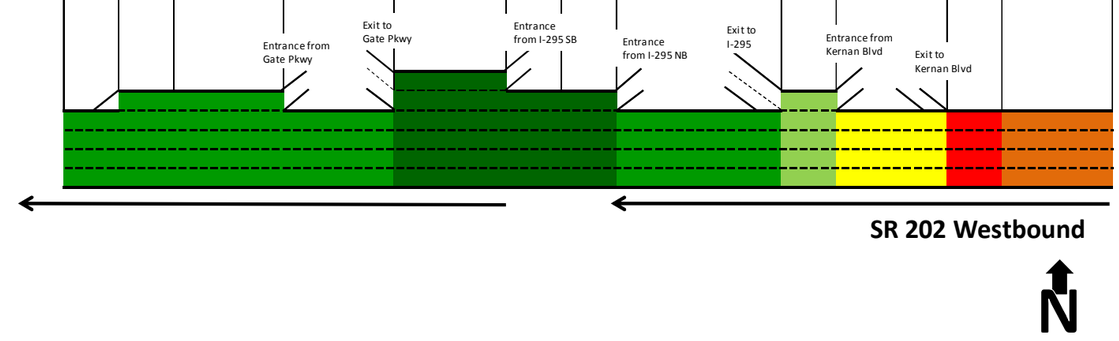
SR 202 – Build – Alternative 2 – Year 2040 – Peak Hour (Hour 2) Measure of Effectiveness (MOEs)

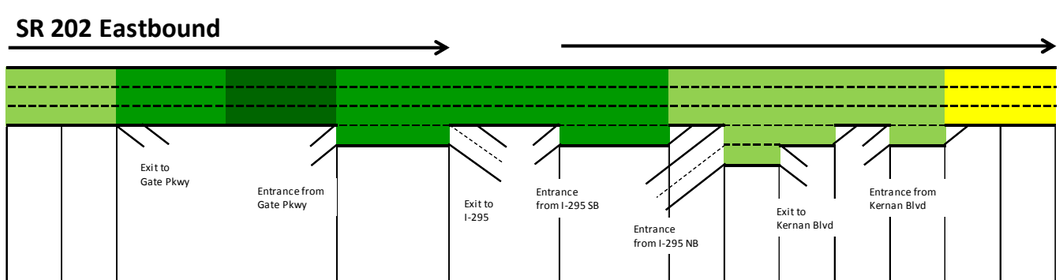
Figure 7-29

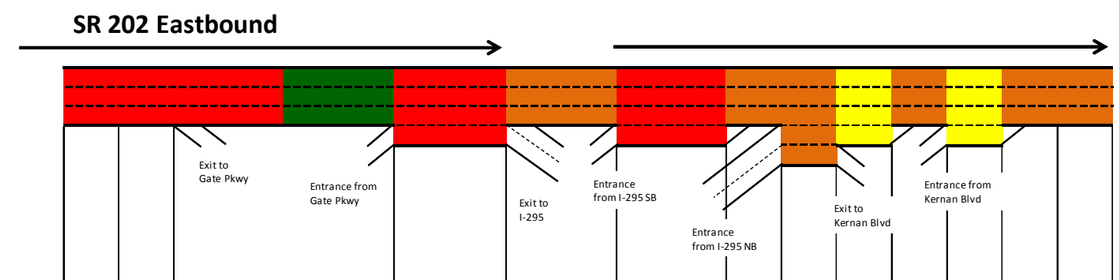
Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	60	60	61	61	60	60	61	64	54	42	37	49
Density (veh/mi/ln)	26	21	22	22	21	21	21	22	34	43	56	43
Simulated (veh)	6,364	6,298	5,392	5,385	7,428	6,238	6,240	5,503	8,948	7,060	7,439	7,574



Link Number	18012	18011	18010	18009	18008	18007	18006	18005	18004	18003	18002	18001
Link Length (ft.)	1,005	684	2,277	1,200	2,341	407	487	3,322	2,094	2,909	1,687	5,986
Speed (mph)	64	63	64	64	64	63	64	65	62	44	26	39
Density (veh/mi/ln)	15	12	11	11	9	10	10	11	19	31	59	42
Simulated (veh)	3,791	3,744	2,671	2,663	3,391	3,024	3,026	2,772	5,970	5,299	5,909	6,010







Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	64	61	65	64	65	56	56	58	58	57	52	53	52
Density (veh/mi/ln)	24	24	17	16	15	17	22	21	21	19	25	33	34
Simulated (veh)	4,480	4,460	3,158	3,885	2,837	3,830	3,741	5,963	4,898	4,903	5,260	5,177	5,285

AM Peak Hour

Link Number	16001	16002	16003	16004	16005	16006	16007	16008	16009	16010	16011	16012	16013
Link Length (ft.)	5,437	1,592	4,536	1,237	3,579	606	301	1,371	1,107	3,066	757	700	5,292
Speed (mph)	38	42	38	35	55	19	50	47	57	59	54	54	54
Density (veh/mi/ln)	62	55	55	56	35	77	39	40	27	35	30	39	40
Simulated (veh)	3,789	3,768	5,772	7,591	5,583	5,907	5,776	8,796	6,193	6,211	6,371	6,275	6,416

PM Peak Hour

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Density (pc/mi/ln)	
Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

FDOT	295 East Express Phase I (SR 9B to SR 202)	SR 202 – Build – Alternative 3 – Year 2040 – Peak Hour (Hour 2) Measure of Effectiveness (MOEs)	Figure 7-30
			Page 7-49

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Link Level Throughput Evaluation:

Link level throughput values were evaluated for all freeway links within the VISSIM models for the No-Build and the three Build Alternatives (Alternatives 1, 2, and 3). Tables comparing the individual link level hourly throughputs between the No-Build and the three Build Alternatives during the five-hour a.m. and p.m. peak period simulation are provided in **Appendix N**.

Findings and Observations:

Year 2020 - A.M. Peak Hours:

- Northbound I-295 – The total throughput in the northbound I-295 direction is 287,047 vehicles with the No-Build Alternative. An average of 295,207 vehicles are served by the Build Alternatives, resulting in a 3 percent increase in throughput along the northbound I-295 direction.
- Southbound I-295 – The total throughput in the southbound I-295 direction is 350,051 vehicles with the No-Build Alternative. An average of 356,498 vehicles are served by the Build Alternatives, resulting in a 2 percent increase in throughput along the southbound I-295 direction.
- SR 9B – The total throughput along SR 9B (northbound and southbound) is 8,989 vehicles with the No-Build Alternative. An average of 9,434 vehicles are served by the Build Alternatives, resulting in a 5 percent increase in throughput along SR 9B.

Year 2020 - P.M. Peak Hours:

- Northbound I-295 – The total throughput in the northbound I-295 direction is 274,729 vehicles with the No-Build Alternative. An average of 278,317 vehicles are served by the Build Alternatives, resulting in a 1.3 percent increase in throughput along the northbound I-295 direction.
- Southbound I-295 – The total throughput in the southbound I-295 direction is 369,218 vehicles with the No-Build Alternative. An average of 380,792 vehicles are served by the Build Alternatives, resulting in a 3 percent increase in throughput along the southbound I-295 direction.
- SR 9B – The total throughput along SR 9B (northbound and southbound) is 8,788 vehicles with the No-Build Alternative. An average of 9,227 vehicles are served by the Build Alternatives, resulting in a 5 percent increase in throughput along SR 9B.

Year 2040 - A.M. Peak Hours:

- Northbound I-295 – The total throughput in the northbound I-295 direction is 344,052 vehicles with the No-Build Alternative. An average of 485,848 vehicles are served by the Build Alternatives, resulting in a 41 percent increase in throughput along the northbound I-295 direction.
- Southbound I-295 – The total throughput in the southbound I-295 direction is 407,105 vehicles with the No-Build Alternative. An average of 534,885 vehicles are served by the Build Alternatives, resulting in a 31 percent increase in throughput along the southbound I-295 direction.
- SR 9B – The total throughput along SR 9B (northbound and southbound) is 16,131 vehicles with the No-Build Alternative. An average of 27,657 vehicles are served by the Build Alternatives, resulting in a 71 percent increase in throughput along SR 9B.

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Year 2040 - P.M. Peak Hours:

- Northbound I-295 – The total throughput in the northbound I-295 direction is 333,100 vehicles with the No-Build Alternative. An average of 435,033 vehicles are served by the Build Alternatives, resulting in a 31 percent increase in throughput along the northbound I-295 direction.
- Southbound I-295 – The total throughput in the southbound I-295 direction is 315,867 vehicles with the No-Build Alternative. An average of 559,080 vehicles are served by the Build Alternatives, resulting in a 76 percent increase in throughput along the southbound I-295 direction.
- SR 9B – The total throughput along SR 9B (northbound and southbound) is 16,024 vehicles with the No-Build Alternative. An average of 26,333 vehicles are served by the Build Alternatives, resulting in a 64 percent increase in throughput along SR 9B.

Appendix O shows the split between the general use and express lanes for each of the Build Alternatives in the Year 2020. Tables 7-6 and 7-7 summarize the Year 2020 express lane entry volumes, and Tables 7-8 and 7-9 summarize the Year 2020 exit volumes for the five hour a.m. and p.m. peak period simulation.

Table 7-6: Year 2020 - Express Lane Entry Volumes in A.M. Peak Period

Direction	Ingress From	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	I-295	825	1,266	1,141	822	764
Northbound	SR 9B	304	475	432	306	290
Southbound	I-295	645	901	884	643	567
Southbound	SR 202	494	718	667	503	431
Alternative 2						
Northbound	I-295	825	1,266	1,142	822	764
Northbound	SR 9B	304	475	432	306	290
Southbound	I-295	644	901	884	641	566
Southbound	SR 202	434	641	582	434	384
Alternative 3						
Northbound	I-295	822	1,271	1,135	827	753
Northbound	SR 9B	305	479	432	302	283
Southbound	I-295	645	900	889	639	567
Southbound	SR 202	495	718	665	504	432

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Table 7-7: Year 2020 - Express Lane Entry Volumes in P.M. Peak Period

Direction	Ingress From	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	I-295	1,097	1,301	1,110	743	547
Northbound	SR 9B	344	411	353	227	178
Southbound	I-295	803	934	817	539	403
Southbound	SR 202	704	806	710	465	350
Alternative 2						
Northbound	I-295	1,097	1,301	1,112	742	546
Northbound	SR 9B	344	411	354	227	178
Southbound	I-295	803	935	814	537	402
Southbound	SR 202	499	582	481	321	243
Alternative 3						
Northbound	I-295	1,097	1,297	1,106	731	550
Northbound	SR 9B	343	414	350	230	169
Southbound	I-295	803	926	824	540	403
Southbound	SR 202	705	806	711	465	349

Table 7-8: Year 2020 - Express Lane Exit Volumes in A.M. Peak Period

Direction	Egress To	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	SR 202	516	807	732	537	481
Northbound	I-295	618	918	862	611	569
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	286	395	377	287	248
Southbound	I-295	862	1,214	1,186	893	751
Alternative 2						
Northbound	SR 202	518	808	734	539	482
Northbound	I-295	618	918	862	610	569
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	270	373	358	271	234
Southbound	I-295	819	1,154	1,124	838	716
Alternative 3						
Northbound	SR 202	519	808	734	538	482
Northbound	I-295	467	705	644	464	418
Northbound	Town Center Parkway	149	222	207	149	133
Southbound	SR 9B	286	394	378	287	247
Southbound	I-295	862	1,215	1,183	892	751

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Table 7-9: Year 2020 - Express Lane Exit Volumes in P.M. Peak Period

Direction	Egress To	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	SR 202	614	751	648	425	320
Northbound	I-295	818	957	845	566	418
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	413	475	421	284	215
Southbound	I-295	1,083	1,267	1,135	745	554
Alternative 2						
Northbound	SR 202	615	752	650	427	321
Northbound	I-295	819	955	847	566	418
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	358	418	358	243	183
Southbound	I-295	932	1,098	967	640	476
Alternative 3						
Northbound	SR 202	615	752	649	427	320
Northbound	I-295	712	829	729	483	357
Northbound	Town Center Parkway	102	130	107	75	56
Southbound	SR 9B	413	474	421	285	215
Southbound	I-295	1,083	1,267	1,133	749	554

Findings and Observations:

Express Lane Entry Volumes:

- The express lane entrance along northbound I-295 pulls in approximately 1,266 vehicles during the Year 2020 a.m. peak hour and 1,301 vehicles during the Year 2020 p.m. peak hour (Hour 2). The demand in the express lanes decreases after the peak hour (Hour 2). This observation is consistent among all the Build Alternatives.
- The express lane entrance along northbound SR 9B pulls in approximately 475 vehicles during the Year 2020 a.m. peak hour and 411 vehicles during the Year 2020 p.m. peak hour (Hour 2). The demand in the express lanes decreases after the peak hour (Hour 2). This observation is consistent among all the Build Alternatives.
- The express lane entrance along southbound I-295 near SR 202 pulls in approximately 901 vehicles during the Year 2020 a.m. peak hour and 934 vehicles during the Year 2020 p.m. peak hour (Hour 2). This observation is consistent among all the Build Alternatives.
- The express lane entrance along southbound I-295 near Gate Parkway pulls in approximately 718 vehicles during the Year 2020 a.m. peak hour and 806 vehicles during the Year 2020 p.m. peak hour (Hour 2). This observation is consistent with Build Alternatives 1 and 3. However, this express lane entrance is not present in Alternative 2 and a direct connection from westbound SR 202 is present in the form of a flyover ramp. With Alternative 2, a total of 641 vehicles in the Year 2020 a.m. peak hour and 582 vehicles during the Year 2020 p.m. peak hour are served by this flyover ramp in Hour 2.

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Express Lane Exit Volumes:

- The express lane exit to SR 202 along northbound I-295 receives approximately 807 vehicles during the Year 2020 a.m. peak hour and 751 vehicles during the Year 2020 p.m. peak hour (Hour 2). The express lane volume exiting to this location decreases after the peak hour (Hour 2). This observation is consistent among all the Build Alternatives.
- The express lane exit south of eastbound SR 202 to the northbound I-295 on-ramp receives approximately 918 vehicles during the Year 2020 a.m. peak hour and 957 vehicles during the Year 2020 p.m. peak hour (Hour 2). The express lane volume exiting to this location decreases after the peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 2. This exit draws 705 vehicles in the Year 2020 a.m. peak hour and 829 vehicles in the Year 2020 p.m. peak hour (Hour 2) with Build Alternative 3, which provides additional slip-ramp access for traffic headed to Town Center Parkway.
- With Build Alternative 3, an additional exit is provided along I-295 near Gate Parkway for traffic heading to Town Center Parkway. This additional access is provided to preserve access that will serve Town Center Parkway in the future when the express lane system is extended to Dames Point Bridge. This exit in Build Alternative 3 will serve approximately 222 vehicles in the Year 2020 a.m. peak hour and about 130 vehicles in the Year 2020 p.m. peak hour (Hour 2).
- The express lane exit to southbound SR 9B south of SR 152 receives approximately 395 vehicles during the Year 2020 a.m. peak hour and 475 vehicles during the Year 2020 p.m. peak hour (Hour 2). The express lane volume exiting to this location decreases after the peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 3. Because Alternative 2 does not have access to the express lanes from eastbound SR 202, the volume of vehicles exiting at this location is lower with Build Alternative 2 than Build Alternatives 1 and 3.
- The express lane exit to southbound I-295 north of US 1 receives approximately 1,214 vehicles during the Year 2020 a.m. peak hour and 1,267 vehicles during the Year 2020 p.m. peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 3. Because Alternative 2 does not have access to the express lanes from eastbound SR 202, the volume of vehicles exiting at this location is lower with Build Alternative 2 than Build Alternatives 1 and 3.

Appendix O shows the split between the general use and express lanes for each of the Build Alternatives in the Year 2040. Tables 7-10 and 7-11 summarize the Year 2040 express lane entry volumes, and Tables 7-12 and 7-13 summarize the Year 2040 exit volumes for the five hour a.m. and p.m. peak period simulation.

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Table 7-10: Year 2040 - Express Lane Entry Volumes in A.M. Peak Hour

Direction	Ingress From	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	I-295	945	1,423	1,292	978	872
Northbound	SR 9B	945	1,363	1,373	1,029	879
Southbound	I-295	1,022	1,331	1,307	1,228	1,216
Southbound	SR 202	681	953	919	694	662
Alternative 2						
Northbound	I-295	945	1,415	1,291	980	871
Northbound	SR 9B	945	1,371	1,346	1,038	878
Southbound	I-295	1,023	1,332	1,318	1,231	1,207
Southbound	SR 202	619	863	836	628	602
Alternative 3						
Northbound	I-295	948	1,416	1,269	975	875
Northbound	SR 9B	948	1,384	1,351	979	889
Southbound	I-295	1,021	1,336	1,309	1,237	1,219
Southbound	SR 202	680	956	916	694	659

Table 7-11: Year 2040 - Express Lane Entry Volumes in P.M. Peak Hour

Direction	Ingress From	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	I-295	1,215	1,415	1,261	871	613
Northbound	SR 9B	1,042	1,262	1,056	700	520
Southbound	I-295	1,541	980	881	1,407	1,597
Southbound	SR 202	859	932	923	639	471
Alternative 2						
Northbound	I-295	1,215	1,412	1,257	869	613
Northbound	SR 9B	1,041	1,258	1,052	699	520
Southbound	I-295	1,533	872	814	1,407	1,643
Southbound	SR 202	636	638	574	405	322
Alternative 3						
Northbound	I-295	1,218	1,414	1,255	872	616
Northbound	SR 9B	1,045	1,265	1,048	699	509
Southbound	I-295	1,529	916	829	1,383	1,612
Southbound	SR 202	858	943	921	648	470

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Table 7-12: Year 2040 - Express Lane Exit Volumes in A.M. Peak Hour

Direction	Egress To	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	SR 202	630	946	921	710	601
Northbound	I-295	1,203	1,816	1,752	1,354	1,148
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	790	1,066	1,060	905	877
Southbound	I-295	905	1,204	1,194	1,041	1,012
Alternative 2						
Northbound	SR 202	629	951	913	718	601
Northbound	I-295	1,204	1,816	1,740	1,360	1,146
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	757	1,024	1,016	871	847
Southbound	I-295	872	1,158	1,151	1,006	978
Alternative 3						
Northbound	SR 202	631	956	911	695	600
Northbound	I-295	953	1,449	1,361	1,036	924
Northbound	Town Center Parkway	252	379	364	271	237
Southbound	SR 9B	791	1,066	1,061	901	880
Southbound	I-295	905	1,210	1,197	1,040	1,014

Table 7-13: Year 2040 - Express Lane Exit Volumes in P.M. Peak Hour

Direction	Egress To	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
Alternative 1						
Northbound	SR 202	870	1,073	947	644	467
Northbound	I-295	1,319	1,597	1,414	967	697
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	1,184	999	922	1,011	1,050
Southbound	I-295	1,169	962	872	1,021	1,036
Alternative 2						
Northbound	SR 202	870	1,071	943	643	467
Northbound	I-295	1,322	1,590	1,410	965	697
Northbound	Town Center Parkway	N/A	N/A	N/A	N/A	N/A
Southbound	SR 9B	1,072	789	719	883	1,000
Southbound	I-295	1,060	761	683	883	982
Alternative 3						
Northbound	SR 202	871	1,073	947	643	467
Northbound	I-295	1,140	1,374	1,221	835	595
Northbound	Town Center Parkway	183	218	190	128	92
Southbound	SR 9B	1,179	972	897	1,002	1,052
Southbound	I-295	1,169	926	871	990	1,044

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Findings and Observations:

Express Lane Entry Volumes:

- The express lane entrance along northbound I-295 pulls in approximately 1,423 vehicles in the Year 2040 compared to 1,266 vehicles in the Year 2020 during the a.m. peak hour, and 1,415 vehicles in the Year 2040 compared to 1,301 vehicles in the Year 2020 during the p.m. peak hour (Hour 2). The demand in the express lanes decreases after the peak hour (Hour 2). This observation is consistent among all Build Alternatives.
- The express lane entrance along northbound SR 9B pulls in approximately 1,363 vehicles in the Year 2040 compared to 475 vehicles in the Year 2020 during the a.m. peak hour, and 1,262 vehicles in the Year 2040 compared to 411 vehicles in the Year 2020 during the p.m. peak hour (Hour 2). The demand in the express lanes decreases after the peak hour (Hour 2). This observation is consistent among all Build Alternatives.
- The express lane entrance along southbound I-295 near SR 202 pulls in approximately 1,331 vehicles in the Year 2040 compared to 901 vehicles in the Year 2020 during the a.m. peak hour, and 1,541 vehicles in the Year 2040 compared to 934 vehicles in the Year 2020 during the p.m. peak hour (Hour 2). This observation is consistent among all Build Alternatives.
- The express lane entrance along southbound I-295 near Gate Parkway pulls in approximately 953 vehicles in the Year 2040 compared to 718 vehicles in the Year 2020 during the a.m. peak hour, and 932 vehicles in the Year 2040 compared to 806 vehicles in the Year 2020 during the p.m. peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 3. However, this express lane entrance is not present in Alternative 2 and a direct connection from westbound SR 202 is present in the form of a flyover ramp. With Alternative 2, a total of 863 vehicles in the Year 2040 a.m. peak hour and 638 vehicles during the Year 2040 p.m. peak hour are served by this flyover ramp in Hour 2.

Express Lane Exit Volumes:

- The express lane exit to SR 202 along northbound I-295 receives approximately 946 vehicles during the Year 2040 a.m. peak hour and 1,073 vehicles during the Year 2040 p.m. peak hour (Hour 2). The express lane volume exiting to this location decreases after the peak hour (Hour 2). This observation is consistent among all Build Alternatives.
- The express lane exit south of eastbound SR 202 to the northbound I-295 on-ramp receives approximately 1,816 vehicles during the Year 2040 a.m. peak hour and 1,597 vehicles during the Year 2040 p.m. peak hour (Hour 2). The express lane volume exiting to this location decreases after the peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 2. This exit will draw 1,449 vehicles in the Year 2040 a.m. peak hour and 1,374 vehicles in the Year 2040 p.m. peak hour (Hour 2) with Build Alternative 3, which will provide additional slip-ramp access for traffic headed to Town Center Parkway.
- Build Alternative 3 provides an additional exit along I-295 near Gate Parkway for traffic headed to Town Center Parkway. This additional access is provided to preserve an access that will serve Town Center Parkway in the future when the express lane system is extended to Dames Point Bridge. This exit in Build Alternative 3 will serve approximately 379 vehicles in the Year 2040 a.m. peak hour and about 218 vehicles in the Year 2040 p.m. peak hour (Hour 2).

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- The express lane exit to southbound SR 9B south of SR 152 receives approximately 1,066 vehicles during the Year 2040 a.m. peak hour and 999 vehicles during the Year 2040 p.m. peak hour (Hour 2). The express lane volume exiting to this location decreases after the peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 3. Because Alternative 2 does not have access to the express lanes from eastbound SR 202, the volume of vehicles exiting at this location is lower with Build Alternative 2 than Build Alternatives 1 and 3.
- The express lane exit to southbound I-295 north of US 1 receives approximately 1,204 vehicles during the Year 2040 a.m. peak hour and 962 vehicles during the Year 2040 p.m. peak hour (Hour 2). This observation is consistent for Build Alternatives 1 and 3. Because Alternative 2 does not have access to the express lanes from eastbound SR 202, the volume of vehicles exiting at this location is lower with Build Alternative 2 than Build Alternatives 1 and 3.

7.5.3 Alternatives Arterial Operational Performance

Intersection operational improvements are proposed for the intersection listed below:

- I-295 and SR 152 – northbound and southbound off-/on-ramps
- I-295 and Gate Parkway – northbound and southbound off-/on-ramps
- SR 202 and Kernan Boulevard – eastbound and westbound off-/on-ramps
- SR 202 and Gate Parkway – westbound off-/on-ramps
- I-295 and Town Center Parkway – northbound off-/on-ramps

The proposed intersection configuration for the ramp termini, including lane assignments, number of turn lanes, turn bay lengths, and signal phasing and timings, were developed based on the results of the design year intersection capacity analysis and availability of right-of-way. The proposed intersection improvements for all three Build Alternatives are same and result in similar operational performance near these intersections.

A comparison of intersection operational SYNCHRO analysis results for the No-Build and Build Alternatives (Alternatives 1, 2, and 3) is provided in Table 7-14. The SYNCHRO models and the corresponding output files are provided in **Appendix P**. Table 7-15 summarizes these results at the system level. Based on the results of the intersection capacity analysis at the system level, as shown in Table 7-15, the number of failing intersections will decrease significantly with the Build Alternatives when compared with the No-Build Alternative.

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Table 7-14: Intersection Analysis Summary - No-Build and Build Alternatives

Node #	Location	Type	AM Peak								PM Peak							
			2020				2040				2020				2040			
			No Build		Build		No Build		Build		No Build		Build		No Build		Build	
			Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS
101	US 1 (Philips Hwy) at Bus Park Blvd	Signalized	23.7	C	23.7	C	30.0	C	29.0	C	22.5	C	22.2	C	41.9	D	38.9	D
102	US 1 (Philips Hwy) at Greenland Rd/I-295 On/Off Ramp	Signalized	50.1	D	49.6	D	59.4	E	55.3	E	53.0	D	51.8	D	263.3	F	246.9	F
103	US 1 (Philips Hwy) at I-295 SB On/Off Ramp	Signalized	15.4	B	14.8	B	24.4	C	22.4	C	17.0	B	17.1	B	38.9	D	39.1	D
105	US 1 (Philips Hwy) at Avenues Walk Blvd/Southside Blvd	Signalized	35.2	D	34.7	C	58.7	E	51.9	D	38.0	D	37.9	D	48.3	D	47.3	D
201	SR 152 (Baymeadows Rd) at Reedy Branch Dr/Point Meadows Dr	Signalized	41.1	D	46.0	D	316.1	F	316.6	F	50.7	D	50.7	D	385.5	F	385.2	F
202	SR 152 (Baymeadows Rd) at I-295 SB On/Off Ramp	Signalized	174.5	F	21.7	C	446.9	F	103.5	F	119.5	F	17.8	B	337.7	F	61.0	E
203	SR 152 (Baymeadows Rd) at I-295 NB On/Off Ramp	Signalized	26.5	C	13.6	B	161.8	F	24.0	C	58.6	E	15.9	B	232.7	F	33.5	C
204	SR 152 (Baymeadows Rd) at RGE Skinner Blvd	Signalized	12.8	B	12.9	B	22.4	C	23.0	C	13.1	B	13.6	B	33.4	C	33.3	C
301	Gate Pkwy at Point Meadows Dr	Signalized	33.4	C	31.8	C	48.4	D	36.5	D	32.3	C	27.9	C	141.0	F	54.1	D
302	Gate Pkwy at I-295 SB On/Off Ramp	Signalized	23.9	C	14.6	B	24.6	C	15.6	B	21.3	C	12.0	B	143.4	F	21.1	C
303	Gate Pkwy at I-295 NB On/Off Ramp	Signalized	124.2	F	37.9	D	328.8	F	43.5	D	19.0	B	18.6	B	29.0	C	30.4	C
401	Gate Pkwy at Deerwood Park Blvd	Signalized	89.6	F	89.8	F	137.2	F	137.1	F	79.6	E	79.6	E	130.7	F	130.7	F
402	Gate Pkwy at SR 202 (J. T. Butler Blvd) On/Off Ramp	Signalized	20.3	C	20.2	C	43.7	D	43.5	D	15.7	B	15.7	B	32.2	C	32.2	C
403	Gate Pkwy at Skinner Lake Dr./Costco Entrance	Signalized	14.5	B	14.1	B	19.2	B	19.3	B	10.7	B	10.7	B	13.7	B	13.7	B
404	Gate Pkwy at Town Center Pkwy	Signalized	81.3	F	81.1	F	134.1	F	134.1	F	16.5	B	16.5	B	21.7	C	21.7	C
501	Kernan Blvd at SR 202 (J. T. Butler Blvd) EB Ramps	Signalized*	N/A	F	18.6	B	N/A	F	33.5	C	N/A	F	21.6	C	N/A	F	120.2	F
502	Kernan Blvd at SR 202 (J. T. Butler Blvd) WB Ramps	Signalized*	N/A	C	6.8	A	N/A	E	12.2	B	N/A	F	18.8	B	N/A	F	102.6	F
503	Kernan Blvd at 1st Coast Tech Pkwy	Signalized	14.4	B	13.6	B	90.0	F	91.1	F	16.6	B	13.8	B	84.3	F	84.2	F
601	Town Center Pkwy at St Johns Bluff Rd S	Signalized	24.9	C	25.7	C	84.0	F	96.5	F	24.6	C	24.8	C	37.0	D	38.8	D
602	Town Center Pkwy at I-295 On/Off Ramps	Signalized	16.5	B	16.6	B	20.4	C	21.5	C	23.4	C	23.7	C	48.0	D	57.6	E
603	UNF Dr at Eco Rd	Signalized	17.6	B	17.9	B	22.9	C	24.3	C	18.5	B	18.5	B	21.4	C	22.4	C

Note:

The proposed intersection improvements for all three Build Alternatives are same and result in similar operational performance

* - Converted from an unsignalized intersection to a signal

N/A - Unsignalized delay not reported

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Proposed operational improvements to handle the increase in throughput at service interchanges are limited to providing additional and longer turn lanes from/to I-295 at the ramp termini. As part of the proposed improvements at these intersections, the number of turn lanes on the off-ramps have been maximized based on the number of receiving through lanes on the arterial to minimize queue spillback onto the I-295 mainline. Under No-Build conditions, queue spillback from I-295 directly impacts I-295 mainline operations and poses safety concerns in the form of rear-end and other crashes. No queue spillbacks are observed in the VISSIM microsimulation models for any of the three Build Alternatives considered for this project, and therefore, I-295 mainline traffic operations are not impeded (safety benefit).

Table 7-15: Peak Hour Intersection Capacity Analysis Summary

No.	Alternative	No. of Failing Intersections			
		Year 2020		Year 2040	
		A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak
1	No-Build	5	5	12	10
2	Build (Alternatives 1, 2, and 3)	2	1	7	8

Other key factors that would result in LOS F at some intersections are core mainline capacity issues along the arterial and operational issues in the vicinity of the interchange (adjacent intersections). However, this project is limited to addressing interchange capacity needs and regulating access points in the interchange influence area (where reasonable) and does not address core mainline arterial capacity.

Considering that the larger need of the project is to address operational and capacity deficiencies along I-295, the LOS E/F at certain adjacent and ramp termini would have minimal impact to mainline I-295 as long as the queues do not impede operations along the mainline. In the case of the Build Alternatives considered for this project, vehicles in the ramp termini intersections do not spill back into the mainline and do not hinder operations along I-295.

Findings and Observations:

A.M. Peak Hours:

- All intersection LOS values are equal to or better than the No-Build conditions for each of the Build Alternatives.
- No LOS values are worse with the Build Alternatives when compared with No-Build conditions.
- Five intersections with failing LOS (LOS E/F) are observed with No-Build Year 2020 traffic conditions. This decreases by 60 percent, to two intersections with LOS E/F, with the Build Alternatives.
- Seven intersections have better LOS with the Build Alternatives when compared to the No-Build conditions in the Year 2020. The remaining 14 Build Alternative intersections have a similar LOS as the No-Build conditions.
- A total of 12 intersections with failing LOS (LOF E/F) are observed with No-Build year 2040 traffic conditions. This decreases by 42 percent, to seven intersections with LOS E/F, with the Build Alternatives.

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- Six intersections have better LOS with the Build Alternatives when compared to the No-Build conditions in the Year 2040. The remaining 15 Build Alternative intersections have similar LOS as the No-Build conditions.

P.M. Peak Hours:

- All intersection LOS values are equal to or better than the No-Build conditions for each of the Build Alternatives, except for one signalized intersection near the Town Center Parkway and I-295 ramp terminals.
- Five intersections with failing LOS (LOF E/F) are observed with No-Build Year 2020 traffic conditions. This decreases by 80 percent, to one intersection with LOS E/F, with the Build Alternatives.
- Five intersections have better LOS with the Build Alternatives when compared to the No-Build conditions in the Year 2020. The remaining 16 Build Alternative intersections have similar LOS as the No-Build conditions.
- A total of 10 intersections with failing LOS (LOF E/F) are observed with No-Build Year 2040 traffic conditions. This decreases by 20 percent, to eight intersections, with the Build Alternatives.
- Four intersections have better LOS with the Build Alternatives when compared to the No-Build conditions in the Year 2040. Sixteen Build Alternative intersections have similar LOS as the No-Build conditions. One intersection (Town Center Parkway/I-295 ramp terminal intersection) has a worse LOS than in the No-Build conditions. This can be attributed to the fact that the Build Alternative volumes are higher than the No-Build conditions at this intersection and no capacity improvements are proposed along the arterial to improve operations.

7.6 Safety Analysis of Alternatives

A key goal of this project is to improve safety for travelers along the I-295 mainline. Therefore, it was important to ensure that the proposed concepts include design elements and roadway alignments that help minimize vehicular conflicts and improve safety. Project traffic and roadway engineers worked closely to identify potential conflict hotspots, which were later mitigated by introducing appropriate design elements. Various degrees of improvements were introduced depending on factors such as existing crash hotspot locations, potential reductions in conflicts due to the improvements, and construction feasibility.

Three Build Alternatives were developed that would improve safety and mobility along I-295 when compared to the No-Build Alternative. The speeds and densities were checked near critical weaving sections for all Build Alternatives and also near segments experiencing higher densities with the Build Alternative when compared to the No-Build Alternative. It should be noted that the segments experiencing higher densities than in the No-Build Alternative are a result of traffic along I-295 northbound and southbound being delayed by failing bottleneck locations and not able to pass through. However, the throughput with the Build Alternatives is improved, and a segment that does not have significant throughput with the No-Build Alternative will receive more traffic with the Build Alternatives and hence show higher densities. It was also observed based on existing crash patterns that within the study area, increased travel times and stop-and-go conditions result in driver frustration and aggressive driving behaviors that cause rear-end and sideswipe/angle crash types and threaten human life and property. The travel time is greatly improved with the Build Alternatives and a consistent speed is established along I-295 that

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would decrease driver frustration.

Table 7-16 provides a summary of the safety evaluation performed comparing the No-Build and the three Build Alternatives. This analysis shows that all of the Build Alternatives (Alternatives 1, 2, and 3) improve safety over the No-Build Alternative. When connectivity and reduction in number of lane changes are evaluated for the Build Alternatives, Alternatives 2 and 3 result in the least number of lane changes as they have direct ramp connections from the express lanes.

The section below provides a brief summary of operations along the critical weave sections and sections with higher densities when compared to the No-Build Alternative to evaluate any impacts on safety with the Build Alternative proposed for this project.

Speeds and densities on the sections approaching the critical weave/failing sections, on the section itself, and on the downstream section are compared along with the on-/off-ramps that connect to these roadways.

Speeds and Densities on Critical Weave Sections:

The critical weave sections evaluated for the Build Alternatives are listed below:

- Weave Segment #1: I-295 northbound between Gate Parkway and SR 202
    - Alternatives 1 and 3
- Weave Segment #2: I-295 southbound between SR 202 and Gate Parkway
    - Alternatives 1 and 3

Table 7-16: Safety Evaluation of No-Build and Build Alternatives

I-295 Road Segment	Historic Crash Pattern	Potential Cause for Safety Issue	No-Build					Build Alternative 1					Build Alternative 2					Build Alternative 3					Benefits to Safety
			Lane Description	Performance Measures				Lane Description	Performance Measures				Lane Description	Performance Measures				Lane Description	Performance Measures				
				Speed		Density			Speed		Density			Speed		Density			Speed		Density		
				AM	PM	AM	PM		AM	PM	AM	PM		AM	PM	AM	PM		AM	PM	AM	PM	
NORTHBOUND																							
I-95 to US-1 (link 1002)	Collision with fixed obejct[1] - 25% of total crashes in this segment	Weave	4 GP lanes reduced to 3 GP lanes at US-1 exit.	18	21	102	96	4 GP lanes reduced to 3 GP lanes at US-1 exit.	46	63	33	14	4 GP lanes reduced to 3 GP lanes at US-1 exit.	45	62	34	14	4 GP lanes reduced to 3 GP lanes at US-1 exit.	46	63	28	14	- Reduction in vehicle density by approximately 67% in AM and 85% in PM Peaks over No-build.
US-1 to SR-9B (link 1007)[2]	Rear end-27% of total crashes in this segment.	Inside lane drop along I-295	4 GP lanes, outside inside lane GP lane merges	10	7	129	151	Inside lane turns into Express lane instead of merge	63	64	21	17	Inside lane turns into Express lane instead of merge	64	64	21	17	Inside lane turns into Express lane instead of merge	47	64	21	17	- Proposed express lane will provide facility to alleviate GP congestion - Reduction in vehicle density by approximately 84% in AM and 89% in PM Peaks over No-build - Elimination of inside merge lane will reduce conflict.
SR-9B to Baymeadows Rd (link 1009)[2]	Rear end- 40% of total crashes in this segment.	Major merge prior to Baymeadows Rd. exit	2 lanes from SR-9B are added to 2 lanes along I-295. Outside lane merges and inside lane merges reducing GP lanes back to 2 lanes prior to Baymeadows Rd. exit.	14	10	97	110	2 Express lanes and 4 GP lanes. Outside lane merges reducing GP to 3 lanes prior to Baymeadows Rd exit.	55	63	32	22	2 Express lanes and 4 GP lanes. Outside lane merges reducing GP to 3 lanes prior to Baymeadows Rd exit.	55	63	32	22	2 Express lanes and 4 GP lanes. Outside lane merges reducing GP to 3 lanes prior to Baymeadows Rd exit.	49	63	37	22	- Proposed additional GP lane and 2 express lanes will provide facility to alleviate GP congestion - Reduction in vehicle density by approximately 64% in AM and 80% in PM Peaks over No-build. - Elimination of inside merge lane will reduce conflict.
Baymeadows Rd to Gate Parkway (link 1011)	Rear end- 51% of total crashes in this segment.	Major weave	3 GP lanes	60	13	34	122	2 Express lanes, 3 GP lanes.	53	46	36	37	2 Express lanes, 3 GP lanes.	53	43	36	41	3 Express lanes, 3 GP lanes.	48	46	41	38	- Proposed express lanes will provide facility to alleviate GP congestion - Reduction in vehicle density by approximately 69% in PM Peaks over No-build - Reduction in the number of lane changes will reduce conflict.
Gate Parkway to SR-202 (link 1015 for NB, 1 and 3, 1014 for 2)	Rear end- 48% of total crashes in this segment.	Major weave	4 GP lanes after Gate Pkwy entrance ramp. 2 lane exit onto SR-202, 3 thru GP lanes.	65	11	19	107	Gate Pkwy on ramp increases GP lanes to 5. 3 exit lanes to SR-202, 3 thru GP lanes	64	64	21	20	Gate Pkwy entrance and Express lane exit create 4 GP lanes. 3 exit lanes to SR-202, 2 thru GP lanes.	62	63	27	25	Gate Pkwy entrance and Express lane exits create 5 GP lanes. 3 exit lanes to SR-202, 3 thru GP lanes.	63	64	22	20	- Proposed express lanes will provide facility to alleviate GP congestion - Reduction in vehicle density by approximately 78% in PM Peak over No-build - Proposed option lane for SR-202 exit will reduce conflict.
SR-202 to Towncenter Parkway (link 1021 for NB, 1 and 3, 1019 for 2)	Collision with fixed obejct[1] - 39% of total crashes in this segment	Major weave	Single lane exit onto Towncenter reducing GP lanes to 2 lanes. In 2040, 5 GP lanes prior to Towncenter exit to 4 GP lanes after.	65	65	14	12	5 GP lanes prior to Towncenter Parkway, increases to 6 GP lanes in 2040. 2 lane exit onto Towncenter.	65	64	18	18	5 GP lanes prior to Towncenter Parkway, increases to 6 GP lanes in 2040. 2 lane exit onto Towncenter.	65	64	18	19	5 GP lanes prior to Towncenter Parkway, increases to 6 GP lanes in 2040. 2 lane exit onto Towncenter.	65	64	18	18	- Proposed additional GP lane facility to alleviate overall GP congestion

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I-295 Road Segment	Historic Crash Pattern	Potential Cause for Safety Issue	No-Build					Build Alternative 1					Build Alternative 2					Build Alternative 3					Benefits to Safety
			Lane Description	Performance Measures				Lane Description	Performance Measures				Lane Description	Performance Measures				Lane Description	Performance Measures				
				Speed		Density			Speed		Density			Speed		Density			Speed		Density		
				AM	PM	AM	PM		AM	PM	AM	PM		AM	PM	AM	PM		AM	PM	AM	PM	
SOUTHBOUND																							
Towncenter Parkway to SR-202 (link 3004)	Rear End- 34% of total crashes in this segment.	Major weave	3 GP lanes after Towncenter on ramp, increased to 4 GP lanes in 2040.	16	8	75	110	3 GP lanes after Towncenter on ramp, increased to 4 GP lanes in 2040.	59	10	27	113	3 GP lanes after Towncenter on ramp, increased to 4 GP lanes in 2040.	59	9	27	117	3 GP lanes after Towncenter on ramp, increased to 4 GP lanes in 2040.	59	9	27	118	- Reduction in vehicle density by approximately 64% in AM Peak over No-build
SR-202 to Gate Parkway (link 3009 in NB, 3008 in Alternatives)	Rear end- 30% of total crashes in this segment.	Major merge	4 GP lanes. Single exit lane onto Gate Pkwy	10	7	119	146	5 GP lanes. 2 lane exit onto Gate Pkwy.	64	64	13	16	5 GP lanes. 2 lane exit onto Gate Pkwy.	65	63	15	14	5 GP lanes. 2 lane exit onto Gate Pkwy.	64	64	18	15	- Proposed additional GP lane will provide facility to alleviate overall GP congestion - Reduction in vehicle density by approximately 86% in AM and 90% in PM Peaks over No-build
Gate Parkway to Baymeadows Rd (link 3013 in NB, 1 and 3, 3011 in 2)	Collision with fixed obejct[1] - 33% of total crashes in this segment	Major weave	3 GP lanes.	58	34	25	45	Gate Parkway on ramp increases lanes to 4 GP lanes, 2 Express lanes.	64	62	17	19	Gate Parkway on ramp increases lanes to 4 GP lanes, 2 Express lanes.	64	40	17	46	Gate Parkway on ramp increases lanes to 4 GP lanes, 2 Express lanes.	64	59	17	26	- Proposed additional GP and express lanes will provide facility to alleviate GP congestion - Reduction in vehicle density by approximately 32% in AM Peak over No-build
Baymeadows Rd to SR-9B (link 3017 in NB, 3018 in 1 and 3, 3016 in 2)[2]	Rear End- 35% of total crashes in this segment.	Major diverge	Baymeadows Rd on ramp increases GP lanes to 3. Outside lane merges and a lane addition is added to the inside. 2 lanes exit onto SR-9B.	62	62	30	34	Outside lane merges to 2 GP lanes. Lane addition to the outside gives 3 GP lanes. 2 GP lanes and an Express lane exit to SR-9B.	61	48	28	45	Outside lane merges to 2 GP lanes. Lane addition to the outside gives 3 GP lanes. 2 GP lanes and an Express lane exit to SR-9B.	61	40	29	56	Outside lane merges to 2 GP lanes. Lane addition to the outside gives 3 GP lanes. 2 GP lanes and an Express lane exit to SR-9B.	61	53	29	39	- Proposed express lanes will provide facility to alleviate GP congestion - Reduction in vehicle density by approximately 6% in AM Peak over No-build
SR-9B to US-1 (link 3019 in NB, 3020 in 1 and 3, 3018 in 2)[2]	Rear End- 33% of total crashes in this segment.	Major merge	2 GP lanes. Lane addition to the inside and outside making 4 GP lanes. US-1 exit reduces GP lanes down to 3.	64	63	17	18	2 GP lanes until Express lane ends increasing GP lanes to 3. Outside lane addition to 4 GP lanes. US-1 exit reduces GP lanes to 3.	65	65	14	16	2 GP lanes until Express lane ends increasing GP lanes to 3. Outside lane addition to 4 GP lanes. US-1 exit reduces GP lanes to 3.	65	65	14	17	2 GP lanes until Express lane ends increasing GP lanes to 3. Outside lane addition to 4 GP lanes. US-1 exit reduces GP lanes to 3.	64	65	14	15	- Reduction in vehicle density by approximately 18% in AM and 17% in PM Peaks over No-build
US-1 to I-95 (link 3024 in NB, 3025 in 1 and 3, 3023 for 2)	Collision with fixed obejct[1] - 25% of total crashes in this segment	Weave	US-1 entry ramp increases GP lanes to 4. I-95 NB exit reduces GP lanes to 3.	65	65	9	9	US-1 entry ramp increases GP lanes to 4. I-95 NB exit reduces GP lanes to 3.	64	63	12	13	US-1 entry ramp increases GP lanes to 4. I-95 NB exit reduces GP lanes to 3.	65	64	13	17	US-1 entry ramp increases GP lanes to 4. I-95 NB exit reduces GP lanes to 3.	64	63	12	13	- None

[1]fixed objects include poles, guardrail, trees, attenuators

[2]CRASH ANAYLSIS FOR TIME PERIOD OF 2007-2011, PRIOR TO THE OPENING OF SR-9B

Reduction of severity and duration of congestion would reduce the incidence of crashes.
Higher vehicle density means less headway and higher probability of crash.

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These critical weave sections were evaluated for the worst case scenarios (Year 2040 and higher peak hour volume). It was observed from this analysis that these critical weave segments operate at acceptable density and speed ranges during the worst case scenario. Figures 7-31 and 7-32 show the operations along critical weave segment #1 during the a.m. peak period for Alternatives 1 and 3, respectively.

Figures 7-33 and 7-34 show the operations along critical weave segment #2 during the p.m. peak period for Alternatives 1 and 3, respectively.

Findings and Observations:

Weave Segment #1: Year 2040 – The a.m. peak period carries the highest amount of traffic at this location and is the worst case scenario:

- The Gate Parkway on-ramp merge location along I-295 northbound experiences a major weave prior to the SR 202 off-ramp (link nos. 1014 to1016) due to the location of the express lane exit with Alternative 1 (refer to Figure 7-31).
    - Densities greater than 45 veh/mi/ln are not observed through this section of I-295 during any point of the five-hour simulation.
    - Densities vary from 20 to 38 veh/mi/ln during Hour 2 to 19 to 37 veh/mi/ln during Hour 3 along I-295. The Gate Parkway on-ramp has densities during Hour 2 and Hour 3 of 31 and 30 veh/mi/ln, respectively. The SR 202 off-ramp has densities during Hour 2 and Hour 3 of 22 and 21veh/mi/ln, respectively.
    - Speeds at this location vary from 57 to 64 mph during Hours 2 and 3. Either ramp speed is 49 mph during these hours. The speed differential is negligible through this section and does not pose a safety concern with this Build Alternative.

- The Gate Parkway on-ramp merge location along I-295 northbound experiences a major weave prior to the SR 202 off-ramp (link nos. 1012 to1015) due to the location of the express lane exit with Alternative 3 (refer to Figure 7-32).
    - Densities greater than 45 veh/mi/ln are not observed through this section of I-295 during any point of the five-hour simulation.
    - Densities vary from 23 to 39 veh/mi/ln during Hour 2 of the simulation along I-295.
    - Speeds at this location vary from 57 to 63 mph during Hour 2 along I-295. The SR 202 off-ramp speed is 49 mph. The speed differential is negligible through this section and does not pose a safety concern with this Build Alternative.

Weave Segment #2: Year 2040 – The p.m. peak period carries the highest amount of traffic at this location and is the worst case scenario:

- The SR 202 on-ramp merge location along I-295 southbound experiences a major weave prior to the Gate Parkway off-ramp (link nos. 3007 to 3009) due to the location of the express lane entrance with Alternative 1 (refer to Figure 7-33).
    - Densities greater than 45 veh/mi/ln are not observed through this section of I-295 during any point of the five-hour simulation.
    - Densities vary from 13 to 17 veh/mi/ln during Hour 2 of the simulation along I-295.
    - Speeds at this location vary between 63 and 64 mph during Hour 2 along I-295. The speed differential is negligible through this section and does not pose a safety concern with this Build Alternative.

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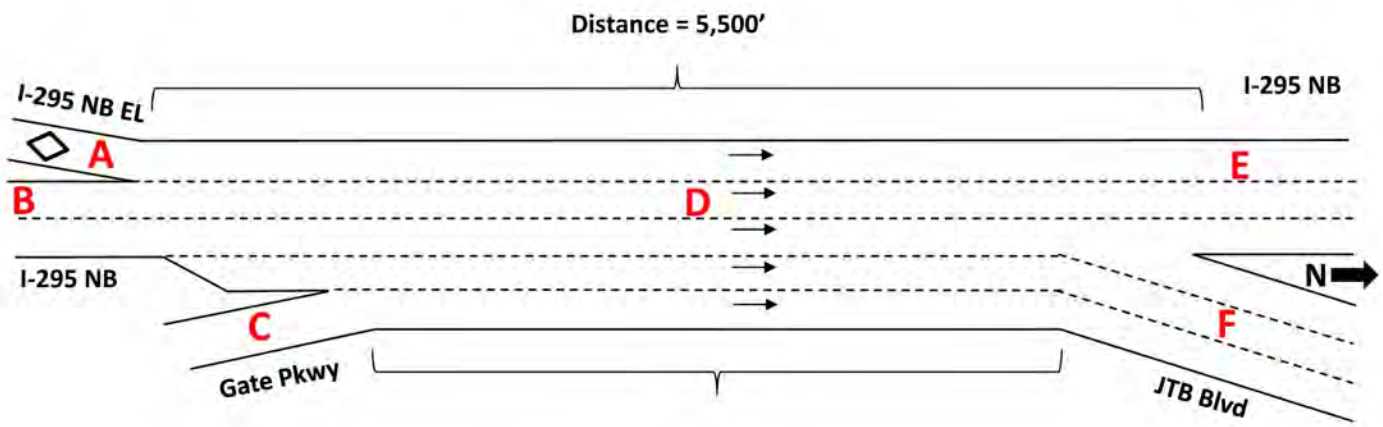

O-D	Roadway	Density				
		HR 1	HR 2	HR 3	HR 4	HR 5
A	I-295 NB EL*	10	16	15	11	10
C	Gate Pkwy on-ramp	20	31	30	23	20
B	I-295 NB	25	38	37	28	25
D	I-295 NB	14	21	20	16	14
E	I-295 NB	13	20	19	15	13
F	JTB off-ramp	14	22	21	16	14

O-D	Roadway	Speed				
		HR 1	HR 2	HR 3	HR 4	HR 5
A	I-295 NB EL*	64	61	[illegible]	63	64
C	Gate Pkwy on-ramp	49	49	49	49	49
B	I-295 NB	62	57	58	62	63
D	I-295 NB	65	60	54	65	65
E	I-295 NB	64	62	62	64	64
F	JTB off-ramp	50	[illegible]	[illegible]	50	[illegible]

O-D Pair	AM Peak Hour (VPH)
A → E	0
A → F	940
D → E	2,850
D → F	1,530
C → E	680
C → F	290

Note: The volume listed for origin "D" does not include traffic from origins "A" and "C".

FDOT	295 East Express Phase I (SR 9B to SR 202)	Weave Segment #1: I-295 Northbound – Alternative 1 – AM Peak – Year 2040	Figure 7-31
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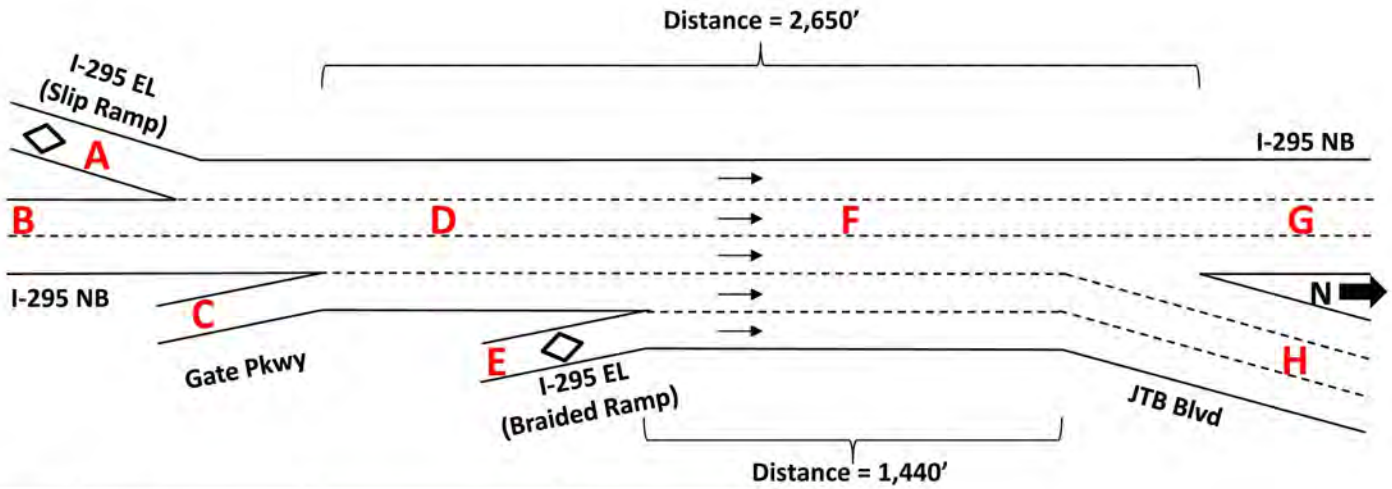

O-D	Roadway	Density				
		HR 1	HR 2	HR 3	HR 4	HR 5
A	I-295 NB EL	4	6	6	5	4
C	Gate Pkwy on-ramp	11	16	15	12	10
E	I-295 NB EL	10	15	14	11	9
B	I-295 NB	25	39	38	29	25
D	I-295 NB	16	24	23	18	16
F	I-295 NB	15	23	21	17	15
G	I-295 NB	15	23	22	17	15
H	JTB off-ramp	14	22	21	16	14

O-D	Roadway	Speed				
		HR 1	HR 2	HR 3	HR 4	HR 5
A	I-295 NB EL	65	64	64	65	66
C	Gate Pkwy on-ramp	40	40	40	40	40
E	I-295 NB EL	65	62	65	66	66
B	I-295 NB	62	57	57	61	63
D	I-295 NB	64	63	63	64	64
F	I-295 NB	62	62	63	64	65
G	I-295 NB	63	59	59	62	63
H	JTB off-ramp	50	49	49	50	50

O-D Pair	AM Peak Hour (VPH)
A → G	380
A → H	0
D → G	3,680
D → H	2,890
E → G	0
E → H	950

Note: The volume listed for origin "D" includes traffic from origins "B", "C', and "E".

FDOT	295 East Express Phase I (SR 9B to SR 202)	Weave Segment #1: I-295 Northbound – Alternative 3 – AM Peak – Year 2040	Figure 7-32
			Page 7-67

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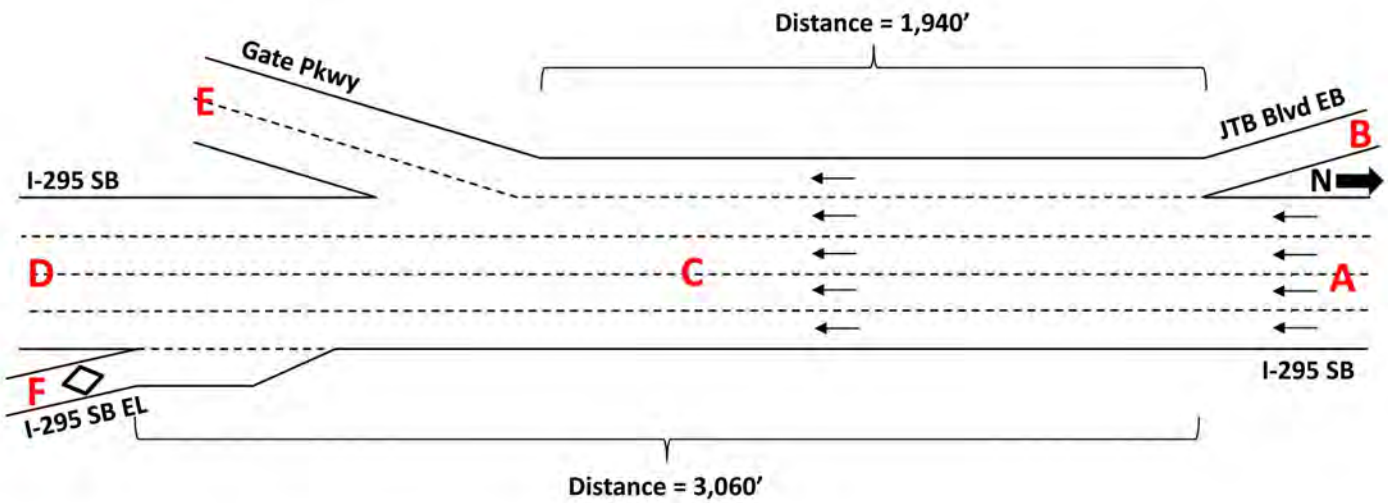

O-D	Roadway	Density				
		HR 1	HR 2	HR 3	HR 4	HR 5
B	On-ramp from JTB EB	14	15	25	11	8
A	I-295 SB	20	17	15	17	17
C	I-295 SB	19	16	15	18	15
D	I-295 SB	16	13	12	13	14
F	I-295 SB EL	14	15	15	10	7
E	Gate Pkwy off-ramp	13	11	10	12	12

O-D	Roadway	Speed				
		HR 1	HR 2	HR 3	HR 4	HR 5
B	On-ramp from JTB EB	50	50	50	50	50
A	I-295 SB	64	64	64	64	64
C	I-295 SB	65	64	64	65	65
D	I-295 SB	65	63	63	64	65
F	I-295 SB EL	64	62	64	62	64
E	Gate Pkwy off-ramp	50	50	50	50	50

O-D Pair	PM Peak Hour (VPH)
A → D	2,870
A → E	710
A → F	640
B → D	390
B → E	120
B → F	290

FDOT	295 East Express Phase I (SR 9B to SR 202)	Weave Segment #2: I-295 Southbound – Alternative 1 – PM Peak – Year 2040	Figure 7-33
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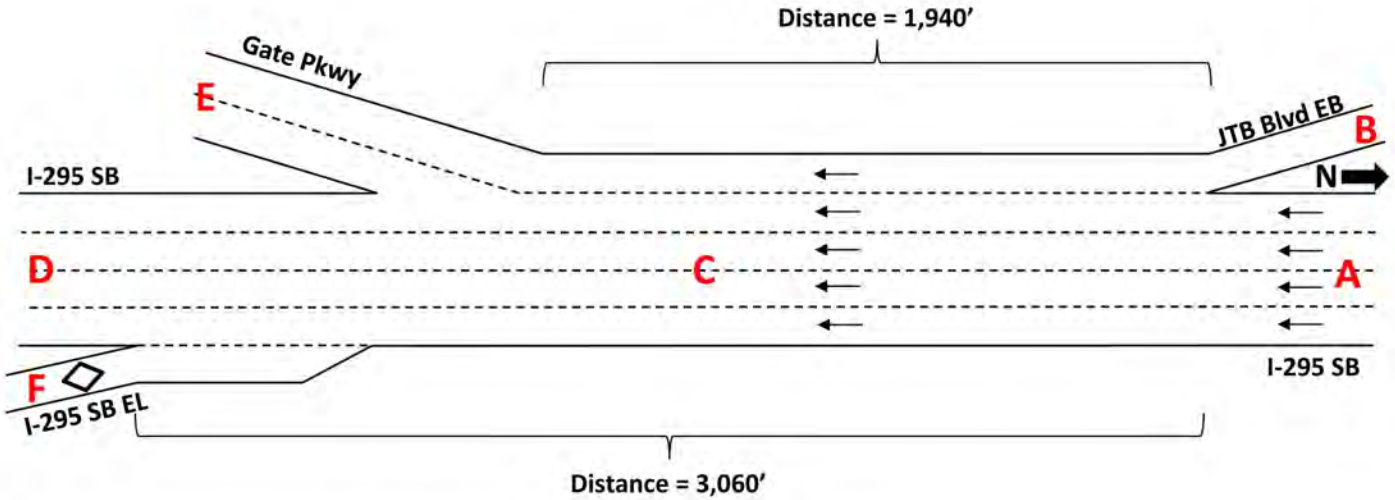

O-D	Roadway	Density				
		HR 1	HR 2	HR 3	HR 4	HR 5
B	On-ramp from JTB EB	14	15	15	11	8
A	I-295 SB	20	16	15	17	17
C	I-295 SB	18	15	14	15	15
D	I-295 SB	16	12	11	13	14
F	I-295 SB EL	14	15	15	16	[illegible]
E	Gate Pkwy off-ramp	13	11	10	12	12

O-D	Roadway	Speed				
		HR 1	HR 2	HR 3	HR 4	HR 5
B	On-ramp from JTB EB	30	30	30	30	30
A	I-295 SB	64	64	64	64	64
C	I-295 SB	64	64	64	65	65
D	I-295 SB	64	64	65	65	65
F	I-295 SB EL	64	63	63	64	65
E	Gate Pkwy off-ramp	30	30	30	30	30

O-D Pair	PM Peak Hour (VPH)
A → D	2,760
A → E	690
A → F	640
B → D	370
B → E	120
B → F	300

FDOT	295 East Express Phase I (SR 9B to SR 202)	Weave Segment #2: I-295 Southbound – Alternative 3 – PM Peak – Year 2040	Figure 7-34
			Page 7-69

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- The SR 202 on-ramp merge location along I-295 southbound experiences a major weave prior to the Gate Parkway off-ramp (link nos. 3007 to 3009) due to the location of the express lane entrance with Alternative 3 (refer to Figure 7-34).
    - Densities greater than 45 veh/mi/ln are not observed through this section of I-295 during any point of the five-hour simulation.
    - Densities vary from 12 to 16 veh/mi/ln during Hour 2 of the simulation along I-295.
    - Speeds at this location are 64 mph during Hour 2 along I-295. The speed differential is negligible through this section and does not pose a safety concern with this Build Alternative.

A Highway Capacity Software (HCS) 2010 weave analysis was conducted for the weave section between the I-295 northbound express lane braided ramp and the exit to SR 202 to identify the amount of traffic that can use the express lane braided ramp to go to Town Center Parkway without making this weave section to operate at LOS F. A Technical Memorandum was prepared for the FHWA that summarizes the analysis performed. This Technical Memorandum is provided in **Appendix Q**.

Speeds and Densities on Sections with Higher Densities than No-Build:

Link level densities were reviewed for all freeway links within the VISSIM models for the No-Build and the three Build Alternatives (Alternative 1, 2, and 3). Sections with segments that have higher densities with the Build Alternatives when compared to the No-Build conditions are identified. The locations in the Build Alternatives with densities higher than in the No-Build Alternative are summarized below based on the analysis years and peak period. Figures 7-35 through 7-39 depict the operations on these segments.

Findings and Observations:

Year 2020 - A.M. and P.M. Peak Hours:

- In general, the Year 2020 densities for all Build Alternatives are lower than or equal to the densities reported in the No-Build models.

Year 2040 - A.M. Peak Hours:

- High Density Section #1 - Densities are slightly higher in Build Alternatives than the No-Build Alternative along I-295 northbound between the SR 152 off- and on-ramps (link nos. 1009-1011). The reason these segments operate at densities higher than the No-Build Alternative is because the Build Alternatives have GUL capacities similar to those of the No-Build Alternative and are carrying an additional 844 to 799 vehicles through these segments during the a.m. peak period (Refer **Appendix N** for link level throughputs for details). These vehicles processed in the Build Alternatives were not being served in the No-Build Alternative due to existing bottlenecks in the network identified in Section 3.6.
    - Densities greater than 45 veh/mi/ln are not observed through this section of I-295 during any point of the five-hour simulation.

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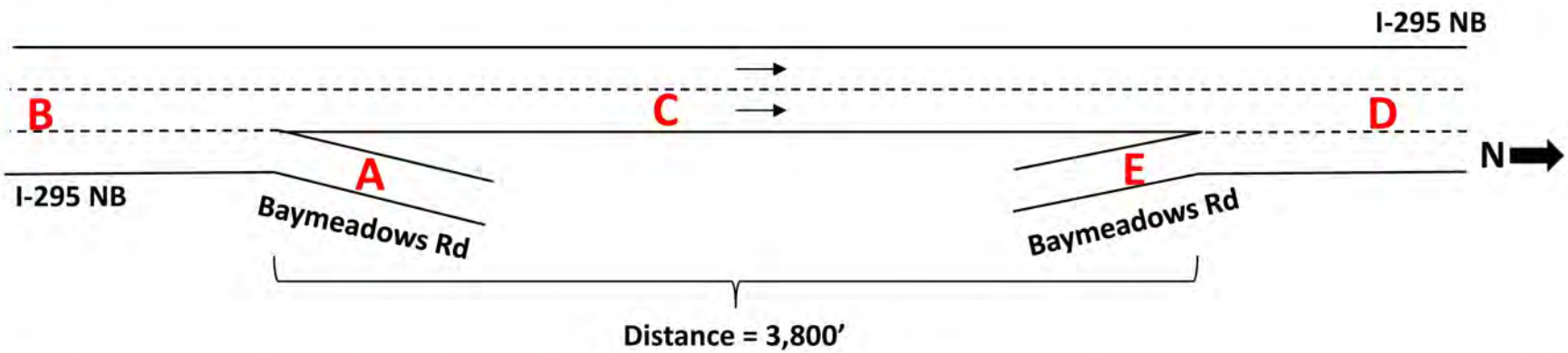

O-D	Link No.	2040 AM Peak Density																			
		No Build					Alternative 1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	1515	11	105	175	153	90	10	15	14	10	9	10	15	14	10	9	10	15	14	10	9
B	1009	34	34	34	34	34	18	32	30	20	17	18	32	32	20	17	18	37	38	20	17
C	1010	30	30	30	30	30	24	41	41	27	22	24	42	39	27	22	24	45	41	27	22
D	1011	24	26	26	25	25	21	36	34	24	21	21	36	33	24	21	21	38	38	25	21
E	1520	11	13	12	11	11	20	25	23	24	24	20	25	23	24	24	21	27	24	25	25

O-D	Link No.	2040 AM Peak Speed																			
		No-Build					Alternative1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	1515	44	16	3	4	15	44	44	44	44	44	44	44	44	44	44	44	44	44	44	45
B	1009	59	60	61	60	59	64	55	57	64	65	64	55	56	64	65	64	50	51	63	65
C	1010	62	62	62	62	62	63	55	54	63	64	63	55	56	62	64	63	52	55	62	64
D	1011	62	61	61	61	61	62	53	54	61	63	62	53	55	61	63	62	51	51	60	63
E	1520	40	39	39	39	40	43	43	43	43	42	43	43	43	43	43	43	41	42	43	43

FDOT	295 East Express Phase I (SR 9B to SR 202)	Higher Density Segments in Build Alternatives Section #1	Figure 7-35 Page 7-71

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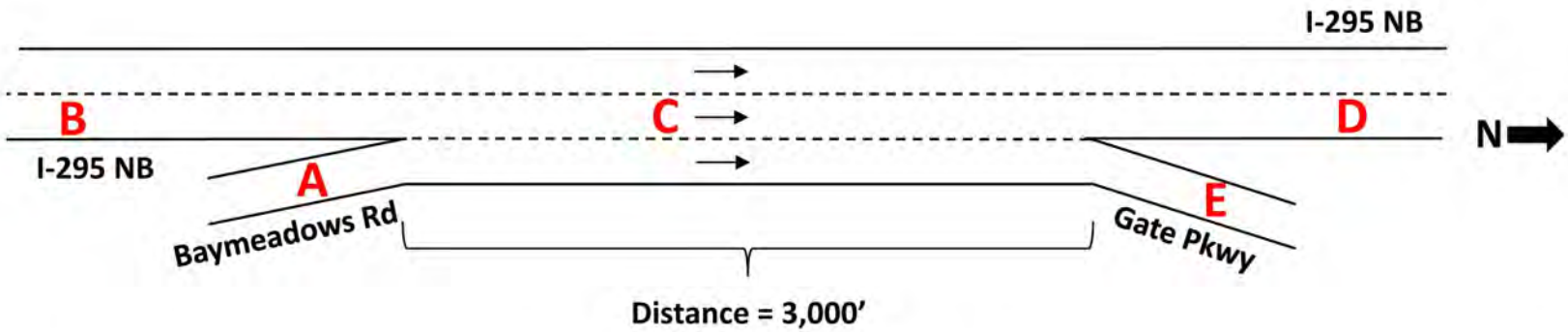

O-D	Link No.	2040 AM Peak Density																			
		No Build					Alternative 1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	1520	11	13	12	11	11	20	25	23	24	24	20	25	23	24	24	21	27	24	25	25
B	1010	30	30	30	30	30	24	41	41	27	22	24	42	39	27	22	24	45	41	27	22
C	1011	24	26	26	25	25	21	36	34	24	21	21	36	33	24	21	21	38	38	25	21
D	1012	25	26	26	25	25	25	38	37	28	25	25	37	36	29	25	25	39	38	29	25
E	1521	19	22	22	21	20	20	31	30	23	20	20	30	30	23	20	20	33	32	23	20

O-D	Link No.	2040 AM Peak Speed																			
		No-Build					Alternative1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	1520	40	39	39	39	40	43	43	43	43	42	43	43	43	43	43	43	41	42	43	43
B	1010	62	62	62	62	62	63	55	54	63	64	63	55	56	62	64	63	52	55	62	64
C	1011	62	61	61	61	61	62	53	54	61	63	62	53	55	61	63	62	51	51	60	63
D	1012	62	61	61	61	61	62	57	58	61	63	62	59	60	62	63	62	57	58	59	63
E	1521	44	44	44	44	44	40	38	38	39	39	39	38	38	39	40	39	37	37	39	40

FDOT	295 East Express Phase I (SR 9B to SR 202)	Higher Density Segments in Build Alternatives Section #2	Figure 7-36 Page 7-72

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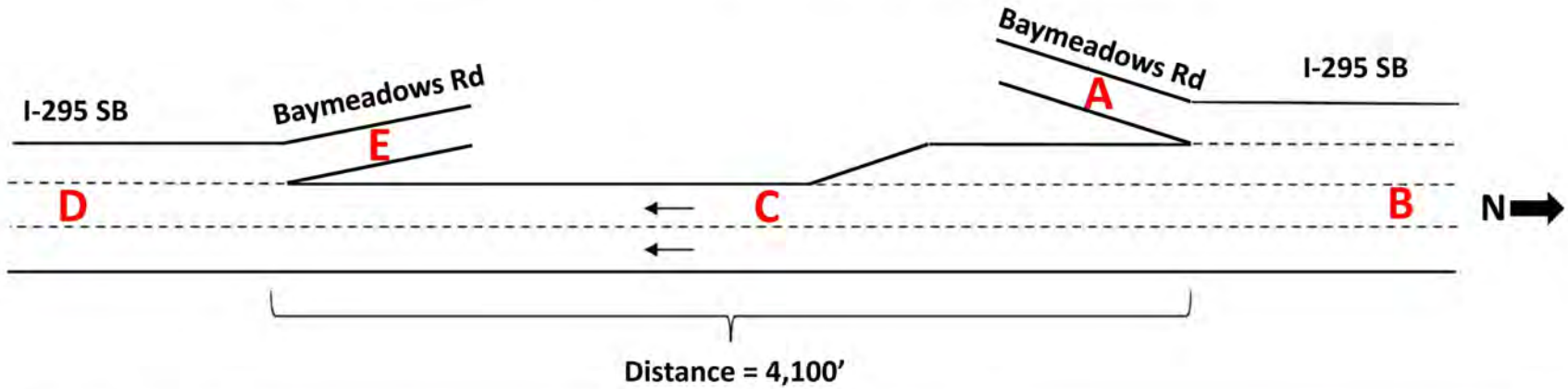

O-D	Link No.	2040 PM Peak Density																			
		No Build					Alternative 1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	3517	19	19	19	12	9	18	16	14	15	15	18	15	14	15	15	18	15	14	15	15
B	3012	45	44	44	95	122	20	19	16	16	16	26	46	36	27	23	20	21	16	16	16
C	3014	30	30	30	120	158	38	43	25	25	24	51	69	46	36	31	37	38	26	25	24
D	3015	26	26	27	118	150	37	44	21	21	19	53	72	44	32	27	41	38	24	20	19
E	3522	9	9	9	49	82	14	13	11	12	12	14	13	11	12	12	14	13	11	11	12

O-D	Link No.	2040 PM Peak Speed																			
		No-Build					Alternative1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	3517	43	43	43	41	39	33	33	33	33	33	33	32	33	33	33	33	33	33	33	33
B	3012	34	34	35	16	7	63	62	64	64	65	56	40	52	58	60	63	60	64	64	65
C	3014	63	63	63	19	6	56	50	63	63	64	45	32	48	56	60	56	54	61	63	63
D	3015	53	54	53	15	5	45	39	57	58	60	34	23	40	49	55	42	45	54	58	60
E	3522	45	45	45	21	15	38	38	39	38	38	38	37	39	38	38	38	38	38	38	38

FDOT	295 East Express Phase I (SR 9B to SR 202)	Higher Density Segments in Build Alternatives Section #3	Figure 7-37 Page 7-73

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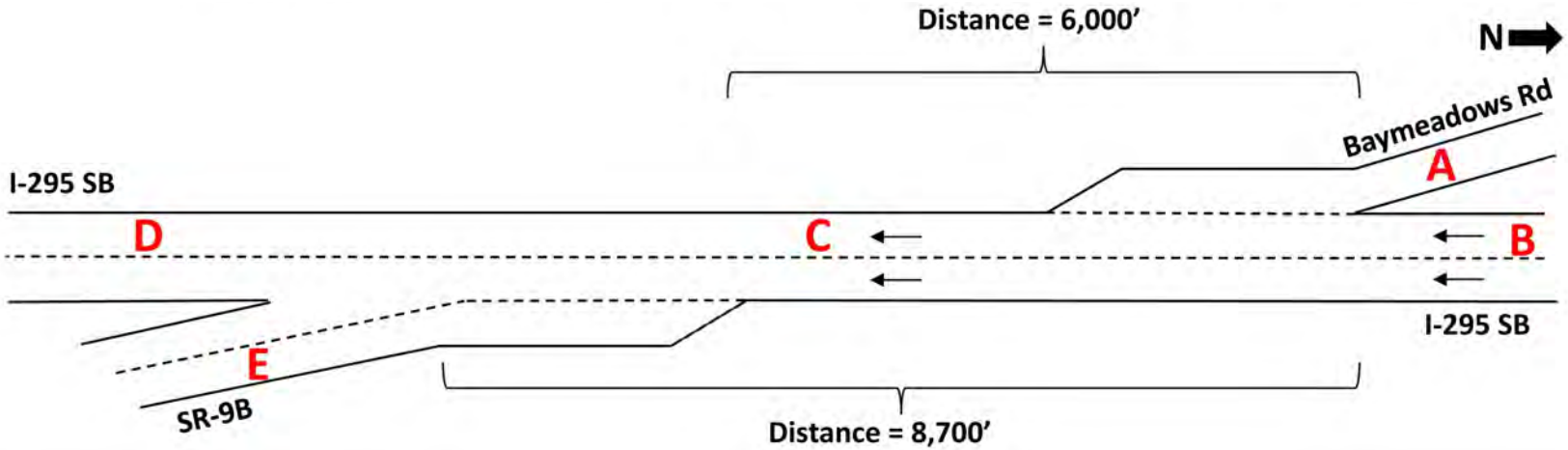

O-D	Link No.	2040 PM Peak Density																			
		No Build					Alternative 1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	3522	9	9	9	49	82	14	13	11	12	12	14	13	11	12	12	14	13	11	11	12
B	3014	30	30	30	120	158	38	43	25	25	24	51	69	46	36	31	37	38	26	25	24
C	3016	35	35	36	120	145	43	45	31	30	29	49	58	43	39	34	41	38	31	30	29
D	3017	34	34	36	126	145	43	45	31	30	28	48	56	42	38	33	40	38	31	30	28
E	19001	15	15	15	9	8	26	24	22	22	22	26	24	22	23	23	26	24	21	22	22

O-D	Link No.	2040 PM Peak Speed																			
		No-Build					Alternative1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	3522	45	45	45	24	15	38	38	39	38	38	38	37	39	38	38	38	38	38	38	38
B	3014	63	63	63	19	6	56	50	63	63	64	45	32	48	56	60	56	54	61	63	63
C	3016	59	60	59	18	8	51	48	59	60	61	47	39	50	54	58	53	54	58	60	61
D	3019	65	63	13	4	4	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
E	19001	64	64	64	66	66	62	63	63	63	63	63	63	64	63	63	62	63	63	63	63

FDOT	295 East Express Phase I (SR 9B to SR 202)	Higher Density Segments in Build Alternatives Section #4	Figure 7-38 Page 7-74

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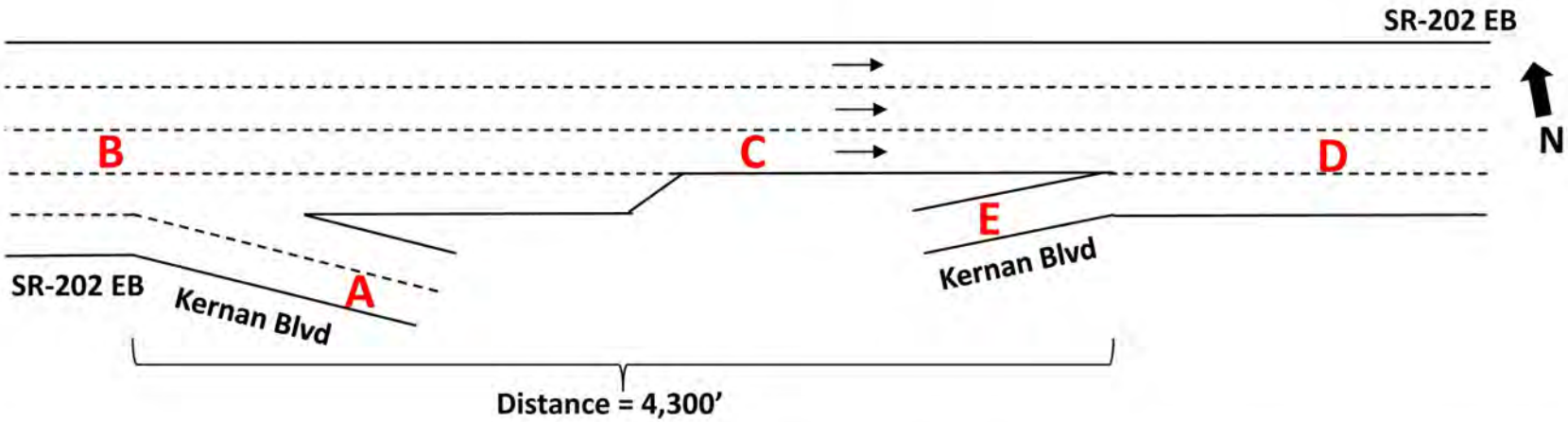

O-D	Link No.	2040 PM Peak Density																			
		No Build					Alternative 1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	16506	93	92	86	75	31	41	104	108	34	17	41	101	114	35	17	38	99	107	32	17
B	16008	98	91	85	59	13	28	47	50	25	17	28	43	52	24	17	28	40	46	24	17
C	16010	25	22	22	21	13	33	36	35	28	20	33	36	35	28	21	33	35	35	28	20
D	16011	19	17	17	16	10	27	30	29	23	17	27	31	29	23	17	27	30	30	23	17
E	16510	3	2	2	3	4	14	15	13	11	9	4	5	5	4	4	5	5	4	4	4

O-D	Link No.	2040 PM Peak Speed																			
		No-Build					Alternative1					Alternative 2					Alternative 3				
		HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5	HR 1	HR 2	HR 3	HR 4	HR 5
A	16506	19	19	21	23	55	26	13	13	36	44	42	14	12	36	44	35	14	13	37	44
B	16008	13	13	16	28	59	57	41	38	57	60	59	45	36	57	60	58	47	40	57	60
C	16010	61	61	61	61	63	58	59	59	57	60	58	58	58	57	60	58	59	58	57	60
D	16011	61	61	60	61	63	55	54	54	55	58	55	52	54	54	58	54	54	53	55	58
E	16510	47	47	47	47	47	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42

FDOT	295 East Express Phase I (SR 9B to SR 202)	Higher Density Segments in Build Alternatives Section #5	Figure 7-39 Page 7-75

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- Densities vary between 32 and 42 veh/mi/ln during Hour 2 for Alternatives 1 and 2. Densities vary between 37 and 45 veh/mi/ln for Alternative 3. For the No-Build Alternative, densities vary between 26 and 34 veh/mi/ln.
- Alternative 1 and 2 speeds vary between 53 and 55 mph in Hour 2, and in Alternative 3, speeds vary between 50 and 52 mph along these links. Speeds in the No-Build Alternative vary between 60 and 62 mph in Hour 2. The speed differential through this section is 2 mph with the No-Build or any of the Build Alternatives and does not pose a safety concern.

- High Density Section #2 - Densities are slightly higher in the Build Alternatives than in the No-Build Alternative along I-295 northbound between the SR 152 on-ramp and the Gate Parkway off-ramp (link nos. 1010-1012). The reason these segments operate at densities higher than the No-Build Alternative is because the Build Alternatives have GUL capacities similar to those of the No-Build Alternative and are carrying an additional 932 to 888 vehicles through these segments during the a.m. peak period (Refer **Appendix N** for link level throughputs for details). These vehicles processed in the Build Alternatives were not being served in the No-Build Alternative due to existing bottlenecks in the network identified in Section 3.6.
    - Densities greater than 45 veh/mi/ln are not observed through this section of I-295 during any point of the five-hour simulation.
    - Densities vary between 36 and 42 veh/mi/ln during Hour 2 for Alternatives 1 and 2. Densities vary between 38 and 45 veh/mi/ln for Alternative 3. For the No-Build Alternative, densities vary between 26 and 30 veh/mi/ln.
    - The Build Alternative speeds vary between 51 and 57 mph in Hour 2 along these links. Speeds in the No-Build Alternative vary between 61 and 62 mph in Hour 2. The speed differential through this section is around 4 mph with the Build Alternatives compared to 2 mph with the No-Build Alternative. This variation of about 2 mph does not pose a safety concern with the Build Alternatives.

Year 2040 - P.M. Peak Hours:

- High Density Section #3 - Densities are higher in the Build Alternatives than the No-Build Alternative along I-295 southbound between the SR 152 off- and on-ramps (link nos. 3012-3015). The reason these segments operate at densities higher than the No-Build Alternative is because the Build Alternatives have GUL capacities similar to those of the No-Build Alternative and are carrying an additional 714 to 489 vehicles through these segments during the p.m. peak period (Refer **Appendix N** for link level throughputs for details). These vehicles processed in the Build Alternatives were not being served in the No-Build Alternative due to existing bottlenecks in the network identified in Section 3.6.
    - During Hour 2, densities vary from 19 to 44 veh/mi/ln for Alternative 1, 46 to 72 veh/mi/ln for Alternative 2, and 21 to 38 veh/mi/ln for Alternative 3 for links 3012 to 3015. During the same hour, the densities of the same link segments vary between 26 and 44 veh/mi/ln for the No-Build Alternative.
    - Hour 2 speeds are from 39 to 62 mph for Alternative 1, 23 to 40 mph for Alternative 2, and 45 to 60 mph for Alternative 3. No-Build speeds for Hour 2 are between 34 and 63 mph. The speed differential is similar between the No-Build and the Build Alternatives through this section.

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- High Density Section #4 - Densities are higher in the Build Alternatives than the No-Build Alternative along I-295 southbound between the SR 152 on-ramp and the SR 9B off-ramp (link nos. 3014-3017). The reason these segments operate at densities higher than the No-Build Alternative is because the Build Alternatives have GUL capacities similar to those of the No-Build Alternative and are carrying an additional 214 to 91 vehicles through these segments during the p.m. peak period (Refer **Appendix N** for link level throughputs for details). These vehicles processed in the Build Alternatives were not being served in the No-Build Alternative due to existing bottlenecks in the network identified in Section 3.6.
    - During Hour 2, densities vary from 43 to 45 veh/mi/ln for Alternative 1, 56 to 69 veh/mi/ln for Alternative 2, and 38 veh/mi/ln for Alternative 3 for links 3014 to 3017. During the same hour, the densities of the same link segments vary between 30 and 35 veh/mi/ln for the No-Build Alternative.
    - Hour 2 speeds are from 48 to 65 mph for Alternative 1, 32 to 65 mph for Alternative 2, and 54 to 60 mph for Alternative 3. No-Build speeds for Hour 2 are between 60 and 63 mph. The speed differential for Build Alternative 3 is similar to the No-Build Alternative through this section.

- High Density Section #5 - Densities are slightly higher in the Build Alternatives than in the No-Build Alternative along SR 202 eastbound between the Kernan Boulevard off- and on-ramps (link nos. 16008-16011). The reason these segments operate at densities higher than the No-Build Alternative is because the Build Alternatives have same capacities as the No-Build Alternative and are carrying an additional 2,321 to 2,305 vehicles through these segments during the p.m. peak period (Refer **Appendix N** for link level throughputs for details). These vehicles processed in the Build Alternatives were not being served in the No-Build Alternative due to existing bottlenecks in the network identified in Section 3.6.
    - During Hour 2, densities vary from 30 to 47 veh/mi/ln for Alternative 1, 31 to 43 veh/mi/ln for Alternative 2, and 30 to 40 veh/mi/ln for Alternative 3 for links 16008 to 16011. During the same hour, the densities for the same link segments vary between 17 and 91 veh/mi/ln for the No-Build Alternative.
    - Hour 2 speeds are from 41 to 59 mph for Alternative 1, 45 to 58 mph for Alternative 2, and 47 to 59 mph for Alternative 3. No-Build speeds for Hour 2 are between 13 and 61 mph. A higher speed differential exists for the No-Build conditions than the Build Alternatives at this location and safety is not worsened with the Build Alternatives.

7.7 Alternatives Comparison and Recommended Alternative

The above sections provide a detailed comparison of the No-Build and Build Alternatives based on several key performance indices including link speeds, link densities, GUL throughput, existing and future safety, total delays, travel times, and length of peak period congestion. Each of the three Build Alternatives will result in better operations, improved travel times, enhanced safety, and long-term mobility along the I-295 corridor when compared with the No-Build Alternative. The Build Alternative is chosen over the No-Build Alternative because of the advantages highlighted in the previous sections.

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The following discussion presents a comparison among the three Build Alternatives with respect to traffic operations, safety, cost, level of compatibility with future express lane expansion, and quality of egress access type. The information related to the environmental impacts will be included in the PD&E document currently under way:

Traffic Operations:

Section 7.5.2 presents a detailed comparison of link level operations for all alternatives. All three Build Alternatives will accommodate the future traffic volume growth and will address the capacity needs and provide improved long-term mobility; however, Alterative 1 and Alternative 3 will provide relatively better operations than Alternative 2 in the I-295 southbound direction. This is primarily because Alternative 2 does not provide any express lane access for eastbound SR 202 to southbound I-295, and as a result, relatively more traffic and congestion is observed along I-295 southbound GULs. The total delay savings for each of the Build Alternatives when compared to the No-Build Alternative are presented in Table 7-17.

Table 7-17: Comparison of Total Delay Savings

	Total Delay (AM Peak Period) (Hrs)	**Total Delay (PM Peak Period) (Hrs)**	**Delay Savings (AM Peak Period) (Hrs)**	**Delay Savings (PM Peak Period) (Hrs)**	**Total Delay Savings (Hrs/Day)**	**Total Delay Savings (Hrs/Year)**
2020 - No-Build	8,338	20,604				
2020 - Build - Alternative 1	3,243	2,318	5,095	18,286	23,381	**5,611,440**
2020 - Build - Alternative 2	3,216	2,323	5,122	18,281	23,403	**5,616,720**
2020 - Build - Alternative 3	3,200	2,308	5,138	18,296	23,434	**5,624,160**
2040 - No-Build	105,018	207,657				
2040 - Build - Alternative 1	32,609	57,798	72,409	149,859	222,268	**53,344,320**
2040 - Build - Alternative 2	32,359	59,135	72,659	148,522	221,181	**53,083,440**
2040 - Build - Alternative 3	32,451	60,260	72,567	147,397	219,964	**52,791,360**

Assumption:
1) Delays beyond the peak periods are considered constant for No-Build and Build Alternatives
2) No. of Days per Year = 240 days

The total amount of delay savings through the Design Year 2040 can be calculated as the area under the trapezoid shown in Figure 7-40.

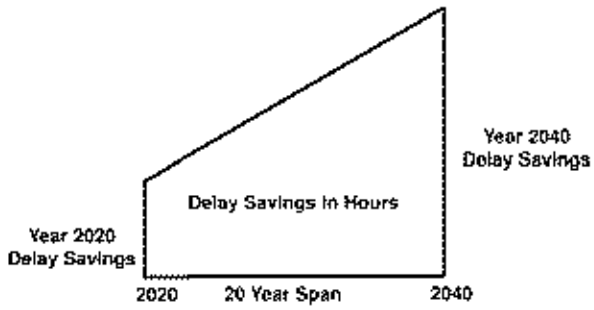

Figure 7-40: Calculation of Total Delay Savings

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The total delay savings and the total cost savings (benefit) to the traveling public achieved by the increased throughput and reduced travel times with the Build Alternatives are provided in Table 7-18. It should be noted that this table provides a conservative estimate of the total cost savings achieved by this project and does not include the toll revenue and operations and maintenance costs associated with the project in these calculations.

Table 7-18: Total Cost Savings

	Total Delay Savings (Million Hrs)	**Total Benefit (Billion $)**
Build - Alternative 1	589	**$ 7.95**
Build - Alternative 2	586	**$ 7.91**
Build - Alternative 3	587	**$ 7.92**

Assumption:
1) Value of Time = $13.5 per hour

Safety:

All three Build Alternatives generally improve safety over the No-Build Alternative by providing additional capacity and by eliminating bottlenecks along I-295. Alternative 2 and Alternative 3 provide safer conditions for I-295 northbound travelers in the vicinity of the exit to SR 202 by providing a direct (braided ramp) access between I-295 northbound express lanes and SR 202; however, Alternative 1 provides slip access. Under Alternative 1, the express lane travelers that have destinations along SR 202 have to weave through GULs to access their destination lane. While the weaving densities do not show failing conditions for Alternative 1, direct access using a braided ramp will always provide safer and premium access for express lane travelers as well for the general use traffic traveling northbound on I-295.

Cost:

A detailed cost estimate for each Build Alternative will be provided in the Preliminary Engineering Report currently under way. Since Alternative 1 does not provide any braided ramp connections, it will have the lowest cost and is estimated to be approximately **$96,924,755**. The cost of Alternative 2 will be highest because it provides braided ramp connections between express lanes and SR 202 in both directions of travel and is estimated to be approximately **$153,513,083**. Alternative 3 will have a medium level cost as it only provides a braided ramp connection to SR 202 from I-295 northbound and is estimated to be approximately **$119,126,971**.

Future Express Lane Compatibility:

Alternative 2 proposes a direct express lane connection into the median from westbound SR 202 and restricts the future expansion of the express lane system through this interchange. Alternatives 1 and 3 have median space for any future express lane expansion.

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Egress Access Type:

As mentioned above, Alternative 2 and Alternative 3 provide a braided ramp connection between I-295 northbound express lanes and SR 202. This eliminates the need for the northbound express lane traffic to weave through the GUL traffic and avoids the potential for any spillback from GUL onto the express lanes. Under Alternative 1, however, express lane travelers have to merge and weave with the GUL prior to exiting to SR 202.

Based on the above comparisons and traffic operations, ***Alternative 1 is selected as the preferred interim alternative and Alternative 3 is selected as the ultimate alternative for this project.***

Tables 7-19 and 7-20 provide a comparison of the detailed individual link speeds summarized for every 15 minutes of the microscopic simulation for the No-Build and the Build Alternative 1 side-by-side during the a.m. and p.m. peak periods in the Design Year 2040. Tables 7-21 and 7-22 provide this information for Build Alternative 3. Similar information for Alternative 2 is provided in **Appendix N**. The comparison between No-Build and all three Build Alternatives for the Open Year 2020 is also provided in **Appendix N**. The detailed comparison of the results between the No-Build and the Build Alternatives is provided in Section 7.5.2 under “Link Level Speed Evaluation”.

Tables 7-23 and 7-24 presents a comparison of the detailed individual link densities summarized for every hour of the microscopic simulation for the No-Build and the Build Alternative 1 side-by-side during the a.m. and p.m. peak periods in the Design Year 2040. Tables 7-25 and 7-26 provide this information for Build Alternative 3. Similar information for Alternative 2 is provided in **Appendix N**. The comparison between No-Build and all three Build Alternatives for the Open Year 2020 is also provided in **Appendix N**. The detailed comparison of the results between the No-Build and the Build Alternatives is provided in Section 7.5.2 under “Link Level Density Evaluation”.

Tables 7-27 and 7-28 presents a comparison of the detailed individual link throughputs summarized for every hour of the microscopic simulation for the No-Build and the Build Alternative 1 side-by-side during the a.m. and p.m. peak periods in the Design Year 2040. Tables 7-29 and 7-30 provide this information for Build Alternative 3. Similar information for Alternative 2 is provided in **Appendix N**. The comparison between No-Build and all three Build Alternatives for the Open Year 2020 is also provided in **Appendix N**. A detailed explanation of the throughput values between the No-Build and the Build Alternatives is provided in Section 7.5.2 under “Link Level Throughput Evaluation”.

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Table 7-19: Comparison of No-Build and Alternative 1 – Year 2040 - AM Peak Period - Speed Heat Map

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Speeds (mph) - No-Build																			
					Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound (N)	Town Center Pkwy on-ramp	Project End Location	1025	BFS	66	66	66	66	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	66
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66
			1023	BFS	66	66	66	66	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	66
			1022	BFS	66	65	65	65	65	65	65	65	65	65	66	65	66	66	66	66	66	65	66	66
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	64	64	63	63	62	61	61	62	61	62	62	63	63	63	63	63	63	63	63	63
			1019	Merge	63	64	62	62	59	58	59	60	58	61	61	62	63	63	63	62	63	63	63	63
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	65	65	65	64	64	64	64	64	64	64	64	65	65	64	65	65	65	65	65	65
			1017	BFS	61	60	59	58	58	58	58	59	58	58	58	59	60	58	59	59	59	60	60	59
			1016	Merge	64	64	64	64	64	63	63	63	64	63	64	64	64	64	64	64	64	64	64	64
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	74	74	73	73	73	73	73	73	73	74	73	73	73	73	73	73	74	73	73	73
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	62	62	61	61	60	60	61	61	61	61	61	61	61	61	61	61	61	61	61	61
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	58	60	60	59	59	59	61	59	60	61	60	61	59	60	61	60	59	58	60	60
			1010	BFS	57	57	57	57	57	57	58	57	57	57	56	57	57	57	57	58	57	56	57	57
			1009	Major Merge	15	23	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
			1008	Major Merge	28	58	18	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	64	64	63	26	10	10	10	10	9	10	10	10	10	10	10	10	10	10	9	10
			1006	Merge	65	64	63	63	16	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
			1005	Merge	64	64	63	62	17	8	6	6	6	6	6	6	6	6	6	6	6	6	6	6
			1004	Merge	64	64	63	63	17	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	US 1 off-ramp	US 1 on-ramp	1003	BFS	65	65	65	64	30	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	I-95 on-ramp	US 1 off-ramp	1002	Weave	62	64	64	63	53	10	5	4	4	4	4	5	5	5	5	5	5	5	5	5
	Project Begin Location	I-95 on-ramp	1001	BFS	66	66	66	66	66	64	45	24	21	15	16	26	60	64	63	64	65	64	64	63
I-295 Southbound (S)	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	66	65	63	61	20	7	7	8	8	7	8	8	8	9	9	9	9	10	9	9
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	63	62	52	41	19	12	14	14	14	14	14	15	16	18	18	20	18	20	18	20
			3003	BFS	63	62	55	47	24	16	17	18	17	18	17	19	21	26	23	26	24	27	23	25
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	64	63	61	54	19	15	15	15	15	15	15	15	17	19	18	18	17	19	17	17
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	65	64	63	49	13	12	12	12	13	12	12	12	13	14	13	13	12	14	12	13
			3006	BFS	62	64	63	30	12	12	12	12	12	12	11	12	12	12	12	12	12	13	12	12
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	45	62	57	16	8	8	8	8	8	8	8	8	8	8	8	8	8	9	8	8
			3008	Merge	43	64	58	18	13	13	12	13	13	12	13	13	13	13	13	13	13	14	13	13
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	34	62	49	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	22	50	28	10	10	10	9	10	10	10	10	10	9	10	10	9	10	9	10	10
			3011	Merge	20	43	22	13	12	13	13	13	13	12	13	13	13	13	13	13	13	12	12	12
			3012	BFS	53	56	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	58	58	55	55	58	58	59	57	59	58	58	56	58	58	58	59	58	58	59	58
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	64	64	63	64	64	64	64	64	64	64	64	63	64	64	64	64	64	64	64	64
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	60	60	57	58	55	57	58	58	55	56	58	59	57	59	59	59	59	58	59	58
			3016	Merge	62	62	60	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
			3017	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
			3018	Major Diverge	64	64	64	64	64	64	64	63	64	64	64	63	64	63	64	64	64	63	64	63
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
			3020	BFS	64	65	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3021	Diverge	64	65	64	64	65	65	65	65	64	65	65	65	64	65	65	65	65	65	65	65
			3022	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	US 1 off-ramp	US 1 on-ramp	3023	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	64	64	63	63	63	63	63	63	63	63	63	64	63	63	63	63	63	63	63	63
			3025	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3027	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3028	Diverge	66	66	65	65	65	65	65	65	65	66	66	66	65	65	65	66	65	65	65	65
	SB I-295 off-ramp	Project End Location	3029	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
			3030	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	66	65	63	14	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
SR 202 Eastbound (E)	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	66	66	65	65	64	64	64	64	64	64	65	65	65	65	66	66	66	66	66	66
			16002	Diverge	65	65	64	63	61	57	60	60	61	62	62	64	64	64	65	65	65	65	65	65
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	66	66	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	64	65	64	64	64	64	63	64	64	63	64	64	64	64	64	64	64	64	64	64
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	66	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	59	58	58	57	58	58	58	58	58	58	58	59	58	58	58	58	58	58	58	58
			16007	Merge	58	58	58	57	58	58	58	58	58	58	58	58	58	58	58	58	58	57	58	58
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	60	60	60	59	60	60	60	60	60	60	60	60	60	60	60	60	60	59	60	60
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	60	60	59	59	59	60	59	59	59	59	60	60	59	59	59	59	60	59	59	59
			16010	BFS	60	60	59	58	59	59	59	59	59	59	59	59	59	59	59	59	60	59	59	59
			16011	Merge	60	60	59	58	58	59	58	58	58	59	59	59	59	59	59	59	59	59	59	59
	Kernan Blvd on-ramp	Project End Location	16012	Merge	60	60	58	57	57	58	58	58	58	58	58	59	59	58	59	59	59	59	59	59
			16013	BFS	59	60	58	57	57	58	58	58	58	58	58	59	59	58	59	59	59	58	58	59
SR 202 Westbound (W)	Gate Pkwy on-ramp	Project End Location	18011	Merge	62	63	61	61	61	61	61	62	62	62	62	62	62	62	62	62	62	62	62	62
			18010	Merge	62	62	61	61	60	61	61	61	61	62	61	61	61	62	62	62	62	62	62	61
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	62	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	59	61	58	54	51	54	60	60	60	60	60	60	60	60	60	60	60	60	60	60
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	59	59	58	57	54	57	58	58	58	59	58	58	58	59	59	58	59	58	59	59
			18006	Merge	57	57	53	53	45	50	53	55	54	55	56	53	53	56	55	55	55	54	56	56
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	65	65	64	64	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	64	64	63	63	42	14	11	11	10	10	10	11	11	11	11	11	11	12	11	11
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	63	64	61	59	49	16	11	10	10	10	9	10	11	10	10	10	10	11	11	10
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	64	64	61	53	41	15	10	10	10	9	9	10	11	10	10	10	10	10	10	10
			18001	BFS	66	65	64	64	58	21	9	8	8	8	8	8	9	9	8	8	9	8	9	9

Individual VISSIM Links	Section Types	Simulated Speeds (mph) - Build (Alternative 1)																			
		Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
1024	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	66
1023	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1022	Merge	65	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
1021	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1020	Weave	65	65	65	64	64	63	63	63	63	63	63	64	64	65	65	65	65	65	65	65
1019	Weave	64	64	63	62	61	60	60	59	60	61	60	61	62	63	63	63	64	64	63	64
1018	BFS	64	64	63	63	62	61	60	61	61	61	61	62	62	63	63	64	64	64	64	64
1017	BFS	65	65	64	63	63	62	63	62	63	63	63	63	63	64	64	64	64	64	64	64
1016	Merge	65	65	63	63	62	62	61	61	62	62	62	62	62	64	64	64	64	64	64	64
1015	Weave	65	65	65	64	64	64	63	64	64	64	64	64	64	65	65	65	65	65	65	65
1014	Weave	65	65	65	64	64	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65
1013	Weave	64	64	63	62	61	61	61	61	61	61	61	62	61	62	63	63	63	63	63	63
1012	BFS	63	63	62	61	57	57	58	57	58	56	56	60	59	61	62	63	63	63	63	62
1011	Weave	64	64	61	60	54	54	53	52	54	53	52	58	58	61	63	63	63	63	63	63
1010	BFS	64	64	63	62	59	56	53	52	54	52	55	56	61	63	63	63	64	64	64	63
1009	Weave	65	65	64	63	59	55	54	53	55	55	56	60	61	64	64	65	65	65	64	65
1008	Major Merge	66	65	65	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
1007	BFS	65	65	65	64	64	63	63	63	64	64	64	64	65	65	65	65	65	65	65	65
1006	BFS	65	65	64	63	63	62	62	63	62	63	64	64	64	65	65	65	65	65	65	65
1005	Merge	65	65	65	64	64	63	62	63	63	63	64	64	65	65	65	65	65	65	65	65
1004	Merge	65	65	64	64	63	62	62	62	63	62	63	63	64	64	64	65	65	64	65	65
1003	BFS	65	65	65	64	63	62	60	60	60	59	61	61	63	64	65	65	65	65	65	65
1002	Weave	64	64	64	64	63	57	38	24	21	20	18	24	38	55	60	64	64	64	64	64
1001	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3001	BFS	66	65	63	61	32	14	14	13	14	13	13	13	14	14	13	13	13	14	23	46
3002	BFS	64	63	54	47	28	26	26	28	27	27	25	25	26	25	28	26	27	26	26	40
3003	BFS	63	61	51	47	47	46	44	45	44	44	43	44	44	45	48	44	45	46	45	53
3004	Weave	64	64	61	60	60	59	59	59	59	56	55	57	60	60	61	60	60	60	60	62
3005	BFS	65	65	63	63	64	63	63	63	63	63	63	63	64	64	64	63	64	64	64	64
3006	BFS	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3007	Merge	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3008	Weave	65	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
3009	Weave	65	65	64	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
3010	Weave	65	65	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	65	64	65
3011	Merge	65	65	64	64	64	64	64	64	64	64	63	64	65	64	64	64	65	65	65	65
3012	BFS	65	65	64	64	64	64	64	64	63	64	64	64	64	64	64	64	64	65	64	65
3013	Weave	65	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
3014	Merge	65	65	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64
3015	BFS	65	65	64	64	64	63	64	64	63	63	64	64	64	64	64	64	64	64	64	64
3016	Merge	64	64	62	62	61	59	60	60	61	60	60	62	63	63	63	63	63	63	63	63
3017	Merge	64	64	63	62	62	60	61	61	61	61	61	62	63	63	63	63	63	63	63	63
3018	BFS	64	64	62	62	62	61	61	61	61	61	61	62	62	63	63	63	62	62	63	63
3019	Major Diverge	65	65	65	65	65	64	64	65	64	64	65	65	65	65	65	65	65	65	65	65
3020	BFS	66	66	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	66
3021	BFS	65	65	65	65	65	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65
3022	Diverge	65	65	65	65	65	64	64	64	64	65	64	64	65	65	65	65	65	65	65	65
3023	Diverge	65	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3024	BFS	66	66	66	66	66	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
3025	Weave	64	64	64	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3026	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3027	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3028	Diverge	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3029	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
17002	BFS	66	65	64	64	62	62	62	62	62	62	62	62	63	65	65	66	65	65	65	65
17001	BFS	66	63	60	56	35	24	21	24	23	24	24	25	30	58	64	65	64	64	62	63
19001	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65
19002	BFS	65	65	64	64	64	63	63	64	64	64	64	64	64	64	64	64	64	64	64	64
16001	BFS	66	66	65	65	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
16002	Diverge	65	65	64	63	62	59	61	62	61	62	63	64	64	65	65	65	65	65	65	65
16003	BFS	66	66	65	65	65	64	64	65	64	64	65	65	65	66	66	66	66	66	66	66
16004	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
16005	BFS	66	66	66	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
16006	Merge	58	59	58	57	56	57	56	57	57	57	57	57	57	57	57	57	58	57	57	58
16007	Merge	58	58	57	57	56	57	56	56	56	57	56	56	57	57	57	57	57	57	57	57
16008	Weave	60	60	59	59	58	58	58	58	58	59	58	58	59	59	59	59	59	59	59	59
16009	Merge	60	60	59	58	57	57	57	57	58	58	58	58	58	58	59	59	59	59	59	59
16010	BFS	60	60	58	58	57	57	56	57	57	58	57	57	58	58	58	58	59	58	59	59
16011	Merge	57	57	55	54	53	52	52	52	53	53	53	54	55	55	55	55	56	55	56	55
16012	Merge	57	57	55	54	53	53	52	53	53	54	53	54	55	55	55	55	56	55	56	56
16013	BFS	56	56	55	53	53	52	52	52	53	53	53	53	54	54	54	54	55	54	54	55
18012	Merge	63	63	62	61	61	60	60	60	60	60	60	61	61	62	62	62	63	63	63	63
18011	Merge	63	63	62	61	60	60	60	60	59	60	60	61	61	62	62	62	62	62	62	62
18010	BFS	63	63	63	62	62	61	61	61	61	61	62	62	62	63	63	63	63	63	63	63
18009	BFS	63	63	63	62	62	61	61	61	61	61	61	62	62	62	63	63	63	63	63	63
18008	Weave	63	63	62	62	62	60	59	57	55	57	56	57	58	62	63	62	63	63	63	62
18007	Weave	62	62	61	60	60	60	60	60	56	56	56	57	60	60	61	61	62	62	61	61
18006	Weave	63	63	62	62	62	61	61	61	58	58	58	59	62	62	62	62	63	63	62	62
18005	BFS	65	65	64	64	64	64	63	64	63	63	63	64	65	65	65	65	65	65	65	65
18004	Weave	64	63	62	61	59	54	52	52	52	52	54	61	63	63	63	63	63	63	63	63
18003	BFS	64	64	61	59	51	44	38	36	37	38	45	58	62	63	63	64	64	63	64	63
18002	Diverge	65	65	62	60	53	39	29	27	29	31	46	60	64	64	64	65	65	65	65	65
18001	BFS	66	65	65	64	63	56	45	36	37	48	59	65	65	65	65	65	65	65	65	65

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

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Table 7-20: Comparison of No-Build and Alternative 1 – Year 2040 - PM Peak Period - Speed Heat Map

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Speeds (mph) - No-Build																			
					Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	65	65	65	65	65	65	65	65	66	65	65	65	65	65	66	66	66	66	66	66
			1023	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	66	66	66
			1022	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	61	62	62	61	62	61	62	61	61	61	61	60	61	61	61	64	63	63	65	64
			1019	Merge	59	60	60	58	58	56	59	57	59	58	56	52	58	56	59	64	62	62	64	63
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			1017	BFS	60	59	58	58	57	57	57	56	55	55	58	57	59	60	60	60	60	60	61	61
			1016	Merge	65	63	58	53	49	51	54	52	52	52	58	59	62	64	64	64	64	64	65	65
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	65	55	29	10	9	11	16	16	19	37	39	50	55	59	60	59	60	64	65	65
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	66	63	53	27	18	21	27	29	33	47	47	57	58	62	59	59	59	62	63	64
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	40	24	22	16	11	11	14	14	16	19	19	20	21	22	22	22	21	22	23	24
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	62	43	27	16	10	10	12	13	14	17	18	19	19	20	20	24	21	21	22	27
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	60	59	47	22	12	12	13	16	16	20	22	25	24	26	27	33	32	29	32	34
			1010	BFS	61	59	54	28	14	12	14	17	18	23	27	32	30	30	35	38	44	35	37	40
			1009	Major Merge	46	31	24	18	10	9	10	12	12	14	16	17	18	18	18	19	21	19	19	20
			1008	Major Merge	48	24	11	8	5	4	5	5	6	6	7	7	7	7	8	7	8	8	8	8
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	64	63	54	16	8	6	6	7	7	7	8	8	8	8	8	8	9	9	8	9
			1006	Merge	64	64	63	51	9	5	4	4	4	4	5	5	5	6	6	7	7	7	6	8
			1005	Merge	64	63	63	53	10	6	4	4	5	5	5	5	6	7	7	7	7	7	7	8
			1004	Merge	63	63	63	57	9	4	3	3	3	3	4	3	4	4	4	4	4	4	4	6
	US 1 off-ramp	US 1 on-ramp	1003	BFS	65	65	65	65	21	5	3	3	3	3	4	4	4	6	6	7	11	8	10	29
	I-95 on-ramp	US 1 off-ramp	1002	Weave	64	63	63	63	57	14	4	3	4	4	4	5	6	6	8	11	9	12	23	43
	Project Begin Location	I-95 on-ramp	1001	BFS	66	66	66	66	66	66	49	36	40	43	51	60	59	60	60	61	65	66	66	66
I-295 Southbound S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	65	46	6	3	3	4	4	4	3	4	4	3	3	5	4	2	2	2	1	2
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	62	15	6	6	5	6	6	5	5	6	7	5	6	9	6	3	2	2	2	2
			3003	BFS	62	12	6	7	6	7	7	6	7	7	8	6	7	11	6	3	2	2	2	3
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	58	11	8	8	8	8	8	8	8	9	9	8	9	13	7	3	2	3	3	4
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	50	11	9	9	11	11	12	16	14	11	12	13	16	17	8	3	3	4	4	5
			3006	BFS	33	10	10	10	10	11	10	12	13	11	12	12	14	14	7	4	4	4	4	5
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	17	6	6	6	5	6	5	6	6	6	6	6	7	8	4	3	2	2	2	3
			3008	Merge	16	9	9	9	8	9	8	8	9	9	8	9	9	8	4	3	3	3	3	4
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	10	7	7	7	6	7	7	7	7	7	7	7	7	7	3	2	2	2	2	3
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	6	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	2	2	2	2
			3011	Merge	9	8	8	8	8	8	8	8	8	8	8	8	8	7	3	3	3	3	3	3
			3012	BFS	18	16	16	15	15	15	15	14	14	15	14	15	16	15	5	4	5	4	5	5
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	34	34	35	34	34	34	35	34	34	35	34	35	30	20	7	6	7	5	7	7
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	63	63	63	63	63	63	63	63	63	63	63	61	49	16	6	5	6	5	7	6
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	54	53	52	54	52	54	52	56	54	53	57	48	39	9	5	5	5	4	5	5
			3016	Merge	60	59	59	59	59	60	59	60	60	59	60	55	44	11	9	7	7	7	9	8
			3017	BFS	62	62	61	61	62	62	62	61	61	62	62	54	38	8	8	8	7	8	8	8
			3018	Major Diverge	58	59	58	59	58	58	58	58	58	58	55	46	16	6	6	6	6	6	6	6
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	63	63	63	63	63	63	63	63	62	51	27	10	3	3	3	4	3	4	3	4
			3020	BFS	65	65	65	65	65	65	65	56	28	11	7	4	3	4	4	4	4	4	4	4
			3021	Diverge	65	65	65	65	65	65	65	37	11	7	5	3	2	4	2	3	3	4	3	4
			3022	Diverge	65	65	65	65	65	65	51	15	4	4	3	2	2	2	2	2	2	2	2	2
	US 1 off-ramp	US 1 on-ramp	3023	BFS	66	65	66	66	65	66	65	63	60	60	58	57	56	60	57	55	59	59	57	57
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	63	63	63	63	63	63	64	64	64	64	63	63	63	63	63	63	63	63	63	63
			3025	Weave	65	64	65	65	64	65	65	65	65	65	65	65	65	64	65	65	65	65	65	65
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	65	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3027	Diverge	64	64	64	64	64	64	64	64	65	65	65	64	65	65	65	65	65	65	65	65
			3028	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	SB I-295 off-ramp	Project End Location	3029	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
			3030	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	65	65	55	19	6	3	3	3	3	4	5	5	5	5	5	5	6	6	6	6
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	66	66	66	66	66	66	66
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	63	58	24	16	13	12	11	11	12	10	11	10	11	13	12	6	4	3	2	3
			16002	Diverge	56	49	19	17	14	12	13	12	12	10	12	11	12	14	12	6	4	4	2	3
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	54	27	14	14	12	11	11	11	11	10	10	10	10	12	10	5	4	4	2	3
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	38	19	16	15	13	11	11	11	10	10	10	11	11	13	10	4	3	3	2	3
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	23	17	16	17	18	24	34	46	47	52	54	55	56	55	52	54	59	62	63	61
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	13	11	10	10	10	13	18	19	32	30	28	40	41	39	34	51	56	59	60	59
			16007	Merge	24	20	18	19	19	22	26	27	34	32	31	36	43	40	39	51	58	60	60	59
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	14	13	12	12	12	13	13	14	14	14	16	18	20	22	27	44	55	58	62	61
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	58	58	58	58	58	58	58	58	57	57	58	59	58	59	60	62	63	64	63	63
			16010	BFS	60	61	61	61	61	61	61	60	60	60	61	61	61	60	61	63	63	64	63	63
			16011	Merge	59	61	61	61	61	61	60	60	60	60	60	61	60	60	60	63	63	64	63	63
	Kernan Blvd on-ramp	Project End Location	16012	Merge	59	60	61	60	61	60	60	60	60	60	60	61	60	60	60	63	63	64	63	63
			16013	BFS	59	60	60	60	61	60	60	59	60	59	60	60	60	59	60	63	63	63	63	63
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	64	64	64	64	64	64	64	64	63	63	63	63	63	63	64	63	63	62	62	62
			18010	Merge	63	63	63	63	63	63	63	63	62	62	62	62	62	62	62	62	62	62	61	61
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	64	64	64	64	64	63	63	63	62	63	63	62	62	62	63	62	62	62	61	61
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	63	64	64	64	63	62	62	62	61	62	62	61	61	62	62	62	62	61	61	60
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	63	63	63	63	63	61	61	61	58	59	59	58	56	58	59	61	60	60	59	58
			18006	Merge	63	63	63	63	63	61	61	61	58	59	60	57	56	58	60	61	61	60	59	58
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	66	66	66	65	64	64	63	64	64	64	64	64	64	65	65	65	65	64	63	63
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	64	63	28	12	5	5	5	11	22	17	18	27	27	39	35	34	26	15	2	1
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	54	55	46	22	15	11	15	20	17	14	22	23	24	43	36	33	28	15	4	2
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	13	11	10	8	7	4	3	3	2	3	3	2	3	3	4	3	4	3	3	2
			18001	BFS	41	19	9	6	6	4	3	2	2	2	2	2	2	2	3	3	3	3	2	2

Individual VISSIM Links	Section Types	Simulated Speeds (mph) - Build (Alternative 1)																			
		Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
1024	BFS	65	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1023	BFS	64	64	64	63	63	63	63	63	63	63	64	64	64	65	65	65	65	65	65	66
1022	Merge	64	64	63	62	62	62	62	62	62	63	63	64	65	65	65	65	65	65	65	66
1021	Weave	65	65	65	65	64	64	64	64	64	64	65	65	65	65	65	65	65	66	65	66
1020	Weave	65	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	66
1019	Weave	64	63	63	63	63	63	62	63	63	63	63	63	64	64	64	64	64	64	64	65
1018	BFS	64	64	63	63	63	63	63	63	63	63	63	64	64	64	64	65	65	65	65	65
1017	BFS	64	64	64	64	64	63	64	64	64	64	64	64	65	65	65	65	65	65	65	65
1016	Merge	64	64	64	63	63	63	63	63	63	63	63	64	64	65	65	65	65	65	65	65
1015	Weave	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
1014	Weave	65	64	64	64	63	63	63	63	63	64	64	64	65	65	65	65	65	65	65	65
1013	Weave	63	62	62	61	61	60	60	60	61	61	62	62	63	63	63	64	64	64	64	64
1012	BFS	61	60	59	58	56	55	54	54	55	58	58	61	61	62	63	63	63	63	63	64
1011	Weave	60	59	57	55	53	47	38	44	44	55	56	60	61	63	63	63	63	64	64	64
1010	BFS	64	63	63	63	62	62	59	58	61	63	63	64	64	65	65	65	65	65	65	66
1009	Weave	65	64	64	64	63	63	63	63	64	64	64	65	65	65	65	65	66	66	66	66
1008	Major Merge	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
1007	BFS	65	65	65	64	64	64	64	64	65	65	64	65	65	65	66	66	66	66	66	66
1006	BFS	64	64	64	64	64	63	63	63	64	64	63	64	65	65	65	65	65	65	66	66
1005	Merge	65	65	65	64	64	64	64	64	64	64	64	65	65	65	66	65	66	66	66	66
1004	Merge	64	64	64	63	63	63	63	63	63	63	63	64	64	64	65	64	65	65	65	65
1003	BFS	65	65	65	65	65	65	64	65	65	65	65	65	66	66	66	66	66	66	66	66
1002	Weave	64	64	64	64	63	63	62	63	64	63	64	64	64	64	64	64	65	65	65	65
1001	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3001	BFS	65	65	65	62	29	6	3	4	3	4	4	4	4	6	10	9	9	10	9	9
3002	BFS	64	63	63	39	13	4	4	5	4	5	4	4	5	8	12	12	12	12	12	12
3003	BFS	61	59	56	32	13	7	7	7	7	8	6	7	9	17	24	24	24	25	24	24
3004	Weave	62	60	59	33	15	8	8	8	8	9	7	9	11	28	48	50	52	52	52	52
3005	BFS	62	61	61	55	57	55	53	55	55	55	55	55	55	57	59	57	62	59	62	63
3006	BFS	63	63	62	62	62	63	62	62	63	63	63	62	62	62	62	62	63	62	62	63
3007	Merge	64	64	64	63	63	64	64	64	63	64	64	64	64	64	64	64	64	64	64	64
3008	Weave	64	64	64	64	64	64	64	64	64	64	64	65	65	64	65	65	65	65	65	65
3009	Weave	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	65
3010	Weave	64	64	62	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65
3011	Merge	64	64	63	64	64	65	64	65	64	64	65	64	65	65	64	65	65	64	65	65
3012	BFS	64	64	64	64	64	64	64	64	65	65	65	65	65	64	64	64	64	64	64	65
3013	Weave	64	64	63	62	60	62	63	64	64	64	64	64	64	64	64	64	64	64	65	65
3014	Merge	62	60	57	50	47	54	54	57	62	61	62	62	62	62	62	62	63	62	63	63
3015	BFS	63	62	55	42	39	49	53	57	63	63	63	63	63	63	63	63	63	63	64	64
3016	Merge	58	56	38	29	27	38	44	48	57	54	58	60	59	57	57	58	60	59	60	60
3017	Merge	59	57	49	39	39	50	51	52	58	58	60	61	60	60	59	60	60	60	61	61
3018	BFS	60	57	51	39	41	47	51	52	57	57	60	60	60	60	60	60	61	60	61	62
3019	Major Diverge	64	64	63	63	63	64	64	64	64	64	64	65	64	64	64	64	64	64	65	64
3020	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3021	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3022	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3023	Diverge	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65
3024	BFS	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65
3025	Weave	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64
3026	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	64	65	65
3027	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	64	64	65
3028	Diverge	65	65	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3029	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
17002	BFS	65	65	65	65	64	64	64	64	65	65	65	65	66	66	66	66	66	66	66	66
17001	BFS	64	63	61	61	59	54	58	60	60	61	63	63	65	65	65	65	66	66	66	66
19001	BFS	65	65	64	64	64	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65
19002	BFS	63	62	62	62	62	63	63	63	63	63	63	63	64	63	63	63	63	63	63	63
16001	BFS	63	63	62	52	43	39	34	35	35	33	30	36	53	65	65	65	66	66	66	66
16002	Diverge	58	59	57	45	48	41	42	42	42	35	38	41	50	64	64	64	65	65	65	65
16003	BFS	62	62	61	58	49	42	46	44	37	32	35	38	46	63	64	65	65	65	65	65
16004	Weave	56	58	54	48	37	37	40	38	34	33	33	33	45	59	61	62	62	62	63	63
16005	BFS	61	55	55	56	52	54	50	46	41	44	48	45	49	61	63	63	65	65	65	65
16006	Merge	25	21	20	20	19	19	18	18	17	18	18	18	18	18	20	35	55	55	57	56
16007	Merge	51	49	51	50	51	50	45	42	40	45	46	45	48	48	48	52	56	56	57	56
16008	Weave	59	58	58	54	50	42	39	34	32	36	38	44	54	56	58	59	60	60	60	60
16009	Merge	60	58	58	57	58	56	56	56	56	56	57	57	59	57	57	58	60	60	61	60
16010	BFS	59	58	58	58	59	59	58	58	58	59	59	58	59	57	56	57	59	60	60	60
16011	Merge	56	54	54	54	55	54	52	53	54	54	52	54	56	54	53	55	57	58	58	58
16012	Merge	56	54	55	54	55	54	53	54	54	54	54	54	56	54	54	55	57	58	58	58
16013	BFS	55	54	54	54	54	54	53	53	53	53	54	54	55	54	53	54	56	57	57	57
18012	Merge	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65
18011	Merge	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64
18010	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
18009	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
18008	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64
18007	Weave	64	64	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
18006	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
18005	BFS	66	66	66	66	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	66
18004	Weave	64	64	64	63	62	62	62	62	62	62	62	64	65	65	65	65	65	65	65	65
18003	BFS	57	59	56	51	48	44	42	43	43	48	49	58	63	63	64	64	64	64	65	65
18002	Diverge	53	55	51	37	32	27	24	22	24	30	35	53	63	63	65	65	65	65	65	65
18001	BFS	65	65	64	57	53	43	32	31	36	50	57	64	65	66	66	66	66	66	66	66

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

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Table 7-21: Comparison of No-Build and Alternative 3 – Year 2040 - AM Peak Period - Speed Heat Map

Simulated Speeds (mph) - No-Build

Roadway	From	To	Individual VISSIM Links	Section Types	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound (N)	Town Center Pkwy on-ramp	Project End Location	1025	BFS	66	66	66	66	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	66
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66
			1023	BFS	66	66	66	66	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	66
			1022	BFS	66	65	65	65	65	65	65	65	65	65	66	65	66	66	66	66	66	65	66	66
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	64	64	63	63	62	61	61	62	61	62	62	63	63	63	63	63	63	63	63	63
			1019	Merge	63	64	62	62	59	58	59	60	58	61	61	62	63	63	63	62	63	63	63	63
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	65	65	65	64	64	64	64	64	64	64	64	65	65	64	65	65	65	65	65	65
			1017	BFS	61	60	59	58	58	58	58	59	58	58	58	59	60	58	59	59	59	60	60	59
			1016	Merge	64	64	64	64	64	63	63	63	64	63	64	64	64	64	64	64	64	64	64	64
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	74	74	73	73	73	73	73	73	73	74	73	73	73	73	73	73	74	73	73	73
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	62	62	61	61	60	60	61	61	61	61	61	61	61	61	61	61	61	61	61	61
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	58	60	60	59	59	59	61	59	60	61	60	61	59	60	61	60	59	58	60	60
			1010	BFS	57	57	57	57	57	57	58	57	57	57	56	57	57	57	57	58	57	56	57	57
			1009	Major Merge	15	23	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
			1008	Major Merge	28	58	18	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	64	64	63	26	10	10	10	10	9	10	10	10	10	10	10	10	10	10	9	10
			1006	Merge	65	64	63	63	16	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
			1005	Merge	64	64	63	62	17	8	6	6	6	6	6	6	6	6	6	6	6	6	6	6
			1004	Merge	64	64	63	63	17	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	US 1 off-ramp	US 1 on-ramp	1003	BFS	65	65	65	64	30	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	I-95 on-ramp	US 1 off-ramp	1002	Weave	62	64	64	63	53	10	5	4	4	4	4	5	5	5	5	5	5	5	5	5
	Project Begin Location	I-95 on-ramp	1001	BFS	66	66	66	66	66	64	45	24	21	15	16	26	60	64	63	64	65	64	64	63
I-295 Southbound (S)	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	66	65	63	61	20	7	7	8	8	7	8	8	8	9	9	9	9	10	9	9
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	63	62	52	41	19	12	14	14	14	14	14	15	16	18	18	20	18	20	18	20
			3003	BFS	63	62	55	47	24	16	17	18	17	18	17	19	21	26	23	26	24	27	23	25
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	64	63	61	54	19	15	15	15	15	15	15	15	17	19	18	18	17	19	17	17
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	65	64	63	49	13	12	12	12	13	12	12	12	13	14	13	13	12	14	12	13
			3006	BFS	62	64	63	30	12	12	12	12	12	12	11	12	12	12	12	12	12	13	12	12
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	45	62	57	16	8	8	8	8	8	8	8	8	8	8	8	8	8	9	8	8
			3008	Merge	43	64	58	18	13	13	12	13	13	12	13	13	13	13	13	13	13	14	13	13
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	34	62	49	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	22	50	28	10	10	10	9	10	10	10	10	10	9	10	10	9	10	9	10	10
			3011	Merge	20	43	22	13	12	13	13	13	13	12	13	13	13	13	13	13	13	12	12	12
			3012	BFS	53	56	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	58	58	55	55	58	58	59	57	59	58	58	56	58	58	58	59	58	58	59	58
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	64	64	63	64	64	64	64	64	64	64	64	63	64	64	64	64	64	64	64	64
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	60	60	57	58	55	57	58	58	55	56	58	59	57	59	59	59	59	58	59	58
			3016	Merge	62	62	60	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
			3017	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
			3018	Major Diverge	64	64	64	64	64	64	64	63	64	64	64	63	64	63	64	64	64	63	64	63
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
			3020	BFS	64	65	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3021	Diverge	64	65	64	64	65	65	65	65	64	65	65	65	64	65	65	65	65	65	65	65
			3022	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	US 1 off-ramp	US 1 on-ramp	3023	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	64	64	63	63	63	63	63	63	63	63	63	64	63	63	63	63	63	63	63	63
			3025	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3027	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3028	Diverge	66	66	65	65	65	65	65	65	65	65	66	66	66	65	65	65	66	65	65	65	65
	SB I-295 off-ramp	Project End Location	3029	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
			3030	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	66	65	63	14	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
SR 202 Eastbound (E)	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	66	66	65	65	64	64	64	64	64	64	64	65	65	65	65	66	66	66	66	66
			16002	Diverge	65	65	64	63	61	57	60	60	61	62	62	64	64	64	65	65	65	65	65	65
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	66	66	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	64	65	64	64	64	64	64	63	64	64	63	64	64	64	64	64	64	64	64	64
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	66	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	59	58	58	57	58	58	58	58	58	58	58	59	58	58	58	58	58	58	58	58
			16007	Merge	58	58	58	57	58	58	58	58	58	58	58	58	58	58	58	58	58	57	58	58
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	60	60	60	59	60	60	60	60	60	60	60	60	60	60	60	60	60	59	60	60
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	60	60	59	59	59	60	59	59	59	59	60	60	59	59	59	59	60	59	59	59
			16010	BFS	60	60	59	58	59	59	59	59	59	59	59	59	59	59	59	59	60	59	59	59
			16011	Merge	60	60	59	58	58	59	58	58	58	59	59	59	59	59	59	59	59	59	59	59
	Kernan Blvd on-ramp	Project End Location	16012	Merge	60	60	58	57	57	58	58	58	58	58	58	59	59	58	59	59	59	59	59	59
			16013	BFS	59	60	58	57	57	58	58	58	58	58	58	59	59	58	59	59	59	58	58	59
SR 202 Westbound (W)	Gate Pkwy on-ramp	Project End Location	18011	Merge	62	63	61	61	61	61	61	62	62	62	62	62	62	62	62	62	62	62	62	62
			18010	Merge	62	62	61	61	60	61	61	61	61	62	61	61	61	62	62	62	62	62	62	61
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	62	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	59	61	58	54	51	54	60	60	60	60	60	60	60	60	60	60	60	60	60	60
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	59	59	58	57	54	57	58	58	58	59	58	58	58	59	59	58	59	58	59	59
			18006	Merge	57	57	53	53	45	50	53	55	54	55	56	53	53	56	55	55	55	54	56	56
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	65	65	64	64	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	64	64	63	63	42	14	11	11	10	10	10	11	11	11	11	11	11	12	11	11
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	63	64	61	59	49	16	11	10	10	10	9	10	11	10	10	10	10	11	11	10
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	64	64	61	53	41	15	10	10	10	9	9	10	11	10	10	10	10	10	10	10
			18001	BFS	66	65	64	64	58	21	9	8	8	8	8	8	9	9	8	8	9	8	9	9

Simulated Speeds (mph) - Build (Alternative 3)

Individual VISSIM Links	Section Types	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
1024	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66
1023	BFS	65	66	65	65	65	65	64	64	65	65	65	65	65	65	65	65	65	65	65	65
1022	Merge	65	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
1021	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1020	Weave	65	65	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
1019	Weave	64	64	63	63	62	62	62	62	62	62	62	62	62	63	63	63	64	64	63	63
1018	BFS	64	64	63	63	62	62	62	61	62	62	62	62	62	63	63	63	64	64	64	64
1017	BFS	64	64	63	62	62	61	60	61	61	61	62	62	62	63	63	63	64	64	64	64
1016	Merge	64	64	62	61	60	59	58	58	59	59	59	60	60	62	63	63	63	63	63	63
1015	Weave	65	65	64	64	63	62	62	62	63	63	63	63	63	64	64	64	64	65	65	64
1014	Weave	64	64	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64
1013	Weave	64	64	64	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64
1012	BFS	64	63	61	60	58	56	56	57	56	57	56	58	58	61	62	62	63	63	63	62
1011	Weave	64	63	61	60	57	50	46	50	48	50	51	55	55	60	62	62	63	63	63	63
1010	BFS	64	64	62	61	58	54	48	49	53	54	56	57	59	62	63	63	64	64	64	63
1009	Weave	65	65	63	63	59	55	44	43	48	50	51	54	58	64	64	65	65	65	65	65
1008	Major Merge	66	65	65	65	64	63	63	64	63	63	61	62	64	65	65	65	65	65	65	65
1007	BFS	65	65	65	64	64	63	63	63	64	64	64	64	64	65	65	65	65	65	65	65
1006	BFS	65	65	64	64	63	62	63	63	63	63	63	64	64	64	65	65	65	65	65	65
1005	Merge	65	65	65	64	64	63	62	63	63	63	63	64	64	65	65	65	65	65	65	65
1004	Merge	65	65	64	64	63	62	62	62	62	62	63	63	64	64	64	65	65	64	65	65
1003	BFS	65	65	65	64	63	63	61	60	59	60	60	62	63	64	65	65	65	65	65	65
1002	Weave	64	64	64	64	63	59	36	23	20	18	16	20	39	55	59	64	64	64	64	64
1001	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3001	BFS	66	65	63	62	31	14	13	13	14	13	13	14	14	13	13	13	14	17	20	44
3002	BFS	64	63	53	47	27	26	26	26	26	27	26	28	26	25	26	27	26	25	31	37
3003	BFS	63	61	51	47	46	46	44	44	44	47	46	47	45	45	45	45	46	47	48	50
3004	Weave	64	64	61	60	59	59	59	59	59	60	59	60	60	60	60	60	60	61	61	61
3005	BFS	65	65	64	63	62	62	63	63	63	64	62	63	63	64	64	64	64	64	64	64
3006	BFS	65	65	64	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3007	Merge	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3008	Weave	65	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
3009	Weave	65	65	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
3010	Weave	65	65	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	65
3011	Merge	65	65	65	64	64	64	63	64	64	64	64	64	65	64	65	65	65	65	65	65
3012	BFS	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65
3013	Weave	65	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
3014	Merge	65	65	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64
3015	BFS	65	65	64	64	64	63	63	64	63	64	64	64	64	64	64	64	64	64	64	64
3016	Merge	64	64	62	61	61	60	61	60	60	61	60	62	62	62	63	62	62	63	63	63
3017	Merge	64	64	62	62	62	61	61	61	61	61	62	62	63	62	63	63	63	63	63	63
3018	BFS	64	64	62	62	62	61	61	61	61	61	61	62	62	62	62	62	63	62	63	63
3019	Major Diverge	65	65	65	65	65	65	64	65	64	64	65	65	65	65	65	65	65	65	65	65
3020	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65
3021	BFS	65	65	65	65	65	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65
3022	Diverge	65	65	65	65	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65
3023	Diverge	65	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3024	BFS	66	66	66	66	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
3025	Weave	64	64	64	64	64	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64
3026	BFS	65	65	65	65	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65
3027	Diverge	65	65	65	65	65	65	65	64	64	65	65	65	65	65	65	65	65	65	65	65
3028	Diverge	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3029	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
17002	BFS	66	65	64	64	63	62	62	62	62	62	62	62	63	65	65	65	65	65	65	65
17001	BFS	65	64	58	57	40	27	24	24	26	24	23	25	41	56	64	64	64	64	63	64
19001	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
19002	BFS	65	65	64	64	64	63	64	64	63	64	64	64	64	64	64	64	64	64	64	64
16001	BFS	66	66	65	65	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
16002	Diverge	65	65	64	63	62	59	61	62	61	62	63	64	64	65	65	65	65	65	65	65
16003	BFS	66	66	65	65	65	64	64	65	64	64	65	65	65	66	66	66	66	66	66	66
16004	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
16005	BFS	66	66	66	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
16006	Merge	59	59	58	57	56	57	55	56	57	57	56	57	57	57	57	57	57	57	57	58
16007	Merge	58	58	57	57	56	57	56	56	56	57	56	56	57	57	57	57	57	57	57	57
16008	Weave	60	60	59	59	58	58	58	58	58	58	58	59	59	59	59	59	59	59	59	59
16009	Merge	60	60	59	58	58	57	57	58	58	58	58	58	58	58	59	59	59	59	59	59
16010	BFS	60	60	58	58	57	57	56	57	57	57	57	57	58	58	58	58	58	58	58	59
16011	Merge	58	57	55	54	52	52	52	53	53	53	54	54	54	55	55	55	56	55	56	56
16012	Merge	57	57	55	55	53	53	52	53	53	53	54	54	54	55	55	55	56	55	56	56
16013	BFS	57	56	55	54	52	52	52	52	53	53	53	53	53	54	55	54	55	54	55	55
18012	Merge	63	63	62	61	61	60	60	60	60	60	61	61	62	62	62	62	62	63	63	63
18011	Merge	63	63	62	61	60	60	59	60	60	60	60	61	61	62	62	62	62	62	62	62
18010	BFS	63	63	63	62	62	61	61	61	61	61	62	62	62	63	63	63	63	63	63	63
18009	BFS	63	63	63	62	62	61	61	61	61	61	62	62	62	62	63	63	63	63	63	63
18008	Weave	63	63	62	62	61	61	60	57	58	53	55	60	62	62	62	63	63	63	63	63
18007	Weave	62	62	61	60	60	59	60	60	60	60	60	60	60	61	61	61	62	61	61	61
18006	Weave	63	63	62	62	62	61	61	61	61	61	61	61	62	62	62	62	63	62	62	62
18005	BFS	65	65	64	64	64	63	63	64	64	63	64	64	65	65	65	65	65	65	65	65
18004	Weave	64	63	62	61	59	53	50	53	54	53	57	60	63	63	63	63	63	63	63	63
18003	BFS	64	64	61	59	51	43	37	37	36	38	48	60	62	63	63	64	64	63	64	63
18002	Diverge	65	65	62	60	53	39	30	27	26	30	48	60	64	64	64	65	65	65	65	65
18001	BFS	66	65	65	64	63	56	43	35	38	47	59	65	65	65	65	65	65	65	65	65

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Table 7-22: Comparison of No-Build and Alternative 3 – Year 2040 - PM Peak Period - Speed Heat Map

Simulated Speeds (mph) - No-Build

Roadway	From	To	Individual VISSIM Links	Section Types	Hour 1 0.25	0.50	0.75	1.00	Hour 2 1.25	1.50	1.75	2.00	Hour 3 2.25	2.50	2.75	3.00	Hour 4 3.25	3.50	3.75	4.00	Hour 5 4.25	4.50	4.75	5.00
I-295 Northbound N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	65	65	65	65	65	65	65	65	66	65	65	65	65	65	66	66	66	66	66	66
			1023	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	66	66	66
			1022	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	61	62	62	61	62	61	62	61	61	61	61	60	61	61	61	64	63	63	65	64
			1019	Merge	59	60	60	58	58	56	59	57	59	58	56	52	58	56	59	64	62	62	64	63
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			1017	BFS	60	59	58	58	57	57	57	56	55	55	58	57	59	60	60	60	60	60	61	61
			1016	Merge	65	63	58	53	49	51	54	52	52	52	58	59	62	64	64	64	64	64	65	65
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	65	55	29	10	9	11	16	16	19	37	39	50	55	59	60	59	60	64	65	65
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	66	63	53	27	18	21	27	29	33	47	47	57	58	62	59	59	59	62	63	64
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	40	24	22	16	11	11	14	14	16	19	19	20	21	22	22	22	21	22	23	24
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	62	43	27	16	10	10	12	13	14	17	18	19	19	20	20	24	21	21	22	27
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	60	59	47	22	12	12	13	16	16	20	22	25	24	26	27	33	32	29	32	34
			1010	BFS	61	59	54	28	14	12	14	17	18	23	27	32	30	30	35	38	44	35	37	40
			1009	Major Merge	46	31	24	18	10	9	10	12	12	14	16	17	18	18	18	19	21	19	19	20
			1008	Major Merge	48	24	11	8	5	4	5	5	6	6	7	7	7	7	8	7	8	8	8	8
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	64	63	54	16	8	6	6	7	7	7	8	8	8	8	8	8	9	9	8	9
			1006	Merge	64	64	63	51	9	5	4	4	4	4	5	5	5	6	6	7	7	7	6	8
			1005	Merge	64	63	63	53	10	6	4	4	5	5	5	5	6	7	7	7	7	7	7	8
			1004	Merge	63	63	63	57	9	4	3	3	3	3	4	3	4	4	4	4	4	4	4	6
	US 1 off-ramp	US 1 on-ramp	1003	BFS	65	65	65	65	21	5	3	3	3	3	4	4	4	6	6	7	11	8	10	29
	I-95 on-ramp	US 1 off-ramp	1002	Weave	64	63	63	63	57	14	4	3	4	4	4	5	6	6	8	11	9	12	23	43
	Project Begin Location	I-95 on-ramp	1001	BFS	66	66	66	66	66	66	49	36	40	43	51	60	59	60	60	61	65	66	66	66
I-295 Southbound S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	65	46	6	3	3	4	4	4	3	4	4	3	3	5	4	2	2	2	1	2
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	62	15	6	6	5	6	6	5	5	6	7	5	6	9	6	3	2	2	2	2
			3003	BFS	62	12	6	7	6	7	7	6	7	7	8	6	7	11	6	3	2	2	2	3
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	58	11	8	8	8	8	8	8	8	9	9	8	9	13	7	3	2	3	3	4
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	50	11	9	9	11	11	12	16	14	11	12	13	16	17	8	3	3	4	4	5
			3006	BFS	33	10	10	10	10	11	10	12	13	11	12	12	14	14	7	4	4	4	4	5
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	17	6	6	6	5	6	5	6	6	6	6	6	7	8	4	3	2	2	2	3
			3008	Merge	16	9	9	9	8	9	8	8	9	9	8	9	9	8	4	3	3	3	3	4
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	10	7	7	7	6	7	7	7	7	7	7	7	7	7	3	2	2	2	2	3
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	6	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	2	2	2	2
			3011	Merge	9	8	8	8	8	8	8	8	8	8	8	8	8	7	3	3	3	3	3	3
			3012	BFS	18	16	16	15	15	15	15	14	14	15	14	15	16	15	5	4	5	4	5	5
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	34	34	35	34	34	34	35	34	34	35	34	35	30	20	7	6	7	5	7	7
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	63	63	63	63	63	63	63	63	63	63	63	61	49	16	6	5	6	5	7	6
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	54	53	52	54	52	54	52	56	54	53	57	48	39	9	5	5	5	4	5	5
			3016	Merge	60	59	59	59	59	60	59	60	60	59	60	55	44	11	9	7	7	7	9	8
			3017	BFS	62	62	61	61	62	62	62	61	61	62	62	54	38	8	8	8	7	8	8	8
			3018	Major Diverge	58	59	58	59	58	58	58	58	58	58	55	46	16	6	6	6	6	6	6	6
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	63	63	63	63	63	63	63	63	62	51	27	10	3	3	3	4	3	4	3	4
			3020	BFS	65	65	65	65	65	65	65	56	28	11	7	4	3	4	4	4	4	4	4	4
			3021	Diverge	65	65	65	65	65	65	65	37	11	7	5	3	2	4	2	3	3	4	3	4
			3022	Diverge	65	65	65	65	65	65	51	15	4	4	3	2	2	2	2	2	2	2	2	2
	US 1 off-ramp	US 1 on-ramp	3023	BFS	66	65	66	66	65	66	65	63	60	60	58	57	56	60	57	55	59	59	57	57
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	63	63	63	63	63	63	64	64	64	64	63	63	63	63	63	63	63	63	63	63
			3025	Weave	65	64	65	65	64	65	65	65	65	65	65	65	65	64	65	65	65	65	65	65
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	65	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
			3027	Diverge	64	64	64	64	64	64	64	65	65	65	64	65	65	65	65	65	65	65	65	65
			3028	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	SB I-295 off-ramp	Project End Location	3029	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
			3030	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	65	65	55	19	6	3	3	3	3	4	5	5	5	5	5	5	6	6	6	6
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	66	66	66	66	66	66	66
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	63	58	24	16	13	12	11	11	12	10	11	10	11	13	12	6	4	3	2	3
			16002	Diverge	56	49	19	17	14	12	13	12	12	10	12	11	12	14	12	6	4	4	2	3
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	54	27	14	14	12	11	11	11	11	10	10	10	10	12	10	5	4	4	2	3
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	38	19	16	15	13	11	11	11	10	10	10	11	11	13	10	4	3	3	2	3
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	23	17	16	17	18	24	34	46	47	52	54	55	56	55	52	54	59	62	63	61
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	13	11	10	10	10	13	18	19	32	30	28	40	41	39	34	51	56	59	60	59
			16007	Merge	24	20	18	19	19	22	26	27	34	32	31	36	43	40	39	51	58	60	60	59
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	14	13	12	12	12	13	13	14	14	14	16	18	20	22	27	44	55	58	62	61
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	58	58	58	58	58	58	58	58	57	57	58	59	58	59	60	62	63	64	63	63
			16010	BFS	60	61	61	61	61	61	61	60	60	60	61	61	61	60	61	63	63	64	63	63
			16011	Merge	59	61	61	61	61	61	60	60	60	60	60	61	60	60	60	63	63	64	63	63
	Kernan Blvd on-ramp	Project End Location	16012	Merge	59	60	61	60	61	60	60	60	60	60	60	61	60	60	60	63	63	64	63	63
			16013	BFS	59	60	60	60	61	60	60	59	60	59	60	60	60	59	60	63	63	63	63	63
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	64	64	64	64	64	64	64	64	63	63	63	63	63	63	64	63	63	62	62	62
			18010	Merge	63	63	63	63	63	63	63	63	62	62	62	62	62	62	62	62	62	62	61	61
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	64	64	64	64	64	63	63	63	62	63	63	62	62	62	63	62	62	62	61	61
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	63	64	64	64	63	62	62	62	61	62	62	61	61	62	62	62	62	61	61	60
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	63	63	63	63	63	61	61	61	58	59	59	58	56	58	59	61	60	60	59	58
			18006	Merge	63	63	63	63	63	61	61	61	58	59	60	57	56	58	60	61	61	60	59	58
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	66	66	66	65	64	64	63	64	64	64	64	64	64	65	65	65	65	64	63	63
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	64	63	28	12	5	5	5	11	22	17	18	27	27	39	35	34	26	15	2	1
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	54	55	46	22	15	11	15	20	17	14	22	23	24	43	36	33	28	15	4	2
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	13	11	10	8	7	4	3	3	2	3	3	2	3	3	4	3	4	3	3	2
			18001	BFS	41	19	9	6	6	4	3	2	2	2	2	2	2	2	3	3	3	3	2	2

Simulated Speeds (mph) - Build (Alternative 3)

Individual VISSIM Links	Section Types	Hour 1 0.25	0.50	0.75	1.00	Hour 2 1.25	1.50	1.75	2.00	Hour 3 2.25	2.50	2.75	3.00	Hour 4 3.25	3.50	3.75	4.00	Hour 5 4.25	4.50	4.75	5.00
1024	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1023	BFS	64	64	64	63	63	63	63	63	63	63	64	64	64	65	65	65	65	65	65	65
1022	Merge	64	64	63	62	62	62	61	61	61	63	63	64	65	65	65	65	65	65	66	66
1021	Weave	65	65	65	65	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66
1020	Weave	65	65	65	65	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65	66
1019	Weave	64	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
1018	BFS	64	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	65	65	65	65
1017	BFS	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	65	65	65	65
1016	Merge	64	63	63	63	63	62	62	63	63	63	63	63	64	64	64	64	65	65	65	65
1015	Weave	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
1014	Weave	64	64	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	65	65	65
1013	Weave	63	63	63	63	62	62	62	62	62	63	63	63	63	64	64	64	64	64	64	64
1012	BFS	61	60	59	58	57	55	54	54	56	58	58	60	61	62	62	63	63	63	63	64
1011	Weave	60	60	57	56	52	47	41	42	45	53	55	58	61	63	63	63	63	63	63	64
1010	BFS	64	63	63	63	63	61	59	57	60	62	63	64	64	65	65	65	65	65	65	66
1009	Weave	65	64	64	64	63	63	63	63	64	64	64	64	65	65	65	65	66	66	66	66
1008	Major Merge	65	65	65	65	65	65	64	65	65	65	65	65	66	66	66	66	66	66	66	66
1007	BFS	65	65	65	65	64	64	64	64	65	64	65	65	65	66	66	66	66	66	66	66
1006	BFS	64	64	64	64	64	63	63	63	63	64	64	64	65	65	65	65	65	65	66	66
1005	Merge	65	65	65	64	64	64	64	64	64	64	64	65	65	65	66	66	66	66	66	66
1004	Merge	64	64	64	63	63	63	63	63	63	63	63	64	64	64	65	65	65	65	65	65
1003	BFS	65	65	65	65	65	65	64	65	65	65	65	65	66	66	66	66	66	66	66	66
1002	Weave	64	64	64	63	63	63	62	63	64	63	64	64	64	64	64	64	65	65	65	65
1001	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3001	BFS	65	65	65	61	23	5	3	4	3	4	4	3	3	6	10	9	9	9	10	9
3002	BFS	64	63	63	35	9	5	4	4	4	4	5	3	5	8	11	12	12	12	12	12
3003	BFS	61	58	56	29	11	8	6	7	6	8	8	5	8	15	24	24	24	24	24	25
3004	Weave	62	60	59	28	14	9	7	7	7	9	9	6	9	26	49	51	52	52	52	52
3005	BFS	63	62	59	56	54	55	55	55	55	54	55	54	54	58	61	62	62	62	62	62
3006	BFS	63	63	62	62	62	63	63	63	63	62	62	63	62	62	62	63	63	63	62	63
3007	Merge	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3008	Weave	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
3009	Weave	64	63	63	63	63	64	64	63	64	63	64	64	64	64	64	64	64	64	64	65
3010	Weave	64	64	63	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65
3011	Merge	64	64	63	64	64	64	65	64	65	65	65	65	65	64	65	65	64	65	65	65
3012	BFS	64	64	64	64	64	65	65	64	65	65	65	65	65	64	64	64	64	64	64	65
3013	Weave	64	64	63	62	60	59	59	61	63	64	64	65	64	64	64	64	64	64	65	65
3014	Merge	61	60	58	52	53	52	54	56	57	61	61	63	63	62	62	63	63	63	63	63
3015	BFS	62	62	57	42	46	55	55	58	58	62	62	63	63	63	63	63	63	63	63	64
3016	Merge	56	50	38	24	36	46	48	50	51	56	52	58	59	58	57	58	60	58	61	61
3017	Merge	59	56	51	45	51	56	54	56	56	59	58	60	60	60	59	59	61	60	61	62
3018	BFS	58	57	53	47	50	55	55	55	55	58	60	61	60	60	60	61	61	61	61	62
3019	Major Diverge	64	64	63	64	64	64	64	64	64	64	64	65	64	64	64	64	64	64	64	65
3020	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3021	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3022	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3023	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65
3024	BFS	65	65	65	65	65	65	66	65	65	65	65	65	66	65	65	65	65	66	65	65
3025	Weave	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
3026	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65
3027	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	64	65	65	65	65
3028	Diverge	65	65	65	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3029	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
17002	BFS	66	65	65	65	64	64	64	65	65	65	65	65	66	66	66	66	66	66	66	66
17001	BFS	64	63	62	60	59	54	57	60	61	61	63	64	65	65	65	66	66	66	66	66
19001	BFS	65	64	64	65	65	64	65	64	65	65	65	65	65	65	65	65	65	65	65	65
19002	BFS	63	62	62	62	62	62	63	63	63	63	63	63	64	63	63	63	63	63	63	64
16001	BFS	63	63	62	52	43	39	35	33	35	31	31	37	57	65	65	65	66	66	66	66
16002	Diverge	58	59	57	45	48	42	39	39	39	37	38	43	54	64	64	64	65	65	65	65
16003	BFS	62	62	62	58	45	33	35	38	38	36	35	40	51	63	64	65	65	65	65	65
16004	Weave	54	57	53	46	36	34	35	36	35	36	35	37	45	60	61	62	62	62	63	63
16005	BFS	61	59	60	56	56	56	54	53	50	46	48	53	56	62	62	64	65	65	65	65
16006	Merge	25	21	19	19	20	19	19	19	18	18	18	19	18	18	19	34	53	56	55	57
16007	Merge	51	51	52	52	53	51	50	46	45	46	47	49	48	48	47	52	55	56	57	57
16008	Weave	59	59	58	57	54	50	46	37	34	39	43	44	53	58	57	59	60	60	60	60
16009	Merge	59	58	59	58	58	58	57	56	54	56	57	57	58	58	57	58	60	60	60	60
16010	BFS	58	58	59	58	59	59	58	59	58	58	58	59	58	57	56	57	59	60	60	60
16011	Merge	55	54	55	53	54	53	53	54	51	52	53	55	55	55	54	55	57	58	58	58
16012	Merge	55	54	55	53	55	54	54	54	53	54	53	56	55	55	54	55	57	58	58	58
16013	BFS	55	54	54	53	54	54	53	53	53	54	53	55	54	54	53	54	57	57	57	57
18012	Merge	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65
18011	Merge	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64
18010	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
18009	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
18008	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64
18007	Weave	64	64	64	64	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64
18006	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
18005	BFS	66	66	66	66	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66
18004	Weave	64	64	64	63	62	62	62	61	61	62	63	63	65	65	65	65	65	65	65	65
18003	BFS	57	59	56	51	48	44	41	42	42	45	52	58	62	63	64	64	64	64	65	65
18002	Diverge	53	55	51	37	32	26	23	23	24	28	39	50	61	63	65	65	65	65	65	65
18001	BFS	65	65	64	57	53	43	31	30	35	48	57	62	65	66	66	66	66	66	66	66

Legend

Speed (mph)
>70
60-70
50-60
45-50
35-45
<35

Table 7-23: Comparison of No-Build and Alternative 1 – Year 2040 - AM Peak Period – Density Heat Map

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - No-Build					Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - Build (Alt 1)				
					Hour 1	Hour 2	Hour 3	Hour 4	Hour 5			Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
I-295 Northbound ↑ N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	11	13	12	11	11	1024	BFS	13	20	19	15	13
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	12	13	13	12	11	1023	BFS	15	22	20	16	14
			1023	BFS	12	13	13	12	11							
			1022	BFS	12	13	13	12	11	1022	Merge	12	18	17	13	12
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	12	14	13	12	12	1021	Weave	12	18	17	14	12
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	13	16	16	14	13	1020	Weave	13	20	19	15	13
			1019	Merge	14	17	16	14	13	1019	Weave	17	26	25	19	17
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	14	16	16	15	15	1018	BFS	20	30	29	22	19
			1017	BFS	23	26	26	24	24	1017	BFS	20	30	28	22	20
			1016	Merge	14	16	16	15	15	1016	Merge	13	20	19	15	13
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	18	19	19	18	18	1015	Weave	14	21	20	16	14
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	25	26	26	25	25	1014	Weave	14	21	21	16	14
										1013	Weave	19	29	28	22	19
										1012	BFS	25	38	37	28	25
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	24	26	26	25	25	1011	Weave	21	36	34	24	21
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	30	30	30	30	30	1010	BFS	24	41	41	27	22
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	34	34	34	34	34	1009	Weave	18	32	30	20	17
			1010	BFS	35	35	36	36	36							
			1009	Major Merge	87	97	98	98	98							
			1008	Major Merge	68	143	143	143	143	1008	Major Merge	14	21	19	14	13
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	29	129	131	131	131	1007	BFS	14	21	19	14	12
			1006	Merge	13	120	144	144	145	1006	BFS	14	22	19	14	13
			1005	Merge	14	112	137	137	137	1005	Merge	14	22	19	14	13
			1004	Merge	10	124	157	156	153	1004	Merge	10	17	15	11	10
	US 1 off-ramp	US 1 on-ramp	1003	BFS	11	118	156	154	155	1003	BFS	12	19	17	12	11
	I-95 on-ramp	US 1 off-ramp	1002	Weave	11	102	145	132	132	1002	Weave	11	33	59	18	10
	Project Begin Location	I-95 on-ramp	1001	BFS	7	19	41	8	7	1001	BFS	8	13	11	8	7
I-295 Southbound ↓ S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	16	107	121	114	111	3001	BFS	17	84	97	97	72
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	21	67	67	58	56	3002	BFS	20	50	51	51	47
			3003	BFS	25	70	72	61	59	3003	BFS	27	38	41	39	37
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	20	75	78	69	70	3004	Weave	20	27	29	25	23
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	17	76	78	75	75	3005	BFS	17	22	21	20	20
			3006	BFS	32	120	121	118	118	3006	BFS	17	22	22	21	20
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	38	134	135	133	132	3007	Merge	16	21	21	18	17
			3008	Merge	46	111	111	109	108							
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	54	119	119	119	118	3008	Weave	13	18	18	15	14
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	61	105	106	106	105	3009	Weave	14	19	19	16	15
										3010	Weave	12	16	16	13	13
			3011	Merge	77	108	108	107	107	3011	Merge	12	16	16	14	13
			3012	BFS	38	40	40	39	40	3012	BFS	16	21	21	18	18
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	26	25	25	25	25	3013	Weave	13	17	17	15	14
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	26	26	27	26	26	3014	Merge	12	16	16	13	13
										3015	BFS	18	24	23	20	19
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	21	22	22	21	21	3016	Merge	14	19	18	16	15
			3016	Merge	30	31	31	30	30	3017	Merge	21	28	28	23	23
			3017	BFS	29	30	30	30	30	3018	BFS	21	28	28	23	23
			3018	Major Diverge	19	20	20	20	19	3019	Major Diverge	13	18	17	15	15
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	16	17	17	17	17	3020	BFS	10	14	14	12	12
			3020	BFS	11	11	11	11	11	3021	BFS	12	16	16	14	13
			3021	Diverge	11	11	11	11	11	3022	Diverge	12	16	16	14	13
			3022	Diverge	8	8	8	8	8	3023	Diverge	9	12	12	10	10
	US 1 off-ramp	US 1 on-ramp	3023	BFS	7	7	7	7	7	3024	BFS	8	11	11	9	9
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	8	9	9	8	8	3025	Weave	9	12	12	10	9
			3025	Weave	8	9	8	8	8							
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	9	10	9	9	9	3026	BFS	9	13	13	11	10
			3027	Diverge	9	10	9	9	9	3027	Diverge	9	13	13	11	10
			3028	Diverge	7	7	7	7	7	3028	Diverge	7	10	10	8	8
	SB I-295 off-ramp	Project End Location	3029	Merge	6	6	6	6	6	3029	BFS	6	9	9	7	7
			3030	BFS	6	6	6	6	6							
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	34	161	162	162	161	17002	BFS	14	20	21	15	13
										17001	BFS	23	78	82	33	20
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	12	12	12	12	12	19001	BFS	9	12	12	11	10
										19002	BFS	16	21	21	18	17
SR 202 Eastbound E ↓	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	16	25	22	15	14	16001	BFS	15	24	20	15	14
			16002	Diverge	16	27	22	16	15	16002	Diverge	15	24	21	15	14
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	11	18	16	11	11	16003	BFS	10	17	15	10	10
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	11	17	15	11	10	16004	Weave	11	15	14	11	10
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	10	15	13	10	9	16005	BFS	10	15	13	10	9
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	12	16	14	12	11	16006	Merge	12	17	16	13	12
			16007	Merge	15	20	19	16	15	16007	Merge	15	22	21	17	16
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	13	17	16	14	13	16008	Weave	14	21	19	16	14
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	14	17	16	14	14	16009	Merge	14	22	20	16	15
			16010	BFS	18	23	22	19	18	16010	BFS	20	29	27	22	20
			16011	Merge	15	19	18	15	15	16011	Merge	16	25	23	19	17
	Kernan Blvd on-ramp	Project End Location	16012	Merge	20	25	23	20	19	16012	Merge	22	33	31	25	23
			16013	BFS	21	26	24	21	20	16013	BFS	23	34	32	26	23
SR 202 Westbound W ↑	Gate Pkwy on-ramp	Project End Location	18011	Merge	20	21	18	18	17	18012	Merge	19	26	25	21	19
			18010	Merge	15	17	14	14	14	18011	Merge	15	21	20	16	15
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	16	17	14	14	14	18010	BFS	15	22	21	17	16
										18009	BFS	12	18	17	13	12
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	20	21	15	16	16	18008	Weave	14	21	25	16	14
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	19	20	15	16	16	18007	Weave	15	21	24	15	14
			18006	Merge	16	18	13	13	13	18006	Weave	14	21	22	15	14
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	15	16	12	13	13	18005	BFS	15	22	21	16	15
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	20	79	95	94	93	18004	Weave	21	34	32	21	20
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	19	79	103	101	100	18003	BFS	19	43	40	18	17
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	21	91	113	111	110	18002	Diverge	20	56	50	19	18
			18001	BFS	19	94	135	132	131	18001	BFS	19	42	36	18	17

Legend

Density (vol/mi/ln)

Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

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Table 7-24: Comparison of No-Build and Alternative 1 – Year 2040 - PM Peak Period – Density Heat Map

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - No-Build					Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - Build (Alt 1)				
					Hour 1	Hour 2	Hour 3	Hour 4	Hour 5			Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	16	13	14	13	10	1024	BFS	20	22	20	16	14
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	15	13	14	13	11	1023	BFS	21	25	23	16	12
			1023	BFS	15	13	14	12	11							
			1022	BFS	16	13	14	13	11	1022	Merge	17	20	18	13	10
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	14	12	13	12	10	1021	Weave	16	18	17	12	9
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	16	14	15	14	12	1020	Weave	16	19	17	13	9
			1019	Merge	16	15	17	15	12	1019	Weave	20	24	22	16	12
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	15	13	15	14	14	1018	BFS	21	25	22	16	12
			1017	BFS	24	23	26	24	23	1017	BFS	21	25	22	17	13
			1016	Merge	16	17	18	15	14	1016	Merge	14	17	15	11	9
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	56	106	61	29	21	1015	Weave	16	20	18	13	10
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	48	82	55	40	36	1014	Weave	18	21	19	15	11
										1013	Weave	25	30	27	20	15
										1012	BFS	32	40	35	24	20
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	66	101	83	74	71	1011	Weave	24	37	28	17	14
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	66	123	105	91	86	1010	BFS	24	30	25	16	12
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	52	116	95	79	70	1009	Weave	19	22	19	13	9
			1010	BFS	46	111	85	66	58							
			1009	Major Merge	56	104	88	76	71							
			1008	Major Merge	79	154	144	135	132	1008	Major Merge	14	16	14	9	7
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	42	149	144	139	138	1007	BFS	15	17	15	10	7
			1006	Merge	17	134	153	130	122	1006	BFS	16	19	17	11	8
			1005	Merge	17	129	148	123	116	1005	Merge	16	19	16	11	8
			1004	Merge	13	141	163	144	132	1004	Merge	12	14	13	8	6
	US 1 off-ramp	US 1 on-ramp	1003	BFS	10	127	161	125	99	1003	BFS	11	14	11	7	6
	I-95 on-ramp	US 1 off-ramp	1002	Weave	11	93	132	96	57	1002	Weave	12	14	12	8	6
	Project Begin Location	I-95 on-ramp	1001	BFS	7	12	14	9	3	1001	BFS	8	9	7	5	4
I-295 Southbound S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	75	153	153	154	179	3001	BFS	19	137	165	139	127
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	70	107	105	112	148	3002	BFS	26	147	158	126	111
			3003	BFS	86	121	118	131	172	3003	BFS	37	125	131	90	71
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	80	108	106	122	162	3004	Weave	35	113	118	60	30
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	73	75	78	96	119	3005	BFS	27	19	18	27	27
			3006	BFS	110	121	117	134	161	3006	BFS	26	17	16	25	27
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	128	150	140	139	182	3007	Merge	20	17	15	17	17
			3008	Merge	116	129	128	147	173							
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	136	144	143	162	184	3008	Weave	19	16	15	15	15
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	156	159	159	174	192	3009	Weave	19	16	15	15	15
										3010	Weave	16	13	12	12	12
			3011	Merge	133	137	136	157	178	3011	Merge	16	13	12	13	14
			3012	BFS	102	107	107	135	162	3012	BFS	21	17	16	18	18
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	45	44	44	95	122	3013	Weave	20	19	16	16	16
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	30	30	30	120	158	3014	Merge	24	26	17	17	16
										3015	BFS	38	43	25	25	24
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	26	26	27	118	150	3016	Merge	37	44	21	21	19
			3016	Merge	35	35	36	120	145	3017	Merge	43	45	31	30	29
			3017	BFS	34	34	36	126	145	3018	BFS	43	45	31	30	28
			3018	Major Diverge	24	24	29	111	120	3019	Major Diverge	22	21	19	19	18
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	17	18	52	172	172	3020	BFS	16	16	14	14	14
			3020	BFS	11	12	77	102	100	3021	BFS	17	15	14	14	15
			3021	Diverge	11	17	112	137	119	3022	Diverge	17	15	14	14	15
			3022	Diverge	8	25	131	149	143	3023	Diverge	12	12	11	11	11
	US 1 off-ramp	US 1 on-ramp	3023	BFS	9	9	8	5	5	3024	BFS	14	13	12	12	12
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	10	9	8	5	6	3025	Weave	14	13	12	12	11
			3025	Weave	10	9	7	5	5							
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	13	12	10	6	7	3026	BFS	17	17	15	14	14
			3027	Diverge	13	12	10	6	7	3027	Diverge	17	17	16	14	14
			3028	Diverge	10	9	7	5	5	3028	Diverge	13	12	12	11	10
	SB I-295 off-ramp	Project End Location	3029	Merge	8	7	6	4	4	3029	BFS	11	11	10	9	9
			3030	BFS	8	8	6	4	4							
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	30	170	167	157	154	17002	BFS	13	15	13	8	6
										17001	BFS	22	28	22	14	10
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	15	15	15	9	8	19001	BFS	16	16	14	14	14
										19002	BFS	26	24	22	22	22
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	64	123	128	133	182	16001	BFS	35	62	67	24	15
			16002	Diverge	67	113	119	127	175	16002	Diverge	38	53	57	25	16
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	74	110	113	120	153	16003	BFS	29	47	59	24	13
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	78	103	109	117	151	16004	Weave	33	52	58	26	16
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	79	51	26	23	7	16005	BFS	31	39	44	24	15
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	104	81	43	32	7	16006	Merge	69	80	83	60	16
			16007	Merge	75	59	41	31	8	16007	Merge	37	42	44	33	21
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	98	91	85	59	13	16008	Weave	28	47	50	25	17
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	19	17	17	16	9	16009	Merge	24	28	27	21	15
			16010	BFS	25	22	22	21	13	16010	BFS	33	36	35	28	20
			16011	Merge	19	17	17	16	10	16011	Merge	27	30	29	23	17
	Kernan Blvd on-ramp	Project End Location	16012	Merge	25	22	23	21	13	16012	Merge	35	39	38	30	22
			16013	BFS	26	23	23	22	14	16013	BFS	36	40	39	31	22
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	12	8	7	7	5	18012	Merge	14	15	13	11	9
			18010	Merge	10	7	6	5	4	18011	Merge	11	12	11	9	8
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	9	5	5	5	4	18010	BFS	10	10	9	8	7
										18009	BFS	8	8	8	6	5
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	9	5	5	5	4	18008	Weave	9	9	8	7	6
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	8	5	4	4	4	18007	Weave	9	10	9	6	5
			18006	Merge	7	4	3	3	3	18006	Weave	9	10	8	6	5
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	7	4	3	3	3	18005	BFS	10	11	9	6	5
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	36	118	80	51	133	18004	Weave	18	19	17	11	9
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	26	95	63	37	127	18003	BFS	21	30	24	12	9
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	97	144	151	144	157	18002	Diverge	29	59	44	13	10
			18001	BFS	89	163	176	175	177	18001	BFS	21	42	28	13	9

Legend

Density (vol/mi/ln)

Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

Table 7-25: Comparison of No-Build and Alternative 3 – Year 2040 - AM Peak Period – Density Heat Map

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - No-Build					Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - Build (Alt 3)				
					Hour 1	Hour 2	Hour 3	Hour 4	Hour 5			Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
I-295 Northbound ↑ N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	11	13	12	11	11	1024	BFS	13	20	19	15	13
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	12	13	13	12	11	1023	BFS	15	22	21	16	14
			1023	BFS	12	13	13	12	11							
			1022	BFS	12	13	13	12	11	1022	Merge	12	18	17	13	12
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	12	14	13	12	12	1021	Weave	12	18	17	14	12
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	13	16	16	14	13	1020	Weave	13	20	18	15	13
			1019	Merge	14	17	16	14	13	1019	Weave	17	26	24	19	17
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	14	16	16	15	15	1018	BFS	20	30	29	22	19
			1017	BFS	23	26	26	24	24	1017	BFS	22	34	32	25	22
			1016	Merge	14	16	16	15	15	1016	Merge	15	23	22	17	15
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	18	19	19	18	18	1015	Weave	15	23	21	17	15
										1014	Weave	16	24	23	18	16
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	25	26	26	25	25	1013	Weave	17	26	25	20	17
										1012	BFS	25	39	38	29	25
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	24	26	26	25	25	1011	Weave	21	38	38	25	21
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	30	30	30	30	30	1010	BFS	24	45	41	27	22
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	34	34	34	34	34	1009	Weave	18	37	38	20	17
			1010	BFS	35	35	36	36	36							
			1009	Major Merge	87	97	98	98	98							
			1008	Major Merge	68	143	143	143	143	1008	Major Merge	14	21	20	14	13
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	29	129	131	131	131	1007	BFS	14	21	19	14	12
			1006	Merge	13	120	144	144	145	1006	BFS	14	22	19	14	13
			1005	Merge	14	112	137	137	137	1005	Merge	14	22	19	14	13
			1004	Merge	10	124	157	156	153	1004	Merge	10	17	15	11	10
	US 1 off-ramp	US 1 on-ramp	1003	BFS	11	118	156	154	155	1003	BFS	12	19	17	12	11
	I-95 on-ramp	US 1 off-ramp	1002	Weave	11	102	145	132	132	1002	Weave	11	33	62	18	10
	Project Begin Location	I-95 on-ramp	1001	BFS	7	19	41	8	7	1001	BFS	8	13	11	8	7
I-295 Southbound ↓ S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	16	107	121	114	111	3001	BFS	17	85	97	97	73
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	21	67	67	58	56	3002	BFS	20	51	50	51	47
			3003	BFS	25	70	72	61	59	3003	BFS	27	39	38	39	36
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	20	75	78	69	70	3004	Weave	20	27	26	25	24
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	17	76	78	75	75	3005	BFS	17	22	22	20	20
			3006	BFS	32	120	121	118	118	3006	BFS	17	22	22	21	20
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	38	134	135	133	132	3007	Merge	16	21	21	18	17
			3008	Merge	46	111	111	109	108							
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	54	119	119	119	118	3008	Weave	13	18	18	15	14
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	61	105	106	106	105	3009	Weave	14	19	19	16	15
										3010	Weave	12	16	16	13	13
			3011	Merge	77	108	108	107	107	3011	Merge	12	16	16	14	13
			3012	BFS	38	40	40	39	40	3012	BFS	16	21	21	18	17
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	26	25	25	25	25	3013	Weave	13	17	17	15	14
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	26	26	27	26	26	3014	Merge	12	16	16	13	13
										3015	BFS	18	24	23	20	19
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	21	22	22	21	21	3016	Merge	14	19	19	16	15
			3016	Merge	30	31	31	30	30	3017	Merge	21	28	27	24	23
			3017	BFS	29	30	30	30	30	3018	BFS	21	28	28	24	23
			3018	Major Diverge	19	20	20	20	19	3019	Major Diverge	14	18	18	15	15
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	16	17	17	17	17	3020	BFS	10	14	14	12	12
			3020	BFS	11	11	11	11	11	3021	BFS	12	16	16	14	13
			3021	Diverge	11	11	11	11	11	3022	Diverge	12	16	16	14	13
			3022	Diverge	8	8	8	8	8	3023	Diverge	9	12	12	10	10
	US 1 off-ramp	US 1 on-ramp	3023	BFS	7	7	7	7	7	3024	BFS	8	11	11	10	9
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	8	9	9	8	8	3025	Weave	9	12	12	10	9
			3025	Weave	8	9	8	8	8							
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	9	10	9	9	9	3026	BFS	9	13	13	11	10
			3027	Diverge	9	10	9	9	9	3027	Diverge	9	13	13	11	10
			3028	Diverge	7	7	7	7	7	3028	Diverge	7	10	10	8	8
	SB I-295 off-ramp	Project End Location	3029	Merge	6	6	6	6	6	3029	BFS	7	9	9	7	7
			3030	BFS	6	6	6	6	6							
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	34	161	162	162	161	17002	BFS	14	20	21	14	13
										17001	BFS	23	74	81	28	20
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	12	12	12	12	12	19001	BFS	9	12	12	11	10
										19002	BFS	16	21	21	18	17
SR 202 Eastbound ↓ E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	16	25	22	15	14	16001	BFS	15	24	20	15	14
			16002	Diverge	16	27	22	16	15	16002	Diverge	15	24	21	15	14
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	11	18	16	11	11	16003	BFS	10	17	15	10	10
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	11	17	15	11	10	16004	Weave	11	16	14	11	10
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	10	15	13	10	9	16005	BFS	10	15	13	10	9
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	12	16	14	12	11	16006	Merge	12	17	16	13	12
			16007	Merge	15	20	19	16	15	16007	Merge	15	22	21	17	16
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	13	17	16	14	13	16008	Weave	14	21	19	16	14
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	14	17	16	14	14	16009	Merge	14	21	20	17	15
			16010	BFS	18	23	22	19	18	16010	BFS	19	29	27	22	20
			16011	Merge	15	19	18	15	15	16011	Merge	17	25	23	19	17
	Kernan Blvd on-ramp	Project End Location	16012	Merge	20	25	23	20	19	16012	Merge	22	33	31	25	23
			16013	BFS	21	26	24	21	20	16013	BFS	22	34	32	26	23
SR 202 Westbound ↑ W	Gate Pkwy on-ramp	Project End Location	18011	Merge	20	21	18	18	17	18012	Merge	19	26	25	20	19
			18010	Merge	15	17	14	14	14	18011	Merge	15	21	20	16	15
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	16	17	14	14	14	18010	BFS	15	22	21	17	15
										18009	BFS	15	22	21	17	16
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	20	21	15	16	16	18008	Weave	14	21	23	15	14
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	19	20	15	16	16	18007	Weave	15	21	20	15	14
			18006	Merge	16	18	13	13	13	18006	Weave	14	21	19	15	14
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	15	16	12	13	13	18005	BFS	15	22	21	16	15
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	20	79	95	94	93	18004	Weave	21	34	31	21	20
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	19	79	103	101	100	18003	BFS	19	43	39	18	17
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	21	91	113	111	110	18002	Diverge	20	56	50	19	18
			18001	BFS	19	94	135	132	131	18001	BFS	19	43	36	18	17

Legend

Density (vol/mi/ln)

Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

Table 7-26: Comparison of No-Build and Alternative 3 – Year 2040 - PM Peak Period – Density Heat Map

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - No-Build					Individual VISSIM Links	Section Types	Simulated Densities (vol/mi/ln) - Build (Alt 3)				
					Hour 1	Hour 2	Hour 3	Hour 4	Hour 5			Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	16	13	14	13	10	1024	BFS	20	22	20	16	14
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	15	13	14	13	11	1023	BFS	21	25	23	16	12
			1023	BFS	15	13	14	12	11							
			1022	BFS	16	13	14	13	11	1022	Merge	17	20	18	13	10
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	14	12	13	12	10	1021	Weave	16	19	17	12	9
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	16	14	15	14	12	1020	Weave	16	19	17	12	9
			1019	Merge	16	15	17	15	12	1019	Weave	20	24	22	16	12
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	15	13	15	14	14	1018	BFS	21	25	22	16	13
			1017	BFS	24	23	26	24	23	1017	BFS	22	26	24	17	14
			1016	Merge	16	17	18	15	14	1016	Merge	15	18	16	12	9
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	56	106	61	29	21	1015	Weave	17	20	19	14	10
										1014	Weave	18	21	20	14	11
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	48	82	55	40	36	1013	Weave	21	25	22	17	14
										1012	BFS	32	40	35	24	20
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	66	101	83	74	71	1011	Weave	24	37	29	17	14
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	66	123	105	91	86	1010	BFS	24	31	26	16	12
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	52	116	95	79	70	1009	Weave	19	22	19	13	9
			1010	BFS	46	111	85	66	58							
			1009	Major Merge	56	104	88	76	71							
			1008	Major Merge	79	154	144	135	132	1008	Major Merge	14	16	14	9	7
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	42	149	144	139	138	1007	BFS	15	17	15	10	7
			1006	Merge	17	134	153	130	122	1006	BFS	16	19	17	11	8
			1005	Merge	17	129	148	123	116	1005	Merge	16	19	17	11	8
			1004	Merge	13	141	163	144	132	1004	Merge	12	14	13	8	6
	US 1 off-ramp	US 1 on-ramp	1003	BFS	10	127	161	125	99	1003	BFS	11	14	11	7	6
	I-95 on-ramp	US 1 off-ramp	1002	Weave	11	93	132	96	57	1002	Weave	12	14	12	8	6
	Project Begin Location	I-95 on-ramp	1001	BFS	7	12	14	9	3	1001	BFS	8	9	7	5	4
I-295 Southbound S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	75	153	153	154	179	3001	BFS	19	142	166	142	127
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	70	107	105	112	148	3002	BFS	27	152	160	128	111
			3003	BFS	86	121	118	131	172	3003	BFS	38	130	133	91	71
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	80	108	106	122	162	3004	Weave	36	117	122	61	31
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	73	75	78	96	119	3005	BFS	27	18	17	25	27
			3006	BFS	110	121	117	134	161	3006	BFS	25	16	15	25	27
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	128	150	140	139	182	3007	Merge	20	16	15	17	17
			3008	Merge	116	129	128	147	173							
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	136	144	143	162	184	3008	Weave	18	15	14	15	15
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	156	159	159	174	192	3009	Weave	18	16	15	15	15
										3010	Weave	15	13	12	13	12
			3011	Merge	133	137	136	157	178	3011	Merge	16	12	11	13	14
			3012	BFS	102	107	107	135	162	3012	BFS	21	16	15	17	18
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	45	44	44	95	122	3013	Weave	20	21	16	16	16
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	30	30	30	120	158	3014	Merge	23	29	18	17	16
										3015	BFS	37	38	26	25	24
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	26	26	27	118	150	3016	Merge	41	38	24	20	19
			3016	Merge	35	35	36	120	145	3017	Merge	41	38	31	30	29
			3017	BFS	34	34	36	126	145	3018	BFS	40	38	31	30	28
			3018	Major Diverge	24	24	29	111	120	3019	Major Diverge	22	21	19	18	18
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	17	18	52	172	172	3020	BFS	16	15	14	14	14
			3020	BFS	11	12	77	102	100	3021	BFS	17	15	14	14	14
			3021	Diverge	11	17	112	137	119	3022	Diverge	17	15	14	14	14
			3022	Diverge	8	25	131	149	143	3023	Diverge	12	11	11	10	11
	US 1 off-ramp	US 1 on-ramp	3023	BFS	9	9	8	5	5	3024	BFS	14	12	12	12	12
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	10	9	8	5	6	3025	Weave	14	13	13	11	11
			3025	Weave	10	9	7	5	5							
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	13	12	10	6	7	3026	BFS	17	16	16	14	14
			3027	Diverge	13	12	10	6	7	3027	Diverge	17	16	16	14	14
			3028	Diverge	10	9	7	5	5	3028	Diverge	13	12	12	11	10
	SB I-295 off-ramp	Project End Location	3029	Merge	8	7	6	4	4	3029	BFS	11	11	10	9	9
			3030	BFS	8	8	6	4	4							
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	30	170	167	157	154	17002	BFS	13	15	13	8	6
										17001	BFS	22	28	22	14	10
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	15	15	15	9	8	19001	BFS	16	15	14	14	14
										19002	BFS	26	24	21	22	22
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	64	123	128	133	182	16001	BFS	35	62	67	23	15
			16002	Diverge	67	113	119	127	175	16002	Diverge	38	55	57	24	16
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	74	110	113	120	153	16003	BFS	29	55	57	21	13
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	78	103	109	117	151	16004	Weave	34	56	55	25	16
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	79	51	26	23	7	16005	BFS	30	35	40	22	15
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	104	81	43	32	7	16006	Merge	68	77	81	60	17
			16007	Merge	75	59	41	31	8	16007	Merge	36	39	42	33	21
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	98	91	85	59	13	16008	Weave	28	40	46	24	17
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	19	17	17	16	9	16009	Merge	25	27	27	21	15
			16010	BFS	25	22	22	21	13	16010	BFS	33	35	35	28	20
			16011	Merge	19	17	17	16	10	16011	Merge	27	30	30	23	17
	Kernan Blvd on-ramp	Project End Location	16012	Merge	25	22	23	21	13	16012	Merge	35	39	38	30	22
			16013	BFS	26	23	23	22	14	16013	BFS	36	40	39	31	22
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	12	8	7	7	5	18012	Merge	14	15	13	11	9
			18010	Merge	10	7	6	5	4	18011	Merge	12	12	11	9	8
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	9	5	5	5	4	18010	BFS	10	11	9	8	7
										18009	BFS	10	11	9	8	7
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	9	5	5	5	4	18008	Weave	9	9	8	7	6
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	8	5	4	4	4	18007	Weave	9	10	8	6	5
			18006	Merge	7	4	3	3	3	18006	Weave	9	10	8	6	5
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	7	4	3	3	3	18005	BFS	10	11	9	6	5
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	36	118	80	51	133	18004	Weave	18	19	17	11	9
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	26	95	63	37	127	18003	BFS	21	31	25	12	9
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	97	144	151	144	157	18002	Diverge	29	59	46	14	10
			18001	BFS	89	163	176	175	177	18001	BFS	21	42	29	13	9

Legend

Density (vol/mi/ln)

Basic Freeway Segment (BFS)	Weave / Merge / Diverge Section
0-11	0-10
11-18	10-20
18-26	20-28
26-35	28-35
35-45	35-45
>45	>45

Table 7-27: Comparison of No-Build and Alternative 1 – Year 2040 - AM Peak Period – Throughput

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Volumes - No-Build: Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Total
I-295 Northbound ↑ N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	3,557	4,263	4,049	3,560	3,458	**18,887**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	3,065	3,472	3,333	3,056	2,995	**15,892**
			1023	BFS	3,056	3,458	3,323	3,042	2,984	
			1022	BFS	3,046	3,442	3,311	3,030	2,970	**15,799**
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	3,930	4,449	4,296	3,936	3,868	**20,479**
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	3,357	3,960	3,840	3,488	3,397	**18,041**
			1019	Merge	3,354	3,959	3,839	3,485	3,395	**18,030**
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	2,733	3,017	2,979	2,847	2,803	**14,355**
			1017	BFS	2,722	3,007	2,971	2,842	2,791	
			1016	Merge	2,720	3,002	2,969	2,841	2,789	**14,320**
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	4,543	4,993	4,958	4,734	4,676	**23,903**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	3,640	3,795	3,792	3,718	3,715	**18,659**
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	4,481	4,677	4,675	4,588	4,562	**22,983**
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	3,664	3,706	3,710	3,687	3,698	**18,464**
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	4,015	4,053	4,048	4,053	4,054	**20,225**
			1010	BFS	4,016	4,052	4,050	4,050	4,055	
			1009	Major Merge	4,020	4,053	4,052	4,050	4,057	
			1008	Major Merge	4,131	4,056	4,049	4,046	4,057	**20,338**
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	2,495	2,556	2,550	2,555	2,535	**12,691**
			1006	Merge	2,554	2,646	2,546	2,562	2,529	**12,837**
			1005	Merge	2,557	2,688	2,547	2,562	2,532	**12,886**
			1004	Merge	2,549	2,755	2,539	2,552	2,524	**12,919**
	US 1 off-ramp	US 1 on-ramp	1003	BFS	2,084	2,296	1,994	1,994	1,981	**10,349**
	I-95 on-ramp	US 1 off-ramp	1002	Weave	2,720	3,169	2,593	2,650	2,584	**13,714**
	Project Begin Location	I-95 on-ramp	1001	BFS	1,414	2,213	1,942	1,408	1,306	**8,283**
										344,052
I-295 Southbound ↓ S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	5,069	4,916	4,603	5,026	5,259	**24,872**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	4,088	3,796	3,750	4,108	4,259	**20,001**
			3003	BFS	4,067	3,760	3,752	4,114	4,260	**19,953**
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	4,709	4,727	4,658	4,767	4,844	**23,706**
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	2,818	2,816	2,800	2,843	2,897	**14,174**
			3006	BFS	2,800	2,839	2,819	2,883	2,925	**14,265**
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	4,494	4,286	4,291	4,376	4,440	**21,633**
			3008	Merge	4,365	4,187	4,204	4,282	4,342	
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	4,678	4,654	4,635	4,636	4,671	**23,274**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	4,031	4,031	4,032	4,020	4,040	**20,190**
			3011	Merge	4,034	4,050	4,047	4,043	4,052	
			3012	BFS	4,025	4,039	4,043	4,035	4,044	**20,185**
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	4,244	4,296	4,292	4,281	4,292	**21,404**
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	3,327	3,372	3,363	3,372	3,348	**16,782**
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	3,589	3,711	3,715	3,656	3,630	**18,300**
			3016	Merge	3,633	3,759	3,762	3,702	3,675	**18,531**
			3017	BFS	3,636	3,767	3,761	3,712	3,685	**18,561**
			3018	Major Diverge	3,652	3,767	3,773	3,724	3,691	**18,606**
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	2,080	2,139	2,164	2,129	2,118	**10,630**
			3020	BFS	2,085	2,137	2,165	2,131	2,118	**10,635**
			3021	Diverge	2,084	2,135	2,166	2,131	2,117	**10,632**
			3022	Diverge	2,078	2,131	2,159	2,127	2,112	**10,607**
	US 1 off-ramp	US 1 on-ramp	3023	BFS	1,379	1,415	1,434	1,406	1,416	**7,048**
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	2,008	2,276	2,163	2,060	2,062	**10,541**
			3025	Weave	2,003	2,258	2,155	2,055	2,045	
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	1,698	1,914	1,830	1,745	1,741	**8,928**
			3027	Diverge	1,698	1,918	1,834	1,748	1,742	**8,940**
			3028	Diverge	1,693	1,918	1,833	1,745	1,740	**8,929**
	SB I-295 off-ramp	Project End Location	3029	Merge	1,079	1,229	1,184	1,117	1,114	**5,781**
			3030	BFS	1,101	1,254	1,209	1,138	1,138	
										407,105
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	2,107	1,528	1,503	1,492	1,525	**8,154**
										8,154
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	1,565	1,631	1,613	1,595	1,572	**7,977**
										7,977
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	3,033	4,725	4,120	2,983	2,789	**17,649**
			16002	Diverge	3,028	4,707	4,120	2,986	2,779	**17,620**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	2,208	3,409	3,019	2,190	2,031	**12,856**
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	2,790	4,142	3,800	2,860	2,600	**16,191**
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	1,916	2,848	2,611	1,987	1,795	**11,157**
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	2,676	3,617	3,364	2,778	2,602	**15,037**
			16007	Merge	2,617	3,539	3,291	2,717	2,544	**14,707**
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	3,951	5,030	4,773	4,114	3,929	**21,796**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	3,252	4,139	3,922	3,397	3,247	**17,957**
			16010	BFS	3,251	4,128	3,923	3,396	3,239	**17,936**
			16011	Merge	3,568	4,385	4,112	3,582	3,414	**19,060**
	Kernan Blvd on-ramp	Project End Location	16012	Merge	3,513	4,317	4,050	3,530	3,357	**18,766**
			16013	BFS	3,583	4,424	4,142	3,613	3,432	**19,194**
										219,926
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	4,793	5,153	4,330	4,422	4,335	**23,032**
			18010	Merge	4,736	5,091	4,284	4,368	4,282	**22,762**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	4,062	4,146	3,413	3,547	3,586	**18,754**
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	5,530	5,558	4,640	4,799	4,850	**25,377**
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	4,448	4,448	3,552	3,692	3,727	**19,866**
			18006	Merge	4,450	4,446	3,552	3,692	3,730	**19,869**
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	3,918	3,853	2,975	3,144	3,179	**17,068**
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	6,376	6,024	4,909	5,109	5,178	**27,595**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	4,680	4,987	4,015	4,202	4,217	**22,100**
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	4,903	5,337	4,197	4,402	4,416	**23,254**
			18001	BFS	4,905	5,649	4,183	4,392	4,436	**23,564**
										243,240

Individual VISSIM GP Links	Individual VISSIM EL Links	Section Types	Simulated Volumes - Build (Alternative 1): Hour 1 GP Volume	Hour 1 EL Volume	Hour 1 Total Volume	Hour 2 GP Volume	Hour 2 EL Volume	Hour 2 Total Volume	Hour 3 GP Volume	Hour 3 EL Volume	Hour 3 Total Volume	Hour 4 GP Volume	Hour 4 EL Volume	Hour 4 Total Volume	Hour 5 GP Volume	Hour 5 EL Volume	Hour 5 Total Volume	Total	Total
1024		BFS	4,310		4,310	6,421		6,421	6,110		6,110	4,767		4,767	4,194		4,194	25,802	**25,802**
1023		BFS	3,784		3,784	5,583		5,583	5,346		5,346	4,213		4,213	3,684		3,684	22,608	**22,608**
1022		Merge	3,791		3,791	5,575		5,575	5,342		5,342	4,205		4,205	3,676		3,676	22,589	**22,589**
1021		Weave	4,771		4,771	7,051		7,051	6,772		6,772	5,316		5,316	4,655		4,655	28,565	**28,565**
1020		Weave	4,177		4,177	6,212		6,212	5,954		5,954	4,696		4,696	4,078		4,078	25,117	**25,117**
1019		Weave	4,217		4,217	6,265		6,265	6,002		6,002	4,734		4,734	4,116		4,116	25,333	**25,333**
1018		BFS	3,706		3,706	5,486		5,486	5,289		5,289	4,197		4,197	3,633		3,633	22,311	**22,323**
1017	505	BFS	2,519	1,203	3,721	3,686	1,816	5,502	3,531	1,752	5,283	2,832	1,354	4,186	2,495	1,148	3,643	22,335	
1016	505	Merge	2,518	1,203	3,721	3,683	1,816	5,498	3,522	1,752	5,274	2,820	1,354	4,174	2,492	1,148	3,639	22,306	**22,306**
1015	505	Weave	4,473	1,203	5,676	6,569	1,816	8,384	6,285	1,752	8,037	5,018	1,354	6,372	4,407	1,148	5,555	34,023	**34,023**
1014	505	Weave	3,680	1,203	4,883	5,344	1,816	7,160	5,182	1,752	6,934	4,184	1,354	5,538	3,661	1,148	4,809	29,323	**29,090**
1013	505	Weave	3,582	1,203	4,785	5,191	1,816	7,007	5,031	1,752	6,783	4,061	1,354	5,415	3,553	1,148	4,701	28,690	
1012	504+505	BFS	3,052	1,833	4,884	4,381	2,761	7,142	4,243	2,673	6,916	3,459	2,064	5,523	3,045	1,748	4,793	29,257	
1011	503	Weave	3,875	1,863	5,738	5,565	2,774	8,339	5,368	2,673	8,041	4,345	2,037	6,382	3,830	1,746	5,576	34,076	**34,076**
1010	503	BFS	3,015	1,863	4,878	4,505	2,774	7,280	4,358	2,673	7,031	3,294	2,037	5,331	2,806	1,746	4,552	29,072	**29,072**
1009	503	Weave	3,452	1,863	5,315	5,151	2,774	7,925	4,942	2,673	7,615	3,720	2,037	5,757	3,191	1,746	4,937	31,549	**31,549**
1008	503	Major Merge	3,481	1,863	5,345	5,171	2,774	7,945	4,932	2,673	7,605	3,688	2,037	5,725	3,198	1,746	4,944	31,562	**31,562**
1007	501	BFS	1,747	945	2,692	2,701	1,423	4,123	2,379	1,292	3,671	1,785	978	2,763	1,580	872	2,452	15,700	**15,700**
1006		BFS	2,687		2,687	4,124		4,124	3,663		3,663	2,752		2,752	2,450		2,450	15,676	**15,676**
1005		Merge	2,677		2,677	4,102		4,102	3,643		3,643	2,739		2,739	2,436		2,436	15,595	**15,595**
1004		Merge	2,689		2,689	4,121		4,121	3,655		3,655	2,751		2,751	2,448		2,448	15,663	**15,663**
1003		BFS	2,252		2,252	3,454		3,454	3,032		3,032	2,315		2,315	2,049		2,049	13,100	**13,100**
1002		Weave	2,872		2,872	4,398		4,398	3,874		3,874	2,960		2,960	2,630		2,630	16,734	**16,734**
1001		BFS	1,575		1,575	2,462		2,462	2,146		2,146	1,550		1,550	1,447		1,447	9,179	**9,179**
																			485,659
3001		BFS	5,274		5,274	6,643		6,643	6,403		6,403	6,417		6,417	6,054		6,054	30,791	**30,791**
3002		BFS	4,251		4,251	5,247		5,247	5,188		5,188	5,206		5,206	5,067		5,067	24,959	**24,959**
3003		BFS	4,225		4,225	5,230		5,230	5,179		5,179	5,200		5,200	5,078		5,078	24,913	**24,913**
3004		Weave	4,914		4,914	6,272		6,272	6,144		6,144	5,878		5,878	5,705		5,705	28,911	**28,911**
3005		BFS	3,213		3,213	4,091		4,091	4,021		4,021	3,823		3,823	3,728		3,728	18,875	**18,875**
3006	701	BFS	2,195	1,022	3,217	2,770	1,331	4,101	2,728	1,307	4,035	2,605	1,228	3,833	2,527	1,216	3,743	18,929	**18,929**
3007	701	Merge	4,068	1,022	5,090	5,385	1,331	6,716	5,283	1,307	6,590	4,533	1,228	5,761	4,352	1,216	5,568	29,725	**29,725**
3008	701	Weave	4,298	1,022	5,319	5,703	1,331	7,034	5,580	1,307	6,887	4,772	1,228	6,000	4,563	1,216	5,779	31,018	**31,018**
3009	701	Weave	3,636	1,022	4,658	4,812	1,331	6,143	4,726	1,307	6,032	4,018	1,228	5,246	3,859	1,216	5,075	27,153	**27,616**
3010	701	Weave	3,744	1,022	4,765	4,956	1,331	6,287	4,873	1,307	6,180	4,141	1,228	5,369	3,976	1,216	5,192	27,792	
3011	701+702	Merge	3,081	1,702	4,783	4,027	2,284	6,311	3,981	2,225	6,206	3,468	1,922	5,390	3,336	1,878	5,214	27,903	
3012	703	BFS	3,076	1,702	4,778	4,023	2,284	6,307	3,977	2,238	6,215	3,465	1,939	5,403	3,337	1,882	5,218	27,921	**27,921**
3013	703	Weave	3,269	1,702	4,971	4,321	2,284	6,605	4,250	2,238	6,488	3,668	1,939	5,606	3,519	1,882	5,400	29,070	**29,070**
3014	703	Merge	2,266	1,702	3,969	3,011	2,284	5,294	2,949	2,238	5,187	2,548	1,939	4,487	2,457	1,882	4,339	23,276	**23,287**
3015	703	BFS	2,268	1,702	3,971	3,010	2,284	5,294	2,959	2,238	5,197	2,556	1,939	4,494	2,461	1,882	4,343	23,298	
3016	703	Merge	2,572	1,702	4,275	3,408	2,284	5,692	3,331	2,238	5,569	2,903	1,939	4,841	2,812	1,882	4,694	25,071	**25,071**
3017	703	Merge	2,593	1,702	4,295	3,436	2,284	5,720	3,360	2,238	5,598	2,931	1,939	4,870	2,834	1,882	4,716	25,198	**25,198**
3018	703	BFS	2,589	1,702	4,291	3,429	2,284	5,713	3,375	2,238	5,613	2,930	1,939	4,869	2,836	1,882	4,718	25,204	**25,204**
3019	703	Major Diverge	2,582	1,702	4,285	3,443	2,284	5,727	3,391	2,238	5,629	2,929	1,939	4,867	2,852	1,882	4,734	25,241	**25,241**
3020	705	BFS	1,381	905	2,286	1,836	1,204	3,040	1,830	1,194	3,024	1,574	1,041	2,615	1,521	1,012	2,533	13,497	**13,497**
3021		BFS	2,278		2,278	3,035		3,035	3,036		3,036	2,618		2,618	2,533		2,533	13,500	**13,500**
3022		Diverge	2,272		2,272	3,032		3,032	3,038		3,038	2,621		2,621	2,531		2,531	13,494	**13,494**
3023		Diverge	2,266		2,266	3,023		3,023	3,032		3,032	2,615		2,615	2,526		2,526	13,463	**13,463**
3024		BFS	1,584		1,584	2,122		2,122	2,122		2,122	1,844		1,844	1,770		1,770	9,441	**9,441**
3025		Weave	2,188		2,188	2,986		2,986	2,927		2,927	2,422		2,422	2,312		2,312	12,835	**12,835**
3026		BFS	1,853		1,853	2,536		2,536	2,475		2,475	2,059		2,059	1,971		1,971	10,893	**10,893**
3027		Diverge	1,857		1,857	2,551		2,551	2,488		2,488	2,068		2,068	1,980		1,980	10,943	**10,943**
3028		Diverge	1,852		1,852	2,548		2,548	2,488		2,488	2,066		2,066	1,979		1,979	10,933	**10,933**
3029		BFS	1,234		1,234	1,696		1,696	1,674		1,674	1,371		1,371	1,322		1,322	7,296	**7,296**
																			533,021
17002	502	BFS	1,756	945	2,700	2,489	1,363	3,851	2,553	1,373	3,925	1,874	1,029	2,903	1,623	879	2,502	15,881	**15,891**
17001		BFS	2,737		2,737	3,870		3,870	3,924		3,924	2,861		2,861	2,509		2,509	15,900	
																			15,891
19001	704	BFS	1,199	790	1,989	1,603	1,066	2,668	1,562	1,060	2,622	1,358	905	2,263	1,335	877	2,212	11,753	**11,768**
19002		BFS	1,988		1,988	2,668		2,668	2,636		2,636	2,275		2,275	2,216		2,216	11,782	
																			11,768
16001		BFS	2,877		2,877	4,480		4,480	3,902		3,902	2,824		2,824	2,638		2,638	16,720	**16,720**
16002		Diverge	2,871		2,871	4,460		4,460	3,908		3,908	2,828		2,828	2,631		2,631	16,697	**16,697**
16003		BFS	2,053		2,053	3,158		3,158	2,801		2,801	2,032		2,032	1,873		1,873	11,916	**11,916**
16004		Weave	2,634		2,634	3,878		3,878	3,547		3,547	2,710		2,710	2,467		2,467	15,235	**15,235**
16005		BFS	1,919		1,919	2,833		2,833	2,591		2,591	1,989		1,989	1,811		1,811	11,143	**11,143**
16006		Merge	2,678		2,678	3,826		3,826	3,551		3,551	2,921		2,921	2,725		2,725	15,699	**15,699**
16007		Merge	2,621		2,621	3,740		3,740	3,472		3,472	2,858		2,858	2,666		2,666	15,357	**15,357**
16008		Weave	4,106		4,106	5,950		5,950	5,588		5,588	4,573		4,573	4,141		4,141	24,357	**24,357**
16009		Merge	3,378		3,378	4,884		4,884	4,594		4,594	3,775		3,775	3,412		3,412	20,042	**20,042**
16010		BFS	3,386		3,386	4,887		4,887	4,612		4,612	3,791		3,791	3,420		3,420	20,095	**20,095**
16011		Merge	3,686		3,686	5,243		5,243	4,955		4,955	4,137		4,137	3,761		3,761	21,781	**21,781**
16012		Merge	3,624		3,624	5,165		5,165	4,878		4,878	4,074		4,074	3,701		3,701	21,442	**21,442**
16013		BFS	3,697		3,697	5,277		5,277	4,992		4,992	4,176		4,176	3,788		3,788	21,929	**21,929**
																			232,413
18012		Merge	4,594		4,594	6,340		6,340	6,107		6,107	5,040		5,040	4,677		4,677	26,757	**26,757**
18011		Merge	4,543		4,543	6,276		6,276	6,033		6,033	4,981		4,981	4,622		4,622	26,455	**26,455**
18010		BFS	3,869		3,869	5,388		5,388	5,180		5,180	4,171		4,171	3,876		3,876	22,483	**22,456**
18009		BFS	3,865		3,865	5,375		5,375	5,170		5,170	4,154		4,154	3,868		3,868	22,430	
18008		Weave	5,354		5,354	7,410		7,410	7,128		7,128	5,743		5,743	5,341		5,341	30,975	**30,975**
18007		Weave	4,426		4,426	6,225		6,225	5,951		5,951	4,605		4,605	4,264		4,264	25,470	**25,470**
18006		Weave	4,429		4,429	6,226		6,226	5,950		5,950	4,607		4,607	4,264		4,264	25,475	**25,475**
18005		BFS	3,925		3,925	5,495		5,495	5,210		5,210	4,019		4,019	3,777		3,777	22,425	**22,425**
18004		Weave	6,391		6,391	8,942		8,942	8,518		8,518	6,523		6,523	6,173		6,173	36,548	**36,548**
18003		BFS	4,690		4,690	7,073		7,073	6,582		6,582	4,619		4,619	4,283		4,283	27,246	**27,246**
18002		Diverge	4,904		4,904	7,455		7,455	6,811		6,811	4,810		4,810	4,474		4,474	28,453	**28,453**
18001		BFS	4,905		4,905	7,576		7,576	6,691		6,691	4,795		4,795	4,482		4,482	28,449	**28,449**
																			300,708

Table 7-28: Comparison of No-Build and Alternative 1 – Year 2040 - PM Peak Period – Throughput

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Volumes - No-Build: Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Total
I-295 Northbound ↑ N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	5,213	4,338	4,559	4,324	3,324	**21,758**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	3,986	3,322	3,541	3,283	2,815	**16,914**
			1023	BFS	3,968	3,310	3,530	3,269	2,806	
			1022	BFS	3,979	3,320	3,541	3,276	2,815	**16,931**
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	4,603	3,851	4,089	3,790	3,263	**19,596**
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	3,895	3,414	3,711	3,501	3,045	**17,566**
			1019	Merge	3,898	3,417	3,713	3,504	3,046	**17,577**
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	2,830	2,579	2,865	2,819	2,742	**13,844**
			1017	BFS	2,834	2,583	2,870	2,823	2,745	
			1016	Merge	2,834	2,576	2,873	2,818	2,742	**13,842**
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	4,930	4,541	5,084	4,944	4,866	**24,365**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	4,203	3,521	4,092	4,386	4,439	**20,640**
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	4,552	3,661	4,271	4,625	4,661	**21,769**
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	3,747	2,712	3,295	3,660	3,729	**17,142**
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	4,200	2,980	3,590	3,986	4,077	**18,845**
			1010	BFS	4,245	2,981	3,570	3,956	4,091	
			1009	Major Merge	4,326	2,977	3,537	3,929	4,093	
			1008	Major Merge	4,587	2,998	3,517	3,941	4,096	**19,138**
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	2,868	1,967	2,129	2,285	2,347	**11,596**
			1006	Merge	2,995	2,020	2,119	2,281	2,329	**11,744**
			1005	Merge	3,001	2,053	2,111	2,281	2,313	**11,758**
			1004	Merge	3,018	2,120	2,115	2,265	2,300	**11,817**
	US 1 off-ramp	US 1 on-ramp	1003	BFS	2,018	1,715	1,635	1,710	1,576	**8,652**
	I-95 on-ramp	US 1 off-ramp	1002	Weave	2,801	2,609	2,229	2,336	2,088	**12,062**
	Project Begin Location	I-95 on-ramp	1001	BFS	1,279	1,523	1,265	849	630	**5,546**
										333,100
I-295 Southbound ↓ S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	3,855	2,686	2,785	2,649	1,329	**13,303**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	2,971	2,339	2,410	2,221	1,176	**11,116**
			3003	BFS	2,826	2,313	2,384	2,140	1,187	**10,850**
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	3,904	3,446	3,561	3,069	1,788	**15,766**
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	2,785	2,475	2,550	2,152	1,311	**11,273**
			3006	BFS	2,751	2,521	2,577	2,156	1,316	**11,321**
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	3,586	3,308	3,335	2,558	1,548	**14,147**
			3008	Merge	3,461	3,234	3,264	2,487	1,514	
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	4,034	3,813	3,843	2,892	1,738	**16,320**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	3,296	3,126	3,129	2,357	1,459	**13,315**
			3011	Merge	3,273	3,111	3,118	2,302	1,461	
			3012	BFS	3,266	3,123	3,133	2,261	1,467	**13,250**
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	4,544	4,574	4,564	2,963	2,098	**18,742**
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	3,764	3,764	3,748	2,301	1,728	**15,304**
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	4,097	4,103	4,080	2,523	2,075	**16,878**
			3016	Merge	4,145	4,157	4,125	2,520	2,103	**17,051**
			3017	BFS	4,149	4,167	4,105	2,415	2,110	**16,945**
			3018	Major Diverge	4,154	4,173	4,075	2,296	2,114	**16,811**
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	2,199	2,204	1,983	1,095	1,114	**8,595**
			3020	BFS	2,196	2,205	1,754	1,092	1,138	**8,384**
			3021	Diverge	2,197	2,182	1,699	1,091	1,152	**8,320**
			3022	Diverge	2,189	2,135	1,669	1,095	1,151	**8,239**
	US 1 off-ramp	US 1 on-ramp	3023	BFS	1,786	1,769	1,481	905	915	**6,855**
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	2,643	2,399	1,912	1,343	1,404	**9,676**
			3025	Weave	2,623	2,394	1,907	1,337	1,391	
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	2,474	2,281	1,824	1,268	1,324	**9,171**
			3027	Diverge	2,476	2,288	1,830	1,268	1,325	**9,186**
			3028	Diverge	2,474	2,287	1,830	1,265	1,325	**9,180**
	SB I-295 off-ramp	Project End Location	3029	Merge	1,581	1,445	1,156	799	834	**5,873**
			3030	BFS	1,613	1,477	1,180	814	852	
										315,867
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	2,188	1,124	1,347	1,637	1,738	**8,033**
										8,033
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	1,961	1,971	1,943	1,114	1,003	**7,991**
										7,991
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	5,626	4,265	4,027	3,785	1,601	**19,305**
			16002	Diverge	5,465	4,244	4,001	3,702	1,568	**18,980**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	4,581	3,659	3,454	3,108	1,385	**16,186**
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	5,948	4,726	4,402	3,887	1,672	**20,635**
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	4,182	3,395	3,087	2,791	1,194	**14,649**
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	4,527	3,937	3,590	3,200	1,424	**16,677**
			16007	Merge	4,432	3,857	3,517	3,138	1,393	**16,337**
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	6,233	5,750	5,708	5,241	3,364	**26,295**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	4,458	3,985	4,033	3,741	2,367	**18,584**
			16010	BFS	4,453	3,986	4,029	3,741	2,373	**18,582**
			16011	Merge	4,588	4,066	4,111	3,884	2,545	**19,194**
			16012	Merge	4,522	4,003	4,046	3,829	2,507	**18,906**
	Kernan Blvd on-ramp	Project End Location	16013	BFS	4,629	4,106	4,131	3,935	2,563	**19,364**
										243,692
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	3,062	2,117	1,786	1,718	1,176	**9,859**
			18010	Merge	3,025	2,088	1,765	1,695	1,163	**9,735**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	2,117	1,411	1,184	1,140	967	**6,819**
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	2,655	1,754	1,508	1,428	1,177	**8,522**
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	2,118	1,254	993	971	927	**6,263**
			18006	Merge	2,116	1,255	993	971	927	**6,261**
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	1,918	1,056	763	750	711	**5,198**
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	3,979	2,212	1,728	1,576	1,408	**10,902**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	3,434	1,988	1,304	1,267	1,212	**9,206**
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	3,832	2,206	1,377	1,473	1,567	**10,455**
			18001	BFS	4,139	2,298	1,372	1,466	1,615	**10,891**
										94,109

Individual VISSIM GP Links	Individual VISSIM EL Links	Section Types	Simulated Volumes - Build (Alternative 1): Hour 1 GP Volume	Hour 1 EL Volume	Hour 1 Total Volume	Hour 2 GP Volume	Hour 2 EL Volume	Hour 2 Total Volume	Hour 3 GP Volume	Hour 3 EL Volume	Hour 3 Total Volume	Hour 4 GP Volume	Hour 4 EL Volume	Hour 4 Total Volume	Hour 5 GP Volume	Hour 5 EL Volume	Hour 5 Total Volume	Total	Total
1024		BFS	6,598		6,598	7,169		7,169	6,497		6,497	5,296		5,296	4,360		4,360	29,919	**29,919**
1023		BFS	5,332		5,332	6,122		6,122	5,702		5,702	4,089		4,089	3,123		3,123	24,367	**24,367**
1022		Merge	5,320		5,320	6,091		6,091	5,673		5,673	4,061		4,061	3,104		3,104	24,249	**24,249**
1021		Weave	6,180		6,180	7,086		7,086	6,589		6,589	4,704		4,704	3,619		3,619	28,178	**28,178**
1020		Weave	5,116		5,116	5,955		5,955	5,520		5,520	3,992		3,992	3,055		3,055	23,638	**23,638**
1019		Weave	5,122		5,122	5,957		5,957	5,520		5,520	3,990		3,990	3,056		3,056	23,644	**23,644**
1018		BFS	3,984		3,984	4,720		4,720	4,287		4,287	3,070		3,070	2,418		2,418	18,478	**18,481**
1017	505	BFS	2,679	1,319	3,997	3,124	1,597	4,722	2,872	1,414	4,285	2,099	967	3,065	1,718	697	2,414	18,484	
1016	505	Merge	2,683	1,319	4,001	3,121	1,597	4,718	2,869	1,414	4,283	2,097	967	3,063	1,714	697	2,410	18,476	**18,476**
1015	505	Weave	5,327	1,319	6,645	6,254	1,597	7,851	5,695	1,414	7,109	4,156	967	5,123	3,311	697	4,008	30,735	**30,735**
1014	505	Weave	4,644	1,319	5,962	5,410	1,597	7,008	4,963	1,414	6,377	3,678	967	4,645	2,953	697	3,649	27,641	**27,614**
1013	505	Weave	4,645	1,319	5,964	5,397	1,597	6,994	4,940	1,414	6,354	3,664	967	4,631	2,944	697	3,640	27,582	
1012	504+505	BFS	3,788	2,189	5,977	4,334	2,670	7,005	3,999	2,361	6,360	3,024	1,610	4,634	2,482	1,164	3,645	27,620	
1011	503	Weave	4,051	2,230	6,280	4,638	2,671	7,309	4,241	2,339	6,580	3,210	1,591	4,802	2,620	1,150	3,770	28,741	**28,741**
1010	503	BFS	3,004	2,230	5,233	3,582	2,671	6,252	3,141	2,339	5,480	2,102	1,591	3,693	1,522	1,150	2,672	23,331	**23,331**
1009	503	Weave	3,493	2,230	5,722	4,128	2,671	6,799	3,600	2,339	5,939	2,422	1,591	4,013	1,750	1,150	2,900	25,373	**25,373**
1008	503	Major Merge	3,522	2,230	5,752	4,134	2,671	6,804	3,575	2,339	5,914	2,410	1,591	4,002	1,742	1,150	2,892	25,364	**25,364**
1007	501	BFS	1,896	1,215	3,111	2,204	1,415	3,619	1,930	1,261	3,191	1,309	871	2,181	940	613	1,553	13,655	**13,655**
1006		BFS	3,118		3,118	3,598		3,598	3,181		3,181	2,174		2,174	1,545		1,545	13,616	**13,616**
1005		Merge	3,095		3,095	3,568		3,568	3,147		3,147	2,154		2,154	1,532		1,532	13,496	**13,496**
1004		Merge	3,127		3,127	3,600		3,600	3,170		3,170	2,172		2,172	1,548		1,548	13,617	**13,617**
1003		BFS	2,196		2,196	2,588		2,588	2,178		2,178	1,463		1,463	1,071		1,071	9,496	**9,496**
1002		Weave	2,969		2,969	3,520		3,520	2,944		2,944	1,967		1,967	1,456		1,456	12,856	**12,856**
1001		BFS	1,437		1,437	1,711		1,711	1,413		1,413	946		946	699		699	6,205	**6,205**
																			435,048
3001		BFS	5,883		5,883	3,741		3,741	2,968		2,968	4,903		4,903	5,911		5,911	23,405	**23,405**
3002		BFS	5,029		5,029	3,022		3,022	2,618		2,618	4,374		4,374	5,198		5,198	20,241	**20,241**
3003		BFS	4,896		4,896	2,928		2,928	2,638		2,638	4,390		4,390	5,181		5,181	20,033	**20,033**
3004		Weave	6,160		6,160	3,930		3,930	3,660		3,660	5,767		5,767	6,308		6,308	25,824	**25,824**
3005		BFS	4,768		4,768	3,106		3,106	2,861		2,861	4,467		4,467	4,918		4,918	20,121	**20,121**
3006	701	BFS	3,217	1,541	4,758	2,148	980	3,128	1,976	881	2,857	3,053	1,407	4,459	3,325	1,597	4,922	20,123	**20,123**
3007	701	Merge	5,099	1,541	6,640	4,214	980	5,194	3,924	881	4,805	4,318	1,407	5,725	4,343	1,597	5,940	28,304	**28,304**
3008	701	Weave	5,842	1,541	7,383	5,016	980	5,995	4,688	881	5,569	4,906	1,407	6,312	4,766	1,597	6,363	31,622	**31,622**
3009	701	Weave	4,634	1,541	6,175	4,033	980	5,013	3,759	881	4,640	3,860	1,407	5,266	3,733	1,597	5,330	26,424	**26,979**
3010	701	Weave	4,816	1,541	6,357	4,194	980	5,173	3,905	881	4,786	4,016	1,407	5,422	3,882	1,597	5,479	27,217	
3011	701+702	Merge	3,974	2,400	6,374	3,278	1,912	5,190	2,995	1,804	4,799	3,392	2,046	5,438	3,427	2,068	5,495	27,295	
3012	703	BFS	3,961	2,375	6,336	3,271	1,945	5,216	2,985	1,792	4,778	3,383	2,043	5,425	3,416	2,075	5,491	27,245	**27,245**
3013	703	Weave	5,052	2,375	7,426	4,568	1,945	6,513	4,072	1,792	5,865	4,105	2,043	6,148	3,957	2,075	6,032	31,983	**31,983**
3014	703	Merge	3,845	2,375	6,220	3,545	1,945	5,491	3,151	1,792	4,944	3,121	2,043	5,163	2,996	2,075	5,072	26,889	**26,902**
3015	703	BFS	3,825	2,375	6,200	3,574	1,945	5,519	3,158	1,792	4,951	3,128	2,043	5,171	3,001	2,075	5,076	26,916	
3016	703	Merge	4,202	2,375	6,577	3,988	1,945	5,933	3,564	1,792	5,356	3,550	2,043	5,593	3,426	2,075	5,501	28,959	**28,959**
3017	703	Merge	4,223	2,375	6,598	4,030	1,945	5,975	3,593	1,792	5,385	3,584	2,043	5,626	3,455	2,075	5,531	29,114	**29,114**
3018	703	BFS	4,195	2,375	6,570	4,055	1,945	6,000	3,599	1,792	5,391	3,586	2,043	5,629	3,463	2,075	5,538	29,127	**29,127**
3019	703	Major Diverge	4,176	2,375	6,551	4,082	1,945	6,027	3,617	1,792	5,409	3,598	2,043	5,640	3,477	2,075	5,552	29,179	**29,179**
3020	705	BFS	2,070	1,169	3,239	2,031	962	2,994	1,818	872	2,690	1,782	1,021	2,803	1,736	1,036	2,772	14,497	**14,497**
3021		BFS	3,235		3,235	2,996		2,996	2,695		2,695	2,797		2,797	2,779		2,779	14,502	**14,502**
3022		Diverge	3,228		3,228	2,995		2,995	2,700		2,700	2,791		2,791	2,782		2,782	14,495	**14,495**
3023		Diverge	3,218		3,218	2,988		2,988	2,696		2,696	2,783		2,783	2,775		2,775	14,459	**14,459**
3024		BFS	2,703		2,703	2,499		2,499	2,266		2,266	2,338		2,338	2,335		2,335	12,141	**12,141**
3025		Weave	3,523		3,523	3,388		3,388	3,133		3,133	2,922		2,922	2,749		2,749	15,714	**15,714**
3026		BFS	3,308		3,308	3,202		3,202	2,966		2,966	2,761		2,761	2,589		2,589	14,826	**14,826**
3027		Diverge	3,321		3,321	3,218		3,218	2,983		2,983	2,773		2,773	2,600		2,600	14,895	**14,895**
3028		Diverge	3,317		3,317	3,217		3,217	2,983		2,983	2,767		2,767	2,599		2,599	14,882	**14,882**
3029		BFS	2,192		2,192	2,110		2,110	1,963		1,963	1,835		1,835	1,712		1,712	9,811	**9,811**
																			559,381
17002	502	BFS	1,642	1,042	2,684	1,937	1,262	3,198	1,633	1,056	2,689	1,087	700	1,786	788	520	1,308	11,664	**11,667**
17001		BFS	2,711		2,711	3,198		3,198	2,680		2,680	1,779		1,779	1,302		1,302	11,670	
																			11,667
19001	704	BFS	2,096	1,184	3,280	2,052	999	3,051	1,803	922	2,725	1,815	1,011	2,826	1,745	1,050	2,794	14,676	**14,693**
19002		BFS	3,278		3,278	3,066		3,066	2,735		2,735	2,828		2,828	2,805		2,805	14,711	
																			14,693
16001		BFS	6,147		6,147	6,792		6,792	6,555		6,555	4,156		4,156	2,988		2,988	26,637	**26,637**
16002		Diverge	6,089		6,089	6,772		6,772	6,557		6,557	4,215		4,215	2,990		2,990	26,622	**26,622**
16003		BFS	5,197		5,197	5,777		5,777	5,600		5,600	3,659		3,659	2,568		2,568	22,801	**22,801**
16004		Weave	7,005		7,005	7,604		7,604	7,437		7,437	5,372		5,372	3,919		3,919	31,337	**31,337**
16005		BFS	5,141		5,141	5,587		5,587	5,481		5,481	3,949		3,949	2,899		2,899	23,056	**23,056**
16006		Merge	5,648		5,648	5,925		5,925	5,899		5,899	4,865		4,865	3,612		3,612	25,948	**25,948**
16007		Merge	5,518		5,518	5,792		5,792	5,769		5,769	4,773		4,773	3,534		3,534	25,386	**25,386**
16008		Weave	8,073		8,073	8,807		8,807	8,555		8,555	6,826		6,826	5,112		5,112	37,372	**37,372**
16009		Merge	5,687		5,687	6,212		6,212	6,030		6,030	4,781		4,781	3,603		3,603	26,311	**26,311**
16010		BFS	5,689		5,689	6,228		6,228	6,049		6,049	4,802		4,802	3,617		3,617	26,384	**26,384**
16011		Merge	5,835		5,835	6,387		6,387	6,205		6,205	4,968		4,968	3,779		3,779	27,173	**27,173**
16012		Merge	5,742		5,742	6,288		6,288	6,110		6,110	4,896		4,896	3,723		3,723	26,759	**26,759**
16013		BFS	5,863		5,863	6,433		6,433	6,256		6,256	5,021		5,021	3,814		3,814	27,387	**27,387**
																			353,172
18012		Merge	3,638		3,638	3,799		3,799	3,447		3,447	2,843		2,843	2,394		2,394	16,120	**16,120**
18011		Merge	3,598		3,598	3,751		3,751	3,403		3,403	2,810		2,810	2,366		2,366	15,928	**15,928**
18010		BFS	2,596		2,596	2,677		2,677	2,430		2,430	1,973		1,973	1,684		1,684	11,359	**11,343**
18009		BFS	2,591		2,591	2,671		2,671	2,420		2,420	1,969		1,969	1,677		1,677	11,327	
18008		Weave	3,318		3,318	3,410		3,410	3,076		3,076	2,522		2,522	2,151		2,151	14,477	**14,477**
18007		Weave	2,707		2,707	3,021		3,021	2,680		2,680	1,852		1,852	1,474		1,474	11,733	**11,733**
18006		Weave	2,708		2,708	3,023		3,023	2,678		2,678	1,852		1,852	1,474		1,474	11,735	**11,735**
18005		BFS	2,502		2,502	2,768		2,768	2,439		2,439	1,683		1,683	1,341		1,341	10,733	**10,733**
18004		Weave	5,493		5,493	5,968		5,968	5,427		5,427	3,657		3,657	2,919		2,919	23,465	**23,465**
18003		BFS	4,549		4,549	5,300		5,300	4,712		4,712	3,001		3,001	2,229		2,229	19,790	**19,790**
18002		Diverge	5,061		5,061	5,910		5,910	5,200		5,200	3,334		3,334	2,470		2,470	21,973	**21,973**
18001		BFS	5,096		5,096	6,005		6,005	5,061		5,061	3,322		3,322	2,460		2,460	21,944	**21,944**
																			179,239

Table 7-29: Comparison of No-Build and Alternative 3 – Year 2040 - AM Peak Period – Throughput

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Volumes - No-Build Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Total
I-295 Northbound ↑ N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	3,557	4,263	4,049	3,560	3,458	**18,887**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	3,065	3,472	3,333	3,056	2,995	**15,892**
			1023	BFS	3,056	3,458	3,323	3,042	2,984	
			1022	BFS	3,046	3,442	3,311	3,030	2,970	**15,799**
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	3,930	4,449	4,296	3,936	3,868	**20,479**
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	3,357	3,960	3,840	3,488	3,397	**18,041**
			1019	Merge	3,354	3,959	3,839	3,485	3,395	**18,030**
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	2,733	3,017	2,979	2,847	2,803	**14,355**
			1017	BFS	2,722	3,007	2,971	2,842	2,791	
			1016	Merge	2,720	3,002	2,969	2,841	2,789	**14,320**
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	4,543	4,993	4,958	4,734	4,676	**23,903**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	3,640	3,795	3,792	3,718	3,715	**18,659**
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	4,481	4,677	4,675	4,588	4,562	**22,983**
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	3,664	3,706	3,710	3,687	3,698	**18,464**
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	4,015	4,053	4,048	4,053	4,054	**20,225**
			1010	BFS	4,016	4,052	4,050	4,050	4,055	
			1009	Major Merge	4,020	4,053	4,052	4,050	4,057	
			1008	Major Merge	4,131	4,056	4,049	4,046	4,057	**20,338**
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	2,495	2,556	2,550	2,555	2,535	**12,691**
			1006	Merge	2,554	2,646	2,546	2,562	2,529	**12,837**
			1005	Merge	2,557	2,688	2,547	2,562	2,532	**12,886**
			1004	Merge	2,549	2,755	2,539	2,552	2,524	**12,919**
	US 1 off-ramp	US 1 on-ramp	1003	BFS	2,084	2,296	1,994	1,994	1,981	**10,349**
	I-95 on-ramp	US 1 off-ramp	1002	Weave	2,720	3,169	2,593	2,650	2,584	**13,714**
	Project Begin Location	I-95 on-ramp	1001	BFS	1,414	2,213	1,942	1,408	1,306	**8,283**
										344,052
I-295 Southbound ↓ S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	5,069	4,916	4,603	5,026	5,259	**24,872**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	4,088	3,796	3,750	4,108	4,259	**20,001**
			3003	BFS	4,067	3,760	3,752	4,114	4,260	**19,953**
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	4,709	4,727	4,658	4,767	4,844	**23,706**
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	2,818	2,816	2,800	2,843	2,897	**14,174**
			3006	BFS	2,800	2,839	2,819	2,883	2,925	**14,265**
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	4,494	4,286	4,291	4,376	4,440	**21,633**
			3008	Merge	4,365	4,187	4,204	4,282	4,342	
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	4,678	4,654	4,635	4,636	4,671	**23,274**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	4,031	4,031	4,032	4,020	4,040	**20,190**
			3011	Merge	4,034	4,050	4,047	4,043	4,052	
			3012	BFS	4,025	4,039	4,043	4,035	4,044	**20,185**
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	4,244	4,296	4,292	4,281	4,292	**21,404**
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	3,327	3,372	3,363	3,372	3,348	**16,782**
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	3,589	3,711	3,715	3,656	3,630	**18,300**
			3016	Merge	3,633	3,759	3,762	3,702	3,675	**18,531**
			3017	BFS	3,636	3,767	3,761	3,712	3,685	**18,561**
			3018	Major Diverge	3,652	3,767	3,773	3,724	3,691	**18,606**
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	2,080	2,139	2,164	2,129	2,118	**10,630**
			3020	BFS	2,085	2,137	2,165	2,131	2,118	**10,635**
			3021	Diverge	2,084	2,135	2,166	2,131	2,117	**10,632**
			3022	Diverge	2,078	2,131	2,159	2,127	2,112	**10,607**
	US 1 off-ramp	US 1 on-ramp	3023	BFS	1,379	1,415	1,434	1,406	1,416	**7,048**
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	2,008	2,276	2,163	2,060	2,062	**10,541**
			3025	Weave	2,003	2,258	2,155	2,055	2,045	
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	1,698	1,914	1,830	1,745	1,741	**8,928**
			3027	Diverge	1,698	1,918	1,834	1,748	1,742	**8,940**
			3028	Diverge	1,693	1,918	1,833	1,745	1,740	**8,929**
	SB I-295 off-ramp	Project End Location	3029	Merge	1,079	1,229	1,184	1,117	1,114	**5,781**
			3030	BFS	1,101	1,254	1,209	1,138	1,138	
										407,105
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	2,107	1,528	1,503	1,492	1,525	**8,154**
										8,154
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	1,565	1,631	1,613	1,595	1,572	**7,977**
										7,977
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	3,033	4,725	4,120	2,983	2,789	**17,649**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16002	Diverge	3,028	4,707	4,120	2,986	2,779	**17,620**
	Gate Pkwy on-ramp	I-295 off-ramp	16003	BFS	2,208	3,409	3,019	2,190	2,031	**12,856**
	I-295 off-ramp	SB I-295 on-ramp	16004	Weave	2,790	4,142	3,800	2,860	2,600	**16,191**
			16005	BFS	1,916	2,848	2,611	1,987	1,795	**11,157**
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	2,676	3,617	3,364	2,778	2,602	**15,037**
			16007	Merge	2,617	3,539	3,291	2,717	2,544	**14,707**
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	3,951	5,030	4,773	4,114	3,929	**21,796**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	3,252	4,139	3,922	3,397	3,247	**17,957**
			16010	BFS	3,251	4,128	3,923	3,396	3,239	**17,936**
			16011	Merge	3,568	4,385	4,112	3,582	3,414	**19,060**
	Kernan Blvd on-ramp	Project End Location	16012	Merge	3,513	4,317	4,050	3,530	3,357	**18,766**
			16013	BFS	3,583	4,424	4,142	3,613	3,432	**19,194**
										219,926
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	4,793	5,153	4,330	4,422	4,335	**23,032**
			18010	Merge	4,736	5,091	4,284	4,368	4,282	**22,762**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	4,062	4,146	3,413	3,547	3,586	**18,754**
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	5,530	5,558	4,640	4,799	4,850	**25,377**
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	4,448	4,448	3,552	3,692	3,727	**19,866**
			18006	Merge	4,450	4,446	3,552	3,692	3,730	**19,869**
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	3,918	3,853	2,975	3,144	3,179	**17,068**
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	6,376	6,024	4,909	5,109	5,178	**27,595**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	4,680	4,987	4,015	4,202	4,217	**22,100**
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	4,903	5,337	4,197	4,402	4,416	**23,254**
			18001	BFS	4,905	5,649	4,183	4,392	4,436	**23,564**
										243,240

Individual VISSIM GP Links	Individual VISSIM EL Links	Section Types	Simulated Volumes - Build (Alternative 3) Hour 1 GP Volume	Hour 1 EL Volume	Hour 1 Total Volume	Hour 2 GP Volume	Hour 2 EL Volume	Hour 2 Total Volume	Hour 3 GP Volume	Hour 3 EL Volume	Hour 3 Total Volume	Hour 4 GP Volume	Hour 4 EL Volume	Hour 4 Total Volume	Hour 5 GP Volume	Hour 5 EL Volume	Hour 5 Total Volume	Total
1024		BFS	4,310		4,310	6,446		6,446	6,116		6,116	4,741		4,741	4,196		4,196	**25,808**
1023		BFS	3,787		3,787	5,605		5,605	5,348		5,348	4,192		4,192	3,685		3,685	**22,617**
1022		Merge	3,794		3,794	5,600		5,600	5,342		5,342	4,186		4,186	3,678		3,678	**22,599**
1021		Weave	4,773		4,773	7,083		7,083	6,773		6,773	5,292		5,292	4,655		4,655	**28,576**
1020		Weave	4,181		4,181	6,242		6,242	5,960		5,960	4,667		4,667	4,077		4,077	**25,126**
1019		Weave	4,220		4,220	6,295		6,295	6,010		6,010	4,702		4,702	4,117		4,117	**25,344**
1018		BFS	3,708		3,708	5,514		5,514	5,298		5,298	4,164		4,164	3,633		3,633	**22,329**
1017	508	BFS	2,771	953	3,724	4,073	1,449	5,522	3,934	1,361	5,295	3,123	1,036	4,159	2,720	924	3,644	
1016	508	Merge	2,769	953	3,722	4,068	1,449	5,517	3,926	1,361	5,287	3,108	1,036	4,143	2,716	924	3,640	**22,308**
1015	508	Weave	4,725	953	5,678	6,967	1,449	8,415	6,696	1,361	8,058	5,289	1,036	6,324	4,632	924	5,556	**34,024**
1014	506+508	Weave	4,091	1,584	5,675	6,019	2,404	8,423	5,785	2,272	8,057	4,581	1,731	6,312	4,028	1,524	5,551	
1013	506+508	Weave	3,291	1,584	4,875	4,781	2,404	7,185	4,660	2,272	6,932	3,744	1,731	5,474	3,272	1,524	4,795	**29,267**
1012	506+507	BFS	3,049	1,836	4,885	4,408	2,783	7,192	4,295	2,636	6,931	3,472	2,002	5,473	3,032	1,761	4,793	
1011	505+506	Weave	3,870	1,846	5,715	5,609	2,787	8,396	5,417	2,635	8,052	4,349	1,996	6,344	3,817	1,759	5,576	**34,083**
1010	504	BFS	3,010	1,855	4,865	4,550	2,789	7,339	4,409	2,630	7,039	3,282	1,990	5,272	2,792	1,760	4,552	**29,066**
1009	503	Weave	3,442	1,875	5,317	5,204	2,795	7,998	5,005	2,625	7,630	3,691	1,976	5,667	3,175	1,761	4,935	**31,548**
1008	503	Major Merge	3,474	1,875	5,348	5,224	2,795	8,019	5,000	2,625	7,625	3,652	1,976	5,628	3,183	1,761	4,943	**31,563**
1007	501	BFS	1,745	948	2,693	2,696	1,416	4,112	2,408	1,269	3,677	1,790	975	2,766	1,577	875	2,452	**15,699**
1006		BFS	2,687		2,687	4,116		4,116	3,665		3,665	2,758		2,758	2,450		2,450	**15,676**
1005		Merge	2,677		2,677	4,092		4,092	3,647		3,647	2,744		2,744	2,437		2,437	**15,596**
1004		Merge	2,688		2,688	4,111		4,111	3,659		3,659	2,755		2,755	2,448		2,448	**15,661**
1003		BFS	2,252		2,252	3,449		3,449	3,034		3,034	2,318		2,318	2,049		2,049	**13,101**
1002		Weave	2,872		2,872	4,399		4,399	3,873		3,873	2,961		2,961	2,630		2,630	**16,734**
1001		BFS	1,575		1,575	2,462		2,462	2,146		2,146	1,550		1,550	1,447		1,447	**9,179**
																		485,902
3001		BFS	5,276		5,276	6,658		6,658	6,411		6,411	6,437		6,437	6,082		6,082	**30,864**
3002		BFS	4,253		4,253	5,262		5,262	5,209		5,209	5,219		5,219	5,086		5,086	**25,028**
3003		BFS	4,228		4,228	5,241		5,241	5,203		5,203	5,205		5,205	5,114		5,114	**24,990**
3004		Weave	4,917		4,917	6,281		6,281	6,167		6,167	5,884		5,884	5,741		5,741	**28,990**
3005		BFS	3,215		3,215	4,099		4,099	4,029		4,029	3,834		3,834	3,749		3,749	**18,925**
3006	701	BFS	2,198	1,021	3,218	2,774	1,336	4,109	2,732	1,309	4,041	2,610	1,237	3,847	2,546	1,219	3,765	**18,980**
3007	701	Merge	4,070	1,021	5,091	5,389	1,336	6,724	5,287	1,309	6,596	4,536	1,237	5,773	4,370	1,219	5,589	**29,773**
3008	701	Weave	4,298	1,021	5,318	5,709	1,336	7,044	5,584	1,309	6,894	4,773	1,237	6,010	4,579	1,219	5,798	**31,064**
3009	701	Weave	3,637	1,021	4,657	4,816	1,336	6,151	4,729	1,309	6,038	4,019	1,237	5,256	3,873	1,219	5,092	**27,657**
3010	701	Weave	3,743	1,021	4,764	4,962	1,336	6,297	4,873	1,309	6,182	4,142	1,237	5,379	3,992	1,219	5,211	
3011	701+702	Merge	3,082	1,700	4,783	4,029	2,291	6,320	3,983	2,226	6,208	3,469	1,932	5,401	3,355	1,878	5,232	
3012	703	BFS	3,078	1,703	4,781	4,024	2,286	6,309	3,982	2,245	6,227	3,465	1,938	5,403	3,353	1,890	5,243	**27,963**
3013	703	Weave	3,271	1,703	4,974	4,319	2,286	6,604	4,258	2,245	6,503	3,669	1,938	5,607	3,534	1,890	5,424	**29,112**
3014	703	Merge	2,267	1,703	3,970	3,006	2,286	5,291	2,959	2,245	5,204	2,552	1,938	4,490	2,464	1,890	4,354	**23,320**
3015	703	BFS	2,270	1,703	3,973	3,008	2,286	5,293	2,967	2,245	5,212	2,555	1,938	4,493	2,470	1,890	4,360	
3016	703	Merge	2,575	1,703	4,278	3,407	2,286	5,693	3,341	2,245	5,586	2,900	1,938	4,838	2,825	1,890	4,715	**25,109**
3017	703	Merge	2,596	1,703	4,298	3,434	2,286	5,719	3,370	2,245	5,615	2,926	1,938	4,865	2,850	1,890	4,740	**25,236**
3018	703	BFS	2,589	1,703	4,292	3,432	2,286	5,718	3,381	2,245	5,626	2,929	1,938	4,868	2,846	1,890	4,736	**25,239**
3019	703	Major Diverge	2,583	1,703	4,286	3,445	2,286	5,730	3,398	2,245	5,643	2,933	1,938	4,871	2,854	1,890	4,744	**25,274**
3020	705	BFS	1,381	905	2,286	1,833	1,210	3,043	1,835	1,197	3,032	1,578	1,040	2,618	1,524	1,014	2,538	**13,515**
3021		BFS	2,280		2,280	3,035		3,035	3,040		3,040	2,623		2,623	2,535		2,535	**13,512**
3022		Diverge	2,270		2,270	3,034		3,034	3,045		3,045	2,620		2,620	2,536		2,536	**13,505**
3023		Diverge	2,263		2,263	3,028		3,028	3,039		3,039	2,613		2,613	2,531		2,531	**13,474**
3024		BFS	1,582		1,582	2,124		2,124	2,129		2,129	1,840		1,840	1,775		1,775	**9,449**
3025		Weave	2,187		2,187	2,988		2,988	2,930		2,930	2,423		2,423	2,315		2,315	**12,843**
3026		BFS	1,853		1,853	2,535		2,535	2,481		2,481	2,060		2,060	1,972		1,972	**10,902**
3027		Diverge	1,860		1,860	2,547		2,547	2,495		2,495	2,070		2,070	1,981		1,981	**10,953**
3028		Diverge	1,857		1,857	2,544		2,544	2,495		2,495	2,067		2,067	1,980		1,980	**10,943**
3029		BFS	1,236		1,236	1,692		1,692	1,680		1,680	1,372		1,372	1,324		1,324	**7,302**
																		533,920
17002	502	BFS	1,753	948	2,700	2,544	1,384	3,928	2,585	1,351	3,936	1,836	979	2,815	1,613	889	2,502	**15,891**
17001		BFS	2,737		2,737	3,944		3,944	3,931		3,931	2,780		2,780	2,508		2,508	
																		15,891
19001	704	BFS	1,199	791	1,989	1,606	1,066	2,672	1,567	1,061	2,628	1,357	901	2,258	1,337	880	2,217	**11,778**
19002		BFS	1,988		1,988	2,673		2,673	2,639		2,639	2,272		2,272	2,222		2,222	
																		11,778
16001		BFS	2,877		2,877	4,480		4,480	3,902		3,902	2,824		2,824	2,638		2,638	**16,720**
16002		Diverge	2,871		2,871	4,460		4,460	3,908		3,908	2,828		2,828	2,631		2,631	**16,697**
16003		BFS	2,053		2,053	3,158		3,158	2,801		2,801	2,032		2,032	1,873		1,873	**11,916**
16004		Weave	2,636		2,636	3,885		3,885	3,549		3,549	2,712		2,712	2,467		2,467	**15,248**
16005		BFS	1,919		1,919	2,837		2,837	2,594		2,594	1,989		1,989	1,812		1,812	**11,152**
16006		Merge	2,679		2,679	3,830		3,830	3,560		3,560	2,923		2,923	2,731		2,731	**15,723**
16007		Merge	2,624		2,624	3,742		3,742	3,481		3,481	2,862		2,862	2,672		2,672	**15,380**
16008		Weave	4,111		4,111	5,963		5,963	5,600		5,600	4,562		4,562	4,148		4,148	**24,383**
16009		Merge	3,380		3,380	4,898		4,898	4,603		4,603	3,765		3,765	3,418		3,418	**20,063**
16010		BFS	3,387		3,387	4,903		4,903	4,617		4,617	3,783		3,783	3,423		3,423	**20,113**
16011		Merge	3,686		3,686	5,260		5,260	4,959		4,959	4,127		4,127	3,767		3,767	**21,798**
16012		Merge	3,625		3,625	5,177		5,177	4,883		4,883	4,065		4,065	3,706		3,706	**21,456**
16013		BFS	3,702		3,702	5,285		5,285	5,003		5,003	4,165		4,165	3,789		3,789	**21,943**
																		232,590
18012		Merge	4,595		4,595	6,364		6,364	6,104		6,104	5,031		5,031	4,673		4,673	**26,766**
18011		Merge	4,545		4,545	6,298		6,298	6,034		6,034	4,970		4,970	4,619		4,619	**26,465**
18010		BFS	3,869		3,869	5,392		5,392	5,192		5,192	4,159		4,159	3,878		3,878	**22,464**
18009		BFS	3,864		3,864	5,385		5,385	5,177		5,177	4,142		4,142	3,872		3,872	
18008		Weave	5,352		5,352	7,428		7,428	7,134		7,134	5,722		5,722	5,349		5,349	**30,985**
18007		Weave	4,425		4,425	6,238		6,238	5,945		5,945	4,597		4,597	4,262		4,262	**25,467**
18006		Weave	4,427		4,427	6,240		6,240	5,944		5,944	4,597		4,597	4,264		4,264	**25,471**
18005		BFS	3,923		3,923	5,503		5,503	5,204		5,204	4,016		4,016	3,775		3,775	**22,420**
18004		Weave	6,389		6,389	8,948		8,948	8,517		8,517	6,518		6,518	6,172		6,172	**36,543**
18003		BFS	4,690		4,690	7,060		7,060	6,595		6,595	4,619		4,619	4,283		4,283	**27,246**
18002		Diverge	4,904		4,904	7,439		7,439	6,828		6,828	4,810		4,810	4,474		4,474	**28,454**
18001		BFS	4,905		4,905	7,574		7,574	6,693		6,693	4,795		4,795	4,482		4,482	**28,448**
																		300,729

Table 7-30: Comparison of No-Build and Alternative 3 – Year 2040 - PM Peak Period – Throughput

Roadway	From	To	Individual VISSIM Links	Section Types	Simulated Volumes - No-Build: Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Total
I-295 Northbound ↑ N	Town Center Pkwy on-ramp	Project End Location	1025	BFS	5,213	4,338	4,559	4,324	3,324	**21,758**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	1024	BFS	3,986	3,322	3,541	3,283	2,815	**16,914**
			1023	BFS	3,968	3,310	3,530	3,269	2,806	
			1022	BFS	3,979	3,320	3,541	3,276	2,815	**16,931**
	WB SR 202 on-ramp	Town Center Pkwy off-ramp	1021	Weave	4,603	3,851	4,089	3,790	3,263	**19,596**
	EB SR 202 on-ramp	WB SR 202 on-ramp	1020	Merge	3,895	3,414	3,711	3,501	3,045	**17,566**
			1019	Merge	3,898	3,417	3,713	3,504	3,046	**17,577**
	SR 202 off-ramp	EB SR 202 on-ramp	1018	BFS	2,830	2,579	2,865	2,819	2,742	**13,844**
			1017	BFS	2,834	2,583	2,870	2,823	2,745	
			1016	Merge	2,834	2,576	2,873	2,818	2,742	**13,842**
	Gate Pkwy on-ramp	SR 202 off-ramp	1015	Weave	4,930	4,541	5,084	4,944	4,866	**24,365**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	1014	BFS	4,203	3,521	4,092	4,386	4,439	**20,640**
	SR 152 on-ramp	Gate Pkwy off-ramp	1013	Weave	4,552	3,661	4,271	4,625	4,661	**21,769**
	SR 152 off-ramp	SR 152 on-ramp	1012	BFS	3,747	2,712	3,295	3,660	3,729	**17,142**
	SR 9B on-ramp	SR 152 off-ramp	1011	Diverge	4,200	2,980	3,590	3,986	4,077	**18,845**
			1010	BFS	4,245	2,981	3,570	3,956	4,091	
			1009	Major Merge	4,326	2,977	3,537	3,929	4,093	
			1008	Major Merge	4,587	2,998	3,517	3,941	4,096	**19,138**
	US 1 on-ramp	SR 9B on-ramp	1007	BFS	2,868	1,967	2,129	2,285	2,347	**11,596**
			1006	Merge	2,995	2,020	2,119	2,281	2,329	**11,744**
			1005	Merge	3,001	2,053	2,111	2,281	2,313	**11,758**
			1004	Merge	3,018	2,120	2,115	2,265	2,300	**11,817**
	US 1 off-ramp	US 1 on-ramp	1003	BFS	2,018	1,715	1,635	1,710	1,576	**8,652**
	I-95 on-ramp	US 1 off-ramp	1002	Weave	2,801	2,609	2,229	2,336	2,088	**12,062**
	Project Begin Location	I-95 on-ramp	1001	BFS	1,279	1,523	1,265	849	630	**5,546**
										333,100
I-295 Southbound ↓ S	Project Begin Location	Town Center Pkwy off-ramp	3001	BFS	3,855	2,686	2,785	2,649	1,329	**13,303**
	Town Center Pkwy off-ramp	Town Center Pkwy on-ramp	3002	Merge	2,971	2,339	2,410	2,221	1,176	**11,116**
			3003	BFS	2,826	2,313	2,384	2,140	1,187	**10,850**
	Town Center Pkwy on-ramp	SR 202 off-ramp	3004	Weave	3,904	3,446	3,561	3,069	1,788	**15,766**
	SR 202 off-ramp	WB SR 202 on-ramp	3005	Merge	2,785	2,475	2,550	2,152	1,311	**11,273**
			3006	BFS	2,751	2,521	2,577	2,156	1,316	**11,321**
	WB SR 202 on-ramp	EB SR 202 on-ramp	3007	Merge	3,586	3,308	3,335	2,558	1,548	**14,147**
			3008	Merge	3,461	3,234	3,264	2,487	1,514	
	EB SR 202 on-ramp	Gate Pkwy off-ramp	3009	Weave	4,034	3,813	3,843	2,892	1,738	**16,320**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	3010	Merge	3,296	3,126	3,129	2,357	1,459	**13,315**
			3011	Merge	3,273	3,111	3,118	2,302	1,461	
			3012	BFS	3,266	3,123	3,133	2,261	1,467	**13,250**
	Gate Pkwy on-ramp	SR 152 off-ramp	3013	Weave	4,544	4,574	4,564	2,963	2,098	**18,742**
	SR 152 off-ramp	SR 152 on-ramp	3014	BFS	3,764	3,764	3,748	2,301	1,728	**15,304**
	SR 152 on-ramp	SR 9B off-ramp	3015	Merge	4,097	4,103	4,080	2,523	2,075	**16,878**
			3016	Merge	4,145	4,157	4,125	2,520	2,103	**17,051**
			3017	BFS	4,149	4,167	4,105	2,415	2,110	**16,945**
			3018	Major Diverge	4,154	4,173	4,075	2,296	2,114	**16,811**
	SR 9B off-ramp	US 1 off-ramp	3019	BFS	2,199	2,204	1,983	1,095	1,114	**8,595**
			3020	BFS	2,196	2,205	1,754	1,092	1,138	**8,384**
			3021	Diverge	2,197	2,182	1,699	1,091	1,152	**8,320**
			3022	Diverge	2,189	2,135	1,669	1,095	1,151	**8,239**
	US 1 off-ramp	US 1 on-ramp	3023	BFS	1,786	1,769	1,481	905	915	**6,855**
	US 1 on-ramp	NB I-295 off-ramp	3024	Weave	2,643	2,399	1,912	1,343	1,404	**9,676**
			3025	Weave	2,623	2,394	1,907	1,337	1,391	
	NB I-295 off-ramp	SB I-295 off-ramp	3026	BFS	2,474	2,281	1,824	1,268	1,324	**9,171**
			3027	Diverge	2,476	2,288	1,830	1,268	1,325	**9,186**
			3028	Diverge	2,474	2,287	1,830	1,265	1,325	**9,180**
	SB I-295 off-ramp	Project End Location	3029	Merge	1,581	1,445	1,156	799	834	**5,873**
			3030	BFS	1,613	1,477	1,180	814	852	
										315,867
SR 9B Northbound	Project Begin Location	I-295 NB	17001	BFS	2,188	1,124	1,347	1,637	1,738	**8,033**
										8,033
SR 9B Southbound	I-295 NB	Project End Location	19001	BFS	1,961	1,971	1,943	1,114	1,003	**7,991**
										7,991
SR 202 Eastbound E	Project Begin Location	Gate Pkwy off-ramp	16001	BFS	5,626	4,265	4,027	3,785	1,601	**19,305**
			16002	Diverge	5,465	4,244	4,001	3,702	1,568	**18,980**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	16003	BFS	4,581	3,659	3,454	3,108	1,385	**16,186**
	Gate Pkwy on-ramp	I-295 off-ramp	16004	Weave	5,948	4,726	4,402	3,887	1,672	**20,635**
	I-295 off-ramp	SB I-295 on-ramp	16005	BFS	4,182	3,395	3,087	2,791	1,194	**14,649**
	SB I-295 on-ramp	NB I-295 on-ramp	16006	Merge	4,527	3,937	3,590	3,200	1,424	**16,677**
			16007	Merge	4,432	3,857	3,517	3,138	1,393	**16,337**
	NB I-295 on-ramp	Kernan Blvd off-ramp	16008	Weave	6,233	5,750	5,708	5,241	3,364	**26,295**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	16009	Merge	4,458	3,985	4,033	3,741	2,367	**18,584**
			16010	BFS	4,453	3,986	4,029	3,741	2,373	**18,582**
			16011	Merge	4,588	4,066	4,111	3,884	2,545	**19,194**
			16012	Merge	4,522	4,003	4,046	3,829	2,507	**18,906**
	Kernan Blvd on-ramp	Project End Location	16013	BFS	4,629	4,106	4,131	3,935	2,563	**19,364**
										243,692
SR 202 Westbound W	Gate Pkwy on-ramp	Project End Location	18011	Merge	3,062	2,117	1,786	1,718	1,176	**9,859**
			18010	Merge	3,025	2,088	1,765	1,695	1,163	**9,735**
	Gate Pkwy off-ramp	Gate Pkwy on-ramp	18009	BFS	2,117	1,411	1,184	1,140	967	**6,819**
	SB I-295 on-ramp	Gate Pkwy off-ramp	18008	Weave	2,655	1,754	1,508	1,428	1,177	**8,522**
	NB I-295 on-ramp	SB I-295 on-ramp	18007	Merge	2,118	1,254	993	971	927	**6,263**
			18006	Merge	2,116	1,255	993	971	927	**6,261**
	I-295 off-ramp	NB I-295 on-ramp	18005	BFS	1,918	1,056	763	750	711	**5,198**
	Kernan Blvd on-ramp	I-295 off-ramp	18004	Weave	3,979	2,212	1,728	1,576	1,408	**10,902**
	Kernan Blvd off-ramp	Kernan Blvd on-ramp	18003	BFS	3,434	1,988	1,304	1,267	1,212	**9,206**
	Project Begin Location	Kernan Blvd off-ramp	18002	Diverge	3,832	2,206	1,377	1,473	1,567	**10,455**
			18001	BFS	4,139	2,298	1,372	1,466	1,615	**10,891**
										94,109

Individual VISSIM GP Links	Individual VISSIM EL Links	Section Types	Simulated Volumes - Build (Alternative 3): Hour 1 GP Volume	Hour 1 EL Volume	Hour 1 Total Volume	Hour 2 GP Volume	Hour 2 EL Volume	Hour 2 Total Volume	Hour 3 GP Volume	Hour 3 EL Volume	Hour 3 Total Volume	Hour 4 GP Volume	Hour 4 EL Volume	Hour 4 Total Volume	Hour 5 GP Volume	Hour 5 EL Volume	Hour 5 Total Volume	Total
1024		BFS	6,600		6,600	7,065		7,065	6,462		6,462	5,216		5,216	4,429		4,429	**29,772**
1023		BFS	5,331		5,331	6,124		6,124	5,716		5,716	4,079		4,079	3,122		3,122	**24,372**
1022		Merge	5,319		5,319	6,094		6,094	5,684		5,684	4,052		4,052	3,106		3,106	**24,255**
1021		Weave	6,179		6,179	7,088		7,088	6,608		6,608	4,691		4,691	3,620		3,620	**28,185**
1020		Weave	5,122		5,122	5,951		5,951	5,542		5,542	3,973		3,973	3,059		3,059	**23,646**
1019		Weave	5,127		5,127	5,953		5,953	5,539		5,539	3,974		3,974	3,058		3,058	**23,651**
1018		BFS	3,988		3,988	4,717		4,717	4,294		4,294	3,066		3,066	2,419		2,419	**18,486**
1017	508	BFS	2,862	1,140	4,002	3,343	1,374	4,717	3,074	1,221	4,295	2,225	835	3,060	1,820	595	2,415	
1016	508	Merge	2,865	1,140	4,005	3,343	1,374	4,717	3,069	1,221	4,290	2,223	835	3,058	1,816	595	2,412	**18,481**
1015	508	Weave	5,504	1,140	6,644	6,472	1,374	7,846	5,893	1,221	7,114	4,278	835	5,112	3,410	595	4,006	**30,716**
1014	506+508	Weave	4,647	2,011	6,657	5,396	2,447	7,843	4,936	2,168	7,104	3,628	1,478	5,105	2,938	1,063	4,001	
1013	506+508	Weave	3,961	2,011	5,971	4,567	2,447	7,014	4,214	2,168	6,382	3,158	1,478	4,635	2,587	1,063	3,649	**27,640**
1012	506+507	BFS	3,787	2,193	5,980	4,344	2,665	7,008	4,012	2,357	6,370	3,020	1,606	4,626	2,491	1,155	3,646	
1011	505+506	Weave	4,052	2,207	6,258	4,644	2,664	7,309	4,259	2,348	6,606	3,204	1,600	4,804	2,629	1,152	3,781	**28,757**
1010	504	BFS	3,005	2,215	5,220	3,584	2,665	6,248	3,152	2,335	5,487	2,098	1,593	3,691	1,532	1,144	2,676	**23,321**
1009	503	Weave	3,492	2,237	5,729	4,122	2,674	6,797	3,620	2,323	5,943	2,415	1,587	4,002	1,758	1,137	2,895	**25,365**
1008	503	Major Merge	3,520	2,237	5,757	4,135	2,674	6,810	3,591	2,323	5,913	2,404	1,587	3,991	1,749	1,137	2,887	**25,356**
1007	501	BFS	1,895	1,218	3,112	2,206	1,414	3,620	1,941	1,255	3,195	1,302	872	2,174	937	616	1,553	**13,655**
1006		BFS	3,119		3,119	3,598		3,598	3,186		3,186	2,168		2,168	1,545		1,545	**13,616**
1005		Merge	3,097		3,097	3,568		3,568	3,151		3,151	2,148		2,148	1,532		1,532	**13,495**
1004		Merge	3,128		3,128	3,602		3,602	3,174		3,174	2,166		2,166	1,548		1,548	**13,617**
1003		BFS	2,196		2,196	2,588		2,588	2,178		2,178	1,463		1,463	1,071		1,071	**9,496**
1002		Weave	2,969		2,969	3,520		3,520	2,944		2,944	1,967		1,967	1,456		1,456	**12,856**
1001		BFS	1,437		1,437	1,711		1,711	1,413		1,413	946		946	699		699	**6,205**
																		434,940
3001		BFS	5,879		5,879	3,449		3,449	2,955		2,955	4,722		4,722	5,914		5,914	**22,919**
3002		BFS	4,987		4,987	2,815		2,815	2,525		2,525	4,281		4,281	5,198		5,198	**19,806**
3003		BFS	4,835		4,835	2,745		2,745	2,515		2,515	4,329		4,329	5,177		5,177	**19,600**
3004		Weave	6,067		6,067	3,682		3,682	3,456		3,456	5,710		5,710	6,368		6,368	**25,283**
3005		BFS	4,702		4,702	2,923		2,923	2,694		2,694	4,421		4,421	4,962		4,962	**19,702**
3006	701	BFS	3,172	1,529	4,701	2,015	916	2,931	1,857	829	2,685	3,036	1,383	4,419	3,355	1,612	4,967	**19,702**
3007	701	Merge	5,053	1,529	6,581	4,088	916	5,004	3,793	829	4,622	4,313	1,383	5,696	4,370	1,612	5,982	**27,885**
3008	701	Weave	5,793	1,529	7,322	4,883	916	5,799	4,570	829	5,399	4,891	1,383	6,274	4,796	1,612	6,407	**31,201**
3009	701	Weave	4,606	1,529	6,134	3,917	916	4,833	3,668	829	4,496	3,849	1,383	5,232	3,758	1,612	5,370	
3010	701	Weave	4,788	1,529	6,317	4,072	916	4,988	3,813	829	4,642	4,002	1,383	5,385	3,907	1,612	5,519	**26,614**
3011	701+702	Merge	3,950	2,387	6,337	3,141	1,859	4,999	2,908	1,749	4,657	3,370	2,031	5,400	3,453	2,081	5,534	
3012	703	BFS	3,940	2,368	6,308	3,133	1,881	5,014	2,900	1,756	4,656	3,357	2,014	5,371	3,446	2,088	5,534	**26,883**
3013	703	Weave	5,033	2,368	7,402	4,426	1,881	6,307	3,995	1,756	5,750	4,074	2,014	6,088	3,984	2,088	6,072	**31,618**
3014	703	Merge	3,838	2,368	6,206	3,422	1,881	5,303	3,105	1,756	4,861	3,091	2,014	5,106	3,019	2,088	5,107	**26,596**
3015	703	BFS	3,821	2,368	6,189	3,441	1,881	5,322	3,117	1,756	4,873	3,100	2,014	5,114	3,023	2,088	5,111	
3016	703	Merge	4,188	2,368	6,556	3,859	1,881	5,741	3,530	1,756	5,286	3,521	2,014	5,535	3,451	2,088	5,539	**28,656**
3017	703	Merge	4,211	2,368	6,579	3,900	1,881	5,781	3,562	1,756	5,318	3,550	2,014	5,565	3,479	2,088	5,567	**28,810**
3018	703	BFS	4,195	2,368	6,564	3,914	1,881	5,796	3,574	1,756	5,330	3,547	2,014	5,561	3,483	2,088	5,571	**28,820**
3019	703	Major Diverge	4,184	2,368	6,552	3,940	1,881	5,821	3,599	1,756	5,354	3,544	2,014	5,558	3,497	2,088	5,585	**28,870**
3020	705	BFS	2,076	1,169	3,245	1,961	926	2,887	1,805	871	2,676	1,758	990	2,747	1,747	1,044	2,791	**14,345**
3021		BFS	3,238		3,238	2,893		2,893	2,682		2,682	2,738		2,738	2,799		2,799	**14,349**
3022		Diverge	3,230		3,230	2,894		2,894	2,686		2,686	2,734		2,734	2,797		2,797	**14,341**
3023		Diverge	3,220		3,220	2,888		2,888	2,682		2,682	2,726		2,726	2,791		2,791	**14,307**
3024		BFS	2,701		2,701	2,419		2,419	2,253		2,253	2,291		2,291	2,346		2,346	**12,010**
3025		Weave	3,524		3,524	3,313		3,313	3,121		3,121	2,867		2,867	2,758		2,758	**15,583**
3026		BFS	3,311		3,311	3,126		3,126	2,957		2,957	2,708		2,708	2,603		2,603	**14,705**
3027		Diverge	3,322		3,322	3,144		3,144	2,976		2,976	2,718		2,718	2,614		2,614	**14,774**
3028		Diverge	3,317		3,317	3,145		3,145	2,976		2,976	2,713		2,713	2,612		2,612	**14,762**
3029		BFS	2,189		2,189	2,070		2,070	1,950		1,950	1,797		1,797	1,723		1,723	**9,729**
																		551,865
17002	502	BFS	1,637	1,045	2,682	1,936	1,265	3,201	1,641	1,048	2,689	1,086	699	1,786	799	509	1,308	**11,668**
17001		BFS	2,712		2,712	3,198		3,198	2,680		2,680	1,779		1,779	1,302		1,302	
																		11,668
19001	704	BFS	2,099	1,179	3,278	1,982	972	2,953	1,800	897	2,697	1,781	1,002	2,783	1,753	1,052	2,805	**14,534**
19002		BFS	3,282		3,282	2,963		2,963	2,709		2,709	2,780		2,780	2,817		2,817	
																		14,534
16001		BFS	6,147		6,147	6,789		6,789	6,573		6,573	4,141		4,141	2,988		2,988	**26,637**
16002		Diverge	6,088		6,088	6,768		6,768	6,583		6,583	4,194		4,194	2,990		2,990	**26,622**
16003		BFS	5,195		5,195	5,772		5,772	5,639		5,639	3,626		3,626	2,568		2,568	**22,801**
16004		Weave	7,003		7,003	7,591		7,591	7,496		7,496	5,329		5,329	3,923		3,923	**31,342**
16005		BFS	5,141		5,141	5,583		5,583	5,513		5,513	3,919		3,919	2,903		2,903	**23,058**
16006		Merge	5,627		5,627	5,907		5,907	5,906		5,906	4,820		4,820	3,627		3,627	**25,886**
16007		Merge	5,500		5,500	5,776		5,776	5,777		5,777	4,727		4,727	3,550		3,550	**25,328**
16008		Weave	8,056		8,056	8,796		8,796	8,555		8,555	6,780		6,780	5,125		5,125	**37,312**
16009		Merge	5,676		5,676	6,193		6,193	6,024		6,024	4,772		4,772	3,609		3,609	**26,272**
16010		BFS	5,680		5,680	6,211		6,211	6,041		6,041	4,789		4,789	3,626		3,626	**26,346**
16011		Merge	5,822		5,822	6,371		6,371	6,206		6,206	4,946		4,946	3,792		3,792	**27,137**
16012		Merge	5,728		5,728	6,275		6,275	6,110		6,110	4,874		4,874	3,730		3,730	**26,717**
16013		BFS	5,850		5,850	6,416		6,416	6,257		6,257	5,002		5,002	3,821		3,821	**27,346**
																		352,804
18012		Merge	3,623		3,623	3,791		3,791	3,424		3,424	2,843		2,843	2,392		2,392	**16,073**
18011		Merge	3,582		3,582	3,744		3,744	3,381		3,381	2,809		2,809	2,365		2,365	**15,880**
18010		BFS	2,579		2,579	2,671		2,671	2,409		2,409	1,970		1,970	1,683		1,683	**11,296**
18009		BFS	2,574		2,574	2,663		2,663	2,400		2,400	1,967		1,967	1,678		1,678	
18008		Weave	3,298		3,298	3,391		3,391	3,061		3,061	2,517		2,517	2,153		2,153	**14,419**
18007		Weave	2,702		2,702	3,024		3,024	2,686		2,686	1,853		1,853	1,471		1,471	**11,736**
18006		Weave	2,704		2,704	3,026		3,026	2,683		2,683	1,853		1,853	1,472		1,472	**11,737**
18005		BFS	2,497		2,497	2,772		2,772	2,445		2,445	1,682		1,682	1,341		1,341	**10,737**
18004		Weave	5,487		5,487	5,970		5,970	5,439		5,439	3,657		3,657	2,924		2,924	**23,477**
18003		BFS	4,548		4,548	5,299		5,299	4,705		4,705	3,009		3,009	2,229		2,229	**19,790**
18002		Diverge	5,060		5,060	5,909		5,909	5,197		5,197	3,338		3,338	2,470		2,470	**21,973**
18001		BFS	5,096		5,096	6,010		6,010	5,055		5,055	3,323		3,323	2,460		2,460	**21,944**
																		179,062

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8. JUSTIFICATION FOR PROJECT

The proposed modifications to I-295 will provide traffic relief and enhance safety within the area of influence. The proposed Build Alternative modification will operate much better than the No-Build Alternative for this project.

8.1 Compliance with FHWA General Requirements

The proposed interchange modifications are consistent with the requirements of the FHWA policy on "Access to the Interstate System" dated August 27, 2009 (Volume 74, Number 165 of the Federal Register) and the FDOT "Interchange Justification Procedure," Topic No. 525-030-160-h dated September 5, 2008. The FHWA policy requires the following eight points to be addressed:

Point #1: Existing system is incapable of accommodating the traffic
The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).

The need being addressed by this request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved to satisfactorily accommodate the design-year traffic demand. I-295 serves major north-south traffic movements around the Jacksonville urban area, connecting suburban residential areas with office, commercial, and industrial centers. The population of Duval County, taking into account the impact of the 2007-2009 recession, is expected to increase by 20 percent from 2010 to 2035. Employment is expected to increase by 27 percent during the same time period. T Traffic forecasts for I-295 indicate that annual average daily traffic will increase from 91,400 in year 2013 between SR 9B and SR 152 to 145,400 in year 2040, an approximately 60 percent increase in traffic volume as a result of the anticipated population and employment growth. While improvements to the existing system can address bottlenecks, they cannot accommodate the anticipated increase in traffic.

Point #2: All reasonable alternatives to a new interchange has been considered
The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).

The need being addressed by this request cannot be adequately satisfied by reasonable transportation systems management (TSM) strategies, geometric design, and alternative improvements to the Interstate without the proposed changes. TSM improvements such as ramp metering, signal optimization and mass transit are not feasible to accommodate the anticipated traffic growth by the design year within this region of I-295. Mass transit options in Jacksonville have been studied by the Jacksonville Transportation Authority (JTA) for the past 10 years, and no implementation plans have been identified. JTA has identified several Bus Rapid Transit

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corridors; however, none of these potential Bus Rapid Transit corridors utilize I-295 within the study area.

Point #3: Proposal does not adversely impact operational safety of the existing freeway
An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d), and 23 CFR 655.603(d)).

An in-depth operational and safety analysis was conducted to study the impacts of the proposed improvements on the existing freeway. The area of influence of the study included one interchange on either side of the proposed access points along the mainline and the first major intersection on either side of the proposed change in access along the arterials.

Several performance measures were used to compare the operational safety of the existing system under No-Build and Build conditions. Key measures included link speeds, link densities, number of vehicles served, number of vehicles denied entry, travel times between important zones, length of the peak period, and safety under existing and proposed conditions.

Three Build Alternatives were considered to address the needs identified for the corridor. While the Build Alternatives performed better than the No-Build Alternative at almost all locations for the above-identified performance measures, the No-Build Alternative did show relatively lower densities at a few locations along the I-295 mainline. This was primarily because the Build Alternatives addressed the bottlenecks in the existing system and thus were able to serve a significantly higher number of vehicles that would have been delayed by the bottlenecks in the No-Build conditions. In accordance with the FHWA toolbox, the temporal time limits of the model were increased to five hours to allow for recovery and dissipation of traffic. At the end of the simulation period, almost all traffic was served by the Build Alternative models. However, for the No-Build model, approximately 25 percent of the total demand was still waiting to be served. In the Year 2040, the proposed improvements will reduce average vehicular delay from 31.6 min/veh in the a.m. peak period and 75.8 min/veh in the p.m. peak period under the No-Build condition to 9.1 min/veh and 20.2 min/veh, respectively, under Build conditions.

A detailed safety analysis was conducted for the No-Build and Build Alternatives in the design year. While the analysis was completed for the entire length of I-295 within the study corridor, a more focused analysis was conducted for the weaving areas introduced by the proposed Build Alternative concepts. The analysis results showed that the weave densities were lower than the

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jam densities and the speed differentials between the weaving volumes were minimal, suggesting no adverse impact to safety. Speed differential is measured as the difference between the speed of vehicles that are continuing along the main roadway and those that are entering, exiting, stopped, or changing lanes on the freeway. For instance, if through traffic is moving at a speed of 65 mph on a freeway and cars are moving at 45 mph to make way for entering vehicles on the subsequent section with an on-ramp, the speed differential at this ramp entrance section is 20 mph.

A Conceptual Signing Plan was prepared for the interim Build Alternative 1 and the ultimate Build Alternative 3 and are provided as part of this SIMR in Appendix K.

In summary, the proposed improvements will not adversely impact the operational safety of the existing freeway. In fact, the improvements will result in reduced delays, shorter peak periods, improved speeds, increased throughput, and reduced driver frustration.

Point #4: A full interchange with all traffic movements at a public road is provided
The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards for federal-aid projects on the interstate system (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).

I-295 is a public facility and all interchanges within the study area provide full access and will continue to do so with the addition of express lanes. All existing general use lanes will remain toll free.

The express lanes will extend along I-295 between south of SR 9B and SR 202. The proposed access is designed to meet current standards for federal-aid projects on the interstate system and conform to American Association of State Highway and Transportation Officials (AASHTO) and the FDOT design standards. The proposed accesses with the Build Alternatives are created within Interstate limited access (L/A) right-of-way.

Point #5: The proposal is consistent with local and regional plans
The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.

The proposed interchange modifications are supported by the North Florida Transportation Planning Organization (TPO) 2035 Cost Feasible Long Range Transportation Plan (LRTP). FDOT plans to construct the improvements as part of a Design-Build (D/B) project. The anticipated award date for the D/B project is June 2015.

This project is also consistent with the following: North Florida TPO Transportation Improvement Program (TIP), City of Jacksonville Comprehensive Plan, FDOT Five-Year Work Program, and FDOT SIS Plan.

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Point #6: Consistency with State Highway Master Plans
In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).

There are no plans for the addition of new interchanges within the area of influence. The proposed improvements to I-295 are in conformance with the 2035 LRTP adopted by the North Florida TPO.

Point #7: Coordinated with the area's development
When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).

The proposed improvements are not driven by any change in current or planned future development, and the need for the project is independent of any other transportation improvements within the area. The project is consistent with the local government land use plans.

Point #8: Request needs to consider planning and environmental constraints
The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).

A Project Development and Environment (PD&E) study is currently under way and is scheduled to be completed by November 2014. A Type 2 Categorical Exclusion has been determined as the Class of Action, and the Efficient Transportation Decision Making (ETDM) screening has been completed.

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9. CONCEPTUAL FUNDING PLAN/CONSTRUCTION SCHEDULE

This project will be implemented as a D/B project and is scheduled to open to traffic in year 2020. The design and PD&E for the project are currently under way and are expected to be approved on November 10, 2014. The right-of-way acquisition is scheduled for fiscal years 2015 and 2016. The D/B award date for the project is June 15, 2015. Specific details and final cost of the project will be included in the Preliminary Engineering Report and the Categorical Exclusion document.

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10. REFERENCES

1) Dowling, R., A. Skabardonis, and V. Alexiadis. *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Software*. Publication FHWA-HRT-04-040. FHWA, U.S. Department of Transportation, 2004.

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3) *Traffic Analysis Handbook, A Reference for Planning and Operations*, FDOT, Systems Planning Office, 2014.

4) Mai, C., C. M-Wilson, D. Norval, D. Upton, J. Auth, P. Schuytema, S. Abbott, R. Delahanty, C. Maciejewski, M. Wobken, M. Wells, X. Zhang, T. Bauer, J. Dale, K. Giese, and J. Won. *Protocol for VISSIM Simulation*. Oregon Department of Transportation (ODOT), 2011. www.oregon.gov/ODOT/TD/TP/APM/AddC.pdf. Accessed January 06, 2014.

5) Menneni, S., Sun, C., and Vortisch, P. *Integrated Microscopic and Macroscopic Calibration for Psychophysical Car-Following Models*. Transportation Research Board, 2009.

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7) Gabriel Gomes, Adolf May, and Roberto Horowitz. *Calibration of VISSIM for a Congested Freeway*. California PATH Research Report – UCB-ITS-PRR-2004-4, March 2004.

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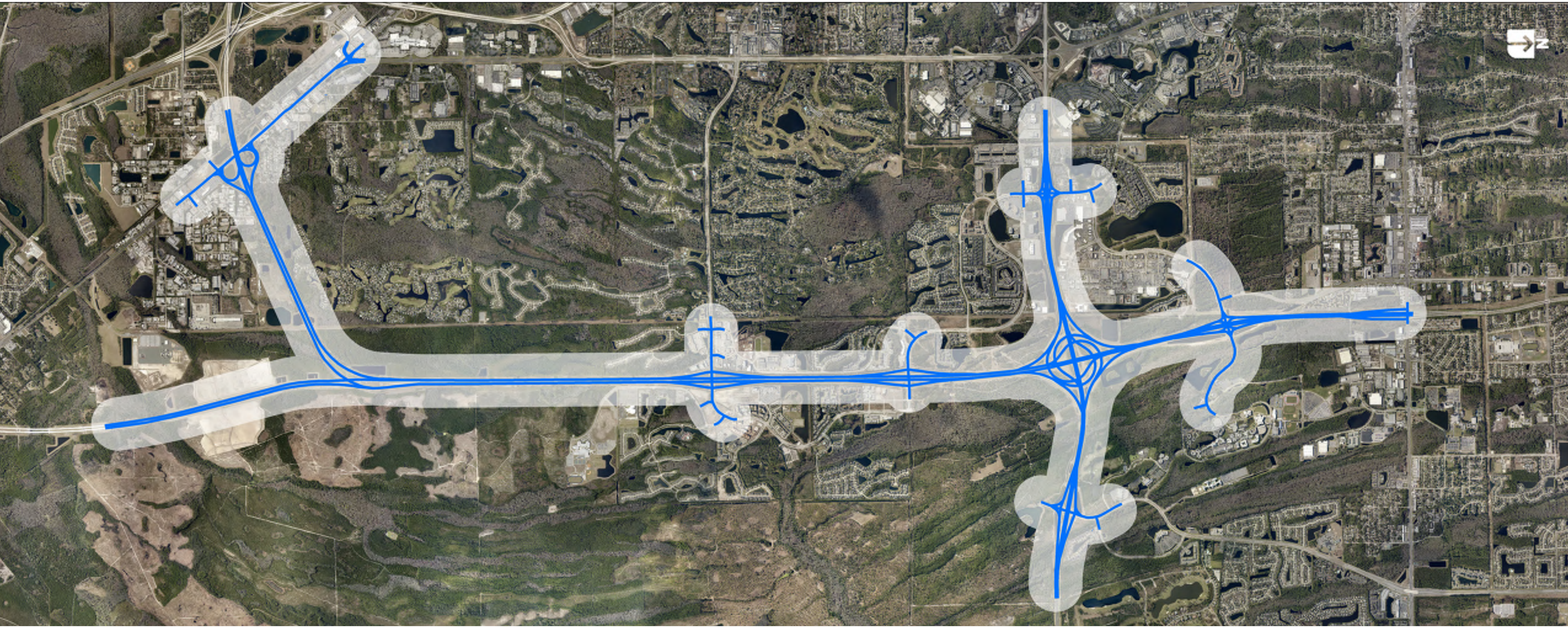
SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR) RE-EVALUATION

I-295 East Express Phase I: SR 9B to SR 202



FDOT

July 2016

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SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR) RE-EVALUATION

I-295 East Express Phase I:
SR 9B to SR 202

FPID #209301-3-52-01

Duval County, Florida

Prepared for

Florida Department of Transportation District Two

July 2016

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Systems Interchange Modification Report (SIMR)

295 East Express Phase I

SIMR Design-Build Reevaluation

FPID: 209301-3

Determination of Engineering and Operational Acceptability

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

Requestor — Stephen Browning — 6/22/2016 *Date*

District Two Interchange Coordinator

Florida Department of Transportation — Stephen Browning — 6/22/2016 *Date*

District Two Interchange Coordinator

Florida Department of Transportation — Jennifer Fortunas — 6/22/2016 *Date*

State Interchange Review Coordinator

Federal Highway Administration — For Chad Thompson — 7/5/2016 *Date*

Program Operations Engineer

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: I-295 East Express Phase 1
Systems Interchange Modification Report (SIMR) Re-evaluation
I-295 East from SR 9B to SR 202

LOCATION: Duval County, FL

FPID NUMBER: 209301-3-52-01

This report includes a summary of data collection effort, traffic analysis, discussion of preferred alternative, discussion of environmental impacts, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.

Name: Shawn C. Birst, P.E., PTOE

Florida P.E. No.: 71842

Signature: Shawn C Birst

Date: 7/18/2016

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EXECUTIVE SUMMARY

On October 23, 2014, the Federal Highway Administration (FHWA) approved the Systems Interchange Modification Report (SIMR) prepared by the Florida Department of Transportation (FDOT) for the improvements along I-295 as part of the I-295 East Express Phase 1 (SR 9B to SR 202) project. Following approval of the project, FDOT let the project as a Design-Build project. The selected team's proposal included several Alternative Technical Concepts (ATCs) that add value to the project and improve the project's performance. An overview of the changes provided in the ATCs, which were included in the Design-Build concept, are as follows:

- Extends southbound I-295 express lanes to the north 1.8 miles
- Updates northbound I-295 express lane configuration to allow for dual express lanes from SR 9B through the extent of the project area.
- Provides direct connection from the I-295 northbound (NB) express lanes that serves both directions of SR 202 (Butler Boulevard).
- Restacks the I-295/SR 9B Interchange to maintain a design speed of 70 mph in the southbound express lane.
- Modifies I-295 southbound off-ramp to Baymeadows Road from 1-lane to 2-lanes.
- Enhances the SR 202 westbound dual-lane off-ramp to Gate Parkway by incorporating a choice lane. The additional lane drops 1,400 feet downstream of the off-ramp.
- Modifies the SR 202 westbound off-ramp to Gate Parkway to include 500 feet of additional queue storage for the westbound right turn lane.

This report documents the approach and findings of the SIMR re-evaluation, which is required due to the design changes proposed for the Design-Build project. The re-evaluation will present FHWA's eight policy points for the Interstate System Access; however, the proposed changes of the Design-Build project only affect Policy #3 (No Adverse Operational or Safety Impacts) and Policy #4 (Meets or Exceeds Current Design Standards).

The SIMR re-evaluation illustrates that the integrity of the freeway system and study area interchanges are not negatively impacted as a result of the ATCs and that the performance of the Design-Build Alternative is similar or better than the originally approved concept. Therefore, the conclusion of this re-evaluation is to recommend the Design-Build Alternative, which will be referred to as the Modified Build, as the preferred alternative for the project area.

E.1 Compliance with FHWA General Requirements

The proposed interchange modifications for this project are consistent with the requirements of the FHWA policy on "Access to the Interstate System" dated August 27, 2009 (Volume 74, Number 165 of the Federal Register) and the FDOT "Interchange Modification Procedure," Topic No. 525-030-160-j dated June 11, 2014. The FHWA policy requires the following eight points to be addressed:

Point #1: Existing system is incapable of accommodating the traffic

The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).

I-295 serves major north-south traffic movements around the Jacksonville urban area, connecting suburban residential areas with office, commercial, and industrial centers. The population of Duval County, taking into account the impact of the 2007-2009 recession, is expected to increase by 20 percent from 2010 to 2035. Employment is expected to increase by 27 percent during the same time period. Traffic forecasts for I-295 indicate that annual average daily traffic will increase from 91,400 in year 2013 between SR 9B and Baymeadows Road to 145,400 in year 2040, an approximately 60 percent increase in traffic volume as a result of the anticipated population and employment growth. While improvements to the existing system can address bottlenecks, they cannot accommodate the anticipated increase in traffic.

Point #2: All reasonable alternatives to a new interchange have been considered

The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).

TSM improvements such as ramp metering, signal optimization and mass transit are not feasible to accommodate the anticipated traffic growth by the design year within this region of I-295. Mass transit options in Jacksonville have been studied by the Jacksonville Transportation Authority (JTA) for the past 10 years, and no implementation plans have been identified within the study area. JTA has identified several Bus Rapid Transit corridors; however, none of these potential Bus Rapid Transit corridors utilize I-295 within the study area.

Point #3: Proposal does not adversely impact operational safety of the existing freeway

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

Several performance measures were used to compare the operational safety of the Original Build and Modified Build alternatives. Key measures included link speeds, link densities, volume throughput, number of vehicles denied entry, corridor average speed and travel time, and total delay time.

The Opening Year 2020 operational analysis results show that the I-295 East corridor within the study area performed better under the Modified Build Alternative. Several benefits were observed in terms of corridor

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travel speed and congestion. On I-295 southbound, north of the SR 202 interchange, the additional lane provided by the Modified Build improved performance in that area during the AM peak. During the PM peak, benefits were observed on I-295 northbound, downstream of the express lane terminus. In terms of express lane utilization, the Modified Build encouraged higher volumes due to the increased mobility provided by the SR 202 direct connect. Both alternatives provided free-flow conditions in the express lanes in both directions and peak periods. From a network-wide standpoint, the Modified Build showed slight improvements in the AM peak (2.5% reduction in total delay) and more significant improvements in the PM peak (33.0% reduction in total delay).

During Design Year 2040, The Modified Build generally provided operational improvements along I-295. During the AM peak, both alternatives experienced congestion along I-295 southbound between Beach Boulevard and Town Center Parkway. High demand, combined with weaving maneuvers between the adjacent interchanges caused average speeds as low as approximately 20 mph (hours 2 and 3) for both alternatives. The congestion in this area recovered to at least 57 mph through the remainder of the simulation period. An additional area of congestion was observed on I-295 northbound from upstream of the Baymeadows Road interchange through the section between Baymeadows Road and Gate Parkway. During the peak hour, speeds as low as 34 mph were observed in the Original Build alternative. The Modified Build experienced some congestion in this area; however, the severity and length were not as extensive, reporting speeds as low as 46 mph for one freeway segment. This congestion began recovery during the subsequent hour, and the remainder of the simulation showed free-flow conditions in this area.

In addition, the I-295 northbound off-ramp to US 1 experienced slight spillback during hours 2 and 3 for the 2040 AM peak, causing average speeds as low as 49 mph and 46 mph to be observed in the Original and Modified Builds, respectively. All other areas of the I-295 corridor (including general purpose and express lanes in both directions) operated above 60 mph during the entire simulation.

The 2040 PM peak experienced congestion along I-295 southbound for both alternatives. Similar to the AM peak, congestion occurred between Beach Boulevard and SR 202 due to the high demand, combined with weaving maneuvers and limited capacity between Town Center Parkway and SR 202. Average speeds as low as approximately 20 mph (hours 2 and 3) occurred in the Original Build alternative. At this location, the Modified Build reported speeds as low as 40 mph (hour 2), increased to 50 mph (hour 3), and recovered to free-flow for the remainder of the simulation.

An additional area of 2040 PM peak period congestion for both build alternatives was observed at the southbound merge from Baymeadows Road, which drops down to two travel lanes with high demand volume. The Original Build experienced speeds as low as 23 mph during the peak hour. This congestion extended upstream to Gate Parkway during hours 2 and 3. The Modified Build experienced speeds as low as 23 mph during the peak hour at this location. For both alternatives, this congestion extended upstream to Gate Parkway during hours 2 and 3, but recovered to near free-flow speeds during subsequent hours.

The Original Build also experienced some congestion during the PM peak on I-295 northbound between Baymeadows Road and Gate Parkway, with speeds as low as 43 mph during hour 2. The remainder of the simulation operated at speeds of at least 55 mph in this area. The Modified Build showed speeds near or greater than 60 mph at this location.

Both build alternatives provided free-flow or near free-flow conditions in the express lanes for both directions and peak periods. In terms of network-wide operation, the Design Year 2040 showed very similar performance between the Original Build and Modified Build Alternatives. However, several benefits of the Modified Build were observed in terms of congestion and volume throughput. During both peak periods, the northbound express lanes experienced higher throughput, reducing the density and congestion in the general purpose lanes. On I-295 southbound, north of the SR 202 interchange, the additional lane provided by the Modified Build improved performance in that area during the PM peak.

A detailed safety analysis was conducted for the No-Build and Build Alternatives in the design year. While the analysis was completed for the entire length of I-295 within the study corridor, a more focused analysis was conducted for the weaving areas introduced by the proposed Build Alternative concepts. The analysis results showed that the weave densities were lower than the jam densities and the speed differentials between the weaving volumes were minimal, suggesting no adverse impact to safety. Speed differential is measured as the difference between the speed of vehicles that are continuing along the main roadway and those that are entering, exiting, stopped, or changing lanes on the freeway. For instance, if through traffic is moving at a speed of 65 mph on a freeway, and cars are moving at 45 mph to make way for entering vehicles on the subsequent section with an on-ramp, the speed differential at this ramp entrance section is 20 mph.

In summary, the proposed improvements will not adversely impact the operational safety of the existing freeway. In fact, the improvements will result in reduced delays, shorter peak periods, improved speeds, increased throughput, and reduced driver frustration. While operational performance was comparable between the two alternatives, the Modified Build provided benefits in terms of express lane throughput and congestion in several areas of the general purpose lanes. As discussed previously, this alternative also incorporates a more intuitive connection between the I-295 express lanes and the SR 202 system, due to the inclusion of the direct connect ramps. For these reasons, the Modified Build Alternative is the recommended alternative for the Design-Build project.

Point #4: A full interchange with all traffic movements at a public road is provided
The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards for federal-aid projects on the interstate system (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).

I-295 is a public facility and all interchanges within the study area provide full access and will continue to do so with the addition of express lanes. All existing general use lanes will remain toll free.

Most of the proposed improvements are designed to meet current standards for federal-aid projects on the interstate system and conform to AASHTO design standards; however, a design exception and some variations are proposed for the projects. A design exception for shoulder width exists on I-295 at the I-295 / SR 202 interchange. In order to accommodate the proposed widening within the existing bridge infrastructure, a shoulder width ranging from 6-to-10 feet is required. The outside shoulders of I-295 northbound and southbound at the SR 202 eastbound and westbound overpass bridges require an exception for approximately 300 feet in both directions. In addition, inside shoulders of I-295 northbound and southbound within the I-295 / SR 202 interchange require an exception for approximately 2,450 feet. It should be noted that this geometric issue extends beyond the limits of the bridges, and in combination with proposed overhead signs, additional

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sections of 6-to-10 foot shoulder width extend from within this interchange to the Town Center Parkway interchange to the north. An additional exception exists on I-295 northbound and southbound within the Gate Parkway interchange, to accommodate the proposed direct connect ramp.

In additional to the one design exception, five design variations are proposed within the project corridor as follows:

- Vertical Clearance (SR 202 over SR 9A (I-295)
- Horizontal Stopping Sight Distance (Bridge No. 720625 – SR 9B southbound crossover of I-295 northbound)
- Cross Slope: Travel Lanes (Sections of existing I-295)
- Cross Slope: Shoulder (Sections of existing I-295)
- Border Width
    - I-295 northbound to SR 202 eastbound ramp (approximately 3,000 feet)
    - SR 202 westbound between I-295 and Gate Parkway (approximately 2,350 feet)
    - I-295 southbound on-ramp from Town Center Parkway (approximately 100 feet)

The design exception and variations proposed will minimize reconstruction, right-of-way acquisition, and motorist inconvenience. While these exist, the benefits of the operational improvements are expected to outweigh any potential impacts related to the design exceptions/variations.

Point #5: The proposal is consistent with local and regional plans
The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.

The proposed interchange modifications are supported by the North Florida Transportation Planning Organization (TPO) 2040 Cost Feasible Long Range Transportation Plan (LRTP). FDOT is constructing the improvements as part of the current Design-Build project.

This project is also consistent with the following: North Florida TPO Transportation Improvement Program (TIP), City of Jacksonville Comprehensive Plan, FDOT Five-Year Work Program, and FDOT SIS Plan.

Point #6: Consistency with State Highway Master Plans
In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).

There are no plans for the addition of new interchanges within the area of influence. The proposed improvements to I-295 are in conformance with the 2040 LRTP adopted by the North Florida TPO.

Point #7: Coordinated with the area's development
When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).

The proposed improvements are not driven by any change in current or planned future development, and the need for the project is independent of any other transportation improvements within the area. The project is consistent with the local government land use plans.

Point #8: Request needs to consider planning and environmental constraints
The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).

A Project Development and Environment (PD&E) study is currently being updated in conjunction with this SIMR re-evaluation. A Type 2 Categorical Exclusion has been determined as the Class of Action, and the Efficient Transportation Decision Making (ETDM) screening has been completed.

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1.0 INTRODUCTION

1.1. Background

The applicant, Florida Department of Transportation (FDOT), requests the Federal Highway Administration's (FHWA's) approval of this Systems Interchange Modification Report (SIMR) Re-evaluation for improvements to the Interstate 295 (I-295) eastern beltway located in Duval County, Florida, from the SR 9B interchange to the SR 202 (Butler Boulevard) interchange, approximately five miles in length. This document has been developed in accordance with FDOT Policy No. 000-525-015, FDOT Procedure No. 525-030-160, the FDOT Interchange Access Request User's Guide, and the FDOT Traffic Forecasting Handbook (Procedure No. 525-030-120).

I-295 is a north-south limited-access facility that provides an eastern and western bypass around the city of Jacksonville and a key transportation element linking the major ports, airports, and railways that handle Florida's passenger and freight traffic. The study area lies on the eastern portion of the I-295 beltway. Within the study area, I-295 includes four lanes between SR 202 and SR 9B that serve the major north-south traffic movement around the Jacksonville urban area. The goal of this project is to add capacity to the I-295 corridor to improve travel time reliability. The project is included in the North Florida Transportation Planning Organization (TPO) Envision 2040 Long Range Transportation Plan (LRTP).

In October 2014, the Florida Department of Transportation (FDOT) completed a Systems Interchange Modification Report (SIMR) for the implementation of improvements along the segment of I-295 extending from the SR 9B interchange to the SR 202 (Butler Boulevard) interchange. This document will be referred to as the Original SIMR and is included as **Appendix A**. FHWA's approval of the Original SIMR authorized the construction of express lanes on this segment of I-295 along with other capacity improvements on the I-295 mainline and at the interchanges.

The approved I-295 improvements include the construction of two express lanes in each direction from the SR 9B interchange to the Gate Parkway interchange and one express lane in each direction from Gate Parkway to the SR 202 system-to-system interchange. During the Alternative Technical Concept (ATC) process of the ongoing Design-Build project, several of the design elements have been modified. These include extending the southbound express lane system approximately 1.8 miles to the north and a direct connection from the northbound express lanes to the SR 202 system interchange ramps as well as several new capacity improvements at interchange ramp junctions and ramp terminal intersections. In accordance with the FDOT's Interchange Access Request Guidelines, these changes require a re-evaluation of the I-295 East Express Phase 1 SIMR, which will be referred to as the SIMR Re-evaluation.

1.2. Purpose and Need

The purpose of this project is to add capacity, improve travel time reliability, provide long-term mobility options, and improve operations along the I-295 corridor from the SR 9B interchange to the SR 202 interchange.

The population of Duval County, taking into account the impact of the 2007-2009 recession, is expected to increase by 20 percent from 2010 to 2035. Employment is expected to increase by 27 percent during the same time period. The segment of I-295 from SR 9B to SR 202 currently experiences heavy peak period congestion with speeds well below the posted speed limits. Traffic forecasts for I-295 indicate that annual average daily traffic will increase from 91,400 vehicles in year 2013 between SR 9B and Baymeadows Road to 145,400 vehicles in year 2040, an approximately 60 percent increase in traffic volume as a result of the anticipated population and employment growth.

Without any widening or other improvements, this segment of I-295 will be expected to accommodate this 60 percent increase in traffic in the next 25 years. The resulting congestion will get progressively worse with periods of congestion extending beyond the normal AM and PM peak periods. While improvements to the existing system can address bottlenecks, they cannot accommodate the anticipated increase in traffic.

A long-term mobility option is needed that will not only serve current traffic volumes, but will also accommodate the population and employment growth expected between 2013 and 2040. Without any improvements, the residents and workers in the surrounding areas will face more congestion, leading to lost productivity and increase in air pollution.

1.3. Project Location and Area of Influence

The project is located in the southeastern area of the city of Jacksonville in Duval County, Florida. The project begins south of the SR 9B interchange and ends north of the SR 202 interchange. The extended study network includes the adjacent interchanges outside of the project area to provide a better representation of traffic entering and exiting the project study area. The on- and off-ramps from I-95 and Beach Boulevard feeding traffic into the project study area were also included in the analysis.

The study area included six interchanges along I-295 (four service interchanges and two system-to-system interchanges). The study area also included two service interchanges along SR 202 because of their proximity to I-295. Along the arterials, the simulation network included the ramp terminal intersections and one signalized intersection adjacent to the ramp terminal intersections. **Figure 1-1** shows the project study area location and the area of influence.

The following interchanges are included in the study area:

I-295 Interchanges:

- SR 5 (US 1 Philips Highway) – Service Interchange
- SR 9B – System-to-System Interchange
- SR 152 (Baymeadows Road) – Service Interchange
- Gate Parkway – Service Interchange
- SR 202 (Butler Boulevard) – System-to-System Interchange
- Town Center Parkway – Service Interchange

SR 202 Interchanges:

- Gate Parkway – Service Interchange
- Kernan Boulevard – Service Interchange

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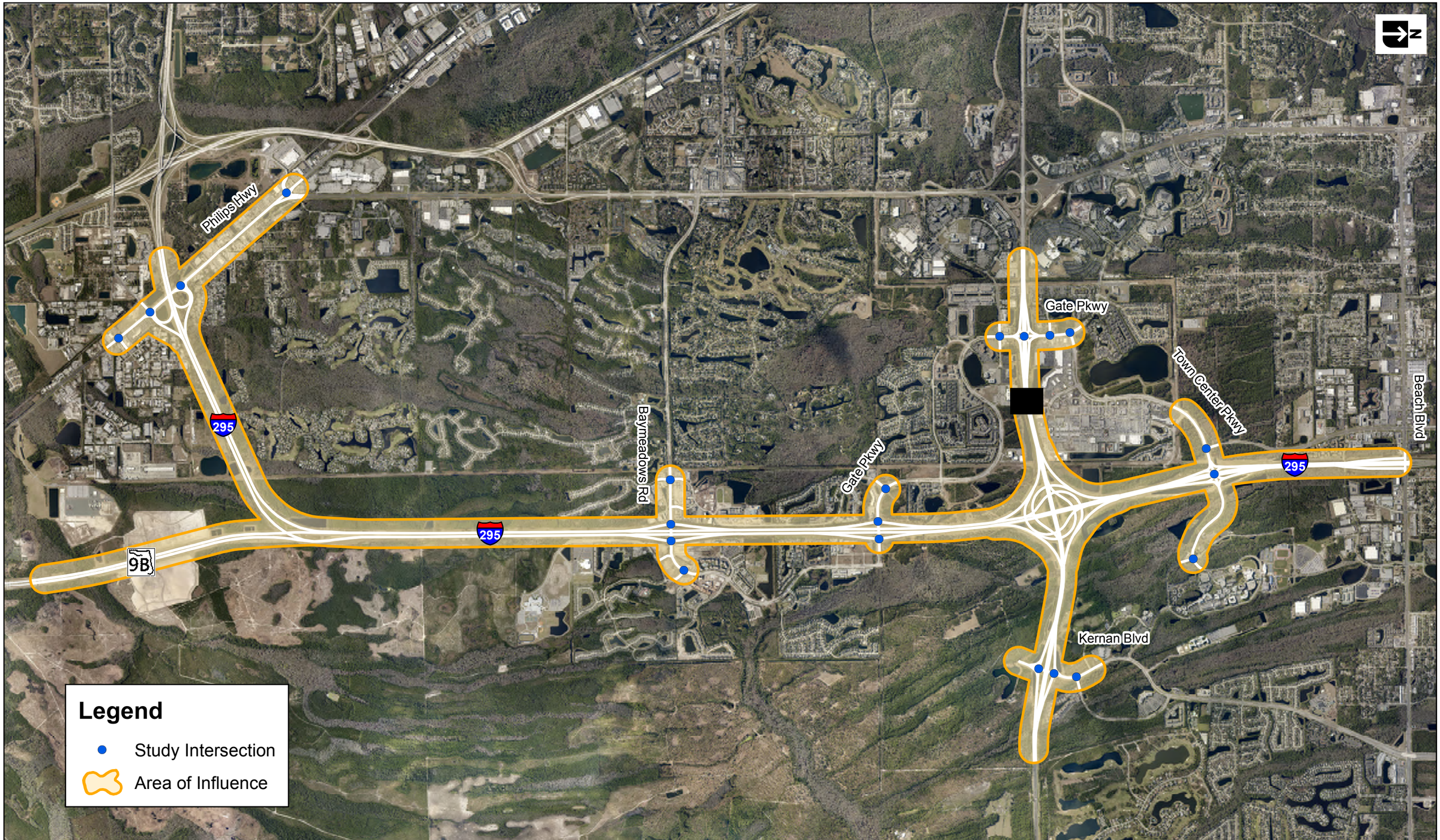

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Project Location and Area of Influence	Figure 1-1

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2.0 STUDY METHODOLOGY

2.1. Overview

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation presented in this SIMR Re-evaluation. The MLOU was approved by the FDOT District 2 Interchange Review Coordinator (IRC), FDOT Central Office, and FHWA in April 2016. A signed copy of the MLOU is provided in **Appendix B**. The following sections summarize the methodology as set forth in the MLOU.

The methodology used for travel demand forecasting and development of design hour traffic volume is also documented in the approved Design Traffic Memorandum (refer to **Appendix C**) dated May 20, 2014 for this project.

2.2. Analysis Years

The MLOU establishes the following study years:

- Existing Year: 2013 (as performed in the Original SIMR)
- Open Year: 2020
- Design Year: 2040

2.3. Data Collection

The existing conditions in the Original SIMR were based on data collection efforts conforming to the Project Traffic Forecasting Handbook Chapter Two and Procedure 525-030-1120. These included transportation system and roadway data, existing and historical traffic counts, signal control data, calibration data (traffic volumes, travel times, and visual observations), planned and programmed projects, as well as land use and environmental data.

Since the I-295 East Express SIMR Re-evaluation utilized the data gathered during the previous SIMR process, no additional data collection was required.

2.4. Design Traffic Factors

Factors used for the design traffic analysis include the K, D, T_f, and Peak Hour Factor (PHF). The K-factor is the proportion of the Annual Average Daily Traffic (AADT) occurring during the peak hours of the design year, depending upon the area type and facility type. The D-factor is the proportion of traffic based on the average for the design hour of the design year traveling in the peak direction. T_f is the percentage of truck traffic occurring during the peak hours and is estimated as half of the 24-hour truck percentage (T_{24}). The traffic factors were consistent with those used in the Original SIMR, as presented in **Table 2-1**.

Table 2-1: Summary of Traffic Factors

Roadway	K	D	T	T_f	PHF	MOCF
I-295	10.1 %	53%	7 %	3.5 %	0.95	0.97
SR 202	10.1 %	56 %	4.5 %	2.25%	0.95	0.97
US 1	10.1 %	56 %	1.6 %	0.8%	0.95	0.97

Source: 2014 I-295 East Express Phase 1 SIMR

2.5. Travel Demand Forecasting Methodology

This SIMR Re-evaluation utilized the travel demand forecasts from the Original SIMR. The following information summarizes the Travel Demand Forecasting methodology selected for the October 2014 SIMR.

A. Selected Travel Demand Model(s)

The Turnpike Statewide Model (TSM) was used for the development of the O/D matrix within the study area and the planning level traffic and revenue report, and used for the development of the Design Traffic Technical Memorandum. The following is a list of important factors that show why the TSM is the preferred model to use for forecasting purposes on the I-295 Express Lanes:

- Validated for a post-recession year (2010)
- Good base year performance on I-295 (eastside overall volume/count ratio is 1.01)
- Bureau of Economic and Business Research (BEBR) population, dwelling unit and employment forecasts for the region will be based on April 2012 BEBR medium projections.
- Ability to vary value of time by toll facility
- Ability to apply ramp-to-ramp tolling
- TSM future year forecasts compare favorably to the published forecasts on I-295 from the Buckman Bridge to I-95

B. Project Traffic Forecast Development Methodology

The TSM uses the latest Bureau of Economic and Business Research (BEBR) forecasts published in April 2012 as a basis for the future socioeconomic forecasts. These socioeconomic forecasts have taken into account the effects of the recent recession.

The actual growth rate computed from the 2040 TSM and 2010 TSM volumes was applied to the existing year counted volumes to develop the traffic for the 2020 and 2040 forecast years.

The DDHVs were calculated by applying the established K and D factors to the AADT forecast at the I-295 mainline and interchange ramps. Traffic volumes were balanced by holding the mainline volumes constant and adding and subtracting the ramp volumes. The DDHV turning movements were developed by applying existing turning percentages to the intersection approach DDHVs. The DDHVs were balanced and adjusted so that the intersection turns balance with the ramp traffic. The volumes were then balanced along the arterials.

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2.6. Traffic Operational Analysis Methodology

Two analysis programs were used to analyze the operational efficiency of the study alternatives. Synchro 8.0 was used to analyze the signalized intersections and VISSIM 6.0 was used to analyze the study area in its entirety, focusing on the freeway mainlines (general purpose and express lanes), ramp junctions, and overall network performance. The Original SIMR performed existing conditions VISSIM calibration, which is included in **Appendix D**. The calibration process utilized the calibration criteria from FHWA's Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (Dowling et al. 2004) as a guide. The parameters adjusted to achieve calibration were used in evaluating the 2020 and 2040 horizons.

The 2020 and 2040 VISSIM models developed for the Original SIMR were obtained and used for the basis of coding and evaluating the alternatives for this SIMR Re-evaluation. The Design-Build ("Modified") Alternative was evaluated by coding the proposed modifications into the Original SIMR's Preferred ("Original") Alternative model.

The simulation time consisted of a 30-minute seed time to load traffic into the network, followed by a 5-hour peak period consisting of a preceding shoulder hour, the peak hour, and three subsequent off-peak hours. The purpose of the off-peak hours was to allow all or most of the congestion built during the peak hour to subside during the simulation period.

The following measures of effectiveness (MOEs) were extracted during the 5-hour peak period:

- Travel Time Evaluation (15-minute intervals) used for speed, throughput, and density analysis of individual freeway segments
- Network-Wide Evaluation (hourly intervals) used to evaluate the networks as a whole given statistics such as average speed, total delay, and latent demand.

Similarly to the Original SIMR, ten runs were performed to assess the operations at an acceptable level of confidence. The MOEs presented in this report are the averaged results of those ten runs.

2.7. VISSIM Toll Model Methodology

An important step in the evaluation of Build Alternatives is the modeling of express lanes dynamically with altering traffic patterns based on congestion in the general purpose lanes and traffic conditions in the express lanes. To dynamically model vehicle movements entering and exiting the express lanes, the express lanes were modeled using the VISSIM managed lanes module, which estimates express lane usage varying over each tolling interval.

The managed lane module within VISSIM includes a toll pricing model and decision model that utilizes average speeds within the express lanes to vary the toll rates dynamically during simulation on a 15-minute time period basis. The toll values used here were based on those developed for the Original SIMR. An absolute minimum toll rate of $0.50 was used for this project. A maximum toll rate of $15.00 was used for the toll model.

The following parameters were implemented within VISSIM's managed lanes toll pricing and decision models for this study:

1) The toll prices were dynamically updated at 900 second (15 minute) intervals.
2) A logit alpha value of 1.0 was used for trips shorter than 5 miles. A value of 0.5 was used for trips longer than 5 miles or those utilizing direct-connect or flyover access to SR 202 (Butler Boulevard).
3) A cost utility coefficient value of -0.61 was used for all express lane trips. Note that this value is negative, corresponding to the inverse relationship between cost and express lane utility.
4) A time utility coefficient value of 0.49 was used for all express lane trips. Note that this value is positive, corresponding to the complimentary relationship between travel time savings and express lane utility.
5) A toll constant value of -0.8 was used for trips shorter than 5 miles. A value of 0.0 was used for trips longer than 5 miles or those utilizing direct-connect or flyover access to JTB (SR 202). To account for the planned incorporation of express lanes directly north of the study area by Design Year 2040, a toll constant value of 1.0 was used during that horizon for trips which extend to the northern end of the express lane facilities (which would theoretically connect to the planned express lane expansion).

These parameters were developed from a 2006 stated preference survey and have been utilized in previous studies including the I-295 West Express Phase 1 SIMR and I-95 Express Phase 1 SIMR. They vary according to the length over which a driver may opt to remain in the express lanes, based on driver preference to remain in the express lane for longer stretches, rather than exit and enter the facility. Likewise, express lane trips that provide access to connected facilities (in this case, SR 202) were assumed to provide an enhanced utility. As described above, this method was also used to account for increased utilization of the express lanes at the northern end of the study area, where an additional express lane project is planned to feed into and out of the study area.

The VISSIM 6 managed lanes pricing model parameters used for this project represent an operational strategy that optimizes the operations of both the general purpose and the express lanes to maximize the throughput across the system. They do not represent a strategy that would maximize the generation of revenue from the express lanes.

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3.0 NEED

The purpose of the I-295 East Express project is to add capacity, improve travel time reliability, provide long-term mobility options, and improve operations and safety along the I-295 corridor from the SR 9B interchange to the SR 202 interchange.

I-295 within the study area is the primary north-south access route for residents of southeast Duval County and St. Johns County to office and commercial establishments located near the St. Johns Town Center region, which are major employment generators within Duval County. This north-south interstate route also facilitates a system-to-system connection to SR 202, which is the primary limited-access facility that serves both visitors and residents of Jacksonville Beach communities. Improving operations along this segment of I-295 is critical for the economic growth and development of the St. Johns Town Center and Jacksonville Beach regions, as well as for enhancing safety for commuters along this stretch of I-295.

Based on the existing conditions analysis performed as part of the 2014 SIMR, the segment of I-295 from SR 9B to SR 202 currently experiences heavy peak period congestion with speeds well below the posted speed limits. In 2013, I-295 operated at LOS F from SR 9B to Baymeadows Road and at LOS D from Baymeadows Road to SR 202. By Year 2040, the entire segment of I-295 within the study limits will operate at LOS F. **Table 3-1** shows the existing and Year 2040 peak hour traffic data and LOS.

Table 3-1: Peak Hour Traffic and LOS (Existing and Year 2040)

Roadway	From	To	Number of Lanes[1]	2013		2040	
				Peak Hour Volume[2]	Level of Service[3]	Peak Hour Volume[2]	Level of Service[3]
I-295	SR 9B	Baymeadows Road	2	4,660	F	7,560	F
I-295	Baymeadows Road	Gate Parkway	3	5,040	D	8,370	F
I-295	Gate Parkway	SR 202	3	5,030	D	8,330	F

[1] – Number of Lanes is per direction
[2] – Peak Hour Volumes represent travel demand
[3] – Level of Service calculated using FDOT Generalized Level of Service Tables
Source: 2014 I-295 East Express Phase I SIMR

Without any widening or other improvements, this segment of I-295 will be expected to accommodate a 60 percent increase in traffic in the next 25 years. The resulting congestion will get progressively worse with periods of congestion extending beyond the normal AM and PM peak periods. While improvements to the existing system can address bottlenecks, they cannot accommodate the anticipated increase in traffic.

The population and employment projections show that traffic volumes will continue to increase in line with population growth. A long-term mobility option is needed that will not only serve current traffic volumes, but will also accommodate the population and employment growth expected between 2013 and 2040. Without any improvements, the residents and workers in the surrounding areas will face more congestion, leading to lost productivity and an increase in air pollution.

I-295 within the project limits is an important component of the Strategic Intermodal System (SIS), provides direct access to the Jacksonville Port, is a preferred alternate route to the Jacksonville International Airport, and serves railways that handle Florida's passenger and freight traffic. Improved traffic operations and reduced congestion along this corridor will enhance the delivery of goods and people to these major intermodal centers.

A detailed crash assessment was performed as part of the 2014 SIMR, which is the primary source for crash assessment in regards to I-295 East Express Phase I. Crash data for the area of influence for five years (2007 to 2011) were obtained from the FDOT Traffic Safety Office. As documented in the 2014 SIMR, there were a total of 1,335 crashes within the study area between 2007 and 2011. Of these, 71 were severe injury crashes and 17 were fatal. Rear end and angle/sideswipe collisions are listed as the most predominant types of crashes within the study area, accounting for 42.4% and 14.9% of collisions, respectively. The high number of rear-end crashes can be attributed to the congestion and stop-and-go conditions experienced by the study area during the peak hours. Angle/sideswipe crashes are a result of lane changing near merge/diverge locations and in weave segments.

The addition of express lanes to the I-295 East corridor is expected to reduce the number of crashes in the study area and improve operational safety. The additional capacity provided by express lanes (in conjunction with other improvements to the freeway and arterial facilities) is intended to alleviate the severity and duration of peak period congestion, reducing the number of stops and rear end collisions.

The North Florida TPO Path Forward 2040 LRTP identifies this express lane project along I-295 between SR 9B and SR 202 as a major project with construction funds committed. The geometric modifications proposed in this Design-Build project offer additional capacity and improved mobility to the project area. For the analysis of the Design Year, the capacity of extending the I-295 East Express to the north of SR 202 will be included. The 2040 LRTP includes extending the express lanes from SR 202 to the SR 113 Southside Connector (Dames Point Bridge), which is planned for construction between years 2021 and 2025.

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4.0 DESCRIPTION OF ALTERNATIVES

As discussed previously, the results of the existing conditions operational analysis show the severity of congestion during the morning and afternoon peak hours. The results of the traffic analysis were used to identify the need and location for operational and capacity improvements along I-295. During the Original SIMR effort, several alternatives were developed consistent with the goals and objectives defined for this project. The purpose of this re-evaluation is to compare the Preferred Alternative from the Original SIMR (henceforth referred to as the Original Build) with an updated Design-Build Alternative (henceforth referred to as the Modified Build) that uses the Original Build as a base, but incorporates several major modifications. This section describes the alternatives developed to improve traffic operations and safety along the I-295 corridor within the study area.

4.1. Original Build

The Preferred Alternative from the Original SIMR incorporates two express lanes in each direction on I-295 from the SR 9B interchange to the Gate Parkway interchange and one express lane in each direction from the Gate Parkway interchange to the SR 202 system-to-system interchange. A summary of the capacity improvements provided by the Original Build follows. **Figures 4-1** and **4-2** show the Original Build lane configuration for Opening Year 2020 and Design Year 2040, respectively.

Freeway Improvements

- Eliminates the northbound I-295 inside lane drop north of SR 9B.
- Widens northbound I-295 to provide an auxiliary lane between SR 9B and Baymeadows Road (SR 52). This auxiliary lane exits at Baymeadows Road.
- Widens southbound I-295 to eliminate the lane drop from the westbound SR 202 (Butler Boulevard) dual–lane entrance ramp.
- Widens southbound I-295 to provide an auxiliary lane between the eastbound SR 202 on-ramp and the Gate Parkway off-ramp.
- Widens southbound I-295 to provide an additional general purpose lane between Gate Parkway and Baymeadows Road.

I-295 / Baymeadows Road Interchange Improvements

- Provides dual left-turn lanes for all ramp movements, except westbound Baymeadows Road to southbound I-295.
- Adds two lanes in the median for eastbound Baymeadows Road prior to the I-295 southbound ramp terminal intersection traffic signal to accommodate the dual left-turn lane from eastbound Baymeadows Road to northbound I-295.
- Provides dual right-turn lanes for southbound I-295 traffic exiting to westbound Baymeadows Road.
- Widens ramps to provide longer turn-lane storage and receiving lanes for dual left-turn movements along the I-295 ramp terminal intersections.

I-295 and Gate Parkway Interchange Improvements

- Provides dual left-turn lanes for all ramp movements, except westbound Gate Parkway to southbound I-295.
- Adds two lanes in the median for eastbound Gate Parkway prior to the I-295 southbound ramp terminal intersection traffic signal to accommodate the dual left turn from eastbound Gate Parkway to northbound I-295.
- Widens the southbound I-295 off-ramp to Gate Parkway to provide a two-lane exit.
- Provides dual right-turn lanes for southbound exiting I-295 traffic to westbound Gate Parkway.
- Widens ramps to provide longer turn-lane storage and receiving lanes for dual left-turn movements along the I-295 ramp terminal intersections.

I-295 and SR 202 Interchange Improvements

- Provides an option lane from northbound I-295 to the SR 202 exit and provides a three-lane exit to serve SR 202. The three-lane exit forks within the ramp to serve westbound SR 202.
- Widens northbound I-295 to provide an additional auxiliary lane for the first SR 202 entrance ramp (from eastbound SR 202) to eliminate the required merge prior to the second entrance ramp (from westbound SR 202).

I-295 and Town Center Parkway Interchange Improvements

- Widens the northbound I-295 off- ramp to Town Center Parkway/UNF to provide a two-lane exit.

SR 202 and Kernan Boulevard Interchange Improvements

- Widens the eastbound SR 202 off-ramp to Kernan Boulevard to provide a two-lane exit.
- Provides dual left-turn lanes from the eastbound SR 202 exit ramp to northbound Kernan Boulevard.
- Provides dual left-turn lanes from southbound Kernan Boulevard to the eastbound SR 202 on-ramp.
- Widens the eastbound SR 202 on-ramp to receive the dual left turns; merges to a single-lane ramp prior to the gore to SR 202.
- Provides dual right-turn lanes from the westbound SR 202 off-ramp to northbound Kernan Boulevard.
- Adds traffic signalization at both ramp terminal intersections.

SR 202 and Gate Parkway Interchange Improvements

- Widens westbound SR 202 between I-295 and Gate Parkway to provide an additional auxiliary lane for the first I-295 on-ramp (from northbound I-295) to eliminate the merge prior to the second entrance ramp (from southbound I-295).
- Widens the westbound SR 202 off-ramp to Gate Parkway to provide a dual-lane exit. The two auxiliary lanes along SR 202 exit.

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4.2. Modified Build

The Modified Build was developed as part of a Design-Build project. This alternative uses the Original Build as a base, but incorporates several additional modifications, as listed below. **Figures 4-3** and **4-4** show the Modified Build lane configuration for Opening Year 2020 and Design Year 2040, respectively. In addition, the design concept for the Modified Build is provided in **Figure 4-5**.

Freeway Improvements

- Widens I-295 southbound by one lane from Town Center Parkway through Gate Parkway, eliminating the need for a lane drop within the Gate Parkway interchange. Note that this also eliminates the southbound auxiliary lane between Gate Parkway and Baymeadows Road.
- Re-stacks I-295/SR 9B interchange to improve the I-295 southbound express lane design speed from 50 mph to 70 mph.
- Extends southbound express lanes to the north 1.8 miles (removes weave between Town Center Parkway and northernmost southbound ingress).
- Updates northbound I-295 express lane configuration to allow for dual express lanes from SR 9B through the extent of the study area. In Opening Year 2020, a lane will drop internally prior to the express lane terminal. In Design Year 2040, the second lane is carried through.

I-295 / Baymeadows Road Interchange Improvements

- Modifies I-295 southbound off-ramp to Baymeadows Road from 1-lane to 2-lanes.

I-295 and SR 202 Interchange Improvements

- Provides direct connection between northbound I-295 express lanes and SR 202 off-ramps, allowing for more intuitive maneuvering and longer trips within the express lanes (by approximately 0.8 miles). This also includes removing the northbound egress and merge within the Gate Parkway interchange, and eliminating the need for express lane traffic to join the general purpose lanes before entering the ramps to SR 202. This provides an improvement in terms of operational safety.

SR 202 and Gate Parkway Interchange Improvements

- Improves upon the SR 202 westbound dual-lane off-ramp to Gate Parkway (provided in the Original Build) by incorporating a choice lane. The additional auxiliary lane from I-295 drops 1,400 feet downstream of the off-ramp.
- Modified the SR 202 westbound ramp to Gate Parkway to include 500 feet of additional queue storage for the westbound right turn lane.

Most of the proposed improvements are designed to meet current standards for federal-aid projects on the interstate system and conform to AASHTO design standards; however, a design exception and some variations are proposed for the projects. A design exception for shoulder width exists on I-295 at the I-295 / SR 202 interchange. In order to accommodate the proposed widening within the existing bridge infrastructure, a shoulder width ranging from 6-to-10 feet is required. The outside shoulders of I-295 northbound and southbound at the SR 202 eastbound and westbound overpass bridges require an exception for approximately 300 feet in both directions. In addition, inside shoulders of I-295 northbound and southbound within the I-295 / SR 202 interchange require an exception for approximately 2,450 feet. It should be noted that this geometric issue extends beyond the limits of the bridges, and in combination with proposed overhead signs, additional sections of 6-to-10 foot shoulder width extend from within this interchange to the Town Center Parkway interchange to the north. An additional exception exists on I-295 northbound and southbound within the Gate Parkway interchange, to accommodate the proposed direct connect ramp.

In additional to the one design exception, five design variations are proposed within the project corridor as follows:

- Vertical Clearance (SR 202 over SR 9A (I-295)
- Horizontal Stopping Sight Distance (Bridge No. 720625 – SR 9B southbound crossover of I-295 northbound)
- Cross Slope: Travel Lanes (Sections of existing I-295)
- Cross Slope: Shoulder (Sections of existing I-295)
- Border Width
    - I-295 northbound to SR 202 eastbound ramp (approximately 3,000 feet)
    - SR 202 westbound between I-295 and Gate Parkway (approximately 2,350 feet)
    - I-295 southbound on-ramp from Town Center Parkway (approximately 100 feet)

The design exception and variations proposed will minimize reconstruction, right-of-way acquisition, and motorist inconvenience. While these exist, the benefits of the operational improvements are expected to outweigh any potential impacts related to the design exceptions/variations. More information on the design exception and variations are provided in **Tables 4-1** and **4-2**, respectively.

4.3. Planned and Programmed Improvements

One major development within the study area is proposed between Opening Year 2020 and Design Year 2040. I-295 is expected to be widened to an eight-lane facility (through the addition of dual express lane facilities) by 2040 between SR 202 and Dames Point Bridge. To account for this widening, the Original SIMR added two additional general purpose lanes in the Design Year 2040 models. The same methodology was used for this analysis.

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Table 4-1: Proposed Design Exception

Exception	PPM Criteria	AASHTO Criteria	Proposed Condition	Justification
Shoulder Width – I-295 NB and I-295 SB	12 ft (Table 2.3.1)	12 ft (Table 3-2)	Transitions from 6 ft (minimum) to 12 ft	The SR 9A (I-295) and SR 202 (JTB) interchange consists of multiple bridges that cross over SR 9A. The existing horizontal clearance under three bridges (#720290, 720706, and 720707) over SR 9A do not allow for the typical section proposed with the project with full-width shoulders. Therefore, significant reconstruction of these bridges and the adjacent roadway sections would be required to provide the typical section with full width shoulders. This geometric issue extends beyond the limits of the bridges, and in combination with proposed overhead signs, additional sections of substandard of shoulder width occur. A predictive crash analysis using the Highway Safety Manual (HSM) methodology determined that the potential increase in crashes due to the substandard shoulder widths, and the associated costs related to these crashes, was not significant. When compared with the annualized construction costs required to provide full shoulders, the reconstruction costs were not justified.

Table 4-2: Proposed Design Variations

Variation	PPM Standard	Proposed Condition	Justification
Vertical Clearance – SR 202 over SR 9A (I-295)	16’-6” (Table 2.10.1)	16’-2”	The proposed vertical clearance under Bridge No. 720290 meets the design criteria for AASHTO. Implementing Interstate design criteria to these ramps would require significant reconstruction of the existing roadway and interchange.
Horizontal Stopping Sight Distance	820 ft (Table 2.7.1)	730 ft	The proposed stopping sight distance of 753.7 feet exceeds the minimum FDOT stopping sight distance for the posted speed of 65 mph and the AASHTO minimum stopping sight distance for 70 mph roadways. Providing the required 820 feet stopping sight distance would require full reconstruction of Bridge No. 720625, which was built in 2013 and is the connection to SR 9B and would negatively impact the project schedule and budget.
Cross Slope (Multiple travel lanes in same direction)	5 lanes	6 lanes	To utilize existing concrete pavement, widening for the proposed express lanes will be constructed at the same existing cross slope and direction. Preliminary hydroplaning analysis indicates that a potential increase in the risk of hydroplaning will occur with draining more than 3 lanes in the same direction. In preliminary discussions with District 2, this risk is understood and could be potentially accepted.
Cross Slope (Shoulder)	6%	Varies (2% to 6%)	The existing SR 9A (I-295) consists of long sections of flat (0.00%) longitudinal grades between the interchanges. With the proposed construction of the express lanes within the median, these flat longitudinal slopes would require costly trench drains to prevent runoff from ponding along the median barrier wall. Therefore, shoulder rocking is proposed to push the runoff along barrier wall toward barrier wall drainage inlets. This rocking occurs by varying the cross slope of the shoulder between a minimum 2% to a maximum of 6% in these sections. Hydrologic and hydraulics calculations have been performed demonstrating compliance with drainage design criteria.
Border Width	94 ft (Table 2.5.3)	Varies: 59 ft (min.)	Within the provided border width, the required lateral offset (or clear zone) can be accommodated. The proposed drainage facilities within these segments include open ditch conveyance systems. Overhead sign trusses will be either located outside the clear zone or protected behind barrier wall. The existing fencing is current located at the right-of-way line. The facility can be constructed and maintained within the limits of the provided border width. Since both I-295 and SR 202 are limited access facilities, no public utilities are permitted to lie along the corridor within the limits of the limited access right-of-way. Since the acquisition cost for additional right-of-way would be significant, it would not be justified since the project features can be accommodated within the provided border width.

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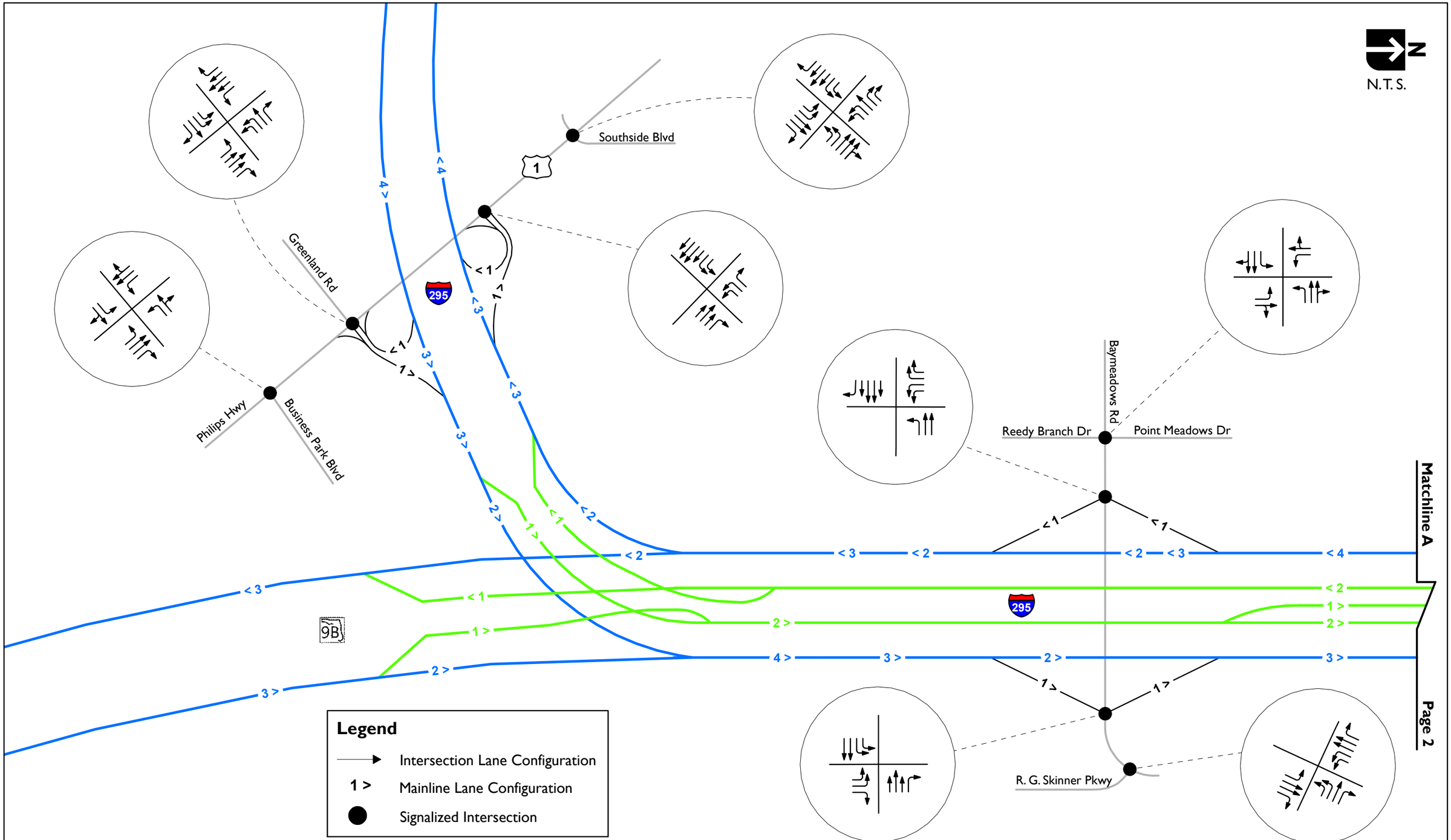

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2020 Lane Configuration	Figure 4-1	Page 1 of 3

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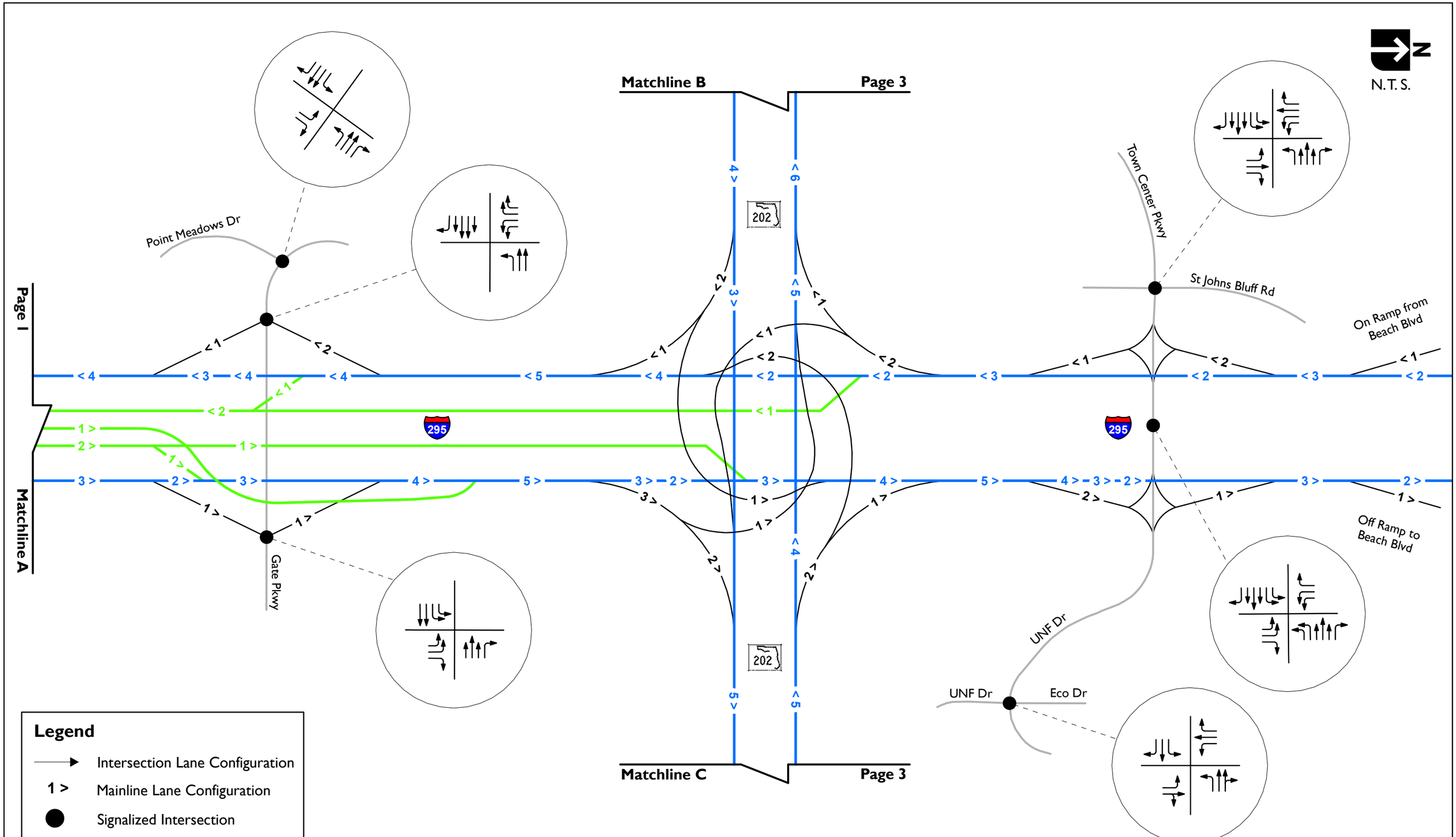

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2020 Lane Configuration	Figure 4-1
			Page 2 of 3

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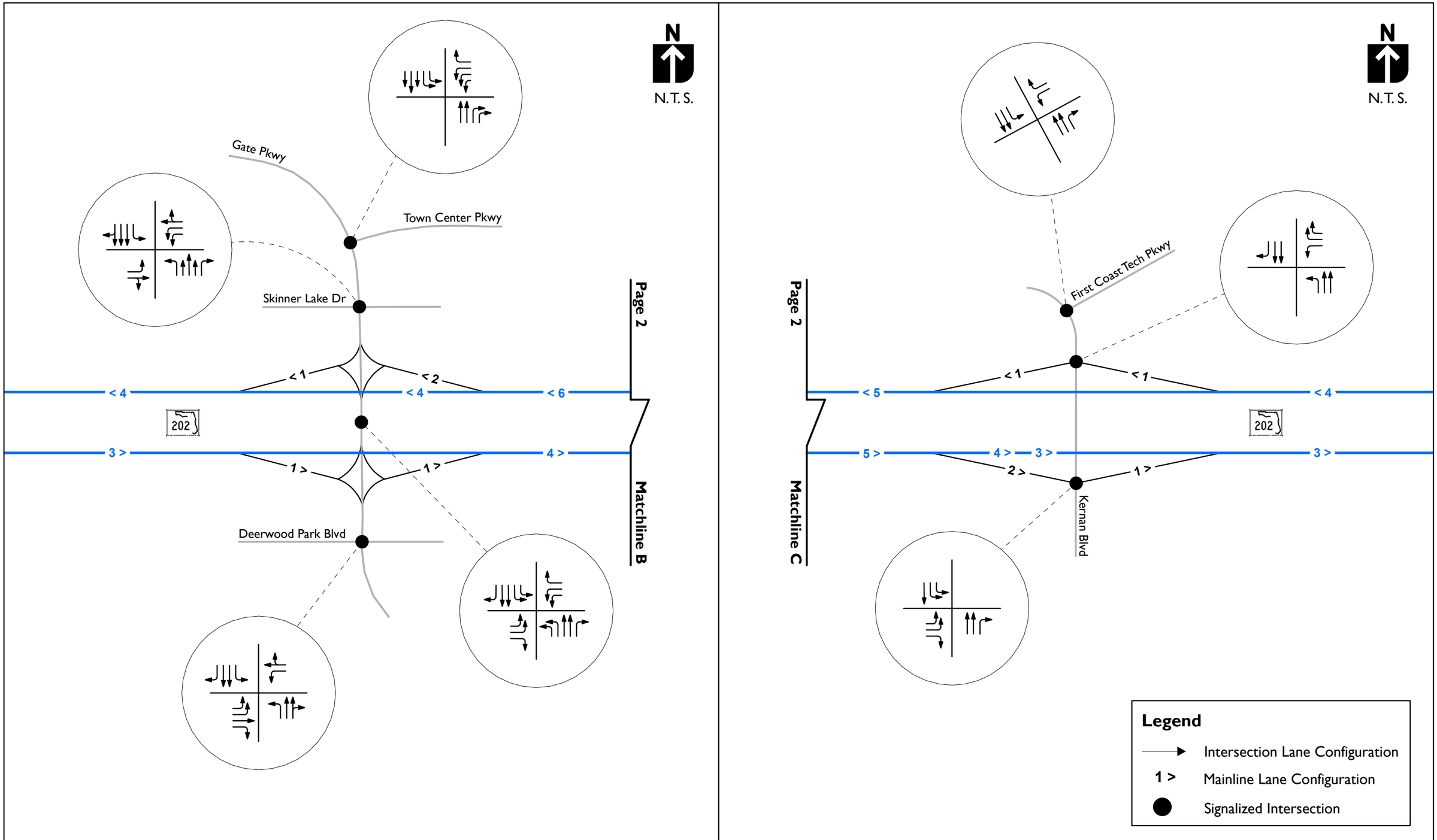

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2020 Lane Configuration	Figure 4-1	Page 3 of 3

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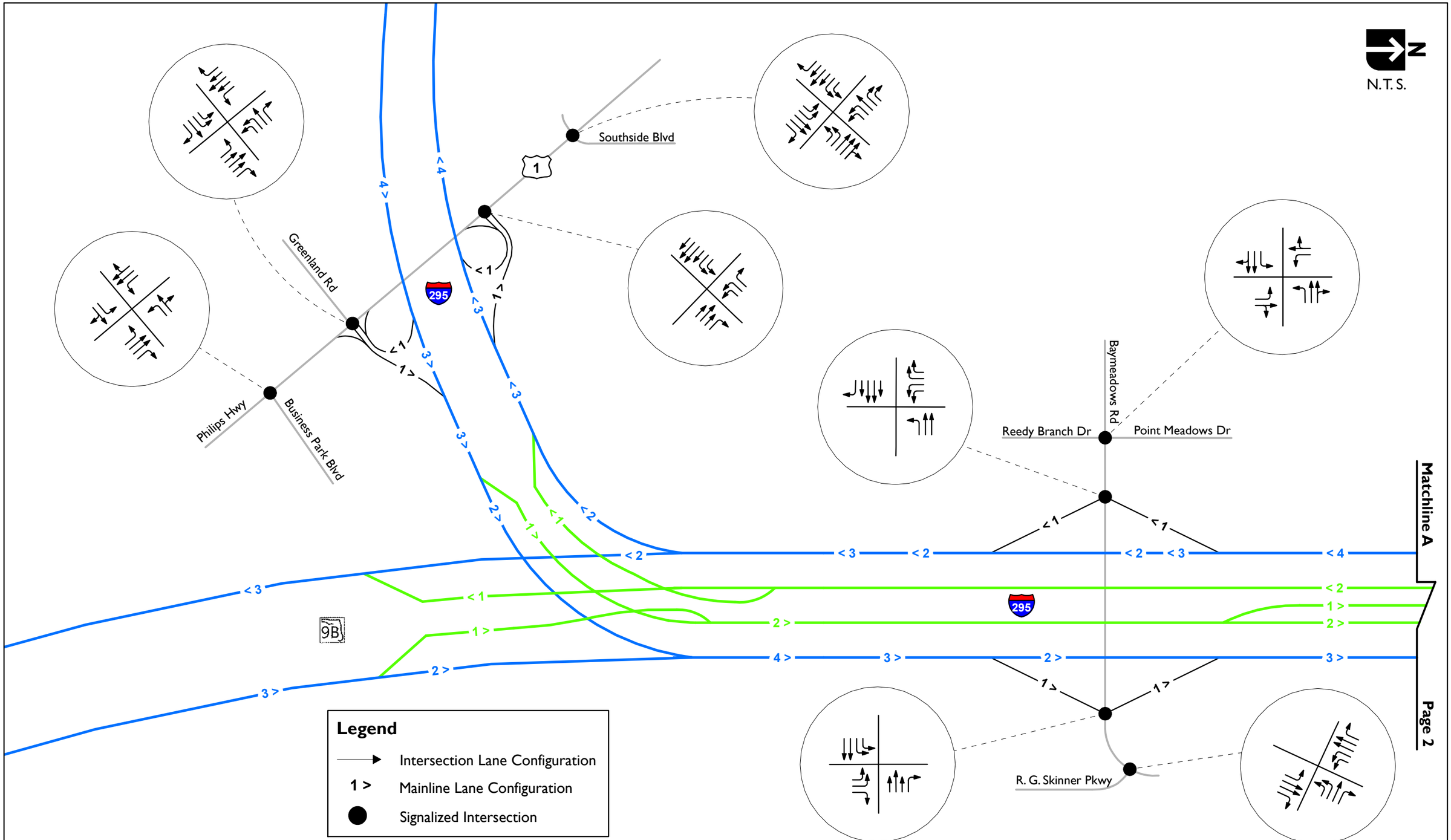

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2040 Lane Configuration	Figure 4-2
			Page 1 of 3

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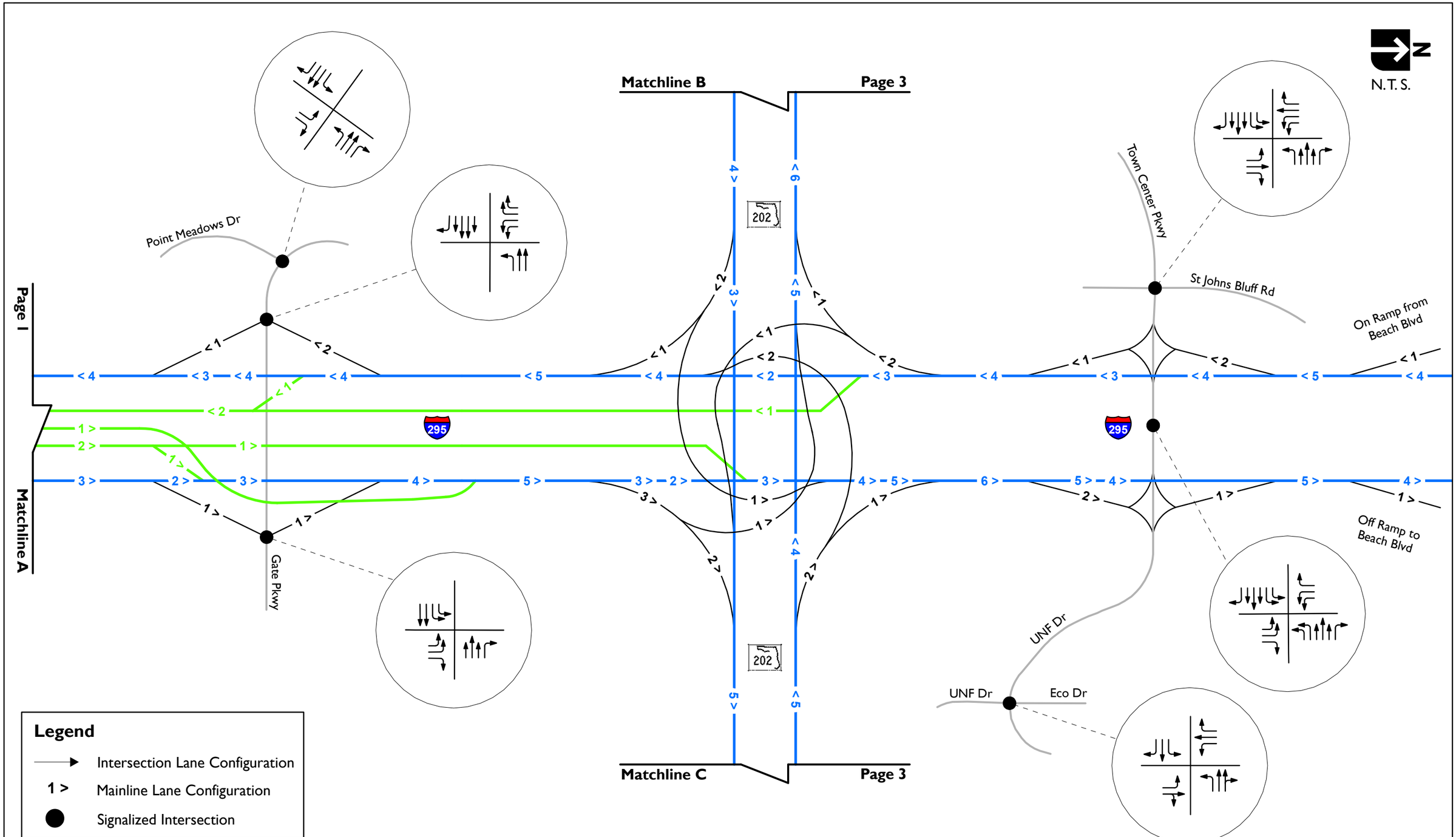

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2040 Lane Configuration	Figure 4-2
			Page 2 of 3

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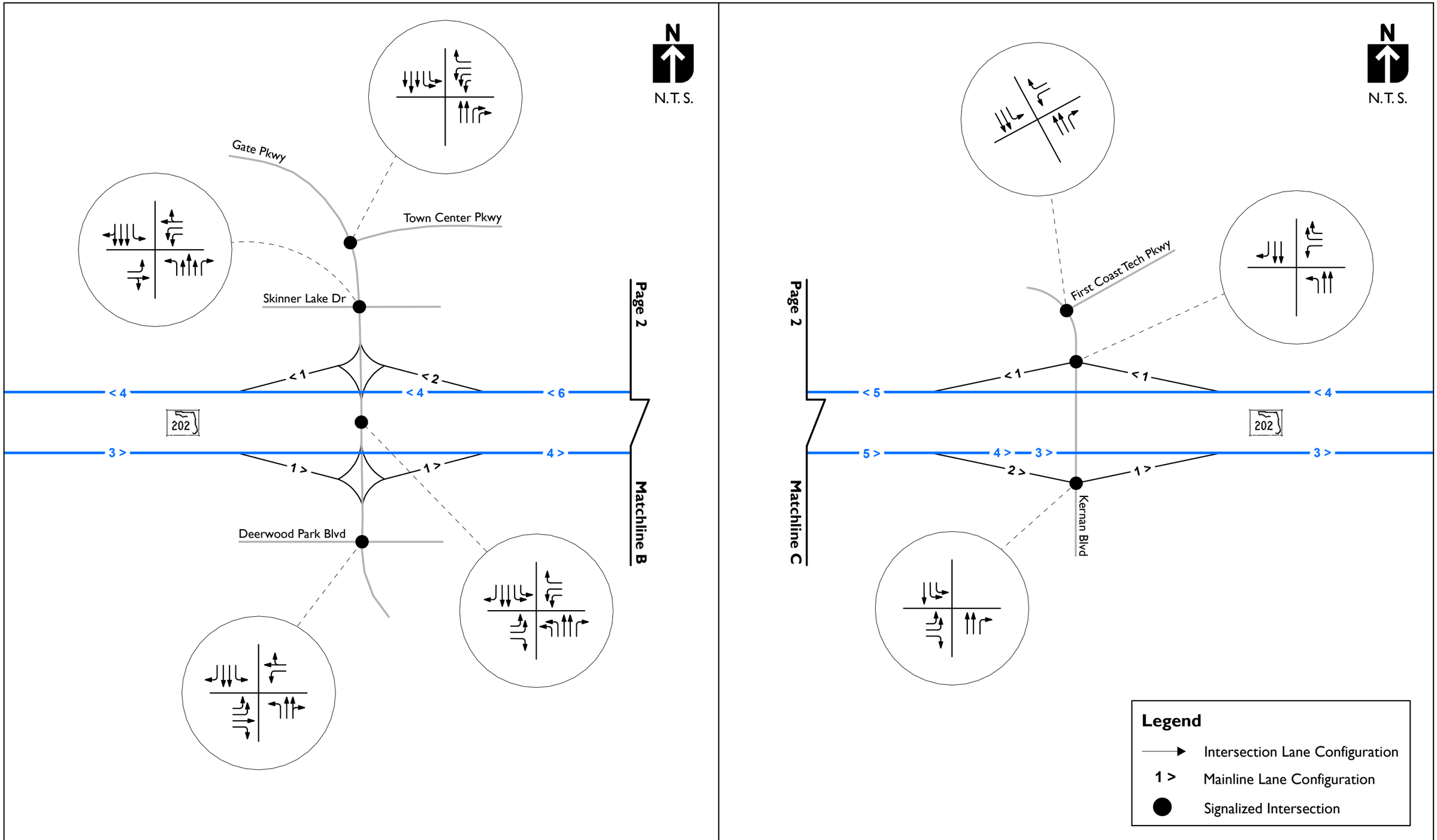

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Original Build Alternative 2040 Lane Configuration	Figure 4-2 / Page 3 of 3

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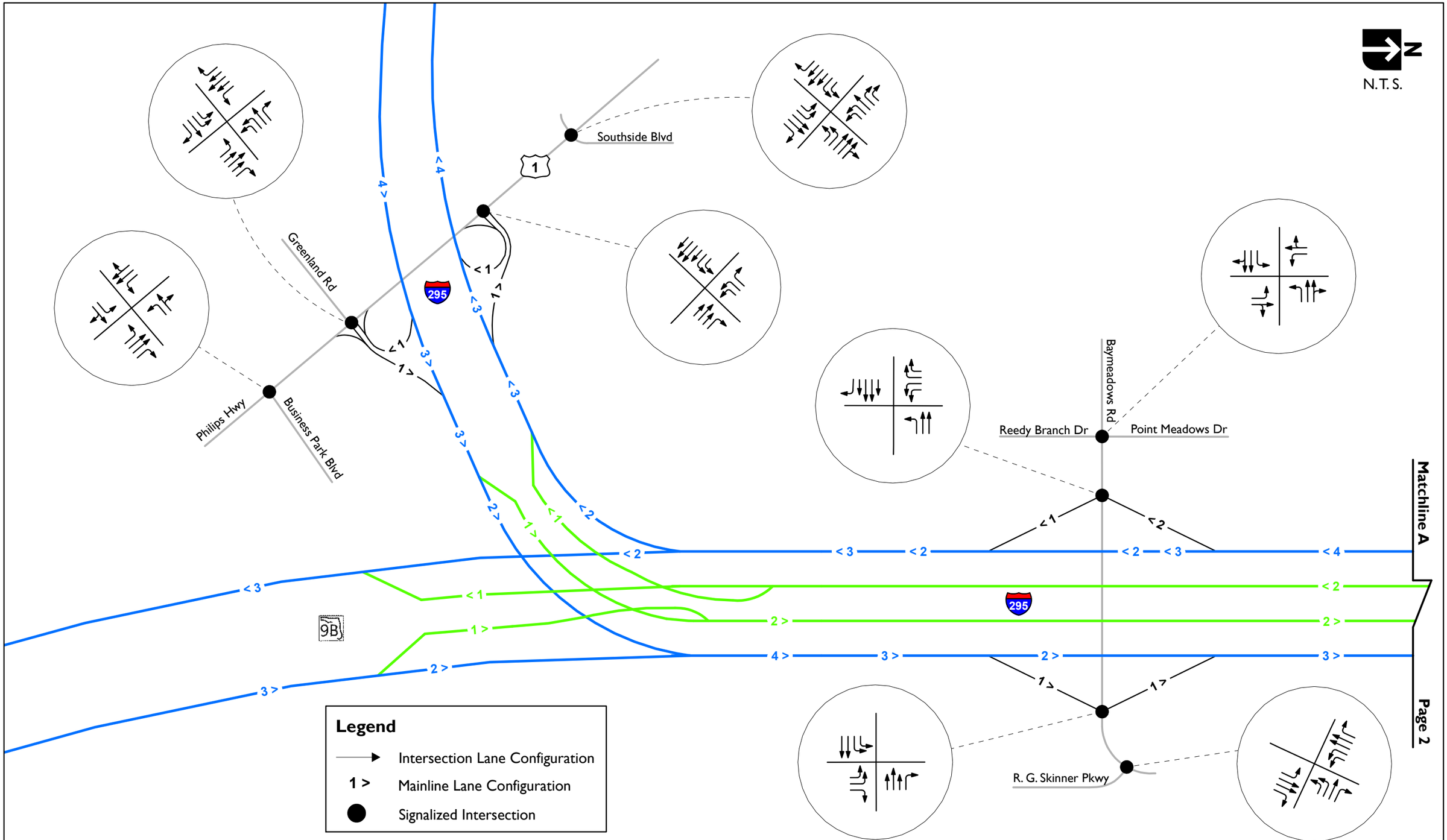

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Modified Build Alternative 2020 Lane Configuration	Figure 4-3
			Page 1 of 3

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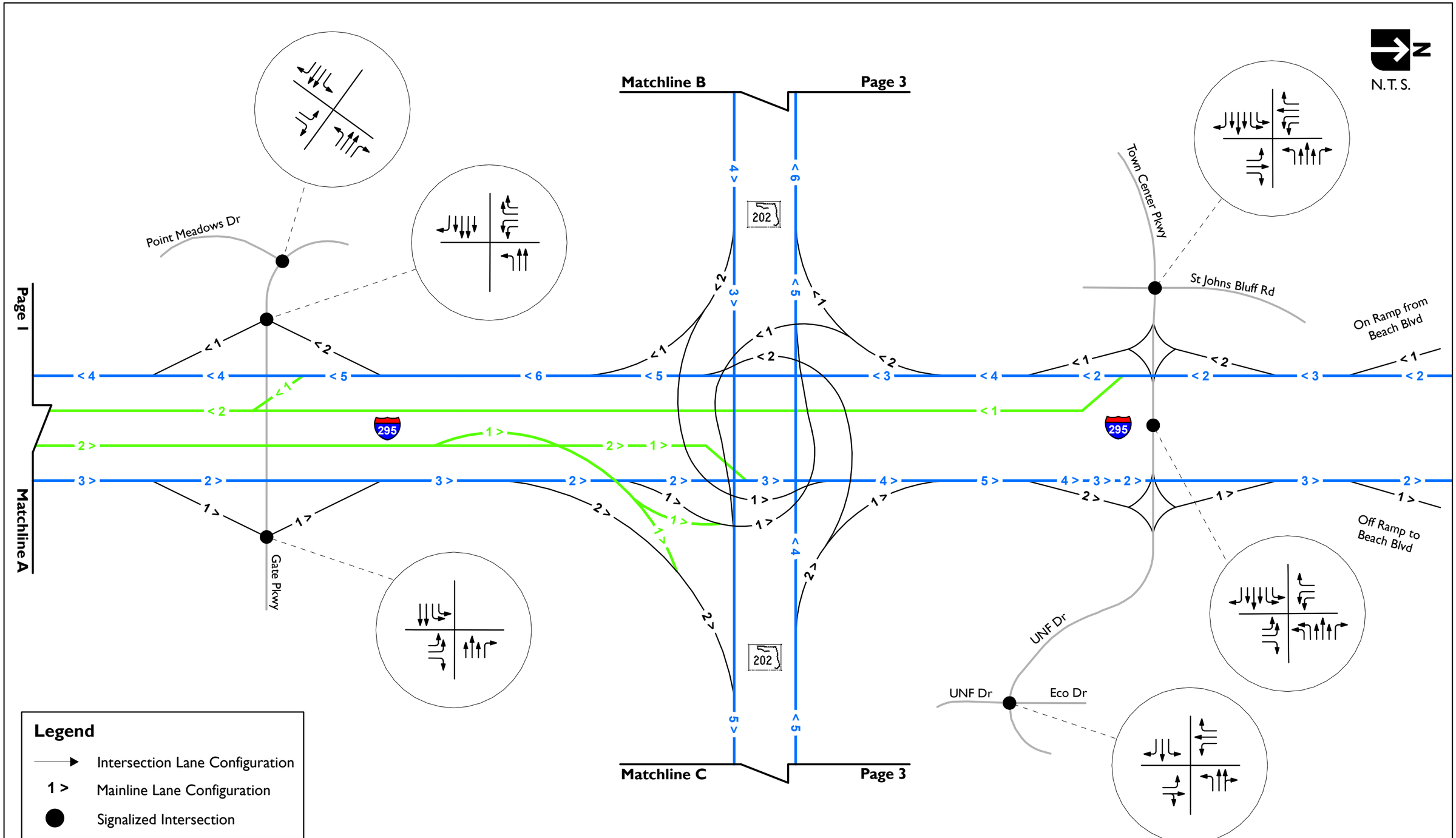

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Modified Build Alternative 2020 Lane Configuration	Figure 4-3
			Page 2 of 3

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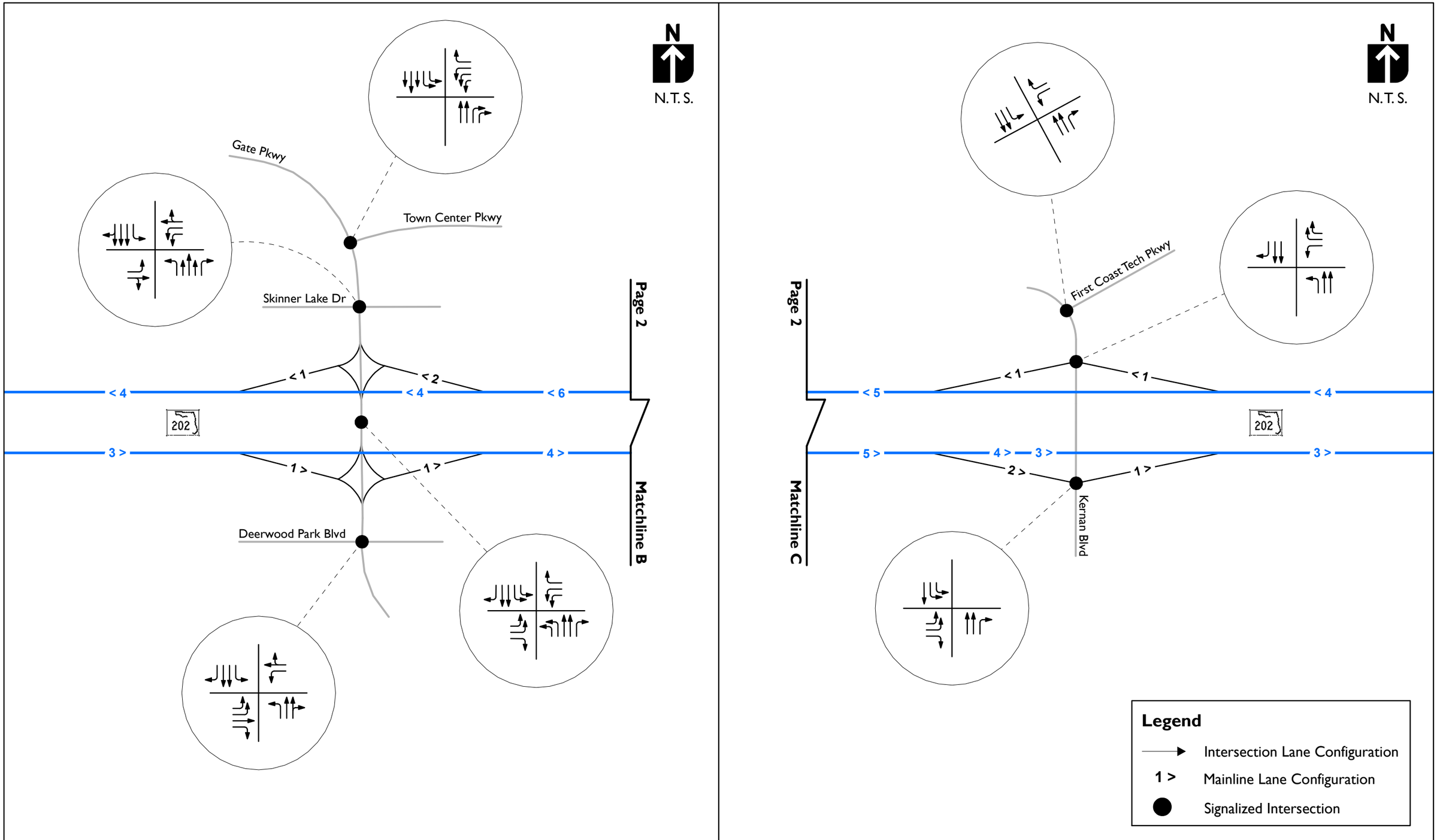

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Modified Build Alternative 2020 Lane Configuration	Figure 4-3
			Page 3 of 3

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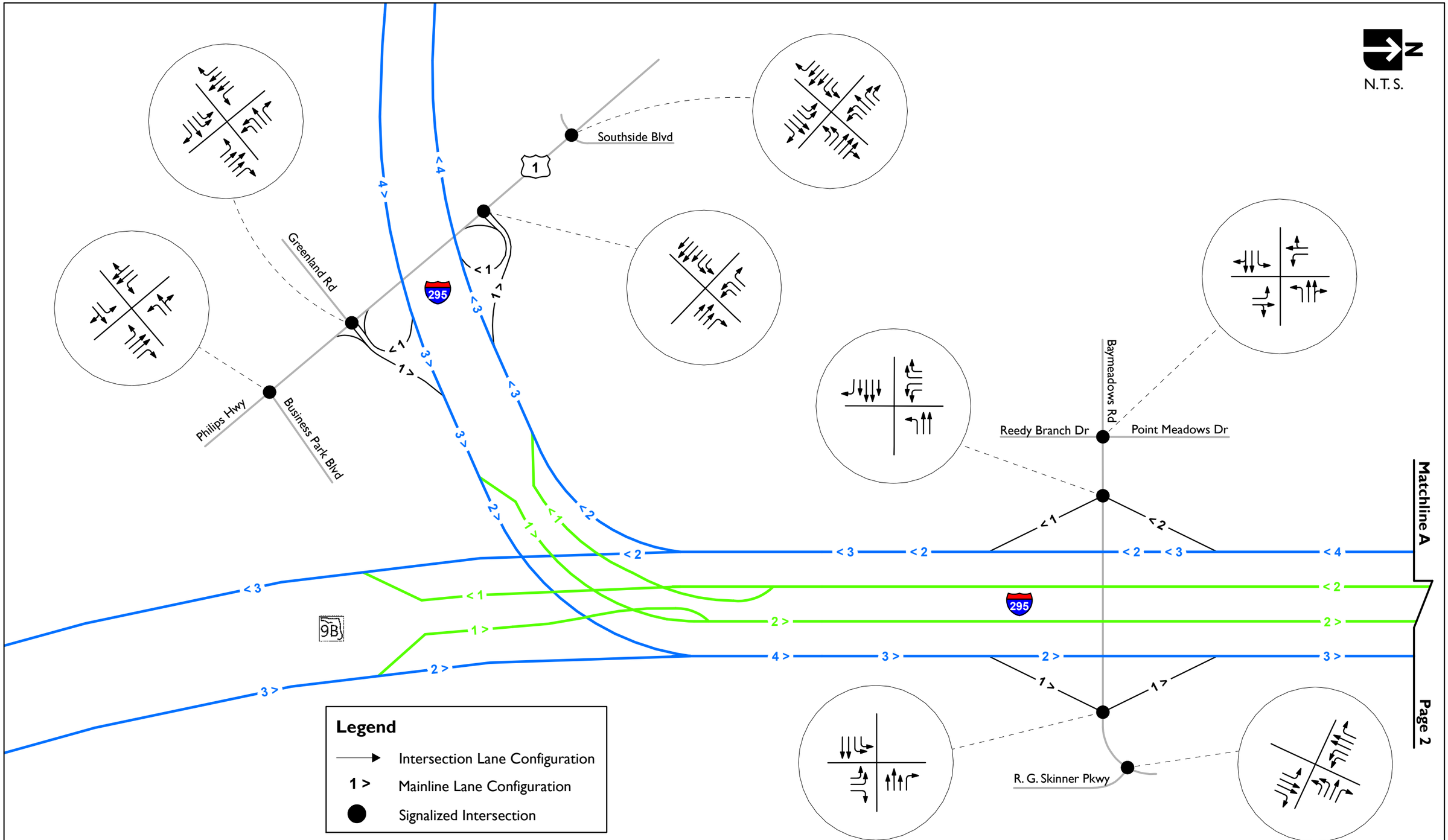

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Modified Build Alternative 2040 Lane Configuration	Figure 4-4
			Page 1 of 3

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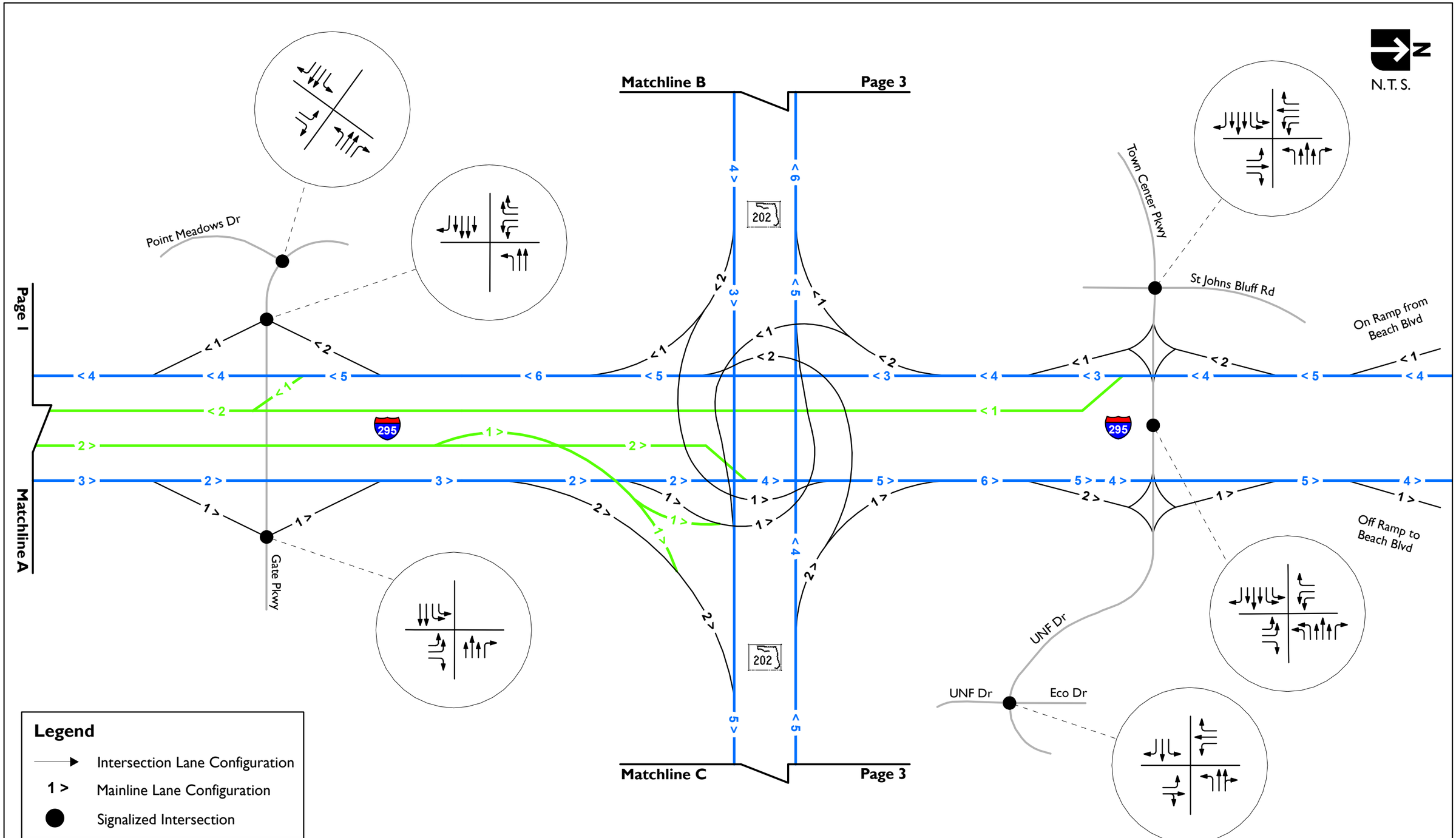

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Modified Build Alternative 2040 Lane Configuration	Figure 4-4
			Page 2 of 3

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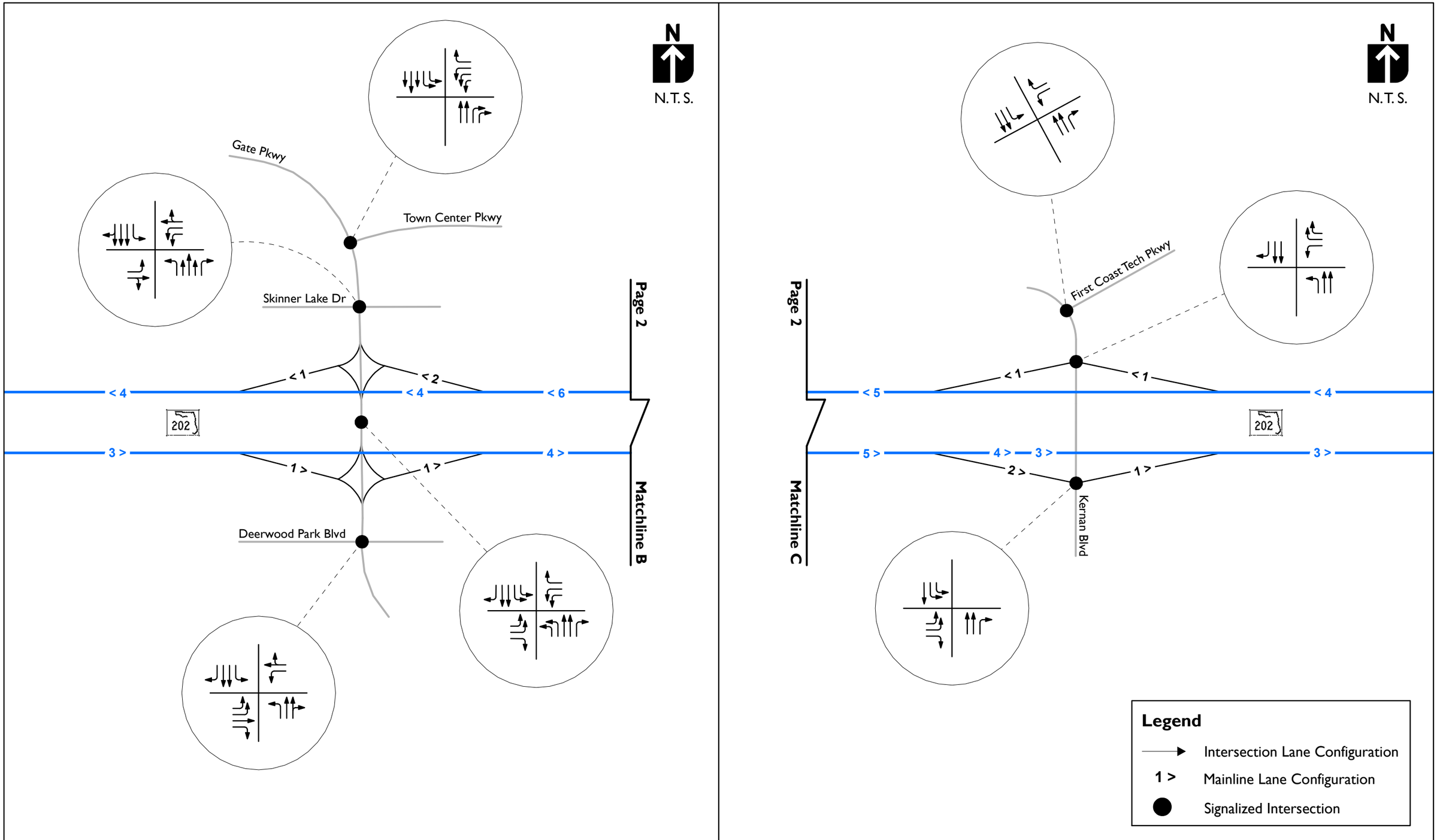

FDOT	**I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation**	Modified Build Alternative 2040 Lane Configuration	Figure 4-4	Page 3 of 3

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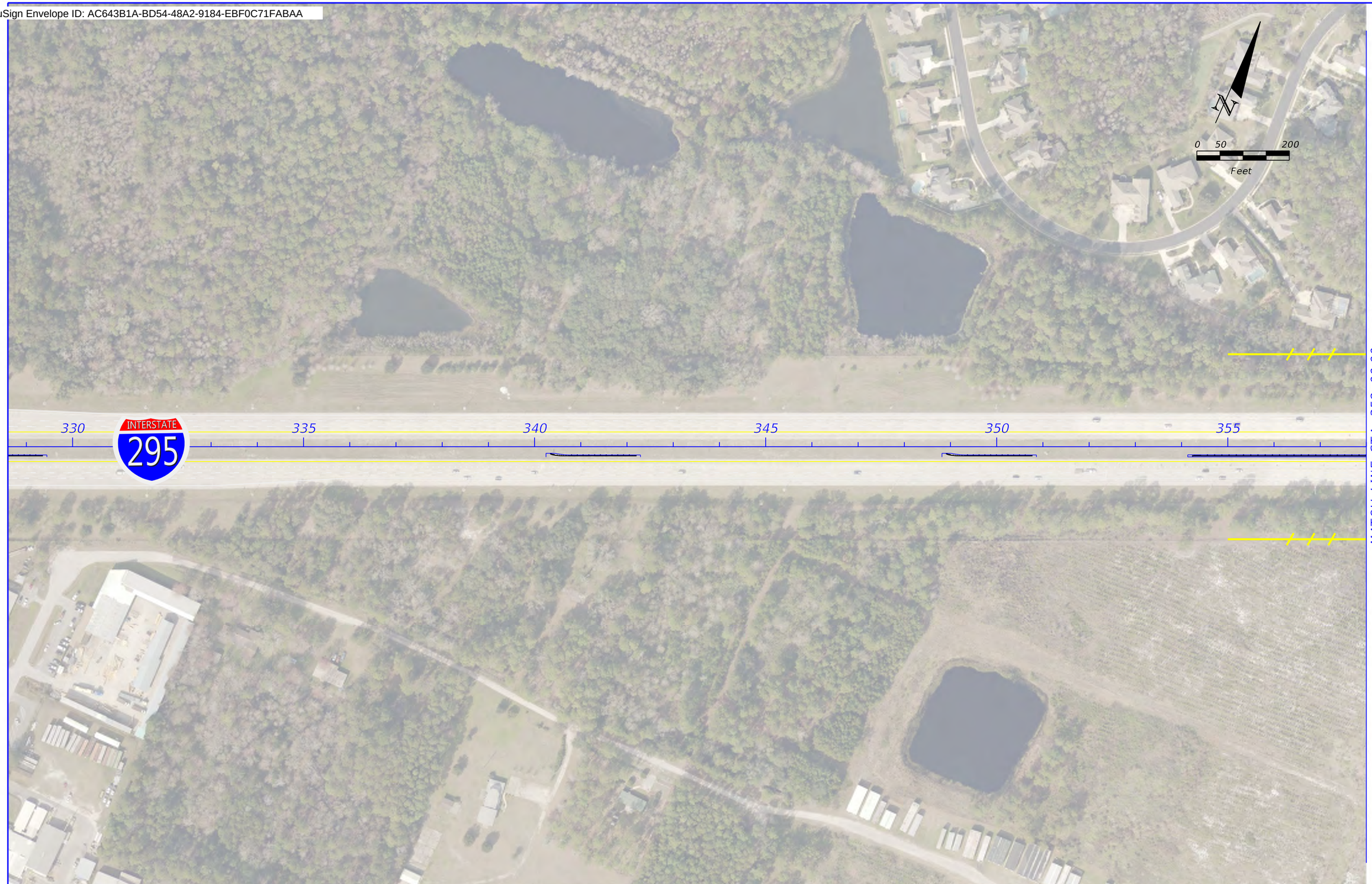

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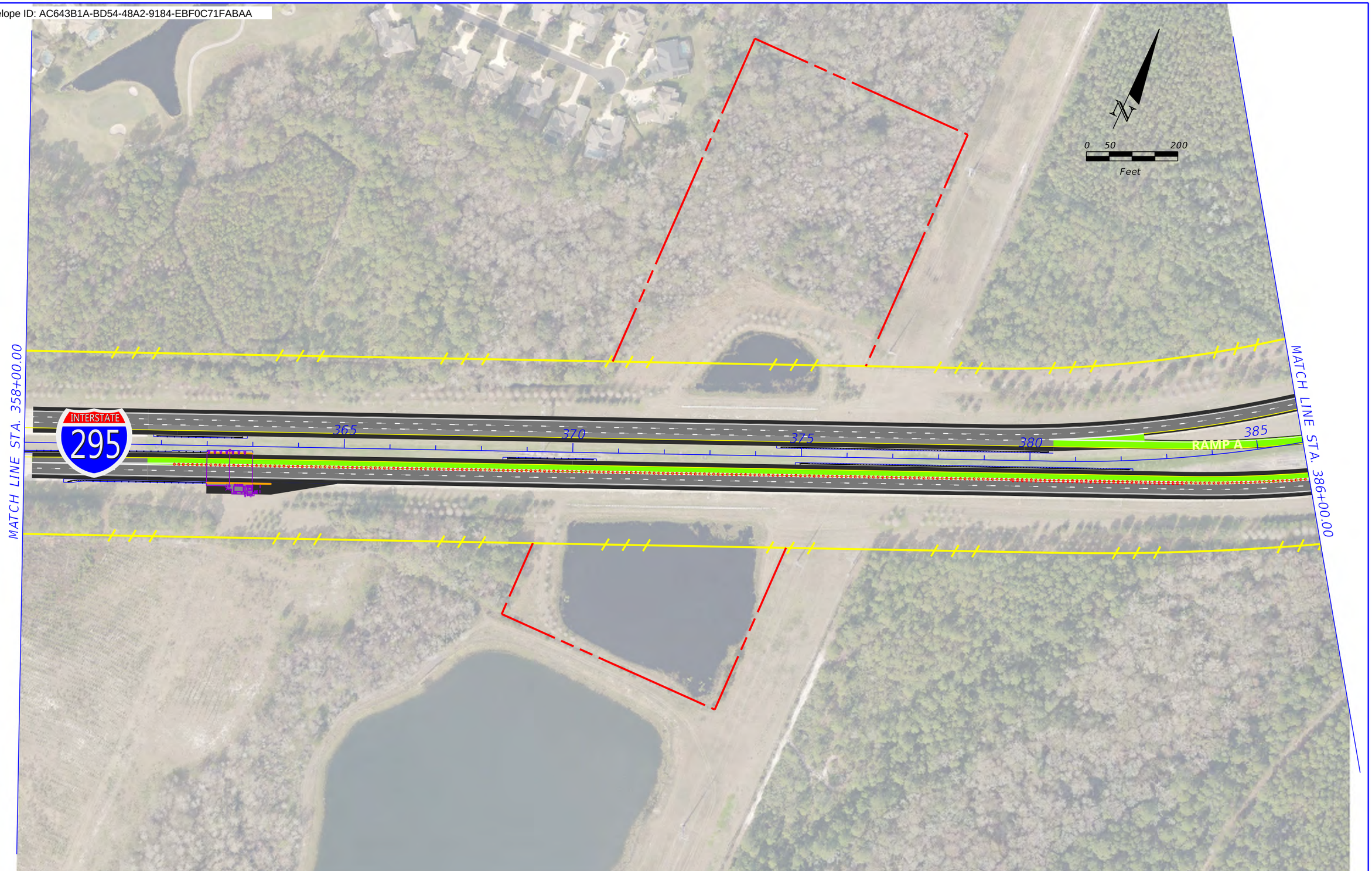

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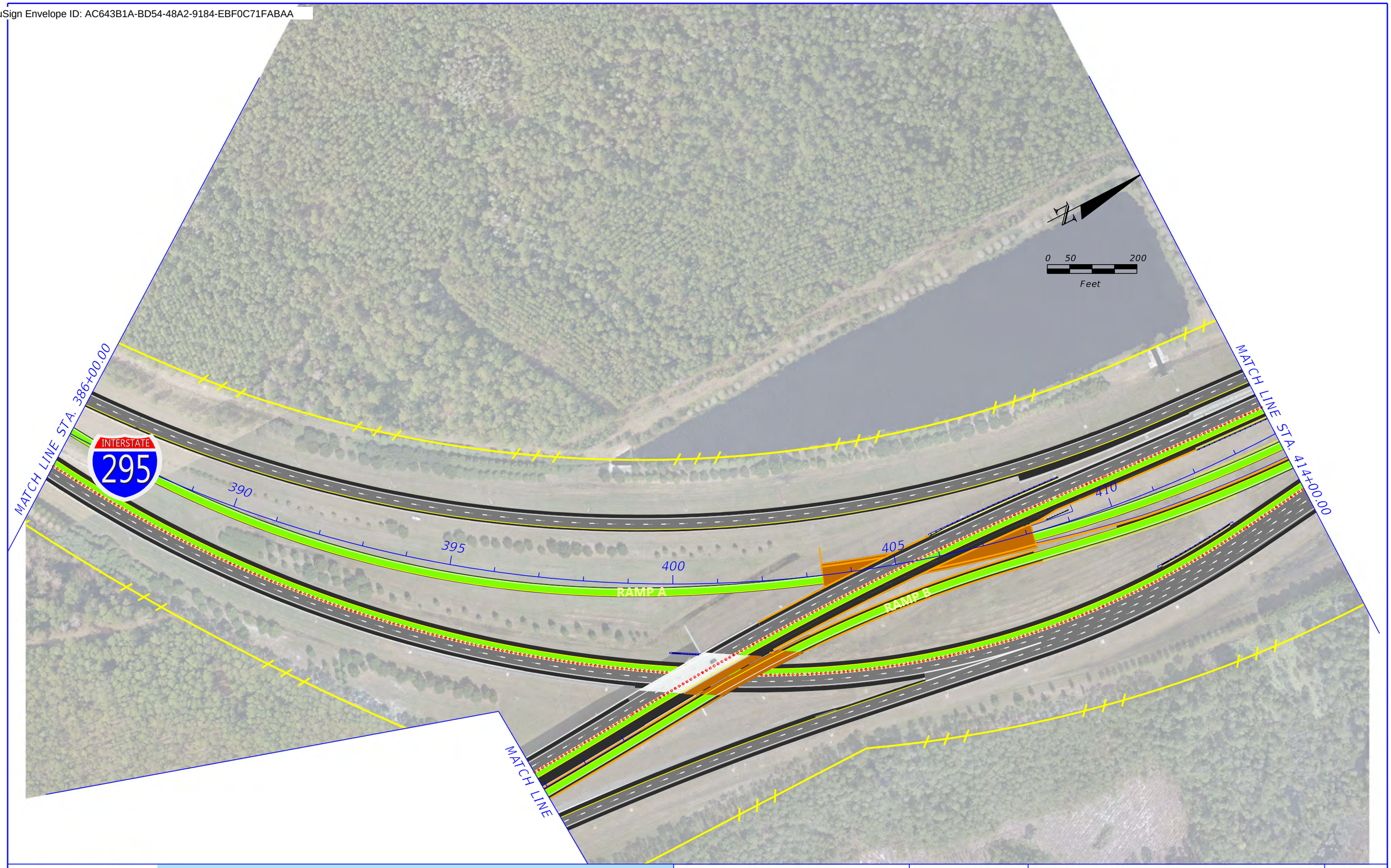

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BRIDGE	EXPRESS LANES
ASPHALT PAVEMENT	LA R/W LINE
CONCRETE PAVEMENT	R/W LINE

I-295 EAST EXPRESS PHASE 1
(SR 9B TO SR 202)
SIMR RE-EVALUATION

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FIGURE 4-5
MODIFIED BUILD ALTERNATIVE
DESIGN CONCEPT

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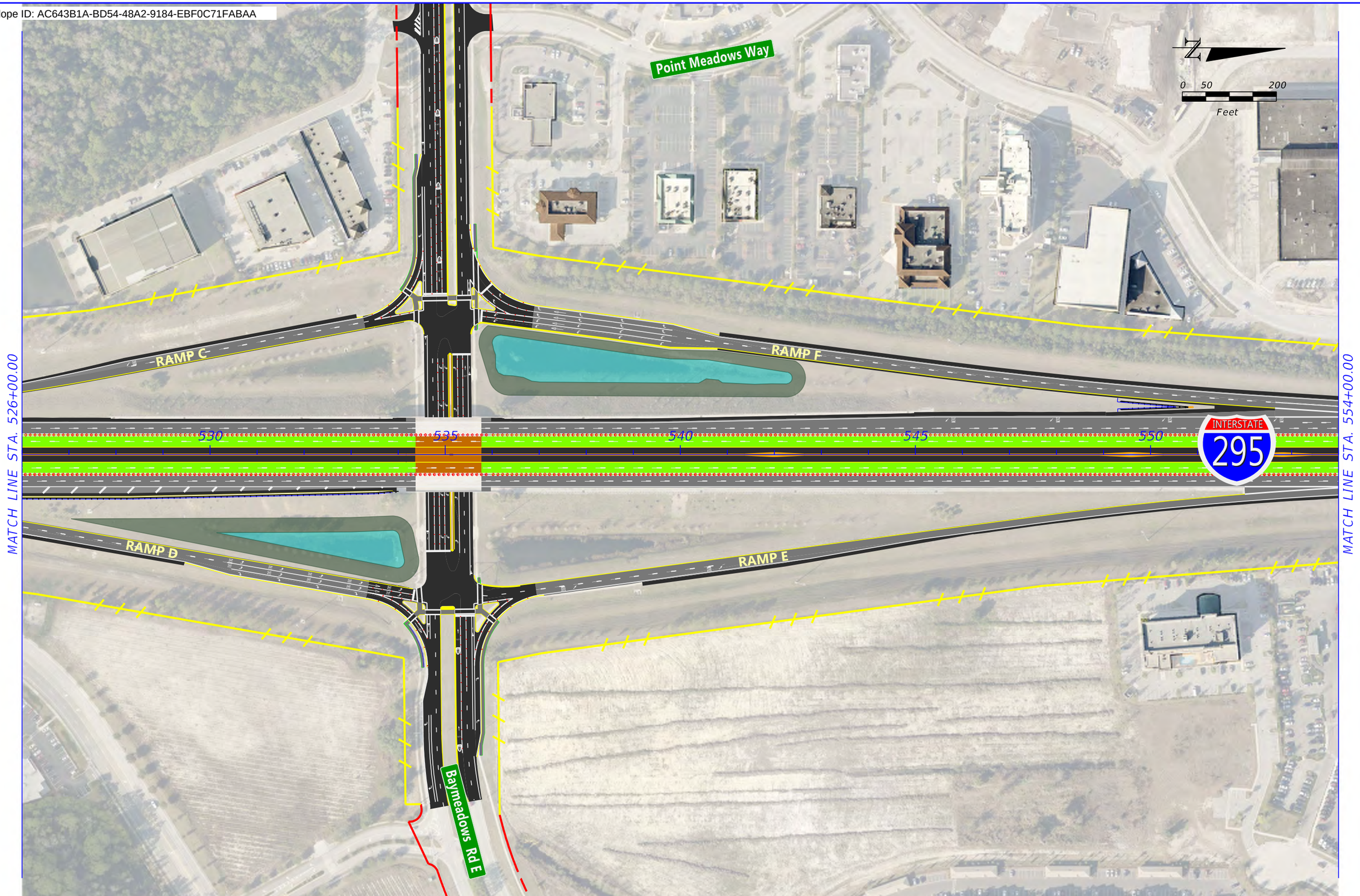

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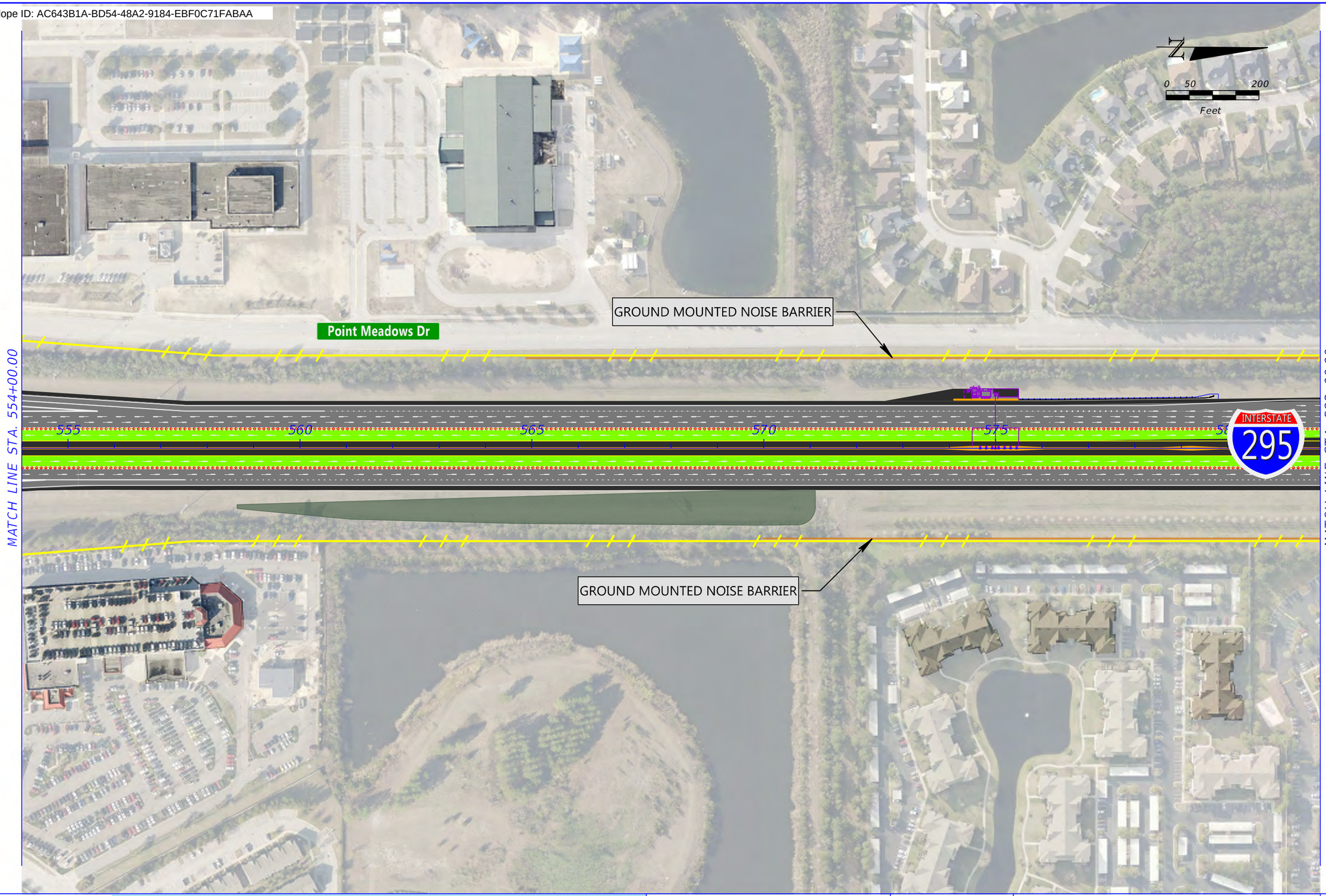

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BRIDGE	EXPRESS LANES
ASPHALT PAVEMENT	LA R/W LINE
CONCRETE PAVEMENT	R/W LINE

I-295 EAST EXPRESS PHASE 1
(SR 9B TO SR 202)
SIMR RE-EVALUATION

FPID#
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FIGURE 4-5
MODIFIED BUILD ALTERNATIVE
DESIGN CONCEPT

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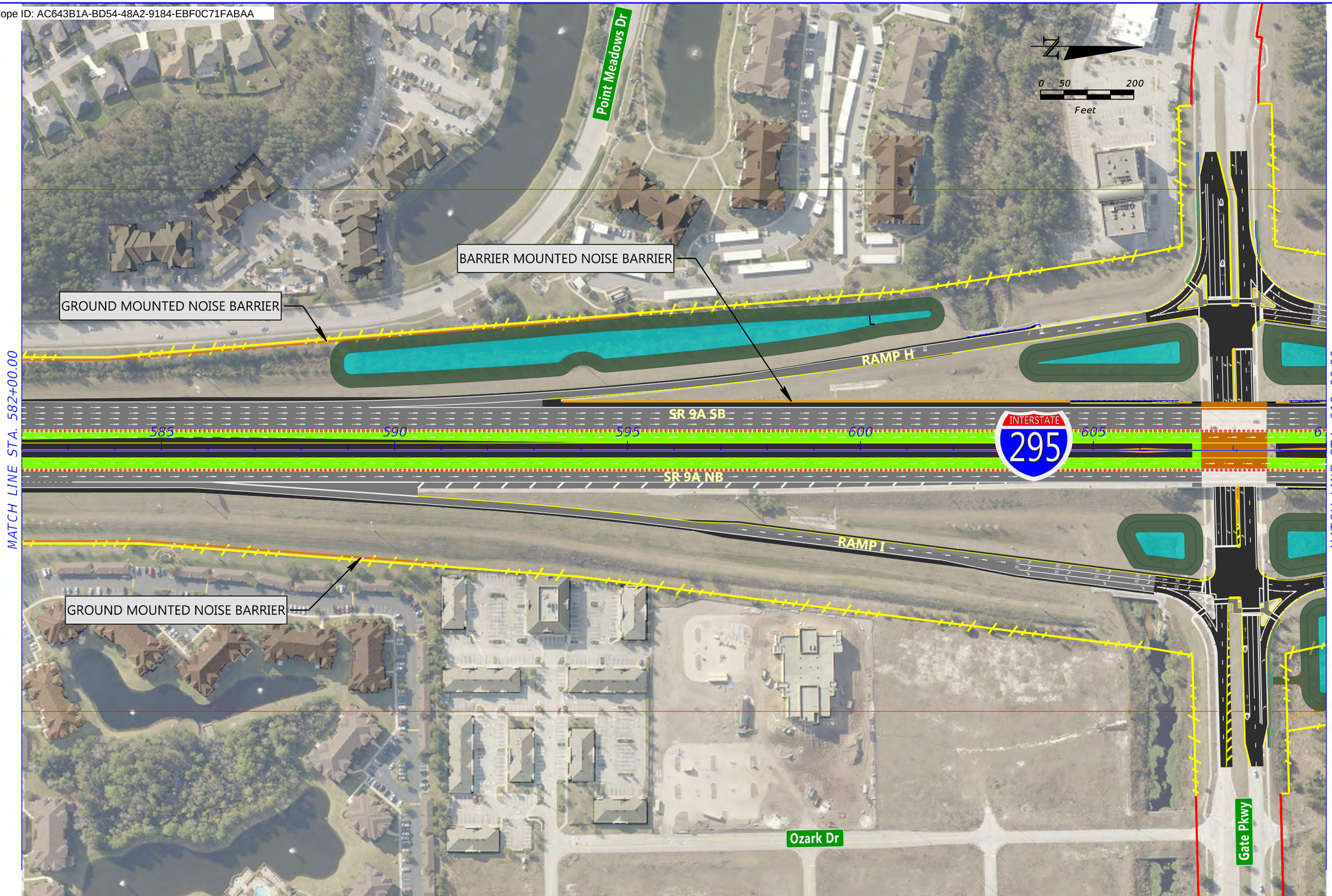

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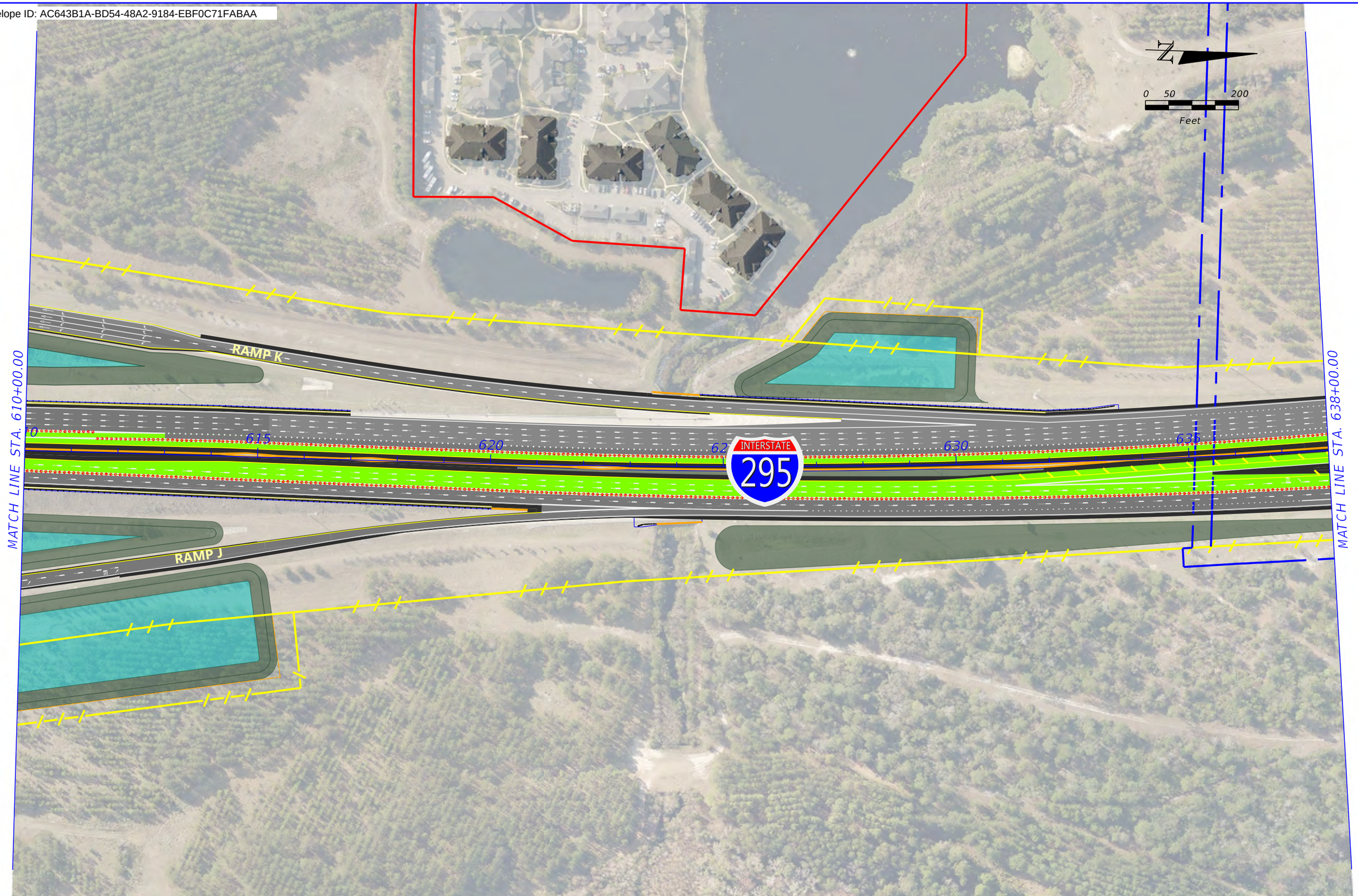

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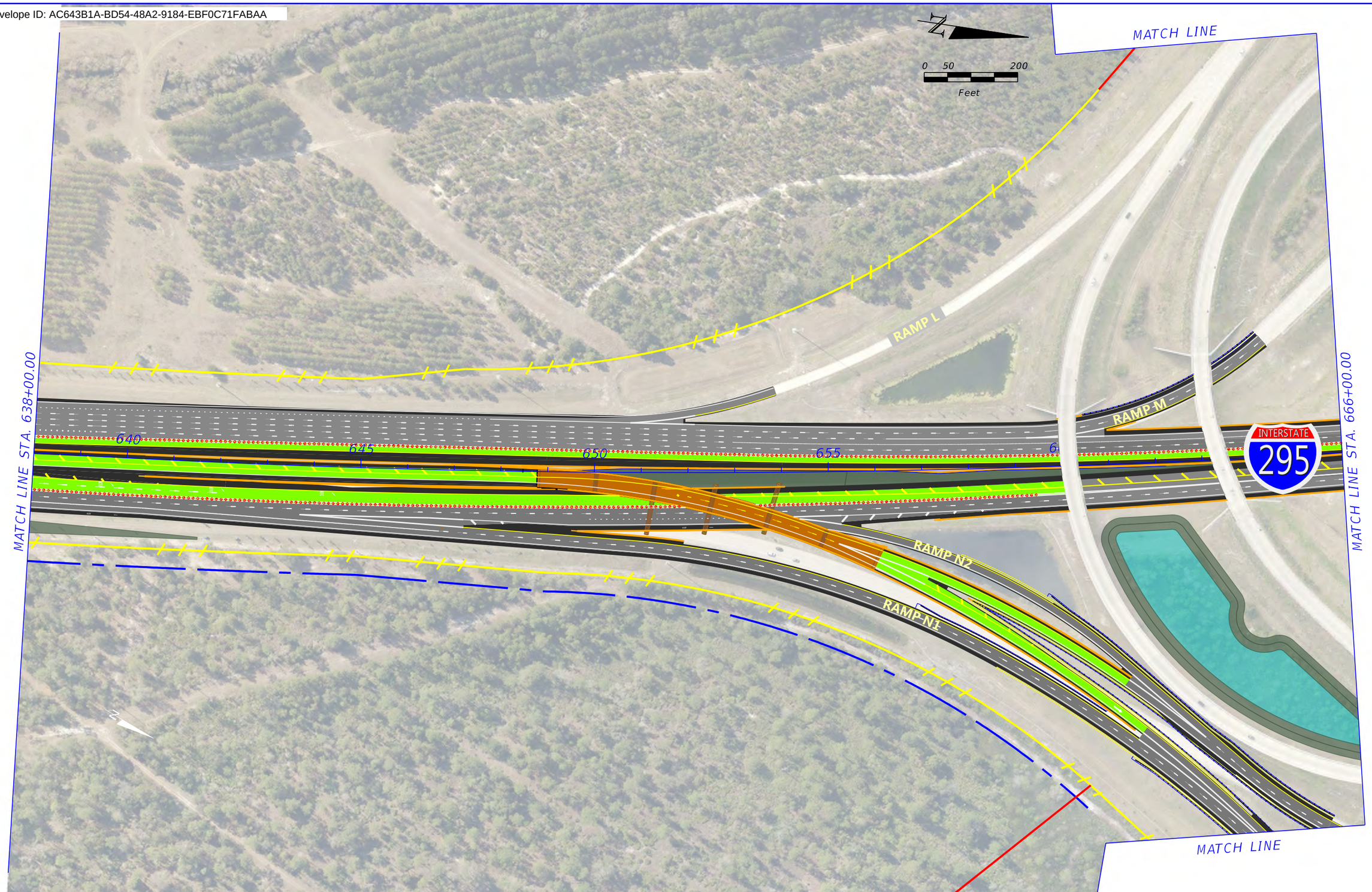

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BRIDGE	EXPRESS LANES
ASPHALT PAVEMENT	LA R/W LINE
CONCRETE PAVEMENT	R/W LINE

I-295 EAST EXPRESS PHASE 1
(SR 9B TO SR 202)
SIMR RE-EVALUATION

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FIGURE 4-5
MODIFIED BUILD ALTERNATIVE
DESIGN CONCEPT

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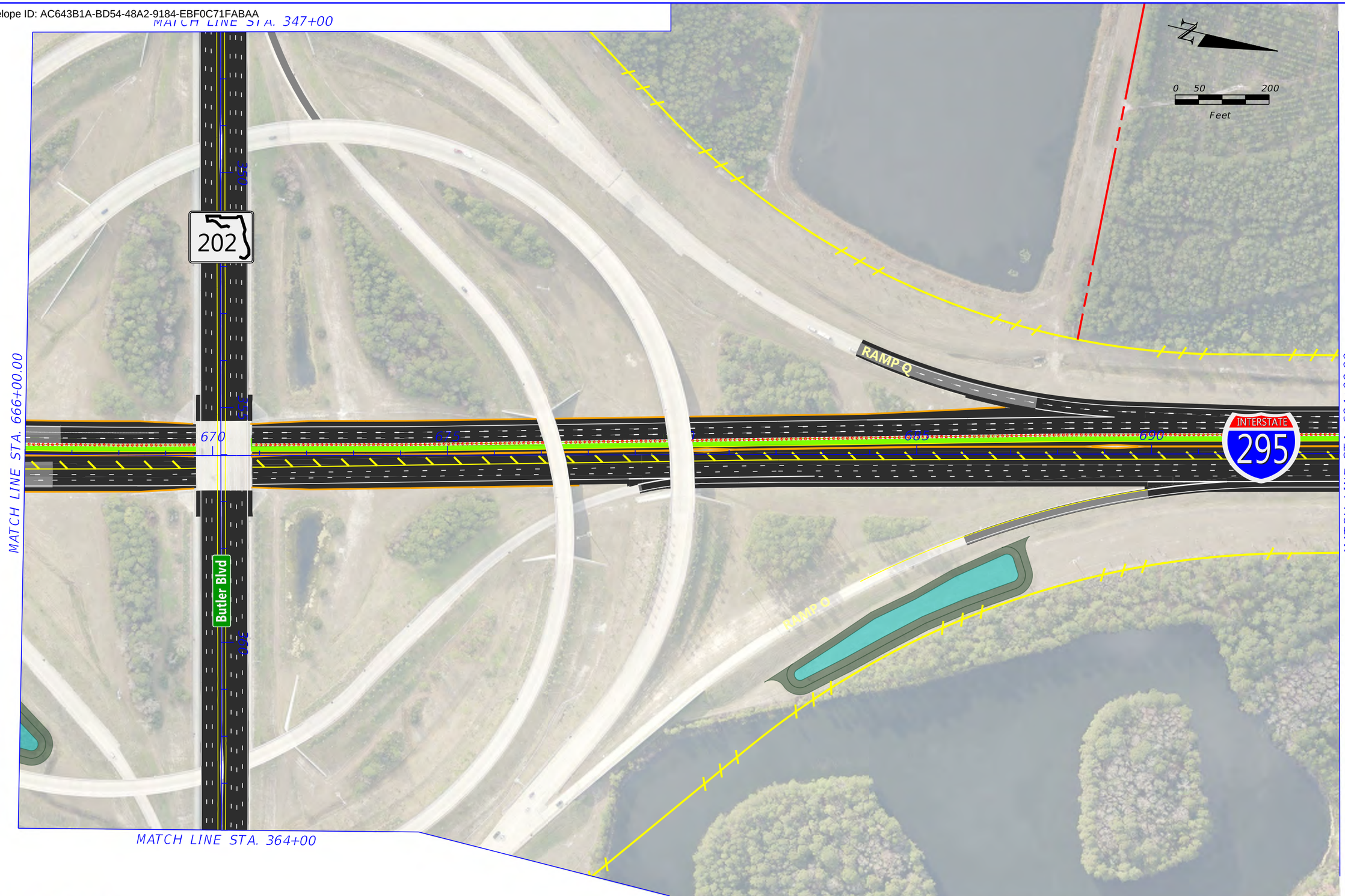

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ASPHALT PAVEMENT	LA R/W LINE		
CONCRETE PAVEMENT	R/W LINE		

FIGURE 4-5
MODIFIED BUILD ALTERNATIVE DESIGN CONCEPT

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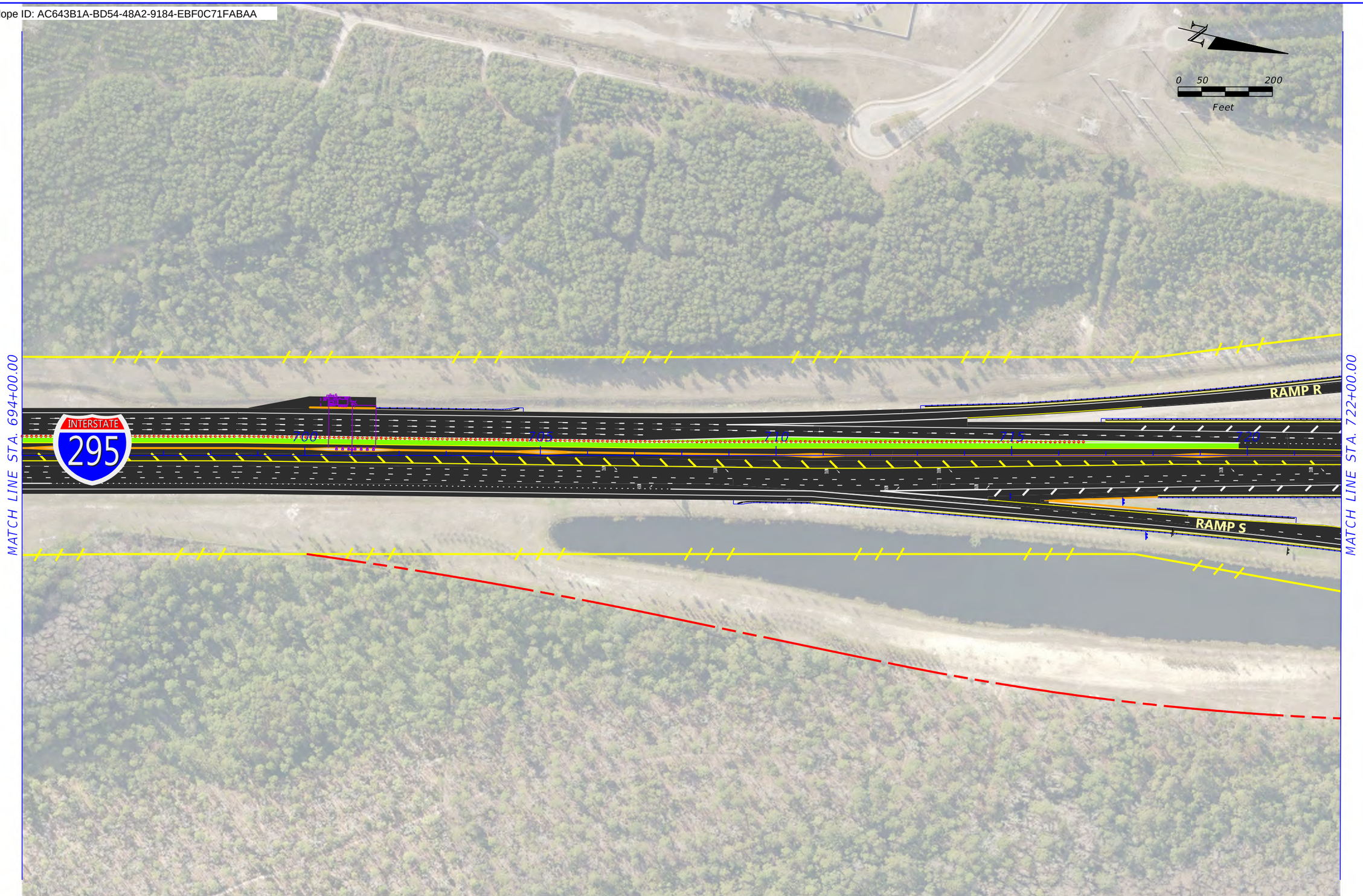

BRIDGE	EXPRESS LANES	I-295 EAST EXPRESS PHASE 1 (SR 9B TO SR 202) SIMR RE-EVALUATION	FPID# 20930135201
ASPHALT PAVEMENT	LA R/W LINE		
CONCRETE PAVEMENT	R/W LINE		

FIGURE 4-5
MODIFIED BUILD ALTERNATIVE DESIGN CONCEPT

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FDOT	BRIDGE ASPHALT PAVEMENT CONCRETE PAVEMENT	EXPRESS LANES LA R/W LINE R/W LINE	I-295 EAST EXPRESS PHASE 1 (SR 9B TO SR 202) SIMR RE-EVALUATION	FPID# 20930135201	FIGURE 4-5 MODIFIED BUILD ALTERNATIVE DESIGN CONCEPT	SHEET NO. 15

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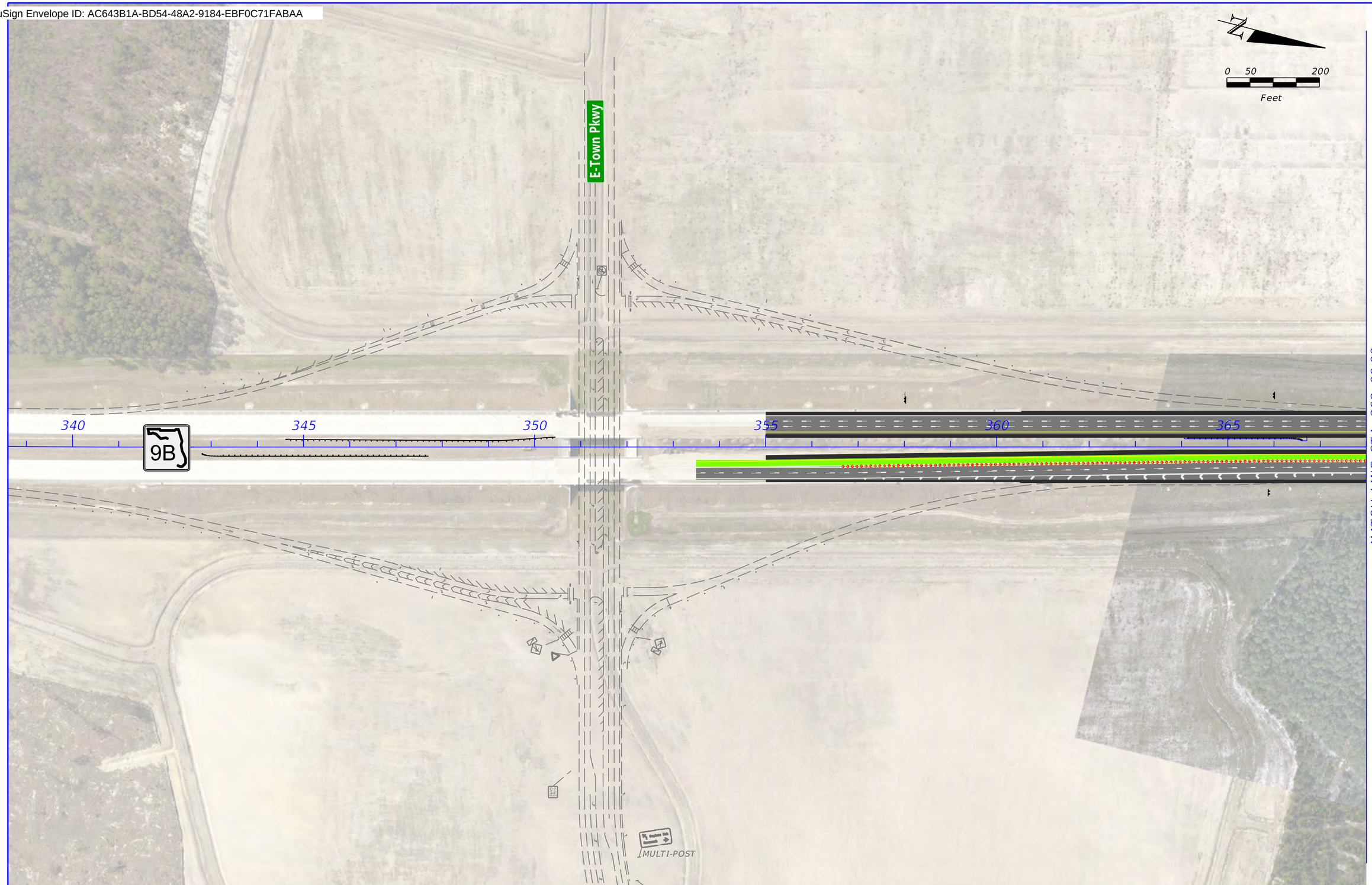

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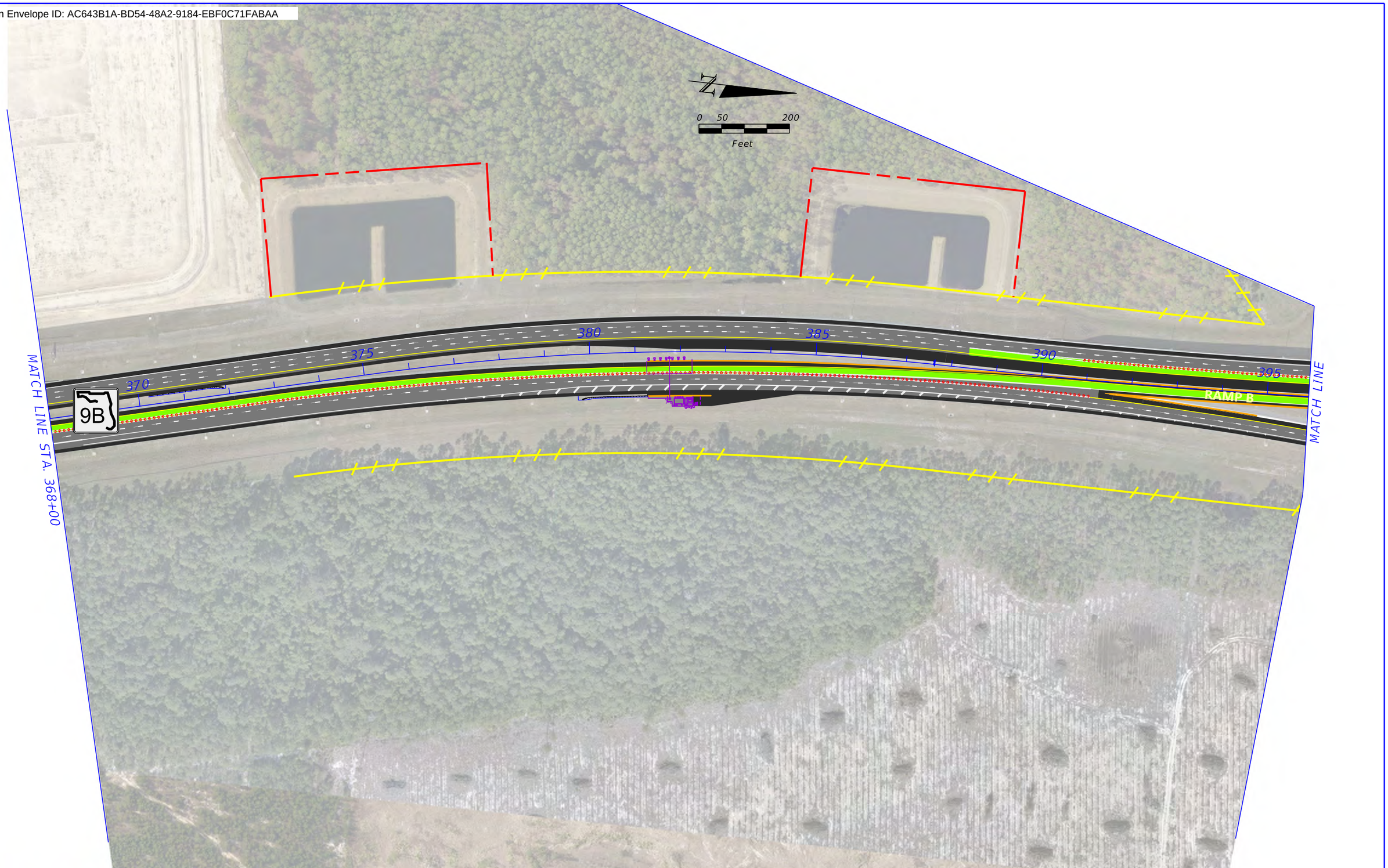

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FDOT	BRIDGE ASPHALT PAVEMENT CONCRETE PAVEMENT	EXPRESS LANES LA R/W LINE R/W LINE	I-295 EAST EXPRESS PHASE 1 (SR 9B TO SR 202) SIMR RE-EVALUATION	FPID# 20930135201	FIGURE 4-5 MODIFIED BUILD ALTERNATIVE DESIGN CONCEPT	SHEET NO. 18

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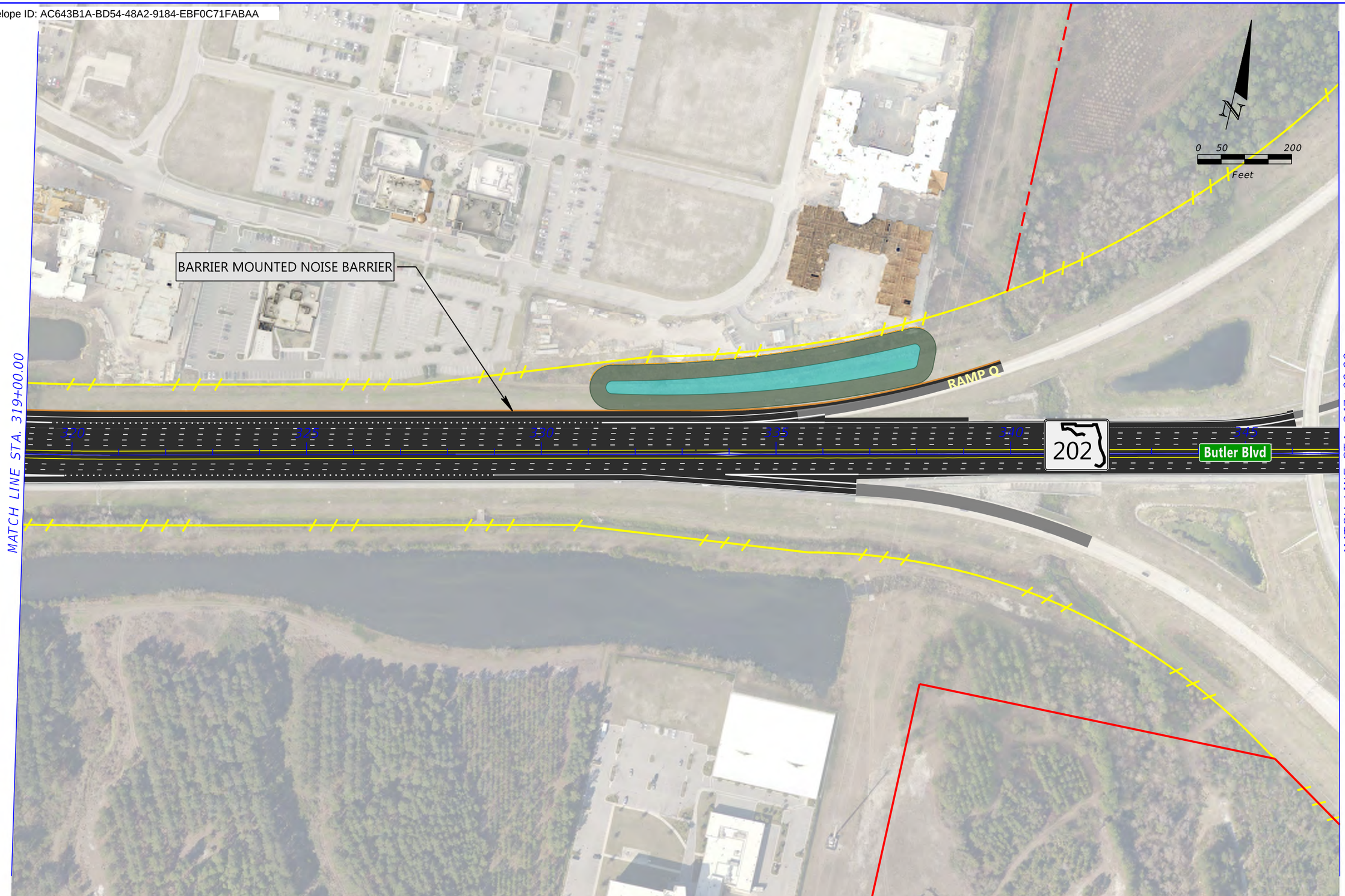

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FDOT

BRIDGE	EXPRESS LANES
ASPHALT PAVEMENT	LA R/W LINE
CONCRETE PAVEMENT	R/W LINE

I-295 EAST EXPRESS PHASE 1
(SR 9B TO SR 202)
SIMR RE-EVALUATION

FPID#
20930135201

FIGURE 4-5
MODIFIED BUILD ALTERNATIVE
DESIGN CONCEPT

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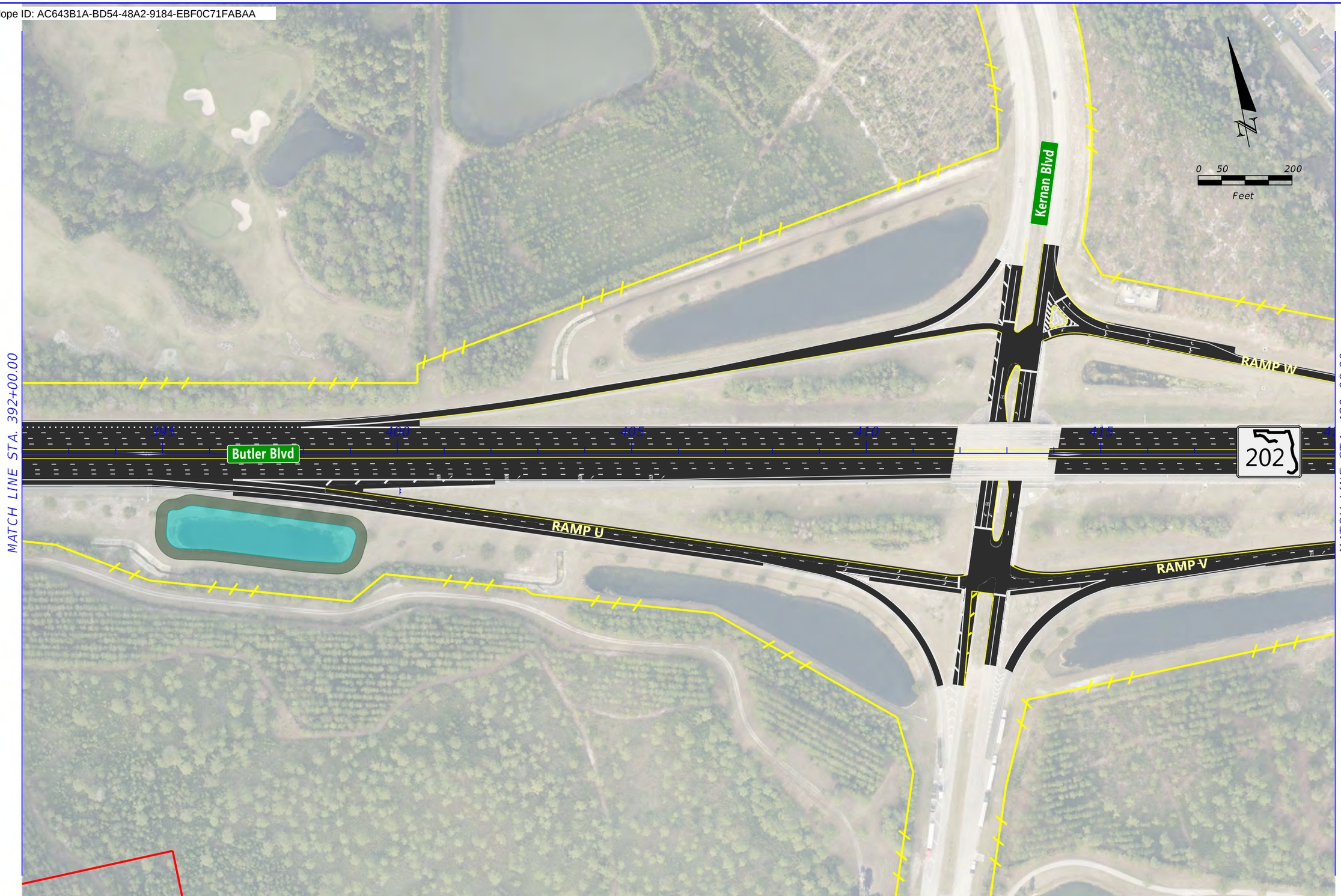

BRIDGE ASPHALT PAVEMENT CONCRETE PAVEMENT	EXPRESS LANES LA R/W LINE R/W LINE	I-295 EAST EXPRESS PHASE 1 (SR 9B TO SR 202) SIMR RE-EVALUATION	FPID# 20930135201	FIGURE 4-5 MODIFIED BUILD ALTERNATIVE DESIGN CONCEPT	SHEET NO. 21

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FDOT	BRIDGE ASPHALT PAVEMENT CONCRETE PAVEMENT	EXPRESS LANES LA R/W LINE R/W LINE	I-295 EAST EXPRESS PHASE 1 (SR 9B TO SR 202) SIMR RE-EVALUATION	FPID# 20930135201	FIGURE 4-5 MODIFIED BUILD ALTERNATIVE DESIGN CONCEPT	SHEET NO. 22

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5.0 FUTURE YEAR TRAFFIC

Opening Year 2020 and Design Year 2040 traffic was replicated from the Original SIMR, which is the primary resource for future year traffic. The following section provides a summary of the traffic development methodology utilized for the previous SIMR.

Traffic forecasts were developed for Year 2020 and Year 2040. The annual growth rate from the Turnpike Statewide Model was calculated using the 2010 and 2040 time frames, with 2010 being the validation year and 2040 the horizon year. Different growth rates were developed for the No-Build and Build conditions. However, No-Build traffic was not utilized for the purposes of this SIMR Re-evaluation.

The resulting growth rates were applied to the existing 2013 traffic counts for the 39 entry nodes included in the VISSIM network developed for the I-295 corridor to obtain 2020 and 2040 traffic input volumes for these entry nodes. Using the Turnpike State Model growth rate, an annual compounded rate over seven years was developed and applied to the 2013 hourly volumes for the AM and PM conditions to obtain 2020 (Opening Year) peak hour forecasts. For the development of 2040 AM and PM peak hour volumes, an annual compounded growth rate over 27 years was applied.

The existing conditions VISSIM model routing information for the AM and PM peak hours was used to determine future year traffic volumes along I-295 and turning movement volumes at ramp terminal intersections. The VISSIM model entry volumes for the Years 2020 and 2040 from the approved Design Traffic Memorandum were distributed utilizing the existing year 2013 VISSIM model route paths. The Year 2020 and 2040 AM and PM peak hour mainline, ramp, and intersection turning movement volumes were calculated from these routes. The procedure used in the development of the design traffic volumes for this project relied on a series of technical analyses and reasonableness checks to ensure accuracy of results.

The following steps were performed for the project during the design traffic estimation:

- Review Traffic Data – Traffic data collected in the year 2013 as part of this project were reviewed and compared with the FDOT traffic count data to ensure accuracy.
- Set Control Volumes for Minimum Growth – A minimum of one percent compounded growth is anticipated to occur for each of the turning movements within the interchange area. This rate reflects a minimum to ensure a “natural” escalation consistent with growth patterns in the study area and to achieve future volumes that are greater than existing.
- Ensure Turn Moves/Volumes Balance – On a daily basis, complementary movements were balanced. For example the northbound-to-westbound and eastbound-to-southbound complementary movement pairs were balanced and made equal. On a peak hour basis, the complementary pair of traffic turning movements in the AM peak direction is assumed to be the same as the PM peak direction in the design hour.
- Perform Volume Balancing – Balancing of volumes was done by selecting the larger volume of a balanced movement, and balancing the traffic through the corridor for the roadways in the study area to maintain consistency with the entry volumes provided in the travel demand model.
- The volume development for the Build Alternative generated volume between various origins and destinations within the VISSIM network. The traffic that will utilize the express lanes in the Build Alternatives were dynamically assigned during the VISSIM simulation of each alternative based on congestion levels and traffic operational conditions along the general purpose lanes. The express lane volume generated during the simulation of each alternative is discussed in detail in Sections 6 and 7 of this report.

Figure 5-1 shows the 2013, 2020 and 2040 AADT values throughout the study area. **Figures 5-2** and **5-3** show the peak hour traffic volumes for Opening Year 2020 and Design Year 2040, respectively.

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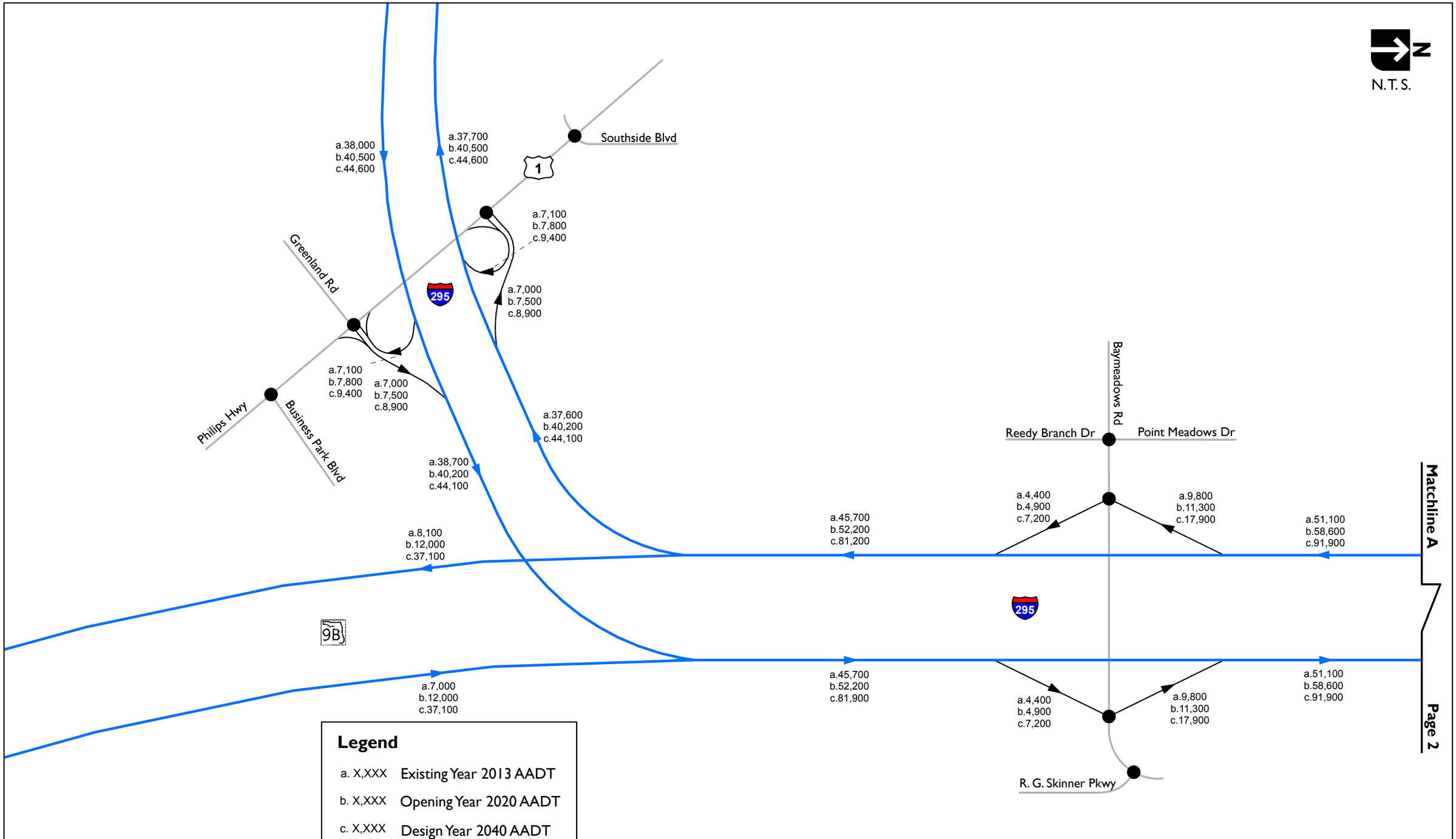

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	2013, 2020, and 2040 Annual Average Daily Traffic (AADT) Volumes	Figure 5-1	Page 1 of 3

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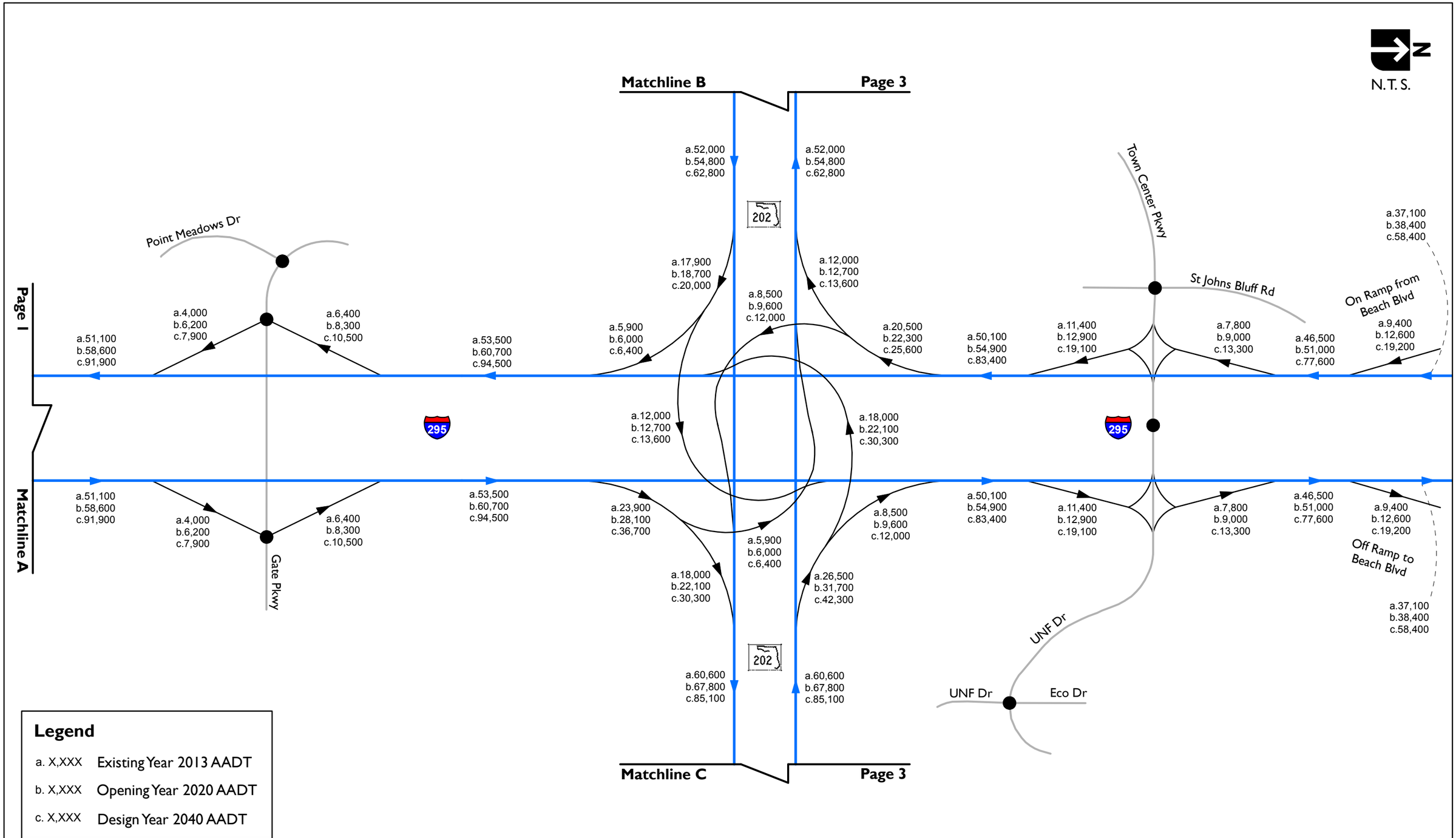

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	2013, 2020, and 2040 Annual Average Daily Traffic (AADT) Volumes	Figure 5-1	Page 2 of 3

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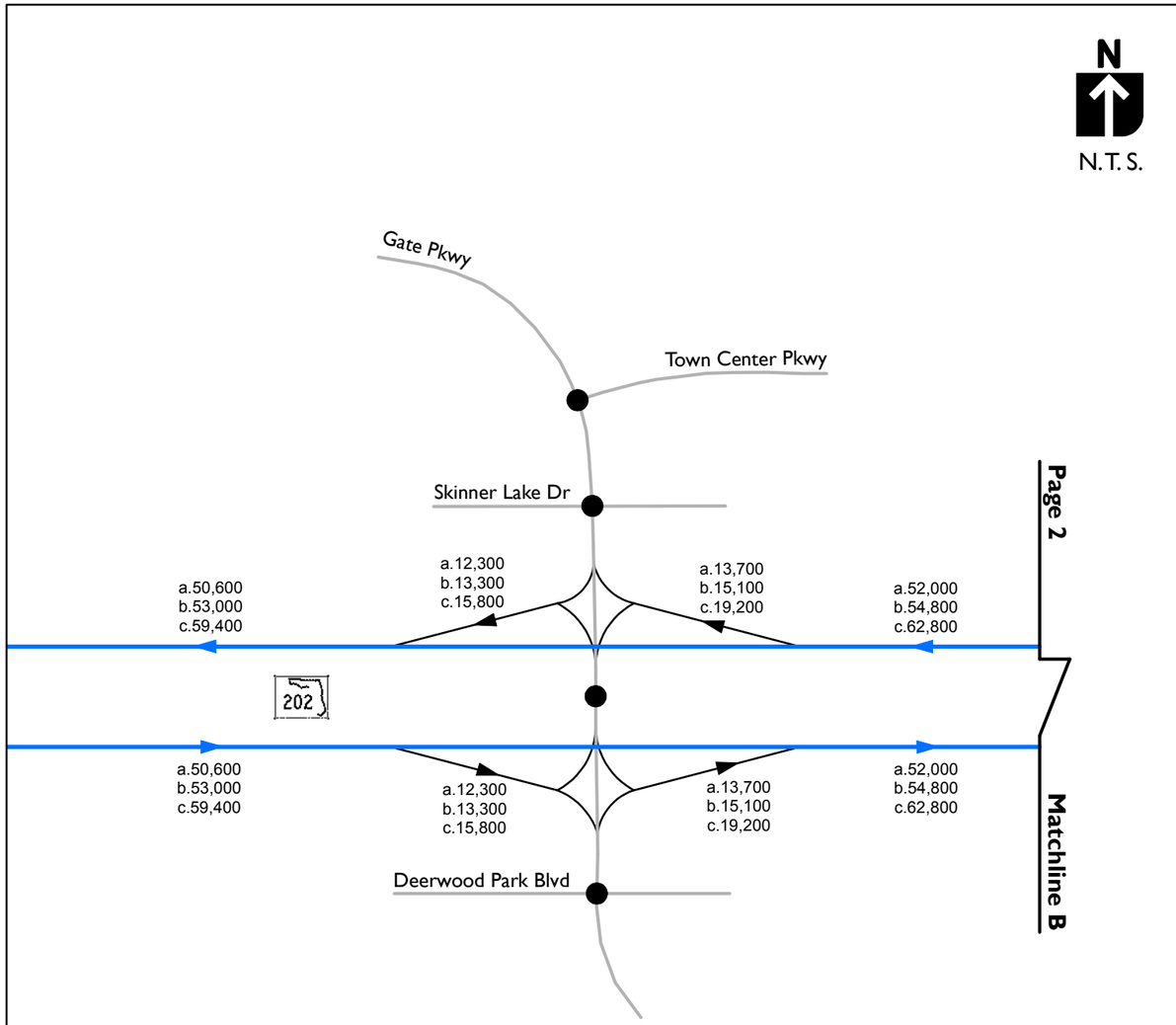

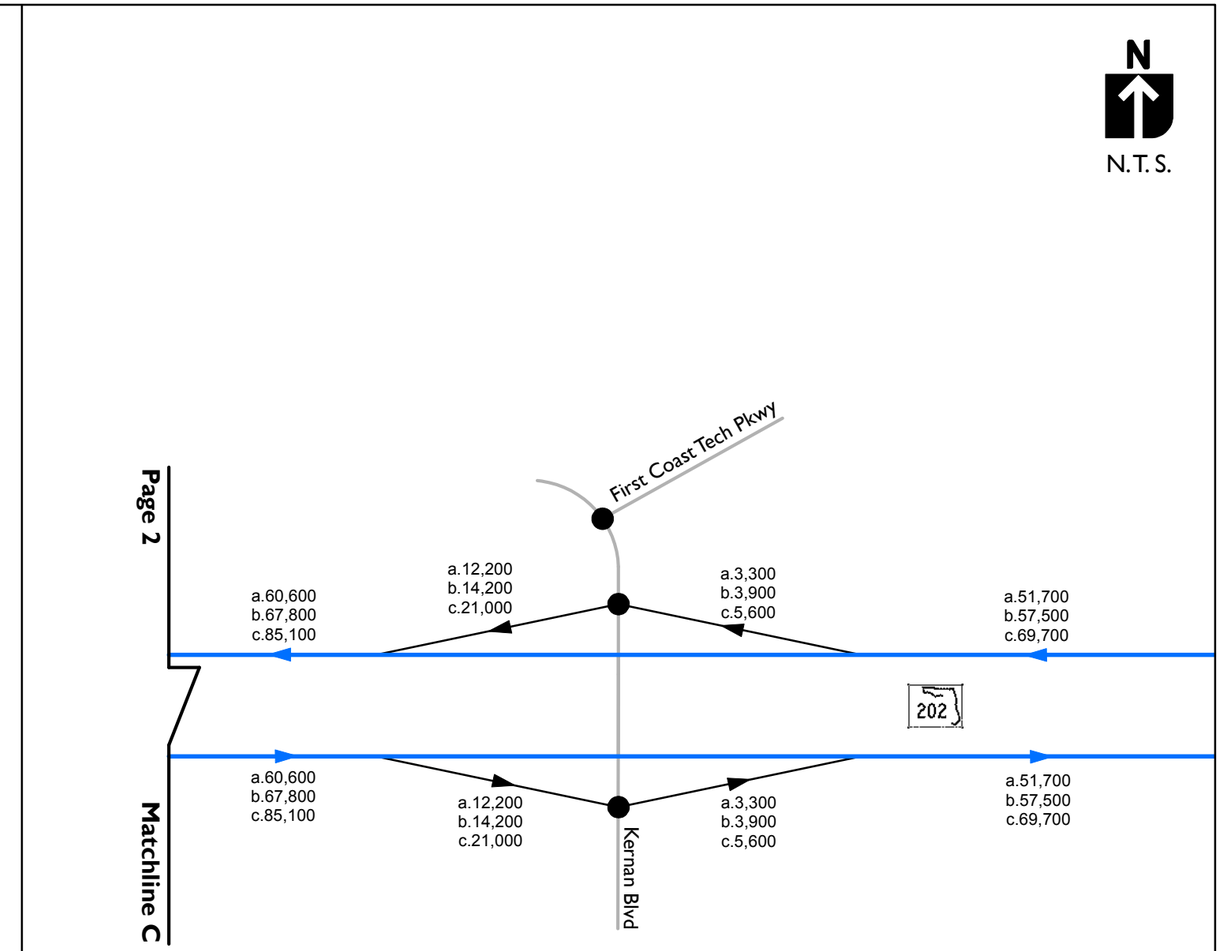

Legend

a. X,XXX	Existing Year 2013 AADT
b. X,XXX	Opening Year 2020 AADT
c. X,XXX	Design Year 2040 AADT

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	2013, 2020, and 2040 Annual Average Daily Traffic (AADT) Volumes	Figure 5-1	Page 3 of 3

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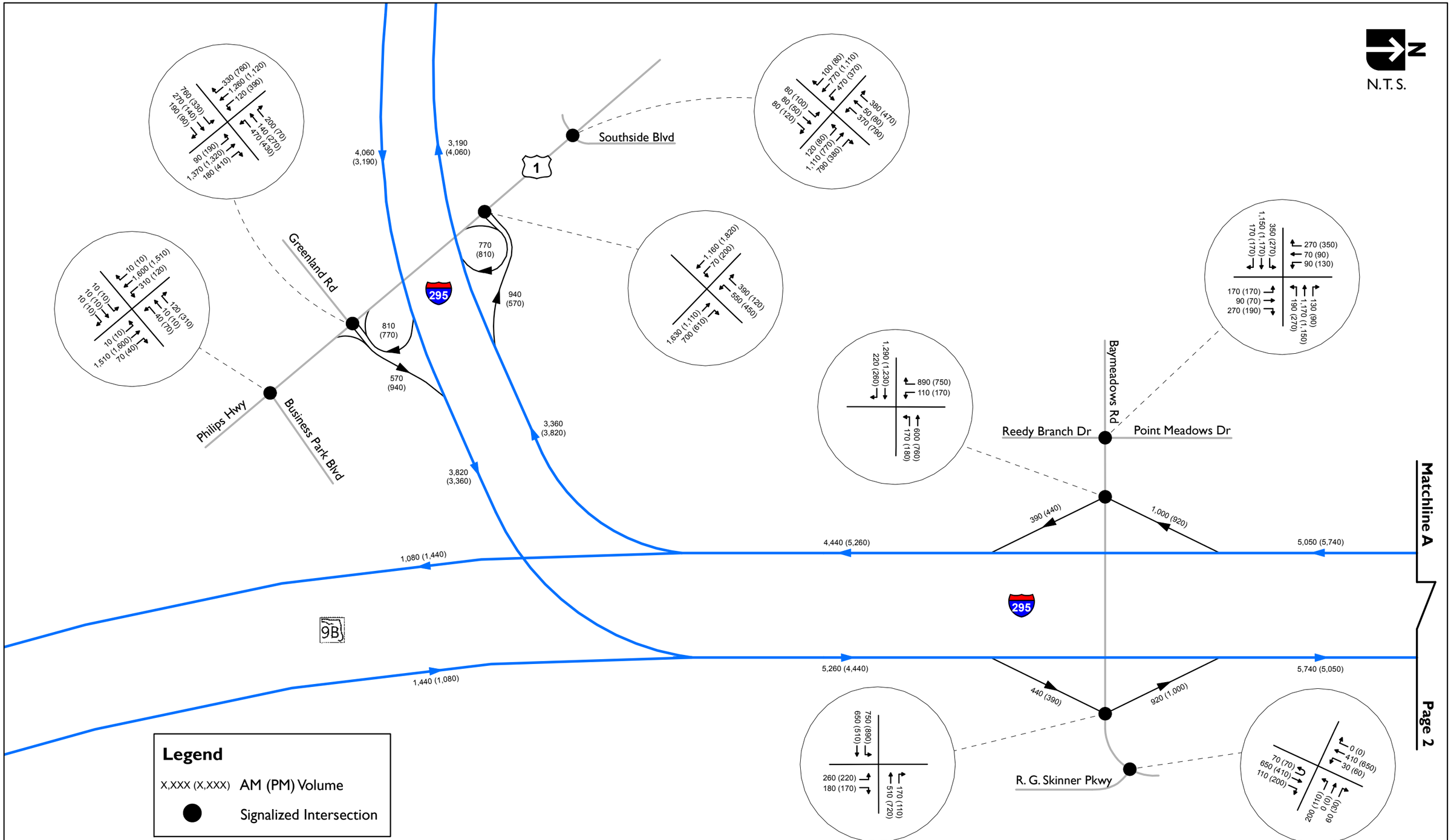

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Opening Year 2020 Peak Hour Volumes	Figure 5-2
			Page 1 of 3

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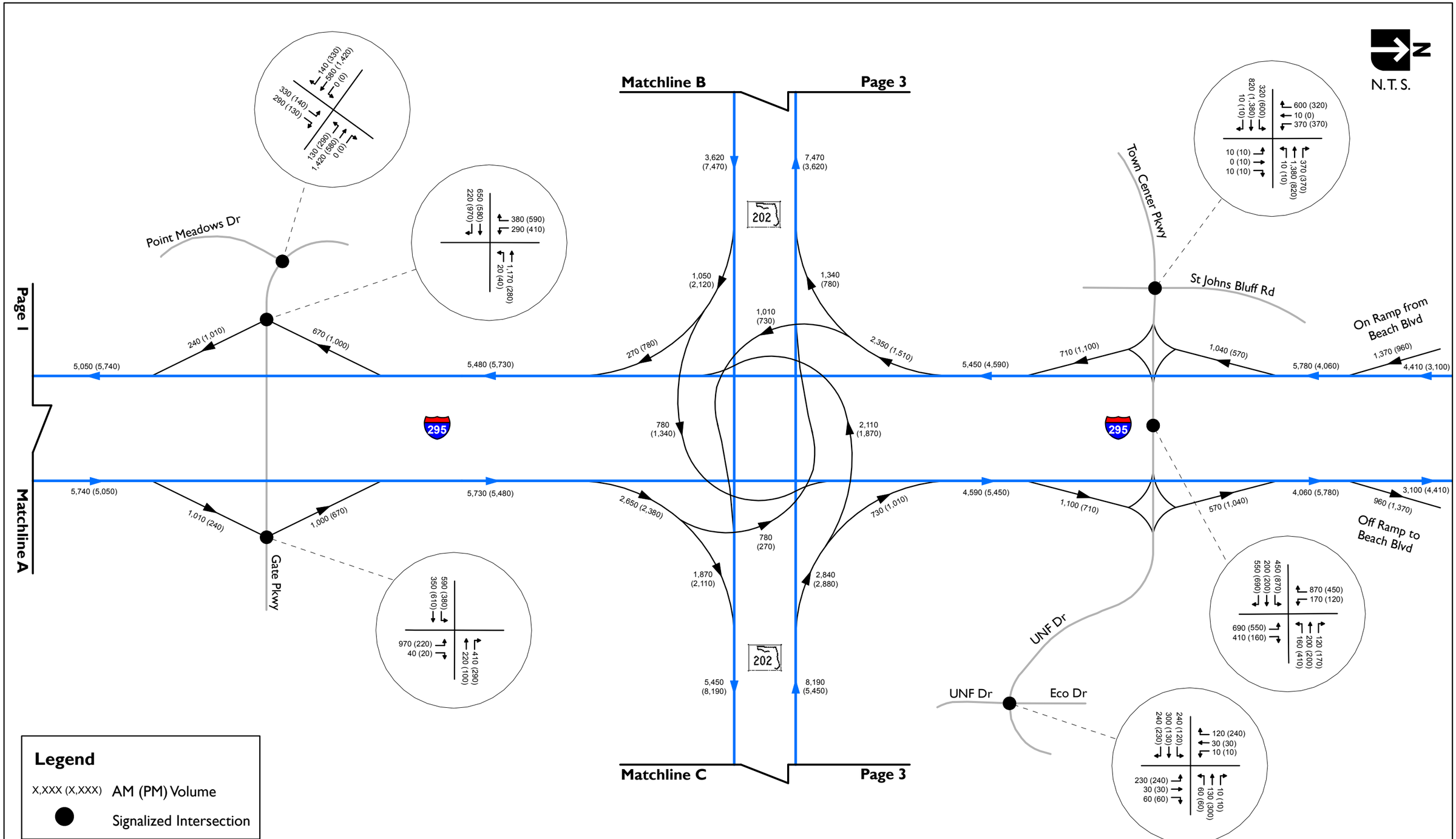

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Opening Year 2020 Peak Hour Volumes	Figure 5-2
			Page 2 of 3

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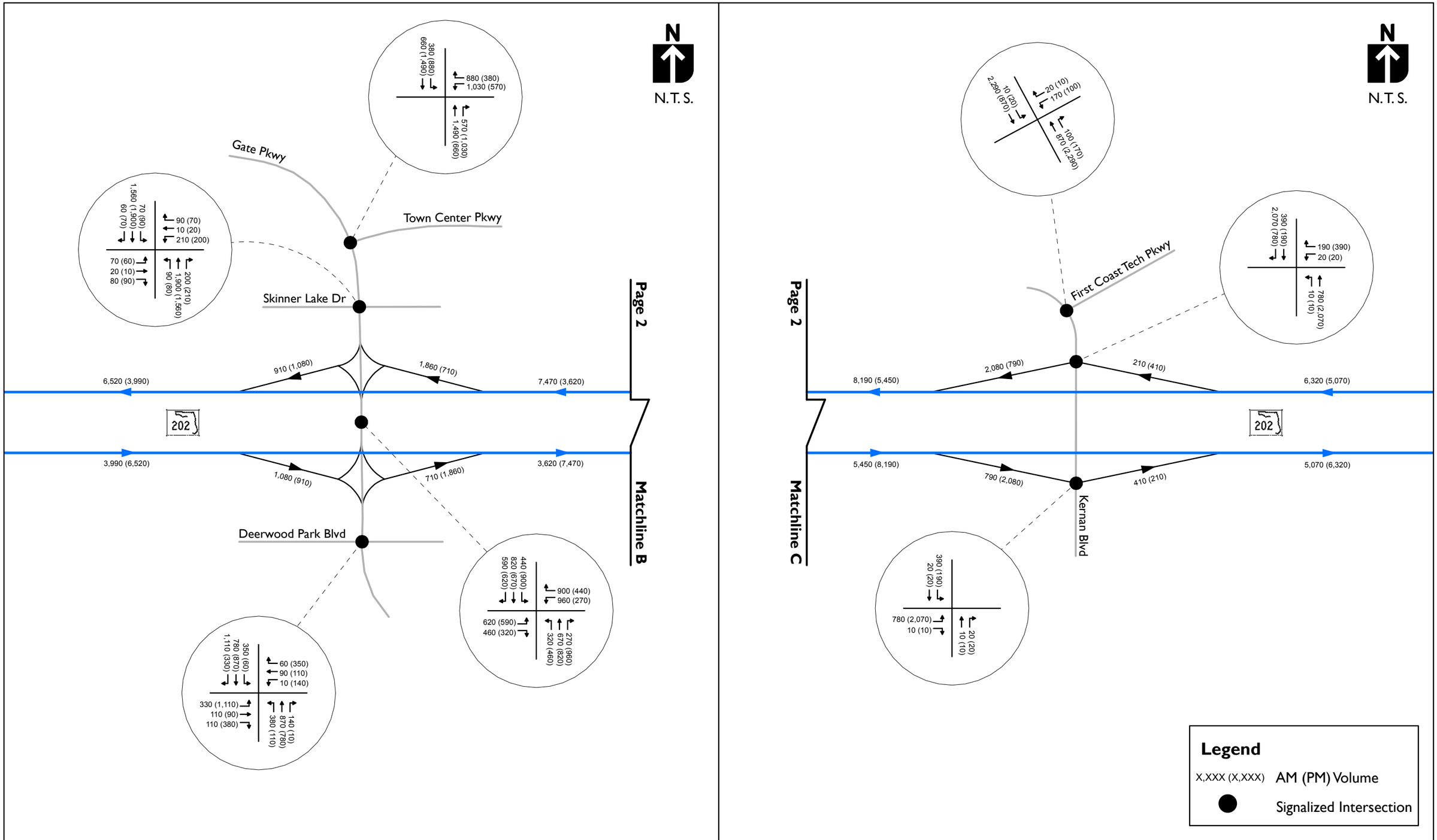

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Opening Year 2020 Peak Hour Volumes	Figure 5-2	Page 3 of 3

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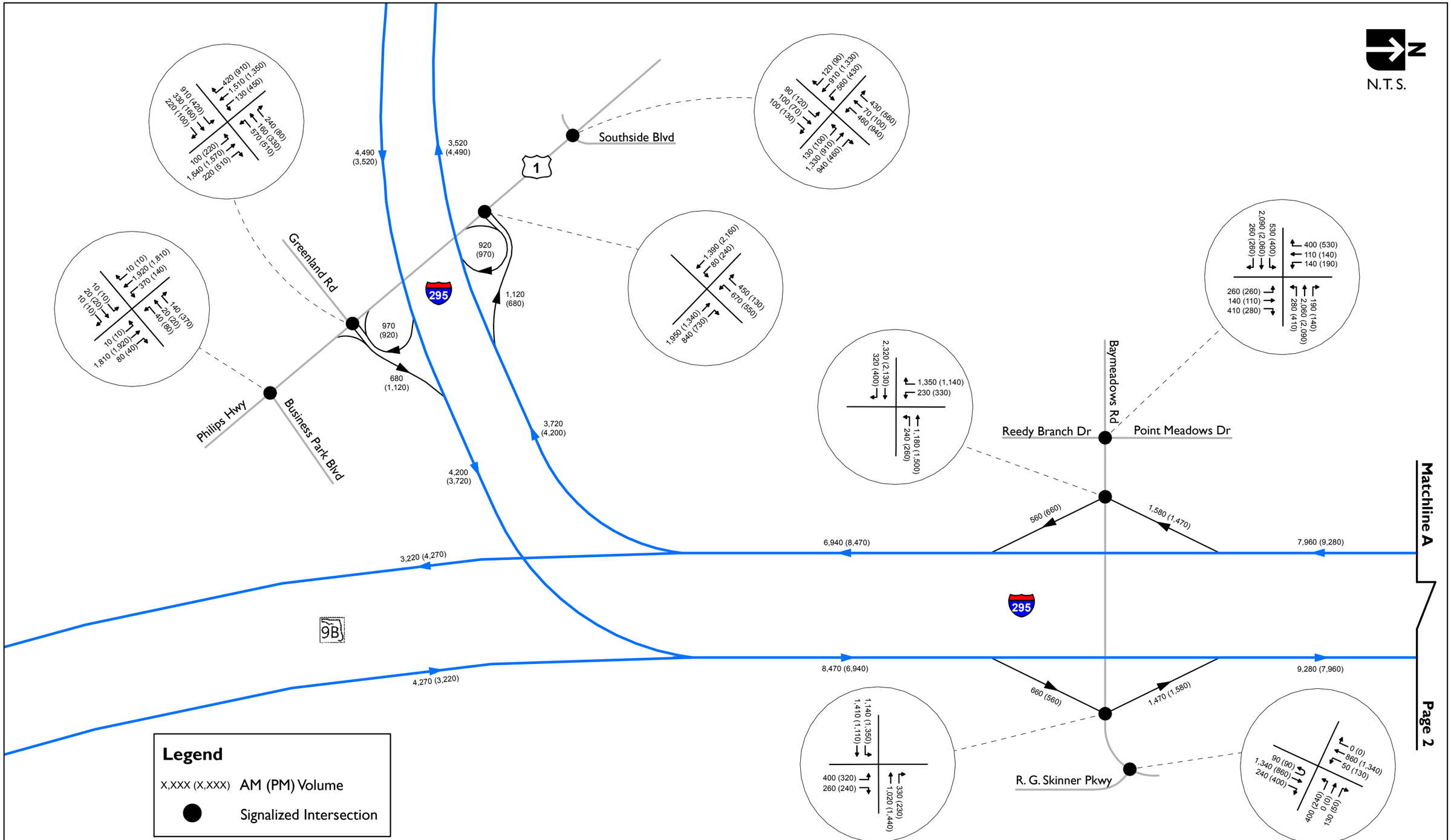

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Design Year 2040 Peak Hour Volumes	Figure 5-3
			Page 1 of 3

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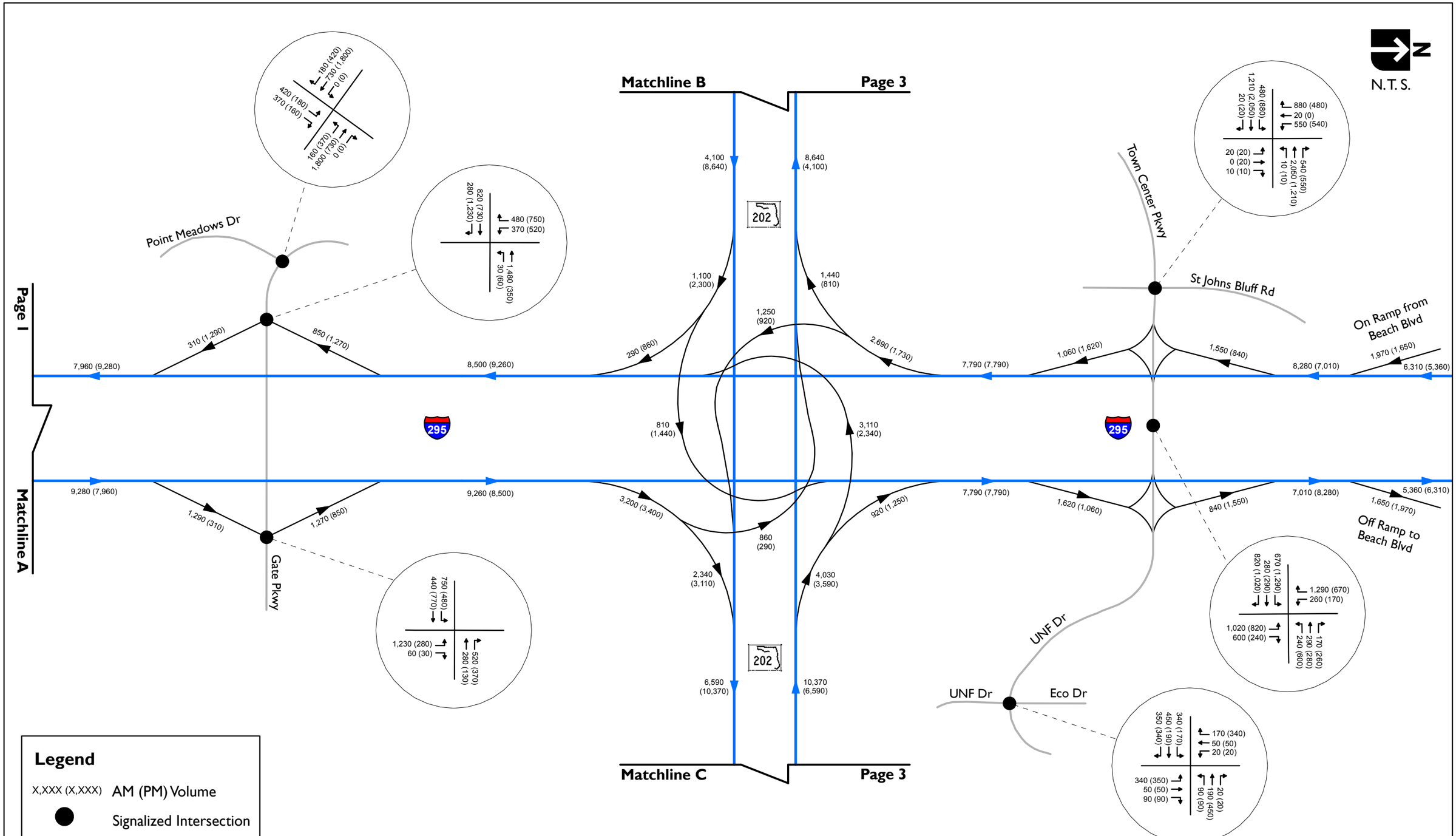

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Design Year 2040 Peak Hour Volumes	Figure 5-3
			Page 2 of 3

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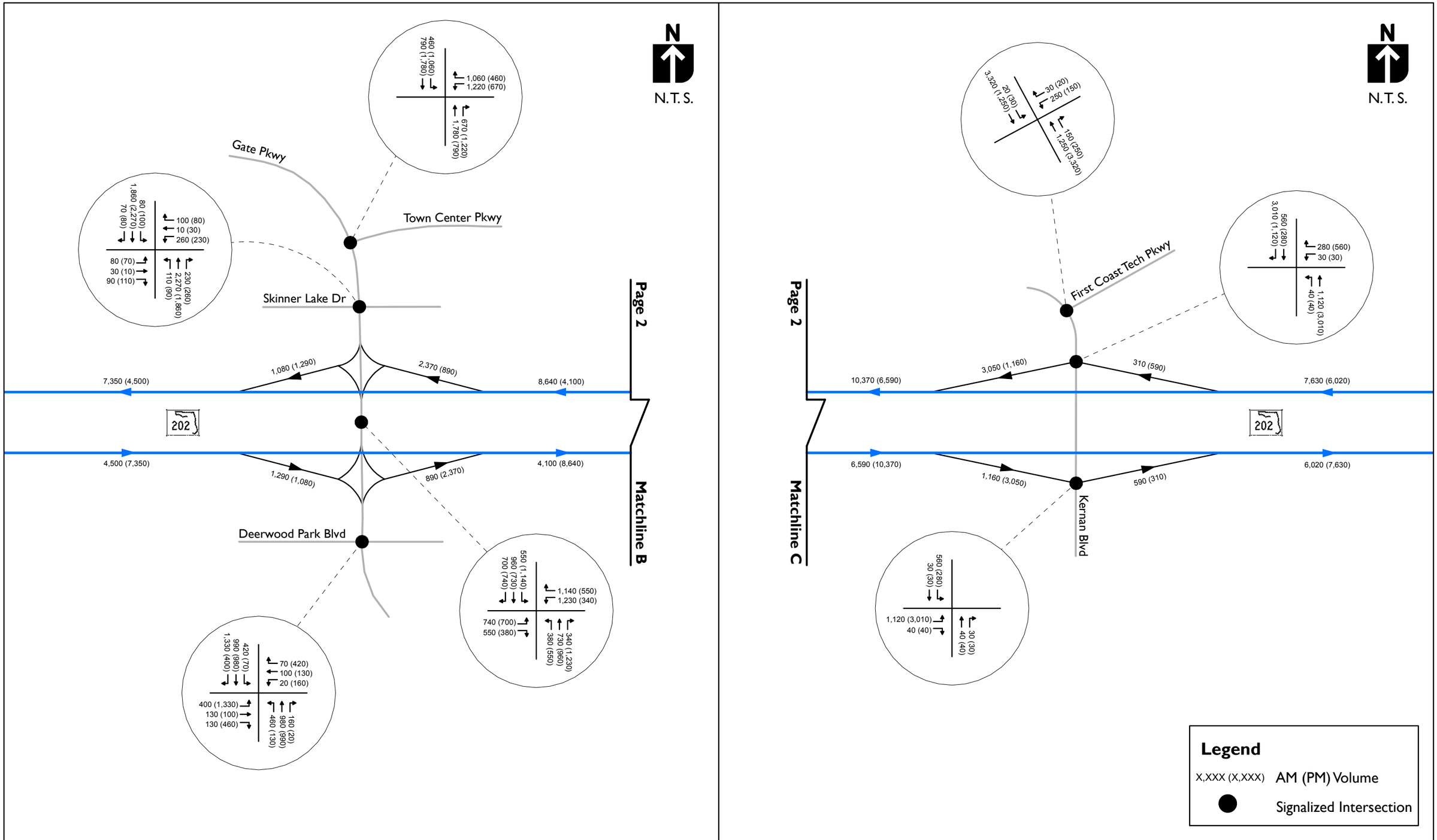

FDOT	**I-295 East Express Phase 1 (SR 9B to SR 202) SIMR Re-evaluation**	Design Year 2040 Peak Hour Volumes	Figure 5-3	Page 3 of 3

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6.0 OPENING YEAR 2020 OPERATIONAL ANALYSIS

6.1. Overview

This section contains a detailed discussion of the operational analysis of alternatives during the Opening Year 2020 horizon. Evaluation and comparison is performed for the Original Build Alternative and the Modified Build Alternative. A detailed microsimulation analysis using VISSIM was conducted along with a Synchro intersection analysis to evaluate the system-wide and location-specific operational performance of the alternatives. VISSIM models were prepared for Opening Year 2020 for the AM and PM peak periods, which are provided in **Appendix E**. The primary objective of the VISSIM models was to evaluate operational conditions along I-295.

The simulation time consisted of a 30-minute seed time to load traffic into the network, followed by a 5-hour peak period consisting of a preceding shoulder hour, the peak hour, and three subsequent off-peak hours. The purpose of the off-peak hours was to allow all or most of the congestion built during the peak hour to subside during the simulation period. While hour 2 serves as the peak hour in terms of demand, it is sometimes observed that hour 3 experiences operations similar to or worse than hour 2. The speed profiles, heat maps, and weave analysis provided within the following sections illustrate this build-up and diffusion of congestion.

The lane schematics presented in **Figures 6-1** and **6-2** contain an overview of the AM and PM peak hour operational conditions on the I-295 study area corridor for the Original Build Alternative. Likewise, **Figures 6-3** and **6-4** contain lane schematics for the AM and PM peak hours for the Modified Build Alternative. As shown in the lane schematics, both alternatives experienced free-flow conditions through most of the study area corridor with two areas of congestion. Slight congestion was observed during the AM peak hour on I-295 southbound due to the weave between Beach Boulevard and Town Center Parkway – in this area, speeds as low as 32 mph were observed in the Original Build, while the Modified Build reached 36 mph. Additionally, significant congestion was observed during the PM peak hour on I-295 northbound due to existing capacity restrictions north of Town Center Parkway – in this area, speeds as low as 10 mph were observed in the Original Build, while the Modified Build reached 21 mph. This represents a significant benefit of the Modified Build during the Opening Year, which will be discussed in further detail within the following sections, along with the rest of the MOEs shown here.

6.2. 2020 Speed and Travel Time Analysis

Detailed analysis of the Opening Year 2020 corridor speeds and travel time is presented below. The Original Build and Modified Build alternatives were assessed using VISSIM microsimulation, and the results presented here are based on travel time segments coded throughout the I-295 corridor. Speed profiles are used to show the buildup and dissipation of congestion over the five-hour simulation period. In addition, the average speeds and total corridor travel times are compared between the general purpose lanes and express lanes for both alternatives.

Original Build Alternative – Speed Profiles

Speed profiles for the AM peak period are presented in **Figure 6-5**. As discussed previously, I-295 southbound experienced congestion between Beach Boulevard and Town Center Parkway. High demand, combined with weaving maneuvers between the adjacent interchanges caused average speeds as low as approximately 32 mph to be observed during hours 2 and 3. The speed profile shows that this congestion recovered to free-flow conditions through the remainder of the simulation period. All other areas of the I-295 corridor (including general purpose and express lanes in both directions) operated above 60 mph during the entire simulation.

PM peak period speed profiles are presented in **Figure 6-6**. As discussed previously, I-295 northbound experienced congestion between SR 202 and Town Center Parkway, due to capacity restrictions north of Town Center Parkway. Between the Town Center Parkway off- and on-ramps, the demand volume is 4,740 vph. Since I-295 northbound is reduced to two lanes at this location, the available capacity was not capable of accommodating the demand volume. A bottleneck occurred during hours 2, 3, and 4 of the simulation, causing average speeds as low as approximately 7 mph to be observed. The profile shows that this congestion recovered by hour 5, during which free-flow speeds were observed. The remainder of the corridor primarily operated at average speeds near or greater than 60 mph.

Modified Build Alternative – Speed Profiles

Speed profiles for the AM peak period are presented in **Figure 6-5**. Similar to the Original Build, I-295 southbound experienced congestion between Beach Boulevard and Town Center Parkway. High demand, combined with weaving maneuvers between the adjacent interchanges caused average speeds as low as approximately 38 mph to be observed during hours 2 and 3. This represents a slight improvement over the Original Build, due to the additional lane that is provided between Town Center Parkway and Gate Parkway as part of the Modified Build. The profile shows that this congestion recovered to free-flow conditions through the remainder of the simulation period. The general purpose lanes primarily operated above 60 mph along the remaining portions of the corridor. In addition, the express lanes operated above 60 mph in both directions during the entire simulation.

PM peak period speed profiles are presented in **Figure 6-6**. Similar to the Original Build, I-295 northbound experienced congestion between SR 202 and Town Center Parkway, due to capacity restrictions north of Town Center Parkway. Between the Town Center Parkway off- and on-ramps, the demand volume is 4,740 vph. Since I-295 northbound is reduced to two lanes at this location, the available capacity was not capable of accommodating the travel demand. A bottleneck occurred during hours 2, 3, and 4 of the simulation, causing average speeds as low as approximately 10 mph to be observed. This represents a slight improvement over the Original Build. Since the Modified Build encourages higher utilization of the northbound express lanes, this affected the lane utilization upstream of the lane drops; since a greater portion of the traffic was already utilizing the leftmost lanes, this slightly improved the weaving and lane changing operations at this location, and also improved the operation of the merges from the SR 202 on-ramps. Note that express lane utilization and throughput will be discussed in greater depth within the following sections. The profile shows that the bottleneck described above recovered by hour 5, during which free-flow speeds were observed. The general purpose lanes operated above 60 mph along the remaining portions of the corridor. In addition, the express lanes operated above 60 mph in both directions during the entire simulation.

Average Corridor Speeds and Travel Times

Table 6-1 presents the travel time segment output described above as an assessment of the overall I-295 corridor speed and travel time. In both directions of travel, the general purpose lanes and express lanes are analyzed separately to illustrate any travel time savings that contribute to managed lane routing decisions. Additionally, the Original Build and Modified Build are compared to illustrate any differences between their operations. The I-295 northbound limits (for the purposes of this comparison) extend from the southernmost

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express lane ingress north of US 1 to the ingress within the SR 202 interchange (approximately 5.9 miles). The I-295 southbound limits extend from within the Town Center Parkway interchange (since the express lanes begin here within the Modified Build) to the southernmost egress (approximately 6.7 miles).

During the AM peak hour, the average general purpose lane speed for the I-295 northbound corridor was approximately 64 mph and the travel time was 5.5 minutes for both alternatives. This is consistent with the speed profiles discussed previously, in which free-flow conditions were observed. Similar speeds and travel times were observed in the express lanes. Likewise, free-flow speeds were observed in the southbound general purpose and express lanes, with an average travel time of 6.2 minutes (both alternatives).

During the PM peak hour, the average general purpose lane speed for the I-295 northbound corridor was approximately 64 mph and the travel time was 5.5 minutes for both alternatives. This is consistent with the speed profiles discussed previously, in which free-flow conditions were observed. Similar speeds and travel times were observed in the express lanes. Likewise, free-flow speeds were observed in the southbound general purpose and express lanes, with an average speed of 64 mph, which equates to a travel time of approximately 6.3 minutes.

In both directions, the Original and Modified Builds provide very similar performance, but slight variability in terms of express lane travel time (+/- 0.1 minutes). This is not statistically significant or indicative of any actual operational differences between the alternatives.

Table 6-1: 2020 Corridor Speed and Travel Time Summary

AM Peak Hour			
Direction	**Original Build Travel Time (Average Speed)**	**Modified Build Travel Time (Average Speed)**	**Travel Time % Change**
General Purpose Lanes			
I-295 Northbound	5.5 min (64 mph)	5.5 min (63 mph)	0.0%
I-295 Southbound	6.2 min (64 mph)	6.2 min (64 mph)	0.0%
Express Lanes			
I-295 Northbound	5.5 min (64 mph)	5.5 min (64 mph)	0.0%
I-295 Southbound	6.2 min (64 mph)	6.3 min (64 mph)	1.6%
PM Peak Hour			
Direction	**Original Build Travel Time (Average Speed)**	**Modified Build Travel Time (Average Speed)**	**% Change**
General Purpose Lanes			
I-295 Northbound	5.5 min (64 mph)	5.5 min (64 mph)	0.0%
I-295 Southbound	6.3 min (63 mph)	6.3 min (63 mph)	0.0%
Express Lanes			
I-295 Northbound	5.5 min (64 mph)	5.5 min (64 mph)	0.0%
I-295 Southbound	6.2 min (64 mph)	6.3 min (64 mph)	1.6%

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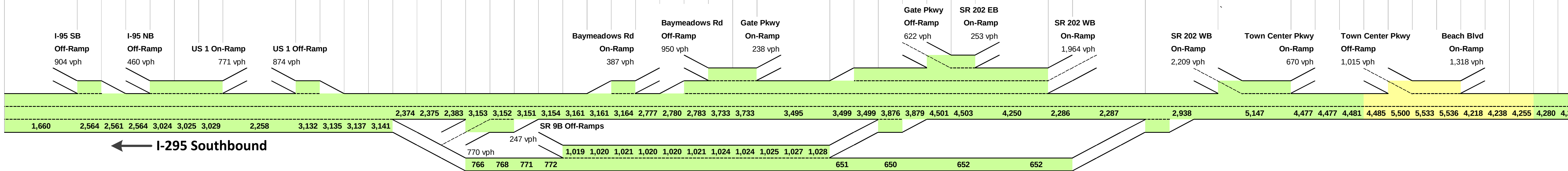
I-295 Southbound – General Purpose Lanes

Distance (ft)	2,006	517	970	561	1,500	543	1,500	1,550	708	793	1,066	1,494	2,003
Speed (mph)	66	65	64	64	64	65	63	65	64	64	64	64	64
Density (veh/mi/ln)	8	10	13	13	12	12	12	12	12	16	16	16	19
Total Demand vph	1,760	2,710	2,710	2,710	3,190	3,190	3,190	2,420	3,360	3,360	3,360	3,360	3,360
Total Simulated vph	1,660	2,564	2,561	2,564	3,024	3,025	3,029	2,258	3,132	3,135	3,137	3,141	3,140

Distance (ft)	1,998	1,906	1,513	1,144	1,999	2,002	783	874	626	1,346	1,403	1,502	1,497
Speed (mph)	64	64	64	64	63	63	63	62	62	64	64	64	64
Density (veh/mi/ln)	19	19	17	16	25	25	25	26	17	22	22	15	15
Total Demand vph	3,360	3,360	4,440	4,440	4,440	4,440	4,440	4,440	4,440	4,050	4,050	4,050	5,050
Total Simulated vph	3,141	3,149	4,172	4,171	4,170	4,173	4,180	4,181	4,185	3,797	3,800	3,804	4,757

Distance (ft)	1,488	1,973	597	304	278	1,189	923	950	993	1,652	584	1,094	1,965
Speed (mph)	64	64	64	65	63	65	65	65	64	65	64	61	62
Density (veh/mi/ln)	14	18	18	14	12	15	14	14	17	18	18	24	28
Total Demand vph	5,050	4,810	4,810	4,810	4,810	4,810	5,480	5,480	5,210	3,100	3,100	3,100	5,450
Total Simulated vph	4,757	4,522	4,527	4,527	4,526	4,529	5,153	5,155	4,902	2,938	2,939	2,938	5,147

Distance (ft)	374	1,426	716	1,072	1,497	297	1,496	1,515	1,147	1,501	1,297	1,996
Speed (mph)	58	55	46	39	39	36	32	38	41	44	48	51
Density (veh/mi/ln)	38	41	49	57	47	52	57	56	52	48	45	42
Total Demand vph	4,740	4,740	4,740	4,740	5,780	5,780	5,780	4,440	4,440	4,440	4,440	4,440
Total Simulated vph	4,477	4,477	4,481	4,485	5,500	5,533	5,536	4,218	4,238	4,255	4,280	4,296



I-295 Southbound – Express Lanes

Distance (ft)	1,996	1,999	1,998	185	1,497	897	1,997	1,999	1,998	1,998	1,995	1,998	1,992	739	1,498	1,690	1,996	1,704	1,497
Speed (mph)	63	63	63	64	64	64	64	65	65	65	65	65	65	65	65	64	64	65	63
Density (veh/mi/ln)	12	12	12	12	8	8	8	8	8	8	8	8	8	8	8	10	10	10	10

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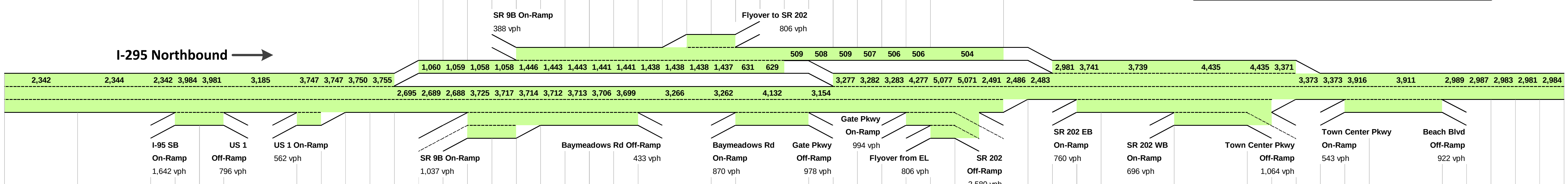
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand
Simulated vph outside 10% of Demand

I-295 Northbound – Express Lanes

Distance (ft)	1,610	1,985	1,312	846	1,495	1,999	1,992	1,997	1,997	2,002	419	358	1,496	670	1,500	1,712	1,859	364	1,500	811	1,505	1,469
Speed (mph)	63	63	63	63	64	64	64	64	64	63	62	64	64	64	64	64	64	64	64	64	63	63
Density (veh/mi/ln)	17	17	17	17	11	11	11	11	11	11	12	8	8	5	5	8	8	8	8	8	8	8



I-295 Northbound – General Purpose Lanes

Distance (ft)	1,986	1,998	1,879	996	1,074	1,256	1,057	449	777	1,498	1,611	1,996
Speed (mph)	66	66	65	63	65	65	64	64	64	64	64	64
Density (veh/mi/ln)	12	12	12	16	15	16	15	19	20	20	21	21
Total Demand vph	2,380	2,380	2,380	4,060	4,060	3,250	3,820	3,820	3,820	3,820	3,820	3,820
Total Simulated vph	2,342	2,344	2,342	3,984	3,981	3,185	3,747	3,747	3,750	3,755	3,755	3,749

Distance (ft)	1,142	1,510	1,494	1,143	1,993	1,805	1,645	1,500	1,757	1,972	1,805	649
Speed (mph)	64	65	65	65	64	64	64	62	62	63	62	60
Density (veh/mi/ln)	21	14	14	14	19	19	19	20	26	26	22	26
Total Demand vph	3,820	5,260	5,260	5,260	5,260	5,260	5,260	5,260	4,820	4,820	5,740	4,730
Total Simulated vph	3,747	5,171	5,163	5,160	5,155	5,156	5,147	5,140	4,704	4,700	5,567	4,589

Distance (ft)	1,497	1,990	477	645	1,095	1,095	648	864	601	1,105	456	687
Speed (mph)	63	64	63	63	65	65	64	64	64	64	63	65
Density (veh/mi/ln)	17	17	17	17	16	16	13	13	19	15	15	14
Total Demand vph	4,730	4,730	4,730	5,730	5,730	5,730	3,080	3,080	3,080	3,080	3,860	3,860
Total Simulated vph	4,592	4,595	4,595	5,589	5,581	5,575	2,995	2,990	2,987	2,981	3,741	3,739

Distance (ft)	949	1,097	1,075	1,109	1,187	1,493	1,464	2,061	1,144	1,503	1,294	1,999
Speed (mph)	65	65	64	61	63	64	63	63	63	63	63	63
Density (veh/mi/ln)	14	14	13	18	27	20	21	24	24	24	24	24
Total Demand vph	4,590	4,590	3,490	3,490	3,490	4,060	4,060	3,190	3,190	3,190	3,190	3,190
Total Simulated vph	4,435	4,435	3,371	3,373	3,373	3,916	3,911	2,989	2,987	2,983	2,981	2,984

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 6-1 Page 1 of 1

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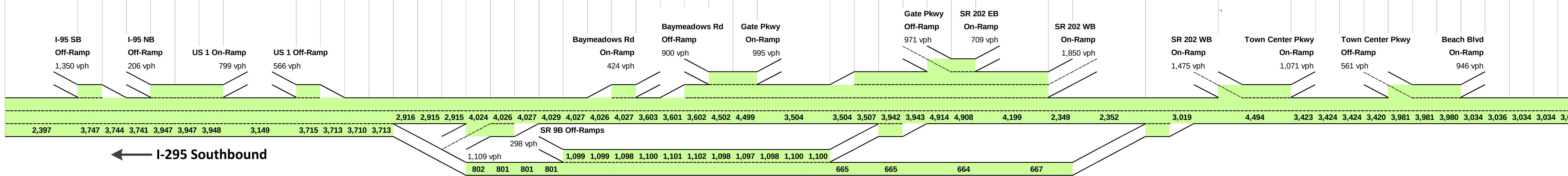
Distance (ft)	2,006	517	970	561	1,500	543	1,500	1,550	708	793	1,066	1,494	2,003	1,998	1,906	1,513	1,144	1,999	2,002	783	874	626	1,346	1,403	1,502	1,497	1,488	1,973	597	304	278	1,189	923	950	993	1,652	584	1,094	1,965	374	1,426	716	1,072	1,497	297	1,496	1,515	1,147	1,501	1,297	1,996
Speed (mph)	65	64	63	63	63	63	63	64	64	64	64	64	63	63	63	63	63	62	62	61	58	57	62	62	62	62	64	64	64	64	63	65	65	65	64	64	63	61	62	62	62	62	62	62	63	64	63	64	64	64	64
Density (veh/mi/ln)	12	15	20	20	16	16	16	16	15	19	19	19	23	23	23	21	21	33	33	33	35	24	29	29	19	18	18	18	18	14	13	15	15	15	16	18	19	25	24	28	27	28	27	21	21	21	24	24	24	24	24
Total Demand vph	2,470	3,850	3,850	3,850	4,060	4,060	4,060	3,250	3,820	3,820	3,820	3,820	3,820	3,820	3,820	5,260	5,260	5,260	5,260	5,260	5,260	5,260	4,820	4,820	4,820	5,740	5,740	4,730	4,730	4,730	4,730	4,730	5,730	5,730	4,950	3,080	3,080	3,080	4,590	3,490	3,490	3,490	3,490	4,060	4,060	4,060	3,020	3,020	3,020	3,020	3,020
Total Simulated vph	2,397	3,747	3,744	3,741	3,947	3,947	3,948	3,149	3,715	3,713	3,710	3,713	3,718	3,717	3,717	5,123	5,125	5,126	5,128	5,126	5,125	5,125	4,703	4,702	4,704	5,600	5,596	4,604	4,604	4,607	4,607	4,608	5,578	5,572	4,866	3,016	3,019	3,019	4,494	3,423	3,424	3,424	3,420	3,981	3,981	3,980	3,034	3,036	3,034	3,034	3,035



Distance (ft)	1,996	1,999	1,998	185	1,497	897	1,997	1,999	1,998	1,998	1,995	1,998	1,992	739	1,498	1,690	1,996	1,704	1,497
Speed (mph)	63	63	63	63	64	64	64	65	65	65	65	65	65	65	65	64	64	65	63
Density (veh/mi/ln)	13	13	13	13	9	9	9	8	8	8	8	8	8	8	8	10	10	10	11

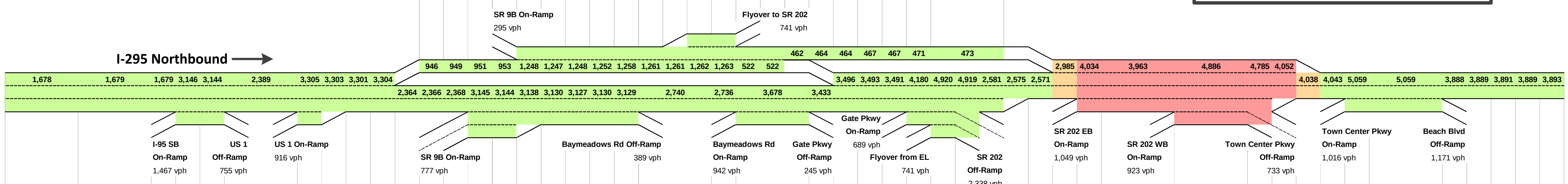
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand

Simulated vph outside 10% of Demand

Distance (ft)	1,610	1,985	1,312	846	1,495	1,999	1,992	1,997	1,997	2,002	419	358	1,496	670	1,500	1,712	1,859	364	1,500	811	1,505	1,469
Speed (mph)	63	63	63	63	64	64	64	64	64	63	63	64	64	64	64	64	64	64	64	64	63	63
Density (veh/mi/ln)	15	15	15	15	10	10	10	10	10	10	10	7	7	4	4	7	7	7	7	7	7	7



Distance (ft)	1,986	1,998	1,879	996	1,074	1,256	1,057	449	777	1,498	1,611	1,996	1,142	1,510	1,494	1,143	1,993	1,805	1,645	1,500	1,757	1,972	1,805	649	1,497	1,990	477	645	1,095	1,095	648	864	601	1,105	456	687	949	1,097	1,075	1,109	1,187	1,493	1,464	2,061	1,144	1,503	1,294	1,999
Speed (mph)	66	66	66	63	65	66	64	65	65	64	64	64	64	65	65	65	65	65	65	64	63	64	61	58	62	64	63	63	65	65	60	57	54	30	16	14	13	12	10	30	61	62	62	62	62	62	62	62
Density (veh/mi/ln)	8	8	9	12	12	12	13	17	17	17	18	18	18	12	12	12	16	16	16	16	22	22	20	29	19	18	18	17	15	15	14	15	24	33	64	72	78	82	100	45	33	27	27	31	31	31	31	32
Total Demand vph	1,690	1,690	1,690	3,190	3,190	2,420	3,360	3,360	3,360	3,360	3,360	3,360	3,360	4,440	4,440	4,440	4,440	4,440	4,440	4,440	4,050	4,050	5,050	4,810	4,810	4,810	4,810	5,480	5,480	5,480	3,100	3,100	3,100	3,100	4,440	4,440	5,450	5,450	4,740	4,740	4,740	5,780	5,780	4,380	4,380	4,380	4,380	4,380
Total Simulated vph	1,678	1,679	1,679	3,146	3,144	2,389	3,305	3,303	3,301	3,304	3,310	3,312	3,317	4,393	4,392	4,386	4,377	4,375	4,382	4,387	4,002	3,998	4,941	4,696	4,701	4,701	4,699	5,388	5,393	5,392	3,054	3,048	3,044	2,985	4,034	3,963	4,886	4,785	4,052	4,038	4,043	5,059	5,059	3,888	3,889	3,891	3,889	3,893

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Opening Year 2020 – Original Build Alternative – PM Peak Hour Lane Schematic

Figure 6-2

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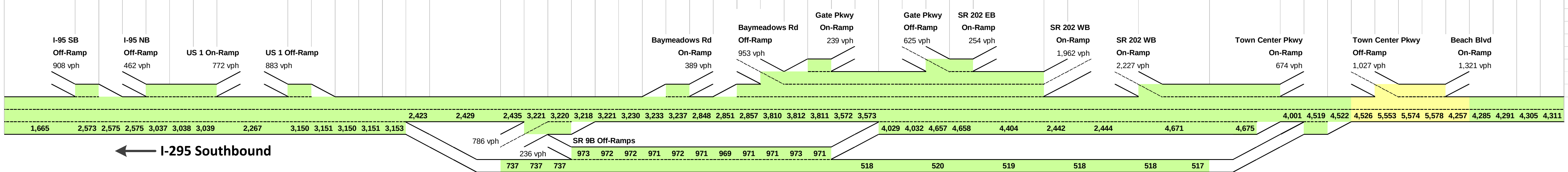
I-295 Southbound (general purpose lanes)

Distance (ft)	2,006	517	970	561	1,500	543	1,500	1,550	708	793	1,266	1,325	1,508
Speed (mph)	66	65	64	64	64	65	63	65	64	64	64	64	64
Density (veh/mi/ln)	8	10	13	13	12	12	12	12	12	16	16	16	16
Total Demand vph	1,760	2,710	2,710	2,710	3,190	3,190	3,190	2,420	3,360	3,360	3,360	3,360	3,360
Total Simulated vph	1,665	2,573	2,575	2,575	3,037	3,038	3,039	2,267	3,150	3,151	3,150	3,151	3,153

Distance (ft)	1,296	1,552	1,532	1,503	1,144	1,999	2,002	784	873	626	1,346	1,403	1,352
Speed (mph)	64	64	64	64	64	63	63	63	62	62	64	64	64
Density (veh/mi/ln)	19	19	19	17	17	26	26	26	26	18	22	22	15
Total Demand vph	3,360	3,360	3,360	4,440	4,440	4,440	4,440	4,440	4,440	4,440	4,050	4,050	4,050
Total Simulated vph	3,160	3,166	3,172	4,194	4,193	4,191	4,193	4,202	4,204	4,209	3,819	3,820	3,828

Distance (ft)	1,498	979	896	936	1,427	1,171	566	1,013	990	871	1,510	1,484	964
Speed (mph)	64	65	65	66	66	65	65	66	65	64	66	66	65
Density (veh/mi/ln)	15	15	12	14	14	12	12	12	12	14	12	12	18
Total Demand vph	5,050	5,050	5,050	4,810	4,810	4,810	4,810	5,480	5,480	5,210	3,100	3,100	5,450
Total Simulated vph	4,781	4,785	4,782	4,543	4,544	4,547	4,552	5,177	5,178	4,923	2,960	2,962	5,189

Distance (ft)	998	1,102	1,034	477	1,313	1,499	296	1,496	1,992	670	1,501	1,297	1,996
Speed (mph)	64	60	55	46	43	42	39	36	44	48	52	54	56
Density (veh/mi/ln)	18	33	41	49	53	44	47	52	48	45	41	40	38
Total Demand vph	5,450	4,740	4,740	4,740	4,740	5,780	5,780	5,780	4,440	4,440	4,440	4,440	4,440
Total Simulated vph	5,192	4,518	4,519	4,522	4,526	5,553	5,574	5,578	4,257	4,285	4,291	4,305	4,311



I-295 Southbound Express Lanes

Distance (ft)	1,385	1,309	1,992	1,502	853	1,997	1,999	1,998	1,998	1,995
Speed (mph)	63	63	64	64	64	64	64	64	64	64
Density (veh/mi/ln)	12	12	12	8	8	8	8	8	8	8

Distance (ft)	1,998	1,991	466	1,500	1,962	1,996	1,999	1,995	1,698	1,323
Speed (mph)	64	64	65	64	64	64	64	64	64	65
Density (veh/mi/ln)	8	8	8	8	8	8	8	8	8	8

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I-295 Northbound Express Lanes

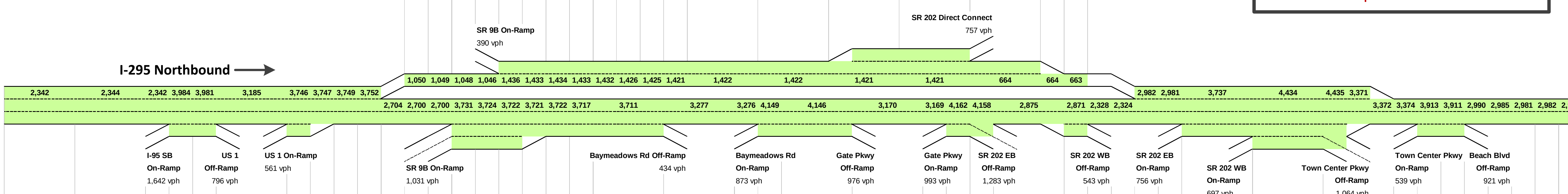
Distance (ft)	1,995	1,985	1,312	1,003	1,499	1,994	2,001	1,996	1,997	1,996
Speed (mph)	63	63	63	63	64	64	64	64	64	64
Density (veh/mi/ln)	17	17	17	17	11	11	11	11	11	11

Distance (ft)	1,996	1,999	2,000	1,859	364	1,498	1,513	818	1,139
Speed (mph)	64	64	64	63	64	64	64	63	64
Density (veh/mi/ln)	11	11	11	11	7	7	5	10	10

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand
Simulated vph outside 10% of Demand



I-295 Northbound (general purpose lanes)

Distance (ft)	1,986	1,998	1,879	996	1,074	1,256	1,057	483	344	1,512	1,996	1,996
Speed (mph)	66	66	65	63	65	65	64	64	64	63	64	64
Density (veh/mi/ln)	12	12	12	16	15	16	15	19	20	20	21	21
Total Demand vph	2,380	2,380	2,380	4,060	4,060	3,250	3,820	3,820	3,820	3,820	3,820	3,820
Total Simulated vph	2,342	2,344	2,342	3,984	3,981	3,185	3,746	3,747	3,749	3,752	3,754	3,750

Distance (ft)	1,142	1,510	1,494	1,143	1,993	1,805	1,511	1,502	1,758	1,996	1,570	1,579
Speed (mph)	64	65	65	64	64	64	64	62	62	62	63	62
Density (veh/mi/ln)	21	14	14	14	19	19	19	20	26	26	22	22
Total Demand vph	3,820	5,260	5,260	5,260	5,260	5,260	5,260	5,260	4,820	4,820	5,740	5,740
Total Simulated vph	3,749	5,167	5,160	5,158	5,154	5,156	5,150	5,137	4,699	4,698	5,571	5,568

Distance (ft)	1,999	1,766	997	1,013	440	550	530	721	852	546	1,170	988
Speed (mph)	63	62	62	62	62	64	65	64	65	65	64	65
Density (veh/mi/ln)	25	25	22	22	23	15	18	18	15	15	15	14
Total Demand vph	4,730	4,730	5,730	5,730	3,860	3,860	3,080	3,080	3,080	3,080	3,860	4,590
Total Simulated vph	4,591	4,590	5,583	5,579	3,539	3,534	2,991	2,987	2,982	2,981	3,737	4,434

Distance (ft)	1,025	1,093	324	1,981	1,493	1,466	2,003	1,205	1,529	1,265	1,999
Speed (mph)	64	62	63	63	64	63	63	63	63	63	63
Density (veh/mi/ln)	14	14	18	27	20	21	24	24	24	24	24
Total Demand vph	4,590	3,490	3,490	3,490	4,060	4,060	3,190	3,190	3,190	3,190	3,190
Total Simulated vph	4,435	3,371	3,372	3,374	3,913	3,911	2,990	2,985	2,981	2,982	2,983

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Opening Year 2020 – Modified Build Alternative – AM Peak Hour Lane Schematic

Figure 6-3

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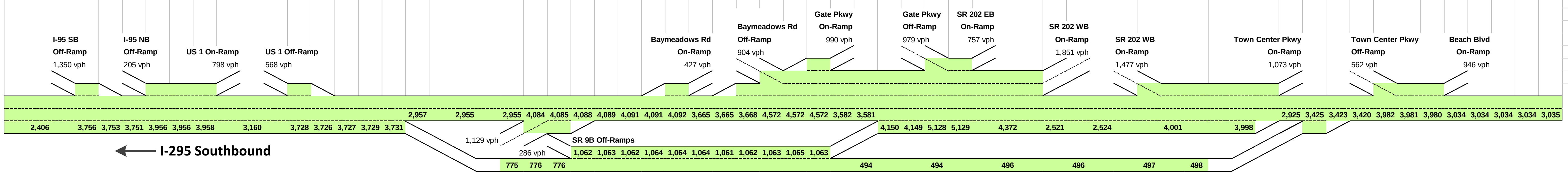
Distance (ft)	2,006	517	970	561	1,500	543	1,500	1,550	708	793	1,266	1,325	1,508	1,296	1,552	1,532	1,503	1,144	1,999	2,002	784	873	626	1,346	1,403	1,352	1,498	979	896	936	1,427	1,171	566	1,013	990	871	1,510	1,484	964	998	1,102	1,034	477	1,313	1,499	296	1,496	1,992	670	1,501	1,297	1,996
Speed (mph)	66	64	63	63	63	63	63	65	64	64	64	64	64	63	63	63	63	63	61	62	61	57	56	62	63	62	63	64	64	65	66	65	65	65	65	64	65	65	65	64	63	63	62	63	62	63	64	63	64	64	64	64
Density (veh/mi/ln)	12	15	20	20	16	16	16	16	14	19	19	19	19	23	23	23	22	21	33	33	34	36	24	29	29	20	18	18	14	14	14	13	13	13	13	14	13	13	15	16	23	27	28	27	21	21	21	24	24	24	24	24
Total Demand vph	2,470	3,850	3,850	3,850	4,060	4,060	4,060	3,250	3,820	3,820	3,820	3,820	3,820	3,820	3,820	3,820	5,260	5,260	5,260	5,260	5,260	5,260	5,260	4,820	4,820	4,820	5,740	5,740	5,740	4,730	4,730	4,730	4,730	5,730	5,730	4,950	3,080	3,080	4,590	4,590	3,490	3,490	3,490	3,490	4,060	4,060	4,060	3,020	3,020	3,020	3,020	3,020
Total Simulated vph	2,406	3,756	3,753	3,751	3,956	3,956	3,958	3,160	3,728	3,726	3,727	3,729	3,731	3,732	3,731	3,731	5,146	5,147	5,150	5,152	5,153	5,155	5,156	4,729	4,726	4,730	5,635	5,637	5,635	4,645	4,644	4,644	4,643	5,622	5,623	4,868	3,017	3,020	4,498	4,496	3,423	3,425	3,423	3,420	3,982	3,981	3,980	3,034	3,034	3,034	3,034	3,035



Distance (ft)	1,385	1,309	1,992	1,502	853	1,997	1,999	1,998	1,998	1,995	1,998	1,991	466	1,500	1,962	1,996	1,999	1,995	1,698	1,323
Speed (mph)	63	63	63	64	64	64	64	64	64	64	64	64	64	64	63	64	64	64	64	64
Density (veh/mi/ln)	12	12	12	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

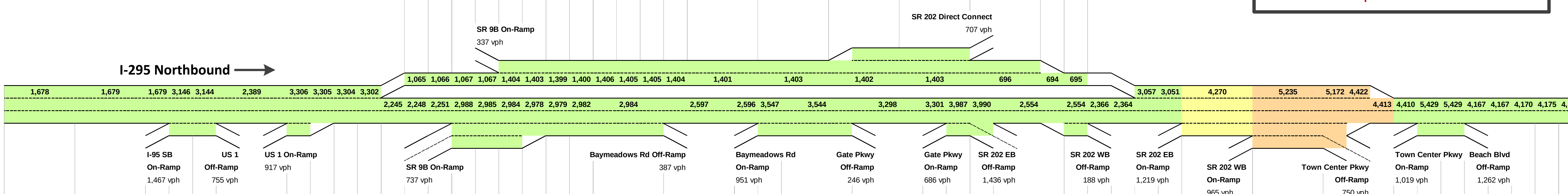
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand
Simulated vph outside 10% of Demand

N

Distance (ft)	1,995	1,985	1,312	1,003	1,499	1,994	2,001	1,996	1,997	1,996	1,996	1,999	2,000	1,859	364	1,498	1,513	818	1,139
Speed (mph)	63	63	63	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
Density (veh/mi/ln)	17	17	17	17	11	11	11	11	11	11	11	11	11	11	7	7	5	11	11



Distance (ft)	1,986	1,998	1,879	996	1,074	1,256	1,057	483	344	1,512	1,996	1,996	1,142	1,510	1,494	1,143	1,993	1,805	1,511	1,502	1,758	1,996	1,570	1,579	1,999	1,766	997	1,013	440	550	530	721	852	546	1,170	988	1,025	1,093	324	1,981	1,493	1,466	2,003	1,205	1,529	1,265	1,999
Speed (mph)	66	66	66	63	65	66	64	65	64	64	64	64	64	65	65	65	65	65	65	64	64	64	63	62	63	62	62	63	63	64	65	64	62	48	33	27	22	21	28	55	62	61	62	62	61	61	61
Density (veh/mi/ln)	8	8	9	12	12	12	13	17	17	17	17	17	18	11	11	11	15	15	15	16	20	20	19	19	26	27	21	21	20	13	18	18	16	21	32	38	47	52	52	40	29	30	34	34	34	34	34
Total Demand vph	1,690	1,690	1,690	3,190	3,190	2,420	3,360	3,360	3,360	3,360	3,360	3,360	3,360	4,440	4,440	4,440	4,440	4,440	4,440	4,440	4,050	4,050	5,050	5,050	4,810	4,810	5,480	5,480	3,370	3,370	3,100	3,100	3,100	3,100	4,440	5,450	5,450	4,740	4,740	4,740	5,780	5,780	4,380	4,380	4,380	4,380	4,380
Total Simulated vph	1,678	1,679	1,679	3,146	3,144	2,389	3,306	3,305	3,304	3,302	3,310	3,313	3,317	4,392	4,389	4,388	4,381	4,378	4,382	4,389	3,998	3,997	4,950	4,947	4,700	4,704	5,390	5,393	3,250	3,249	3,061	3,059	3,057	3,051	4,270	5,235	5,172	4,422	4,413	4,410	5,429	5,429	4,167	4,167	4,170	4,175	4,176

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Opening Year 2020 – Modified Build Alternative – PM Peak Hour Lane Schematic

Figure 6-4

Page 1 of 1

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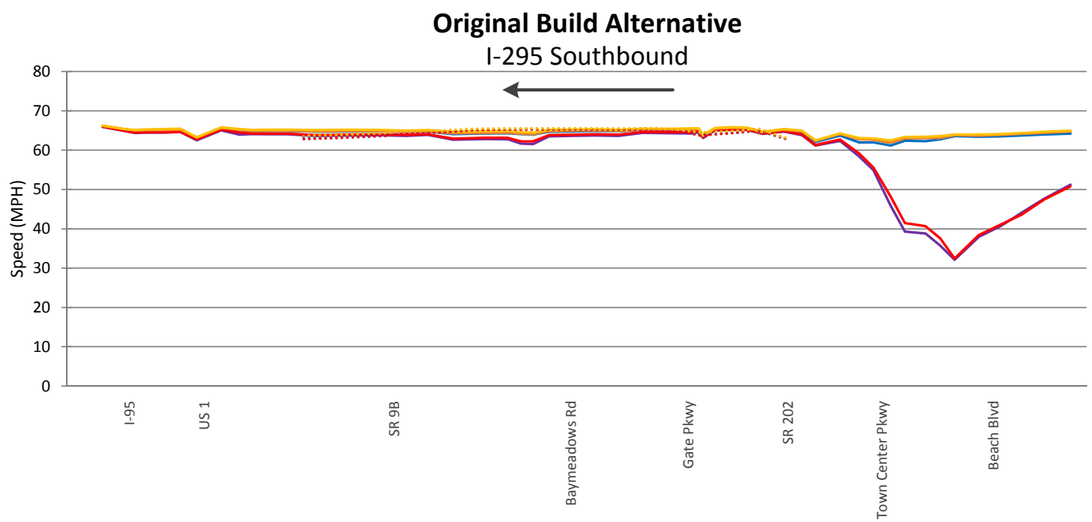

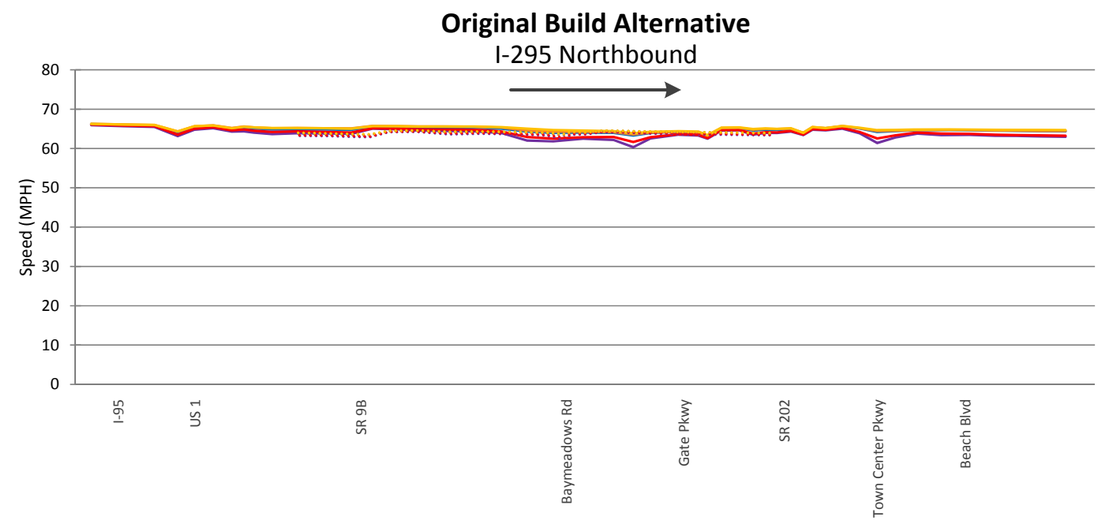

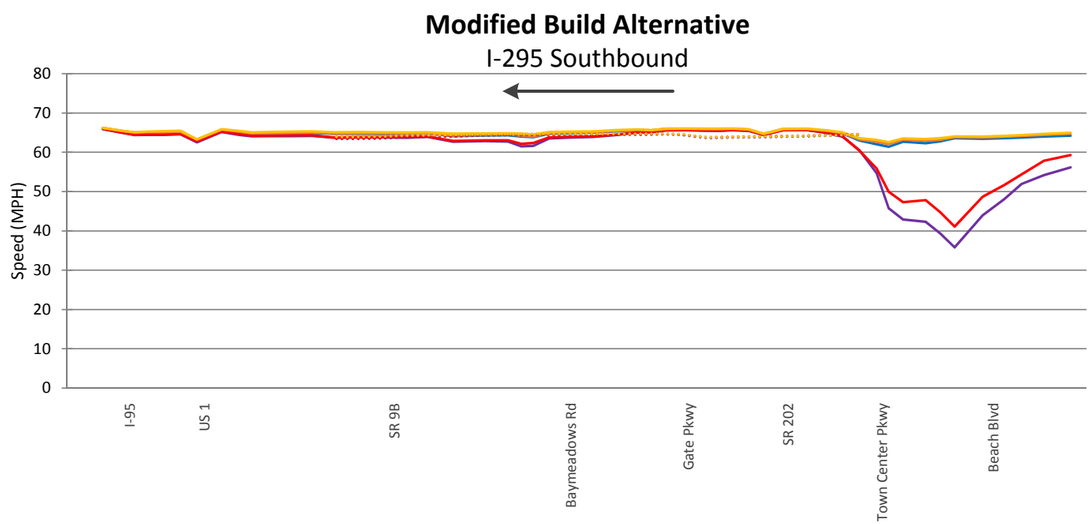

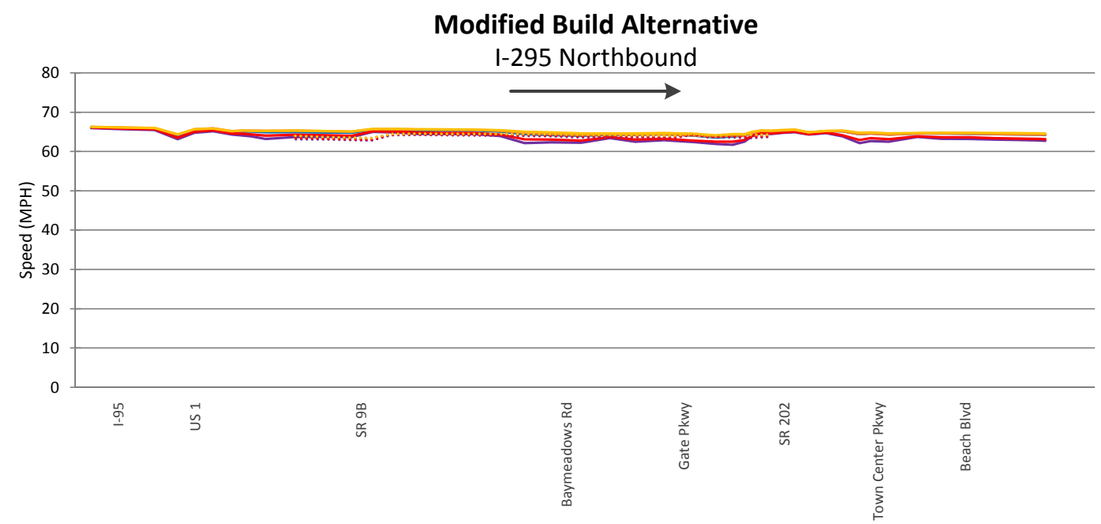

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – AM Peak Hour Speed Profiles	Figure 6-5 Page 1 of 1

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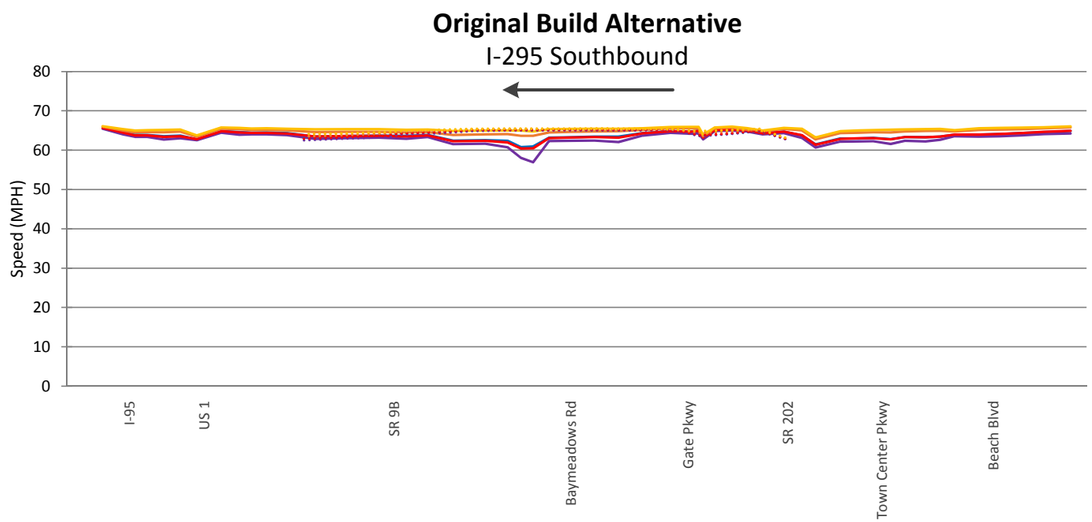

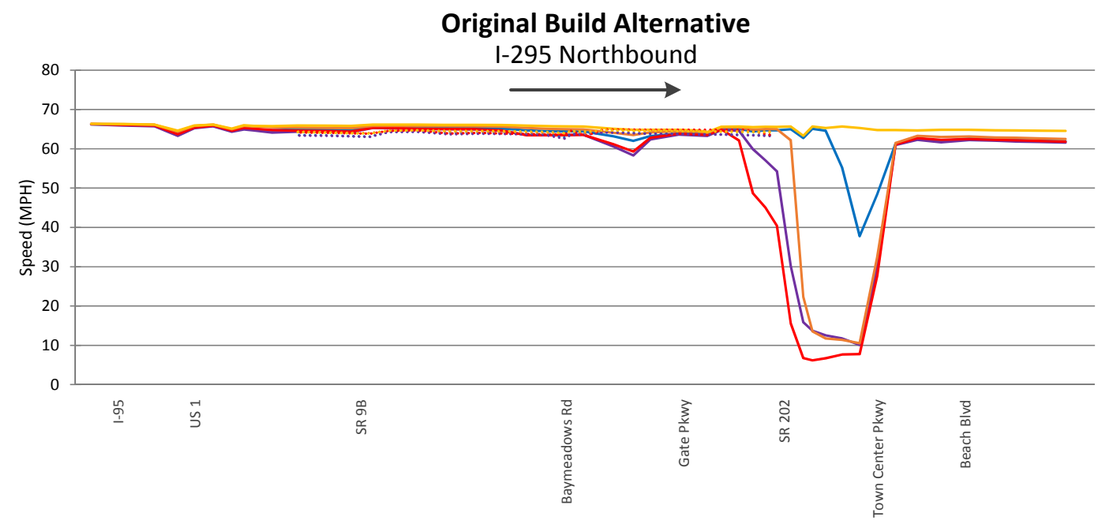

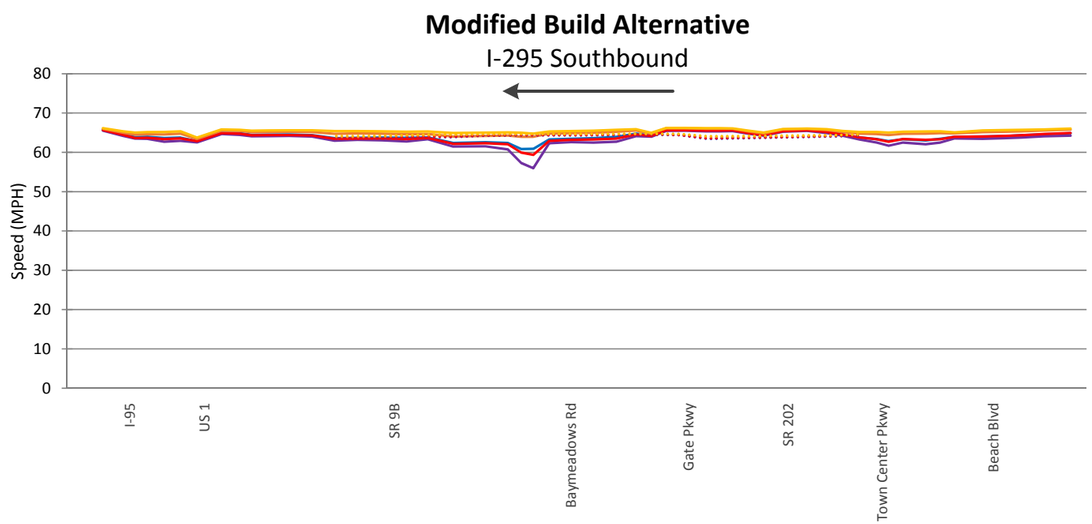

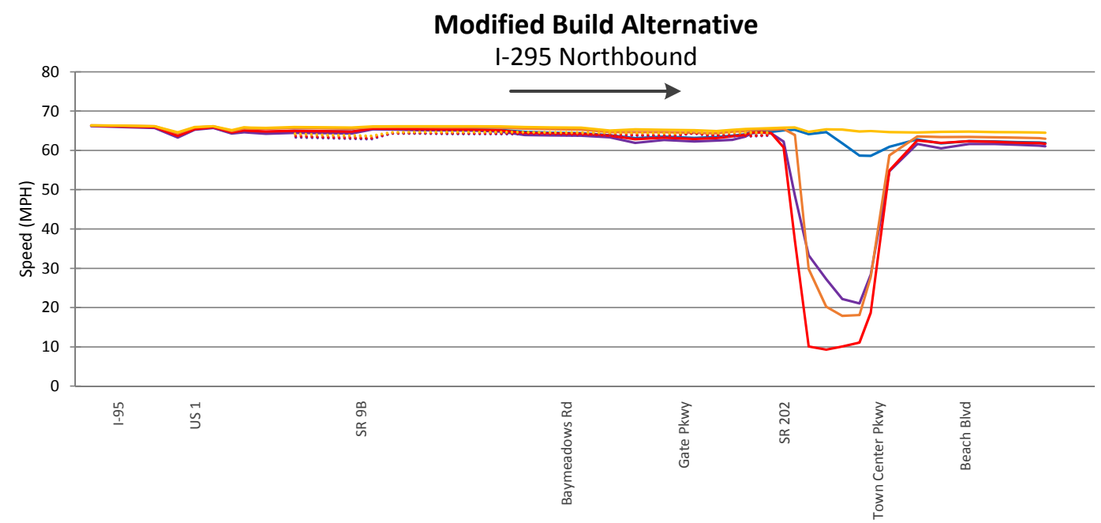

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – PM Peak Hour Speed Profiles	Figure 6-6 Page 1 of 1

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6.3. 2020 Throughput Analysis

Detailed analysis of the Opening Year 2020 corridor throughput is presented below. The Original Build and Modified Build alternatives were assessed using VISSIM microsimulation, and the results presented here are based on travel time segments coded throughout the I-295 corridor. Volume profiles are used to show the variability of general purpose and express lane throughput over the five-hour simulations.

Volume profiles for the 2020 AM peak are presented in **Figure 6-7**. No major variations in simulated volume between the Original and Modified Build Alternatives were observed. As discussed in Section 6.2, one area of congestion existed in the AM peak on I-295 southbound between Beach Boulevard and Town Center. Since this falls outside of the range of the express lanes, it had little to no impact on the southbound express lane utilization. Both alternatives had similar express lane volume in the southbound direction, which was as high as 1,000 vph throughout the 5-hour simulation period. In the northbound direction, express lane utilization remained at 1,500 vph or less for both alternatives (well below the capacity of the 2-lane facility), since no congestion was observed on the general purpose lanes in that direction.

Volume profiles for the 2020 PM peak are presented in **Figure 6-8**. In the southbound direction, no major variations in simulated volume between the Original and Modified Build Alternatives were observed; since no congestion was observed in this direction, express lane utilization remained at or lower than 1,100 vph for both alternatives. As discussed briefly in Section 6.2, the Modified Build caused slightly higher express lane usage in the northbound direction during the PM peak, which provided a slight benefit over the Original Build. Towards the middle of the network, on the 2-lane portion of the express lane facility, the Original and Modified Builds processed approximately 1,200 and 1,400 vph, respectively, during the peak hour. At the northbound terminus of the express lanes, the Original and Modified Builds processed approximately 500 and 700 vph respectively, during the peak hour.

In the northbound direction, the Modified Build provides two significant benefits over the Original Build in terms of the utility of the express lanes. The inclusion of the direct connect access to SR 202 lengthens those trips by approximately 0.8 miles while also providing more intuitive maneuverability (note that the flyover in the Original Build requires the express lane traffic to merge back onto the I-295 general purpose lanes before diverging to SR 202). The Modified Build also removes the egress within the Gate Parkway interchange, encouraging longer trips within the express lanes.

During the 2020 simulations, both of the improvements described above had the effect of increasing northbound express lane utilization at the northern end of the network. Since the express lane terminus feeds into the leftmost lanes, this improves the operation of the merges from SR 202, providing an increase in average speed in the area, as discussed in Section 6.2.

Detailed throughput results for each travel time section in the network (including general purpose and express lanes) are provided in **Figures 6-9** through **6-12**.

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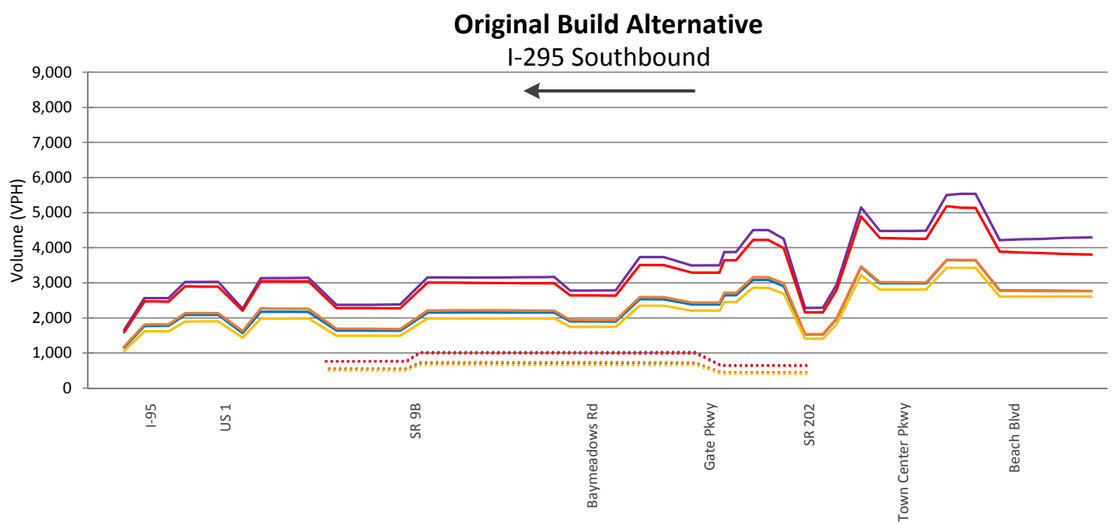

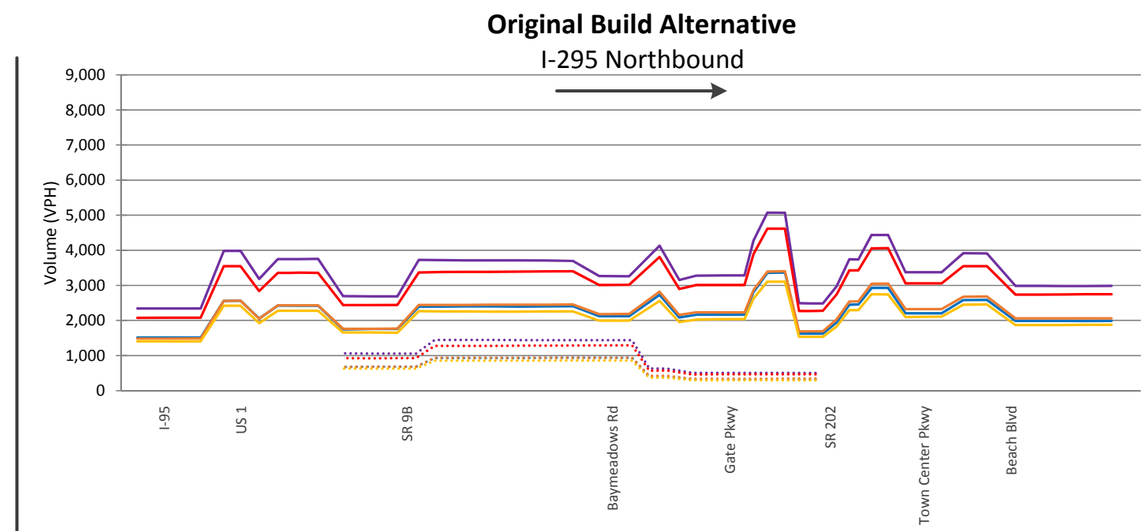

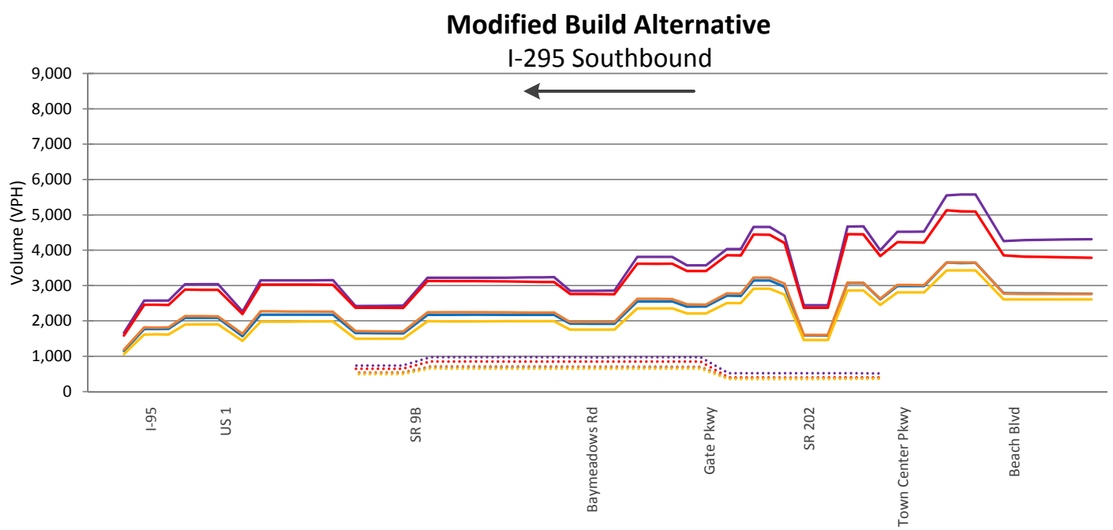

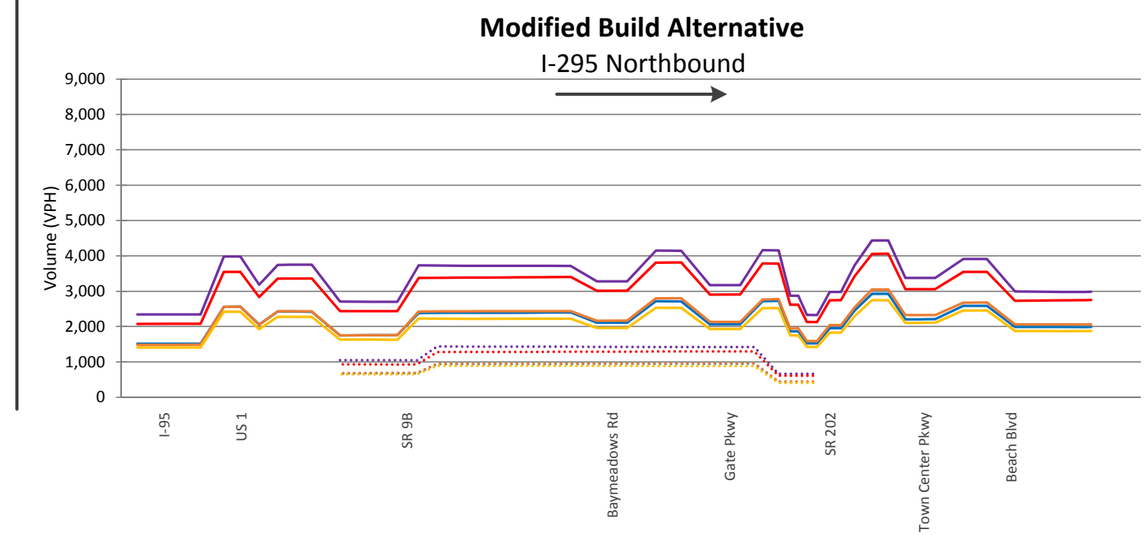

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – AM Peak Hour Volume Profiles	Figure 6-7 Page 1 of 1

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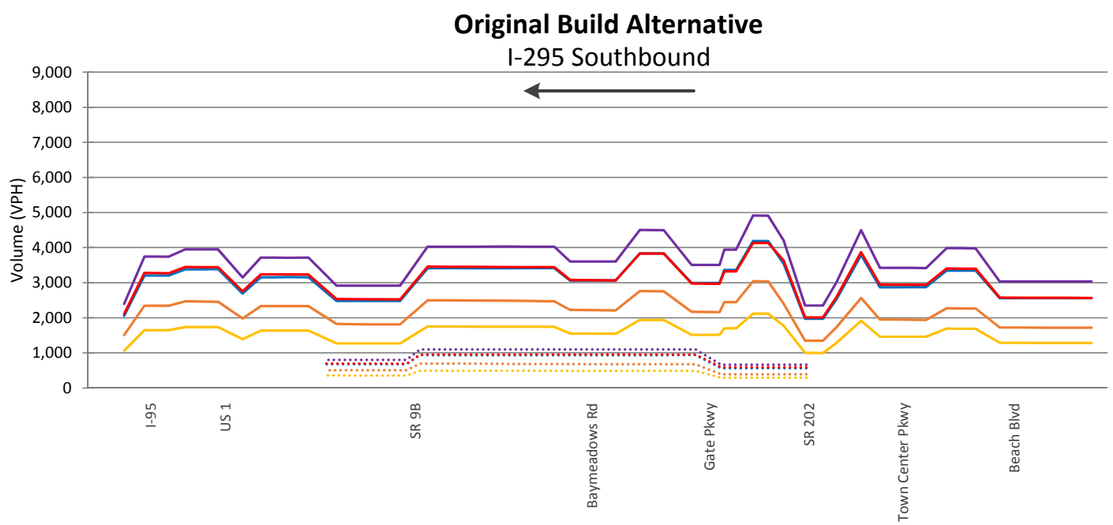

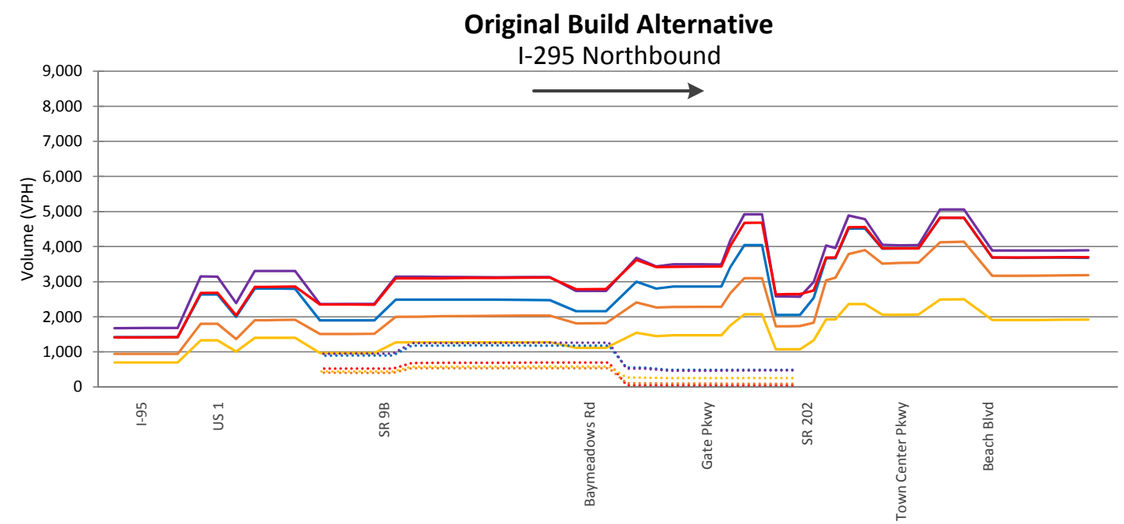

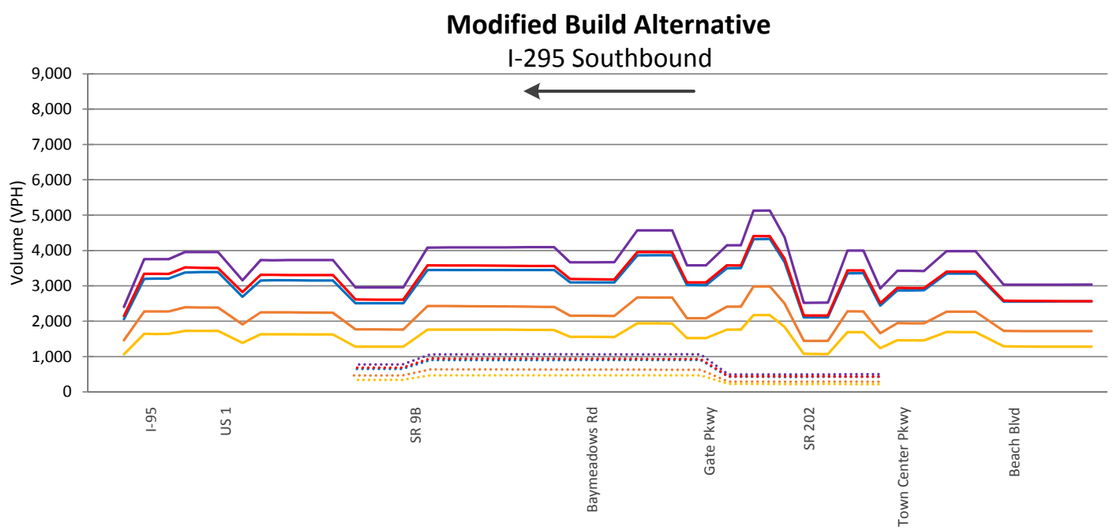

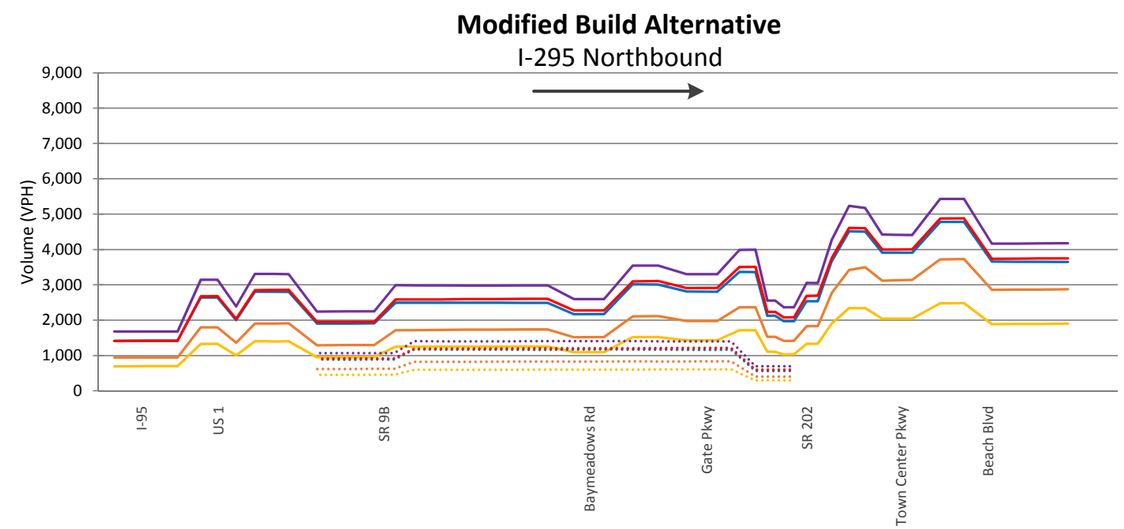

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – PM Peak Hour Volume Profiles	Figure 6-8 Page 1 of 1

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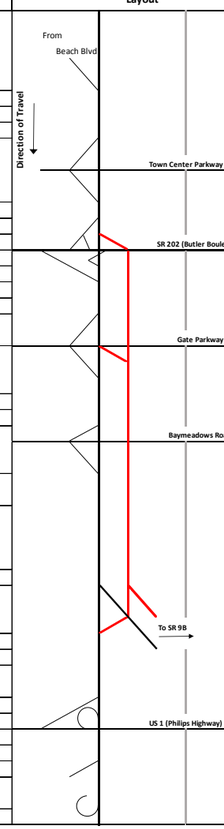
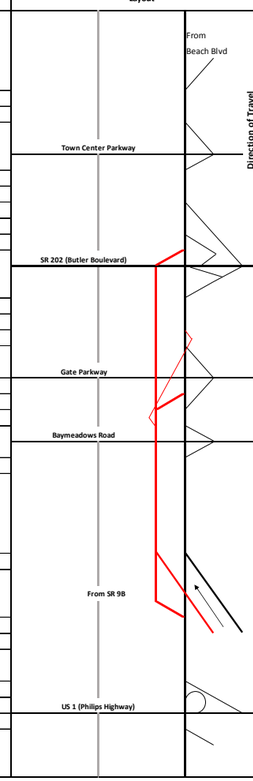
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		2,769		2,769	4,296		4,296	3,805		3,805	2,758		2,758	2,606		2,606	16,234
		2,773		2,773	4,280		4,280	3,823		3,823	2,759		2,759	2,607		2,607	16,242
		2,777		2,777	4,255		4,255	3,846		3,846	2,763		2,763	2,608		2,608	16,249
		2,779		2,779	4,238		4,238	3,866		3,866	2,766		2,766	2,605		2,605	16,254
		2,783		2,783	4,218		4,218	3,889		3,889	2,770		2,770	2,603		2,603	16,263
Merge from Beach Blvd		3,642		3,642	5,536		5,536	5,135		5,135	3,652		3,652	3,428		3,428	21,393
		3,641		3,641	5,533		5,533	5,140		5,140	3,653		3,653	3,428		3,428	21,395
Diverge to Town Center Parkway		3,647		3,647	5,500		5,500	5,180		5,180	3,652		3,652	3,428		3,428	21,407
		2,988		2,988	4,485		4,485	4,253		4,253	3,011		3,011	2,810		2,810	17,547
	Town Center Parkway	2,986		2,986	4,481		4,481	4,261		4,261	3,013		3,013	2,809		2,809	17,550
		2,989		2,989	4,477		4,477	4,271		4,271	3,016		3,016	2,806		2,806	17,559
		2,989		2,989	4,477		4,477	4,273		4,273	3,016		3,016	2,806		2,806	17,561
Weave - Town Center to SR 202		3,449		3,449	5,147		5,147	4,893		4,893	3,465		3,465	3,218		3,218	20,172
Diverge to Express Lane Ingress		1,968		1,968	2,938		2,938	2,790		2,790	1,987		1,987	1,817		1,817	11,500
	SR 202 (Butler Boulevard)	1,528	440	1,968	2,287	652	2,939	2,157	635	2,792	1,536	453	1,989	1,406	410	1,816	11,504
		1,528	440	1,968	2,286	652	2,938	2,157	635	2,792	1,540	453	1,993	1,405	410	1,815	11,506
Merge from SR 202 WB		2,903	442	3,345	4,250	652	4,902	3,988	635	4,623	2,985	454	3,439	2,691	409	3,100	19,409
Merge from SR 202 EB		3,083	442	3,525	4,503	652	5,155	4,221	635	4,856	3,158	454	3,612	2,858	409	3,267	20,415
Diverge to Gate Parkway		3,084	443	3,527	4,501	650	5,151	4,224	635	4,859	3,159	456	3,615	2,860	408	3,268	20,420
Diverge to Express Lane Ingress		2,647	443	3,090	3,879	650	4,529	3,641	635	4,276	2,710	456	3,166	2,451	408	2,859	17,920
	Gate Parkway	2,649	443	3,092	3,876	651	4,527	3,641	636	4,277	2,710	455	3,165	2,450	408	2,858	17,919
		2,386	443	2,829	3,499	651	4,150	3,291	636	3,927	2,435	455	2,890	2,207	408	2,615	16,411
		2,387	707	3,094	3,499	1,028	4,527	3,291	987	4,278	2,436	736	3,172	2,208	652	2,860	17,931
		2,383	707	3,090	3,495	1,028	4,523	3,294	987	4,281	2,441	736	3,177	2,207	652	2,859	17,930
Merge from Gate Parkway		2,528	707	3,235	3,733	1,027	4,760	3,506	988	4,494	2,592	737	3,329	2,350	652	3,002	18,820
Diverge to Baymeadows Road		2,533	707	3,240	3,733	1,027	4,760	3,506	988	4,494	2,595	737	3,332	2,351	652	3,003	18,829
	Baymeadows Road	1,897	709	2,606	2,783	1,025	3,808	2,635	988	3,623	1,936	737	2,673	1,749	654	2,403	15,113
		1,901	710	2,611	2,780	1,024	3,804	2,639	988	3,627	1,937	739	2,676	1,749	651	2,400	15,118
		1,903	709	2,612	2,777	1,024	3,801	2,641	989	3,630	1,941	740	2,681	1,749	653	2,402	15,126
Merge from Baymeadows Road		2,150	711	2,861	3,164	1,021	4,185	2,986	990	3,976	2,204	742	2,946	1,986	653	2,639	16,607
		2,153	710	2,863	3,161	1,020	4,181	2,986	991	3,977	2,207	744	2,951	1,987	654	2,641	16,613
		2,151	710	2,861	3,161	1,020	4,181	2,986	993	3,979	2,209	744	2,953	1,985	656	2,641	16,615
		2,153	710	2,863	3,154	1,021	4,175	2,993	994	3,987	2,215	744	2,959	1,979	655	2,634	16,618
		2,157	711	2,868	3,151	1,020	4,171	3,000	994	3,994	2,216	744	2,960	1,978	656	2,634	16,627
		2,154	711	2,865	3,152	1,019	4,171	3,003	997	4,000	2,217	743	2,960	1,979	657	2,636	16,632
Diverge to SR 9B		2,155	531	2,686	3,153	772	3,925	3,006	756	3,762	2,212	564	2,776	1,984	494	2,478	15,627
		1,636	531	2,167	2,383	771	3,154	2,273	757	3,030	1,683	563	2,246	1,493	494	1,987	12,584
		1,638	532	2,170	2,375	768	3,143	2,275	758	3,033	1,690	565	2,255	1,491	495	1,986	12,587
	To SR 9B	1,638	533	2,171	2,374	766	3,140	2,277	759	3,036	1,693	566	2,259	1,491	496	1,987	12,593
Merge from Express Lane Egress		2,171		2,171	3,141		3,141	3,042		3,042	2,262		2,262	1,984		1,984	12,600
		2,176		2,176	3,137		3,137	3,041		3,041	2,267		2,267	1,980		1,980	12,601
Diverge to US 1 (Philips Highway)		2,177		2,177	3,135		3,135	3,045		3,045	2,268		2,268	1,981		1,981	12,606
		2,179		2,179	3,132		3,132	3,045		3,045	2,269		2,269	1,981		1,981	12,606
		1,569		1,569	2,258		2,258	2,205		2,205	1,628		1,628	1,435		1,435	9,095
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	2,085		2,085	3,029		3,029	2,890		2,890	2,132		2,132	1,902		1,902	12,038
		2,086		2,086	3,025		3,025	2,893		2,893	2,134		2,134	1,899		1,899	12,037
Diverge to I-95 NB		2,085		2,085	3,024		3,024	2,899		2,899	2,137		2,137	1,897		1,897	12,042
		1,775		1,775	2,564		2,564	2,465		2,465	1,814		1,814	1,616		1,616	10,234
Diverge to I-95 SB		1,772		1,772	2,561		2,561	2,469		2,469	1,816		1,816	1,616		1,616	10,234
		1,771		1,771	2,564		2,564	2,468		2,468	1,814		1,814	1,615		1,615	10,232
		1,153		1,153	1,660		1,660	1,591		1,591	1,186		1,186	1,060		1,060	6,650

I-295 Northbound



I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		1,989		1,989	2,984		2,984	2,749		2,749	2,062		2,062	1,875		1,875	11,659
		1,986		1,986	2,981		2,981	2,745		2,745	2,064		2,064	1,874		1,874	11,650
		1,991		1,991	2,983		2,983	2,742		2,742	2,063		2,063	1,872		1,872	11,651
		1,989		1,989	2,987		2,987	2,736		2,736	2,062		2,062	1,873		1,873	11,647
		1,990		1,990	2,989		2,989	2,733		2,733	2,061		2,061	1,873		1,873	11,646
Diverge to Beach Blvd		2,587		2,587	3,911		3,911	3,549		3,549	2,680		2,680	2,453		2,453	15,180
Merge from Town Center Parkway		2,580		2,580	3,916		3,916	3,547		3,547	2,676		2,676	2,451		2,451	15,170
		2,207		2,207	3,373		3,373	3,060		3,060	2,325		2,325	2,107		2,107	13,072
	Town Center Parkway	2,206		2,206	3,373		3,373	3,059		3,059	2,325		2,325	2,102		2,102	13,065
		2,206		2,206	3,371		3,371	3,059		3,059	2,325		2,325	2,099		2,099	13,060
Diverge to Town Center Parkway		2,927		2,927	4,435		4,435	4,058		4,058	3,051		3,051	2,744		2,744	17,215
Merge from SR 202 WB		2,926		2,926	4,435		4,435	4,053		4,053	3,048		3,048	2,750		2,750	17,212
		2,453		2,453	3,739		3,739	3,427		3,427	2,544		2,544	2,294		2,294	14,457
Merge from SR 202 EB		2,452		2,452	3,741		3,741	3,426		3,426	2,541		2,541	2,296		2,296	14,456
Merge from Express Lane Egress		1,948		1,948	2,981		2,981	2,746		2,746	2,038		2,038	1,828		1,828	11,541
	SR 202 (Butler Boulevard)	1,629	318	1,947	2,483	504	2,987	2,276	467	2,743	1,691	345	2,036	1,534	298	1,832	11,545
		1,628	318	1,946	2,486	506	2,992	2,273	465	2,738	1,690	344	2,034	1,535	298	1,833	11,543
		1,629	316	1,945	2,491	506	2,997	2,271	465	2,736	1,686	342	2,028	1,534	298	1,832	11,538
Diverge to SR 202		3,370	317	3,687	5,071	507	5,578	4,612	464	5,076	3,405	342	3,747	3,106	299	3,405	21,493
Merge from Express Lane Flyover		3,358	315	3,673	5,077	509	5,586	4,615	464	5,079	3,393	341	3,734	3,106	299	3,405	21,477
Merge from Gate Parkway		2,810	315	3,125	4,277	509	4,786	3,891	464	4,355	2,864	341	3,205	2,622	299	2,921	18,392
		2,163	317	2,480	3,283	508	3,791	3,012	464	3,476	2,231	341	2,572	2,035	299	2,334	14,653
	Gate Parkway	2,161	317	2,478	3,282	508	3,790	3,012	464	3,476	2,231	341	2,572	2,035	299	2,334	14,650
Merge from Express Lane Egress		2,164	317	2,481	3,277	509	3,786	3,010	462	3,472	2,234	342	2,576	2,028	299	2,327	14,642
		2,086	317	2,403	3,154	509	3,663	2,895	462	3,357	2,154	342	2,496	1,956	299	2,255	14,174
Weave - Baymeadows to Gate		2,731	402	3,133	4,132	629	4,761	3,812	571	4,383	2,820	422	3,242	2,559	371	2,930	18,449
	Baymeadows Road	2,119	938	3,057	3,262	1,437	4,699	3,016	1,292	4,308	2,184	939	3,123	1,993	855	2,848	18,035
		2,120	938	3,058	3,266	1,438	4,704	3,008	1,289	4,297	2,182	939	3,121	1,993	857	2,850	18,030
Diverge to Baymeadows Road		2,407	938	3,345	3,699	1,438	5,137	3,402	1,289	4,691	2,454	939	3,393	2,258	857	3,115	19,681
		2,403	935	3,338	3,706	1,441	5,147	3,397	1,286	4,683	2,449	938	3,387	2,258	857	3,115	19,670
		2,397	930	3,327	3,713	1,441	5,154	3,392	1,284	4,676	2,450	938	3,388	2,254	855	3,109	19,654
		2,400	930	3,330	3,712	1,443	5,155	3,387	1,280	4,667	2,449	938	3,387	2,252	852	3,104	19,643
		2,399	932	3,331	3,714	1,443	5,157	3,386	1,278	4,664	2,444	939	3,383	2,256	853	3,109	19,644
		2,396	933	3,329	3,717	1,446	5,163	3,378	1,275	4,653	2,444	937	3,381	2,258	855	3,113	19,639
Merge from SR 9B		2,394	683	3,077	3,725	1,058	4,783	3,370	924	4,294	2,441	680	3,121	2,262	626	2,888	18,163
		1,756	683	2,439	2,688	1,058	3,746	2,443	923	3,366	1,770	681	2,451	1,651	626	2,277	14,279
	From SR 9B	1,755	681	2,436	2,689	1,059	3,748	2,440	922	3,362	1,766	678	2,444	1,654	626	2,280	14,270
		1,747	677	2,424	2,695	1,060	3,755	2,440	923	3,363	1,761	673	2,434	1,653	627	2,280	14,256
Diverge to Express Lane Ingress		2,420		2,420	3,755		3,755	3,359		3,359	2,433		2,433	2,278		2,278	14,245
		2,421		2,421	3,750		3,750	3,360		3,360	2,434		2,434	2,274		2,274	14,239
Merge from US 1 (Philips Highway)		2,426		2,426	3,747		3,747	3,359		3,359	2,432		2,432	2,275		2,275	14,239
		2,425		2,425	3,747		3,747	3,357		3,357	2,431		2,431	2,276		2,276	14,236
		2,053		2,053	3,185		3,185	2,836		2,836	2,051		2,051	1,924		1,924	12,049
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,560		2,560	3,981		3,981	3,546		3,546	2,560		2,560	2,418		2,418	15,065
Merge from I-95		2,558		2,558	3,984		3,984	3,544		3,544	2,557		2,557	2,419		2,419	15,062
South of I-95 On-Ramp		1,513		1,513	2,342		2,342	2,079		2,079	1,488		1,488	1,405		1,405	8,827
		1,511		1,511	2,344		2,344	2,077		2,077	1,485		1,485	1,406		1,406	8,823
		1,510		1,510	2,342		2,342	2,076		2,076	1,482		1,482	1,407		1,407	8,817

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Original Build Alternative – AM Peak Hour Throughput	Figure 6-9
			Page 1 of 1

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I-295 Southbound

I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		2,559		2,559	3,035		3,035	2,565		2,565	1,717		1,717	1,279		1,279	11,155
		2,559		2,559	3,034		3,034	2,569		2,569	1,717		1,717	1,281		1,281	11,160
		2,557		2,557	3,034		3,034	2,573		2,573	1,720		1,720	1,281		1,281	11,165
		2,557		2,557	3,036		3,036	2,573		2,573	1,723		1,723	1,285		1,285	11,174
		2,556		2,556	3,034		3,034	2,576		2,576	1,725		1,725	1,289		1,289	11,180
Merge from Beach Blvd		3,347		3,347	3,980		3,980	3,400		3,400	2,267		2,267	1,688		1,688	14,682
		3,345		3,345	3,981		3,981	3,400		3,400	2,268		2,268	1,689		1,689	14,683
Diverge to Town Center Parkway		3,346		3,346	3,981		3,981	3,403		3,403	2,272		2,272	1,693		1,693	14,695
		2,876		2,876	3,420		3,420	2,938		2,938	1,940		1,940	1,458		1,458	12,632
	Town Center Parkway	2,873		2,873	3,424		3,424	2,939		2,939	1,941		1,941	1,460		1,460	12,637
		2,869		2,869	3,424		3,424	2,941		2,941	1,947		1,947	1,460		1,460	12,641
		2,869		2,869	3,423		3,423	2,945		2,945	1,947		1,947	1,459		1,459	12,643
Weave - Town Center to SR 202		3,786		3,786	4,494		4,494	3,872		3,872	2,566		2,566	1,912		1,912	16,630
Diverge to Express Lane Ingress		2,534		2,534	3,019		3,019	2,594		2,594	1,732		1,732	1,290		1,290	11,169
	SR 202 (Butler Boulevard)	1,973	560	2,533	2,352	667	3,019	2,008	590	2,598	1,345	388	1,733	997	294	1,291	11,174
		1,971	560	2,531	2,349	667	3,016	2,012	590	2,602	1,346	388	1,734	1,001	294	1,295	11,178
Merge from SR 202 WB		3,534	562	4,096	4,199	664	4,863	3,625	592	4,217	2,400	388	2,788	1,769	295	2,064	18,028
Merge from SR 202 EB		4,188	562	4,750	4,908	664	5,572	4,134	592	4,726	3,038	388	3,426	2,119	295	2,414	20,888
Diverge to Gate Parkway		4,186	561	4,747	4,914	665	5,579	4,133	594	4,727	3,043	391	3,434	2,117	293	2,410	20,897
Diverge to Express Lane Ingress		3,364	561	3,925	3,943	665	4,608	3,321	594	3,915	2,445	391	2,836	1,699	293	1,992	17,276
	Gate Parkway	3,366	562	3,928	3,942	665	4,607	3,322	594	3,916	2,446	390	2,836	1,699	294	1,993	17,280
		2,991	562	3,553	3,507	665	4,172	2,968	594	3,562	2,160	390	2,550	1,512	294	1,806	15,643
		2,994	936	3,930	3,504	1,100	4,604	2,970	951	3,921	2,162	675	2,837	1,514	483	1,997	17,289
		2,993	936	3,929	3,504	1,100	4,604	2,974	951	3,925	2,168	675	2,843	1,515	483	1,998	17,299
Merge from Gate Parkway		3,833	936	4,769	4,499	1,100	5,599	3,827	951	4,778	2,753	675	3,428	1,935	484	2,419	20,993
Diverge to Baymeadows Road		3,833	936	4,769	4,502	1,100	5,602	3,829	951	4,780	2,758	675	3,433	1,938	484	2,422	21,006
	Baymeadows Road	3,065	935	4,000	3,602	1,098	4,700	3,068	953	4,021	2,212	677	2,889	1,547	485	2,032	17,642
		3,064	935	3,999	3,601	1,097	4,698	3,071	955	4,026	2,219	678	2,897	1,548	486	2,034	17,654
		3,062	935	3,997	3,603	1,098	4,701	3,076	957	4,033	2,222	679	2,901	1,549	486	2,035	17,667
Merge from Baymeadows Road		3,418	934	4,352	4,027	1,102	5,129	3,441	955	4,396	2,470	682	3,152	1,742	488	2,230	19,259
		3,416	934	4,350	4,026	1,101	5,127	3,445	956	4,401	2,472	684	3,156	1,744	489	2,233	19,267
		3,416	934	4,350	4,027	1,100	5,127	3,444	953	4,397	2,478	688	3,166	1,745	491	2,236	19,276
		3,411	935	4,346	4,029	1,098	5,127	3,447	954	4,401	2,486	692	3,178	1,745	488	2,233	19,285
		3,414	935	4,349	4,027	1,099	5,126	3,450	953	4,403	2,492	693	3,185	1,748	490	2,238	19,301
		3,415	936	4,351	4,026	1,099	5,125	3,453	953	4,406	2,496	694	3,190	1,750	491	2,241	19,313
Diverge to SR 9B		3,414	677	4,091	4,024	801	4,825	3,461	689	4,150	2,496	503	2,999	1,753	354	2,107	18,172
		2,478	677	3,155	2,915	801	3,716	2,523	691	3,214	1,812	502	2,314	1,270	355	1,625	14,024
		2,480	676	3,156	2,915	801	3,716	2,530	692	3,222	1,815	506	2,321	1,272	355	1,627	14,042
	To SR 9B	2,478	674	3,152	2,916	802	3,718	2,534	694	3,228	1,822	505	2,327	1,272	357	1,629	14,054
Merge from Express Lane Egress		3,154		3,154	3,713		3,713	3,231		3,231	2,331		2,331	1,632		1,632	14,061
		3,158		3,158	3,710		3,710	3,236		3,236	2,332		2,332	1,635		1,635	14,071
Diverge to US 1 (Philips Highway)		3,156		3,156	3,713		3,713	3,236		3,236	2,333		2,333	1,635		1,635	14,073
		3,152		3,152	3,715		3,715	3,238		3,238	2,333		2,333	1,635		1,635	14,073
		2,691		2,691	3,149		3,149	2,756		2,756	1,980		1,980	1,391		1,391	11,967
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	3,388		3,388	3,948		3,948	3,440		3,440	2,459		2,459	1,732		1,732	14,967
		3,383		3,383	3,947		3,947	3,442		3,442	2,463		2,463	1,732		1,732	14,967
Diverge to I-95 NB		3,379		3,379	3,947		3,947	3,447		3,447	2,467		2,467	1,734		1,734	14,974
		3,204		3,204	3,741		3,741	3,270		3,270	2,345		2,345	1,645		1,645	14,205
Diverge to I-95 SB		3,200		3,200	3,744		3,744	3,275		3,275	2,346		2,346	1,644		1,644	14,209
		3,200		3,200	3,747		3,747	3,277		3,277	2,346		2,346	1,646		1,646	14,216
		2,060		2,060	2,397		2,397	2,111		2,111	1,508		1,508	1,062		1,062	9,138

I-295 Northbound

I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		3,682		3,682	3,893		3,893	3,700		3,700	3,185		3,185	1,917		1,917	16,377
		3,684		3,684	3,889		3,889	3,699		3,699	3,178		3,178	1,912		1,912	16,362
		3,684		3,684	3,891		3,891	3,693		3,693	3,173		3,173	1,910		1,910	16,351
		3,681		3,681	3,889		3,889	3,693		3,693	3,169		3,169	1,907		1,907	16,339
		3,684		3,684	3,888		3,888	3,692		3,692	3,167		3,167	1,905		1,905	16,336
Diverge to Beach Blvd		4,821		4,821	5,059		5,059	4,817		4,817	4,137		4,137	2,497		2,497	21,331
Merge from Town Center Parkway		4,824		4,824	5,059		5,059	4,818		4,818	4,123		4,123	2,495		2,495	21,319
		3,946		3,946	4,043		4,043	3,946		3,946	3,543		3,543	2,061		2,061	17,539
	Town Center Parkway	3,950		3,950	4,038		4,038	3,949		3,949	3,537		3,537	2,056		2,056	17,530
		3,945		3,945	4,052		4,052	3,948		3,948	3,513		3,513	2,055		2,055	17,513
Diverge to Town Center Parkway		4,516		4,516	4,785		4,785	4,555		4,555	3,901		3,901	2,362		2,362	20,119
Merge from SR 202 WB		4,514		4,514	4,886		4,886	4,553		4,553	3,788		3,788	2,359		2,359	20,100
		3,670		3,670	3,963		3,963	3,691		3,691	3,112		3,112	1,926		1,926	16,362
Merge from SR 202 EB		3,670		3,670	4,034		4,034	3,687		3,687	3,041		3,041	1,925		1,925	16,357
Merge from Express Lane Egress		2,536		2,536	2,985		2,985	2,752		2,752	1,833		1,833	1,329		1,329	11,435
	SR 202 (Butler Boulevard)	2,051	484	2,535	2,571	473	3,044	2,649	49	2,698	1,734	91	1,825	1,073	255	1,328	11,430
		2,051	483	2,534	2,575	471	3,046	2,645	49	2,694	1,730	92	1,822	1,073	254	1,327	11,423
		2,051	483	2,534	2,581	467	3,048	2,637	48	2,685	1,729	94	1,823	1,072	252	1,324	11,414
Diverge to SR 202		4,044	483	4,527	4,919	467	5,386	4,683	48	4,731	3,100	94	3,194	2,071	252	2,323	20,161
Merge from Express Lane Flyover		4,045	486	4,531	4,920	464	5,384	4,677	48	4,725	3,101	96	3,197	2,068	251	2,319	20,156
Merge from Gate Parkway		3,416	486	3,902	4,180	464	4,644	4,021	48	4,069	2,671	96	2,767	1,755	251	2,006	17,388
		2,861	486	3,347	3,491	464	3,955	3,433	47	3,480	2,283	97	2,380	1,471	252	1,723	14,885
	Gate Parkway	2,862	486	3,348	3,493	464	3,957	3,431	47	3,478	2,282	97	2,379	1,471	252	1,723	14,885
Merge from Express Lane Egress		2,864	486	3,350	3,496	462	3,958	3,426	47	3,473	2,276	98	2,374	1,470	251	1,721	14,876
		2,802	486	3,288	3,433	462	3,895	3,419	47	3,466	2,267	98	2,365	1,448	251	1,699	14,713
Weave - Baymeadows to Gate		3,001	552	3,553	3,678	522	4,200	3,622	50	3,672	2,408	106	2,514	1,544	267	1,811	15,750
	Baymeadows Road	2,161	1,180	3,341	2,736	1,263	3,999	2,790	691	3,481	1,819	531	2,350	1,116	582	1,698	14,869
		2,157	1,177	3,334	2,740	1,262	4,002	2,787	691	3,478	1,814	530	2,344	1,114	580	1,694	14,852
Diverge to Baymeadows Road		2,475	1,177	3,652	3,129	1,261	4,390	3,117	691	3,808	2,034	530	2,564	1,273	580	1,853	16,267
		2,478	1,176	3,654	3,130	1,258	4,388	3,114	691	3,805	2,031	531	2,562	1,270	578	1,848	16,257
		2,484	1,181	3,665	3,127	1,252	4,379	3,109	689	3,798	2,026	533	2,559	1,269	578	1,847	16,248
		2,484	1,181	3,665	3,130	1,248	4,378	3,108	686	3,794	2,019	534	2,553	1,269	578	1,847	16,237
		2,487	1,180	3,667	3,138	1,247	4,385	3,096	685	3,781	2,013	534	2,547	1,268	577	1,845	16,225
		2,488	1,180	3,668	3,144	1,248	4,392	3,094	681	3,775	2,005	533	2,538	1,269	576	1,845	16,218
Merge from SR 9B		2,487	896	3,383	3,145	953	4,098	3,095	520	3,615	1,997	403	2,400	1,268	446	1,714	15,210
		1,898	896	2,794	2,368	951	3,319	2,346	522	2,868	1,514	402	1,916	967	445	1,412	12,309
	From SR 9B	1,895	894	2,789	2,366	949	3,315	2,349	520	2,869	1,511	403	1,914	968	443	1,411	12,298
		1,896	893	2,789	2,364	946	3,310	2,347	519	2,866	1,506	405	1,911	963	441	1,404	12,280
Diverge to Express Lane Ingress		2,795		2,795	3,304		3,304	2,862		2,862	1,912		1,912	1,399		1,399	12,272
		2,802		2,802	3,301		3,301	2,857		2,857	1,907		1,907	1,401		1,401	12,268
Merge from US 1 (Philips Highway)		2,804		2,804	3,303		3,303	2,852		2,852	1,904		1,904	1,402		1,402	12,265
		2,805		2,805	3,305		3,305	2,850		2,850	1,903		1,903	1,403		1,403	12,266
		2,000		2,000	2,389		2,389	2,037		2,037	1,363		1,363	1,006		1,006	8,795
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,638		2,638	3,144		3,144	2,681		2,681	1,799		1,799	1,329		1,329	11,591
Merge from I-95		2,638		2,638	3,146		3,146	2,676		2,676	1,798		1,798	1,327		1,327	11,585
South of I-95 On-Ramp		1,420		1,420	1,679		1,679	1,418		1,418	944		944	698		698	6,159
		1,419		1,419	1,679		1,679	1,414		1,414	943		943	697		697	6,152
		1,418		1,418	1,678		1,678	1,412		1,412	942		942	696		696	6,146

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I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Opening Year 2020 – Original Build Alternative – PM Peak Hour Throughput

Figure 6-10

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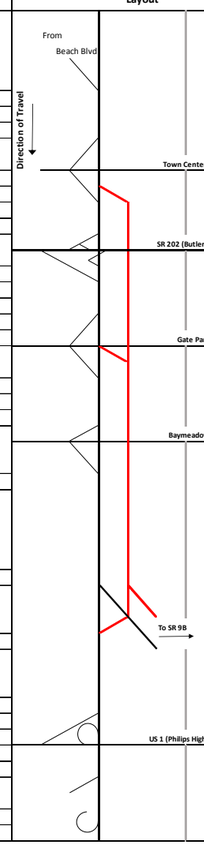
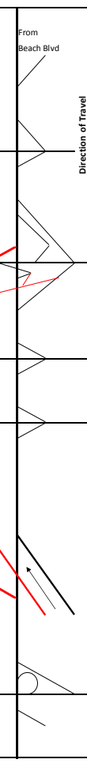
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		2,769		2,769	4,311		4,311	3,789		3,789	2,758		2,758	2,606		2,606	16,233
		2,773		2,773	4,305		4,305	3,800		3,800	2,759		2,759	2,607		2,607	16,244
		2,777		2,777	4,291		4,291	3,810		3,810	2,763		2,763	2,608		2,608	16,249
		2,779		2,779	4,285		4,285	3,819		3,819	2,763		2,763	2,605		2,605	16,251
		2,783		2,783	4,257		4,257	3,850		3,850	2,770		2,770	2,603		2,603	16,263
Merge from Beach Blvd		3,642		3,642	5,578		5,578	5,094		5,094	3,652		3,652	3,428		3,428	21,394
		3,640		3,640	5,574		5,574	5,101		5,101	3,654		3,654	3,428		3,428	21,397
Diverge to Town Center Parkway		3,648		3,648	5,553		5,553	5,127		5,127	3,652		3,652	3,429		3,429	21,409
		2,987		2,987	4,526		4,526	4,213		4,213	3,011		3,011	2,811		2,811	17,548
	Town Center Parkway	2,989		2,989	4,522		4,522	4,220		4,220	3,014		3,014	2,808		2,808	17,553
Diverge to Express Lane Ingress		2,988		2,988	4,519		4,519	4,226		4,226	3,016		3,016	2,806		2,806	17,555
		2,613	377	2,990	4,001	517	4,518	3,834	398	4,232	2,631	387	3,018	2,449	357	2,806	17,564
Merge from Town Center Parkway		3,070	377	3,447	4,675	517	5,192	4,447	398	4,845	3,078	387	3,465	2,860	357	3,217	20,166
Diverge to SR 202		3,071	378	3,449	4,671	518	5,189	4,452	399	4,851	3,081	385	3,466	2,860	358	3,218	20,173
	SR 202 (Butler Boulevard)	1,588	378	1,966	2,444	518	2,962	2,370	399	2,769	1,602	385	1,987	1,460	358	1,818	11,502
		1,589	380	1,969	2,442	518	2,960	2,373	398	2,771	1,606	387	1,993	1,459	356	1,815	11,508
Merge from SR 202 WB		2,962	380	3,342	4,404	518	4,922	4,205	398	4,603	3,050	387	3,437	2,744	356	3,100	19,404
Merge from SR 202 EB		3,143	379	3,522	4,658	519	5,177	4,438	396	4,834	3,224	389	3,613	2,911	355	3,266	20,412
Diverge to Gate Parkway		3,143	379	3,522	4,657	519	5,176	4,442	396	4,838	3,225	389	3,614	2,912	355	3,267	20,417
		2,708	379	3,087	4,032	520	4,552	3,855	398	4,253	2,775	387	3,162	2,504	356	2,860	17,914
Diverge to Express Lane Ingress	Gate Parkway	2,712	380	3,092	4,029	518	4,547	3,860	399	4,259	2,779	387	3,166	2,503	356	2,859	17,923
		2,406	380	2,786	3,573	518	4,091	3,410	399	3,809	2,464	387	2,851	2,214	356	2,570	16,107
		2,404	686	3,090	3,572	971	4,543	3,409	850	4,259	2,468	707	3,175	2,213	647	2,860	17,927
Merge from Gate Parkway		2,550	685	3,235	3,811	973	4,784	3,619	851	4,470	2,619	708	3,327	2,356	647	3,003	18,819
		2,552	688	3,240	3,812	971	4,783	3,615	849	4,464	2,621	709	3,330	2,356	648	3,004	18,821
Diverge to Baymeadows Road		2,554	688	3,242	3,810	971	4,781	3,618	849	4,467	2,624	709	3,333	2,354	648	3,002	18,825
	Baymeadows Road	1,918	688	2,606	2,857	971	3,828	2,754	850	3,604	1,964	711	2,675	1,753	647	2,400	15,113
		1,919	688	2,607	2,851	971	3,822	2,760	850	3,610	1,967	711	2,678	1,752	647	2,399	15,116
		1,925	691	2,616	2,848	969	3,817	2,761	849	3,610	1,968	712	2,680	1,755	647	2,402	15,125
Merge from Baymeadows Road		2,172	693	2,865	3,237	971	4,208	3,101	851	3,952	2,233	712	2,945	1,992	647	2,639	16,609
		2,171	690	2,861	3,233	972	4,205	3,103	850	3,953	2,236	715	2,951	1,992	646	2,638	16,608
		2,172	690	2,862	3,230	971	4,201	3,105	851	3,956	2,237	716	2,953	1,993	646	2,639	16,611
		2,170	692	2,862	3,221	972	4,193	3,116	852	3,968	2,243	717	2,960	1,988	648	2,636	16,619
		2,174	691	2,865	3,218	972	4,190	3,123	851	3,974	2,245	717	2,962	1,985	647	2,632	16,623
		2,170	693	2,863	3,220	973	4,193	3,125	852	3,977	2,245	717	2,962	1,985	649	2,634	16,629
Diverge to SR 9B		2,172	693	2,865	3,221	973	4,194	3,129	852	3,981	2,240	717	2,957	1,989	649	2,638	16,635
		1,645	518	2,163	2,435	737	3,172	2,368	646	3,014	1,699	546	2,245	1,497	491	1,988	12,582
		1,648	517	2,165	2,429	737	3,166	2,370	645	3,015	1,707	546	2,253	1,495	491	1,986	12,585
	To SR 9B	1,654	516	2,170	2,423	737	3,160	2,370	646	3,016	1,713	546	2,259	1,495	491	1,986	12,591
Merge from Express Lane Egress		2,173		2,173	3,153		3,153	3,022		3,022	2,260		2,260	1,984		1,984	12,592
		2,177		2,177	3,151		3,151	3,027		3,027	2,265		2,265	1,983		1,983	12,603
		2,176		2,176	3,150		3,150	3,026		3,026	2,267		2,267	1,981		1,981	12,600
		2,174		2,174	3,151		3,151	3,026		3,026	2,270		2,270	1,979		1,979	12,600
Diverge to US 1 (Philips Highway)		2,176		2,176	3,150		3,150	3,028		3,028	2,271		2,271	1,979		1,979	12,604
		1,570		1,570	2,267		2,267	2,195		2,195	1,630		1,630	1,434		1,434	9,096
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	2,087		2,087	3,039		3,039	2,881		2,881	2,130		2,130	1,901		1,901	12,038
		2,085		2,085	3,038		3,038	2,882		2,882	2,133		2,133	1,900		1,900	12,038
Diverge to I-95 NB		2,084		2,084	3,037		3,037	2,885		2,885	2,136		2,136	1,896		1,896	12,038
		1,775		1,775	2,575		2,575	2,453		2,453	1,815		1,815	1,616		1,616	10,234
		1,771		1,771	2,575		2,575	2,457		2,457	1,814		1,814	1,618		1,618	10,235
Diverge to I-95 SB		1,770		1,770	2,573		2,573	2,459		2,459	1,815		1,815	1,617		1,617	10,234
		1,150		1,150	1,665		1,665	1,586		1,586	1,185		1,185	1,062		1,062	6,648

I-295 Northbound



I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		1,987		1,987	2,983		2,983	2,751		2,751	2,059		2,059	1,878		1,878	11,658
		1,986		1,986	2,982		2,982	2,746		2,746	2,063		2,063	1,877		1,877	11,654
		1,989		1,989	2,981		2,981	2,744		2,744	2,064		2,064	1,873		1,873	11,651
		1,989		1,989	2,985		2,985	2,737		2,737	2,061		2,061	1,875		1,875	11,647
		1,987		1,987	2,990		2,990	2,732		2,732	2,061		2,061	1,875		1,875	11,645
Diverge to Beach Blvd		2,587		2,587	3,911		3,911	3,547		3,547	2,680		2,680	2,452		2,452	15,177
Merge from Town Center Parkway		2,586		2,586	3,913		3,913	3,547		3,547	2,676		2,676	2,452		2,452	15,174
		2,208		2,208	3,374		3,374	3,059		3,059	2,323		2,323	2,106		2,106	13,070
	Town Center Parkway	2,207		2,207	3,372		3,372	3,058		3,058	2,324		2,324	2,102		2,102	13,063
		2,206		2,206	3,371		3,371	3,058		3,058	2,326		2,326	2,100		2,100	13,061
Diverge to Town Center Parkway		2,926		2,926	4,435		4,435	4,059		4,059	3,051		3,051	2,744		2,744	17,215
Merge from SR 202 WB		2,928		2,928	4,434		4,434	4,055		4,055	3,049		3,049	2,748		2,748	17,214
Merge from SR 202 EB		2,456		2,456	3,737		3,737	3,429		3,429	2,545		2,545	2,292		2,292	14,459
		1,951		1,951	2,981		2,981	2,746		2,746	2,039		2,039	1,829		1,829	11,546
Merge from Express Lane Egress		1,951		1,951	2,982		2,982	2,741		2,741	2,041		2,041	1,829		1,829	11,544
	SR 202 (Butler Boulevard)	1,523	426	1,949	2,324	663	2,987	2,128	610	2,738	1,590	448	2,038	1,425	406	1,831	11,543
		1,522	426	1,948	2,328	664	2,992	2,126	608	2,734	1,587	448	2,035	1,425	406	1,831	11,540
Diverge to SR 202 WB		1,864	425	2,289	2,871	664	3,535	2,618	609	3,227	1,947	447	2,394	1,747	406	2,153	13,598
		1,862	953	2,815	2,875	1,421	4,296	2,617	1,293	3,910	1,943	966	2,909	1,748	884	2,632	16,562
Diverge to SR 202 EB		2,728	953	3,681	4,158	1,421	5,579	3,781	1,293	5,074	2,780	966	3,746	2,518	884	3,402	21,482
Merge from Gate Parkway		2,720	950	3,670	4,162	1,421	5,583	3,784	1,294	5,078	2,767	963	3,730	2,522	884	3,406	21,467
	Gate Parkway	2,069	950	3,019	3,169	1,421	4,590	2,908	1,294	4,202	2,132	963	3,095	1,932	884	2,816	17,722
		2,061	949	3,010	3,170	1,422	4,592	2,902	1,295	4,197	2,134	962	3,096	1,930	885	2,815	17,710
Diverge to Gate Parkway		2,714	949	3,663	4,146	1,422	5,568	3,816	1,295	5,111	2,803	962	3,765	2,525	885	3,410	21,517
Merge from Baymeadows Road		2,718	949	3,667	4,149	1,422	5,571	3,807	1,294	5,101	2,801	960	3,761	2,534	883	3,417	21,517
	Baymeadows Road	2,106	950	3,056	3,276	1,421	4,697	3,013	1,294	4,307	2,166	959	3,125	1,961	884	2,845	18,030
		2,110	949	3,059	3,277	1,425	4,702	3,009	1,291	4,300	2,164	956	3,120	1,960	888	2,848	18,029
Diverge to Baymeadows Road		2,399	949	3,348	3,711	1,426	5,137	3,403	1,289	4,692	2,436	955	3,391	2,224	890	3,114	19,682
		2,395	943	3,338	3,717	1,432	5,149	3,396	1,287	4,683	2,436	954	3,390	2,221	890	3,111	19,671
9B to Baymeadows Road		2,388	942	3,330	3,722	1,433	5,155	3,390	1,285	4,675	2,436	955	3,391	2,221	888	3,109	19,660
		2,389	940	3,329	3,721	1,434	5,155	3,387	1,284	4,671	2,435	952	3,387	2,218	887	3,105	19,647
		2,389	942	3,331	3,722	1,433	5,155	3,385	1,281	4,666	2,430	952	3,382	2,219	888	3,107	19,641
		2,389	940	3,329	3,724	1,436	5,160	3,378	1,276	4,654	2,429	952	3,381	2,223	889	3,112	19,636
Merge from SR 9B		2,385	683	3,068	3,731	1,046	4,777	3,372	928	4,300	2,426	693	3,119	2,226	649	2,875	18,139
		1,756	683	2,439	2,700	1,048	3,748	2,437	927	3,364	1,756	692	2,448	1,627	651	2,278	14,277
	From SR 9B	1,755	680	2,435	2,700	1,049	3,749	2,437	928	3,365	1,754	689	2,443	1,630	650	2,280	14,272
		1,748	676	2,424	2,704	1,050	3,754	2,436	929	3,365	1,748	688	2,436	1,631	649	2,280	14,259
Diverge to Express Lane Ingress		2,422		2,422	3,752		3,752	3,360		3,360	2,432		2,432	2,275		2,275	14,241
		2,423		2,423	3,749		3,749	3,358		3,358	2,433		2,433	2,275		2,275	14,238
		2,425		2,425	3,747		3,747	3,358		3,358	2,432		2,432	2,275		2,275	14,237
Merge from US 1 (Philips Highway)		2,426		2,426	3,746		3,746	3,357		3,357	2,431		2,431	2,276		2,276	14,236
		2,053		2,053	3,185		3,185	2,836		2,836	2,051		2,051	1,924		1,924	12,049
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,560		2,560	3,981		3,981	3,546		3,546	2,560		2,560	2,418		2,418	15,065
Merge from I-95		2,558		2,558	3,984		3,984	3,544		3,544	2,557		2,557	2,419		2,419	15,062
		1,513		1,513	2,342		2,342	2,079		2,079	1,488		1,488	1,405		1,405	8,827
South of I-95 On-Ramp		1,511		1,511	2,344		2,344	2,077		2,077	1,485		1,485	1,406		1,406	8,823
		1,510		1,510	2,342		2,342	2,076		2,076	1,482		1,482	1,407		1,407	8,817

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Modified Build Alternative – AM Peak Hour Throughput	Figure 6-11
			Page 1 of 1

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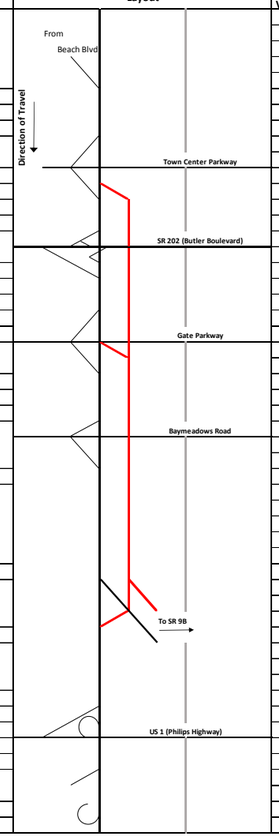
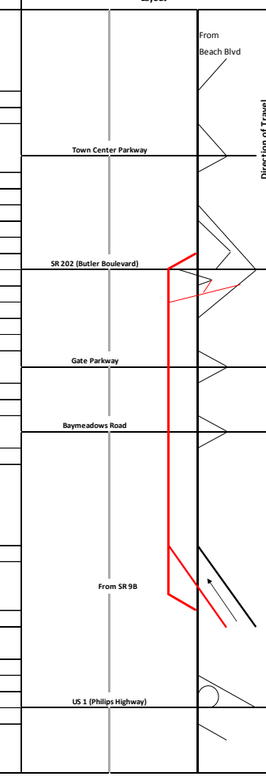
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		2,559		2,559	3,035		3,035	2,565		2,565	1,717		1,717	1,279		1,279	11,155
		2,559		2,559	3,034		3,034	2,569		2,569	1,717		1,717	1,281		1,281	11,160
		2,557		2,557	3,034		3,034	2,573		2,573	1,720		1,720	1,281		1,281	11,165
		2,557		2,557	3,034		3,034	2,574		2,574	1,721		1,721	1,284		1,284	11,170
		2,556		2,556	3,034		3,034	2,576		2,576	1,725		1,725	1,289		1,289	11,180
Merge from Beach Blvd		3,347		3,347	3,980		3,980	3,400		3,400	2,268		2,268	1,688		1,688	14,683
		3,346		3,346	3,981		3,981	3,400		3,400	2,268		2,268	1,689		1,689	14,684
Diverge to Town Center Parkway		3,346		3,346	3,982		3,982	3,403		3,403	2,271		2,271	1,693		1,693	14,695
		2,875		2,875	3,420		3,420	2,938		2,938	1,940		1,940	1,458		1,458	12,631
		2,873		2,873	3,423		3,423	2,939		2,939	1,941		1,941	1,458		1,458	12,634
Diverge to Express Lane Ingress		2,869		2,869	3,425		3,425	2,941		2,941	1,945		1,945	1,460		1,460	12,640
		2,442	426	2,868	2,925	498	3,423	2,512	434	2,946	1,662	287	1,949	1,239	222	1,461	12,647
Merge from Town Center Parkway		3,358	426	3,784	3,998	498	4,496	3,435	434	3,869	2,276	287	2,563	1,691	222	1,913	16,625
Diverge to SR 202		3,353	426	3,779	4,001	497	4,498	3,438	435	3,873	2,278	289	2,567	1,691	222	1,913	16,630
		2,107	426	2,533	2,524	497	3,021	2,159	435	2,594	1,444	289	1,733	1,069	222	1,291	11,172
		2,106	426	2,532	2,521	496	3,017	2,163	437	2,600	1,446	288	1,734	1,073	223	1,296	11,179
Merge from SR 202 WB		3,670	426	4,096	4,372	496	4,868	3,774	437	4,211	2,498	288	2,786	1,838	223	2,061	18,022
Merge from SR 202 EB		4,325	424	4,749	5,129	496	5,625	4,404	440	4,844	2,983	287	3,270	2,175	222	2,397	20,885
Diverge to Gate Parkway		4,321	424	4,745	5,128	496	5,624	4,410	440	4,850	2,987	287	3,274	2,174	222	2,396	20,889
		3,504	425	3,929	4,149	494	4,643	3,576	441	4,017	2,410	289	2,699	1,760	223	1,983	17,271
Diverge to Express Lane Ingress		3,500	426	3,926	4,150	494	4,644	3,580	442	4,022	2,413	290	2,703	1,762	223	1,985	17,280
		3,022	426	3,448	3,581	494	4,075	3,096	442	3,538	2,083	290	2,373	1,520	223	1,743	15,177
		3,023	904	3,927	3,582	1,063	4,645	3,098	931	4,029	2,084	623	2,707	1,521	468	1,989	17,297
Merge from Gate Parkway		3,866	906	4,772	4,572	1,065	5,637	3,953	931	4,884	2,667	624	3,291	1,937	469	2,406	20,990
		3,866	905	4,771	4,572	1,063	5,635	3,955	931	4,886	2,669	627	3,296	1,941	469	2,410	20,998
Diverge to Baymeadows Road		3,864	905	4,769	4,572	1,063	5,635	3,958	931	4,889	2,676	627	3,303	1,943	469	2,412	21,008
		3,095	905	4,000	3,668	1,062	4,730	3,184	934	4,118	2,149	629	2,778	1,553	468	2,021	17,647
		3,097	905	4,002	3,665	1,062	4,727	3,189	934	4,123	2,154	629	2,783	1,556	468	2,024	17,659
		3,095	904	3,999	3,665	1,061	4,726	3,195	936	4,131	2,156	630	2,786	1,558	469	2,027	17,669
Merge from Baymeadows Road		3,450	900	4,350	4,092	1,064	5,156	3,561	937	4,498	2,403	630	3,033	1,751	470	2,221	19,258
		3,450	900	4,350	4,091	1,064	5,155	3,564	938	4,502	2,406	633	3,039	1,753	470	2,223	19,269
		3,452	899	4,351	4,091	1,064	5,155	3,564	941	4,505	2,411	636	3,047	1,756	469	2,225	19,283
		3,450	897	4,347	4,089	1,062	5,151	3,567	941	4,508	2,416	638	3,054	1,759	469	2,228	19,288
		3,449	899	4,348	4,088	1,063	5,151	3,574	943	4,517	2,421	638	3,059	1,759	469	2,228	19,303
		3,447	898	4,345	4,085	1,062	5,147	3,575	944	4,519	2,428	639	3,067	1,761	470	2,231	19,309
Diverge to SR 9B		3,448	898	4,346	4,084	1,062	5,146	3,580	944	4,524	2,430	639	3,069	1,764	470	2,234	19,319
		2,508	648	3,156	2,955	776	3,731	2,609	684	3,293	1,763	464	2,227	1,277	341	1,618	14,025
		2,508	648	3,156	2,955	776	3,731	2,610	685	3,295	1,765	464	2,229	1,279	340	1,619	14,030
		2,505	648	3,153	2,957	775	3,732	2,616	684	3,300	1,770	466	2,236	1,279	340	1,619	14,040
Merge from Express Lane Egress		3,152		3,152	3,731		3,731	3,307		3,307	2,240		2,240	1,623		1,623	14,053
		3,154		3,154	3,729		3,729	3,306		3,306	2,245		2,245	1,625		1,625	14,059
		3,157		3,157	3,727		3,727	3,309		3,309	2,248		2,248	1,628		1,628	14,069
		3,156		3,156	3,726		3,726	3,314		3,314	2,248		2,248	1,629		1,629	14,073
Diverge to US 1 (Philips Highway)		3,151		3,151	3,728		3,728	3,315		3,315	2,249		2,249	1,628		1,628	14,071
		2,690		2,690	3,160		3,160	2,823		2,823	1,909		1,909	1,384		1,384	11,966
Merge from US 1 (Philips Highway)		3,389		3,389	3,958		3,958	3,506		3,506	2,388		2,388	1,725		1,725	14,966
		3,387		3,387	3,956		3,956	3,512		3,512	2,389		2,389	1,726		1,726	14,970
Diverge to I-95 NB		3,380		3,380	3,956		3,956	3,519		3,519	2,392		2,392	1,727		1,727	14,974
		3,203		3,203	3,751		3,751	3,337		3,337	2,275		2,275	1,640		1,640	14,206
		3,202		3,202	3,753		3,753	3,341		3,341	2,277		2,277	1,638		1,638	14,211
Diverge to I-95 SB		3,200		3,200	3,756		3,756	3,344		3,344	2,276		2,276	1,639		1,639	14,215
		2,058		2,058	2,406		2,406	2,151		2,151	1,464		1,464	1,061		1,061	9,140

I-295 Northbound



I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		3,649		3,649	4,176		4,176	3,748		3,748	2,877		2,877	1,902		1,902	16,352
		3,648		3,648	4,175		4,175	3,745		3,745	2,872		2,872	1,897		1,897	16,337
		3,651		3,651	4,170		4,170	3,746		3,746	2,865		2,865	1,895		1,895	16,327
		3,655		3,655	4,167		4,167	3,742		3,742	2,863		2,863	1,891		1,891	16,318
		3,657		3,657	4,167		4,167	3,737		3,737	2,859		2,859	1,888		1,888	16,308
Diverge to Beach Blvd		4,781		4,781	5,429		5,429	4,880		4,880	3,727		3,727	2,481		2,481	21,298
Merge from Town Center Parkway		4,777		4,777	5,429		5,429	4,878		4,878	3,718		3,718	2,479		2,479	21,281
		3,908		3,908	4,410		4,410	4,005		4,005	3,139		3,139	2,042		2,042	17,504
		3,907		3,907	4,413		4,413	4,001		4,001	3,126		3,126	2,040		2,040	17,487
		3,908		3,908	4,422		4,422	4,000		4,000	3,114		3,114	2,041		2,041	17,485
Diverge to Town Center Parkway		4,506		4,506	5,172		5,172	4,601		4,601	3,499		3,499	2,341		2,341	20,119
Merge from SR 202 WB		4,512		4,512	5,235		5,235	4,604		4,604	3,419		3,419	2,339		2,339	20,109
Merge from SR 202 EB		3,672		3,672	4,270		4,270	3,757		3,757	2,770		2,770	1,905		1,905	16,374
		2,538		2,538	3,051		3,051	2,691		2,691	1,831		1,831	1,330		1,330	11,441
Merge from Express Lane Egress		2,539		2,539	3,057		3,057	2,683		2,683	1,828		1,828	1,329		1,329	11,436
		1,972	564	2,536	2,364	695	3,059	2,079	600	2,679	1,418	406	1,824	1,031	298	1,329	11,427
		1,970	563	2,533	2,366	694	3,060	2,078	601	2,679	1,417	405	1,822	1,030	298	1,328	11,422
Diverge to SR 202 WB		2,124	563	2,687	2,554	696	3,250	2,232	601	2,833	1,527	405	1,932	1,106	297	1,403	12,105
		2,123	1,165	3,288	2,554	1,403	3,957	2,233	1,217	3,450	1,527	832	2,359	1,106	607	1,713	14,767
Diverge to SR 202 EB		3,361	1,165	4,526	3,990	1,403	5,393	3,508	1,217	4,725	2,361	832	3,193	1,716	607	2,323	20,160
Merge from Gate Parkway		3,363	1,164	4,527	3,987	1,402	5,389	3,503	1,214	4,717	2,361	831	3,192	1,715	607	2,322	20,147
		2,807	1,164	3,971	3,301	1,402	4,703	2,914	1,214	4,128	1,974	831	2,805	1,431	607	2,038	17,645
		2,809	1,164	3,973	3,298	1,403	4,701	2,909	1,214	4,123	1,974	831	2,805	1,428	606	2,034	17,636
Diverge to Gate Parkway		3,009	1,164	4,173	3,544	1,403	4,947	3,107	1,214	4,321	2,114	831	2,945	1,523	606	2,129	18,515
Merge from Baymeadows Road		3,012	1,167	4,179	3,547	1,401	4,948	3,098	1,212	4,310	2,109	829	2,938	1,523	606	2,129	18,504
		2,171	1,169	3,340	2,596	1,404	4,000	2,273	1,206	3,479	1,523	831	2,354	1,095	602	1,697	14,870
		2,169	1,171	3,340	2,597	1,405	4,002	2,273	1,206	3,479	1,518	826	2,344	1,093	601	1,694	14,859
Diverge to Baymeadows Road		2,487	1,166	3,653	2,984	1,405	4,389	2,603	1,204	3,807	1,738	825	2,563	1,255	600	1,855	16,267
		2,490	1,164	3,654	2,982	1,406	4,388	2,601	1,203	3,804	1,737	826	2,563	1,252	598	1,850	16,259
9B to Baymeadows Road		2,494	1,169	3,663	2,979	1,400	4,379	2,599	1,198	3,797	1,733	827	2,560	1,251	596	1,847	16,246
		2,495	1,170	3,665	2,978	1,399	4,377	2,597	1,198	3,795	1,729	824	2,553	1,251	595	1,846	16,236
		2,497	1,169	3,666	2,984	1,403	4,387	2,585	1,194	3,779	1,726	823	2,549	1,250	596	1,846	16,227
		2,495	1,172	3,667	2,985	1,404	4,389	2,584	1,190	3,774	1,718	819	2,537	1,251	593	1,844	16,211
Merge from SR 9B		2,495	887	3,382	2,988	1,067	4,055	2,584	915	3,499	1,713	622	2,335	1,250	455	1,705	14,976
		1,908	886	2,794	2,251	1,067	3,318	1,953	915	2,868	1,296	622	1,918	959	455	1,414	12,312
		1,904	884	2,788	2,248	1,066	3,314	1,953	916	2,869	1,296	620	1,916	955	454	1,409	12,296
		1,903	885	2,788	2,245	1,065	3,310	1,953	914	2,867	1,292	620	1,912	949	454	1,403	12,280
Diverge to Express Lane Ingress		2,797		2,797	3,302		3,302	2,860		2,860	1,912		1,912	1,401		1,401	12,272
		2,803		2,803	3,304		3,304	2,853		2,853	1,906		1,906	1,400		1,400	12,266
		2,804		2,804	3,305		3,305	2,853		2,853	1,904		1,904	1,402		1,402	12,268
Merge from US 1 (Philips Highway)		2,804		2,804	3,306		3,306	2,849		2,849	1,903		1,903	1,403		1,403	12,265
		2,000		2,000	2,389		2,389	2,037		2,037	1,363		1,363	1,006		1,006	8,795
Diverge to US 1 (Philips Highway)		2,638		2,638	3,144		3,144	2,681		2,681	1,799		1,799	1,329		1,329	11,591
Merge from I-95		2,638		2,638	3,146		3,146	2,676		2,676	1,798		1,798	1,327		1,327	11,585
		1,420		1,420	1,679		1,679	1,418		1,418	944		944	698		698	6,159
South of I-95 On-Ramp		1,419		1,419	1,679		1,679	1,414		1,414	943		943	697		697	6,152
		1,418		1,418	1,678		1,678	1,412		1,412	942		942	696		696	6,146

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Modified Build Alternative – PM Peak Hour Throughput	Figure 6-12
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6.4. 2020 Density-Based Heat Map Analysis

The following section discusses the corridor operations in terms of density per lane. Heat maps were prepared based on data gathered through travel time segments, similarly to the previous discussions. These heat maps present the output in 15-minute intervals, allowing the buildup and recovery of congestion over time to be assessed in detail.

Original Build Alternative – Density Heat Maps

Heat maps for the AM and PM peak periods are presented for the Original Build in **Figures 6-13** and **6-14**, respectively. As discussed previously, the AM peak results show that congestion occurred on I-295 southbound between Beach Boulevard and Town Center Parkway. This is due to the limited capacity downstream of Town Center Parkway, as well as heavy weaving maneuvers between the neighboring interchanges. Density as high as 78 vehicles per mile per lane (vpmpl) was observed during hour 2, and the congestion recovered to free-flow conditions by the end of hour 3.

The PM peak results show that congestion occurred on I-295 northbound due to a bottleneck caused by the lane drops within the Town Center Parkway interchange. This is consistent with the previous discussions, and density as high as 153 vpmpl was observed in this area. The results also show that this congestion recovered by the end of hour 4, and the simulation experienced free-flow conditions for the remainder of the PM peak period.

Modified Build Alternative – Density Heat Maps

Heat maps for the AM and PM peak periods for the Modified Build in **Figures 6-15** and **6-16**, respectively. As discussed previously, the AM peak results show that congestion occurred on I-295 southbound between Beach Boulevard and Town Center Parkway. This is due to the limited capacity downstream of Town Center Parkway, as well as heavy weaving maneuvers between the neighboring interchanges. Density as high as 74 vpmpl was observed during hour 2, and the congestion recovered to free-flow conditions by the end of hour 3. This represents a slight improvement over the Original Build, due to the additional lane that is provided between Town Center Parkway and Gate Parkway as part of the Modified Build.

The PM peak results show that congestion occurred on I-295 northbound due to a bottleneck caused by the lane drops within the Town Center Parkway interchange. This is consistent with the previous discussions, and density as high as 103 vpmpl was observed in this area. The results also show that this congestion recovered by the end of hour 4, and the simulation experienced free-flow conditions for the remainder of the PM peak period. The results here also indicate an improvement over the Original Build. As discussed in the previous sections, this is attributed to the higher express lane volume that the Modified Build encouraged, improving the lane utilization and merging maneuvers from SR 202 within this segment of I-295 northbound.

6.5. 2020 SR 202 (Butler Boulevard) Operational Analysis

Since the study area includes the I-295 / SR 202 system interchange, operations were also assessed on SR 202 within the study area. Lane schematics for this corridor were prepared based on travel time segment data, similar to those presented for the I-295 corridor analysis.

Figure 6-17 shows the peak hour performance of SR 202 during the Original Build AM and PM peaks. The results show that SR 202 within the study area operated at free-flow during the AM peak hour. During the PM peak hour, slight congestion was observed on SR 202 eastbound between Gate Parkway and I-295, due to weaving maneuvers between the neighboring interchanges. The average speed here was 42 mph and the average density was 42 vpmpl. This occurred as a result of the congestion on I-295 northbound (discussed previously) in which the merges from SR 202 onto that facility failed during the PM peak. The results show that this congestion affected the entrance to the ramp during the PM peak hour.

Figure 6-18 shows the peak hour performance of SR 202 during the Modified Build AM and PM peaks. Similarly to the Original Build, free-flow conditions were observed during that AM peak hour. The results show that SR 202 operated at free-flow conditions in both directions during both peaks. As described in the previous sections, the Modified Build provides improvements that benefit the merges from the SR 202 ramps to I-295 northbound. Therefore, the congestion from that segment did not extend far enough upstream to affect SR 202 eastbound, which was observed in the Original Build.

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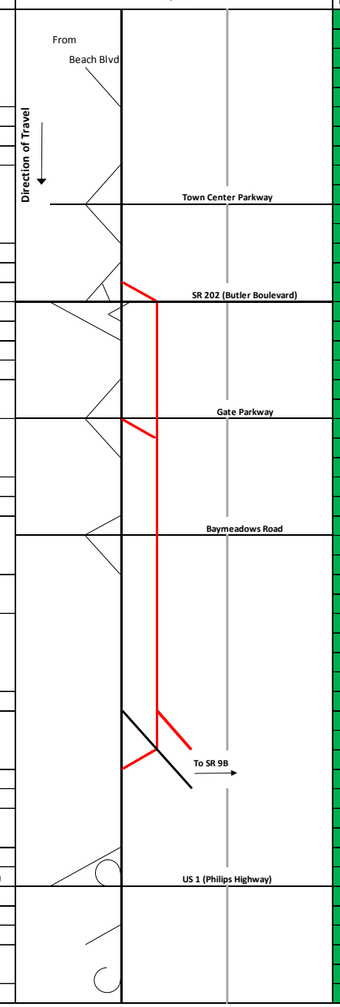
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		14	19	26	28	34	38	46	51	53	42	30	25	23	22	21	19	19	20	21	20
		14	19	26	28	33	37	52	58	58	48	30	25	24	22	21	19	19	20	21	20
		14	19	26	28	33	38	58	65	64	55	32	26	24	22	21	19	19	20	21	21
		15	19	26	28	33	41	64	70	70	59	34	26	24	22	21	19	19	20	21	21
		15	19	26	28	33	44	69	76	74	64	38	26	24	22	21	19	20	20	21	21
Merge from Beach Blvd		13	17	22	24	29	48	75	78	76	68	44	23	21	20	19	17	17	18	18	18
		13	17	23	25	31	52	59	64	60	55	43	24	21	20	19	17	17	18	18	18
Diverge to Town Center Parkway		14	17	22	25	32	50	52	55	54	50	42	24	21	20	19	17	17	18	18	18
		17	20	27	31	40	60	63	65	63	61	52	30	27	24	24	21	21	22	23	23
	Town Center Parkway	18	21	28	32	40	50	52	54	50	50	46	30	27	25	24	22	21	22	23	23
		18	20	27	31	38	41	42	42	42	42	40	30	27	25	24	21	21	22	23	23
		18	20	27	31	36	39	39	39	39	39	37	30	27	25	24	21	21	22	23	23
Weave - Town Center to SR 202		14	15	20	23	26	28	28	28	28	28	27	22	20	18	18	16	16	17	17	17
Diverge to Express Lane Ingress		12	13	18	20	23	24	25	24	24	24	23	20	17	16	16	14	14	15	15	15
	SR 202 (Butler Boulevard)	9	10	13	15	17	18	18	18	18	18	17	15	13	12	12	11	10	11	11	11
		9	10	13	15	17	18	18	18	18	18	17	14	13	12	12	11	10	11	11	11
Merge from SR 202 WB		9	9	12	14	16	17	17	17	17	16	16	14	12	12	11	11	10	10	11	10
Merge from SR 202 EB		8	8	10	12	13	14	14	14	14	14	13	11	10	10	9	9	9	9	9	9
Diverge to Gate Parkway		8	8	10	12	13	14	14	14	14	14	13	11	10	10	9	9	9	9	9	9
Diverge to Express Lane Ingress		9	8	11	12	14	15	15	15	15	15	14	12	11	11	10	9	9	9	9	9
	Gate Parkway	7	7	9	10	12	12	13	12	12	12	11	10	9	9	8	8	8	8	8	8
		8	7	10	11	13	14	14	14	13	13	13	11	10	9	9	9	8	8	9	8
		10	10	13	15	17	18	19	18	18	18	17	15	13	13	12	11	11	11	11	11
		11	10	13	15	17	18	19	18	18	18	17	15	14	13	12	11	11	11	11	11
Merge from Gate Parkway		8	8	11	12	14	14	15	15	14	14	14	12	11	10	10	9	9	9	9	9
Diverge to Baymeadows Road		9	8	11	12	14	15	15	15	15	14	14	12	11	10	10	9	9	9	9	9
	Baymeadows Road	9	8	11	12	14	14	15	15	15	14	14	12	11	10	10	9	9	9	9	9
		14	11	16	18	21	22	23	22	22	22	21	18	16	15	15	14	13	13	14	14
		14	11	16	18	21	22	23	22	22	22	21	18	16	15	15	14	13	13	14	14
Merge from Baymeadows Road		10	9	12	14	16	17	18	17	17	17	16	14	12	12	11	11	10	10	10	10
		16	13	18	21	24	26	27	26	26	25	24	21	18	18	17	16	15	15	16	16
		16	13	18	21	24	25	26	25	25	25	24	21	18	18	17	16	15	15	16	16
		16	13	18	21	24	25	26	25	25	25	24	21	19	18	17	16	15	15	16	15
		16	13	18	21	24	25	26	26	25	25	24	21	19	18	17	16	15	15	15	16
		11	8	12	13	15	16	17	17	17	16	16	14	12	12	11	10	10	10	10	10
Diverge to SR 9B		11	8	11	13	15	16	17	17	17	16	16	14	12	12	11	10	10	10	10	10
		13	9	13	15	18	19	19	19	19	19	18	16	14	13	13	12	11	11	12	12
		13	9	13	15	17	19	19	19	19	19	18	16	14	13	13	12	11	11	12	12
		13	9	13	15	17	19	19	19	19	19	18	16	14	13	13	12	11	11	12	12
Merge from Express Lane Egress		12	8	11	13	15	17	17	17	17	16	16	14	13	12	11	11	10	10	10	10
		12	8	11	13	15	17	17	17	17	16	16	14	13	12	11	11	10	10	10	10
Diverge to US 1 (Philips Highway)		12	8	11	13	15	17	17	17	17	16	16	14	13	12	11	11	10	10	10	10
		9	6	8	10	11	12	13	13	13	12	12	11	9	9	8	8	7	7	8	8
		9	6	8	9	11	12	12	12	12	12	11	10	9	9	8	8	7	7	7	7
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	9	6	8	10	11	12	13	12	12	12	12	10	9	9	8	8	7	8	8	8
		8	6	8	10	11	12	12	12	12	12	11	10	9	8	8	7	7	7	7	7
Diverge to I-95 NB		9	6	8	9	11	12	12	12	12	12	11	10	9	8	8	7	7	7	7	7
		10	7	9	11	12	13	14	13	14	13	13	12	10	10	9	8	8	8	9	8
Diverge to I-95 SB		10	7	9	11	12	13	14	14	14	13	13	11	10	10	9	8	8	8	9	8
		7	5	7	8	9	10	10	10	10	10	9	9	8	7	7	6	6	6	6	6
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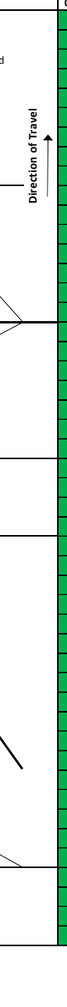
I-295 Northbound



I-295 Northbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		16	11	16	19	21	24	25	24	23	23	21	19	18	16	16	15	14	14	15	14
		16	11	16	19	21	24	25	24	23	23	22	19	18	16	16	15	14	15	15	15
		16	11	16	19	21	24	25	24	23	22	22	19	18	16	16	15	14	15	15	15
		15	11	16	19	21	24	25	24	23	23	21	19	18	16	16	15	14	15	15	14
		15	11	16	19	21	24	25	24	23	22	21	19	18	16	16	14	14	15	15	14
Diverge to Beach Blvd		13	10	14	16	18	21	22	21	20	19	19	16	15	14	13	13	12	13	13	13
Merge from Town Center Parkway		13	10	14	16	18	21	22	21	20	19	18	16	15	14	13	13	12	13	13	13
		17	13	18	21	24	27	29	27	26	25	24	21	20	18	17	16	16	16	17	16
	Town Center Parkway	11	8	12	14	16	19	20	19	18	17	16	14	13	12	12	11	11	11	11	11
		8	6	9	10	12	13	14	13	13	12	12	11	10	9	9	8	8	8	8	8
Diverge to Town Center Parkway		8	7	9	11	12	14	15	14	13	13	12	11	10	9	9	8	8	8	9	8
Merge from SR 202 WB		8	7	10	11	12	14	15	14	13	13	13	11	10	10	9	9	8	8	9	9
		9	7	10	12	13	15	15	15	14	14	13	12	11	10	9	9	8	9	9	9
Merge from SR 202 EB		9	7	10	12	13	15	16	15	14	14	13	12	11	10	10	9	9	9	9	9
Merge from Express Lane Egress		10	7	11	12	14	16	16	16	15	15	14	13	12	11	10	9	9	9	10	10
	SR 202 (Butler Boulevard)	12	9	13	16	17	20	20	20	19	19	18	16	15	13	13	12	11	12	12	12
		8	6	9	10	12	13	14	13	13	12	12	10	10	9	8	8	8	8	8	8
		8	6	9	10	12	14	14	13	13	12	12	11	10	9	8	8	8	8	8	8
Diverge to SR 202		10	8	11	13	14	16	16	16	15	15	14	13	11	11	10	9	9	9	10	10
Merge from Express Lane Flyover		10	8	11	13	14	16	17	16	15	15	14	13	11	11	10	9	9	9	10	10
Merge from Gate Parkway		10	8	12	14	16	17	18	17	16	16	15	14	12	12	11	10	10	10	11	10
		11	8	12	14	16	17	18	18	17	17	16	14	13	12	11	10	10	11	11	11
	Gate Parkway	11	8	12	14	16	17	18	17	17	16	16	14	13	12	11	10	10	10	11	11
Merge from Express Lane Egress		10	9	12	14	16	18	18	18	17	17	16	14	13	12	11	10	10	10	11	11
		15	13	18	21	24	26	28	26	25	25	23	20	19	18	16	15	15	15	16	15
Weave - Baymeadows to Gate		13	11	15	18	20	22	23	23	22	21	20	18	16	15	14	13	13	13	14	13
	Baymeadows Road	15	13	18	21	24	26	27	27	26	25	24	21	19	18	17	15	15	15	16	16
		15	13	18	21	24	27	28	27	26	26	24	21	19	18	16	15	15	15	16	16
Diverge to Baymeadows Road		11	10	14	16	18	20	21	20	19	19	18	16	14	13	12	11	11	12	12	12
		10	10	14	16	18	20	20	19	19	18	17	16	14	13	12	11	11	11	12	12
		10	10	14	15	18	20	20	19	19	18	17	15	14	13	12	11	11	11	12	12
		10	10	14	16	18	19	20	19	19	18	17	15	14	13	12	11	11	11	12	12
		7	7	10	12	14	15	15	14	14	14	13	12	10	10	9	8	8	9	9	9
Merge from SR 9B		7	7	10	12	14	14	15	14	14	14	13	11	10	10	9	8	8	9	9	9
		11	11	15	17	20	22	22	21	21	20	19	17	15	14	13	12	12	13	13	13
	From SR 9B	11	11	15	17	20	22	22	21	21	20	19	17	15	14	13	12	12	13	13	13
		10	11	15	17	20	22	22	21	21	20	19	16	15	14	13	12	12	13	13	13
Diverge to Express Lane Ingress		9	11	14	16	19	20	21	19	19	18	17	15	14	13	12	11	11	12	12	12
		9	11	14	16	19	20	20	19	19	18	17	15	14	13	12	11	11	12	12	12
Merge from US 1 (Philips Highway)		9	11	14	16	18	20	20	19	19	18	17	15	14	13	12	11	11	12	12	12
		7	8	11	12	14	15	15	14	14	14	13	11	10	10	9	8	8	9	9	9
		7	9	12	13	16	17	17	16	16	15	14	12	11	11	10	9	9	10	10	10
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	7	9	11	12	15	16	16	15	15	14	14	12	11	10	10	9	9	9	9	9
Merge from I-95		7	9	12	13	15	16	16	15	15	15	14	12	11	10	10	9	9	9	10	10
South of I-95 On-Ramp		5	7	9	10	12	12	12	12	12	11	11	9	8	8	7	7	7	7	7	7
		5	7	9	10	12	12	12	12	11	11	10	9	8	8	7	7	7	7	7	7
		5	7	9	10	11	12	12	11	11	11	10	9	8	8	7	7	7	7	7	7

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Original Build Alternative – AM Peak Hour Heat Maps	Figure 6-13 Page 1 of 1

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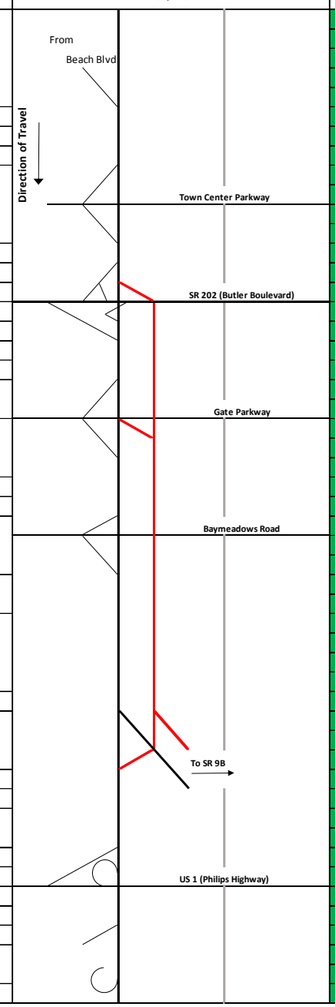
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		17	19	20	22	22	25	24	23	22	21	20	17	14	13	13	12	10	10	9	9
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		18	19	20	22	23	25	24	23	22	21	20	17	15	13	13	12	11	10	9	9
		18	19	20	22	23	25	25	23	22	21	20	17	15	14	13	12	11	10	10	9
Merge from Beach Blvd		16	17	18	20	20	22	21	20	19	19	18	15	13	12	11	10	9	9	8	8
		16	17	18	20	20	22	22	21	20	19	18	15	13	12	11	10	9	9	8	8
Diverge to Town Center Parkway		16	17	18	20	20	22	22	21	20	19	18	15	13	12	11	10	9	9	8	8
		21	22	23	25	26	28	28	27	25	25	23	20	17	15	15	13	12	12	11	10
	Town Center Parkway	21	22	23	26	26	29	29	27	26	25	23	20	17	15	15	13	12	12	11	10
		21	22	23	25	26	28	28	27	25	25	23	20	17	15	15	14	12	12	11	10
		21	22	23	25	26	28	28	27	26	25	23	20	17	15	15	14	12	12	11	10
Weave - Town Center to SR 202		19	19	20	22	23	25	25	24	23	22	20	18	15	13	13	12	11	10	10	9
Diverge to Express Lane Ingress		19	20	21	23	24	25	26	24	23	22	21	18	15	14	13	13	11	11	10	9
	SR 202 (Butler Boulevard)	15	15	15	17	18	19	19	18	17	17	16	13	12	10	10	9	8	8	7	7
		14	15	15	17	18	19	19	18	17	16	15	13	12	10	10	9	8	8	7	7
Merge from SR 202 WB		13	13	14	15	16	16	17	16	16	15	14	12	10	9	9	8	7	7	7	6
Merge from SR 202 EB		12	12	13	14	15	16	16	15	14	13	13	11	11	10	9	8	7	7	6	6
Diverge to Gate Parkway		12	12	13	14	15	15	16	15	14	13	13	11	11	9	9	8	7	7	6	6
Diverge to Express Lane Ingress		12	12	13	14	15	16	16	15	13	13	13	11	11	10	9	8	7	7	6	6
	Gate Parkway	10	10	11	12	12	13	13	12	11	11	11	9	9	8	7	7	6	5	5	5
		11	11	12	13	13	14	14	13	12	12	12	10	10	9	8	7	6	6	6	5
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		15	15	16	17	18	18	19	17	16	16	15	14	13	11	10	9	8	8	8	7
Merge from Gate Parkway		14	14	15	16	17	18	18	17	16	16	15	13	12	11	10	9	8	8	7	7
Diverge to Baymeadows Road		14	14	15	16	17	18	19	18	16	16	15	13	12	11	10	9	8	8	7	7
	Baymeadows Road	15	15	16	17	18	20	20	19	17	17	16	14	13	12	11	10	9	8	8	7
		23	23	24	26	28	29	30	28	26	25	24	21	20	18	16	15	13	12	12	11
		23	23	24	26	27	29	30	28	26	25	25	22	20	18	16	15	13	12	12	11
Merge from Baymeadows Road		18	18	19	21	22	24	25	24	21	19	19	16	15	13	12	11	10	9	9	8
		27	26	28	31	33	35	36	35	32	29	29	25	23	20	18	17	15	14	13	12
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		17	17	18	19	20	21	22	21	20	19	18	16	15	13	12	11	10	9	9	8
Diverge to SR 9B		18	17	18	19	21	21	22	21	20	19	18	16	15	13	12	11	10	9	9	8
		19	18	20	21	22	23	24	23	21	21	20	18	16	14	13	12	11	10	9	9
		20	18	19	21	22	23	24	23	21	21	20	18	16	14	13	12	11	10	9	9
		20	18	19	21	22	23	24	23	21	21	20	18	16	15	13	12	11	10	9	9
Merge from Express Lane Egress		16	15	16	17	18	19	20	19	18	17	17	15	14	12	11	10	9	8	8	8
		16	15	16	17	18	19	20	19	18	17	17	15	14	12	11	10	9	8	8	8
Diverge to US 1 (Philips Highway)		16	15	16	17	18	19	20	20	18	17	17	15	14	12	11	10	9	8	8	8
		12	11	12	13	14	14	15	15	13	13	12	11	10	9	8	8	7	6	6	6
		14	13	14	15	16	16	17	17	15	15	14	13	12	11	9	9	8	7	7	6
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	13	13	15	15	16	16	16	16	15	14	14	12	11	10	9	8	7	7	7	6
		13	12	13	15	15	16	16	16	15	14	14	12	11	10	9	8	7	7	6	6
Diverge to I-95 NB		13	12	13	15	15	15	17	16	15	14	14	12	11	10	9	8	7	7	6	6
		17	16	16	18	19	19	21	20	19	17	17	15	14	13	11	11	9	9	8	8
Diverge to I-95 SB		17	16	16	18	19	19	21	20	19	18	17	15	14	13	11	11	9	9	8	8
		13	12	12	13	14	14	15	15	14	13	13	11	10	9	8	8	7	6	6	6
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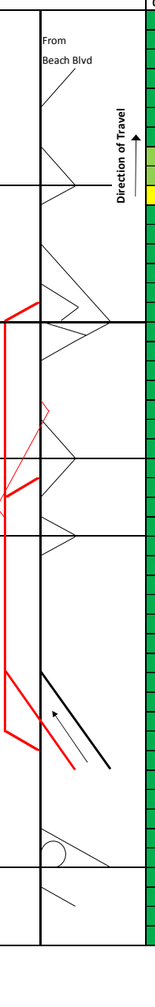
I-295 Northbound



I-295 Northbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		30	28	29	32	32	32	31	31	31	30	30	29	28	28	26	19	17	15	14	13
		30	28	29	32	32	32	31	31	30	30	30	29	28	28	26	19	17	15	14	13
		30	28	29	32	32	32	31	31	30	30	29	29	28	28	26	19	17	15	14	13
		29	28	29	32	32	32	31	31	30	30	29	29	28	28	26	19	17	15	14	13
		29	28	29	32	32	31	31	31	30	30	29	29	28	28	26	19	17	15	14	13
Diverge to Beach Blvd		26	24	26	28	28	27	27	27	26	26	26	25	25	24	23	16	14	13	12	11
Merge from Town Center Parkway		25	24	25	28	28	27	27	27	26	26	26	25	25	24	22	16	14	13	13	11
		32	30	32	34	35	33	32	32	32	32	33	32	33	33	30	20	18	16	16	14
	Town Center Parkway	37	24	22	26	40	45	48	47	48	48	48	47	48	47	37	14	12	11	10	9
		51	18	16	19	54	95	124	129	129	127	128	127	127	123	75	10	9	8	8	7
Diverge to Town Center Parkway		23	13	14	15	30	68	111	118	119	119	121	117	117	111	37	9	8	7	7	6
Merge from SR 202 WB		14	13	14	15	18	41	115	138	137	136	135	135	131	106	13	9	8	7	7	6
		14	13	14	15	16	26	97	149	153	150	150	148	143	68	10	9	8	7	7	7
Merge from SR 202 EB		14	14	15	16	17	20	77	141	148	144	134	118	88	28	11	9	8	8	7	7
Merge from Express Lane Egress		13	12	13	14	15	16	30	71	93	72	47	24	12	10	9	8	7	7	7	6
	SR 202 (Butler Boulevard)	15	15	16	17	18	19	21	36	48	38	27	19	16	14	13	11	9	8	8	7
		10	10	11	11	12	13	14	21	29	22	15	12	10	9	9	7	6	6	5	5
		10	10	11	12	12	13	14	18	27	19	14	12	10	9	9	7	6	6	5	5
Diverge to SR 202		12	12	12	14	14	15	16	16	17	16	14	13	11	10	9	8	7	6	6	6
Merge from Express Lane Flyover		12	12	12	14	14	15	16	16	16	15	14	13	11	10	9	8	7	6	6	6
Merge from Gate Parkway		13	13	13	15	15	16	17	17	17	16	16	14	12	11	10	9	8	7	7	6
		14	14	15	16	17	18	19	20	20	19	18	16	14	12	11	10	8	8	7	7
	Gate Parkway	14	14	15	16	17	18	19	19	19	19	18	16	14	12	11	10	8	8	7	7
Merge from Express Lane Egress		15	14	15	17	17	18	19	20	20	19	18	16	14	12	12	10	8	8	7	7
		22	21	23	25	26	28	31	33	31	31	29	24	21	18	17	15	13	11	11	10
Weave - Baymeadows to Gate		15	15	16	17	18	20	21	22	22	21	20	17	15	13	12	10	9	8	8	7
	Baymeadows Road	16	16	17	18	19	21	22	24	24	23	22	19	17	15	14	11	10	9	8	8
		16	16	17	18	20	21	22	24	24	23	22	19	16	15	14	11	10	8	8	8
Diverge to Baymeadows Road		12	12	13	14	15	16	17	18	18	17	16	14	12	11	10	9	7	7	6	6
		12	12	13	14	15	16	17	18	17	17	16	14	12	11	10	9	7	7	6	6
		12	12	13	14	15	16	17	17	17	17	16	14	12	11	10	9	7	7	6	6
		12	12	13	14	15	16	17	17	17	17	16	14	12	11	10	8	7	7	6	6
		9	9	10	11	11	12	12	13	13	13	12	10	9	8	8	6	5	5	5	4
		9	9	10	11	11	12	12	13	13	13	12	10	9	8	8	6	5	5	5	4
Merge from SR 9B		9	9	10	10	11	12	12	13	13	13	12	10	9	8	8	6	5	5	5	4
		14	14	15	16	17	18	19	20	20	20	18	16	13	12	12	9	8	7	7	7
	From SR 9B	14	14	15	16	17	18	19	20	20	20	18	16	13	12	11	9	8	7	7	7
		13	14	15	16	17	18	19	20	20	19	18	16	13	12	11	9	8	7	7	7
Diverge to Express Lane Ingress		13	14	14	16	16	18	18	17	16	15	15	13	11	10	9	9	8	7	7	6
		13	14	14	16	16	18	18	17	16	15	15	13	11	10	9	9	8	7	7	6
Merge from US 1 (Philips Highway)		13	14	14	16	16	18	17	17	16	15	15	12	11	10	9	9	8	7	7	6
		10	10	11	12	12	13	13	13	12	12	11	9	8	7	7	7	6	6	5	5
		9	10	10	11	12	13	12	12	11	11	10	9	8	7	7	6	6	5	5	5
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	9	10	10	11	11	13	12	12	11	11	10	9	8	7	7	6	6	5	5	5
Merge from I-95		9	10	11	12	12	13	13	12	11	11	10	9	8	7	7	6	6	5	5	5
		7	7	7	8	8	9	9	8	8	8	7	6	5	5	5	4	4	4	3	3
South of I-95 On-Ramp		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3
		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Original Build Alternative – PM Peak Hour Heat Maps	Figure 6-14 Page 1 of 1

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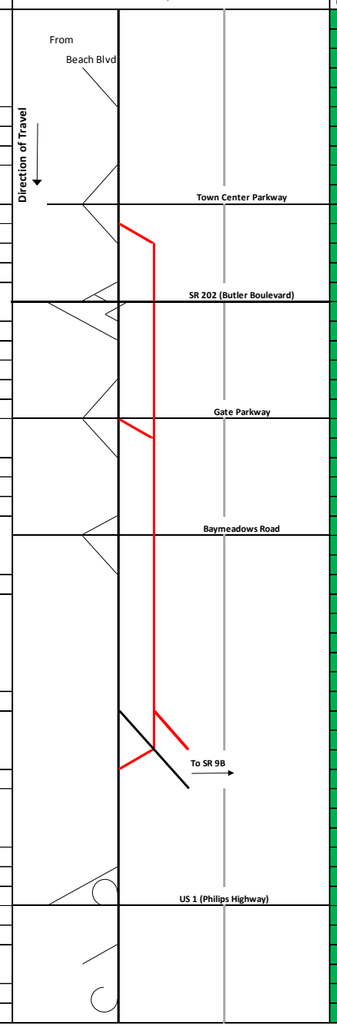
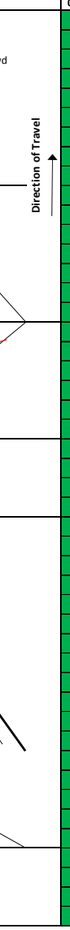
I-295 Southbound



I-295 Southbound	General Purpose - Density (vpmpl)																			
Description	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
	14	19	26	28	34	38	40	42	39	34	30	25	23	22	21	19	19	20	21	20
	14	19	26	28	33	37	42	46	43	33	30	25	24	22	21	19	19	20	21	20
	14	19	26	28	33	36	45	51	49	36	30	26	24	22	21	19	19	20	21	21
	15	19	26	28	33	36	51	58	54	38	30	26	24	22	21	19	19	20	21	21
	15	19	26	28	33	37	59	65	59	42	31	26	24	22	21	19	20	20	21	21
Merge from Beach Blvd	13	17	22	24	29	37	69	74	66	46	30	23	21	20	19	17	17	18	18	18
	13	17	23	25	31	44	57	57	55	43	31	23	21	20	19	17	17	18	18	18
Diverge to Town Center Parkway	14	17	23	25	32	44	50	49	48	40	32	23	21	20	19	17	17	18	18	18
	17	20	27	31	39	54	58	61	57	51	41	29	26	24	24	21	21	22	23	22
	18	21	28	31	40	49	52	56	52	47	40	30	27	25	24	21	22	22	23	23
Diverge to Express Lane Ingress	18	20	27	31	38	42	42	43	44	41	37	29	27	25	24	21	21	22	23	23
	16	18	23	26	31	33	34	34	37	34	31	25	23	21	21	18	19	19	20	20
Merge from Town Center Parkway	9	10	13	15	17	19	19	19	19	19	17	14	13	12	12	10	11	11	11	11
Diverge to SR 202	9	10	13	15	17	18	18	18	19	18	17	14	13	12	12	10	11	11	11	11
	6	7	9	10	11	12	13	13	13	13	12	10	9	8	8	7	7	7	8	8
	6	7	9	10	11	12	13	13	13	13	12	10	9	8	8	7	7	7	8	8
Merge from SR 202 WB	8	8	10	11	13	14	14	14	14	14	13	11	10	10	9	9	8	8	9	8
Merge from SR 202 EB	7	7	9	10	11	12	12	12	12	12	11	10	9	8	8	7	7	7	7	7
Diverge to Gate Parkway	7	6	9	10	11	12	12	12	12	12	11	10	9	8	8	7	7	7	7	7
	7	7	9	10	12	12	13	13	13	13	11	10	9	9	8	8	8	8	8	8
Diverge to Express Lane Ingress	7	7	9	10	12	12	13	13	13	13	11	10	9	9	8	8	7	8	8	8
	8	7	10	11	13	14	14	14	14	14	13	11	10	9	9	9	8	8	9	8
	8	7	10	11	13	14	14	14	14	14	13	11	10	9	9	9	8	8	9	8
Merge from Gate Parkway	7	6	8	10	11	12	12	12	12	12	11	10	9	8	8	7	7	7	7	7
	9	8	11	12	14	15	15	15	15	15	14	12	11	10	10	9	9	9	9	9
Diverge to Baymeadows Road	9	8	11	12	14	15	15	15	15	15	14	12	11	10	10	9	9	9	9	9
	9	8	11	12	14	15	16	15	16	15	14	12	11	10	10	9	9	9	9	9
	14	12	16	18	21	22	23	23	24	23	21	19	17	15	15	14	13	13	14	14
	14	11	16	18	21	22	24	23	24	23	21	19	17	15	15	14	13	13	14	14
Merge from Baymeadows Road	11	9	12	14	16	17	18	18	18	18	16	14	13	12	11	11	10	10	11	10
	16	13	18	21	24	26	28	27	27	26	25	21	19	18	17	16	15	15	16	16
	16	13	18	21	24	25	27	27	27	26	24	21	19	18	17	16	15	15	16	16
	16	13	18	21	24	25	27	27	27	26	24	21	19	18	17	16	15	15	16	15
	16	13	18	21	24	25	27	27	27	26	24	22	19	18	17	16	15	15	16	16
	11	9	12	14	15	17	18	17	18	17	16	14	13	12	11	11	10	10	10	10
Diverge to SR 9B	11	8	12	14	16	17	18	18	18	17	16	14	13	12	11	11	10	10	10	10
	13	9	13	15	18	19	20	20	20	20	18	16	14	13	13	12	11	11	12	12
	13	9	13	15	18	19	20	20	20	20	18	16	14	14	13	12	11	11	12	12
	13	9	13	15	17	19	20	20	20	20	18	16	15	14	13	12	11	11	12	12
Merge from Express Lane Egress	12	8	11	13	15	17	17	17	17	17	16	14	13	12	11	11	10	10	10	10
	12	8	11	13	15	17	17	17	17	17	16	14	13	12	11	11	10	10	10	10
	12	8	11	13	15	17	17	17	17	17	16	14	13	12	11	11	10	10	10	10
	12	8	11	13	15	17	17	17	17	17	16	14	13	12	11	11	10	10	10	10
Diverge to US 1 (Philips Highway)	9	6	8	10	11	12	13	13	12	12	12	10	9	9	8	8	7	8	8	8
	9	6	8	9	11	12	12	12	12	12	11	10	9	9	8	8	7	7	8	7
Merge from US 1 (Philips Highway)	9	6	8	10	11	12	13	12	12	12	11	10	9	9	8	8	7	8	8	8
	8	6	8	10	11	12	12	12	12	12	11	10	9	8	8	7	7	7	8	7
Diverge to I-95 NB	8	6	8	9	11	12	12	12	12	12	11	10	9	8	8	7	7	7	7	7
	10	7	9	11	12	13	14	14	14	13	13	11	10	10	9	8	8	8	9	8
	10	7	9	11	12	13	14	14	14	13	13	11	10	10	9	8	8	8	9	8
Diverge to I-95 SB	7	5	7	8	9	10	10	10	10	10	9	8	8	7	7	6	6	6	6	6
	6	4	6	7	8	8	9	9	9	8	8	7	6	6	6	5	5	5	6	5

I-295 Northbound



I-295 Northbound	General Purpose - Density (vpmpl)																			
Description	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
	16	11	16	19	21	24	26	25	23	23	21	19	18	16	16	15	14	15	15	15
	16	11	16	19	21	24	26	24	23	23	22	19	18	16	16	15	14	15	15	15
	16	11	16	19	21	24	26	24	23	23	22	19	18	16	15	15	14	15	15	15
	16	11	16	19	21	24	25	24	23	23	21	19	18	16	16	15	14	14	15	15
	15	11	16	19	21	24	25	24	23	22	21	19	18	16	16	15	14	14	15	14
Diverge to Beach Blvd	13	10	14	16	18	21	22	21	20	20	19	16	15	14	13	13	12	12	13	13
Merge from Town Center Parkway	13	10	14	16	18	21	22	21	20	19	18	16	15	14	13	13	12	13	13	13
	17	13	18	21	24	27	29	28	26	25	24	22	20	18	17	16	16	16	17	16
	11	9	12	14	16	18	19	18	17	17	16	14	13	12	11	11	11	11	11	11
	8	6	9	11	12	14	15	14	13	13	12	11	10	9	9	8	8	8	8	8
Diverge to Town Center Parkway	8	7	9	11	12	14	15	14	14	13	13	11	10	10	9	9	8	8	9	8
Merge from SR 202 WB	8	7	10	11	12	14	15	14	13	13	13	11	10	10	9	9	8	8	9	9
Merge from SR 202 EB	9	7	10	12	13	15	15	15	14	14	13	12	11	10	9	9	9	9	9	9
	10	7	10	12	14	16	16	16	15	15	14	13	12	11	10	9	9	9	9	9
Merge from Express Lane Egress	10	7	10	12	14	16	16	16	15	15	14	12	12	11	10	9	9	9	10	9
	11	9	13	15	16	19	19	18	18	17	17	14	14	12	12	11	11	11	11	11
	11	9	13	14	16	19	19	18	18	17	16	14	13	12	12	11	11	11	11	11
Diverge to SR 202 WB	9	7	10	12	13	15	16	15	15	14	13	12	11	10	10	9	9	9	9	9
	13	11	16	18	21	24	24	23	22	22	21	18	17	15	15	14	13	13	14	14
Diverge to SR 202 EB	13	11	15	18	20	23	24	23	22	22	20	17	16	15	14	13	13	13	13	13
Merge from Gate Parkway	13	11	16	18	21	23	24	23	22	21	20	18	16	15	14	13	13	13	14	13
	15	12	17	20	23	26	27	26	25	24	23	20	18	17	16	15	15	15	15	15
	15	12	17	20	23	25	27	26	25	24	23	20	18	17	16	15	15	15	15	15
Diverge to Gate Parkway	13	11	15	18	20	22	23	23	22	21	20	18	16	15	14	13	13	13	13	13
Merge from Baymeadows Road	13	11	15	18	20	22	23	22	22	21	20	17	16	15	14	13	13	13	13	13
	15	13	18	21	24	26	28	27	26	25	24	21	18	17	17	15	15	15	15	15
	15	13	18	21	24	26	28	27	26	25	24	21	18	17	16	15	15	15	15	15
Diverge to Baymeadows Road	11	10	13	16	18	20	21	20	19	19	18	16	14	13	12	11	11	11	12	12
	11	10	13	15	18	20	20	19	19	18	18	15	14	13	12	11	11	11	11	12
9B to Baymeadows Road	10	10	13	15	18	19	20	19	19	18	17	15	14	13	12	11	11	11	11	11
	10	10	14	15	18	19	20	19	19	18	17	15	14	13	12	11	11	11	11	11
	7	7	10	12	14	15	15	14	14	14	13	11	10	10	9	8	8	8	9	9
	7	7	10	12	14	14	15	14	14	14	13	11	10	10	9	8	8	8	9	9
Merge from SR 9B	7	8	10	11	14	14	15	14	14	13	13	11	10	10	9	8	8	8	9	9
	11	11	15	17	20	21	22	21	21	20	19	17	15	14	13	12	12	12	13	13
	11	11	15	17	20	21	22	21	21	20	19	16	15	14	13	12	12	12	13	13
	10	11	15	17	20	21	22	21	21	20	19	16	15	14	13	12	12	12	13	13
Diverge to Express Lane Ingress	9	11	14	16	19	20	21	19	19	19	17	15	14	13	12	11	11	12	12	12
	9	11	14	16	19	20	20	19	19	18	17	15	14	13	12	11	11	12	12	12
	9	11	14	16	19	20	20	19	19	18	17	15	14	13	12	11	11	12	12	12
Merge from US 1 (Philips Highway)	7	8	11	12	14	15	15	14	14	14	13	11	10	10	9	8	8	9	9	9
	7	9	12	13	16	17	17	16	16	15	14	12	11	11	10	9	9	10	10	10
Diverge to US 1 (Philips Highway)	7	9	11	12	15	16	16	15	15	14	14	12	11	10	10	9	9	9	9	9
Merge from I-95	7	9	12	13	15	16	16	15	15	15	14	12	11	10	10	9	9	9	10	10
South of I-95 On-Ramp	5	7	9	10	12	12	12	12	12	11	11	9	8	8	7	7	7	7	7	7
	5	7	9	10	12	12	12	12	11	11	10	9	8	8	7	7	7	7	7	7
	5	7	9	10	11	12	12	11	11	11	10	9	8	8	7	7	7	7	7	7

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Modified Build Alternative – AM Peak Hour Heat Maps	Figure 6-15
			Page 1 of 1

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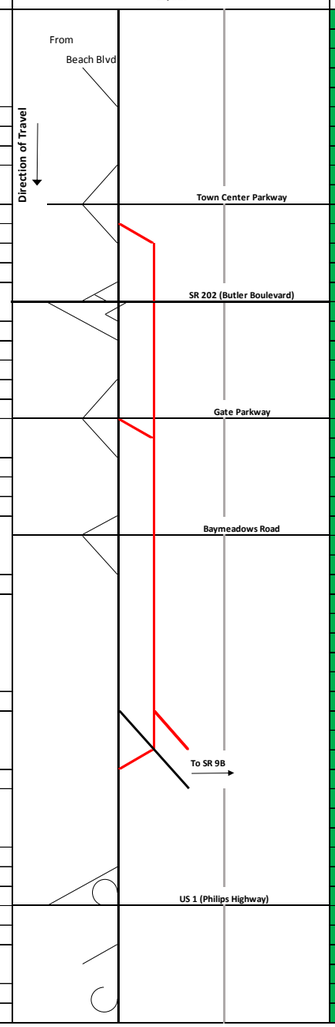
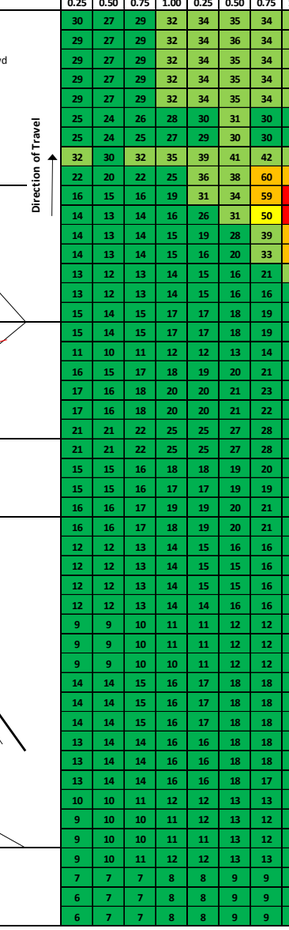
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		17	19	20	22	22	25	24	23	22	21	20	17	14	13	13	12	10	10	9	9
		18	19	20	22	22	25	24	23	22	21	20	17	15	13	13	12	10	10	9	9
		18	19	20	22	23	25	24	23	22	21	20	17	15	13	13	12	11	10	9	9
		18	19	20	22	23	25	24	23	22	21	20	17	15	13	13	12	11	10	9	9
		18	19	20	22	23	25	25	23	22	21	20	17	15	14	13	12	11	10	10	9
Merge from Beach Blvd		16	17	18	19	20	22	21	20	19	19	18	15	13	12	11	10	9	9	8	8
		16	17	18	20	20	22	22	21	20	19	18	15	13	12	11	10	9	9	8	8
Diverge to Town Center Parkway		16	17	18	20	20	22	22	21	20	19	18	15	13	12	11	10	9	9	8	8
		21	22	23	25	26	28	28	27	25	25	23	20	17	15	15	13	12	12	11	10
		21	22	23	25	26	29	28	27	26	25	23	20	17	15	15	13	12	12	11	10
Diverge to Express Lane Ingress		21	22	23	25	26	28	28	27	25	25	23	20	17	15	15	13	12	12	11	10
		17	18	20	21	22	24	24	23	21	21	20	17	15	13	12	11	10	10	9	9
Merge from Town Center Parkway		12	13	13	14	15	16	16	15	15	14	13	11	10	9	8	8	7	7	6	6
Diverge to SR 202		12	12	13	14	15	16	16	15	14	14	13	11	10	9	8	8	7	7	6	6
		10	10	11	12	12	13	13	13	12	11	11	9	8	7	7	7	6	6	5	5
		10	10	11	12	12	13	13	13	12	12	11	10	8	7	7	7	6	6	5	5
Merge from SR 202 WB		11	11	11	12	13	14	14	14	13	12	12	10	9	8	7	7	6	6	6	5
Merge from SR 202 EB		10	11	11	12	13	13	14	13	12	12	11	10	9	8	7	7	6	6	5	5
Diverge to Gate Parkway		10	10	11	12	13	13	14	13	12	12	11	10	9	8	7	7	6	6	5	5
		10	10	11	12	12	13	13	13	12	11	11	10	8	7	7	7	6	5	5	5
Diverge to Express Lane Ingress		10	10	11	12	12	13	13	13	12	11	11	10	8	7	7	7	6	5	5	5
		11	11	12	12	13	14	14	14	13	12	12	10	9	8	8	7	6	6	6	5
		11	11	12	12	13	14	14	14	13	12	12	10	9	8	8	7	6	6	6	5
Merge from Gate Parkway		12	11	12	13	14	14	15	14	13	13	12	11	9	8	8	7	6	6	6	5
		14	14	15	16	17	18	18	18	17	16	15	13	11	10	10	9	8	7	7	7
Diverge to Baymeadows Road		15	14	15	16	17	18	19	18	17	16	15	14	12	10	10	9	8	8	7	7
		16	15	16	18	19	20	20	20	18	17	17	15	12	11	11	10	9	8	8	7
		24	23	25	26	28	30	30	29	28	26	25	22	19	17	16	15	13	12	12	11
		24	23	25	26	28	30	31	29	28	26	25	22	19	17	16	15	13	12	12	11
Merge from Baymeadows Road		18	18	19	21	22	24	26	25	23	21	19	17	14	13	12	11	10	9	9	8
		27	27	28	31	33	36	38	36	34	31	29	25	21	19	18	17	15	14	13	12
		27	26	28	30	32	34	35	34	32	30	28	25	21	19	18	17	15	14	13	12
		27	26	28	30	32	33	35	33	31	30	28	25	21	19	18	17	15	14	13	12
		27	26	28	30	32	33	35	33	31	30	28	25	21	19	18	17	15	14	13	12
		18	17	18	19	20	21	22	22	20	20	18	16	14	13	12	11	10	9	9	8
Diverge to SR 9B		18	17	18	19	20	22	23	22	21	20	19	17	14	13	12	11	10	9	9	8
		20	18	20	21	22	23	25	24	22	22	20	18	16	14	13	12	11	10	9	9
		20	18	20	21	22	23	25	24	22	22	20	18	16	14	13	12	11	10	9	9
		20	19	20	21	22	23	25	24	22	22	20	18	16	14	13	12	11	10	9	9
Merge from Express Lane Egress		16	15	16	17	18	19	20	20	19	18	17	15	13	11	11	10	9	8	8	8
		16	15	16	17	18	19	20	20	19	18	17	15	13	11	11	10	9	8	8	8
		16	15	16	17	18	19	20	20	19	18	17	15	13	11	11	10	9	8	8	8
		16	15	16	17	18	19	20	20	19	18	17	15	13	11	11	10	9	8	8	8
Diverge to US 1 (Philips Highway)		12	11	12	13	14	14	15	15	14	13	13	11	10	9	8	8	7	6	6	6
		14	13	14	15	15	16	17	17	16	15	14	13	11	10	9	9	8	7	7	6
Merge from US 1 (Philips Highway)		13	13	13	15	15	16	16	16	15	14	14	12	11	9	9	8	7	7	7	6
		13	12	13	15	15	16	17	16	15	14	14	12	11	9	9	8	7	7	6	6
Diverge to I-95 NB		13	12	13	14	15	15	17	16	15	14	14	12	11	9	9	8	7	7	6	6
		17	16	16	18	19	19	21	20	19	18	17	15	14	12	11	11	9	9	8	8
Diverge to I-95 SB		17	16	16	18	19	19	21	20	19	18	17	15	14	12	11	11	9	9	8	8
		12	12	12	13	14	14	15	15	14	13	13	11	10	9	8	8	7	6	6	6
		11	10	10	11	12	12	13	13	12	11	11	10	8	7	7	7	6	5	5	5

I-295 Northbound



I-295 Northbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		30	27	29	32	34	35	34	33	32	31	31	28	27	25	21	18	17	15	14	13
		29	27	29	32	34	36	34	33	31	31	31	28	27	25	21	18	16	15	14	13
		29	27	29	32	34	35	34	33	31	31	30	28	27	25	21	18	17	15	14	13
		29	27	29	32	34	35	34	33	31	31	30	28	27	25	21	18	16	15	14	13
		29	27	29	32	34	35	34	32	31	31	30	28	27	24	21	18	16	15	14	13
Diverge to Beach Blvd		25	24	26	28	30	31	30	29	27	27	26	25	23	21	19	15	14	13	12	11
Merge from Town Center Parkway		25	24	25	27	29	30	30	28	27	27	26	24	23	21	18	15	14	13	12	11
		32	30	32	35	39	41	42	40	37	37	37	35	33	30	24	19	18	16	15	14
		22	20	22	25	36	38	60	74	73	72	73	68	66	47	24	13	12	11	10	9
		16	15	16	19	31	34	59	85	93	91	90	86	83	56	24	10	9	8	8	7
Diverge to Town Center Parkway		14	13	14	16	26	31	50	80	92	93	92	88	81	50	18	9	8	7	7	6
Merge from SR 202 WB		14	13	14	15	19	28	39	69	95	102	103	97	80	37	11	8	8	7	7	6
Merge from SR 202 EB		14	13	14	15	16	20	33	58	77	101	102	93	58	16	10	9	8	7	7	7
		13	12	13	14	15	16	21	32	35	26	21	16	12	10	9	8	7	7	7	6
Merge from Express Lane Egress		13	12	13	14	15	16	16	18	19	14	14	12	11	10	9	8	7	7	7	6
		15	14	15	17	17	18	19	19	18	17	16	14	12	11	11	9	9	8	8	7
		15	14	15	17	17	18	19	19	17	17	16	14	12	11	11	9	9	8	8	7
Diverge to SR 202 WB		11	10	11	12	12	13	14	13	13	12	11	10	9	8	8	7	6	6	5	5
		16	15	17	18	19	20	21	20	19	18	17	15	13	12	11	10	9	9	8	8
Diverge to SR 202 EB		17	16	18	20	20	21	23	21	20	19	18	16	14	13	12	11	10	9	9	8
Merge from Gate Parkway		17	16	18	20	20	21	22	21	20	19	18	16	14	13	12	11	10	9	9	8
		21	21	22	25	25	27	28	26	25	24	23	20	17	16	15	13	12	11	11	10
		21	21	22	25	25	27	28	26	25	24	23	20	17	16	15	13	12	11	11	10
Diverge to Gate Parkway		15	15	16	18	18	19	20	19	18	17	17	14	13	11	10	10	9	8	8	7
Merge from Baymeadows Road		15	15	16	17	17	19	19	19	17	17	16	14	12	11	10	10	9	8	8	7
		16	16	17	19	19	20	21	21	19	19	18	15	13	12	11	10	9	8	8	8
		16	16	17	18	19	20	21	21	19	19	17	15	13	12	11	10	9	8	8	7
Diverge to Baymeadows Road		12	12	13	14	15	16	16	16	15	14	13	12	10	9	9	8	7	6	6	6
		12	12	13	14	15	15	16	15	14	14	13	12	10	9	8	8	7	6	6	6
9B to Baymeadows Road		12	12	13	14	15	15	16	15	14	14	13	11	10	9	8	8	7	6	6	6
		12	12	13	14	14	16	16	15	14	14	13	11	10	9	8	8	7	6	6	6
		9	9	10	11	11	12	12	11	11	10	10	9	7	7	6	6	5	5	5	4
		9	9	10	11	11	12	12	11	11	11	10	9	7	7	6	6	5	5	5	4
Merge from SR 9B		9	9	10	10	11	12	12	11	11	11	10	9	7	7	6	6	5	5	5	4
		14	14	15	16	17	18	18	18	16	16	15	13	11	10	10	9	8	7	7	7
		14	14	15	16	17	18	18	17	16	16	15	13	11	10	10	9	8	7	7	7
		14	14	15	16	17	18	18	17	17	16	15	13	11	10	10	9	8	8	7	6
Diverge to Express Lane Ingress		13	14	14	16	16	18	18	17	16	15	15	13	11	10	9	9	8	7	7	7
		13	14	14	16	16	18	18	17	16	15	15	12	11	10	9	9	8	7	7	6
		13	14	14	16	16	18	17	17	16	15	15	12	11	10	9	9	8	7	7	7
Merge from US 1 (Philips Highway)		10	10	11	12	12	13	13	13	12	12	11	9	8	7	7	7	6	6	5	5
		9	10	10	11	12	13	12	12	11	11	10	9	8	7	7	6	6	5	5	5
Diverge to US 1 (Philips Highway)		9	10	10	11	11	13	12	12	11	11	10	9	8	7	7	6	6	5	5	5
Merge from I-95		9	10	11	12	12	13	13	12	11	11	10	9	8	7	7	6	6	5	5	5
South of I-95 On-Ramp		7	7	7	8	8	9	9	8	8	8	7	6	5	5	5	4	4	4	3	3
		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3
		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Opening Year 2020 – Modified Build Alternative – PM Peak Hour Heat Maps	Figure 6-16
			Page 1 of 1

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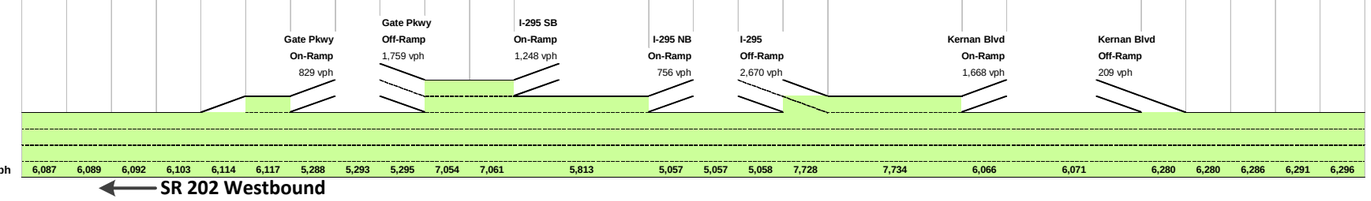
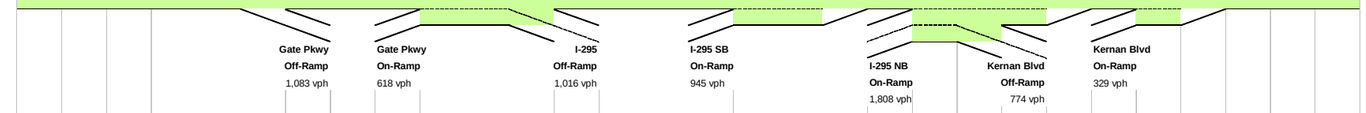
AM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,089	1,003	1,398	1,281	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	61	61	61	61	60	60	62	62	62	62	61	61	64	65	64	63	62	61	62	63	64	64	65	65
Density (veh/mi/ln)	25	25	25	25	25	20	21	21	22	19	19	19	20	20	20	25	25	25	24	25	25	24	24	24
Total Demand vph	6,520	6,520	6,520	6,520	6,520	6,520	5,610	5,610	5,610	7,470	7,470	6,130	5,350	5,350	5,350	8,190	8,190	6,110	6,110	6,320	6,320	6,320	6,320	6,320
Total Simulated vph	6,087	6,089	6,092	6,103	6,114	6,117	5,288	5,293	5,295	7,054	7,061	5,813	5,057	5,057	5,058	7,728	7,734	6,066	6,071	6,280	6,280	6,286	6,291	6,296



SR 202 Eastbound →

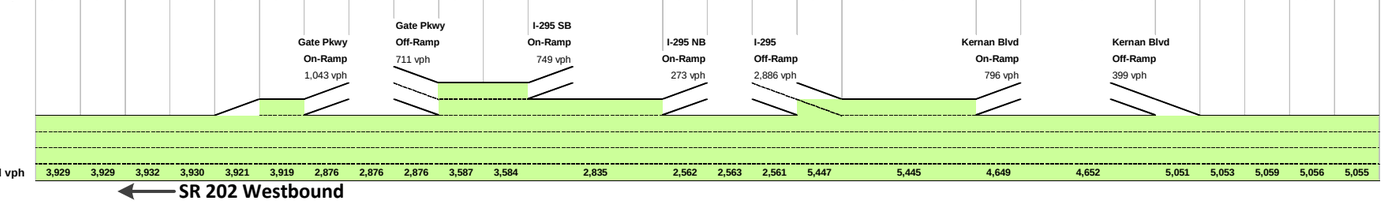
Simulated vph	3,966	3,964	3,961	3,962	2,879	2,879	2,877	3,495	2,479	2,480	3,425	3,425	5,233	5,232	4,458	4,460	4,461	4,790	4,790	4,790	4,782	4,773



Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,538	850	330	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000
Speed (mph)	65	65	64	63	65	65	65	64	65	65	64	64	63	64	64	64	64	64	63	64	64	64
Density (veh/mi/ln)	20	20	21	21	15	15	15	14	13	13	13	18	17	16	17	23	23	19	25	25	25	25
Total Demand vph	3,990	3,990	3,990	3,990	2,910	2,910	2,910	3,620	2,570	2,570	3,580	3,580	5,450	5,450	4,660	4,660	4,660	5,070	5,070	5,070	5,070	5,070
Total Simulated vph	3,966	3,964	3,961	3,962	2,879	2,879	2,877	3,495	2,479	2,480	3,425	3,425	5,233	5,232	4,458	4,460	4,461	4,790	4,790	4,790	4,782	4,773

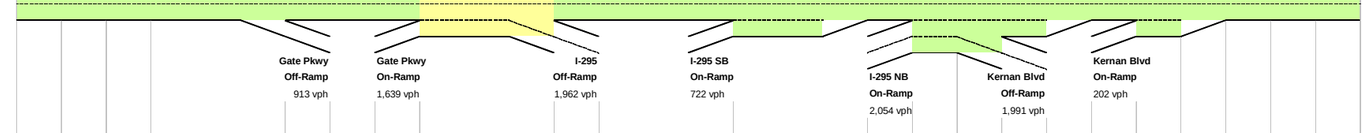
PM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,089	1,003	1,398	1,281	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	64	64	64	64	64	63	64	64	64	64	63	63	66	66	66	64	63	60	62	63	64	65	65	66
Density (veh/mi/ln)	15	15	15	15	15	13	11	11	11	9	9	9	10	10	10	17	17	19	19	20	20	20	19	19
Total Demand vph	3,990	3,990	3,990	3,990	3,990	3,990	2,910	2,910	2,910	3,620	3,620	2,840	2,570	2,570	2,570	5,450	5,450	4,660	4,660	5,070	5,070	5,070	5,070	5,070
Total Simulated vph	3,929	3,929	3,932	3,930	3,921	3,919	2,876	2,876	2,876	3,587	3,584	2,835	2,562	2,563	2,561	5,447	5,445	4,649	4,652	5,051	5,053	5,059	5,056	5,055



SR 202 Eastbound →

Simulated vph	6,483	6,463	6,445	6,430	5,517	5,493	5,435	7,074	5,112	5,118	5,840	5,842	7,896	7,898	5,907	5,910	5,912	6,114	6,116	6,118	6,118	6,115



Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,538	850	330	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000
Speed (mph)	59	57	53	48	53	52	50	42	62	60	57	58	60	63	62	63	63	62	61	62	62	62
Density (veh/mi/ln)	37	38	41	45	35	35	36	42	28	28	26	34	26	25	24	31	31	25	33	33	33	33
Total Demand vph	6,520	6,520	6,520	6,520	5,610	5,610	5,610	7,470	5,350	5,350	6,080	6,080	8,190	8,190	6,110	6,110	6,110	6,320	6,320	6,320	6,320	6,320
Total Simulated vph	6,483	6,463	6,445	6,430	5,517	5,493	5,435	7,074	5,112	5,118	5,840	5,842	7,896	7,898	5,907	5,910	5,912	6,114	6,116	6,118	6,118	6,115

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand

Simulated vph outside 10% of Demand

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

SR 202 – Opening Year 2020 – Original Build Alternative
Lane Schematic

Figure 6-17

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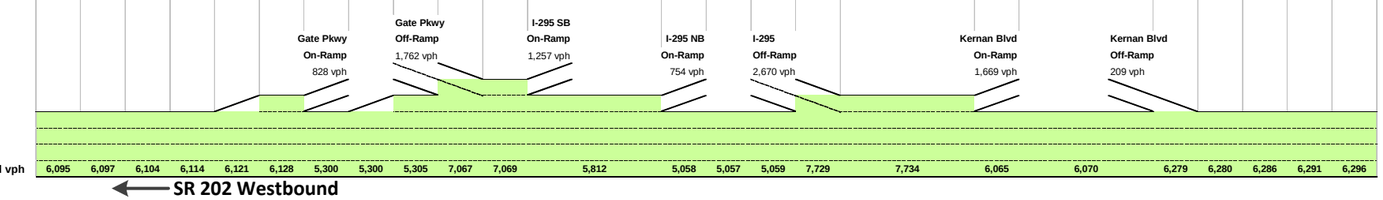
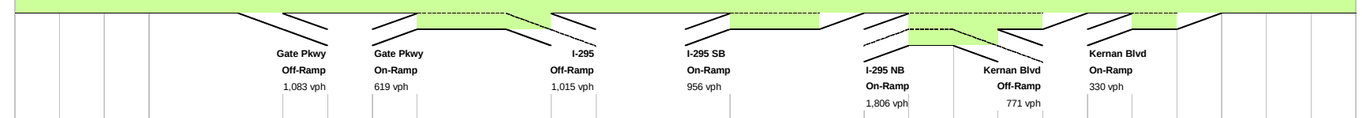
AM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,090	1,442	1,206	1,034	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	61	61	61	61	61	60	62	62	62	62	61	61	64	65	64	62	62	61	62	63	64	64	65	65
Density (veh/mi/ln)	25	25	25	25	25	20	22	22	17	19	19	19	20	20	20	25	25	25	25	25	25	24	24	24
Total Demand vph	6,520	6,520	6,520	6,520	6,520	6,520	5,610	5,610	5,610	7,470	7,470	6,130	5,350	5,350	5,350	8,190	8,190	6,110	6,110	6,320	6,320	6,320	6,320	6,320
Total Simulated vph	6,095	6,097	6,104	6,114	6,121	6,128	5,300	5,300	5,305	7,067	7,069	5,812	5,058	5,057	5,059	7,729	7,734	6,065	6,070	6,279	6,280	6,286	6,291	6,296



SR 202 Eastbound →

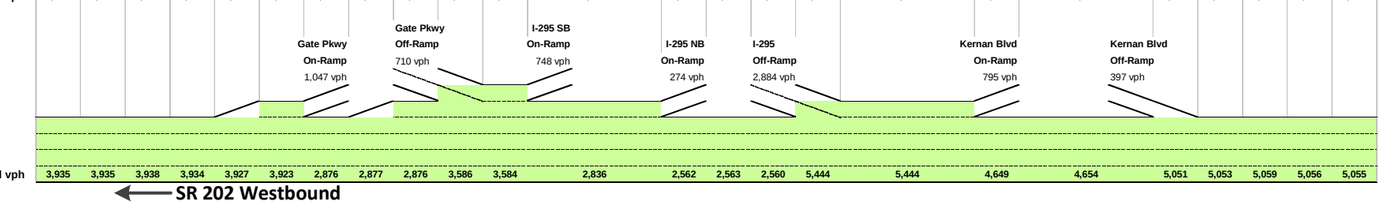
Simulated vph	3,966	3,964	3,961	3,962	2,879	2,879	2,877	3,496	2,481	2,479	3,435	3,434	5,240	5,238	4,467	4,465	4,465	4,795	4,796	4,795	4,788	4,780



Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,541	843	334	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000
Speed (mph)	65	65	64	63	65	65	65	64	65	65	64	64	63	64	64	64	64	64	63	64	64	64
Density (veh/mi/ln)	20	20	21	21	15	15	15	14	13	13	13	18	17	16	17	23	23	19	25	25	25	25
Total Demand vph	3,990	3,990	3,990	3,990	2,910	2,910	2,910	3,620	2,570	2,570	3,580	3,580	5,450	5,450	4,660	4,660	4,660	5,070	5,070	5,070	5,070	5,070
Total Simulated vph	3,966	3,964	3,961	3,962	2,879	2,879	2,877	3,496	2,481	2,479	3,435	3,434	5,240	5,238	4,467	4,465	4,465	4,795	4,796	4,795	4,788	4,780

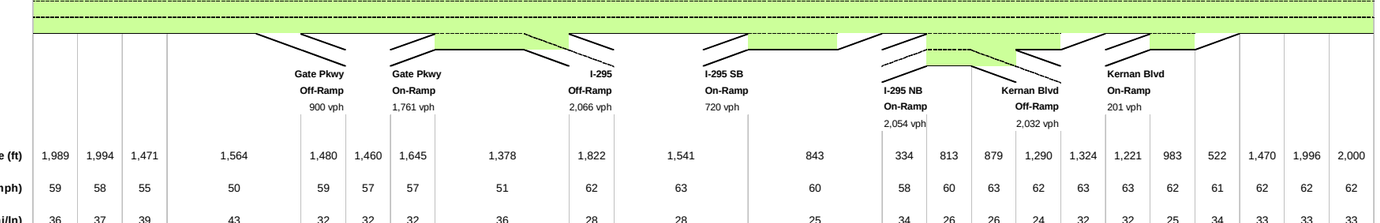
PM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,090	1,442	1,206	1,034	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	64	64	64	64	64	63	64	64	64	64	63	63	66	66	66	64	63	59	61	63	64	65	65	66
Density (veh/mi/ln)	15	15	15	15	15	13	11	11	9	9	9	9	10	10	10	17	17	20	19	20	20	20	19	19
Total Demand vph	3,990	3,990	3,990	3,990	3,990	3,990	2,910	2,910	2,910	3,620	3,620	2,840	2,570	2,570	2,570	5,450	5,450	4,660	4,660	5,070	5,070	5,070	5,070	5,070
Total Simulated vph	3,935	3,935	3,938	3,934	3,927	3,923	2,876	2,877	2,876	3,586	3,584	2,836	2,562	2,563	2,560	5,444	5,444	4,649	4,654	5,051	5,053	5,059	5,056	5,055



SR 202 Eastbound →

Simulated vph	6,495	6,482	6,467	6,460	5,560	5,552	5,542	7,303	5,237	5,240	5,960	5,961	8,015	8,010	5,978	5,976	5,977	6,178	6,178	6,180	6,175	6,171



Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,541	843	334	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000
Speed (mph)	59	58	55	50	59	57	57	51	62	63	60	58	60	63	62	63	63	62	61	62	62	62
Density (veh/mi/ln)	36	37	39	43	32	32	32	36	28	28	25	34	26	26	24	32	32	25	34	33	33	33
Total Demand vph	6,520	6,520	6,520	6,520	5,610	5,610	5,610	7,470	5,350	5,350	6,080	6,080	8,190	8,190	6,110	6,110	6,110	6,320	6,320	6,320	6,320	6,320
Total Simulated vph	6,495	6,482	6,467	6,460	5,560	5,552	5,542	7,303	5,237	5,240	5,960	5,961	8,015	8,010	5,978	5,976	5,977	6,178	6,178	6,180	6,175	6,171

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand

Simulated vph outside 10% of Demand

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

SR 202 – Opening Year 2020 – Modified Build Alternative
Lane Schematic

Figure 6-18

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6.6. 2020 Arterial Intersection Analysis

HCM-based analysis was performed using Synchro 8.0 to assess the operation of the signalized intersections within the study area. Detailed Synchro analysis information is located in **Appendix F**. Since no differences exist between the configuration or signal timing at the intersections between the Original and Modified Builds, the results are identical between the two alternatives.

Table 6-2 shows the intersection delay and LOS for each intersection within the study area. The results show that the intersection of Baymeadows Road and Point Meadows Drive is expected to operate at LOS F during the AM peak hour. The same intersection is expected to fail during the PM peak hour, along with the I-295 northbound ramp terminal intersection with US 1. Additionally, the intersection of Kernan Boulevard and the SR 202 westbound ramp terminal is expected to operate at LOS F during the AM peak.

Table 6-2: 2020 Intersection Operational Analysis

Location	AM Peak		PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
US 1/ Southside Blvd	35.0	D	39.3	D
US 1/ I-295 Southbound	17.3	B	13.9	B
US 1/ I-295 Northbound	38.6	D	115.8	F
US 1/ Business Park Blvd	20.6	C	20.0	C
Baymeadows Rd/ Point Meadows Dr	81.7	F	110.3	F
Baymeadows Rd/ I-295 Southbound	33.2	C	30.9	C
Baymeadows Rd/ I-295 Northbound	29.9	C	22.8	C
Baymeadows Rd/ RG Skinner Blvd	18.0	B	25.9	C
Gate Pkwy/ Point Meadows Dr	18.9	B	22.5	C
Gate Pkwy/ I-295 Southbound	14.2	B	17.0	B
Gate Pkwy/ I-295 Northbound	33.0	C	35.0	D
Town Center Pkwy/ St. Johns Bluff Rd	26.6	C	22.1	C
Town Center Pkwy/ I-295 Ramps	14.6	B	25.1	C
Town Center Pkwy/ Eco Rd	15.2	B	15.3	B
Gate Pkwy/ Town Center Pkwy	68.9	E	17.6	B
Gate Pkwy/ Skinner Lake Dr	15.0	B	12.3	B
Gate Pkwy/ SR 202 Ramps	51.8	D	20.4	C
Gate Pkwy/ Deerwood Park Blvd	72.3	E	66.7	E
Kernan Blvd/ 1st Coast Tech Pkwy	13.8	B	13.6	B
Kernan Blvd/ SR 202 Westbound	113.9	F	15.8	B
Kernan Blvd/ SR 202 Eastbound	29.5	C	35.2	D

6.7. 2020 Network-Wide Analysis

Table 6-3 shows several network-wide measures of effectiveness (MOEs) that are used to compare the overall performance of the Original Build and Modified Build Alternatives. These were provided through the VISSIM microsimulation, and account for operations on all components of the network (general purpose lanes, express lanes, arterials, etc.).

The results for the AM peak period show that the Modified Build provides similar or slightly improved performance over the Original Build. In terms of average speed, the Modified Build showed 2.1% and 11.9% improvements over the Original Build during the AM and PM peak periods, respectively. The Modified Build provided a 2.5% and 33.0% reduction in total delay during the AM and PM peak, respectively. The latent delay was approximately the same during the AM peak and reduced by 35.6% during the PM peak. Latent demand was reduced by 4.9% during the AM peak, and was approximately the same during the PM peak. The network-wide performance measures show marginal benefits of the Modified Build during the AM peak, and more significant benefits during the PM peak, which is consistent with the results discussed within the previous sections.

Table 6-3: 2020 Network-Wide Analysis

	AM Peak			PM Peak		
	Original Build	Modified Build	% Change	Original Build	Modified Build	% Change
Average Speed (mph)	47	48	2.1%	42	47	11.9%
Total Delay (hr)	3,252	3,172	-2.5%	5,262	3,526	-33.0%
Latent Delay (hr)	3,985	4,009	0.6%	5,209	3,352	-35.6%
Latent Demand	283	297	4.9%	625	622	-0.5%
Total Travel Time (hr)	16,263	16,181	-0.5%	17,992	16,263	-9.6%
Total Stops	201,607	197,168	-2.2%	476,677	266,871	-44.0%
Vehicles Arrived	161,564	161,531	0.0%	158,461	158,441	0.0%

Note: (##%) Change from Original Build

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7.0 DESIGN YEAR 2040 OPERATIONAL ANALYSIS

7.1. Overview

This section contains a detailed discussion of the operational analysis of alternatives during the Design Year 2040 horizon. Evaluation and comparison is performed for the Original Build Alternative and the Modified Build Alternative. A detailed microsimulation analysis using VISSIM was conducted along with a Synchro intersection analysis to evaluate the system-wide and location-specific operational performance of the alternatives. VISSIM models were prepared for the AM and PM peak periods, which are provided in **Appendix E**. The primary objective of the VISSIM models was to evaluate operational conditions along I-295.

The simulation time consisted of a 30-minute seed time to load traffic into the network, followed by a 5-hour peak period consisting of a preceding shoulder hour, the peak hour, and three subsequent off-peak hours. The purpose of the off-peak hours was to allow all or most of the congestion built during the peak hour to subside during the simulation period. While hour 2 serves as the peak hour in terms of demand, it is sometimes observed that hour 3 experiences operations similar to or worse than hour 2. The speed profiles, heat maps, and weave analysis provided within the following sections illustrate this build-up and diffusion of congestion.

The lane schematics presented in **Figures 7-1** and **7-2** contain an overview of the AM and PM peak hour operational conditions on the I-295 study area corridor for the Original Build Alternative. Likewise, **Figures 7-3** and **7-4** contain lane schematics for the AM and PM peak hours for the Modified Build Alternative. As shown in the lane schematics, both alternatives experienced free-flow conditions through most of the study area corridor with a few areas of congestion. Slight congestion was observed during the AM peak hour on I-295 southbound due to the weave between Beach Boulevard and Town Center Parkway – in this area, speeds as low as 33 mph and 32 mph were observed in the Original and Modified Builds, respectively. On I-295 northbound, the Original Build experienced congestion at the diverge to Baymeadows Road with speeds as low as 34 mph; this area remained uncongested in the Modified Build.

Additionally, significant congestion was observed during the PM peak hour on I-295 southbound due to capacity restrictions between Town Center Parkway and SR 202 – in this area, speeds as low as 28 mph were observed in the Original Build, while the Modified Build remained at least 40 mph. Another area of congestion existed on I-295 southbound within the Baymeadows Road interchange, reaching speeds as low as 23 mph in both build alternatives. In terms of speed and density, the Modified Build provides only a slight benefit over the Original Build. It should be noted that the Modified Build provides additional volume throughput on I-295 southbound (as shown in the lane schematics). These observations will be discussed in further detail within the following sections, along with the rest of the MOEs shown here.

7.2. 2040 Speed and Travel Time Analysis

Detailed analysis of the Design Year 2040 corridor speeds and travel time is presented below. The Original Build and Modified Build alternatives were assessed using VISSIM microsimulation, and the results presented here are based on travel time segments coded throughout the I-295 corridor. Speed profiles are used to show the buildup and dissipation of congestion over the five-hour simulation period. In addition, the average speeds and total corridor travel times are compared between the general purpose lanes and express lanes for both alternatives.

Original Build Alternative – Speed Profiles

Speed profiles for the AM peak period are presented in **Figure 7-5**. As previously discussed, I-295 southbound experienced congestion between Beach Boulevard and Town Center Parkway. High demand, combined with weaving maneuvers between the adjacent interchanges caused average speeds as low as approximately 33 and 18 mph to be observed during hours 2 and 3, respectively. The speed profile shows that this congestion recovered to at least 55 mph through the remainder of the simulation period. An additional area of congestion was observed on I-295 northbound from upstream of the Baymeadows Road interchange through the section between Baymeadows Road and Gate Parkway. During the peak hour, speeds as low as 35 mph were observed. This congestion began recovery during the subsequent hour, and the remainder of the simulation showed free-flow conditions in this area. The off-ramp from I-295 northbound to US 1 experienced slight spillback during hours 2 and 3, causing average speeds as low as 49 mph to be observed. All other areas of the I-295 corridor (including general purpose and express lanes in both directions) operated above 55 mph during the entire simulation.

PM peak period speed profiles are presented in **Figure 7-6**. As discussed previously, I-295 southbound experienced congestion between Beach Boulevard and SR 202. High demand, combined with weaving maneuvers and limited capacity between Town Center Parkway and SR 202 caused average speeds as low as approximately 20 mph to be observed during hours 2 and 3. The speed profile shows that this congestion recovered to of at least 57 mph through the remainder of the simulation period. An additional area of congestion was observed at the southbound merge from Baymeadows Road, showing speeds as low as 23 mph during the peak hour. This congestion extended upstream to Gate Parkway during hours 2 and 3, but recovered to free-flow during subsequent hours. On northbound I-295, a slight area of congestion was observed between Baymeadows Road and Gate Parkway, with speeds as low as 44 mph during hour 2. The remainder of the simulation operated at speeds of at least 53 mph in this area. The remainder of the corridor primarily operated at average speeds greater than 55 mph. It should be noted that the bottleneck observed during the 2020 simulations on I-295 northbound at Town Center Parkway no longer existed during the 2040 runs, due to the widening of I-295 in this area as outlined in Section 4.3 (Planned and Programmed Improvements).

Modified Build Alternative – Speed Profiles

Speed profiles for the AM peak period are presented in **Figure 7-5**. Similarly to the Original Build, I-295 southbound experienced congestion between Beach Boulevard and Town Center Parkway. High demand, combined with weaving maneuvers between the adjacent interchanges caused average speeds as low as approximately 19 mph to be observed during hour 3. The profile shows that this congestion recovered to free-flow conditions through the remainder of the simulation period. The general purpose lanes primarily operated above 60 mph along the remaining portions of the corridor. In addition, the express lanes operated above 60 mph in both directions during the entire simulation.

PM peak period speed profiles are presented in **Figure 7-6**. Similarly to the Original Build, I-295 southbound experienced congestion within the Town Center Parkway interchange. High demand for the express lane ingress, combined with weaving maneuvers and limited capacity caused average speeds as low as approximately 40 mph to be observed during hour 2, the speeds raised to 50 mph in hour 3, and recovered to free-flow for the remainder of the simulation. The speed profiles show a significant benefit of the Modified Build over the Original Build in this area, since the Original Build experienced much slower speeds over a

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longer length of the corridor. The reason for this improvement is the additional general purpose lane provided downstream of Town Center Parkway as part of the Modified Build. An additional area of congestion was observed at the southbound merge from Baymeadows Road, showing speeds as low as 22 mph during the peak hour. This congestion extended upstream to Gate Parkway during hours 2 and 3, but recovered to free-flow during subsequent hours. Due to the adjusted configuration at this location, the Modified Build requires one additional lane change between Gate Parkway and I-295 downstream of Baymeadows Road. While this causes slightly slower speeds to be observed within the weave between the neighboring interchanges, this provides more intuitive lane connectivity from SR 202. This, in conjunction with the mitigated congestion upstream, represent an overall improvement in the Modified Build.

I-295 northbound reported speeds near or greater than 60 mph through the entire simulation period. This represents an improvement over the Original Build, which experienced speeds as low as 46 mph between Baymeadows Road and Gate Parkway. The reason for this improvement is the additional benefits of the express lanes provided by the Modified Build, as described during as part of the Opening Year 2020 analysis. The inclusion of the direct connect access to SR 202 lengthens those trips by approximately 0.8 miles while also providing more intuitive maneuverability (note that the flyover in the Original Build requires the express lane traffic to merge back onto the I-295 general purpose lanes before diverging to SR 202). The Modified Build also removes the egress within the Gate Parkway interchange, encouraging longer trips within the express lanes. Additionally, 2040 configuration includes a full dual-lane express facility in the northbound direction between Gate Parkway and SR 202 (note that the facility had previously dropped to a single lane in 2020). These express lane improvements encouraged greater utilization in the Modified Build, which lowered the density within the general purpose lanes, causing less congestion.

Average Corridor Speeds and Travel Times

Table 7-1 presents the travel time segment output described above as an assessment of the overall I-295 corridor speed and travel time. In both directions of travel, the general purpose lanes and express lanes are analyzed separately to illustrate any travel time savings that contribute to manage lane routing decisions. Additionally, the Original Build and Modified Build are compared to illustrate any differences between their operations. The I-295 northbound limits (for the purposes of this comparison) extend from the southernmost express lane ingress north of US 1 to the ingress within the SR 202 interchange (approximately 5.9 miles). The I-295 southbound limits extend from within the Town Center Parkway interchange (since the express lanes begin here within the Modified Build) to the southernmost egress (approximately 6.7 miles).

During the AM peak hour, the average general purpose lane speed for the I-295 northbound corridor was approximately 56 mph for the Original Build Alternative, with a corridor travel time of approximately 6.3 minutes. For the Modified Build Alternative, the average speed was 60 mph with an average travel time of 5.8 minutes. This is consistent with the speed profiles discussed previously, in which the I-295 northbound corridor experienced higher congestion in the Original Build than in the Modified Build. Similar speeds and travel times were observed in the express lanes. In the southbound direction, similar speed conditions were observed in both alternatives, so the corridor travel times were approximately equal for both the general purpose and express lanes.

During the PM peak hour, the average general purpose lane speed for the I-295 northbound corridor was approximately 62 mph and the travel time was 5.7 minutes for the Original Build Alternative. The Modified Build Alternative experienced roughly the same conditions, with an average speed of approximately 63 mph and a travel time of 5.6 minutes. Similar speeds and travel times were observed in the express lanes. In the southbound direction, the corridor travel times for the Original and Modified Builds were 8.4 and 8.8 minutes, respectively, equating to a 24-second increase in the Modified Build. This is consistent with the speed profiles discussed previously, in which slightly slower speeds were observed on the weave segment between Gate Parkway and Baymeadows Road. It should be noted that this is only observed during hour 2 of the simulation. It should be noted that the Modified Build showed significant benefits upstream of the express lane corridor in the speed profiles, however, this lies outside the bounds of the corridors analyzed in **Table 7-1**. In terms of express lane travel time, the Original Build experienced an average speed of 58 mph and a travel time of 6.8 minutes, while the Modified Build raised the average speed to 62 mph and provided a travel time of 6.5 minutes (a savings of 18 seconds per vehicle).

Table 7-1: 2040 Corridor Speed and Travel Time Summary

AM Peak Hour			
Direction	**Original Build Travel Time (Average Speed)**	**Modified Build Travel Time (Average Speed)**	**Travel Time % Change**
General Purpose Lanes			
I-295 Northbound	6.3 min (56 mph)	5.8 min (60 mph)	-7.9%
I-295 Southbound	6.3 min (63 mph)	6.3 min (63 mph)	0.0%
Express Lanes			
I-295 Northbound	5.6 min (62 mph)	5.6 min (63 mph)	0.0%
I-295 Southbound	6.4 min (62 mph)	6.4 min (63 mph)	0.0%
PM Peak Hour			
Direction	**Original Build Travel Time (Average Speed)**	**Modified Build Travel Time (Average Speed)**	**% Change**
General Purpose Lanes			
I-295 Northbound	5.7 min (62 mph)	5.6 min (63 mph)	-1.8%
I-295 Southbound	8.4 min (47 mph)	8.8 min (46 mph)	4.8%
Express Lanes			
I-295 Northbound	5.6 min (63 mph)	5.6 min (63 mph)	0.0%
I-295 Southbound	6.8 min (58 mph)	6.5 min (62 mph)	-4.4%

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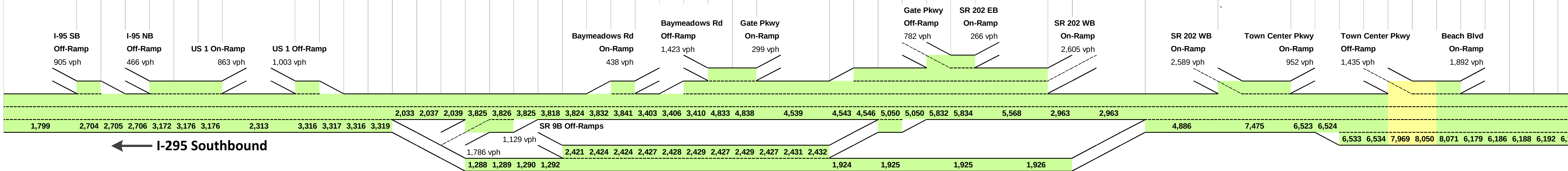
Distance (ft)	2,006	517	970	561	1,500	543	1,500	1,550	708	793	1,066	1,494	2,003
Speed (mph)	66	65	64	64	64	65	62	65	64	64	64	64	64
Density (veh/mi/ln)	9	10	14	14	12	12	13	12	13	17	17	17	16
Total Demand vph	2,000	3,010	3,010	3,010	3,520	3,520	3,520	2,600	3,720	3,720	3,720	3,720	3,720
Total Simulated vph	1,799	2,704	2,705	2,706	3,172	3,176	3,176	2,313	3,316	3,317	3,316	3,319	3,321

Distance (ft)	1,998	1,906	1,513	1,144	1,999	2,002	783	874	626	1,346	1,403	1,502	1,497
Speed (mph)	64	64	64	64	62	62	61	58	58	63	63	63	62
Density (veh/mi/ln)	16	16	20	20	31	31	31	33	22	27	27	18	19
Total Demand vph	3,720	3,720	6,940	6,940	6,940	6,940	6,940	6,940	6,940	6,380	6,380	6,380	7,960
Total Simulated vph	3,325	3,327	6,246	6,247	6,246	6,239	6,245	6,256	6,265	5,830	5,834	5,839	7,260

Distance (ft)	1,488	1,973	597	304	278	1,189	923	950	993	1,652	584	1,094	1,965
Speed (mph)	64	63	63	63	62	64	65	65	64	64	63	59	60
Density (veh/mi/ln)	19	24	24	18	16	20	18	18	22	23	24	27	31
Total Demand vph	7,960	7,650	7,650	7,650	7,650	7,650	8,500	8,500	8,210	5,100	5,100	5,100	7,790
Total Simulated vph	7,267	6,970	6,975	6,978	6,975	6,975	7,757	7,759	7,494	4,889	4,889	4,886	7,475

Distance (ft)	374	1,427	715	1,070	1,497	297	1,496	1,515	1,147	1,501	1,297	1,996
Speed (mph)	54	51	53	59	33	36	53	63	64	64	65	65
Density (veh/mi/ln)	40	32	31	28	48	45	31	24	24	24	24	24
Total Demand vph	6,730	6,730	6,730	6,730	8,280	8,280	8,280	6,310	6,310	6,310	6,310	6,310
Total Simulated vph	6,523	6,524	6,533	6,534	7,969	8,050	8,071	6,179	6,186	6,188	6,192	6,193



Distance (ft)	1,996	1,999	1,998	185	1,497	897	1,997	1,999	1,998	1,998	1,995	1,998	1,992	739	1,498	1,690	1,996	1,704	1,497
Speed (mph)	62	63	63	63	63	63	63	63	64	64	64	64	64	64	64	62	62	62	62
Density (veh/mi/ln)	21	21	21	21	19	19	19	19	19	19	19	19	19	19	19	31	31	31	31

N →

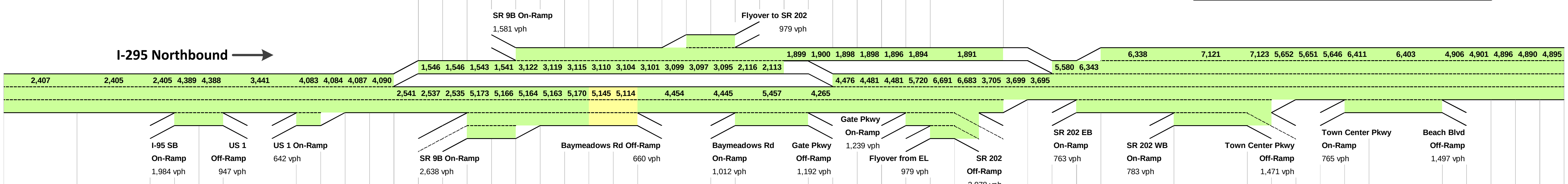
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand

Simulated vph outside 10% of Demand

Distance (ft)	1,610	1,985	1,312	846	1,495	1,999	1,992	1,997	1,997	2,002	419	358	1,496	670	1,500	1,712	1,859	364	1,500	811	1,505	1,469
Speed (mph)	62	63	62	62	63	63	62	63	63	62	56	58	62	62	61	61	62	62	62	62	62	62
Density (veh/mi/ln)	25	25	25	25	25	25	25	25	25	25	28	18	17	17	17	31	31	31	31	31	31	31



Distance (ft)	1,986	1,998	1,879	996	1,074	1,256	1,057	449	777	1,498	1,611	1,996
Speed (mph)	66	66	65	62	59	65	64	64	63	62	64	64
Density (veh/mi/ln)	12	12	12	18	19	18	16	21	22	22	20	20
Total Demand vph	2,450	2,450	2,450	4,490	4,490	3,520	4,200	4,200	4,200	4,200	4,200	4,200
Total Simulated vph	2,407	2,405	2,405	4,389	4,388	3,441	4,083	4,084	4,087	4,090	4,087	4,083

Distance (ft)	1,142	1,510	1,494	1,143	1,993	1,805	1,645	1,500	1,757	1,972	1,805	649
Speed (mph)	64	65	64	63	60	47	36	34	47	56	50	49
Density (veh/mi/ln)	20	20	20	21	29	37	48	49	47	40	37	43
Total Demand vph	4,200	8,470	8,470	8,470	8,470	8,470	8,470	8,470	7,810	7,810	9,280	7,990
Total Simulated vph	4,081	8,295	8,288	8,286	8,282	8,285	8,255	8,218	7,551	7,542	8,549	7,357

Distance (ft)	1,497	1,990	477	645	1,095	1,095	648	864	601	1,105	456	687
Speed (mph)	60	63	63	62	64	63	60	61	62	63	63	64
Density (veh/mi/ln)	25	24	24	23	21	21	21	20	30	30	25	20
Total Demand vph	7,990	7,990	7,990	9,260	9,260	9,260	6,060	6,060	6,060	6,060	6,870	6,870
Total Simulated vph	7,353	7,358	7,356	8,595	8,582	8,574	5,596	5,590	5,586	5,580	6,343	6,338

Distance (ft)	949	1,095	1,076	1,110	1,189	1,493	1,464	2,062	1,144	1,503	1,294	1,999
Speed (mph)	64	65	64	63	64	64	64	65	65	65	65	65
Density (veh/mi/ln)	18	18	18	22	22	20	20	19	19	19	19	19
Total Demand vph	7,790	7,790	6,170	6,170	6,170	7,010	7,010	5,360	5,360	5,360	5,360	5,360
Total Simulated vph	7,121	7,123	5,652	5,651	5,646	6,411	6,403	4,906	4,901	4,896	4,890	4,895

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

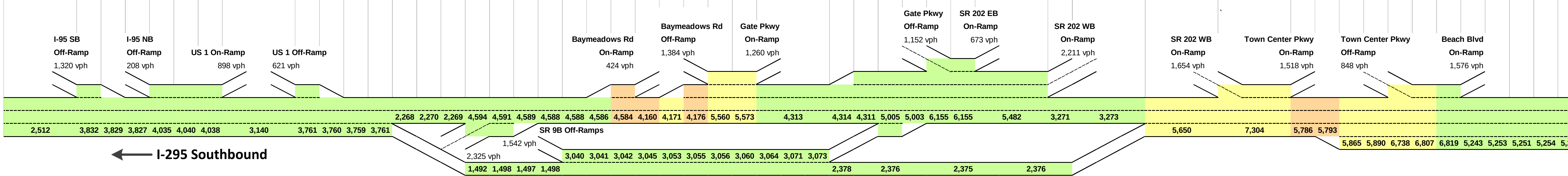
I-295 – Design Year 2040 – Original Build Alternative – AM Peak Hour
Lane Schematic

Figure 7-1

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

I-295 Southbound

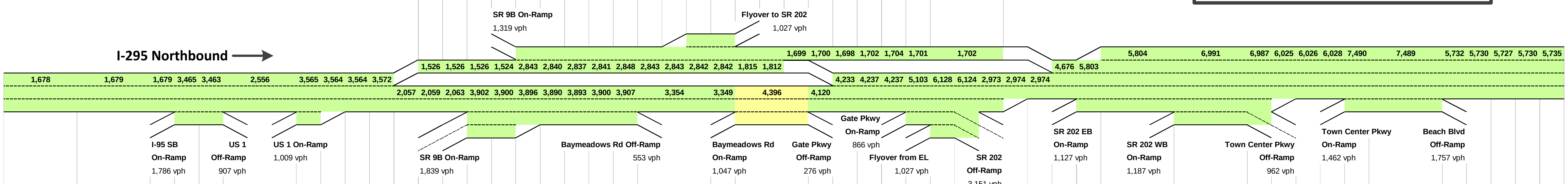
Distance (ft)	Speed (mph)	Density (veh/mi/ln)	Total Demand vph	Total Simulated vph
2,006	65	13	2,800	2,512
517	64	15	4,260	3,832
970	63	20	4,260	3,829
561	63	20	4,260	3,827
1,500	63	16	4,490	4,035
543	63	16	4,490	4,040
1,500	62	16	4,490	4,038
1,550	65	16	3,520	3,140
708	64	15	4,200	3,761
793	64	19	4,200	3,760
1,066	64	19	4,200	3,759
1,494	64	20	4,200	3,761
2,003	64	18	4,200	3,760
1,998	64	18	4,200	3,762
1,906	64	18	4,200	3,761
1,513	63	24	8,470	7,634
1,144	63	24	8,470	7,631
1,999	61	38	8,470	7,629
2,002	59	39	8,470	7,628
783	58	40	8,470	7,628
874	46	50	8,470	7,627
626	23	66	8,470	7,626
1,346	29	72	7,810	7,205
1,403	31	67	7,810	7,224
1,502	29	48	7,810	7,231
1,497	32	43	9,280	8,616
1,488	39	36	9,280	8,633
1,973	50	29	7,990	7,384
597	55	26	7,990	7,387
304	57	19	7,990	7,384
278	59	17	7,990	7,381
1,189	64	20	7,990	7,379
923	64	19	9,260	8,530
950	64	19	9,260	8,530
993	63	22	8,400	7,858
1,652	62	27	6,060	5,647
584	56	29	6,060	5,649
1,094	41	46	6,060	5,650
1,965	35	52	7,790	7,304
374	30	64	6,170	5,786
1,427	28	51	6,170	5,793
715	31	47	6,170	5,865
1,070	32	47	6,170	5,890
1,497	38	35	7,010	6,738
297	44	31	7,010	6,807
1,496	49	28	7,010	6,819
1,515	59	22	5,360	5,243
1,147	64	20	5,360	5,253
1,501	65	20	5,360	5,251
1,297	65	20	5,360	5,254
1,996	65	20	5,360	5,254



Distance (ft)	Speed (mph)	Density (veh/mi/ln)
1,996	62	24
1,999	62	24
1,998	62	24
185	62	24
1,497	62	24
897	63	24
1,997	62	25
1,999	63	24
1,998	63	24
1,998	63	24
1,995	63	24
1,998	64	24
1,992	64	24
739	64	24
1,498	64	24
1,690	62	39
1,996	62	38
1,704	62	39
1,497	56	43

N

Distance (ft)	Speed (mph)	Density (veh/mi/ln)
1,610	62	25
1,985	63	24
1,312	62	24
846	62	24
1,495	64	22
1,999	63	22
1,992	63	23
1,997	63	23
1,997	63	23
2,002	62	23
419	57	25
358	59	16
1,496	63	15
670	62	15
1,500	62	15
1,712	62	27
1,859	62	27
364	62	27
1,500	62	27
811	62	28
1,505	62	27
1,469	62	28



I-295 Northbound

Distance (ft)	Speed (mph)	Density (veh/mi/ln)	Total Demand vph	Total Simulated vph
1,986	66	8	1,690	1,678
1,998	66	8	1,690	1,679
1,879	66	9	1,690	1,679
996	63	14	3,520	3,465
1,074	65	13	3,520	3,463
1,256	66	13	2,600	2,556
1,057	64	14	3,720	3,565
449	65	18	3,720	3,564
777	64	19	3,720	3,564
1,498	63	19	3,720	3,572
1,611	64	16	3,720	3,583
1,996	65	16	3,720	3,585
1,142	65	16	3,720	3,589
1,510	65	15	6,940	6,745
1,494	65	15	6,940	6,743
1,143	64	15	6,940	6,739
1,993	64	20	6,940	6,730
1,805	64	20	6,940	6,730
1,645	64	20	6,940	6,741
1,500	62	21	6,940	6,755
1,757	62	27	6,380	6,196
1,972	56	30	6,380	6,191
1,805	43	34	7,960	7,235
649	48	43	7,650	6,959
1,497	59	24	7,650	6,958
1,990	63	23	7,650	6,966
477	63	23	7,650	6,968
645	63	20	8,500	7,834
1,095	64	19	8,500	7,830
1,095	64	19	8,500	7,826
648	62	16	5,100	4,675
864	63	16	5,100	4,676
601	63	23	5,100	4,676
1,105	64	25	5,100	4,676
456	63	23	6,540	5,803
687	65	18	6,540	5,804
949	64	18	7,790	6,991
1,095	64	18	7,790	6,987
1,076	63	19	6,730	6,025
1,110	63	24	6,730	6,026
1,189	63	24	6,730	6,028
1,493	64	24	8,280	7,490
1,464	63	24	8,280	7,489
2,062	65	22	6,310	5,732
1,144	65	22	6,310	5,730
1,503	65	22	6,310	5,727
1,294	65	22	6,310	5,730
1,999	65	22	6,310	5,735

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand
Simulated vph outside 10% of Demand

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Design Year 2040 – Original Build Alternative – PM Peak Hour Lane Schematic

Figure 7-2

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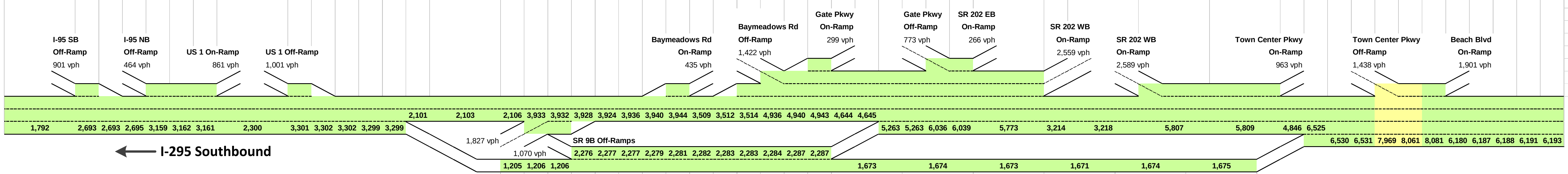
Distance (ft)	2,006	517	970	561	1,500	543	1,500	1,550	708	793	1,266	1,325	1,508	1,296	1,552	1,532	1,503	1,144	1,999	2,002	784	873	626	1,346	1,247	1,508	1,498	821	1,053	936	1,427	1,171	565	1,013	990	871	1,511	1,484	964	998	1,108	1,032	516	1,270	1,498	296	1,496	1,992	670	1,501	1,297	1,996
Speed (mph)	66	65	64	64	64	65	62	65	64	64	64	64	64	64	64	64	63	64	61	62	61	58	57	62	63	63	63	64	64	65	65	65	65	65	65	64	65	65	63	63	60	59	59	57	32	36	52	64	64	64	65	65
Density (veh/mi/ln)	9	10	14	14	12	12	13	12	13	17	17	17	17	16	16	16	21	21	32	32	32	34	23	28	28	19	20	19	15	18	18	16	16	15	15	18	16	17	23	23	27	28	28	29	50	45	31	24	24	24	24	24
Total Demand vph	2,000	3,010	3,010	3,010	3,520	3,520	3,520	2,600	3,720	3,720	3,720	3,720	3,720	3,720	3,720	3,720	6,940	6,940	6,940	6,940	6,940	6,940	6,940	6,380	6,380	6,380	7,960	7,960	7,960	7,650	7,650	7,650	7,650	8,500	8,500	8,210	5,100	5,100	7,790	7,790	6,730	6,730	6,730	6,730	8,280	8,280	8,280	6,310	6,310	6,310	6,310	6,310
Total Simulated vph	**1,792**	**2,693**	**2,693**	**2,695**	**3,159**	**3,162**	**3,161**	**2,300**	**3,301**	**3,302**	**3,302**	**3,299**	**3,299**	**3,306**	**3,309**	**3,312**	**6,209**	**6,208**	**6,204**	**6,201**	**6,213**	**6,219**	**6,225**	5,791	5,795	5,797	7,220	7,227	7,230	6,931	6,932	6,936	6,937	7,710	7,713	7,446	4,885	4,889	7,481	7,484	6,521	6,525	6,530	6,531	7,969	8,061	8,081	6,180	6,187	6,188	6,191	6,193



Distance (ft)	1,385	1,309	1,992	1,502	853	1,997	1,999	1,998	1,998	1,995	1,998	1,992	465	1,500	1,962	1,996	1,999	1,995	1,698	1,323
Speed (mph)	63	63	63	63	63	63	63	63	64	64	64	64	64	64	62	62	62	62	63	62
Density (veh/mi/ln)	19	19	19	18	18	18	18	18	18	18	18	18	18	18	27	27	27	27	27	27

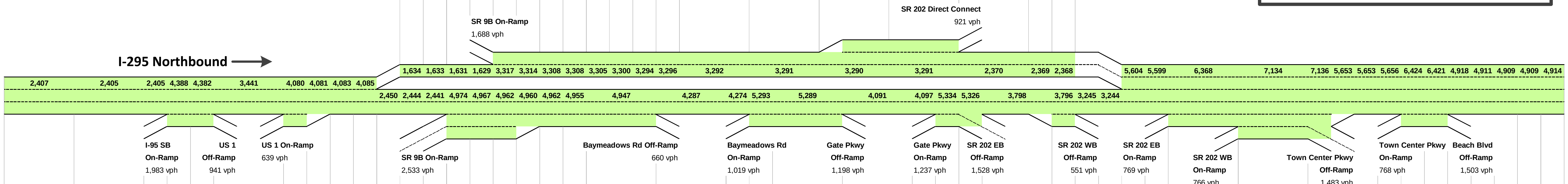
N

Distance (ft)	1,995	1,985	1,312	1,003	1,499	1,994	2,001	1,996	1,997	1,996	1,996	1,999	2,000	1,859	364	1,498	830	1,500	1,139
Speed (mph)	62	62	62	62	63	63	63	63	63	62	62	63	63	62	63	64	64	63	63
Density (veh/mi/ln)	26	26	26	26	26	26	26	26	26	26	27	26	26	26	17	17	19	19	19

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand
Simulated vph outside 10% of Demand



Distance (ft)	1,986	1,998	1,879	996	1,074	1,256	1,057	483	344	1,512	1,996	1,996	1,142	1,510	1,494	1,143	1,993	1,805	1,511	1,502	1,758	1,996	1,570	1,579	1,999	1,766	997	1,013	440	550	530	720	852	546	1,169	988	1,053	1,063	325	1,983	1,493	1,466	2,002	1,204	1,530	1,265	1,999
Speed (mph)	66	66	65	60	52	65	64	63	63	61	64	64	64	65	64	63	63	63	58	46	56	58	62	60	61	60	57	54	58	62	64	63	64	64	64	64	64	63	64	64	64	64	65	65	65	65	65
Density (veh/mi/ln)	12	12	12	18	21	18	16	21	22	22	19	19	19	19	19	20	26	26	29	36	38	37	29	29	33	34	31	33	32	20	26	26	22	22	20	19	19	18	22	22	20	20	19	19	19	19	19
Total Demand vph	2,450	2,450	2,450	4,490	4,490	3,520	4,200	4,200	4,200	4,200	4,200	4,200	4,200	8,470	8,470	8,470	8,470	8,470	8,470	8,470	7,810	7,810	9,280	9,280	7,990	7,990	9,260	9,260	6,920	6,920	6,060	6,060	6,060	6,060	6,870	7,790	7,790	6,170	6,170	6,170	7,010	7,010	5,360	5,360	5,360	5,360	5,360
Total Simulated vph	2,407	2,405	2,405	4,388	4,382	3,441	4,080	4,081	4,083	4,085	4,084	4,078	4,074	8,291	8,284	8,279	8,274	8,270	8,263	8,247	7,579	7,566	8,584	8,580	7,381	7,388	8,625	8,617	**6,168**	**6,164**	5,613	5,612	5,604	5,599	6,368	7,134	7,136	5,653	5,653	5,656	6,424	6,421	4,918	4,911	4,909	4,909	4,914

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Design Year 2040 – Modified Build Alternative – AM Peak Hour Lane Schematic

Figure 7-3

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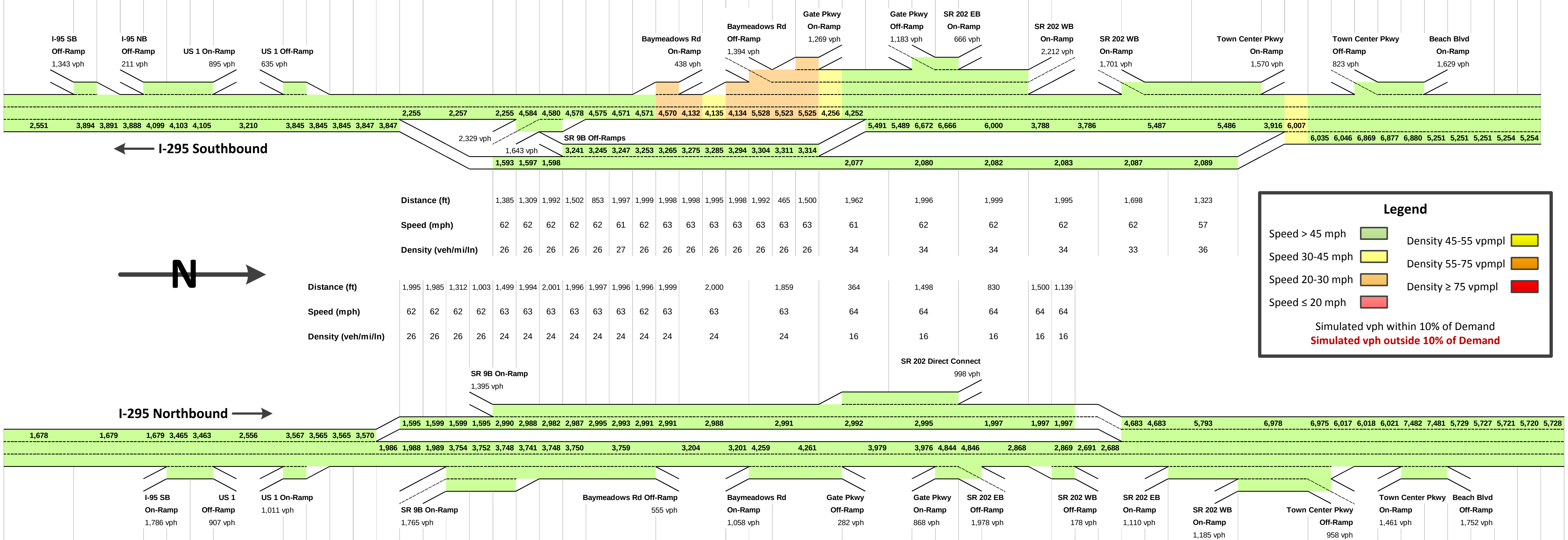
I-295 Southbound (General Purpose Lanes)

Distance (ft)	Speed (mph)	Density (veh/mi/ln)	Total Demand vph	Total Simulated vph
2,006	65	13	2,800	2,551
517	64	15	4,260	3,894
970	63	20	4,260	3,891
561	63	20	4,260	3,888
1,500	63	16	4,490	4,099
543	63	16	4,490	4,103
1,500	62	16	4,490	4,105
1,550	65	17	3,520	3,210
708	65	15	4,200	3,845
793	64	20	4,200	3,845
1,266	64	20	4,200	3,845
1,325	64	20	4,200	3,847
1,508	64	20	4,200	3,847
1,296	64	18	4,200	3,848
1,552	65	17	4,200	3,854
1,532	64	18	4,200	3,853
1,503	63	24	8,470	7,825
1,144	63	24	8,470	7,821
1,999	61	38	8,470	7,819
2,002	59	39	8,470	7,820
784	57	40	8,470	7,818
873	46	50	8,470	7,824
626	23	66	8,470	7,835
1,346	30	69	7,810	7,407
1,247	32	65	7,810	7,420
1,508	23	59	7,810	7,428
1,498	24	57	9,280	8,832
821	24	58	9,280	8,834
1,053	27	41	9,280	8,839
936	40	26	7,990	7,570
1,427	63	17	7,990	7,566
1,171	64	17	7,990	7,568
565	64	17	7,990	7,569
1,013	65	17	9,260	8,752
990	64	17	9,260	8,746
871	64	19	8,400	8,082
1,511	64	20	6,060	5,871
1,484	65	20	6,060	5,869
964	63	22	7,790	7,574
998	64	22	7,790	7,575
1,108	60	22	6,170	6,005
1,032	40	38	6,170	6,007
516	46	33	6,170	6,035
1,270	51	30	6,170	6,046
1,498	56	24	7,010	6,869
296	60	23	7,010	6,877
1,496	64	22	7,010	6,880
1,992	65	20	5,360	5,251
670	65	20	5,360	5,251
1,501	65	20	5,360	5,251
1,297	65	20	5,360	5,254
1,996	65	20	5,360	5,254



Southbound Express Lanes

Distance (ft)	Speed (mph)	Density (veh/mi/ln)
1,385	62	26
1,309	62	26
1,992	62	26
1,502	62	26
853	62	26
1,997	61	27
1,999	62	26
1,998	63	26
1,998	63	26
1,995	63	26
1,998	63	26
1,992	63	26
465	63	26
1,500	63	26
1,962	61	34
1,996	62	34
1,999	62	34
1,995	62	34
1,698	62	33
1,323	57	36

Northbound Express Lanes

Distance (ft)	Speed (mph)	Density (veh/mi/ln)
1,995	62	26
1,985	62	26
1,312	62	26
1,003	62	26
1,499	63	24
1,994	63	24
2,001	63	24
1,996	63	24
1,997	63	24
1,996	63	24
1,996	62	24
1,999	63	24
2,000	63	24
1,859	63	24
364	64	16
1,498	64	16
830	64	16
1,500	64	16
1,139	64	16

I-295 Northbound (General Purpose Lanes)

Distance (ft)	Speed (mph)	Density (veh/mi/ln)	Total Demand vph	Total Simulated vph
1,986	66	8	1,690	1,678
1,998	66	8	1,690	1,679
1,879	66	9	1,690	1,679
996	63	14	3,520	3,465
1,074	65	13	3,520	3,463
1,256	66	13	2,600	2,556
1,057	64	14	3,720	3,567
483	64	19	3,720	3,565
344	63	19	3,720	3,565
1,512	62	19	3,720	3,570
1,996	64	15	3,720	3,581
1,996	65	15	3,720	3,583
1,142	65	15	3,720	3,588
1,510	65	14	6,940	6,744
1,494	65	14	6,940	6,742
1,143	65	15	6,940	6,738
1,993	65	19	6,940	6,729
1,805	64	19	6,940	6,730
1,511	64	20	6,940	6,737
1,502	63	20	6,940	6,752
1,758	63	26	6,380	6,192
1,996	63	25	6,380	6,189
1,570	62	23	7,960	7,250
1,579	58	24	7,960	7,252
1,999	61	33	7,650	6,971
1,766	61	33	7,650	6,971
997	61	27	8,500	7,839
1,013	61	27	8,500	7,841
440	63	23	5,390	4,865
550	64	15	5,390	4,866
530	64	21	5,100	4,688
720	64	21	5,100	4,685
852	64	18	5,100	4,683
546	65	18	5,100	4,683
1,169	64	18	6,540	5,793
988	64	18	7,790	6,978
1,053	63	19	7,790	6,975
1,063	63	19	6,730	6,017
325	64	24	6,730	6,018
1,983	63	24	6,730	6,021
1,493	63	24	8,280	7,482
1,466	63	24	8,280	7,481
2,002	64	22	6,310	5,729
1,204	64	22	6,310	5,727
1,530	64	22	6,310	5,721
1,265	64	22	6,310	5,720
1,999	64	22	6,310	5,728

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

I-295 – Design Year 2040 – Modified Build Alternative – PM Peak Hour Lane Schematic

Figure 7-4

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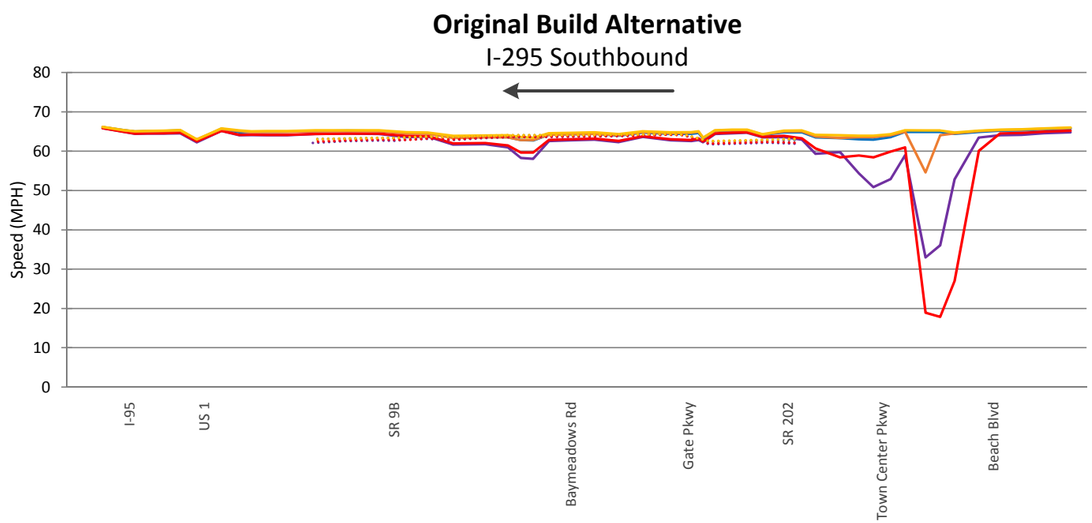

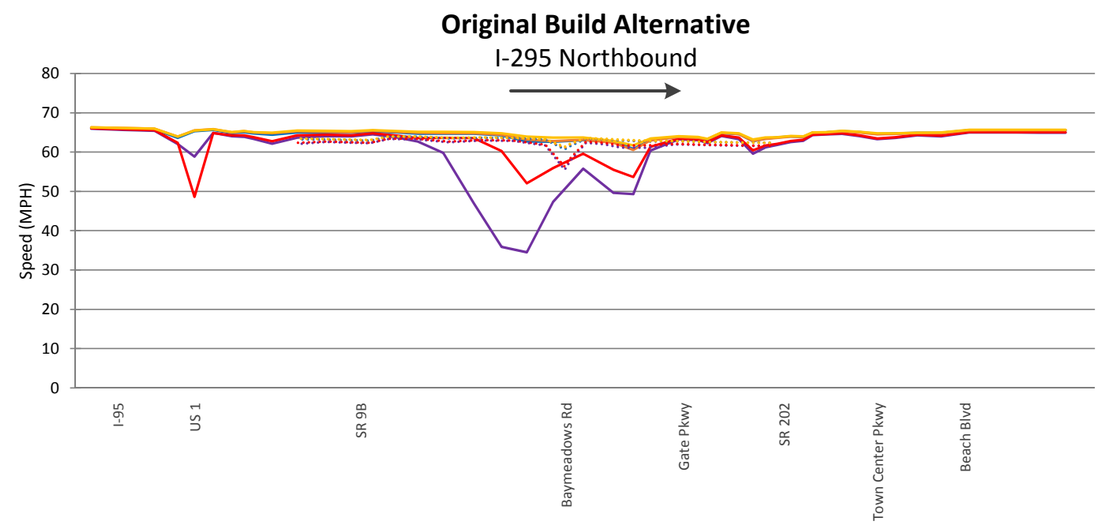

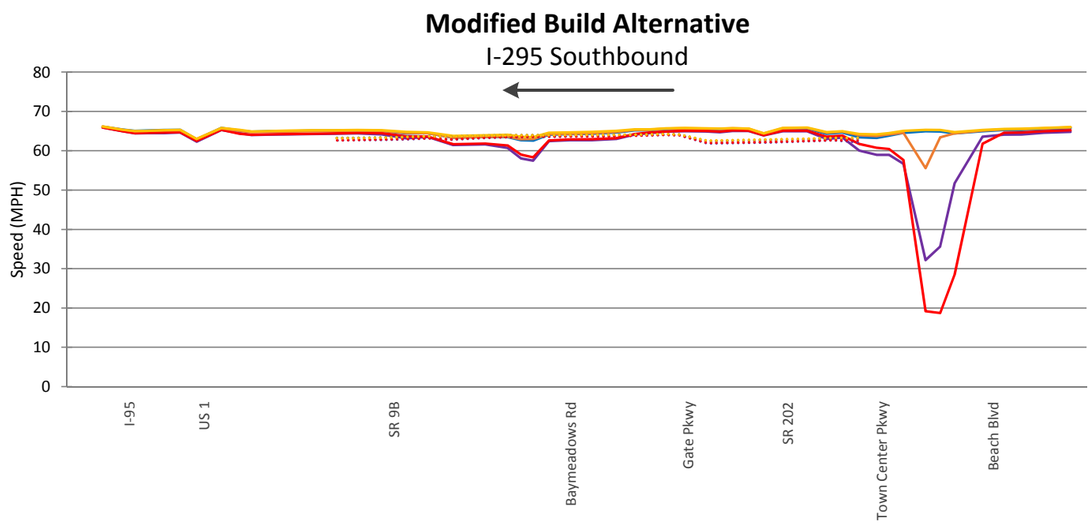

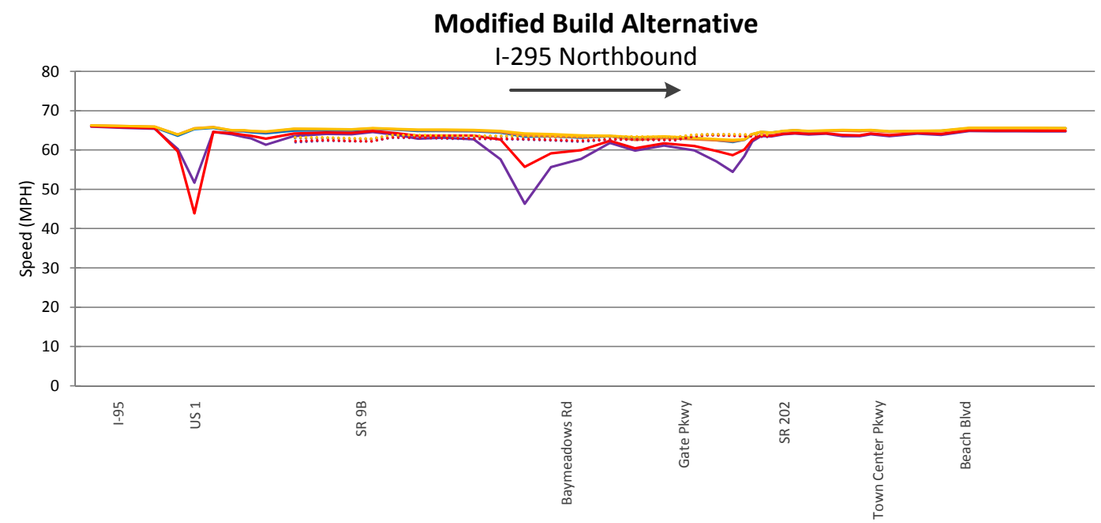

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – AM Peak Hour Speed Profiles	Figure 7-5 Page 1 of 1

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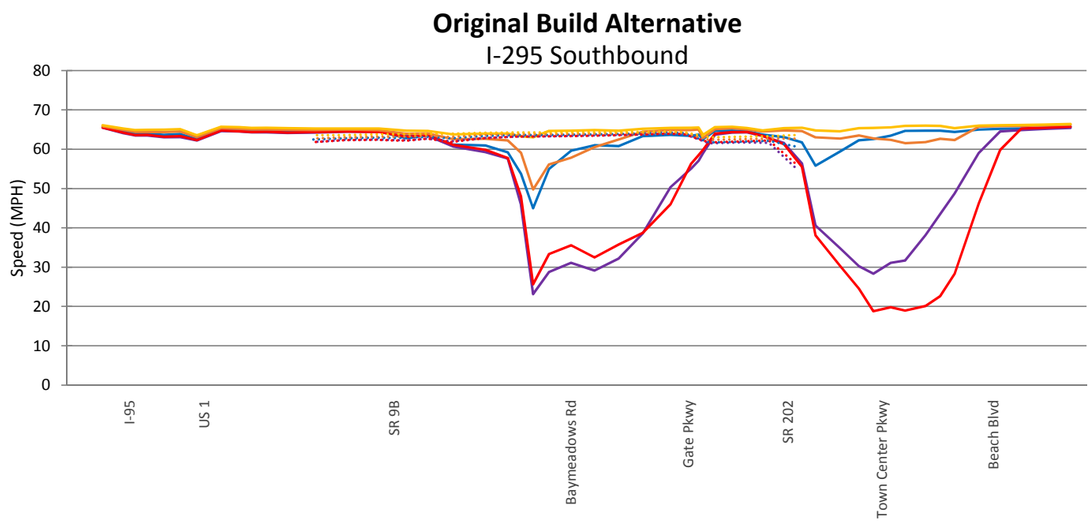

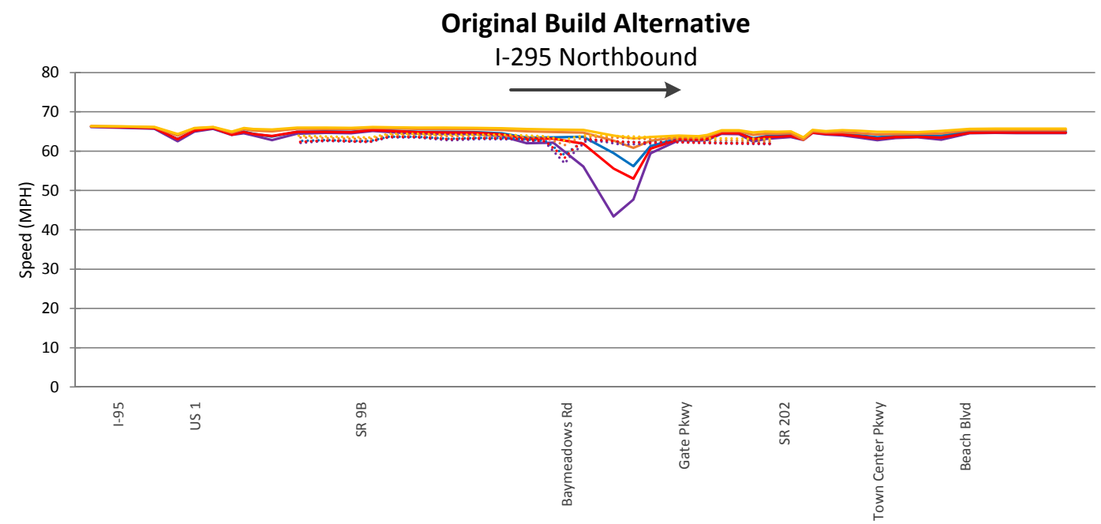

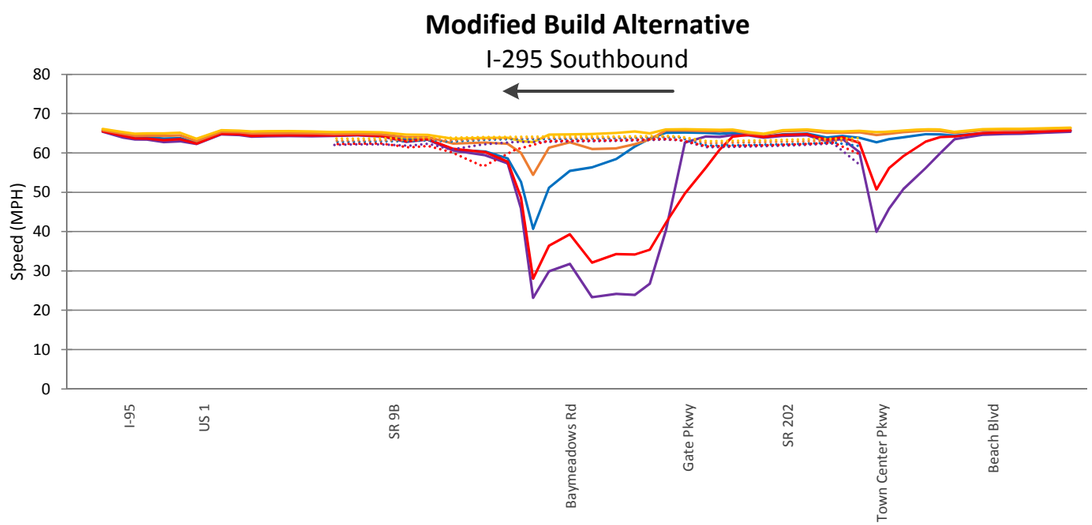

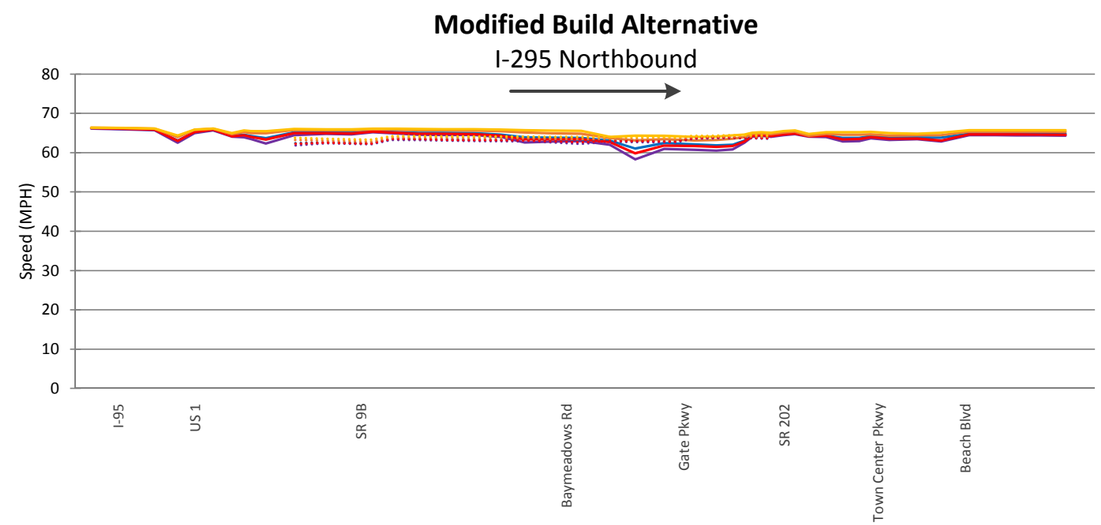

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – PM Peak Hour Speed Profiles	Figure 7-6 Page 1 of 1

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7.3. 2040 Throughput Analysis

Detailed analysis of the Design Year 2040 corridor throughput is presented below. The Original Build and Modified Build alternatives were assessed using VISSIM microsimulation, and the results presented here are based on travel time segments coded throughout the I-295 corridor. Volume profiles are used to show the variability of general purpose and mainline throughput over the five-hour simulations.

Volume profiles for the 2040 AM peak are presented in **Figure 7-7**. As discussed in Section 7.2, one area of congestion existed in the AM peak on I-295 southbound between Beach Boulevard and Town Center Parkway. Since this falls upstream of the express lanes, it had little to no impact on the southbound express lane utilization. In the southbound direction, the Original Build showed slightly higher express lane utilization than the Modified Build – this was due to extending the southbound express lanes to Town Center Parkway. Since this ingress is accessible from Town Center Parkway in the Original Build, but not in the Modified Build, the demand to enter the express lanes at this location was slightly higher. Downstream of this ingress, the peak hour express lane volumes were approximately 2,000 and 1,700 vph for the Original and Modified Builds, respectively. It should be noted that the overall throughput for the southbound corridor was approximately consistent between the two alternatives.

In the northbound direction, the Modified Build provides two significant benefits over the Original Build in terms of the utility of the express lanes. The inclusion of the direct connect access to SR 202 lengthens those trips by approximately 0.8 miles while also providing more intuitive maneuverability (note that the flyover in the Original Build requires the express lane traffic to merge back onto the I-295 general purpose lanes before diverging to SR 202). The Modified Build also removes the egress within the Gate Parkway interchange, encouraging longer trips within the express lanes. Upstream of Gate Parkway, the Original and Modified Builds processed approximately 3,100 and 3,300 vph, respectively. Downstream of Gate Parkway, the Original and Modified Builds processed approximately 2,000 and 2,400 vph, respectively. As described in Section 7.2, this increase in northbound express lane utilization lessened the density in the general purpose lanes and decreased the congestion visible on that corridor.

Volume profiles for the 2020 PM peak are presented in **Figure 7-8**. In the southbound direction downstream of the northernmost ingress, the Original Build experienced slightly higher express lane utilization than the Modified Build, due to the relocation of this ingress described above. However, the Modified Build showed higher express lane utilization downstream of the ingress at Gate Parkway. The volume profiles show that the express lane throughput at this location was approximately 3,000 vph in the Original Build and 3,300 vph in the Modified Build. In terms of overall throughput, the Modified Build processed approximately 100 vph more than the Original Build (as measured downstream of the southernmost express lane egress) since it improves the bottleneck observed at the northern end of the network.

For the same reasons described above, the Modified Build consistently showed higher northbound express lane utilization during the PM peak. Upstream of the egress at Gate Parkway, the Modified Build processed approximately 3,000 vph in the express lanes (as opposed to approximately 2,900 vph in the Original Build). Downstream of the egress, the Modified Build processed approximately 2,000 vph in the express lanes (as opposed to approximately 1,700 vph in the Original Build). In terms of overall throughput, both alternatives processed approximately the same volume.

Detailed throughput results for each travel time section in the network (including general purpose and express lanes) is provided in **Figures 7-9** through **7-12**.

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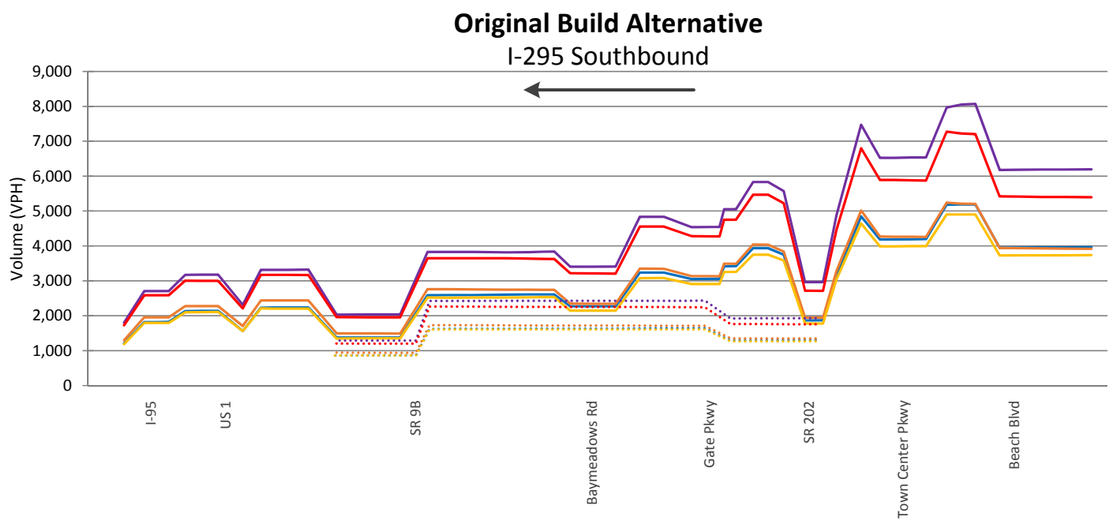

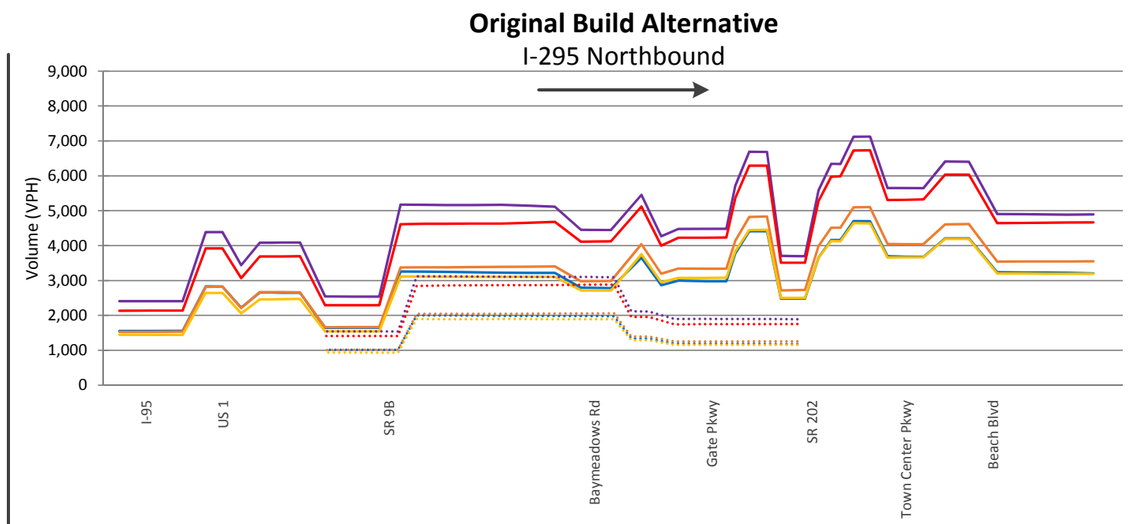

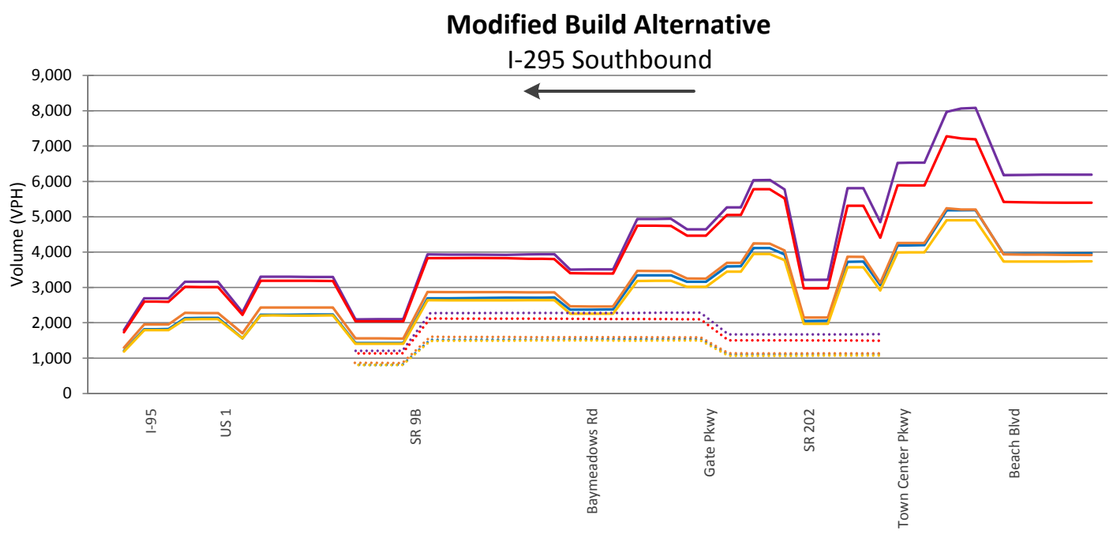

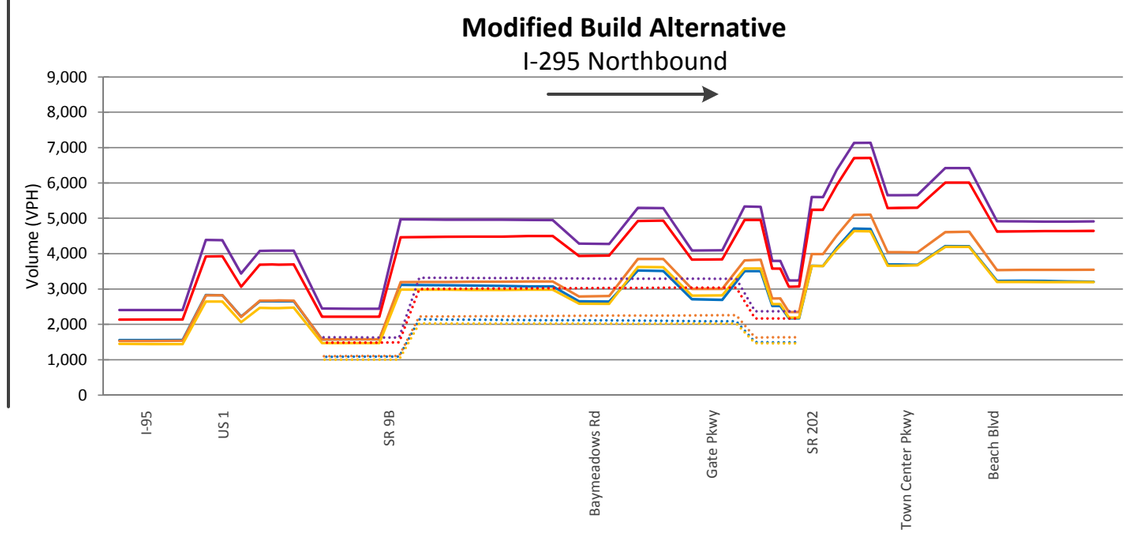

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – AM Peak Hour Volume Profiles	Figure 7-7 Page 1 of 1

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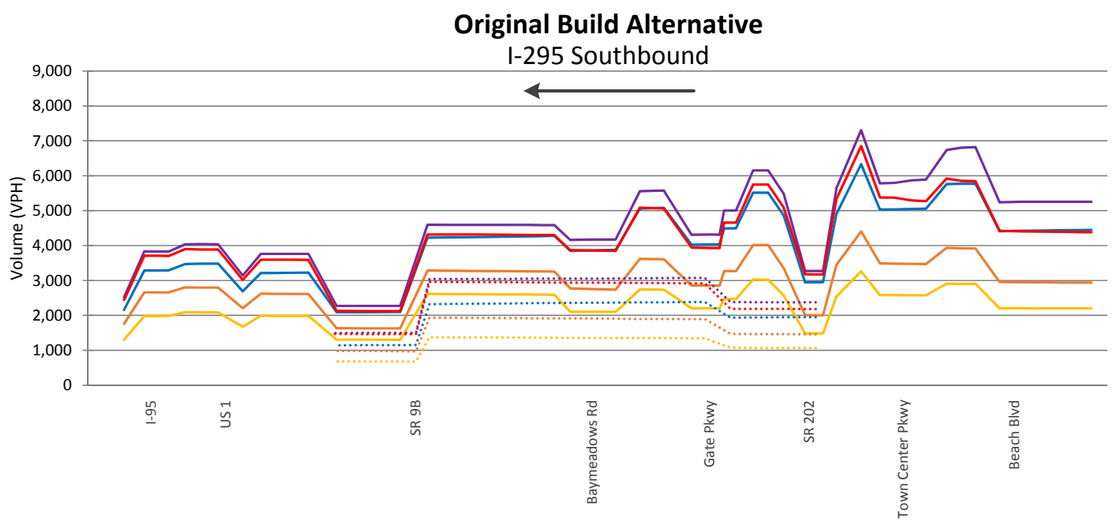

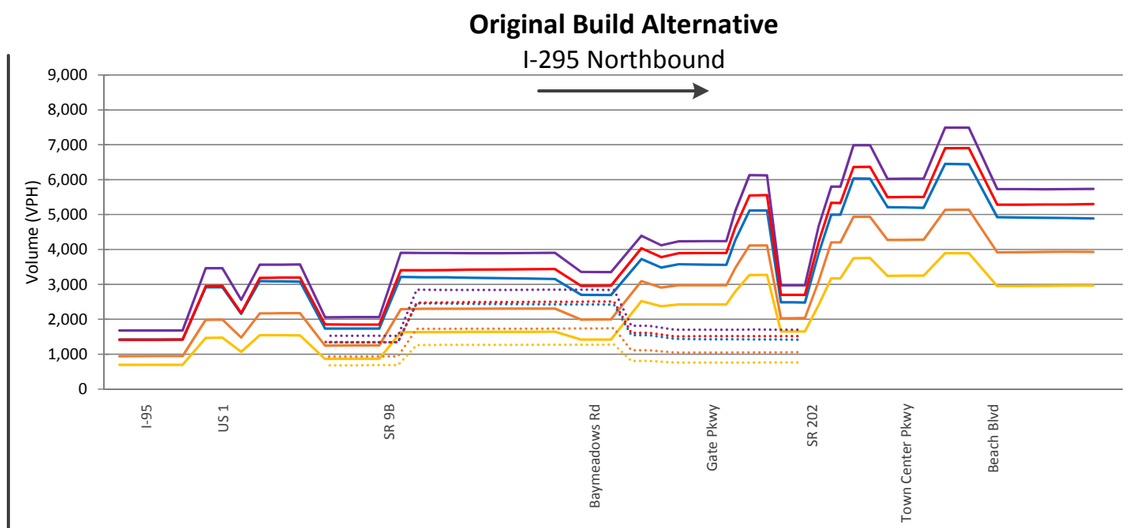

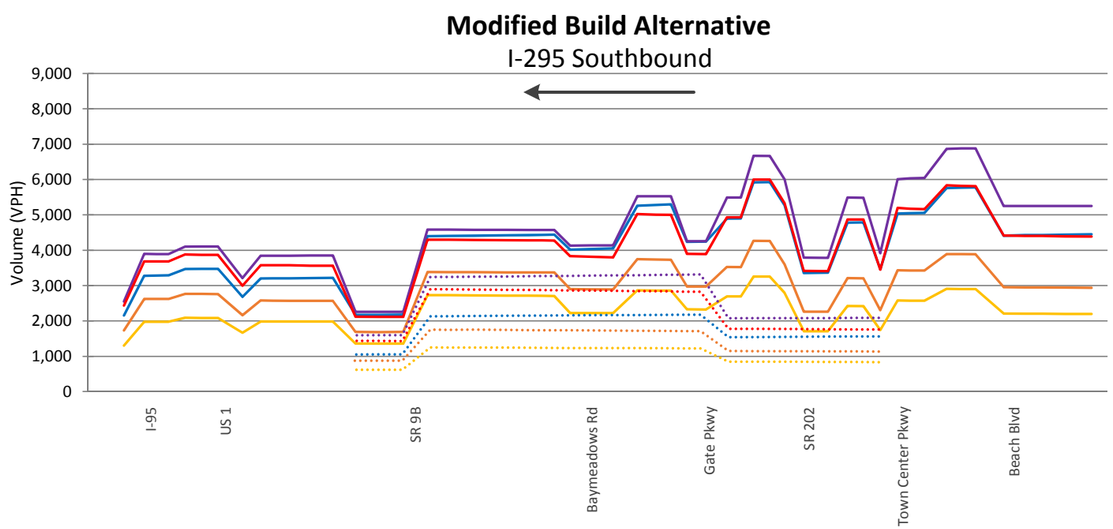

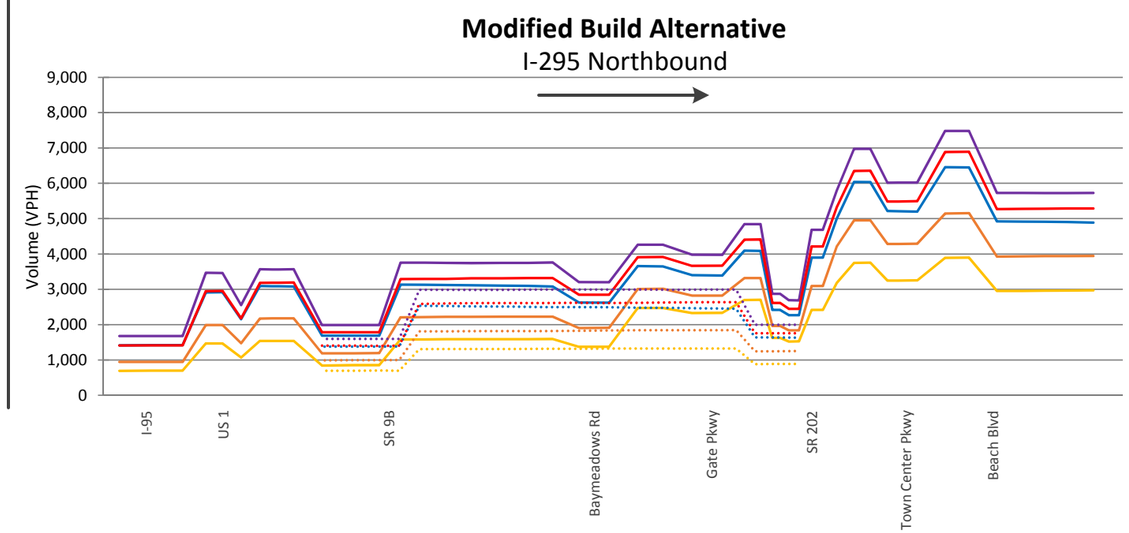

Legend

Hour 1	Hour 2	Hour 3	Hour 4	Hour 5
General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Express	Express	Express	Express	Express

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – PM Peak Hour Volume Profiles	Figure 7-8 Page 1 of 1

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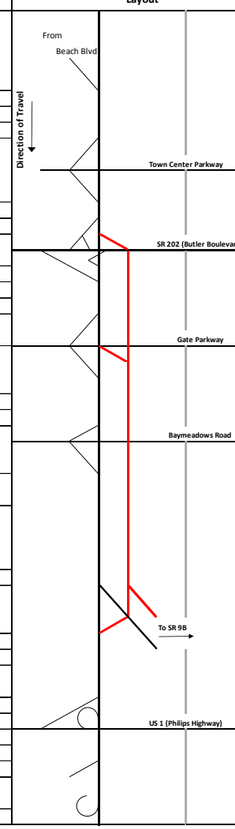
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		3,965		3,965	6,193		6,193	5,395		5,395	3,919		3,919	3,738		3,738	23,210
		3,960		3,960	6,192		6,192	5,400		5,400	3,924		3,924	3,735		3,735	23,211
		3,956		3,956	6,188		6,188	5,405		5,405	3,931		3,931	3,732		3,732	23,212
		3,950		3,950	6,186		6,186	5,412		5,412	3,933		3,933	3,730		3,730	23,211
		3,949		3,949	6,179		6,179	5,419		5,419	3,938		3,938	3,729		3,729	23,214
Merge from Beach Blvd		5,186		5,186	8,071		8,071	7,204		7,204	5,205		5,205	4,903		4,903	30,569
		5,185		5,185	8,050		8,050	7,224		7,224	5,209		5,209	4,902		4,902	30,570
Diverge to Town Center Parkway		5,183		5,183	7,969		7,969	7,278		7,278	5,244		5,244	4,900		4,900	30,574
		4,198		4,198	6,534		6,534	5,876		5,876	4,258		4,258	3,994		3,994	24,860
	Town Center Parkway	4,191		4,191	6,533		6,533	5,881		5,881	4,261		4,261	3,994		3,994	24,860
		4,186		4,186	6,524		6,524	5,892		5,892	4,265		4,265	3,990		3,990	24,857
		4,183		4,183	6,523		6,523	5,892		5,892	4,267		4,267	3,991		3,991	24,856
Weave - Town Center to SR 202		4,849		4,849	7,475		7,475	6,798		6,798	5,012		5,012	4,646		4,646	28,780
Diverge to Express Lane Ingress		3,172		3,172	4,886		4,886	4,467		4,467	3,287		3,287	3,044		3,044	18,856
	SR 202 (Butler Boulevard)	1,870	1,298	3,168	2,963	1,926	4,889	2,714	1,754	4,468	1,941	1,348	3,289	1,777	1,269	3,046	18,860
		1,867	1,298	3,165	2,963	1,926	4,889	2,716	1,754	4,470	1,943	1,348	3,291	1,775	1,269	3,044	18,859
Merge from SR 202 WB		3,748	1,293	5,041	5,568	1,925	7,493	5,221	1,756	6,977	3,842	1,350	5,192	3,582	1,268	4,850	29,553
Merge from SR 202 EB		3,935	1,293	5,228	5,834	1,925	7,759	5,468	1,756	7,224	4,037	1,350	5,387	3,752	1,268	5,020	30,618
Diverge to Gate Parkway		3,935	1,291	5,226	5,832	1,925	7,757	5,469	1,758	7,227	4,042	1,350	5,392	3,752	1,267	5,019	30,621
Diverge to Express Lane Ingress		3,419	1,291	4,710	5,050	1,925	6,975	4,751	1,758	6,509	3,490	1,350	4,840	3,252	1,267	4,519	27,553
	Gate Parkway	3,418	1,290	4,708	5,050	1,924	6,974	4,751	1,761	6,512	3,491	1,352	4,843	3,252	1,264	4,516	27,553
		3,060	1,290	4,350	4,546	1,924	6,470	4,272	1,761	6,033	3,132	1,352	4,484	2,908	1,264	4,172	25,509
		3,060	1,642	4,702	4,543	2,432	6,975	4,276	2,242	6,518	3,133	1,712	4,845	2,907	1,609	4,516	27,556
		3,053	1,642	4,695	4,539	2,432	6,971	4,282	2,242	6,524	3,138	1,712	4,850	2,906	1,609	4,515	27,555
Merge from Gate Parkway		3,238	1,643	4,881	4,838	2,431	7,269	4,553	2,243	6,796	3,346	1,713	5,059	3,081	1,607	4,688	28,693
Diverge to Baymeadows Road		3,239	1,641	4,880	4,833	2,427	7,260	4,556	2,247	6,803	3,353	1,715	5,068	3,077	1,607	4,684	28,695
	Baymeadows Road	2,268	1,638	3,906	3,410	2,429	5,839	3,209	2,249	5,458	2,343	1,716	4,059	2,147	1,606	3,753	23,015
		2,271	1,632	3,903	3,406	2,427	5,833	3,212	2,251	5,463	2,345	1,720	4,065	2,146	1,607	3,753	23,017
		2,269	1,631	3,900	3,403	2,429	5,832	3,217	2,249	5,466	2,348	1,721	4,069	2,145	1,606	3,751	23,018
Merge from Baymeadows Road		2,609	1,627	4,236	3,841	2,428	6,269	3,625	2,253	5,878	2,741	1,721	4,462	2,531	1,607	4,138	24,983
		2,610	1,623	4,233	3,832	2,427	6,259	3,631	2,257	5,888	2,743	1,725	4,468	2,530	1,603	4,133	24,981
		2,610	1,623	4,233	3,824	2,427	6,251	3,636	2,257	5,893	2,746	1,725	4,471	2,528	1,603	4,131	24,979
		2,604	1,623	4,227	3,818	2,424	6,242	3,646	2,259	5,905	2,749	1,728	4,477	2,523	1,608	4,131	24,982
		2,593	1,623	4,216	3,825	2,424	6,249	3,650	2,259	5,909	2,752	1,728	4,480	2,520	1,608	4,128	24,982
		2,591	1,621	4,212	3,826	2,424	6,250	3,647	2,261	5,908	2,760	1,729	4,489	2,517	1,607	4,124	24,983
Diverge to SR 9B		2,585	1,619	4,204	3,825	2,421	6,246	3,648	2,263	5,911	2,761	1,731	4,492	2,521	1,606	4,127	24,980
		1,378	865	2,243	2,039	1,292	3,331	1,956	1,198	3,154	1,487	935	2,422	1,354	860	2,214	13,364
		1,377	865	2,242	2,037	1,290	3,327	1,955	1,198	3,153	1,494	937	2,431	1,352	859	2,211	13,364
	To SR 9B	1,375	865	2,240	2,033	1,289	3,322	1,962	1,198	3,160	1,494	939	2,433	1,348	858	2,206	13,361
Merge from Express Lane Egress		2,235		2,235	3,319		3,319	3,167		3,167	2,438		2,438	2,206		2,206	13,365
		2,232		2,232	3,316		3,316	3,171		3,171	2,437		2,437	2,207		2,207	13,363
Diverge to US 1 (Philips Highway)		2,232		2,232	3,317		3,317	3,171		3,171	2,438		2,438	2,206		2,206	13,364
		2,231		2,231	3,316		3,316	3,174		3,174	2,435		2,435	2,211		2,211	13,367
		1,561		1,561	2,313		2,313	2,211		2,211	1,704		1,704	1,563		1,563	9,352
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	2,142		2,142	3,176		3,176	2,998		2,998	2,274		2,274	2,107		2,107	12,697
		2,140		2,140	3,176		3,176	3,000		3,000	2,276		2,276	2,106		2,106	12,698
Diverge to I-95 NB		2,136		2,136	3,172		3,172	3,005		3,005	2,279		2,279	2,099		2,099	12,691
		1,824		1,824	2,706		2,706	2,584		2,584	1,952		1,952	1,792		1,792	10,858
Diverge to I-95 SB		1,820		1,820	2,705		2,705	2,588		2,588	1,952		1,952	1,793		1,793	10,858
		1,819		1,819	2,704		2,704	2,589		2,589	1,952		1,952	1,791		1,791	10,855
		1,209		1,209	1,799		1,799	1,726		1,726	1,296		1,296	1,187		1,187	7,217

I-295 Northbound

I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		3,206		3,206	4,895		4,895	4,666		4,666	3,551		3,551	3,191		3,191	19,509
		3,223		3,223	4,890		4,890	4,663		4,663	3,547		3,547	3,193		3,193	19,516
		3,230		3,230	4,896		4,896	4,655		4,655	3,548		3,548	3,194		3,194	19,523
		3,232		3,232	4,901		4,901	4,649		4,649	3,545		3,545	3,197		3,197	19,524
		3,234		3,234	4,906		4,906	4,642		4,642	3,542		3,542	3,199		3,199	19,523
Diverge to Beach Blvd		4,208		4,208	6,403		6,403	6,036		6,036	4,621		4,621	4,188		4,188	25,456
Merge from Town Center Parkway		4,209		4,209	6,411		6,411	6,033		6,033	4,609		4,609	4,189		4,189	25,451
		3,680		3,680	5,646		5,646	5,322		5,322	4,039		4,039	3,667		3,667	22,354
	Town Center Parkway	3,684		3,684	5,651		5,651	5,314		5,314	4,040		4,040	3,664		3,664	22,353
		3,693		3,693	5,652		5,652	5,304		5,304	4,045		4,045	3,662		3,662	22,356
Diverge to Town Center Parkway		4,696		4,696	7,123		7,123	6,730		6,730	5,103		5,103	4,637		4,637	28,289
Merge from SR 202 WB		4,704		4,704	7,121		7,121	6,726		6,726	5,097		5,097	4,646		4,646	28,294
		4,159		4,159	6,338		6,338	5,983		5,983	4,514		4,514	4,126		4,126	25,120
Merge from SR 202 EB		4,162		4,162	6,343		6,343	5,976		5,976	4,512		4,512	4,129		4,129	25,122
Merge from Express Lane Egress		3,651		3,651	5,580		5,580	5,277		5,277	3,989		3,989	3,654		3,654	22,151
	SR 202 (Butler Boulevard)	2,477	1,179	3,656	3,695	1,891	5,586	3,512	1,754	5,266	2,727	1,260	3,987	2,504	1,154	3,658	22,153
		2,478	1,179	3,657	3,699	1,891	5,590	3,510	1,754	5,264	2,724	1,260	3,984	2,503	1,154	3,657	22,152
		2,479	1,183	3,662	3,705	1,894	5,599	3,509	1,750	5,259	2,718	1,259	3,977	2,502	1,157	3,659	22,156
Diverge to SR 202		4,413	1,184	5,597	6,683	1,896	8,579	6,290	1,748	8,038	4,832	1,256	6,088	4,450	1,158	5,608	33,910
Merge from Express Lane Flyover		4,410	1,185	5,595	6,691	1,898	8,589	6,292	1,747	8,039	4,821	1,255	6,076	4,448	1,159	5,607	33,906
Merge from Gate Parkway		3,780	1,186	4,966	5,720	1,898	7,618	5,357	1,746	7,103	4,145	1,252	5,397	3,840	1,159	4,999	30,083
		2,978	1,186	4,164	4,481	1,900	6,381	4,230	1,745	5,975	3,339	1,253	4,592	3,079	1,159	4,238	25,350
	Gate Parkway	2,979	1,186	4,165	4,481	1,900	6,381	4,228	1,745	5,973	3,339	1,253	4,592	3,077	1,159	4,236	25,347
Merge from Express Lane Egress		2,997	1,190	4,187	4,476	1,899	6,375	4,226	1,743	5,969	3,343	1,252	4,595	3,075	1,156	4,231	25,357
		2,868	1,190	4,058	4,265	1,899	6,164	4,001	1,743	5,744	3,196	1,252	4,448	2,948	1,156	4,104	24,518
Weave - Baymeadows to Gate		3,655	1,337	4,992	5,457	2,113	7,570	5,119	1,958	7,077	4,040	1,396	5,436	3,756	1,287	5,043	30,118
	Baymeadows Road	2,782	1,973	4,755	4,445	3,095	7,540	4,123	2,882	7,005	2,983	2,061	5,044	2,713	1,889	4,602	28,946
		2,794	1,978	4,772	4,454	3,097	7,551	4,110	2,879	6,989	2,977	2,060	5,037	2,715	1,891	4,606	28,955
Diverge to Baymeadows Road		3,216	1,977	5,193	5,114	3,101	8,215	4,682	2,877	7,559	3,402	2,058	5,460	3,107	1,893	5,000	31,427
		3,220	1,983	5,203	5,145	3,104	8,249	4,657	2,869	7,526	3,395	2,054	5,449	3,107	1,893	5,000	31,427
		3,221	1,986	5,207	5,170	3,110	8,280	4,630	2,867	7,497	3,389	2,047	5,436	3,106	1,894	5,000	31,420
		3,238	1,990	5,228	5,163	3,115	8,278	4,629	2,860	7,489	3,386	2,048	5,434	3,103	1,891	4,994	31,423
		3,248	1,995	5,243	5,164	3,119	8,283	4,627	2,855	7,482	3,378	2,047	5,425	3,107	1,891	4,998	31,431
		3,254	1,999	5,253	5,166	3,122	8,288	4,623	2,847	7,470	3,376	2,045	5,421	3,108	1,897	5,005	31,437
Merge from SR 9B		3,258	1,015	4,273	5,173	1,541	6,714	4,612	1,409	6,021	3,375	1,015	4,390	3,116	933	4,049	25,447
		1,650	1,015	2,665	2,535	1,543	4,078	2,293	1,408	3,701	1,669	1,014	2,683	1,542	933	2,475	15,602
	From SR 9B	1,649	1,014	2,663	2,537	1,546	4,083	2,293	1,405	3,698	1,665	1,013	2,678	1,541	934	2,475	15,597
		1,641	1,011	2,652	2,541	1,546	4,087	2,293	1,408	3,701	1,660	1,006	2,666	1,540	935	2,475	15,581
Diverge to Express Lane Ingress		2,650		2,650	4,090		4,090	3,694		3,694	2,663		2,663	2,474		2,474	15,571
		2,651		2,651	4,087		4,087	3,690		3,690	2,670		2,670	2,466		2,466	15,564
Merge from US 1 (Philips Highway)		2,655		2,655	4,084		4,084	3,691		3,691	2,670		2,670	2,462		2,462	15,562
		2,656		2,656	4,083		4,083	3,689		3,689	2,669		2,669	2,463		2,463	15,560
		2,221		2,221	3,441		3,441	3,067		3,067	2,208		2,208	2,062		2,062	12,999
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,826		2,826	4,388		4,388	3,922		3,922	2,825		2,825	2,646		2,646	16,607
Merge from I-95		2,828		2,828	4,389		4,389	3,921		3,921	2,820		2,820	2,647		2,647	16,605
		1,558		1,558	2,405		2,405	2,137		2,137	1,534		1,534	1,442		1,442	9,076
South of I-95 On-Ramp		1,556		1,556	2,405		2,405	2,137		2,137	1,531		1,531	1,443		1,443	9,072
		1,554		1,554	2,407		2,407	2,131		2,131	1,529		1,529	1,444		1,444	9,065

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Original Build Alternative – AM Peak Hour Throughput	Figure 7-9 Page 1 of 1

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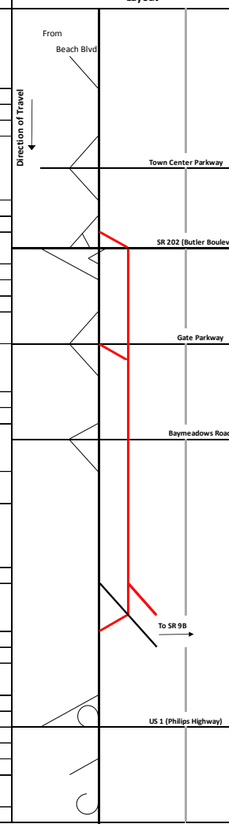
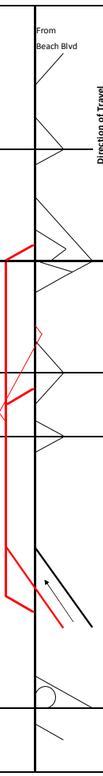
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		4,449		4,449	5,254		5,254	4,385		4,385	2,938		2,938	2,197		2,197	19,223
		4,440		4,440	5,254		5,254	4,393		4,393	2,941		2,941	2,199		2,199	19,227
		4,428		4,428	5,251		5,251	4,402		4,402	2,947		2,947	2,201		2,201	19,229
		4,421		4,421	5,253		5,253	4,405		4,405	2,950		2,950	2,203		2,203	19,232
		4,411		4,411	5,243		5,243	4,422		4,422	2,954		2,954	2,207		2,207	19,237
Merge from Beach Blvd		5,773		5,773	6,819		6,819	5,844		5,844	3,917		3,917	2,901		2,901	25,254
		5,771		5,771	6,807		6,807	5,855		5,855	3,921		3,921	2,902		2,902	25,256
Diverge to Town Center Parkway		5,759		5,759	6,738		6,738	5,920		5,920	3,936		3,936	2,907		2,907	25,260
		5,055		5,055	5,890		5,890	5,270		5,270	3,467		3,467	2,572		2,572	22,254
	Town Center Parkway	5,049		5,049	5,865		5,865	5,296		5,296	3,475		3,475	2,575		2,575	22,260
		5,035		5,035	5,793		5,793	5,372		5,372	3,482		3,482	2,580		2,580	22,262
		5,030		5,030	5,786		5,786	5,381		5,381	3,485		3,485	2,580		2,580	22,262
Weave - Town Center to SR 202		6,332		6,332	7,304		7,304	6,854		6,854	4,408		4,408	3,262		3,262	28,160
Diverge to Express Lane Ingress		4,912		4,912	5,650		5,650	5,342		5,342	3,451		3,451	2,543		2,543	21,898
	SR 202 (Butler Boulevard)	2,953	1,953	4,906	3,273	2,376	5,649	3,171	2,177	5,348	1,999	1,456	3,455	1,481	1,065	2,546	21,904
		2,946	1,953	4,899	3,271	2,376	5,647	3,175	2,177	5,352	2,005	1,456	3,461	1,483	1,065	2,548	21,907
Merge from SR 202 WB		4,861	1,947	6,808	5,482	2,375	7,857	5,086	2,181	7,267	3,348	1,459	4,807	2,571	1,069	3,640	30,379
Merge from SR 202 EB		5,517	1,947	7,464	6,155	2,375	8,530	5,751	2,181	7,932	4,010	1,459	5,469	3,022	1,069	4,091	33,486
Diverge to Gate Parkway		5,515	1,940	7,455	6,155	2,376	8,531	5,751	2,182	7,933	4,014	1,463	5,477	3,025	1,071	4,096	33,492
Diverge to Express Lane Ingress		4,494	1,940	6,434	5,003	2,376	7,379	4,657	2,182	6,839	3,267	1,463	4,730	2,466	1,071	3,537	28,919
	Gate Parkway	4,491	1,932	6,423	5,005	2,378	7,383	4,658	2,184	6,842	3,269	1,467	4,736	2,466	1,072	3,538	28,922
		4,036	1,932	5,968	4,311	2,378	6,689	3,929	2,184	6,113	2,851	1,467	4,318	2,197	1,072	3,269	26,357
		4,032	2,382	6,414	4,314	3,073	7,387	3,931	2,917	6,848	2,852	1,889	4,741	2,197	1,342	3,539	28,929
		4,024	2,382	6,406	4,313	3,073	7,386	3,940	2,917	6,857	2,856	1,889	4,745	2,202	1,342	3,544	28,938
Merge from Gate Parkway		5,079	2,379	7,458	5,573	3,071	8,644	5,060	2,917	7,977	3,607	1,891	5,498	2,736	1,343	4,079	33,656
Diverge to Baymeadows Road		5,065	2,373	7,438	5,560	3,064	8,624	5,084	2,925	8,009	3,618	1,896	5,514	2,740	1,346	4,086	33,671
	Baymeadows Road	3,876	2,368	6,244	4,176	3,060	7,236	3,850	2,930	6,780	2,738	1,900	4,638	2,097	1,348	3,445	28,343
		3,863	2,361	6,224	4,171	3,056	7,227	3,856	2,934	6,790	2,754	1,907	4,661	2,101	1,353	3,454	28,356
		3,850	2,356	6,206	4,160	3,055	7,215	3,868	2,938	6,806	2,769	1,913	4,682	2,101	1,355	3,456	28,365
Merge from Baymeadows Road		4,278	2,348	6,626	4,584	3,053	7,637	4,299	2,944	7,243	3,256	1,917	5,173	2,588	1,361	3,949	30,628
		4,269	2,340	6,609	4,586	3,045	7,631	4,303	2,948	7,251	3,261	1,923	5,184	2,591	1,364	3,955	30,630
		4,265	2,340	6,605	4,588	3,045	7,633	4,304	2,948	7,252	3,260	1,923	5,183	2,597	1,364	3,961	30,634
		4,254	2,332	6,586	4,588	3,042	7,630	4,311	2,953	7,264	3,264	1,926	5,190	2,599	1,369	3,968	30,638
		4,239	2,332	6,571	4,589	3,042	7,631	4,317	2,953	7,270	3,273	1,926	5,199	2,606	1,369	3,975	30,646
		4,232	2,327	6,559	4,591	3,041	7,632	4,317	2,956	7,273	3,278	1,929	5,207	2,609	1,369	3,978	30,649
Diverge to SR 9B		4,226	2,321	6,547	4,594	3,040	7,634	4,319	2,958	7,277	3,283	1,935	5,218	2,614	1,370	3,984	30,660
		2,096	1,151	3,247	2,269	1,498	3,767	2,121	1,459	3,580	1,624	969	2,593	1,299	676	1,975	15,162
		2,091	1,147	3,238	2,270	1,497	3,767	2,122	1,462	3,584	1,624	972	2,596	1,304	675	1,979	15,164
	To SR 9B	2,089	1,143	3,232	2,268	1,498	3,766	2,125	1,462	3,587	1,629	976	2,605	1,304	677	1,981	15,171
Merge from Express Lane Egress		3,224		3,224	3,761		3,761	3,591		3,591	2,612		2,612	1,984		1,984	15,172
		3,220		3,220	3,759		3,759	3,594		3,594	2,615		2,615	1,986		1,986	15,174
Diverge to US 1 (Philips Highway)		3,215		3,215	3,760		3,760	3,597		3,597	2,617		2,617	1,984		1,984	15,173
		3,212		3,212	3,761		3,761	3,596		3,596	2,621		2,621	1,987		1,987	15,177
		2,686		2,686	3,140		3,140	3,015		3,015	2,202		2,202	1,671		1,671	12,714
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	3,484		3,484	4,038		4,038	3,886		3,886	2,795		2,795	2,088		2,088	16,291
		3,479		3,479	4,040		4,040	3,889		3,889	2,796		2,796	2,087		2,087	16,291
Diverge to I-95 NB		3,469		3,469	4,035		4,035	3,898		3,898	2,801		2,801	2,090		2,090	16,293
		3,291		3,291	3,827		3,827	3,702		3,702	2,657		2,657	1,982		1,982	15,459
Diverge to I-95 SB		3,285		3,285	3,829		3,829	3,705		3,705	2,658		2,658	1,979		1,979	15,456
		3,282		3,282	3,832		3,832	3,706		3,706	2,660		2,660	1,977		1,977	15,457
		2,158		2,158	2,512		2,512	2,445		2,445	1,759		1,759	1,302		1,302	10,176

I-295 Northbound



I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		4,888		4,888	5,735		5,735	5,299		5,299	3,931		3,931	2,969		2,969	22,822
		4,899		4,899	5,730		5,730	5,290		5,290	3,933		3,933	2,965		2,965	22,817
		4,907		4,907	5,727		5,727	5,288		5,288	3,929		3,929	2,959		2,959	22,810
		4,912		4,912	5,730		5,730	5,285		5,285	3,921		3,921	2,951		2,951	22,799
		4,922		4,922	5,732		5,732	5,281		5,281	3,914		3,914	2,949		2,949	22,798
Diverge to Beach Blvd		6,441		6,441	7,489		7,489	6,906		6,906	5,140		5,140	3,895		3,895	29,871
Merge from Town Center Parkway		6,453		6,453	7,490		7,490	6,901		6,901	5,133		5,133	3,890		3,890	29,867
		5,196		5,196	6,028		6,028	5,506		5,506	4,280		4,280	3,248		3,248	24,258
	Town Center Parkway	5,203		5,203	6,026		6,026	5,505		5,505	4,274		4,274	3,246		3,246	24,254
		5,211		5,211	6,025		6,025	5,500		5,500	4,273		4,273	3,243		3,243	24,252
Diverge to Town Center Parkway		6,027		6,027	6,987		6,987	6,369		6,369	4,939		4,939	3,754		3,754	28,076
Merge from SR 202 WB		6,035		6,035	6,991		6,991	6,361		6,361	4,938		4,938	3,749		3,749	28,074
		4,995		4,995	5,804		5,804	5,332		5,332	4,204		4,204	3,173		3,173	23,508
Merge from SR 202 EB		4,998		4,998	5,803		5,803	5,334		5,334	4,202		4,202	3,171		3,171	23,508
Merge from Express Lane Egress		3,895		3,895	4,676		4,676	4,223		4,223	3,094		3,094	2,415		2,415	18,303
	SR 202 (Butler Boulevard)	2,482	1,417	3,899	2,974	1,702	4,676	2,700	1,517	4,217	2,036	1,057	3,093	1,650	763	2,413	18,298
		2,483	1,417	3,900	2,974	1,702	4,676	2,700	1,517	4,217	2,033	1,057	3,090	1,651	763	2,414	18,297
		2,487	1,421	3,908	2,973	1,701	4,674	2,701	1,516	4,217	2,028	1,053	3,081	1,649	761	2,410	18,290
Diverge to SR 202		5,113	1,422	6,535	6,124	1,704	7,828	5,555	1,515	7,070	4,116	1,051	5,167	3,271	758	4,029	30,629
Merge from Express Lane Flyover		5,114	1,425	6,539	6,128	1,702	7,830	5,548	1,516	7,064	4,114	1,050	5,164	3,268	757	4,025	30,622
Merge from Gate Parkway		4,263	1,428	5,691	5,103	1,698	6,801	4,635	1,516	6,151	3,470	1,046	4,516	2,793	758	3,551	26,710
	Gate Parkway	3,557	1,429	4,986	4,237	1,700	5,937	3,901	1,514	5,415	2,977	1,046	4,023	2,428	757	3,185	23,546
Merge from Express Lane Egress		3,576	1,438	5,014	4,233	1,699	5,932	3,892	1,511	5,403	2,973	1,045	4,018	2,425	756	3,181	23,548
		3,481	1,438	4,919	4,120	1,699	5,819	3,779	1,511	5,290	2,908	1,045	3,953	2,373	756	3,129	23,110
Weave - Baymeadows to Gate		3,728	1,546	5,274	4,396	1,812	6,208	4,036	1,612	5,648	3,096	1,112	4,208	2,519	803	3,322	24,660
	Baymeadows Road	2,696	2,416	5,112	3,349	2,842	6,191	2,963	2,507	5,470	1,997	1,744	3,741	1,420	1,275	2,695	23,209
		2,697	2,421	5,118	3,354	2,842	6,196	2,959	2,504	5,463	1,990	1,738	3,728	1,416	1,273	2,689	23,194
Diverge to Baymeadows Road		3,151	2,422	5,573	3,907	2,843	6,750	3,437	2,501	5,938	2,309	1,736	4,045	1,642	1,273	2,915	25,221
		3,166	2,426	5,592	3,900	2,848	6,748	3,432	2,500	5,932	2,309	1,731	4,040	1,636	1,270	2,906	25,218
		3,176	2,434	5,610	3,893	2,841	6,734	3,428	2,496	5,924	2,308	1,733	4,041	1,636	1,265	2,901	25,210
		3,187	2,443	5,630	3,890	2,837	6,727	3,423	2,494	5,917	2,302	1,730	4,032	1,635	1,265	2,900	25,206
		3,198	2,451	5,649	3,896	2,840	6,736	3,407	2,484	5,891	2,300	1,727	4,027	1,633	1,264	2,897	25,200
		3,202	2,457	5,659	3,900	2,843	6,743	3,403	2,479	5,882	2,298	1,723	4,021	1,630	1,261	2,891	25,196
Merge from SR 9B		3,210	1,340	4,550	3,902	1,524	5,426	3,401	1,343	4,744	2,288	936	3,224	1,629	684	2,313	20,257
	From SR 9B	1,732	1,340	3,072	2,063	1,526	3,589	1,844	1,344	3,188	1,253	934	2,187	871	685	1,556	13,592
		1,732	1,335	3,067	2,059	1,526	3,585	1,849	1,344	3,193	1,251	932	2,183	869	682	1,551	13,579
		1,734	1,335	3,069	2,057	1,526	3,583	1,851	1,346	3,197	1,247	929	2,176	862	679	1,541	13,566
Diverge to Express Lane Ingress		3,074		3,074	3,572		3,572	3,196		3,196	2,175		2,175	1,539		1,539	13,556
		3,086		3,086	3,564		3,564	3,193		3,193	2,173		2,173	1,541		1,541	13,557
Merge from US 1 (Philips Highway)		3,089		3,089	3,564		3,564	3,188		3,188	2,171		2,171	1,541		1,541	13,553
		3,091		3,091	3,565		3,565	3,185		3,185	2,171		2,171	1,543		1,543	13,555
		2,157		2,157	2,556		2,556	2,181		2,181	1,474		1,474	1,067		1,067	9,435
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,917		2,917	3,463		3,463	2,955		2,955	1,987		1,987	1,469		1,469	12,791
Merge from I-95		2,915		2,915	3,465		3,465	2,950		2,950	1,986		1,986	1,467		1,467	12,783
South of I-95 On-Ramp		1,420		1,420	1,679		1,679	1,418		1,418	944		944	698		698	6,159
		1,419		1,419	1,679		1,679	1,414		1,414	943		943	697		697	6,152
		1,418		1,418	1,678		1,678	1,412		1,412	942		942	696		696	6,146

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Original Build Alternative – PM Peak Hour Throughput	Figure 7-10
			Page 1 of 1

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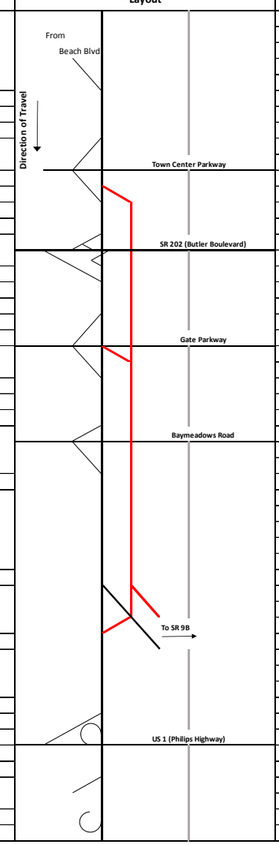
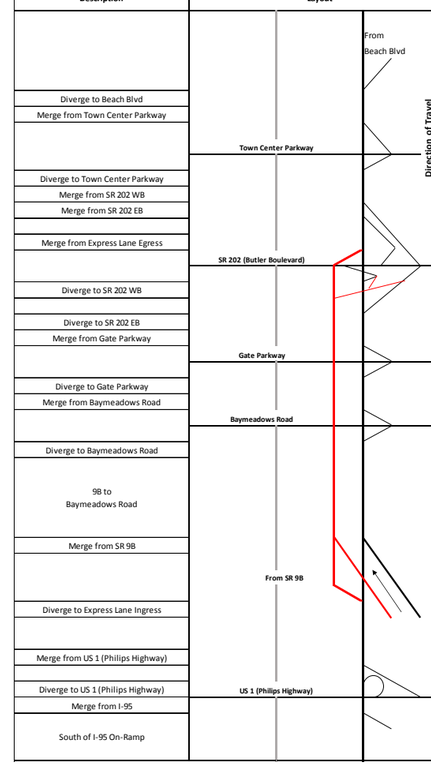
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		3,965		3,965	6,193		6,193	5,395		5,395	3,919		3,919	3,738		3,738	23,210
		3,960		3,960	6,191		6,191	5,400		5,400	3,924		3,924	3,735		3,735	23,210
		3,956		3,956	6,188		6,188	5,405		5,405	3,931		3,931	3,732		3,732	23,212
		3,951		3,951	6,187		6,187	5,408		5,408	3,932		3,932	3,730		3,730	23,208
		3,949		3,949	6,180		6,180	5,419		5,419	3,938		3,938	3,730		3,730	23,216
Merge from Beach Blvd		5,186		5,186	8,081		8,081	7,195		7,195	5,205		5,205	4,902		4,902	30,569
		5,185		5,185	8,061		8,061	7,215		7,215	5,207		5,207	4,903		4,903	30,571
Diverge to Town Center Parkway		5,183		5,183	7,969		7,969	7,277		7,277	5,243		5,243	4,900		4,900	30,572
		4,197		4,197	6,531		6,531	5,885		5,885	4,256		4,256	3,993		3,993	24,862
	Town Center Parkway	4,191		4,191	6,530		6,530	5,886		5,886	4,259		4,259	3,994		3,994	24,860
Diverge to Express Lane Ingress		4,187		4,187	6,525		6,525	5,895		5,895	4,259		4,259	3,992		3,992	24,858
		3,062	1,117	4,179	4,846	1,675	6,521	4,409	1,495	5,904	3,130	1,132	4,262	2,916	1,074	3,990	24,856
Merge from Town Center Parkway		3,732	1,116	4,848	5,809	1,674	7,483	5,312	1,497	6,809	3,862	1,132	4,994	3,573	1,074	4,647	28,781
Diverge to SR 202		3,729	1,116	4,845	5,807	1,671	7,478	5,314	1,500	6,814	3,867	1,133	5,000	3,570	1,074	4,644	28,781
	SR 202 (Butler Boulevard)	2,055	1,116	3,171	3,218	1,671	4,889	2,973	1,500	4,473	2,149	1,133	3,282	1,970	1,074	3,044	18,859
		2,052	1,112	3,164	3,214	1,673	4,887	2,978	1,504	4,482	2,151	1,136	3,287	1,970	1,072	3,042	18,862
Merge from SR 202 WB		3,934	1,112	5,046	5,773	1,673	7,446	5,525	1,504	7,029	4,048	1,136	5,184	3,777	1,072	4,849	29,554
Merge from SR 202 EB		4,117	1,109	5,226	6,039	1,674	7,713	5,776	1,505	7,281	4,241	1,137	5,378	3,949	1,070	5,019	30,617
Diverge to Gate Parkway		4,117	1,109	5,226	6,036	1,674	7,710	5,781	1,505	7,286	4,247	1,137	5,384	3,947	1,070	5,017	30,623
		3,602	1,107	4,709	5,263	1,673	6,936	5,052	1,505	6,557	3,694	1,140	4,834	3,446	1,069	4,515	27,551
Diverge to Express Lane Ingress	Gate Parkway	3,598	1,107	4,705	5,263	1,673	6,936	5,054	1,505	6,559	3,694	1,140	4,834	3,446	1,069	4,515	27,549
		3,161	1,107	4,268	4,645	1,673	6,318	4,465	1,505	5,970	3,252	1,140	4,392	3,018	1,069	4,087	25,035
		3,161	1,539	4,700	4,644	2,287	6,931	4,468	2,103	6,571	3,256	1,586	4,842	3,017	1,497	4,514	27,558
Merge from Gate Parkway		3,346	1,539	4,885	4,943	2,287	7,230	4,740	2,104	6,844	3,462	1,586	5,048	3,190	1,496	4,686	28,693
		3,346	1,537	4,883	4,940	2,284	7,224	4,744	2,105	6,849	3,465	1,590	5,055	3,187	1,497	4,684	28,695
Diverge to Baymeadows Road		3,343	1,534	4,877	4,936	2,283	7,219	4,748	2,105	6,853	3,469	1,593	5,062	3,184	1,493	4,677	28,688
	Baymeadows Road	2,377	1,532	3,909	3,514	2,283	5,797	3,394	2,106	5,500	2,462	1,596	4,058	2,257	1,496	3,753	23,017
		2,375	1,528	3,903	3,512	2,282	5,794	3,399	2,111	5,510	2,464	1,594	4,058	2,258	1,497	3,755	23,020
		2,375	1,524	3,899	3,509	2,281	5,790	3,403	2,117	5,520	2,466	1,595	4,061	2,257	1,496	3,753	23,023
Merge from Baymeadows Road		2,716	1,520	4,236	3,944	2,279	6,223	3,806	2,121	5,927	2,859	1,598	4,457	2,644	1,493	4,137	24,980
		2,714	1,521	4,235	3,940	2,277	6,217	3,810	2,121	5,931	2,859	1,602	4,461	2,643	1,491	4,134	24,978
		2,713	1,518	4,231	3,936	2,277	6,213	3,812	2,122	5,934	2,864	1,603	4,467	2,640	1,491	4,131	24,976
		2,710	1,518	4,228	3,924	2,277	6,201	3,827	2,122	5,949	2,866	1,603	4,469	2,636	1,491	4,127	24,974
		2,701	1,514	4,215	3,928	2,276	6,204	3,833	2,126	5,959	2,866	1,607	4,473	2,635	1,488	4,123	24,974
		2,696	1,514	4,210	3,932	2,276	6,208	3,831	2,126	5,957	2,868	1,607	4,475	2,635	1,488	4,123	24,973
Diverge to SR 9B		2,695	1,514	4,209	3,933	2,276	6,209	3,826	2,126	5,952	2,874	1,607	4,481	2,640	1,488	4,128	24,979
		1,430	811	2,241	2,106	1,206	3,312	2,040	1,134	3,174	1,555	863	2,418	1,407	805	2,212	13,357
		1,431	809	2,240	2,103	1,206	3,309	2,043	1,133	3,176	1,560	867	2,427	1,409	807	2,216	13,368
	To SR 9B	1,429	810	2,239	2,101	1,205	3,306	2,043	1,134	3,177	1,562	866	2,428	1,407	806	2,213	13,363
Merge from Express Lane Egress		2,237		2,237	3,299		3,299	3,186		3,186	2,431		2,431	2,209		2,209	13,362
		2,235		2,235	3,299		3,299	3,190		3,190	2,433		2,433	2,207		2,207	13,364
		2,228		2,228	3,302		3,302	3,190		3,190	2,432		2,432	2,208		2,208	13,360
		2,231		2,231	3,302		3,302	3,188		3,188	2,434		2,434	2,210		2,210	13,365
Diverge to US 1 (Philips Highway)		2,230		2,230	3,301		3,301	3,189		3,189	2,434		2,434	2,208		2,208	13,362
		1,559		1,559	2,300		2,300	2,223		2,223	1,703		1,703	1,561		1,561	9,346
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	2,140		2,140	3,161		3,161	3,011		3,011	2,277		2,277	2,104		2,104	12,693
		2,138		2,138	3,162		3,162	3,010		3,010	2,279		2,279	2,102		2,102	12,691
Diverge to I-95 NB		2,134		2,134	3,159		3,159	3,016		3,016	2,284		2,284	2,097		2,097	12,690
		1,822		1,822	2,695		2,695	2,593		2,593	1,956		1,956	1,791		1,791	10,857
		1,820		1,820	2,693		2,693	2,597		2,597	1,954		1,954	1,792		1,792	10,856
Diverge to I-95 SB		1,817		1,817	2,693		2,693	2,599		2,599	1,955		1,955	1,792		1,792	10,856
		1,209		1,209	1,792		1,792	1,732		1,732	1,300		1,300	1,186		1,186	7,219

I-295 Northbound



I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		3,206		3,206	4,914		4,914	4,647		4,647	3,544		3,544	3,193		3,193	19,504
		3,219		3,219	4,909		4,909	4,641		4,641	3,542		3,542	3,196		3,196	19,507
		3,229		3,229	4,909		4,909	4,638		4,638	3,543		3,543	3,195		3,195	19,514
		3,234		3,234	4,911		4,911	4,633		4,633	3,539		3,539	3,198		3,198	19,515
		3,232		3,232	4,918		4,918	4,627		4,627	3,535		3,535	3,201		3,201	19,513
Diverge to Beach Blvd		4,211		4,211	6,421		6,421	6,010		6,010	4,619		4,619	4,189		4,189	25,450
Merge from Town Center Parkway		4,213		4,213	6,424		6,424	6,010		6,010	4,609		4,609	4,188		4,188	25,444
		3,683		3,683	5,656		5,656	5,300		5,300	4,037		4,037	3,669		3,669	22,345
	Town Center Parkway	3,693		3,693	5,653		5,653	5,292		5,292	4,042		4,042	3,660		3,660	22,340
		3,696		3,696	5,653		5,653	5,290		5,290	4,043		4,043	3,659		3,659	22,341
Diverge to Town Center Parkway		4,698		4,698	7,136		7,136	6,706		6,706	5,103		5,103	4,634		4,634	28,277
Merge from SR 202 WB		4,707		4,707	7,134		7,134	6,700		6,700	5,097		5,097	4,639		4,639	28,277
Merge from SR 202 EB		4,161		4,161	6,368		6,368	5,940		5,940	4,515		4,515	4,122		4,122	25,106
		3,654		3,654	5,599		5,599	5,243		5,243	3,990		3,990	3,650		3,650	22,136
Merge from Express Lane Egress		3,657		3,657	5,604		5,604	5,239		5,239	3,986		3,986	3,653		3,653	22,139
	SR 202 (Butler Boulevard)	2,167	1,491	3,658	3,244	2,368	5,612	3,067	2,166	5,233	2,349	1,636	3,985	2,195	1,464	3,659	22,147
		2,169	1,493	3,662	3,245	2,369	5,614	3,066	2,167	5,233	2,345	1,633	3,978	2,195	1,462	3,657	22,144
Diverge to SR 202 WB		2,520	1,495	4,015	3,796	2,370	6,166	3,577	2,164	5,741	2,733	1,629	4,362	2,577	1,465	4,042	24,326
		2,520	2,086	4,606	3,798	3,291	7,089	3,576	3,039	6,615	2,732	2,261	4,993	2,577	2,024	4,601	27,904
Diverge to SR 202 EB		3,506	2,086	5,592	5,326	3,291	8,617	4,954	3,039	7,993	3,824	2,261	6,085	3,584	2,024	5,608	33,895
Merge from Gate Parkway		3,503	2,091	5,594	5,334	3,290	8,624	4,956	3,036	7,992	3,811	2,259	6,070	3,583	2,024	5,607	33,887
	Gate Parkway	2,696	2,091	4,787	4,097	3,290	7,387	3,836	3,036	6,872	3,002	2,259	5,261	2,818	2,024	4,842	29,149
		2,711	2,091	4,802	4,091	3,291	7,382	3,833	3,035	6,868	3,006	2,257	5,263	2,811	2,024	4,835	29,150
Diverge to Gate Parkway		3,509	2,091	5,600	5,289	3,291	8,580	4,937	3,035	7,972	3,852	2,257	6,109	3,617	2,024	5,641	33,902
Merge from Baymeadows Road		3,522	2,098	5,620	5,293	3,292	8,585	4,925	3,036	7,961	3,848	2,251	6,099	3,626	2,023	5,649	33,914
	Baymeadows Road	2,647	2,104	4,751	4,274	3,296	7,570	3,948	3,030	6,978	2,799	2,251	5,050	2,582	2,019	4,601	28,950
		2,653	2,112	4,765	4,287	3,294	7,581	3,935	3,029	6,964	2,790	2,248	5,038	2,587	2,021	4,608	28,956
Diverge to Baymeadows Road		3,078	2,115	5,193	4,947	3,300	8,247	4,502	3,022	7,524	3,215	2,243	5,458	2,977	2,024	5,001	31,423
		3,078	2,120	5,198	4,955	3,305	8,260	4,499	3,018	7,517	3,210	2,240	5,450	2,978	2,023	5,001	31,426
9B to Baymeadows Road		3,088	2,126	5,214	4,962	3,308	8,270	4,486	3,015	7,501	3,207	2,233	5,440	2,974	2,025	4,999	31,424
		3,098	2,131	5,229	4,960	3,308	8,268	4,484	3,013	7,497	3,205	2,230	5,435	2,975	2,022	4,997	31,426
		3,108	2,134	5,242	4,962	3,314	8,276	4,477	3,009	7,486	3,203	2,225	5,428	2,977	2,023	5,000	31,432
		3,110	2,141	5,251	4,967	3,317	8,284	4,472	3,001	7,473	3,199	2,223	5,422	2,977	2,026	5,003	31,433
Merge from SR 9B		3,115	1,087	4,202	4,974	1,629	6,603	4,463	1,489	5,952	3,196	1,105	4,301	2,985	1,002	3,987	25,045
		1,578	1,088	2,666	2,441	1,631	4,072	2,219	1,485	3,704	1,580	1,104	2,684	1,473	1,003	2,476	15,602
	From SR 9B	1,578	1,086	2,664	2,444	1,633	4,077	2,217	1,483	3,700	1,576	1,103	2,679	1,473	1,004	2,477	15,597
		1,572	1,079	2,651	2,450	1,634	4,084	2,217	1,483	3,700	1,571	1,099	2,670	1,469	1,004	2,473	15,578
Diverge to Express Lane Ingress		2,649		2,649	4,085		4,085	3,696		3,696	2,667		2,667	2,472		2,472	15,569
		2,652		2,652	4,083		4,083	3,692		3,692	2,673		2,673	2,462		2,462	15,562
		2,654		2,654	4,081		4,081	3,693		3,693	2,672		2,672	2,461		2,461	15,561
Merge from US 1 (Philips Highway)		2,654		2,654	4,080		4,080	3,690		3,690	2,672		2,672	2,464		2,464	15,560
		2,221		2,221	3,441		3,441	3,066		3,066	2,208		2,208	2,062		2,062	12,998
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,826		2,826	4,382		4,382	3,928		3,928	2,825		2,825	2,646		2,646	16,607
Merge from I-95		2,828		2,828	4,388		4,388	3,923		3,923	2,820		2,820	2,647		2,647	16,606
		1,558		1,558	2,405		2,405	2,137		2,137	1,534		1,534	1,442		1,442	9,076
South of I-95 On-Ramp		1,556		1,556	2,405		2,405	2,137		2,137	1,531		1,531	1,443		1,443	9,072
		1,554		1,554	2,407		2,407	2,131		2,131	1,529		1,529	1,444		1,444	9,065

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative – AM Peak Hour Throughput	Figure 7-11
			Page 1 of 1

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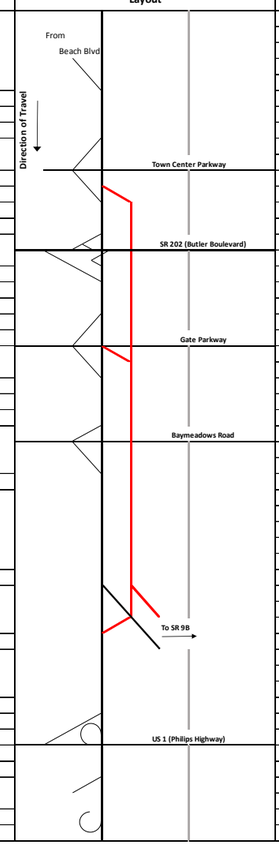
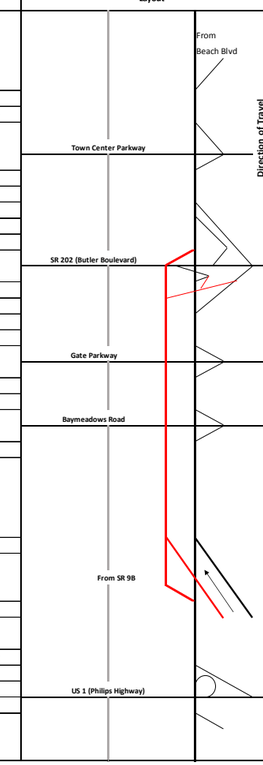
I-295 Southbound



I-295 Southbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		4,449		4,449	5,254		5,254	4,385		4,385	2,938		2,938	2,197		2,197	19,223
		4,440		4,440	5,254		5,254	4,393		4,393	2,941		2,941	2,199		2,199	19,227
		4,428		4,428	5,251		5,251	4,402		4,402	2,946		2,946	2,201		2,201	19,228
		4,425		4,425	5,251		5,251	4,404		4,404	2,949		2,949	2,203		2,203	19,232
		4,411		4,411	5,251		5,251	4,414		4,414	2,954		2,954	2,207		2,207	19,237
Merge from Beach Blvd		5,774		5,774	6,880		6,880	5,813		5,813	3,887		3,887	2,901		2,901	25,255
		5,771		5,771	6,877		6,877	5,817		5,817	3,888		3,888	2,902		2,902	25,255
Diverge to Town Center Parkway		5,759		5,759	6,869		6,869	5,834		5,834	3,893		3,893	2,907		2,907	25,262
		5,053		5,053	6,046		6,046	5,160		5,160	3,427		3,427	2,574		2,574	22,260
	Town Center Parkway	5,050		5,050	6,035		6,035	5,174		5,174	3,428		3,428	2,575		2,575	22,262
Diverge to Express Lane Ingress		5,039		5,039	6,007		6,007	5,198		5,198	3,430		3,430	2,580		2,580	22,254
		3,464	1,564	5,028	3,916	2,089	6,005	3,449	1,758	5,207	2,303	1,133	3,436	1,746	836	2,582	22,258
Merge from Town Center Parkway		4,785	1,559	6,344	5,486	2,087	7,573	4,871	1,761	6,632	3,207	1,138	4,345	2,420	839	3,259	28,153
Diverge to SR 202		4,780	1,554	6,334	5,487	2,083	7,570	4,871	1,764	6,635	3,212	1,140	4,352	2,421	840	3,261	28,152
	SR 202 (Butler Boulevard)	3,366	1,554	4,920	3,786	2,083	5,869	3,405	1,764	5,169	2,262	1,140	3,402	1,706	840	2,546	21,906
		3,356	1,549	4,905	3,788	2,082	5,870	3,411	1,770	5,181	2,265	1,141	3,406	1,707	845	2,552	21,914
Merge from SR 202 WB		5,270	1,549	6,819	6,000	2,082	8,082	5,327	1,770	7,097	3,599	1,141	4,740	2,793	845	3,638	30,376
Merge from SR 202 EB		5,926	1,543	7,469	6,666	2,080	8,746	5,994	1,774	7,768	4,260	1,144	5,404	3,250	846	4,096	33,483
Diverge to Gate Parkway		5,919	1,543	7,462	6,672	2,080	8,752	5,997	1,774	7,771	4,266	1,144	5,410	3,251	846	4,097	33,492
		4,899	1,539	6,438	5,489	2,077	7,566	4,928	1,779	6,707	3,523	1,147	4,670	2,691	847	3,538	28,919
Diverge to Express Lane Ingress	Gate Parkway	4,891	1,539	6,430	5,491	2,077	7,568	4,930	1,779	6,709	3,529	1,147	4,676	2,691	847	3,538	28,921
		4,242	1,539	5,781	4,252	2,077	6,329	3,893	1,779	5,672	2,971	1,147	4,118	2,322	847	3,169	25,069
		4,236	2,176	6,412	4,256	3,314	7,570	3,897	2,825	6,722	2,972	1,709	4,681	2,325	1,223	3,548	28,933
Merge from Gate Parkway		5,297	2,175	7,472	5,525	3,311	8,836	5,001	2,829	7,830	3,727	1,710	5,437	2,856	1,224	4,080	33,655
		5,283	2,169	7,452	5,523	3,304	8,827	5,007	2,836	7,843	3,736	1,714	5,450	2,861	1,229	4,090	33,662
Diverge to Baymeadows Road		5,258	2,164	7,422	5,528	3,294	8,822	5,023	2,845	7,868	3,750	1,720	5,470	2,865	1,231	4,096	33,678
	Baymeadows Road	4,051	2,162	6,213	4,134	3,285	7,419	3,797	2,853	6,650	2,887	1,727	4,614	2,218	1,232	3,450	28,346
		4,033	2,157	6,190	4,135	3,275	7,410	3,813	2,861	6,674	2,893	1,733	4,626	2,219	1,236	3,455	28,355
		4,018	2,153	6,171	4,132	3,265	7,397	3,830	2,871	6,701	2,898	1,736	4,634	2,221	1,240	3,461	28,364
Merge from Baymeadows Road		4,437	2,146	6,583	4,570	3,253	7,823	4,274	2,879	7,153	3,372	1,744	5,116	2,704	1,245	3,949	30,624
		4,432	2,141	6,573	4,571	3,247	7,818	4,277	2,886	7,163	3,373	1,750	5,123	2,710	1,247	3,957	30,634
		4,429	2,137	6,566	4,571	3,245	7,816	4,280	2,891	7,171	3,372	1,748	5,120	2,713	1,248	3,961	30,634
		4,420	2,137	6,557	4,575	3,245	7,820	4,283	2,891	7,174	3,373	1,748	5,121	2,718	1,248	3,966	30,638
		4,408	2,131	6,539	4,578	3,241	7,819	4,289	2,895	7,184	3,377	1,755	5,132	2,724	1,252	3,976	30,650
		4,401	2,131	6,532	4,580	3,241	7,821	4,295	2,895	7,190	3,378	1,755	5,133	2,726	1,252	3,978	30,654
Diverge to SR 9B		4,396	2,131	6,527	4,584	3,241	7,825	4,297	2,895	7,192	3,385	1,755	5,140	2,729	1,252	3,981	30,665
		2,178	1,053	3,231	2,255	1,598	3,853	2,114	1,433	3,547	1,688	873	2,561	1,353	619	1,972	15,164
		2,173	1,052	3,225	2,257	1,597	3,854	2,115	1,435	3,550	1,686	875	2,561	1,355	619	1,974	15,164
	To SR 9B	2,171	1,051	3,222	2,255	1,593	3,848	2,118	1,439	3,557	1,687	878	2,565	1,359	619	1,978	15,170
Merge from Express Lane Egress		3,214		3,214	3,847		3,847	3,561		3,561	2,567		2,567	1,979		1,979	15,168
		3,212		3,212	3,847		3,847	3,562		3,562	2,569		2,569	1,981		1,981	15,171
		3,207		3,207	3,845		3,845	3,572		3,572	2,566		2,566	1,984		1,984	15,174
		3,202		3,202	3,845		3,845	3,572		3,572	2,572		2,572	1,983		1,983	15,174
Diverge to US 1 (Philips Highway)		3,197		3,197	3,845		3,845	3,573		3,573	2,576		2,576	1,979		1,979	15,170
		2,678		2,678	3,210		3,210	2,998		2,998	2,160		2,160	1,665		1,665	12,711
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	3,475		3,475	4,105		4,105	3,866		3,866	2,759		2,759	2,083		2,083	16,288
		3,473		3,473	4,103		4,103	3,869		3,869	2,762		2,762	2,083		2,083	16,290
Diverge to I-95 NB		3,467		3,467	4,099		4,099	3,878		3,878	2,764		2,764	2,088		2,088	16,296
		3,288		3,288	3,888		3,888	3,681		3,681	2,623		2,623	1,978		1,978	15,458
		3,282		3,282	3,891		3,891	3,685		3,685	2,623		2,623	1,976		1,976	15,457
Diverge to I-95 SB		3,277		3,277	3,894		3,894	3,685		3,685	2,623		2,623	1,977		1,977	15,456
		2,156		2,156	2,551		2,551	2,435		2,435	1,734		1,734	1,302		1,302	10,178

I-295 Northbound



I-295 Northbound		Hour 1			Hour 2			Hour 3			Hour 4			Hour 5			Total
Description	Layout	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	GP Volume	EL Volume	Total Volume	
		4,889		4,889	5,728		5,728	5,289		5,289	3,943		3,943	2,973		2,973	22,822
		4,905		4,905	5,720		5,720	5,287		5,287	3,939		3,939	2,964		2,964	22,815
		4,912		4,912	5,721		5,721	5,280		5,280	3,937		3,937	2,960		2,960	22,810
		4,919		4,919	5,727		5,727	5,276		5,276	3,930		3,930	2,952		2,952	22,804
		4,923		4,923	5,729		5,729	5,270		5,270	3,924		3,924	2,952		2,952	22,798
Diverge to Beach Blvd		6,448		6,448	7,481		7,481	6,889		6,889	5,156		5,156	3,895		3,895	29,869
Merge from Town Center Parkway		6,458		6,458	7,482		7,482	6,887		6,887	5,144		5,144	3,890		3,890	29,861
		5,197		5,197	6,021		6,021	5,494		5,494	4,289		4,289	3,251		3,251	24,252
	Town Center Parkway	5,210		5,210	6,018		6,018	5,486		5,486	4,284		4,284	3,245		3,245	24,243
		5,213		5,213	6,017		6,017	5,485		5,485	4,282		4,282	3,246		3,246	24,243
Diverge to Town Center Parkway		6,035		6,035	6,975		6,975	6,356		6,356	4,951		4,951	3,753		3,753	28,070
Merge from SR 202 WB		6,039		6,039	6,978		6,978	6,349		6,349	4,951		4,951	3,750		3,750	28,067
Merge from SR 202 EB		5,002		5,002	5,793		5,793	5,320		5,320	4,216		4,216	3,180		3,180	23,511
		3,896		3,896	4,683		4,683	4,212		4,212	3,093		3,093	2,417		2,417	18,301
Merge from Express Lane Egress		3,897		3,897	4,683		4,683	4,211		4,211	3,089		3,089	2,418		2,418	18,298
	SR 202 (Butler Boulevard)	2,266	1,635	3,901	2,688	1,997	4,685	2,450	1,757	4,207	1,837	1,249	3,086	1,526	887	2,413	18,292
		2,268	1,640	3,908	2,691	1,997	4,688	2,449	1,757	4,206	1,836	1,247	3,083	1,524	885	2,409	18,294
Diverge to SR 202 WB		2,416	1,641	4,057	2,869	1,997	4,866	2,615	1,758	4,373	1,965	1,245	3,210	1,626	883	2,509	19,015
		2,418	2,453	4,871	2,868	2,995	5,863	2,613	2,637	5,250	1,964	1,846	3,810	1,624	1,322	2,946	22,740
Diverge to SR 202 EB		4,090	2,453	6,543	4,846	2,995	7,841	4,407	2,637	7,044	3,320	1,846	5,166	2,702	1,322	4,024	30,618
Merge from Gate Parkway		4,096	2,459	6,555	4,844	2,992	7,836	4,404	2,634	7,038	3,319	1,844	5,163	2,698	1,324	4,022	30,614
	Gate Parkway	3,390	2,459	5,849	3,976	2,992	6,968	3,671	2,634	6,305	2,825	1,844	4,669	2,332	1,324	3,656	27,447
		3,400	2,461	5,861	3,979	2,991	6,970	3,663	2,634	6,297	2,821	1,843	4,664	2,328	1,324	3,652	27,444
Diverge to Gate Parkway		3,649	2,461	6,110	4,261	2,991	7,252	3,914	2,634	6,548	3,013	1,843	4,856	2,473	1,324	3,797	28,563
Merge from Baymeadows Road		3,658	2,472	6,130	4,259	2,988	7,247	3,910	2,629	6,539	3,010	1,842	4,852	2,471	1,322	3,793	28,561
	Baymeadows Road	2,623	2,481	5,104	3,201	2,991	6,192	2,848	2,620	5,468	1,912	1,840	3,752	1,374	1,321	2,695	23,211
		2,628	2,490	5,118	3,204	2,991	6,195	2,845	2,614	5,459	1,905	1,833	3,738	1,371	1,320	2,691	23,201
Diverge to Baymeadows Road		3,080	2,495	5,575	3,759	2,993	6,752	3,318	2,615	5,933	2,227	1,823	4,050	1,596	1,317	2,913	25,223
		3,095	2,497	5,592	3,750	2,995	6,745	3,318	2,613	5,931	2,225	1,819	4,044	1,591	1,315	2,906	25,218
9B to Baymeadows Road		3,102	2,508	5,610	3,748	2,987	6,735	3,313	2,611	5,924	2,225	1,818	4,043	1,591	1,309	2,900	25,212
		3,115	2,517	5,632	3,741	2,982	6,723	3,310	2,609	5,919	2,221	1,816	4,037	1,587	1,310	2,897	25,208
		3,124	2,525	5,649	3,748	2,988	6,736	3,295	2,598	5,893	2,219	1,811	4,030	1,586	1,311	2,897	25,205
		3,128	2,532	5,660	3,752	2,990	6,742	3,292	2,590	5,882	2,214	1,809	4,023	1,584	1,307	2,891	25,198
Merge from SR 9B		3,133	1,380	4,513	3,754	1,595	5,349	3,289	1,404	4,693	2,207	1,001	3,208	1,585	699	2,284	20,047
		1,692	1,377	3,069	1,989	1,599	3,588	1,783	1,402	3,185	1,192	997	2,189	855	700	1,555	13,586
	From SR 9B	1,691	1,376	3,067	1,988	1,599	3,587	1,784	1,405	3,189	1,191	996	2,187	852	698	1,550	13,580
		1,691	1,374	3,065	1,986	1,595	3,581	1,786	1,407	3,193	1,189	991	2,180	845	694	1,539	13,558
Diverge to Express Lane Ingress		3,077		3,077	3,570		3,570	3,194		3,194	2,179		2,179	1,538		1,538	13,558
		3,087		3,087	3,565		3,565	3,187		3,187	2,176		2,176	1,540		1,540	13,555
		3,088		3,088	3,565		3,565	3,185		3,185	2,176		2,176	1,542		1,542	13,556
Merge from US 1 (Philips Highway)		3,092		3,092	3,567		3,567	3,181		3,181	2,174		2,174	1,543		1,543	13,557
		2,157		2,157	2,556		2,556	2,181		2,181	1,474		1,474	1,067		1,067	9,435
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	2,917		2,917	3,463		3,463	2,955		2,955	1,987		1,987	1,469		1,469	12,791
Merge from I-95		2,915		2,915	3,465		3,465	2,950		2,950	1,986		1,986	1,467		1,467	12,783
		1,420		1,420	1,679		1,679	1,418		1,418	944		944	698		698	6,159
South of I-95 On-Ramp		1,419		1,419	1,679		1,679	1,414		1,414	943		943	697		697	6,152
		1,418		1,418	1,678		1,678	1,412		1,412	942		942	696		696	6,146

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FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative – PM Peak Hour Throughput	Figure 7-12
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7.4. 2040 Density-Based Heat Map Analysis

The following section discusses the corridor operations in terms of density per lane. Heat maps were prepared based on data gathered through travel time segments, similarly to the previous discussions. These heat maps present the output in 15-minute intervals, allowing the buildup and recovery of congestion over time to be assessed in detail.

Original Build Alternative – Density Heat Maps

Heat maps for the AM and PM peak periods are presented for the Original Build in **Figures 7-13** and **7-14**, respectively. As discussed previously, the AM peak results show that congestion occurred on I-295 southbound between Beach Boulevard and Town Center Parkway. This is due to the limited capacity downstream of Town Center Parkway, as well as heavy weaving maneuvers between the neighboring interchanges. Density as high as 93 vehicles per mile per lane (vpmpl) was observed during hour 3, and the congestion recovered to free-flow conditions by hour 4. The heat maps also show an area of slight congestion just upstream of the northbound Baymeadows off-ramp, which was caused by the high demand and limited capacity in the area. Density of 68 vpmpl was observed during hour 2, but recovered to free-flow conditions during the following hours.

The PM peak results show that congestion occurred on I-295 southbound between Town Center Parkway and SR 202, due to the heavy demand, low capacity, and high number of weaving maneuvers between the two neighboring interchanges. Density during hours 2 and 3 reached as high as 93 vpmpl, but free-flow conditions were reached by hour 4. Additionally, congestion was observed on I-295 southbound at the Baymeadows Road interchange, due to heavy demand and lane-changes within the area. Density at the merge from Baymeadows Road reached as high as 77 vpmpl during hour 2, and high density persisted through hour 3. Free-flow conditions were observed during hour 4.

Modified Build Alternative – Density Heat Maps

Heat maps for the AM and PM peak periods for the Modified Build in **Figures 7-15** and **7-16**, respectively. As discussed previously, the AM peak results show that congestion occurred on I-295 southbound between Beach Boulevard and Town Center Parkway. This is due to the limited capacity downstream of Town Center Parkway, as well as heavy weaving maneuvers between the neighboring interchanges. Density as high as 92 vehicles per mile per lane (vpmpl) was observed during hour 3, and the congestion recovered to free-flow conditions by hour 4. The heat maps show that the Modified Build does not experience congestion on I-295 northbound upstream of the Baymeadows off-ramp. This represents an improvement over the Original Build, which showed density levels as high as 64 vpmpl in this area. As discussed in the previous sections, this improvement was due to the increased express lane utility provided by the Modified Build.

The PM peak results show that the Modified Build significantly alleviated the congestion observed on I-295 southbound between Town Center Parkway and SR 202, which maintained density levels lower than 50 vpmpl during the peak hour. This was due to the additional lane that the Modified build provides downstream of Town Center Parkway. Congestion was observed on I-295 southbound at the Baymeadows Road interchange, due to heavy demand and lane-changes within the area. Density at the merge from Baymeadows Road reached as high as 75 vpmpl during hour 2, and persisted through hour 3. Free-flow conditions were observed during hour 4. In terms of density, this represents a slight improvement over the conditions observed in the Original Build.

7.5. 2040 Express Lane Access Weave Analysis

In order to assess the functionality and safety of the express lane access points during the Design Year 2040 horizon, a weave analysis was prepared using travel time segments in VISSIM. In the southbound direction, the segments upstream of the northernmost ingress were analyzed in terms of density and simulated volume (designated Weave 1), in addition to the segments upstream of the ingress at Gate Parkway (Weave 2). In the northbound direction, the segments between the northern express lane egress (within the SR 202 interchange) and the off-ramp to Town Center Parkway were analyzed (Weave 3). The results shown here (and discussed briefly below) show that the placement of these access points showed no negative impacts on operational efficiency or safety during the simulation runs.

Weave analysis for the AM peak is shown in **Figures 7-17** and **7-18** for the Original Build and Modified Build, respectively. The results show that Weave 1 experienced very similar operation between the two builds. Congestion was observed at the Town Center Parkway off-ramp, with both alternatives reaching density levels as high as 128 vpmpl during hour 3. At the Beach Boulevard on-ramp, both builds experienced density levels as high as 71 vpmpl. As discussed within the previous sections, this was due to the limited capacity in the area, combined with the weaving maneuvers between the two neighboring interchanges – it was not caused by the placement of the express lane ingress in either alternative. Likewise, both Weaves 2 and 3 showed no adverse impacts from the placement of their respective access points. These results show that the proposed placement of the express lane access points are not expected to adversely impact density within the upstream weaving segments, and therefore they are not expected to impact driver safety.

Weave analysis for the PM peak is shown in **Figures 7-19** and **7-20** for the Original Build and Modified Build, respectively. The Original Build showed congestion within Weave 1 between the Town Center Parkway on and off-ramps, with this segment reaching density levels as high as 92 vpmpl during hour 3. The Modified Build, however, experienced no congestion in this area (density of 24 vpmpl). As discussed previously, the Modified Build shifted the express lane egress shown here from within the SR 202 interchange to within the Town Center Parkway interchange. This new configuration also enabled an additional general purpose lane in this area, which alleviated the congestion observed here in the Original Alternative. Similarly to the AM Peak, no congestion was observed within Weaves 2 and 3 during the simulations for either alternative. These results show that the proposed placement of the express lane access points are not expected to adversely impact density within the upstream weaving segments, and therefore they are not expected to impact driver safety.

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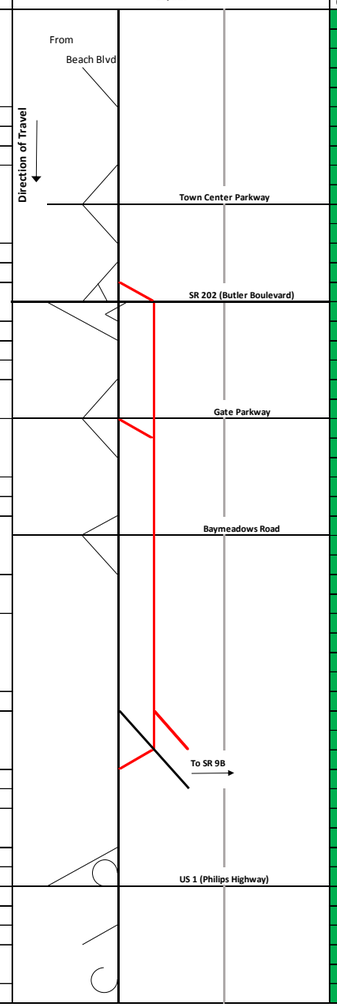
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
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		10	14	18	19	23	25	25	23	23	22	21	18	16	16	15	13	14	14	15	14
		10	14	18	19	23	25	25	23	23	22	21	18	16	16	15	13	14	14	15	14
		10	14	18	19	23	25	25	24	26	25	21	18	17	16	15	13	14	14	15	15
Merge from Beach Blvd		11	14	19	21	24	26	29	42	64	64	57	29	18	17	16	14	14	15	16	15
		10	14	19	20	24	26	45	83	93	92	88	51	19	17	16	14	14	15	15	15
Diverge to Town Center Parkway		11	14	19	21	24	33	60	77	80	81	79	66	30	17	16	14	14	15	15	15
		11	14	19	21	24	28	31	28	26	25	24	21	18	17	16	14	15	15	16	16
	Town Center Parkway	11	14	20	21	26	31	37	30	26	26	25	21	18	17	16	15	15	15	16	16
		11	14	20	21	27	33	38	31	27	27	25	22	19	17	16	15	15	16	16	16
		15	19	26	29	35	42	44	39	35	35	33	31	25	23	22	20	20	21	21	21
Weave - Town Center to SR 202		13	16	22	25	29	32	33	31	29	29	29	29	22	20	19	18	18	18	18	18
Diverge to Express Lane Ingress		11	14	20	21	25	29	27	28	26	26	25	22	19	18	17	15	15	16	16	16
	SR 202 (Butler Boulevard)	10	12	17	18	22	25	24	24	22	23	21	19	16	15	15	13	13	14	14	14
		10	12	17	18	22	24	24	23	22	23	21	19	16	15	15	13	13	14	14	14
Merge from SR 202 WB		11	13	16	18	21	22	23	22	22	21	20	18	16	15	15	14	13	14	14	14
Merge from SR 202 EB		9	10	14	15	17	18	19	18	18	18	17	15	13	13	12	11	11	11	12	12
Diverge to Gate Parkway		9	10	13	15	17	18	19	18	18	18	17	15	13	13	12	11	11	11	12	12
Diverge to Express Lane Ingress		10	11	15	16	18	20	20	20	20	19	19	16	14	14	13	12	12	12	13	13
	Gate Parkway	9	9	12	13	15	16	17	17	16	16	15	14	12	11	11	10	10	10	10	11
		9	10	13	15	17	18	19	19	18	17	17	15	13	12	12	11	11	11	11	11
		13	13	18	20	22	25	25	25	24	24	23	20	18	17	16	15	14	15	15	15
		13	13	17	20	22	24	25	25	24	24	23	20	18	17	16	15	14	15	15	15
Merge from Gate Parkway		10	10	14	16	17	19	20	19	19	19	18	16	14	13	13	12	11	12	12	12
Diverge to Baymeadows Road		10	11	14	16	18	20	20	20	19	19	18	16	14	13	13	12	12	12	12	12
	Baymeadows Road	10	10	13	15	16	18	19	19	18	18	17	15	13	12	12	11	11	11	11	11
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		15	14	19	22	24	28	29	28	27	27	26	23	20	19	18	16	16	17	17	17
Merge from Baymeadows Road		11	11	15	18	20	22	23	23	21	21	21	18	16	15	14	13	13	13	14	14
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		18	16	22	25	28	31	33	32	30	31	30	27	24	22	21	20	19	20	20	20
		12	11	14	17	18	20	21	21	20	20	19	17	16	15	14	13	12	13	13	13
Diverge to SR 9B		12	11	14	17	18	20	21	21	20	20	19	17	16	15	14	13	12	13	13	13
		9	8	11	13	14	16	17	16	16	16	15	14	13	11	11	11	10	10	11	10
	To SR 9B	10	8	11	13	14	16	17	16	16	16	16	14	13	12	11	11	10	10	11	10
		10	8	11	13	14	16	17	16	16	16	16	14	13	12	11	11	10	10	11	10
Merge from Express Lane Egress		11	9	12	14	16	17	18	18	17	17	17	15	14	13	12	12	11	11	12	11
		11	9	12	14	16	17	18	18	17	17	17	15	14	13	12	12	11	11	12	11
Diverge to US 1 (Philips Highway)		11	9	12	14	16	17	18	18	17	17	17	15	14	13	12	12	11	11	12	11
		8	7	9	11	12	13	14	13	13	13	12	12	10	9	9	9	8	8	9	9
		8	6	8	10	11	12	12	12	12	12	11	11	10	9	8	8	8	8	8	8
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	8	7	9	11	12	13	13	13	12	12	12	11	10	9	9	8	8	8	9	8
		7	6	9	10	11	13	13	13	12	12	12	11	10	9	9	8	8	8	8	8
Diverge to I-95 NB		8	6	9	10	11	12	13	13	12	12	12	11	10	9	9	8	8	8	8	8
		9	7	10	12	13	14	15	15	14	14	14	12	11	10	10	9	9	9	10	9
Diverge to I-95 SB		9	7	10	12	13	14	15	15	14	14	14	12	11	10	10	9	9	9	10	9
		6	5	7	9	9	11	11	11	10	10	10	9	8	8	7	7	7	7	7	7
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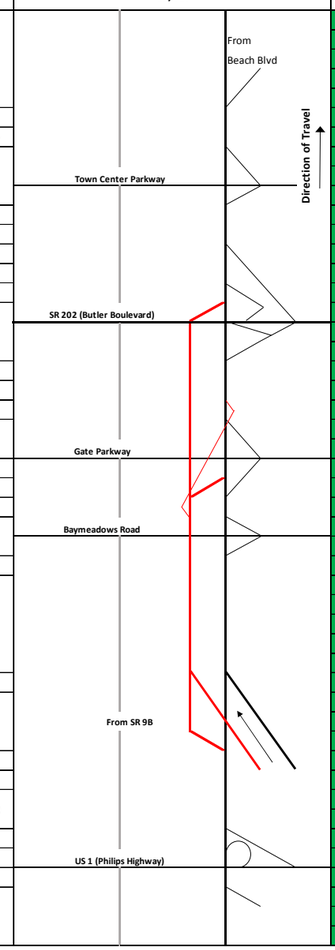
I-295 Northbound



I-295 Northbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
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		11	10	13	16	17	19	20	19	19	19	18	16	15	14	13	13	12	12	12	12
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Diverge to Beach Blvd		11	10	14	17	18	20	21	20	20	19	19	17	15	15	14	13	13	13	13	13
Merge from Town Center Parkway		11	11	14	16	18	20	21	20	20	19	19	17	15	15	14	13	13	13	13	13
	Town Center Parkway	12	12	16	18	21	22	23	23	22	22	21	19	17	16	15	14	14	14	14	14
		12	12	16	18	21	22	23	23	22	22	21	19	17	16	15	14	14	14	14	14
		9	9	12	14	16	18	19	18	18	17	17	15	13	13	12	11	11	11	11	11
Diverge to Town Center Parkway		10	10	13	15	17	19	19	19	19	18	17	16	14	13	13	12	11	12	12	12
Merge from SR 202 WB		10	10	13	15	17	19	19	19	19	18	17	16	14	13	13	12	12	12	12	12
		10	10	14	17	18	20	21	20	20	19	19	17	15	14	14	13	12	13	13	13
Merge from SR 202 EB		13	13	18	21	23	26	26	26	25	24	24	21	19	18	17	16	16	16	16	17
Merge from Express Lane Egress		15	15	21	25	27	30	31	31	30	29	28	25	23	21	20	19	18	19	19	20
	SR 202 (Butler Boulevard)	15	16	22	25	27	31	31	31	30	28	29	26	24	21	21	19	19	20	20	20
		10	10	14	17	18	21	21	21	20	19	19	17	16	14	14	13	13	13	13	13
		10	11	15	17	19	21	22	21	21	20	19	18	16	14	14	13	13	13	13	14
Diverge to SR 202		11	11	15	18	20	22	22	22	21	20	20	18	17	15	15	13	13	14	14	14
Merge from Express Lane Flyover		11	11	15	17	20	21	21	21	21	20	19	18	16	15	15	13	13	14	14	14
Merge from Gate Parkway		11	12	17	19	22	23	24	23	22	22	21	20	18	17	16	15	15	15	16	15
	Gate Parkway	12	13	17	20	22	24	24	24	23	22	23	21	19	18	17	16	15	16	16	16
Merge from Express Lane Egress		12	13	18	20	23	25	25	25	24	23	23	22	19	18	17	16	16	16	16	17
		17	19	27	32	39	45	47	43	37	37	39	35	29	27	26	24	23	24	24	24
Weave - Baymeadows to Gate		14	16	22	25	30	37	41	38	34	29	32	28	23	22	21	20	19	20	20	20
	Baymeadows Road	16	18	25	29	34	40	43	42	37	35	35	31	26	24	23	21	20	21	22	22
		16	18	26	30	37	47	52	53	41	38	36	32	27	24	23	21	20	21	22	22
Diverge to Baymeadows Road		12	14	20	23	30	49	60	59	38	29	28	25	20	18	17	16	15	16	16	17
		12	14	19	22	26	36	61	68	29	26	25	23	20	18	17	16	15	16	16	16
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		9	11	15	16	19	22	22	20	19	19	19	16	15	13	13	12	11	12	12	12
Merge from SR 9B		9	11	14	16	19	21	21	20	18	19	18	16	14	13	13	11	11	12	12	12
		9	11	14	16	19	21	21	19	18	19	18	16	14	13	13	11	11	12	12	12
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Diverge to Express Lane Ingress		10	12	16	17	21	22	23	22	21	21	19	17	15	14	13	12	12	13	13	13
		10	12	16	17	20	22	22	21	21	21	19	17	15	14	13	12	12	13	13	13
Merge from US 1 (Philips Highway)		10	12	16	17	20	22	22	21	21	20	19	17	15	14	13	12	12	13	13	13
		7	9	12	13	15	16	17	16	16	15	14	12	11	11	10	9	9	9	10	10
		8	10	13	14	17	18	18	17	17	17	16	13	12	11	11	10	10	10	11	11
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	7	10	13	14	16	17	20	21	20	23	21	16	12	11	11	10	10	10	10	10
Merge from I-95		7	10	13	14	17	18	18	17	17	17	16	13	12	11	11	10	10	10	11	11
South of I-95 On-Ramp		5	7	9	10	12	13	13	12	12	11	11	9	9	8	8	7	7	7	8	7
		5	7	9	10	12	13	13	12	12	11	11	9	9	8	8	7	7	7	8	7
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Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Original Build Alternative – AM Peak Hour Heat Maps	Figure 7-13
			Page 1 of 1

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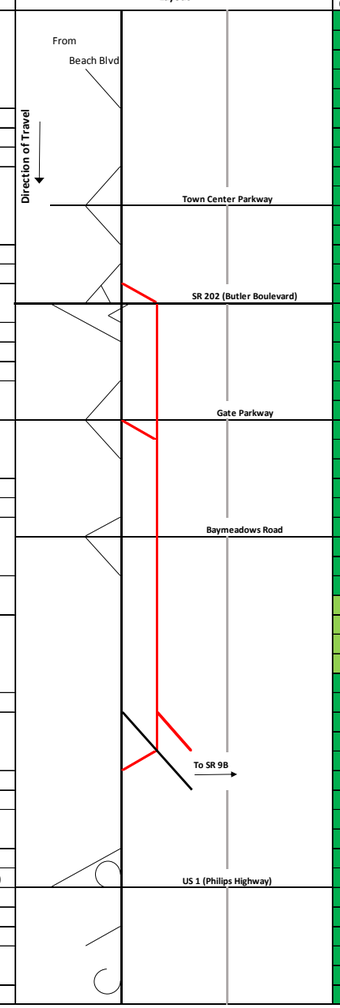
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
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		15	17	17	19	19	21	21	20	19	18	17	14	12	11	11	10	9	9	8	8
		15	17	17	19	19	21	21	20	19	18	19	18	12	11	11	10	9	9	8	8
		15	17	17	19	19	21	21	27	22	23	28	23	12	12	11	10	9	9	8	8
Merge from Beach Blvd		15	18	18	20	20	22	23	46	43	48	49	25	16	12	12	11	10	9	9	8
		15	17	18	20	20	22	29	54	60	64	58	25	16	12	12	11	10	9	9	8
Diverge to Town Center Parkway		15	17	18	20	20	22	37	61	71	76	59	29	17	12	12	11	10	9	9	8
		17	19	20	22	22	26	61	77	90	93	59	36	19	13	13	12	11	10	9	9
	Town Center Parkway	17	19	21	23	23	30	64	71	89	88	53	38	18	13	13	12	11	10	10	9
		17	20	21	23	24	36	69	76	92	93	59	41	17	14	13	12	11	10	10	9
		23	26	28	31	34	55	78	87	91	88	66	47	22	18	17	16	14	14	13	12
Weave - Town Center to SR 202		22	25	28	32	34	50	61	65	65	65	54	41	21	17	16	15	14	13	12	11
Diverge to Express Lane Ingress		24	27	32	35	36	46	52	52	53	48	49	37	22	18	17	16	14	14	13	12
	SR 202 (Butler Boulevard)	20	23	26	27	28	30	29	29	28	30	30	25	18	16	15	14	13	12	11	10
		20	23	25	27	28	27	26	26	25	28	27	24	18	16	15	14	13	12	11	10
Merge from SR 202 WB		17	18	20	21	22	22	21	21	20	21	20	18	15	13	12	12	11	10	9	9
Merge from SR 202 EB		15	16	18	19	19	19	19	19	18	19	18	16	14	12	12	11	11	9	9	8
Diverge to Gate Parkway		15	16	18	19	19	19	19	19	18	19	18	16	14	12	12	11	11	9	9	8
Diverge to Express Lane Ingress		15	17	18	19	20	20	19	19	18	19	19	16	14	13	12	12	11	9	9	8
	Gate Parkway	13	14	15	16	16	17	16	19	16	16	16	15	12	11	10	10	9	8	7	7
		14	15	17	18	18	18	17	22	15	16	18	18	12	11	11	10	10	8	8	7
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		18	20	22	23	24	24	29	37	27	30	28	29	16	15	14	14	13	11	11	10
Merge from Gate Parkway		18	19	21	22	26	30	45	44	34	35	34	28	15	14	14	13	12	11	10	9
Diverge to Baymeadows Road		18	20	22	24	31	41	54	47	36	38	38	30	17	14	14	13	12	11	10	9
	Baymeadows Road	18	20	22	24	34	47	58	52	41	41	42	34	18	15	14	13	12	11	10	9
		27	30	33	39	55	72	73	68	59	53	58	47	31	23	21	20	19	17	15	14
		28	30	34	48	65	77	76	72	62	57	62	51	34	23	21	20	19	17	15	14
Merge from Baymeadows Road		22	25	31	48	60	67	69	68	57	48	66	53	34	20	17	16	15	14	13	12
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Diverge to SR 9B		20	22	23	24	25	24	24	24	23	22	23	22	19	17	17	16	15	14	13	12
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		14	15	17	18	18	17	18	17	17	16	17	16	14	13	12	11	11	10	10	9
Merge from Express Lane Egress		14	15	17	18	18	18	18	17	17	16	17	16	14	13	12	11	11	10	10	9
		14	16	18	18	19	19	20	20	20	19	18	18	16	14	13	12	11	10	10	9
Diverge to US 1 (Philips Highway)		14	16	17	18	19	19	20	20	20	19	18	18	16	14	13	12	11	10	10	9
		11	12	13	14	14	14	15	15	15	14	14	13	12	10	10	9	8	8	7	7
		12	13	14	15	16	16	16	17	16	16	15	15	13	11	11	10	9	9	8	8
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	12	14	14	16	16	16	16	17	16	15	16	15	13	11	10	10	9	8	8	7
		12	14	14	15	16	16	16	16	16	15	15	15	13	11	10	9	9	8	8	7
Diverge to I-95 NB		12	14	14	15	16	16	16	16	16	15	15	15	13	11	10	10	9	8	8	7
		15	17	18	19	20	20	21	20	21	19	19	19	16	14	13	12	11	10	10	9
Diverge to I-95 SB		15	17	18	19	20	20	20	20	21	19	19	19	16	14	13	12	11	10	10	9
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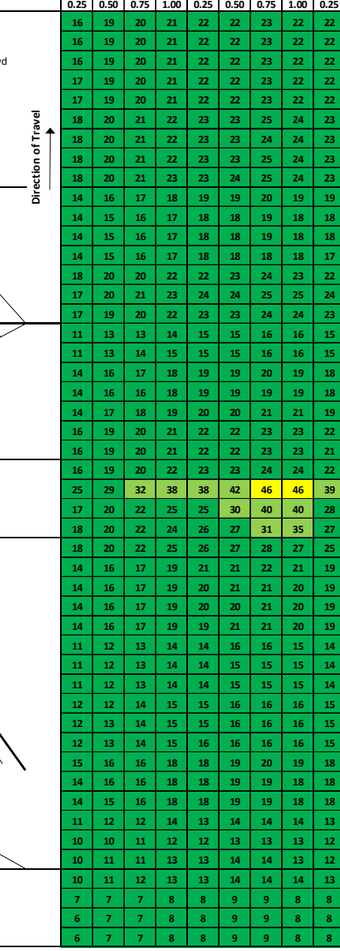
I-295 Northbound



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		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		16	19	20	21	22	22	23	22	22	21	20	19	17	15	14	14	13	11	11	10
		16	19	20	21	22	22	23	22	22	21	20	19	17	15	15	14	13	11	11	10
		16	19	20	21	22	22	23	22	22	21	20	19	17	15	15	14	13	11	11	10
		17	19	20	21	22	22	23	22	22	21	20	19	17	15	14	14	13	11	11	10
		17	19	20	21	22	22	23	22	22	21	20	19	16	15	14	14	13	11	11	10
Diverge to Beach Blvd		18	20	21	22	23	23	25	24	23	22	22	20	18	16	15	15	14	12	11	11
Merge from Town Center Parkway		18	20	21	22	23	23	24	24	23	22	22	20	17	16	15	15	14	12	11	11
		18	20	21	22	23	23	25	24	23	22	21	20	18	17	16	16	14	13	12	11
	Town Center Parkway	18	20	21	23	23	24	25	24	23	22	22	20	18	17	16	16	15	13	12	11
		14	16	17	18	19	19	20	19	19	17	17	16	15	13	13	12	12	10	9	9
Diverge to Town Center Parkway		14	15	16	17	18	18	19	18	18	17	16	15	14	13	12	12	11	10	9	9
Merge from SR 202 WB		14	15	16	17	18	18	19	18	18	17	16	15	14	13	12	12	11	10	9	9
		14	15	16	17	18	18	18	18	17	17	16	15	14	13	13	12	11	10	9	9
Merge from SR 202 EB		18	20	20	22	22	23	24	23	22	22	21	20	18	17	16	16	15	12	12	11
Merge from Express Lane Egress		17	20	21	23	24	24	25	25	24	23	22	20	18	16	15	14	13	13	12	11
	SR 202 (Butler Boulevard)	17	19	20	22	23	23	24	24	23	22	21	19	18	16	16	14	14	13	12	12
		11	13	13	14	15	15	16	16	15	15	14	13	12	10	10	10	9	9	8	8
		11	13	14	15	15	15	16	16	15	15	14	13	12	11	10	10	9	9	8	8
Diverge to SR 202		14	16	17	18	19	19	20	19	18	18	17	16	14	13	12	11	11	10	10	9
Merge from Express Lane Flyover		14	16	16	18	19	19	19	19	18	18	17	16	14	13	12	11	11	10	10	9
Merge from Gate Parkway		14	17	18	19	20	20	21	21	19	19	18	17	15	14	13	12	12	11	11	10
		16	19	20	21	22	22	23	23	22	22	21	19	17	16	15	14	14	13	12	12
	Gate Parkway	16	19	20	21	22	22	23	23	21	22	21	19	17	16	15	14	13	13	12	12
Merge from Express Lane Egress		16	19	20	22	23	23	24	24	22	22	22	19	18	16	15	14	14	13	12	12
		25	29	32	38	38	42	46	46	39	38	36	29	28	24	23	21	20	19	18	18
Weave - Baymeadows to Gate		17	20	22	25	25	30	40	40	28	25	24	20	19	16	16	15	14	14	13	12
	Baymeadows Road	18	20	22	24	26	27	31	35	27	25	24	20	18	16	15	13	12	11	10	10
		18	20	22	25	26	27	28	27	25	25	23	20	18	16	15	13	12	11	10	10
Diverge to Baymeadows Road		14	16	17	19	21	21	22	21	19	19	18	16	14	12	11	10	9	9	8	7
		14	16	17	19	20	21	21	20	19	19	18	15	14	12	11	10	9	9	8	7
		14	16	17	19	20	20	21	20	19	19	18	15	14	12	11	10	9	9	8	7
		14	16	17	19	19	21	21	20	19	19	18	15	14	12	11	10	9	9	8	7
		11	12	13	14	14	16	16	15	14	14	13	11	10	9	8	8	7	7	6	5
		11	12	13	14	14	15	15	15	14	14	13	11	10	9	8	8	7	7	6	5
Merge from SR 9B		11	12	13	14	14	15	15	15	14	14	13	11	10	9	8	7	7	7	6	5
		12	12	14	15	15	16	16	16	15	15	14	12	11	10	9	8	7	7	7	6
		12	13	14	15	15	16	16	16	15	15	14	12	11	10	9	8	7	7	6	6
		12	13	14	15	16	16	16	16	15	15	14	12	11	10	9	8	7	7	6	6
Diverge to Express Lane Ingress		15	16	16	18	18	19	20	19	18	17	17	15	13	12	10	10	8	8	8	7
		14	16	16	18	18	19	19	18	18	17	17	15	13	11	11	10	8	8	8	7
Merge from US 1 (Philips Highway)		14	15	16	18	18	19	19	18	18	17	17	14	13	11	10	10	8	8	8	7
		11	12	12	14	13	14	14	14	13	13	13	11	10	9	8	7	6	6	6	5
		10	10	11	12	12	13	13	13	12	12	11	9	8	8	7	7	6	6	5	5
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	10	11	11	13	13	14	14	13	12	12	11	10	8	8	7	7	6	6	5	5
Merge from I-95		10	11	12	13	13	14	14	14	13	12	12	10	9	8	8	7	6	6	6	5
		7	7	7	8	8	9	9	8	8	8	7	6	5	5	5	4	4	4	3	3
South of I-95 On-Ramp		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3
		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Original Build Alternative – PM Peak Hour Heat Maps	Figure 7-14
			Page 1 of 1

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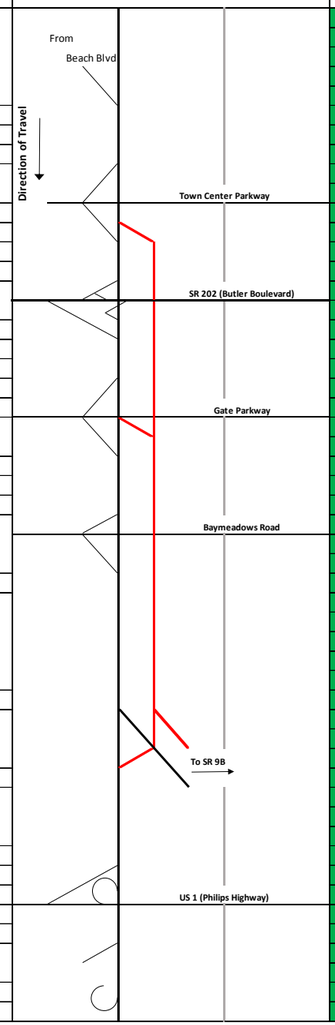
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		10	14	18	19	23	25	25	23	23	22	20	17	16	15	15	13	14	14	15	14
		10	14	18	19	23	25	25	23	23	22	20	18	16	15	15	13	14	14	15	14
		10	14	18	19	23	25	25	23	23	22	21	18	16	16	15	13	14	14	15	14
		10	14	18	19	23	25	25	23	23	22	21	18	16	16	15	13	14	14	15	14
		10	14	18	19	23	25	25	24	24	24	21	18	17	16	15	13	14	14	15	15
Merge from Beach Blvd		11	14	19	21	24	26	30	44	61	64	49	28	18	17	16	14	14	15	16	15
		10	14	19	20	24	27	46	84	92	92	79	46	19	17	16	14	14	15	15	15
Diverge to Town Center Parkway		11	14	19	20	24	34	62	77	80	82	78	63	29	16	16	14	14	15	15	15
		11	14	19	21	25	29	32	29	28	27	26	22	18	17	16	14	15	15	16	16
		11	14	19	21	25	29	29	28	26	26	24	21	18	17	16	15	15	15	16	16
Diverge to Express Lane Ingress		11	14	20	21	26	30	28	27	26	26	24	21	18	17	16	15	15	16	16	16
		11	14	19	21	25	28	28	27	25	25	24	21	18	17	16	14	14	15	16	15
Merge from Town Center Parkway		10	13	17	18	22	23	24	23	22	22	21	19	16	15	15	13	13	14	14	14
Diverge to SR 202		10	13	17	19	22	24	24	23	22	22	21	19	16	15	15	13	13	14	14	14
		7	9	12	13	16	17	17	17	16	16	15	14	12	11	11	10	10	10	10	10
		7	9	12	13	16	17	17	17	16	16	15	14	12	11	11	10	10	10	10	10
Merge from SR 202 WB		9	11	14	15	17	18	19	18	18	18	17	16	14	13	12	11	11	12	12	12
Merge from SR 202 EB		8	9	12	13	15	16	16	16	15	15	15	14	12	11	11	10	10	10	10	10
Diverge to Gate Parkway		8	9	12	13	15	16	16	16	15	15	15	14	12	11	11	10	10	10	10	10
		9	9	12	14	15	16	17	16	16	16	16	14	12	11	11	10	10	10	11	11
Diverge to Express Lane Ingress		9	9	12	14	15	16	17	16	16	16	16	14	12	11	11	10	10	10	11	11
		10	10	13	15	17	18	18	18	18	18	17	16	13	13	12	11	11	11	12	12
		10	10	13	15	17	18	19	18	18	18	17	16	13	13	12	11	11	11	12	12
Merge from Gate Parkway		8	9	11	13	14	15	16	15	15	15	15	13	11	11	10	10	10	10	10	10
		10	11	14	16	18	19	20	19	19	19	19	17	14	14	13	12	12	12	12	12
Diverge to Baymeadows Road		10	11	14	16	18	20	20	20	20	19	19	17	15	14	13	12	12	12	12	12
		10	10	14	15	17	19	19	19	19	19	18	16	14	13	12	11	11	11	12	12
		15	15	21	23	26	28	29	29	28	28	27	25	21	20	19	17	17	17	18	18
		16	15	21	23	26	28	29	29	28	28	27	25	21	20	19	17	17	17	18	18
Merge from Baymeadows Road		12	12	16	18	21	23	24	24	23	23	22	20	17	16	15	14	14	14	14	14
		18	17	24	27	31	34	35	35	33	34	33	30	25	23	22	20	20	20	21	21
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		18	17	23	27	29	32	33	33	32	32	31	29	25	23	22	20	20	20	21	21
		12	11	15	17	19	21	21	21	20	21	20	19	16	15	14	13	13	13	14	14
Diverge to SR 9B		12	11	15	17	19	21	22	22	20	21	20	19	16	15	14	13	13	13	14	14
		10	9	12	14	15	16	17	17	16	16	16	15	13	12	12	11	11	11	11	11
		10	9	12	14	15	16	17	17	16	16	16	15	13	12	12	11	11	10	11	11
		10	9	12	14	15	16	17	17	16	16	16	15	13	12	12	11	11	10	11	11
Merge from Express Lane Egress		11	9	12	14	16	17	18	17	17	17	17	16	14	13	12	11	11	11	12	11
		11	9	12	14	16	17	18	17	17	17	17	16	14	13	12	12	11	11	12	11
		11	9	12	14	16	17	18	18	17	17	17	16	14	13	12	12	11	11	12	11
		11	9	12	14	16	17	18	18	17	17	17	16	14	13	12	12	11	11	12	12
Diverge to US 1 (Philips Highway)		8	7	9	11	12	13	13	13	13	13	13	12	10	9	9	9	8	8	9	9
		8	6	8	10	11	12	12	12	11	12	11	11	10	9	8	8	8	8	8	8
Merge from US 1 (Philips Highway)		8	7	9	11	12	13	13	13	12	12	12	11	10	9	9	8	8	8	9	8
		7	6	9	10	11	12	13	13	12	12	12	11	10	9	8	8	8	8	8	8
Diverge to I-95 NB		7	6	9	10	11	12	13	13	12	12	12	11	10	9	9	8	8	8	8	8
		9	7	10	12	13	14	14	14	14	14	14	13	11	10	10	9	9	9	10	9
		9	7	10	12	13	14	15	14	14	14	14	13	11	10	10	9	9	9	10	9
Diverge to I-95 SB		6	5	7	9	9	10	11	11	10	10	10	9	8	8	7	7	7	7	7	7
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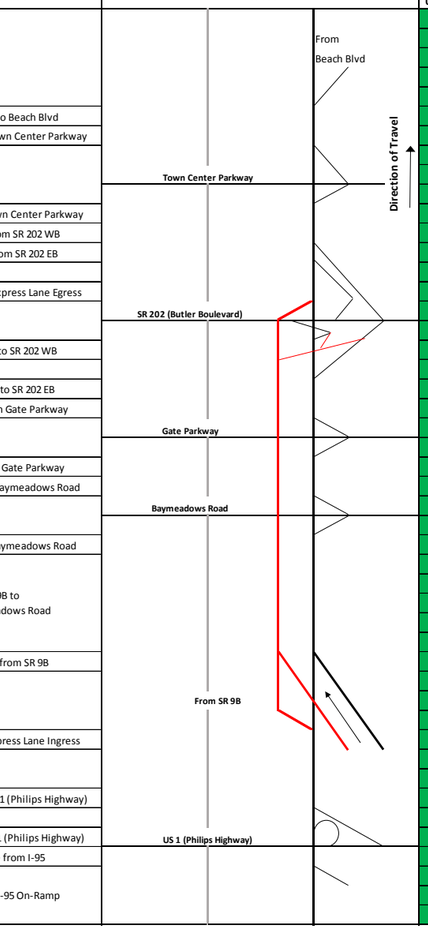
I-295 Northbound



I-295 Northbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		11	10	13	16	17	19	20	20	19	19	18	16	14	14	13	13	12	12	12	12
		10	10	13	16	17	19	20	20	19	18	18	16	15	14	13	13	12	12	12	12
		10	10	13	16	17	19	20	20	19	18	18	16	14	14	13	13	12	12	12	12
		10	10	13	16	17	19	20	20	19	18	18	16	14	14	13	12	12	12	12	12
		10	10	13	16	17	19	20	20	19	18	18	16	14	14	13	12	12	12	12	12
Diverge to Beach Blvd		11	11	14	17	19	20	21	21	20	19	19	17	15	15	14	13	13	13	13	13
Merge from Town Center Parkway		11	11	14	16	19	20	21	21	19	19	19	17	15	15	14	13	13	13	13	13
		12	12	16	18	20	22	24	23	22	22	21	19	17	16	15	14	14	14	14	14
		12	12	16	18	20	22	23	23	22	21	21	19	17	16	15	14	14	14	14	14
		9	9	12	15	16	18	19	18	17	17	17	15	13	13	12	11	11	11	11	11
Diverge to Town Center Parkway		10	10	13	15	17	19	20	19	19	18	17	16	14	13	13	12	12	12	12	12
Merge from SR 202 WB		10	10	13	15	17	19	19	19	18	18	17	16	14	13	13	12	12	12	12	12
Merge from SR 202 EB		10	10	14	17	18	20	21	20	20	19	19	17	15	14	14	13	12	13	13	13
		11	11	16	18	20	22	23	22	22	21	20	18	17	16	15	14	14	14	14	14
Merge from Express Lane Egress		11	11	16	18	20	22	23	22	22	21	20	18	17	16	15	14	14	14	14	14
		13	14	19	22	24	26	27	26	25	25	25	22	20	18	18	16	17	17	17	18
		13	14	19	21	24	26	26	26	25	25	24	22	20	18	18	16	17	17	17	18
Diverge to SR 202 WB		10	11	15	17	19	20	21	21	20	20	19	17	16	14	14	13	13	13	13	14
		15	17	23	26	29	33	34	34	31	31	30	27	24	22	22	20	20	20	20	21
Diverge to SR 202 EB		14	15	21	25	28	34	34	34	29	30	28	25	23	21	20	18	19	19	19	20
Merge from Gate Parkway		14	15	21	24	28	31	32	33	28	30	27	25	22	21	20	18	19	19	19	19
		16	18	24	28	32	34	34	36	33	33	32	28	26	24	24	22	22	22	23	23
		16	18	24	28	32	34	34	35	32	32	32	28	26	24	23	22	21	22	22	23
Diverge to Gate Parkway		14	15	21	24	28	29	30	31	29	28	28	24	22	21	20	19	18	19	19	19
Merge from Baymeadows Road		14	15	21	24	27	29	29	29	28	28	26	24	22	21	20	19	18	19	19	19
		15	17	24	28	33	37	39	39	36	35	33	28	25	23	22	20	19	20	21	21
		15	17	24	27	34	38	42	41	37	35	33	28	24	23	21	19	19	20	21	21
Diverge to Baymeadows Road		12	13	19	21	28	35	41	38	30	30	26	21	19	17	17	15	15	15	16	16
		11	13	18	21	25	28	34	28	26	25	24	21	18	17	16	15	15	15	16	16
9B to Baymeadows Road		11	13	18	21	24	27	28	26	25	25	24	20	18	17	16	15	15	15	16	15
		11	13	18	21	24	27	28	26	25	25	24	20	18	17	16	15	15	15	16	15
		8	10	14	15	18	20	21	20	19	19	18	15	14	13	12	11	11	11	12	12
		8	10	14	15	18	20	20	19	19	19	17	15	14	13	12	11	11	11	12	12
Merge from SR 9B		8	10	14	15	18	20	20	19	18	18	17	15	13	13	12	11	11	11	12	12
		9	10	14	15	18	19	20	19	18	19	18	15	14	12	12	11	11	11	12	12
		9	10	14	15	18	19	20	19	18	19	17	15	14	12	12	11	11	11	12	12
		9	10	14	15	18	20	20	19	18	19	17	15	13	12	12	11	11	11	12	12
Diverge to Express Lane Ingress		10	12	16	18	21	23	23	22	21	21	19	17	15	14	13	12	12	13	13	13
		10	12	16	17	21	22	22	21	21	21	19	17	15	14	13	12	12	13	13	13
		10	12	16	17	20	22	22	21	21	21	19	17	15	14	13	12	12	13	13	13
Merge from US 1 (Philips Highway)		7	9	12	13	15	16	16	16	16	15	14	12	11	11	10	9	9	9	10	10
		8	10	13	14	17	18	18	18	17	17	16	13	12	11	11	10	10	10	11	11
Diverge to US 1 (Philips Highway)		7	10	13	14	16	18	23	27	25	26	22	16	12	11	11	10	10	10	10	10
Merge from I-95		7	10	13	14	17	18	19	19	18	18	16	14	12	11	11	10	10	10	11	11
		5	7	9	10	12	13	13	12	12	11	11	9	9	8	8	7	7	7	8	7
South of I-95 On-Ramp		5	7	9	10	12	13	13	12	12	11	11	9	9	8	8	7	7	7	8	7
		5	7	9	10	12	13	13	12	12	11	11	9	8	8	8	7	7	7	8	7

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative – AM Peak Hour Heat Maps	Figure 7-15
			Page 1 of 1

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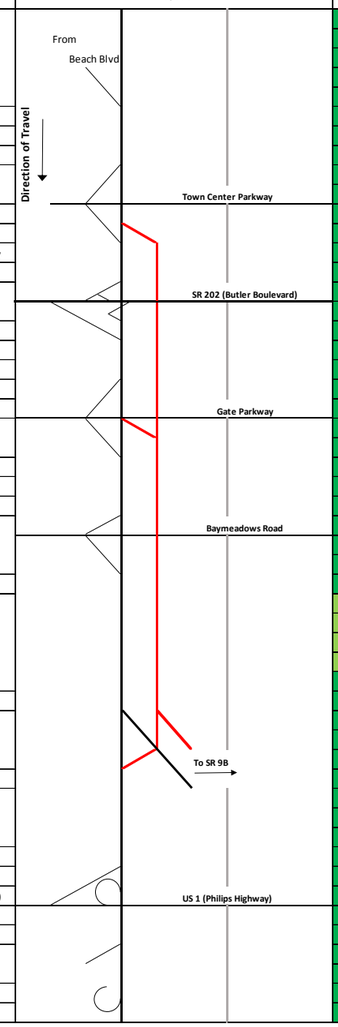
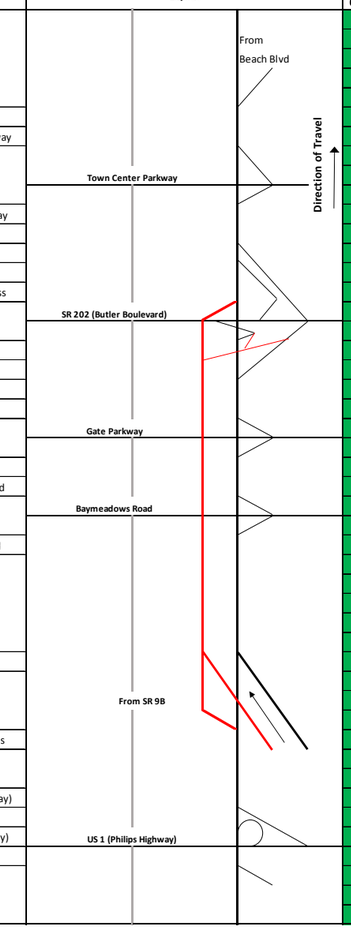
I-295 Southbound



I-295 Southbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		15	17	17	19	19	21	21	20	18	18	17	14	12	11	11	10	9	9	8	7
		15	17	17	19	19	21	21	20	18	18	17	14	12	11	11	10	9	9	8	7
		15	17	17	19	19	21	21	20	18	18	17	14	12	11	11	10	9	9	8	8
		15	17	17	19	19	21	21	20	19	18	17	14	12	11	11	10	9	9	8	8
		15	17	17	19	19	21	21	20	19	18	17	14	12	12	11	10	9	9	8	8
Merge from Beach Blvd		15	18	18	20	20	22	22	22	20	19	18	15	13	12	12	11	10	9	9	8
		15	17	18	20	20	22	22	27	21	19	18	15	13	12	12	11	10	9	9	8
Diverge to Town Center Parkway		15	17	18	20	20	22	25	30	22	19	18	15	13	12	12	11	10	9	9	8
		17	19	20	22	23	26	33	37	27	23	20	17	15	13	13	12	11	10	10	9
	Town Center Parkway	17	19	21	23	23	28	39	41	31	23	21	17	15	13	13	12	11	10	10	9
Diverge to Express Lane Ingress		17	20	21	23	24	32	46	49	38	25	22	18	15	14	13	12	11	10	10	9
		15	17	19	21	21	23	22	21	21	20	18	15	13	12	11	10	10	9	8	8
Merge from Town Center Parkway		16	18	19	21	22	22	22	21	21	21	19	16	14	13	12	11	10	10	9	8
Diverge to SR 202		16	18	19	21	22	22	22	21	21	21	19	16	14	13	12	11	10	10	9	8
	SR 202 (Butler Boulevard)	15	17	18	20	20	20	19	19	19	19	17	15	13	12	11	10	10	9	8	8
		15	17	18	20	20	20	19	19	19	19	17	15	13	12	11	10	10	9	8	8
Merge from SR 202 WB		14	16	17	18	19	19	19	18	18	18	16	14	12	11	11	10	10	9	8	8
Merge from SR 202 EB		14	15	16	17	17	18	17	17	17	16	15	13	12	11	11	10	10	8	8	7
Diverge to Gate Parkway		14	15	16	17	17	18	17	17	17	16	16	13	12	11	11	10	9	8	8	7
		13	15	16	17	17	18	17	16	17	17	17	13	12	11	10	10	9	8	8	7
Diverge to Express Lane Ingress	Gate Parkway	13	15	16	17	17	18	17	17	17	20	20	13	12	11	10	10	9	8	8	7
		14	16	17	18	18	18	16	17	15	25	25	13	12	12	11	11	10	9	8	8
		14	16	17	18	18	23	32	32	16	33	31	13	12	12	11	11	10	9	8	8
Merge from Gate Parkway		15	16	17	19	26	38	59	42	21	43	31	18	13	12	11	11	10	9	8	8
		18	20	22	25	50	63	70	48	35	48	36	28	18	15	14	13	13	11	10	10
Diverge to Baymeadows Road		19	21	22	28	51	66	65	47	38	43	37	28	18	15	14	14	13	11	10	10
	Baymeadows Road	19	22	23	32	53	70	67	47	40	45	42	30	19	15	15	14	13	12	11	10
		29	32	34	50	64	71	68	57	53	46	56	39	26	23	22	21	20	18	16	15
		29	35	37	56	68	75	71	63	60	50	60	40	28	23	22	21	20	18	16	15
Merge from Baymeadows Road		24	33	36	53	66	72	63	62	57	44	62	40	28	19	18	17	16	15	14	13
		35	40	43	49	51	51	52	46	45	45	48	38	31	29	27	26	24	22	21	19
		34	38	39	41	41	40	40	38	37	39	39	33	29	28	26	25	24	22	21	19
		33	36	38	39	39	39	39	38	36	36	37	33	29	27	26	25	24	22	21	19
		32	36	38	39	38	38	38	37	35	36	36	33	29	28	26	26	24	22	21	19
Diverge to SR 9B		21	23	24	25	24	24	24	23	23	23	23	21	19	18	17	17	16	14	14	13
		21	23	24	25	25	24	24	24	23	23	24	21	19	18	17	17	16	14	14	13
		15	17	18	18	18	18	18	17	17	17	17	16	14	13	13	12	11	10	10	10
		15	17	18	18	18	18	18	17	17	16	17	16	14	13	13	12	11	10	10	10
	To SR 9B	15	17	18	18	18	18	18	17	17	16	17	16	14	13	13	12	11	11	10	10
Merge from Express Lane Egress		14	16	17	18	19	19	21	21	20	18	18	17	15	13	13	12	11	10	10	9
		14	16	18	18	18	20	21	21	20	18	18	17	15	14	13	12	11	10	10	9
		14	16	17	18	18	20	21	21	20	18	18	17	15	14	13	12	11	10	10	9
		14	16	17	18	18	20	21	21	20	18	18	17	15	14	13	12	11	10	10	9
Diverge to US 1 (Philips Highway)		11	12	13	13	14	15	16	16	15	14	14	13	11	10	9	9	8	8	7	7
		12	13	14	15	15	16	17	17	17	15	15	14	12	11	10	10	9	9	8	8
Merge from US 1 (Philips Highway)	US 1 (Philips Highway)	12	14	14	15	15	16	17	17	17	15	16	14	13	11	10	10	9	8	8	7
		12	13	14	15	15	16	17	17	17	15	15	14	12	11	10	9	9	8	8	7
Diverge to I-95 NB		12	14	14	15	15	16	17	17	17	15	15	14	12	11	10	10	9	8	8	7
		15	17	18	19	19	20	21	21	21	19	19	18	16	14	13	12	11	10	10	9
		15	17	18	19	19	20	21	21	21	19	19	18	16	14	13	12	11	11	10	9
Diverge to I-95 SB		11	13	13	14	14	15	16	16	16	14	14	14	12	10	9	9	8	8	7	7
		10	11	11	12	12	13	14	14	13	12	12	12	10	9	8	8	7	7	6	6

I-295 Northbound



I-295 Northbound		General Purpose - Density (vpmpl)																			
Description	Layout	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
		16	19	20	21	22	22	23	23	22	21	20	19	17	15	14	14	13	11	11	10
		16	19	20	21	22	22	23	22	22	21	20	19	17	15	15	14	13	11	11	10
		16	19	20	21	22	22	23	22	22	21	20	19	17	15	15	14	13	11	11	10
		16	19	20	21	22	22	23	22	22	21	20	19	17	15	15	14	13	11	11	10
		17	19	20	21	22	22	23	22	22	21	20	19	17	15	14	14	13	11	11	10
Diverge to Beach Blvd		18	20	21	22	23	24	24	24	23	22	22	20	18	16	15	15	14	12	11	11
Merge from Town Center Parkway		18	20	21	22	23	24	24	24	23	22	22	20	17	16	15	15	14	12	11	11
		18	20	21	22	23	24	24	24	23	22	21	20	18	17	16	16	14	13	12	11
	Town Center Parkway	18	20	21	22	23	23	24	24	23	22	21	20	18	17	16	16	14	13	12	11
		14	16	17	18	19	19	20	19	19	17	17	16	15	13	13	12	12	10	9	9
Diverge to Town Center Parkway		14	16	16	17	18	19	19	18	18	17	17	15	14	13	12	12	11	10	9	9
Merge from SR 202 WB		14	15	16	17	18	18	19	18	18	17	16	15	14	13	12	12	11	10	9	9
Merge from SR 202 EB		14	15	16	17	18	18	18	18	17	17	17	15	14	13	13	12	12	10	9	9
		13	15	16	17	17	18	19	18	17	17	16	15	13	12	11	11	10	9	9	9
Merge from Express Lane Egress		13	15	16	17	17	18	19	18	17	17	16	15	13	12	11	11	10	9	9	9
	SR 202 (Butler Boulevard)	15	18	18	20	20	21	22	21	20	20	19	17	16	14	14	13	13	12	11	11
		15	18	18	19	20	21	22	21	20	20	19	17	15	14	14	13	13	12	11	11
Diverge to SR 202 WB		11	13	13	14	14	15	15	15	14	14	14	12	11	10	10	9	9	8	8	8
		16	19	20	21	22	23	24	23	22	21	21	19	17	16	15	14	14	13	12	12
Diverge to SR 202 EB		19	22	23	25	26	26	27	27	25	24	24	22	19	18	17	16	15	14	14	13
Merge from Gate Parkway		19	22	23	25	26	26	28	27	25	24	24	22	19	18	17	16	15	14	14	13
	Gate Parkway	23	27	29	30	32	32	34	33	31	30	30	28	25	23	22	20	20	19	18	17
		23	27	28	31	32	32	34	33	31	30	30	27	24	23	22	20	19	19	18	17
Diverge to Gate Parkway		17	19	21	23	23	24	25	25	23	22	22	19	18	16	15	14	14	13	12	12
Merge from Baymeadows Road		17	19	20	21	22	23	23	23	22	21	21	19	17	16	15	14	14	13	13	12
	Baymeadows Road	17	20	21	24	25	25	26	26	24	23	23	20	17	15	14	13	12	11	10	9
		17	20	22	23	25	25	27	25	24	23	22	20	17	15	14	13	12	11	10	9
Diverge to Baymeadows Road		14	15	17	18	19	20	21	20	19	18	17	16	13	12	11	10	9	8	8	7
		14	15	17	18	19	19	20	19	18	18	17	15	13	12	11	10	9	8	8	7
9B to Baymeadows Road		14	15	17	18	19	19	20	19	18	18	17	15	13	12	11	10	9	8	8	7
		14	15	16	18	19	19	20	19	19	17	17	15	13	11	11	10	9	8	8	7
		10	12	12	14	14	15	15	14	14	13	13	11	10	9	8	7	7	6	6	5
		10	12	12	14	14	15	15	14	14	13	13	11	10	8	8	7	7	6	6	5
Merge from SR 9B		10	12	12	13	14	15	15	14	13	13	13	11	10	8	8	7	7	6	6	5
		12	12	13	14	15	16	15	16	14	14	14	12	10	9	9	8	7	7	6	5
	From SR 9B	12	12	13	14	15	16	15	15	14	14	14	12	10	9	9	8	7	7	6	5
		12	12	13	14	15	16	16	15	15	14	14	12	10	9	9	8	7	7	6	5
Diverge to Express Lane Ingress		14	16	16	18	19	19	19	19	18	17	17	15	13	12	11	10	8	8	8	7
		14	16	16	18	18	19	19	18	18	17	17	15	13	11	11	10	8	8	8	7
		14	15	16	18	18	19	19	18	18	17	17	15	13	11	11	10	8	8	8	7
Merge from US 1 (Philips Highway)		11	12	12	14	13	14	14	14	13	13	13	11	10	9	8	7	6	6	6	5
		10	10	11	12	12	13	13	13	12	12	11	9	8	8	7	7	6	6	5	5
Diverge to US 1 (Philips Highway)	US 1 (Philips Highway)	10	11	11	13	13	14	14	13	12	12	11	10	8	8	7	7	6	6	5	5
Merge from I-95		10	11	12	13	13	14	14	14	13	12	12	10	9	8	8	7	6	6	6	5
South of I-95 On-Ramp		7	7	7	8	8	9	9	8	8	8	7	6	5	5	5	4	4	4	3	3
		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3
		6	7	7	8	8	9	9	8	8	7	7	6	5	5	5	4	4	4	3	3

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative – PM Peak Hour Heat Maps	Figure 7-16
			Page 1 of 1

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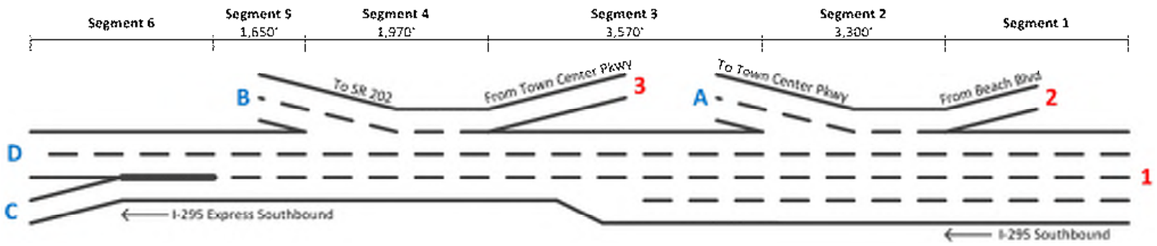
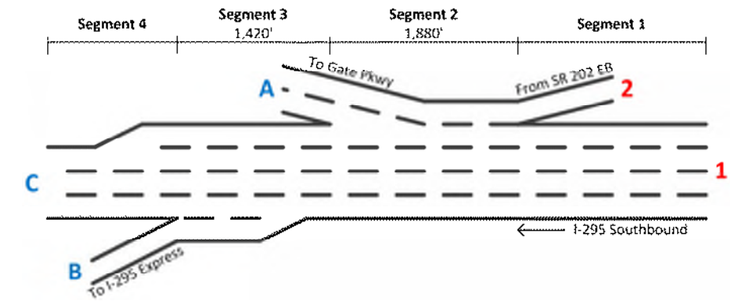
Weave 1



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	15	24	26	15	14
Beach Blvd On-Ramp	26	42	71	27	25
I-295 Southbound - 2	16	39	67	18	15
Town Center Pkwy Off-Ramp	8	74	128	18	8
I-295 Southbound - 3	22	40	33	22	21
Town Center Pkwy On-Ramp	14	20	19	15	14
I-295 Southbound - 4	19	31	29	20	18
SR 202 Off-Ramp	13	21	23	14	13
I-295 Southbound - 5	17	27	25	17	16
Express Lane Off-Ramp	21	32	29	21	20
I-295 Southbound - 6	14	24	22	15	14

O-D Pair	Simulated Volume (Peak Hour)
1-A	1086
1-B	1717
1-C	1275
1-D	1974
2-A	336
2-B	542
2-C	401
2-D	606
3-B	330
3-C	250
3-D	383

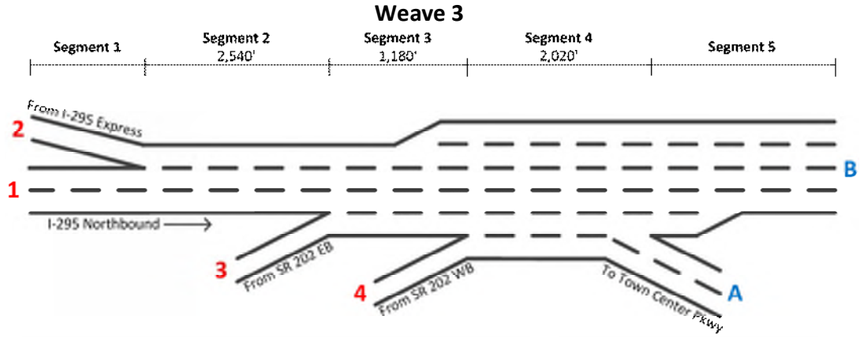
Weave 2



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	14	22	20	15	14
SR 202 EB On-Ramp	4	5	5	4	3
I-295 Southbound - 2	12	18	17	12	11
Gate Pkwy Off-Ramp	4	6	6	4	4
I-295 Southbound - 3	13	20	19	13	13
Express Lane Off-Ramp	6	9	8	6	6
I-295 Southbound - 4	16	24	22	16	15

O-D Pair	Simulated Volume (Peak Hour)
1-A	752
1-B	459
1-C	4351
2-A	25
2-B	48
2-C	196

Weave 3



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Northbound - 1	19	30	28	21	20
Express Lane On-Ramp	9	15	14	10	9
I-295 Northbound - 2	19	30	28	21	19
SR 202 EB On-Ramp	10	16	14	11	10
I-295 Northbound - 3	16	25	23	17	16
SR 202 WB On-Ramp	11	16	15	11	10
I-295 Northbound - 4	12	18	17	13	12
Town Center Pkwy Off-Ramp	8	12	11	8	8
I-295 Northbound - 5	11	18	16	12	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1148
1-B	2538
2-A	0
2-B	1886
3-B	158
3-C	606
4-B	168
4-C	620

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Original Build Alternative – AM Peak Hour Weave Analysis	Figure 7-17
			Page 1 of 1

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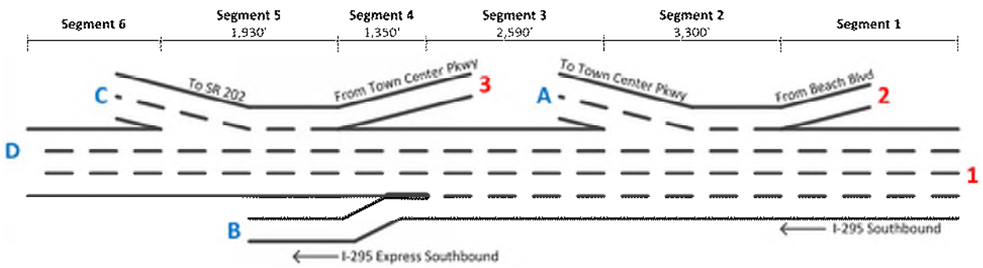
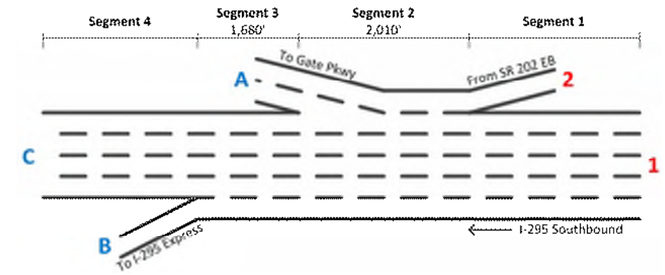
Weave 1



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	15	24	24	15	14
Beach Blvd On-Ramp	28	47	71	28	26
I-295 Southbound - 2	16	40	65	18	15
Town Center Pkwy Off-Ramp	10	77	128	20	9
I-295 Southbound - 3	16	28	25	17	15
Express Lane Off-Ramp	18	27	24	18	17
I-295 Southbound - 4	16	27	24	16	15
Town Center Pkwy On-Ramp	13	18	17	14	12
I-295 Southbound - 5	14	23	21	15	14
SR 202 Off-Ramp	16	25	22	16	15
I-295 Southbound - 6	10	17	15	11	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1075
1-B	1270
1-C	1719
1-D	1979
2-A	332
2-B	404
2-C	541
2-D	605
3-C	332
3-D	634

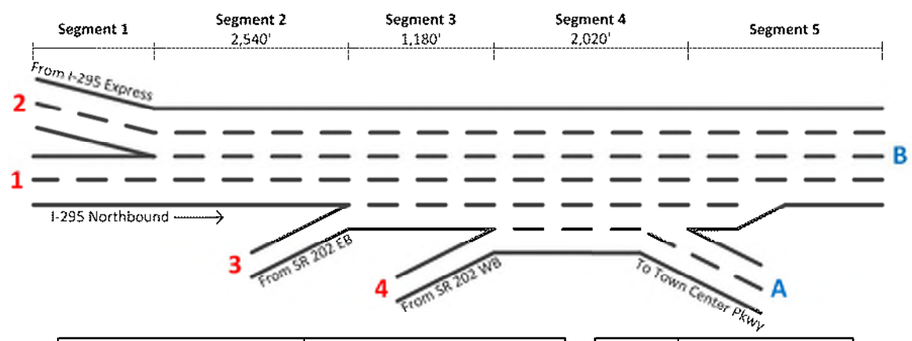
Weave 2



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	12	18	17	12	12
SR 202 EB On-Ramp	4	5	5	4	3
I-295 Southbound - 2	10	15	15	11	10
Gate Pkwy Off-Ramp	5	8	7	5	5
I-295 Southbound - 3	11	16	16	11	10
Express Lane Off-Ramp	7	9	9	7	7
I-295 Southbound - 4	12	18	17	12	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	746
1-B	566
1-C	4453
2-A	26
2-B	49
2-C	195

Weave 3



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Northbound - 1	17	26	24	18	17
Express Lane On-Ramp	12	19	17	13	11
I-295 Northbound - 2	14	22	20	15	14
SR 202 EB On-Ramp	10	16	14	11	10
I-295 Northbound - 3	13	20	19	14	13
SR 202 WB On-Ramp	11	15	15	11	10
I-295 Northbound - 4	12	19	17	13	12
Town Center Pkwy Off-Ramp	8	12	12	9	8
I-295 Northbound - 5	11	18	17	13	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	671
1-B	2566
2-A	489
2-B	1875
3-B	157
3-C	609
4-B	164
4-C	607

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative – AM Peak Hour Weave Analysis	Figure 7-18
			Page 1 of 1

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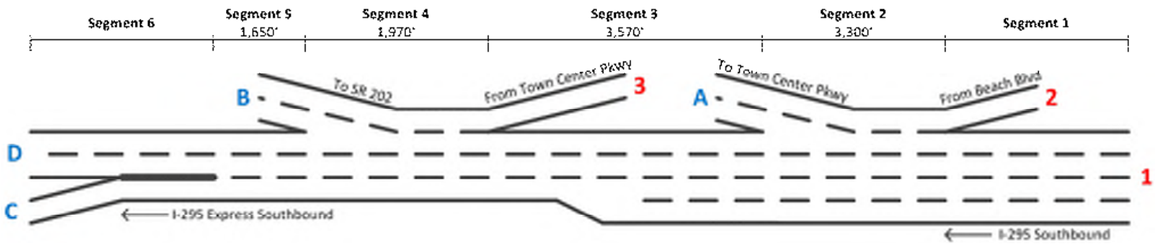
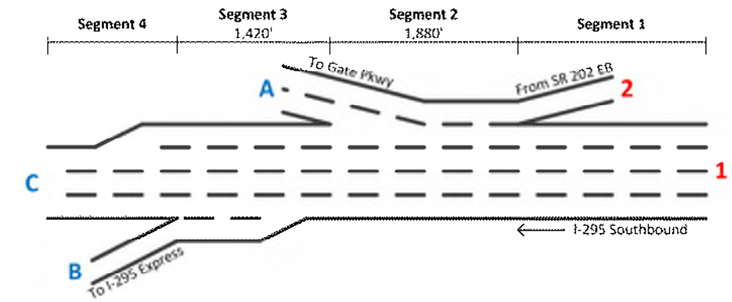
Weave 1



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	17	24	29	11	8
Beach Blvd On-Ramp	29	39	47	20	14
I-295 Southbound - 2	18	31	50	13	9
Town Center Pkwy Off-Ramp	6	7	7	4	3
I-295 Southbound - 3	26	63	92	19	13
Town Center Pkwy On-Ramp	28	36	33	19	14
I-295 Southbound - 4	27	52	57	18	13
SR 202 Off-Ramp	11	14	14	7	6
I-295 Southbound - 5	29	46	47	18	13
Express Lane Off-Ramp	33	48	43	23	17
I-295 Southbound - 6	24	30	30	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	606
1-B	989
1-C	1425
1-D	1980
2-A	193
2-B	307
2-C	430
2-D	607
3-B	348
3-C	524
3-D	687

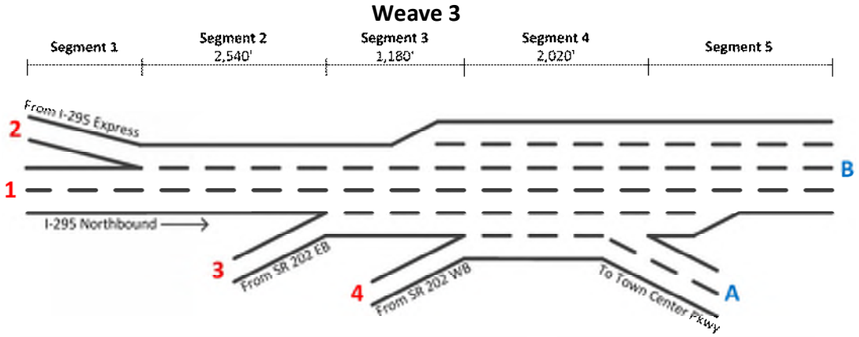
Weave 2



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	19	21	20	13	10
SR 202 EB On-Ramp	12	13	12	12	8
I-295 Southbound - 2	17	19	18	12	9
Gate Pkwy Off-Ramp	8	9	9	6	4
I-295 Southbound - 3	17	20	18	13	9
Express Lane Off-Ramp	8	12	13	7	5
I-295 Southbound - 4	21	25	22	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1063
1-B	530
1-C	3896
2-A	92
2-B	164
2-C	415

Weave 3



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Northbound - 1	19	24	21	16	13
Express Lane On-Ramp	11	14	12	8	6
I-295 Northbound - 2	20	25	22	16	12
SR 202 EB On-Ramp	22	23	23	23	15
I-295 Northbound - 3	19	23	21	16	12
SR 202 WB On-Ramp	21	24	20	15	11
I-295 Northbound - 4	16	18	17	13	10
Town Center Pkwy Off-Ramp	6	7	7	5	4
I-295 Northbound - 5	16	19	17	13	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	635
1-B	2340
2-A	0
2-B	1695
3-B	159
3-C	967
4-B	168
4-C	1023

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Original Build Alternative – PM Peak Hour Weave Analysis	Figure 7-19
			Page 1 of 1

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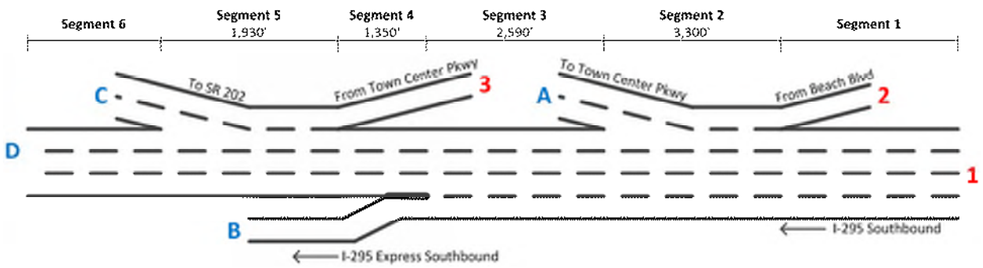
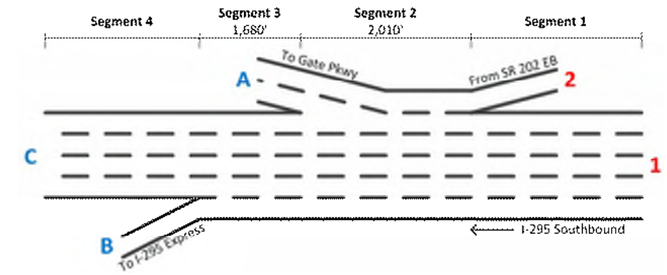
Weave 1



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	17	20	17	11	8
Beach Blvd On-Ramp	31	37	31	21	15
I-295 Southbound - 2	18	23	18	12	9
Town Center Pkwy Off-Ramp	7	8	7	5	3
I-295 Southbound - 3	20	33	24	13	10
Express Lane Off-Ramp	26	40	31	18	13
I-295 Southbound - 4	18	22	18	12	9
Town Center Pkwy On-Ramp	26	30	27	17	13
I-295 Southbound - 5	19	22	19	12	9
SR 202 Off-Ramp	13	16	14	9	7
I-295 Southbound - 6	17	20	18	11	9

O-D Pair	Simulated Volume (Peak Hour)
1-A	621
1-B	1597
1-C	1029
1-D	1964
2-A	198
2-B	494
2-C	324
2-D	602
3-C	349
3-D	1222

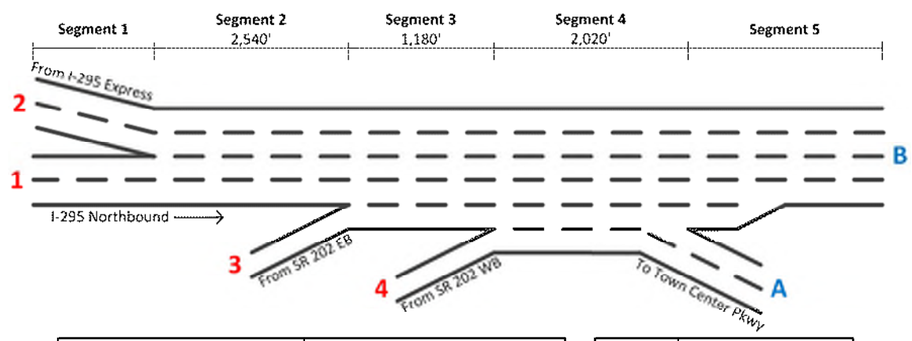
Weave 2



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Southbound - 1	16	19	16	11	9
SR 202 EB On-Ramp	13	13	13	13	9
I-295 Southbound - 2	15	17	16	11	8
Gate Pkwy Off-Ramp	10	12	11	7	5
I-295 Southbound - 3	15	17	17	11	8
Express Lane Off-Ramp	10	20	17	9	6
I-295 Southbound - 4	16	16	19	11	9

O-D Pair	Simulated Volume (Peak Hour)
1-A	1095
1-B	1041
1-C	3873
2-A	91
2-B	201
2-C	379

Weave 3



Location	Density (vpmpl)				
	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5
I-295 Northbound - 1	18	21	19	14	12
Express Lane On-Ramp	13	16	14	10	7
I-295 Northbound - 2	15	18	16	12	9
SR 202 EB On-Ramp	22	23	22	23	15
I-295 Northbound - 3	16	18	17	13	10
SR 202 WB On-Ramp	21	24	21	15	11
I-295 Northbound - 4	16	18	17	13	10
Town Center Pkwy Off-Ramp	7	8	7	5	4
I-295 Northbound - 5	17	19	17	13	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	358
1-B	2323
2-A	273
2-B	1717
3-B	158
3-C	957
4-B	169
4-C	1018

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

N

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative – PM Peak Hour Weave Analysis	Figure 7-20
			Page 1 of 1

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7.6. 2040 SR 202 (Butler Boulevard) Operational Analysis

Since the study area includes the I-295 / SR 202 system interchange, operations were also assessed on SR 202 within the study area. Lane schematics for this corridor were prepared based on travel time segment data, similar to those presented for the I-295 corridor analysis.

Figure 7-21 shows the peak hour performance of SR 202 during the Original Build AM and PM peaks. The results show that SR 202 within the study area operated at free-flow during the AM peak hour, except in the area of the westbound diverge to Kernan Boulevard. This was caused by the heavy demand volume in the area, combined with lane changes to access the Kernan Boulevard off-ramp and the I-295 off-ramp which is directly downstream. Density levels as high as 48 vpmpl were observed in at this location. During the PM peak hour, congestion was observed on SR 202 eastbound upstream of Gate Parkway to the I-295 off-ramp. This occurred due to weaving maneuvers between the neighboring interchanges. The average speed at this location was as low as 18 mph and the average density was as high as 93 vpmpl. Neither of the congested areas were an effect of the Original Build Alternative, and they had no impact on the analysis other than metering the peak hour demand volume feeding into the network at these areas.

Figure 7-22 shows the peak hour performance of SR 202 during the Modified Build AM and PM peaks. The results show that SR 202 within the study area operated at free-flow during the AM peak hour, except in the area of the westbound diverge to Kernan Boulevard. This was caused by the heavy demand volume in the area, combined with lane changes to access the Kernan Boulevard off-ramp and the I-295 off-ramp which is directly downstream. Density levels as high as 55 vpmpl were observed in at this location. During the PM peak hour, congestion was observed on SR 202 eastbound upstream of Gate Parkway to the I-295 off-ramp. This occurred due to weaving maneuvers between the neighboring interchanges. The average speed here was as low as 18 mph and the average density was as high as 94 vpmpl. Neither of the congested areas described above were an effect of the Modified Build Alternative, and they had no impact on the analysis other than metering the peak hour demand volume feeding into the network at these areas.

During the Modified Build PM peak hour, SR 202 eastbound shows slight congestion occurring at the merge from I-295 southbound, with density reaching 36 vpmpl and speeds as low as 40 mph. This was caused by increased demand on this ramp during the peak hour due to the Modified Build, which cleared the congestion caused by the upstream bottleneck on I-295 southbound within the Town Center Parkway interchange. Since this caused higher throughput on the ramp from I-295 southbound to SR 202 eastbound, the number of merging maneuvers in the area shown increased, which caused slightly higher density in the immediate area and slightly metered the throughput from that ramp. The I-295 corridor analysis in the previous sections showed no adverse impacts on the study corridor, and the Modified Builds benefits of increased throughput to I-295 southbound outweigh the slight congestion observed here.

7.7. 2040 Direct Connect Operational Analysis

The most significant component of the Modified Build is the direct connection from the northbound I-295 express lanes to SR 202 eastbound and westbound. As discussed within the previous sections, these ramps provide a benefit in terms of connectivity and increased utility of the express lanes. The previous analysis assessed the effect of the direct connect on the upstream corridor, showing that they increased express lane utilization and therefore decreased density and congestion on the northbound general purpose lanes during both peak periods. To assess the performance of the direct connect ramps themselves, **Figure 7-23** displays link evaluation output from VISSIM, which was used to color-code the relevant links based on their peak hour speed. As shown here, the direct connect ramps operated at free-flow during both peak periods.

7.8. 2040 Arterial Intersection Analysis

HCM-based analysis was performed using Synchro 8.0 to assess the operation of the signalized intersections within the study area. Detailed Synchro analysis information is located in **Appendix F**. Since no differences exist between the configuration or signal timing at the intersections between the Original and Modified Builds, the results are identical between the two alternatives.

Table 7-2 shows the intersection delay and LOS for each intersection within the study area. The results show that six signalized intersections are expected to operate at LOS F during the AM peak, and five are expected to operate at LOS F during the PM peak and include the following:

- US 1 at I-295 Northbound (PM)
- Baymeadows Rd at Point Meadows Dr (AM and PM)
- Baymeadows Rd at I-295 Southbound (AM and PM)
- Gate Pkwy at Town Center Pkwy (AM)
- Gate Pkwy at Deerwood Park Blvd (AM and PM)
- Kernan Blvd at1st Coast Tech Pkwy (AM)
- Kernan Blvd at SR 202 Westbound (AM)
- Kernan Blvd at SR 202 Eastbound (PM)

These locations operated at low levels of service due to capacity issues within the arterial facilities, independently of an effects of the proposed build alternatives. On Baymeadows Road, Gate Parkway, and Kernan Boulevard, this caused metering of the demand volume entering the network from these facilities, such that the full demand was not able to enter the network by the end of the simulation period. However, since this accounts for a relatively small portion of the overall demand volume on the freeway facilities, this does not have a significant impact on the critical MOE’s for this study.

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Table 7-2: 2040 Intersection Operational Analysis

Location	AM Peak		PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
US 1/ Southside Blvd	48.3	D	45.1	D
US 1/ I-295 Southbound	19.6	B	15.7	B
US 1/ I-295 Northbound	52.6	D	193.2	F
US 1/ Business Park Blvd	26.8	C	31.0	C
Baymeadows Rd/ Point Meadows Dr	250.4	F	287.0	F
Baymeadows Rd/ I-295 Southbound	141.6	F	91.3	F
Baymeadows Rd/ I-295 Northbound	49.4	D	55.7	E
Baymeadows Rd/ RG Skinner Blvd	23.8	C	36.8	D
Gate Pkwy/ Point Meadows Dr	31.2	C	50.2	D
Gate Pkwy/ I-295 Southbound	15.7	B	21.3	C
Gate Pkwy/ I-295 Northbound	36.9	D	34.4	C
Town Center Pkwy/ St. Johns Bluff Rd	64.1	E	30.7	C
Town Center Pkwy/ I-295 Ramps	19.1	B	48.2	D
Town Center Pkwy/ Eco Rd	21.8	C	18.2	B
Gate Pkwy/ Town Center Pkwy	122.5	F	20.9	C
Gate Pkwy/ Skinner Lake Dr	19.4	B	14.1	B
Gate Pkwy/ SR 202 Ramps	79.0	E	34.9	C
Gate Pkwy/ Deerwood Park Blvd	115.2	F	118.7	F
Kernan Blvd/ 1st Coast Tech Pkwy	91.3	F	79.5	E
Kernan Blvd/ SR 202 Westbound	277.3	F	67.9	E
Kernan Blvd/ SR 202 Eastbound	34.1	C	117.6	F

7.9. 2040 Network-Wide Analysis

Table 7-3 shows several network-wide measures of effectiveness (MOEs) that are used to compare the overall performance of the Original Build and Modified Build Alternatives. These were provided through the VISSIM microsimulation, and account for operations on all components of the network (general purpose lanes, express lanes, arterials, etc.).

The results show that the Original and Modified Build Alternatives operated at approximately the same operational levels in terms of network-wide analysis. In terms of average speed, there was 0% change between the two Alternatives in either peak. The Modified Build provided a 1.0% and 2.9% reduction in total delay during the AM and PM peaks, respectively. In addition, the Modified Build provided reductions of total stops by 2.0% and 4.8% during the AM and PM peaks, respectively. The remainder of the MOEs presented here show similar results, with statistically insignificant changes between the two alternatives.

Table 7-3: 2040 Network-Wide Analysis

	AM Peak			PM Peak		
	Original Build	Modified Build	% Change	Original Build	Modified Build	% Change
Average Speed (mph)	44	44	0.0%	38	38	0.0%
Total Delay (hr)	6,030	5,968	-1.0%	10,007	9,715	-2.9%
Latent Delay (hr)	27,882	28,105	0.8%	29,829	30,240	1.4%
Latent Demand	7,900	8,004	1.3%	4,138	4,211	1.8%
Total Travel Time (hr)	23,580	23,514	-0.3%	27,435	27,147	-1.0%
Total Stops	387,231	379,404	-2.0%	672,421	640,001	-4.8%
Vehicles Arrived	209,287	209,191	0.0%	208,826	208,765	0.0%

Note: (##%) Change from Original Build

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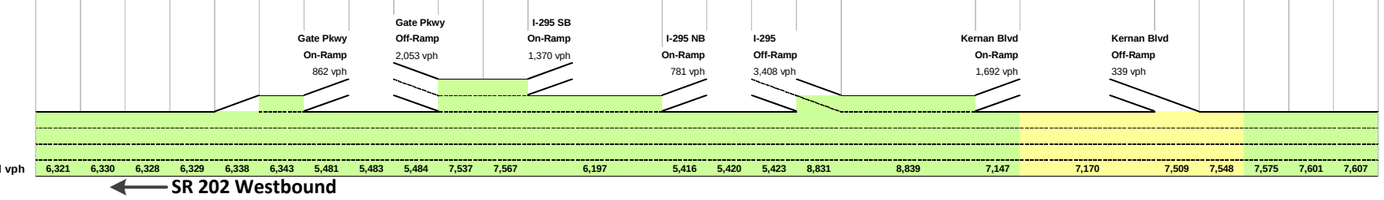
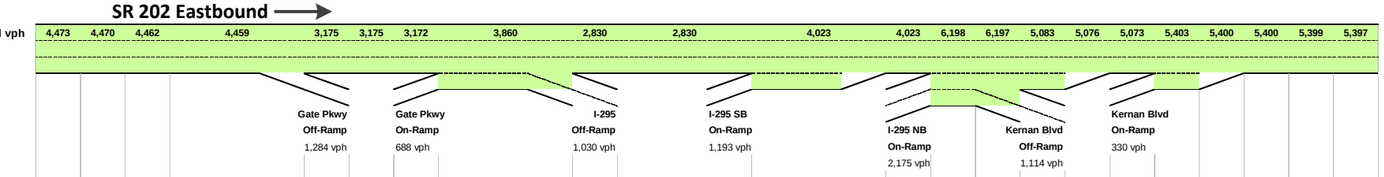
AM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,089	1,003	1,398	1,281	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	60	60	60	61	60	60	61	61	61	51	58	60	64	64	63	59	58	46	39	39	45	54	62	64
Density (veh/mi/ln)	26	26	26	26	26	21	22	22	22	25	22	21	21	21	22	30	30	39	46	48	42	35	31	30
Total Demand vph	7,350	7,350	7,350	7,350	7,350	7,350	6,270	6,270	6,270	8,640	8,640	7,200	6,340	6,340	6,340	10,370	10,370	7,320	7,320	7,630	7,630	7,630	7,630	7,630
Total Simulated vph	6,321	6,330	6,328	6,329	6,338	6,343	5,481	5,483	5,484	7,537	7,567	6,197	5,416	5,420	5,423	8,831	8,839	7,147	7,170	7,509	7,548	7,575	7,601	7,607



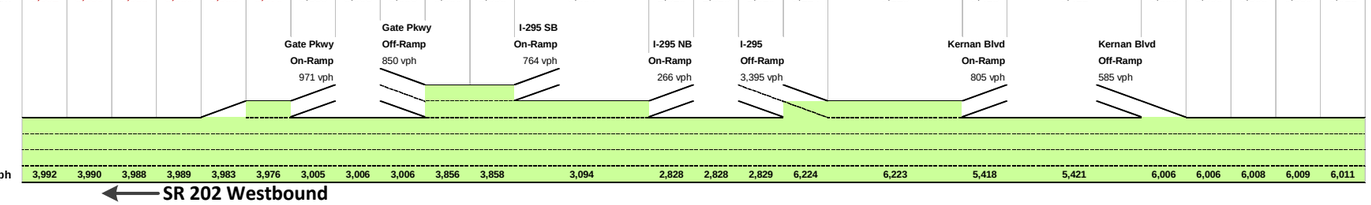
SR 202 Eastbound →



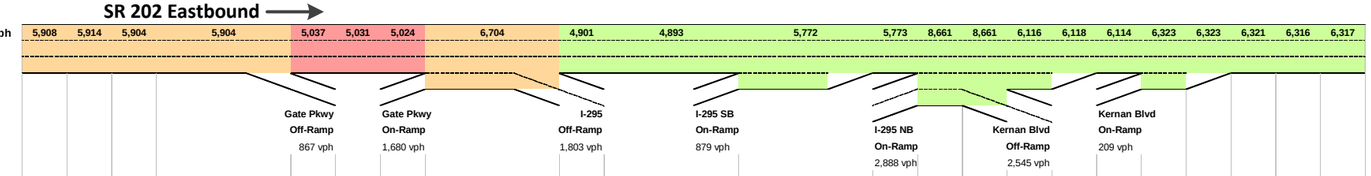
Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,531	844	343	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000		
Speed (mph)	65	64	64	60	64	65	65	63	65	65	64	63	62	64	64	64	64	63	62	63	63	63		
Density (veh/mi/ln)	23	23	23	25	17	16	16	15	14	14	16	21	20	19	20	27	27	21	29	29	29	29		
Total Demand vph	4,500	4,500	4,500	4,500	3,210	3,210	3,210	4,100	3,000	3,000	4,250	4,250	6,590	6,590	5,430	5,430	5,430	6,020	6,020	6,020	6,020	6,020		
Total Simulated vph	4,473	4,470	4,462	4,459	3,175	3,175	3,172	3,860	2,830	2,830	4,023	4,023	6,198	6,197	5,083	5,076	5,073	5,403	5,400	5,400	5,399	5,397		

PM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,089	1,003	1,398	1,281	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	64	64	64	64	64	63	64	64	64	64	64	63	65	66	65	63	60	50	51	57	63	64	65	65
Density (veh/mi/ln)	16	16	16	16	16	13	12	12	12	10	10	10	11	11	11	20	21	27	27	26	24	23	23	23
Total Demand vph	4,500	4,500	4,500	4,500	4,500	4,500	3,210	3,210	3,210	4,100	4,100	3,290	3,000	3,000	3,000	6,590	6,590	5,430	5,430	6,020	6,020	6,020	6,020	6,020
Total Simulated vph	3,992	3,990	3,988	3,989	3,983	3,976	3,005	3,006	3,006	3,856	3,858	3,094	2,828	2,828	2,829	6,224	6,223	5,418	5,421	6,006	6,006	6,008	6,009	6,011



SR 202 Eastbound →



Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,531	844	343	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000		
Speed (mph)	22	23	23	25	18	19	19	28	59	59	55	56	58	61	62	63	62	62	61	61	62	62		
Density (veh/mi/ln)	90	85	85	77	93	89	89	59	28	27	26	34	30	28	25	33	33	26	35	34	34	34		
Total Demand vph	7,350	7,350	7,350	7,350	6,270	6,270	6,270	8,640	6,340	6,340	7,260	7,260	10,370	10,370	7,320	7,320	7,320	7,630	7,630	7,630	7,630	7,630		
Total Simulated vph	5,908	5,914	5,904	5,904	5,037	5,031	5,024	6,704	4,901	4,893	5,772	5,773	8,661	8,661	6,116	6,118	6,114	6,323	6,323	6,321	6,316	6,317		

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand

Simulated vph outside 10% of Demand

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

SR 202 – Design Year 2040 – Original Build Alternative
Lane Schematic

Figure 7-21

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AM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,090	1,442	1,206	1,034	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	60	60	61	61	60	60	61	61	61	61	60	60	64	64	63	57	58	47	35	33	33	38	45	59
Density (veh/mi/ln)	26	26	26	26	26	21	22	22	18	20	21	20	21	21	21	31	30	38	50	55	55	49	42	32
Total Demand vph	7,350	7,350	7,350	7,350	7,350	7,350	6,270	6,270	6,270	8,640	8,640	7,200	6,340	6,340	6,340	10,370	10,370	7,320	7,320	7,630	7,630	7,630	7,630	7,630
Total Simulated vph	6,271	6,272	6,282	6,287	6,291	6,299	5,424	5,427	5,426	7,486	7,485	6,108	5,326	5,331	5,333	8,671	8,679	6,987	7,005	7,340	7,394	7,445	7,506	7,568

Gate Pkwy On-Ramp 875 vph; Gate Pkwy Off-Ramp 2,060 vph; I-295 SB On-Ramp 1,377 vph; I-295 NB On-Ramp 782 vph; I-295 Off-Ramp 3,338 vph; Kernan Blvd On-Ramp 1,692 vph; Kernan Blvd Off-Ramp 335 vph

Simulated vph	6,271	6,272	6,282	6,287	6,291	6,299	5,424	5,427	5,426	7,486	7,485	6,108	5,326	5,331	5,333	8,671	8,679	6,987	7,005	7,340	7,394	7,445	7,506	7,568

← SR 202 Westbound

SR 202 Eastbound →

Simulated vph	4,473	4,470	4,462	4,459	3,175	3,175	3,172	3,865	2,831	2,830	4,024	4,025	6,209	6,206	5,094	5,090	5,086	5,418	5,417	5,414	5,413	5,412

Gate Pkwy Off-Ramp 1,284 vph; Gate Pkwy On-Ramp 693 vph; I-295 Off-Ramp 1,034 vph; I-295 SB On-Ramp 1,194 vph; I-295 NB On-Ramp 2,184 vph; Kernan Blvd Off-Ramp 1,112 vph; Kernan Blvd On-Ramp 332 vph

Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,532	846	341	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000
Speed (mph)	65	64	64	60	64	65	65	63	65	65	64	63	62	64	64	64	64	63	62	63	63	63
Density (veh/mi/ln)	23	23	23	25	17	16	16	15	14	15	16	21	20	19	20	27	27	22	29	29	29	29
Total Demand vph	4,500	4,500	4,500	4,500	3,210	3,210	3,210	4,100	3,000	3,000	4,250	4,250	6,590	6,590	5,430	5,430	5,430	6,020	6,020	6,020	6,020	6,020
Total Simulated vph	4,473	4,470	4,462	4,459	3,175	3,175	3,172	3,865	2,831	2,830	4,024	4,025	6,209	6,206	5,094	5,090	5,086	5,418	5,417	5,414	5,413	5,412

PM Peak

Distance (ft)	1,470	1,359	1,495	1,271	727	775	1,133	1,090	1,442	1,206	1,034	1,023	1,047	1,097	1,045	1,097	1,020	1,461	1,503	1,500	1,246	1,498	1,482	2,000
Speed (mph)	64	64	64	64	64	63	64	64	64	64	63	63	65	66	65	62	60	50	52	59	63	64	65	65
Density (veh/mi/ln)	16	16	16	16	16	13	12	12	9	10	10	10	11	11	11	20	21	27	26	25	24	23	23	23
Total Demand vph	4,500	4,500	4,500	4,500	4,500	4,500	3,210	3,210	3,210	4,100	4,100	3,290	3,000	3,000	3,000	6,590	6,590	5,430	5,430	6,020	6,020	6,020	6,020	6,020
Total Simulated vph	3,998	3,997	3,996	3,999	3,989	3,986	3,023	3,024	3,025	3,879	3,882	3,091	2,828	2,828	2,826	6,227	6,230	5,420	5,424	6,006	6,007	6,008	6,009	6,011

Gate Pkwy On-Ramp 963 vph; Gate Pkwy Off-Ramp 854 vph; I-295 SB On-Ramp 791 vph; I-295 NB On-Ramp 263 vph; I-295 Off-Ramp 3,401 vph; Kernan Blvd On-Ramp 810 vph; Kernan Blvd Off-Ramp 582 vph

Simulated vph	3,998	3,997	3,996	3,999	3,989	3,986	3,023	3,024	3,025	3,879	3,882	3,091	2,828	2,828	2,826	6,227	6,230	5,420	5,424	6,006	6,007	6,008	6,009	6,011

← SR 202 Westbound

SR 202 Eastbound →

Simulated vph	5,864	5,863	5,862	5,863	4,990	4,992	4,998	6,666	4,861	4,850	5,749	5,748	8,645	8,641	6,108	6,106	6,106	6,315	6,314	6,310	6,311	6,305

Gate Pkwy Off-Ramp 873 vph; Gate Pkwy On-Ramp 1,668 vph; I-295 Off-Ramp 1,805 vph; I-295 SB On-Ramp 899 vph; I-295 NB On-Ramp 2,897 vph; Kernan Blvd Off-Ramp 2,533 vph; Kernan Blvd On-Ramp 209 vph

Distance (ft)	1,989	1,994	1,471	1,564	1,480	1,460	1,645	1,378	1,822	1,532	846	341	813	879	1,290	1,324	1,221	983	522	1,470	1,996	2,000
Speed (mph)	21	23	23	25	18	19	19	27	52	46	40	51	57	61	62	63	62	62	61	62	62	62
Density (veh/mi/ln)	91	87	86	79	94	90	89	61	31	35	36	38	31	28	25	33	33	26	35	34	34	34
Total Demand vph	7,350	7,350	7,350	7,350	6,270	6,270	6,270	8,640	6,340	6,340	7,260	7,260	10,370	10,370	7,320	7,320	7,320	7,630	7,630	7,630	7,630	7,630
Total Simulated vph	5,864	5,863	5,862	5,863	4,990	4,992	4,998	6,666	4,861	4,850	5,749	5,748	8,645	8,641	6,108	6,106	6,106	6,315	6,314	6,310	6,311	6,305

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

Simulated vph within 10% of Demand

Simulated vph outside 10% of Demand

FDOT

I-295 East Express Phase I
(SR 9B to SR 202)
SIMR Re-evaluation

SR 202 – Design Year 2040 – Modified Build Alternative
Lane Schematic

Figure 7-22

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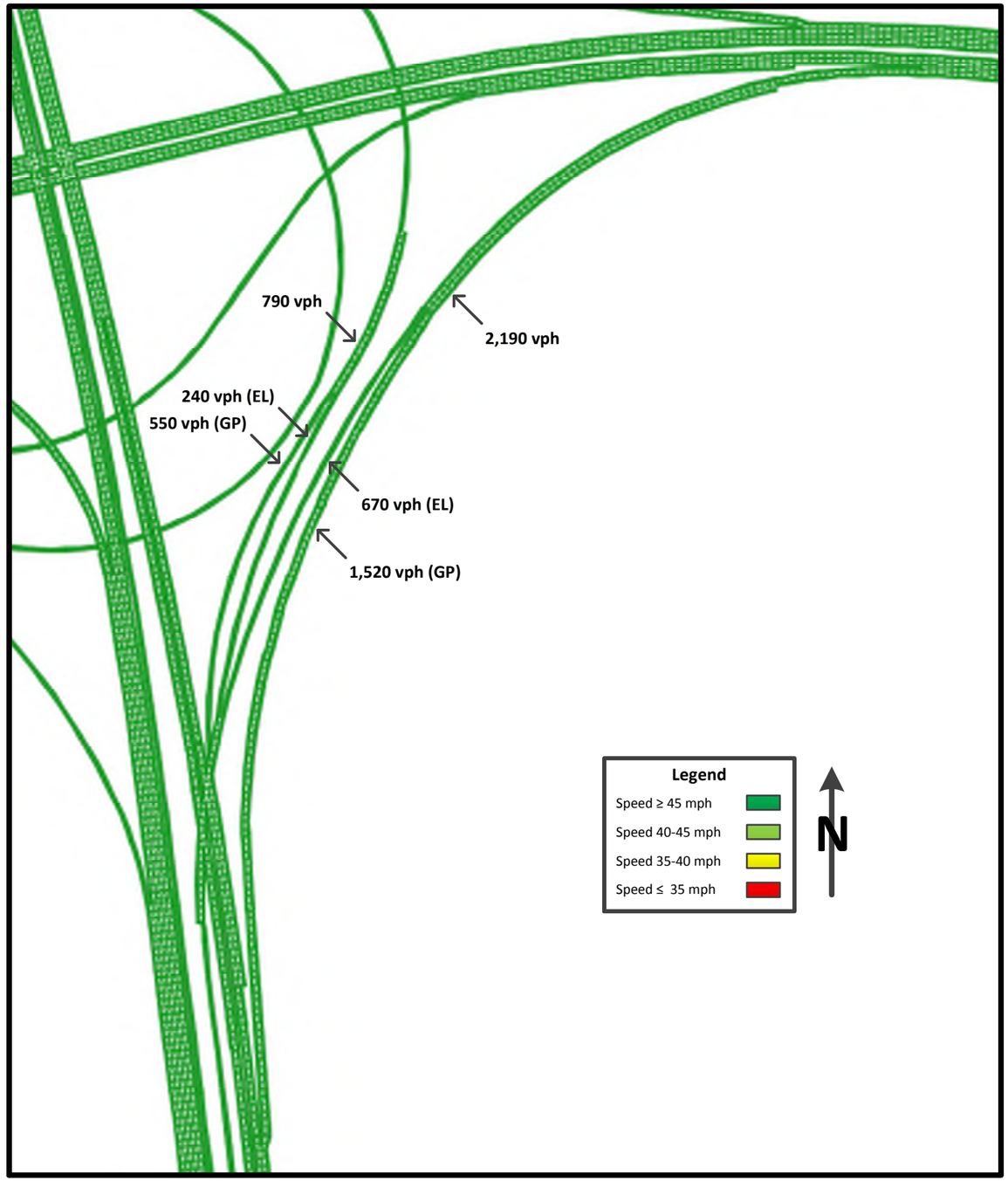
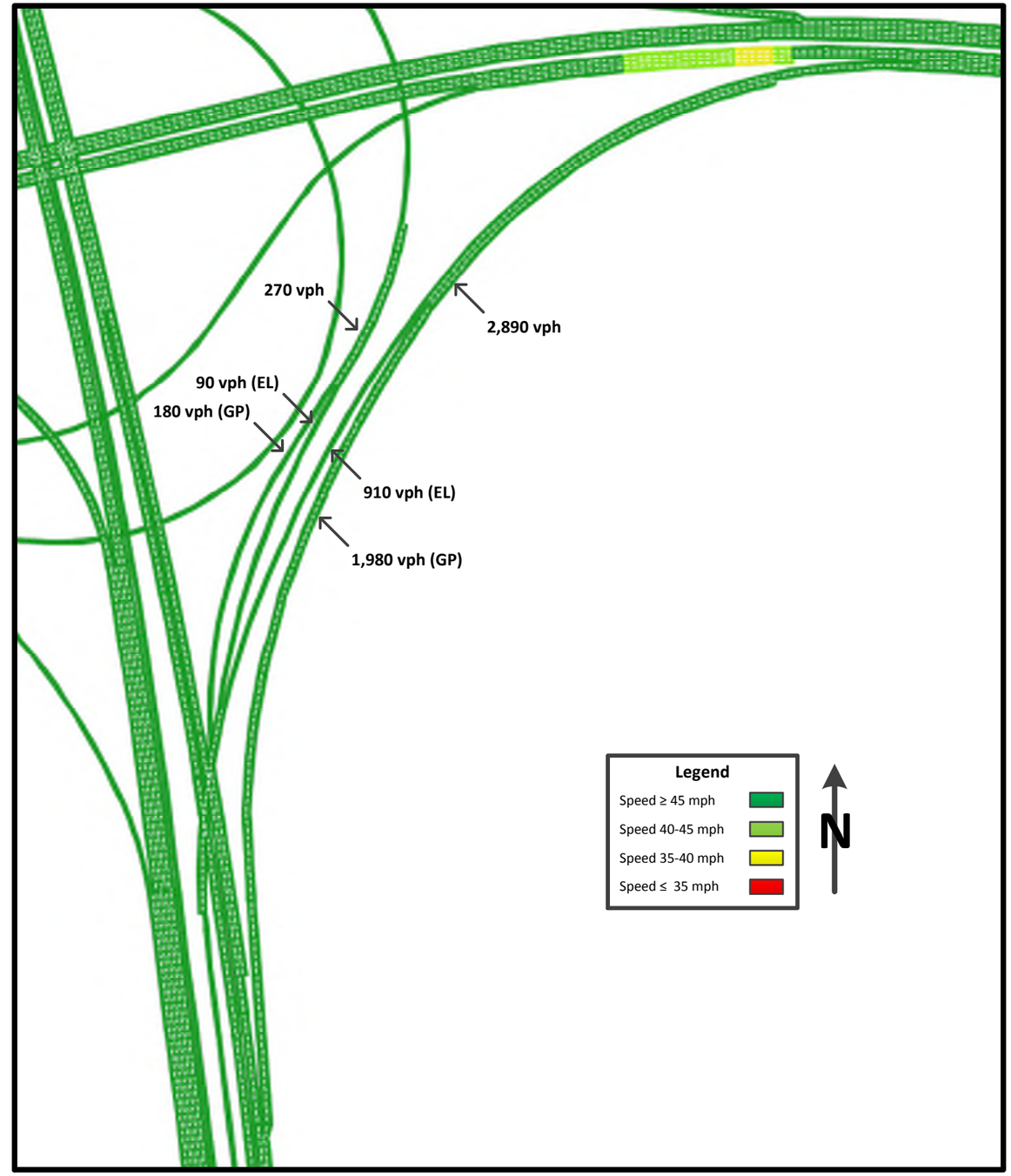
AM Peak Hour



PM Peak Hour



FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	I-295 – Design Year 2040 – Modified Build Alternative Direct Connect Ramp Operational Analysis	Figure 7-23 Page 1 of 1

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8.0 Recommended Alternative

The evaluation of the Original and Modified Build Alternatives show that both alternatives are in conformance with the most recent long range transportation plan for the region and will be able to accommodate the travel demand within the study area. While the two alternatives perform similarly as a whole, this report supports the conclusion that the proposed roadway enhancements within the area of influence for the Modified Build Alternative (proposed for the Design-Build project) will benefit the transportation system. The conceptual signing plan for the Modified Build is provided in **Appendix G** and a typical section for I-295 Express is located in **Appendix H**.

The Opening Year 2020 operational analysis results show that the I-295 East corridor within the study area performed better under the Modified Build Alternative. Several benefits were observed in terms of corridor travel speed and congestion. On I-295 southbound, north of the SR 202 interchange, the additional lane provided by the Modified Build improved performance in that area during the AM peak. During the PM peak, benefits were observed on I-295 northbound, downstream of the express lane terminus. In terms of express lane utilization, the Modified Build encouraged higher volumes due to the increased mobility provided by the SR 202 direct connect. Both alternatives provided free-flow conditions in the express lanes in both directions and peak periods. From a network-wide standpoint, the Modified Build showed slight improvements in the AM peak (2.5% reduction in total delay) and more significant improvements in the PM peak (33.0% reduction in total delay).

During Design Year 2040, The Modified Build generally provided operational improvements along I-295. During the AM peak, both alternatives experienced congestion along I-295 southbound between Beach Boulevard and Town Center Parkway. High demand, combined with weaving maneuvers between the adjacent interchanges caused average speeds as low as approximately 20 mph (hours 2 and 3) for both alternatives. The congestion in this area recovered to at least 57 mph through the remainder of the simulation period. An additional area of congestion was observed on I-295 northbound from upstream of the Baymeadows Road interchange through the section between Baymeadows Road and Gate Parkway. During the peak hour, speeds as low as 34 mph were observed in the Original Build alternative. The Modified Build experienced some congestion in this area; however, the severity and length were not as extensive, reporting speeds as low as 46 mph for one freeway segment. This congestion began recovery during the subsequent hour, and the remainder of the simulation showed free-flow conditions in this area.

In addition, the I-295 northbound off-ramp to US 1 experienced slight spillback during hours 2 and 3 for the 2040 AM peak, causing average speeds as low as 49 mph and 46 mph to be observed in the Original and Modified Builds, respectively. All other areas of the I-295 corridor (including general purpose and express lanes in both directions) operated at or near free-flow conditions during the entire simulation.

The 2040 PM peak experienced congestion along I-295 southbound for both alternatives. Similar to the AM peak, congestion occurred between Beach Boulevard and SR 202 due to the high demand, combined with weaving maneuvers and limited capacity between Town Center Parkway and SR 202. Average speeds as low as approximately 20 mph (hours 2 and 3) occurred in the Original Build alternative. At this location, the Modified Build reported speeds as low as 40 mph (hour 2), increased to 50 mph (hour 3), and recovered to free-flow for the remainder of the simulation.

An additional area of 2040 PM peak period congestion for both build alternatives was observed at the southbound merge from Baymeadows Road. The I-295 mainline at this location drops down to two travel lanes with high demand volume. The Original Build experienced speeds as low as 23 mph during the peak hour. This congestion extended upstream to Gate Parkway during hours 2 and 3. The Modified Build experienced speeds as low as 22 mph during the peak hour at this location. For both alternatives, this congestion extended upstream to Gate Parkway during hours 2 and 3, but recovered to near free-flow speeds during subsequent hours.

The Original Build also experienced some congestion during the PM peak on I-295 northbound between Baymeadows Road and Gate Parkway, with speeds as low as 43 mph during hour 2. The remainder of the simulation operated at speeds of at least 55 mph in this area.

Both build alternatives provided free-flow or near free-flow conditions in the express lanes for both directions and peak periods. In terms of network-wide operation, the Design Year 2040 showed very similar performance between the Original Build and Modified Build Alternatives. However, several benefits of the Modified Build were observed in terms of congestion and volume throughput. During both peak periods, the northbound express lanes experienced higher throughput, reducing the density and congestion in the general purpose lanes. On I-295 southbound, north of the SR 202 interchange, the additional lane provided by the Modified Build improved performance in that area during the PM peak.

In terms of safety, both build alternatives are not expected to have any adverse impacts. In fact, they are expected to improve operational safety by increasing speeds and reducing stops on the freeway, lessening driver frustration. The Modified Build includes a benefit over the Original Build in that it provides direct connect access between the northbound express lanes and SR 202. This configuration is more intuitive to drivers in the field, and also reduces the number of merge and weave maneuvers on I-295 northbound between Gate Parkway and SR 202. This is expected to reduce the number of angle and sideswipe collisions in the area.

While operational performance was comparable between the two alternatives, the Modified Build provided benefits in terms of express lane throughput and congestion in several areas of the general purpose lanes. As discussed previously, this alternative also incorporates a more intuitive connection between the I-295 express lanes and the SR 202 system, due to the inclusion of the direct connect ramps. For these reasons, the Modified Build Alternative is the recommended alternative for the Design-Build project.

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Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, FL 32025

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Appendix B

Approved Methodology Letter of Understanding

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Methodology Letter of Understanding (MLOU)

I-295 East General Purpose Lane Improvements from SR 9B to SR 202 (J. T. Butler Boulevard)

FPID #209301-3-52-01

Duval County, Florida

Prepared for

Florida Department of Transportation

District Two

September 2019

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Florida Department of Transportation Interchange Access Request

Methodology Letter of Understanding (MLOU)

Type of request ☐ IJR ☒ SIMR ☐ IOAR

Type of Process ☐ Programmatic ☒ Non-Programmatic

I-295 East General Purpose Lane Improvements from SR 9B to SR 202 (J. T. Butler Boulevard) FPID # 209301-3-52-01

Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.

Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.

The Requester shall inform the approval authorities of any changes to the approved methodology in the MLOU and an amendment shall be prepared if determined to be necessary.

Requestor
DocuSigned by:
718194A7584B44F...
FDOT
District 2
9/19/2019 | 8:28 AM EDT
Date

Interchange Review Coordinator
DocuSigned by:
718194A7584B44F...
David Tyler, P.E.
District Interchange Coordinator, District 2
9/19/2019 | 8:28 AM EDT
Date

Systems Management Administrator (if applicable)
DocuSigned by:
CC31BF52719846E...
Maria Overton, P.E.
Systems Implementation Office – Central Office
9/23/2019 | 12:45 PM EDT
Date

Federal Highway Administration
DocuSigned by:
Greg Hall
2B9CB65626264A1...
Greg Hall
FHWA Transportation Engineer – District 2
9/23/2019 | 2:01 PM EDT
Date

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1.0 Project Description

Provide background or supporting information that explains the basis for the request.

Interstate 295 (I-295) is a north-south limited access facility that provides an eastern and western bypass around the City of Jacksonville. This project covers a portion of the I-295 southeast quadrant from south of SR 9B interchange to north of Town Center Parkway, approximately 7 miles in length. This portion of I-295 is an important link in the states interstate system and provides a major north-south traffic movement around the Jacksonville urban area.

In October 2014 the Florida Department of Transportation (FDOT) completed a Systems Interchange Modifications Report (SIMR) for the implementation of improvements along this segment of I-295. The Federal Highway Administration's (FHWA) approval of this SIMR authorized the construction of two express lanes in each direction and other capacity improvements on the I-295 mainline between SR 9B interchange and the SR 202 (J. T. Butler Boulevard) interchanges.

A Re-evaluation of the original Build Alternative was performed to document the operations of the Design-Build concept that made several changes to the design elements and documented in the SIMR Re-evaluation Report that was approved in July 2016. This approved alternative is under construction which is expected to be completed in the spring of 2020. The current project proposes improvements that are needed to enhance the General Purpose (GP) lane operations and capacity by converting the project from a two express lanes and two GP lanes segment to a two express lanes and three GP lanes segment.

A. *Purpose and Need Statement*

Provide the Purpose, the Need, and the Goals and Objectives.

Purpose: The purpose of this project is to add an additional GP lane, improve speed and travel time in general purpose lanes, and improve operations along the I-295 corridor from SR 9B to the Town Center Parkway Interchange.

Need: This segment of road currently experiences peak hour congestion and speeds well below the posted speed limits due to demand exceeding capacity. This problem is expected to get worse in the future as the State of Florida and Jacksonville area grow. (The University of Florida's Bureau of Economic and Business Research (BEBR) projects Duval County's 2040 future population to be 1,177,600 (medium projection). This represents an increase of approximately 207,000 residents).

Currently under construction, the I-295 Phase I Express Lanes project provides capacity improvements to the study area corridor by adding two express lanes and two GP lanes in either direction along I-295 between the SR 9B interchange and the SR 202 (J. T. Butler Boulevard) interchange. However, recent developments and land use changes near the study area are anticipated to increase the magnitude or change

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existing travel patterns from what was considered during the I-295 Phase I Express Lanes evaluation. Recent counts conducted in the year 2019 showed a significant increase in traffic volumes along SR 9B with the completion of all phases of SR 9B construction from I-295 to CR 2209. At the time of the I-295 Phase I Express Lanes SIMR, the Turnpike State Model (TSM) was the best available model for traffic volume development. Since the Re-evaluation approval in July 2016, the North Florida Transportation Planning Organization (NFTPO) released the locally approved Northeast Regional Planning Model (NERPM) Activity-Based Model (ABM) which utilizes the latest and best available socioeconomic data. This travel demand model captures the new developments and roadway improvements within the area and provides more realistic forecasts on traffic volumes for the future conditions.

NERPM ABM predicted higher volumes along I-295 and SR 9B by Horizon Year (2040) than what was previously anticipated with the I-295 Phase I Express Lanes SIMR. Thus, to ensure optimal functionality of the express lanes, safer and efficient operations of the GP lanes, an additional GP lane is needed in both the northbound and southbound directions along I-295 within the study area.

Preliminary NERPM ABM model evaluations showed that the segment of I-295 north of SR 9B carried an Annual Average Daily Traffic (AADT) that ranged from 126,100 vehicles during opening year 2025 to 215,000 vehicles during design year 2045 for the current undergoing two express lanes and two GP lanes construction project. This corresponds to a LOS C during opening year 2025 and LOS F during design year 2045 conditions using the FDOT generalized AADT values for Florida's urbanized areas (Table 1 from FDOT's Quality/Level of Service Handbook).

Goals and Objectives: I-295 is a significant component of the Strategic Intermodal System (SIS) and provides a key transportation element in linking the major ports, airports, and railways that handle Florida's passenger and freight traffic throughout the region. The goal of this project is to add an additional GP lane to the I-295 corridor with the objective of improving the speeds and travel time in the GP lanes through the corridor.

B. Project Location

Provide project description and a map of the IAR project location.

The project is located in the southeastern area of the City of Jacksonville, in Duval County, Florida. The project begins south of the I-295/SR 9B interchange and ends at the Town Center Parkway interchange. The land east of the project is currently being developed for residential and commercial use, while the property to the west is mostly developed for residential and commercial uses and is saturated.

Exhibit /Figure # **1 Project Location** attached ☒

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Figure 1: Project Location and Area of Influence Map

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A. *Area of Influence*

Provide a description of the area of influence along the main line and cross street.

Along mainlines:

- I-295 - US 1 (Phillips Highway) to Town Center Parkway
- SR 202 (J. T. Butler Boulevard) – Gate Parkway to Kernan Boulevard

Along crossroads:

I-295

- US 1 (Phillips Highway) from SR 115 (Southside Boulevard) to Business Park Boulevard
- SR 152 (Baymeadows Road) from Point Meadows Drive to R.G. Skinner Parkway
- Gate Parkway from Point Meadows Drive to Baymeadows Road
- Town Center Parkway from St. Johns Bluff Road to University of North Florida Drive

SR 202 (J. T. Butler Boulevard)

- Gate Parkway from Deerwood Park Boulevard to Town Center Parkway
- Kernan Boulevard from southern end of Kernan Boulevard to First Coast Tech Parkway

Exhibit/Figure # **1 Area of Influence** attached ☒

B. *Project Schedule*

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

Project is funded through FDOT's request to FHWA for the required funding to complete these additional improvements as an amendment to the 2015 programmed construction funding. Details on how this project will be funded for construction will be included with the SIMR Re-evaluation Report. The project is anticipated to open for traffic before Year 2025.

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2.0 Analysis Years

A. Traffic Forecasting

- Base year 2010
- Horizon years 2040

B. Traffic Operational Analysis

- No existing year analysis is anticipated as this is a Re-evaluation of an approved SIMR.
- Opening year 2025
- Design year 2045

A year of failure analysis shall be performed for Preferred Alternative, in case a failing LOS is obtained in Design Year.

A failure year analysis will be identified under a static tolled scenario for the Original Approved Build Alternative and proposed general purpose Build Alternative if failing segments are observed in the Design Year. Additionally, dynamic tolls will be evaluated for the Preferred Alternative under Design Year 2045 conditions to demonstrate that the proposed improvements work.

3.0 Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR.

The implementation of TSM&O alternative will be considered in the IAR.

		Year of Analysis			
	All Alternatives	*Existing*	*Opening*	*Interim*	*Design*
	No Build	☐	☐	☐	☐
	Original Approved Build Alternative	☐	☒	☐	☒
Build	**Preferred Alternative**	☐	☒	☐	☒
	Other Alternatives	☐	☐	☐	☐

☒ Requestor has developed specific alternative(s) at this point and the alternative(s) are described below.

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The Existing and No-Build Alternative operations were already presented in the approved SIMR (October 2014) submitted to FHWA. No additional Existing or No-Build analysis will be performed for this study. The current Preferred Alternative will be evaluated against the Original Approved Build Alternative (Approved July 2016) currently under construction.

The Original Approved Build Alternative generally consisted of any planned and programmed improvements to existing facilities and include the current Design-Build project under construction that will expand I-295 from a four-lane roadway to an eight-lane roadway by adding two express lanes in each direction in the median of I-295, separated from the two existing GP lanes by a 4-foot buffer with flexible delineators.

The current Preferred Build Alternative considered for this SIMR proposes to add one GP lane in each direction of I-295 from north of the SR 9B interchange to Town Center Parkway interchange in addition to the planned and programmed improvements included with the original approved Build Alternative discussed above.

Build Alternative.

attached ☐

4.0 Data Collection

The type of data that may be used should be identified.

A. Transportation System Data

This Re-evaluation will utilize data gathered from the previous SIMRs. Additional existing conditions data that might be necessary to understand recent land use changes will be completed for this project. Additional transportation system data will include:

a) Roadway Characteristics Data
   a. Roadway geometry
   b. Number of lanes
   c. Posted speed limits

b) Speed and delay data

B. Existing and Historical Traffic Data

a) Existing Year 2019 tube counts on ramps and mainline along I-295

b) Existing Year 2019 8-hour intersection turning movement counts
   - 6:00 AM – 10:00 AM
   - 3:00 PM – 7:00 PM

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c) Existing travel time runs on mainline I-295 from 6:00 AM to 10:00 AM and from 3:00 PM to 7:00 PM during typical weekdays (Tuesday, Wednesday, and Thursday)

d) Existing signal timing

e) Existing traffic volumes from other recent studies

f) Historical traffic volumes (FDOT Annual Count Program)

C. Land Use Data

Land use data will be obtained from the Florida Geographic Data Library (FGDL) and will be supplemented with recent land approved land use changes from City of Jacksonville and FDOT Growth Management divisions.

D. Environmental Data

Environmental data will be produced using the Efficient Transportation Decision Making tool for identifying land uses and any areas of concern. This project will be constructed within the existing right-of-way, so significant environmental impacts are not anticipated.

E. Planned and Programmed Projects

The analysis will include the following planned and programmed projects within the area of influence:

- I-295 East Express Phase I (SR 9B to SR 202) – Express Lanes Design-Build Project
- I-295 East Phase II (SR 113 (Southside Connector) to SR 202 (J. T. Butler Boulevard))
- I-95 Express – I-295 to SR 202 (J. T. Butler Boulevard)) – Express Lanes

5.0 Travel Demand Forecasting

A. Selected Travel Demand Model(s)

The Base Year (2010) and Horizon Year (2040) Northeast Regional Planning Model (NERPM) Activity Based Model (ABM) will be used for the development of future year daily traffic and peak hour projections within the study area and for the development of a Project Traffic Forecasting Technical Memorandum. The NERPM ABM model is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by FDOT District Two, FHWA, and the NFTPO as acceptable travel demand forecasting tool.

Previously, the Turnpike Statewide Model (TSM) was the best model available at the time of I-295 East Express Phase I future volume development, but currently the locally approved NERPM ABM model utilizes the latest and best available land use and

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socioeconomic data. Therefore, this re-evaluation proposes to use the NERPM ABM travel demand model with the same version being used for other on-going studies (I-95 Express Lanes) within District Two near the project study area.

Since the network is already coded with the improvements that are planned/programmed near the study area, no additional modifications to the roadway network are proposed. In addition, the socioeconomical data being utilized for the base year (2010) has been validated for the subarea through other planned/programmed projects. However, the population and socioeconomic data within the study area for the future year (2040) model will be verified and updated to accurately estimate new traffic projections. These efforts will be documented in the Project Traffic Forecasting Memorandum prepared for this project that will be submitted with the SIMR re-evaluation.

B. Project Traffic Forecast Development Methodology

Describe the methodology and assumptions in developing the future traffic volumes (AADT and DDHV).

The project traffic forecasting for this project will be completed following the below steps:

Step 1: Existing year 2019 traffic counts will be compiled and balanced along the study area. Data will be adjusted by applying applicable seasonal and axle correction factors. Peak hour and direction of travel will be determined for AM and PM conditions. All existing traffic data will be balanced for mainline, ramps and intersections.

Step 2: Future traffic forecasts will be based on the NERPM ABM and area historical growth rates. The approved and validated NERPM ABM model with a model base year 2010 and horizon year 2040 will be used for forecasting.

The traffic forecasting methodology used for this project will be based on the "Factoring Procedure–Difference Method" per NCHRP report 765 and will utilize the balanced 2019 AADT (from field data), and 2010 and 2040 NERPM ABM model volumes. Using this procedure, the 2019 model volume will be interpolated using the 2010 and 2040 NERPM ABM model volumes. Then the difference of actual field collected 2019 AADT and interpolated 2019 forecasted AADT from model volumes will be calculated. The recommended 2040 AADT volume will then be calculated by applying this difference to the 2040 NERPM ABM model volumes. Once finalized Year 2040 volumes are established, a model predicted growth rate will be computed between the existing 2019 counts and the model projected 2040 volumes. This model-established growth rate will be compared with the historical growth rate computed using the Florida Traffic Online (FTO) count sites present

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within the area of influence. A recommended growth rate will then be established for the project using these two sources.

The Design Year 2045 AADTs will be developed by applying the recommended growth rate to the existing 2019 traffic counts. The established Year 2045 AADTs will be verified with NERPM ABM model estimated 2045 AADT by applying the growth rate to the previously established 2040 NERPM ABM AADTs. Finalized 2045 AADTs will be established by selecting the most reasonable AADTs developed from either source. Once Design Year 2045 AADTs are finalized, Opening Year 2025 AADTs will be estimated through interpolation between the existing 2019 counts and final Design Year 2045 AADTs.

The future year traffic forecasts developed based on NERPM ABM will include two express lanes in either direction of travel along I-295 within the project study area that are under construction currently.

Step 3: The DDHVs will be calculated by applying the K- and D-factors identified in the MLOU. Traffic volumes will then be balanced by holding the mainline volumes and adding and subtracting the ramp volumes. The DDHV turning movements will be developed by applying existing turning percentages to the intersection approach DDHVs. The DDHVs will be balanced and adjusted so that the intersection turns balance with the ramp traffic. The volumes will then be balanced along the arterials. The traffic projections will also be checked for reasonableness. Coordination will be done with other ongoing studies within the area to obtain any required data, as well as, to ensure that traffic volumes are consistent between the studies.

C. Validation Methodology

Describe the validation methodology using current FDOT procedures and data collection procedure.

Identify how modifications to the travel demand forecasting model will be made, including modifications to the facility type and area type for links, modifications to socio-economic data and all input and output modeling files for review.

Validation of the Base Year 2010 model of NERPM ABM was performed as part of other ongoing planned/programmed project near the study area (I-95 Express Lanes Master Plan), therefore no modifications to the Base Year travel demand model are anticipated. However, the population and socioeconomic data within the study area for the future year (2040) model will be verified and updated to accurately capture recent land use changes and account for any proposed new development within the project study area and to estimate accurate new traffic projections. These efforts will be documented in the Project Traffic Forecasting Memorandum prepared for this project.

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D. Adjustment Procedures

Identify the process used to adjust modeled future year traffic to the defined analysis years. Discuss how trends/growth-rates will be factored into this, if applicable.

The forecasted project traffic will use established growth rates calculated from the NERPM ABM and/or historical counts and applies these calculated growth rates to the 2019 existing counts to develop the future year (2025 and 2045) traffic volumes. Detailed process to be used for future year traffic projection development and adjustment procedures were identified and outlined in section 5.B.

E. Traffic Factors

☐ Utilizing recommended ranges identified in the Project Traffic Forecasting Handbook and Procedure (525-030-120).

☒ Utilizing other factors, identified below

Roadway	K(1)	D(1)	T(2)	T_f(2)	PHF(1)	MOCF(1)
I – 295	9.0 %	57.0%	10.4%	5.4 %	0.95	0.97
SR 202 (JTB Boulevard)	9.0 %	57.0 %	5.9 %	2.95%	0.95	0.97
Other Arterial Roads	9.0 %	57.0 %	1.6 %	0.8%	0.95	0.97

Source: FDOT Traffic Online

(1) Traffic Factors match I-295 Phase II – JTB to Southside Connector approved MLOU
(2) Year 2018 Traffic Factors

This project is proposing to update the original 2013 approved MLOU traffic factors. However, the I-295, JTB, and other arterial K-, D-, and MOCF factors are proposed to be matched with the I-295 Phase II – JTB to Southside Connector approved MLOU to produce consistent directional volumes between the two projects. The truck factors (T-24 and T-f) were updated using the recent 2018 FTO factors for the study area.

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6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Area Type/Traffic Conditions

Area Type	Conditions	
	Under-saturated	*Saturated*
Rural	☐	☐
Urban Area/Transitioning Area	☐	☒

B. Traffic Analysis Software Used

Software		System Component					
		Freeways				*Crossroad*	
Name	*Version*	*Basic Segment*	*Weaving*	*Ramp Merge*	*Ramp Diverge*	*Arterials*	*Intersections*
HCS/HCM		☐	☐	☐	☐	☐	☐
Synchro	*10*	☐	☐	☐	☐	☐	☒
SimTraffic		☐	☐	☐	☐	☐	☐
Corsim		☐	☐	☐	☐	☐	☐
Vissim	*8.0*	☒	☒	☒	☒	☒	☒
Other		☐	☐	☐	☐	☐	☐

C. Calibration Methodology

- *Calibration methodology and parameters utilized will be documented.*
- *Calibration Measures of Effectiveness (MOEs) and calibration targets.*

The I-295 East Express SIMR conducted a detailed existing conditions calibration and the I-295 East Express SIMR Re-evaluation conducted in July 2016 used the same calibration parameters used from the original approved SIMR. The current Re-evaluation proposed for this project would evaluate the operational and safety benefits of the original approved Build Alternatives approved through the July 2016 Re-evaluation with the current proposed one additional GP lane improvement in each direction Build Alternative. Since, evaluation of existing and No-Build conditions are not required for this Re-evaluation effort, no additional calibration is required for this SIMR Re-evaluation. The Re-evaluation will provide operational and safety evaluation of the original approved Build Alternative and the proposed Build Alternative modifications.

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For the Re-evaluation efforts, if unmet demand is observed beyond the three-hour period analyzed, the temporal limits will be expanded to a maximum of five hours using 15-minute volumes to attempt to dissipate the unmet demand. After the five-hour period, if unmet demand still remains in the model, then the process described in the Traffic Analysis Toolbox will be used to quantify the unmet demand.

In the Original Approved Build and Preferred Build conditions, the tolled express lane operations shall use a fixed toll price of $0.50 for operations during peak periods for Opening Year 2025 and Design Year 2045. Additionally, dynamic tolls will be evaluated for the Preferred Alternative under Design Year 2045 conditions to demonstrate that the proposed improvements work. The Original Approved and Preferred Build future year condition VISSIM models will use Synchro Version 10.0 optimized signal timings (cycle length and green times) and phasing plans as a starting reference for the timings and phasing plans. Minor deviations to these timings may be needed based on the actual VISSIM simulation and will be made at the engineers' discretion with no bias to the build alternative. These changes will be documented in the SIMR.

In addition, a failure year analysis will be identified under a statically tolled scenario for the Original Approved Build Alternative and Preferred Build Alternative if failing segments are observed in the Design Year. Failure will be noted for conditions that operate below performance targets indicated in Section D - Selection of Measures of Effectiveness (MOE).

D. Selection of Measures of Effectiveness (MOE)

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*
- *In addition to the Level of Service criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

The alternatives will be evaluated consistent with the FDOT's IARUG and the FHWA's *Traffic Analysis Toolbox Volume III*. All MOE's will be defined in the SIMR that are important for analyzing traffic operations for the project along with the acceptable/unacceptable value or result for each MOE. The following MOEs will be used to evaluate the performance of the alternative considered and shall be reported as listed below:

- VISSIM – The analysis of the Original Approved Build and Preferred Alternatives freeway operations are summarized in the following sections:

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- System Level Operational Performance - A system level performance comparison of the Original Approved Build and the Preferred Alternatives will be conducted comparing the following MOEs on a network-wide basis:
  - Traffic Volume Summary
    - Total Vehicle Demand
    - Vehicles Denied Entry
    - Increase in System Throughput
  - System-wide Average Delay
  - System-wide Average Speed
  - Travel Time Summary - Trip travel times for the GP lanes will be reported.
- Link Level Operational Performance - A link level performance comparison of the Original Approved Build and the Preferred Alternatives will be conducted comparing operational performance of alternatives at a link level using the following MOEs:
  - Link Level Speed Evaluation - Heat diagrams will be included for the GP lanes. Speeds will also be reported for the GP lanes.
  - Link Level Density Evaluation - Heat diagrams will be included for the GP lanes. All weaves will be closely analyzed to FHWA's satisfaction.
  - Link Level Throughput Evaluation
  - Vissim link level evaluations will be used to evaluate ramp merge/diverge areas
- Any degradation of the existing roadway system will be documented and discussed why it is appropriate to accept the operations rather than fix them.

- Synchro – Delay and LOS at intersections and 95th percentile queues lengths at ramp terminal intersections.
- Express lane access points (weaving areas) will be analyzed using weave diagrams/schematics to illustrate the operations within these areas and will included speed, density and volume output from VISSIM analysis.
  - Volume to capacity ratios will be evaluated for weaving segments

Performance targets for the freeway segments are LOS D and operating speeds of 45 mph. It is understood that these are desirable performance targets and failing to achieve these targets may not necessarily be considered a fatal flaw.

The operational analysis will compare defined MOEs between the Original Approved Build and the Preferred Alternative to quantify effects of the Preferred Alternative

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improvements on the system. All impacts, positive or negative will be identified and efforts will be made to mitigate any negative impacts.

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented.

Years: 2012 - 2016. (Recent 5-Years)

Source: FDOT Safety Office.

IARUG will be followed for the safety analysis and the latest available 5-year crash data will be summarized and evaluated. The data collected shall include the number, type and location of crashes, the crash severity, and estimates of property damage and economic loss. Quantitative evaluation of the proposed improvements on traffic safety along the corridor will be performed by utilizing FHWA's Crash Modification Factor (CMF) clearinghouse and Crash Reduction Factors (CRF) associated with the countermeasures where applicable.

8.0 Consistency with Other Plans/Projects

A. The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans or development applications, etc.

B. Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.

C. *The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence.*

The proposed project will be consistent with the following studies:

- North Florida TPO Long-Range Transportation Plan (LRTP)
- North Florida TPO Transportation Improvement Program (TIP)
- North Florida TPO Cost Feasible Plan
- City of Jacksonville Comprehensive Plan
- FDOT Five-Year Work Program

☒ Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.

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☒ The operational relationship of this request to the other interchanges will be reviewed and documented. The following other Interchange Access Requests are located within the area of influence.

- I-295 East Phase I – SR 9B to I-295 – SIMR Re-evaluation.
- I-295 East Phase II – SR 113 to SR 202 – SIMR
- I-95 Express – I-295 to SR 202 - SIMR

9.0 Environmental Considerations

A. Status of Environmental Approval and permitting process

FDOT is conducting the PD&E for this project. Pertinent information from the PD&E study will be included in the SIMR.

B. Identify the environmental considerations that could influence the outcome of the alternative development and selection process.

Environmental impacts are being evaluated in the PD&E study. Results will be obtained from the PD&E study and pertinent information will be summarized in the SIMR.

10.0 Coordination

Yes	No	N/A	
☒	☐	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	☐	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.
☒	☐	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	☐	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access acceptance (final approval of NEPA document).
☒	☐	☐	Request will document the funding and phasing.

**Explain if No or Not Applicable (N/A) is checked*:

11.0 Anticipated Design Exceptions and Variations

☒ *Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards.*

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☐ *The following exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures have been identified:*

At the time of preparation of this MLOU, there are no known design exceptions or variations to any FDOT or FHWA policies, rules, or standards. If an exception or variation should arise, it will be processed per FHWA and FDOT standards.

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included in the access request.

A Conceptual Signing and Marking Plan in accordance with FHWA guidelines will be prepared for the proposed Build Alternatives and included with the IAR.

The purpose of the signing plan is to demonstrate the ability to provide adequate advance signing and directions to drivers entering and/or exiting the interchange under the proposed configuration. The signing plan provided in the SIMR is conceptual in nature and shall be subject to final design for construction.

13.0 Access Management Plan

☒ *Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.*

☐ *The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:*

The access management plan within the area of influence will not be changed by the proposed improvements.

14.0 FHWA Policy Points

The two FHWA policy points will be addressed within the access request.

The following two FHWA Policy Points as per Policy on Access to the Interstate System under Title 23, United States Code, Section 111 dated May 22, 2017 will be specifically addressed within the request:

☒ 2 FHWA Criteria

Policy Point 1: An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on

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the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

Policy Point 2: The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

Compliance to the FHWA policy points will be discussed and documented to the maximum extent applicable in the SIMR.

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Appendix C

Existing Year (2019) Count Data

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	3	1	0	0	0	0	0	0	0	0	0	0	0	17
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	7	2	0	0	2	0	0	0	0	0	0	0	0	0	11
04:15	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	6	2	0	0	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	21	5	0	0	1	0	0	1	0	0	0	0	0	0	28
05:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
05:30	0	9	2	0	0	1	0	0	1	0	0	0	0	0	0	13
05:45	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	57	11	0	0	1	0	0	1	0	0	0	0	0	0	70
06:15	0	25	2	0	0	0	0	0	1	0	0	0	0	0	0	28
06:30	0	37	7	0	1	0	0	0	0	0	0	0	0	0	0	45
06:45	0	51	12	0	1	0	0	0	0	0	0	1	0	0	0	65
07:00	0	73	12	2	1	0	0	0	0	0	0	0	0	0	0	88
Hour Total	0	186	33	2	3	0	0	0	1	0	0	1	0	0	0	226
07:15	0	86	19	0	2	1	0	0	0	1	0	0	1	0	0	110
07:30	0	128	16	0	0	1	0	0	0	0	0	0	0	0	0	145
07:45	1	139	32	0	2	0	0	0	0	0	0	0	0	0	0	174
08:00	0	162	32	0	2	0	0	0	0	0	0	0	0	0	0	196
Hour Total	1	515	99	0	6	2	0	0	0	1	0	0	1	0	0	625
08:15	0	142	35	0	2	0	0	0	3	0	0	0	0	0	0	182
08:30	2	101	29	0	0	3	0	1	0	0	0	2	5	0	0	143
08:45	0	151	21	0	3	0	1	0	1	0	0	0	0	0	0	177
09:00	1	115	26	1	4	1	0	1	1	0	0	0	1	0	0	151
Hour Total	3	509	111	1	9	4	1	2	5	0	0	2	6	0	0	653

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	91	16	0	0	1	0	0	0	0	0	0	0	0	0	108
09:30	0	94	13	1	4	0	0	0	1	0	0	0	0	0	0	113
09:45	0	74	16	1	4	0	0	0	1	0	0	0	0	0	0	96
10:00	0	81	20	0	0	0	0	0	0	0	0	0	0	0	0	101
Hour Total	0	340	65	2	8	1	0	0	2	0	0	0	0	0	0	418
10:15	0	75	23	0	0	0	0	1	1	0	0	0	0	0	0	100
10:30	0	71	12	0	0	0	0	0	0	0	0	0	0	0	0	83
10:45	0	76	16	0	0	0	0	0	0	0	0	0	0	0	0	92
11:00	0	64	10	0	0	0	0	0	0	0	0	0	0	0	0	74
Hour Total	0	286	61	0	0	0	0	1	1	0	0	0	0	0	0	349
11:15	1	70	10	0	2	0	0	0	1	0	0	0	0	0	0	84
11:30	0	85	13	0	1	1	0	0	0	0	0	0	0	0	0	100
11:45	0	99	21	0	0	1	0	1	0	0	0	0	0	0	0	122
12:00	0	79	11	0	0	1	0	0	0	0	0	0	0	0	0	91
Hour Total	1	333	55	0	3	3	0	1	1	0	0	0	0	0	0	397
12:15	0	102	16	0	0	0	0	0	0	0	0	0	0	0	0	118
12:30	0	103	27	0	0	0	0	0	0	0	0	0	0	0	0	130
12:45	0	89	10	0	1	0	0	2	0	0	1	0	0	0	0	103
13:00	0	117	28	0	1	1	0	0	0	0	0	0	0	0	0	147
Hour Total	0	411	81	0	2	1	0	2	0	0	1	0	0	0	0	498
13:15	1	103	26	0	2	2	0	0	0	0	0	0	0	0	0	134
13:30	0	95	18	0	1	0	0	0	1	0	0	0	0	0	0	115
13:45	0	91	16	0	1	1	0	0	0	0	0	0	0	0	0	109
14:00	0	90	16	0	0	0	0	1	0	0	0	0	0	0	0	107
Hour Total	1	379	76	0	4	3	0	1	1	0	0	0	0	0	0	465
14:15	2	71	22	0	1	1	0	0	0	0	0	0	0	0	0	97
14:30	0	84	12	0	3	0	0	0	0	0	0	0	0	0	0	99
14:45	0	90	22	0	1	1	0	0	0	0	0	0	0	0	0	114
15:00	0	97	17	0	1	0	0	0	0	0	0	0	0	0	0	115
Hour Total	2	342	73	0	6	2	0	0	0	0	0	0	0	0	0	425
15:15	0	114	24	0	0	0	0	1	0	0	0	0	0	0	0	139
15:30	0	107	18	0	0	0	0	0	0	0	0	0	0	0	0	125
15:45	0	106	14	0	0	0	0	1	0	0	0	0	0	0	0	121
16:00	0	86	17	0	1	0	0	0	0	0	0	0	0	0	0	104
Hour Total	0	413	73	0	1	0	0	2	0	0	0	0	0	0	0	489
16:15	1	107	18	0	0	0	0	0	0	0	0	0	0	0	0	126
16:30	1	121	16	0	2	0	0	0	0	0	0	0	0	0	0	140
16:45	1	114	28	0	2	0	0	1	0	0	0	0	0	0	0	146
17:00	1	119	19	0	4	0	0	0	0	0	0	0	0	0	0	143
Hour Total	4	461	81	0	8	0	0	1	0	0	0	0	0	0	0	555
17:15	0	123	23	0	1	0	0	1	0	0	0	0	0	0	0	148
17:30	1	126	28	0	0	0	0	0	0	0	0	0	1	0	0	156
17:45	0	142	14	0	1	0	0	0	0	0	0	0	0	0	0	157
18:00	0	113	17	0	0	0	0	0	1	0	0	0	0	0	0	131
Hour Total	1	504	82	0	2	0	0	1	1	0	0	0	1	0	0	592

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	140	13	0	0	0	0	0	0	0	0	0	0	0	0	153
18:30	0	129	16	0	0	0	0	0	0	0	0	0	0	0	0	145
18:45	0	118	13	0	1	0	0	0	0	0	0	0	0	0	0	132
19:00	0	94	15	0	0	0	0	0	0	0	0	0	0	0	0	109
Hour Total	0	481	57	0	1	0	0	0	0	0	0	0	0	0	0	539
19:15	0	80	10	0	0	0	0	0	0	0	0	0	0	0	0	90
19:30	0	94	8	0	0	0	0	0	0	0	0	0	0	0	0	102
19:45	0	99	8	0	0	0	0	0	0	0	0	0	0	0	0	107
20:00	0	98	8	0	0	0	0	0	0	0	0	0	0	0	0	106
Hour Total	0	371	34	0	0	0	0	0	0	0	0	0	0	0	0	405
20:15	0	72	16	0	0	0	0	0	0	0	0	0	0	0	0	88
20:30	0	77	12	0	0	0	0	0	0	0	0	0	0	0	0	89
20:45	0	66	7	0	0	0	0	0	0	0	0	0	0	0	0	73
21:00	0	74	7	0	0	0	0	0	0	0	0	0	0	0	0	81
Hour Total	0	289	42	0	0	0	0	0	0	0	0	0	0	0	0	331
21:15	0	46	6	0	0	0	0	0	0	0	0	0	0	0	0	52
21:30	1	46	12	0	0	0	0	0	0	0	0	0	0	0	0	59
21:45	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
22:00	0	56	4	0	0	0	0	0	0	0	0	0	0	0	0	60
Hour Total	1	208	29	0	1	0	0	0	0	0	0	0	0	0	0	239
22:15	0	37	3	0	0	0	0	0	0	0	0	0	0	0	0	40
22:30	1	26	2	0	0	0	0	0	0	0	0	0	0	0	0	29
22:45	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
23:00	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	2	95	10	0	0	0	0	0	0	0	0	0	0	0	0	107
23:15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
23:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
23:45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
24:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	58	8	0	1	0	0	0	0	0	0	0	0	0	0	67
DAY TOTAL	16	6312	1099	6	55	20	1	11	14	1	1	3	8	0	0	7547
PERCENTS	0.2%	83.6%	14.6%	0.1%	0.7%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 98.4% Trucks & Buses 1.6%

AM Times	07:45	07:30	07:45	09:00	09:00	08:30	08:00	08:15	08:15	06:30	07:45	08:15	08:00
AM Peaks	3	571	128	3	12	5	1	2	5	1	2	6	698
PM Times	16:15	17:45	16:45	16:30	13:00	12:00	12:45	12:00	16:45	17:00			
PM Peaks	4	524	98	9	4	2	1	1	1	604			

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	23	3	0	0	0	0	0	1	0	0	0	0	0	0	27
01:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	13	1	0	0	1	0	0	0	0	0	0	0	0	0	15
04:15	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	10
04:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	30	3	0	0	1	0	0	0	0	0	0	0	0	0	34
05:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
05:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
06:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	53	7	0	0	0	0	0	0	0	0	0	0	0	0	60
06:15	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
06:30	0	39	9	0	0	1	0	0	0	0	0	0	0	0	0	49
06:45	0	53	12	1	1	1	0	0	0	0	0	0	0	0	0	68
07:00	0	86	11	0	1	0	0	0	0	0	0	0	0	0	0	98
Hour Total	0	199	35	1	2	2	0	0	0	0	0	0	0	0	0	239
07:15	1	92	20	0	0	0	0	2	0	0	0	0	1	0	0	116
07:30	0	111	21	0	0	0	0	0	0	1	0	0	0	0	0	133
07:45	1	143	27	0	2	0	0	0	0	0	0	0	0	0	0	173
08:00	1	154	27	2	0	3	0	1	2	0	0	0	0	0	0	190
Hour Total	3	500	95	2	2	3	0	3	2	1	0	0	1	0	0	612
08:15	0	143	30	0	4	1	0	1	1	0	0	0	0	0	0	180
08:30	2	129	22	0	1	1	1	2	0	0	1	3	0	0	0	162
08:45	0	145	35	0	0	1	0	1	0	0	0	0	0	0	0	182
09:00	1	104	32	1	3	3	0	0	0	0	0	0	0	0	0	144
Hour Total	3	521	119	1	8	6	1	4	1	0	1	3	0	0	0	668

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	85	17	0	1	1	0	0	0	0	0	0	0	0	0	104
09:30	0	80	12	0	3	1	0	0	0	0	0	0	0	0	0	96
09:45	1	87	24	1	1	0	0	1	0	0	0	0	0	0	0	115
10:00	0	86	11	0	0	1	0	0	0	0	0	0	0	0	0	98
Hour Total	1	338	64	1	5	3	0	1	0	0	0	0	0	0	0	413
10:15	0	71	15	0	1	1	0	0	0	0	0	0	0	0	0	88
10:30	0	80	10	0	0	1	0	0	0	0	0	0	0	0	0	91
10:45	1	79	12	0	1	1	0	0	0	0	0	0	0	0	0	94
11:00	0	50	22	0	0	0	0	0	1	0	0	0	0	0	0	73
Hour Total	1	280	59	0	2	3	0	0	1	0	0	0	0	0	0	346
11:15	0	72	16	0	2	0	0	0	0	0	0	0	0	0	0	90
11:30	0	85	14	0	0	1	0	0	1	0	0	0	0	0	0	101
11:45	1	78	17	0	1	1	0	0	0	0	0	0	0	0	0	98
12:00	0	95	17	0	2	1	0	0	0	1	0	0	0	0	0	116
Hour Total	1	330	64	0	5	3	0	0	1	1	0	0	0	0	0	405
12:15	0	93	16	0	1	1	0	0	0	0	0	0	0	0	0	111
12:30	1	105	22	0	1	1	0	0	0	0	0	0	0	0	0	130
12:45	0	105	13	1	0	0	0	0	1	0	0	0	0	0	0	120
13:00	1	115	17	0	1	3	0	0	0	0	0	0	0	0	0	137
Hour Total	2	418	68	1	3	5	0	0	1	0	0	0	0	0	0	498
13:15	0	85	17	0	1	0	0	0	0	0	0	0	0	0	0	103
13:30	1	92	15	0	1	0	0	0	0	0	0	0	0	0	0	109
13:45	0	89	15	0	0	1	0	0	0	0	0	0	0	0	0	105
14:00	0	91	18	0	1	0	0	1	0	0	0	0	0	0	0	111
Hour Total	1	357	65	0	3	1	0	1	0	0	0	0	0	0	0	428
14:15	0	89	24	0	1	1	0	0	0	0	0	0	0	0	0	115
14:30	0	85	21	0	2	0	0	0	0	0	0	2	0	0	0	110
14:45	0	101	19	1	1	0	0	0	0	0	0	0	0	0	0	122
15:00	0	82	18	0	1	0	0	1	0	0	0	0	0	0	0	102
Hour Total	0	357	82	1	5	1	0	1	0	0	0	2	0	0	0	449
15:15	0	119	25	0	0	0	0	0	0	0	0	0	0	0	0	144
15:30	0	113	21	0	2	0	0	0	1	0	0	0	0	0	0	137
15:45	0	88	22	0	1	0	0	1	0	0	0	0	0	0	0	112
16:00	1	100	24	0	1	0	0	0	0	0	0	0	0	0	0	126
Hour Total	1	420	92	0	4	0	0	1	1	0	0	0	0	0	0	519
16:15	1	86	21	0	1	0	0	0	0	0	0	0	0	0	0	109
16:30	1	124	13	0	0	0	0	0	0	0	0	0	0	0	0	138
16:45	0	126	27	0	1	0	0	0	0	0	0	0	0	0	0	154
17:00	0	112	26	0	3	0	0	0	0	0	0	0	0	0	0	141
Hour Total	2	448	87	0	5	0	0	0	0	0	0	0	0	0	0	542
17:15	0	131	26	0	0	1	0	1	0	0	0	0	0	0	0	159
17:30	0	137	14	0	0	0	0	0	0	0	0	0	0	0	0	151
17:45	0	120	18	0	0	0	0	0	0	0	0	0	0	0	0	138
18:00	0	118	11	0	1	0	0	0	0	0	0	0	0	0	0	130
Hour Total	0	506	69	0	1	1	0	1	0	0	0	0	0	0	0	578

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	116	17	0	0	0	0	0	0	0	0	0	0	0	0	133
18:30	0	141	19	0	0	0	0	0	0	0	0	0	0	0	0	160
18:45	0	107	8	0	2	0	0	0	0	0	0	0	0	0	0	117
19:00	0	86	6	0	0	0	0	0	0	0	0	0	0	0	0	92
Hour Total	0	450	50	0	2	0	0	0	0	0	0	0	0	0	0	502
19:15	1	92	13	0	0	0	0	0	0	0	0	0	0	0	0	106
19:30	0	78	6	0	0	0	0	0	0	0	0	0	0	0	0	84
19:45	0	85	9	0	0	0	0	0	1	0	0	0	0	0	0	95
20:00	0	64	10	0	0	0	0	0	0	0	0	0	0	0	0	74
Hour Total	1	319	38	0	0	0	0	0	1	0	0	0	0	0	0	359
20:15	0	76	14	0	0	0	0	0	0	0	0	0	0	0	0	90
20:30	0	70	5	0	0	0	0	0	0	0	0	0	0	0	0	75
20:45	0	57	8	0	0	0	0	0	0	0	0	0	0	0	0	65
21:00	1	71	6	0	0	0	0	1	0	0	0	0	0	0	0	79
Hour Total	1	274	33	0	0	0	0	1	0	0	0	0	0	0	0	309
21:15	0	67	3	0	0	0	0	0	0	0	0	0	0	0	0	70
21:30	0	52	6	0	0	0	0	0	0	0	0	0	0	0	0	58
21:45	0	46	7	0	0	0	0	0	0	0	0	0	0	0	0	53
22:00	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	199	18	0	0	0	0	0	0	0	0	0	0	0	0	217
22:15	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
22:30	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	42
22:45	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	116	14	0	0	0	0	0	0	0	0	0	0	0	0	131
23:15	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
23:30	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	46	9	0	2	0	0	0	1	0	0	0	0	0	0	58
DAY TOTAL	18	6226	1084	7	49	30	1	13	10	2	1	5	1	0	0	7447
PERCENTS	0.2%	83.6%	14.6%	0.1%	0.7%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.4% Trucks & Buses 1.6%

AM Times	07:45	08:00	08:15	07:15	08:15	08:00	07:45	08:00	07:30	06:45	07:45	07:45	06:30		08:00
AM Peaks	4	571	119	2	8	6	1	5	3	1	1	3	1		714
PM Times	15:45	16:45	16:45	12:00	11:45	12:15		15:00	11:30	11:30		13:45			16:45
PM Peaks	3	506	93	1	5	5		2	1	1		2			605

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EB
Site ID: 000000003101
Location: Baymeadows Rd, W of I-295 (EI)
Direction: EAST
Lane: 1

File: A-EBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	34	2183	104	2	24	2	9	0	12538	13	50	24	3	8	0	14994
PERCENTS	0.2%	83.6%	14.6%	0.1%	0.7%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
02:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	7	4	0	0	1	0	0	0	0	0	0	0	0	0	13
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	40	3	0	0	0	0	0	0	0	0	0	0	0	0	43
06:15	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	26
06:30	0	41	8	0	1	0	0	0	0	0	0	0	0	0	0	50
06:45	1	68	10	1	5	2	0	0	0	0	0	0	1	0	0	88
07:00	2	95	10	3	11	0	1	0	0	0	0	0	0	0	0	122
Hour Total	3	222	36	4	17	2	1	0	0	0	0	0	1	0	0	286
07:15	2	122	14	0	1	0	0	0	1	0	0	0	0	0	0	140
07:30	0	79	9	0	0	1	0	0	0	0	0	0	0	0	0	89
07:45	0	88	12	0	1	0	0	0	0	0	0	0	0	0	0	101
08:00	0	110	10	0	2	0	0	0	0	0	0	0	0	0	0	122
Hour Total	2	399	45	0	4	1	0	0	1	0	0	0	0	0	0	452
08:15	1	101	14	2	2	0	0	0	0	0	0	0	0	0	0	120
08:30	0	139	26	0	1	0	0	0	1	0	0	0	0	0	0	167
08:45	0	117	7	0	0	0	0	0	0	0	0	0	0	0	0	124
09:00	1	92	15	0	2	0	0	0	0	0	0	0	0	0	0	110
Hour Total	2	449	62	2	5	0	0	0	1	0	0	0	0	0	0	521

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	78	16	1	2	0	0	0	0	0	0	0	0	0	0	97
09:30	0	97	12	2	9	1	0	2	0	0	0	0	0	0	0	123
09:45	0	73	11	1	5	0	0	1	0	0	0	0	0	0	0	91
10:00	0	69	13	0	0	0	0	0	0	0	0	0	0	0	0	82
Hour Total	0	317	52	4	16	1	0	3	0	0	0	0	0	0	0	393
10:15	0	65	10	1	4	0	0	0	1	0	0	0	0	0	0	81
10:30	0	65	16	0	1	0	1	1	0	0	0	0	0	0	0	84
10:45	0	67	9	0	0	1	0	0	1	0	0	0	0	0	0	78
11:00	0	72	10	1	1	0	0	0	0	0	0	0	0	0	0	84
Hour Total	0	269	45	2	6	1	1	1	2	0	0	0	0	0	0	327
11:15	1	74	12	0	0	0	0	0	0	0	0	0	0	0	0	87
11:30	0	108	16	0	1	0	0	1	0	0	0	0	0	0	0	126
11:45	0	81	13	0	0	0	1	1	1	0	0	0	0	0	0	97
12:00	0	102	17	1	1	0	0	0	1	0	0	0	0	0	0	122
Hour Total	1	365	58	1	2	0	1	2	2	0	0	0	0	0	0	432
12:15	0	95	23	0	2	0	1	0	0	0	0	0	0	0	0	121
12:30	0	116	21	0	3	0	0	1	0	0	0	0	0	0	0	141
12:45	2	92	25	0	0	0	0	1	0	0	0	0	0	0	0	120
13:00	0	102	17	0	1	0	0	0	1	0	0	0	0	0	0	121
Hour Total	2	405	86	0	6	0	1	2	1	0	0	0	0	0	0	503
13:15	0	122	15	0	2	0	0	0	1	0	0	0	0	0	0	140
13:30	0	101	17	0	0	2	0	0	0	0	0	0	0	0	0	120
13:45	0	114	12	0	1	2	0	0	0	0	0	0	0	0	0	129
14:00	0	108	23	1	2	0	0	1	2	0	0	0	1	0	0	138
Hour Total	0	445	67	1	5	4	0	1	3	0	0	0	1	0	0	527
14:15	0	82	16	0	0	0	0	0	0	0	0	0	0	0	0	98
14:30	0	86	12	0	1	0	0	0	1	0	0	0	0	0	0	100
14:45	0	91	11	0	0	0	0	0	0	0	0	0	0	0	0	102
15:00	1	92	15	1	0	0	0	0	0	0	0	0	0	0	0	109
Hour Total	1	351	54	1	1	0	0	0	1	0	0	0	0	0	0	409
15:15	0	131	18	0	1	0	0	0	0	0	0	0	0	0	0	150
15:30	0	118	9	0	4	0	0	0	0	0	0	1	0	0	0	132
15:45	1	111	15	0	2	1	0	0	0	0	0	0	0	0	0	130
16:00	0	127	12	0	1	0	0	0	0	0	0	0	0	0	0	140
Hour Total	1	487	54	0	8	1	0	0	0	0	0	1	0	0	0	552
16:15	0	123	23	0	6	0	0	0	0	0	0	0	0	0	0	152
16:30	0	156	11	2	8	0	0	0	0	0	0	0	0	0	0	177
16:45	0	134	16	2	2	0	0	0	0	0	0	0	0	0	0	154
17:00	0	160	20	1	3	0	0	0	0	0	0	0	0	0	0	184
Hour Total	0	573	70	5	19	0	0	0	0	0	0	0	0	0	0	667
17:15	0	175	17	0	0	0	0	0	0	0	0	0	0	0	0	192
17:30	0	178	11	0	3	0	0	0	0	0	0	0	0	0	0	192
17:45	1	164	16	0	0	0	0	0	0	0	0	0	0	0	0	181
18:00	1	147	12	0	1	1	0	2	0	0	0	0	0	0	0	164
Hour Total	2	664	56	0	4	1	0	2	0	0	0	0	0	0	0	729

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	122	16	1	0	0	0	0	0	0	0	0	0	0	0	140
18:30	0	125	16	0	0	0	0	0	0	0	0	0	0	0	0	141
18:45	0	120	12	0	3	0	0	0	0	0	0	0	0	0	0	135
19:00	0	100	10	2	1	0	0	0	0	0	0	0	0	0	0	113
Hour Total	1	467	54	3	4	0	0	0	0	0	0	0	0	0	0	529
19:15	2	103	11	0	0	0	0	0	0	0	0	0	0	0	0	116
19:30	0	111	14	0	0	0	0	0	0	0	0	0	0	0	0	125
19:45	0	92	10	0	0	1	0	0	0	0	0	0	0	0	0	103
20:00	1	62	10	0	2	0	0	0	0	0	0	0	0	0	0	75
Hour Total	3	368	45	0	2	1	0	0	0	0	0	0	0	0	0	419
20:15	0	56	7	0	0	0	0	0	0	0	0	0	0	0	0	63
20:30	0	77	10	0	0	0	0	0	0	0	0	0	0	0	0	87
20:45	0	60	7	0	0	1	0	0	0	0	0	0	0	0	0	68
21:00	0	68	11	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	261	35	0	0	1	0	0	0	0	0	0	0	0	0	297
21:15	0	45	6	0	0	0	0	0	0	0	0	0	0	0	0	51
21:30	0	46	5	0	0	0	0	0	0	0	0	0	0	0	0	51
21:45	0	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
22:00	0	46	2	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	175	18	0	0	0	0	0	0	0	0	0	0	0	0	193
22:15	0	29	1	0	1	0	0	0	0	0	0	0	0	0	0	31
22:30	0	20	2	0	2	0	0	0	0	0	0	0	0	0	0	24
22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	77	4	0	3	0	0	0	0	0	0	0	0	0	0	84
23:15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	40	5	0	1	0	0	0	0	0	0	0	0	0	0	46
DAY TOTAL	20	6420	867	23	103	14	4	11	11	0	0	1	2	0	0	7476
PERCENTS	0.3%	85.9%	11.6%	0.3%	1.4%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.7% Trucks & Buses 2.3%

AM Times	06:30	08:00	08:30	06:15	06:30	06:45	06:15	09:00	10:00				06:00			08:00
AM Peaks	5	467	64	4	18	3	1	3	2				1			533
PM Times	17:30	17:00	12:00	16:15	16:15	13:00	11:30	11:30	13:15			14:45	13:15			17:00
PM Peaks	3	677	86	5	19	4	2	2	3			1	1			749

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
Hour Total	0	2	3	0	0	2	0	0	1	0	0	0	0	0	0	8
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39
06:15	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
06:30	0	30	6	0	1	0	0	0	0	0	0	0	0	0	0	37
06:45	1	77	8	1	11	1	0	1	0	0	0	0	0	0	0	100
07:00	1	96	13	4	5	0	0	0	0	0	0	0	0	0	0	119
Hour Total	2	221	30	5	18	1	0	1	0	0	0	0	0	0	0	278
07:15	2	103	17	0	1	0	0	0	1	0	0	0	3	0	0	127
07:30	0	71	12	0	0	0	0	0	0	0	0	0	0	0	0	83
07:45	0	70	10	0	3	0	0	0	0	0	0	0	0	0	0	83
08:00	0	114	17	0	3	0	0	0	1	0	0	0	0	0	0	135
Hour Total	2	358	56	0	7	0	0	0	2	0	0	0	3	0	0	428
08:15	0	98	22	1	3	0	0	0	0	0	0	0	0	0	0	124
08:30	0	95	24	0	2	0	0	0	0	0	0	0	0	0	0	121
08:45	0	113	14	0	3	1	0	0	0	0	0	0	0	0	0	131
09:00	0	90	13	0	2	0	0	1	1	0	0	0	0	0	0	107
Hour Total	0	396	73	1	10	1	0	1	1	0	0	0	0	0	0	483

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	70	11	0	2	0	0	0	0	0	0	0	0	0	0	83
09:30	1	84	15	1	9	0	0	0	1	0	0	0	0	0	0	111
09:45	0	73	16	1	4	1	0	0	1	0	0	0	0	0	0	96
10:00	0	58	16	0	2	0	0	0	0	0	0	0	0	0	0	76
Hour Total	1	285	58	2	17	1	0	0	2	0	0	0	0	0	0	366
10:15	0	61	11	1	0	0	0	0	0	0	0	0	0	0	0	73
10:30	0	71	18	0	1	0	0	0	0	0	0	0	0	0	0	90
10:45	1	79	11	0	1	0	0	0	0	0	0	0	0	0	0	92
11:00	0	64	14	0	0	2	0	0	0	0	0	0	0	0	0	80
Hour Total	1	275	54	1	2	2	0	0	0	0	0	0	0	0	0	335
11:15	0	74	14	1	0	1	0	0	0	0	0	0	0	0	0	90
11:30	0	84	18	0	0	0	0	1	0	0	0	0	0	0	0	103
11:45	0	70	14	0	0	0	0	0	0	0	0	0	0	0	0	84
12:00	0	90	16	1	1	0	0	0	0	0	0	0	0	0	0	108
Hour Total	0	318	62	2	1	1	0	1	0	0	0	0	0	0	0	385
12:15	0	84	13	0	0	0	0	0	0	0	0	0	0	0	0	97
12:30	1	126	16	0	0	0	0	0	0	0	0	0	0	0	0	143
12:45	1	92	17	0	0	1	0	0	0	0	0	0	0	0	0	111
13:00	2	104	27	0	2	1	1	0	0	0	0	0	0	0	0	137
Hour Total	4	406	73	0	2	2	1	0	0	0	0	0	0	0	0	488
13:15	0	114	13	0	3	1	0	0	0	0	0	0	0	0	0	131
13:30	0	113	19	0	2	0	0	0	1	0	0	0	0	0	0	135
13:45	0	116	15	0	0	1	0	0	0	0	0	0	0	0	0	132
14:00	0	96	19	1	1	3	0	0	2	0	0	0	0	0	0	122
Hour Total	0	439	66	1	6	5	0	0	3	0	0	0	0	0	0	520
14:15	1	102	14	1	0	0	0	0	1	0	0	0	0	0	0	119
14:30	1	91	20	0	1	0	0	0	0	0	0	0	0	0	0	113
14:45	1	105	11	0	0	0	0	0	0	0	0	0	0	0	0	117
15:00	0	103	17	0	1	0	0	0	0	0	0	0	0	0	0	121
Hour Total	3	401	62	1	2	0	0	0	1	0	0	0	0	0	0	470
15:15	1	112	11	0	1	1	0	0	0	0	0	0	0	0	0	126
15:30	0	95	7	0	2	0	0	0	0	0	0	0	0	0	0	104
15:45	0	104	10	0	1	0	0	0	0	0	0	0	0	0	0	115
16:00	1	116	14	0	0	0	0	0	1	0	0	0	0	0	0	132
Hour Total	2	427	42	0	4	1	0	0	1	0	0	0	0	0	0	477
16:15	0	105	15	0	3	0	0	0	0	0	0	0	0	0	0	123
16:30	0	142	17	2	8	1	0	0	0	0	0	0	0	0	0	170
16:45	1	157	17	2	5	1	0	1	0	0	1	0	0	0	0	185
17:00	1	140	22	1	2	0	0	1	0	0	0	0	0	0	0	167
Hour Total	2	544	71	5	18	2	0	2	0	0	1	0	0	0	0	645
17:15	0	148	20	0	0	0	0	0	0	0	0	0	0	0	0	168
17:30	0	166	20	0	1	0	0	1	0	0	0	0	0	0	0	188
17:45	2	158	10	0	2	0	0	0	0	0	0	0	0	0	0	172
18:00	0	145	10	0	1	1	0	0	0	0	0	0	0	0	0	157
Hour Total	2	617	60	0	4	1	0	1	0	0	0	0	0	0	0	685

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	122	23	1	0	0	0	0	0	0	0	0	0	0	0	146
18:30	0	151	13	0	0	0	0	1	0	0	0	0	0	0	0	165
18:45	1	155	13	0	3	0	0	0	0	0	0	0	0	0	0	172
19:00	1	119	8	0	1	0	0	0	0	0	0	0	0	0	0	129
Hour Total	2	547	57	1	4	0	0	1	0	0	0	0	0	0	0	612
19:15	1	81	6	0	0	0	0	0	0	0	0	0	0	0	0	88
19:30	0	86	12	0	0	0	0	0	0	0	0	0	0	0	0	98
19:45	0	96	12	0	0	0	0	0	0	0	0	0	0	0	0	108
20:00	1	78	9	1	0	0	0	0	0	0	0	0	0	0	0	89
Hour Total	2	341	39	1	0	0	0	0	0	0	0	0	0	0	0	383
20:15	0	60	9	0	0	0	0	0	0	0	0	0	0	0	0	69
20:30	0	80	5	0	0	0	0	0	0	0	0	0	0	0	0	85
20:45	0	70	5	0	0	0	0	0	0	0	0	0	0	0	0	75
21:00	1	66	10	0	0	0	0	0	0	0	0	0	0	0	0	77
Hour Total	1	276	29	0	0	0	0	0	0	0	0	0	0	0	0	306
21:15	0	56	6	0	0	0	0	0	0	0	0	0	0	0	0	62
21:30	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
21:45	0	38	6	0	0	0	0	0	0	0	0	0	0	0	0	44
22:00	0	34	7	1	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	167	25	1	0	0	0	0	0	0	0	0	0	0	0	193
22:15	0	31	6	0	0	0	0	0	1	0	0	0	0	0	0	38
22:30	1	24	1	0	0	0	0	0	0	0	0	0	0	0	0	26
22:45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	1	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	2	89	12	0	0	0	0	0	1	0	0	0	0	0	0	104
23:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	45	5	0	0	0	0	0	0	0	0	0	0	0	0	51
DAY TOTAL	27	6230	888	21	95	19	1	7	12	0	1	0	3	0	0	7304
PERCENTS	0.4%	85.3%	12.2%	0.3%	1.3%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.8% Trucks & Buses 2.2%

AM Times	06:30	08:00	08:00	06:15	06:15	10:30		06:00	09:00				06:30			08:00
AM Peaks	4	420	77	5	18	3		1	3				3			511
PM Times	12:15	17:15	16:45	16:15	16:15	13:15	12:15	16:45	13:30		16:00					16:45
PM Peaks	4	617	79	5	18	5	1	3	4		1					708

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-EO
Site ID: 000000001260
Location: Baymeadows Rd, W of I-295 (EO)
Direction: EAST
Lane: 1

File: A-EBOut, Baymeadows W of I-295.prn
City: 19-194 jg Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	47	12650	1755	44	198	33	5	18	23	0	1	1	5	0	0	14780
PERCENTS	0.3%	85.6%	11.9%	0.3%	1.3%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
Hour Total	0	15	6	0	1	0	0	0	1	0	0	0	0	0	0	23
05:15	0	6	0	0	0	1	0	0	1	0	0	0	0	0	0	8
05:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
06:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	53	3	0	0	1	0	0	1	0	0	0	0	0	0	58
06:15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
06:30	0	26	4	0	1	0	0	0	1	0	0	0	0	0	0	32
06:45	0	40	5	0	2	0	0	0	0	0	0	0	0	0	0	47
07:00	1	51	10	1	0	0	0	0	0	0	0	0	0	0	0	63
Hour Total	1	134	24	1	3	0	0	0	1	0	0	0	0	0	0	164
07:15	1	82	17	0	2	0	0	0	0	0	0	0	0	0	0	102
07:30	1	112	14	0	0	0	0	0	1	0	0	0	0	0	0	128
07:45	0	87	7	0	0	0	0	0	0	0	0	0	0	0	0	94
08:00	1	85	10	0	2	0	0	0	1	0	0	0	0	0	0	99
Hour Total	3	366	48	0	4	0	0	0	2	0	0	0	0	0	0	423
08:15	0	78	9	0	0	0	0	0	0	0	0	0	0	0	0	87
08:30	0	88	16	0	0	0	0	0	0	0	0	0	0	0	0	104
08:45	0	70	13	0	0	0	0	0	0	0	0	0	0	0	0	83
09:00	0	73	11	0	0	0	0	0	0	0	0	0	0	0	0	84
Hour Total	0	309	49	0	0	0	0	0	0	0	0	0	0	0	0	358

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	63	11	0	0	0	0	0	0	0	0	0	0	0	0	74
09:30	0	72	11	0	1	0	0	0	0	0	0	0	0	0	0	84
09:45	0	92	11	0	0	1	0	0	0	0	0	0	0	0	0	104
10:00	0	71	10	0	1	0	0	0	0	0	0	0	0	0	0	82
Hour Total	0	298	43	0	2	1	0	0	0	0	0	0	0	0	0	344
10:15	0	67	18	0	2	0	0	0	0	0	0	0	0	0	0	87
10:30	1	69	10	0	0	0	1	0	1	0	0	0	0	0	0	82
10:45	1	74	6	0	1	0	0	0	0	0	0	0	0	0	0	82
11:00	0	69	15	0	1	1	0	0	0	0	0	0	0	0	0	86
Hour Total	2	279	49	0	4	1	1	0	1	0	0	0	0	0	0	337
11:15	0	71	8	0	1	0	0	0	0	0	0	0	0	0	0	80
11:30	1	82	16	0	0	1	0	0	0	0	0	0	0	0	0	100
11:45	0	93	16	0	0	0	0	0	1	0	0	0	0	0	0	110
12:00	0	82	14	0	2	0	0	0	0	0	0	0	0	0	0	98
Hour Total	1	328	54	0	3	1	0	0	1	0	0	0	0	0	0	388
12:15	0	110	24	0	0	1	0	0	0	0	0	0	0	0	0	135
12:30	1	89	13	0	0	0	0	0	0	0	0	0	0	0	0	103
12:45	0	97	9	0	0	0	0	1	0	0	0	0	0	0	0	107
13:00	1	103	15	0	0	0	0	0	0	0	0	0	0	0	0	119
Hour Total	2	399	61	0	0	1	0	1	0	0	0	0	0	0	0	464
13:15	0	68	17	0	0	0	0	0	0	0	0	0	0	0	0	85
13:30	0	98	12	0	1	0	0	0	1	0	0	0	0	0	0	112
13:45	0	87	12	0	1	0	0	0	0	0	0	0	0	0	0	100
14:00	1	88	10	0	0	0	0	0	0	0	0	0	0	0	0	99
Hour Total	1	341	51	0	2	0	0	0	1	0	0	0	0	0	0	396
14:15	0	87	11	0	2	0	0	0	0	0	0	0	0	0	0	100
14:30	2	131	17	1	6	0	0	1	0	0	0	0	0	0	0	158
14:45	0	87	13	0	1	0	0	0	0	0	0	0	0	0	0	101
15:00	0	85	15	0	1	0	0	1	0	0	0	0	0	0	0	102
Hour Total	2	390	56	1	10	0	0	2	0	0	0	0	0	0	0	461
15:15	0	79	12	0	0	0	0	0	0	0	0	0	0	0	0	91
15:30	0	77	4	0	2	0	0	0	0	0	0	0	0	0	0	83
15:45	0	74	14	0	0	0	0	0	0	0	0	0	0	0	0	88
16:00	0	89	9	0	0	0	0	0	0	0	0	0	0	0	0	98
Hour Total	0	319	39	0	2	0	0	0	0	0	0	0	0	0	0	360
16:15	0	85	15	0	1	0	0	0	0	0	0	0	0	0	0	101
16:30	0	91	9	1	0	0	0	0	0	0	0	0	0	0	0	101
16:45	0	80	14	0	0	0	0	0	0	0	0	0	0	0	0	94
17:00	0	68	10	0	0	0	0	0	0	0	0	0	0	0	0	78
Hour Total	0	324	48	1	1	0	0	0	0	0	0	0	0	0	0	374
17:15	0	84	6	0	0	0	0	0	0	0	0	0	0	0	0	90
17:30	0	97	12	0	0	0	0	0	0	0	0	0	0	0	0	109
17:45	1	66	7	0	2	0	0	0	0	0	0	0	0	0	0	76
18:00	0	84	8	0	2	0	0	0	0	0	0	0	0	0	0	94
Hour Total	1	331	33	0	4	0	0	0	0	0	0	0	0	0	0	369

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	81	9	0	0	0	0	0	0	0	0	0	0	0	0	90
18:30	1	85	11	1	0	0	0	0	0	0	0	0	0	0	0	98
18:45	1	95	11	0	2	0	0	0	0	0	0	0	0	0	0	109
19:00	0	74	6	0	0	0	0	0	0	0	0	0	0	0	0	80
Hour Total	2	335	37	1	2	0	0	0	0	0	0	0	0	0	0	377
19:15	0	72	6	0	0	0	0	0	0	0	0	0	0	0	0	78
19:30	0	70	7	0	0	1	0	0	0	0	0	0	0	0	0	78
19:45	0	57	7	0	0	0	0	0	0	0	0	0	0	0	0	64
20:00	0	65	4	0	0	0	0	0	0	0	0	0	0	0	0	69
Hour Total	0	264	24	0	0	1	0	0	0	0	0	0	0	0	0	289
20:15	0	59	4	0	0	0	0	0	0	0	0	0	0	0	0	63
20:30	0	55	4	0	0	0	0	0	0	0	0	0	0	0	0	59
20:45	0	45	6	0	0	0	0	0	0	0	0	0	0	0	0	51
21:00	0	41	6	0	1	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	200	20	0	1	0	0	0	0	0	0	0	0	0	0	221
21:15	1	53	9	0	0	0	0	0	0	0	0	0	0	0	0	63
21:30	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
21:45	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	153	19	0	0	0	0	0	0	0	0	0	0	0	0	173
22:15	0	30	2	0	1	0	0	0	0	0	0	0	0	0	0	33
22:30	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	81	11	0	1	0	0	0	0	0	0	0	0	0	0	93
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	14	1	0	0	0	0	0	1	0	0	0	0	0	0	16
23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	45	4	0	0	0	0	0	1	0	0	0	0	0	0	50
DAY TOTAL	16	5016	686	4	40	6	1	3	9	0	0	0	0	0	0	5781
PERCENTS	0.3%	86.8%	11.9%	0.1%	0.7%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.9% Trucks & Buses 1.1%

AM Times	06:45	07:15	11:00	06:15	06:30	10:45	09:45		04:30							07:15
AM Peaks	3	366	55	1	5	2	1		2							423
PM Times	13:45	12:15	11:30	13:45	14:15	11:30		14:15	11:30							12:15
PM Peaks	3	399	70	1	10	2		2	1							464

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
05:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	11	1	0	0	1	0	0	0	0	0	0	0	0	0	13
06:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	37	6	0	0	1	0	0	0	0	0	0	0	0	0	44
06:15	0	16	2	0	0	1	0	0	0	0	0	0	0	0	0	19
06:30	0	29	2	0	0	0	0	0	1	0	0	0	0	0	0	32
06:45	0	43	6	0	1	0	0	0	1	0	0	0	0	0	0	51
07:00	0	57	8	0	2	0	0	0	0	0	0	0	0	0	0	67
Hour Total	0	145	18	0	3	1	0	0	2	0	0	0	0	0	0	169
07:15	1	87	10	0	1	0	0	0	0	0	0	0	0	0	0	99
07:30	2	92	23	0	0	0	0	0	0	0	0	0	0	0	0	117
07:45	1	75	9	0	1	0	0	0	0	0	0	0	0	0	0	86
08:00	0	77	10	0	1	0	0	0	0	0	0	0	0	0	0	88
Hour Total	4	331	52	0	3	0	0	0	0	0	0	0	0	0	0	390
08:15	0	82	5	0	0	0	0	0	1	0	0	0	0	0	0	88
08:30	0	70	10	0	0	0	0	0	0	0	0	0	0	0	0	80
08:45	1	83	11	0	1	0	0	0	0	0	0	0	0	0	0	96
09:00	0	104	15	0	1	0	0	0	0	0	0	0	0	0	0	120
Hour Total	1	339	41	0	2	0	0	0	1	0	0	0	0	0	0	384

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	2	72	15	0	0	0	0	0	0	0	0	0	0	0	0	89
09:30	0	70	14	0	2	0	0	0	0	0	0	0	0	0	0	86
09:45	0	70	7	0	0	0	0	0	0	0	0	0	0	0	0	77
10:00	0	64	12	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Total	2	276	48	0	2	0	0	0	0	0	0	0	0	0	0	328
10:15	0	56	10	0	0	1	0	0	0	0	0	0	0	0	0	67
10:30	0	59	10	0	1	0	0	0	0	0	0	0	0	0	0	70
10:45	0	69	11	0	1	0	0	0	0	0	0	0	0	0	0	81
11:00	0	68	5	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	0	252	36	0	2	1	0	0	0	0	0	0	0	0	0	291
11:15	0	84	12	0	0	1	0	0	0	0	0	0	0	0	0	97
11:30	0	88	13	0	1	0	0	0	0	0	0	0	0	0	0	102
11:45	1	65	13	0	0	0	0	0	0	0	0	0	0	0	0	79
12:00	0	81	17	0	0	0	0	0	0	0	0	0	0	0	0	98
Hour Total	1	318	55	0	1	1	0	0	0	0	0	0	0	0	0	376
12:15	0	102	21	0	0	1	0	0	0	0	0	0	0	0	0	124
12:30	1	105	17	0	0	1	0	0	0	0	0	0	0	0	0	124
12:45	1	107	13	0	0	0	0	0	0	0	0	0	0	0	0	121
13:00	1	109	10	0	1	0	0	0	0	0	0	0	0	0	0	121
Hour Total	3	423	61	0	1	2	0	0	0	0	0	0	0	0	0	490
13:15	2	103	18	0	2	1	0	0	0	0	0	0	0	0	0	126
13:30	1	92	8	0	1	0	0	0	0	0	0	0	0	0	0	102
13:45	1	66	17	0	0	1	0	0	1	0	0	0	0	0	0	86
14:00	0	99	13	1	0	0	0	0	0	0	0	0	0	0	0	113
Hour Total	4	360	56	1	3	2	0	0	1	0	0	0	0	0	0	427
14:15	1	103	15	0	2	0	0	0	0	0	0	0	0	0	0	121
14:30	0	108	8	2	6	0	0	0	0	0	0	0	0	0	0	124
14:45	1	95	15	1	2	0	0	0	0	0	0	0	0	0	0	114
15:00	0	85	14	0	1	1	0	1	0	0	0	0	0	0	0	102
Hour Total	2	391	52	3	11	1	0	1	0	0	0	0	0	0	0	461
15:15	0	92	9	0	0	0	0	0	0	0	0	0	0	0	0	101
15:30	0	78	11	0	3	0	0	0	0	0	0	0	0	0	0	92
15:45	0	89	9	0	0	0	0	0	0	0	0	0	0	0	0	98
16:00	0	70	6	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Total	0	329	35	0	3	0	0	0	0	0	0	0	0	0	0	367
16:15	1	86	11	0	0	0	0	0	0	0	0	0	0	0	0	98
16:30	0	71	12	0	0	0	0	0	0	0	0	0	0	0	0	83
16:45	1	79	10	0	0	0	0	0	0	0	0	0	0	0	0	90
17:00	0	70	3	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	2	306	36	0	0	0	0	0	0	0	0	0	0	0	0	344
17:15	0	90	16	0	0	0	0	0	0	0	0	0	0	0	0	106
17:30	0	77	6	0	0	0	0	0	0	0	0	0	0	0	0	83
17:45	0	81	10	1	1	0	0	0	0	0	0	0	0	0	0	93
18:00	0	76	10	0	0	0	0	1	0	0	0	0	0	0	0	87
Hour Total	0	324	42	1	1	0	0	1	0	0	0	0	0	0	0	369

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	85	11	0	0	0	0	0	0	0	0	0	0	0	0	97
18:30	0	84	4	0	1	0	0	0	0	0	0	0	0	0	0	89
18:45	1	78	13	0	1	0	0	0	0	0	0	1	0	0	0	94
19:00	0	76	5	0	0	0	0	0	0	0	0	0	0	0	0	81
Hour Total	2	323	33	0	2	0	0	0	0	0	0	1	0	0	0	361
19:15	0	82	10	0	0	0	0	0	0	0	0	0	0	0	0	92
19:30	0	58	6	0	0	0	0	0	0	0	0	0	0	0	0	64
19:45	1	48	5	0	0	0	0	0	0	0	0	0	0	0	0	54
20:00	0	71	7	0	0	0	0	0	0	0	0	0	0	0	0	78
Hour Total	1	259	28	0	0	0	0	0	0	0	0	0	0	0	0	288
20:15	0	70	9	0	0	0	0	0	0	0	0	0	0	0	0	79
20:30	0	70	6	0	0	0	0	0	0	0	0	0	0	0	0	76
20:45	0	52	7	0	0	0	0	0	0	0	0	0	0	0	0	59
21:00	1	51	8	1	0	0	0	0	0	0	0	0	0	0	0	61
Hour Total	1	243	30	1	0	0	0	0	0	0	0	0	0	0	0	275
21:15	0	62	12	0	0	0	0	0	0	0	0	0	0	0	0	74
21:30	0	47	4	0	0	0	0	0	0	0	0	0	0	0	0	51
21:45	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	44
22:00	1	30	8	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	175	32	0	0	0	0	0	0	0	0	0	0	0	0	208
22:15	0	37	3	0	0	0	0	0	0	0	0	0	0	0	0	40
22:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
23:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	95	14	0	0	0	0	0	0	0	0	0	0	0	0	109
23:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
23:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	52	6	0	0	0	0	0	0	0	0	0	0	0	0	58
DAY TOTAL	24	5060	693	6	34	9	0	2	4	0	0	1	0	0	0	5833
PERCENTS	0.4%	86.7%	11.9%	0.1%	0.6%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 99.0% Trucks & Buses 1.0%

AM Times	07:00	08:15	08:45	06:30	05:30	06:00	08:45
AM Peaks	4	339	55	4	2	2	391
PM Times	12:30	12:30	11:45	14:00	14:15	11:45	14:15	13:00	18:00	12:30
PM Peaks	5	424	68	4	11	2	1	1	1	492

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WI
Site ID: 000000003612
Location: Baymeadows Rd, W of I-295 (WI)
Direction: WEST
Lane: 1

File: A-WBIn, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	40	10076	1379	10	74	15	1	5	13	0	0	1	0	0	0	11614
PERCENTS	0.3%	86.8%	11.9%	0.1%	0.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
00:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
01:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	1	9	2	0	1	1	0	0	0	0	0	0	0	0	0	14
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	1	5	2	0	0	1	0	0	0	0	0	0	0	0	0	9
Hour Total	2	14	3	0	0	1	0	0	0	0	0	0	0	0	0	20
05:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
05:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	11	5	1	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	37	12	1	0	0	0	0	0	0	0	0	0	0	0	50
06:15	0	23	6	0	1	0	0	0	0	0	0	0	0	0	0	30
06:30	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
06:45	1	46	6	0	2	1	1	0	0	0	0	0	0	0	0	57
07:00	0	66	2	0	4	0	0	0	0	0	0	0	0	0	0	72
Hour Total	1	164	16	0	7	1	1	0	0	0	0	0	0	0	0	190
07:15	0	83	20	0	4	2	1	0	0	0	0	0	0	0	0	110
07:30	0	107	17	0	4	0	1	0	0	0	0	0	0	0	0	129
07:45	0	100	21	0	3	0	0	0	0	0	0	0	0	0	0	124
08:00	1	131	24	2	1	1	0	0	0	0	0	0	0	0	0	160
Hour Total	1	421	82	2	12	3	2	0	0	0	0	0	0	0	0	523
08:15	1	117	13	1	0	0	0	0	0	0	0	0	0	0	0	132
08:30	0	102	26	0	2	0	0	1	0	0	0	0	0	0	0	131
08:45	0	104	15	0	0	0	0	0	0	0	0	0	0	0	0	119
09:00	0	98	20	2	0	0	0	0	0	0	0	0	0	0	0	120
Hour Total	1	421	74	3	2	0	0	1	0	0	0	0	0	0	0	502

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	81	19	7	7	0	0	0	1	0	0	0	0	0	0	115
09:30	0	84	19	0	5	0	0	1	1	0	0	0	0	0	0	110
09:45	0	69	20	0	0	0	0	0	0	0	0	0	0	0	0	89
10:00	0	87	14	1	0	0	0	0	1	0	0	0	0	0	0	103
Hour Total	0	321	72	8	12	0	0	1	3	0	0	0	0	0	0	417
10:15	1	90	11	0	1	0	0	0	0	0	0	0	0	0	0	103
10:30	1	79	14	0	1	1	1	1	1	0	0	0	0	0	0	99
10:45	0	90	17	0	3	0	0	0	1	0	0	0	0	0	0	111
11:00	0	98	18	0	2	0	0	0	0	0	0	0	0	0	0	118
Hour Total	2	357	60	0	7	1	1	1	2	0	0	0	0	0	0	431
11:15	0	87	19	0	2	2	0	1	0	0	0	0	0	0	0	111
11:30	0	93	23	0	2	3	0	0	1	0	0	0	0	0	0	122
11:45	0	99	33	0	1	1	1	0	0	0	0	0	0	0	0	135
12:00	0	104	46	1	2	0	0	0	0	0	0	0	0	0	0	153
Hour Total	0	383	121	1	7	6	1	1	1	0	0	0	0	0	0	521
12:15	0	126	31	0	1	0	0	0	1	0	0	0	0	0	0	159
12:30	0	101	33	0	1	1	0	0	0	0	0	0	0	0	0	136
12:45	0	104	22	0	1	1	0	0	0	0	0	0	0	0	0	128
13:00	1	100	26	0	0	0	0	0	0	0	0	0	0	0	0	127
Hour Total	1	431	112	0	3	2	0	0	1	0	0	0	0	0	0	550
13:15	0	82	22	1	2	1	0	1	0	0	0	0	0	0	0	109
13:30	2	96	20	0	0	1	0	0	1	0	0	0	0	0	0	120
13:45	0	90	22	0	1	2	0	1	0	0	0	0	0	0	0	116
14:00	0	85	21	1	3	0	0	0	0	0	0	0	0	0	0	110
Hour Total	2	353	85	2	6	4	0	2	1	0	0	0	0	0	0	455
14:15	0	100	21	0	3	1	0	1	0	0	0	0	0	0	0	126
14:30	0	138	29	1	6	0	0	0	1	0	0	0	0	0	0	175
14:45	0	113	17	1	2	0	0	0	1	0	0	1	0	0	0	135
15:00	0	120	17	1	1	0	0	0	0	0	0	0	0	0	0	139
Hour Total	0	471	84	3	12	1	0	1	2	0	0	1	0	0	0	575
15:15	0	108	22	1	0	0	0	0	0	0	0	0	0	0	0	131
15:30	0	77	26	0	2	1	0	0	0	0	0	0	0	0	0	106
15:45	0	99	20	1	1	1	0	1	0	0	0	0	0	0	0	123
16:00	1	79	14	3	4	0	0	1	0	0	0	0	0	0	0	102
Hour Total	1	363	82	5	7	2	0	2	0	0	0	0	0	0	0	462
16:15	1	110	22	1	0	1	0	0	0	0	0	0	0	0	0	135
16:30	0	99	10	3	2	0	0	0	0	0	0	0	0	0	0	114
16:45	0	86	17	0	1	0	0	0	0	0	0	0	0	0	0	104
17:00	0	91	14	1	1	0	0	0	0	0	0	0	0	0	0	107
Hour Total	1	386	63	5	4	1	0	0	0	0	0	0	0	0	0	460
17:15	2	94	11	1	2	0	0	0	0	0	0	0	0	0	0	110
17:30	0	99	18	0	1	0	0	0	0	0	0	0	0	0	0	118
17:45	0	121	12	0	1	0	0	1	0	0	0	0	0	0	0	135
18:00	0	116	27	0	0	0	0	0	0	0	0	0	0	0	0	143
Hour Total	2	430	68	1	4	0	0	1	0	0	0	0	0	0	0	506

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	100	17	1	1	1	0	0	0	0	0	0	0	0	0	121
18:30	0	102	13	0	1	0	0	0	0	0	0	0	0	0	0	116
18:45	2	120	19	0	0	0	0	0	0	0	0	0	0	0	0	141
19:00	0	118	15	0	2	0	0	0	0	0	0	0	0	0	0	135
Hour Total	3	440	64	1	4	1	0	0	0	0	0	0	0	0	0	513
19:15	1	91	17	0	1	0	0	0	0	0	0	0	0	0	0	110
19:30	0	98	15	0	0	0	0	0	0	0	0	0	0	0	0	113
19:45	0	93	9	0	1	0	0	0	0	0	0	0	0	0	0	103
20:00	1	83	13	0	0	0	0	0	0	0	0	0	0	0	0	97
Hour Total	2	365	54	0	2	0	0	0	0	0	0	0	0	0	0	423
20:15	0	89	12	0	0	0	0	0	0	0	0	0	0	0	0	101
20:30	0	73	8	0	0	0	0	0	1	0	0	0	0	0	0	82
20:45	0	70	11	0	0	0	0	0	0	0	0	0	0	0	0	81
21:00	0	68	6	0	0	0	0	0	0	0	0	0	0	0	0	74
Hour Total	0	300	37	0	0	0	0	0	1	0	0	0	0	0	0	338
21:15	0	56	7	1	0	0	0	0	0	0	0	0	0	0	0	64
21:30	0	57	10	0	0	0	0	0	0	0	0	0	0	0	0	67
21:45	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
22:00	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	184	25	1	0	0	0	0	0	0	0	0	0	0	0	210
22:15	0	41	4	0	0	0	0	0	0	0	0	0	0	0	0	45
22:30	1	28	6	0	0	0	0	0	0	0	0	0	0	0	0	35
22:45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	119	15	0	0	0	0	0	0	0	0	0	0	0	0	135
23:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	49	7	0	0	0	0	0	0	0	0	0	0	0	0	56
DAY TOTAL	21	6073	1150	33	90	24	5	10	11	0	0	1	0	0	0	7418
PERCENTS	0.3%	81.9%	15.5%	0.4%	1.2%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.7% Trucks & Buses 2.3%

AM Times	04:15	07:30	11:15	08:30	07:00	11:00	06:45	10:30	09:15							07:45
AM Peaks	2	455	121	9	15	6	3	2	3							547
PM Times	12:45	14:30	11:45	15:45	14:00	11:30	11:30	13:00	11:30			14:00				11:45
PM Peaks	3	479	143	8	14	4	1	2	2			1				583

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	1	10	4	0	1	0	0	0	0	0	0	0	0	0	0	16
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	21	5	0	1	0	0	0	0	0	0	0	0	0	0	28
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
03:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	5	5	0	0	0	0	0	1	0	0	0	0	0	0	11
04:15	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
04:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	15	3	0	0	1	0	0	0	0	0	0	0	0	0	20
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
05:45	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
06:00	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	47	7	0	2	0	0	0	0	0	0	0	0	0	0	56
06:15	0	23	4	1	0	0	0	0	0	0	0	0	0	0	0	28
06:30	0	31	6	0	0	1	0	0	0	0	0	0	0	0	0	38
06:45	1	48	8	0	0	0	0	0	0	0	0	0	0	0	0	57
07:00	0	64	11	1	2	0	0	0	0	0	0	0	0	0	0	78
Hour Total	1	166	29	2	2	1	0	0	0	0	0	0	0	0	0	201
07:15	1	104	10	1	3	0	0	0	1	0	0	0	0	0	0	120
07:30	1	105	21	0	1	0	1	0	0	0	0	0	0	0	0	129
07:45	0	118	13	0	3	1	0	0	0	0	0	0	0	0	0	135
08:00	0	135	20	1	4	1	0	0	0	0	0	0	0	0	0	161
Hour Total	2	462	64	2	11	2	1	0	1	0	0	0	0	0	0	545
08:15	1	108	22	1	2	0	0	1	0	0	0	0	0	0	0	135
08:30	1	106	22	0	2	2	0	2	0	0	1	0	0	0	0	136
08:45	0	100	14	0	0	0	0	0	1	0	0	0	0	0	0	115
09:00	0	106	25	1	0	0	1	0	0	0	0	0	0	0	0	133
Hour Total	2	420	83	2	4	2	1	3	1	0	1	0	0	0	0	519

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	102	26	8	6	0	0	0	0	0	0	0	0	0	0	142
09:30	1	88	17	0	3	0	0	0	1	0	0	0	0	0	0	110
09:45	0	88	18	0	1	1	0	0	0	0	0	0	0	0	0	108
10:00	0	87	9	0	2	3	0	0	0	0	0	0	0	0	0	101
Hour Total	1	365	70	8	12	4	0	0	1	0	0	0	0	0	0	461
10:15	0	64	18	0	2	1	0	1	1	0	0	0	0	0	0	87
10:30	0	72	16	0	1	0	0	0	0	0	0	0	0	0	0	89
10:45	0	77	19	1	1	1	0	0	0	0	0	0	0	0	0	99
11:00	0	88	26	1	2	0	0	0	0	0	0	0	0	0	0	117
Hour Total	0	301	79	2	6	2	0	1	1	0	0	0	0	0	0	392
11:15	1	84	19	0	0	3	0	0	0	0	0	0	0	0	0	107
11:30	0	95	20	0	2	0	0	0	1	0	0	0	0	0	0	118
11:45	1	84	23	0	0	1	0	1	1	0	0	0	0	0	0	111
12:00	1	99	33	0	2	0	0	0	0	0	0	0	0	0	0	135
Hour Total	3	362	95	0	4	4	0	1	2	0	0	0	0	0	0	471
12:15	0	122	25	0	4	1	0	1	0	0	0	0	0	0	0	153
12:30	1	108	34	0	2	3	0	1	1	0	0	0	0	0	0	150
12:45	1	121	25	1	1	1	1	0	0	0	0	0	0	0	0	151
13:00	0	94	26	0	0	0	0	0	0	0	0	0	0	0	0	120
Hour Total	2	445	110	1	7	5	1	2	1	0	0	0	0	0	0	574
13:15	3	74	20	1	0	2	0	0	0	0	0	0	0	0	0	100
13:30	0	95	26	0	0	1	0	0	0	0	0	0	0	0	0	122
13:45	0	90	20	0	1	1	0	0	0	0	0	0	0	0	0	112
14:00	0	85	16	1	2	0	0	0	0	0	0	0	0	0	0	104
Hour Total	3	344	82	2	3	4	0	0	0	0	0	0	0	0	0	438
14:15	1	105	26	1	1	1	0	3	0	0	0	0	0	0	0	138
14:30	1	124	27	1	6	0	0	0	0	0	0	0	0	0	0	159
14:45	0	123	25	0	1	0	0	1	0	0	0	0	0	0	0	150
15:00	0	107	26	1	5	1	0	0	0	0	0	0	0	0	0	140
Hour Total	2	459	104	3	13	2	0	4	0	0	0	0	0	0	0	587
15:15	0	100	22	1	1	0	0	1	0	0	0	0	0	0	0	125
15:30	1	87	24	0	3	0	0	0	1	0	0	0	0	0	0	116
15:45	0	91	19	3	0	1	0	0	0	0	0	0	0	0	0	114
16:00	1	87	22	0	2	0	0	0	0	0	0	0	0	0	0	112
Hour Total	2	365	87	4	6	1	0	1	1	0	0	0	0	0	0	467
16:15	0	82	9	0	2	0	0	0	0	0	0	0	0	0	0	93
16:30	0	85	17	5	4	0	0	0	0	0	0	0	0	0	0	111
16:45	0	92	16	0	2	0	0	0	0	0	0	0	0	0	0	110
17:00	0	82	19	1	3	0	0	0	0	0	0	0	0	0	0	105
Hour Total	0	341	61	6	11	0	0	0	0	0	0	0	0	0	0	419
17:15	0	104	16	1	1	0	0	0	0	0	0	1	0	0	0	123
17:30	0	83	14	0	0	0	0	0	0	0	0	0	0	0	0	97
17:45	0	96	15	0	0	0	0	1	0	0	0	0	0	0	0	112
18:00	0	83	15	0	0	0	0	0	0	0	0	0	0	0	0	98
Hour Total	0	366	60	1	1	0	0	1	0	0	0	1	0	0	0	430

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	95	19	0	1	0	0	0	0	0	0	0	0	0	0	115
18:30	0	103	22	1	0	0	0	1	0	0	0	0	0	0	0	127
18:45	0	111	28	0	2	0	0	0	0	0	0	0	0	0	0	141
19:00	1	91	13	0	0	0	0	0	1	0	0	0	0	0	0	106
Hour Total	1	400	82	1	3	0	0	1	1	0	0	0	0	0	0	489
19:15	0	91	10	1	0	0	0	0	0	0	0	0	0	0	0	102
19:30	0	72	11	0	0	0	0	0	0	0	0	0	0	0	0	83
19:45	0	61	13	0	0	0	0	0	0	0	0	0	0	0	0	74
20:00	0	83	6	0	0	0	0	0	0	0	0	0	0	0	0	89
Hour Total	0	307	40	1	0	0	0	0	0	0	0	0	0	0	0	348
20:15	0	96	10	0	0	0	0	0	0	0	0	0	0	0	0	106
20:30	0	72	13	0	0	0	0	0	0	0	0	0	0	0	0	85
20:45	0	60	17	0	1	0	0	0	0	0	0	0	0	0	0	78
21:00	1	63	11	0	0	0	0	0	0	0	0	0	0	0	0	75
Hour Total	1	291	51	0	1	0	0	0	0	0	0	0	0	0	0	344
21:15	1	83	10	1	0	0	0	0	0	0	0	0	0	0	0	95
21:30	1	58	6	0	0	0	0	0	0	0	0	0	0	0	0	65
21:45	0	49	8	0	0	0	0	0	0	0	0	0	0	0	0	57
22:00	0	48	8	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	2	238	32	1	0	0	0	0	0	0	0	0	0	0	0	273
22:15	0	29	6	0	0	0	0	0	1	0	0	0	0	0	0	36
22:30	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
22:45	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
23:00	0	25	5	0	1	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	117	18	0	1	0	0	0	1	0	0	0	0	0	0	137
23:15	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
23:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	66	13	0	0	0	0	0	0	0	0	0	0	0	0	79
DAY TOTAL	24	5923	1189	36	88	28	3	14	11	0	1	1	0	0	0	7318
PERCENTS	0.3%	80.9%	16.2%	0.5%	1.2%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.5% Trucks & Buses 2.5%

AM Times	06:45	07:45	11:15	08:30	09:15	09:30	06:45	07:45	08:45	07:45						07:45
AM Peaks	3	467	95	9	12	5	1	3	2	1						567
PM Times	12:30	14:15	12:00	15:45	14:15	12:30	12:00	14:00	11:30			16:30				12:00
PM Peaks	5	459	117	8	13	6	1	4	2			1				589

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: A-WBO
Site ID: 000000003611
Location: Baymeadows Rd, W of I-295 (WO)
Direction: WEST
Lane: 1

File: A-WBOut, Baymeadows W of I-295.prn
City: 19-194 JG Max
County: 30.21580, -81.51627

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	45	2339	178	8	22	1	0	0	11996	69	52	24	0	2	0	14736
PERCENTS	0.3%	81.4%	15.9%	0.5%	1.2%	0.4%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
05:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	37	3	0	0	0	0	0	0	0	0	0	0	0	0	40
06:15	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	21
06:30	0	23	6	0	0	1	0	0	0	0	0	0	0	0	0	30
06:45	0	37	8	0	0	0	0	0	1	0	0	0	0	0	0	46
07:00	0	46	6	0	0	0	0	0	0	0	0	0	0	0	0	52
Hour Total	0	119	28	0	0	1	0	0	1	0	0	0	0	0	0	149
07:15	0	58	7	0	0	3	0	0	0	0	0	0	0	0	0	68
07:30	0	65	6	0	0	2	0	1	0	0	0	0	0	0	0	74
07:45	0	79	8	0	0	3	0	0	1	0	0	0	0	0	0	91
08:00	0	53	12	1	0	7	0	0	0	0	0	0	0	0	0	73
Hour Total	0	255	33	1	0	15	0	1	1	0	0	0	0	0	0	306
08:15	0	72	9	1	3	4	0	0	0	0	0	0	0	0	0	89
08:30	0	84	3	0	1	2	0	0	0	0	0	0	0	0	0	90
08:45	0	56	9	0	0	8	0	0	0	0	0	0	0	0	0	73
09:00	0	43	10	0	0	3	0	0	1	0	0	0	0	0	0	57
Hour Total	0	255	31	1	4	17	0	0	1	0	0	0	0	0	0	309

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	52	4	0	0	4	0	0	0	0	0	0	0	0	0	60
09:30	0	46	8	0	0	7	0	0	0	0	0	0	0	0	0	61
09:45	0	47	12	0	1	4	0	0	0	0	0	0	0	0	0	64
10:00	0	34	4	0	0	7	0	0	0	0	0	0	0	0	0	45
Hour Total	0	179	28	0	1	22	0	0	0	0	0	0	0	0	0	230
10:15	0	48	4	0	0	6	0	0	0	0	0	0	0	0	0	58
10:30	1	37	7	0	1	5	0	0	0	0	0	0	0	0	0	51
10:45	0	54	8	0	0	5	0	1	0	0	0	0	0	0	0	68
11:00	0	38	5	0	1	2	0	0	0	0	0	0	0	0	0	46
Hour Total	1	177	24	0	2	18	0	1	0	0	0	0	0	0	0	223
11:15	0	38	20	0	0	7	0	0	1	0	0	0	0	0	0	66
11:30	0	49	13	0	1	2	0	0	0	0	0	0	0	0	0	65
11:45	0	56	7	0	0	8	0	0	0	0	0	0	0	0	0	71
12:00	0	75	7	0	0	4	0	0	0	0	0	0	0	0	0	86
Hour Total	0	218	47	0	1	21	0	0	1	0	0	0	0	0	0	288
12:15	1	55	7	0	0	5	0	0	2	0	0	0	0	0	0	70
12:30	0	57	10	0	2	7	0	0	0	0	0	0	0	0	0	76
12:45	0	52	16	0	1	6	0	0	0	0	0	0	0	0	0	75
13:00	1	56	12	0	0	4	0	0	0	0	0	0	0	0	0	73
Hour Total	2	220	45	0	3	22	0	0	2	0	0	0	0	0	0	294
13:15	0	43	8	0	0	8	0	0	0	0	0	0	0	0	0	59
13:30	1	62	7	0	0	4	0	0	0	0	0	0	0	0	0	74
13:45	0	52	10	0	0	4	0	0	1	0	0	0	0	0	0	67
14:00	0	51	18	0	0	6	0	0	0	0	0	0	0	0	0	75
Hour Total	1	208	43	0	0	22	0	0	1	0	0	0	0	0	0	275
14:15	0	32	10	0	0	6	0	0	0	0	0	0	0	0	0	48
14:30	1	57	7	0	1	2	0	0	0	0	0	0	0	0	0	68
14:45	1	43	3	0	0	2	0	0	0	0	0	0	0	0	0	49
15:00	0	60	10	0	0	5	0	0	0	0	0	0	0	0	0	75
Hour Total	2	192	30	0	1	15	0	0	0	0	0	0	0	0	0	240
15:15	0	56	15	0	0	0	0	0	0	0	0	0	0	0	0	71
15:30	0	65	19	0	4	0	0	0	0	0	0	0	0	0	0	88
15:45	1	62	17	0	0	0	0	0	0	0	0	0	0	0	0	80
16:00	0	58	11	0	0	0	0	0	0	0	0	0	0	0	0	69
Hour Total	1	241	62	0	4	0	0	0	0	0	0	0	0	0	0	308
16:15	0	92	10	0	1	0	0	0	0	0	0	0	0	0	0	103
16:30	1	91	17	0	2	1	0	0	1	0	0	0	0	0	0	113
16:45	0	108	18	1	1	0	0	0	0	0	0	0	0	0	0	128
17:00	1	90	29	0	0	1	0	0	0	0	0	0	1	0	0	122
Hour Total	2	381	74	1	4	2	0	0	1	0	0	0	1	0	0	466
17:15	0	133	15	0	1	0	0	0	0	0	0	2	1	0	0	152
17:30	1	142	16	0	0	0	0	0	0	0	0	0	0	0	0	159
17:45	1	126	26	0	0	0	0	1	0	0	0	0	2	0	0	156
18:00	1	95	11	0	1	0	0	0	0	0	0	0	0	0	0	108
Hour Total	3	496	68	0	2	0	0	1	0	0	0	2	3	0	0	575

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	71	11	0	1	0	0	1	0	0	0	0	0	0	0	85
18:30	0	82	10	0	0	0	0	1	0	0	0	0	0	0	0	93
18:45	1	51	7	0	0	0	0	0	0	0	0	0	0	0	0	59
19:00	0	51	9	1	0	0	0	0	0	0	0	0	0	0	0	61
Hour Total	2	255	37	1	1	0	0	2	0	0	0	0	0	0	0	298
19:15	0	56	4	0	0	0	0	0	0	0	0	0	0	0	0	60
19:30	0	61	6	0	0	0	0	0	0	0	0	0	0	0	0	67
19:45	0	48	5	0	0	0	0	0	0	0	0	0	0	0	0	53
20:00	0	43	4	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	208	19	0	0	0	0	0	0	0	0	0	0	0	0	227
20:15	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
20:30	1	38	3	0	0	0	0	0	0	0	0	0	0	0	0	42
20:45	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
21:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	120	12	0	0	0	0	0	0	0	0	0	0	0	0	133
21:15	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39
21:30	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
22:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	104	16	0	0	0	0	0	0	0	0	0	0	0	0	120
22:15	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
22:30	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0	57
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
DAY TOTAL	16	3790	615	4	24	156	0	5	8	0	0	2	4	0	0	4624
PERCENTS	0.3%	82.0%	13.3%	0.1%	0.5%	3.4%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 95.6% Trucks & Buses 4.4%

AM Times	00:15	07:45	11:15	07:30	07:45	09:30	06:45	06:00								07:45
AM Peaks	1	288	47	2	4	24	1	1								343
PM Times	17:30	17:15	17:00	16:00	15:30	12:30	17:45	11:30				16:30	17:00			17:00
PM Peaks	4	496	86	1	5	25	3	2				2	4			589

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
05:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	7	2	0	0	0	0	1	0	0	0	0	0	0	0	10
06:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	30	6	0	0	0	0	1	0	0	0	0	0	0	0	37
06:15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
06:30	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
06:45	1	30	11	0	1	1	0	0	0	0	0	0	0	0	0	44
07:00	0	39	10	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	1	108	31	0	1	1	0	0	0	0	0	0	0	0	0	142
07:15	0	59	7	0	0	0	0	0	0	0	0	0	0	0	0	66
07:30	0	73	11	0	1	2	0	0	0	0	0	0	0	0	0	87
07:45	0	84	10	0	0	0	0	0	1	0	0	0	0	0	0	95
08:00	0	55	10	0	0	0	0	0	0	0	0	0	0	0	0	65
Hour Total	0	271	38	0	1	2	0	0	1	0	0	0	0	0	0	313
08:15	0	63	6	0	2	0	0	0	0	0	0	0	0	0	0	71
08:30	0	65	9	0	3	0	0	0	0	0	0	0	0	0	0	77
08:45	0	75	6	0	0	2	0	0	0	0	0	0	0	0	0	83
09:00	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	242	28	0	5	2	0	0	0	0	0	0	0	0	0	277

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	38	9	0	1	0	0	0	0	0	0	0	0	0	0	48
09:30	0	37	8	0	2	0	0	0	0	0	0	0	0	0	0	47
09:45	0	35	9	0	1	2	0	0	0	0	0	0	0	0	0	47
10:00	0	43	3	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	153	29	0	4	2	0	0	0	0	0	0	0	0	0	188
10:15	0	37	8	0	0	0	0	0	0	0	0	0	0	0	0	45
10:30	0	32	2	0	1	2	0	1	0	0	0	0	0	0	0	38
10:45	0	49	11	0	2	0	0	0	0	0	0	0	0	0	0	62
11:00	0	45	4	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	163	25	0	3	2	0	1	0	0	0	0	0	0	0	194
11:15	0	35	6	0	0	2	0	0	0	0	0	0	0	0	0	43
11:30	0	47	8	0	2	0	0	0	0	0	0	0	0	0	0	57
11:45	0	48	12	0	1	0	0	0	0	0	0	0	0	0	0	61
12:00	0	63	10	0	1	2	0	0	0	0	0	0	0	0	0	76
Hour Total	0	193	36	0	4	4	0	0	0	0	0	0	0	0	0	237
12:15	1	65	9	0	0	1	0	0	1	0	0	0	0	0	0	77
12:30	0	67	11	0	0	0	0	0	0	0	0	0	0	0	0	78
12:45	0	53	12	0	0	0	0	1	1	0	0	0	0	0	0	67
13:00	0	54	15	0	1	1	0	0	0	0	0	0	0	0	0	71
Hour Total	1	239	47	0	1	2	0	1	2	0	0	0	0	0	0	293
13:15	0	65	10	0	2	0	0	0	0	0	0	0	0	0	0	77
13:30	0	63	8	0	1	0	0	0	0	0	0	0	0	0	0	72
13:45	0	59	4	0	0	2	0	0	0	0	0	0	0	0	0	65
14:00	0	39	10	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	226	32	0	3	2	0	0	0	0	0	0	0	0	0	263
14:15	1	53	6	0	0	0	0	0	1	0	0	0	0	0	0	61
14:30	0	58	7	0	2	2	0	0	0	0	0	0	0	0	0	69
14:45	0	54	3	1	0	0	0	0	0	0	0	0	0	0	0	58
15:00	0	47	10	0	0	0	0	0	0	0	0	0	0	0	0	57
Hour Total	1	212	26	1	2	2	0	0	1	0	0	0	0	0	0	245
15:15	0	52	7	0	1	2	0	0	0	0	0	1	0	0	0	63
15:30	0	63	9	0	1	0	0	0	0	0	0	0	0	0	0	73
15:45	0	50	9	0	0	0	0	0	0	0	0	0	0	0	0	59
16:00	0	69	15	0	1	0	0	0	0	0	0	0	0	0	0	85
Hour Total	0	234	40	0	3	2	0	0	0	0	0	1	0	0	0	280
16:15	0	89	17	0	2	0	0	0	0	0	0	0	0	0	0	108
16:30	0	75	27	1	2	0	0	1	0	0	0	1	0	0	0	107
16:45	0	100	21	1	2	0	0	0	0	0	0	0	0	0	0	124
17:00	0	116	17	0	0	0	0	0	0	0	0	1	0	0	0	134
Hour Total	0	380	82	2	6	0	0	1	0	0	0	2	0	0	0	473
17:15	1	129	31	1	0	0	0	0	1	0	0	0	0	0	0	163
17:30	3	128	18	0	2	0	0	0	0	0	0	0	1	0	0	152
17:45	1	120	20	0	1	0	0	0	0	0	0	0	0	0	0	142
18:00	0	112	25	0	0	0	0	0	0	0	0	0	1	0	0	138
Hour Total	5	489	94	1	3	0	0	0	1	0	0	0	2	0	0	595

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	101	10	0	0	0	0	0	0	0	0	0	0	0	0	111
18:30	0	78	11	0	0	0	0	1	0	0	0	0	0	0	0	90
18:45	1	72	10	0	1	0	0	0	0	0	0	0	0	0	0	84
19:00	0	54	9	0	1	0	0	0	0	0	1	0	0	0	0	65
Hour Total	1	305	40	0	2	0	0	1	0	0	1	0	0	0	0	350
19:15	0	59	3	0	0	0	0	0	0	0	0	0	0	0	0	62
19:30	0	49	5	0	0	0	0	0	0	0	0	0	0	0	0	54
19:45	0	48	3	0	0	0	0	0	0	0	0	0	0	0	0	51
20:00	0	42	1	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	198	12	0	0	0	0	0	0	0	0	0	0	0	0	210
20:15	0	41	3	0	1	0	0	0	0	0	0	0	0	0	0	45
20:30	0	38	2	0	0	0	0	0	0	0	0	0	0	0	0	40
20:45	0	36	5	0	0	0	0	0	0	0	0	0	0	0	0	41
21:00	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	149	12	0	1	0	0	0	0	0	0	0	0	0	0	162
21:15	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	39
21:30	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
21:45	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
22:00	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	113	15	0	0	0	0	0	0	0	0	0	0	0	0	128
22:15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
22:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	51	2	0	0	0	0	0	0	0	0	0	0	0	0	54
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
DAY TOTAL	12	3816	604	4	39	21	0	5	5	0	1	3	2	0	0	4512
PERCENTS	0.3%	84.6%	13.4%	0.1%	0.9%	0.5%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.2% Trucks & Buses 1.8%

AM Times	00:30	07:30	06:45	07:45	09:45	05:00	07:00								07:30
AM Peaks	2	275	39	5	4	1	1								318
PM Times	17:00	17:00	16:30	16:30	16:00	13:45	12:00	12:00	18:15	16:15	17:15				17:15
PM Peaks	5	493	96	3	7	4	1	2	1	2	2				595

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-EI
Site ID: 000000023582
Location: Gate Pkwy, W of I-295 (EI)
Direction: EAST
Lane: 1

File: B-EBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	28	1219	63	0	13	1	6	0	7606	8	177	10	0	5	0	9136
PERCENTS	0.3%	83.3%	13.3%	0.1%	0.7%	1.9%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	1	0	0	1	0	0	0	0	0	0	0	0	0	16
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
05:45	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	30	5	1	0	0	0	0	0	0	0	0	0	0	0	36
06:15	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
06:30	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	26
06:45	0	49	7	0	1	0	0	0	0	0	0	0	0	0	0	57
07:00	0	42	15	2	2	0	0	0	0	0	0	0	0	0	0	61
Hour Total	0	120	31	2	4	0	0	0	0	0	0	0	0	0	0	157
07:15	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
07:30	2	51	6	0	0	0	0	0	0	0	0	0	0	0	0	59
07:45	0	46	9	1	0	0	0	0	0	0	0	0	0	0	0	56
08:00	1	46	4	2	0	1	0	0	0	0	0	0	0	0	0	54
Hour Total	3	182	26	3	0	1	0	0	0	0	0	0	0	0	0	215
08:15	0	53	7	0	2	0	0	0	0	0	0	0	0	0	0	62
08:30	0	62	11	0	0	0	0	0	0	0	0	0	0	0	0	73
08:45	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	50
09:00	0	49	8	0	1	1	0	1	2	0	0	0	0	0	0	62
Hour Total	0	204	35	0	4	1	0	1	2	0	0	0	0	0	0	247

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	36	13	0	0	0	0	0	0	0	0	0	0	0	0	49
09:30	0	43	11	0	1	1	0	0	1	0	0	0	0	0	0	57
09:45	0	42	8	0	2	1	0	0	0	0	0	0	0	0	0	53
10:00	0	37	8	1	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	158	40	1	3	2	0	0	1	0	0	0	0	0	0	205
10:15	0	40	10	0	0	0	0	0	0	0	0	0	0	0	0	50
10:30	0	31	11	0	0	1	0	0	0	0	0	0	0	0	0	43
10:45	0	36	11	0	2	0	0	0	0	0	0	0	0	0	0	49
11:00	0	53	10	1	2	0	0	0	0	0	0	0	0	0	0	66
Hour Total	0	160	42	1	4	1	0	0	0	0	0	0	0	0	0	208
11:15	0	50	20	0	1	0	0	0	0	0	0	0	0	0	0	71
11:30	0	63	12	0	1	1	0	0	0	0	0	0	0	0	0	77
11:45	0	55	11	0	0	0	0	1	0	0	0	0	0	0	0	67
12:00	2	65	15	1	2	0	0	1	0	0	0	0	0	0	0	86
Hour Total	2	233	58	1	4	1	0	2	0	0	0	0	0	0	0	301
12:15	0	78	11	0	3	0	0	0	0	0	0	0	0	0	0	92
12:30	0	65	8	0	1	1	0	0	0	0	0	0	0	0	0	75
12:45	1	66	12	0	1	0	0	0	0	0	0	0	0	0	0	80
13:00	0	54	11	1	0	0	0	0	0	0	0	0	0	0	0	66
Hour Total	1	263	42	1	5	1	0	0	0	0	0	0	0	0	0	313
13:15	0	71	12	0	1	0	0	0	0	0	0	0	0	0	0	84
13:30	1	90	10	0	0	2	0	0	0	0	0	0	0	0	0	103
13:45	1	60	16	0	0	0	0	0	0	0	0	0	0	0	0	77
14:00	2	80	9	1	1	1	0	0	0	0	0	0	0	0	0	94
Hour Total	4	301	47	1	2	3	0	0	0	0	0	0	0	0	0	358
14:15	1	72	14	0	1	0	0	0	0	0	0	0	0	0	0	88
14:30	0	83	8	0	1	1	0	0	0	0	0	0	0	0	0	93
14:45	1	85	18	0	2	0	0	0	0	0	0	0	0	0	0	106
15:00	0	83	18	1	1	0	0	0	0	0	0	0	0	0	0	103
Hour Total	2	323	58	1	5	1	0	0	0	0	0	0	0	0	0	390
15:15	0	108	23	0	1	0	0	0	0	0	0	0	0	0	0	132
15:30	0	100	28	0	1	0	0	1	0	0	0	0	0	0	0	130
15:45	1	119	19	0	0	0	0	0	0	0	0	0	0	0	0	139
16:00	1	135	35	1	1	0	0	0	0	0	0	0	0	0	0	173
Hour Total	2	462	105	1	3	0	0	1	0	0	0	0	0	0	0	574
16:15	1	189	36	1	0	0	0	0	0	0	0	2	5	0	0	234
16:30	2	210	43	1	0	0	0	0	0	0	0	0	1	0	0	257
16:45	0	220	51	0	0	0	0	1	0	0	0	0	2	0	0	274
17:00	0	241	35	0	0	0	0	0	0	0	0	0	8	0	0	284
Hour Total	3	860	165	2	0	0	0	1	0	0	0	2	16	0	0	1049
17:15	0	260	36	0	0	0	0	0	0	0	0	2	4	0	0	302
17:30	0	262	25	0	0	0	0	0	0	0	0	2	6	0	0	295
17:45	0	231	35	0	0	0	0	0	0	0	0	2	0	0	0	268
18:00	0	197	24	0	0	0	0	0	0	0	0	0	2	0	0	223
Hour Total	0	950	120	0	0	0	0	0	0	0	0	6	12	0	0	1088

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	188	30	1	0	0	0	0	1	0	0	3	0	0	0	223
18:30	2	147	23	0	0	0	0	0	0	0	0	0	0	0	0	172
18:45	0	109	10	0	0	0	0	0	0	0	0	0	0	0	0	119
19:00	1	84	15	0	1	0	0	0	0	0	0	0	1	0	0	102
Hour Total	3	528	78	1	1	0	0	0	1	0	0	3	1	0	0	616
19:15	0	83	15	0	0	0	0	0	0	0	0	0	0	0	0	98
19:30	0	50	10	0	0	1	0	0	0	0	0	0	0	0	0	61
19:45	0	67	4	0	0	0	0	0	0	0	0	0	0	0	0	71
20:00	0	49	4	0	0	0	0	0	0	0	0	0	0	0	0	53
Hour Total	0	249	33	0	0	1	0	0	0	0	0	0	0	0	0	283
20:15	0	42	4	0	0	0	0	0	0	0	0	0	0	0	0	46
20:30	0	40	7	0	0	0	0	0	0	0	0	0	0	0	0	47
20:45	0	39	5	0	0	0	0	0	0	0	0	0	0	0	0	44
21:00	0	27	3	1	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	148	19	1	0	0	0	0	0	0	0	0	0	0	0	168
21:15	0	42	1	0	0	0	0	0	0	0	0	0	0	0	0	43
21:30	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
21:45	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
22:00	1	29	4	0	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	1	112	9	0	0	0	0	0	0	0	0	0	0	0	0	122
22:15	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
22:30	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
23:00	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	68	9	0	1	0	0	0	0	0	0	0	0	0	0	79
23:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	29	8	0	0	0	0	0	0	0	0	0	0	0	0	37
DAY TOTAL	22	5431	935	17	36	13	0	5	4	0	0	11	29	0	0	6503
PERCENTS	0.3%	83.5%	14.4%	0.3%	0.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%	100.0%

Passenger Vehicles 98.2% Trucks & Buses 1.8%

AM Times	07:15	11:15	11:15	07:00	10:45	09:00	11:15	08:45								11:15
AM Peaks	3	233	58	3	6	3	2	3								301
PM Times	13:30	17:00	16:00	15:45	12:00	13:15	11:30	17:30				17:30	16:45			16:45
PM Peaks	5	994	165	3	7	3	2	1				7	20			1155

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
04:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	15	0	0	0	1	0	0	0	0	0	0	0	0	0	16
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	21	3	0	2	0	0	0	0	0	0	0	0	0	0	26
06:15	0	15	0	0	0	1	0	0	0	0	0	0	0	0	0	16
06:30	0	26	8	0	0	0	0	0	0	0	0	0	0	0	0	34
06:45	1	35	10	0	1	0	0	0	0	0	0	0	0	0	0	47
07:00	0	48	4	1	3	1	0	0	0	0	0	0	0	0	0	57
Hour Total	1	124	22	1	4	2	0	0	0	0	0	0	0	0	0	154
07:15	0	43	7	0	1	0	0	0	0	0	0	0	0	0	0	51
07:30	1	32	10	0	1	0	0	0	0	0	0	0	0	0	0	44
07:45	0	50	7	1	0	0	0	0	0	0	0	0	0	0	0	58
08:00	0	51	3	1	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	1	176	27	2	2	0	0	0	0	0	0	0	0	0	0	208
08:15	0	45	4	0	0	1	0	0	0	0	1	0	0	0	0	51
08:30	0	53	11	0	1	1	0	0	0	1	0	0	0	0	0	67
08:45	0	51	9	0	0	0	0	0	1	0	0	0	0	0	0	61
09:00	0	47	9	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	196	33	0	1	2	0	0	1	1	1	0	0	0	0	235

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	43	2	2	1	0	0	0	0	0	0	0	0	0	0	48
09:30	0	30	7	0	1	0	0	0	1	0	0	0	0	0	0	39
09:45	0	49	12	0	2	0	0	1	0	0	0	0	0	0	0	64
10:00	0	44	3	1	1	0	0	0	1	0	0	0	0	0	0	50
Hour Total	0	166	24	3	5	0	0	1	2	0	0	0	0	0	0	201
10:15	0	36	5	0	3	0	0	0	0	0	0	0	0	0	0	44
10:30	0	43	10	0	1	0	0	0	0	0	0	0	0	0	0	54
10:45	0	46	11	0	0	0	0	0	0	0	0	0	0	0	0	57
11:00	0	47	10	1	1	1	0	0	0	0	0	0	0	0	0	60
Hour Total	0	172	36	1	5	1	0	0	0	0	0	0	0	0	0	215
11:15	0	50	11	0	0	0	0	0	0	0	0	0	0	0	0	61
11:30	0	50	12	1	2	0	0	1	0	0	0	0	1	0	0	67
11:45	0	57	8	0	0	1	0	0	0	0	0	0	0	0	0	66
12:00	1	52	14	0	2	0	0	0	0	0	0	0	0	0	0	69
Hour Total	1	209	45	1	4	1	0	1	0	0	0	0	1	0	0	263
12:15	0	83	20	0	2	0	0	0	0	2	0	0	0	0	0	107
12:30	1	65	12	0	0	0	0	0	0	0	0	1	0	0	0	79
12:45	0	75	15	0	0	0	0	0	0	0	0	0	0	0	0	90
13:00	1	67	18	1	2	2	0	0	1	0	0	0	0	0	0	92
Hour Total	2	290	65	1	4	2	0	0	1	2	0	1	0	0	0	368
13:15	1	63	14	0	1	0	0	0	0	0	0	0	0	0	0	79
13:30	0	65	9	0	0	0	0	0	0	1	0	0	0	0	0	75
13:45	0	64	11	0	1	0	0	0	0	0	0	0	0	0	0	76
14:00	0	77	9	2	1	0	0	0	0	0	0	0	0	0	0	89
Hour Total	1	269	43	2	3	0	0	0	0	1	0	0	0	0	0	319
14:15	0	70	11	0	4	0	0	0	1	0	0	0	0	0	0	86
14:30	0	68	14	0	2	0	0	0	0	0	0	0	0	0	0	84
14:45	1	79	9	0	1	0	0	0	0	0	0	0	0	0	0	90
15:00	0	84	17	1	0	1	0	0	1	0	0	0	0	0	0	104
Hour Total	1	301	51	1	7	1	0	0	2	0	0	0	0	0	0	364
15:15	0	67	25	0	1	1	0	0	1	0	0	0	0	0	0	95
15:30	0	105	23	0	0	0	0	0	0	0	0	1	0	0	0	129
15:45	1	118	32	1	1	0	0	0	0	0	0	0	0	0	0	153
16:00	1	159	29	1	0	0	0	0	0	0	0	0	0	0	0	190
Hour Total	2	449	109	2	2	1	0	0	1	0	0	1	0	0	0	567
16:15	0	198	35	0	2	0	0	0	0	0	1	3	3	0	0	242
16:30	2	204	40	2	0	0	0	0	0	0	0	0	1	0	0	249
16:45	1	217	43	0	1	0	0	1	0	0	0	1	5	0	0	269
17:00	0	230	34	0	0	0	0	1	0	0	0	3	9	0	0	277
Hour Total	3	849	152	2	3	0	0	2	0	0	1	7	18	0	0	1037
17:15	1	274	44	0	1	1	0	1	0	0	0	1	3	0	0	326
17:30	1	259	33	0	0	0	0	0	1	0	0	2	6	0	0	302
17:45	0	226	43	0	3	0	0	1	0	0	0	2	3	0	0	278
18:00	0	186	37	0	0	0	0	0	0	0	0	2	10	0	0	235
Hour Total	2	945	157	0	4	1	0	2	1	0	0	7	22	0	0	1141

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	197	23	0	2	0	0	2	0	0	0	0	0	0	0	224
18:30	2	153	20	0	0	0	1	1	0	0	0	0	1	0	0	178
18:45	1	113	21	0	1	1	0	0	0	0	0	0	0	0	0	137
19:00	0	90	16	1	0	0	0	0	0	0	0	0	0	0	0	107
Hour Total	3	553	80	1	3	1	1	3	0	0	0	0	1	0	0	646
19:15	0	104	12	0	0	0	0	0	0	0	0	0	0	0	0	116
19:30	0	89	13	0	0	0	0	0	0	0	0	0	0	0	0	102
19:45	0	74	5	0	0	0	0	0	0	0	0	0	0	0	0	79
20:00	1	49	9	0	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	316	39	0	0	0	0	0	0	0	0	0	0	0	0	356
20:15	0	51	5	0	0	0	0	0	0	0	0	0	0	0	0	56
20:30	0	51	8	0	0	0	0	0	0	0	0	0	0	0	0	59
20:45	0	49	9	0	0	0	0	0	0	0	0	0	0	0	0	58
21:00	1	28	8	0	1	0	0	0	0	0	0	0	0	0	0	38
Hour Total	1	179	30	0	1	0	0	0	0	0	0	0	0	0	0	211
21:15	0	36	8	1	0	0	0	0	0	0	0	0	0	0	0	45
21:30	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
21:45	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
22:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	133	19	1	0	0	0	0	0	0	0	0	0	0	0	153
22:15	0	25	3	0	0	1	0	0	0	0	0	0	0	0	0	29
22:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	1	18	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	1	69	9	0	0	1	0	0	0	0	0	0	0	0	0	80
23:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	39	4	0	1	0	0	0	0	0	0	0	0	0	0	44
DAY TOTAL	20	5494	957	18	51	15	1	9	8	4	2	16	42	0	0	6637
PERCENTS	0.3%	82.8%	14.4%	0.3%	0.8%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.2%	0.6%	0.0%	0.0%	100.0%

Passenger Vehicles 97.5% Trucks & Buses 2.5%

AM Times	06:45	11:15	11:15	09:15	09:30	06:15	09:00	08:45	07:45	07:30	10:45	11:15
AM Peaks	2	209	45	3	7	2	1	2	1	1	1	263
PM Times	15:45	17:00	16:30	15:45	13:45	12:15	17:45	17:45	14:15	11:30	15:30	17:00	16:45	17:00
PM Peaks	4	989	161	4	8	2	1	4	2	2	1	8	23	1183

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-EO
Site ID: 000000023590
Location: Gate Pkwy, W of I-295 (EO)
Direction: EAST
Lane: 1

File: B-EBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	42	10925	1892	35	87	28	1	14	12	4	2	27	71	0	0	13140
PERCENTS	0.3%	83.1%	14.4%	0.3%	0.7%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.5%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
05:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	47	7	0	0	0	0	0	0	0	0	0	0	0	0	54
06:15	1	12	1	0	0	0	0	0	1	0	0	0	0	0	0	15
06:30	0	26	2	0	3	0	0	0	0	0	0	0	0	0	0	31
06:45	0	50	9	0	1	0	0	0	0	0	0	0	0	0	0	60
07:00	0	75	10	0	2	1	0	0	0	0	0	0	0	0	0	88
Hour Total	1	163	22	0	6	1	0	0	1	0	0	0	0	0	0	194
07:15	0	85	10	0	1	1	0	0	0	0	0	0	0	0	0	97
07:30	2	100	13	0	1	3	0	0	0	0	0	0	0	0	0	119
07:45	0	133	14	0	1	4	0	0	0	0	0	0	0	0	0	152
08:00	0	125	14	0	0	3	1	0	1	0	0	0	0	0	0	144
Hour Total	2	443	51	0	3	11	1	0	1	0	0	0	0	0	0	512
08:15	0	156	16	0	0	1	0	0	0	0	0	0	0	0	0	173
08:30	1	133	15	0	0	4	1	0	0	0	0	0	0	0	0	154
08:45	1	114	10	0	0	1	0	0	0	0	0	0	0	0	0	126
09:00	0	129	17	0	0	4	0	0	0	0	0	0	0	0	0	150
Hour Total	2	532	58	0	0	10	1	0	0	0	0	0	0	0	0	603

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	117	15	0	0	2	0	0	0	0	0	0	0	0	0	135
09:30	0	77	7	0	0	5	0	0	0	0	0	0	0	0	0	89
09:45	0	65	12	0	0	3	0	0	0	0	0	0	0	0	0	80
10:00	2	63	9	0	1	4	0	0	0	0	0	0	0	0	0	79
Hour Total	3	322	43	0	1	14	0	0	0	0	0	0	0	0	0	383
10:15	0	55	13	0	1	2	0	0	0	0	0	0	0	0	0	71
10:30	0	56	8	0	0	3	0	1	0	0	0	0	0	0	0	68
10:45	0	49	6	0	1	3	0	0	0	0	1	0	0	0	0	60
11:00	0	45	6	0	0	3	0	0	1	0	0	0	0	0	0	55
Hour Total	0	205	33	0	2	11	0	1	1	0	1	0	0	0	0	254
11:15	0	59	7	0	0	4	0	0	0	0	0	0	0	0	0	70
11:30	1	46	4	0	2	3	0	1	0	0	0	0	0	0	0	57
11:45	0	51	5	0	0	1	0	0	0	0	0	0	0	0	0	57
12:00	1	58	11	0	0	1	0	0	0	0	0	0	0	0	0	71
Hour Total	2	214	27	0	2	9	0	1	0	0	0	0	0	0	0	255
12:15	0	63	7	0	0	4	0	0	0	0	0	0	0	0	0	74
12:30	1	51	6	0	0	4	0	0	0	0	0	0	0	0	0	62
12:45	0	62	7	0	0	4	0	0	1	0	0	0	0	0	0	74
13:00	0	50	10	0	0	1	0	1	0	0	0	0	0	0	0	62
Hour Total	1	226	30	0	0	13	0	1	1	0	0	0	0	0	0	272
13:15	0	60	9	0	0	4	0	0	0	0	0	0	0	0	0	73
13:30	0	50	15	0	0	3	0	0	0	0	0	0	0	0	0	68
13:45	0	64	7	0	0	4	0	0	0	0	0	0	0	0	0	75
14:00	1	58	7	0	1	6	0	0	0	0	0	0	0	0	0	73
Hour Total	1	232	38	0	1	17	0	0	0	0	0	0	0	0	0	289
14:15	0	49	6	0	0	3	0	0	0	0	0	0	0	0	0	58
14:30	0	64	9	0	3	4	0	0	0	0	0	0	0	0	0	80
14:45	0	84	11	0	0	1	0	1	0	0	0	0	0	0	0	97
15:00	0	90	17	0	3	0	0	0	0	0	0	0	0	0	0	110
Hour Total	0	287	43	0	6	8	0	1	0	0	0	0	0	0	0	345
15:15	0	71	10	0	0	0	0	0	0	0	0	0	0	0	0	81
15:30	1	104	19	0	1	0	0	0	0	0	0	0	0	0	0	125
15:45	0	118	14	0	2	1	0	0	0	0	1	0	0	0	0	136
16:00	0	116	21	0	1	0	0	0	0	0	0	0	0	0	0	138
Hour Total	1	409	64	0	4	1	0	0	0	0	1	0	0	0	0	480
16:15	0	123	19	0	0	0	0	0	0	0	0	0	0	0	0	142
16:30	0	140	23	0	0	0	0	0	0	0	0	0	0	0	0	163
16:45	0	128	18	0	2	0	0	1	0	0	0	0	0	0	0	149
17:00	1	128	12	0	0	0	0	0	0	0	0	0	0	0	0	141
Hour Total	1	519	72	0	2	0	0	1	0	0	0	0	0	0	0	595
17:15	0	121	15	0	1	0	0	0	1	0	0	0	0	0	0	138
17:30	2	140	12	0	0	0	0	0	0	0	0	0	0	0	0	154
17:45	2	126	19	0	0	0	0	0	0	0	0	0	0	0	0	147
18:00	0	130	13	0	0	0	0	0	0	0	0	0	0	0	0	143
Hour Total	4	517	59	0	1	0	0	0	1	0	0	0	0	0	0	582

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	129	13	0	0	0	0	0	0	0	0	0	0	0	0	144
18:30	0	79	8	0	0	0	0	0	0	0	0	0	0	0	0	87
18:45	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0	57
19:00	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	2	297	30	0	0	0	0	0	0	0	0	0	0	0	0	329
19:15	0	47	5	0	0	0	0	0	0	0	0	0	0	0	0	52
19:30	0	63	2	0	0	0	0	0	0	0	0	0	0	0	0	65
19:45	0	48	6	0	0	0	0	0	0	0	0	0	0	0	0	54
20:00	0	43	4	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	201	17	0	0	0	0	0	0	0	0	0	0	0	0	218
20:15	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32
20:30	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
20:45	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
21:00	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	141	13	0	0	0	0	0	0	0	0	0	0	0	0	154
21:15	0	26	7	0	0	0	0	1	0	0	0	0	0	0	0	34
21:30	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
21:45	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	106	11	0	0	0	0	1	0	0	0	0	0	0	0	118
22:15	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	54	3	0	0	0	0	0	0	0	0	0	0	0	0	58
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
DAY TOTAL	21	4987	630	0	28	96	2	6	5	0	2	0	0	0	0	5777
PERCENTS	0.4%	86.3%	10.9%	0.0%	0.5%	1.7%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.6% Trucks & Buses 2.4%

AM Times	08:30	07:45	07:45		06:30	09:00	07:45	09:45	05:30		10:00					07:45
AM Peaks	3	547	59		7	14	2	1	1		1					623
PM Times	17:30	17:30	16:00		14:15	13:15		11:30	12:00		15:00					16:15
PM Peaks	6	525	81		6	17		1	1		1					595

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
05:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	42
06:15	1	11	5	0	1	0	0	0	0	0	0	0	0	0	0	18
06:30	0	35	4	0	1	0	0	0	0	0	0	0	0	0	0	40
06:45	1	46	5	0	1	1	0	0	0	0	0	0	0	0	0	54
07:00	0	64	11	0	1	0	0	0	0	0	0	0	0	0	0	76
Hour Total	2	156	25	0	4	1	0	0	0	0	0	0	0	0	0	188
07:15	0	96	12	0	1	0	0	0	0	0	0	0	0	0	0	109
07:30	0	100	13	0	0	0	0	0	0	0	0	0	0	0	0	113
07:45	1	120	11	0	0	0	0	0	0	0	0	0	0	0	0	132
08:00	0	136	13	0	1	0	0	0	0	0	0	0	0	0	0	150
Hour Total	1	452	49	0	2	0	0	0	0	0	0	0	0	0	0	504
08:15	0	150	20	0	0	0	0	0	0	0	0	0	0	0	0	170
08:30	0	134	13	0	1	0	0	0	1	0	0	0	0	0	0	149
08:45	0	121	18	0	0	0	1	0	0	0	0	0	0	0	0	140
09:00	0	121	16	0	0	0	0	0	1	0	0	0	0	0	0	138
Hour Total	0	526	67	0	1	0	1	0	2	0	0	0	0	0	0	597

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	87	8	0	0	0	0	0	0	0	0	0	0	0	0	95
09:30	0	70	2	0	0	0	0	1	0	0	0	0	0	0	0	73
09:45	0	57	7	0	0	0	0	0	0	0	0	0	0	0	0	64
10:00	0	78	10	0	0	1	0	0	0	0	0	0	0	0	0	89
Hour Total	0	292	27	0	0	1	0	1	0	0	0	0	0	0	0	321
10:15	0	63	6	0	0	0	0	0	0	0	0	0	0	0	0	69
10:30	0	49	10	0	1	0	0	0	0	0	0	0	0	0	0	60
10:45	0	55	10	0	0	0	0	0	0	0	0	0	0	0	0	65
11:00	0	52	7	0	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	219	33	0	1	0	0	0	0	0	0	0	0	0	0	253
11:15	0	51	8	1	1	0	0	0	0	0	0	0	0	0	0	61
11:30	0	54	6	0	1	1	0	0	0	0	0	0	0	0	0	62
11:45	1	45	5	0	1	0	0	1	0	0	0	0	0	0	0	53
12:00	0	65	7	0	1	0	0	0	0	0	0	0	0	0	0	73
Hour Total	1	215	26	1	4	1	0	1	0	0	0	0	0	0	0	249
12:15	1	58	6	0	0	0	0	1	0	0	0	0	0	0	0	66
12:30	0	67	13	0	2	0	0	0	0	0	0	0	0	0	0	82
12:45	2	74	10	0	0	0	0	0	0	0	0	0	0	0	0	86
13:00	1	64	8	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	4	263	37	0	2	0	0	1	0	0	0	0	0	0	0	307
13:15	0	58	11	0	0	0	0	0	0	0	0	0	0	0	0	69
13:30	0	53	6	0	0	1	0	1	0	0	0	0	0	0	0	61
13:45	0	56	9	0	1	0	0	0	0	0	0	0	0	0	0	66
14:00	0	68	8	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Total	0	235	34	0	1	1	0	1	0	0	0	0	0	0	0	272
14:15	0	73	11	0	1	0	0	0	0	0	0	0	0	0	0	85
14:30	2	66	11	0	3	0	0	0	0	0	0	0	0	0	0	82
14:45	1	57	8	0	0	0	0	0	0	0	0	0	0	0	0	66
15:00	0	66	9	0	2	0	0	0	0	0	0	0	0	0	0	77
Hour Total	3	262	39	0	6	0	0	0	0	0	0	0	0	0	0	310
15:15	0	78	7	0	0	0	0	0	0	0	0	0	0	0	0	85
15:30	0	92	21	0	0	0	0	0	0	0	0	0	0	0	0	113
15:45	1	119	20	0	2	0	0	0	0	0	0	0	0	0	0	142
16:00	0	130	18	0	0	0	0	0	0	0	0	0	0	0	0	148
Hour Total	1	419	66	0	2	0	0	0	0	0	0	0	0	0	0	488
16:15	0	128	18	0	0	0	0	1	0	0	0	0	0	0	0	147
16:30	0	140	21	0	0	0	0	0	0	0	0	0	0	0	0	161
16:45	2	129	19	0	2	0	0	1	0	0	0	0	0	0	0	153
17:00	3	130	18	0	0	1	0	0	0	0	0	0	0	0	0	152
Hour Total	5	527	76	0	2	1	0	2	0	0	0	0	0	0	0	613
17:15	0	126	20	0	0	1	0	0	0	0	0	0	0	0	0	147
17:30	1	114	11	0	1	0	0	0	0	0	0	0	0	0	0	127
17:45	1	131	19	0	0	0	0	0	0	0	0	0	0	0	0	151
18:00	0	121	10	0	0	0	0	0	0	0	0	0	0	0	0	131
Hour Total	2	492	60	0	1	1	0	0	0	0	0	0	0	0	0	556

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	127	15	0	1	0	0	0	0	0	0	0	0	0	0	143
18:30	0	134	16	0	0	0	0	0	0	0	0	0	0	0	0	150
18:45	0	77	8	0	0	0	0	0	0	0	0	0	0	0	0	85
19:00	1	44	2	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	1	382	41	0	1	0	0	0	0	0	0	0	0	0	0	425
19:15	0	46	3	0	0	0	0	0	0	0	0	0	0	0	0	49
19:30	2	92	12	0	0	0	0	0	0	0	0	0	0	0	0	106
19:45	0	80	10	0	0	0	0	0	0	0	0	0	0	0	0	90
20:00	0	47	7	0	0	0	0	1	0	0	0	0	0	0	0	55
Hour Total	2	265	32	0	0	0	0	1	0	0	0	0	0	0	0	300
20:15	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39
20:30	1	30	6	0	0	0	0	0	0	0	0	0	0	0	0	37
20:45	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
21:00	2	29	4	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	3	124	17	0	0	0	0	0	0	0	0	0	0	0	0	144
21:15	0	47	4	0	0	0	0	0	0	0	0	0	0	0	0	51
21:30	1	31	3	0	0	0	0	0	0	0	0	0	0	0	0	35
21:45	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	1	124	13	0	0	0	0	0	0	0	0	0	0	0	0	138
22:15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
22:45	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	67	4	0	0	0	0	0	0	0	0	0	0	0	0	71
23:15	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	2	36	3	0	0	0	0	0	0	0	0	0	0	0	0	41
DAY TOTAL	28	5145	659	1	27	6	1	7	2	0	0	0	0	0	0	5876
PERCENTS	0.5%	87.6%	11.2%	0.0%	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 99.3% Trucks & Buses 0.7%

AM Times	06:00	08:00	08:15	10:30	06:15	06:00	08:00	08:45	08:15							08:00
AM Peaks	2	541	67	1	4	1	1	1	2							609
PM Times	16:45	16:00	16:30		14:15	16:30		11:30								16:15
PM Peaks	6	527	78		6	2		2								613

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WI
Site ID: 000000003583
Location: Gate Pkwy, W of I-295 (WI)
Direction: WEST
Lane: 1

File: B-WBIn, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	49	10132	1289	1	55	102	3	13	7	0	2	0	0	0	0	11653
PERCENTS	0.4%	86.9%	11.1%	0.0%	0.5%	0.9%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
01:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	4
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	5
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
06:00	0	20	6	1	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	41	9	1	0	0	0	0	0	0	0	0	0	0	0	51
06:15	0	13	4	0	0	1	0	0	1	0	0	0	0	0	0	19
06:30	1	35	7	0	1	0	0	0	0	0	0	0	0	0	0	44
06:45	1	44	17	0	0	0	0	0	0	0	0	0	0	0	0	62
07:00	1	73	23	1	0	0	0	0	0	0	0	0	0	0	0	98
Hour Total	3	165	51	1	1	1	0	0	1	0	0	0	0	0	0	223
07:15	1	77	20	0	0	2	0	0	0	0	0	0	0	0	0	100
07:30	0	95	23	0	1	3	0	0	0	0	0	0	0	0	0	122
07:45	1	99	16	1	3	1	0	0	1	0	0	0	0	0	0	122
08:00	1	121	26	0	3	1	0	0	0	0	0	0	0	0	0	152
Hour Total	3	392	85	1	7	7	0	0	1	0	0	0	0	0	0	496
08:15	1	124	16	1	1	0	0	0	0	0	0	0	0	0	0	143
08:30	2	129	24	0	2	7	0	0	1	0	0	0	0	0	0	165
08:45	1	108	11	0	1	1	0	0	0	0	0	0	0	0	0	122
09:00	0	125	19	0	2	1	0	0	0	0	0	0	0	0	0	147
Hour Total	4	486	70	1	6	9	0	0	1	0	0	0	0	0	0	577

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	3	110	14	1	1	5	0	0	0	0	0	0	0	0	0	134
09:30	1	69	5	0	0	1	0	0	0	0	0	0	0	0	0	76
09:45	0	66	11	0	1	3	0	0	0	0	0	0	0	0	0	81
10:00	0	65	6	0	0	4	0	1	0	0	0	0	0	0	0	76
Hour Total	4	310	36	1	2	13	0	1	0	0	0	0	0	0	0	367
10:15	0	52	13	1	0	1	0	0	0	0	0	0	0	0	0	67
10:30	0	69	12	0	0	5	0	0	1	0	0	0	0	0	0	87
10:45	0	64	14	0	2	0	0	0	0	0	0	0	0	0	0	80
11:00	0	62	11	0	1	4	0	0	0	0	0	0	0	0	0	78
Hour Total	0	247	50	1	3	10	0	0	1	0	0	0	0	0	0	312
11:15	0	66	11	1	0	1	0	0	0	0	0	0	0	0	0	79
11:30	1	71	16	0	0	3	0	1	0	0	0	0	0	0	0	92
11:45	0	70	14	0	0	4	0	0	1	0	0	0	0	0	0	89
12:00	0	77	17	0	2	1	0	0	0	0	0	0	0	0	0	97
Hour Total	1	284	58	1	2	9	0	1	1	0	0	0	0	0	0	357
12:15	1	66	13	1	1	3	0	0	0	0	0	0	0	0	0	85
12:30	1	68	16	0	0	2	0	0	1	0	0	0	0	0	0	88
12:45	0	69	12	0	1	1	0	1	0	0	0	0	0	0	0	84
13:00	0	64	12	0	2	4	0	0	1	0	0	0	0	0	0	83
Hour Total	2	267	53	1	4	10	0	1	2	0	0	0	0	0	0	340
13:15	0	70	11	0	1	4	0	0	0	0	0	0	0	0	0	86
13:30	0	71	11	0	1	3	0	0	0	0	0	0	0	0	0	86
13:45	0	65	12	0	3	4	0	0	0	0	0	0	0	0	0	84
14:00	0	63	18	0	0	3	0	0	0	0	0	0	0	0	0	84
Hour Total	0	269	52	0	5	14	0	0	0	0	0	0	0	0	0	340
14:15	0	53	9	1	0	3	0	0	0	0	0	0	0	0	0	66
14:30	0	57	8	0	2	1	0	0	0	0	0	0	0	0	0	68
14:45	0	56	12	0	1	0	0	0	0	0	0	0	0	0	0	69
15:00	1	71	7	0	2	0	0	0	0	0	0	0	0	0	0	81
Hour Total	1	237	36	1	5	4	0	0	0	0	0	0	0	0	0	284
15:15	1	63	11	1	0	0	0	0	1	0	0	0	0	0	0	77
15:30	0	67	11	0	1	0	0	0	0	0	0	0	0	0	0	79
15:45	1	75	12	0	1	1	0	0	0	0	0	0	0	0	0	90
16:00	1	76	19	0	0	0	0	0	0	0	0	0	0	0	0	96
Hour Total	3	281	53	1	2	1	0	0	1	0	0	0	0	0	0	342
16:15	0	73	8	0	1	0	0	0	0	0	0	0	0	0	0	82
16:30	0	73	14	0	0	0	0	0	0	0	0	0	0	0	0	87
16:45	1	88	11	0	0	1	0	0	0	0	0	0	0	0	0	101
17:00	0	78	5	1	0	0	0	0	0	0	0	0	0	0	0	84
Hour Total	1	312	38	1	1	1	0	0	0	0	0	0	0	0	0	354
17:15	0	83	10	0	1	1	0	0	0	0	0	0	0	0	0	95
17:30	2	74	10	0	0	1	0	0	0	0	0	0	0	0	0	87
17:45	0	101	10	0	1	0	0	0	0	0	0	0	0	0	0	112
18:00	0	82	7	0	0	0	0	0	0	0	0	0	0	0	0	89
Hour Total	2	340	37	0	2	2	0	0	0	0	0	0	0	0	0	383

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	71	12	1	0	0	0	1	0	0	0	0	0	0	0	85
18:30	0	65	13	0	1	0	0	0	0	0	0	0	0	0	0	79
18:45	2	61	5	0	0	0	0	0	0	0	0	0	0	0	0	68
19:00	1	44	6	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	3	241	36	1	1	0	0	1	0	0	0	0	0	0	0	283
19:15	0	52	3	1	0	0	0	0	0	0	0	0	0	0	0	56
19:30	0	40	4	0	0	0	0	0	0	0	0	0	0	0	0	44
19:45	0	39	8	0	0	0	0	0	1	0	0	0	0	0	0	48
20:00	1	26	6	1	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	1	157	21	2	0	0	0	0	1	0	0	0	0	0	0	182
20:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
20:30	0	40	4	0	0	0	0	0	1	0	0	0	0	0	0	45
20:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
21:00	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	119	14	0	0	0	0	0	1	0	0	0	0	0	0	134
21:15	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
21:30	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
21:45	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	82	5	0	0	0	0	0	0	0	0	0	0	0	0	87
22:15	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
22:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	45	6	0	1	0	0	0	0	0	0	0	0	0	0	52
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
DAY TOTAL	28	4335	716	14	43	84	0	4	11	0	0	0	0	0	0	5235
PERCENTS	0.5%	82.8%	13.7%	0.3%	0.8%	1.6%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.0% Trucks & Buses 3.0%

AM Times	08:30	08:15	07:15	07:00	07:45	08:30	09:15	07:45		07:45
AM Peaks	6	486	85	2	9	14	1	2		582
PM Times	15:00	17:15	11:30	19:15	13:00	13:00	11:30	11:45		17:15
PM Peaks	3	340	60	2	7	15	1	2		383

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
05:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
05:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	29	8	0	2	0	0	0	1	0	0	0	0	0	0	40
06:15	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
06:30	1	26	10	0	1	0	0	0	0	0	0	0	0	0	0	38
06:45	0	41	7	0	0	0	0	0	0	0	0	0	0	0	0	48
07:00	0	66	23	0	1	0	0	0	0	0	0	0	0	0	0	90
Hour Total	1	144	43	0	3	0	0	0	0	0	0	0	0	0	0	191
07:15	0	69	18	0	0	1	0	0	0	0	0	0	0	0	0	88
07:30	0	80	17	0	0	1	0	0	0	0	0	0	0	0	0	98
07:45	0	91	20	1	2	0	0	0	0	0	0	0	0	0	0	114
08:00	1	118	26	0	1	1	0	0	1	0	0	0	0	0	0	148
Hour Total	1	358	81	1	3	3	0	0	1	0	0	0	0	0	0	448
08:15	1	133	14	1	2	0	0	0	1	0	0	0	0	0	0	152
08:30	1	135	14	0	1	2	0	0	0	0	0	0	0	0	0	153
08:45	1	106	18	0	1	0	0	0	0	0	0	0	0	0	0	126
09:00	0	121	18	0	3	0	0	0	0	0	0	0	0	0	0	142
Hour Total	3	495	64	1	7	2	0	0	1	0	0	0	0	0	0	573

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	88	13	0	1	0	0	0	0	0	0	0	0	0	0	102
09:30	0	52	12	0	0	2	0	1	0	0	0	0	0	0	0	67
09:45	0	52	8	0	1	0	0	0	0	0	0	0	0	0	0	61
10:00	0	76	11	0	2	0	0	0	0	0	0	0	0	0	0	89
Hour Total	0	268	44	0	4	2	0	1	0	0	0	0	0	0	0	319
10:15	0	46	9	1	1	1	0	0	0	0	0	0	1	0	0	59
10:30	0	52	9	0	1	0	0	0	0	0	0	0	0	0	0	62
10:45	0	62	9	0	2	0	0	0	0	0	0	0	0	0	0	73
11:00	0	76	14	0	0	0	0	0	0	0	0	0	0	0	0	90
Hour Total	0	236	41	1	4	1	0	0	0	0	0	0	1	0	0	284
11:15	0	66	18	1	1	2	0	0	0	0	0	0	0	0	0	88
11:30	1	56	11	0	0	0	0	0	0	0	0	0	0	0	0	68
11:45	0	66	9	0	1	1	0	0	0	0	0	0	0	0	0	77
12:00	0	51	11	0	1	3	0	1	0	0	0	0	0	0	0	67
Hour Total	1	239	49	1	3	6	0	1	0	0	0	0	0	0	0	300
12:15	0	79	9	1	0	0	0	0	0	0	0	0	0	0	0	89
12:30	0	67	17	0	0	1	0	0	0	0	0	0	0	0	0	85
12:45	0	87	19	0	0	2	0	0	1	0	0	0	0	0	0	109
13:00	0	87	10	0	4	0	0	0	0	0	0	0	0	0	0	101
Hour Total	0	320	55	1	4	3	0	0	1	0	0	0	0	0	0	384
13:15	0	75	15	0	1	0	0	0	0	1	0	0	0	0	0	92
13:30	0	67	12	0	0	2	0	0	0	0	0	0	1	0	0	82
13:45	0	68	9	0	1	0	0	0	0	0	0	0	0	0	0	78
14:00	0	71	10	1	2	0	0	0	1	0	0	0	0	0	0	85
Hour Total	0	281	46	1	4	2	0	0	1	1	0	0	1	0	0	337
14:15	0	65	12	0	1	2	0	0	0	0	0	0	0	0	0	80
14:30	1	58	14	0	2	1	0	0	0	0	0	0	0	0	0	76
14:45	0	45	14	0	0	0	0	0	0	0	0	0	0	0	0	59
15:00	1	62	9	0	3	2	0	1	0	0	0	0	0	0	0	78
Hour Total	2	230	49	0	6	5	0	1	0	0	0	0	0	0	0	293
15:15	0	50	12	0	1	0	0	0	0	0	0	0	0	0	0	63
15:30	1	65	9	0	1	0	0	0	0	0	0	0	0	0	0	76
15:45	0	76	14	0	2	0	0	0	0	0	0	0	0	0	0	92
16:00	1	67	14	0	0	0	0	0	0	0	0	0	0	0	0	82
Hour Total	2	258	49	0	4	0	0	0	0	0	0	0	0	0	0	313
16:15	2	78	7	1	0	0	0	0	0	0	0	0	0	0	0	88
16:30	0	62	16	0	0	0	0	0	0	0	0	0	0	0	0	78
16:45	0	81	7	0	1	0	0	0	0	0	0	0	0	0	0	89
17:00	0	63	9	0	0	0	0	0	0	0	0	0	0	0	0	72
Hour Total	2	284	39	1	1	0	0	0	0	0	0	0	0	0	0	327
17:15	0	71	10	1	1	0	0	0	0	0	0	0	0	0	0	83
17:30	0	84	5	0	2	0	0	0	0	0	0	0	0	0	0	91
17:45	0	81	14	0	1	0	0	0	0	0	0	0	0	0	0	96
18:00	0	75	8	0	0	0	0	0	0	0	0	0	0	0	0	83
Hour Total	0	311	37	1	4	0	0	0	0	0	0	0	0	0	0	353

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	71	8	1	0	0	0	1	0	0	0	0	0	0	0	81
18:30	0	85	11	0	0	0	0	0	0	0	0	0	0	0	0	96
18:45	0	73	8	1	0	0	0	0	0	0	0	0	0	0	0	82
19:00	0	43	5	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	272	32	2	0	0	0	1	0	0	0	0	0	0	0	307
19:15	0	46	6	0	1	0	0	0	0	0	0	0	0	0	0	53
19:30	0	75	7	0	1	0	0	0	0	0	0	0	0	0	0	83
19:45	0	59	5	0	0	0	0	0	0	0	0	0	0	0	0	64
20:00	0	40	12	1	0	0	0	0	0	0	0	0	0	0	0	53
Hour Total	0	220	30	1	2	0	0	0	0	0	0	0	0	0	0	253
20:15	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
20:30	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	40
20:45	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	39
21:00	1	34	2	0	0	0	0	0	0	0	0	0	0	0	0	37
Hour Total	1	133	16	0	0	0	0	0	0	0	0	0	0	0	0	150
21:15	0	37	3	0	0	0	0	0	1	0	0	0	0	0	0	41
21:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	94	7	0	0	0	0	0	1	0	0	0	0	0	0	102
22:15	0	10	1	1	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	42	2	1	0	0	0	0	0	0	0	0	0	0	0	45
23:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	9
23:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	32	6	0	0	1	0	0	0	0	0	0	0	0	0	39
DAY TOTAL	14	4280	701	12	51	27	0	4	7	1	0	0	2	0	0	5099
PERCENTS	0.3%	83.9%	13.7%	0.2%	1.0%	0.5%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.0% Trucks & Buses 2.0%

AM Times	08:00	08:15	07:15	07:30	08:15	11:15	08:45	07:30			09:30		08:00
AM Peaks	4	495	81	2	7	6	1	2			1		579
PM Times	15:30	12:15	12:30	18:00	15:00	12:00	11:30	12:00	12:30		12:45		12:30
PM Peaks	4	320	61	2	7	6	1	1	1		1		387

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: B-WO
Site ID: 000000003562
Location: Gate Pkwy, W of I-295 (WO)
Direction: WEST
Lane: 1

File: B-WBOut, Gate Pkwy W of I-295.prn
City: 19-194 AW Max
County: 30.23596, -81.51642

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	42	8615	1417	26	94	111	0	8	18	1	0	0	2	0	0	10334
PERCENTS	0.4%	83.4%	13.7%	0.3%	0.9%	1.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C11-In
Site ID: 000000023939
Location: SB US 1, btw I-295 Ramps
Direction: SOUTH

File: C11-SB US 1, btw I295 Ramps_In.prn
City: 19-194 JG Max
County: 30.16789, -81.54101

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			8	215	12	182									20	397	10	198
00:30			9	209	6	240									15	449	8	224
00:45			3	225	7	220									10	445	5	222
01:00			9	233	6	227									15	460	8	230
01:15			8	260	7	221									15	481	8	240
01:30			2	223	6	260									8	483	4	242
01:45			4	198	14	227									18	425	9	212
02:00			7	206	6	241									13	447	6	224
02:15			6	212	7	222									13	434	6	217
02:30			5	227	2	203									7	430	4	215
02:45			0	234	1	235									1	469	0	234
03:00			2	215	9	209									11	424	6	212
03:15			9	225	3	233									12	458	6	229
03:30			2	219	4	207									6	426	3	213
03:45			10	200	5	200									15	400	8	200
04:00			5	244	6	234									11	478	6	239
04:15			7	256	2	241									9	497	4	248
04:30			6	217	10	212									16	429	8	214
04:45			14	212	10	235									24	447	12	224
05:00			22	256	23	249									45	505	22	252
05:15			25	265	27	246									52	511	26	256
05:30			34	244	29	249									63	493	32	246
05:45			58	237	50	216									108	453	54	226
06:00			71	227	77	216									148	443	74	222
06:15			97	185	98	193									195	378	98	189
06:30			165	176	148	196									313	372	156	186
06:45			166	170	188	142									354	312	177	156
07:00			273	138	272	150									545	288	272	144
07:15			198	110	180	146									378	256	189	128
07:30			210	118	235	113									445	231	222	116
07:45			252	88	236	95									488	183	244	92
08:00			275	115	252	86									527	201	264	100
08:15			213	103	186	99									399	202	200	101
08:30			195	83	201	97									396	180	198	90
08:45			185	97	186	77									371	174	186	87
09:00			172	72	193	94									365	166	182	83
09:15			147	82	150	87									297	169	148	84
09:30			185	68	175	64									360	132	180	66
09:45			182	53	173	45									355	98	178	49
10:00			134	59	173	40									307	99	154	50
10:15			139	44	178	30									317	74	158	37
10:30			156	35	156	37									312	72	156	36
10:45			145	24	151	28									296	52	148	26
11:00			155	22	162	24									317	46	158	23
11:15			166	26	157	32									323	58	162	29
11:30			170	20	198	18									368	38	184	19
11:45			201	11	189	14									390	25	195	12
12:00			194	22	213	11									407	33	204	16
TOTALS			12081		12122										24203		12100	
AM Times			07:30		07:00										07:30		07:30	
AM Peaks			950		923										1859		928	
AM PHF			0.86		0.85										0.88		0.88	
PM Times			17:00		16:45										17:00		17:00	
PM Peaks			1002		979										1962		979	
PM PHF			0.95		0.98										0.96		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C11-Out
Site ID: 000000023846
Location: SB US 1, btw I-295 Ramps
Direction: SOUTH

File: C11-SB US 1, btw I295 Ramps_Out.prn
City: 19-194 JG Max
County: 30.16789, -81.54101

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			17	134	8	114									25	248	12	124
00:30			13	118	19	128									32	246	16	123
00:45			17	135	4	141									21	276	10	138
01:00			9	131	13	122									22	253	11	126
01:15			7	132	7	118									14	250	7	125
01:30			10	122	10	147									20	269	10	134
01:45			7	124	6	134									13	258	6	129
02:00			12	156	6	155									18	311	9	156
02:15			2	130	5	113									7	243	4	122
02:30			14	145	8	146									22	291	11	146
02:45			15	134	7	146									22	280	11	140
03:00			3	142	1	145									4	287	2	144
03:15			8	165	1	151									9	316	4	158
03:30			3	174	3	151									6	325	3	162
03:45			8	140	6	155									14	295	7	148
04:00			10	173	1	198									11	371	6	186
04:15			15	192	5	191									20	383	10	192
04:30			10	171	8	167									18	338	9	169
04:45			4	170	3	197									7	367	4	184
05:00			14	224	5	229									19	453	10	226
05:15			7	242	8	213									15	455	8	228
05:30			11	214	15	233									26	447	13	224
05:45			20	256	15	222									35	478	18	239
06:00			31	235	34	203									65	438	32	219
06:15			49	198	43	188									92	386	46	193
06:30			73	200	54	208									127	408	64	204
06:45			101	161	110	159									211	320	106	160
07:00			178	138	172	135									350	273	175	136
07:15			136	114	129	139									265	253	132	126
07:30			108	113	119	104									227	217	114	108
07:45			120	100	104	111									224	211	112	106
08:00			111	80	131	101									242	181	121	90
08:15			126	78	121	101									247	179	124	90
08:30			113	89	119	67									232	156	116	78
08:45			97	73	88	93									185	166	92	83
09:00			97	67	110	70									207	137	104	68
09:15			87	76	91	97									178	173	89	86
09:30			103	72	88	82									191	154	96	77
09:45			85	67	87	50									172	117	86	58
10:00			84	51	81	44									165	95	82	48
10:15			80	39	103	53									183	92	92	46
10:30			82	42	97	63									179	105	90	52
10:45			69	35	87	37									156	72	78	36
11:00			95	27	86	23									181	50	90	25
11:15			105	20	87	41									192	61	96	30
11:30			104	23	99	26									203	49	102	24
11:45			92	21	100	9									192	30	96	15
12:00			129	17	111	22									240	39	120	20
TOTALS			8551		8557										17108		8557	
AM Times			07:00		06:45										07:00		07:00	
AM Peaks			542		530										1066		532	
AM PHF			0.76		0.77										0.76		0.76	
PM Times			17:15		17:00										17:00		17:00	
PM Peaks			947		897										1833		915	
PM PHF			0.92		0.96										0.96		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C12
Site ID: 000000023947
Location: NB US 1, btw I-295 Ramps
Direction: NORTH

File: C12-NB US 1, btw I295 Ramps.prn
City: 19-194 JG Max
County: 30.16634, -81.53973

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			22	354	16	373									38	727	19	364
00:30			19	342	13	374									32	716	16	358
00:45			16	355	10	329									26	684	13	342
01:00			12	372	13	347									25	719	12	360
01:15			13	306	6	332									19	638	10	319
01:30			13	365	16	361									29	726	14	363
01:45			10	321	16	301									26	622	13	311
02:00			4	328	13	343									17	671	8	336
02:15			4	366	7	329									11	695	6	348
02:30			9	295	16	338									25	633	12	316
02:45			11	357	10	374									21	731	10	366
03:00			7	344	18	330									25	674	12	337
03:15			11	353	10	370									21	723	10	362
03:30			38	416	41	405									79	821	40	410
03:45			22	415	19	392									41	807	20	404
04:00			12	381	14	371									26	752	13	376
04:15			23	439	15	492									38	931	19	466
04:30			23	429	18	421									41	850	20	425
04:45			36	440	40	472									76	912	38	456
05:00			39	459	43	468									82	927	41	464
05:15			70	566	74	484									144	1050	72	525
05:30			89	512	67	524									156	1036	78	518
05:45			92	432	86	408									178	840	89	420
06:00			104	408	117	391									221	799	110	400
06:15			157	337	148	322									305	659	152	330
06:30			211	335	222	300									433	635	216	318
06:45			308	252	320	247									628	499	314	250
07:00			441	243	437	216									878	459	439	230
07:15			612	233	595	227									1207	460	604	230
07:30			735	228	718	182									1453	410	726	205
07:45			742	192	732	163									1474	355	737	178
08:00			674	162	634	153									1308	315	654	158
08:15			709	149	750	151									1459	300	730	150
08:30			673	167	650	152									1323	319	662	160
08:45			676	114	609	136									1285	250	642	125
09:00			585	93	568	110									1153	203	576	102
09:15			389	107	364	115									753	222	376	111
09:30			387	97	352	101									739	198	370	99
09:45			333	80	301	80									634	160	317	80
10:00			347	71	340	80									687	151	344	76
10:15			307	43	294	77									601	120	300	60
10:30			321	60	347	69									668	129	334	64
10:45			296	51	302	40									598	91	299	46
11:00			326	41	373	35									699	76	350	38
11:15			333	32	338	29									671	61	336	30
11:30			373	28	349	39									722	67	361	34
11:45			376	29	346	27									722	56	361	28
12:00			384	30	352	27									736	57	368	28
TOTALS			23923		23546										47469		23739	
AM Times			07:30		07:30										07:30		07:30	
AM Peaks			2860		2834										5694		2846	
AM PHF			0.96		0.94										0.97		0.97	
PM Times			16:45		16:45										16:45		16:45	
PM Peaks			1977		1948										3925		1962	
PM PHF			0.87		0.93										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C21
Site ID: 000000023844
Location: EB Baymeadows Rd, btw I-295 Ramps
Direction: EAST

File: C21, EB Baymeadows btw I-295 Ramps 5-14.prn
City: 19-194 JG Min
County: 30.21585, -81.51440

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			20	213	27	200									47	413	24	206
00:30			16	235	16	238									32	473	16	236
00:45			13	212	9	221									22	433	11	216
01:00			16	233	8	254									24	487	12	244
01:15			9	249	11	213									20	462	10	231
01:30			12	220	4	215									16	435	8	218
01:45			10	237	7	238									17	475	8	238
02:00			3	252	10	238									13	490	6	245
02:15			8	196	8	229									16	425	8	212
02:30			6	180	10	210									16	390	8	195
02:45			3	203	6	205									9	408	4	204
03:00			3	188	3	189									6	377	3	188
03:15			5	227	3	241									8	468	4	234
03:30			7	221	4	219									11	440	6	220
03:45			1	201	7	180									8	381	4	190
04:00			7	200	9	193									16	393	8	196
04:15			11	211	11	174									22	385	11	192
04:30			4	229	8	203									12	432	6	216
04:45			11	227	12	239									23	466	12	233
05:00			14	226	11	226									25	452	12	226
05:15			18	229	17	245									35	474	18	237
05:30			25	256	18	243									43	499	22	250
05:45			24	230	29	215									53	445	26	222
06:00			40	228	32	205									72	433	36	216
06:15			71	230	62	232									133	462	66	231
06:30			120	233	120	255									240	488	120	244
06:45			247	212	244	231									491	443	246	222
07:00			330	196	308	234									638	430	319	215
07:15			326	163	303	212									629	375	314	188
07:30			206	205	215	149									421	354	210	177
07:45			251	177	252	164									503	341	252	170
08:00			280	165	278	143									558	308	279	154
08:15			269	144	274	147									543	291	272	146
08:30			315	163	279	154									594	317	297	158
08:45			285	124	273	112									558	236	279	118
09:00			257	149	234	141									491	290	246	145
09:15			189	96	184	128									373	224	186	112
09:30			189	108	176	106									365	214	182	107
09:45			157	100	186	101									343	201	172	100
10:00			172	106	158	68									330	174	165	87
10:15			179	78	163	76									342	154	171	77
10:30			164	50	172	64									336	114	168	57
10:45			163	41	168	45									331	86	166	43
11:00			156	32	134	45									290	77	145	38
11:15			155	33	169	32									324	65	162	32
11:30			197	29	210	31									407	60	204	30
11:45			213	38	165	21									378	59	189	30
12:00			186	25	221	35									407	60	204	30
TOTALS			13563		13387										26950		13473	
AM Times			08:00		08:00										08:00		08:00	
AM Peaks			1149		1104										2253		1126	
AM PHF			0.91		0.99										0.95		0.95	
PM Times			13:15		16:45										16:45		16:45	
PM Peaks			958		953										1891		945	
PM PHF			0.95		0.97										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/21/2019

Station #: C21
Site ID: 000000023841
Location: EB Baymeadows Rd, btw I-295 Ramps
Direction: EAST

File: C21, EB Baymeadows btw I-295 Ramps.prn
City: 19-194 JD Min
County: 30.21585, -81.51441

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			15	211	8	219									23	430	12	215
00:30			19	218	24	285									43	503	22	252
00:45			19	208	23	318									42	526	21	263
01:00			3	219	28	346									31	565	16	282
01:15			8	238	11	288									19	526	10	263
01:30			7	236	13	232									20	468	10	234
01:45			10	204	5	249									15	453	8	226
02:00			5	250	4	211									9	461	4	230
02:15			8	215	8	190									16	405	8	202
02:30			10	204	2	203									12	407	6	204
02:45			6	174	7	177									13	351	6	176
03:00			5	200	8	190									13	390	6	195
03:15			10	189	2	213									12	402	6	201
03:30			5	203	5	231									10	434	5	217
03:45			6	204	7	180									13	384	6	192
04:00			8	184	6	186									14	370	7	185
04:15			10	171	9	200									19	371	10	186
04:30			9	218	6	233									15	451	8	226
04:45			12	223	16	245									28	468	14	234
05:00			16	206	14	274									30	480	15	240
05:15			43	224	11	298									54	522	27	261
05:30			75	207	15	295									90	502	45	251
05:45			48	232	28	266									76	498	38	249
06:00			48	185	42	290									90	475	45	238
06:15			65	207	67	268									132	475	66	238
06:30			102	215	106	294									208	509	104	254
06:45			231	190	211	273									442	463	221	232
07:00			276	186	314	267									590	453	295	226
07:15			248	172	272	235									520	407	260	204
07:30			202	175	205	201									407	376	204	188
07:45			260	137	249	164									509	301	254	150
08:00			283	161	268	172									551	333	276	166
08:15			270	149	283	187									553	336	276	168
08:30			316	133	308	154									624	287	312	144
08:45			262	122	288	148									550	270	275	135
09:00			249	120	213	151									462	271	231	136
09:15			186	108	177	122									363	230	182	115
09:30			189	92	174	111									363	203	182	102
09:45			166	80	155	91									321	171	160	86
10:00			165	87	162	82									327	169	164	84
10:15			129	74	140	74									269	148	134	74
10:30			148	60	163	51									311	111	156	56
10:45			162	54	157	54									319	108	160	54
11:00			159	39	165	36									324	75	162	38
11:15			158	33	154	48									312	81	156	40
11:30			159	31	183	31									342	62	171	31
11:45			201	33	168	26									369	59	184	30
12:00			189	26	213	18									402	44	201	22
TOTALS			12887		14174										27061		13536	
AM Times			08:00		08:00										08:00		08:00	
AM Peaks			1131		1147										2278		1138	
AM PHF			0.89		0.93										0.91		0.91	
PM Times			13:15		12:30										12:30		12:30	
PM Peaks			928		1237										2120		1059	
PM PHF			0.93		0.89										0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C22
Site ID: 000000023838
Location: WB Baymeadows Rd, btw I-295 Ramps
Direction: WEST

File: C22, WB Baymeadows btw I-295 Ramps 5-14.prn
City: 19-194 JG Min
County: 30.21586, -81.51354

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	214	18	180									28	394	14	197
00:30			10	166	11	178									21	344	10	172
00:45			8	179	5	197									13	376	6	188
01:00			2	171	9	175									11	346	6	173
01:15			4	133	2	152									6	285	3	142
01:30			5	150	3	140									8	290	4	145
01:45			3	159	3	135									6	294	3	147
02:00			4	146	3	144									7	290	4	145
02:15			5	213	0	235									5	448	2	224
02:30			3	314	2	268									5	582	2	291
02:45			0	181	3	190									3	371	2	186
03:00			6	172	4	140									10	312	5	156
03:15			1	169	6	158									7	327	4	164
03:30			1	144	3	152									4	296	2	148
03:45			4	166	1	223									5	389	2	194
04:00			5	172	8	146									13	318	6	159
04:15			3	225	4	187									7	412	4	206
04:30			4	227	4	188									8	415	4	208
04:45			5	214	4	220									9	434	4	217
05:00			12	232	11	199									23	431	12	216
05:15			17	245	12	267									29	512	14	256
05:30			19	272	17	230									36	502	18	251
05:45			21	239	23	243									44	482	22	241
06:00			26	212	18	202									44	414	22	207
06:15			44	190	0	207									44	397	22	198
06:30			49	169	1	183									50	352	25	176
06:45			76	171	0	153									76	324	38	162
07:00			129	154	3	118									132	272	66	136
07:15			178	117	5	132									183	249	92	124
07:30			203	137	0	128									203	265	102	132
07:45			155	111	2	94									157	205	78	102
08:00			145	94	1	103									146	197	73	98
08:15			145	93	2	114									147	207	74	104
08:30			156	76	11	100									167	176	84	88
08:45			146	79	32	105									178	184	89	92
09:00			129	77	63	126									192	203	96	102
09:15			148	75	58	139									206	214	103	107
09:30			150	56	51	91									201	147	100	74
09:45			139	55	64	67									203	122	102	61
10:00			123	50	75	83									198	133	99	66
10:15			150	29	60	45									210	74	105	37
10:30			124	46	66	31									190	77	95	38
10:45			139	26	71	34									210	60	105	30
11:00			155	23	63	28									218	51	109	26
11:15			131	23	92	25									223	48	112	24
11:30			153	14	113	24									266	38	133	19
11:45			178	17	130	14									308	31	154	16
12:00			171	12	150	12									321	24	160	12
TOTALS			10103		7992										18095		9048	
AM Times			07:15		11:15										11:15		11:15	
AM Peaks			681		485										1118		558	
AM PHF			0.84		0.81										0.87		0.87	
PM Times			17:00		17:15										17:00		17:00	
PM Peaks			988		942										1927		963	
PM PHF			0.91		0.88										0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/21/2019

Station #: C22
Site ID: 000000023954
Location: WB Baymeadows Rd, btw I-295 Ramps
Direction: WEST

File: C22, WB Baymeadows btw I-295 Ramps.prn
City: 19-194 JD Min
County: 30.21586, -81.51350

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			14	179	11	145									25	324	12	162
00:30			7	152	9	179									16	331	8	166
00:45			4	164	11	178									15	342	8	171
01:00			6	157	39	205									45	362	22	181
01:15			5	140	57	240									62	380	31	190
01:30			3	174	7	160									10	334	5	167
01:45			5	148	5	183									10	331	5	166
02:00			0	141	6	187									6	328	3	164
02:15			3	252	7	147									10	399	5	200
02:30			1	171	5	221									6	392	3	196
02:45			2	163	2	180									4	343	2	172
03:00			6	148	3	184									9	332	4	166
03:15			3	156	2	184									5	340	2	170
03:30			2	148	2	204									4	352	2	176
03:45			5	177	3	141									8	318	4	159
04:00			4	172	5	154									9	326	4	163
04:15			2	166	2	194									4	360	2	180
04:30			7	189	4	163									11	352	6	176
04:45			11	226	6	171									17	397	8	198
05:00			15	219	7	204									22	423	11	212
05:15			19	239	17	230									36	469	18	234
05:30			27	225	16	223									43	448	22	224
05:45			37	242	12	228									49	470	24	235
06:00			34	223	32	238									66	461	33	230
06:15			54	223	52	206									106	429	53	214
06:30			55	200	48	186									103	386	52	193
06:45			82	136	107	185									189	321	94	160
07:00			139	131	141	125									280	256	140	128
07:15			188	104	211	140									399	244	200	122
07:30			170	110	166	111									336	221	168	110
07:45			158	100	152	120									310	220	155	110
08:00			162	85	148	115									310	200	155	100
08:15			139	86	135	116									274	202	137	101
08:30			148	80	144	112									292	192	146	96
08:45			163	75	151	173									314	248	157	124
09:00			142	66	151	138									293	204	146	102
09:15			158	65	145	130									303	195	152	98
09:30			142	56	140	78									282	134	141	67
09:45			126	43	100	76									226	119	113	60
10:00			121	46	143	41									264	87	132	44
10:15			120	40	139	61									259	101	130	50
10:30			122	22	117	39									239	61	120	30
10:45			140	16	136	36									276	52	138	26
11:00			144	30	114	55									258	85	129	42
11:15			137	22	156	33									293	55	146	28
11:30			162	16	132	24									294	40	147	20
11:45			159	19	144	21									303	40	152	20
12:00			166	10	169	10									335	20	168	10
TOTALS			9671		10385										20056		10028	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			678		677										1355		677	
AM PHF			0.90		0.80										0.85		0.85	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			929		919										1848		923	
PM PHF			0.96		0.97										0.98		0.98	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C31
Site ID: 000000010745
Location: EB Gate Parkway
Direction: EAST

File: C31, EB Gate Parkway.prn
City: 19-194 AW Min
County: 30.23598, -81.51476

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			14	162	11	168									25	330	12	165
00:30			13	169	11	157									24	326	12	163
00:45			7	173	11	154									18	327	9	164
01:00			6	156	8	185									14	341	7	170
01:15			12	165	4	168									16	333	8	166
01:30			6	172	8	176									14	348	7	174
01:45			11	173	9	143									20	316	10	158
02:00			10	188	14	140									24	328	12	164
02:15			8	145	3	170									11	315	6	158
02:30			4	142	2	169									6	311	3	156
02:45			2	173	5	127									7	300	4	150
03:00			1	204	3	174									4	378	2	189
03:15			5	201	2	177									7	378	4	189
03:30			3	219	0	215									3	434	2	217
03:45			2	217	2	197									4	414	2	207
04:00			4	218	4	223									8	441	4	220
04:15			8	240	7	255									15	495	8	248
04:30			5	284	5	280									10	564	5	282
04:45			6	272	7	295									13	567	6	284
05:00			15	286	13	314									28	600	14	300
05:15			12	330	13	321									25	651	12	326
05:30			18	313	15	352									33	665	16	332
05:45			21	330	19	336									40	666	20	333
06:00			28	296	23	320									51	616	26	308
06:15			28	227	29	276									57	503	28	252
06:30			66	212	58	257									124	469	62	234
06:45			110	161	115	198									225	359	112	180
07:00			180	155	166	159									346	314	173	157
07:15			133	149	146	153									279	302	140	151
07:30			145	146	149	175									294	321	147	160
07:45			191	125	184	147									375	272	188	136
08:00			177	123	156	129									333	252	166	126
08:15			197	113	171	113									368	226	184	113
08:30			200	114	194	94									394	208	197	104
08:45			175	100	184	98									359	198	180	99
09:00			144	80	156	116									300	196	150	98
09:15			143	96	138	95									281	191	140	96
09:30			150	84	118	94									268	178	134	89
09:45			141	87	118	73									259	160	130	80
10:00			121	85	141	87									262	172	131	86
10:15			144	53	109	51									253	104	126	52
10:30			138	54	114	44									252	98	126	49
10:45			149	33	145	46									294	79	147	40
11:00			144	26	135	45									279	71	140	36
11:15			156	24	129	37									285	61	142	30
11:30			129	26	141	31									270	57	135	28
11:45			154	22	140	17									294	39	147	20
12:00			181	30	159	17									340	47	170	24
TOTALS			11270		11262										22532		11269	
AM Times			07:45		07:45										07:45		07:45	
AM Peaks			765		705										1470		734	
AM PHF			0.96		0.91										0.93		0.93	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			1269		1329										2598		1298	
PM PHF			0.96		0.94										0.98		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C32
Site ID: 000000010753
Location: WB Gate Parkway
Direction: WEST

File: C32, WB Gate Parkway.prn
City: 19-194 AW Min
County: 30.23595, -81.51372

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	109	4	98									14	207	7	104
00:30			4	82	3	109									7	191	4	96
00:45			4	101	0	114									4	215	2	108
01:00			1	96	4	105									5	201	2	100
01:15			2	95	3	103									5	198	2	99
01:30			1	101	5	103									6	204	3	102
01:45			4	98	5	85									9	183	4	92
02:00			2	82	2	92									4	174	2	87
02:15			3	91	4	98									7	189	4	94
02:30			3	103	1	103									4	206	2	103
02:45			2	90	2	81									4	171	2	86
03:00			2	88	6	69									8	157	4	78
03:15			2	71	2	85									4	156	2	78
03:30			5	86	2	70									7	156	4	78
03:45			0	86	1	95									1	181	0	90
04:00			2	75	1	96									3	171	2	86
04:15			2	72	1	90									3	162	2	81
04:30			3	78	1	84									4	162	2	81
04:45			5	69	5	82									10	151	5	76
05:00			5	71	7	65									12	136	6	68
05:15			8	83	8	69									16	152	8	76
05:30			17	65	10	80									27	145	14	72
05:45			24	119	23	79									47	198	24	99
06:00			32	67	23	81									55	148	28	74
06:15			25	88	27	72									52	160	26	80
06:30			53	89	62	79									115	168	58	84
06:45			87	69	80	75									167	144	84	72
07:00			112	40	111	49									223	89	112	44
07:15			145	60	139	49									284	109	142	54
07:30			177	55	173	46									350	101	175	50
07:45			200	46	170	52									370	98	185	49
08:00			200	46	194	50									394	96	197	48
08:15			189	40	192	35									381	75	190	38
08:30			195	41	188	45									383	86	192	43
08:45			163	36	167	34									330	70	165	35
09:00			201	35	187	40									388	75	194	38
09:15			156	28	120	51									276	79	138	40
09:30			104	26	91	30									195	56	98	28
09:45			108	20	81	22									189	42	94	21
10:00			109	16	113	25									222	41	111	20
10:15			113	19	96	11									209	30	104	15
10:30			103	25	78	19									181	44	90	22
10:45			113	10	90	21									203	31	102	16
11:00			74	4	97	11									171	15	86	8
11:15			113	3	99	18									212	21	106	10
11:30			89	2	91	9									180	11	90	6
11:45			99	7	83	8									182	15	91	8
12:00			91	7	92	9									183	16	92	8
TOTALS			6052		5940										11992		6002	
AM Times			07:45		07:45										07:45		07:45	
AM Peaks			784		744										1528		763	
AM PHF			0.98		0.96										0.97		0.97	
PM Times			12:45		12:30										12:45		12:45	
PM Peaks			393		431										818		408	
PM PHF			0.97		0.95										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C41
Site ID: 000000023924
Location: EB Town Center Parkway
Direction: EAST

File: C41, EB Town Center Parkway.prn
City: 19-194 AW Max
County: 30.26854, -81.51961

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			5	69	6	68									11	137	6	68
00:30			3	102	4	99									7	201	4	100
00:45			1	98	6	69									7	167	4	84
01:00			6	88	4	90									10	178	5	89
01:15			4	70	1	86									5	156	2	78
01:30			0	54	3	64									3	118	2	59
01:45			2	53	1	55									3	108	2	54
02:00			2	59	1	50									3	109	2	54
02:15			3	61	1	56									4	117	2	58
02:30			1	65	4	64									5	129	2	64
02:45			2	57	1	61									3	118	2	59
03:00			1	36	1	60									2	96	1	48
03:15			1	46	0	44									1	90	0	45
03:30			0	49	0	49									0	98	0	49
03:45			0	60	0	66									0	126	0	63
04:00			0	77	0	61									0	138	0	69
04:15			1	81	0	68									1	149	0	74
04:30			0	78	0	85									0	163	0	82
04:45			0	75	0	78									0	153	0	76
05:00			5	79	4	83									9	162	4	81
05:15			0	89	3	107									3	196	2	98
05:30			2	121	1	114									3	235	2	118
05:45			3	94	3	139									6	233	3	116
06:00			14	122	4	123									18	245	9	122
06:15			6	80	8	86									14	166	7	83
06:30			15	60	13	70									28	130	14	65
06:45			30	55	19	44									49	99	24	50
07:00			27	53	26	60									53	113	26	56
07:15			32	43	40	47									72	90	36	45
07:30			43	48	39	42									82	90	41	45
07:45			68	41	70	50									138	91	69	46
08:00			84	41	90	33									174	74	87	37
08:15			43	36	53	45									96	81	48	40
08:30			69	48	65	46									134	94	67	47
08:45			86	42	71	45									157	87	78	44
09:00			83	38	90	46									173	84	86	42
09:15			55	45	43	31									98	76	49	38
09:30			50	39	46	40									96	79	48	40
09:45			42	33	45	26									87	59	44	30
10:00			46	34	43	38									89	72	44	36
10:15			50	30	38	20									88	50	44	25
10:30			74	18	62	26									136	44	68	22
10:45			82	18	70	15									152	33	76	16
11:00			53	13	57	23									110	36	55	18
11:15			67	16	45	11									112	27	56	14
11:30			63	10	47	12									110	22	55	11
11:45			60	8	47	19									107	27	54	14
12:00			61	20	58	20									119	40	60	20
TOTALS			3997		3967										7964		3982	
AM Times			08:30		08:00										08:30		08:00	
AM Peaks			293		279										562		280	
AM PHF			0.85		0.78										0.81		0.80	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			426		483										909		453	
PM PHF			0.87		0.87										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C42
Site ID: 000000023884
Location: WB Town Center Pkwy
Direction: WEST

File: C42, WB Town Center Parkway.prn
City: 19-194 AW Max
County: 30.26842, -81.52126

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			20	217	12	275									32	492	16	246
00:30			13	234	19	253									32	487	16	244
00:45			9	259	19	241									28	500	14	250
01:00			5	238	7	257									12	495	6	248
01:15			5	209	14	193									19	402	10	201
01:30			7	177	4	196									11	373	6	186
01:45			11	216	14	176									25	392	12	196
02:00			10	203	6	186									16	389	8	194
02:15			7	174	5	167									12	341	6	170
02:30			6	163	7	176									13	339	6	170
02:45			6	184	2	200									8	384	4	192
03:00			7	182	6	168									13	350	6	175
03:15			8	155	5	192									13	347	6	174
03:30			6	168	2	192									8	360	4	180
03:45			7	178	1	193									8	371	4	186
04:00			4	188	3	194									7	382	4	191
04:15			6	189	7	204									13	393	6	196
04:30			8	196	8	233									16	429	8	214
04:45			20	206	11	208									31	414	16	207
05:00			10	189	17	213									27	402	14	201
05:15			7	229	7	199									14	428	7	214
05:30			14	200	8	236									22	436	11	218
05:45			32	193	26	211									58	404	29	202
06:00			43	229	42	201									85	430	42	215
06:15			26	194	30	215									56	409	28	204
06:30			57	196	60	206									117	402	58	201
06:45			79	184	86	177									165	361	82	180
07:00			98	167	85	172									183	339	92	170
07:15			93	169	112	157									205	326	102	163
07:30			116	131	108	166									224	297	112	148
07:45			135	113	127	175									262	288	131	144
08:00			161	136	161	128									322	264	161	132
08:15			149	109	145	138									294	247	147	124
08:30			177	123	180	125									357	248	178	124
08:45			154	96	172	110									326	206	163	103
09:00			167	111	187	109									354	220	177	110
09:15			133	79	132	95									265	174	132	87
09:30			170	84	134	90									304	174	152	87
09:45			155	79	146	87									301	166	150	83
10:00			158	68	166	68									324	136	162	68
10:15			142	61	180	48									322	109	161	54
10:30			147	46	139	65									286	111	143	56
10:45			141	35	161	34									302	69	151	34
11:00			165	32	171	40									336	72	168	36
11:15			197	27	196	40									393	67	196	34
11:30			218	26	244	28									462	54	231	27
11:45			253	14	228	26									481	40	240	20
12:00			256	14	249	21									505	35	252	18
TOTALS			10888		11335										22223		11107	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			924		917										1841		919	
AM PHF			0.90		0.92										0.91		0.91	
PM Times			12:15		12:15										12:15		12:15	
PM Peaks			948		1026										1974		986	
PM PHF			0.92		0.93										0.99		0.99	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C51
Site ID: 000000010756
Location: SB Kernan Blvd, btw JTB Ramps
Direction: SOUTH

File: C51, SB Kernan btw JTB Ramps.prn
City: 19-194 JD Min
County: 30.25257, 81.49842

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	35	4	35									5	70	2	35
00:30			3	41	1	52									4	93	2	46
00:45			2	65	1	46									3	111	2	56
01:00			0	46	2	46									2	92	1	46
01:15			1	48	2	57									3	105	2	52
01:30			4	36	1	39									5	75	2	38
01:45			2	39	3	36									5	75	2	38
02:00			0	45	2	30									2	75	1	38
02:15			0	46	1	50									1	96	0	48
02:30			0	48	1	48									1	96	0	48
02:45			1	39	1	51									2	90	1	45
03:00			0	39	0	42									0	81	0	40
03:15			0	43	0	55									0	98	0	49
03:30			3	49	2	37									5	86	2	43
03:45			1	37	0	39									1	76	0	38
04:00			0	50	2	45									2	95	1	48
04:15			2	43	2	28									4	71	2	36
04:30			3	48	3	37									6	85	3	42
04:45			6	36	10	29									16	65	8	32
05:00			3	31	4	32									7	63	4	32
05:15			9	43	12	46									21	89	10	44
05:30			7	24	11	37									18	61	9	30
05:45			12	31	13	36									25	67	12	34
06:00			13	40	14	36									27	76	14	38
06:15			13	35	15	37									28	72	14	36
06:30			25	41	37	22									62	63	31	32
06:45			46	33	36	35									82	68	41	34
07:00			38	21	52	31									90	52	45	26
07:15			50	28	60	22									110	50	55	25
07:30			55	27	62	26									117	53	58	26
07:45			68	28	63	19									131	47	66	24
08:00			99	23	82	37									181	60	90	30
08:15			87	23	74	33									161	56	80	28
08:30			89	16	88	23									177	39	88	20
08:45			77	26	81	22									158	48	79	24
09:00			62	26	81	27									143	53	72	26
09:15			39	21	34	15									73	36	36	18
09:30			50	20	39	16									89	36	44	18
09:45			40	18	51	20									91	38	46	19
10:00			28	24	29	15									57	39	28	20
10:15			31	10	24	11									55	21	28	10
10:30			30	12	34	7									64	19	32	10
10:45			41	12	43	6									84	18	42	9
11:00			37	6	27	4									64	10	32	5
11:15			35	3	37	8									72	11	36	6
11:30			35	5	35	5									70	10	35	5
11:45			28	9	29	3									57	12	28	6
12:00			40	2	44	2									84	4	42	2
TOTALS			2687		2684										5371		2683	
AM Times			08:00		08:00										08:00		08:00	
AM Peaks			352		325										677		337	
AM PHF			0.89		0.92										0.94		0.94	
PM Times			12:30		12:30										12:30		12:30	
PM Peaks			200		201										401		199	
PM PHF			0.77		0.88										0.90		0.90	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C52
Site ID: 000000009354
Location: NB Kernan Blvd, btw JTB Ramps
Direction: NORTH

File: C52, NB Kernan btw JTB Ramps.prn
City: 19-194 JD Min
County: 30.25196, -81.49847

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			29	239	29	196									58	435	29	218
00:30			35	244	24	230									59	474	30	237
00:45			17	220	23	227									40	447	20	224
01:00			18	234	18	210									36	444	18	222
01:15			12	224	23	187									35	411	18	206
01:30			16	220	18	193									34	413	17	206
01:45			20	200	17	216									37	416	18	208
02:00			11	184	13	221									24	405	12	202
02:15			12	232	11	219									23	451	12	226
02:30			8	263	14	294									22	557	11	278
02:45			13	249	12	225									25	474	12	237
03:00			6	227	12	253									18	480	9	240
03:15			4	240	7	254									11	494	6	247
03:30			4	265	11	269									15	534	8	267
03:45			10	300	4	316									14	616	7	308
04:00			7	327	11	310									18	637	9	318
04:15			8	318	23	339									31	657	16	328
04:30			15	320	10	357									25	677	12	338
04:45			11	345	13	376									24	721	12	360
05:00			18	357	17	346									35	703	18	352
05:15			18	354	24	344									42	698	21	349
05:30			30	383	28	380									58	763	29	382
05:45			45	373	36	361									81	734	40	367
06:00			44	331	61	344									105	675	52	338
06:15			58	359	77	376									135	735	68	368
06:30			98	368	77	332									175	700	88	350
06:45			106	332	111	274									217	606	108	303
07:00			149	214	164	236									313	450	156	225
07:15			179	229	166	231									345	460	172	230
07:30			164	231	163	233									327	464	164	232
07:45			204	191	159	199									363	390	182	195
08:00			228	177	201	179									429	356	214	178
08:15			181	151	188	171									369	322	184	161
08:30			215	151	198	216									413	367	206	184
08:45			212	154	181	179									393	333	196	166
09:00			240	146	216	160									456	306	228	153
09:15			188	160	184	186									372	346	186	173
09:30			188	163	162	157									350	320	175	160
09:45			176	129	167	83									343	212	172	106
10:00			178	111	188	102									366	213	183	106
10:15			192	103	159	99									351	202	176	101
10:30			163	114	170	88									333	202	166	101
10:45			198	92	185	66									383	158	192	79
11:00			179	75	166	49									345	124	172	62
11:15			215	65	183	49									398	114	199	57
11:30			255	61	176	52									431	113	216	56
11:45			210	47	196	40									406	87	203	44
12:00			225	38	238	40									463	78	232	39
TOTALS			15322		14998										30320		15161	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			905		793										1698		848	
AM PHF			0.89		0.83										0.92		0.92	
PM Times			17:00		17:30										17:30		17:30	
PM Peaks			1467		1461										2907		1452	
PM PHF			0.96		0.96										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C61
Site ID: 000000004063
Location: SB Gate Pkwy, btw JTB Ramps
Direction: SOUTH

File: C61, SB Gate Pkwy btw JTB Ramps.prn
City: 19-194 JD Max
County: 30.24938, -81.53626

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	217	25	216									35	433	18	216
00:30			16	226	13	243									29	469	14	234
00:45			6	231	14	286									20	517	10	258
01:00			9	278	13	270									22	548	11	274
01:15			10	300	16	247									26	547	13	274
01:30			5	266	18	276									23	542	12	271
01:45			6	254	11	274									17	528	8	264
02:00			8	268	6	260									14	528	7	264
02:15			7	241	14	214									21	455	10	228
02:30			15	193	15	211									30	404	15	202
02:45			4	207	5	184									9	391	4	196
03:00			3	192	11	207									14	399	7	200
03:15			10	158	4	172									14	330	7	165
03:30			5	192	10	168									15	360	8	180
03:45			9	208	7	201									16	409	8	204
04:00			3	221	2	196									5	417	2	208
04:15			8	213	6	234									14	447	7	224
04:30			2	248	3	253									5	501	2	250
04:45			15	269	10	268									25	537	12	268
05:00			22	321	17	306									39	627	20	314
05:15			25	310	13	281									38	591	19	296
05:30			39	279	47	266									86	545	43	272
05:45			71	267	57	310									128	577	64	288
06:00			82	306	96	304									178	610	89	305
06:15			65	246	68	230									133	476	66	238
06:30			88	223	93	210									181	433	90	216
06:45			134	158	116	171									250	329	125	164
07:00			175	143	187	165									362	308	181	154
07:15			198	155	193	162									391	317	196	158
07:30			225	130	249	135									474	265	237	132
07:45			253	144	283	156									536	300	268	150
08:00			321	160	339	138									660	298	330	149
08:15			322	114	299	139									621	253	310	126
08:30			281	136	349	111									630	247	315	124
08:45			277	132	259	142									536	274	268	137
09:00			274	115	273	135									547	250	274	125
09:15			242	122	240	137									482	259	241	130
09:30			226	116	186	107									412	223	206	112
09:45			164	93	152	131									316	224	158	112
10:00			175	90	169	85									344	175	172	88
10:15			108	66	135	60									243	126	122	63
10:30			137	57	140	54									277	111	138	56
10:45			144	44	156	48									300	92	150	46
11:00			162	40	139	37									301	77	150	38
11:15			150	37	133	39									283	76	142	38
11:30			161	25	180	26									341	51	170	26
11:45			185	20	201	30									386	50	193	25
12:00			188	17	214	24									402	41	201	20
TOTALS			13493		13705										27198		13595	
AM Times			08:00		07:45										07:45		07:45	
AM Peaks			1201		1270										2447		1223	
AM PHF			0.93		0.91										0.93		0.93	
PM Times			16:45		17:00										17:00		17:00	
PM Peaks			1179		1163										2340		1168	
PM PHF			0.92		0.94										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: C62
Site ID: 000000003555
Location: NB Gate Pkwy, btw JTB Ramps
Direction: NORTH

File: C62, NB Gate Pkwy btw JTB Ramps.prn
City: 19-194 JD Max
County: 30.25088, -81.53590

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			27	407	24	414									51	821	26	410
00:30			11	360	19	358									30	718	15	359
00:45			16	360	15	382									31	742	16	371
01:00			7	354	12	326									19	680	10	340
01:15			13	332	14	360									27	692	14	346
01:30			13	307	8	309									21	616	10	308
01:45			13	277	11	283									24	560	12	280
02:00			6	279	18	304									24	583	12	292
02:15			13	281	14	307									27	588	14	294
02:30			14	254	8	256									22	510	11	255
02:45			11	215	13	273									24	488	12	244
03:00			7	255	8	258									15	513	8	256
03:15			7	255	9	286									16	541	8	270
03:30			11	258	9	256									20	514	10	257
03:45			8	308	5	276									13	584	6	292
04:00			10	278	8	295									18	573	9	286
04:15			4	272	3	339									7	611	4	306
04:30			7	319	4	351									11	670	6	335
04:45			14	364	18	398									32	762	16	381
05:00			12	345	9	388									21	733	10	366
05:15			15	434	13	439									28	873	14	436
05:30			22	421	29	422									51	843	26	422
05:45			34	444	26	444									60	888	30	444
06:00			47	435	49	442									96	877	48	438
06:15			59	383	75	378									134	761	67	380
06:30			69	317	69	357									138	674	69	337
06:45			79	344	76	347									155	691	78	346
07:00			112	290	121	303									233	593	116	296
07:15			107	243	108	232									215	475	108	238
07:30			151	240	157	272									308	512	154	256
07:45			201	216	176	219									377	435	188	218
08:00			217	195	221	206									438	401	219	200
08:15			188	170	171	223									359	393	180	196
08:30			223	145	217	176									440	321	220	160
08:45			222	170	222	169									444	339	222	170
09:00			242	139	242	141									484	280	242	140
09:15			215	156	187	150									402	306	201	153
09:30			220	93	234	97									454	190	227	95
09:45			217	67	212	84									429	151	214	76
10:00			231	73	204	81									435	154	218	77
10:15			217	73	241	79									458	152	229	76
10:30			221	58	237	54									458	112	229	56
10:45			217	51	218	39									435	90	218	45
11:00			276	31	274	37									550	68	275	34
11:15			309	31	329	28									638	59	319	30
11:30			371	23	337	31									708	54	354	27
11:45			362	26	384	36									746	62	373	31
12:00			393	24	422	20									815	44	408	22
TOTALS			16833		17405										34238		17122	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			1435		1472										2907		1453	
AM PHF			0.91		0.87										0.89		0.89	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			1734		1747										3481		1739	
PM PHF			0.98		0.98										0.98		0.98	

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	36	0	0	36
00:30	26	1	1	28
00:45	17	1	0	18
01:00	12	1	1	14
Hour Total	91	3	2	96
01:15	15	1	1	17
01:30	11	2	0	13
01:45	20	0	0	20
02:00	7	1	1	9
Hour Total	53	4	2	59
02:15	17	0	0	17
02:30	14	1	0	15
02:45	10	0	0	10
03:00	11	1	0	12
Hour Total	52	2	0	54
03:15	6	0	1	7
03:30	14	1	1	16
03:45	13	0	0	13
04:00	20	1	0	21
Hour Total	53	2	2	57
04:15	9	1	1	11
04:30	7	0	0	7
04:45	22	0	2	24
05:00	23	1	1	25
Hour Total	61	2	4	67
05:15	13	2	2	17
05:30	36	2	1	39
05:45	53	1	1	55
06:00	77	2	1	80
Hour Total	179	7	5	191
06:15	79	1	0	80
06:30	91	8	2	101
06:45	123	6	1	130
07:00	196	1	1	198
Hour Total	489	16	4	509
07:15	182	9	1	192
07:30	214	2	0	216
07:45	314	2	0	316
08:00	306	5	0	311
Hour Total	1016	18	1	1035
08:15	282	7	0	289
08:30	316	5	2	323
08:45	313	4	1	318
09:00	343	4	0	347
Hour Total	1254	20	3	1277

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Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	324	7	1	332
09:30	307	2	1	310
09:45	381	7	1	389
10:00	378	3	0	381
Hour Total	1390	19	3	1412
10:15	355	4	0	359
10:30	387	7	2	396
10:45	350	3	0	353
11:00	438	2	1	441
Hour Total	1530	16	3	1549
11:15	463	7	3	473
11:30	532	3	0	535
11:45	545	5	1	551
12:00	596	3	1	600
Hour Total	2136	18	5	2159
12:15	610	3	0	613
12:30	534	5	0	539
12:45	549	4	1	554
13:00	553	3	2	558
Hour Total	2246	15	3	2264
13:15	521	4	0	525
13:30	478	1	2	481
13:45	431	1	0	432
14:00	445	3	2	450
Hour Total	1875	9	4	1888
14:15	425	2	0	427
14:30	397	3	1	401
14:45	351	3	1	355
15:00	384	3	1	388
Hour Total	1557	11	3	1571
15:15	359	2	1	362
15:30	410	4	0	414
15:45	442	4	1	447
16:00	443	1	0	444
Hour Total	1654	11	2	1667
16:15	381	4	0	385
16:30	453	5	0	458
16:45	501	4	0	505
17:00	495	0	0	495
Hour Total	1830	13	0	1843
17:15	618	4	1	623
17:30	593	6	1	600
17:45	605	2	1	608
18:00	620	3	0	623
Hour Total	2436	15	3	2454

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	551	0	1	552
18:30	488	2	1	491
18:45	480	0	1	481
19:00	453	0	0	453
Hour Total	1972	2	3	1977
19:15	384	2	0	386
19:30	392	2	0	394
19:45	338	0	0	338
20:00	306	0	0	306
Hour Total	1420	4	0	1424
20:15	255	2	1	258
20:30	241	1	0	242
20:45	233	0	0	233
21:00	227	0	0	227
Hour Total	956	3	1	960
21:15	193	3	0	196
21:30	159	2	1	162
21:45	124	0	0	124
22:00	119	0	0	119
Hour Total	595	5	1	601
22:15	123	2	0	125
22:30	102	0	0	102
22:45	73	0	0	73
23:00	52	0	0	52
Hour Total	350	2	0	352
23:15	47	0	0	47
23:30	40	1	1	42
23:45	40	0	0	40
24:00	43	0	0	43
Hour Total	170	1	1	172
DAY TOTAL	25365	218	55	25638
PERCENTS	98.9%	0.9%	0.2%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	06:30	04:45	11:15
AM Peaks	2136	24	6	2159
PM Times	17:15	11:45	12:45	17:15
PM Peaks	2436	16	5	2454

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	32	0	1	33
00:30	27	0	0	27
00:45	25	0	0	25
01:00	13	0	2	15
Hour Total	97	0	3	100
01:15	14	0	0	14
01:30	11	0	1	12
01:45	16	1	0	17
02:00	16	2	0	18
Hour Total	57	3	1	61
02:15	16	0	0	16
02:30	10	0	1	11
02:45	14	0	0	14
03:00	10	0	0	10
Hour Total	50	0	1	51
03:15	9	1	0	10
03:30	12	0	0	12
03:45	9	0	1	10
04:00	18	2	0	20
Hour Total	48	3	1	52
04:15	3	0	0	3
04:30	9	0	1	10
04:45	19	1	2	22
05:00	20	1	1	22
Hour Total	51	2	4	57
05:15	22	1	0	23
05:30	40	0	2	42
05:45	41	1	1	43
06:00	76	1	0	77
Hour Total	179	3	3	185
06:15	92	2	2	96
06:30	99	1	2	102
06:45	145	5	1	151
07:00	180	5	0	185
Hour Total	516	13	5	534
07:15	198	9	0	207
07:30	246	5	1	252
07:45	279	6	0	285
08:00	310	7	0	317
Hour Total	1033	27	1	1061
08:15	272	4	0	276
08:30	314	4	1	319
08:45	309	1	0	310
09:00	331	5	3	339
Hour Total	1226	14	4	1244

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	308	4	1	313
09:30	363	8	1	372
09:45	349	3	0	352
10:00	350	5	0	355
Hour Total	1370	20	2	1392
10:15	360	5	1	366
10:30	400	4	1	405
10:45	372	1	0	373
11:00	424	6	0	430
Hour Total	1556	16	2	1574
11:15	499	5	2	506
11:30	541	2	0	543
11:45	593	3	2	598
12:00	633	4	0	637
Hour Total	2266	14	4	2284
12:15	606	4	1	611
12:30	550	3	1	554
12:45	592	3	0	595
13:00	499	1	0	500
Hour Total	2247	11	2	2260
13:15	521	4	0	525
13:30	476	7	1	484
13:45	439	2	0	441
14:00	473	4	1	478
Hour Total	1909	17	2	1928
14:15	458	5	0	463
14:30	400	1	1	402
14:45	416	3	2	421
15:00	409	0	1	410
Hour Total	1683	9	4	1696
15:15	418	7	1	426
15:30	400	5	0	405
15:45	452	0	0	452
16:00	448	1	0	449
Hour Total	1718	13	1	1732
16:15	464	4	1	469
16:30	528	4	0	532
16:45	550	5	3	558
17:00	586	0	1	587
Hour Total	2128	13	5	2146
17:15	626	4	0	630
17:30	612	4	1	617
17:45	637	2	2	641
18:00	643	1	2	646
Hour Total	2518	11	5	2534

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	583	2	0	585
18:30	523	2	0	525
18:45	515	0	1	516
19:00	448	1	0	449
Hour Total	2069	5	1	2075
19:15	384	2	1	387
19:30	415	1	0	416
19:45	359	0	0	359
20:00	307	0	0	307
Hour Total	1465	3	1	1469
20:15	307	3	1	311
20:30	277	0	1	278
20:45	226	2	1	229
21:00	220	0	0	220
Hour Total	1030	5	3	1038
21:15	222	0	1	223
21:30	164	1	0	165
21:45	137	0	1	138
22:00	125	2	0	127
Hour Total	648	3	2	653
22:15	118	1	0	119
22:30	70	3	2	75
22:45	65	0	1	66
23:00	47	0	0	47
Hour Total	300	4	3	307
23:15	47	0	0	47
23:30	46	0	3	49
23:45	47	0	1	48
24:00	27	1	0	28
Hour Total	167	1	4	172
DAY TOTAL	26331	210	64	26605
PERCENTS	99.0%	0.8%	0.2%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	07:15	04:45	11:15
AM Peaks	2266	27	5	2284
PM Times	17:15	13:30	14:30	17:15
PM Peaks	2518	18	5	2534

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-NB
Site ID: C-NB
Location: Gate pkwy, N of JTB
Direction: NORTH
Lane: 1

File: C-NB, Gate Pkwy N of JTB.PRN
City: 30.25185, -81.53595
County: Car/Medium/Heavy

TIME	1	2	3	Total
GRAND TOTAL	51696	428	119	52243
PERCENTS	99.0%	0.8%	0.2%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	39	2	0	41
00:30	24	0	0	24
00:45	22	0	0	22
01:00	20	1	0	21
Hour Total	105	3	0	108
01:15	12	1	0	13
01:30	17	2	0	19
01:45	21	1	0	22
02:00	13	0	0	13
Hour Total	63	4	0	67
02:15	9	1	0	10
02:30	24	0	0	24
02:45	10	0	1	11
03:00	7	0	0	7
Hour Total	50	1	1	52
03:15	8	1	0	9
03:30	8	0	0	8
03:45	11	0	0	11
04:00	4	0	0	4
Hour Total	31	1	0	32
04:15	8	0	0	8
04:30	10	0	0	10
04:45	19	0	0	19
05:00	16	0	0	16
Hour Total	53	0	0	53
05:15	22	0	0	22
05:30	34	1	0	35
05:45	42	3	0	45
06:00	51	0	1	52
Hour Total	149	4	1	154
06:15	68	2	1	71
06:30	111	3	1	115
06:45	124	5	1	130
07:00	203	3	1	207
Hour Total	506	13	4	523
07:15	187	5	1	193
07:30	245	2	0	247
07:45	290	2	2	294
08:00	346	7	1	354
Hour Total	1068	16	4	1088
08:15	310	5	0	315
08:30	282	1	1	284
08:45	298	4	1	303
09:00	286	4	1	291
Hour Total	1176	14	3	1193

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	219	6	2	227
09:30	191	3	0	194
09:45	200	6	2	208
10:00	208	2	0	210
Hour Total	818	17	4	839
10:15	181	2	0	183
10:30	227	5	0	232
10:45	266	4	0	270
11:00	297	4	2	303
Hour Total	971	15	2	988
11:15	288	2	1	291
11:30	360	1	1	362
11:45	363	8	1	372
12:00	413	4	1	418
Hour Total	1424	15	4	1443
12:15	441	1	2	444
12:30	474	5	1	480
12:45	459	1	0	460
13:00	579	4	0	583
Hour Total	1953	11	3	1967
13:15	564	1	1	566
13:30	565	3	0	568
13:45	564	5	0	569
14:00	546	3	1	550
Hour Total	2239	12	2	2253
14:15	547	0	1	548
14:30	490	5	1	496
14:45	506	2	0	508
15:00	476	4	2	482
Hour Total	2019	11	4	2034
15:15	473	3	0	476
15:30	462	0	1	463
15:45	508	5	0	513
16:00	492	5	1	498
Hour Total	1935	13	2	1950
16:15	604	1	0	605
16:30	594	3	0	597
16:45	683	3	0	686
17:00	649	3	0	652
Hour Total	2530	10	0	2540
17:15	670	0	0	670
17:30	583	0	0	583
17:45	540	4	0	544
18:00	630	2	1	633
Hour Total	2423	6	1	2430

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	570	1	0	571
18:30	521	1	1	523
18:45	503	3	1	507
19:00	440	1	0	441
Hour Total	2034	6	2	2042
19:15	441	0	0	441
19:30	341	0	0	341
19:45	407	2	0	409
20:00	388	0	1	389
Hour Total	1577	2	1	1580
20:15	405	0	0	405
20:30	383	0	0	383
20:45	370	2	0	372
21:00	359	1	0	360
Hour Total	1517	3	0	1520
21:15	330	0	1	331
21:30	316	1	0	317
21:45	258	0	0	258
22:00	209	0	0	209
Hour Total	1113	1	1	1115
22:15	226	1	0	227
22:30	167	1	0	168
22:45	125	0	0	125
23:00	92	0	1	93
Hour Total	610	2	1	613
23:15	99	2	0	101
23:30	67	0	0	67
23:45	56	0	0	56
24:00	57	0	0	57
Hour Total	279	2	0	281
DAY TOTAL	26643	182	40	26865
PERCENTS	99.2%	0.7%	0.1%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	09:00	08:30	11:15
AM Peaks	1424	19	5	1443
PM Times	16:30	11:45	11:30	16:30
PM Peaks	2596	18	5	2605

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	50	0	0	50
00:30	39	0	0	39
00:45	33	0	0	33
01:00	27	0	0	27
Hour Total	149	0	0	149
01:15	21	1	0	22
01:30	22	3	1	26
01:45	28	0	1	29
02:00	12	1	0	13
Hour Total	83	5	2	90
02:15	18	0	1	19
02:30	21	0	0	21
02:45	6	0	0	6
03:00	11	0	0	11
Hour Total	56	0	1	57
03:15	5	0	0	5
03:30	8	1	0	9
03:45	9	0	0	9
04:00	5	0	0	5
Hour Total	27	1	0	28
04:15	5	0	0	5
04:30	12	2	1	15
04:45	13	0	1	14
05:00	15	1	0	16
Hour Total	45	3	2	50
05:15	17	0	0	17
05:30	41	0	0	41
05:45	38	3	0	41
06:00	50	1	0	51
Hour Total	146	4	0	150
06:15	68	3	1	72
06:30	114	0	0	114
06:45	133	5	1	139
07:00	202	1	1	204
Hour Total	517	9	3	529
07:15	192	0	0	192
07:30	252	3	2	257
07:45	334	6	0	340
08:00	338	6	1	345
Hour Total	1116	15	3	1134
08:15	340	5	0	345
08:30	353	0	1	354
08:45	280	6	0	286
09:00	261	6	1	268
Hour Total	1234	17	2	1253

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	211	3	1	215
09:30	208	2	0	210
09:45	190	6	2	198
10:00	163	6	0	169
Hour Total	772	17	3	792
10:15	186	1	0	187
10:30	212	1	1	214
10:45	282	5	2	289
11:00	263	9	0	272
Hour Total	943	16	3	962
11:15	322	5	1	328
11:30	362	7	0	369
11:45	379	6	0	385
12:00	435	3	0	438
Hour Total	1498	21	1	1520
12:15	456	1	0	457
12:30	485	5	0	490
12:45	566	3	1	570
13:00	577	7	1	585
Hour Total	2084	16	2	2102
13:15	520	1	1	522
13:30	574	3	0	577
13:45	577	5	0	582
14:00	531	7	1	539
Hour Total	2202	16	2	2220
14:15	546	3	1	550
14:30	475	4	0	479
14:45	496	2	1	499
15:00	497	5	0	502
Hour Total	2014	14	2	2030
15:15	448	2	1	451
15:30	482	5	0	487
15:45	514	3	0	517
16:00	475	9	0	484
Hour Total	1919	19	1	1939
16:15	619	7	1	627
16:30	624	2	0	626
16:45	682	2	0	684
17:00	675	3	0	678
Hour Total	2600	14	1	2615
17:15	627	0	1	628
17:30	556	0	0	556
17:45	572	1	0	573
18:00	546	2	1	549
Hour Total	2301	3	2	2306

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	529	1	3	533
18:30	504	3	0	507
18:45	498	1	1	500
19:00	443	1	0	444
Hour Total	1974	6	4	1984
19:15	449	1	0	450
19:30	406	0	0	406
19:45	393	1	1	395
20:00	402	0	0	402
Hour Total	1650	2	1	1653
20:15	428	0	0	428
20:30	391	1	0	392
20:45	382	1	0	383
21:00	370	1	3	374
Hour Total	1571	3	3	1577
21:15	409	0	0	409
21:30	318	2	0	320
21:45	318	0	0	318
22:00	218	0	0	218
Hour Total	1263	2	0	1265
22:15	206	2	0	208
22:30	165	0	0	165
22:45	147	0	0	147
23:00	118	1	1	120
Hour Total	636	3	1	640
23:15	91	1	0	92
23:30	84	0	0	84
23:45	77	0	0	77
24:00	66	1	0	67
Hour Total	318	2	0	320
DAY TOTAL	27118	208	39	27365
PERCENTS	99.1%	0.8%	0.1%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	11:00	06:45	11:15
AM Peaks	1498	27	4	1520
PM Times	16:30	15:30	18:00	16:30
PM Peaks	2608	24	5	2616

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Station #: C-SB
Site ID: C-SB
Location: Gate pkwy, N of JTB
Direction: SOUTH
Lane: 1

File: C-SB, Gate Pkwy N of JTB.PRN
City: 30.25177, -81.53617
County: Car/Medium/Heavy

TIME	1	2	3	Total
GRAND TOTAL	53761	390	79	54230
PERCENTS	99.1%	0.7%	0.1%	100.0%

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: D-EB
Site ID: D-EB
Location: Town Center Pkwy, W of I-295
Direction: EAST
Lane: 1

File: D-Town Center Pkwy, W of I-295_EB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	44	2	0	46
00:30	32	1	0	33
00:45	27	2	0	29
01:00	33	1	0	34
Hour Total	136	6	0	142
01:15	15	0	2	17
01:30	20	0	0	20
01:45	16	3	0	19
02:00	13	0	0	13
Hour Total	64	3	2	69
02:15	11	3	0	14
02:30	10	4	0	14
02:45	6	3	0	9
03:00	6	4	0	10
Hour Total	33	14	0	47
03:15	7	0	0	7
03:30	6	2	1	9
03:45	11	2	0	13
04:00	8	6	1	15
Hour Total	32	10	2	44
04:15	5	2	1	8
04:30	8	2	1	11
04:45	15	3	1	19
05:00	15	3	1	19
Hour Total	43	10	4	57
05:15	13	0	3	16
05:30	33	2	0	35
05:45	24	0	0	24
06:00	48	4	0	52
Hour Total	118	6	3	127
06:15	50	2	0	52
06:30	75	1	0	76
06:45	88	2	2	92
07:00	114	1	5	120
Hour Total	327	6	7	340
07:15	114	4	1	119
07:30	163	4	2	169
07:45	217	4	0	221
08:00	211	4	1	216
Hour Total	705	16	4	725
08:15	177	7	2	186
08:30	161	1	0	162
08:45	168	11	1	180
09:00	181	5	2	188
Hour Total	687	24	5	716

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: D-EB
Site ID: D-EB
Location: Town Center Pkwy, W of I-295
Direction: EAST
Lane: 1

File: D-Town Center Pkwy, W of I-295_EB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	124	6	2	132
09:30	143	2	0	145
09:45	150	5	1	156
10:00	119	1	0	120
Hour Total	536	14	3	553
10:15	163	7	2	172
10:30	195	4	2	201
10:45	179	2	1	182
11:00	201	3	1	205
Hour Total	738	16	6	760
11:15	228	2	1	231
11:30	240	6	2	248
11:45	248	3	0	251
12:00	293	5	1	299
Hour Total	1009	16	4	1029
12:15	296	1	3	300
12:30	336	4	2	342
12:45	396	4	1	401
13:00	389	3	0	392
Hour Total	1417	12	6	1435
13:15	359	2	0	361
13:30	385	5	2	392
13:45	390	5	3	398
14:00	331	3	1	335
Hour Total	1465	15	6	1486
14:15	394	6	1	401
14:30	397	4	1	402
14:45	379	5	0	384
15:00	371	2	1	374
Hour Total	1541	17	3	1561
15:15	373	2	3	378
15:30	324	0	2	326
15:45	351	3	1	355
16:00	374	7	0	381
Hour Total	1422	12	6	1440
16:15	381	5	1	387
16:30	375	2	0	377
16:45	395	0	0	395
17:00	396	3	0	399
Hour Total	1547	10	1	1558
17:15	500	1	0	501
17:30	444	2	1	447
17:45	407	2	1	410
18:00	396	3	0	399
Hour Total	1747	8	2	1757

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: D-EB
Site ID: D-EB
Location: Town Center Pkwy, W of I-295
Direction: EAST
Lane: 1

File: D-Town Center Pkwy, W of I-295_EB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	377	2	0	379
18:30	380	0	0	380
18:45	325	2	0	327
19:00	354	1	0	355
Hour Total	1436	5	0	1441
19:15	360	1	1	362
19:30	340	3	0	343
19:45	294	0	0	294
20:00	321	2	0	323
Hour Total	1315	6	1	1322
20:15	324	0	0	324
20:30	343	0	1	344
20:45	316	0	0	316
21:00	379	1	1	381
Hour Total	1362	1	2	1365
21:15	361	3	0	364
21:30	372	2	1	375
21:45	303	3	0	306
22:00	256	2	1	259
Hour Total	1292	10	2	1304
22:15	248	1	0	249
22:30	171	3	0	174
22:45	155	2	1	158
23:00	144	0	0	144
Hour Total	718	6	1	725
23:15	85	0	0	85
23:30	98	2	0	100
23:45	72	3	0	75
24:00	55	2	0	57
Hour Total	310	7	0	317
DAY TOTAL	20000	250	70	20320
PERCENTS	98.4%	1.2%	0.3%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	08:15	06:45	11:15
AM Peaks	1009	24	10	1029
PM Times	17:00	13:30	12:00	17:00
PM Peaks	1747	19	7	1757

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: D-EB
Site ID: D-EB
Location: Town Center Pkwy, W of I-295
Direction: EAST
Lane: 1

File: D-Town Center Pkwy, W of I-295_EB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	53	2	0	55
00:30	34	1	0	35
00:45	38	2	1	41
01:00	26	2	2	30
Hour Total	151	7	3	161
01:15	14	3	1	18
01:30	18	1	0	19
01:45	10	2	0	12
02:00	15	2	0	17
Hour Total	57	8	1	66
02:15	10	1	1	12
02:30	13	1	1	15
02:45	6	1	0	7
03:00	0	1	0	1
Hour Total	29	4	2	35
03:15	7	0	0	7
03:30	4	1	0	5
03:45	8	0	0	8
04:00	4	1	1	6
Hour Total	23	2	1	26
04:15	10	0	0	10
04:30	12	0	1	13
04:45	14	0	0	14
05:00	16	0	0	16
Hour Total	52	0	1	53
05:15	13	2	0	15
05:30	24	1	2	27
05:45	33	0	1	34
06:00	42	2	0	44
Hour Total	112	5	3	120
06:15	41	2	0	43
06:30	70	2	0	72
06:45	83	4	2	89
07:00	122	1	1	124
Hour Total	316	9	3	328
07:15	124	1	1	126
07:30	169	3	1	173
07:45	204	3	1	208
08:00	224	6	1	231
Hour Total	721	13	4	738
08:15	175	5	3	183
08:30	145	2	0	147
08:45	152	4	0	156
09:00	181	6	1	188
Hour Total	653	17	4	674

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Station #: D-EB
Site ID: D-EB
Location: Town Center Pkwy, W of I-295
Direction: EAST
Lane: 1

File: D-Town Center Pkwy, W of I-295_EB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	152	4	1	157
09:30	158	2	0	160
09:45	148	3	1	152
10:00	151	3	2	156
Hour Total	609	12	4	625
10:15	132	4	1	137
10:30	213	4	0	217
10:45	180	4	1	185
11:00	172	2	0	174
Hour Total	697	14	2	713
11:15	205	5	2	212
11:30	215	1	1	217
11:45	234	4	0	238
12:00	255	7	2	264
Hour Total	909	17	5	931
12:15	276	4	2	282
12:30	354	4	2	360
12:45	354	2	0	356
13:00	360	4	2	366
Hour Total	1344	14	6	1364
13:15	424	5	0	429
13:30	371	3	3	377
13:45	413	7	0	420
14:00	398	3	1	402
Hour Total	1606	18	4	1628
14:15	376	5	0	381
14:30	406	4	2	412
14:45	402	4	2	408
15:00	375	3	2	380
Hour Total	1559	16	6	1581
15:15	310	3	1	314
15:30	354	3	1	358
15:45	369	3	1	373
16:00	381	2	0	383
Hour Total	1414	11	3	1428
16:15	380	6	0	386
16:30	431	2	0	433
16:45	433	3	2	438
17:00	395	5	1	401
Hour Total	1639	16	3	1658
17:15	473	1	0	474
17:30	452	3	0	455
17:45	434	1	0	435
18:00	426	2	0	428
Hour Total	1785	7	0	1792

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Station #: D-EB
Site ID: D-EB
Location: Town Center Pkwy, W of I-295
Direction: EAST
Lane: 1

File: D-Town Center Pkwy, W of I-295_EB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	385	3	1	389
18:30	375	0	0	375
18:45	356	1	0	357
19:00	358	2	0	360
Hour Total	1474	6	1	1481
19:15	352	1	0	353
19:30	347	0	0	347
19:45	357	1	1	359
20:00	348	1	0	349
Hour Total	1404	3	1	1408
20:15	351	0	0	351
20:30	380	0	0	380
20:45	358	3	1	362
21:00	398	0	0	398
Hour Total	1487	3	1	1491
21:15	326	2	0	328
21:30	344	1	0	345
21:45	280	1	0	281
22:00	268	4	0	272
Hour Total	1218	8	0	1226
22:15	186	3	0	189
22:30	191	3	0	194
22:45	148	1	1	150
23:00	127	1	0	128
Hour Total	652	8	1	661
23:15	103	3	1	107
23:30	60	2	0	62
23:45	85	3	0	88
24:00	67	1	0	68
Hour Total	315	9	1	325
DAY TOTAL	20226	227	60	20513
PERCENTS	98.6%	1.1%	0.3%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	07:30	07:30	11:15
AM Peaks	909	17	6	931
PM Times	17:15	11:45	14:30	17:15
PM Peaks	1785	19	7	1792

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: D-WB
Site ID: D-WB
Location: Town Center Pkwy, W of I-295
Direction: WEST
Lane: 1

File: D-Town Center Pkwy, W of I-295_WB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	25	1	0	26
00:30	17	1	0	18
00:45	14	1	0	15
01:00	7	0	0	7
Hour Total	63	3	0	66
01:15	10	0	0	10
01:30	12	2	0	14
01:45	6	3	0	9
02:00	8	4	0	12
Hour Total	36	9	0	45
02:15	4	2	0	6
02:30	7	3	0	10
02:45	3	2	0	5
03:00	4	3	0	7
Hour Total	18	10	0	28
03:15	4	2	0	6
03:30	9	2	0	11
03:45	6	3	1	10
04:00	8	1	1	10
Hour Total	27	8	2	37
04:15	6	1	0	7
04:30	7	5	0	12
04:45	15	5	1	21
05:00	14	0	2	16
Hour Total	42	11	3	56
05:15	12	1	0	13
05:30	24	2	0	26
05:45	42	3	0	45
06:00	73	2	0	75
Hour Total	151	8	0	159
06:15	45	1	0	46
06:30	94	3	2	99
06:45	140	2	1	143
07:00	175	1	0	176
Hour Total	454	7	3	464
07:15	192	4	1	197
07:30	212	2	0	214
07:45	254	4	0	258
08:00	299	5	2	306
Hour Total	957	15	3	975
08:15	264	3	0	267
08:30	335	5	2	342
08:45	275	3	0	278
09:00	258	3	2	263
Hour Total	1132	14	4	1150

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: D-WB
Site ID: D-WB
Location: Town Center Pkwy, W of I-295
Direction: WEST
Lane: 1

File: D-Town Center Pkwy, W of I-295_WB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	245	6	1	252
09:30	260	4	0	264
09:45	260	3	0	263
10:00	272	7	0	279
Hour Total	1037	20	1	1058
10:15	216	4	1	221
10:30	256	1	1	258
10:45	240	5	2	247
11:00	283	4	0	287
Hour Total	995	14	4	1013
11:15	309	6	2	317
11:30	317	3	3	323
11:45	410	2	0	412
12:00	408	3	0	411
Hour Total	1444	14	5	1463
12:15	365	2	0	367
12:30	356	4	0	360
12:45	399	4	1	404
13:00	394	4	0	398
Hour Total	1514	14	1	1529
13:15	313	5	1	319
13:30	276	4	1	281
13:45	297	5	1	303
14:00	310	2	0	312
Hour Total	1196	16	3	1215
14:15	271	4	1	276
14:30	257	1	0	258
14:45	281	4	2	287
15:00	277	8	1	286
Hour Total	1086	17	4	1107
15:15	225	3	0	228
15:30	276	3	1	280
15:45	297	1	0	298
16:00	317	2	1	320
Hour Total	1115	9	2	1126
16:15	307	3	0	310
16:30	315	2	2	319
16:45	321	2	1	324
17:00	339	2	2	343
Hour Total	1282	9	5	1296
17:15	338	3	0	341
17:30	344	1	0	345
17:45	321	1	0	322
18:00	361	1	0	362
Hour Total	1364	6	0	1370

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: D-WB
Site ID: D-WB
Location: Town Center Pkwy, W of I-295
Direction: WEST
Lane: 1

File: D-Town Center Pkwy, W of I-295_WB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	302	1	0	303
18:30	356	1	0	357
18:45	325	2	0	327
19:00	301	0	0	301
Hour Total	1284	4	0	1288
19:15	287	0	0	287
19:30	239	0	0	239
19:45	205	1	0	206
20:00	225	0	0	225
Hour Total	956	1	0	957
20:15	190	0	1	191
20:30	185	0	1	186
20:45	169	2	0	171
21:00	158	1	0	159
Hour Total	702	3	2	707
21:15	119	1	0	120
21:30	136	2	0	138
21:45	134	2	1	137
22:00	88	2	0	90
Hour Total	477	7	1	485
22:15	91	3	0	94
22:30	64	1	0	65
22:45	51	2	0	53
23:00	43	2	0	45
Hour Total	249	8	0	257
23:15	38	3	0	41
23:30	36	1	0	37
23:45	18	1	0	19
24:00	17	2	1	20
Hour Total	109	7	1	117
DAY TOTAL	17690	234	44	17968
PERCENTS	98.5%	1.3%	0.2%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	09:15	10:45	11:15
AM Peaks	1444	20	7	1463
PM Times	11:45	13:00	16:15	11:45
PM Peaks	1539	18	5	1550

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: D-WB
Site ID: D-WB
Location: Town Center Pkwy, W of I-295
Direction: WEST
Lane: 1

File: D-Town Center Pkwy, W of I-295_WB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	14	2	0	16
00:30	17	2	0	19
00:45	14	5	2	21
01:00	9	1	0	10
Hour Total	54	10	2	66
01:15	17	1	0	18
01:30	11	0	0	11
01:45	16	2	0	18
02:00	4	2	0	6
Hour Total	48	5	0	53
02:15	5	0	1	6
02:30	10	0	0	10
02:45	2	0	0	2
03:00	7	1	0	8
Hour Total	24	1	1	26
03:15	4	3	0	7
03:30	3	0	0	3
03:45	6	0	0	6
04:00	4	1	0	5
Hour Total	17	4	0	21
04:15	7	1	0	8
04:30	6	3	0	9
04:45	17	0	0	17
05:00	26	2	0	28
Hour Total	56	6	0	62
05:15	14	0	0	14
05:30	17	1	0	18
05:45	36	2	0	38
06:00	61	2	0	63
Hour Total	128	5	0	133
06:15	46	1	0	47
06:30	94	1	0	95
06:45	144	2	2	148
07:00	170	3	0	173
Hour Total	454	7	2	463
07:15	199	8	1	208
07:30	213	3	0	216
07:45	238	1	1	240
08:00	262	2	0	264
Hour Total	912	14	2	928
08:15	273	5	0	278
08:30	281	5	0	286
08:45	290	4	0	294
09:00	322	8	0	330
Hour Total	1166	22	0	1188

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: D-WB
Site ID: D-WB
Location: Town Center Pkwy, W of I-295
Direction: WEST
Lane: 1

File: D-Town Center Pkwy, W of I-295_WB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	225	4	0	229
09:30	248	4	1	253
09:45	264	1	0	265
10:00	276	3	0	279
Hour Total	1013	12	1	1026
10:15	244	11	0	255
10:30	240	3	1	244
10:45	253	4	2	259
11:00	276	3	2	281
Hour Total	1013	21	5	1039
11:15	244	8	1	253
11:30	354	3	0	357
11:45	353	1	0	354
12:00	371	6	1	378
Hour Total	1322	18	2	1342
12:15	389	8	0	397
12:30	403	1	1	405
12:45	356	3	2	361
13:00	409	2	1	412
Hour Total	1557	14	4	1575
13:15	293	3	0	296
13:30	297	3	1	301
13:45	276	3	0	279
14:00	305	1	0	306
Hour Total	1171	10	1	1182
14:15	263	2	0	265
14:30	249	4	0	253
14:45	301	4	0	305
15:00	265	0	2	267
Hour Total	1078	10	2	1090
15:15	294	6	1	301
15:30	314	4	0	318
15:45	317	4	0	321
16:00	340	4	0	344
Hour Total	1265	18	1	1284
16:15	312	3	0	315
16:30	365	5	3	373
16:45	355	0	1	356
17:00	360	5	0	365
Hour Total	1392	13	4	1409
17:15	345	0	0	345
17:30	383	3	3	389
17:45	363	2	0	365
18:00	370	1	0	371
Hour Total	1461	6	3	1470

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: D-WB
Site ID: D-WB
Location: Town Center Pkwy, W of I-295
Direction: WEST
Lane: 1

File: D-Town Center Pkwy, W of I-295_WB.PRN
City: 30.26765, -81.52284
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	325	2	0	327
18:30	357	0	0	357
18:45	321	1	0	322
19:00	308	2	0	310
Hour Total	1311	5	0	1316
19:15	261	0	0	261
19:30	250	1	0	251
19:45	269	4	0	273
20:00	239	0	0	239
Hour Total	1019	5	0	1024
20:15	214	2	0	216
20:30	194	2	1	197
20:45	189	1	0	190
21:00	171	2	0	173
Hour Total	768	7	1	776
21:15	154	2	0	156
21:30	119	0	0	119
21:45	124	5	0	129
22:00	90	2	0	92
Hour Total	487	9	0	496
22:15	72	1	0	73
22:30	75	0	0	75
22:45	71	2	0	73
23:00	48	3	0	51
Hour Total	266	6	0	272
23:15	47	3	1	51
23:30	46	3	0	49
23:45	44	1	0	45
24:00	28	2	0	30
Hour Total	165	9	1	175
DAY TOTAL	18147	237	32	18416
PERCENTS	98.5%	1.3%	0.2%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	08:15	10:30	11:15
AM Peaks	1322	22	6	1342
PM Times	12:15	11:30	12:00	12:15
PM Peaks	1557	18	4	1575

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: E-NB
Site ID: E-NB
Location: Philips Hwy, S of I-295
Direction: NORTH
Lane: 1

File: E-Philips Hwy, S of I-295_NB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	24	1	0	25
00:30	11	1	0	12
00:45	9	3	0	12
01:00	9	0	0	9
Hour Total	53	5	0	58
01:15	5	1	0	6
01:30	9	1	0	10
01:45	7	0	0	7
02:00	3	2	0	5
Hour Total	24	4	0	28
02:15	3	0	0	3
02:30	6	3	0	9
02:45	4	5	1	10
03:00	3	3	0	6
Hour Total	16	11	1	28
03:15	2	8	2	12
03:30	8	9	1	18
03:45	7	2	1	10
04:00	7	5	1	13
Hour Total	24	24	5	53
04:15	9	5	1	15
04:30	9	5	0	14
04:45	11	8	2	21
05:00	22	4	2	28
Hour Total	51	22	5	78
05:15	34	10	1	45
05:30	43	11	4	58
05:45	54	6	0	60
06:00	57	17	4	78
Hour Total	188	44	9	241
06:15	82	24	1	107
06:30	115	16	1	132
06:45	204	20	3	227
07:00	271	17	9	297
Hour Total	672	77	14	763
07:15	415	24	5	444
07:30	493	34	1	528
07:45	478	13	5	496
08:00	413	26	5	444
Hour Total	1799	97	16	1912
08:15	462	11	3	476
08:30	424	23	1	448
08:45	478	21	4	503
09:00	402	21	8	431
Hour Total	1766	76	16	1858

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: E-NB
Site ID: E-NB
Location: Philips Hwy, S of I-295
Direction: NORTH
Lane: 1

File: E-Philips Hwy, S of I-295_NB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	319	17	6	342
09:30	282	24	5	311
09:45	305	19	4	328
10:00	255	18	6	279
Hour Total	1161	78	21	1260
10:15	249	13	8	270
10:30	246	17	6	269
10:45	226	20	3	249
11:00	234	14	8	256
Hour Total	955	64	25	1044
11:15	296	15	10	321
11:30	277	14	6	297
11:45	331	15	4	350
12:00	320	16	4	340
Hour Total	1224	60	24	1308
12:15	319	18	2	339
12:30	267	23	6	296
12:45	337	16	2	355
13:00	283	21	6	310
Hour Total	1206	78	16	1300
13:15	264	19	7	290
13:30	300	28	8	336
13:45	291	39	8	338
14:00	275	21	5	301
Hour Total	1130	107	28	1265
14:15	309	17	4	330
14:30	223	7	5	235
14:45	281	30	6	317
15:00	294	11	9	314
Hour Total	1107	65	24	1196
15:15	322	19	2	343
15:30	357	13	7	377
15:45	410	10	4	424
16:00	389	15	6	410
Hour Total	1478	57	19	1554
16:15	427	17	5	449
16:30	384	11	5	400
16:45	440	9	7	456
17:00	478	13	6	497
Hour Total	1729	50	23	1802
17:15	628	12	0	640
17:30	523	7	4	534
17:45	483	8	3	494
18:00	372	7	1	380
Hour Total	2006	34	8	2048

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: E-NB
Site ID: E-NB
Location: Philips Hwy, S of I-295
Direction: NORTH
Lane: 1

File: E-Philips Hwy, S of I-295_NB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	344	9	0	353
18:30	305	1	2	308
18:45	260	1	1	262
19:00	207	4	1	212
Hour Total	1116	15	4	1135
19:15	214	5	0	219
19:30	175	3	1	179
19:45	160	1	0	161
20:00	133	1	2	136
Hour Total	682	10	3	695
20:15	132	3	0	135
20:30	110	0	0	110
20:45	86	1	0	87
21:00	67	0	1	68
Hour Total	395	4	1	400
21:15	73	2	0	75
21:30	78	0	0	78
21:45	66	2	0	68
22:00	52	0	0	52
Hour Total	269	4	0	273
22:15	45	1	0	46
22:30	54	0	0	54
22:45	32	1	1	34
23:00	34	0	0	34
Hour Total	165	2	1	168
23:15	30	1	1	32
23:30	21	0	0	21
23:45	27	1	0	28
24:00	11	0	1	12
Hour Total	89	2	2	93
24 HR TOTAL	19305	990	265	20560
PERCENTS	93.9%	4.8%	1.3%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:30	07:15	11:00	07:30
AM Peaks	1846	97	28	1944
PM Times	17:00	13:00	13:00	17:00
PM Peaks	2112	107	29	2165

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: E-NB
Site ID: E-NB
Location: Philips Hwy, S of I-295
Direction: NORTH
Lane: 1

File: E-Philips Hwy, S of I-295_NB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	9	1	0	10
00:30	11	0	0	11
00:45	6	0	0	6
01:00	8	1	0	9
Hour Total	34	2	0	36
01:15	5	0	0	5
01:30	8	1	0	9
01:45	10	0	0	10
02:00	4	1	0	5
Hour Total	27	2	0	29
02:15	4	1	0	5
02:30	11	2	0	13
02:45	3	4	2	9
03:00	5	3	1	9
Hour Total	23	10	3	36
03:15	4	2	1	7
03:30	10	3	1	14
03:45	9	6	1	16
04:00	8	3	0	11
Hour Total	31	14	3	48
04:15	9	3	1	13
04:30	13	3	0	16
04:45	18	3	4	25
05:00	25	0	3	28
Hour Total	65	9	8	82
05:15	28	10	1	39
05:30	39	5	0	44
05:45	41	8	1	50
06:00	70	15	2	87
Hour Total	178	38	4	220
06:15	84	17	1	102
06:30	129	17	6	152
06:45	223	18	3	244
07:00	321	18	3	342
Hour Total	757	70	13	840
07:15	377	16	5	398
07:30	477	28	4	509
07:45	404	19	11	434
08:00	387	19	4	410
Hour Total	1645	82	24	1751
08:15	488	27	3	518
08:30	409	21	7	437
08:45	405	19	8	432
09:00	449	21	7	477
Hour Total	1751	88	25	1864

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: E-NB
Site ID: E-NB
Location: Philips Hwy, S of I-295
Direction: NORTH
Lane: 1

File: E-Philips Hwy, S of I-295_NB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	306	28	4	338
09:30	254	14	4	272
09:45	270	10	7	287
10:00	256	10	6	272
Hour Total	1086	62	21	1169
10:15	254	22	5	281
10:30	264	18	5	287
10:45	243	19	3	265
11:00	282	19	4	305
Hour Total	1043	78	17	1138
11:15	274	26	11	311
11:30	296	11	6	313
11:45	301	15	6	322
12:00	295	9	1	305
Hour Total	1166	61	24	1251
12:15	338	19	5	362
12:30	299	12	8	319
12:45	281	16	9	306
13:00	299	18	8	325
Hour Total	1217	65	30	1312
13:15	271	17	8	296
13:30	261	28	8	297
13:45	261	40	6	307
14:00	277	21	5	303
Hour Total	1070	106	27	1203
14:15	269	21	4	294
14:30	267	18	3	288
14:45	314	28	4	346
15:00	296	19	10	325
Hour Total	1146	86	21	1253
15:15	320	12	5	337
15:30	323	13	7	343
15:45	382	11	11	404
16:00	370	8	5	383
Hour Total	1395	44	28	1467
16:15	451	21	6	478
16:30	408	14	3	425
16:45	466	11	7	484
17:00	494	14	3	511
Hour Total	1819	60	19	1898
17:15	573	10	4	587
17:30	534	6	1	541
17:45	434	0	3	437
18:00	367	6	1	374
Hour Total	1908	22	9	1939

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: E-NB
Site ID: E-NB
Location: Philips Hwy, S of I-295
Direction: NORTH
Lane: 1

File: E-Philips Hwy, S of I-295_NB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	319	6	1	326
18:30	281	0	0	281
18:45	223	3	0	226
19:00	194	2	0	196
Hour Total	1017	11	1	1029
19:15	183	3	1	187
19:30	177	4	2	183
19:45	138	1	0	139
20:00	130	6	1	137
Hour Total	628	14	4	646
20:15	140	1	0	141
20:30	124	2	0	126
20:45	124	1	0	125
21:00	93	0	2	95
Hour Total	481	4	2	487
21:15	90	0	0	90
21:30	88	1	1	90
21:45	66	1	0	67
22:00	53	2	2	57
Hour Total	297	4	3	304
22:15	55	0	0	55
22:30	52	0	0	52
22:45	34	0	0	34
23:00	28	0	0	28
Hour Total	169	0	0	169
23:15	23	1	0	24
23:30	30	2	0	32
23:45	22	0	1	23
24:00	22	1	0	23
Hour Total	97	4	1	102
24 HR TOTAL	19050	936	287	20273
PERCENTS	94.0%	4.6%	1.4%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:30	07:30	11:00	07:30
AM Peaks	1756	93	27	1871
PM Times	16:45	13:30	12:30	16:45
PM Peaks	2067	110	33	2123

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: E-SB
Site ID: E-SB
Location: Philips Hwy, S of I-295
Direction: SOUTH
Lane: 1

File: E-Philips Hwy, S of I-295_SB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	9	0	0	9
00:30	8	0	0	8
00:45	9	0	0	9
01:00	12	6	0	18
Hour Total	38	6	0	44
01:15	11	0	0	11
01:30	6	0	0	6
01:45	7	2	0	9
02:00	15	0	0	15
Hour Total	39	2	0	41
02:15	12	0	0	12
02:30	7	0	0	7
02:45	6	1	2	9
03:00	14	2	1	17
Hour Total	39	3	3	45
03:15	12	3	1	16
03:30	3	2	0	5
03:45	13	2	2	17
04:00	20	0	2	22
Hour Total	48	7	5	60
04:15	14	0	0	14
04:30	21	2	1	24
04:45	25	2	2	29
05:00	43	2	2	47
Hour Total	103	6	5	114
05:15	57	0	3	60
05:30	81	3	1	85
05:45	140	5	0	145
06:00	171	4	0	175
Hour Total	449	12	4	465
06:15	189	4	2	195
06:30	320	9	3	332
06:45	371	11	3	385
07:00	490	16	4	510
Hour Total	1370	40	12	1422
07:15	416	18	1	435
07:30	448	10	2	460
07:45	511	12	6	529
08:00	480	21	1	502
Hour Total	1855	61	10	1926
08:15	405	19	4	428
08:30	328	33	5	366
08:45	354	29	8	391
09:00	305	17	4	326
Hour Total	1392	98	21	1511

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: E-SB
Site ID: E-SB
Location: Philips Hwy, S of I-295
Direction: SOUTH
Lane: 1

File: E-Philips Hwy, S of I-295_SB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	275	19	9	303
09:30	283	39	4	326
09:45	278	39	8	325
10:00	224	21	5	250
Hour Total	1060	118	26	1204
10:15	211	14	8	233
10:30	223	21	7	251
10:45	197	15	4	216
11:00	227	17	10	254
Hour Total	858	67	29	954
11:15	230	21	5	256
11:30	235	17	7	259
11:45	285	22	2	309
12:00	291	19	6	316
Hour Total	1041	79	20	1140
12:15	305	8	6	319
12:30	287	29	6	322
12:45	304	21	11	336
13:00	319	10	4	333
Hour Total	1215	68	27	1310
13:15	335	23	7	365
13:30	305	16	8	329
13:45	292	13	4	309
14:00	284	7	6	297
Hour Total	1216	59	25	1300
14:15	301	17	6	324
14:30	297	25	4	326
14:45	294	24	5	323
15:00	301	14	5	320
Hour Total	1193	80	20	1293
15:15	305	20	4	329
15:30	306	12	4	322
15:45	320	16	6	342
16:00	332	22	4	358
Hour Total	1263	70	18	1351
16:15	362	21	3	386
16:30	335	17	8	360
16:45	347	11	3	361
17:00	399	18	2	419
Hour Total	1443	67	16	1526
17:15	368	20	3	391
17:30	335	27	3	365
17:45	318	7	4	329
18:00	316	3	6	325
Hour Total	1337	57	16	1410

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: E-SB
Site ID: E-SB
Location: Philips Hwy, S of I-295
Direction: SOUTH
Lane: 1

File: E-Philips Hwy, S of I-295_SB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	267	11	5	283
18:30	260	5	1	266
18:45	232	7	1	240
19:00	190	3	1	194
Hour Total	949	26	8	983
19:15	153	5	1	159
19:30	185	4	0	189
19:45	140	3	0	143
20:00	133	4	0	137
Hour Total	611	16	1	628
20:15	150	3	0	153
20:30	138	1	0	139
20:45	126	4	0	130
21:00	106	0	1	107
Hour Total	520	8	1	529
21:15	108	1	0	109
21:30	80	0	2	82
21:45	72	0	0	72
22:00	54	0	0	54
Hour Total	314	1	2	317
22:15	43	2	0	45
22:30	42	0	1	43
22:45	31	0	0	31
23:00	42	1	0	43
Hour Total	158	3	1	162
23:15	38	1	0	39
23:30	26	0	0	26
23:45	13	1	0	14
24:00	22	3	0	25
Hour Total	99	5	0	104
24 HR TOTAL	18610	959	270	19839
PERCENTS	93.8%	4.8%	1.4%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:00	09:15	10:15	07:00
AM Peaks	1865	118	29	1934
PM Times	16:30	12:30	12:45	16:45
PM Peaks	1449	83	30	1536

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: E-SB
Site ID: E-SB
Location: Philips Hwy, S of I-295
Direction: SOUTH
Lane: 1

File: E-Philips Hwy, S of I-295_SB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	12	0	0	12
00:30	14	0	1	15
00:45	12	0	0	12
01:00	10	0	1	11
Hour Total	48	0	2	50
01:15	7	0	0	7
01:30	7	0	0	7
01:45	13	0	0	13
02:00	12	0	0	12
Hour Total	39	0	0	39
02:15	11	1	0	12
02:30	9	0	2	11
02:45	4	0	1	5
03:00	16	0	1	17
Hour Total	40	1	4	45
03:15	7	1	0	8
03:30	6	1	0	7
03:45	8	0	0	8
04:00	17	0	1	18
Hour Total	38	2	1	41
04:15	8	1	1	10
04:30	17	1	0	18
04:45	20	2	1	23
05:00	47	6	0	53
Hour Total	92	10	2	104
05:15	43	1	2	46
05:30	66	4	2	72
05:45	118	3	1	122
06:00	162	7	1	170
Hour Total	389	15	6	410
06:15	218	3	1	222
06:30	314	9	1	324
06:45	385	17	0	402
07:00	494	10	2	506
Hour Total	1411	39	4	1454
07:15	409	17	2	428
07:30	447	19	3	469
07:45	445	18	3	466
08:00	439	37	4	480
Hour Total	1740	91	12	1843
08:15	382	27	6	415
08:30	347	29	6	382
08:45	316	15	4	335
09:00	359	19	8	386
Hour Total	1404	90	24	1518

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: E-SB
Site ID: E-SB
Location: Philips Hwy, S of I-295
Direction: SOUTH
Lane: 1

File: E-Philips Hwy, S of I-295_SB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	280	24	5	309
09:30	266	36	7	309
09:45	269	16	5	290
10:00	267	28	1	296
Hour Total	1082	104	18	1204
10:15	243	24	2	269
10:30	233	18	7	258
10:45	223	19	6	248
11:00	220	24	5	249
Hour Total	919	85	20	1024
11:15	221	22	5	248
11:30	265	13	3	281
11:45	262	20	7	289
12:00	299	15	10	324
Hour Total	1047	70	25	1142
12:15	273	25	8	306
12:30	303	18	10	331
12:45	288	13	3	304
13:00	358	16	6	380
Hour Total	1222	72	27	1321
13:15	278	19	8	305
13:30	349	19	9	377
13:45	299	16	10	325
14:00	342	17	10	369
Hour Total	1268	71	37	1376
14:15	281	16	2	299
14:30	298	25	4	327
14:45	292	19	6	317
15:00	269	19	5	293
Hour Total	1140	79	17	1236
15:15	355	24	6	385
15:30	300	23	4	327
15:45	305	24	5	334
16:00	328	21	3	352
Hour Total	1288	92	18	1398
16:15	322	20	5	347
16:30	324	14	2	340
16:45	368	14	1	383
17:00	383	19	5	407
Hour Total	1397	67	13	1477
17:15	310	16	2	328
17:30	380	18	1	399
17:45	329	9	0	338
18:00	320	7	0	327
Hour Total	1339	50	3	1392

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: E-SB
Site ID: E-SB
Location: Philips Hwy, S of I-295
Direction: SOUTH
Lane: 1

File: E-Philips Hwy, S of I-295_SB.PRN
City: 30.16483, -81.53822
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	302	5	1	308
18:30	276	4	2	282
18:45	204	6	2	212
19:00	219	4	0	223
Hour Total	1001	19	5	1025
19:15	199	4	0	203
19:30	176	4	1	181
19:45	139	0	0	139
20:00	124	2	1	127
Hour Total	638	10	2	650
20:15	147	2	1	150
20:30	123	1	1	125
20:45	111	1	0	112
21:00	102	3	0	105
Hour Total	483	7	2	492
21:15	134	1	1	136
21:30	98	0	0	98
21:45	66	2	0	68
22:00	54	3	0	57
Hour Total	352	6	1	359
22:15	51	1	0	52
22:30	50	0	0	50
22:45	41	3	0	44
23:00	35	2	0	37
Hour Total	177	6	0	183
23:15	36	0	1	37
23:30	27	0	0	27
23:45	26	1	1	28
24:00	18	0	1	19
Hour Total	107	1	3	111
24 HR TOTAL	18661	987	246	19894
PERCENTS	93.8%	5.0%	1.2%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:00	07:45	09:00	07:00
AM Peaks	1795	111	25	1869
PM Times	16:45	15:15	13:15	16:45
PM Peaks	1441	92	37	1517

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: F-NB
Site ID: F-NB
Location: Kernan Blvd, N of JTB
Direction: NORTH
Lane: 1

File: F-Kernan Blvd, N of JTB_NB.PRN
City: 30.25377, -81.49776
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	36	0	0	36
00:30	33	0	0	33
00:45	19	0	0	19
01:00	22	0	0	22
Hour Total	110	0	0	110
01:15	15	2	0	17
01:30	18	0	0	18
01:45	16	0	1	17
02:00	13	0	0	13
Hour Total	62	2	1	65
02:15	13	0	0	13
02:30	7	1	0	8
02:45	12	0	0	12
03:00	7	0	0	7
Hour Total	39	1	0	40
03:15	2	1	0	3
03:30	5	0	0	5
03:45	11	0	0	11
04:00	4	0	0	4
Hour Total	22	1	0	23
04:15	8	1	0	9
04:30	8	1	2	11
04:45	13	1	1	15
05:00	20	2	1	23
Hour Total	49	5	4	58
05:15	15	0	1	16
05:30	23	3	2	28
05:45	36	2	1	39
06:00	37	4	0	41
Hour Total	111	9	4	124
06:15	50	2	2	54
06:30	85	5	3	93
06:45	104	3	1	108
07:00	146	3	4	153
Hour Total	385	13	10	408
07:15	160	10	2	172
07:30	180	7	3	190
07:45	238	5	2	245
08:00	239	12	1	252
Hour Total	817	34	8	859
08:15	178	7	5	190
08:30	225	4	2	231
08:45	224	19	3	246
09:00	244	11	2	257
Hour Total	871	41	12	924

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-NB
Site ID: F-NB
Location: Kernan Blvd, N of JTB
Direction: NORTH
Lane: 1

File: F-Kernan Blvd, N of JTB_NB.PRN
City: 30.25377, -81.49776
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	206	9	1	216
09:30	177	17	4	198
09:45	151	12	2	165
10:00	156	11	0	167
Hour Total	690	49	7	746
10:15	165	9	0	174
10:30	155	9	0	164
10:45	187	8	3	198
11:00	163	4	5	172
Hour Total	670	30	8	708
11:15	196	10	5	211
11:30	217	8	6	231
11:45	184	8	2	194
12:00	188	13	1	202
Hour Total	785	39	14	838
12:15	219	10	2	231
12:30	239	13	4	256
12:45	206	7	4	217
13:00	202	9	3	214
Hour Total	866	39	13	918
13:15	186	12	4	202
13:30	190	9	3	202
13:45	186	10	0	196
14:00	178	10	2	190
Hour Total	740	41	9	790
14:15	222	9	0	231
14:30	247	12	1	260
14:45	244	7	1	252
15:00	223	8	1	232
Hour Total	936	36	3	975
15:15	237	4	2	243
15:30	281	3	1	285
15:45	310	1	2	313
16:00	342	4	0	346
Hour Total	1170	12	5	1187
16:15	351	5	0	356
16:30	327	2	0	329
16:45	395	3	1	399
17:00	396	1	0	397
Hour Total	1469	11	1	1481
17:15	466	1	0	467
17:30	488	0	0	488
17:45	486	2	1	489
18:00	441	6	0	447
Hour Total	1881	9	1	1891

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: F-NB
Site ID: F-NB
Location: Kernan Blvd, N of JTB
Direction: NORTH
Lane: 1

File: F-Kernan Blvd, N of JTB_NB.PRN
City: 30.25377, -81.49776
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	417	1	0	418
18:30	394	1	1	396
18:45	370	1	0	371
19:00	240	0	0	240
Hour Total	1421	3	1	1425
19:15	238	0	0	238
19:30	249	0	1	250
19:45	206	1	0	207
20:00	182	0	0	182
Hour Total	875	1	1	877
20:15	172	0	0	172
20:30	182	0	1	183
20:45	173	0	0	173
21:00	169	1	0	170
Hour Total	696	1	1	698
21:15	163	0	0	163
21:30	162	0	0	162
21:45	136	0	0	136
22:00	126	0	0	126
Hour Total	587	0	0	587
22:15	107	1	0	108
22:30	130	1	0	131
22:45	109	0	0	109
23:00	85	0	0	85
Hour Total	431	2	0	433
23:15	69	0	0	69
23:30	65	0	0	65
23:45	54	0	0	54
24:00	42	0	0	42
Hour Total	230	0	0	230
DAY TOTAL	15913	379	103	16395
PERCENTS	97.1%	2.3%	0.6%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	08:30	08:45	10:45	08:30
AM Peaks	899	56	19	950
PM Times	17:15	11:45	12:30	17:15
PM Peaks	1881	44	15	1891

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-NB
Site ID: F-NB
Location: Kernan Blvd, N of JTB
Direction: NORTH
Lane: 1

File: F-Kernan Blvd, N of JTB_NB.PRN
City: 30.25377, -81.49776
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	30	0	0	30
00:30	24	0	0	24
00:45	26	0	0	26
01:00	22	0	0	22
Hour Total	102	0	0	102
01:15	22	1	0	23
01:30	24	0	0	24
01:45	19	0	0	19
02:00	13	0	0	13
Hour Total	78	1	0	79
02:15	14	0	0	14
02:30	14	0	0	14
02:45	12	0	0	12
03:00	9	0	1	10
Hour Total	49	0	1	50
03:15	9	1	0	10
03:30	8	1	0	9
03:45	2	2	0	4
04:00	8	3	0	11
Hour Total	27	7	0	34
04:15	14	3	1	18
04:30	10	0	0	10
04:45	13	1	0	14
05:00	16	0	0	16
Hour Total	53	4	1	58
05:15	19	1	0	20
05:30	27	5	0	32
05:45	38	1	0	39
06:00	51	3	1	55
Hour Total	135	10	1	146
06:15	56	5	1	62
06:30	75	1	0	76
06:45	110	4	0	114
07:00	154	8	2	164
Hour Total	395	18	3	416
07:15	158	5	1	164
07:30	193	4	2	199
07:45	177	3	0	180
08:00	232	4	1	237
Hour Total	760	16	4	780
08:15	206	5	1	212
08:30	211	4	2	217
08:45	206	6	1	213
09:00	244	9	0	253
Hour Total	867	24	4	895

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-NB
Site ID: F-NB
Location: Kernan Blvd, N of JTB
Direction: NORTH
Lane: 1

File: F-Kernan Blvd, N of JTB_NB.PRN
City: 30.25377, -81.49776
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	189	9	2	200
09:30	177	8	1	186
09:45	165	5	0	170
10:00	163	2	3	168
Hour Total	694	24	6	724
10:15	168	3	1	172
10:30	158	3	0	161
10:45	174	2	2	178
11:00	142	4	1	147
Hour Total	642	12	4	658
11:15	168	11	2	181
11:30	167	3	0	170
11:45	176	3	1	180
12:00	226	5	2	233
Hour Total	737	22	5	764
12:15	200	6	0	206
12:30	245	5	0	250
12:45	199	7	3	209
13:00	207	5	2	214
Hour Total	851	23	5	879
13:15	198	5	0	203
13:30	214	4	1	219
13:45	207	7	2	216
14:00	206	3	3	212
Hour Total	825	19	6	850
14:15	227	7	1	235
14:30	284	10	2	296
14:45	241	6	0	247
15:00	248	0	0	248
Hour Total	1000	23	3	1026
15:15	240	4	1	245
15:30	314	2	0	316
15:45	347	6	3	356
16:00	338	6	0	344
Hour Total	1239	18	4	1261
16:15	376	6	1	383
16:30	423	2	1	426
16:45	415	3	0	418
17:00	432	5	1	438
Hour Total	1646	16	3	1665
17:15	427	2	0	429
17:30	475	1	0	476
17:45	465	1	0	466
18:00	426	2	0	428
Hour Total	1793	6	0	1799

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-NB
Site ID: F-NB
Location: Kernan Blvd, N of JTB
Direction: NORTH
Lane: 1

File: F-Kernan Blvd, N of JTB_NB.PRN
City: 30.25377, -81.49776
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	439	3	1	443
18:30	384	1	0	385
18:45	297	0	0	297
19:00	254	1	0	255
Hour Total	1374	5	1	1380
19:15	252	1	0	253
19:30	245	0	0	245
19:45	206	0	0	206
20:00	203	1	0	204
Hour Total	906	2	0	908
20:15	175	0	0	175
20:30	225	1	0	226
20:45	198	1	0	199
21:00	184	0	0	184
Hour Total	782	2	0	784
21:15	200	0	0	200
21:30	171	0	0	171
21:45	100	0	0	100
22:00	114	2	0	116
Hour Total	585	2	0	587
22:15	111	0	0	111
22:30	94	1	0	95
22:45	82	0	0	82
23:00	56	0	0	56
Hour Total	343	1	0	344
23:15	62	0	0	62
23:30	67	0	0	67
23:45	50	0	0	50
24:00	48	0	0	48
Hour Total	227	0	0	227
DAY TOTAL	16110	255	51	16416
PERCENTS	98.1%	1.6%	0.3%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	08:15	08:45	09:15	08:15
AM Peaks	867	32	6	895
PM Times	17:30	13:45	13:45	17:30
PM Peaks	1805	27	8	1813

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: F-SB
Site ID: F-SB
Location: Kernan Blvd, N of JTB
Direction: SOUTH
Lane: 1

File: F-Kernan Blvd, N of JTB_SB.PRN
City: 25487, -81.49786
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	18	0	0	18
00:30	17	0	0	17
00:45	15	0	0	15
01:00	7	0	0	7
Hour Total	57	0	0	57
01:15	5	1	0	6
01:30	9	0	0	9
01:45	7	0	0	7
02:00	7	0	0	7
Hour Total	28	1	0	29
02:15	5	0	0	5
02:30	4	0	0	4
02:45	5	0	0	5
03:00	3	0	0	3
Hour Total	17	0	0	17
03:15	2	0	0	2
03:30	13	0	0	13
03:45	6	0	0	6
04:00	8	0	0	8
Hour Total	29	0	0	29
04:15	10	0	0	10
04:30	22	0	0	22
04:45	52	2	0	54
05:00	34	0	0	34
Hour Total	118	2	0	120
05:15	44	0	0	44
05:30	57	2	0	59
05:45	99	0	1	100
06:00	107	1	0	108
Hour Total	307	3	1	311
06:15	134	2	1	137
06:30	196	2	1	199
06:45	302	8	0	310
07:00	376	2	0	378
Hour Total	1008	14	2	1024
07:15	406	4	6	416
07:30	517	4	4	525
07:45	593	3	3	599
08:00	551	8	3	562
Hour Total	2067	19	16	2102
08:15	507	8	2	517
08:30	559	13	1	573
08:45	503	6	3	512
09:00	389	11	3	403
Hour Total	1958	38	9	2005

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-SB
Site ID: F-SB
Location: Kernan Blvd, N of JTB
Direction: SOUTH
Lane: 1

File: F-Kernan Blvd, N of JTB_SB.PRN
City: 25487, -81.49786
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	268	8	4	280
09:30	282	14	1	297
09:45	231	13	1	245
10:00	187	6	2	195
Hour Total	968	41	8	1017
10:15	186	9	1	196
10:30	170	11	0	181
10:45	196	10	1	207
11:00	159	11	1	171
Hour Total	711	41	3	755
11:15	175	7	2	184
11:30	185	10	1	196
11:45	220	7	4	231
12:00	205	7	2	214
Hour Total	785	31	9	825
12:15	182	11	3	196
12:30	195	10	1	206
12:45	253	11	3	267
13:00	211	10	0	221
Hour Total	841	42	7	890
13:15	241	7	2	250
13:30	172	11	1	184
13:45	222	13	3	238
14:00	209	12	3	224
Hour Total	844	43	9	896
14:15	267	9	2	278
14:30	230	11	2	243
14:45	211	6	3	220
15:00	247	9	1	257
Hour Total	955	35	8	998
15:15	249	11	1	261
15:30	281	9	1	291
15:45	268	3	0	271
16:00	265	2	2	269
Hour Total	1063	25	4	1092
16:15	259	3	1	263
16:30	266	2	2	270
16:45	276	9	0	285
17:00	263	4	0	267
Hour Total	1064	18	3	1085
17:15	271	2	0	273
17:30	219	2	0	221
17:45	208	2	0	210
18:00	208	1	0	209
Hour Total	906	7	0	913

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-SB
Site ID: F-SB
Location: Kernan Blvd, N of JTB
Direction: SOUTH
Lane: 1

File: F-Kernan Blvd, N of JTB_SB.PRN
City: 25487, -81.49786
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	216	0	0	216
18:30	243	3	2	248
18:45	183	1	0	184
19:00	180	0	1	181
Hour Total	822	4	3	829
19:15	200	0	0	200
19:30	173	0	0	173
19:45	147	0	0	147
20:00	162	0	1	163
Hour Total	682	0	1	683
20:15	137	0	1	138
20:30	103	0	0	103
20:45	152	0	0	152
21:00	131	1	0	132
Hour Total	523	1	1	525
21:15	132	0	0	132
21:30	108	0	0	108
21:45	99	1	0	100
22:00	104	1	0	105
Hour Total	443	2	0	445
22:15	100	0	0	100
22:30	67	0	0	67
22:45	62	0	0	62
23:00	40	0	0	40
Hour Total	269	0	0	269
23:15	57	0	0	57
23:30	42	0	0	42
23:45	30	0	0	30
24:00	22	1	0	23
Hour Total	151	1	0	152
DAY TOTAL	16616	368	84	17068
PERCENTS	97.4%	2.2%	0.5%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:45	09:00	07:15	07:45
AM Peaks	2210	46	16	2251
PM Times	16:30	13:30	11:30	16:30
PM Peaks	1076	45	10	1095

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-SB
Site ID: F-SB
Location: Kernan Blvd, N of JTB
Direction: SOUTH
Lane: 1

File: F-Kernan Blvd, N of JTB_SB.PRN
City: 25487, -81.49786
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	18	0	0	18
00:30	21	1	0	22
00:45	10	0	0	10
01:00	7	1	0	8
Hour Total	56	2	0	58
01:15	15	0	0	15
01:30	13	0	0	13
01:45	13	0	0	13
02:00	9	0	0	9
Hour Total	50	0	0	50
02:15	7	0	0	7
02:30	10	0	0	10
02:45	5	0	0	5
03:00	4	0	0	4
Hour Total	26	0	0	26
03:15	1	0	0	1
03:30	6	0	0	6
03:45	8	0	0	8
04:00	11	0	0	11
Hour Total	26	0	0	26
04:15	18	0	0	18
04:30	26	4	1	31
04:45	45	1	0	46
05:00	33	2	0	35
Hour Total	122	7	1	130
05:15	47	3	0	50
05:30	71	1	0	72
05:45	101	1	0	102
06:00	107	3	0	110
Hour Total	326	8	0	334
06:15	124	0	0	124
06:30	238	5	0	243
06:45	300	5	0	305
07:00	363	8	0	371
Hour Total	1025	18	0	1043
07:15	410	1	1	412
07:30	520	1	1	522
07:45	547	2	0	549
08:00	570	2	1	573
Hour Total	2047	6	3	2056
08:15	491	7	0	498
08:30	544	4	0	548
08:45	486	1	1	488
09:00	457	3	0	460
Hour Total	1978	15	1	1994

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Station #: F-SB
Site ID: F-SB
Location: Kernan Blvd, N of JTB
Direction: SOUTH
Lane: 1

File: F-Kernan Blvd, N of JTB_SB.PRN
City: 25487, -81.49786
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	240	5	0	245
09:30	241	5	1	247
09:45	266	10	2	278
10:00	187	4	1	192
Hour Total	934	24	4	962
10:15	157	4	1	162
10:30	189	5	1	195
10:45	216	3	2	221
11:00	171	3	0	174
Hour Total	733	15	4	752
11:15	176	4	1	181
11:30	185	4	0	189
11:45	194	4	0	198
12:00	190	1	1	192
Hour Total	745	13	2	760
12:15	209	5	1	215
12:30	198	5	0	203
12:45	225	5	3	233
13:00	205	7	1	213
Hour Total	837	22	5	864
13:15	221	7	1	229
13:30	197	8	1	206
13:45	197	4	2	203
14:00	179	5	0	184
Hour Total	794	24	4	822
14:15	223	6	2	231
14:30	213	10	2	225
14:45	246	1	4	251
15:00	261	9	2	272
Hour Total	943	26	10	979
15:15	246	4	0	250
15:30	254	4	2	260
15:45	261	1	3	265
16:00	241	5	0	246
Hour Total	1002	14	5	1021
16:15	245	4	2	251
16:30	285	3	0	288
16:45	273	5	1	279
17:00	239	5	1	245
Hour Total	1042	17	4	1063
17:15	294	2	0	296
17:30	267	1	0	268
17:45	231	2	0	233
18:00	210	0	1	211
Hour Total	1002	5	1	1008

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: F-SB
Site ID: F-SB
Location: Kernan Blvd, N of JTB
Direction: SOUTH
Lane: 1

File: F-Kernan Blvd, N of JTB_SB.PRN
City: 25487, -81.49786
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	212	4	1	217
18:30	191	3	0	194
18:45	233	0	0	233
19:00	200	1	0	201
Hour Total	836	8	1	845
19:15	162	0	2	164
19:30	163	2	0	165
19:45	143	0	0	143
20:00	128	1	0	129
Hour Total	596	3	2	601
20:15	165	1	0	166
20:30	140	2	0	142
20:45	143	1	0	144
21:00	138	1	0	139
Hour Total	586	5	0	591
21:15	129	1	0	130
21:30	105	0	0	105
21:45	117	2	0	119
22:00	91	0	0	91
Hour Total	442	3	0	445
22:15	86	0	0	86
22:30	64	0	0	64
22:45	43	0	0	43
23:00	37	0	0	37
Hour Total	230	0	0	230
23:15	74	0	0	74
23:30	39	1	0	40
23:45	35	0	0	35
24:00	21	0	0	21
Hour Total	169	1	0	170
DAY TOTAL	16547	236	47	16830
PERCENTS	98.3%	1.4%	0.3%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:45	09:15	09:30	07:45
AM Peaks	2152	24	5	2168
PM Times	16:30	12:45	14:15	16:30
PM Peaks	1091	27	10	1108

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
00:15	31	0	0	31
00:30	21	0	0	21
00:45	16	0	0	16
01:00	13	0	0	13
Hour Total	81	0	0	81
01:15	12	2	0	14
01:30	8	0	0	8
01:45	16	0	1	17
02:00	12	0	0	12
Hour Total	48	2	1	51
02:15	7	2	0	9
02:30	11	0	0	11
02:45	10	0	0	10
03:00	8	0	1	9
Hour Total	36	2	1	39
03:15	5	2	0	7
03:30	9	0	0	9
03:45	13	1	0	14
04:00	14	0	0	14
Hour Total	41	3	0	44
04:15	18	0	0	18
04:30	19	1	0	20
04:45	40	2	0	42
05:00	43	0	0	43
Hour Total	120	3	0	123
05:15	71	2	0	73
05:30	105	1	1	107
05:45	130	3	1	134
06:00	151	7	2	160
Hour Total	457	13	4	474
06:15	196	11	1	208
06:30	286	18	4	308
06:45	349	27	1	377
07:00	327	20	2	349
Hour Total	1158	76	8	1242
07:15	310	18	0	328
07:30	296	23	1	320
07:45	191	24	10	225
08:00	157	24	11	192
Hour Total	954	89	22	1065

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
08:15	146	25	8	179
08:30	200	8	2	210
08:45	228	7	1	236
09:00	209	12	2	223
Hour Total	783	52	13	848
09:15	187	13	2	202
09:30	222	12	5	239
09:45	231	11	1	243
10:00	220	13	1	234
Hour Total	860	49	9	918
10:15	218	12	1	231
10:30	222	15	1	238
10:45	246	10	5	261
11:00	221	6	1	228
Hour Total	907	43	8	958
11:15	209	14	2	225
11:30	223	14	4	241
11:45	231	18	1	250
12:00	222	6	2	230
Hour Total	885	52	9	946
12:15	232	11	2	245
12:30	225	8	3	236
12:45	225	12	2	239
13:00	232	13	2	247
Hour Total	914	44	9	967
13:15	194	12	0	206
13:30	245	15	2	262
13:45	226	13	1	240
14:00	202	19	2	223
Hour Total	867	59	5	931
14:15	223	11	3	237
14:30	223	16	2	241
14:45	242	14	1	257
15:00	219	13	0	232
Hour Total	907	54	6	967
15:15	252	10	3	265
15:30	254	15	1	270
15:45	278	15	1	294
16:00	267	16	1	284
Hour Total	1051	56	6	1113

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
16:15	295	17	0	312
16:30	277	10	1	288
16:45	234	9	2	245
17:00	243	6	2	251
Hour Total	1049	42	5	1096
17:15	266	10	0	276
17:30	257	8	2	267
17:45	223	8	0	231
18:00	184	7	0	191
Hour Total	930	33	2	965
18:15	183	5	2	190
18:30	221	10	0	231
18:45	224	12	2	238
19:00	198	6	0	204
Hour Total	826	33	4	863
19:15	176	6	0	182
19:30	165	8	1	174
19:45	156	8	0	164
20:00	133	4	1	138
Hour Total	630	26	2	658
20:15	133	8	1	142
20:30	132	2	0	134
20:45	114	6	0	120
21:00	122	6	0	128
Hour Total	501	22	1	524
21:15	132	3	1	136
21:30	107	3	0	110
21:45	77	3	0	80
22:00	81	1	0	82
Hour Total	397	10	1	408
22:15	27	2	0	29
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
Hour Total	27	2	0	29
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
24:00	1	0	0	1
Hour Total	1	0	0	1

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Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
DAY TOTAL	14430	765	116	15311
PERCENTS	94.2	5.0	0.8	100
AM Times	06:45	07:30	07:45	
AM Peaks	1282	96	31	
PM Times	15:45	15:30	12:15	
PM Peaks	1117	63	9	

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
00:15	0	0	0	0
00:30	1	0	0	1
00:45	0	0	0	0
01:00	0	0	0	0
Hour Total	1	0	0	1
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
Hour Total	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	1	0	0	1
Hour Total	1	0	0	1
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
Hour Total	0	0	0	0
04:15	0	0	0	0
04:30	5	2	1	8
04:45	35	0	0	35
05:00	42	0	0	42
Hour Total	82	2	1	85
05:15	65	1	0	66
05:30	109	1	0	110
05:45	125	5	2	132
06:00	175	3	1	179
Hour Total	474	10	3	487
06:15	191	9	1	201
06:30	265	23	1	289
06:45	344	20	1	365
07:00	311	19	1	331
Hour Total	1111	71	4	1186
07:15	282	25	3	310
07:30	296	17	3	316
07:45	200	24	9	233
08:00	161	28	12	201
Hour Total	939	94	27	1060

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
08:15	168	23	11	202
08:30	182	16	7	205
08:45	166	8	3	177
09:00	171	14	2	187
Hour Total	687	61	23	771
09:15	193	16	1	210
09:30	201	14	3	218
09:45	200	13	2	215
10:00	231	11	1	243
Hour Total	825	54	7	886
10:15	218	7	1	226
10:30	239	12	2	253
10:45	226	15	2	243
11:00	200	7	0	207
Hour Total	883	41	5	929
11:15	206	10	1	217
11:30	208	17	1	226
11:45	229	10	4	243
12:00	225	11	1	237
Hour Total	868	48	7	923
12:15	213	15	0	228
12:30	228	15	0	243
12:45	217	11	2	230
13:00	221	14	0	235
Hour Total	879	55	2	936
13:15	190	14	0	204
13:30	230	15	2	247
13:45	230	14	3	247
14:00	227	15	3	245
Hour Total	877	58	8	943
14:15	221	18	2	241
14:30	252	15	0	267
14:45	241	10	4	255
15:00	232	18	4	254
Hour Total	946	61	10	1017
15:15	223	12	0	235
15:30	234	19	0	253
15:45	260	26	0	286
16:00	252	16	3	271
Hour Total	969	73	3	1045

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Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
16:15	293	12	0	305
16:30	261	23	3	287
16:45	256	6	2	264
17:00	242	8	0	250
Hour Total	1052	49	5	1106
17:15	286	11	0	297
17:30	261	5	2	268
17:45	249	7	0	256
18:00	227	8	1	236
Hour Total	1023	31	3	1057
18:15	222	7	1	230
18:30	234	8	1	243
18:45	185	5	2	192
19:00	198	5	0	203
Hour Total	839	25	4	868
19:15	183	7	0	190
19:30	192	9	0	201
19:45	157	2	0	159
20:00	153	10	0	163
Hour Total	685	28	0	713
20:15	114	3	0	117
20:30	151	6	0	157
20:45	133	3	0	136
21:00	122	3	1	126
Hour Total	520	15	1	536
21:15	136	3	0	139
21:30	90	2	0	92
21:45	103	3	0	106
22:00	95	1	1	97
Hour Total	424	9	1	434
22:15	88	1	0	89
22:30	72	1	0	73
22:45	85	0	1	86
23:00	59	3	0	62
Hour Total	304	5	1	310
23:15	55	0	1	56
23:30	57	0	0	57
23:45	45	2	1	48
24:00	35	0	1	36
Hour Total	192	2	3	197

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Station #: Site G-NI
Site ID: Site G-NI
Location: I-295 NB, S of SR 9B (NI)

File: G-I295 NB, S of SR 9B_NB Inside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
DAY TOTAL	14581	792	118	15491
PERCENTS	94.1	5.1	0.8	100
AM Times	06:45	07:15	07:45	
AM Peaks	1233	94	39	
PM Times	15:45	15:45	13:30	
PM Peaks	1066	77	10	
GRAND TOTAL	29011	1557	234	30802
PERCENTS	94.2	5.1	0.8	100.0

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
00:15	17	2	1	20
00:30	12	2	1	15
00:45	15	1	0	16
01:00	5	0	0	5
Hour Total	49	5	2	56
01:15	11	2	3	16
01:30	5	3	0	8
01:45	3	2	0	5
02:00	4	7	1	12
Hour Total	23	14	4	41
02:15	3	2	0	5
02:30	6	1	0	7
02:45	3	4	1	8
03:00	2	3	0	5
Hour Total	14	10	1	25
03:15	6	2	3	11
03:30	5	5	0	10
03:45	3	2	1	6
04:00	11	4	3	18
Hour Total	25	13	7	45
04:15	10	5	1	16
04:30	9	6	1	16
04:45	20	4	2	26
05:00	33	2	1	36
Hour Total	72	17	5	94
05:15	49	5	0	54
05:30	59	6	3	68
05:45	93	5	0	98
06:00	85	4	4	93
Hour Total	286	20	7	313
06:15	128	7	3	138
06:30	185	16	2	203
06:45	217	16	2	235
07:00	176	15	5	196
Hour Total	706	54	12	772
07:15	166	17	5	188
07:30	171	28	3	202
07:45	189	21	8	218
08:00	141	37	11	189
Hour Total	667	103	27	797

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
08:15	154	19	6	179
08:30	141	9	3	153
08:45	125	19	3	147
09:00	121	11	6	138
Hour Total	541	58	18	617
09:15	114	21	4	139
09:30	112	13	6	131
09:45	126	15	2	143
10:00	117	11	5	133
Hour Total	469	60	17	546
10:15	142	10	3	155
10:30	141	11	6	158
10:45	137	16	4	157
11:00	143	8	2	153
Hour Total	563	45	15	623
11:15	142	11	10	163
11:30	148	10	5	163
11:45	151	18	1	170
12:00	130	15	5	150
Hour Total	571	54	21	646
12:15	126	16	2	144
12:30	136	18	4	158
12:45	166	7	6	179
13:00	135	14	4	153
Hour Total	563	55	16	634
13:15	123	17	3	143
13:30	155	21	1	177
13:45	133	25	2	160
14:00	136	12	5	153
Hour Total	547	75	11	633
14:15	144	10	0	154
14:30	140	8	2	150
14:45	156	19	1	176
15:00	140	11	1	152
Hour Total	580	48	4	632
15:15	162	17	3	182
15:30	164	10	3	177
15:45	170	13	3	186
16:00	175	10	2	187
Hour Total	671	50	11	732

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
16:15	187	4	2	193
16:30	156	7	1	164
16:45	165	3	2	170
17:00	143	6	5	154
Hour Total	651	20	10	681
17:15	156	5	1	162
17:30	149	4	1	154
17:45	128	0	2	130
18:00	126	1	3	130
Hour Total	559	10	7	576
18:15	128	3	3	134
18:30	153	3	3	159
18:45	147	3	2	152
19:00	140	2	3	145
Hour Total	568	11	11	590
19:15	106	4	0	110
19:30	119	1	2	122
19:45	99	5	4	108
20:00	90	2	2	94
Hour Total	414	12	8	434
20:15	85	1	2	88
20:30	84	2	1	87
20:45	70	4	3	77
21:00	83	0	0	83
Hour Total	322	7	6	335
21:15	79	1	1	81
21:30	80	0	1	81
21:45	76	1	2	79
22:00	63	4	3	70
Hour Total	298	6	7	311
22:15	90	2	2	94
22:30	120	3	0	123
22:45	98	2	0	100
23:00	86	5	1	92
Hour Total	394	12	3	409
23:15	78	2	0	80
23:30	76	2	1	79
23:45	58	2	2	62
24:00	45	2	3	50
Hour Total	257	8	6	271

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
DAY TOTAL	9810	767	236	10813
PERCENTS	90.7	7.1	2.2	100
AM Times	06:30	07:30	07:30	
AM Peaks	744	105	28	
PM Times	15:30	13:00	12:30	
PM Peaks	696	77	17	

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
00:15	42	2	3	47
00:30	26	5	0	31
00:45	25	2	1	28
01:00	28	1	1	30
Hour Total	121	10	5	136
01:15	12	2	0	14
01:30	24	0	1	25
01:45	19	4	0	23
02:00	20	2	1	23
Hour Total	75	8	2	85
02:15	13	1	0	14
02:30	16	1	3	20
02:45	11	0	2	13
03:00	12	4	2	18
Hour Total	52	6	7	65
03:15	9	0	2	11
03:30	10	1	0	11
03:45	13	1	0	14
04:00	20	5	0	25
Hour Total	52	7	2	61
04:15	24	3	3	30
04:30	31	4	0	35
04:45	31	2	2	35
05:00	32	1	2	35
Hour Total	118	10	7	135
05:15	49	4	1	54
05:30	55	4	0	59
05:45	79	5	2	86
06:00	101	0	3	104
Hour Total	284	13	6	303
06:15	132	5	4	141
06:30	187	10	5	202
06:45	187	22	2	211
07:00	177	13	5	195
Hour Total	683	50	16	749
07:15	191	22	1	214
07:30	199	16	6	221
07:45	173	24	11	208
08:00	168	22	10	200
Hour Total	731	84	28	843

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
08:15	178	22	7	207
08:30	150	13	3	166
08:45	110	10	4	124
09:00	101	13	6	120
Hour Total	539	58	20	617
09:15	96	24	4	124
09:30	122	14	3	139
09:45	138	10	6	154
10:00	162	7	1	170
Hour Total	518	55	14	587
10:15	152	13	5	170
10:30	141	15	6	162
10:45	156	12	5	173
11:00	144	15	7	166
Hour Total	593	55	23	671
11:15	136	11	11	158
11:30	117	15	11	143
11:45	164	7	3	174
12:00	144	11	4	159
Hour Total	561	44	29	634
12:15	140	11	2	153
12:30	138	12	4	154
12:45	133	9	5	147
13:00	131	14	9	154
Hour Total	542	46	20	608
13:15	117	13	4	134
13:30	138	8	10	156
13:45	148	20	4	172
14:00	146	10	2	158
Hour Total	549	51	20	620
14:15	142	10	5	157
14:30	161	5	4	170
14:45	151	11	4	166
15:00	149	13	4	166
Hour Total	603	39	17	659
15:15	156	12	0	168
15:30	147	11	1	159
15:45	169	8	4	181
16:00	159	8	6	173
Hour Total	631	39	11	681

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Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
16:15	165	5	2	172
16:30	152	8	5	165
16:45	159	4	3	166
17:00	140	10	1	151
Hour Total	616	27	11	654
17:15	172	3	1	176
17:30	150	4	1	155
17:45	137	4	4	145
18:00	132	6	2	140
Hour Total	591	17	8	616
18:15	144	0	2	146
18:30	154	2	2	158
18:45	130	3	0	133
19:00	130	1	0	131
Hour Total	558	6	4	568
19:15	121	1	1	123
19:30	107	3	1	111
19:45	110	0	0	110
20:00	93	4	2	99
Hour Total	431	8	4	443
20:15	85	1	1	87
20:30	100	5	1	106
20:45	79	0	0	79
21:00	72	0	2	74
Hour Total	336	6	4	346
21:15	92	0	1	93
21:30	78	2	2	82
21:45	61	2	0	63
22:00	59	5	1	65
Hour Total	290	9	4	303
22:15	52	2	0	54
22:30	46	0	1	47
22:45	40	2	1	43
23:00	31	2	1	34
Hour Total	169	6	3	178
23:15	33	4	1	38
23:30	33	1	0	34
23:45	19	0	1	20
24:00	21	2	0	23
Hour Total	106	7	2	115

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Station #: Site G-NO
Site ID: Site G-NO
Location: I-295 NB, S of SR 9B (NO)

File: G-I295 NB, S of SR 9B_NB Outside.PRN
City: 19-194 MG WTX
County: 30.17219, -81.52634

TIME	1 NORTH	2 NORTH	3 NORTH	Total
DAY TOTAL	9749	661	267	10677
PERCENTS	91.3	6.2	2.5	100
AM Times	06:45	07:15	07:30	
AM Peaks	754	84	34	
PM Times	15:45	13:00	12:45	
PM Peaks	645	55	28	
GRAND TOTAL	19559	1428	503	21490
PERCENTS	91.0	6.6	2.3	100.0

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
00:15	22	0	0	22
00:30	17	0	0	17
00:45	7	0	0	7
01:00	8	0	0	8
Hour Total	54	0	0	54
01:15	7	0	0	7
01:30	15	0	0	15
01:45	7	0	0	7
02:00	4	0	0	4
Hour Total	33	0	0	33
02:15	8	0	0	8
02:30	2	0	0	2
02:45	4	0	0	4
03:00	6	0	1	7
Hour Total	20	0	1	21
03:15	5	0	0	5
03:30	1	0	0	1
03:45	7	0	0	7
04:00	4	0	0	4
Hour Total	17	0	0	17
04:15	10	0	0	10
04:30	10	0	0	10
04:45	14	1	0	15
05:00	12	0	0	12
Hour Total	46	1	0	47
05:15	17	1	0	18
05:30	39	0	0	39
05:45	54	3	0	57
06:00	53	0	0	53
Hour Total	163	4	0	167
06:15	97	3	0	100
06:30	124	7	0	131
06:45	179	3	0	182
07:00	191	8	1	200
Hour Total	591	21	1	613
07:15	213	10	0	223
07:30	242	8	0	250
07:45	233	6	1	240
08:00	192	6	0	198
Hour Total	880	30	1	911

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
08:15	193	7	1	201
08:30	194	11	2	207
08:45	182	11	0	193
09:00	140	7	4	151
Hour Total	709	36	7	752
09:15	116	2	0	118
09:30	141	7	1	149
09:45	136	7	2	145
10:00	131	4	1	136
Hour Total	524	20	4	548
10:15	92	6	0	98
10:30	119	3	1	123
10:45	108	7	0	115
11:00	139	6	0	145
Hour Total	458	22	1	481
11:15	126	9	1	136
11:30	115	6	1	122
11:45	138	6	0	144
12:00	152	9	0	161
Hour Total	531	30	2	563
12:15	135	7	1	143
12:30	156	8	3	167
12:45	159	12	2	173
13:00	161	3	0	164
Hour Total	611	30	6	647
13:15	124	3	0	127
13:30	178	9	1	188
13:45	156	6	2	164
14:00	165	3	0	168
Hour Total	623	21	3	647
14:15	155	12	1	168
14:30	239	6	1	246
14:45	200	7	0	207
15:00	210	5	1	216
Hour Total	804	30	3	837
15:15	220	7	1	228
15:30	211	9	0	220
15:45	213	6	2	221
16:00	195	11	1	207
Hour Total	839	33	4	876

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
16:15	218	6	1	225
16:30	176	9	0	185
16:45	183	8	1	192
17:00	162	3	0	165
Hour Total	739	26	2	767
17:15	160	3	1	164
17:30	173	4	0	177
17:45	160	2	0	162
18:00	154	1	0	155
Hour Total	647	10	1	658
18:15	156	1	1	158
18:30	191	5	0	196
18:45	175	6	0	181
19:00	167	1	0	168
Hour Total	689	13	1	703
19:15	142	2	0	144
19:30	161	4	0	165
19:45	160	4	0	164
20:00	123	1	0	124
Hour Total	586	11	0	597
20:15	107	1	1	109
20:30	143	1	0	144
20:45	91	2	1	94
21:00	125	0	0	125
Hour Total	466	4	2	472
21:15	97	0	0	97
21:30	127	0	1	128
21:45	90	0	0	90
22:00	75	2	1	78
Hour Total	389	2	2	393
22:15	62	0	0	62
22:30	71	0	0	71
22:45	49	1	1	51
23:00	43	0	0	43
Hour Total	225	1	1	227
23:15	32	0	0	32
23:30	24	0	0	24
23:45	29	1	1	31
24:00	26	0	0	26
Hour Total	111	1	1	113

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
DAY TOTAL	10755	346	43	11144
PERCENTS	96.5	3.1	0.4	100
AM Times	07:15	08:15	08:15	
AM Peaks	880	36	7	
PM Times	14:30	16:00	12:15	
PM Peaks	869	34	6	

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Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
00:15	8	0	0	8
00:30	13	0	1	14
00:45	8	0	0	8
01:00	10	0	0	10
Hour Total	39	0	1	40
01:15	7	0	0	7
01:30	8	0	0	8
01:45	4	0	0	4
02:00	4	0	0	4
Hour Total	23	0	0	23
02:15	7	0	0	7
02:30	5	0	0	5
02:45	1	0	0	1
03:00	1	1	0	2
Hour Total	14	1	0	15
03:15	4	0	0	4
03:30	3	0	0	3
03:45	1	0	0	1
04:00	3	0	0	3
Hour Total	11	0	0	11
04:15	4	1	0	5
04:30	8	0	0	8
04:45	11	0	0	11
05:00	15	0	0	15
Hour Total	38	1	0	39
05:15	20	1	2	23
05:30	26	0	0	26
05:45	52	1	1	54
06:00	48	4	0	52
Hour Total	146	6	3	155
06:15	93	2	0	95
06:30	141	4	0	145
06:45	192	7	1	200
07:00	191	13	0	204
Hour Total	617	26	1	644
07:15	225	11	0	236
07:30	262	10	0	272
07:45	221	6	2	229
08:00	213	5	1	219
Hour Total	921	32	3	956

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
08:15	176	5	0	181
08:30	183	7	1	191
08:45	182	7	0	189
09:00	198	5	0	203
Hour Total	739	24	1	764
09:15	139	8	1	148
09:30	125	5	1	131
09:45	126	6	1	133
10:00	110	4	0	114
Hour Total	500	23	3	526
10:15	106	2	1	109
10:30	103	2	2	107
10:45	121	4	1	126
11:00	132	2	0	134
Hour Total	462	10	4	476
11:15	134	4	1	139
11:30	135	5	1	141
11:45	129	13	1	143
12:00	126	2	0	128
Hour Total	524	24	3	551
12:15	138	6	0	144
12:30	166	4	0	170
12:45	158	8	4	170
13:00	156	6	6	168
Hour Total	618	24	10	652
13:15	152	9	1	162
13:30	152	6	1	159
13:45	167	10	1	178
14:00	168	10	0	178
Hour Total	639	35	3	677
14:15	151	6	0	157
14:30	229	11	1	241
14:45	207	10	2	219
15:00	211	6	0	217
Hour Total	798	33	3	834
15:15	188	6	0	194
15:30	212	10	1	223
15:45	213	8	1	222
16:00	211	6	0	217
Hour Total	824	30	2	856

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
16:15	193	10	0	203
16:30	187	6	0	193
16:45	189	5	0	194
17:00	175	7	0	182
Hour Total	744	28	0	772
17:15	162	4	0	166
17:30	163	5	0	168
17:45	143	4	0	147
18:00	172	4	0	176
Hour Total	640	17	0	657
18:15	139	5	0	144
18:30	161	4	0	165
18:45	176	7	0	183
19:00	177	2	0	179
Hour Total	653	18	0	671
19:15	151	4	0	155
19:30	133	4	0	137
19:45	143	2	0	145
20:00	122	2	0	124
Hour Total	549	12	0	561
20:15	131	1	0	132
20:30	141	2	0	143
20:45	134	1	0	135
21:00	122	2	0	124
Hour Total	528	6	0	534
21:15	114	0	0	114
21:30	117	1	0	118
21:45	100	2	0	102
22:00	100	1	0	101
Hour Total	431	4	0	435
22:15	83	1	0	84
22:30	72	2	0	74
22:45	65	0	0	65
23:00	38	0	0	38
Hour Total	258	3	0	261
23:15	31	0	0	31
23:30	27	0	0	27
23:45	30	0	0	30
24:00	20	1	0	21
Hour Total	108	1	0	109

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SI
Site ID: Site G-SI
Location: I-295 SB, S of SR 9B (SI)

File: G-I295 SB, S of SR 9B_SB Inside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
DAY TOTAL	10824	358	37	11219
PERCENTS	96.5	3.2	0.3	100
AM Times	07:15	06:45	07:45	
AM Peaks	921	41	4	
PM Times	14:30	13:45	12:45	
PM Peaks	835	37	12	
GRAND TOTAL	21579	704	80	22363
PERCENTS	96.5	3.1	0.4	100.0

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
00:15	21	5	0	26
00:30	30	2	0	32
00:45	27	1	1	29
01:00	19	2	1	22
Hour Total	97	10	2	109
01:15	16	3	1	20
01:30	16	2	1	19
01:45	22	2	1	25
02:00	18	2	0	20
Hour Total	72	9	3	84
02:15	11	3	0	14
02:30	13	3	0	16
02:45	12	3	1	16
03:00	11	1	0	12
Hour Total	47	10	1	58
03:15	7	3	1	11
03:30	12	0	1	13
03:45	21	5	1	27
04:00	11	2	0	13
Hour Total	51	10	3	64
04:15	18	6	2	26
04:30	26	2	1	29
04:45	34	3	2	39
05:00	32	3	1	36
Hour Total	110	14	6	130
05:15	41	0	6	47
05:30	70	1	1	72
05:45	74	6	0	80
06:00	110	1	2	113
Hour Total	295	8	9	312
06:15	117	4	1	122
06:30	165	9	0	174
06:45	214	3	1	218
07:00	239	8	2	249
Hour Total	735	24	4	763
07:15	205	9	4	218
07:30	245	18	5	268
07:45	218	16	4	238
08:00	235	6	3	244
Hour Total	903	49	16	968

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
08:15	215	15	1	231
08:30	247	13	1	261
08:45	224	11	3	238
09:00	216	15	3	234
Hour Total	902	54	8	964
09:15	177	9	4	190
09:30	169	22	6	197
09:45	160	19	7	186
10:00	188	12	1	201
Hour Total	694	62	18	774
10:15	153	8	4	165
10:30	168	23	4	195
10:45	175	20	0	195
11:00	174	21	2	197
Hour Total	670	72	10	752
11:15	171	12	6	189
11:30	170	9	6	185
11:45	176	15	4	195
12:00	189	18	3	210
Hour Total	706	54	19	779
12:15	190	14	6	210
12:30	213	12	8	233
12:45	215	14	1	230
13:00	181	22	4	207
Hour Total	799	62	19	880
13:15	179	23	5	207
13:30	186	18	6	210
13:45	182	13	2	197
14:00	203	12	3	218
Hour Total	750	66	16	832
14:15	199	26	2	227
14:30	195	36	3	234
14:45	203	20	2	225
15:00	203	19	1	223
Hour Total	800	101	8	909
15:15	225	16	2	243
15:30	213	11	2	226
15:45	234	18	1	253
16:00	197	18	3	218
Hour Total	869	63	8	940

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Peggy Malone and Associates

VOLUME SUMMARY
Tue 5/14/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
16:15	211	11	3	225
16:30	189	11	1	201
16:45	205	3	1	209
17:00	170	8	1	179
Hour Total	775	33	6	814
17:15	210	10	1	221
17:30	201	13	5	219
17:45	189	11	1	201
18:00	172	6	5	183
Hour Total	772	40	12	824
18:15	172	6	2	180
18:30	201	6	0	207
18:45	228	6	1	235
19:00	195	7	3	205
Hour Total	796	25	6	827
19:15	188	3	2	193
19:30	211	3	1	215
19:45	172	7	0	179
20:00	152	2	2	156
Hour Total	723	15	5	743
20:15	153	4	0	157
20:30	167	1	1	169
20:45	133	1	0	134
21:00	135	1	1	137
Hour Total	588	7	2	597
21:15	135	3	2	140
21:30	118	3	2	123
21:45	114	3	0	117
22:00	120	3	0	123
Hour Total	487	12	4	503
22:15	92	2	1	95
22:30	118	2	1	121
22:45	69	6	0	75
23:00	62	2	2	66
Hour Total	341	12	4	357
23:15	66	0	1	67
23:30	52	2	0	54
23:45	48	5	1	54
24:00	45	1	0	46
Hour Total	211	8	2	221

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Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
DAY TOTAL	13193	820	191	14204
PERCENTS	92.9	5.8	1.3	100
AM Times	08:00	10:30	09:00	
AM Peaks	921	76	20	
PM Times	15:00	14:15	12:15	
PM Peaks	875	101	19	

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
00:15	36	2	0	38
00:30	28	1	0	29
00:45	17	1	0	18
01:00	28	2	0	30
Hour Total	109	6	0	115
01:15	21	3	0	24
01:30	23	2	0	25
01:45	25	1	1	27
02:00	16	2	0	18
Hour Total	85	8	1	94
02:15	17	1	0	18
02:30	12	1	1	14
02:45	10	1	0	11
03:00	14	0	1	15
Hour Total	53	3	2	58
03:15	14	0	0	14
03:30	14	1	0	15
03:45	15	2	2	19
04:00	10	1	1	12
Hour Total	53	4	3	60
04:15	19	0	0	19
04:30	37	0	1	38
04:45	30	1	1	32
05:00	27	1	0	28
Hour Total	113	2	2	117
05:15	52	1	1	54
05:30	56	1	2	59
05:45	67	2	4	73
06:00	95	3	2	100
Hour Total	270	7	9	286
06:15	104	1	2	107
06:30	164	6	0	170
06:45	211	7	3	221
07:00	243	5	1	249
Hour Total	722	19	6	747
07:15	207	14	6	227
07:30	251	20	2	273
07:45	229	10	2	241
08:00	231	7	5	243
Hour Total	918	51	15	984

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
08:15	217	16	2	235
08:30	210	12	2	224
08:45	197	11	2	210
09:00	219	13	5	237
Hour Total	843	52	11	906
09:15	191	15	2	208
09:30	182	20	3	205
09:45	179	17	3	199
10:00	195	18	2	215
Hour Total	747	70	10	827
10:15	151	13	4	168
10:30	170	15	2	187
10:45	170	14	3	187
11:00	181	14	7	202
Hour Total	672	56	16	744
11:15	154	15	5	174
11:30	183	15	2	200
11:45	199	13	3	215
12:00	186	11	7	204
Hour Total	722	54	17	793
12:15	180	11	6	197
12:30	206	13	2	221
12:45	195	17	5	217
13:00	207	17	3	227
Hour Total	788	58	16	862
13:15	197	18	4	219
13:30	178	17	5	200
13:45	205	18	2	225
14:00	220	17	6	243
Hour Total	800	70	17	887
14:15	183	26	2	211
14:30	228	28	4	260
14:45	223	12	4	239
15:00	202	17	6	225
Hour Total	836	83	16	935
15:15	209	14	1	224
15:30	209	11	0	220
15:45	239	16	4	259
16:00	213	10	6	229
Hour Total	870	51	11	932

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
16:15	190	13	2	205
16:30	184	13	2	199
16:45	181	15	1	197
17:00	180	8	2	190
Hour Total	735	49	7	791
17:15	199	8	1	208
17:30	181	9	5	195
17:45	186	4	0	190
18:00	176	9	2	187
Hour Total	742	30	8	780
18:15	195	3	0	198
18:30	198	4	1	203
18:45	199	8	2	209
19:00	205	5	0	210
Hour Total	797	20	3	820
19:15	190	5	1	196
19:30	151	1	1	153
19:45	156	7	3	166
20:00	169	4	1	174
Hour Total	666	17	6	689
20:15	157	5	2	164
20:30	176	1	2	179
20:45	163	0	0	163
21:00	156	5	2	163
Hour Total	652	11	6	669
21:15	165	1	1	167
21:30	172	3	0	175
21:45	128	5	2	135
22:00	111	3	1	115
Hour Total	576	12	4	592
22:15	102	3	0	105
22:30	91	3	2	96
22:45	88	1	1	90
23:00	65	3	0	68
Hour Total	346	10	3	359
23:15	67	1	0	68
23:30	64	5	1	70
23:45	56	0	1	57
24:00	41	5	1	47
Hour Total	228	11	3	242

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Peggy Malone and Associates

VOLUME SUMMARY
Wed 5/15/2019

Station #: Site G-SO
Site ID: Site G-SO
Location: I-295 SB, S of SR 9B (SO)

File: G-I295 SB, S of SR 9B_SB Outside.PRN
City: 19-194 MG WTX
County: 30.17445, -81.52191

TIME	1 SOUTH	2 SOUTH	3 SOUTH	Total
DAY TOTAL	13343	754	192	14289
PERCENTS	93.4	5.3	1.3	100
AM Times	07:00	09:15	10:30	
AM Peaks	930	70	17	
PM Times	15:15	13:45	12:45	
PM Peaks	870	89	17	
GRAND TOTAL	26536	1574	383	28493
PERCENTS	93.1	5.5	1.3	100.0

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: Site H
Site ID: Site H
Location: I-295 NB ML, Gate Pkwy-JTB (O/M/I)
Direction: NORTH

File: H-I295 NB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24187, -81.51391

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	140	8	124									14	264	7	132
00:30			13	133	11	150									24	283	12	142
00:45			10	155	5	134									15	289	8	144
01:00			5	161	5	132									10	293	5	146
01:15			7	147	3	119									10	266	5	133
01:30			5	152	3	156									8	308	4	154
01:45			4	144	3	137									7	281	4	140
02:00			1	146	4	114									5	260	2	130
02:15			2	172	1	166									3	338	2	169
02:30			4	212	3	193									7	405	4	202
02:45			1	148	1	176									2	324	1	162
03:00			3	174	1	177									4	351	2	176
03:15			1	167	4	143									5	310	2	155
03:30			0	194	0	157									0	351	0	176
03:45			4	168	2	193									6	361	3	180
04:00			3	219	7	183									10	402	5	201
04:15			3	228	5	212									8	440	4	220
04:30			1	205	4	206									5	411	2	206
04:45			10	227	4	221									14	448	7	224
05:00			19	261	20	219									39	480	20	240
05:15			17	238	10	270									27	508	14	254
05:30			24	280	21	287									45	567	22	284
05:45			34	295	44	289									78	584	39	292
06:00			51	276	55	245									106	521	53	260
06:15			76	208	73	213									149	421	74	210
06:30			109	199	109	182									218	381	109	190
06:45			138	133	139	151									277	284	138	142
07:00			153	122	169	118									322	240	161	120
07:15			220	91	221	113									441	204	220	102
07:30			236	114	261	105									497	219	248	110
07:45			259	95	266	101									525	196	262	98
08:00			214	79	250	84									464	163	232	82
08:15			226	72	216	75									442	147	221	74
08:30			256	74	231	80									487	154	244	77
08:45			209	73	222	68									431	141	216	70
09:00			198	76	200	101									398	177	199	88
09:15			194	64	156	114									350	178	175	89
09:30			165	65	175	67									340	132	170	66
09:45			163	65	139	59									302	124	151	62
10:00			148	38	123	44									271	82	136	41
10:15			134	45	140	41									274	86	137	43
10:30			131	47	117	35									248	82	124	41
10:45			169	32	166	35									335	67	168	34
11:00			158	19	134	26									292	45	146	22
11:15			125	16	123	22									248	38	124	19
11:30			163	21	134	16									297	37	148	18
11:45			151	7	138	14									289	21	144	10
12:00			133	18	173	12									306	30	153	15
TOTALS			10771		10578										21349		10672	
AM Times			07:45		07:15										07:30		07:30	
AM Peaks			955		998										1928		963	
AM PHF			0.92		0.94										0.92		0.92	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			1089		1091										2180		1089	
PM PHF			0.92		0.94										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 5/14/2019

Station #: Site H
Site ID: Site H
Location: I-295 NB ML, Gate Pkwy-JTB (O/M/I)
Direction: NORTH

File: H-I295 NB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24187, -81.51391

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			50	440	46	425									96	865	48	432
00:30			50	434	42	431									92	865	46	432
00:45			48	444	41	407									89	851	44	426
01:00			33	424	39	400									72	824	36	412
01:15			32	386	35	395									67	781	34	390
01:30			28	383	27	393									55	776	28	388
01:45			26	442	27	442									53	884	26	442
02:00			36	402	30	423									66	825	33	412
02:15			18	397	26	417									44	814	22	407
02:30			32	425	27	423									59	848	30	424
02:45			25	450	26	437									51	887	26	444
03:00			24	417	15	412									39	829	20	414
03:15			18	393	16	427									34	820	17	410
03:30			31	442	24	445									55	887	28	444
03:45			34	462	29	416									63	878	32	439
04:00			44	404	40	441									84	845	42	422
04:15			49	447	44	426									93	873	46	436
04:30			53	429	64	462									117	891	58	446
04:45			90	450	99	455									189	905	94	452
05:00			111	444	114	448									225	892	112	446
05:15			116	471	116	455									232	926	116	463
05:30			137	341	163	354									300	695	150	348
05:45			225	316	208	340									433	656	216	328
06:00			267	336	221	422									488	758	244	379
06:15			292	446	313	425									605	871	302	436
06:30			428	446	414	448									842	894	421	447
06:45			478	411	472	410									950	821	475	410
07:00			480	347	480	347									960	694	480	347
07:15			529	314	543	316									1072	630	536	315
07:30			533	343	567	309									1100	652	550	326
07:45			545	300	515	324									1060	624	530	312
08:00			506	284	490	278									996	562	498	281
08:15			498	229	492	237									990	466	495	233
08:30			500	259	509	266									1009	525	504	262
08:45			484	210	505	251									989	461	494	230
09:00			448	213	460	256									908	469	454	234
09:15			431	199	459	280									890	479	445	240
09:30			439	216	453	270									892	486	446	243
09:45			475	212	445	184									920	396	460	198
10:00			386	171	408	190									794	361	397	180
10:15			424	141	407	168									831	309	416	154
10:30			431	142	447	177									878	319	439	160
10:45			430	117	427	138									857	255	428	128
11:00			387	120	434	126									821	246	410	123
11:15			398	99	405	112									803	211	402	106
11:30			395	89	413	84									808	173	404	86
11:45			457	80	423	76									880	156	440	78
12:00			423	75	439	72									862	147	431	74
TOTALS			27816		28279										56095		28044	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			2113		2115										4228		2114	
AM PHF			0.97		0.93										0.96		0.96	
PM Times			16:30		16:30										16:30		16:30	
PM Peaks			1794		1820										3614		1806	
PM PHF			0.95		0.98										0.98		0.98	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3
Starting: 5/14/2019

Station #: Site H
Site ID: Site H
Location: I-295 NB ML, Gate Pkwy-JTB (O/M/I)
Direction: NORTH

File: H-I295 NB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24187, -81.51391

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			30	339	32	292									62	631	31	316
00:30			41	299	35	336									76	635	38	318
00:45			28	320	18	310									46	630	23	315
01:00			22	284	19	327									41	611	20	306
01:15			25	305	18	274									43	579	22	290
01:30			19	299	15	307									34	606	17	303
01:45			21	321	15	337									36	658	18	329
02:00			18	292	13	287									31	579	16	290
02:15			13	302	19	319									32	621	16	310
02:30			14	329	16	359									30	688	15	344
02:45			14	352	9	358									23	710	12	355
03:00			13	339	5	318									18	657	9	328
03:15			12	327	9	339									21	666	10	333
03:30			15	350	16	371									31	721	16	360
03:45			21	378	17	367									38	745	19	372
04:00			28	403	14	388									42	791	21	396
04:15			41	408	22	390									63	798	32	399
04:30			27	401	35	393									62	794	31	397
04:45			68	379	60	358									128	737	64	368
05:00			72	361	60	386									132	747	66	374
05:15			96	383	64	373									160	756	80	378
05:30			125	313	119	341									244	654	122	327
05:45			165	286	167	326									332	612	166	306
06:00			203	285	201	380									404	665	202	332
06:15			233	352	223	369									456	721	228	360
06:30			335	398	309	353									644	751	322	376
06:45			422	318	389	329									811	647	406	324
07:00			387	284	421	243									808	527	404	264
07:15			450	255	465	227									915	482	458	241
07:30			412	257	441	291									853	548	426	274
07:45			432	228	390	217									822	445	411	222
08:00			409	199	437	196									846	395	423	198
08:15			405	192	416	178									821	370	410	185
08:30			386	148	388	187									774	335	387	168
08:45			425	140	382	165									807	305	404	152
09:00			374	149	374	158									748	307	374	154
09:15			345	120	370	149									715	269	358	134
09:30			374	149	340	179									714	328	357	164
09:45			360	135	332	127									692	262	346	131
10:00			332	106	310	124									642	230	321	115
10:15			316	84	310	101									626	185	313	92
10:30			325	96	312	95									637	191	318	96
10:45			329	62	378	71									707	133	354	66
11:00			331	64	317	77									648	141	324	70
11:15			318	66	298	67									616	133	308	66
11:30			298	54	295	59									593	113	296	56
11:45			329	39	314	57									643	96	322	48
12:00			290	41	332	36									622	77	311	38
TOTALS			21739		21832										43571		21787	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			1703		1733										3436		1717	
AM PHF			0.95		0.93										0.94		0.94	
PM Times			16:00		15:45										15:45		15:45	
PM Peaks			1591		1538										3128		1563	
PM PHF			0.97		0.98										0.98		0.98	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: Site I
Site ID: Site I
Location: I-295 SB ML, Gate Pkwy-JTB (O/MO/MI/I)
Direction: SOUTH

File: I-I295 SB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24609, -81.51526

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			16	117	18	113									34	230	17	115
00:30			10	127	11	125									21	252	10	126
00:45			6	111	15	151									21	262	10	131
01:00			9	120	12	137									21	257	10	128
01:15			4	140	10	147									14	287	7	144
01:30			4	135	8	148									12	283	6	142
01:45			10	135	6	135									16	270	8	135
02:00			5	135	13	142									18	277	9	138
02:15			7	139	4	170									11	309	6	154
02:30			4	138	4	136									8	274	4	137
02:45			1	145	1	125									2	270	1	135
03:00			3	160	2	172									5	332	2	166
03:15			3	154	2	151									5	305	2	152
03:30			3	182	1	220									4	402	2	201
03:45			0	224	2	292									2	516	1	258
04:00			2	254	1	278									3	532	2	266
04:15			4	247	2	304									6	551	3	276
04:30			4	350	4	328									8	678	4	339
04:45			2	304	3	319									5	623	2	312
05:00			6	312	2	297									8	609	4	304
05:15			6	282	7	278									13	560	6	280
05:30			10	278	15	221									25	499	12	250
05:45			22	240	12	243									34	483	17	242
06:00			25	276	25	261									50	537	25	268
06:15			27	139	31	276									58	415	29	208
06:30			55	112	49	256									104	368	52	184
06:45			109	139	95	133									204	272	102	136
07:00			161	139	148	126									309	265	154	132
07:15			102	126	110	130									212	256	106	128
07:30			130	132	110	148									240	280	120	140
07:45			151	106	141	107									292	213	146	106
08:00			186	113	211	106									397	219	198	110
08:15			202	117	213	109									415	226	208	113
08:30			187	85	186	92									373	177	186	88
08:45			152	96	159	103									311	199	156	100
09:00			142	105	191	108									333	213	166	106
09:15			133	101	120	92									253	193	126	96
09:30			116	91	96	95									212	186	106	93
09:45			110	87	89	71									199	158	100	79
10:00			92	71	117	75									209	146	104	73
10:15			92	69	79	42									171	111	86	56
10:30			110	50	92	58									202	108	101	54
10:45			98	31	119	41									217	72	108	36
11:00			114	29	111	30									225	59	112	30
11:15			109	29	115	40									224	69	112	34
11:30			103	31	97	30									200	61	100	30
11:45			123	29	113	27									236	56	118	28
12:00			133	30	129	19									262	49	131	24
TOTALS			9865		10308										20173		10080	
AM Times			08:00		08:00										08:00		08:00	
AM Peaks			727		769										1496		746	
AM PHF			0.90		0.90										0.90		0.90	
PM Times			16:30		16:15										16:30		16:30	
PM Peaks			1248		1248										2470		1234	
PM PHF			0.89		0.95										0.91		0.91	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 5/14/2019

Station #: Site I
Site ID: Site I
Location: I-295 SB ML, Gate Pkwy-JTB (O/MO/MI/I)
Direction: SOUTH

File: I-I295 SB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24609, -81.51526

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			19	163	28	133									47	296	24	148
00:30			20	160	20	162									40	322	20	161
00:45			15	159	11	173									26	332	13	166
01:00			11	136	13	152									24	288	12	144
01:15			13	139	11	172									24	311	12	156
01:30			8	156	14	169									22	325	11	162
01:45			11	158	16	196									27	354	14	177
02:00			4	173	10	191									14	364	7	182
02:15			8	150	9	164									17	314	8	157
02:30			7	182	9	183									16	365	8	182
02:45			5	205	5	195									10	400	5	200
03:00			7	218	7	204									14	422	7	211
03:15			7	199	4	198									11	397	6	198
03:30			8	238	5	240									13	478	6	239
03:45			8	253	5	284									13	537	6	268
04:00			3	261	7	259									10	520	5	260
04:15			5	230	8	270									13	500	6	250
04:30			11	266	11	266									22	532	11	266
04:45			16	238	12	268									28	506	14	253
05:00			9	223	11	252									20	475	10	238
05:15			18	232	16	229									34	461	17	230
05:30			20	251	25	246									45	497	22	248
05:45			32	201	33	217									65	418	32	209
06:00			31	250	43	226									74	476	37	238
06:15			59	178	56	226									115	404	58	202
06:30			72	168	104	245									176	413	88	206
06:45			144	159	159	175									303	334	152	167
07:00			174	162	161	172									335	334	168	167
07:15			175	160	153	165									328	325	164	162
07:30			175	168	179	183									354	351	177	176
07:45			205	156	205	109									410	265	205	132
08:00			208	136	205	137									413	273	206	136
08:15			190	137	198	113									388	250	194	125
08:30			195	147	179	115									374	262	187	131
08:45			190	91	180	106									370	197	185	98
09:00			170	99	197	98									367	197	184	98
09:15			127	102	143	112									270	214	135	107
09:30			136	94	130	98									266	192	133	96
09:45			126	72	110	72									236	144	118	72
10:00			136	87	154	68									290	155	145	78
10:15			123	51	105	72									228	123	114	62
10:30			131	61	134	60									265	121	132	60
10:45			142	45	148	52									290	97	145	48
11:00			130	42	148	38									278	80	139	40
11:15			119	38	141	38									260	76	130	38
11:30			149	27	152	44									301	71	150	36
11:45			148	36	164	33									312	69	156	34
12:00			153	27	129	22									282	49	141	24
TOTALS			11157		11569										22726		11357	
AM Times			07:45		07:30										07:45		07:45	
AM Peaks			798		787										1585		792	
AM PHF			0.96		0.96										0.96		0.96	
PM Times			15:45		15:45										15:45		15:45	
PM Peaks			1010		1079										2089		1044	
PM PHF			0.95		0.95										0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3 Page: 3
Starting: 5/14/2019

Station #: Site I
Site ID: Site I
Location: I-295 SB ML, Gate Pkwy-JTB (O/MO/MI/I)
Direction: SOUTH

File: I-I295 SB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24609, -81.51526

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			71	272	55	282									126	554	63	277
00:30			59	293	44	298									103	591	52	296
00:45			44	330	41	305									85	635	42	318
01:00			41	294	40	286									81	580	40	290
01:15			33	285	33	292									66	577	33	288
01:30			39	287	32	286									71	573	36	286
01:45			37	289	34	305									71	594	36	297
02:00			20	312	33	336									53	648	26	324
02:15			34	312	24	303									58	615	29	308
02:30			27	316	21	326									48	642	24	321
02:45			20	331	22	342									42	673	21	336
03:00			23	339	22	339									45	678	22	339
03:15			20	313	25	346									45	659	22	330
03:30			26	314	27	293									53	607	26	304
03:45			27	308	27	269									54	577	27	288
04:00			35	290	28	275									63	565	32	282
04:15			38	253	43	270									81	523	40	262
04:30			51	233	56	217									107	450	54	225
04:45			50	208	45	223									95	431	48	216
05:00			70	173	54	239									124	412	62	206
05:15			87	217	79	261									166	478	83	239
05:30			116	220	83	243									199	463	100	232
05:45			140	236	136	238									276	474	138	237
06:00			151	240	146	253									297	493	148	246
06:15			197	227	201	253									398	480	199	240
06:30			259	258	280	264									539	522	270	261
06:45			345	279	330	258									675	537	338	268
07:00			381	267	389	284									770	551	385	276
07:15			333	241	384	260									717	501	358	250
07:30			359	253	396	245									755	498	378	249
07:45			352	234	349	259									701	493	350	246
08:00			379	242	364	265									743	507	372	254
08:15			369	217	336	231									705	448	352	224
08:30			368	236	319	228									687	464	344	232
08:45			321	196	349	242									670	438	335	219
09:00			325	208	321	238									646	446	323	223
09:15			279	227	290	233									569	460	284	230
09:30			267	196	303	216									570	412	285	206
09:45			248	168	282	189									530	357	265	178
10:00			273	159	223	170									496	329	248	164
10:15			251	153	256	157									507	310	254	155
10:30			248	114	246	135									494	249	247	124
10:45			279	116	254	126									533	242	266	121
11:00			272	109	267	103									539	212	270	106
11:15			289	75	268	92									557	167	278	84
11:30			255	89	252	84									507	173	254	86
11:45			283	80	255	102									538	182	269	91
12:00			280	61	275	82									555	143	278	72
TOTALS			19541		19882										39423		19712	
AM Times			07:45		07:00										07:00		07:00	
AM Peaks			1468		1518										2943		1470	
AM PHF			0.97		0.96										0.96		0.95	
PM Times			14:30		14:30										14:30		14:30	
PM Peaks			1299		1353										2652		1325	
PM PHF			0.96		0.98										0.98		0.98	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 4
Starting: 5/14/2019

Station #: Site I
Site ID: Site I
Location: I-295 SB ML, Gate Pkwy-JTB (O/MO/MI/I)
Direction: SOUTH

File: I-I295 SB ML, Gate Pkwy-JTB.PRN
City: 19-194 MG WTX
County: 30.24609, -81.51526

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 4	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			18	277	22	268									40	545	20	272
00:30			23	274	18	288									41	562	20	281
00:45			18	293	16	315									34	608	17	304
01:00			13	302	19	296									32	598	16	299
01:15			14	277	17	307									31	584	16	292
01:30			19	287	12	283									31	570	16	285
01:45			6	292	15	334									21	626	10	313
02:00			6	304	10	315									16	619	8	310
02:15			14	291	4	343									18	634	9	317
02:30			12	314	7	334									19	648	10	324
02:45			9	387	7	374									16	761	8	380
03:00			10	342	6	330									16	672	8	336
03:15			10	338	9	336									19	674	10	337
03:30			7	337	4	297									11	634	6	317
03:45			13	332	11	230									24	562	12	281
04:00			16	283	12	339									28	622	14	311
04:15			14	286	14	308									28	594	14	297
04:30			27	246	24	269									51	515	26	258
04:45			20	257	27	279									47	536	24	268
05:00			26	213	39	210									65	423	32	212
05:15			38	227	47	240									85	467	42	234
05:30			78	222	57	269									135	491	68	246
05:45			82	269	88	275									170	544	85	272
06:00			142	295	98	187									240	482	120	241
06:15			162	237	166	275									328	512	164	256
06:30			303	282	290	246									593	528	296	264
06:45			399	251	402	267									801	518	400	259
07:00			421	239	411	242									832	481	416	240
07:15			396	256	421	260									817	516	408	258
07:30			418	269	414	239									832	508	416	254
07:45			420	221	391	224									811	445	406	222
08:00			384	207	393	227									777	434	388	217
08:15			399	204	372	250									771	454	386	227
08:30			392	178	339	208									731	386	366	193
08:45			342	198	356	193									698	391	349	196
09:00			297	166	324	196									621	362	310	181
09:15			269	202	290	174									559	376	280	188
09:30			281	178	259	178									540	356	270	178
09:45			255	149	245	169									500	318	250	159
10:00			244	112	221	140									465	252	232	126
10:15			223	103	218	128									441	231	220	116
10:30			242	87	259	104									501	191	250	96
10:45			245	65	234	88									479	153	240	76
11:00			249	87	246	61									495	148	248	74
11:15			248	57	269	62									517	119	258	60
11:30			233	51	265	59									498	110	249	55
11:45			265	58	295	72									560	130	280	65
12:00			262	37	243	39									505	76	252	38
TOTALS			18823		19033										37856		18930	
AM Times			07:00		06:45										07:00		07:00	
AM Peaks			1655		1648										3292		1645	
AM PHF			0.98		0.98										0.99		0.99	
PM Times			14:45		14:15										14:30		14:30	
PM Peaks			1404		1381										2755		1377	
PM PHF			0.91		0.92										0.91		0.91	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: J
Site ID: 000000010766
Location: I-295 NB On from I-95 Ramps
Direction: NORTH

File: J-I295 NB On from I-95 Ramps.prn
City: 19-194 JG Max
County: 30.16613, -81.54668

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			21	131	16	112									37	243	18	122
00:30			8	107	8	133									16	240	8	120
00:45			7	113	9	127									16	240	8	120
01:00			3	103	7	141									10	244	5	122
01:15			13	118	7	131									20	249	10	124
01:30			4	128	7	125									11	253	6	126
01:45			3	129	3	119									6	248	3	124
02:00			6	112	10	132									16	244	8	122
02:15			1	104	1	120									2	224	1	112
02:30			7	109	11	125									18	234	9	117
02:45			9	120	13	102									22	222	11	111
03:00			8	122	8	133									16	255	8	128
03:15			9	106	8	124									17	230	8	115
03:30			7	126	5	133									12	259	6	130
03:45			4	124	4	142									8	266	4	133
04:00			14	152	11	151									25	303	12	152
04:15			7	140	12	142									19	282	10	141
04:30			12	153	7	125									19	278	10	139
04:45			8	125	9	134									17	259	8	130
05:00			21	107	17	124									38	231	19	116
05:15			20	124	25	128									45	252	22	126
05:30			30	140	24	104									54	244	27	122
05:45			44	131	42	133									86	264	43	132
06:00			57	113	54	120									111	233	56	116
06:15			81	132	89	109									170	241	85	120
06:30			129	131	112	122									241	253	120	126
06:45			134	112	133	116									267	228	134	114
07:00			154	101	140	99									294	200	147	100
07:15			148	79	142	71									290	150	145	75
07:30			145	106	201	94									346	200	173	100
07:45			166	74	172	63									338	137	169	68
08:00			188	64	189	64									377	128	188	64
08:15			179	67	179	66									358	133	179	66
08:30			164	42	145	61									309	103	154	52
08:45			180	44	119	60									299	104	150	52
09:00			201	46	162	40									363	86	182	43
09:15			111	44	101	58									212	102	106	51
09:30			101	39	106	37									207	76	104	38
09:45			89	30	115	26									204	56	102	28
10:00			101	33	120	30									221	63	110	32
10:15			110	39	98	28									208	67	104	34
10:30			102	27	115	32									217	59	108	30
10:45			114	20	115	29									229	49	114	24
11:00			114	35	121	16									235	51	118	26
11:15			122	16	90	26									212	42	106	21
11:30			110	32	112	21									222	53	111	26
11:45			148	25	137	21									285	46	142	23
12:00			118	21	138	19									256	40	128	20
TOTALS			7828		7837										15665		7832	
AM Times			08:15		07:30										07:30		07:30	
AM Peaks			724		741										1419		709	
AM PHF			0.90		0.92										0.94		0.94	
PM Times			16:00		15:30										15:45		15:45	
PM Peaks			570		568										1129		564	
PM PHF			0.93		0.94										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: K
Site ID: 000000023948
Location: I-295 SB Off to I-95 NB
Direction: SOUTH

File: K-I295 SB Off to I-95 NB.prn
City: 19-194 JG Max
County: 30.16658, -81.55199

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	39	1	56									2	95	1	48
00:30			1	34	4	52									5	86	2	43
00:45			4	51	2	33									6	84	3	42
01:00			1	41	2	46									3	87	2	44
01:15			4	42	0	45									4	87	2	44
01:30			2	48	0	52									2	100	1	50
01:45			0	28	2	35									2	63	1	32
02:00			0	40	0	48									0	88	0	44
02:15			0	35	0	52									0	87	0	44
02:30			1	45	2	38									3	83	2	42
02:45			4	51	0	56									4	107	2	54
03:00			1	48	0	48									1	96	0	48
03:15			0	42	1	42									1	84	0	42
03:30			4	49	7	57									11	106	6	53
03:45			10	50	6	52									16	102	8	51
04:00			2	33	1	62									3	95	2	48
04:15			5	54	4	47									9	101	4	50
04:30			9	48	7	59									16	107	8	54
04:45			5	46	6	55									11	101	6	50
05:00			3	48	4	43									7	91	4	46
05:15			9	76	17	62									26	138	13	69
05:30			12	55	9	64									21	119	10	60
05:45			26	45	20	57									46	102	23	51
06:00			36	49	25	38									61	87	30	44
06:15			36	36	27	27									63	63	32	32
06:30			48	37	34	26									82	63	41	32
06:45			64	28	72	27									136	55	68	28
07:00			68	34	77	24									145	58	72	29
07:15			68	28	73	33									141	61	70	30
07:30			70	24	66	19									136	43	68	22
07:45			43	10	42	11									85	21	42	10
08:00			25	18	27	13									52	31	26	16
08:15			42	10	25	15									67	25	34	12
08:30			24	18	34	19									58	37	29	18
08:45			38	10	31	11									69	21	34	10
09:00			37	6	47	15									84	21	42	10
09:15			40	12	36	12									76	24	38	12
09:30			41	14	44	13									85	27	42	14
09:45			42	12	39	9									81	21	40	10
10:00			39	13	45	10									84	23	42	12
10:15			42	3	46	7									88	10	44	5
10:30			45	5	45	3									90	8	45	4
10:45			36	7	51	3									87	10	44	5
11:00			38	0	53	7									91	7	46	4
11:15			38	3	52	6									90	9	45	4
11:30			42	2	32	3									74	5	37	2
11:45			48	3	39	4									87	7	44	4
12:00			35	1	34	4									69	5	34	2
TOTALS			2620		2711										5331		2669	
AM Times			06:45		06:45										06:45		06:45	
AM Peaks			270		288										558		278	
AM PHF			0.96		0.94										0.96		0.97	
PM Times			16:45		17:00										17:00		17:00	
PM Peaks			225		226										450		224	
PM PHF			0.74		0.88										0.82		0.81	

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: L
Site ID: 000000023593
Location: US 1/Philips Hwy, NB Rt to Southside Bl
Direction: NORTH
Lane: 1

File: L-Philips Hwy, NB Rt to Southside Blvd.prn
City: 19-194 JG Max
County: 30.17828, -81.55116

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	17	1	0	0	0	0	0	1	0	0	0	0	0	0	19
01:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:45	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	6
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
04:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	6	0	0	0	0	0	1	0	0	0	0	0	0	13
05:15	0	6	5	0	0	1	0	0	0	0	0	0	0	0	0	12
05:30	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
05:45	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	14	4	1	1	0	0	1	0	0	0	0	0	0	0	21
Hour Total	0	35	20	1	1	1	0	1	0	0	0	0	0	0	0	59
06:15	0	21	8	1	0	0	0	0	0	0	0	0	0	0	0	30
06:30	0	39	11	0	3	0	0	0	0	0	0	0	0	0	0	53
06:45	0	61	22	0	3	0	0	0	0	0	0	0	0	0	0	86
07:00	0	95	39	2	1	0	0	0	0	0	0	0	0	0	0	137
Hour Total	0	216	80	3	7	0	0	0	0	0	0	0	0	0	0	306
07:15	1	137	52	1	6	3	0	1	0	0	0	0	0	0	0	201
07:30	1	212	74	0	5	0	0	0	1	0	1	0	1	0	0	295
07:45	0	236	75	1	3	0	0	0	0	0	0	0	3	0	0	318
08:00	1	248	79	0	1	0	0	0	1	0	0	0	0	0	0	330
Hour Total	3	833	280	2	15	3	0	1	2	0	1	0	4	0	0	1144
08:15	1	221	78	2	1	0	0	0	0	0	0	2	1	0	0	306
08:30	0	257	80	0	4	1	0	1	0	0	1	0	1	0	0	345
08:45	1	219	81	0	2	1	0	0	0	0	0	0	0	0	0	304
09:00	0	186	62	0	2	1	0	0	2	0	0	0	1	0	0	254
Hour Total	2	883	301	2	9	3	0	1	2	0	1	2	3	0	0	1209

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: L
Site ID: 000000023593
Location: US 1/Philips Hwy, NB Rt to Southside Bl
Direction: NORTH
Lane: 1

File: L-Philips Hwy, NB Rt to Southside Blvd.prn
City: 19-194 JG Max
County: 30.17828, -81.55116

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	103	43	1	2	0	0	1	0	0	0	0	0	0	0	150
09:30	1	112	44	1	2	0	0	1	0	0	1	0	0	0	0	162
09:45	0	97	41	1	3	1	0	0	0	0	0	0	0	0	0	143
10:00	0	84	32	0	3	0	0	0	1	0	0	0	0	0	0	120
Hour Total	1	396	160	3	10	1	0	2	1	0	1	0	0	0	0	575
10:15	0	58	31	0	1	0	0	0	1	0	0	0	0	0	0	91
10:30	0	51	28	0	5	0	0	1	0	0	0	0	0	0	0	85
10:45	0	61	32	0	0	0	0	0	0	0	0	0	0	0	0	93
11:00	0	63	36	0	0	0	0	0	0	0	0	0	1	0	0	100
Hour Total	0	233	127	0	6	0	0	1	1	0	0	0	1	0	0	369
11:15	0	55	37	0	4	0	0	1	0	0	0	0	0	0	0	97
11:30	1	82	25	0	1	0	0	0	1	0	0	0	0	0	0	110
11:45	1	82	36	1	3	0	0	0	0	0	1	0	0	0	0	124
12:00	0	84	34	1	2	0	0	0	0	0	0	0	0	0	0	121
Hour Total	2	303	132	2	10	0	0	1	1	0	1	0	0	0	0	452
12:15	0	76	35	0	1	0	0	1	0	0	0	0	0	0	0	113
12:30	0	70	38	0	2	0	0	0	0	0	0	0	0	0	0	110
12:45	2	70	34	0	1	0	0	1	0	0	0	0	0	0	0	108
13:00	1	87	31	0	0	0	0	1	0	0	0	0	0	0	0	120
Hour Total	3	303	138	0	4	0	0	3	0	0	0	0	0	0	0	451
13:15	1	69	33	1	2	0	0	1	1	0	0	0	0	0	0	108
13:30	0	80	41	0	4	0	0	0	0	0	0	0	0	0	0	125
13:45	1	84	35	0	3	0	0	0	0	0	0	0	0	0	0	123
14:00	1	57	37	1	4	0	0	0	0	0	0	0	0	0	0	100
Hour Total	3	290	146	2	13	0	0	1	1	0	0	0	0	0	0	456
14:15	0	77	29	1	4	1	0	1	0	0	0	0	0	0	0	113
14:30	0	70	25	2	1	0	0	0	0	0	0	0	0	0	0	98
14:45	0	61	20	1	1	0	0	1	0	0	0	0	0	0	0	84
15:00	0	65	26	0	3	0	0	0	0	0	0	0	0	0	0	94
Hour Total	0	273	100	4	9	1	0	2	0	0	0	0	0	0	0	389
15:15	0	72	25	0	0	0	0	0	0	0	0	0	0	0	0	97
15:30	1	73	37	0	2	0	0	0	0	0	0	0	0	0	0	113
15:45	0	73	24	0	5	0	0	0	1	0	0	0	0	0	0	103
16:00	0	85	34	1	2	0	0	0	0	0	0	0	0	0	0	122
Hour Total	1	303	120	1	9	0	0	0	1	0	0	0	0	0	0	435
16:15	0	73	25	0	1	0	0	0	2	0	0	0	0	0	0	101
16:30	0	73	23	1	0	0	0	0	0	0	0	0	0	0	0	97
16:45	0	81	39	0	4	0	0	0	0	0	0	0	0	0	0	124
17:00	0	92	27	0	1	0	0	0	0	0	0	0	0	0	0	120
Hour Total	0	319	114	1	6	0	0	0	2	0	0	0	0	0	0	442
17:15	1	81	25	1	1	0	0	0	0	0	0	0	0	0	0	109
17:30	0	109	45	0	0	0	0	0	0	0	0	0	0	0	0	154
17:45	1	94	35	0	2	0	0	0	0	0	0	0	0	0	0	132
18:00	1	100	31	0	0	0	0	0	0	0	0	0	0	0	0	132
Hour Total	3	384	136	1	3	0	0	0	0	0	0	0	0	0	0	527

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: L
Site ID: 000000023593
Location: US 1/Philips Hwy, NB Rt to Southside Bl
Direction: NORTH
Lane: 1

File: L-Philips Hwy, NB Rt to Southside Blvd.prn
City: 19-194 JG Max
County: 30.17828, -81.55116

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	72	22	0	0	0	0	0	0	0	0	0	0	0	0	94
18:30	1	101	29	0	0	0	0	0	0	0	0	0	0	0	0	131
18:45	0	53	20	0	0	0	0	0	0	0	0	0	0	0	0	73
19:00	0	66	23	0	0	0	0	0	0	0	0	0	0	0	0	89
Hour Total	1	292	94	0	0	0	0	0	0	0	0	0	0	0	0	387
19:15	0	67	16	0	0	0	0	0	0	0	0	0	0	0	0	83
19:30	2	67	20	0	0	0	0	0	0	0	0	0	0	0	0	89
19:45	0	44	14	0	0	0	0	0	0	0	0	0	0	0	0	58
20:00	0	50	13	0	0	0	0	0	0	0	0	0	0	0	0	63
Hour Total	2	228	63	0	0	0	0	0	0	0	0	0	0	0	0	293
20:15	1	48	8	0	2	0	0	0	0	0	0	0	0	0	0	59
20:30	0	49	12	0	0	0	0	0	0	0	0	0	0	0	0	61
20:45	0	41	13	0	1	0	0	0	0	0	0	0	0	0	0	55
21:00	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
Hour Total	1	170	38	0	3	0	0	0	0	0	0	0	0	0	0	212
21:15	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
21:30	1	24	5	0	1	0	0	0	0	0	0	0	0	0	0	31
21:45	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
22:00	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	86	17	0	2	0	0	0	0	0	0	0	0	0	0	106
22:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
22:45	0	18	2	0	1	1	0	0	0	0	0	0	0	0	0	22
23:00	1	15	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	54	9	0	1	1	0	0	0	0	0	0	0	0	0	66
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
24 HR TOTAL	24	5664	2091	22	108	13	0	13	14	0	4	2	8	0	0	7963
PERCENTS	0.3%	71.1%	26.3%	0.3%	1.4%	0.2%	0.0%	0.2%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 97.7% Trucks & Buses 2.3%

AM Times	07:15	07:45	08:00	07:00	06:45	03:00	08:30	07:15	06:45	07:30	07:30			07:45
AM Peaks	3	962	318	4	15	3	2	2	1	2	5			1299
PM Times	12:30	17:15	13:15	14:00	13:30	13:30	12:15	15:30	11:30					17:15
PM Peaks	4	384	146	5	15	1	3	3	1					527

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: L
Site ID: 000000023593
Location: US 1/Philips Hwy, NB Rt to Southside Bl
Direction: NORTH
Lane: 1

File: L-Philips Hwy, NB Rt to Southside Blvd.prn
City: 19-194 JG Max
County: 30.17828, -81.55116

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
03:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	3	1	0	0	2	0	0	0	0	0	0	0	0	0	7
04:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	12	7	0	1	0	0	0	0	0	0	0	0	0	0	21
05:15	0	6	1	0	0	2	0	0	0	0	0	0	0	0	0	9
05:30	0	8	4	0	0	1	0	0	0	0	0	0	0	0	0	13
05:45	0	7	7	0	1	0	0	0	0	0	0	0	0	0	0	15
06:00	1	12	3	2	0	1	0	0	0	0	0	0	0	0	0	19
Hour Total	1	33	15	2	1	4	0	0	0	0	0	0	0	0	0	56
06:15	0	21	12	2	1	0	0	0	0	0	0	0	0	0	0	36
06:30	0	28	12	0	3	0	0	0	0	0	0	0	0	0	0	43
06:45	1	59	19	0	6	0	0	0	0	0	0	0	0	0	0	85
07:00	0	106	47	1	3	0	0	0	0	0	0	0	0	0	0	157
Hour Total	1	214	90	3	13	0	0	0	0	0	0	0	0	0	0	321
07:15	2	129	55	2	4	1	0	1	0	0	0	0	0	0	0	194
07:30	0	203	79	0	3	0	0	2	0	0	0	0	1	0	0	288
07:45	1	237	81	3	2	1	0	0	0	0	0	0	2	0	0	327
08:00	0	237	90	1	6	1	0	0	2	0	0	1	0	0	0	338
Hour Total	3	806	305	6	15	3	0	3	2	0	0	1	3	0	0	1147
08:15	1	216	88	1	4	1	0	1	0	0	0	0	0	0	0	312
08:30	0	229	92	0	4	1	0	0	2	0	0	1	0	0	0	329
08:45	1	197	66	0	4	1	0	0	2	0	0	1	0	0	0	272
09:00	0	177	97	3	3	2	0	0	1	0	0	0	1	0	0	284
Hour Total	2	819	343	4	15	5	0	1	5	0	0	2	1	0	0	1197

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: L
Site ID: 000000023593
Location: US 1/Philips Hwy, NB Rt to Southside Bl
Direction: NORTH
Lane: 1

File: L-Philips Hwy, NB Rt to Southside Blvd.prn
City: 19-194 JG Max
County: 30.17828, -81.55116

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	99	43	2	5	0	1	0	1	0	0	0	0	0	0	152
09:30	0	74	49	0	1	1	0	0	0	0	0	0	0	0	0	125
09:45	1	71	36	0	3	2	0	0	1	0	0	0	0	0	0	114
10:00	0	77	35	0	3	0	0	0	0	0	0	0	0	0	0	115
Hour Total	2	321	163	2	12	3	1	0	2	0	0	0	0	0	0	506
10:15	0	73	29	0	2	0	0	1	0	0	0	0	0	0	0	105
10:30	1	80	29	0	2	0	0	2	0	0	0	0	0	0	0	114
10:45	0	72	31	1	0	0	0	0	0	0	0	0	0	0	0	104
11:00	0	84	25	0	2	0	0	0	0	0	0	0	0	0	0	111
Hour Total	1	309	114	1	6	0	0	3	0	0	0	0	0	0	0	434
11:15	0	67	31	0	0	1	0	0	0	0	0	0	0	0	0	99
11:30	1	65	39	0	0	0	0	1	1	0	0	0	0	0	0	107
11:45	0	82	32	0	0	0	0	0	0	0	0	0	0	0	0	114
12:00	0	85	34	0	2	1	0	0	0	0	0	0	0	0	0	122
Hour Total	1	299	136	0	2	2	0	1	1	0	0	0	0	0	0	442
12:15	1	81	45	0	2	1	0	0	2	0	1	0	0	0	0	133
12:30	0	99	35	0	3	0	0	0	1	0	0	0	0	0	0	138
12:45	2	74	36	1	0	0	0	2	1	0	0	0	0	0	0	116
13:00	1	98	37	2	1	0	0	0	0	0	0	0	0	0	0	139
Hour Total	4	352	153	3	6	1	0	2	4	0	1	0	0	0	0	526
13:15	0	64	39	0	2	0	0	0	0	0	0	0	0	0	0	105
13:30	0	87	30	0	0	0	0	0	0	0	0	0	0	0	0	117
13:45	0	71	29	0	2	0	0	0	0	0	0	0	0	0	0	102
14:00	2	79	32	0	0	1	0	0	0	0	0	0	0	0	0	114
Hour Total	2	301	130	0	4	1	0	0	0	0	0	0	0	0	0	438
14:15	1	55	16	0	2	0	0	0	0	0	0	1	0	0	0	75
14:30	0	72	32	3	2	0	0	0	1	0	0	0	0	0	0	110
14:45	0	55	40	2	1	0	0	0	1	0	0	0	0	0	0	99
15:00	0	62	38	0	0	1	0	0	0	0	0	0	0	0	0	101
Hour Total	1	244	126	5	5	1	0	0	2	0	0	1	0	0	0	385
15:15	1	67	33	0	4	1	0	0	0	0	0	0	0	0	0	106
15:30	0	81	23	0	1	1	0	0	0	0	0	0	0	0	0	106
15:45	0	90	31	2	0	1	0	0	0	0	0	0	0	0	0	124
16:00	0	59	22	0	0	0	0	1	0	0	0	0	0	0	0	82
Hour Total	1	297	109	2	5	3	0	1	0	0	0	0	0	0	0	418
16:15	0	77	22	0	1	0	0	0	0	0	0	0	0	0	0	100
16:30	0	84	32	0	1	0	0	0	0	0	0	0	0	0	0	117
16:45	0	111	24	0	1	0	0	0	0	0	0	0	0	0	0	136
17:00	0	109	38	1	4	0	0	0	0	0	0	0	0	0	0	152
Hour Total	0	381	116	1	7	0	0	0	0	0	0	0	0	0	0	505
17:15	1	78	32	0	0	0	0	3	0	0	0	0	0	0	0	114
17:30	0	120	48	0	0	0	0	0	0	0	0	0	0	0	0	168
17:45	1	96	23	0	1	0	0	1	0	0	0	0	0	0	0	122
18:00	0	84	32	0	0	0	0	0	0	0	0	0	0	0	0	116
Hour Total	2	378	135	0	1	0	0	4	0	0	0	0	0	0	0	520

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: L
Site ID: 000000023593
Location: US 1/Philips Hwy, NB Rt to Southside Bl
Direction: NORTH
Lane: 1

File: L-Philips Hwy, NB Rt to Southside Blvd.prn
City: 19-194 JG Max
County: 30.17828, -81.55116

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	80	20	0	0	0	0	0	0	0	0	0	0	0	0	100
18:30	1	94	24	0	1	0	0	0	0	0	0	0	0	0	0	120
18:45	0	55	19	0	0	0	0	0	0	0	0	0	0	0	0	74
19:00	1	61	24	0	0	0	0	0	0	0	0	0	0	0	0	86
Hour Total	2	290	87	0	1	0	0	0	0	0	0	0	0	0	0	380
19:15	0	75	19	0	0	0	0	0	0	0	0	0	0	0	0	94
19:30	0	43	20	1	0	0	0	0	0	0	0	0	0	0	0	64
19:45	0	45	22	0	0	0	0	0	0	0	0	0	0	0	0	67
20:00	0	39	10	0	1	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	202	71	1	1	0	0	0	0	0	0	0	0	0	0	275
20:15	0	49	13	0	0	0	0	0	0	0	0	0	0	0	0	62
20:30	0	36	14	0	0	0	0	0	0	0	0	0	0	0	0	50
20:45	0	42	11	0	0	0	0	0	0	0	0	0	0	0	0	53
21:00	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	151	46	0	0	0	0	0	0	0	0	0	0	0	0	197
21:15	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
21:30	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	36
21:45	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
22:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	97	19	0	0	0	0	0	0	0	0	0	0	0	0	116
22:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
22:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
22:45	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	47	10	0	1	0	0	0	0	0	0	0	0	0	0	59
23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
24 HR TOTAL	26	5596	2181	30	96	25	1	15	16	0	1	4	4	0	0	7995
PERCENTS	0.3%	70.0%	27.3%	0.4%	1.2%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 97.6% Trucks & Buses 2.4%

AM Times	06:30	07:45	07:45	07:00	08:00	08:15	08:30	06:45	08:00		08:00	07:00		07:45
AM Peaks	3	919	351	6	18	5	1	3	6		3	3		1306
PM Times	12:15	16:45	12:15	14:00	11:45	15:00		17:00	12:00		11:30	13:30		16:45
PM Peaks	4	418	153	5	7	4		4	4		1	1		570

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: M1-In
Site ID: 000000023964
Location: I-295 SB ML, W of US 1
Direction: SOUTH

File: M1-I295 SB ML, W of US 1_In.prn
City: 19-194 JG Max
County: 30.16688, -81.54385

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			32	216	24	192									56	408	28	204
00:30			25	232	23	200									48	432	24	216
00:45			20	257	18	238									38	495	19	248
01:00			17	228	20	220									37	448	18	224
01:15			14	188	19	222									33	410	16	205
01:30			19	228	16	211									35	439	18	220
01:45			13	235	13	226									26	461	13	230
02:00			10	221	17	230									27	451	14	226
02:15			11	239	11	210									22	449	11	224
02:30			6	277	11	283									17	560	8	280
02:45			11	281	10	306									21	587	10	294
03:00			10	277	4	285									14	562	7	281
03:15			7	308	9	243									16	551	8	276
03:30			10	299	13	311									23	610	12	305
03:45			13	304	11	322									24	626	12	313
04:00			13	311	6	313									19	624	10	312
04:15			12	342	11	319									23	661	12	330
04:30			18	291	14	292									32	583	16	292
04:45			26	311	30	306									56	617	28	308
05:00			22	277	20	279									42	556	21	278
05:15			34	295	49	269									83	564	42	282
05:30			65	309	40	282									105	591	52	296
05:45			75	243	78	234									153	477	76	238
06:00			69	202	76	241									145	443	72	222
06:15			115	247	109	233									224	480	112	240
06:30			160	256	165	227									325	483	162	242
06:45			213	242	226	237									439	479	220	240
07:00			208	247	212	253									420	500	210	250
07:15			256	192	280	210									536	402	268	201
07:30			271	225	308	189									579	414	290	207
07:45			292	231	280	204									572	435	286	218
08:00			241	160	282	184									523	344	262	172
08:15			243	171	237	187									480	358	240	179
08:30			261	188	245	199									506	387	253	194
08:45			247	147	219	193									466	340	233	170
09:00			207	146	246	188									453	334	226	167
09:15			193	155	185	159									378	314	189	157
09:30			203	153	186	163									389	316	194	158
09:45			197	126	192	155									389	281	194	140
10:00			196	110	161	128									357	238	178	119
10:15			165	88	146	115									311	203	156	102
10:30			164	113	162	102									326	215	163	108
10:45			183	78	193	91									376	169	188	84
11:00			190	65	204	63									394	128	197	64
11:15			193	50	171	46									364	96	182	48
11:30			190	59	219	57									409	116	204	58
11:45			204	57	203	62									407	119	204	60
12:00			217	57	191	39									408	96	204	48
TOTALS			15495		15483										30978		15492	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			1060		1150										2210		1104	
AM PHF			0.91		0.93										0.95		0.96	
PM Times			15:30		15:30										15:30		15:30	
PM Peaks			1256		1265										2521		1260	
PM PHF			0.92		0.98										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: M1-Out
Site ID: 000000023930
Location: I-295 SB ML, W of US 1
Direction: SOUTH

File: M1-I295 SB ML, W of US 1_Out.prn
City: 19-194 JG Max
County: 30.16688, -81.54385

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			20	182	22	198									42	380	21	190
00:30			30	173	24	190									54	363	27	182
00:45			15	195	14	193									29	388	14	194
01:00			12	180	21	180									33	360	16	180
01:15			13	178	11	182									24	360	12	180
01:30			22	178	20	194									42	372	21	186
01:45			15	197	13	192									28	389	14	194
02:00			9	198	11	214									20	412	10	206
02:15			7	182	12	213									19	395	10	198
02:30			12	208	19	223									31	431	16	216
02:45			9	243	7	234									16	477	8	238
03:00			16	205	13	215									29	420	14	210
03:15			11	203	18	204									29	407	14	204
03:30			21	228	28	231									49	459	24	230
03:45			24	271	20	247									44	518	22	259
04:00			10	249	14	251									24	500	12	250
04:15			22	270	17	246									39	516	20	258
04:30			27	254	27	261									54	515	27	258
04:45			28	258	39	272									67	530	34	265
05:00			34	259	28	249									62	508	31	254
05:15			59	295	58	307									117	602	58	301
05:30			68	294	53	302									121	596	60	298
05:45			74	232	67	250									141	482	70	241
06:00			94	201	71	182									165	383	82	192
06:15			111	213	97	190									208	403	104	202
06:30			121	215	114	193									235	408	118	204
06:45			160	178	187	188									347	366	174	183
07:00			172	179	180	172									352	351	176	176
07:15			214	169	238	175									452	344	226	172
07:30			217	175	220	124									437	299	218	150
07:45			211	155	222	143									433	298	216	149
08:00			160	147	173	126									333	273	166	136
08:15			204	143	160	148									364	291	182	146
08:30			157	151	173	140									330	291	165	146
08:45			179	102	190	147									369	249	184	124
09:00			164	108	182	110									346	218	173	109
09:15			164	116	168	127									332	243	166	122
09:30			162	111	155	117									317	228	158	114
09:45			160	86	152	100									312	186	156	93
10:00			183	95	159	98									342	193	171	96
10:15			153	67	151	72									304	139	152	70
10:30			150	80	143	83									293	163	146	82
10:45			168	58	165	62									333	120	166	60
11:00			159	48	185	44									344	92	172	46
11:15			171	50	185	37									356	87	178	44
11:30			162	22	177	49									339	71	170	36
11:45			175	28	183	51									358	79	179	40
12:00			185	30	177	36									362	66	181	33
TOTALS			12773		12925										25698		12851	
AM Times			07:00		07:00										07:00		07:00	
AM Peaks			814		860										1674		836	
AM PHF			0.94		0.90										0.93		0.92	
PM Times			16:45		16:45										16:45		16:45	
PM Peaks			1106		1130										2236		1118	
PM PHF			0.94		0.92										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: M2-In
Site ID: 000000010661
Location: I-295 NB ML, W of US 1
Direction: NORTH

File: M2-I295 NB ML, W of US 1_In.prn
City: 19-194 jg Max
County: 30.16663, -81.54301

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			25	224	27	221									52	445	26	222
00:30			20	243	18	239									38	482	19	241
00:45			17	242	21	220									38	462	19	231
01:00			13	232	22	230									35	462	18	231
01:15			14	207	11	198									25	405	12	202
01:30			11	250	16	252									27	502	14	251
01:45			16	209	9	241									25	450	12	225
02:00			13	226	12	241									25	467	12	234
02:15			7	219	11	235									18	454	9	227
02:30			12	234	7	255									19	489	10	244
02:45			10	237	9	259									19	496	10	248
03:00			10	219	7	260									17	479	8	240
03:15			3	266	11	222									14	488	7	244
03:30			10	256	6	250									16	506	8	253
03:45			15	286	9	281									24	567	12	284
04:00			13	266	13	262									26	528	13	264
04:15			16	283	17	279									33	562	16	281
04:30			17	265	25	242									42	507	21	254
04:45			40	233	46	242									86	475	43	238
05:00			49	246	59	229									108	475	54	238
05:15			81	240	77	254									158	494	79	247
05:30			130	246	120	257									250	503	125	252
05:45			160	214	156	241									316	455	158	228
06:00			179	177	195	209									374	386	187	193
06:15			244	182	241	242									485	424	242	212
06:30			351	241	378	247									729	488	364	244
06:45			428	217	400	201									828	418	414	209
07:00			386	203	372	191									758	394	379	197
07:15			364	152	367	181									731	333	366	166
07:30			343	164	359	194									702	358	351	179
07:45			327	159	325	154									652	313	326	156
08:00			288	136	278	165									566	301	283	150
08:15			266	143	318	114									584	257	292	128
08:30			228	147	226	157									454	304	227	152
08:45			219	122	195	132									414	254	207	127
09:00			222	133	187	127									409	260	204	130
09:15			208	141	205	151									413	292	206	146
09:30			248	125	233	119									481	244	240	122
09:45			254	92	199	100									453	192	226	96
10:00			235	95	270	109									505	204	252	102
10:15			230	73	235	97									465	170	232	85
10:30			260	85	251	82									511	167	256	84
10:45			267	80	243	84									510	164	255	82
11:00			221	66	208	58									429	124	214	62
11:15			247	53	214	55									461	108	230	54
11:30			263	45	215	65									478	110	239	55
11:45			247	41	246	46									493	87	246	44
12:00			218	27	225	36									443	63	222	32
TOTALS			16087		16220										32307		16151	
AM Times			06:30		06:30										06:30		06:30	
AM Peaks			1529		1517										3046		1522	
AM PHF			0.89		0.95										0.92		0.92	
PM Times			15:45		15:30										15:45		15:30	
PM Peaks			1100		1072										2164		1081	
PM PHF			0.96		0.95										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: M2-Out
Site ID: 000000010630
Location: I-295 NB ML, W of US 1
Direction: NORTH

File: M2-I295 NB ML, W of US 1_Out.prn
City: 19-194 jg Max
County: 30.16663, -81.54301

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			34	228	22	227									56	455	28	228
00:30			25	221	25	243									50	464	25	232
00:45			19	226	11	226									30	452	15	226
01:00			10	208	13	258									23	466	12	233
01:15			22	219	9	246									31	465	16	232
01:30			7	267	19	226									26	493	13	246
01:45			8	241	9	221									17	462	8	231
02:00			12	238	17	247									29	485	14	242
02:15			8	209	15	213									23	422	12	211
02:30			16	193	25	219									41	412	20	206
02:45			20	225	22	207									42	432	21	216
03:00			20	225	24	207									44	432	22	216
03:15			21	204	9	232									30	436	15	218
03:30			10	231	14	250									24	481	12	240
03:45			14	237	5	245									19	482	10	241
04:00			32	254	19	259									51	513	26	256
04:15			26	237	29	241									55	478	28	239
04:30			35	272	15	234									50	506	25	253
04:45			39	234	43	239									82	473	41	236
05:00			75	236	61	244									136	480	68	240
05:15			70	224	69	216									139	440	70	220
05:30			99	229	101	202									200	431	100	216
05:45			146	221	138	224									284	445	142	222
06:00			195	214	189	208									384	422	192	211
06:15			229	195	232	195									461	390	230	195
06:30			360	207	328	200									688	407	344	204
06:45			366	181	352	182									718	363	359	182
07:00			381	158	364	169									745	327	372	164
07:15			341	136	338	138									679	274	340	137
07:30			375	187	438	170									813	357	406	178
07:45			408	141	410	116									818	257	409	128
08:00			402	112	391	118									793	230	396	115
08:15			391	112	351	106									742	218	371	109
08:30			327	86	313	107									640	193	320	96
08:45			326	83	268	94									594	177	297	88
09:00			310	103	290	84									600	187	300	94
09:15			243	78	206	93									449	171	224	86
09:30			227	77	215	79									442	156	221	78
09:45			209	66	218	68									427	134	214	67
10:00			208	57	242	64									450	121	225	60
10:15			224	57	213	56									437	113	218	56
10:30			213	49	234	62									447	111	224	56
10:45			221	35	216	53									437	88	218	44
11:00			206	56	240	43									446	99	223	50
11:15			223	37	211	42									434	79	217	40
11:30			237	43	221	33									458	76	229	38
11:45			252	34	238	31									490	65	245	32
12:00			242	33	238	34									480	67	240	34
TOTALS			15700		15541										31241		15619	
AM Times			07:30		07:30										07:30		07:30	
AM Peaks			1576		1590										3166		1582	
AM PHF			0.97		0.91										0.97		0.97	
PM Times			15:45		15:30										15:45		15:45	
PM Peaks			1000		995										1979		989	
PM PHF			0.92		0.96										0.96		0.97	

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M3-In
Site ID: 000000020181
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	30	4	0	0	0	0	0	2	0	0	0	0	0	0	36
00:30	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
00:45	1	11	2	0	0	1	0	0	0	0	0	0	0	0	0	15
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	74	13	0	0	1	0	0	2	0	0	0	0	0	0	91
01:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	14
01:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	35	9	0	0	0	0	0	0	0	0	0	0	0	0	45
02:15	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
02:30	0	17	4	0	1	0	0	0	2	0	0	0	0	0	0	24
02:45	0	4	2	0	1	0	0	0	1	0	0	0	0	0	0	8
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	39	8	0	2	0	0	0	4	0	0	0	0	0	0	53
03:15	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	5
03:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
03:45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Total	0	29	7	0	0	0	0	0	2	0	1	0	0	0	0	39
04:15	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
04:30	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
04:45	0	29	9	0	0	0	0	1	5	0	0	0	0	0	0	44
05:00	0	24	8	0	0	0	0	0	1	0	0	0	0	0	0	33
Hour Total	0	81	24	0	0	0	0	1	7	0	0	0	0	0	0	113
05:15	0	34	12	0	0	0	0	0	1	0	0	0	0	0	0	47
05:30	1	63	18	0	1	0	0	0	0	0	0	0	0	0	0	83
05:45	1	126	21	0	1	0	0	0	3	0	0	1	0	0	0	153
06:00	0	141	51	0	0	0	0	1	4	0	0	0	0	0	0	197
Hour Total	2	364	102	0	2	0	0	1	8	0	0	1	0	0	0	480
06:15	1	173	52	1	3	0	0	0	9	0	0	0	0	0	0	239
06:30	1	289	108	0	2	0	0	0	4	0	0	0	0	0	0	404
06:45	2	388	148	2	5	1	0	0	7	0	0	0	1	0	0	554
07:00	1	403	134	0	4	1	0	1	6	1	0	0	0	0	0	551
Hour Total	5	1253	442	3	14	2	0	1	26	1	0	0	1	0	0	1748
07:15	0	390	111	0	1	2	0	1	6	1	0	0	0	0	0	512
07:30	1	434	101	0	3	3	0	0	5	1	0	1	0	0	0	549
07:45	2	411	77	0	2	1	1	0	2	0	0	1	1	0	0	498
08:00	1	393	103	0	3	0	0	1	4	1	0	1	0	0	0	507
Hour Total	4	1628	392	0	9	6	1	2	17	3	0	3	1	0	0	2066
08:15	0	356	133	0	4	1	1	1	4	2	1	0	1	0	0	504
08:30	3	354	106	1	1	0	0	0	5	0	0	1	0	0	0	471
08:45	0	323	69	0	5	0	0	1	3	0	0	0	0	0	0	401
09:00	0	277	79	0	2	0	0	1	7	0	0	0	0	0	0	366
Hour Total	3	1310	387	1	12	1	1	3	19	2	1	1	1	0	0	1742

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M3-In
Site ID: 000000020181
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	2	250	78	1	3	1	0	3	13	0	0	0	0	0	0	351
09:30	0	264	87	0	0	3	0	2	16	0	0	0	0	0	0	372
09:45	0	255	60	1	4	0	0	2	9	0	0	0	0	0	0	331
10:00	0	235	66	0	1	0	0	3	4	1	0	0	0	0	0	310
Hour Total	2	1004	291	2	8	4	0	10	42	1	0	0	0	0	0	1364
10:15	1	186	62	0	2	0	0	0	15	0	1	0	0	0	0	267
10:30	1	191	83	1	4	1	1	0	8	0	0	0	0	0	0	290
10:45	1	215	67	1	3	2	1	0	3	0	0	0	0	0	0	293
11:00	1	200	72	2	6	1	0	3	6	0	0	0	0	0	0	291
Hour Total	4	792	284	4	15	4	2	3	32	0	1	0	0	0	0	1141
11:15	2	206	49	0	2	1	0	2	10	0	0	0	0	0	0	272
11:30	1	203	62	0	3	3	0	2	12	0	0	0	0	0	0	286
11:45	3	191	64	0	1	0	0	3	17	0	0	0	0	0	0	279
12:00	2	210	67	0	5	3	0	1	7	0	0	0	0	0	0	295
Hour Total	8	810	242	0	11	7	0	8	46	0	0	0	0	0	0	1132
12:15	0	205	56	0	3	1	0	0	7	0	0	0	0	0	0	272
12:30	2	228	71	0	1	0	0	0	6	1	1	1	0	0	0	311
12:45	2	209	53	0	6	0	0	3	6	0	0	0	0	0	0	279
13:00	3	212	81	1	1	4	0	0	7	0	0	0	0	0	0	309
Hour Total	7	854	261	1	11	5	0	3	26	1	1	1	0	0	0	1171
13:15	5	206	78	1	3	1	0	0	8	0	2	0	0	0	0	304
13:30	1	204	60	1	1	2	0	1	4	0	1	0	0	0	0	275
13:45	4	225	75	0	4	1	0	3	4	0	0	0	0	0	0	316
14:00	3	242	69	0	2	0	0	0	5	0	1	0	0	0	0	322
Hour Total	13	877	282	2	10	4	0	4	21	0	4	0	0	0	0	1217
14:15	1	204	78	0	7	0	0	3	7	0	0	0	0	0	0	300
14:30	3	250	82	0	2	1	0	2	11	0	0	0	0	0	0	351
14:45	2	291	84	1	6	0	0	0	12	0	0	1	0	0	0	397
15:00	2	258	99	0	2	1	0	2	10	0	0	0	0	0	0	374
Hour Total	8	1003	343	1	17	2	0	7	40	0	0	1	0	0	0	1422
15:15	2	274	88	0	3	2	1	2	11	0	0	0	0	0	0	383
15:30	2	246	94	0	5	1	1	5	7	2	0	0	1	0	0	364
15:45	0	274	119	0	3	2	0	0	6	0	0	1	3	0	0	408
16:00	2	234	101	1	4	1	2	2	4	1	0	0	3	0	0	355
Hour Total	6	1028	402	1	15	6	4	9	28	3	0	1	7	0	0	1510
16:15	0	256	89	0	4	0	0	1	5	0	0	1	1	0	0	357
16:30	1	262	65	0	2	0	1	2	8	0	0	2	0	0	0	343
16:45	0	278	79	2	6	3	0	1	8	0	1	0	0	0	0	378
17:00	0	246	81	2	3	0	0	2	4	0	0	0	2	0	0	340
Hour Total	1	1042	314	4	15	3	1	6	25	0	1	3	3	0	0	1418
17:15	1	282	93	0	1	1	0	2	7	0	0	0	0	0	0	387
17:30	1	247	89	1	7	0	0	2	7	0	0	0	0	0	0	354
17:45	0	215	82	0	6	0	0	1	6	0	0	0	0	0	0	310
18:00	0	242	80	1	2	0	0	1	4	0	0	0	0	0	0	330
Hour Total	2	986	344	2	16	1	0	6	24	0	0	0	0	0	0	1381

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M3-In
Site ID: 000000020181
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	212	73	0	1	2	0	3	4	0	0	0	0	0	0	296
18:30	0	200	69	0	2	0	0	1	2	0	0	0	0	0	0	274
18:45	1	181	60	0	2	0	0	0	1	0	0	0	1	0	0	246
19:00	2	170	43	0	1	0	0	5	1	0	0	0	0	0	0	222
Hour Total	4	763	245	0	6	2	0	9	8	0	0	0	1	0	0	1038
19:15	1	160	57	0	2	0	0	0	1	0	0	1	0	0	0	222
19:30	1	170	50	1	2	0	0	1	3	0	0	0	1	0	0	229
19:45	1	162	36	0	2	0	0	2	2	0	0	0	0	0	0	205
20:00	1	151	41	0	0	0	0	1	5	0	0	0	0	0	0	199
Hour Total	4	643	184	1	6	0	0	4	11	0	0	1	1	0	0	855
20:15	1	155	36	0	1	0	0	0	4	0	0	0	0	0	0	197
20:30	0	100	22	0	2	0	1	1	3	1	0	0	0	0	0	130
20:45	1	116	33	0	2	0	0	0	1	0	0	0	0	0	0	153
21:00	0	103	28	0	0	0	0	0	1	0	0	0	0	0	0	132
Hour Total	2	474	119	0	5	0	1	1	9	1	0	0	0	0	0	612
21:15	1	108	30	0	0	0	0	3	0	0	0	0	0	0	0	142
21:30	0	98	36	0	1	0	0	0	3	0	5	0	0	0	0	143
21:45	0	100	20	0	0	0	0	1	2	0	0	0	0	0	0	123
22:00	0	100	18	0	0	0	0	1	0	0	1	0	0	0	0	120
Hour Total	1	406	104	0	1	0	0	5	5	0	6	0	0	0	0	528
22:15	0	81	9	0	0	0	0	0	1	0	0	1	0	0	0	92
22:30	0	68	7	0	0	0	0	0	0	0	0	0	0	0	0	75
22:45	0	63	19	0	0	0	0	0	0	0	0	0	0	0	0	82
23:00	0	62	12	0	1	0	0	0	0	0	0	0	0	0	0	75
Hour Total	0	274	47	0	1	0	0	0	1	0	0	1	0	0	0	324
23:15	1	46	8	0	0	0	0	1	1	0	0	0	0	0	0	57
23:30	1	46	6	0	0	0	0	0	0	0	0	0	0	0	0	53
23:45	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
24:00	0	29	2	0	0	0	0	1	1	0	0	0	0	0	0	33
Hour Total	2	163	19	0	0	0	0	2	2	0	0	0	0	0	0	188
24 HR TOTAL	80	15932	4865	22	176	48	10	85	405	12	15	13	15	0	0	21678
PERCENTS	0.4%	73.5%	22.4%	0.1%	0.8%	0.2%	0.0%	0.4%	1.9%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 96.3% Trucks & Buses 3.7%

AM Times	11:15	07:00	06:30	10:15	10:15	06:45	07:30	09:15	11:15	07:30	02:30	07:15	07:30	06:45
AM Peaks	8	1638	501	4	15	7	2	10	46	4	1	3	2	2166
PM Times	13:00	14:30	15:30	16:45	14:00	13:00	15:15	14:45	14:30	15:15	21:15	15:45	15:30	15:00
PM Peaks	13	1073	403	5	17	8	4	9	44	3	6	4	8	1529

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M3-In
Site ID: 000000020181
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
00:30	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
00:45	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	75	11	0	0	0	0	0	0	0	0	0	0	0	0	86
01:15	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
02:00	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Total	0	46	5	0	0	0	0	0	2	0	0	0	0	0	0	53
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	5	1	0	0	0	0	1	1	0	0	0	0	0	0	8
02:45	0	10	0	0	0	0	0	0	1	0	1	0	0	0	0	12
03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	23	4	0	0	0	0	1	2	0	1	0	0	0	0	31
03:15	0	7	0	0	1	0	0	0	1	0	0	0	0	0	0	9
03:30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
03:45	0	10	4	0	0	0	0	2	0	0	0	0	0	0	0	16
04:00	0	14	4	0	0	0	0	0	2	0	0	0	0	0	0	20
Hour Total	0	35	8	0	1	0	0	2	4	0	0	0	0	0	0	50
04:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
04:30	0	19	5	0	0	0	0	0	2	0	0	0	0	0	0	26
04:45	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	39
05:00	0	24	10	1	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	84	26	1	0	0	0	0	2	0	0	0	0	0	0	113
05:15	0	49	9	0	1	0	0	0	0	0	0	0	0	0	0	59
05:30	0	55	21	0	0	0	0	0	1	0	0	1	0	0	0	78
05:45	0	99	27	0	2	0	0	0	3	0	1	0	0	0	0	132
06:00	0	146	42	0	0	0	0	0	3	0	0	0	0	0	0	191
Hour Total	0	349	99	0	3	0	0	0	7	0	1	1	0	0	0	460
06:15	2	150	56	0	4	1	1	0	4	0	0	1	0	0	0	219
06:30	0	264	80	0	4	1	0	1	5	2	1	0	0	0	0	358
06:45	0	359	135	0	4	0	0	1	3	0	0	0	0	0	0	502
07:00	0	381	130	0	6	2	0	1	9	0	1	0	0	0	0	530
Hour Total	2	1154	401	0	18	4	1	3	21	2	2	1	0	0	0	1609
07:15	1	372	128	0	2	2	0	2	8	1	0	0	0	0	0	516
07:30	0	398	103	1	1	0	0	0	6	0	2	0	1	0	0	512
07:45	0	358	96	0	3	0	1	0	2	0	1	1	1	0	0	463
08:00	1	407	87	0	5	1	0	0	1	0	0	0	0	0	0	502
Hour Total	2	1535	414	1	11	3	1	2	17	1	3	1	2	0	0	1993
08:15	1	347	113	0	4	1	1	0	6	2	0	0	0	0	0	475
08:30	1	292	96	0	1	0	1	0	2	0	0	0	1	0	0	394
08:45	0	334	90	1	2	0	1	3	4	0	0	0	1	0	0	436
09:00	0	330	95	2	3	0	1	0	17	0	0	0	0	0	0	448
Hour Total	2	1303	394	3	10	1	4	3	29	2	0	0	2	0	0	1753

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M3-In
Site ID: 000000020181
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	2	270	85	1	5	0	0	2	16	0	0	1	0	0	0	382
09:30	0	236	80	2	2	0	0	3	5	0	0	0	0	0	0	328
09:45	2	231	74	0	0	0	0	2	7	0	0	0	0	0	0	316
10:00	1	219	65	2	3	0	0	2	7	0	0	2	0	0	0	301
Hour Total	5	956	304	5	10	0	0	9	35	0	0	3	0	0	0	1327
10:15	0	190	67	1	6	1	0	1	8	1	1	0	0	0	0	276
10:30	1	189	63	0	1	0	0	4	7	0	0	0	0	0	0	265
10:45	0	184	70	0	5	1	0	4	6	0	0	0	1	0	0	271
11:00	1	199	61	1	1	2	1	1	5	0	0	0	0	0	0	272
Hour Total	2	762	261	2	13	4	1	10	26	1	1	0	1	0	0	1084
11:15	0	206	63	0	3	1	0	4	15	0	0	0	0	0	0	292
11:30	0	186	77	0	2	2	2	1	10	1	0	0	1	0	0	282
11:45	0	225	82	2	6	2	0	0	9	0	0	0	1	0	0	327
12:00	1	168	73	1	2	0	0	3	8	0	0	1	1	0	0	258
Hour Total	1	785	295	3	13	5	2	8	42	1	0	1	3	0	0	1159
12:15	0	194	81	0	4	1	0	1	9	0	0	0	0	0	0	290
12:30	3	214	61	0	7	1	0	1	6	1	0	0	0	0	0	294
12:45	0	227	77	0	2	3	1	3	8	0	0	0	0	0	0	321
13:00	1	205	64	0	5	0	2	0	11	0	0	1	0	0	0	289
Hour Total	4	840	283	0	18	5	3	5	34	1	0	1	0	0	0	1194
13:15	3	190	66	1	2	0	0	1	12	0	0	0	0	0	0	275
13:30	1	216	70	0	2	1	0	1	8	0	0	0	0	0	0	299
13:45	0	234	69	0	2	1	0	1	11	0	0	0	0	0	0	318
14:00	1	228	89	0	3	2	0	2	9	0	1	0	1	0	0	336
Hour Total	5	868	294	1	9	4	0	5	40	0	1	0	1	0	0	1228
14:15	1	230	75	1	2	0	0	4	12	0	0	0	0	0	0	325
14:30	0	253	80	1	3	3	0	0	5	2	0	0	0	0	0	347
14:45	0	241	82	0	4	0	1	2	9	0	1	0	0	0	0	340
15:00	2	253	101	1	0	1	0	5	8	0	0	0	0	0	0	371
Hour Total	3	977	338	3	9	4	1	11	34	2	1	0	0	0	0	1383
15:15	3	264	79	0	2	0	0	3	3	0	0	0	0	0	0	354
15:30	1	272	94	2	7	2	0	1	4	1	0	0	0	0	0	384
15:45	1	294	111	0	7	2	0	1	3	0	0	0	2	0	0	421
16:00	1	266	97	1	4	2	0	1	2	0	0	0	0	0	0	374
Hour Total	6	1096	381	3	20	6	0	6	12	1	0	0	2	0	0	1533
16:15	2	236	89	0	2	0	0	1	5	1	0	0	0	0	0	336
16:30	0	253	90	0	4	0	0	1	13	0	0	0	0	0	0	361
16:45	3	287	79	0	2	0	0	2	2	0	0	0	0	0	0	375
17:00	0	267	73	1	0	1	0	0	5	0	0	1	0	0	0	348
Hour Total	5	1043	331	1	8	1	0	4	25	1	0	1	0	0	0	1420
17:15	0	282	75	0	6	1	0	3	10	0	0	0	0	0	0	377
17:30	1	232	74	0	2	3	0	3	4	0	0	0	0	0	0	319
17:45	0	238	66	1	2	0	1	0	3	0	0	0	0	0	0	311
18:00	0	229	60	0	0	0	0	1	4	0	0	1	0	0	0	295
Hour Total	1	981	275	1	10	4	1	7	21	0	0	1	0	0	0	1302

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M3-In
Site ID: 000000020181
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	245	67	0	1	0	0	0	4	0	0	0	1	0	0	318
18:30	0	230	73	1	4	0	0	1	3	0	0	1	0	0	0	313
18:45	1	222	48	0	0	0	0	0	5	0	0	0	0	0	0	276
19:00	1	167	47	0	0	1	0	0	4	0	0	0	0	0	0	220
Hour Total	2	864	235	1	5	1	0	1	16	0	0	1	1	0	0	1127
19:15	1	186	40	0	0	0	0	0	3	0	0	0	0	0	0	230
19:30	0	173	49	0	2	0	0	1	3	0	0	0	0	0	0	228
19:45	0	157	41	0	3	0	0	1	2	0	0	0	0	0	0	204
20:00	2	156	36	0	1	1	0	1	2	0	0	0	0	0	0	199
Hour Total	3	672	166	0	6	1	0	3	10	0	0	0	0	0	0	861
20:15	3	156	32	0	1	0	0	0	4	0	0	0	0	0	0	196
20:30	0	111	24	0	0	0	0	0	4	0	0	0	0	0	0	139
20:45	0	112	34	0	0	0	0	0	3	0	0	0	0	0	0	149
21:00	0	110	30	0	2	0	0	0	2	0	0	0	0	0	0	144
Hour Total	3	489	120	0	3	0	0	0	13	0	0	0	0	0	0	628
21:15	3	103	18	0	2	0	0	0	4	0	0	0	0	0	0	130
21:30	1	104	28	0	0	0	0	0	3	0	3	0	0	0	0	139
21:45	0	94	32	0	0	0	0	0	2	0	1	0	0	0	0	129
22:00	0	105	19	0	0	0	0	0	2	0	0	0	0	0	0	126
Hour Total	4	406	97	0	2	0	0	0	11	0	4	0	0	0	0	524
22:15	1	96	24	0	0	0	0	1	1	0	1	0	0	0	0	124
22:30	1	87	17	0	0	0	0	0	3	0	0	0	0	0	0	108
22:45	0	65	16	0	0	0	0	0	1	0	0	0	0	0	0	82
23:00	0	57	9	0	0	0	0	0	1	0	0	0	0	0	0	67
Hour Total	2	305	66	0	0	0	0	1	6	0	1	0	0	0	0	381
23:15	0	47	7	0	0	0	0	0	0	0	0	0	0	0	0	54
23:30	0	58	16	0	0	0	0	0	2	0	0	0	0	0	0	76
23:45	1	45	6	0	0	0	0	0	0	0	0	0	0	0	0	52
24:00	0	37	10	0	0	0	0	0	1	0	0	0	0	0	0	48
Hour Total	1	187	39	0	0	0	0	0	3	0	0	0	0	0	0	230
24 HR TOTAL	53	15835	4847	25	169	43	14	81	412	12	15	11	12	0	0	21529
PERCENTS	0.2%	73.6%	22.5%	0.1%	0.8%	0.2%	0.1%	0.4%	1.9%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 96.3% Trucks & Buses 3.7%

AM Times	09:15	07:15	06:45	08:45	06:15	11:00	08:15	10:30	09:00	06:30	07:00	09:15	11:15	06:45
AM Peaks	5	1535	496	6	18	7	4	13	45	3	4	3	3	2060
PM Times	12:30	15:15	15:30	11:30	15:15	13:45	12:15	14:15	13:00	13:45	21:30	17:45	11:30	15:15
PM Peaks	7	1096	391	3	20	6	3	11	42	2	5	2	3	1533

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M3-Out
Site ID: 000000020171
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	74	16	0	0	0	0	0	2	0	0	0	0	0	0	92
00:30	0	64	10	0	1	0	0	0	3	0	0	0	0	0	0	78
00:45	0	42	9	0	0	0	0	3	4	0	0	1	0	0	0	59
01:00	0	41	5	0	0	0	0	1	6	0	0	0	0	0	0	53
Hour Total	0	221	40	0	1	0	0	4	15	0	0	1	0	0	0	282
01:15	0	32	14	0	0	0	0	0	2	0	0	0	0	0	0	48
01:30	1	38	11	0	0	0	0	2	1	0	0	0	0	0	0	53
01:45	0	38	10	0	0	0	0	1	1	0	0	0	0	0	0	50
02:00	0	33	4	0	0	0	0	1	2	0	0	0	0	0	0	40
Hour Total	1	141	39	0	0	0	0	4	6	0	0	0	0	0	0	191
02:15	0	31	6	0	0	0	0	0	3	0	0	0	0	0	0	40
02:30	0	23	4	0	0	0	0	1	5	0	0	0	1	0	0	34
02:45	0	18	6	0	0	0	0	1	3	0	0	0	0	0	0	28
03:00	0	14	4	0	1	0	0	3	2	0	1	0	0	0	0	25
Hour Total	0	86	20	0	1	0	0	5	13	0	1	0	1	0	0	127
03:15	0	10	8	0	0	0	0	4	4	0	0	0	0	0	0	26
03:30	0	15	4	0	1	0	0	0	1	0	0	0	0	0	0	21
03:45	0	25	5	0	0	0	0	4	3	0	0	0	0	0	0	37
04:00	0	27	9	1	1	0	0	1	2	0	0	0	0	0	0	41
Hour Total	0	77	26	1	2	0	0	9	10	0	0	0	0	0	0	125
04:15	0	28	16	0	0	0	0	3	4	0	0	0	0	0	0	51
04:30	0	40	13	0	2	1	0	4	5	0	0	0	0	0	0	65
04:45	0	55	13	1	0	0	0	5	4	0	0	0	0	0	0	78
05:00	0	68	25	0	0	2	0	4	5	0	0	0	0	0	0	104
Hour Total	0	191	67	1	2	3	0	16	18	0	0	0	0	0	0	298
05:15	1	69	28	0	0	2	0	4	3	0	0	0	0	0	0	107
05:30	0	98	48	0	4	0	0	4	1	0	1	1	0	0	0	157
05:45	0	140	51	3	4	1	0	4	5	0	1	0	0	0	0	209
06:00	0	157	63	2	5	1	0	2	4	0	0	1	0	0	0	235
Hour Total	1	464	190	5	13	4	0	14	13	0	2	2	0	0	0	708
06:15	0	193	76	1	1	3	0	4	3	0	0	0	0	0	0	281
06:30	2	269	78	2	7	3	0	8	9	0	0	0	0	0	0	378
06:45	1	352	120	1	10	3	0	3	8	1	1	0	2	0	0	502
07:00	1	336	116	0	5	3	1	2	5	1	1	1	0	0	0	472
Hour Total	4	1150	390	4	23	12	1	17	25	2	2	1	2	0	0	1633
07:15	3	383	97	1	5	2	1	5	4	1	0	0	0	0	0	502
07:30	0	367	121	1	9	6	1	4	7	1	1	0	1	0	0	519
07:45	0	324	97	1	3	4	2	3	7	0	2	3	4	0	0	450
08:00	1	342	102	1	12	3	2	2	6	0	0	1	2	0	0	474
Hour Total	4	1416	417	4	29	15	6	14	24	2	3	4	7	0	0	1945
08:15	0	305	106	3	18	4	0	1	15	1	0	1	2	0	0	456
08:30	0	333	101	2	10	3	1	5	9	0	0	0	0	0	0	464
08:45	0	295	89	1	3	3	0	7	6	0	2	0	2	0	0	408
09:00	0	263	97	2	5	0	0	4	6	0	1	0	0	0	0	378
Hour Total	0	1196	393	8	36	10	1	17	36	1	3	1	4	0	0	1706

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M3-Out
Site ID: 000000020171
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	259	97	1	6	8	1	9	13	0	1	0	0	0	0	395
09:30	0	257	89	2	6	4	1	12	16	0	1	0	0	0	0	388
09:45	2	233	100	1	6	6	1	6	17	0	0	0	1	0	0	373
10:00	0	250	87	0	9	4	1	7	13	0	0	0	0	0	0	371
Hour Total	2	999	373	4	27	22	4	34	59	0	2	0	1	0	0	1527
10:15	1	227	80	2	11	3	0	8	9	2	0	1	0	0	0	344
10:30	0	240	88	2	9	6	3	7	7	0	1	1	0	0	0	364
10:45	0	213	87	2	6	1	0	8	12	0	0	0	0	0	0	329
11:00	0	232	84	2	6	6	0	12	11	1	0	0	0	0	0	354
Hour Total	1	912	339	8	32	16	3	35	39	3	1	2	0	0	0	1391
11:15	1	232	76	0	3	8	0	5	10	1	0	0	0	0	0	336
11:30	0	222	87	2	8	4	2	5	8	0	0	0	0	0	0	338
11:45	0	247	79	2	8	9	1	4	15	1	0	0	0	0	0	366
12:00	0	217	80	3	6	4	0	8	13	1	1	0	0	0	0	333
Hour Total	1	918	322	7	25	25	3	22	46	3	1	0	0	0	0	1373
12:15	1	239	75	1	11	7	0	4	14	0	0	0	0	0	0	352
12:30	0	222	90	1	9	8	1	5	9	1	0	0	0	0	0	346
12:45	0	257	73	0	6	2	2	5	11	0	0	0	0	0	0	356
13:00	2	269	107	0	2	4	0	5	5	0	0	0	1	0	0	395
Hour Total	3	987	345	2	28	21	3	19	39	1	0	0	1	0	0	1449
13:15	3	214	92	3	11	7	1	6	6	0	0	0	0	0	0	343
13:30	2	205	86	3	9	3	1	9	10	1	0	0	0	0	0	329
13:45	0	249	89	2	5	5	0	2	4	0	0	0	0	0	0	356
14:00	0	265	79	1	2	1	3	5	12	0	1	1	0	0	0	370
Hour Total	5	933	346	9	27	16	5	22	32	1	1	1	0	0	0	1398
14:15	0	232	66	0	6	9	1	4	12	0	1	0	0	0	0	331
14:30	0	246	75	2	12	9	2	7	7	2	0	0	0	0	0	362
14:45	1	270	92	1	10	8	0	7	8	0	0	0	0	0	0	397
15:00	0	304	99	2	8	3	1	1	9	0	0	0	0	0	0	427
Hour Total	1	1052	332	5	36	29	4	19	36	2	1	0	0	0	0	1517
15:15	1	281	76	2	4	3	0	12	8	0	0	0	0	0	0	387
15:30	2	236	120	6	13	5	0	9	3	0	0	0	0	0	0	394
15:45	0	299	122	2	6	5	0	3	7	0	1	0	0	0	0	445
16:00	1	264	117	0	6	1	0	5	5	1	1	0	0	0	0	401
Hour Total	4	1080	435	10	29	14	0	29	23	1	2	0	0	0	0	1627
16:15	0	244	118	2	7	5	0	7	3	0	0	1	0	0	0	387
16:30	1	285	98	0	5	4	0	7	4	0	0	0	0	0	0	404
16:45	0	290	120	0	6	2	0	7	11	0	0	0	0	0	0	436
17:00	0	262	93	4	3	0	0	10	9	0	0	0	1	0	0	382
Hour Total	1	1081	429	6	21	11	0	31	27	0	0	1	1	0	0	1609
17:15	0	258	115	0	4	1	1	5	4	0	0	0	0	0	0	388
17:30	2	287	98	1	10	2	0	1	9	0	0	0	0	0	0	410
17:45	1	257	98	1	4	0	0	8	8	1	0	1	0	0	0	379
18:00	1	259	97	0	6	1	0	1	3	0	0	0	0	0	0	368
Hour Total	4	1061	408	2	24	4	1	15	24	1	0	1	0	0	0	1545

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M3-Out
Site ID: 000000020171
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	260	77	0	4	2	0	8	3	0	0	0	0	0	0	355
18:30	0	272	67	0	4	2	0	3	5	0	0	0	0	0	0	353
18:45	2	212	83	0	5	0	0	6	4	0	0	0	0	0	0	312
19:00	0	226	70	0	3	0	0	4	1	0	0	0	0	0	0	304
Hour Total	3	970	297	0	16	4	0	21	13	0	0	0	0	0	0	1324
19:15	0	185	72	1	5	0	0	3	5	0	1	0	0	0	0	272
19:30	0	172	64	2	6	0	0	6	4	0	0	0	0	0	0	254
19:45	0	173	58	0	3	0	0	4	3	0	0	0	0	0	0	241
20:00	1	164	57	0	1	0	0	5	5	0	0	0	0	0	0	233
Hour Total	1	694	251	3	15	0	0	18	17	0	1	0	0	0	0	1000
20:15	0	170	54	0	2	0	1	4	5	0	0	2	0	0	0	238
20:30	0	165	52	0	2	0	0	2	3	0	0	0	0	0	0	224
20:45	1	149	49	0	2	0	0	3	4	0	0	0	0	0	0	208
21:00	1	138	52	0	5	0	0	0	4	0	0	0	0	0	0	200
Hour Total	2	622	207	0	11	0	1	9	16	0	0	2	0	0	0	870
21:15	0	141	49	0	2	1	0	1	4	0	0	0	0	0	0	198
21:30	0	154	41	0	0	0	0	2	5	0	2	0	0	0	0	204
21:45	0	137	28	0	2	0	0	3	5	0	1	0	0	0	0	176
22:00	1	139	25	0	1	0	0	2	2	0	0	0	0	0	0	170
Hour Total	1	571	143	0	5	1	0	8	16	0	3	0	0	0	0	748
22:15	1	133	18	0	1	0	0	2	4	0	0	0	0	0	0	159
22:30	0	108	29	1	0	0	0	0	2	0	2	0	0	0	0	142
22:45	0	119	29	0	1	0	0	7	5	0	0	1	0	0	0	162
23:00	0	125	20	1	1	1	0	0	4	0	0	0	0	0	0	152
Hour Total	1	485	96	2	3	1	0	9	15	0	2	1	0	0	0	615
23:15	0	81	23	0	1	0	0	0	3	0	0	1	0	0	0	109
23:30	0	79	11	0	0	0	0	2	4	0	0	0	0	0	0	96
23:45	0	78	11	1	1	0	0	1	3	0	0	0	0	0	0	95
24:00	0	55	9	0	1	0	1	3	2	0	0	0	0	0	0	71
Hour Total	0	293	54	1	3	0	1	6	12	0	0	1	0	0	0	371
24 HR TOTAL	40	17600	5959	82	409	208	33	397	574	17	25	18	17	0	0	25379
PERCENTS	0.2%	69.3%	23.5%	0.3%	1.6%	0.8%	0.1%	1.6%	2.3%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 93.0% Trucks & Buses 7.0%

AM Times	06:30	06:45	06:45	05:45	07:45	11:00	07:15	10:15	09:15	06:45	08:45	07:30	07:30	06:45
AM Peaks	7	1438	454	8	43	27	6	35	59	4	5	5	9	1995
PM Times	12:45	15:00	15:30	15:00	14:15	14:15	13:45	16:15	11:45	11:45	21:00	19:30	12:15	15:00
PM Peaks	7	1120	477	12	36	29	6	31	51	3	3	2	1	1653

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M3-Out
Site ID: 000000020171
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	45	17	0	1	0	0	1	0	0	0	0	0	0	0	64
00:30	0	45	9	0	2	0	0	2	3	0	0	0	0	0	0	61
00:45	0	53	11	0	0	0	0	2	1	0	0	0	0	0	0	67
01:00	0	43	7	0	0	0	0	1	3	0	0	0	0	0	0	54
Hour Total	0	186	44	0	3	0	0	6	7	0	0	0	0	0	0	246
01:15	0	26	7	0	1	0	0	2	2	0	0	0	0	0	0	38
01:30	0	26	12	0	0	1	0	1	4	0	0	0	0	0	0	44
01:45	0	26	8	0	0	0	0	0	5	0	0	0	0	0	0	39
02:00	0	29	5	0	0	0	0	4	3	0	0	0	0	0	0	41
Hour Total	0	107	32	0	1	1	0	7	14	0	0	0	0	0	0	162
02:15	0	26	12	0	0	0	0	1	3	0	0	0	0	0	0	42
02:30	0	17	5	0	0	0	0	2	3	0	0	0	0	0	0	27
02:45	0	14	5	0	0	1	0	0	2	0	0	0	0	0	0	22
03:00	0	12	5	0	0	0	0	4	7	0	0	0	0	0	0	28
Hour Total	0	69	27	0	0	1	0	7	15	0	0	0	0	0	0	119
03:15	0	13	9	0	0	1	0	4	4	0	1	0	0	0	0	32
03:30	0	15	6	0	0	0	0	1	5	0	0	0	0	0	0	27
03:45	1	17	10	1	0	1	1	3	4	0	0	0	0	0	0	38
04:00	0	24	14	0	0	2	1	2	3	0	0	0	0	0	0	46
Hour Total	1	69	39	1	0	4	2	10	16	0	1	0	0	0	0	143
04:15	1	23	15	0	0	1	1	3	1	0	0	0	0	0	0	45
04:30	1	45	5	0	1	0	0	3	10	0	0	0	0	0	0	65
04:45	0	60	15	0	0	1	0	5	5	0	0	0	0	0	0	86
05:00	0	73	27	0	1	1	0	1	7	0	0	0	0	0	0	110
Hour Total	2	201	62	0	2	3	1	12	23	0	0	0	0	0	0	306
05:15	1	76	31	0	1	0	0	7	3	0	0	1	0	0	0	120
05:30	1	72	36	1	2	1	0	1	4	0	0	0	0	0	0	118
05:45	0	136	57	2	1	0	2	4	8	1	1	0	0	0	0	212
06:00	0	152	68	2	7	2	1	8	2	0	0	0	0	0	0	242
Hour Total	2	436	192	5	11	3	3	20	17	1	1	1	0	0	0	692
06:15	0	171	71	1	5	2	0	4	5	0	0	0	0	0	0	259
06:30	1	259	99	2	9	3	1	4	4	1	0	0	0	0	0	383
06:45	0	325	130	0	8	1	1	3	4	1	0	0	2	0	0	475
07:00	1	337	111	0	7	6	1	0	10	0	0	0	0	0	0	473
Hour Total	2	1092	411	3	29	12	3	11	23	2	0	0	2	0	0	1590
07:15	0	346	120	0	6	2	3	5	10	0	0	2	0	0	0	494
07:30	1	326	117	2	6	8	3	2	6	1	1	0	0	0	0	473
07:45	0	321	99	3	3	2	0	2	5	0	0	1	2	0	0	438
08:00	0	314	115	2	13	5	0	3	10	0	0	1	0	0	0	463
Hour Total	1	1307	451	7	28	17	6	12	31	1	1	4	2	0	0	1868
08:15	0	279	93	1	11	4	2	2	14	2	0	1	1	0	0	410
08:30	0	277	105	2	6	1	1	6	11	0	0	0	1	0	0	410
08:45	0	312	118	1	4	3	0	2	7	0	0	0	0	0	0	447
09:00	1	306	108	2	15	3	2	7	7	1	1	0	1	0	0	454
Hour Total	1	1174	424	6	36	11	5	17	39	3	1	1	3	0	0	1721

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M3-Out
Site ID: 000000020171
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	254	98	1	10	8	0	9	16	0	0	0	0	0	0	396
09:30	0	247	93	1	5	4	0	6	18	0	0	0	0	0	0	374
09:45	1	255	78	1	11	3	0	6	13	2	0	0	0	0	0	370
10:00	1	227	98	2	12	4	1	4	15	0	1	0	0	0	0	365
Hour Total	2	983	367	5	38	19	1	25	62	2	1	0	0	0	0	1505
10:15	1	194	109	1	7	3	3	5	8	0	0	0	0	0	0	331
10:30	1	186	102	5	4	3	0	5	9	1	0	0	0	0	0	316
10:45	1	228	100	0	7	6	1	12	7	0	0	0	1	0	0	363
11:00	2	226	94	2	5	3	0	6	10	2	1	0	0	0	0	351
Hour Total	5	834	405	8	23	15	4	28	34	3	1	0	1	0	0	1361
11:15	0	217	94	1	1	6	3	13	14	0	0	1	0	0	0	350
11:30	1	226	74	2	5	6	1	6	11	0	0	0	0	0	0	332
11:45	1	205	97	2	6	3	0	13	11	1	1	0	0	0	0	340
12:00	0	192	98	3	8	6	0	4	12	1	1	0	0	0	0	325
Hour Total	2	840	363	8	20	21	4	36	48	2	2	1	0	0	0	1347
12:15	1	237	90	1	8	6	2	6	13	0	0	0	0	0	0	364
12:30	1	246	85	2	9	5	0	5	13	1	0	0	0	0	0	367
12:45	3	242	98	0	6	4	1	5	14	0	0	0	0	0	0	373
13:00	1	214	108	1	9	8	1	9	4	0	0	0	0	0	0	355
Hour Total	6	939	381	4	32	23	4	25	44	1	0	0	0	0	0	1459
13:15	4	231	95	0	13	6	1	4	7	1	0	0	1	0	0	363
13:30	0	235	101	1	10	2	1	9	4	0	0	0	0	0	0	363
13:45	1	256	98	5	8	4	2	7	9	0	0	0	0	0	0	390
14:00	1	241	93	4	5	4	1	6	6	0	1	0	0	0	0	362
Hour Total	6	963	387	10	36	16	5	26	26	1	1	0	1	0	0	1478
14:15	3	233	90	2	8	6	2	6	10	2	1	0	0	0	0	363
14:30	4	260	94	2	10	3	1	7	12	0	0	0	0	0	0	393
14:45	1	237	99	4	14	4	2	6	11	0	0	0	0	0	0	378
15:00	1	260	109	0	11	2	2	4	7	2	1	0	0	0	0	399
Hour Total	9	990	392	8	43	15	7	23	40	4	2	0	0	0	0	1533
15:15	0	249	105	2	11	5	0	8	10	0	0	0	0	0	0	390
15:30	1	268	97	4	5	4	1	7	4	0	0	0	0	0	0	391
15:45	1	302	108	2	5	5	0	2	11	0	1	1	0	0	0	438
16:00	0	272	95	1	7	2	1	5	11	0	0	0	0	0	0	394
Hour Total	2	1091	405	9	28	16	2	22	36	0	1	1	0	0	0	1613
16:15	1	271	97	1	12	4	1	7	4	1	1	0	0	0	0	400
16:30	0	322	90	0	6	2	0	9	9	0	0	0	1	0	0	439
16:45	1	299	100	3	5	2	0	3	7	0	0	0	0	0	0	420
17:00	0	308	86	1	8	0	0	5	6	0	1	0	0	0	0	415
Hour Total	2	1200	373	5	31	8	1	24	26	1	2	0	1	0	0	1674
17:15	1	296	94	0	2	4	0	2	5	1	0	0	0	0	0	405
17:30	3	291	70	0	9	2	0	3	8	1	0	0	0	0	0	387
17:45	0	287	81	1	7	1	0	4	6	0	0	0	0	0	0	387
18:00	0	274	70	0	4	0	0	1	7	0	0	0	2	0	0	358
Hour Total	4	1148	315	1	22	7	0	10	26	2	0	0	2	0	0	1537

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M3-Out
Site ID: 000000020171
Location: I-295 SB ML, N of Town Center Pkwy
Direction: SOUTH
Lane: 1

File: M3-I295 SB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27134, -81.52122

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	303	89	0	3	1	0	8	4	0	0	0	0	0	0	409
18:30	1	278	61	1	5	1	0	6	5	0	0	0	0	0	0	358
18:45	2	258	52	0	7	0	0	6	6	0	0	0	0	0	0	331
19:00	2	204	62	0	2	0	0	7	5	2	0	0	0	0	0	284
Hour Total	6	1043	264	1	17	2	0	27	20	2	0	0	0	0	0	1382
19:15	1	225	52	0	2	0	0	5	4	0	0	0	0	0	0	289
19:30	0	194	57	0	1	0	0	7	5	0	0	0	0	0	0	264
19:45	0	173	56	0	1	0	0	6	6	0	0	0	0	0	0	242
20:00	1	190	56	0	1	0	0	1	8	0	0	0	0	0	0	257
Hour Total	2	782	221	0	5	0	0	19	23	0	0	0	0	0	0	1052
20:15	3	188	46	0	2	0	0	2	7	0	0	0	0	0	0	248
20:30	1	161	49	0	2	1	0	1	3	0	0	0	0	0	0	218
20:45	1	188	36	0	3	0	0	3	8	0	0	0	0	0	0	239
21:00	1	156	42	0	1	0	0	2	5	0	0	0	0	0	0	207
Hour Total	6	693	173	0	8	1	0	8	23	0	0	0	0	0	0	912
21:15	0	156	32	0	1	0	0	2	4	0	0	0	0	0	0	195
21:30	1	156	40	1	2	0	0	1	2	0	0	0	0	0	0	203
21:45	0	142	45	0	1	1	0	1	3	0	0	0	0	0	0	193
22:00	0	153	31	0	0	1	0	2	3	0	1	0	0	0	0	191
Hour Total	1	607	148	1	4	2	0	6	12	0	1	0	0	0	0	782
22:15	0	115	28	0	2	0	0	2	6	0	0	0	0	0	0	153
22:30	1	112	25	1	1	0	0	2	5	0	1	0	0	0	0	148
22:45	1	114	24	0	1	0	0	2	4	0	1	0	0	0	0	147
23:00	0	106	18	0	0	0	0	1	3	0	0	0	0	0	0	128
Hour Total	2	447	95	1	4	0	0	7	18	0	2	0	0	0	0	576
23:15	0	87	17	0	0	0	0	2	3	0	0	1	0	0	0	110
23:30	0	98	16	0	4	0	0	3	3	0	0	0	0	0	0	124
23:45	0	85	22	0	0	0	0	8	6	0	0	0	0	0	0	121
24:00	0	56	14	0	0	0	0	1	4	0	0	0	0	0	0	75
Hour Total	0	326	69	0	4	0	0	14	16	0	0	1	0	0	0	430
24 HR TOTAL	64	17527	6040	83	425	197	48	402	639	25	17	9	12	0	0	25488
PERCENTS	0.3%	68.8%	23.7%	0.3%	1.7%	0.8%	0.2%	1.6%	2.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 92.7% Trucks & Buses 7.3%

AM Times	10:15	06:45	06:45	09:45	09:00	10:45	06:45	11:00	09:15	07:30	11:00	07:15	07:45		06:45
AM Peaks	5	1334	478	9	41	21	8	38	62	3	2	4	4		1915
PM Times	12:30	16:30	15:00	13:45	14:30	12:15	14:15	11:30	12:00	14:15	22:00	15:00	17:15		16:30
PM Peaks	9	1225	419	13	46	23	7	29	52	4	3	1	2		1679

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M4-In
Site ID: 000000009383
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	19	1	0	0	0	0	0	2	0	0	0	0	0	0	22
00:30	0	28	4	0	0	0	0	1	1	0	0	0	0	0	0	34
00:45	0	14	3	0	0	0	0	0	2	0	0	0	0	0	0	19
01:00	1	14	2	0	1	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	75	10	0	1	0	0	1	5	0	0	0	0	0	0	93
01:15	0	14	0	0	0	0	0	0	1	0	0	0	0	0	0	15
01:30	0	14	3	0	0	0	0	0	2	0	0	0	0	0	0	19
01:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	10	3	0	0	0	0	0	1	0	0	1	0	0	0	15
Hour Total	0	51	9	0	0	0	0	0	4	0	0	1	0	0	0	65
02:15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
02:30	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
02:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
03:00	0	4	2	0	0	0	0	1	2	0	1	0	0	0	0	10
Hour Total	0	42	10	0	0	0	0	1	3	0	1	0	0	0	0	57
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	6	0	0	0	0	0	0	2	0	1	0	0	0	0	9
03:45	0	11	2	0	1	0	0	1	1	0	0	0	0	0	0	16
04:00	0	19	3	0	0	1	0	0	1	0	1	0	0	0	0	25
Hour Total	0	41	5	0	1	1	0	1	4	0	2	0	0	0	0	55
04:15	0	27	2	0	0	0	0	0	2	0	0	0	0	0	0	31
04:30	0	23	5	0	0	0	0	0	1	0	0	0	0	0	0	29
04:45	0	51	14	0	0	0	0	0	0	0	1	1	0	0	0	67
05:00	1	61	17	0	1	0	0	0	2	0	0	0	0	0	0	82
Hour Total	1	162	38	0	1	0	0	0	5	0	1	1	0	0	0	209
05:15	2	79	19	0	1	1	0	0	3	0	0	0	0	0	0	105
05:30	2	85	41	0	0	1	0	0	0	0	0	0	0	0	0	129
05:45	1	127	34	0	0	0	0	0	2	0	0	0	0	0	0	164
06:00	0	146	41	0	3	0	0	1	6	0	0	0	0	0	0	197
Hour Total	5	437	135	0	4	2	0	1	11	0	0	0	0	0	0	595
06:15	0	161	58	0	0	0	0	0	11	0	0	0	0	0	0	230
06:30	2	203	88	0	1	1	0	2	4	0	1	0	0	0	0	302
06:45	3	285	90	1	3	2	0	1	10	0	0	0	0	0	0	395
07:00	1	269	80	0	1	1	0	2	8	0	0	0	0	0	0	362
Hour Total	6	918	316	1	5	4	0	5	33	0	1	0	0	0	0	1289
07:15	3	333	85	0	4	3	0	0	7	0	0	0	1	0	0	436
07:30	0	274	74	0	3	1	0	0	5	0	0	1	0	0	0	358
07:45	2	354	83	0	0	1	0	3	4	0	0	0	0	0	0	447
08:00	1	320	89	2	4	8	0	1	8	0	0	0	1	0	0	434
Hour Total	6	1281	331	2	11	13	0	4	24	0	0	1	2	0	0	1675
08:15	1	313	83	0	3	3	0	5	17	0	1	0	1	0	0	427
08:30	1	292	76	0	2	1	1	1	6	0	1	0	0	0	0	381
08:45	5	299	82	0	6	1	0	4	8	0	2	0	0	0	0	407
09:00	0	287	87	0	3	1	1	1	8	0	0	0	0	0	0	388
Hour Total	7	1191	328	0	14	6	2	11	39	0	4	0	1	0	0	1603

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: M4-In
Site ID: 000000009383
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	236	79	0	4	1	0	4	18	0	0	0	0	0	0	342
09:30	0	236	77	1	5	1	0	3	11	0	0	0	1	0	0	335
09:45	3	223	81	1	4	4	0	0	8	0	0	0	0	0	0	324
10:00	0	219	58	1	3	1	0	0	8	0	0	0	2	0	0	292
Hour Total	3	914	295	3	16	7	0	7	45	0	0	0	3	0	0	1293
10:15	2	189	66	0	3	1	0	1	17	1	1	1	0	0	0	282
10:30	2	190	68	0	1	1	0	2	15	0	0	0	0	0	0	279
10:45	3	199	70	0	0	2	0	1	9	1	2	0	0	0	0	287
11:00	1	222	63	1	4	1	0	1	9	0	0	0	0	0	0	302
Hour Total	8	800	267	1	8	5	0	5	50	2	3	1	0	0	0	1150
11:15	0	176	61	1	3	2	0	4	16	0	0	0	0	0	0	263
11:30	1	225	64	0	3	0	0	3	15	0	0	0	0	0	0	311
11:45	1	200	59	0	6	0	1	1	11	0	1	2	0	0	0	282
12:00	0	218	55	1	2	3	0	3	10	0	0	0	0	0	0	292
Hour Total	2	819	239	2	14	5	1	11	52	0	1	2	0	0	0	1148
12:15	3	234	64	0	4	2	0	0	16	0	0	0	0	0	0	323
12:30	1	225	58	0	2	4	0	10	9	0	0	0	0	0	0	309
12:45	1	203	77	1	3	1	0	5	11	0	0	0	0	0	0	302
13:00	2	187	42	0	7	3	0	5	20	0	0	1	1	0	0	268
Hour Total	7	849	241	1	16	10	0	20	56	0	0	1	1	0	0	1202
13:15	0	196	71	0	5	0	0	1	8	0	0	0	0	0	0	281
13:30	0	233	68	0	0	2	0	3	14	0	0	0	0	0	0	320
13:45	2	214	80	1	3	1	0	3	7	0	1	1	0	0	0	313
14:00	1	216	77	0	2	1	0	5	10	0	0	0	0	0	0	312
Hour Total	3	859	296	1	10	4	0	12	39	0	1	1	0	0	0	1226
14:15	1	240	58	0	7	1	0	0	9	0	1	0	0	0	0	317
14:30	0	266	74	2	3	1	1	2	14	0	0	0	1	0	0	364
14:45	2	263	73	0	2	2	0	7	20	0	0	0	0	0	0	369
15:00	1	287	75	0	3	2	0	6	14	0	1	0	1	0	0	390
Hour Total	4	1056	280	2	15	6	1	15	57	0	2	0	2	0	0	1440
15:15	0	263	99	1	0	1	0	1	9	0	1	0	0	0	0	375
15:30	0	317	101	0	6	4	0	2	15	0	0	0	1	0	0	446
15:45	0	357	98	1	3	0	0	4	7	0	0	1	1	0	0	472
16:00	0	331	122	0	5	2	0	3	13	0	0	0	0	0	0	476
Hour Total	0	1268	420	2	14	7	0	10	44	0	1	1	2	0	0	1769
16:15	1	398	102	0	3	3	0	3	6	0	0	0	0	0	0	516
16:30	4	355	108	0	4	2	0	2	10	0	0	0	0	0	0	485
16:45	1	360	93	0	2	0	0	2	12	0	0	0	1	0	0	471
17:00	3	385	84	1	1	2	0	0	11	2	1	0	1	0	0	491
Hour Total	9	1498	387	1	10	7	0	7	39	2	1	0	2	0	0	1963
17:15	4	334	85	1	4	2	0	4	12	0	0	0	0	0	0	446
17:30	2	342	70	0	2	0	0	0	3	1	0	1	2	0	0	423
17:45	0	324	76	0	4	0	0	2	6	0	0	1	1	0	0	414
18:00	5	351	82	0	4	1	0	1	7	0	0	0	0	0	0	451
Hour Total	11	1351	313	1	14	3	0	7	28	1	0	2	3	0	0	1734

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M4-In
Site ID: 000000009383
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	322	80	0	4	0	0	6	12	3	1	0	1	0	0	430
18:30	2	332	91	1	2	0	0	2	14	0	1	0	0	0	0	445
18:45	1	302	60	0	0	1	0	2	11	0	0	0	0	0	0	377
19:00	0	226	53	0	2	0	0	3	4	0	0	0	0	0	0	288
Hour Total	4	1182	284	1	8	1	0	13	41	3	2	0	1	0	0	1540
19:15	0	228	47	1	1	0	0	1	8	0	0	0	1	0	0	287
19:30	1	226	51	0	0	0	0	1	8	0	0	0	0	0	0	287
19:45	3	223	49	0	0	0	0	0	6	0	0	0	1	0	0	282
20:00	0	165	29	0	1	0	0	0	4	0	0	0	0	0	0	199
Hour Total	4	842	176	1	2	0	0	2	26	0	0	0	2	0	0	1055
20:15	1	171	31	0	1	0	0	1	2	0	0	0	0	0	0	207
20:30	0	164	32	0	0	0	0	1	2	0	0	0	0	0	0	199
20:45	1	122	31	0	0	0	0	0	4	0	0	0	0	0	0	158
21:00	0	125	28	0	1	1	0	2	3	0	0	0	0	0	0	160
Hour Total	2	582	122	0	2	1	0	4	11	0	0	0	0	0	0	724
21:15	0	138	21	0	0	0	0	1	2	0	0	0	0	0	0	162
21:30	1	131	23	0	1	0	0	0	2	0	1	0	0	0	0	159
21:45	0	128	22	0	0	0	0	2	1	0	0	0	0	0	0	153
22:00	1	113	20	0	0	0	0	0	1	0	0	0	0	0	0	135
Hour Total	2	510	86	0	1	0	0	3	6	0	1	0	0	0	0	609
22:15	0	112	13	0	0	0	0	0	3	0	0	0	0	0	0	128
22:30	0	79	12	0	1	0	0	0	5	0	0	0	0	0	0	97
22:45	1	57	11	1	0	0	0	0	1	0	1	0	0	0	0	72
23:00	0	59	14	0	0	0	0	1	3	0	0	0	0	0	0	77
Hour Total	1	307	50	1	1	0	0	1	12	0	1	0	0	0	0	374
23:15	1	48	13	0	0	0	0	0	2	0	0	0	0	0	0	64
23:30	0	74	5	0	0	0	0	1	2	0	0	0	0	0	0	82
23:45	2	38	7	0	0	0	0	0	3	0	0	0	0	0	0	50
24:00	0	34	4	0	0	0	0	0	1	0	1	0	0	0	0	40
Hour Total	3	194	29	0	0	0	0	1	8	0	1	0	0	0	0	236
24 HR TOTAL	89	17229	4667	20	168	82	4	142	642	8	23	11	19	0	0	23104
PERCENTS	0.4%	74.6%	20.2%	0.1%	0.7%	0.4%	0.0%	0.6%	2.8%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 95.2% Trucks & Buses 4.8%

AM Times	06:30	07:15	06:30	09:15	08:45	07:15	08:15	08:45	11:15	10:00	08:00	11:00	09:15	07:45
AM Peaks	9	1281	343	3	18	13	2	12	52	2	4	2	3	1689
PM Times	16:30	16:15	15:45	13:45	12:30	12:00	11:30	12:30	14:45	17:30	13:30	11:30	16:45	16:15
PM Peaks	12	1498	430	3	17	10	1	21	58	4	2	2	4	1963

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M4-In
Site ID: 000000009383
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
00:30	0	22	1	0	0	0	0	0	3	0	0	0	0	0	0	26
00:45	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
01:00	1	18	1	0	0	0	0	0	1	0	0	0	0	0	0	21
Hour Total	1	83	10	0	0	0	0	0	4	0	0	0	0	0	0	98
01:15	0	10	2	0	0	1	0	0	3	0	0	0	0	0	0	16
01:30	0	17	0	0	0	1	0	0	2	0	0	1	0	0	0	21
01:45	0	7	5	0	0	0	0	0	1	0	0	0	0	0	0	13
02:00	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
Hour Total	0	44	8	0	0	2	0	0	7	0	0	1	0	0	0	62
02:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	21	4	0	0	0	0	0	1	0	0	0	0	0	0	26
02:45	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	11
03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	45	10	0	1	0	0	0	3	0	0	0	0	0	0	59
03:15	1	5	2	0	1	0	0	0	0	0	0	0	0	0	0	9
03:30	0	14	2	0	0	0	0	1	1	0	1	0	0	0	0	19
03:45	0	20	2	0	0	0	0	0	1	0	0	0	0	0	0	23
04:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	1	56	9	0	1	0	0	1	2	0	1	0	0	0	0	71
04:15	0	20	4	0	0	0	0	0	1	0	0	0	0	0	0	25
04:30	0	26	8	0	0	0	0	1	0	0	0	0	0	0	0	35
04:45	0	59	11	0	0	0	0	1	4	0	0	0	0	0	0	75
05:00	1	54	12	0	0	0	0	1	2	0	0	0	0	0	0	70
Hour Total	1	159	35	0	0	0	0	3	7	0	0	0	0	0	0	205
05:15	0	46	19	0	0	0	0	0	2	0	0	0	0	0	0	67
05:30	1	96	35	0	0	0	0	0	0	0	0	0	0	0	0	132
05:45	0	118	37	0	2	2	0	1	0	0	0	1	0	0	0	161
06:00	1	136	37	0	1	0	0	0	2	0	0	0	0	0	0	177
Hour Total	2	396	128	0	3	2	0	1	4	0	0	1	0	0	0	537
06:15	1	176	59	0	1	0	0	2	3	0	0	2	0	0	0	244
06:30	3	208	92	0	0	1	0	0	6	0	0	0	0	0	0	310
06:45	1	253	76	1	3	1	0	2	12	0	0	0	0	0	0	349
07:00	2	274	89	0	2	0	0	1	2	0	0	0	0	0	0	370
Hour Total	7	911	316	1	6	2	0	5	23	0	0	2	0	0	0	1273
07:15	1	297	101	2	6	1	0	3	8	0	0	0	0	0	0	419
07:30	0	326	82	0	1	1	0	3	7	0	0	0	0	0	0	420
07:45	1	346	74	0	0	3	0	3	7	1	0	0	2	0	0	437
08:00	2	306	84	2	2	6	0	2	12	0	0	0	0	0	0	416
Hour Total	4	1275	341	4	9	11	0	11	34	1	0	0	2	0	0	1692
08:15	3	294	84	0	3	1	0	2	8	0	2	0	0	0	0	397
08:30	2	269	74	1	6	0	1	1	8	0	0	0	0	0	0	362
08:45	2	310	68	0	3	2	0	3	6	0	0	0	0	0	0	394
09:00	2	282	79	1	5	2	0	2	11	0	2	0	0	0	0	386
Hour Total	9	1155	305	2	17	5	1	8	33	0	4	0	0	0	0	1539

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M4-In
Site ID: 000000009383
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	238	80	1	3	0	0	2	17	0	0	0	1	0	0	342
09:30	0	256	68	2	2	2	0	2	15	0	1	0	0	0	0	348
09:45	1	248	79	0	2	3	0	3	11	0	0	1	0	0	0	348
10:00	1	250	46	0	0	0	0	1	8	0	1	0	0	0	0	307
Hour Total	2	992	273	3	7	5	0	8	51	0	2	1	1	0	0	1345
10:15	0	209	68	0	1	0	0	2	12	0	2	0	1	0	0	295
10:30	0	214	78	0	5	4	0	1	8	0	0	0	0	0	0	310
10:45	1	223	86	0	2	5	0	1	12	0	1	0	0	0	0	331
11:00	0	212	71	2	0	2	0	2	20	0	1	0	0	0	0	310
Hour Total	1	858	303	2	8	11	0	6	52	0	4	0	1	0	0	1246
11:15	1	177	68	0	4	2	0	0	16	0	0	1	0	0	0	269
11:30	0	214	65	0	6	3	0	0	19	0	0	0	0	0	0	307
11:45	0	194	58	0	2	2	0	2	20	0	1	0	1	0	0	280
12:00	2	240	54	0	3	5	0	2	12	0	0	0	0	0	0	318
Hour Total	3	825	245	0	15	12	0	4	67	0	1	1	1	0	0	1174
12:15	0	193	55	0	3	3	0	2	18	0	0	0	0	0	0	274
12:30	2	214	72	0	3	1	0	3	22	0	0	1	0	0	0	318
12:45	0	202	64	0	3	1	0	4	11	0	0	0	0	0	0	285
13:00	0	209	65	0	1	1	0	1	12	2	0	0	0	0	0	291
Hour Total	2	818	256	0	10	6	0	10	63	2	0	1	0	0	0	1168
13:15	1	211	56	0	5	1	0	3	21	0	0	0	0	0	0	298
13:30	0	198	67	1	5	2	0	1	15	0	0	0	0	0	0	289
13:45	0	245	59	0	4	4	0	2	13	1	0	0	0	0	0	328
14:00	0	262	65	0	0	2	0	3	16	0	1	0	0	0	0	349
Hour Total	1	916	247	1	14	9	0	9	65	1	1	0	0	0	0	1264
14:15	2	245	77	0	3	0	0	3	15	0	0	0	0	0	0	345
14:30	1	255	77	0	3	2	0	3	17	1	0	0	0	0	0	359
14:45	2	286	76	1	2	5	0	4	19	0	0	0	0	0	0	395
15:00	3	237	88	1	4	2	0	1	17	0	0	0	0	0	0	353
Hour Total	8	1023	318	2	12	9	0	11	68	1	0	0	0	0	0	1452
15:15	0	297	96	2	7	4	0	2	20	0	0	1	0	0	0	429
15:30	1	338	96	0	5	3	0	0	12	0	0	0	0	0	0	455
15:45	0	370	115	0	6	1	0	2	9	0	1	0	0	0	0	504
16:00	2	326	142	0	3	0	0	4	14	0	0	0	0	0	0	491
Hour Total	3	1331	449	2	21	8	0	8	55	0	1	1	0	0	0	1879
16:15	2	411	104	0	3	1	0	2	12	0	0	0	0	0	0	535
16:30	4	369	107	1	2	5	0	2	17	1	0	0	0	0	0	508
16:45	2	372	109	0	4	2	0	1	9	0	0	1	0	0	0	500
17:00	2	337	98	0	3	1	0	0	9	0	0	1	1	0	0	452
Hour Total	10	1489	418	1	12	9	0	5	47	1	0	2	1	0	0	1995
17:15	1	359	85	0	3	2	0	1	13	0	0	1	2	0	0	467
17:30	0	311	71	0	2	2	0	1	8	0	0	1	3	0	0	399
17:45	2	383	83	1	1	0	0	0	6	0	0	0	0	0	0	476
18:00	5	368	87	0	6	2	0	2	12	1	0	0	1	0	0	484
Hour Total	8	1421	326	1	12	6	0	4	39	1	0	2	6	0	0	1826

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: M4-In
Site ID: 000000009383
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_In.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	357	90	0	3	0	0	0	12	0	0	0	0	0	0	463
18:30	2	360	87	0	2	0	0	2	6	0	0	0	0	0	0	459
18:45	2	262	68	0	0	0	0	2	4	0	0	0	0	0	0	338
19:00	0	209	45	1	3	0	0	2	2	0	0	0	0	0	0	262
Hour Total	5	1188	290	1	8	0	0	6	24	0	0	0	0	0	0	1522
19:15	2	207	44	0	2	0	0	3	4	0	1	0	0	0	0	263
19:30	2	233	41	0	1	0	0	3	6	0	0	0	0	0	0	286
19:45	0	173	39	0	0	0	0	2	5	0	0	0	0	0	0	219
20:00	1	166	30	0	0	2	0	2	4	0	0	0	0	0	0	205
Hour Total	5	779	154	0	3	2	0	10	19	0	1	0	0	0	0	973
20:15	0	156	37	0	1	0	0	2	0	0	0	0	0	0	0	196
20:30	2	153	43	0	2	1	0	2	7	0	0	0	0	0	0	210
20:45	0	152	26	0	0	0	0	1	5	0	0	0	0	0	0	184
21:00	1	133	25	2	1	0	0	0	3	0	0	0	0	0	0	165
Hour Total	3	594	131	2	4	1	0	5	15	0	0	0	0	0	0	755
21:15	0	149	33	0	0	0	0	0	6	0	1	0	0	0	0	189
21:30	3	147	27	1	1	0	0	0	2	0	0	0	0	0	0	181
21:45	1	108	21	0	1	0	0	0	6	0	0	0	0	0	0	137
22:00	1	114	21	1	0	0	0	0	1	0	0	0	0	0	0	138
Hour Total	5	518	102	2	2	0	0	0	15	0	1	0	0	0	0	645
22:15	0	127	14	0	0	0	0	0	4	0	0	0	0	0	0	145
22:30	1	86	11	0	0	0	0	1	2	0	1	0	0	0	0	102
22:45	3	77	9	0	0	1	0	3	2	0	0	0	0	0	0	95
23:00	0	60	10	0	0	0	0	1	3	0	0	0	0	0	0	74
Hour Total	4	350	44	0	0	1	0	5	11	0	1	0	0	0	0	416
23:15	2	73	11	0	0	0	0	0	1	0	0	0	0	0	0	87
23:30	1	59	7	0	0	0	0	0	1	0	0	0	0	0	0	68
23:45	1	58	12	0	0	0	0	0	1	0	0	0	0	0	0	72
24:00	1	39	5	0	0	0	0	0	3	0	1	0	0	0	0	49
Hour Total	5	229	35	0	0	0	0	0	6	0	1	0	0	0	0	276
24 HR TOTAL	90	17455	4753	24	165	101	1	120	714	7	18	12	12	0	0	23472
PERCENTS	0.4%	74.4%	20.2%	0.1%	0.7%	0.4%	0.0%	0.5%	3.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 95.0% Trucks & Buses 5.0%

AM Times	08:00	07:15	06:30	07:15	08:15	10:30	07:45	07:15	11:00	07:00	08:15	05:30	07:00		07:15
AM Peaks	9	1275	358	4	17	13	1	11	75	1	4	3	2		1692
PM Times	16:00	16:15	15:45	14:30	15:00	14:45		14:00	14:30	13:00	11:30	16:45	16:45		15:45
PM Peaks	10	1489	468	4	22	14		13	73	3	1	4	6		2038

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M4-Out
Site ID: 000000009349
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	1	50	6	0	0	0	0	1	6	0	1	0	0	0	0	65
00:30	0	56	3	0	2	0	0	2	4	0	0	0	0	0	0	67
00:45	0	40	5	0	0	0	0	0	6	0	0	0	0	0	0	51
01:00	0	34	8	0	0	0	0	0	7	0	0	0	0	0	0	49
Hour Total	1	180	22	0	2	0	0	3	23	0	1	0	0	0	0	232
01:15	0	30	10	0	0	0	0	0	6	0	0	0	0	0	0	46
01:30	0	27	3	0	0	0	0	0	3	0	0	1	0	0	0	34
01:45	0	26	5	0	0	1	0	1	4	0	0	0	0	0	0	37
02:00	0	20	6	0	0	0	0	1	3	0	0	1	0	0	0	31
Hour Total	0	103	24	0	0	1	0	2	16	0	0	2	0	0	0	148
02:15	0	22	4	0	1	0	0	0	5	0	0	0	0	0	0	32
02:30	1	25	3	0	0	0	0	0	7	0	0	0	0	0	0	36
02:45	0	25	1	0	0	2	0	0	4	0	0	0	0	0	0	32
03:00	1	22	5	0	1	1	0	0	3	0	0	0	0	0	0	33
Hour Total	2	94	13	0	2	3	0	0	19	0	0	0	0	0	0	133
03:15	0	12	2	0	1	1	0	1	3	0	0	0	0	0	0	20
03:30	0	24	6	0	2	0	0	1	5	0	1	0	0	0	0	39
03:45	0	25	1	0	1	1	0	2	3	0	0	0	0	0	0	33
04:00	0	26	7	1	1	2	0	2	4	0	0	0	0	0	0	43
Hour Total	0	87	16	1	5	4	0	6	15	0	1	0	0	0	0	135
04:15	0	41	8	0	2	0	1	0	12	0	0	0	0	0	0	64
04:30	0	38	17	1	0	1	0	1	4	0	0	0	0	0	0	62
04:45	0	60	12	0	0	3	0	1	6	0	1	0	0	0	0	83
05:00	2	76	16	0	3	0	0	1	8	0	0	0	0	0	0	106
Hour Total	2	215	53	1	5	4	1	3	30	0	1	0	0	0	0	315
05:15	1	76	28	1	3	3	0	1	4	0	0	0	0	0	0	117
05:30	1	115	23	0	1	0	0	0	7	0	0	0	0	0	0	147
05:45	5	120	27	0	0	3	0	4	8	0	0	1	0	0	0	168
06:00	2	141	45	0	3	4	0	2	12	0	1	0	0	0	0	210
Hour Total	9	452	123	1	7	10	0	7	31	0	1	1	0	0	0	642
06:15	1	149	44	0	1	1	0	3	9	0	0	3	0	0	0	211
06:30	0	166	66	3	2	4	1	2	12	0	0	1	0	0	0	257
06:45	1	194	79	0	5	7	0	3	19	2	1	0	0	0	0	311
07:00	2	249	60	0	2	2	1	4	10	0	0	0	0	0	0	330
Hour Total	4	758	249	3	10	14	2	12	50	2	1	4	0	0	0	1109
07:15	1	265	67	1	4	2	0	3	19	0	0	1	0	0	0	363
07:30	0	264	55	2	4	2	0	2	12	0	0	1	0	0	0	342
07:45	1	259	61	1	8	8	1	5	18	0	0	0	0	0	0	362
08:00	0	256	83	0	8	7	0	0	11	0	0	0	0	0	0	365
Hour Total	2	1044	266	4	24	19	1	10	60	0	0	2	0	0	0	1432
08:15	0	250	91	0	11	9	0	1	15	0	1	0	0	0	0	378
08:30	1	233	71	1	11	4	1	2	18	1	0	0	0	0	0	343
08:45	0	242	81	1	11	11	1	4	10	2	0	0	0	0	0	363
09:00	0	275	68	0	8	5	0	1	16	0	0	0	0	0	0	373
Hour Total	1	1000	311	2	41	29	2	8	59	3	1	0	0	0	0	1457

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M4-Out
Site ID: 000000009349
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	223	74	1	9	8	0	3	12	0	0	0	0	0	0	330
09:30	1	201	69	1	6	8	0	5	18	0	1	0	0	0	0	310
09:45	1	208	62	0	9	8	0	2	18	0	0	0	1	0	0	309
10:00	0	200	62	0	6	9	0	2	16	0	1	0	0	0	0	296
Hour Total	2	832	267	2	30	33	0	12	64	0	2	0	1	0	0	1245
10:15	0	206	75	0	2	10	0	5	14	0	0	1	0	0	0	313
10:30	1	179	72	0	8	5	0	0	21	2	0	0	0	0	0	288
10:45	1	190	72	0	7	5	0	4	17	0	0	0	0	0	0	296
11:00	2	212	61	0	14	11	0	0	15	0	0	0	0	0	0	315
Hour Total	4	787	280	0	31	31	0	9	67	2	0	1	0	0	0	1212
11:15	1	190	53	0	7	8	0	3	16	0	0	0	0	0	0	278
11:30	0	204	60	0	6	7	0	2	22	1	0	0	0	0	0	302
11:45	1	203	82	0	4	3	0	2	11	0	0	0	0	0	0	306
12:00	1	202	73	0	3	10	0	3	18	1	0	0	0	0	0	311
Hour Total	3	799	268	0	20	28	0	10	67	2	0	0	0	0	0	1197
12:15	0	196	64	0	4	9	0	0	21	0	0	0	0	0	0	294
12:30	3	195	60	1	6	9	1	1	19	0	0	0	0	0	0	295
12:45	0	208	57	0	9	10	0	5	16	0	0	1	0	0	0	306
13:00	1	210	59	0	6	9	0	4	12	0	0	0	0	0	0	301
Hour Total	4	809	240	1	25	37	1	10	68	0	0	1	0	0	0	1196
13:15	1	197	48	1	5	11	0	1	13	1	0	0	1	0	0	279
13:30	0	209	63	0	10	13	0	4	14	1	0	0	0	0	0	314
13:45	0	188	64	0	8	7	0	1	18	0	0	2	0	0	0	288
14:00	1	207	67	0	4	5	1	2	16	0	0	0	0	0	0	303
Hour Total	2	801	242	1	27	36	1	8	61	2	0	2	1	0	0	1184
14:15	0	197	65	0	6	7	0	3	19	0	0	1	0	0	0	298
14:30	0	248	62	0	4	7	0	1	12	0	0	0	0	0	0	334
14:45	0	245	73	1	7	7	1	2	11	0	0	0	0	0	0	347
15:00	0	240	59	0	10	2	0	2	16	0	0	0	0	0	0	329
Hour Total	0	930	259	1	27	23	1	8	58	0	0	1	0	0	0	1308
15:15	0	235	74	2	6	7	0	3	21	0	0	0	0	0	0	348
15:30	0	295	78	0	7	5	0	1	13	0	0	0	1	0	0	400
15:45	2	326	76	0	3	5	0	5	10	0	0	0	0	0	0	427
16:00	0	330	81	0	6	2	0	4	9	0	0	0	0	0	0	432
Hour Total	2	1186	309	2	22	19	0	13	53	0	0	0	1	0	0	1607
16:15	1	316	98	0	5	5	0	1	13	1	1	0	0	0	0	441
16:30	2	336	76	1	3	3	0	0	11	0	0	1	0	0	0	433
16:45	0	307	79	1	5	4	0	1	12	1	1	2	3	0	0	416
17:00	1	350	70	2	8	2	0	2	8	0	1	0	1	0	0	445
Hour Total	4	1309	323	4	21	14	0	4	44	2	3	3	4	0	0	1735
17:15	1	342	83	4	2	0	1	1	9	0	0	0	0	0	0	443
17:30	0	350	50	0	1	0	0	0	9	0	0	0	2	0	0	412
17:45	2	310	80	0	0	0	1	2	5	0	2	0	1	0	0	403
18:00	0	339	63	0	0	0	0	1	10	0	0	0	0	0	0	413
Hour Total	3	1341	276	4	3	0	2	4	33	0	2	0	3	0	0	1671

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M4-Out
Site ID: 000000009349
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	334	67	0	3	0	0	0	10	0	0	0	0	0	0	416
18:30	4	301	77	0	1	0	0	4	14	0	0	0	1	0	0	402
18:45	1	276	50	1	1	2	0	0	12	1	1	0	0	0	0	345
19:00	1	236	45	1	8	0	0	0	18	0	0	0	0	0	0	309
Hour Total	8	1147	239	2	13	2	0	4	54	1	1	0	1	0	0	1472
19:15	2	211	44	1	0	0	0	1	15	1	0	0	1	0	0	276
19:30	0	213	41	0	1	0	0	3	10	0	0	0	0	0	0	268
19:45	1	214	37	0	0	1	0	3	10	0	0	0	0	0	0	266
20:00	0	172	39	0	1	0	0	0	8	0	0	0	0	0	0	220
Hour Total	3	810	161	1	2	1	0	7	43	1	0	0	1	0	0	1030
20:15	0	167	31	0	2	0	0	1	10	0	0	0	0	0	0	211
20:30	2	158	21	0	0	1	0	0	12	0	0	0	0	0	0	194
20:45	0	146	23	0	2	0	0	2	5	0	0	0	0	0	0	178
21:00	1	150	27	0	2	0	0	3	4	0	0	0	0	0	0	187
Hour Total	3	621	102	0	6	1	0	6	31	0	0	0	0	0	0	770
21:15	0	147	33	1	0	0	0	1	6	0	0	0	0	0	0	188
21:30	1	155	20	0	0	0	0	2	7	0	0	0	0	0	0	185
21:45	0	136	22	1	1	0	0	0	13	0	0	0	0	0	0	173
22:00	1	105	21	1	2	1	0	2	7	0	0	0	0	0	0	140
Hour Total	2	543	96	3	3	1	0	5	33	0	0	0	0	0	0	686
22:15	0	114	17	0	1	1	0	1	5	0	0	1	0	0	0	140
22:30	1	110	16	1	0	0	0	0	8	0	0	0	0	0	0	136
22:45	0	103	12	0	1	0	0	1	4	0	0	0	0	0	0	121
23:00	1	79	13	0	0	0	0	1	5	0	1	0	0	0	0	100
Hour Total	2	406	58	1	2	1	0	3	22	0	1	1	0	0	0	497
23:15	1	90	11	0	1	0	0	1	7	0	0	0	0	0	0	111
23:30	1	94	7	0	1	0	0	0	1	0	1	0	0	0	0	105
23:45	1	66	10	0	1	1	0	1	7	0	0	0	0	0	0	87
24:00	0	56	9	0	0	0	0	1	7	0	1	0	0	0	0	74
Hour Total	3	306	37	0	3	1	0	3	22	0	2	0	0	0	0	377
24 HR TOTAL	66	16560	4234	34	331	312	11	157	1023	15	17	18	12	0	0	22790
PERCENTS	0.3%	72.7%	18.6%	0.1%	1.5%	1.4%	0.0%	0.7%	4.5%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 91.5% Trucks & Buses 8.5%

AM Times	05:00	07:15	08:00	06:30	08:00	09:30	06:15	07:00	10:45	08:00	06:00	05:45	09:00	08:15
AM Peaks	9	1044	326	4	41	35	2	14	70	3	2	5	1	1457
PM Times	17:45	17:00	16:00	16:30	12:45	12:45	14:00	12:45	12:00	11:30	16:15	13:30	16:45	16:30
PM Peaks	8	1352	334	8	30	43	2	14	74	2	3	3	6	1737

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: M4-Out
Site ID: 000000009349
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	43	5	0	0	0	0	1	11	0	1	0	0	0	0	61
00:30	1	48	7	0	0	1	0	0	6	0	1	0	0	0	0	64
00:45	0	26	2	0	0	0	0	0	9	0	0	0	0	0	0	37
01:00	1	35	3	0	0	0	0	1	7	0	0	0	0	0	0	47
Hour Total	2	152	17	0	0	1	0	2	33	0	2	0	0	0	0	209
01:15	0	22	4	0	0	0	0	0	8	0	0	0	0	0	0	34
01:30	0	22	4	0	0	1	0	0	8	0	0	0	0	0	0	35
01:45	0	20	1	0	0	0	0	1	4	0	0	0	0	0	0	26
02:00	0	21	4	0	0	0	0	0	4	0	0	0	0	0	0	29
Hour Total	0	85	13	0	0	1	0	1	24	0	0	0	0	0	0	124
02:15	1	22	6	0	1	0	0	0	3	0	0	0	0	0	0	33
02:30	0	18	9	0	0	1	0	0	3	0	0	0	0	0	0	31
02:45	0	22	3	0	0	1	0	0	7	0	1	0	0	0	0	34
03:00	0	13	1	0	0	0	0	1	3	0	0	0	0	0	0	18
Hour Total	1	75	19	0	1	2	0	1	16	0	1	0	0	0	0	116
03:15	0	11	3	0	0	0	0	0	4	0	0	0	0	0	0	18
03:30	0	15	4	0	1	1	0	2	1	0	3	0	0	0	0	27
03:45	0	22	4	0	0	0	0	0	4	0	0	0	0	0	0	30
04:00	0	39	6	0	1	1	0	0	4	0	0	0	0	0	0	51
Hour Total	0	87	17	0	2	2	0	2	13	0	3	0	0	0	0	126
04:15	0	32	9	0	0	0	0	0	3	0	0	0	0	0	0	44
04:30	0	48	8	1	1	0	0	0	5	0	2	0	0	0	0	65
04:45	1	60	11	0	0	5	0	2	8	0	0	1	0	0	0	88
05:00	1	59	14	0	2	3	0	2	8	0	1	0	0	0	0	90
Hour Total	2	199	42	1	3	8	0	4	24	0	3	1	0	0	0	287
05:15	1	82	18	0	1	4	0	3	6	0	0	0	0	0	0	115
05:30	0	110	27	0	1	6	0	2	3	0	1	0	0	0	0	150
05:45	2	120	34	0	0	1	0	3	7	0	0	1	0	0	0	168
06:00	0	135	33	2	0	3	0	2	12	0	0	0	0	0	0	187
Hour Total	3	447	112	2	2	14	0	10	28	0	1	1	0	0	0	620
06:15	1	150	59	0	2	2	0	3	9	0	0	1	0	0	0	227
06:30	1	179	59	2	1	7	1	2	11	0	0	0	0	0	0	263
06:45	1	196	62	0	3	6	0	3	11	0	1	4	0	0	0	287
07:00	1	257	69	0	2	5	0	3	14	1	0	0	0	0	0	352
Hour Total	4	782	249	2	8	20	1	11	45	1	1	5	0	0	0	1129
07:15	3	274	61	1	5	3	0	4	16	0	0	0	0	0	0	367
07:30	1	266	73	0	9	4	1	0	10	0	0	0	2	0	0	366
07:45	1	265	68	0	4	5	1	4	17	1	0	0	0	0	0	366
08:00	0	258	74	0	4	2	0	2	18	0	1	0	0	0	0	359
Hour Total	5	1063	276	1	22	14	2	10	61	1	1	0	2	0	0	1458
08:15	1	238	66	0	10	12	1	3	15	0	0	0	0	0	0	346
08:30	2	247	65	1	10	7	1	4	16	1	0	0	0	0	0	354
08:45	1	253	65	4	7	5	1	4	12	1	0	1	0	0	0	354
09:00	0	241	84	0	11	4	1	4	15	0	0	0	0	0	0	360
Hour Total	4	979	280	5	38	28	4	15	58	2	0	1	0	0	0	1414

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M4-Out
Site ID: 000000009349
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	240	84	1	7	5	0	7	15	0	0	0	0	0	0	359
09:30	2	193	78	2	11	9	0	2	16	0	0	0	0	0	0	313
09:45	0	223	78	1	9	9	1	3	16	0	0	1	0	0	0	341
10:00	2	225	63	0	4	6	0	0	10	1	0	0	0	0	0	311
Hour Total	4	881	303	4	31	29	1	12	57	1	0	1	0	0	0	1324
10:15	0	189	66	1	7	6	1	2	19	1	0	0	0	0	0	292
10:30	1	208	66	0	4	7	0	7	18	1	0	0	0	0	0	312
10:45	4	204	68	1	6	6	2	3	19	0	0	1	0	0	0	314
11:00	1	193	88	1	5	9	0	2	18	1	0	1	0	0	0	319
Hour Total	6	794	288	3	22	28	3	14	74	3	0	2	0	0	0	1237
11:15	0	185	77	1	4	6	1	2	16	0	0	0	0	0	0	292
11:30	3	195	62	0	7	5	1	4	19	0	0	0	0	0	0	296
11:45	0	237	72	1	3	7	1	0	16	1	0	0	0	0	0	338
12:00	1	231	66	1	4	6	1	1	22	0	0	0	0	0	0	333
Hour Total	4	848	277	3	18	24	4	7	73	1	0	0	0	0	0	1259
12:15	0	202	76	2	7	7	0	2	14	1	0	0	0	0	0	311
12:30	0	198	67	0	8	9	0	1	20	1	0	0	0	0	0	304
12:45	1	185	71	0	7	3	0	4	14	0	0	0	0	0	0	285
13:00	1	215	64	0	6	5	0	3	24	1	0	1	0	0	0	320
Hour Total	2	800	278	2	28	24	0	10	72	3	0	1	0	0	0	1220
13:15	1	208	72	0	9	5	0	2	15	0	0	0	0	0	0	312
13:30	4	208	65	1	6	9	0	4	13	1	0	0	0	0	0	311
13:45	2	203	66	2	8	6	1	0	17	1	0	0	0	0	0	306
14:00	0	231	61	0	8	7	0	5	15	0	0	0	0	0	0	327
Hour Total	7	850	264	3	31	27	1	11	60	2	0	0	0	0	0	1256
14:15	0	235	73	3	4	6	1	1	17	0	0	1	0	0	0	341
14:30	1	245	71	2	5	7	1	2	15	0	0	0	0	0	0	349
14:45	0	262	81	1	4	4	0	3	15	0	0	0	0	0	0	370
15:00	0	241	87	0	5	4	0	3	10	0	0	0	0	0	0	350
Hour Total	1	983	312	6	18	21	2	9	57	0	0	1	0	0	0	1410
15:15	0	261	88	1	10	7	1	2	13	0	1	0	0	0	0	384
15:30	0	311	88	0	7	1	0	3	10	0	0	0	0	0	0	420
15:45	2	312	85	0	12	5	0	0	15	1	0	0	0	0	0	432
16:00	0	330	86	0	7	0	0	1	13	0	0	0	0	0	0	437
Hour Total	2	1214	347	1	36	13	1	6	51	1	1	0	0	0	0	1673
16:15	0	334	76	2	8	6	0	3	13	0	0	0	0	0	0	442
16:30	2	323	84	2	2	2	0	2	8	0	0	0	1	0	0	426
16:45	1	347	78	0	4	3	0	1	12	0	0	0	0	0	0	446
17:00	1	301	76	1	6	1	0	1	13	0	1	1	1	0	0	403
Hour Total	4	1305	314	5	20	12	0	7	46	0	1	1	2	0	0	1717
17:15	2	329	70	1	2	0	0	0	13	0	0	0	0	0	0	417
17:30	1	331	70	0	2	0	0	2	5	0	0	0	0	0	0	411
17:45	0	352	71	2	2	1	0	1	10	0	1	0	0	0	0	440
18:00	1	350	69	0	3	1	0	2	10	1	0	0	0	0	0	437
Hour Total	4	1362	280	3	9	2	0	5	38	1	1	0	0	0	0	1705

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M4-Out
Site ID: 000000009349
Location: I-295 NB ML, N of Town Center Pkwy
Direction: NORTH
Lane: 1

File: M4-I295 NB ML, N of Town Center Pkwy_Out.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	339	63	0	2	1	0	3	12	0	0	0	0	0	0	420
18:30	2	321	62	0	1	1	0	1	16	0	0	0	0	0	0	404
18:45	1	282	53	1	3	1	0	0	11	0	0	0	0	0	0	352
19:00	1	215	48	1	1	0	0	1	8	0	0	0	0	0	0	275
Hour Total	4	1157	226	2	7	3	0	5	47	0	0	0	0	0	0	1451
19:15	0	216	44	1	1	1	0	3	8	0	0	0	0	0	0	274
19:30	1	232	46	0	1	0	0	1	13	0	0	0	0	0	0	294
19:45	0	181	27	0	0	0	0	0	11	0	0	0	0	0	0	219
20:00	0	155	37	0	1	1	0	1	10	0	0	0	0	0	0	205
Hour Total	1	784	154	1	3	2	0	5	42	0	0	0	0	0	0	992
20:15	2	159	29	0	2	0	0	1	9	0	0	0	0	0	0	202
20:30	0	166	42	0	0	1	0	0	11	0	0	0	0	0	0	220
20:45	1	152	35	2	2	0	0	3	3	0	0	0	0	0	0	198
21:00	0	166	22	3	0	1	0	1	5	0	0	0	0	0	0	198
Hour Total	3	643	128	5	4	2	0	5	28	0	0	0	0	0	0	818
21:15	0	188	40	0	0	0	0	0	7	0	0	0	0	0	0	235
21:30	4	162	23	1	1	1	0	0	9	0	0	0	0	0	0	201
21:45	1	133	23	0	0	0	0	1	7	0	0	0	0	0	0	165
22:00	1	142	17	0	1	0	0	0	6	0	0	0	0	0	0	167
Hour Total	6	625	103	1	2	1	0	1	29	0	0	0	0	0	0	768
22:15	0	114	20	0	2	1	0	1	5	0	0	0	0	0	0	143
22:30	0	119	22	0	0	1	0	1	8	0	0	0	0	0	0	151
22:45	0	96	14	0	1	0	0	1	9	0	0	0	0	0	0	121
23:00	1	86	13	0	1	0	0	2	9	0	1	0	0	0	0	113
Hour Total	1	415	69	0	4	2	0	5	31	0	1	0	0	0	0	528
23:15	0	117	11	0	2	1	0	3	7	0	0	0	0	0	0	141
23:30	1	76	6	0	0	0	0	0	3	0	0	0	0	0	0	86
23:45	0	78	16	0	0	0	0	0	5	0	0	0	0	0	0	99
24:00	0	43	8	0	0	0	0	0	5	0	0	0	0	0	0	56
Hour Total	1	314	41	0	2	1	0	3	20	0	0	0	0	0	0	382
24 HR TOTAL	71	16844	4409	50	311	281	19	161	1027	16	16	14	4	0	0	23223
PERCENTS	0.3%	72.5%	19.0%	0.2%	1.3%	1.2%	0.1%	0.7%	4.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 91.8% Trucks & Buses 8.2%

AM Times	10:45	07:15	09:00	08:45	08:15	09:30	08:15	08:30	10:15	09:45	02:45	06:00	06:45	07:15
AM Peaks	8	1063	324	7	38	30	4	19	74	3	4	5	2	1458
PM Times	13:00	17:30	15:00	13:45	15:15	11:45	11:30	12:45	12:30	11:45	17:00	12:15	16:15	16:00
PM Peaks	8	1372	348	7	36	29	3	13	73	3	2	1	2	1751

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/16/2019

Station #: M5 WB
Site ID: 000000012821
Location: JTB WB ML, E of Kernan
Direction: WEST

File: M5 WB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25144, -81.47668

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							18	153							18	153	18	153
00:30							15	138							15	138	15	138
00:45							16	146							16	146	16	146
01:00							10	138							10	138	10	138
01:15							8	144							8	144	8	144
01:30							8	149							8	149	8	149
01:45							7	162							7	162	7	162
02:00							5	151							5	151	5	151
02:15							6	158							6	158	6	158
02:30							2	153							2	153	2	153
02:45							6	183							6	183	6	183
03:00							8	141							8	141	8	141
03:15							5	183							5	183	5	183
03:30							8	191							8	191	8	191
03:45							9	210							9	210	9	210
04:00							7	198							7	198	7	198
04:15							11	240							11	240	11	240
04:30							11	235							11	235	11	235
04:45							31	265							31	265	31	265
05:00							23	261							23	261	23	261
05:15							33	286							33	286	33	286
05:30							40	275							40	275	40	275
05:45							61	235							61	235	61	235
06:00							76	236							76	236	76	236
06:15							86	194							86	194	86	194
06:30							141	200							141	200	141	200
06:45							186	152							186	152	186	152
07:00							205	131							205	131	205	131
07:15							235	120							235	120	235	120
07:30							278	146							278	146	278	146
07:45							315	130							315	130	315	130
08:00							300	109							300	109	300	109
08:15							239	110							239	110	239	110
08:30							271	113							271	113	271	113
08:45							282	97							282	97	282	97
09:00							251	102							251	102	251	102
09:15							185	100							185	100	185	100
09:30							174	86							174	86	174	86
09:45							156	69							156	69	156	69
10:00							161	60							161	60	161	60
10:15							140	62							140	62	140	62
10:30							153	47							153	47	153	47
10:45							138	41							138	41	138	41
11:00							133	44							133	44	133	44
11:15							140	62							140	62	140	62
11:30							156	41							156	41	156	41
11:45							134	16							134	16	134	16
12:00							139	6							139	6	139	6
TOTALS							11891								11891		11891	
AM Times							07:30								07:30		07:30	
AM Peaks							1132								1132		1132	
AM PHF							0.90								0.90		0.90	
PM Times							16:45								16:45		16:45	
PM Peaks							1087								1087		1087	
PM PHF							0.95								0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 5/16/2019

Station #: M5 WB
Site ID: 000000012821
Location: JTB WB ML, E of Kernan
Direction: WEST

File: M5 WB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25144, -81.47668

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							38	220							38	220	38	220
00:30							16	226							16	226	16	226
00:45							26	225							26	225	26	225
01:00							20	202							20	202	20	202
01:15							23	234							23	234	23	234
01:30							22	228							22	228	22	228
01:45							15	217							15	217	15	217
02:00							14	243							14	243	14	243
02:15							19	251							19	251	19	251
02:30							18	249							18	249	18	249
02:45							9	279							9	279	9	279
03:00							4	251							4	251	4	251
03:15							10	261							10	261	10	261
03:30							12	269							12	269	12	269
03:45							13	290							13	290	13	290
04:00							8	293							8	293	8	293
04:15							21	312							21	312	21	312
04:30							25	313							25	313	25	313
04:45							26	325							26	325	26	325
05:00							28	315							28	315	28	315
05:15							39	339							39	339	39	339
05:30							49	356							49	356	49	356
05:45							78	292							78	292	78	292
06:00							84	259							84	259	84	259
06:15							111	262							111	262	111	262
06:30							157	242							157	242	157	242
06:45							213	196							213	196	213	196
07:00							271	176							271	176	271	176
07:15							285	176							285	176	285	176
07:30							370	207							370	207	370	207
07:45							398	162							398	162	398	162
08:00							366	134							366	134	366	134
08:15							348	164							348	164	348	164
08:30							352	142							352	142	352	142
08:45							352	135							352	135	352	135
09:00							320	157							320	157	320	157
09:15							246	164							246	164	246	164
09:30							218	141							218	141	218	141
09:45							215	109							215	109	215	109
10:00							211	94							211	94	211	94
10:15							211	89							211	89	211	89
10:30							218	99							218	99	218	99
10:45							210	75							210	75	210	75
11:00							225	61							225	61	225	61
11:15							226	65							226	65	226	65
11:30							223	68							223	68	223	68
11:45							234	46							234	46	234	46
12:00							233	26							233	26	233	26
TOTALS							16469								16469		16469	
AM Times							07:30								07:30		07:30	
AM Peaks							1482								1482		1482	
AM PHF							0.93								0.93		0.93	
PM Times							16:45								16:45		16:45	
PM Peaks							1335								1335		1335	
PM PHF							0.94								0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3 Page: 3
Starting: 5/16/2019

Station #: M5 WB
Site ID: 000000012821
Location: JTB WB ML, E of Kernan
Direction: WEST

File: M5 WB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25144, -81.47668

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							34	267							34	267	34	267
00:30							23	263							23	263	23	263
00:45							34	272							34	272	34	272
01:00							28	247							28	247	28	247
01:15							23	260							23	260	23	260
01:30							19	259							19	259	19	259
01:45							27	269							27	269	27	269
02:00							22	277							22	277	22	277
02:15							17	289							17	289	17	289
02:30							11	292							11	292	11	292
02:45							15	303							15	303	15	303
03:00							14	285							14	285	14	285
03:15							8	309							8	309	8	309
03:30							6	299							6	299	6	299
03:45							12	363							12	363	12	363
04:00							13	341							13	341	13	341
04:15							18	349							18	349	18	349
04:30							31	362							31	362	31	362
04:45							24	345							24	345	24	345
05:00							31	362							31	362	31	362
05:15							40	365							40	365	40	365
05:30							53	398							53	398	53	398
05:45							105	312							105	312	105	312
06:00							103	321							103	321	103	321
06:15							129	308							129	308	129	308
06:30							199	282							199	282	199	282
06:45							265	264							265	264	265	264
07:00							313	243							313	243	313	243
07:15							333	207							333	207	333	207
07:30							426	199							426	199	426	199
07:45							435	197							435	197	435	197
08:00							400	174							400	174	400	174
08:15							391	181							391	181	391	181
08:30							418	179							418	179	418	179
08:45							390	163							390	163	390	163
09:00							365	162							365	162	365	162
09:15							292	175							292	175	292	175
09:30							298	136							298	136	298	136
09:45							266	107							266	107	266	107
10:00							261	115							261	115	261	115
10:15							234	92							234	92	234	92
10:30							243	87							243	87	243	87
10:45							233	86							233	86	233	86
11:00							276	63							276	63	276	63
11:15							262	84							262	84	262	84
11:30							291	65							291	65	291	65
11:45							268	72							268	72	268	72
12:00							253	54							253	54	253	54
TOTALS							19056								19056		19056	
AM Times							07:30								07:30		07:30	
AM Peaks							1652								1652		1652	
AM PHF							0.95								0.95		0.95	
PM Times							16:45								16:45		16:45	
PM Peaks							1470								1470		1470	
PM PHF							0.92								0.92		0.92	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 4 Page: 4
Starting: 5/16/2019

Station #: M5 WB
Site ID: 000000012821
Location: JTB WB ML, E of Kernan
Direction: WEST

File: M5 WB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25144, -81.47668

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 4	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							7	174							7	174	7	174
00:30							6	196							6	196	6	196
00:45							6	171							6	171	6	171
01:00							6	160							6	160	6	160
01:15							6	158							6	158	6	158
01:30							4	184							4	184	4	184
01:45							8	187							8	187	8	187
02:00							6	175							6	175	6	175
02:15							1	196							1	196	1	196
02:30							2	221							2	221	2	221
02:45							0	250							0	250	0	250
03:00							2	229							2	229	2	229
03:15							5	254							5	254	5	254
03:30							3	251							3	251	3	251
03:45							2	292							2	292	2	292
04:00							1	267							1	267	1	267
04:15							1	304							1	304	1	304
04:30							3	313							3	313	3	313
04:45							5	324							5	324	5	324
05:00							8	345							8	345	8	345
05:15							8	378							8	378	8	378
05:30							14	373							14	373	14	373
05:45							23	293							23	293	23	293
06:00							40	231							40	231	40	231
06:15							69	230							69	230	69	230
06:30							119	198							119	198	119	198
06:45							188	182							188	182	188	182
07:00							259	155							259	155	259	155
07:15							328	144							328	144	328	144
07:30							461	129							461	129	461	129
07:45							470	141							470	141	470	141
08:00							415	98							415	98	415	98
08:15							445	99							445	99	445	99
08:30							400	100							400	100	400	100
08:45							354	91							354	91	354	91
09:00							373	105							373	105	373	105
09:15							235	68							235	68	235	68
09:30							247	81							247	81	247	81
09:45							201	57							201	57	201	57
10:00							197	51							197	51	197	51
10:15							140	43							140	43	140	43
10:30							170	43							170	43	170	43
10:45							149	49							149	49	149	49
11:00							170	26							170	26	170	26
11:15							162	23							162	23	162	23
11:30							180	31							180	31	180	31
11:45							202	24							202	24	202	24
12:00							148	34							148	34	148	34
TOTALS							14377								14377		14377	
AM Times							07:30								07:30		07:30	
AM Peaks							1791								1791		1791	
AM PHF							0.95								0.95		0.95	
PM Times							16:45								16:45		16:45	
PM Peaks							1420								1420		1420	
PM PHF							0.94								0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/21/2019

Station #: M5
Site ID: 000000108837
Location: WB JTB ML, E of Kernan Blvd (O/MO/MI/I)
Direction: WEST

File: M5 WB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25144, -81.47671

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			21	140											21	140	21	140
00:30			17	142											17	142	17	142
00:45			17	141											17	141	17	141
01:00			9	162											9	162	9	162
01:15			12	166											12	166	12	166
01:30			6	139											6	139	6	139
01:45			7	141											7	141	7	141
02:00			5	165											5	165	5	165
02:15			7	171											7	171	7	171
02:30			7	150											7	150	7	150
02:45			5	186											5	186	5	186
03:00			8	156											8	156	8	156
03:15			4	205											4	205	4	205
03:30			7	205											7	205	7	205
03:45			6	228											6	228	6	228
04:00			5	216											5	216	5	216
04:15			16	240											16	240	16	240
04:30			11	246											11	246	11	246
04:45			21	239											21	239	21	239
05:00			26	240											26	240	26	240
05:15			34	304											34	304	34	304
05:30			49	279											49	279	49	279
05:45			78	236											78	236	78	236
06:00			61	218											61	218	61	218
06:15			89	191											89	191	89	191
06:30			119	171											119	171	119	171
06:45			179	158											179	158	179	158
07:00			209	123											209	123	209	123
07:15			230	126											230	126	230	126
07:30			287	151											287	151	287	151
07:45			283	123											283	123	283	123
08:00			280	100											280	100	280	100
08:15			268	106											268	106	268	106
08:30			267	82											267	82	267	82
08:45			274	89											274	89	274	89
09:00			253	75											253	75	253	75
09:15			211	79											211	79	211	79
09:30			182	69											182	69	182	69
09:45			166	54											166	54	166	54
10:00			159	55											159	55	159	55
10:15			139	54											139	54	139	54
10:30			146	44											146	44	146	44
10:45			147	49											147	49	147	49
11:00			143	42											143	42	143	42
11:15			125	35											125	35	125	35
11:30			155	40											155	40	155	40
11:45			128	38											128	38	128	38
12:00			138	19											138	19	138	19
TOTALS			11804												11804		11804	
AM Times			07:30												07:30		07:30	
AM Peaks			1118												1118		1118	
AM PHF			0.97												0.97		0.97	
PM Times			16:45												16:45		16:45	
PM Peaks			1062												1062		1062	
PM PHF			0.87												0.87		0.87	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 5/21/2019

Station #: M5
Site ID: 000000108837
Location: WB JTB ML, E of Kernan Blvd (O/MO/MI/I)
Direction: WEST

File: M5 WB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25144, -81.47671

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			17	223											17	223	17	223
00:30			20	242											20	242	20	242
00:45			21	233											21	233	21	233
01:00			13	203											13	203	13	203
01:15			24	228											24	228	24	228
01:30			14	218											14	218	14	218
01:45			17	221											17	221	17	221
02:00			16	212											16	212	16	212
02:15			10	237											10	237	10	237
02:30			5	246											5	246	5	246
02:45			13	251											13	251	13	251
03:00			3	244											3	244	3	244
03:15			14	269											14	269	14	269
03:30			9	290											9	290	9	290
03:45			14	336											14	336	14	336
04:00			7	306											7	306	7	306
04:15			23	304											23	304	23	304
04:30			29	312											29	312	29	312
04:45			30	299											30	299	30	299
05:00			32	310											32	310	32	310
05:15			35	340											35	340	35	340
05:30			51	308											51	308	51	308
05:45			78	290											78	290	78	290
06:00			100	301											100	301	100	301
06:15			119	256											119	256	119	256
06:30			155	217											155	217	155	217
06:45			200	205											200	205	200	205
07:00			268	186											268	186	268	186
07:15			265	192											265	192	265	192
07:30			357	212											357	212	357	212
07:45			395	181											395	181	395	181
08:00			394	145											394	145	394	145
08:15			370	147											370	147	370	147
08:30			347	129											347	129	347	129
08:45			350	124											350	124	350	124
09:00			299	116											299	116	299	116
09:15			268	121											268	121	268	121
09:30			226	88											226	88	226	88
09:45			234	97											234	97	234	97
10:00			233	97											233	97	233	97
10:15			219	91											219	91	219	91
10:30			218	72											218	72	218	72
10:45			234	62											234	62	234	62
11:00			214	62											214	62	214	62
11:15			239	57											239	57	239	57
11:30			227	64											227	64	227	64
11:45			240	48											240	48	240	48
12:00			226	41											226	41	226	41
TOTALS			16325												16325		16325	
AM Times			07:30												07:30		07:30	
AM Peaks			1516												1516		1516	
AM PHF			0.96												0.96		0.96	
PM Times			16:30												16:30		16:30	
PM Peaks			1261												1261		1261	
PM PHF			0.93												0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3 Page: 3
Starting: 5/21/2019

Station #: M5
Site ID: 000000108837
Location: WB JTB ML, E of Kernan Blvd (O/MO/MI/I)
Direction: WEST

File: M5 WB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25144, -81.47671

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			28	270											28	270	28	270
00:30			25	270											25	270	25	270
00:45			25	271											25	271	25	271
01:00			21	249											21	249	21	249
01:15			18	276											18	276	18	276
01:30			11	264											11	264	11	264
01:45			23	242											23	242	23	242
02:00			15	270											15	270	15	270
02:15			16	258											16	258	16	258
02:30			9	297											9	297	9	297
02:45			9	323											9	323	9	323
03:00			9	298											9	298	9	298
03:15			10	310											10	310	10	310
03:30			12	327											12	327	12	327
03:45			10	364											10	364	10	364
04:00			20	335											20	335	20	335
04:15			18	340											18	340	18	340
04:30			20	354											20	354	20	354
04:45			33	382											33	382	33	382
05:00			39	342											39	342	39	342
05:15			41	358											41	358	41	358
05:30			54	360											54	360	54	360
05:45			82	323											82	323	82	323
06:00			108	301											108	301	108	301
06:15			141	281											141	281	141	281
06:30			200	268											200	268	200	268
06:45			270	246											270	246	270	246
07:00			300	216											300	216	300	216
07:15			344	208											344	208	344	208
07:30			421	229											421	229	421	229
07:45			451	191											451	191	451	191
08:00			425	169											425	169	425	169
08:15			429	175											429	175	429	175
08:30			411	141											411	141	411	141
08:45			411	150											411	150	411	150
09:00			369	136											369	136	369	136
09:15			301	125											301	125	301	125
09:30			286	120											286	120	286	120
09:45			300	98											300	98	300	98
10:00			269	99											269	99	269	99
10:15			243	89											243	89	243	89
10:30			257	86											257	86	257	86
10:45			286	69											286	69	286	69
11:00			265	73											265	73	265	73
11:15			262	69											262	69	262	69
11:30			283	60											283	60	283	60
11:45			263	44											263	44	263	44
12:00			264	44											264	44	264	44
TOTALS			18877												18877		18877	
AM Times			07:30												07:30		07:30	
AM Peaks			1726												1726		1726	
AM PHF			0.96												0.96		0.96	
PM Times			16:45												16:45		16:45	
PM Peaks			1442												1442		1442	
PM PHF			0.94												0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 4 Page: 4
Starting: 5/21/2019

Station #: M5
Site ID: 000000108837
Location: WB JTB ML, E of Kernan Blvd (O/MO/MI/I)
Direction: WEST

File: M5 WB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25144, -81.47671

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 4	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	176											6	176	6	176
00:30			8	188											8	188	8	188
00:45			6	165											6	165	6	165
01:00			1	191											1	191	1	191
01:15			1	173											1	173	1	173
01:30			3	171											3	171	3	171
01:45			1	193											1	193	1	193
02:00			5	164											5	164	5	164
02:15			0	158											0	158	0	158
02:30			2	202											2	202	2	202
02:45			1	212											1	212	1	212
03:00			1	211											1	211	1	211
03:15			0	224											0	224	0	224
03:30			3	287											3	287	3	287
03:45			2	296											2	296	2	296
04:00			3	280											3	280	3	280
04:15			4	295											4	295	4	295
04:30			4	306											4	306	4	306
04:45			6	329											6	329	6	329
05:00			5	341											5	341	5	341
05:15			8	357											8	357	8	357
05:30			15	353											15	353	15	353
05:45			24	318											24	318	24	318
06:00			44	253											44	253	44	253
06:15			62	229											62	229	62	229
06:30			110	197											110	197	110	197
06:45			182	162											182	162	182	162
07:00			259	144											259	144	259	144
07:15			331	135											331	135	331	135
07:30			471	134											471	134	471	134
07:45			460	109											460	109	460	109
08:00			449	104											449	104	449	104
08:15			441	96											441	96	441	96
08:30			450	81											450	81	450	81
08:45			374	68											374	68	374	68
09:00			346	68											346	68	346	68
09:15			221	49											221	49	221	49
09:30			221	55											221	55	221	55
09:45			201	45											201	45	201	45
10:00			197	42											197	42	197	42
10:15			177	34											177	34	177	34
10:30			179	30											179	30	179	30
10:45			159	25											159	25	159	25
11:00			156	27											156	27	156	27
11:15			163	25											163	25	163	25
11:30			165	23											165	23	165	23
11:45			168	17											168	17	168	17
12:00			151	13											151	13	151	13
TOTALS			14001												14001		14001	
AM Times			07:30												07:30		07:30	
AM Peaks			1821												1821		1821	
AM PHF			0.97												0.97		0.97	
PM Times			16:45												16:45		16:45	
PM Peaks			1380												1380		1380	
PM PHF			0.97												0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: 108824000000
Site ID: 108824000000
Location:
Direction: NORTH

File: M5 WB, W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			20	194	11	207	20	234							51	635	17	212
00:30			17	183	28	197	15	221							60	601	20	200
00:45			14	200	16	201	17	193							47	594	16	198
01:00			19	189	10	181	19	180							48	550	16	183
01:15			7	185	14	184	10	222							31	591	10	197
01:30			4	168	14	186	9	224							27	578	9	193
01:45			17	207	17	192	12	224							46	623	15	208
02:00			11	208	5	211	8	196							24	615	8	205
02:15			7	198	5	206	9	201							21	605	7	202
02:30			4	211	9	224	7	205							20	640	7	213
02:45			6	217	9	247	10	206							25	670	8	223
03:00			7	251	8	226	5	223							20	700	7	233
03:15			1	248	3	273	15	230							19	751	6	250
03:30			15	247	5	302	8	270							28	819	9	273
03:45			5	292	12	330	12	277							29	899	10	300
04:00			13	259	16	276	9	273							38	808	13	269
04:15			17	263	18	326	18	313							53	902	18	301
04:30			20	267	28	306	27	306							75	879	25	293
04:45			29	276	36	319	26	320							91	915	30	305
05:00			28	273	32	325	33	322							93	920	31	307
05:15			29	355	48	321	31	321							108	997	36	332
05:30			56	341	40	339	50	351							146	1031	49	344
05:45			63	252	67	273	64	284							194	809	65	270
06:00			75	238	80	249	76	260							231	747	77	249
06:15			110	223	113	234	97	229							320	686	107	229
06:30			125	216	140	210	134	240							399	666	133	222
06:45			178	176	183	220	182	176							543	572	181	191
07:00			227	177	233	182	233	178							693	537	231	179
07:15			244	166	248	165	231	153							723	484	241	161
07:30			287	161	309	157	270	161							866	479	289	160
07:45			335	146	302	132	334	143							971	421	324	140
08:00			346	121	358	146	307	107							1011	374	337	125
08:15			316	113	292	145	337	133							945	391	315	130
08:30			327	115	315	136	393	133							1035	384	345	128
08:45			319	105	286	121	307	150							912	376	304	125
09:00			312	105	299	130	280	140							891	375	297	125
09:15			215	118	209	113	251	119							675	350	225	117
09:30			182	88	200	92	219	115							601	295	200	98
09:45			184	87	235	90	211	101							630	278	210	93
10:00			174	84	205	70	210	83							589	237	196	79
10:15			203	86	202	80	195	78							600	244	200	81
10:30			169	55	182	56	189	67							540	178	180	59
10:45			194	49	202	58	198	58							594	165	198	55
11:00			113	45	203	35	231	58							547	138	182	46
11:15			129	57	172	73	180	65							481	195	160	65
11:30			207	54	193	48	196	63							596	165	199	55
11:45			188	27	208	42	217	40							613	109	204	36
12:00			185	24	202	31	202	23							589	78	196	26
TOTALS			14073		14889		14983								43945		14648	
AM Times			07:45		07:45		07:45								07:45		07:45	
AM Peaks			1324		1267		1371								3962		1320	
AM PHF			0.96		0.88		0.87								0.96		0.96	
PM Times			16:45		16:45		16:45								16:45		16:45	
PM Peaks			1245		1304		1314								3863		1286	
PM PHF			0.88		0.96		0.94								0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 5/14/2019

Station #: 108824000000
Site ID: 108824000000
Location:
Direction: NORTH

File: M5 WB, W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			37	300	28	294	42	317							107	911	36	304
00:30			32	291	26	320	37	302							95	913	32	304
00:45			17	326	23	297	32	334							72	957	24	319
01:00			19	279	20	283	30	316							69	878	23	293
01:15			18	307	22	297	19	301							59	905	20	302
01:30			11	277	23	313	26	334							60	924	20	308
01:45			16	309	21	319	14	316							51	944	17	315
02:00			13	284	12	304	17	337							42	925	14	308
02:15			14	310	14	312	19	294							47	916	16	305
02:30			11	331	13	329	14	323							38	983	13	328
02:45			11	341	7	327	12	353							30	1021	10	340
03:00			13	304	11	378	12	325							36	1007	12	336
03:15			11	352	8	395	8	345							27	1092	9	364
03:30			12	360	12	405	8	350							32	1115	11	372
03:45			15	386	18	403	15	405							48	1194	16	398
04:00			17	398	17	360	10	389							44	1147	15	382
04:15			17	361	16	389	17	418							50	1168	17	389
04:30			34	363	43	403	26	357							103	1123	34	374
04:45			40	364	31	357	40	389							111	1110	37	370
05:00			49	373	39	371	40	353							128	1097	43	366
05:15			70	404	51	386	56	381							177	1171	59	390
05:30			73	379	73	351	71	394							217	1124	72	375
05:45			119	323	118	338	123	315							360	976	120	325
06:00			127	292	124	286	142	302							393	880	131	293
06:15			138	297	155	325	144	303							437	925	146	308
06:30			220	342	237	337	252	338							709	1017	236	339
06:45			351	274	339	280	340	307							1030	861	343	287
07:00			432	301	380	270	406	278							1218	849	406	283
07:15			444	239	417	285	395	267							1256	791	419	264
07:30			503	292	511	271	514	302							1528	865	509	288
07:45			573	248	602	227	616	244							1791	719	597	240
08:00			539	248	575	212	526	227							1640	687	547	229
08:15			505	223	569	205	482	241							1556	669	519	223
08:30			540	229	498	193	465	228							1503	650	501	217
08:45			525	195	533	209	521	212							1579	616	526	205
09:00			444	204	455	199	439	225							1338	628	446	209
09:15			332	188	325	193	338	219							995	600	332	200
09:30			324	181	297	174	337	180							958	535	319	178
09:45			309	145	322	141	270	162							901	448	300	149
10:00			312	140	324	112	330	142							966	394	322	131
10:15			270	112	257	113	279	124							806	349	269	116
10:30			295	103	305	110	267	120							867	333	289	111
10:45			295	84	298	77	274	102							867	263	289	88
11:00			333	63	301	72	332	75							966	210	322	70
11:15			328	72	279	78	301	92							908	242	303	81
11:30			283	90	297	89	328	84							908	263	303	88
11:45			315	62	291	71	293	62							899	195	300	65
12:00			303	41	283	52	316	41							902	134	301	45
TOTALS			22096		22132		22420								66648		22219	
AM Times			07:45		07:30		07:30								07:30		07:30	
AM Peaks			2157		2257		2138								6515		2170	
AM PHF			0.94		0.94		0.87								0.91		0.91	
PM Times			16:45		15:00		15:45								15:45		15:45	
PM Peaks			1520		1581		1569								4632		1543	
PM PHF			0.94		0.98		0.94								0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3
Starting: 5/14/2019

Station #: 108824000000
Site ID: 108824000000
Location:
Direction: NORTH

File: M5 WB, W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16											
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			22	181	22	172	24	183							68	536	23	179
00:30			13	177	25	190	18	194							56	561	19	187
00:45			14	204	10	207	16	193							40	604	13	201
01:00			10	187	17	182	10	184							37	553	12	184
01:15			13	168	9	175	14	172							36	515	12	172
01:30			7	176	12	185	22	203							41	564	14	188
01:45			10	192	11	174	12	188							33	554	11	185
02:00			11	154	11	182	9	207							31	543	10	181
02:15			6	186	9	189	12	197							27	572	9	191
02:30			3	172	8	198	10	209							21	579	7	193
02:45			7	190	10	212	7	231							24	633	8	211
03:00			6	180	6	209	9	196							21	585	7	195
03:15			5	214	4	223	6	222							15	659	5	220
03:30			10	213	10	208	10	233							30	654	10	218
03:45			6	196	9	244	8	246							23	686	8	229
04:00			4	215	6	212	7	241							17	668	6	223
04:15			10	210	13	232	13	224							36	666	12	222
04:30			16	222	11	244	17	234							44	700	15	233
04:45			22	226	24	233	26	254							72	713	24	238
05:00			21	236	27	262	21	224							69	722	23	241
05:15			27	261	25	262	25	248							77	771	26	257
05:30			36	230	48	253	39	279							123	762	41	254
05:45			71	204	65	219	59	205							195	628	65	209
06:00			86	194	69	225	71	209							226	628	75	209
06:15			82	224	83	220	86	209							251	653	84	218
06:30			118	208	145	194	132	201							395	603	132	201
06:45			200	183	193	198	181	169							574	550	191	183
07:00			233	150	235	152	230	169							698	471	233	157
07:15			273	153	266	157	283	151							822	461	274	154
07:30			352	158	338	154	354	149							1044	461	348	154
07:45			369	150	353	118	363	138							1085	406	362	135
08:00			361	117	356	120	354	138							1071	375	357	125
08:15			354	115	335	118	311	124							1000	357	333	119
08:30			311	116	369	116	346	127							1026	359	342	120
08:45			333	96	322	117	314	118							969	331	323	110
09:00			283	104	308	102	284	122							875	328	292	109
09:15			229	106	219	110	199	125							647	341	216	114
09:30			204	70	230	89	188	101							622	260	207	87
09:45			184	87	196	72	179	79							559	238	186	79
10:00			187	65	195	78	195	64							577	207	192	69
10:15			181	77	154	66	177	68							512	211	171	70
10:30			172	65	213	67	196	67							581	199	194	66
10:45			186	52	186	49	169	51							541	152	180	51
11:00			196	48	206	47	192	52							594	147	198	49
11:15			182	39	176	41	172	45							530	125	177	42
11:30			198	31	216	34	214	47							628	112	209	37
11:45			218	30	193	25	198	22							609	77	203	26
12:00			204	27	216	28	187	18							607	73	202	24
TOTALS			13305		13728		13699								40732		13580	
AM Times			07:30		07:45		07:30								07:30		07:30	
AM Peaks			1436		1413		1382								4200		1399	
AM PHF			0.97		0.96		0.95								0.97		0.97	
PM Times			16:45		16:45		16:45								16:45		16:45	
PM Peaks			953		1010		1005								2968		988	
PM PHF			0.91		0.96		0.90								0.96		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 4
Starting: 5/14/2019

Station #: 108824000000
Site ID: 108824000000
Location:
Direction: NORTH

File: M5 WB, W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16											
Lane 4	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			19	165	26	177	16	185							61	527	20	176
00:30			16	176	17	203	16	179							49	558	16	186
00:45			14	192	13	193	20	198							47	583	16	194
01:00			13	192	15	182	16	190							44	564	15	188
01:15			10	174	7	179	16	187							33	540	11	180
01:30			6	189	4	180	17	186							27	555	9	185
01:45			9	186	15	185	20	195							44	566	15	189
02:00			19	185	14	182	13	181							46	548	15	183
02:15			5	171	11	212	14	211							30	594	10	198
02:30			7	203	8	198	8	218							23	619	8	206
02:45			7	198	10	219	8	246							25	663	8	221
03:00			2	219	4	213	7	215							13	647	4	216
03:15			10	209	5	226	4	229							19	664	6	221
03:30			11	232	9	230	6	207							26	669	9	223
03:45			6	237	5	266	6	243							17	746	6	249
04:00			9	231	9	233	8	245							26	709	9	236
04:15			8	228	9	236	11	257							28	721	9	240
04:30			16	219	15	267	17	278							48	764	16	255
04:45			27	245	20	246	25	264							72	755	24	252
05:00			24	287	17	273	20	261							61	821	20	274
05:15			24	305	27	282	30	280							81	867	27	289
05:30			29	298	46	302	38	311							113	911	38	304
05:45			71	267	71	254	67	268							209	789	70	263
06:00			91	225	82	237	89	232							262	694	87	231
06:15			102	207	94	221	105	222							301	650	100	217
06:30			171	215	172	237	154	211							497	663	166	221
06:45			243	185	210	205	212	185							665	575	222	192
07:00			277	170	288	172	274	169							839	511	280	170
07:15			352	135	316	154	298	133							966	422	322	141
07:30			405	148	373	143	403	153							1181	444	394	148
07:45			415	126	416	143	390	135							1221	404	407	135
08:00			414	119	390	118	397	125							1201	362	400	121
08:15			348	99	354	109	313	122							1015	330	338	110
08:30			395	125	394	114	326	119							1115	358	372	119
08:45			353	95	361	106	325	113							1039	314	346	105
09:00			327	91	320	112	323	115							970	318	323	106
09:15			264	94	248	93	224	96							736	283	245	94
09:30			218	88	236	86	237	88							691	262	230	87
09:45			206	69	219	70	225	69							650	208	217	69
10:00			200	59	191	83	195	69							586	211	195	70
10:15			188	75	185	63	153	68							526	206	175	69
10:30			191	60	228	56	183	60							602	176	201	59
10:45			179	42	186	56	156	56							521	154	174	51
11:00			203	36	196	40	172	55							571	131	190	44
11:15			186	40	166	47	185	48							537	135	179	45
11:30			180	35	198	60	208	33							586	128	195	43
11:45			179	31	190	30	193	40							562	101	187	34
12:00			182	30	181	26	160	33							523	89	174	30
TOTALS			14238		14490		14286								43014		14339	
AM Times			07:15		07:45		07:30								07:30		07:30	
AM Peaks			1586		1554		1503								4618		1538	
AM PHF			0.96		0.93		0.93								0.95		0.94	
PM Times			17:00		17:00		17:00								17:00		17:00	
PM Peaks			1157		1111		1120								3388		1128	
PM PHF			0.95		0.92		0.90								0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 5
Starting: 5/14/2019

Station #: 108824000000
Site ID: 108824000000
Location:
Direction: NORTH

File: M5 WB, W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16											
Lane 5	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			5	89	6	90	5	106							16	285	5	95
00:30			2	78	4	103	3	83							9	264	3	88
00:45			1	112	3	109	3	112							7	333	2	111
01:00			4	98	6	99	7	85							17	282	6	94
01:15			2	94	1	112	2	94							5	300	2	100
01:30			1	94	3	101	4	99							8	294	3	98
01:45			2	93	2	113	6	113							10	319	3	106
02:00			1	92	4	103	2	106							7	301	2	100
02:15			1	96	2	109	3	112							6	317	2	106
02:30			0	99	3	122	2	133							5	354	2	118
02:45			4	109	1	118	0	174							5	401	2	134
03:00			0	123	2	152	1	149							3	424	1	141
03:15			1	179	1	147	3	162							5	488	2	163
03:30			2	146	1	182	2	174							5	502	2	167
03:45			1	148	1	209	0	184							2	541	1	180
04:00			2	167	1	177	0	166							3	510	1	170
04:15			0	158	0	201	1	193							1	552	0	184
04:30			1	173	5	228	4	236							10	637	3	212
04:45			1	176	2	222	2	218							5	616	2	205
05:00			3	247	2	254	4	264							9	765	3	255
05:15			10	316	8	261	4	246							22	823	7	274
05:30			7	274	4	292	8	265							19	831	6	277
05:45			19	281	28	203	22	200							69	684	23	228
06:00			27	180	41	191	31	175							99	546	33	182
06:15			42	187	35	164	58	160							135	511	45	170
06:30			91	160	85	162	96	152							272	474	91	158
06:45			147	120	145	129	160	114							452	363	151	121
07:00			216	85	209	86	236	89							661	260	220	87
07:15			285	78	301	77	271	79							857	234	286	78
07:30			405	92	393	81	396	68							1194	241	398	80
07:45			423	62	408	79	430	70							1261	211	420	70
08:00			415	56	406	73	386	58							1207	187	402	62
08:15			358	62	396	41	331	46							1085	149	362	50
08:30			398	47	372	59	298	67							1068	173	356	58
08:45			373	38	317	54	299	54							989	146	330	49
09:00			301	35	282	45	314	58							897	138	299	46
09:15			197	46	180	47	175	54							552	147	184	49
09:30			148	35	164	36	160	54							472	125	157	42
09:45			129	22	134	29	148	31							411	82	137	27
10:00			125	20	117	22	144	40							386	82	129	27
10:15			109	34	96	24	90	26							295	84	98	28
10:30			99	20	110	23	98	23							307	66	102	22
10:45			110	13	93	14	72	24							275	51	92	17
11:00			117	19	91	12	101	19							309	50	103	17
11:15			96	16	98	14	83	16							277	46	92	15
11:30			92	11	107	12	109	19							308	42	103	14
11:45			100	10	115	14	129	11							344	35	115	12
12:00			96	4	106	8	105	19							307	31	102	10
TOTALS			9863		10094		10008								29965		9987	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			1601		1603		1543								4747		1581	
AM PHF			0.95		0.98		0.90								0.94		0.94	
PM Times			17:00		16:45		16:45								17:00		17:00	
PM Peaks			1118		1029		993								3103		1034	
PM PHF			0.88		0.88		0.94								0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1

Starting: 5/14/2019

Station #: 108837000000
Site ID: 108837000000
Location:
Direction: NORTH

File: M6 EB, JTB EB W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16		17									
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			25	192	25	178	28	203	38						116	573	29	191
00:30			34	208	23	197	27	226	33						117	631	29	210
00:45			16	181	23	177	18	200	23						80	558	20	186
01:00			16	200	17	169	20	185	24						77	554	19	185
01:15			12	189	20	167	19	192	18						69	548	17	183
01:30			17	182	14	175	18	160	24						73	517	18	172
01:45			18	167	15	186	18	194	14						65	547	16	182
02:00			8	154	12	197	14	177	11						45	528	11	176
02:15			13	205	11	201	20	183	12						56	589	14	196
02:30			7	235	15	251	7	243	20						49	729	12	243
02:45			9	231	12	212	18	199	8						47	642	12	214
03:00			6	199	9	237	7	211	18						40	647	10	216
03:15			4	220	8	218	15	248	12						39	686	10	229
03:30			4	224	6	233	6	255	7						23	712	6	237
03:45			10	276	2	299	5	249	11						28	824	7	275
04:00			6	299	9	294	9	279	13						37	872	9	291
04:15			5	317	18	304	5	315	13						41	936	10	312
04:30			10	227	10	304	7	328	6						33	859	8	286
04:45			11	263	6	293	9	296	12						38	852	10	284
05:00			19	289	18	271	21	280	22						80	840	20	280
05:15			16	273	17	255	20	293	13						66	821	16	274
05:30			25	259	26	264	19	238	21						91	761	23	254
05:45			43	290	34	287	28	313	36						141	890	35	297
06:00			47	248	53	271	40	286	38						178	805	44	268
06:15			51	286	67	313	63	286	55						236	885	59	295
06:30			90	293	64	283	83	265	74						311	841	78	280
06:45			89	300	104	254	115	224	92						400	778	100	259
07:00			133	193	151	212	144	244	118						546	649	136	216
07:15			162	188	140	209	144	190	133						579	587	145	196
07:30			145	211	154	202	192	196	159						650	609	162	203
07:45			191	181	159	181	185	189	154						689	551	172	184
08:00			195	152	193	166	222	157	189						799	475	200	158
08:15			160	135	171	161	158	159	145						634	455	158	152
08:30			195	137	181	195	137	201	146						659	533	165	178
08:45			193	141	156	164	171	147	171						691	452	173	151
09:00			203	136	193	145	197	119	177						770	400	192	133
09:15			162	142	155	172	162	152	160						639	466	160	155
09:30			152	144	136	143	143	163	140						571	450	143	150
09:45			140	117	157	83	133	115	139						569	315	142	105
10:00			160	93	162	47	155	102	182						659	242	165	81
10:15			168	92	125	24	152	106	143						588	222	147	74
10:30			140	101	154	37	126	111	141						561	249	140	83
10:45			160	85	164	28	152	90	165						641	203	160	68
11:00			149	78	147	9	168	63	172						636	150	159	50
11:15			176	63	153	4	156	67	146						631	134	158	45
11:30			203	57	151	19	171	50							525	126	175	42
11:45			183	40	164	42	207	48							554	130	185	43
12:00			191	36	213	32	191	33							595	101	198	34
TOTALS			13101		12782		13355		3448						42686		13053	
AM Times			08:30		07:45		07:30		08:30						08:00		11:15	
AM Peaks			753		704		757		654						2783		714	
AM PHF			0.93		0.91		0.85		0.92						0.87		0.90	
PM Times			18:00		15:45		16:15								16:00		16:00	
PM Peaks			1127		1201		1219								3519		1172	
PM PHF			0.94		0.99		0.93								0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 5/14/2019

Station #: 108837000000
Site ID: 108837000000
Location:
Direction: NORTH

File: M6 EB, JTB EB W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16		17									
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	159	9	108	13	120	24						56	387	14	129
00:30			10	143	14	146	15	135	17						56	424	14	141
00:45			11	136	5	147	15	142	11						42	425	10	142
01:00			11	136	11	148	13	127	7						42	411	10	137
01:15			7	114	4	115	12	124	9						32	353	8	118
01:30			7	135	12	142	7	129	5						31	406	8	135
01:45			7	131	3	147	7	121	3						20	399	5	133
02:00			7	121	6	124	5	126	7						25	371	6	124
02:15			3	123	5	133	9	128	9						26	384	6	128
02:30			4	136	5	135	8	128	3						20	399	5	133
02:45			4	126	7	148	4	143	5						20	417	5	139
03:00			3	154	3	126	5	140	3						14	420	4	140
03:15			2	142	4	138	4	143	7						17	423	4	141
03:30			0	152	3	127	4	131	4						11	410	3	137
03:45			7	150	2	146	8	114	5						22	410	6	137
04:00			6	145	9	133	6	102	3						24	380	6	127
04:15			4	147	10	127	4	118	10						28	392	7	131
04:30			9	86	9	120	10	124	6						34	330	8	110
04:45			11	86	14	103	19	80	16						60	269	15	90
05:00			18	87	16	105	17	86	25						76	278	19	93
05:15			16	94	24	91	16	96	16						72	281	18	94
05:30			25	105	32	107	28	120	25						110	332	28	111
05:45			38	71	43	89	36	84	37						154	244	38	81
06:00			52	94	42	85	44	95	55						193	274	48	91
06:15			54	83	64	88	66	80	66						250	251	62	84
06:30			115	96	100	128	96	104	81						392	328	98	109
06:45			129	127	119	120	127	123	115						490	370	122	123
07:00			109	105	116	117	134	124	114						473	346	118	115
07:15			140	111	145	98	120	130	136						541	339	135	113
07:30			151	101	152	118	150	114	139						592	333	148	111
07:45			141	86	145	91	164	87	134						584	264	146	88
08:00			134	89	161	93	160	78	152						607	260	152	87
08:15			141	81	150	85	157	87	138						586	253	146	84
08:30			152	71	154	83	112	85	149						567	239	142	80
08:45			130	60	149	92	111	81	127						517	233	129	78
09:00			148	76	120	78	138	64	149						555	218	139	73
09:15			162	59	124	93	138	76	123						547	228	137	76
09:30			158	56	159	79	147	63	144						608	198	152	66
09:45			163	59	128	58	104	56	146						541	173	135	58
10:00			131	46	109	65	133	55	123						496	166	124	55
10:15			154	43	145	66	138	53	129						566	162	142	54
10:30			126	50	128	82	126	50	119						499	182	125	61
10:45			138	30	129	83	112	37	145						524	150	131	50
11:00			137	20	129	45	146	38	128						540	103	135	34
11:15			113	29	125	38	131	21	132						501	88	125	29
11:30			162	21	125	36	131	30							418	87	139	29
11:45			130	15	135	16	145	18							410	49	137	16
12:00			119	17	139	33	136	18							394	68	131	23
TOTALS			8013		8317		7959		3001						27290		8083	
AM Times			09:00		08:00		07:30		07:45						07:30		07:30	
AM Peaks			631		614		631		573						2369		591	
AM PHF			0.97		0.95		0.96		0.94						0.98		0.98	
PM Times			15:00		12:30		14:45								14:45		14:45	
PM Peaks			598		556		557								1670		556	
PM PHF			0.97		0.94		0.97								0.99		0.99	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3
Starting: 5/14/2019

Station #: 108837000000
Site ID: 108837000000
Location:
Direction: NORTH

File: M6 EB, JTB EB W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16		17									
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			29	212	29	238	26	219	40						124	669	31	223
00:30			29	237	24	249	36	236	40						129	722	32	241
00:45			23	256	27	258	32	236	50						132	750	33	250
01:00			16	235	18	223	25	235	31						90	693	22	231
01:15			7	249	18	210	18	236	22						65	695	16	232
01:30			19	211	15	218	21	226	18						73	655	18	218
01:45			15	274	15	260	18	248	18						66	782	16	261
02:00			20	229	15	257	21	250	15						71	736	18	245
02:15			10	263	11	264	17	240	11						49	767	12	256
02:30			12	288	14	282	20	269	15						61	839	15	280
02:45			11	287	11	269	12	306	13						47	862	12	287
03:00			4	289	6	260	9	257	9						28	806	7	269
03:15			6	267	6	246	9	253	14						35	766	9	255
03:30			8	274	5	290	9	247	14						36	811	9	270
03:45			12	276	19	307	13	297	11						55	880	14	293
04:00			14	300	11	275	11	234	17						53	809	13	270
04:15			16	276	10	313	16	281	5						47	870	12	290
04:30			20	282	30	324	22	275	18						90	881	22	294
04:45			34	298	39	303	36	303	37						146	904	36	301
05:00			48	263	54	345	55	290	40						197	898	49	299
05:15			52	307	66	284	41	309	57						216	900	54	300
05:30			77	297	85	281	79	279	74						315	857	79	286
05:45			111	301	116	328	108	307	109						444	936	111	312
06:00			160	305	149	355	156	333	127						592	993	148	331
06:15			207	298	195	318	171	344	161						734	960	184	320
06:30			239	344	270	295	242	314	252						1003	953	251	318
06:45			289	271	285	240	286	257	232						1092	768	273	256
07:00			320	223	297	222	306	209	225						1148	654	287	218
07:15			314	213	323	181	328	227	296						1261	621	315	207
07:30			343	190	334	203	346	205	303						1326	598	332	199
07:45			345	173	355	183	358	168	366						1424	524	356	175
08:00			334	160	313	153	300	186	291						1238	499	310	166
08:15			316	164	308	161	302	173	291						1217	498	304	166
08:30			348	138	317	141	263	171	308						1236	450	309	150
08:45			296	141	290	123	237	144	297						1120	408	280	136
09:00			268	136	282	130	262	127	272						1084	393	271	131
09:15			233	112	277	115	271	129	266						1047	356	262	119
09:30			268	131	271	140	254	112	228						1021	383	255	128
09:45			280	115	222	93	276	121	232						1010	329	252	110
10:00			219	94	202	83	237	95	244						902	272	226	91
10:15			234	103	217	112	228	102	210						889	317	222	106
10:30			239	74	225	113	228	82	229						921	269	230	90
10:45			236	61	240	111	225	67	257						958	239	240	80
11:00			241	70	244	86	231	68	260						976	224	244	75
11:15			216	48	203	69	232	56	213						864	173	216	58
11:30			219	54	251	51	231	42							701	147	234	49
11:45			233	30	219	47	229	50							681	127	227	42
12:00			216	37	247	42	227	50							690	129	230	43
TOTALS			17062		17231		16945		6238						57476		17025	
AM Times			07:45		07:15		07:00		07:15						07:15		07:15	
AM Peaks			1343		1325		1338		1256						5249		1311	
AM PHF			0.96		0.93		0.93		0.86						0.92		0.92	
PM Times			17:45		17:45		17:45								17:45		17:45	
PM Peaks			1248		1296		1298								3842		1280	
PM PHF			0.91		0.91		0.94								0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 4

Starting: 5/14/2019

Station #: 108837000000
Site ID: 108837000000
Location:
Direction: NORTH

File: M6 EB, JTB EB W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16		17									
Lane 4	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			30	274	29	254	40	265	44						143	793	36	264
00:30			26	280	28	287	27	299	44						125	866	31	289
00:45			23	279	36	275	34	283	21						114	837	28	279
01:00			18	294	20	293	29	280	30						97	867	24	289
01:15			13	245	11	262	19	289	19						62	796	16	265
01:30			16	263	19	303	19	297	16						70	863	18	288
01:45			19	318	9	299	23	331	23						74	948	18	316
02:00			17	294	20	314	14	294	20						71	902	18	301
02:15			18	304	9	282	12	292	18						57	878	14	293
02:30			10	314	17	321	9	300	15						51	935	13	312
02:45			9	326	12	322	17	335	13						51	983	13	328
03:00			11	315	11	311	13	355	14						49	981	12	327
03:15			9	314	9	311	10	349	12						40	974	10	325
03:30			12	358	8	332	7	363	13						40	1053	10	351
03:45			14	357	13	359	16	344	16						59	1060	15	353
04:00			14	372	25	363	15	356	18						72	1091	18	364
04:15			15	343	17	386	18	355	6						56	1084	14	361
04:30			17	427	19	431	22	422	15						73	1280	18	427
04:45			31	427	30	423	31	403	30						122	1253	30	418
05:00			44	384	52	443	42	380	43						181	1207	45	402
05:15			38	426	42	422	39	430	46						165	1278	41	426
05:30			54	399	77	404	65	408	59						255	1211	64	404
05:45			100	416	102	398	95	402	92						389	1216	97	405
06:00			130	438	129	417	126	440	122						507	1295	127	432
06:15			165	414	169	426	162	438	164						660	1278	165	426
06:30			271	360	263	338	234	418	237						1005	1116	251	372
06:45			264	359	255	320	300	294	251						1070	973	268	324
07:00			293	288	295	285	307	266	237						1132	839	283	280
07:15			348	236	340	259	316	260	296						1300	755	325	252
07:30			370	217	340	227	356	254	335						1401	698	350	233
07:45			370	225	368	206	391	234	355						1484	665	371	222
08:00			350	211	345	205	338	206	329						1362	622	340	207
08:15			328	204	316	203	361	199	305						1310	606	328	202
08:30			343	192	332	206	305	201	320						1300	599	325	200
08:45			339	167	327	173	306	185	322						1294	525	324	175
09:00			291	156	350	144	300	165	311						1252	465	313	155
09:15			282	155	286	171	298	140	269						1135	466	284	155
09:30			271	147	310	146	291	162	305						1177	455	294	152
09:45			290	114	281	116	290	145	292						1153	375	288	125
10:00			259	119	261	108	294	141	273						1087	368	272	123
10:15			234	97	233	130	253	113	229						949	340	237	113
10:30			272	108	248	105	249	88	245						1014	301	254	100
10:45			272	78	252	115	235	94	284						1043	287	261	96
11:00			251	56	261	100	260	75	293						1065	231	266	77
11:15			260	77	265	72	242	81	235						1002	230	250	77
11:30			255	43	269	67	266	48							790	158	263	53
11:45			271	43	268	32	269	53							808	128	269	43
12:00			284	38	261	32	273	63							818	133	273	44
TOTALS			19892		20037		20233		6636						66798		20009	
AM Times			07:15		07:15		07:30		07:30						07:30		07:30	
AM Peaks			1438		1393		1446		1324						5557		1388	
AM PHF			0.97		0.95		0.92		0.93						0.94		0.94	
PM Times			17:15		16:30		17:45								16:30		16:30	
PM Peaks			1679		1719		1698								5018		1671	
PM PHF			0.96		0.97		0.96								0.98		0.98	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 5
Starting: 5/14/2019

Station #: 108837000000
Site ID: 108837000000
Location:
Direction: NORTH

File: M6 EB, JTB EB W of Kernan.PRN
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16		17									
Lane 5	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	166	7	152	9	162	8						34	480	8	160
00:30			5	148	10	188	11	170	6						32	506	8	169
00:45			10	163	4	177	11	190	9						34	530	8	177
01:00			6	171	7	165	9	132	4						26	468	6	156
01:15			4	151	5	151	6	153	4						19	455	5	152
01:30			2	162	3	138	8	175	2						15	475	4	158
01:45			4	187	2	215	3	183	3						12	585	3	195
02:00			2	165	5	186	5	180	6						18	531	4	177
02:15			2	171	3	181	6	165	4						15	517	4	172
02:30			1	219	3	204	3	183	4						11	606	3	202
02:45			2	216	5	217	7	211	2						16	644	4	215
03:00			2	214	3	203	0	266	1						6	683	2	228
03:15			3	227	2	202	2	240	3						10	669	2	223
03:30			2	258	2	267	3	240	3						10	765	2	255
03:45			2	336	4	316	1	309	2						9	961	2	320
04:00			5	326	6	337	3	341	6						20	1004	5	335
04:15			2	338	5	362	3	371	1						11	1071	3	357
04:30			5	543	2	457	6	467	8						21	1467	5	489
04:45			6	548	6	526	4	531	4						20	1605	5	535
05:00			8	531	13	526	13	536	11						45	1593	11	531
05:15			9	535	13	532	14	521	17						53	1588	13	529
05:30			20	506	25	529	22	512	18						85	1547	21	516
05:45			35	518	33	509	38	507	35						141	1534	35	511
06:00			57	513	51	527	59	531	55						222	1571	56	524
06:15			74	501	80	538	86	518	70						310	1557	78	519
06:30			156	350	145	345	137	483	124						562	1178	140	393
06:45			216	383	212	244	212	220	150						790	847	198	282
07:00			233	165	221	184	232	183	178						864	532	216	177
07:15			215	174	251	157	251	167	226						943	498	236	166
07:30			317	160	303	139	312	169	295						1227	468	307	156
07:45			344	124	348	104	360	97	318						1370	325	342	108
08:00			278	110	327	111	272	110	282						1159	331	290	110
08:15			276	102	238	111	278	111	209						1001	324	250	108
08:30			248	94	255	107	264	108	246						1013	309	253	103
08:45			237	92	241	80	231	96	221						930	268	232	89
09:00			205	71	228	86	223	88	216						872	245	218	82
09:15			157	76	148	61	195	76	145						645	213	161	71
09:30			175	60	165	77	166	86	178						684	223	171	74
09:45			177	45	173	59	194	61	160						704	165	176	55
10:00			133	50	128	65	159	64	158						578	179	144	60
10:15			121	34	116	62	127	56	128						492	152	123	51
10:30			133	45	125	3	121	43	133						512	91	128	30
10:45			128	22	132	59	122	36	154						536	117	134	39
11:00			136	18	131	59	132	18	177						576	95	144	32
11:15			133	13	125	33	117	22	142						517	68	129	23
11:30			155	14	139	29	149	16							443	59	148	20
11:45			156	20	158	13	180	20							494	53	165	18
12:00			167	8	179	16	137	15							483	39	161	13
TOTALS			14817		14796		15042		4126						48781		14828	
AM Times			07:30		07:15		07:30		07:15						07:30		07:30	
AM Peaks			1215		1229		1222		1121						4757		1187	
AM PHF			0.88		0.88		0.85		0.88						0.87		0.87	
PM Times			16:30		16:45		16:45								16:45		16:45	
PM Peaks			2157		2113		2100								6333		2110	
PM PHF			0.98		0.99		0.98								0.99		0.99	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/16/2019

Station #: M6 EB
Site ID: 000000012974
Location: JTB EB ML, E of Kernan (O/M/I)
Direction: EAST

File: M6 EB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25129, -81.47661

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							35	290							35	290	35	290
00:30							53	335							53	335	53	335
00:45							34	332							34	332	34	332
01:00							42	322							42	322	42	322
01:15							30	339							30	339	30	339
01:30							34	330							34	330	34	330
01:45							28	322							28	322	28	322
02:00							28	332							28	332	28	332
02:15							28	306							28	306	28	306
02:30							23	349							23	349	23	349
02:45							17	379							17	379	17	379
03:00							10	397							10	397	10	397
03:15							16	366							16	366	16	366
03:30							7	423							7	423	7	423
03:45							20	399							20	399	20	399
04:00							15	399							15	399	15	399
04:15							16	404							16	404	16	404
04:30							26	447							26	447	26	447
04:45							40	488							40	488	40	488
05:00							64	447							64	447	64	447
05:15							54	466							54	466	54	466
05:30							86	436							86	436	86	436
05:45							129	412							129	412	129	412
06:00							148	486							148	486	148	486
06:15							197	485							197	485	197	485
06:30							260	470							260	470	260	470
06:45							332	379							332	379	332	379
07:00							372	301							372	301	372	301
07:15							395	306							395	306	395	306
07:30							436	297							436	297	436	297
07:45							463	244							463	244	463	244
08:00							415	240							415	240	415	240
08:15							448	227							448	227	448	227
08:30							381	228							381	228	381	228
08:45							330	216							330	216	330	216
09:00							329	207							329	207	329	207
09:15							353	208							353	208	353	208
09:30							320	196							320	196	320	196
09:45							298	149							298	149	298	149
10:00							324	174							324	174	324	174
10:15							298	132							298	132	298	132
10:30							299	125							299	125	299	125
10:45							251	115							251	115	251	115
11:00							296	89							296	89	296	89
11:15							269	99							269	99	269	99
11:30							285	69							285	69	285	69
11:45							319	73							319	73	319	73
12:00							325	75							325	75	325	75
TOTALS							23288								23288		23288	
AM Times							07:30								07:30		07:30	
AM Peaks							1762								1762		1762	
AM PHF							0.95								0.95		0.95	
PM Times							17:45								17:45		17:45	
PM Peaks							1853								1853		1853	
PM PHF							0.95								0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 5/16/2019

Station #: M6 EB
Site ID: 000000012974
Location: JTB EB ML, E of Kernan (O/M/I)
Direction: EAST

File: M6 EB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25129, -81.47661

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							43	278							43	278	43	278
00:30							24	287							24	287	24	287
00:45							38	304							38	304	38	304
01:00							28	302							28	302	28	302
01:15							19	268							19	268	19	268
01:30							19	286							19	286	19	286
01:45							13	329							13	329	13	329
02:00							14	312							14	312	14	312
02:15							12	282							12	282	12	282
02:30							11	315							11	315	11	315
02:45							16	344							16	344	16	344
03:00							15	328							15	328	15	328
03:15							12	316							12	316	12	316
03:30							9	324							9	324	9	324
03:45							15	306							15	306	15	306
04:00							21	337							21	337	21	337
04:15							21	354							21	354	21	354
04:30							25	380							25	380	25	380
04:45							41	371							41	371	41	371
05:00							57	356							57	356	57	356
05:15							38	380							38	380	38	380
05:30							78	344							78	344	78	344
05:45							107	390							107	390	107	390
06:00							143	378							143	378	143	378
06:15							171	399							171	399	171	399
06:30							258	405							258	405	258	405
06:45							309	296							309	296	309	296
07:00							320	266							320	266	320	266
07:15							316	282							316	282	316	282
07:30							355	253							355	253	355	253
07:45							373	214							373	214	373	214
08:00							345	213							345	213	345	213
08:15							360	196							360	196	360	196
08:30							322	212							322	212	322	212
08:45							308	173							308	173	308	173
09:00							321	167							321	167	321	167
09:15							318	143							318	143	318	143
09:30							299	160							299	160	299	160
09:45							302	147							302	147	302	147
10:00							312	153							312	153	312	153
10:15							273	128							273	128	273	128
10:30							264	110							264	110	264	110
10:45							259	88							259	88	259	88
11:00							291	78							291	78	291	78
11:15							268	77							268	77	268	77
11:30							282	59							282	59	282	59
11:45							310	51							310	51	310	51
12:00							276	54							276	54	276	54
TOTALS							20226								20226		20226	
AM Times							07:30								07:30		07:30	
AM Peaks							1433								1433		1433	
AM PHF							0.96								0.96		0.96	
PM Times							17:45								17:45		17:45	
PM Peaks							1572								1572		1572	
PM PHF							0.97								0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3 Page: 3
Starting: 5/16/2019

Station #: M6 EB
Site ID: 000000012974
Location: JTB EB ML, E of Kernan (O/M/I)
Direction: EAST

File: M6 EB, JTB E of Kernan Thu.prn
City: 19-194 JG
County: 30.25129, -81.47661

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
							16											
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							8	193							8	193	8	193
00:30							9	201							9	201	9	201
00:45							13	223							13	223	13	223
01:00							8	179							8	179	8	179
01:15							1	195							1	195	1	195
01:30							6	204							6	204	6	204
01:45							5	226							5	226	5	226
02:00							4	224							4	224	4	224
02:15							3	203							3	203	3	203
02:30							2	234							2	234	2	234
02:45							4	266							4	266	4	266
03:00							4	278							4	278	4	278
03:15							0	279							0	279	0	279
03:30							1	288							1	288	1	288
03:45							1	306							1	306	1	306
04:00							2	331							2	331	2	331
04:15							2	340							2	340	2	340
04:30							5	436							5	436	5	436
04:45							8	442							8	442	8	442
05:00							17	428							17	428	17	428
05:15							12	454							12	454	12	454
05:30							28	426							28	426	28	426
05:45							42	413							42	413	42	413
06:00							78	453							78	453	78	453
06:15							106	455							106	455	106	455
06:30							176	433							176	433	176	433
06:45							309	255							309	255	309	255
07:00							297	189							297	189	297	189
07:15							314	189							314	189	314	189
07:30							392	173							392	173	392	173
07:45							440	128							440	128	440	128
08:00							359	131							359	131	359	131
08:15							359	123							359	123	359	123
08:30							313	134							313	134	313	134
08:45							259	106							259	106	259	106
09:00							310	97							310	97	310	97
09:15							249	76							249	76	249	76
09:30							229	84							229	84	229	84
09:45							247	71							247	71	247	71
10:00							216	66							216	66	216	66
10:15							174	51							174	51	174	51
10:30							164	38							164	38	164	38
10:45							178	34							178	34	178	34
11:00							175	21							175	21	175	21
11:15							166	23							166	23	166	23
11:30							184	14							184	14	184	14
11:45							222	18							222	18	222	18
12:00							163	20							163	20	163	20
TOTALS							16415								16415		16415	
AM Times							07:30								07:30		07:30	
AM Peaks							1550								1550		1550	
AM PHF							0.88								0.88		0.88	
PM Times							16:30								16:30		16:30	
PM Peaks							1760								1760		1760	
PM PHF							0.97								0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/21/2019

Station #: M6
Site ID: 000000108855
Location: EB JTB ML, E of Kernan Blvd (O/M/I)
Direction: EAST

File: M6 EB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25129, -81.47658

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			44	305											44	305	44	305
00:30			40	313											40	313	40	313
00:45			26	349											26	349	26	349
01:00			25	341											25	341	25	341
01:15			20	324											20	324	20	324
01:30			20	355											20	355	20	355
01:45			20	345											20	345	20	345
02:00			21	339											21	339	21	339
02:15			22	327											22	327	22	327
02:30			17	389											17	389	17	389
02:45			9	374											9	374	9	374
03:00			14	412											14	412	14	412
03:15			9	352											9	352	9	352
03:30			6	367											6	367	6	367
03:45			5	379											5	379	5	379
04:00			13	396											13	396	13	396
04:15			16	434											16	434	16	434
04:30			25	471											25	471	25	471
04:45			56	468											56	468	56	468
05:00			52	472											52	472	52	472
05:15			60	437											60	437	60	437
05:30			88	434											88	434	88	434
05:45			117	420											117	420	117	420
06:00			158	454											158	454	158	454
06:15			189	512											189	512	189	512
06:30			287	471											287	471	287	471
06:45			319	359											319	359	319	359
07:00			357	304											357	304	357	304
07:15			378	288											378	288	378	288
07:30			428	274											428	274	428	274
07:45			432	260											432	260	432	260
08:00			428	260											428	260	428	260
08:15			426	227											426	227	426	227
08:30			431	219											431	219	431	219
08:45			416	173											416	173	416	173
09:00			325	181											325	181	325	181
09:15			293	169											293	169	293	169
09:30			295	184											295	184	295	184
09:45			291	154											291	154	291	154
10:00			301	142											301	142	301	142
10:15			273	136											273	136	273	136
10:30			288	134											288	134	288	134
10:45			265	106											265	106	265	106
11:00			307	84											307	84	307	84
11:15			278	100											278	100	278	100
11:30			284	78											284	78	284	78
11:45			325	66											325	66	325	66
12:00			320	49											320	49	320	49
TOTALS			23006												23006		23006	
AM Times			07:45												07:45		07:45	
AM Peaks			1717												1717		1717	
AM PHF			0.99												0.99		0.99	
PM Times			17:45												17:45		17:45	
PM Peaks			1857												1857		1857	
PM PHF			0.91												0.91		0.91	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 5/21/2019

Station #: M6
Site ID: 000000108855
Location: EB JTB ML, E of Kernan Blvd (O/M/I)
Direction: EAST

File: M6 EB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25129, -81.47658

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			33	284											33	284	33	284
00:30			25	292											25	292	25	292
00:45			25	285											25	285	25	285
01:00			18	283											18	283	18	283
01:15			16	258											16	258	16	258
01:30			24	277											24	277	24	277
01:45			20	315											20	315	20	315
02:00			12	314											12	314	12	314
02:15			9	292											9	292	9	292
02:30			13	334											13	334	13	334
02:45			9	319											9	319	9	319
03:00			7	305											7	305	7	305
03:15			16	326											16	326	16	326
03:30			18	325											18	325	18	325
03:45			25	337											25	337	25	337
04:00			20	359											20	359	20	359
04:15			22	374											22	374	22	374
04:30			25	405											25	405	25	405
04:45			39	397											39	397	39	397
05:00			46	367											46	367	46	367
05:15			59	393											59	393	59	393
05:30			66	335											66	335	66	335
05:45			121	371											121	371	121	371
06:00			143	368											143	368	143	368
06:15			181	394											181	394	181	394
06:30			278	383											278	383	278	383
06:45			288	333											288	333	288	333
07:00			305	283											305	283	305	283
07:15			322	240											322	240	322	240
07:30			363	243											363	243	363	243
07:45			360	217											360	217	360	217
08:00			320	194											320	194	320	194
08:15			366	196											366	196	366	196
08:30			355	200											355	200	355	200
08:45			362	159											362	159	362	159
09:00			345	173											345	173	345	173
09:15			305	148											305	148	305	148
09:30			308	146											308	146	308	146
09:45			318	113											318	113	318	113
10:00			282	123											282	123	282	123
10:15			253	113											253	113	253	113
10:30			282	105											282	105	282	105
10:45			303	84											303	84	303	84
11:00			282	77											282	77	282	77
11:15			261	89											261	89	261	89
11:30			270	62											270	62	270	62
11:45			291	55											291	55	291	55
12:00			303	45											303	45	303	45
TOTALS			20204												20204		20204	
AM Times			08:15												08:15		08:15	
AM Peaks			1428												1428		1428	
AM PHF			0.98												0.98		0.98	
PM Times			16:30												16:30		16:30	
PM Peaks			1562												1562		1562	
PM PHF			0.96												0.96		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3 Page: 3
Starting: 5/21/2019

Station #: M6
Site ID: 000000108855
Location: EB JTB ML, E of Kernan Blvd (O/M/I)
Direction: EAST

File: M6 EB, JTB E of Kernan Tue.PRN
City: 19-194 AW TRS
County: 30.25129, -81.47658

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21															
Lane 3	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			9	169											9	169	9	169
00:30			7	179											7	179	7	179
00:45			4	200											4	200	4	200
01:00			4	181											4	181	4	181
01:15			0	192											0	192	0	192
01:30			5	188											5	188	5	188
01:45			3	232											3	232	3	232
02:00			2	225											2	225	2	225
02:15			2	224											2	224	2	224
02:30			1	257											1	257	1	257
02:45			3	232											3	232	3	232
03:00			1	249											1	249	1	249
03:15			3	235											3	235	3	235
03:30			4	237											4	237	4	237
03:45			4	312											4	312	4	312
04:00			3	298											3	298	3	298
04:15			2	393											2	393	2	393
04:30			7	430											7	430	7	430
04:45			12	469											12	469	12	469
05:00			23	468											23	468	23	468
05:15			22	456											22	456	22	456
05:30			18	391											18	391	18	391
05:45			38	410											38	410	38	410
06:00			83	436											83	436	83	436
06:15			103	424											103	424	103	424
06:30			217	396											217	396	217	396
06:45			282	230											282	230	282	230
07:00			279	197											279	197	279	197
07:15			288	162											288	162	288	162
07:30			366	142											366	142	366	142
07:45			418	144											418	144	418	144
08:00			373	121											373	121	373	121
08:15			331	116											331	116	331	116
08:30			314	96											314	96	314	96
08:45			302	70											302	70	302	70
09:00			275	76											275	76	275	76
09:15			194	69											194	69	194	69
09:30			199	79											199	79	199	79
09:45			217	43											217	43	217	43
10:00			201	43											201	43	201	43
10:15			162	34											162	34	162	34
10:30			194	35											194	35	194	35
10:45			173	32											173	32	173	32
11:00			175	32											175	32	175	32
11:15			140	30											140	30	140	30
11:30			167	23											167	23	167	23
11:45			193	15											193	15	193	15
12:00			194	11											194	11	194	11
TOTALS			15700												15700		15700	
AM Times			07:30												07:30		07:30	
AM Peaks			1488												1488		1488	
AM PHF			0.89												0.89		0.89	
PM Times			16:30												16:30		16:30	
PM Peaks			1823												1823		1823	
PM PHF			0.97												0.97		0.97	

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-NI
Site ID: 000000009361
Location: 9B NB/SB ML, S of I-295 (NI)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	24	1	0	0	0	0	0	3	0	0	0	0	0	0	28
00:30	0	21	3	0	1	0	0	0	1	0	0	0	0	0	0	26
00:45	1	17	1	0	0	0	0	0	2	0	0	0	0	0	0	21
01:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	1	66	6	0	1	0	0	0	7	0	0	0	0	0	0	81
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5
01:45	0	8	1	0	0	0	0	0	0	0	0	1	0	0	0	10
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	3	0	0	1	0	0	1	0	0	1	0	0	0	33
02:15	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	9	2	0	0	0	0	0	3	0	0	0	0	0	0	14
03:00	0	2	4	0	0	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	23	7	0	0	0	0	2	3	0	0	0	0	0	0	35
03:15	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	8
03:30	0	13	0	0	2	1	0	1	1	0	0	0	0	0	0	18
03:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	10	1	0	1	1	0	0	0	0	1	0	0	0	0	14
Hour Total	0	44	3	0	3	2	0	1	1	0	2	0	0	0	0	56
04:15	0	13	3	0	0	0	0	0	2	0	0	0	0	0	0	18
04:30	0	24	7	0	0	0	0	0	3	0	0	0	0	0	0	34
04:45	0	29	8	0	0	0	0	0	2	0	1	0	0	0	0	40
05:00	0	32	6	0	0	0	0	0	2	0	0	0	0	0	0	40
Hour Total	0	98	24	0	0	0	0	0	9	0	1	0	0	0	0	132
05:15	0	28	16	0	0	1	0	0	0	0	0	0	0	0	0	45
05:30	2	43	15	0	0	0	0	0	1	0	0	0	0	0	0	61
05:45	0	78	26	1	0	0	0	1	2	0	1	0	0	0	0	109
06:00	1	116	23	0	0	0	0	0	4	0	0	0	0	0	0	144
Hour Total	3	265	80	1	0	1	0	1	7	0	1	0	0	0	0	359
06:15	1	135	48	0	0	0	0	0	4	0	0	0	0	0	0	188
06:30	2	208	62	0	2	0	1	1	3	0	0	0	0	0	0	279
06:45	1	296	102	0	1	0	0	0	7	0	0	0	0	0	0	407
07:00	1	253	71	0	2	0	0	2	5	0	2	1	0	0	0	337
Hour Total	5	892	283	0	5	0	1	3	19	0	2	1	0	0	0	1211
07:15	1	337	83	0	1	0	0	1	5	0	0	0	0	0	0	428
07:30	6	264	54	0	1	0	0	2	3	1	0	0	3	0	0	334
07:45	1	220	49	0	0	0	1	0	9	3	0	1	4	0	0	288
08:00	3	190	43	0	3	0	2	2	4	0	0	1	2	0	0	250
Hour Total	11	1011	229	0	5	0	3	5	21	4	0	2	9	0	0	1300
08:15	5	207	44	0	2	2	1	1	2	2	0	0	2	0	0	268
08:30	1	193	33	0	1	1	0	0	3	0	0	0	0	0	0	232
08:45	1	200	46	1	2	0	0	2	2	0	0	0	0	0	0	254
09:00	0	189	33	0	0	1	0	2	3	0	0	0	0	0	0	228
Hour Total	7	789	156	1	5	4	1	5	10	2	0	0	2	0	0	982

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-NI
Site ID: 000000009361
Location: 9B NB/SB ML, S of I-295 (NI)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	154	33	0	1	0	0	1	6	0	0	0	0	0	0	195
09:30	0	176	42	0	4	0	0	3	3	0	0	0	0	0	0	228
09:45	1	164	46	0	1	0	0	1	2	0	0	1	0	0	0	216
10:00	0	174	38	0	3	0	0	0	2	0	2	0	0	0	0	219
Hour Total	1	668	159	0	9	0	0	5	13	0	2	1	0	0	0	858
10:15	0	173	39	0	2	0	0	1	11	0	0	0	0	0	0	226
10:30	0	171	41	1	2	0	0	0	3	0	0	0	0	0	0	218
10:45	2	162	36	0	1	1	0	0	3	0	0	0	0	0	0	205
11:00	1	152	25	0	2	2	0	1	7	0	0	0	0	0	0	190
Hour Total	3	658	141	1	7	3	0	2	24	0	0	0	0	0	0	839
11:15	0	159	37	1	3	0	0	1	15	0	0	0	0	0	0	216
11:30	0	164	31	0	2	1	0	2	5	0	0	1	0	0	0	206
11:45	0	136	36	1	0	1	0	0	6	0	0	1	0	0	0	181
12:00	2	132	31	0	0	0	0	1	9	0	0	0	0	0	0	175
Hour Total	2	591	135	2	5	2	0	4	35	0	0	2	0	0	0	778
12:15	3	151	33	0	2	0	0	2	5	1	0	0	0	0	0	197
12:30	0	139	49	1	0	1	1	1	7	0	0	0	0	0	0	199
12:45	0	133	26	0	1	1	0	1	3	0	0	1	0	0	0	166
13:00	1	134	28	1	4	1	0	1	11	0	0	1	0	0	0	182
Hour Total	4	557	136	2	7	3	1	5	26	1	0	2	0	0	0	744
13:15	0	143	40	0	0	1	0	0	6	0	0	0	0	0	0	190
13:30	0	143	36	0	1	1	0	1	4	0	0	0	0	0	0	186
13:45	0	141	43	0	0	0	0	1	9	0	1	0	0	0	0	195
14:00	0	158	41	0	2	1	0	1	5	0	0	0	0	0	0	208
Hour Total	0	585	160	0	3	3	0	3	24	0	1	0	0	0	0	779
14:15	0	139	30	0	0	1	0	1	3	0	0	0	0	0	0	174
14:30	2	154	40	0	0	0	0	2	6	0	0	0	0	0	0	204
14:45	0	144	38	1	3	0	0	6	14	0	0	0	0	0	0	206
15:00	0	113	41	0	1	0	0	1	3	0	0	0	0	0	0	159
Hour Total	2	550	149	1	4	1	0	10	26	0	0	0	0	0	0	743
15:15	0	145	45	1	1	0	0	0	10	0	0	0	0	0	0	202
15:30	0	181	40	0	2	2	0	2	8	0	0	0	0	0	0	235
15:45	0	179	52	0	1	1	0	1	2	0	0	0	0	0	0	236
16:00	0	183	71	0	2	0	0	2	4	0	0	0	0	0	0	262
Hour Total	0	688	208	1	6	3	0	5	24	0	0	0	0	0	0	935
16:15	1	169	59	1	0	1	0	0	5	0	0	0	0	0	0	236
16:30	1	171	52	0	2	0	0	1	3	1	0	0	0	0	0	231
16:45	2	206	35	1	0	0	0	0	5	0	0	0	0	0	0	249
17:00	2	196	44	0	1	0	0	2	5	0	0	0	0	0	0	250
Hour Total	6	742	190	2	3	1	0	3	18	1	0	0	0	0	0	966
17:15	1	212	35	0	0	0	0	1	4	0	0	0	0	0	0	253
17:30	2	204	43	0	0	1	0	1	0	0	0	0	0	0	0	251
17:45	1	171	40	0	1	0	0	0	2	0	0	0	0	0	0	215
18:00	0	121	31	0	0	0	0	2	2	2	0	0	0	0	0	158
Hour Total	4	708	149	0	1	1	0	4	8	2	0	0	0	0	0	877

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-NI
Site ID: 000000009361
Location: 9B NB/SB ML, S of I-295 (NI)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	140	38	0	1	0	0	0	7	0	1	0	0	0	0	187
18:30	1	172	28	0	1	1	0	2	2	0	0	0	0	0	0	207
18:45	0	147	28	0	1	0	0	1	3	0	0	0	0	0	0	180
19:00	0	114	29	0	1	0	0	1	6	1	0	0	0	0	0	152
Hour Total	1	573	123	0	4	1	0	4	18	1	1	0	0	0	0	726
19:15	0	120	26	0	1	0	0	0	9	0	0	0	0	0	0	156
19:30	1	97	19	0	0	0	0	1	4	0	0	0	0	0	0	122
19:45	1	94	26	0	1	0	0	0	0	0	0	0	0	0	0	122
20:00	0	104	17	0	0	0	0	0	3	0	0	0	0	0	0	124
Hour Total	2	415	88	0	2	0	0	1	16	0	0	0	0	0	0	524
20:15	1	77	17	0	1	0	0	0	0	0	0	0	0	0	0	96
20:30	0	65	11	0	0	0	0	1	1	0	1	0	0	0	0	79
20:45	1	64	12	0	0	0	0	0	2	0	0	0	0	0	0	79
21:00	0	54	18	0	1	1	0	0	1	0	0	0	0	0	0	75
Hour Total	2	260	58	0	2	1	0	1	4	0	1	0	0	0	0	329
21:15	0	58	9	0	0	0	0	0	1	0	0	0	0	0	0	68
21:30	0	71	12	0	0	0	0	1	1	0	0	0	0	0	0	85
21:45	0	53	3	0	0	0	0	0	1	0	0	0	0	0	0	57
22:00	0	26	9	0	0	0	0	0	2	0	0	0	0	0	0	37
Hour Total	0	208	33	0	0	0	0	1	5	0	0	0	0	0	0	247
22:15	0	43	4	0	1	0	0	0	1	0	0	0	0	0	0	49
22:30	0	40	7	0	1	0	0	0	2	0	1	0	0	0	0	51
22:45	0	23	7	0	0	0	0	0	1	0	0	0	0	0	0	31
23:00	1	32	3	0	0	0	0	0	1	0	0	0	0	0	0	37
Hour Total	1	138	21	0	2	0	0	0	5	0	1	0	0	0	0	168
23:15	0	31	6	0	1	0	0	1	0	0	0	0	0	0	0	39
23:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
23:45	0	19	5	0	0	0	0	0	1	0	0	0	0	0	0	25
24:00	0	20	2	0	0	0	0	0	3	0	0	0	0	0	0	25
Hour Total	0	89	15	0	1	0	0	1	4	0	0	0	0	0	0	110
24 HR TOTAL	55	10645	2556	11	75	27	6	66	328	11	12	9	11	0	0	13812
PERCENTS	0.4%	77.1%	18.5%	0.1%	0.5%	0.2%	0.0%	0.5%	2.4%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	07:30	06:45	06:30	10:30	09:30	08:15	07:30	08:45	11:15	07:30	03:15	07:00	07:30	06:45
AM Peaks	15	1150	318	2	10	4	4	8	35	6	2	2	11	1506
PM Times	16:45	16:45	15:45	11:45	12:15	12:30	11:45	14:00	14:45	17:15	13:00	11:30		16:45
PM Peaks	7	818	234	2	7	4	1	10	35	2	1	2		1003

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-NI
Site ID: 000000009361
Location: 9B NB/SB ML, S of I-295 (NI)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
00:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
01:00	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
Hour Total	0	48	5	0	0	0	0	0	3	0	0	0	0	0	0	56
01:15	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
01:30	0	5	2	0	0	0	0	0	0	0	0	1	0	0	0	8
01:45	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
02:00	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
Hour Total	0	32	5	0	0	0	0	0	3	0	0	1	0	0	0	41
02:15	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
02:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	15	10	0	0	0	0	0	1	0	0	0	0	0	0	27
03:15	0	2	2	0	1	0	0	0	0	0	2	0	0	0	0	7
03:30	0	6	0	0	0	0	0	0	1	0	1	0	0	0	0	8
03:45	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
04:00	0	9	2	0	0	0	0	1	1	0	0	0	0	0	0	13
Hour Total	0	29	5	0	1	0	0	1	3	0	3	0	0	0	0	42
04:15	0	7	4	0	0	0	0	0	0	0	2	0	0	0	0	13
04:30	0	20	4	0	0	0	0	0	3	0	0	0	0	0	0	27
04:45	0	36	6	0	0	0	0	1	0	0	0	0	0	0	0	43
05:00	0	28	7	0	0	0	0	1	0	0	0	0	0	0	0	36
Hour Total	0	91	21	0	0	0	0	2	3	0	2	0	0	0	0	119
05:15	0	34	16	0	2	0	0	0	2	0	1	0	0	0	0	55
05:30	0	45	9	0	1	0	0	0	0	0	0	0	0	0	0	55
05:45	0	78	20	0	1	1	0	0	0	0	0	0	0	0	0	100
06:00	1	80	25	0	0	0	0	0	2	0	0	0	0	0	0	108
Hour Total	1	237	70	0	4	1	0	0	4	0	1	0	0	0	0	318
06:15	2	109	42	0	1	0	0	2	1	0	0	0	0	0	0	157
06:30	2	199	61	0	0	0	0	1	5	0	0	2	0	0	0	270
06:45	1	300	78	0	2	0	0	2	6	0	0	0	0	0	0	389
07:00	1	264	65	0	2	0	0	2	2	0	0	0	0	0	0	336
Hour Total	6	872	246	0	5	0	0	7	14	0	0	2	0	0	0	1152
07:15	2	329	80	0	2	0	0	1	5	0	0	0	0	0	0	419
07:30	1	325	58	0	1	1	0	1	10	1	0	0	0	0	0	398
07:45	1	214	44	0	0	0	1	1	7	0	1	0	2	0	0	271
08:00	0	230	46	0	2	1	3	2	6	0	1	2	0	0	0	293
Hour Total	4	1098	228	0	5	2	4	5	28	1	2	2	2	0	0	1381
08:15	4	210	35	0	0	3	0	0	4	3	0	0	0	0	0	259
08:30	2	209	52	0	2	2	1	0	3	0	0	0	0	0	0	271
08:45	0	173	51	2	4	1	0	0	4	0	0	0	0	0	0	235
09:00	0	156	34	0	0	0	0	1	5	0	0	0	0	0	0	196
Hour Total	6	748	172	2	6	6	1	1	16	3	0	0	0	0	0	961

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-NI
Site ID: 000000009361
Location: 9B NB/SB ML, S of I-295 (NI)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	160	32	1	1	0	0	0	3	0	0	0	0	0	0	198
09:30	0	155	29	0	0	0	0	1	7	0	0	0	0	0	0	192
09:45	0	150	31	0	2	1	0	0	5	0	0	0	0	0	0	189
10:00	0	179	28	0	2	0	0	1	4	1	0	0	0	0	0	215
Hour Total	1	644	120	1	5	1	0	2	19	1	0	0	0	0	0	794
10:15	0	156	47	0	2	1	0	0	6	0	1	0	0	0	0	213
10:30	0	165	35	0	1	0	0	0	8	0	1	0	0	0	0	210
10:45	2	179	44	0	1	3	0	0	11	0	0	0	0	0	0	240
11:00	1	163	53	0	3	1	0	2	10	0	0	0	0	0	0	233
Hour Total	3	663	179	0	7	5	0	2	35	0	2	0	0	0	0	896
11:15	0	152	46	0	0	5	0	2	7	0	0	0	0	0	0	212
11:30	0	149	33	0	0	1	0	1	8	0	0	0	0	0	0	192
11:45	1	140	42	0	2	0	1	0	8	0	0	0	0	0	0	194
12:00	0	151	34	0	3	1	0	3	14	0	0	0	0	0	0	206
Hour Total	1	592	155	0	5	7	1	6	37	0	0	0	0	0	0	804
12:15	0	158	36	0	1	0	0	1	6	0	0	0	0	0	0	202
12:30	1	161	38	0	1	1	0	3	13	1	0	0	0	0	0	219
12:45	0	128	27	0	2	1	0	1	7	0	0	1	0	0	0	167
13:00	1	127	30	0	1	1	0	1	6	0	0	0	0	0	0	167
Hour Total	2	574	131	0	5	3	0	6	32	1	0	1	0	0	0	755
13:15	1	140	44	0	0	1	0	1	6	0	0	0	0	0	0	193
13:30	0	146	41	1	1	1	0	0	3	0	1	0	0	0	0	194
13:45	0	157	39	0	2	0	0	1	10	0	0	0	0	0	0	209
14:00	0	148	37	0	0	0	1	0	9	0	0	0	0	0	0	195
Hour Total	1	591	161	1	3	2	1	2	28	0	1	0	0	0	0	791
14:15	0	135	32	0	1	0	0	0	8	0	0	0	0	0	0	176
14:30	1	182	48	0	2	0	0	0	12	0	0	0	0	0	0	245
14:45	1	153	41	0	1	0	0	5	6	0	0	0	0	0	0	207
15:00	0	137	47	0	1	2	0	1	7	0	0	0	0	0	0	195
Hour Total	2	607	168	0	5	2	0	6	33	0	0	0	0	0	0	823
15:15	0	147	52	0	1	0	0	3	5	0	0	0	1	0	0	209
15:30	2	186	47	0	3	0	0	4	3	0	0	0	0	0	0	245
15:45	1	231	69	0	2	0	0	4	5	0	1	0	0	0	0	313
16:00	1	191	45	0	0	1	0	1	4	0	0	0	0	0	0	243
Hour Total	4	755	213	0	6	1	0	12	17	0	1	0	1	0	0	1010
16:15	1	187	52	1	1	1	0	1	3	0	0	0	0	0	0	247
16:30	1	151	36	0	0	0	0	1	2	0	0	0	0	0	0	191
16:45	0	225	41	0	0	0	0	1	2	0	0	0	0	0	0	269
17:00	3	199	48	0	0	0	0	0	9	0	0	0	0	0	0	259
Hour Total	5	762	177	1	1	1	0	3	16	0	0	0	0	0	0	966
17:15	0	222	44	0	1	0	0	0	3	0	0	0	0	0	0	270
17:30	0	175	59	0	1	0	0	1	2	0	0	0	0	0	0	238
17:45	0	179	43	0	1	0	0	1	4	1	0	0	0	0	0	229
18:00	1	148	34	0	0	0	0	0	2	0	0	0	0	0	0	185
Hour Total	1	724	180	0	3	0	0	2	11	1	0	0	0	0	0	922

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-NI
Site ID: 000000009361
Location: 9B NB/SB ML, S of I-295 (NI)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	161	22	0	1	0	0	1	2	0	0	0	0	0	0	187
18:30	0	181	47	0	1	0	0	1	1	0	0	0	0	0	0	231
18:45	0	143	34	0	0	0	0	1	3	0	0	0	0	0	0	181
19:00	1	117	30	0	4	0	0	1	1	0	0	0	0	0	0	154
Hour Total	1	602	133	0	6	0	0	4	7	0	0	0	0	0	0	753
19:15	0	120	31	0	2	0	0	0	3	0	0	0	0	0	0	156
19:30	0	109	27	0	0	0	0	1	5	0	0	0	0	0	0	142
19:45	0	98	20	0	1	0	0	2	2	0	0	0	0	0	0	123
20:00	0	84	19	0	0	0	0	1	1	0	0	0	0	0	0	105
Hour Total	0	411	97	0	3	0	0	4	11	0	0	0	0	0	0	526
20:15	1	98	17	0	0	0	0	2	1	0	0	0	0	0	0	119
20:30	0	85	18	1	0	0	0	1	1	0	0	0	0	0	0	106
20:45	0	78	14	0	0	0	0	0	0	0	0	0	0	0	0	92
21:00	2	64	10	3	1	0	0	0	7	0	0	0	0	0	0	87
Hour Total	3	325	59	4	1	0	0	3	9	0	0	0	0	0	0	404
21:15	0	74	15	0	0	0	0	0	2	0	0	0	0	0	0	91
21:30	0	81	17	0	1	0	0	0	3	0	0	0	0	0	0	102
21:45	0	63	7	0	1	0	0	0	1	0	0	0	0	0	0	72
22:00	0	60	4	0	1	0	0	0	0	0	0	0	0	0	0	65
Hour Total	0	278	43	0	3	0	0	0	6	0	0	0	0	0	0	330
22:15	0	54	8	0	0	2	0	0	0	0	1	0	0	0	0	65
22:30	0	42	7	0	0	1	0	0	1	0	0	0	0	0	0	51
22:45	0	34	9	0	1	0	0	0	2	0	0	0	0	0	0	46
23:00	0	38	9	1	1	0	0	2	2	0	0	0	0	0	0	53
Hour Total	0	168	33	1	2	3	0	2	5	0	1	0	0	0	0	215
23:15	0	29	2	0	0	0	0	0	1	0	0	0	0	0	0	32
23:30	1	31	2	0	0	0	0	0	2	0	0	0	0	0	0	36
23:45	0	30	4	0	0	0	0	0	2	0	0	0	0	0	0	36
24:00	0	19	3	0	0	0	0	0	1	0	1	0	0	0	0	24
Hour Total	1	109	11	0	0	0	0	0	6	0	1	0	0	0	0	128
24 HR TOTAL	43	10975	2622	10	76	34	7	70	347	7	14	6	3	0	0	14214
PERCENTS	0.3%	77.2%	18.4%	0.1%	0.5%	0.2%	0.0%	0.5%	2.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	07:45	06:45	06:30	08:30	08:00	10:45	07:45	06:15	11:15	07:30	02:45	05:45	07:00	06:45
AM Peaks	7	1218	284	3	8	10	5	7	37	4	3	2	2	1542
PM Times	15:30	16:45	15:00	20:15	11:45	12:30	11:30	14:45	11:45	11:45	12:45	12:00	14:30	15:30
PM Peaks	5	821	215	4	7	4	1	13	41	1	1	1	1	1048

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-NO
Site ID: 000000020173
Location: 9B NB/SB ML, S of I-295 (NO)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	16	2	0	0	0	0	0	8	0	1	0	0	0	0	27
00:30	0	11	2	0	1	0	0	0	6	0	0	0	0	0	0	20
00:45	0	12	3	0	0	0	0	1	4	0	0	0	0	0	0	20
01:00	0	14	3	0	0	0	0	1	6	0	0	0	0	0	0	24
Hour Total	0	53	10	0	1	0	0	2	24	0	1	0	0	0	0	91
01:15	0	11	1	0	0	0	0	2	2	0	0	0	0	0	0	16
01:30	0	8	1	0	0	0	0	0	4	0	0	1	0	0	0	14
01:45	0	8	4	0	0	0	0	1	1	0	0	0	0	0	0	14
02:00	0	8	2	0	0	0	0	0	6	0	0	0	0	0	0	16
Hour Total	0	35	8	0	0	0	0	3	13	0	0	1	0	0	0	60
02:15	0	11	1	0	0	0	0	0	2	0	0	0	0	0	0	14
02:30	0	7	1	0	0	0	0	0	7	0	0	0	0	0	0	15
02:45	0	6	1	0	0	0	0	0	4	0	1	0	0	0	0	12
03:00	0	7	0	0	0	0	0	0	3	0	0	0	0	0	0	10
Hour Total	0	31	3	0	0	0	0	0	16	0	1	0	0	0	0	51
03:15	0	5	1	0	0	0	0	1	2	0	0	0	0	0	0	9
03:30	0	5	3	0	0	0	1	1	4	0	1	0	0	0	0	15
03:45	0	14	0	0	0	1	0	1	6	0	0	0	0	0	0	22
04:00	1	11	1	1	0	0	0	1	6	0	0	0	0	0	0	21
Hour Total	1	35	5	1	0	1	1	4	18	0	1	0	0	0	0	67
04:15	0	14	5	0	0	0	0	0	5	0	0	0	0	0	0	24
04:30	0	23	8	0	0	2	0	0	3	0	0	0	0	0	0	36
04:45	0	27	11	0	0	0	0	1	5	0	1	1	0	0	0	46
05:00	1	35	5	0	0	0	0	1	5	0	0	0	0	0	0	47
Hour Total	1	99	29	0	0	2	0	2	18	0	1	1	0	0	0	153
05:15	0	39	6	1	0	1	0	1	7	0	0	0	0	0	0	55
05:30	0	55	14	0	1	0	0	2	3	0	0	0	0	0	0	75
05:45	0	62	15	0	3	2	0	2	9	0	0	1	0	0	0	94
06:00	0	62	21	0	0	1	0	3	13	0	0	0	0	0	0	100
Hour Total	0	218	56	1	4	4	0	8	32	0	0	1	0	0	0	324
06:15	0	85	44	1	2	0	0	3	9	0	0	4	0	0	0	148
06:30	1	106	31	0	2	1	0	1	16	2	0	0	0	0	0	160
06:45	2	165	50	1	5	2	0	3	18	0	1	0	0	0	0	247
07:00	2	174	48	1	1	2	0	3	15	0	0	0	0	0	0	246
Hour Total	5	530	173	3	10	5	0	10	58	2	1	4	0	0	0	801
07:15	0	227	43	0	0	2	0	0	11	0	0	1	0	0	0	284
07:30	0	229	53	0	0	2	0	1	17	0	0	0	0	0	0	302
07:45	2	216	36	0	4	7	0	2	10	0	0	0	2	0	0	279
08:00	5	167	48	0	2	2	0	0	15	0	2	0	0	0	0	241
Hour Total	7	839	180	0	6	13	0	3	53	0	2	1	2	0	0	1106
08:15	7	172	34	0	3	2	6	2	14	1	0	0	1	0	0	242
08:30	1	172	40	0	1	1	0	2	7	1	1	0	1	0	0	227
08:45	0	148	33	0	2	4	0	1	12	0	0	0	0	0	0	200
09:00	2	116	42	2	5	4	1	2	11	0	0	0	0	0	0	185
Hour Total	10	608	149	2	11	11	7	7	44	2	1	0	2	0	0	854

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-NO
Site ID: 000000020173
Location: 9B NB/SB ML, S of I-295 (NO)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	110	36	1	2	5	1	7	10	0	0	0	0	0	0	173
09:30	0	143	33	0	1	1	0	1	12	0	0	0	0	0	0	191
09:45	0	127	41	0	1	7	0	4	11	0	0	0	0	0	0	191
10:00	0	131	33	0	3	3	0	4	14	0	0	1	0	0	0	189
Hour Total	1	511	143	1	7	16	1	16	47	0	0	1	0	0	0	744
10:15	0	118	43	0	4	1	0	5	17	1	0	1	0	0	0	190
10:30	1	142	33	0	3	1	0	5	16	1	2	0	0	0	0	204
10:45	0	133	35	0	2	2	0	1	11	0	0	0	0	0	0	184
11:00	0	112	42	0	2	5	0	3	19	0	0	0	0	0	0	183
Hour Total	1	505	153	0	11	9	0	14	63	2	2	1	0	0	0	761
11:15	0	115	35	0	5	1	0	1	19	1	0	0	0	0	0	177
11:30	0	112	32	0	4	5	0	3	13	1	0	0	0	0	0	170
11:45	2	106	39	0	3	2	0	1	18	0	0	0	0	0	0	171
12:00	1	102	39	0	3	3	0	2	22	1	0	0	0	0	0	173
Hour Total	3	435	145	0	15	11	0	7	72	3	0	0	0	0	0	691
12:15	0	135	42	0	1	2	0	3	19	0	0	0	0	0	0	202
12:30	1	104	29	0	5	6	0	6	16	0	0	0	0	0	0	167
12:45	0	112	34	0	3	3	0	5	17	0	0	0	0	0	0	174
13:00	2	93	27	0	3	4	0	5	17	0	0	0	0	0	0	151
Hour Total	3	444	132	0	12	15	0	19	69	0	0	0	0	0	0	694
13:15	0	110	33	0	1	3	0	1	17	0	0	0	0	0	0	165
13:30	0	96	48	0	2	4	0	3	20	0	0	0	0	0	0	173
13:45	1	97	31	0	3	0	0	5	10	0	0	2	0	0	0	149
14:00	2	113	30	0	2	5	0	3	16	0	0	0	0	0	0	171
Hour Total	3	416	142	0	8	12	0	12	63	0	0	2	0	0	0	658
14:15	0	111	31	0	0	3	0	2	13	0	0	1	0	0	0	161
14:30	0	119	40	1	3	2	0	1	19	0	0	0	0	0	0	185
14:45	1	111	25	1	3	2	0	3	26	0	0	1	1	0	0	174
15:00	0	110	28	0	6	1	0	1	13	0	1	1	0	0	0	161
Hour Total	1	451	124	2	12	8	0	7	71	0	1	3	1	0	0	681
15:15	0	97	35	1	3	2	0	2	22	0	0	0	0	0	0	162
15:30	0	126	35	1	3	3	0	6	10	0	0	0	1	0	0	185
15:45	0	135	42	0	2	0	0	3	10	0	0	0	0	0	0	192
16:00	0	116	44	0	6	4	2	2	19	0	0	0	0	0	0	193
Hour Total	0	474	156	2	14	9	2	13	61	0	0	0	1	0	0	732
16:15	0	135	48	0	4	2	0	1	12	1	0	0	0	0	0	203
16:30	0	124	39	0	3	1	0	1	20	0	0	0	0	0	0	188
16:45	0	121	25	0	3	2	0	3	15	0	0	0	0	0	0	169
17:00	1	136	40	1	3	1	1	0	17	0	0	0	0	0	0	200
Hour Total	1	516	152	1	13	6	1	5	64	1	0	0	0	0	0	760
17:15	1	152	34	0	0	1	0	3	11	1	0	0	0	0	0	203
17:30	0	149	36	0	1	0	0	3	13	0	0	0	0	0	0	202
17:45	1	134	28	0	1	0	0	0	13	1	0	0	0	0	0	178
18:00	0	112	31	0	0	1	0	0	8	0	0	0	0	0	0	152
Hour Total	2	547	129	0	2	2	0	6	45	2	0	0	0	0	0	735

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-NO
Site ID: 000000020173
Location: 9B NB/SB ML, S of I-295 (NO)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	108	26	0	1	0	0	1	11	0	0	0	0	0	0	148
18:30	1	131	19	0	2	1	0	0	18	0	0	0	0	0	0	172
18:45	0	113	22	0	2	0	0	2	15	0	0	0	0	0	0	154
19:00	1	95	33	0	0	0	0	2	14	0	0	0	0	0	0	145
Hour Total	3	447	100	0	5	1	0	5	58	0	0	0	0	0	0	619
19:15	1	113	26	1	0	0	0	3	12	0	0	0	0	0	0	156
19:30	1	91	22	0	1	0	0	1	13	0	0	0	0	0	0	129
19:45	0	71	23	0	0	0	0	0	14	0	0	0	0	0	0	108
20:00	1	67	16	0	0	0	0	3	6	0	0	0	0	0	0	93
Hour Total	3	342	87	1	1	0	0	7	45	0	0	0	0	0	0	486
20:15	0	60	20	0	0	1	0	1	11	0	0	0	0	0	0	93
20:30	0	76	14	0	0	0	0	2	9	0	0	0	0	0	0	101
20:45	0	67	12	0	0	0	0	1	5	0	0	0	0	0	0	85
21:00	0	78	16	1	0	0	0	1	5	0	0	0	0	0	0	101
Hour Total	0	281	62	1	0	1	0	5	30	0	0	0	0	0	0	380
21:15	0	56	13	0	0	0	0	3	1	0	0	0	0	0	0	73
21:30	0	56	7	1	0	0	0	3	9	0	1	0	0	0	0	77
21:45	0	61	7	0	2	0	0	1	8	0	0	0	0	0	0	79
22:00	0	44	8	0	0	0	0	0	2	0	0	1	0	0	0	55
Hour Total	0	217	35	1	2	0	0	7	20	0	1	1	0	0	0	284
22:15	0	39	10	0	0	1	0	2	8	0	0	0	0	0	0	60
22:30	0	34	10	0	1	0	0	0	7	0	0	0	0	0	0	52
22:45	1	41	5	0	0	0	0	0	4	0	1	0	0	0	0	52
23:00	0	37	5	0	0	0	0	0	9	0	0	0	0	0	0	51
Hour Total	1	151	30	0	1	1	0	2	28	0	1	0	0	0	0	215
23:15	0	28	4	0	0	0	0	0	4	0	0	0	0	0	0	36
23:30	0	26	2	0	0	0	0	1	4	0	1	0	0	0	0	34
23:45	0	19	5	0	0	0	0	0	5	0	1	0	0	0	0	30
24:00	0	13	3	0	0	0	0	0	5	0	2	0	0	0	0	23
Hour Total	0	86	14	0	0	0	0	1	18	0	4	0	0	0	0	123
24 HR TOTAL	46	8271	2217	16	135	127	12	165	1030	12	17	16	6	0	0	12070
PERCENTS	0.4%	68.5%	18.4%	0.1%	1.1%	1.1%	0.1%	1.4%	8.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 87.3% Trucks & Buses 12.7%

AM Times	07:45	07:00	06:45	06:15	11:15	09:00	08:15	09:45	11:15	11:15	07:45	05:30	07:45	07:00
AM Peaks	15	846	194	3	15	17	7	18	72	3	3	5	4	1111
PM Times	11:45	17:00	15:45	14:30	16:00	12:30	15:15	12:15	14:30	11:30	22:45	13:30	14:45	17:00
PM Peaks	4	571	173	3	16	16	2	19	80	2	2	3	2	783

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-NO
Site ID: 000000020173
Location: 9B NB/SB ML, S of I-295 (NO)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	17	2	0	0	0	0	0	6	0	1	0	0	0	0	26
00:30	0	15	1	0	0	0	0	0	8	0	0	0	0	0	0	24
00:45	0	7	1	0	0	0	0	0	5	0	0	0	0	0	0	13
01:00	0	5	1	0	0	0	0	1	9	0	0	0	0	0	0	16
Hour Total	0	44	5	0	0	0	0	1	28	0	1	0	0	0	0	79
01:15	0	7	4	0	0	0	0	3	7	0	0	0	0	0	0	21
01:30	0	9	0	0	0	1	0	0	6	0	0	0	0	0	0	16
01:45	0	6	1	0	0	0	0	0	5	0	0	0	0	0	0	12
02:00	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
Hour Total	0	25	6	0	0	1	0	3	20	0	0	0	0	0	0	55
02:15	1	13	2	0	0	0	0	0	2	0	0	0	0	0	0	18
02:30	0	5	1	0	0	0	0	0	3	0	1	0	0	0	0	10
02:45	0	5	0	0	0	0	0	1	4	0	0	0	0	0	0	10
03:00	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
Hour Total	1	26	3	0	0	0	0	1	11	0	1	0	0	0	0	43
03:15	0	10	2	0	0	0	0	1	1	0	0	0	0	0	0	14
03:30	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	10	4	0	1	0	0	0	3	0	0	0	0	0	0	18
04:00	0	11	1	0	0	0	0	0	5	0	0	0	0	0	0	17
Hour Total	0	35	11	0	1	0	0	1	9	0	0	0	0	0	0	57
04:15	0	18	1	0	0	0	0	0	3	0	0	0	0	0	0	22
04:30	1	25	8	0	0	0	0	1	3	0	0	1	0	0	0	39
04:45	1	29	7	0	0	0	0	0	9	0	0	0	0	0	0	46
05:00	0	28	7	0	0	1	0	2	6	0	1	0	0	0	0	45
Hour Total	2	100	23	0	0	1	0	3	21	0	1	1	0	0	0	152
05:15	0	42	9	0	0	1	0	3	6	0	0	0	0	0	0	61
05:30	0	48	18	0	0	0	0	1	3	0	0	0	0	0	0	70
05:45	0	61	19	1	0	0	0	2	8	0	0	1	0	0	0	92
06:00	1	65	22	0	0	0	0	1	12	0	0	1	0	0	0	102
Hour Total	1	216	68	1	0	1	0	7	29	0	0	2	0	0	0	325
06:15	0	80	37	0	0	0	1	1	8	0	0	2	0	0	0	129
06:30	0	134	42	0	2	0	0	3	11	0	0	2	0	0	0	194
06:45	1	179	44	1	4	1	0	1	12	0	2	0	0	0	0	245
07:00	1	171	42	0	2	2	0	1	16	1	0	0	0	0	0	236
Hour Total	2	564	165	1	8	3	1	6	47	1	2	4	0	0	0	804
07:15	0	190	47	0	3	1	0	5	13	0	0	0	0	0	0	259
07:30	0	255	55	0	2	0	0	1	12	2	0	0	1	0	0	328
07:45	1	197	39	1	2	1	0	1	12	0	0	3	0	0	0	257
08:00	0	228	36	0	1	3	0	0	11	1	1	0	0	0	0	281
Hour Total	1	870	177	1	8	5	0	7	48	3	1	3	1	0	0	1125
08:15	6	163	47	0	5	2	2	3	13	0	0	1	0	0	0	242
08:30	5	175	38	0	2	4	1	1	12	0	0	1	1	0	0	240
08:45	1	143	35	0	4	0	0	4	15	0	0	0	0	0	0	202
09:00	1	120	43	3	8	2	0	1	10	0	0	0	0	0	0	188
Hour Total	13	601	163	3	19	8	3	9	50	0	0	2	1	0	0	872

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-NO
Site ID: 000000020173
Location: 9B NB/SB ML, S of I-295 (NO)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	118	23	0	2	3	0	4	12	0	0	0	0	0	0	162
09:30	0	128	43	0	3	0	0	3	13	0	0	0	1	0	0	191
09:45	0	127	40	0	6	2	0	1	14	0	0	1	0	0	0	191
10:00	0	125	28	0	4	1	0	0	8	0	1	0	0	0	0	167
Hour Total	0	498	134	0	15	6	0	8	47	0	1	1	1	0	0	711
10:15	0	121	35	1	1	1	1	1	14	1	0	0	0	0	0	176
10:30	1	131	42	0	2	2	0	5	14	0	0	0	0	0	0	197
10:45	1	126	44	1	7	0	0	1	16	0	0	0	0	0	0	196
11:00	0	120	34	0	3	4	1	1	12	0	1	1	0	0	0	177
Hour Total	2	498	155	2	13	7	2	8	56	1	1	1	0	0	0	746
11:15	1	121	38	0	3	5	0	2	18	0	0	0	0	0	0	188
11:30	0	116	37	0	5	2	0	2	17	0	0	0	0	0	0	179
11:45	0	129	26	0	0	2	0	1	20	0	1	0	0	0	0	179
12:00	1	90	43	1	6	1	0	2	21	1	0	0	0	0	0	166
Hour Total	2	456	144	1	14	10	0	7	76	1	1	0	0	0	0	712
12:15	1	93	38	0	2	3	0	4	15	0	0	1	1	0	0	158
12:30	0	101	47	0	5	3	0	1	17	0	1	0	1	0	0	176
12:45	1	112	30	0	2	1	0	2	19	0	0	0	0	0	0	167
13:00	1	100	27	0	5	1	0	2	20	2	0	0	0	0	0	158
Hour Total	3	406	142	0	14	8	0	9	71	2	1	1	2	0	0	659
13:15	2	95	31	0	3	3	0	3	19	0	0	0	1	0	0	157
13:30	0	102	38	1	3	2	0	5	18	1	0	0	0	0	0	170
13:45	0	131	33	0	3	1	2	3	12	1	0	0	0	0	0	186
14:00	0	111	35	0	3	1	0	4	24	0	0	0	0	0	0	178
Hour Total	2	439	137	1	12	7	2	15	73	2	0	0	1	0	0	691
14:15	0	104	36	0	3	2	0	2	11	0	0	1	0	0	0	159
14:30	0	103	54	0	1	3	0	3	23	1	0	0	0	0	0	188
14:45	0	104	48	1	1	1	0	1	14	0	0	0	0	0	0	170
15:00	0	104	33	2	3	3	0	2	15	0	0	0	0	0	0	162
Hour Total	0	415	171	3	8	9	0	8	63	1	0	1	0	0	0	679
15:15	0	100	36	0	5	2	0	3	20	0	0	0	0	0	0	166
15:30	0	113	45	0	5	6	0	0	12	0	1	0	0	0	0	182
15:45	0	138	32	0	2	0	0	3	22	0	0	0	0	0	0	197
16:00	1	118	45	1	2	1	0	2	17	0	0	0	0	0	0	187
Hour Total	1	469	158	1	14	9	0	8	71	0	1	0	0	0	0	732
16:15	0	118	40	1	3	4	0	2	17	1	0	0	0	0	0	186
16:30	2	115	47	0	3	2	0	2	11	0	0	1	0	0	0	183
16:45	1	141	35	0	3	1	0	3	19	0	0	0	0	0	0	203
17:00	1	142	45	0	0	1	0	1	18	0	0	0	0	0	0	208
Hour Total	4	516	167	1	9	8	0	8	65	1	0	1	0	0	0	780
17:15	0	134	41	0	2	1	0	1	13	0	0	0	0	0	0	192
17:30	0	142	31	0	1	0	0	1	13	0	0	0	0	0	0	188
17:45	2	112	32	0	2	0	0	2	9	0	0	0	0	0	0	159
18:00	0	118	42	0	1	0	0	0	10	0	0	0	0	0	0	171
Hour Total	2	506	146	0	6	1	0	4	45	0	0	0	0	0	0	710

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-NO
Site ID: 000000020173
Location: 9B NB/SB ML, S of I-295 (NO)
Direction: NORTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_NBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	103	27	0	2	2	0	3	16	0	0	0	0	0	0	153
18:30	0	127	34	3	1	1	0	1	11	0	0	0	0	0	0	178
18:45	0	125	28	1	0	0	0	0	9	0	0	0	0	0	0	163
19:00	1	85	33	0	1	1	0	0	9	0	1	0	0	0	0	131
Hour Total	1	440	122	4	4	4	0	4	45	0	1	0	0	0	0	625
19:15	1	98	25	1	0	0	0	1	12	0	0	0	0	0	0	138
19:30	0	95	27	0	0	0	0	2	14	0	0	0	0	0	0	138
19:45	0	67	19	0	0	0	0	1	13	0	0	0	0	0	0	100
20:00	0	67	22	0	0	1	0	1	7	0	0	0	0	0	0	98
Hour Total	1	327	93	1	0	1	0	5	46	0	0	0	0	0	0	474
20:15	0	79	22	0	0	1	0	1	10	0	0	0	0	0	0	113
20:30	0	76	19	0	0	1	0	1	8	0	0	0	1	0	0	106
20:45	0	63	19	0	0	0	0	3	6	0	0	0	0	0	0	91
21:00	0	70	9	2	0	1	0	0	4	0	0	0	0	0	0	86
Hour Total	0	288	69	2	0	3	0	5	28	0	0	0	1	0	0	396
21:15	0	75	16	0	0	1	0	0	5	0	1	0	0	0	0	98
21:30	0	63	14	0	1	0	0	2	8	0	0	0	0	0	0	88
21:45	1	51	9	0	0	0	0	1	7	0	0	0	0	0	0	69
22:00	0	54	6	0	0	0	0	1	5	0	0	0	0	0	0	66
Hour Total	1	243	45	0	1	1	0	4	25	0	1	0	0	0	0	321
22:15	1	44	12	0	0	0	0	0	8	0	0	0	0	0	0	65
22:30	1	46	6	0	0	0	0	0	5	0	0	0	0	0	0	58
22:45	0	38	10	0	0	0	0	0	12	0	0	0	0	0	0	60
23:00	0	37	4	0	0	0	0	3	8	0	1	0	0	0	0	53
Hour Total	2	165	32	0	0	0	0	3	33	0	1	0	0	0	0	236
23:15	0	25	6	0	1	0	0	0	2	0	0	0	0	0	0	34
23:30	0	28	7	0	0	0	0	0	4	0	0	0	0	0	0	39
23:45	0	16	7	0	0	0	0	0	3	0	0	0	0	0	0	26
24:00	0	21	4	0	0	1	0	0	3	0	1	0	0	0	0	30
Hour Total	0	90	24	0	1	1	0	0	12	0	1	0	0	0	0	129
24 HR TOTAL	41	8237	2360	22	147	94	8	134	1019	12	15	17	7	0	0	12113
PERCENTS	0.3%	68.0%	19.5%	0.2%	1.2%	0.8%	0.1%	1.1%	8.4%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 87.8% Trucks & Buses 12.2%

AM Times	08:15	07:15	06:45	08:15	08:15	11:00	07:45	08:45	11:15	06:45	06:00	05:45	06:45	07:15
AM Peaks	13	870	188	3	19	13	3	12	76	3	2	6	1	1125
PM Times	12:30	16:45	14:00	18:30	12:00	14:45	13:00	13:15	12:45	13:00	11:45	11:30	11:45	16:45
PM Peaks	4	559	173	5	15	12	2	15	76	4	2	1	2	791

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-SI
Site ID: 000000009389
Location: 9B NB/SB ML, S of I-295 (SI)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	13	2	0	0	1	0	0	0	0	0	0	0	0	0	16
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
05:00	0	9	4	0	0	0	0	1	5	0	0	0	0	0	0	19
Hour Total	0	11	6	0	0	0	0	1	6	0	0	0	0	0	0	24
05:15	0	14	3	0	0	0	0	0	2	0	0	0	0	0	0	19
05:30	0	23	4	0	0	0	0	1	3	0	0	0	0	0	0	31
05:45	0	26	7	0	0	0	1	0	2	0	0	0	0	0	0	36
06:00	0	41	15	0	0	0	0	1	3	0	0	0	0	0	0	60
Hour Total	0	104	29	0	0	0	1	2	10	0	0	0	0	0	0	146
06:15	0	46	24	1	1	0	0	0	3	0	0	0	0	0	0	75
06:30	1	60	34	0	1	0	0	0	3	0	0	0	0	0	0	99
06:45	0	114	47	1	1	0	0	0	3	0	0	0	0	0	0	166
07:00	0	149	41	0	1	0	0	0	5	0	0	0	0	0	0	196
Hour Total	1	369	146	2	4	0	0	0	14	0	0	0	0	0	0	536
07:15	1	160	41	0	1	0	0	1	3	1	0	0	0	0	0	208
07:30	0	170	46	0	0	1	0	0	2	1	0	0	0	0	0	220
07:45	0	191	53	1	1	0	0	3	2	0	0	0	0	0	0	251
08:00	0	186	57	0	0	0	0	2	0	0	0	0	0	0	0	245
Hour Total	1	707	197	1	2	1	0	6	7	2	0	0	0	0	0	924
08:15	0	148	73	0	4	1	0	0	4	0	0	0	0	0	0	230
08:30	0	153	71	0	5	0	0	2	3	2	0	0	0	0	0	236
08:45	0	161	46	0	1	1	0	2	2	0	0	0	0	0	0	213
09:00	0	158	39	0	3	1	0	1	4	0	1	0	0	0	0	207
Hour Total	0	620	229	0	13	3	0	5	13	2	1	0	0	0	0	886

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-SI
Site ID: 000000009389
Location: 9B NB/SB ML, S of I-295 (SI)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	118	36	0	3	0	0	0	1	0	0	0	0	0	0	159
09:30	0	115	43	0	0	1	0	3	9	0	0	0	0	0	0	171
09:45	0	104	27	0	0	0	0	0	11	0	0	0	0	0	0	142
10:00	0	96	31	0	1	1	0	1	2	0	0	0	0	0	0	132
Hour Total	1	433	137	0	4	2	0	4	23	0	0	0	0	0	0	604
10:15	0	90	32	0	1	0	0	0	5	0	0	0	0	0	0	128
10:30	0	93	30	2	2	1	0	1	6	0	0	0	0	0	0	135
10:45	0	102	32	0	2	0	0	1	2	0	0	0	0	0	0	139
11:00	0	102	31	0	2	0	0	1	4	0	0	0	0	0	0	140
Hour Total	0	387	125	2	7	1	0	3	17	0	0	0	0	0	0	542
11:15	0	113	43	1	3	0	0	2	2	1	0	0	0	0	0	165
11:30	0	103	34	1	1	1	0	0	8	0	0	0	0	0	0	148
11:45	0	139	38	0	3	0	0	0	7	0	0	0	0	0	0	187
12:00	0	114	34	1	2	0	0	1	4	0	0	0	0	0	0	156
Hour Total	0	469	149	3	9	1	0	3	21	1	0	0	0	0	0	656
12:15	2	132	33	0	0	0	0	0	6	0	0	0	0	0	0	173
12:30	0	142	25	0	2	0	0	1	2	1	0	0	0	0	0	173
12:45	0	131	25	0	0	1	0	3	2	0	0	0	0	0	0	162
13:00	2	132	35	1	3	0	0	0	3	0	0	0	0	0	0	176
Hour Total	4	537	118	1	5	1	0	4	13	1	0	0	0	0	0	684
13:15	1	125	45	0	1	1	0	1	6	0	0	0	0	0	0	180
13:30	1	147	39	0	0	1	0	1	3	0	0	0	0	0	0	192
13:45	0	131	38	0	2	1	0	0	2	0	0	0	0	0	0	174
14:00	0	136	54	0	0	1	0	1	2	0	0	0	0	0	0	194
Hour Total	2	539	176	0	3	4	0	3	13	0	0	0	0	0	0	740
14:15	1	160	33	0	3	0	0	1	7	0	1	0	0	0	0	206
14:30	0	159	49	0	1	1	0	0	2	0	1	0	0	0	0	213
14:45	2	193	34	1	1	1	0	1	4	1	0	0	0	0	0	238
15:00	0	178	38	1	2	1	0	0	8	0	0	0	0	0	0	228
Hour Total	3	690	154	2	7	3	0	2	21	1	2	0	0	0	0	885
15:15	0	169	49	0	3	0	0	2	7	0	0	0	0	0	0	230
15:30	0	182	50	0	1	1	0	1	6	0	0	0	0	0	0	241
15:45	2	194	57	0	1	1	0	1	3	0	0	0	0	0	0	259
16:00	1	186	54	0	2	0	0	0	3	0	0	0	0	0	0	246
Hour Total	3	731	210	0	7	2	0	4	19	0	0	0	0	0	0	976
16:15	2	228	67	0	2	0	0	2	1	0	0	0	0	0	0	302
16:30	0	238	64	0	1	0	0	2	3	0	0	1	0	0	0	309
16:45	0	237	47	0	0	0	0	3	4	0	0	0	0	0	0	291
17:00	0	222	56	0	2	2	0	2	8	0	0	0	0	0	0	292
Hour Total	2	925	234	0	5	2	0	9	16	0	0	1	0	0	0	1194
17:15	0	256	49	1	0	0	0	3	6	0	0	0	0	0	0	315
17:30	0	292	51	0	2	0	0	1	2	0	0	0	0	0	0	348
17:45	1	261	53	0	0	0	0	0	6	1	0	0	0	0	0	322
18:00	0	268	56	0	2	1	0	0	6	0	0	0	0	0	0	333
Hour Total	1	1077	209	1	4	1	0	4	20	1	0	0	0	0	0	1318

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-SI
Site ID: 000000009389
Location: 9B NB/SB ML, S of I-295 (SI)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	246	54	0	0	1	0	1	5	0	0	0	0	0	0	307
18:30	1	238	45	0	1	0	0	0	1	0	0	0	0	0	0	286
18:45	0	193	38	0	0	0	0	1	5	0	0	0	0	0	0	237
19:00	1	135	24	0	0	0	0	0	0	0	0	0	0	0	0	160
Hour Total	2	812	161	0	1	1	0	2	11	0	0	0	0	0	0	990
19:15	0	121	27	0	1	0	0	0	3	0	0	0	0	0	0	152
19:30	0	154	31	0	0	0	0	0	2	0	0	0	0	0	0	187
19:45	1	130	24	0	1	0	0	0	1	0	0	0	0	0	0	157
20:00	1	123	23	0	1	0	0	0	3	0	0	0	0	0	0	151
Hour Total	2	528	105	0	3	0	0	0	9	0	0	0	0	0	0	647
20:15	0	98	18	0	0	0	0	1	2	0	0	0	0	0	0	119
20:30	0	108	14	0	1	0	0	1	1	0	0	0	0	0	0	125
20:45	0	92	14	0	2	0	0	1	2	0	0	0	0	0	0	111
21:00	2	95	23	0	0	0	0	0	2	0	0	0	0	0	0	122
Hour Total	2	393	69	0	3	0	0	3	7	0	0	0	0	0	0	477
21:15	0	96	25	0	0	0	0	1	1	0	0	0	0	0	0	123
21:30	1	99	18	0	0	0	0	0	2	0	0	0	0	0	0	120
21:45	0	66	15	0	0	0	0	0	2	0	1	0	0	0	0	84
22:00	0	67	11	0	0	0	0	0	1	0	1	0	0	0	0	80
Hour Total	1	328	69	0	0	0	0	1	6	0	2	0	0	0	0	407
22:15	1	54	8	0	0	0	0	0	0	0	0	0	0	0	0	63
22:30	0	53	6	0	0	0	0	0	1	0	1	1	0	0	0	62
22:45	0	33	5	0	0	0	0	1	0	0	0	0	0	0	0	39
23:00	0	37	3	0	1	0	0	0	0	0	0	1	0	0	0	42
Hour Total	1	177	22	0	1	0	0	1	1	0	1	2	0	0	0	206
23:15	0	24	4	1	0	0	0	0	2	0	0	0	0	0	0	31
23:30	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
23:45	0	27	1	0	0	0	0	0	1	0	0	0	0	0	0	29
24:00	0	27	4	0	0	0	0	0	1	0	0	0	0	0	0	32
Hour Total	0	110	14	1	0	0	0	0	4	0	0	0	0	0	0	129
24 HR TOTAL	26	9960	2562	13	79	23	1	57	251	8	6	3	0	0	0	12989
PERCENTS	0.2%	76.7%	19.7%	0.1%	0.6%	0.2%	0.0%	0.4%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.6% Trucks & Buses 3.4%

AM Times	06:30	07:15	07:45	10:30	08:15	08:15	05:00	07:45	09:30	06:45	08:15					07:45
AM Peaks	2	707	254	3	13	3	1	7	27	2	1					962
PM Times	15:30	17:15	15:45	11:30	11:45	13:15		16:30	11:30	11:45	21:45	22:15				17:15
PM Peaks	5	1077	242	2	7	4		10	25	1	3	2				1318

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-SI
Site ID: 000000009389
Location: 9B NB/SB ML, S of I-295 (SI)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	16	0	0	0	0	0	0	1	0	0	0	0	0	0	17
00:30	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
00:45	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	53	7	0	1	0	0	0	1	0	0	0	0	0	0	62
01:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
01:30	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	8
01:45	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
02:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	31	9	0	0	0	0	0	3	0	0	0	0	0	0	43
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	5	2	0	0	0	0	1	1	0	0	0	0	0	0	9
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	1	0	0	0	0	0	0	0	1	0	0	0	0	5
Hour Total	0	17	4	0	0	0	0	1	1	0	1	0	0	0	0	24
03:15	0	3	0	0	1	0	0	0	3	0	0	0	0	0	0	7
03:30	0	4	1	0	0	0	0	0	1	0	1	0	0	0	0	7
03:45	0	1	3	0	0	0	0	1	2	0	0	0	0	0	0	7
04:00	0	7	3	0	1	0	0	1	0	0	0	0	0	0	0	12
Hour Total	0	15	7	0	2	0	0	2	6	0	1	0	0	0	0	33
04:15	0	7	5	0	0	0	0	0	1	0	0	0	0	0	0	13
04:30	0	7	3	0	1	0	0	1	1	0	0	0	0	0	0	13
04:45	0	9	3	0	0	0	0	0	2	0	0	0	0	0	0	14
05:00	0	14	4	0	0	0	0	2	1	0	0	0	0	0	0	21
Hour Total	0	37	15	0	1	0	0	3	5	0	0	0	0	0	0	61
05:15	0	15	6	0	1	0	0	0	2	0	0	0	0	0	0	24
05:30	0	23	10	0	0	0	0	1	0	0	0	0	0	0	0	34
05:45	0	28	9	0	1	0	0	0	2	0	0	0	0	0	0	40
06:00	0	33	11	1	2	0	0	1	4	0	1	0	0	0	0	53
Hour Total	0	99	36	1	4	0	0	2	8	0	1	0	0	0	0	151
06:15	0	47	24	2	2	0	0	0	1	0	0	0	0	0	0	76
06:30	0	80	26	0	1	0	0	0	2	0	1	0	0	0	0	110
06:45	0	120	47	1	1	0	0	0	4	0	0	1	0	0	0	174
07:00	0	156	43	0	3	0	0	0	3	0	0	0	0	0	0	205
Hour Total	0	403	140	3	7	0	0	0	10	0	1	1	0	0	0	565
07:15	0	154	58	0	2	2	0	2	3	0	0	1	0	0	0	222
07:30	0	161	51	0	0	2	0	2	4	0	0	0	0	0	0	220
07:45	0	177	41	1	3	0	0	1	6	0	0	0	0	0	0	229
08:00	0	199	60	0	1	0	0	0	2	0	0	0	0	0	0	262
Hour Total	0	691	210	1	6	4	0	5	15	0	0	1	0	0	0	933
08:15	1	193	51	0	2	0	0	1	4	0	0	0	0	0	0	252
08:30	1	143	48	0	4	1	0	2	2	1	0	0	0	0	0	202
08:45	0	153	46	0	2	0	0	3	2	0	0	0	0	0	0	206
09:00	0	165	41	0	2	0	0	1	5	0	0	0	0	0	0	214
Hour Total	2	654	186	0	10	1	0	7	13	1	0	0	0	0	0	874

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-SI
Site ID: 000000009389
Location: 9B NB/SB ML, S of I-295 (SI)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	131	35	0	0	0	0	2	15	0	0	0	1	0	0	184
09:30	1	98	32	1	2	1	0	3	3	0	0	0	0	0	0	141
09:45	0	102	37	1	1	0	0	1	5	0	0	0	0	0	0	147
10:00	0	94	35	0	1	1	0	1	6	0	0	0	0	0	0	138
Hour Total	1	425	139	2	4	2	0	7	29	0	0	0	1	0	0	610
10:15	1	88	23	0	2	0	0	1	3	0	0	0	0	0	0	118
10:30	0	122	32	1	1	0	0	1	3	1	0	0	0	0	0	161
10:45	0	97	41	0	1	0	0	2	4	1	0	0	0	0	0	146
11:00	0	103	36	0	1	0	0	0	6	0	0	0	0	0	0	146
Hour Total	1	410	132	1	5	0	0	4	16	2	0	0	0	0	0	571
11:15	0	109	32	1	0	1	0	1	8	0	0	0	0	0	0	152
11:30	0	128	44	0	2	2	0	1	7	0	0	0	0	0	0	184
11:45	1	114	47	1	3	1	0	2	6	0	0	0	0	0	0	175
12:00	0	115	43	0	0	0	0	2	10	0	0	0	0	0	0	170
Hour Total	1	466	166	2	5	4	0	6	31	0	0	0	0	0	0	681
12:15	1	109	38	0	3	0	0	0	5	0	0	0	0	0	0	156
12:30	0	124	37	1	2	1	0	3	5	0	0	0	0	0	0	173
12:45	0	135	39	0	2	3	0	1	5	0	1	0	0	0	0	186
13:00	1	136	39	1	0	0	1	4	2	0	0	0	0	0	0	184
Hour Total	2	504	153	2	7	4	1	8	17	0	1	0	0	0	0	699
13:15	1	149	38	0	3	1	0	3	6	0	0	1	0	0	0	202
13:30	0	153	41	0	0	2	0	0	6	0	0	0	0	0	0	202
13:45	1	173	55	0	2	1	0	0	4	0	0	0	0	0	0	236
14:00	2	144	44	0	0	0	0	2	4	0	0	0	0	0	0	196
Hour Total	4	619	178	0	5	4	0	5	20	0	0	1	0	0	0	836
14:15	0	188	48	0	4	0	0	1	4	0	0	0	0	0	0	245
14:30	0	193	41	0	3	0	0	1	10	0	0	0	0	0	0	248
14:45	1	192	49	0	0	2	0	2	5	0	0	0	0	0	0	251
15:00	1	158	47	0	0	1	0	1	5	0	1	1	0	0	0	215
Hour Total	2	731	185	0	7	3	0	5	24	0	1	1	0	0	0	959
15:15	0	149	57	0	0	3	0	2	2	0	0	0	0	0	0	213
15:30	1	191	41	0	0	1	0	1	2	0	0	0	0	0	0	237
15:45	0	184	59	1	3	1	0	0	1	0	0	0	0	0	0	249
16:00	1	218	64	0	1	0	0	0	1	0	0	0	0	0	0	285
Hour Total	2	742	221	1	4	5	0	3	6	0	0	0	0	0	0	984
16:15	2	210	77	1	3	0	0	0	2	0	0	0	0	0	0	295
16:30	1	252	54	0	1	0	0	0	4	0	2	0	0	0	0	314
16:45	1	212	61	0	2	0	0	4	3	0	0	0	0	0	0	283
17:00	0	256	50	0	0	0	0	0	5	0	0	0	1	0	0	312
Hour Total	4	930	242	1	6	0	0	4	14	0	2	0	1	0	0	1204
17:15	0	247	56	0	3	0	0	0	4	0	0	0	0	0	0	310
17:30	0	280	50	0	3	0	0	1	3	0	0	0	0	0	0	337
17:45	0	256	40	0	1	1	0	0	6	0	0	0	0	0	0	304
18:00	0	241	50	2	0	0	0	0	5	0	1	0	0	0	0	299
Hour Total	0	1024	196	2	7	1	0	1	18	0	1	0	0	0	0	1250

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-SI
Site ID: 000000009389
Location: 9B NB/SB ML, S of I-295 (SI)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBI.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	3	217	50	0	2	0	0	0	3	0	0	0	0	0	0	275
18:30	0	221	50	0	0	0	0	0	7	0	0	0	0	0	0	278
18:45	1	216	45	0	2	1	0	2	5	0	0	1	0	0	0	273
19:00	0	171	50	0	0	0	0	1	0	0	0	0	0	0	0	222
Hour Total	4	825	195	0	4	1	0	3	15	0	0	1	0	0	0	1048
19:15	2	136	23	0	2	1	0	0	2	1	0	0	0	0	0	167
19:30	0	103	24	0	0	0	0	0	2	0	0	0	0	0	0	129
19:45	0	159	32	0	1	0	0	1	4	0	0	0	0	0	0	197
20:00	0	144	30	0	1	0	0	2	1	0	0	0	0	0	0	178
Hour Total	2	542	109	0	4	1	0	3	9	1	0	0	0	0	0	671
20:15	2	114	23	0	1	0	0	0	2	0	0	0	0	0	0	142
20:30	0	109	17	0	0	0	0	1	4	0	0	0	0	0	0	131
20:45	0	109	18	0	0	0	0	0	1	0	0	0	0	0	0	128
21:00	1	119	23	0	0	0	0	0	2	0	0	0	0	0	0	145
Hour Total	3	451	81	0	1	0	0	1	9	0	0	0	0	0	0	546
21:15	0	97	21	0	0	0	0	0	1	0	0	0	0	0	0	119
21:30	0	100	18	0	1	0	0	1	3	0	0	0	0	0	0	123
21:45	0	74	18	1	0	0	0	0	1	0	1	0	0	0	0	95
22:00	0	76	15	0	0	0	0	0	1	0	0	0	0	0	0	92
Hour Total	0	347	72	1	1	0	0	1	6	0	1	0	0	0	0	429
22:15	0	61	15	0	0	0	0	1	1	0	1	0	0	0	0	79
22:30	0	38	12	0	0	0	0	2	1	0	1	0	0	0	0	54
22:45	0	41	7	0	0	0	0	0	2	0	1	0	0	0	0	51
23:00	1	41	8	0	0	0	0	0	1	0	1	0	0	0	0	52
Hour Total	1	181	42	0	0	0	0	3	5	0	4	0	0	0	0	236
23:15	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
23:30	0	34	7	0	0	0	0	0	0	0	0	1	0	0	0	42
23:45	0	31	5	0	1	0	0	1	1	0	0	0	0	0	0	39
24:00	0	34	7	0	0	0	0	0	1	0	0	0	0	0	0	42
Hour Total	0	134	26	0	1	0	0	1	2	0	0	1	0	0	0	165
24 HR TOTAL	29	10331	2751	17	92	30	1	75	283	4	14	6	2	0	0	13635
PERCENTS	0.2%	75.8%	20.2%	0.1%	0.7%	0.2%	0.0%	0.6%	2.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.2% Trucks & Buses 3.8%

AM Times	07:45	07:30	07:15	06:00	07:45	06:45	08:45	11:15	10:00	02:45	06:30	08:30	07:30
AM Peaks	2	730	210	4	10	4	9	31	2	2	2	1	963
PM Times	16:00	17:00	16:00	11:45	13:45	14:45	12:15	12:30	11:30	18:30	22:15	12:30	16:15	17:00
PM Peaks	5	1039	256	2	9	7	1	11	28	1	4	1	1	1263

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-SO
Site ID: 000000009371
Location: 9B NB/SB ML, S of I-295 (SO)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	25	5	0	0	0	0	3	8	0	0	0	0	0	0	41
00:30	0	48	6	0	0	0	0	0	1	0	0	0	0	0	0	55
00:45	0	29	4	0	0	0	0	0	2	0	0	1	0	0	0	36
01:00	0	23	6	0	0	0	0	0	4	0	0	0	0	0	0	33
Hour Total	0	125	21	0	0	0	0	3	15	0	0	1	0	0	0	165
01:15	0	15	4	0	0	0	0	0	4	0	0	0	0	0	0	23
01:30	0	27	2	0	0	0	0	0	3	0	0	0	0	0	0	32
01:45	0	16	3	0	0	0	0	0	3	0	0	0	0	0	0	22
02:00	0	14	3	0	0	0	0	1	1	0	0	0	0	0	0	19
Hour Total	0	72	12	0	0	0	0	1	11	0	0	0	0	0	0	96
02:15	0	17	4	0	0	0	0	0	4	0	0	0	0	0	0	25
02:30	0	18	0	0	0	0	0	0	3	0	0	0	0	0	0	21
02:45	0	11	2	0	1	0	0	0	5	0	0	0	0	0	0	19
03:00	0	14	3	0	0	0	0	0	6	0	1	0	0	0	0	24
Hour Total	0	60	9	0	1	0	0	0	18	0	1	0	0	0	0	89
03:15	0	10	3	0	0	0	0	0	5	0	0	0	0	0	0	18
03:30	0	8	3	0	0	0	0	0	4	0	1	0	0	0	0	16
03:45	0	7	3	0	0	0	0	1	1	0	0	0	0	0	0	12
04:00	0	17	7	0	0	0	0	0	3	0	0	0	0	0	0	27
Hour Total	0	42	16	0	0	0	0	1	13	0	1	0	0	0	0	73
04:15	0	17	3	0	1	0	0	1	4	0	0	0	0	0	0	26
04:30	0	19	6	0	0	0	0	1	5	0	0	0	0	0	0	31
04:45	0	14	10	0	0	1	0	1	6	0	0	0	0	0	0	32
05:00	0	22	8	0	0	0	0	2	3	0	0	0	0	0	0	35
Hour Total	0	72	27	0	1	1	0	5	18	0	0	0	0	0	0	124
05:15	0	28	8	0	0	0	0	1	4	0	0	0	0	0	0	41
05:30	0	34	19	0	1	0	0	0	3	0	0	1	0	0	0	58
05:45	1	42	20	0	1	1	0	0	4	0	1	0	0	0	0	70
06:00	0	59	17	1	3	1	0	1	7	0	1	1	0	0	0	91
Hour Total	1	163	64	1	5	2	0	2	18	0	2	2	0	0	0	260
06:15	0	61	20	0	4	1	0	1	8	0	0	1	0	0	0	96
06:30	0	79	37	0	3	0	0	1	4	0	0	0	0	0	0	124
06:45	0	106	50	0	3	3	0	4	11	0	0	0	0	0	0	177
07:00	1	138	60	1	3	2	0	2	7	0	0	0	0	0	0	214
Hour Total	1	384	167	1	13	6	0	8	30	0	0	1	0	0	0	611
07:15	0	140	60	0	2	1	0	4	6	0	0	0	0	0	0	213
07:30	0	182	52	1	2	0	0	1	8	0	0	0	0	0	0	246
07:45	0	188	57	0	3	3	2	2	7	0	0	0	1	0	0	263
08:00	1	209	60	0	3	1	0	3	2	0	0	0	0	0	0	279
Hour Total	1	719	229	1	10	5	2	10	23	0	0	0	1	0	0	1001
08:15	0	181	53	3	9	1	0	2	10	0	0	0	0	0	0	259
08:30	1	179	50	0	9	3	0	3	12	0	0	0	0	0	0	257
08:45	1	168	51	0	7	3	0	1	7	0	0	0	1	0	0	239
09:00	0	174	57	1	4	2	0	0	7	0	0	0	0	0	0	245
Hour Total	2	702	211	4	29	9	0	6	36	0	0	0	1	0	0	1000

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-SO
Site ID: 000000009371
Location: 9B NB/SB ML, S of I-295 (SO)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	122	62	0	4	3	0	5	12	0	0	0	0	0	0	209
09:30	1	124	51	1	4	4	0	6	19	0	1	1	0	0	0	212
09:45	0	149	36	0	1	3	0	5	18	0	1	0	0	0	0	213
10:00	0	122	38	1	2	2	0	5	14	1	0	0	0	0	0	185
Hour Total	2	517	187	2	11	12	0	21	63	1	2	1	0	0	0	819
10:15	1	106	42	0	4	1	0	2	18	0	0	0	0	0	0	174
10:30	0	103	45	4	1	1	1	4	12	1	0	0	0	0	0	172
10:45	0	101	55	0	2	4	0	1	12	0	0	0	0	0	0	175
11:00	1	135	32	0	3	1	0	6	7	0	0	0	0	0	0	185
Hour Total	2	445	174	4	10	7	1	13	49	1	0	0	0	0	0	706
11:15	1	116	47	1	5	1	0	0	13	0	0	0	0	0	0	184
11:30	1	132	38	1	2	3	0	6	7	1	0	0	0	0	0	191
11:45	1	117	46	0	2	5	0	5	12	0	0	0	0	0	0	188
12:00	0	129	43	0	1	2	0	7	20	0	0	0	0	0	0	202
Hour Total	3	494	174	2	10	11	0	18	52	1	0	0	0	0	0	765
12:15	0	121	35	0	6	5	0	4	13	1	0	0	0	0	0	185
12:30	0	123	27	0	1	6	0	3	9	0	1	0	0	0	0	170
12:45	0	144	37	2	3	2	0	2	10	0	0	1	0	0	0	201
13:00	0	145	37	1	3	0	0	1	10	0	1	0	0	0	0	198
Hour Total	0	533	136	3	13	13	0	10	42	1	2	1	0	0	0	754
13:15	2	142	41	0	2	4	0	2	8	0	0	0	0	0	0	201
13:30	1	127	45	3	3	1	0	6	7	0	0	0	0	0	0	193
13:45	1	125	46	0	8	2	1	3	5	2	0	0	0	0	0	193
14:00	2	151	48	0	3	2	0	1	4	0	0	0	0	0	0	211
Hour Total	6	545	180	3	16	9	1	12	24	2	0	0	0	0	0	798
14:15	1	165	38	0	2	1	0	6	11	0	0	0	0	0	0	224
14:30	0	162	34	2	4	1	0	3	10	0	0	0	0	0	0	216
14:45	0	168	47	1	5	3	0	3	10	1	0	0	0	0	0	238
15:00	1	162	45	0	1	2	0	2	12	0	0	0	1	0	0	226
Hour Total	2	657	164	3	12	7	0	14	43	1	0	0	1	0	0	904
15:15	0	172	60	2	3	3	1	1	7	0	0	0	0	0	0	249
15:30	1	184	40	0	3	3	0	1	11	1	0	0	0	0	0	244
15:45	0	179	54	0	6	3	0	3	6	2	0	0	0	0	0	253
16:00	1	215	51	0	2	0	0	1	6	0	0	0	0	0	0	276
Hour Total	2	750	205	2	14	9	1	6	30	3	0	0	0	0	0	1022
16:15	2	189	54	0	0	0	0	1	7	0	0	0	0	0	0	253
16:30	1	224	60	1	5	0	0	2	3	0	0	1	0	0	0	297
16:45	1	226	48	3	3	4	0	3	6	0	0	1	0	0	0	295
17:00	0	223	45	0	6	1	0	1	8	0	0	0	0	0	0	284
Hour Total	4	862	207	4	14	5	0	7	24	0	0	2	0	0	0	1129
17:15	0	250	52	1	4	4	0	3	10	0	0	0	1	0	0	325
17:30	1	224	62	0	0	0	0	2	9	0	0	1	0	0	0	299
17:45	1	232	51	0	2	1	0	2	8	1	0	0	0	0	0	298
18:00	1	219	44	0	2	3	0	2	13	0	0	0	0	0	0	284
Hour Total	3	925	209	1	8	8	0	9	40	1	0	1	1	0	0	1206

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: M9-SO
Site ID: 000000009371
Location: 9B NB/SB ML, S of I-295 (SO)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	253	60	0	4	1	0	1	3	0	0	1	0	0	0	323
18:30	2	203	43	0	1	2	0	7	13	0	0	0	0	0	0	271
18:45	0	197	38	0	4	0	0	0	5	0	0	0	0	0	0	244
19:00	1	161	33	0	2	0	0	2	7	0	0	0	0	0	0	206
Hour Total	3	814	174	0	11	3	0	10	28	0	0	1	0	0	0	1044
19:15	0	130	34	0	0	0	0	1	3	0	0	1	0	0	0	169
19:30	1	153	29	0	0	0	0	4	10	0	0	0	0	0	0	197
19:45	0	151	19	2	1	1	0	1	4	0	0	0	0	0	0	179
20:00	1	118	22	0	2	1	0	2	10	0	0	0	0	0	0	156
Hour Total	2	552	104	2	3	2	0	8	27	0	0	1	0	0	0	701
20:15	0	121	20	0	0	0	0	0	9	0	0	1	0	0	0	151
20:30	2	125	25	0	2	0	0	0	10	0	0	0	0	0	0	164
20:45	0	112	22	0	0	0	0	1	3	0	0	0	0	0	0	138
21:00	0	102	28	0	0	0	0	0	4	0	0	0	0	0	0	134
Hour Total	2	460	95	0	2	0	0	1	26	0	0	1	0	0	0	587
21:15	1	134	19	0	1	0	0	0	3	0	0	0	0	0	0	158
21:30	0	106	19	0	0	0	0	1	5	0	3	0	0	0	0	134
21:45	1	98	12	0	0	0	0	1	2	0	1	1	0	0	0	116
22:00	1	80	13	0	0	0	0	1	4	0	0	0	0	0	0	99
Hour Total	3	418	63	0	1	0	0	3	14	0	4	1	0	0	0	507
22:15	0	67	13	0	1	0	0	0	3	0	1	0	0	0	0	85
22:30	0	59	10	0	0	1	0	1	4	0	0	0	0	0	0	75
22:45	0	51	6	0	2	0	0	1	5	0	1	0	0	0	0	66
23:00	0	68	2	0	0	0	0	0	6	0	0	0	0	0	0	76
Hour Total	0	245	31	0	3	1	0	2	18	0	2	0	0	0	0	302
23:15	0	52	4	0	1	0	0	0	1	0	0	0	0	0	0	58
23:30	1	33	7	0	0	0	0	1	3	0	0	1	0	0	0	46
23:45	0	37	2	0	0	0	0	0	4	0	0	0	0	0	0	43
24:00	1	48	5	0	0	0	0	0	3	0	0	0	0	0	0	57
Hour Total	2	170	18	0	1	0	0	1	11	0	0	1	0	0	0	204
24 HR TOTAL	41	10726	2877	33	188	110	5	171	673	11	14	14	4	0	0	14867
PERCENTS	0.3%	72.1%	19.4%	0.2%	1.3%	0.7%	0.0%	1.2%	4.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 91.8% Trucks & Buses 8.2%

AM Times	11:00	07:30	07:00	09:45	08:15	08:45	07:00	09:15	09:30	09:45	02:45	05:30	07:00	07:45
AM Peaks	4	760	229	5	29	12	2	21	69	2	2	3	1	1058
PM Times	13:15	17:00	15:45	12:45	16:30	11:45	13:00	11:30	11:45	15:00	21:30	16:00	14:15	17:00
PM Peaks	6	929	219	6	18	18	1	22	54	3	5	2	1	1206

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-SO
Site ID: 000000009371
Location: 9B NB/SB ML, S of I-295 (SO)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	21	5	0	0	0	1	0	2	0	0	0	0	0	0	29
00:30	0	34	3	0	0	0	0	1	3	0	0	0	0	0	0	41
00:45	0	14	4	0	0	0	0	0	2	0	0	0	0	0	0	20
01:00	0	22	7	0	0	0	0	1	1	0	0	0	0	0	0	31
Hour Total	0	91	19	0	0	0	1	2	8	0	0	0	0	0	0	121
01:15	0	11	0	0	0	0	0	0	3	0	0	0	0	0	0	14
01:30	0	9	2	0	0	0	0	0	4	0	0	0	0	0	0	15
01:45	0	11	0	0	0	1	0	1	4	0	0	0	0	0	0	17
02:00	0	15	1	0	0	0	0	2	3	0	0	0	0	0	0	21
Hour Total	0	46	3	0	0	1	0	3	14	0	0	0	0	0	0	67
02:15	0	6	1	0	0	0	0	1	3	0	0	0	0	0	0	11
02:30	1	5	2	0	0	0	0	0	4	0	0	0	0	0	0	12
02:45	0	9	1	0	0	0	0	0	3	0	0	0	0	0	0	13
03:00	0	7	3	0	0	0	0	0	5	0	0	0	0	0	0	15
Hour Total	1	27	7	0	0	0	0	1	15	0	0	0	0	0	0	51
03:15	0	4	1	0	1	0	0	0	8	0	0	0	0	0	0	14
03:30	0	6	1	0	0	0	0	0	3	0	0	0	0	0	0	10
03:45	0	7	2	0	0	0	0	0	4	0	0	0	0	0	0	13
04:00	0	4	2	1	1	0	0	1	2	0	0	0	0	0	0	11
Hour Total	0	21	6	1	2	0	0	1	17	0	0	0	0	0	0	48
04:15	0	12	5	0	0	0	0	2	2	0	0	0	0	0	0	21
04:30	0	13	3	0	0	0	0	1	9	0	0	0	0	0	0	26
04:45	1	10	4	0	1	0	0	0	5	0	0	0	0	0	0	21
05:00	0	24	2	0	0	0	0	0	7	0	0	0	0	0	0	33
Hour Total	1	59	14	0	1	0	0	3	23	0	0	0	0	0	0	101
05:15	0	22	10	0	0	0	0	1	5	0	0	0	0	0	0	38
05:30	0	27	14	0	0	0	0	1	1	1	0	1	0	0	0	45
05:45	0	38	12	0	2	0	0	1	8	0	0	1	0	0	0	62
06:00	0	57	19	1	2	1	0	0	3	0	0	0	0	0	0	83
Hour Total	0	144	55	1	4	1	0	3	17	1	0	2	0	0	0	228
06:15	0	65	18	0	2	1	0	1	6	0	1	0	0	0	0	94
06:30	0	80	45	0	0	2	0	2	7	0	0	0	0	0	0	136
06:45	2	113	59	0	4	0	0	2	7	0	0	0	1	0	0	188
07:00	2	125	61	3	6	2	0	4	2	0	0	0	0	0	0	205
Hour Total	4	383	183	3	12	5	0	9	22	0	1	0	1	0	0	623
07:15	0	145	57	0	2	0	1	3	14	0	0	0	0	0	0	222
07:30	2	177	59	1	1	0	0	1	5	1	0	0	0	0	0	247
07:45	2	189	54	0	3	2	0	1	5	0	0	0	0	0	0	256
08:00	0	199	45	0	6	2	0	2	5	0	0	0	0	0	0	259
Hour Total	4	710	215	1	12	4	1	7	29	1	0	0	0	0	0	984
08:15	0	188	57	2	3	2	0	3	8	0	0	0	0	0	0	263
08:30	0	156	55	0	1	2	0	1	11	2	0	0	0	0	0	228
08:45	0	155	59	1	3	2	0	3	9	0	0	0	0	0	0	232
09:00	1	161	50	1	3	3	0	2	5	1	0	0	0	0	0	227
Hour Total	1	660	221	4	10	9	0	9	33	3	0	0	0	0	0	950

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-SO
Site ID: 000000009371
Location: 9B NB/SB ML, S of I-295 (SO)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	117	54	3	4	3	0	5	17	0	0	0	0	0	0	203
09:30	0	119	45	0	0	4	0	1	16	0	0	0	0	0	0	185
09:45	0	110	48	0	4	4	0	4	15	0	0	0	0	0	0	185
10:00	0	116	42	2	3	0	0	3	7	1	0	0	0	0	0	174
Hour Total	0	462	189	5	11	11	0	13	55	1	0	0	0	0	0	747
10:15	2	95	38	2	4	4	0	2	15	0	2	1	0	0	0	165
10:30	1	106	42	2	6	0	0	1	11	0	0	0	0	0	0	169
10:45	0	112	39	1	3	2	0	2	7	0	0	0	0	0	0	166
11:00	0	116	50	0	5	4	0	9	10	0	0	0	0	0	0	194
Hour Total	3	429	169	5	18	10	0	14	43	0	2	1	0	0	0	694
11:15	0	96	50	1	3	0	0	3	17	0	1	0	0	0	0	171
11:30	0	124	40	1	3	1	0	5	15	0	0	0	0	0	0	189
11:45	1	141	38	0	6	2	0	3	6	2	1	0	0	0	0	200
12:00	2	112	35	0	2	3	0	4	19	0	0	0	0	0	0	177
Hour Total	3	473	163	2	14	6	0	15	57	2	2	0	0	0	0	737
12:15	0	113	41	0	4	3	1	3	11	0	1	0	0	0	0	177
12:30	0	143	30	0	4	5	0	5	7	0	0	0	0	0	0	194
12:45	1	147	37	0	1	4	0	4	11	0	1	0	0	0	0	206
13:00	1	139	47	0	4	4	0	3	11	0	0	0	0	0	0	209
Hour Total	2	542	155	0	13	16	1	15	40	0	2	0	0	0	0	786
13:15	2	142	38	1	3	1	1	0	10	0	0	0	0	0	0	198
13:30	0	144	50	0	3	3	0	5	10	0	0	0	0	0	0	215
13:45	0	161	48	0	6	3	0	2	10	1	0	0	1	0	0	232
14:00	0	154	47	1	5	3	0	3	12	1	0	0	0	0	0	226
Hour Total	2	601	183	2	17	10	1	10	42	2	0	0	1	0	0	871
14:15	1	147	52	0	5	4	0	2	8	3	1	0	0	0	0	223
14:30	2	167	50	3	6	2	0	3	13	0	0	0	0	0	0	246
14:45	1	179	41	1	3	4	0	7	8	1	0	0	0	0	0	245
15:00	0	160	43	1	2	2	0	3	9	0	0	0	0	0	0	220
Hour Total	4	653	186	5	16	12	0	15	38	4	1	0	0	0	0	934
15:15	2	175	39	0	3	1	0	4	8	0	0	0	0	0	0	232
15:30	0	175	45	0	6	2	0	5	11	0	0	0	0	0	0	244
15:45	0	186	41	1	6	0	0	3	6	0	0	0	0	0	0	243
16:00	1	184	59	0	3	4	0	2	11	0	0	0	0	0	0	264
Hour Total	3	720	184	1	18	7	0	14	36	0	0	0	0	0	0	983
16:15	0	202	50	0	4	0	0	2	7	0	0	0	1	0	0	266
16:30	1	214	56	0	4	4	0	5	7	0	0	0	0	0	0	291
16:45	1	200	45	4	5	0	0	2	11	0	0	0	0	0	0	268
17:00	2	229	58	3	2	1	0	4	7	0	0	0	0	0	0	306
Hour Total	4	845	209	7	15	5	0	13	32	0	0	0	1	0	0	1131
17:15	2	253	43	0	5	0	0	3	4	0	1	0	0	0	0	311
17:30	3	244	62	0	3	1	0	3	11	0	0	0	0	0	0	327
17:45	2	251	43	0	2	2	0	2	7	1	0	0	0	0	0	310
18:00	0	212	57	1	3	2	0	6	6	0	0	0	0	0	0	287
Hour Total	7	960	205	1	13	5	0	14	28	1	1	0	0	0	0	1235

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: M9-SO
Site ID: 000000009371
Location: 9B NB/SB ML, S of I-295 (SO)
Direction: SOUTH
Lane: 1

File: M9-SR9B NB-SB ML, S of I-295_SBO.prn
City: 19-194 JG Max
County: 30.15999, -81.50972

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	222	57	0	2	0	0	1	9	0	0	1	0	0	0	294
18:30	0	214	51	0	4	1	0	2	9	0	0	0	0	0	0	281
18:45	2	218	43	0	1	0	0	4	10	0	0	0	0	0	0	278
19:00	0	166	38	0	2	1	0	2	10	0	0	0	0	0	0	219
Hour Total	4	820	189	0	9	2	0	9	38	0	0	1	0	0	0	1072
19:15	1	134	26	0	1	0	0	0	15	0	0	0	0	0	0	177
19:30	1	122	26	0	0	0	0	1	5	0	0	0	0	0	0	155
19:45	1	175	36	1	0	0	0	1	7	0	0	0	0	0	0	221
20:00	1	126	37	0	1	0	0	1	11	0	0	0	0	0	0	177
Hour Total	4	557	125	1	2	0	0	3	38	0	0	0	0	0	0	730
20:15	1	125	23	0	1	1	0	3	7	0	0	0	0	0	0	161
20:30	0	143	23	1	0	1	0	0	4	0	0	0	0	0	0	172
20:45	0	124	15	0	1	0	0	2	6	0	0	0	0	0	0	148
21:00	0	120	31	0	2	0	0	0	9	0	0	0	0	0	0	162
Hour Total	1	512	92	1	4	2	0	5	26	0	0	0	0	0	0	643
21:15	1	113	19	0	2	0	0	1	7	0	0	0	0	0	0	143
21:30	2	127	20	0	1	0	0	0	3	0	0	0	0	0	0	153
21:45	0	86	17	0	0	0	0	0	3	0	3	0	0	0	0	109
22:00	0	87	20	0	0	0	0	0	5	0	0	0	0	0	0	112
Hour Total	3	413	76	0	3	0	0	1	18	0	3	0	0	0	0	517
22:15	0	80	11	0	1	1	0	0	6	0	0	0	0	0	0	99
22:30	0	66	11	1	1	0	0	1	5	0	0	0	0	0	0	85
22:45	0	60	12	0	0	0	0	1	3	0	0	0	0	0	0	76
23:00	0	45	8	0	0	0	0	0	4	0	0	0	0	0	0	57
Hour Total	0	251	42	1	2	1	0	2	18	0	0	0	0	0	0	317
23:15	0	44	5	0	0	0	0	1	6	0	0	0	0	0	0	56
23:30	0	49	4	0	0	0	0	0	3	0	0	0	0	0	0	56
23:45	0	50	5	0	4	0	0	1	3	0	0	0	0	0	0	63
24:00	0	40	8	0	0	0	0	2	6	0	0	0	0	0	0	56
Hour Total	0	183	22	0	4	0	0	4	18	0	0	0	0	0	0	231
24 HR TOTAL	51	10562	2912	41	200	107	4	185	705	15	12	4	3	0	0	14801
PERCENTS	0.3%	71.4%	19.7%	0.3%	1.4%	0.7%	0.0%	1.2%	4.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 91.4% Trucks & Buses 8.6%

AM Times	06:45	07:30	06:45	10:00	10:15	09:00	00:15	11:00	11:15	08:15	09:30	05:00	06:00	07:30
AM Peaks	6	753	236	7	18	14	1	20	57	3	2	2	1	1025
PM Times	17:00	17:00	17:30	16:15	13:45	12:15	11:30	14:45	11:30	13:30	21:00	17:30	13:00	17:00
PM Peaks	9	977	219	7	22	16	1	19	51	5	3	1	1	1254

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: ML7
Site ID: ML7
Location: JTB WB ML, W of Gate Pkwy
Direction: WEST
Lane: 1

File: ML7-JTB WB ML, W of Gate Pkwy.PRN
City: 30.25006, -81.54597
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	120	3	1	124
00:30	78	0	0	78
00:45	70	1	1	72
01:00	56	0	1	57
Hour Total	324	4	3	331
01:15	51	3	0	54
01:30	35	0	0	35
01:45	49	1	0	50
02:00	51	1	0	52
Hour Total	186	5	0	191
02:15	33	1	0	34
02:30	36	0	0	36
02:45	44	0	1	45
03:00	19	1	0	20
Hour Total	132	2	1	135
03:15	24	1	0	25
03:30	28	1	1	30
03:45	34	1	0	35
04:00	26	0	0	26
Hour Total	112	3	1	116
04:15	31	1	1	33
04:30	40	1	1	42
04:45	98	1	0	99
05:00	103	4	0	107
Hour Total	272	7	2	281
05:15	94	2	0	96
05:30	132	3	1	136
05:45	232	6	3	241
06:00	350	8	1	359
Hour Total	808	19	5	832
06:15	387	7	3	397
06:30	578	4	7	589
06:45	875	13	6	894
07:00	1139	7	6	1152
Hour Total	2979	31	22	3032
07:15	1318	13	5	1336
07:30	1708	27	10	1745
07:45	1818	16	4	1838
08:00	1817	13	4	1834
Hour Total	6661	69	23	6753
08:15	1501	15	4	1520
08:30	1589	14	5	1608
08:45	1514	15	5	1534
09:00	1314	16	8	1338
Hour Total	5918	60	22	6000

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: ML7
Site ID: ML7
Location: JTB WB ML, W of Gate Pkwy
Direction: WEST
Lane: 1

File: ML7-JTB WB ML, W of Gate Pkwy.PRN
City: 30.25006, -81.54597
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	964	18	8	990
09:30	852	22	7	881
09:45	771	22	7	800
10:00	756	20	4	780
Hour Total	3343	82	26	3451
10:15	663	26	1	690
10:30	654	22	0	676
10:45	664	17	3	684
11:00	712	28	4	744
Hour Total	2693	93	8	2794
11:15	686	12	16	714
11:30	753	20	6	779
11:45	786	23	7	816
12:00	755	10	12	777
Hour Total	2980	65	41	3086
12:15	726	8	8	742
12:30	738	23	7	768
12:45	835	12	8	855
13:00	879	14	9	902
Hour Total	3178	57	32	3267
13:15	811	15	15	841
13:30	805	20	8	833
13:45	862	19	5	886
14:00	811	18	10	839
Hour Total	3289	72	38	3399
14:15	847	18	6	871
14:30	861	36	6	903
14:45	932	30	6	968
15:00	920	22	7	949
Hour Total	3560	106	25	3691
15:15	986	26	8	1020
15:30	1009	28	4	1041
15:45	1012	15	8	1035
16:00	1017	15	7	1039
Hour Total	4024	84	27	4135
16:15	1087	25	9	1121
16:30	1078	22	8	1108
16:45	1206	25	3	1234
17:00	1253	19	5	1277
Hour Total	4624	91	25	4740
17:15	1371	16	10	1397
17:30	1330	11	0	1341
17:45	1176	23	5	1204
18:00	1054	10	3	1067
Hour Total	4931	60	18	5009

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: ML7
Site ID: ML7
Location: JTB WB ML, W of Gate Pkwy
Direction: WEST
Lane: 1

File: ML7-JTB WB ML, W of Gate Pkwy.PRN
City: 30.25006, -81.54597
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	1052	7	0	1059
18:30	1017	21	1	1039
18:45	821	5	0	826
19:00	733	5	1	739
Hour Total	3623	38	2	3663
19:15	700	8	1	709
19:30	655	5	0	660
19:45	589	1	1	591
20:00	589	0	1	590
Hour Total	2533	14	3	2550
20:15	593	3	4	600
20:30	573	1	1	575
20:45	488	2	0	490
21:00	576	0	2	578
Hour Total	2230	6	7	2243
21:15	482	3	2	487
21:30	441	1	1	443
21:45	415	4	1	420
22:00	358	1	1	360
Hour Total	1696	9	5	1710
22:15	350	1	1	352
22:30	308	1	1	310
22:45	233	0	5	238
23:00	212	1	1	214
Hour Total	1103	3	8	1114
23:15	185	3	1	189
23:30	147	0	0	147
23:45	145	0	0	145
24:00	96	5	0	101
Hour Total	573	8	1	582
DAY TOTAL	61772	988	345	63105
PERCENTS	97.9%	1.6%	0.5%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:30	10:15	11:15	07:30
AM Peaks	6844	93	41	6937
PM Times	16:45	14:30	12:45	16:45
PM Peaks	5160	114	40	5249

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Station #: ML7
Site ID: ML7
Location: JTB WB ML, W of Gate Pkwy
Direction: WEST
Lane: 1

File: ML7-JTB WB ML, W of Gate Pkwy.PRN
City: 30.25006, -81.54597
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	102	1	0	103
00:30	70	2	0	72
00:45	66	1	3	70
01:00	67	0	3	70
Hour Total	305	4	6	315
01:15	35	3	0	38
01:30	37	1	0	38
01:45	69	2	0	71
02:00	41	0	1	42
Hour Total	182	6	1	189
02:15	54	0	1	55
02:30	38	0	0	38
02:45	36	1	1	38
03:00	28	0	2	30
Hour Total	156	1	4	161
03:15	26	0	0	26
03:30	24	0	0	24
03:45	30	1	0	31
04:00	34	0	1	35
Hour Total	114	1	1	116
04:15	33	2	0	35
04:30	59	2	2	63
04:45	94	2	2	98
05:00	105	0	1	106
Hour Total	291	6	5	302
05:15	93	7	1	101
05:30	157	2	0	159
05:45	267	1	4	272
06:00	327	4	2	333
Hour Total	844	14	7	865
06:15	372	4	4	380
06:30	610	6	5	621
06:45	785	10	3	798
07:00	1120	9	3	1132
Hour Total	2887	29	15	2931
07:15	1290	8	3	1301
07:30	1616	26	3	1645
07:45	1655	14	5	1674
08:00	1623	15	7	1645
Hour Total	6184	63	18	6265
08:15	1601	16	5	1622
08:30	1636	12	6	1654
08:45	1436	14	5	1455
09:00	1366	10	3	1379
Hour Total	6039	52	19	6110

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Station #: ML7
Site ID: ML7
Location: JTB WB ML, W of Gate Pkwy
Direction: WEST
Lane: 1

File: ML7-JTB WB ML, W of Gate Pkwy.PRN
City: 30.25006, -81.54597
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	1028	14	7	1049
09:30	872	30	6	908
09:45	860	27	11	898
10:00	759	21	5	785
Hour Total	3519	92	29	3640
10:15	683	24	6	713
10:30	687	15	5	707
10:45	712	16	5	733
11:00	739	22	3	764
Hour Total	2821	77	19	2917
11:15	681	16	9	706
11:30	766	27	11	804
11:45	779	15	6	800
12:00	794	21	8	823
Hour Total	3020	79	34	3133
12:15	774	22	7	803
12:30	799	24	12	835
12:45	839	17	12	868
13:00	885	25	10	920
Hour Total	3297	88	41	3426
13:15	830	25	5	860
13:30	888	24	6	918
13:45	832	15	7	854
14:00	798	18	6	822
Hour Total	3348	82	24	3454
14:15	874	24	9	907
14:30	865	35	11	911
14:45	898	35	3	936
15:00	978	21	5	1004
Hour Total	3615	115	28	3758
15:15	974	24	10	1008
15:30	1040	26	5	1071
15:45	1117	25	6	1148
16:00	1035	23	3	1061
Hour Total	4166	98	24	4288
16:15	1103	24	6	1133
16:30	1271	21	6	1298
16:45	1254	31	11	1296
17:00	1215	27	4	1246
Hour Total	4843	103	27	4973
17:15	1290	15	3	1308
17:30	1282	16	2	1300
17:45	1070	21	2	1093
18:00	1021	13	4	1038
Hour Total	4663	65	11	4739

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Station #: ML7
Site ID: ML7
Location: JTB WB ML, W of Gate Pkwy
Direction: WEST
Lane: 1

File: ML7-JTB WB ML, W of Gate Pkwy.PRN
City: 30.25006, -81.54597
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	1040	10	3	1053
18:30	976	8	3	987
18:45	892	5	2	899
19:00	694	17	0	711
Hour Total	3602	40	8	3650
19:15	659	10	0	669
19:30	655	4	3	662
19:45	623	2	3	628
20:00	592	3	1	596
Hour Total	2529	19	7	2555
20:15	580	3	0	583
20:30	558	9	3	570
20:45	585	4	2	591
21:00	521	2	3	526
Hour Total	2244	18	8	2270
21:15	548	4	0	552
21:30	516	3	1	520
21:45	425	4	1	430
22:00	387	1	0	388
Hour Total	1876	12	2	1890
22:15	341	1	1	343
22:30	297	1	0	298
22:45	249	0	1	250
23:00	231	1	0	232
Hour Total	1118	3	2	1123
23:15	183	3	2	188
23:30	194	4	0	198
23:45	135	1	1	137
24:00	109	1	0	110
Hour Total	621	9	3	633
DAY TOTAL	62284	1076	343	63703
PERCENTS	97.8%	1.7%	0.5%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:45	09:30	11:15	07:45
AM Peaks	6515	102	34	6595
PM Times	16:45	14:15	12:15	16:45
PM Peaks	5041	115	41	5150

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: ML8
Site ID: ML8
Location: JTB EB ML, W of Gate Pkwy
Direction: EAST
Lane: 1

File: ML8-JTB EB ML, W of Gate Pkwy.PRN
City: 30.24993, -81.54274
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	99	0	0	99
00:30	70	0	0	70
00:45	61	3	1	65
01:00	40	0	1	41
Hour Total	270	3	2	275
01:15	48	2	1	51
01:30	49	1	2	52
01:45	50	0	1	51
02:00	40	1	1	42
Hour Total	187	4	5	196
02:15	48	0	1	49
02:30	32	2	0	34
02:45	44	2	1	47
03:00	25	3	1	29
Hour Total	149	7	3	159
03:15	20	0	2	22
03:30	33	1	1	35
03:45	31	2	0	33
04:00	36	5	2	43
Hour Total	120	8	5	133
04:15	30	2	0	32
04:30	29	5	4	38
04:45	65	7	3	75
05:00	76	12	2	90
Hour Total	200	26	9	235
05:15	87	2	4	93
05:30	135	10	4	149
05:45	207	10	1	218
06:00	256	22	4	282
Hour Total	685	44	13	742
06:15	305	24	5	334
06:30	473	28	11	512
06:45	679	33	10	722
07:00	776	15	6	797
Hour Total	2233	100	32	2365
07:15	788	31	8	827
07:30	955	25	5	985
07:45	1011	23	6	1040
08:00	987	32	7	1026
Hour Total	3741	111	26	3878
08:15	998	34	11	1043
08:30	1040	37	6	1083
08:45	1045	30	8	1083
09:00	949	38	13	1000
Hour Total	4032	139	38	4209

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: ML8
Site ID: ML8
Location: JTB EB ML, W of Gate Pkwy
Direction: EAST
Lane: 1

File: ML8-JTB EB ML, W of Gate Pkwy.PRN
City: 30.24993, -81.54274
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	796	37	11	844
09:30	731	27	13	771
09:45	784	29	12	825
10:00	734	37	9	780
Hour Total	3045	130	45	3220
10:15	698	24	11	733
10:30	669	23	8	700
10:45	679	18	10	707
11:00	747	20	8	775
Hour Total	2793	85	37	2915
11:15	769	19	10	798
11:30	856	17	8	881
11:45	799	14	3	816
12:00	881	22	7	910
Hour Total	3305	72	28	3405
12:15	828	11	11	850
12:30	837	20	8	865
12:45	816	20	7	843
13:00	824	20	7	851
Hour Total	3305	71	33	3409
13:15	748	20	12	780
13:30	761	40	11	812
13:45	784	24	9	817
14:00	790	25	7	822
Hour Total	3083	109	39	3231
14:15	843	17	10	870
14:30	849	17	10	876
14:45	901	4	4	909
15:00	908	13	5	926
Hour Total	3501	51	29	3581
15:15	917	14	6	937
15:30	1093	16	5	1114
15:45	1240	18	5	1263
16:00	1155	16	3	1174
Hour Total	4405	64	19	4488
16:15	1234	11	1	1246
16:30	1364	6	1	1371
16:45	1455	8	2	1465
17:00	1466	6	3	1475
Hour Total	5519	31	7	5557
17:15	1276	8	2	1286
17:30	1333	5	0	1338
17:45	1269	4	2	1275
18:00	1069	3	0	1072
Hour Total	4947	20	4	4971

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: ML8
Site ID: ML8
Location: JTB EB ML, W of Gate Pkwy
Direction: EAST
Lane: 1

File: ML8-JTB EB ML, W of Gate Pkwy.PRN
City: 30.24993, -81.54274
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	999	1	1	1001
18:30	915	1	3	919
18:45	1190	6	1	1197
19:00	785	2	1	788
Hour Total	3889	10	6	3905
19:15	726	2	2	730
19:30	732	1	0	733
19:45	653	0	1	654
20:00	561	0	0	561
Hour Total	2672	3	3	2678
20:15	567	3	2	572
20:30	519	2	3	524
20:45	458	1	3	462
21:00	419	4	1	424
Hour Total	1963	10	9	1982
21:15	453	6	1	460
21:30	395	1	4	400
21:45	303	1	4	308
22:00	312	0	1	313
Hour Total	1463	8	10	1481
22:15	299	3	1	303
22:30	273	1	0	274
22:45	198	2	0	200
23:00	172	2	1	175
Hour Total	942	8	2	952
23:15	147	0	2	149
23:30	159	1	1	161
23:45	142	1	0	143
24:00	112	0	0	112
Hour Total	560	2	3	565
DAY TOTAL	57009	1116	407	58532
PERCENTS	97.4%	1.9%	0.7%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	08:00	08:30	09:00	08:00
AM Peaks	4070	142	49	4235
PM Times	16:30	13:15	13:00	16:30
PM Peaks	5561	109	39	5597

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Station #: ML8
Site ID: ML8
Location: JTB EB ML, W of Gate Pkwy
Direction: EAST
Lane: 1

File: ML8-JTB EB ML, W of Gate Pkwy.PRN
City: 30.24993, -81.54274
County: Car/Medium/Heavy

TIME	1	2	3	Total
00:15	97	2	1	100
00:30	69	0	0	69
00:45	74	0	2	76
01:00	72	0	1	73
Hour Total	312	2	4	318
01:15	54	0	1	55
01:30	57	0	1	58
01:45	39	0	0	39
02:00	53	1	2	56
Hour Total	203	1	4	208
02:15	40	0	1	41
02:30	50	0	2	52
02:45	54	1	1	56
03:00	27	1	1	29
Hour Total	171	2	5	178
03:15	26	2	1	29
03:30	24	3	0	27
03:45	29	3	1	33
04:00	48	1	2	51
Hour Total	127	9	4	140
04:15	35	1	1	37
04:30	34	2	2	38
04:45	64	6	2	72
05:00	75	4	1	80
Hour Total	208	13	6	227
05:15	105	6	0	111
05:30	150	11	4	165
05:45	182	15	2	199
06:00	235	12	8	255
Hour Total	672	44	14	730
06:15	339	27	7	373
06:30	498	22	10	530
06:45	675	27	2	704
07:00	821	34	5	860
Hour Total	2333	110	24	2467
07:15	830	28	5	863
07:30	931	30	5	966
07:45	1081	22	8	1111
08:00	1054	26	4	1084
Hour Total	3896	106	22	4024
08:15	896	21	11	928
08:30	972	23	10	1005
08:45	977	32	5	1014
09:00	974	25	12	1011
Hour Total	3819	101	38	3958

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Station #: ML8
Site ID: ML8
Location: JTB EB ML, W of Gate Pkwy
Direction: EAST
Lane: 1

File: ML8-JTB EB ML, W of Gate Pkwy.PRN
City: 30.24993, -81.54274
County: Car/Medium/Heavy

TIME	1	2	3	Total
09:15	791	40	17	848
09:30	820	35	9	864
09:45	796	26	7	829
10:00	715	22	9	746
Hour Total	3122	123	42	3287
10:15	693	17	7	717
10:30	687	21	13	721
10:45	713	21	6	740
11:00	647	19	11	677
Hour Total	2740	78	37	2855
11:15	762	18	7	787
11:30	795	16	10	821
11:45	807	17	8	832
12:00	887	20	10	917
Hour Total	3251	71	35	3357
12:15	833	25	9	867
12:30	867	21	2	890
12:45	877	18	6	901
13:00	818	17	5	840
Hour Total	3395	81	22	3498
13:15	779	16	12	807
13:30	796	43	8	847
13:45	860	33	7	900
14:00	868	22	10	900
Hour Total	3303	114	37	3454
14:15	846	26	6	878
14:30	839	19	6	864
14:45	918	14	2	934
15:00	866	16	2	884
Hour Total	3469	75	16	3560
15:15	975	14	5	994
15:30	1054	16	3	1073
15:45	1238	21	3	1262
16:00	1168	6	4	1178
Hour Total	4435	57	15	4507
16:15	1280	12	4	1296
16:30	1379	8	1	1388
16:45	1366	7	4	1377
17:00	1475	2	1	1478
Hour Total	5500	29	10	5539
17:15	1534	5	2	1541
17:30	1407	4	0	1411
17:45	1356	2	4	1362
18:00	1209	7	3	1219
Hour Total	5506	18	9	5533

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Station #: ML8
Site ID: ML8
Location: JTB EB ML, W of Gate Pkwy
Direction: EAST
Lane: 1

File: ML8-JTB EB ML, W of Gate Pkwy.PRN
City: 30.24993, -81.54274
County: Car/Medium/Heavy

TIME	1	2	3	Total
18:15	1151	3	2	1156
18:30	1104	8	2	1114
18:45	920	6	3	929
19:00	860	2	0	862
Hour Total	4035	19	7	4061
19:15	744	2	1	747
19:30	740	2	1	743
19:45	646	1	1	648
20:00	594	1	0	595
Hour Total	2724	6	3	2733
20:15	609	4	2	615
20:30	573	3	2	578
20:45	480	4	2	486
21:00	415	1	0	416
Hour Total	2077	12	6	2095
21:15	453	2	1	456
21:30	388	1	0	389
21:45	309	3	1	313
22:00	306	3	1	310
Hour Total	1456	9	3	1468
22:15	293	3	0	296
22:30	277	1	3	281
22:45	225	2	1	228
23:00	184	1	1	186
Hour Total	979	7	5	991
23:15	171	2	0	173
23:30	143	0	2	145
23:45	134	0	1	135
24:00	97	0	0	97
Hour Total	545	2	3	550
DAY TOTAL	58278	1089	371	59738
PERCENTS	97.6%	1.8%	0.6%	100.0%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:45	08:45	09:00	07:45
AM Peaks	4003	132	45	4128
PM Times	16:45	13:30	11:30	16:45
PM Peaks	5782	124	37	5807

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R11
Site ID: 000000023851
Location: I-295 SB Off to US 1
Direction: SOUTH

File: R11-I295 SB Off to US 1.prn
City: 19-194 JG Max
County: 30.16895, -81.53625

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			11	87	4	82									15	169	8	84
00:30			6	95	4	113									10	208	5	104
00:45			10	87	0	90									10	177	5	88
01:00			9	83	8	99									17	182	8	91
01:15			7	94	7	101									14	195	7	98
01:30			2	105	7	103									9	208	4	104
01:45			8	86	6	87									14	173	7	86
02:00			8	84	4	120									12	204	6	102
02:15			3	97	5	98									8	195	4	98
02:30			8	107	3	106									11	213	6	106
02:45			8	84	5	88									13	172	6	86
03:00			3	89	4	98									7	187	4	94
03:15			7	113	2	101									9	214	4	107
03:30			3	89	3	85									6	174	3	87
03:45			10	93	6	102									16	195	8	98
04:00			7	75	6	83									13	158	6	79
04:15			15	80	4	72									19	152	10	76
04:30			8	73	8	70									16	143	8	72
04:45			8	60	5	88									13	148	6	74
05:00			13	78	7	68									20	146	10	73
05:15			15	81	14	72									29	153	14	76
05:30			20	88	14	71									34	159	17	80
05:45			28	86	19	66									47	152	24	76
06:00			55	85	49	87									104	172	52	86
06:15			54	66	53	79									107	145	54	72
06:30			99	79	85	74									184	153	92	76
06:45			126	83	134	82									260	165	130	82
07:00			192	70	189	51									381	121	190	60
07:15			143	56	140	69									283	125	142	62
07:30			148	69	171	48									319	117	160	58
07:45			143	58	125	58									268	116	134	58
08:00			144	47	146	48									290	95	145	48
08:15			128	37	121	46									249	83	124	42
08:30			144	38	121	34									265	72	132	36
08:45			120	26	117	39									237	65	118	32
09:00			124	29	146	48									270	77	135	38
09:15			87	32	104	40									191	72	96	36
09:30			99	38	100	42									199	80	100	40
09:45			98	32	102	25									200	57	100	28
10:00			86	29	100	28									186	57	93	28
10:15			73	27	94	30									167	57	84	28
10:30			79	22	83	25									162	47	81	24
10:45			75	19	74	17									149	36	74	18
11:00			83	13	87	18									170	31	85	16
11:15			91	10	60	20									151	30	76	15
11:30			83	5	99	16									182	21	91	10
11:45			88	12	86	6									174	18	87	9
12:00			103	15	88	7									191	22	96	11
TOTALS			5893		5919										11812		5903	
AM Times			07:00		06:45										07:00		07:00	
AM Peaks			626		634										1251		624	
AM PHF			0.82		0.84										0.82		0.82	
PM Times			14:30		14:00										14:30		14:30	
PM Peaks			393		412										786		392	
PM PHF			0.87		0.86										0.92		0.92	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/21/2019

Station #: R12
Site ID: 000000023936
Location: I-295 SB On Ramp from US 1
Direction: SOUTH

File: R12-I295 SB On Ramp from US 1.prn
City: 19-194 JD Max
County: 30.16787, -81.53942

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			11	116	12	126									23	242	12	121
00:30			5	87	15	132									20	219	10	110
00:45			5	94	6	129									11	223	6	112
01:00			7	135	7	90									14	225	7	112
01:15			2	123	6	129									8	252	4	126
01:30			8	102	9	119									17	221	8	110
01:45			3	118	3	118									6	236	3	118
02:00			4	103	6	126									10	229	5	114
02:15			5	128	7	140									12	268	6	134
02:30			6	136	4	111									10	247	5	124
02:45			8	138	11	120									19	258	10	129
03:00			10	131	5	90									15	221	8	110
03:15			6	137	15	161									21	298	10	149
03:30			14	155	14	184									28	339	14	170
03:45			10	202	13	195									23	397	12	198
04:00			3	194	8	179									11	373	6	186
04:15			11	262	11	241									22	503	11	252
04:30			6	244	10	200									16	444	8	222
04:45			12	242	17	247									29	489	14	244
05:00			16	234	16	225									32	459	16	230
05:15			45	277	29	270									74	547	37	274
05:30			28	242	22	250									50	492	25	246
05:45			45	182	47	196									92	378	46	189
06:00			41	141	40	150									81	291	40	146
06:15			65	170	61	121									126	291	63	146
06:30			72	135	81	134									153	269	76	134
06:45			112	118	96	117									208	235	104	118
07:00			149	82	89	79									238	161	119	80
07:15			144	77	147	86									291	163	146	82
07:30			142	62	151	54									293	116	146	58
07:45			154	59	133	41									287	100	144	50
08:00			121	52	108	70									229	122	114	61
08:15			102	70	147	69									249	139	124	70
08:30			100	67	116	51									216	118	108	59
08:45			116	48	87	56									203	104	102	52
09:00			111	33	86	44									197	77	98	38
09:15			108	59	127	38									235	97	118	48
09:30			79	33	101	35									180	68	90	34
09:45			99	24	109	50									208	74	104	37
10:00			109	20	97	38									206	58	103	29
10:15			120	34	89	21									209	55	104	28
10:30			108	31	92	31									200	62	100	31
10:45			96	25	102	20									198	45	99	22
11:00			97	22	112	18									209	40	104	20
11:15			122	22	121	17									243	39	122	20
11:30			108	21	114	13									222	34	111	17
11:45			102	14	115	14									217	28	108	14
12:00			117	14	113	10									230	24	115	12
TOTALS			8179		8082										16261		8131	
AM Times			07:00		07:15										07:00		07:00	
AM Peaks			589		539										1109		553	
AM PHF			0.96		0.89										0.95		0.95	
PM Times			16:30		16:45										16:45		16:45	
PM Peaks			997		992										1987		992	
PM PHF			0.90		0.92										0.91		0.91	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R13
Site ID: 000000023949
Location: I-295 NB Off to US 1
Direction: NORTH

File: R13-I295 NB Off to US 1.prn
City: 19-194 JG Max
County: 30.16760, -81.53836

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			12	132	9	145									21	277	10	138
00:30			14	142	16	145									30	287	15	144
00:45			7	115	5	133									12	248	6	124
01:00			7	137	8	176									15	313	8	156
01:15			6	129	7	164									13	293	6	146
01:30			5	156	13	152									18	308	9	154
01:45			6	144	4	144									10	288	5	144
02:00			6	156	9	150									15	306	8	153
02:15			6	141	11	122									17	263	8	132
02:30			9	114	12	131									21	245	10	122
02:45			17	131	17	127									34	258	17	129
03:00			16	138	16	122									32	260	16	130
03:15			13	143	6	168									19	311	10	156
03:30			7	146	10	170									17	316	8	158
03:45			11	159	4	164									15	323	8	162
04:00			21	156	12	166									33	322	16	161
04:15			16	150	18	144									34	294	17	147
04:30			26	189	8	146									34	335	17	168
04:45			25	141	23	153									48	294	24	147
05:00			48	171	46	175									94	346	47	173
05:15			41	157	35	134									76	291	38	146
05:30			64	162	65	145									129	307	64	154
05:45			94	162	86	147									180	309	90	154
06:00			130	157	113	157									243	314	122	157
06:15			145	135	149	133									294	268	147	134
06:30			240	122	239	122									479	244	240	122
06:45			255	88	246	105									501	193	250	96
07:00			281	75	293	100									574	175	287	88
07:15			270	70	251	77									521	147	260	74
07:30			299	106	331	103									630	209	315	104
07:45			340	68	343	52									683	120	342	60
08:00			347	63	304	63									651	126	326	63
08:15			335	68	317	60									652	128	326	64
08:30			282	48	261	50									543	98	272	49
08:45			249	48	210	48									459	96	230	48
09:00			223	53	232	39									455	92	228	46
09:15			176	35	146	43									322	78	161	39
09:30			170	46	144	42									314	88	157	44
09:45			160	31	132	35									292	66	146	33
10:00			144	19	166	26									310	45	155	22
10:15			126	23	117	31									243	54	122	27
10:30			129	30	131	33									260	63	130	32
10:45			122	17	119	23									241	40	120	20
11:00			125	36	130	18									255	54	128	27
11:15			127	14	120	19									247	33	124	16
11:30			146	18	117	17									263	35	132	18
11:45			164	15	147	13									311	28	156	14
12:00			155	19	139	17									294	36	147	18
TOTALS			10392		10186										20578		10293	
AM Times			07:30		07:30										07:30		07:30	
AM Peaks			1321		1295										2616		1307	
AM PHF			0.95		0.94										0.96		0.96	
PM Times			16:30		15:15										15:45		15:45	
PM Peaks			658		668										1274		636	
PM PHF			0.87		0.98										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R14
Site ID: 000000023927
Location: I-295 NB On from US 1
Direction: NORTH

File: R14-I295 NB On from US 1.prn
City: 19-194 JG Max
County: 30.16853, -81.53611

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			7	87	10	93									17	180	8	90
00:30			7	85	10	83									17	168	8	84
00:45			4	89	5	90									9	179	4	90
01:00			1	102	1	88									2	190	1	95
01:15			5	75	5	89									10	164	5	82
01:30			5	100	3	99									8	199	4	100
01:45			9	98	9	112									18	210	9	105
02:00			8	90	5	97									13	187	6	94
02:15			5	104	2	93									7	197	4	98
02:30			2	83	3	94									5	177	2	88
02:45			5	110	2	107									7	217	4	108
03:00			5	95	7	99									12	194	6	97
03:15			9	124	0	113									9	237	4	118
03:30			8	113	3	109									11	222	6	111
03:45			4	130	3	119									7	249	4	124
04:00			10	125	7	104									17	229	8	114
04:15			9	135	8	120									17	255	8	128
04:30			14	110	7	119									21	229	10	114
04:45			16	114	10	134									26	248	13	124
05:00			9	97	6	92									15	189	8	94
05:15			26	137	17	139									43	276	22	138
05:30			16	108	20	120									36	228	18	114
05:45			17	98	16	99									33	197	16	98
06:00			27	91	17	98									44	189	22	94
06:15			33	87	33	88									66	175	33	88
06:30			76	76	61	81									137	157	68	78
06:45			80	83	93	54									173	137	86	68
07:00			85	73	76	70									161	143	80	72
07:15			93	79	103	72									196	151	98	76
07:30			102	51	99	58									201	109	100	54
07:45			99	56	103	48									202	104	101	52
08:00			84	53	81	41									165	94	82	47
08:15			56	47	56	58									112	105	56	52
08:30			62	41	93	50									155	91	78	46
08:45			94	48	56	32									150	80	75	40
09:00			60	25	83	39									143	64	72	32
09:15			88	30	89	37									177	67	88	34
09:30			88	45	64	27									152	72	76	36
09:45			96	30	111	32									207	62	104	31
10:00			74	23	86	21									160	44	80	22
10:15			83	25	78	16									161	41	80	20
10:30			77	19	89	17									166	36	83	18
10:45			75	11	87	20									162	31	81	16
11:00			77	8	77	13									154	21	77	10
11:15			85	8	94	16									179	24	90	12
11:30			73	8	91	13									164	21	82	10
11:45			103	14	84	8									187	22	94	11
12:00			93	7	89	5									182	12	91	6
TOTALS			5611		5578										11189		5588	
AM Times			07:00		07:15										07:15		07:15	
AM Peaks			379		386										764		381	
AM PHF			0.93		0.94										0.95		0.94	
PM Times			15:30		16:45										15:45		15:45	
PM Peaks			503		485										962		479	
PM PHF			0.93		0.87										0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/15/2019

Station #: R21
Site ID: 000000023944
Location: I-295 SB Off to Baymeadows Rd
Direction: SOUTH

File: R21, I-295 SB off to Baymeadows.prn
City: 19-194 JG Max
County: 30.22029, -81.51439

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					15		16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					25	151	24	132							49	283	24	142
00:30					9	156	20	145							29	301	14	150
00:45					11	157	13	141							24	298	12	149
01:00					11	134	17	130							28	264	14	132
01:15					9	150	10	124							19	274	10	137
01:30					12	149	15	141							27	290	14	145
01:45					6	151	8	149							14	300	7	150
02:00					3	172	5	158							8	330	4	165
02:15					5	141	5	117							10	258	5	129
02:30					5	114	7	112							12	226	6	113
02:45					5	162	8	113							13	275	6	138
03:00					5	145	6	100							11	245	6	122
03:15					5	121	4	103							9	224	4	112
03:30					4	99	5	102							9	201	4	100
03:45					1	87	4	95							5	182	2	91
04:00					6	96	8	92							14	188	7	94
04:15					4	76	3	71							7	147	4	74
04:30					7	68	7	87							14	155	7	78
04:45					12	76	8	102							20	178	10	89
05:00					3	92	13	88							16	180	8	90
05:15					8	81	13	79							21	160	10	80
05:30					11	64	17	72							28	136	14	68
05:45					19	84	20	87							39	171	20	86
06:00					33	79	34	98							67	177	34	88
06:15					53	115	39	114							92	229	46	114
06:30					111	98	95	97							206	195	103	98
06:45					181	157	177	109							358	266	179	133
07:00					192	161	196	111							388	272	194	136
07:15					155	110	147	131							302	241	151	120
07:30					143	61	120	134							263	195	132	98
07:45					132	68	168	109							300	177	150	88
08:00					166	105	149	90							315	195	158	98
08:15					144	111	168	108							312	219	156	110
08:30					149	98	197	99							346	197	173	98
08:45					145	78	180	83							325	161	162	80
09:00					167	84	152	95							319	179	160	90
09:15					145	93	152	76							297	169	148	84
09:30					133	75	123	71							256	146	128	73
09:45					103	70	93	71							196	141	98	70
10:00					120	65	105	80							225	145	112	72
10:15					92	60	112	53							204	113	102	56
10:30					105	47	126	57							231	104	116	52
10:45					93	41	108	39							201	80	100	40
11:00					103	35	120	32							223	67	112	34
11:15					141	28	121	36							262	64	131	32
11:30					152	22	139	21							291	43	146	22
11:45					115	26	141	27							256	53	128	26
12:00					142	30	141	29							283	59	142	30
TOTALS					8044		8053								16097		8049	
AM Times					06:45		08:15								06:45		06:45	
AM Peaks					671		697								1311		655	
AM PHF					0.87		0.88								0.84		0.84	
PM Times					13:15		13:15								13:15		13:15	
PM Peaks					622		572								1194		597	
PM PHF					0.90		0.91								0.90		0.90	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R22
Site ID: 000000023881
Location: I-295 SB On from Baymeadows Rd
Direction: SOUTH

File: R22-I295 SB On from Baymeadows Rd.prn
City: 19-194 JG Max
County: 30.21315, -81.51434

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			9	85	6	74									15	159	8	80
00:30			7	109	4	91									11	200	6	100
00:45			3	82	4	95									7	177	4	88
01:00			2	96	10	101									12	197	6	98
01:15			3	76	0	97									3	173	2	86
01:30			2	74	3	102									5	176	2	88
01:45			1	87	5	93									6	180	3	90
02:00			4	94	2	90									6	184	3	92
02:15			4	116	1	136									5	252	2	126
02:30			1	138	1	143									2	281	1	140
02:45			1	95	3	118									4	213	2	106
03:00			6	94	4	86									10	180	5	90
03:15			1	123	2	90									3	213	2	106
03:30			0	100	1	71									1	171	0	86
03:45			5	111	2	140									7	251	4	126
04:00			3	102	1	119									4	221	2	110
04:15			3	154	1	132									4	286	2	143
04:30			5	176	6	174									11	350	6	175
04:45			4	168	1	198									5	366	2	183
05:00			9	217	6	208									15	425	8	212
05:15			15	209	12	217									27	426	14	213
05:30			14	222	9	202									23	424	12	212
05:45			17	211	19	214									36	425	18	212
06:00			20	140	11	176									31	316	16	158
06:15			37	135	40	136									77	271	38	136
06:30			46	112	43	144									89	256	44	128
06:45			54	93	73	109									127	202	64	101
07:00			75	89	70	77									145	166	72	83
07:15			107	73	108	62									215	135	108	68
07:30			117	88	111	79									228	167	114	84
07:45			94	80	96	81									190	161	95	80
08:00			92	59	93	53									185	112	92	56
08:15			88	41	93	57									181	98	90	49
08:30			92	48	90	52									182	100	91	50
08:45			102	40	97	70									199	110	100	55
09:00			74	53	90	76									164	129	82	64
09:15			83	40	81	88									164	128	82	64
09:30			112	35	84	55									196	90	98	45
09:45			80	37	95	39									175	76	88	38
10:00			66	36	78	46									144	82	72	41
10:15			70	29	55	38									125	67	62	34
10:30			57	30	81	25									138	55	69	28
10:45			81	24	75	22									156	46	78	23
11:00			95	15	54	15									149	30	74	15
11:15			71	14	84	10									155	24	78	12
11:30			86	4	79	14									165	18	82	9
11:45			85	10	70	9									155	19	78	10
12:00			100	12	69	10									169	22	84	11
TOTALS			6379		6557										12936		6469	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			410		408										818		408	
AM PHF			0.88		0.92										0.90		0.89	
PM Times			17:00		17:00										17:00		17:00	
PM Peaks			859		841										1700		849	
PM PHF			0.97		0.97										1.00		1.00	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R23
Site ID: 000000023855
Location: I-295 NB Off to Baymeadows Rd
Direction: NORTH

File: R23-I295 NB Off to Baymeadows Rd.prn
City: 19-194 JG Max
County: 30.21242, -81.51360

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	83	12	79									18	162	9	81
00:30			7	76	6	85									13	161	6	80
00:45			8	85	7	73									15	158	8	79
01:00			2	70	5	87									7	157	4	78
01:15			3	85	0	73									3	158	2	79
01:30			3	82	2	74									5	156	2	78
01:45			3	90	7	88									10	178	5	89
02:00			4	89	2	87									6	176	3	88
02:15			3	66	1	80									4	146	2	73
02:30			3	94	3	97									6	191	3	96
02:45			0	78	3	84									3	162	2	81
03:00			2	62	1	66									3	128	2	64
03:15			4	80	6	87									10	167	5	84
03:30			2	75	0	88									2	163	1	82
03:45			0	83	1	90									1	173	0	86
04:00			2	77	6	77									8	154	4	77
04:15			2	77	3	95									5	172	2	86
04:30			2	78	1	88									3	166	2	83
04:45			2	84	2	75									4	159	2	80
05:00			3	82	2	70									5	152	2	76
05:15			8	97	13	97									21	194	10	97
05:30			6	104	8	105									14	209	7	104
05:45			8	119	12	92									20	211	10	106
06:00			19	98	15	92									34	190	17	95
06:15			28	117	26	111									54	228	27	114
06:30			75	83	78	100									153	183	76	92
06:45			98	83	108	106									206	189	103	94
07:00			112	83	97	108									209	191	104	96
07:15			91	58	90	78									181	136	90	68
07:30			63	72	74	49									137	121	68	60
07:45			72	46	56	50									128	96	64	48
08:00			78	47	77	52									155	99	78	50
08:15			89	48	69	62									158	110	79	55
08:30			94	52	79	44									173	96	86	48
08:45			73	50	79	49									152	99	76	50
09:00			89	58	56	35									145	93	72	46
09:15			94	36	75	45									169	81	84	40
09:30			85	32	62	36									147	68	74	34
09:45			79	31	64	32									143	63	72	32
10:00			71	22	85	39									156	61	78	30
10:15			72	15	71	25									143	40	72	20
10:30			69	25	61	29									130	54	65	27
10:45			67	15	81	18									148	33	74	16
11:00			76	17	66	15									142	32	71	16
11:15			65	12	64	15									129	27	64	14
11:30			71	13	73	18									144	31	72	16
11:45			81	12	75	14									156	26	78	13
12:00			89	13	67	9									156	22	78	11
TOTALS			5037		5019										10056		5027	
AM Times			06:30		06:30										06:30		06:30	
AM Peaks			376		373										749		373	
AM PHF			0.84		0.86										0.90		0.90	
PM Times			17:30		18:15										17:30		17:30	
PM Peaks			438		425										838		418	
PM PHF			0.92		0.96										0.92		0.92	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R24
Site ID: 000000010651
Location: I-295 NB On from Baymeadows Rd
Direction: NORTH

File: R24-I295 NB On from Baymeadows Rd.prn
City: 19-194 JG Max
County: 30.22016, -81.51369

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	151	12	143									18	294	9	147
00:30			13	161	16	147									29	308	14	154
00:45			5	133	2	155									7	288	4	144
01:00			7	148	3	137									10	285	5	142
01:15			5	141	7	139									12	280	6	140
01:30			9	125	3	141									12	266	6	133
01:45			5	136	3	116									8	252	4	126
02:00			3	125	8	115									11	240	6	120
02:15			3	136	8	157									11	293	6	146
02:30			7	173	5	172									12	345	6	172
02:45			1	155	5	152									6	307	3	154
03:00			2	130	0	108									2	238	1	119
03:15			4	155	1	155									5	310	2	155
03:30			8	138	5	161									13	299	6	150
03:45			4	142	10	130									14	272	7	136
04:00			8	113	12	140									20	253	10	126
04:15			12	158	11	113									23	271	12	136
04:30			3	147	7	136									10	283	5	142
04:45			12	138	10	152									22	290	11	145
05:00			15	143	15	139									30	282	15	141
05:15			20	146	15	153									35	299	18	150
05:30			24	158	20	140									44	298	22	149
05:45			30	115	37	126									67	241	34	120
06:00			46	109	28	115									74	224	37	112
06:15			64	122	60	132									124	254	62	127
06:30			70	145	80	152									150	297	75	148
06:45			94	125	102	111									196	236	98	118
07:00			139	85	137	97									276	182	138	91
07:15			187	78	177	85									364	163	182	82
07:30			224	94	223	97									447	191	224	96
07:45			229	121	210	96									439	217	220	108
08:00			250	109	247	75									497	184	248	92
08:15			212	82	218	94									430	176	215	88
08:30			220	68	217	78									437	146	218	73
08:45			231	72	224	73									455	145	228	72
09:00			191	64	167	124									358	188	179	94
09:15			131	57	138	125									269	182	134	91
09:30			141	61	119	76									260	137	130	68
09:45			135	72	146	61									281	133	140	66
10:00			119	49	118	61									237	110	118	55
10:15			136	33	112	37									248	70	124	35
10:30			103	35	119	45									222	80	111	40
10:45			143	31	110	27									253	58	126	29
11:00			111	18	88	28									199	46	100	23
11:15			105	22	121	25									226	47	113	24
11:30			109	17	121	19									230	36	115	18
11:45			151	17	130	10									281	27	140	14
12:00			116	16	140	13									256	29	128	14
TOTALS			8832		8850										17682		8840	
AM Times			07:30		08:00										08:00		08:00	
AM Peaks			915		906										1819		908	
AM PHF			0.92		0.92										0.91		0.92	
PM Times			14:30		14:00										14:30		14:30	
PM Peaks			613		596										1200		599	
PM PHF			0.89		0.87										0.87		0.87	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/15/2019

Station #: R31
Site ID: 000000010628
Location: I-295 SB Off to Gate Pkwy
Direction: SOUTH

File: R31, I-295 SB off to Gate Pkwy.prn
City: 19-194 AW Max
County: 30.23932, -81.51473

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					15		16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					17	118	13	134							30	252	15	126
00:30					9	112	9	129							18	241	9	120
00:45					15	174	17	138							32	312	16	156
01:00					7	138	10	146							17	284	8	142
01:15					7	142	7	144							14	286	7	143
01:30					8	142	12	121							20	263	10	132
01:45					8	115	7	140							15	255	8	128
02:00					12	146	5	172							17	318	8	159
02:15					4	161	6	177							10	338	5	169
02:30					4	131	6	221							10	352	5	176
02:45					3	113	8	274							11	387	6	194
03:00					2	183	2	233							4	416	2	208
03:15					2	157	0	209							2	366	1	183
03:30					0	253	2	261							2	514	1	257
03:45					2	265	4	262							6	527	3	264
04:00					2	275	2	298							4	573	2	286
04:15					8	283	1	294							9	577	4	288
04:30					7	326	2	343							9	669	4	334
04:45					4	313	2	327							6	640	3	320
05:00					1	324	7	294							8	618	4	309
05:15					8	313	6	318							14	631	7	316
05:30					13	309	8	281							21	590	10	295
05:45					12	325	13	302							25	627	12	314
06:00					20	281	21	294							41	575	20	288
06:15					22	285	20	288							42	573	21	286
06:30					40	273	45	228							85	501	42	250
06:45					97	168	114	134							211	302	106	151
07:00					166	107	151	115							317	222	158	111
07:15					110	124	105	123							215	247	108	124
07:30					112	243	112	109							224	352	112	176
07:45					145	163	141	106							286	269	143	134
08:00					197	130	168	119							365	249	182	124
08:15					204	92	226	109							430	201	215	100
08:30					201	71	254	109							455	180	228	90
08:45					168	78	245	67							413	145	206	72
09:00					201	109	227	104							428	213	214	106
09:15					147	78	183	106							330	184	165	92
09:30					107	75	115	72							222	147	111	74
09:45					101	60	110	65							211	125	106	62
10:00					146	66	114	70							260	136	130	68
10:15					101	46	97	54							198	100	99	50
10:30					113	42	111	50							224	92	112	46
10:45					133	38	113	44							246	82	123	41
11:00					123	35	142	39							265	74	132	37
11:15					120	30	114	31							234	61	117	30
11:30					105	27	111	29							216	56	108	28
11:45					127	24	148	29							275	53	138	26
12:00					132	17	115	21							247	38	124	19
TOTALS					10773		11184								21957		10974	
AM Times					08:15		08:15								08:15		08:15	
AM Peaks					774		952								1726		862	
AM PHF					0.95		0.94								0.95		0.95	
PM Times					16:30		16:30								16:30		16:30	
PM Peaks					1276		1282								2558		1278	
PM PHF					0.98		0.93								0.96		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/15/2019

Station #: R32
Site ID: 000000023864
Location: I-295 SB On from Gate Pkwy
Direction: SOUTH

File: R32, I-295 SB On from Gate Pkwy.prn
City: 19-194 AW Max
County: 30.23186, -81.51450

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					15		16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					6	94	6	75							12	169	6	84
00:30					3	56	2	76							5	132	2	66
00:45					3	70	6	69							9	139	4	70
01:00					2	83	1	72							3	155	2	78
01:15					0	71	2	69							2	140	1	70
01:30					3	69	5	60							8	129	4	64
01:45					5	72	4	70							9	142	4	71
02:00					0	62	0	62							0	124	0	62
02:15					0	81	1	92							1	173	0	86
02:30					1	71	1	97							2	168	1	84
02:45					2	86	3	105							5	191	2	96
03:00					2	97	1	98							3	195	2	98
03:15					2	84	1	113							3	197	2	98
03:30					3	120	0	131							3	251	2	126
03:45					0	141	3	184							3	325	2	162
04:00					1	188	3	161							4	349	2	174
04:15					5	271	1	269							6	540	3	270
04:30					3	247	6	237							9	484	4	242
04:45					5	279	4	255							9	534	4	267
05:00					3	308	3	287							6	595	3	298
05:15					5	332	8	283							13	615	6	308
05:30					9	317	11	287							20	604	10	302
05:45					5	272	2	251							7	523	4	262
06:00					7	235	11	202							18	437	9	218
06:15					17	203	13	207							30	410	15	205
06:30					31	144	28	138							59	282	30	141
06:45					37	114	39	83							76	197	38	98
07:00					41	80	37	83							78	163	39	82
07:15					45	90	50	82							95	172	48	86
07:30					44	96	57	56							101	152	50	76
07:45					62	63	65	45							127	108	64	54
08:00					43	44	53	58							96	102	48	51
08:15					51	47	41	51							92	98	46	49
08:30					43	50	45	39							88	89	44	44
08:45					50	41	47	40							97	81	48	40
09:00					52	29	69	32							121	61	60	30
09:15					32	31	47	34							79	65	40	32
09:30					43	31	40	27							83	58	42	29
09:45					61	22	41	24							102	46	51	23
10:00					46	15	36	30							82	45	41	22
10:15					47	23	47	19							94	42	47	21
10:30					43	12	46	12							89	24	44	12
10:45					53	11	48	20							101	31	50	16
11:00					48	14	47	19							95	33	48	16
11:15					57	13	61	7							118	20	59	10
11:30					71	11	65	6							136	17	68	8
11:45					52	7	74	5							126	12	63	6
12:00					67	3	74	2							141	5	70	2
TOTALS					6111		5979								12090		6041	
AM Times					11:15		11:15								11:15		11:15	
AM Peaks					247		274								521		260	
AM PHF					0.87		0.93								0.92		0.93	
PM Times					16:45		16:45								16:45		16:45	
PM Peaks					1236		1112								2348		1173	
PM PHF					0.93		0.97								0.95		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/15/2019

Station #: R33
Site ID: 000000010750
Location: I-295 NB Off to Gate Pkwy
Direction: NORTH

File: R33, I-295 NB Off to Gate Pkwy.prn
City: 19-194 AW Max
County: 30.23163, -81.51375

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					15		16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					3	56	5	69							8	125	4	62
00:30					3	66	2	55							5	121	2	60
00:45					1	74	6	69							7	143	4	72
01:00					3	56	3	77							6	133	3	66
01:15					2	62	1	72							3	134	2	67
01:30					3	62	11	62							14	124	7	62
01:45					3	71	3	71							6	142	3	71
02:00					1	56	2	63							3	119	2	60
02:15					3	71	5	54							8	125	4	62
02:30					0	75	1	48							1	123	0	62
02:45					1	61	4	61							5	122	2	61
03:00					4	43	5	52							9	95	4	48
03:15					2	63	1	59							3	122	2	61
03:30					1	47	2	52							3	99	2	50
03:45					1	72	2	46							3	118	2	59
04:00					2	72	1	27							3	99	2	50
04:15					0	58	1	41							1	99	0	50
04:30					1	57	2	53							3	110	2	55
04:45					3	53	2	48							5	101	2	50
05:00					3	43	6	51							9	94	4	47
05:15					7	49	12	71							19	120	10	60
05:30					8	64	11	72							19	136	10	68
05:45					19	85	18	88							37	173	18	86
06:00					25	60	29	72							54	132	27	66
06:15					26	47	24	55							50	102	25	51
06:30					57	44	60	68							117	112	58	56
06:45					79	46	116	40							195	86	98	43
07:00					100	34	111	35							211	69	106	34
07:15					107	30	107	38							214	68	107	34
07:30					129	26	127	34							256	60	128	30
07:45					132	34	155	29							287	63	144	32
08:00					157	28	175	30							332	58	166	29
08:15					162	25	117	35							279	60	140	30
08:30					134	32	182	37							316	69	158	34
08:45					127	24	160	21							287	45	144	22
09:00					150	19	124	19							274	38	137	19
09:15					96	23	107	27							203	50	102	25
09:30					74	22	103	22							177	44	88	22
09:45					49	14	122	20							171	34	86	17
10:00					88	23	112	22							200	45	100	22
10:15					82	9	101	14							183	23	92	12
10:30					62	12	73	11							135	23	68	12
10:45					77	11	76	15							153	26	76	13
11:00					70	12	81	10							151	22	76	11
11:15					74	9	69	8							143	17	72	8
11:30					61	7	64	10							125	17	62	8
11:45					57	5	35	5							92	10	46	5
12:00					52	5	50	5							102	10	51	5
TOTALS					4318		4629								8947		4477	
AM Times					07:45		08:00								07:45		07:45	
AM Peaks					585		634								1214		606	
AM PHF					0.90		0.87								0.91		0.91	
PM Times					13:45		17:15								17:15		17:15	
PM Peaks					273		303								561		280	
PM PHF					0.91		0.86								0.81		0.81	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/21/2019

Station #: R34
Site ID: 000000023966
Location: I-295 NB On Ramp from Gate Pkwy
Direction: NORTH

File: R34-I295 NB On Ramp from Gate Pkwy.prn
City: 19-194 JD Max
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	146	3	137									9	283	4	142
00:30			4	131	8	157									12	288	6	144
00:45			8	130	6	120									14	250	7	125
01:00			2	132	11	160									13	292	6	146
01:15			4	130	30	196									34	326	17	163
01:30			4	138	5	157									9	295	4	148
01:45			2	129	2	128									4	257	2	128
02:00			2	137	5	134									7	271	4	136
02:15			3	166	5	134									8	300	4	150
02:30			1	163	2	148									3	311	2	156
02:45			5	131	1	118									6	249	3	124
03:00			2	140	2	118									4	258	2	129
03:15			1	153	3	154									4	307	2	154
03:30			7	138	1	140									8	278	4	139
03:45			3	149	5	164									8	313	4	156
04:00			3	147	4	147									7	294	4	147
04:15			5	176	4	155									9	331	4	166
04:30			8	158	14	151									22	309	11	154
04:45			8	207	11	191									19	398	10	199
05:00			17	205	17	240									34	445	17	222
05:15			18	231	14	274									32	505	16	252
05:30			18	224	16	250									34	474	17	237
05:45			45	242	27	263									72	505	36	252
06:00			37	164	37	250									74	414	37	207
06:15			44	165	57	216									101	381	50	190
06:30			76	142	61	179									137	321	68	160
06:45			94	132	103	128									197	260	98	130
07:00			141	91	125	102									266	193	133	96
07:15			209	99	212	111									421	210	210	105
07:30			250	83	232	95									482	178	241	89
07:45			233	93	223	96									456	189	228	94
08:00			199	86	181	101									380	187	190	94
08:15			193	66	193	68									386	134	193	67
08:30			216	62	186	70									402	132	201	66
08:45			207	57	188	66									395	123	198	62
09:00			126	44	139	69									265	113	132	56
09:15			139	58	153	68									292	126	146	63
09:30			130	49	138	53									268	102	134	51
09:45			121	44	133	44									254	88	127	44
10:00			126	29	116	37									242	66	121	33
10:15			121	30	128	38									249	68	124	34
10:30			118	23	107	44									225	67	112	34
10:45			105	21	109	37									214	58	107	29
11:00			113	16	130	34									243	50	122	25
11:15			128	24	105	39									233	63	116	32
11:30			127	20	138	18									265	38	132	19
11:45			134	15	162	3									296	18	148	9
12:00			135	11	150	7									285	18	142	9
TOTALS			9025		9511										18536		9263	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			891		848										1739		869	
AM PHF			0.89		0.91										0.90		0.90	
PM Times			17:00		17:15										17:00		17:00	
PM Peaks			902		1037										1929		963	
PM PHF			0.93		0.95										0.95		0.96	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R41
Site ID: 000000023925
Location: I-295 SB Off to EB JTB
Direction: EAST

File: R41-I295 SB Off to EB JTB.prn
City: 19-194 JD Max
County: 30.25443, -81.51886

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			23	137	14	132									37	269	18	134
00:30			24	164	21	177									45	341	22	170
00:45			16	165	35	170									51	335	26	168
01:00			15	171	9	142									24	313	12	156
01:15			7	137	12	157									19	294	10	147
01:30			14	150	9	155									23	305	12	152
01:45			14	179	4	159									18	338	9	169
02:00			16	148	13	186									29	334	14	167
02:15			7	156	7	147									14	303	7	152
02:30			8	181	7	194									15	375	8	188
02:45			5	169	4	155									9	324	4	162
03:00			3	164	3	175									6	339	3	170
03:15			3	159	9	155									12	314	6	157
03:30			3	148	8	171									11	319	6	160
03:45			10	172	13	195									23	367	12	184
04:00			12	179	17	163									29	342	14	171
04:15			8	161	10	168									18	329	9	164
04:30			17	167	19	190									36	357	18	178
04:45			26	191	36	189									62	380	31	190
05:00			34	155	30	175									64	330	32	165
05:15			25	176	52	186									77	362	38	181
05:30			40	192	48	175									88	367	44	184
05:45			56	177	74	198									130	375	65	188
06:00			97	156	102	148									199	304	100	152
06:15			128	169	120	166									248	335	124	168
06:30			175	148	153	174									328	322	164	161
06:45			204	140	201	146									405	286	202	143
07:00			211	143	172	132									383	275	192	138
07:15			204	121	186	122									390	243	195	122
07:30			251	113	210	125									461	238	230	119
07:45			229	98	249	99									478	197	239	98
08:00			225	99	205	107									430	206	215	103
08:15			227	108	213	106									440	214	220	107
08:30			216	87	193	91									409	178	204	89
08:45			183	90	200	92									383	182	192	91
09:00			151	96	178	84									329	180	164	90
09:15			127	88	161	79									288	167	144	84
09:30			168	95	150	94									318	189	159	94
09:45			158	67	139	80									297	147	148	74
10:00			157	60	135	60									292	120	146	60
10:15			140	75	125	62									265	137	132	68
10:30			140	51	140	58									280	109	140	54
10:45			118	49	137	67									255	116	128	58
11:00			138	55	148	50									286	105	143	52
11:15			147	54	113	34									260	88	130	44
11:30			143	37	143	40									286	77	143	38
11:45			135	27	144	36									279	63	140	32
12:00			130	16	147	30									277	46	138	23
TOTALS			10628		10714										21342		10671	
AM Times			07:30		07:30										07:30		07:30	
AM Peaks			932		877										1809		904	
AM PHF			0.93		0.88										0.95		0.95	
PM Times			16:45		16:30										16:45		16:45	
PM Peaks			714		740										1439		719	
PM PHF			0.93		0.97										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R42
Site ID: 000000023925
Location: I-295 SB Off to WB JTB
Direction: SOUTH

File: R42-I295 SB Off to WB JTB.prn
City: 19-194 JD Max
County: 30.25443, -81.51886

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			44	209	23	219									67	428	34	214
00:30			39	229	21	222									60	451	30	226
00:45			20	254	24	284									44	538	22	269
01:00			22	270	26	243									48	513	24	256
01:15			23	272	10	276									33	548	16	274
01:30			9	246	14	235									23	481	12	240
01:45			17	226	20	246									37	472	18	236
02:00			13	237	10	233									23	470	12	235
02:15			14	241	19	248									33	489	16	244
02:30			16	278	9	256									25	534	12	267
02:45			12	309	8	232									20	541	10	270
03:00			9	276	9	268									18	544	9	272
03:15			7	264	11	288									18	552	9	276
03:30			9	269	7	232									16	501	8	250
03:45			10	305	11	247									21	552	10	276
04:00			11	290	11	295									22	585	11	292
04:15			13	291	8	285									21	576	10	288
04:30			14	284	17	322									31	606	16	303
04:45			38	335	38	385									76	720	38	360
05:00			50	299	48	299									98	598	49	299
05:15			34	359	42	349									76	708	38	354
05:30			63	349	45	305									108	654	54	327
05:45			119	303	117	262									236	565	118	282
06:00			145	284	147	268									292	552	146	276
06:15			107	275	115	270									222	545	111	272
06:30			179	266	170	227									349	493	174	246
06:45			264	173	246	197									510	370	255	185
07:00			322	162	301	144									623	306	312	153
07:15			297	146	295	165									592	311	296	156
07:30			392	143	359	138									751	281	376	140
07:45			323	150	291	148									614	298	307	149
08:00			340	127	328	175									668	302	334	151
08:15			247	154	255	144									502	298	251	149
08:30			294	114	273	125									567	239	284	120
08:45			258	111	248	158									506	269	253	134
09:00			257	125	311	121									568	246	284	123
09:15			242	88	252	108									494	196	247	98
09:30			256	123	246	133									502	256	251	128
09:45			222	108	232	122									454	230	227	115
10:00			216	113	255	115									471	228	236	114
10:15			196	91	212	80									408	171	204	86
10:30			231	75	173	93									404	168	202	84
10:45			200	78	197	80									397	158	198	79
11:00			238	76	224	65									462	141	231	70
11:15			205	45	194	59									399	104	200	52
11:30			227	34	221	59									448	93	224	46
11:45			228	47	225	35									453	82	226	41
12:00			205	24	234	22									439	46	220	23
TOTALS			16224		16034										32258		16125	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			1352		1273										2625		1312	
AM PHF			0.86		0.89										0.87		0.87	
PM Times			16:45		16:30										16:45		16:45	
PM Peaks			1342		1355										2680		1340	
PM PHF			0.93		0.88										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R43
Site ID: 000000023866
Location: I-295 SB On form WB JTB
Direction: SOUTH

File: R43, I-295 SB on from WB JTB.prn
City: 19-194 JD Max
County: 30.25528, -81.51464

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			22	249	27	273									49	522	24	261
00:30			16	273	21	269									37	542	18	271
00:45			18	259	24	257									42	516	21	258
01:00			19	270	16	265									35	535	18	268
01:15			9	271	19	269									28	540	14	270
01:30			11	248	24	286									35	534	18	267
01:45			10	278	20	307									30	585	15	292
02:00			12	270	10	301									22	571	11	286
02:15			8	319	15	314									23	633	12	316
02:30			12	325	6	321									18	646	9	323
02:45			11	330	8	361									19	691	10	346
03:00			11	311	4	361									15	672	8	336
03:15			12	376	10	397									22	773	11	386
03:30			10	357	14	398									24	755	12	378
03:45			12	355	11	314									23	669	12	334
04:00			10	355	12	380									22	735	11	368
04:15			22	390	27	351									49	741	24	370
04:30			25	295	26	302									51	597	26	298
04:45			29	309	25	340									54	649	27	324
05:00			43	329	43	328									86	657	43	328
05:15			57	314	53	303									110	617	55	308
05:30			82	290	69	242									151	532	76	266
05:45			101	215	110	237									211	452	106	226
06:00			128	206	123	234									251	440	126	220
06:15			171	300	203	281									374	581	187	290
06:30			300	260	339	261									639	521	320	260
06:45			396	263	389	279									785	542	392	271
07:00			398	217	370	228									768	445	384	222
07:15			417	278	456	308									873	586	436	293
07:30			472	247	449	230									921	477	460	238
07:45			476	208	523	223									999	431	500	216
08:00			460	203	456	188									916	391	458	196
08:15			465	209	446	192									911	401	456	200
08:30			469	178	433	186									902	364	451	182
08:45			430	160	398	197									828	357	414	178
09:00			336	166	323	180									659	346	330	173
09:15			275	186	273	175									548	361	274	180
09:30			242	123	264	134									506	257	253	128
09:45			289	121	263	110									552	231	276	116
10:00			236	115	226	99									462	214	231	107
10:15			278	95	260	102									538	197	269	98
10:30			252	68	240	83									492	151	246	76
10:45			281	54	270	65									551	119	276	60
11:00			279	57	256	57									535	114	268	57
11:15			240	77	262	69									502	146	251	73
11:30			243	57	249	64									492	121	246	60
11:45			271	47	230	52									501	99	250	50
12:00			269	27	248	31									517	58	258	29
TOTALS			19545		19747										39292		19646	
AM Times			07:30		07:15										07:30		07:30	
AM Peaks			1873		1884										3747		1872	
AM PHF			0.98		0.90										0.94		0.94	
PM Times			15:30		14:45										15:15		15:15	
PM Peaks			1457		1517										2932		1464	
PM PHF			0.93		0.95										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R44
Site ID: 000000010681
Location: I-295 SB On from EB JTB
Direction: SOUTH

File: R44-I295 SB On from EB JTB.prn
City: 19-194 JD Max
County: 30.25059, -81.51771

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			13	129	18	109									31	238	16	119
00:30			12	133	12	114									24	247	12	124
00:45			8	107	13	135									21	242	10	121
01:00			5	104	10	127									15	231	8	116
01:15			4	116	5	142									9	258	4	129
01:30			8	126	11	152									19	278	10	139
01:45			9	145	9	147									18	292	9	146
02:00			2	129	9	144									11	273	6	136
02:15			4	130	4	158									8	288	4	144
02:30			4	126	4	107									8	233	4	116
02:45			1	142	1	135									2	277	1	138
03:00			4	137	4	129									8	266	4	133
03:15			3	118	2	119									5	237	2	118
03:30			5	149	2	129									7	278	4	139
03:45			0	142	1	116									1	258	0	129
04:00			5	136	0	108									5	244	2	122
04:15			3	112	2	135									5	247	2	124
04:30			5	147	8	127									13	274	6	137
04:45			6	99	5	133									11	232	6	116
05:00			8	112	5	110									13	222	6	111
05:15			11	105	9	119									20	224	10	112
05:30			12	110	20	97									32	207	16	104
05:45			14	125	11	117									25	242	12	121
06:00			24	133	17	123									41	256	20	128
06:15			45	73	45	104									90	177	45	88
06:30			42	74	63	118									105	192	52	96
06:45			92	127	67	99									159	226	80	113
07:00			89	129	102	117									191	246	96	123
07:15			78	126	83	118									161	244	80	122
07:30			89	115	76	106									165	221	82	110
07:45			92	116	88	95									180	211	90	106
08:00			96	105	100	107									196	212	98	106
08:15			100	120	110	107									210	227	105	114
08:30			81	84	101	96									182	180	91	90
08:45			86	93	91	99									177	192	88	96
09:00			74	91	118	73									192	164	96	82
09:15			55	83	69	93									124	176	62	88
09:30			80	67	90	85									170	152	85	76
09:45			98	69	60	62									158	131	79	66
10:00			68	56	85	64									153	120	76	60
10:15			68	64	65	48									133	112	66	56
10:30			77	51	79	45									156	96	78	48
10:45			105	30	112	37									217	67	108	34
11:00			93	29	89	27									182	56	91	28
11:15			93	29	111	31									204	60	102	30
11:30			107	26	114	22									221	48	110	24
11:45			114	25	111	17									225	42	112	21
12:00			108	24	134	17									242	41	121	20
TOTALS			7018		7164										14182		7086	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			422		470										892		445	
AM PHF			0.93		0.88										0.92		0.92	
PM Times			14:45		13:30										13:30		13:30	
PM Peaks			546		601										1131		565	
PM PHF			0.92		0.95										0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R45
Site ID: 000000003608
Location: I-295 NB Off to EB JTB
Direction: NORTH

File: R45-I295 NB Off to EB JTB.prn
City: 19-194 JD Max
County: 30.24678, -81.51463

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			18	344	17	310									35	654	18	327
00:30			25	321	24	324									49	645	24	322
00:45			27	342	14	327									41	669	20	334
01:00			14	341	18	295									32	636	16	318
01:15			12	329	11	282									23	611	12	306
01:30			17	310	13	327									30	637	15	318
01:45			14	346	10	358									24	704	12	352
02:00			14	305	15	297									29	602	14	301
02:15			6	361	9	374									15	735	8	368
02:30			11	379	17	379									28	758	14	379
02:45			6	343	7	382									13	725	6	362
03:00			7	383	7	357									14	740	7	370
03:15			4	352	8	325									12	677	6	338
03:30			8	405	4	350									12	755	6	378
03:45			12	375	9	381									21	756	10	378
04:00			11	405	18	382									29	787	14	394
04:15			20	413	19	393									39	806	20	403
04:30			11	381	28	428									39	809	20	404
04:45			36	439	41	417									77	856	38	428
05:00			56	430	57	433									113	863	56	432
05:15			58	384	61	447									119	831	60	416
05:30			87	390	81	399									168	789	84	394
05:45			135	378	137	416									272	794	136	397
06:00			171	403	158	402									329	805	164	402
06:15			218	420	227	381									445	801	222	400
06:30			345	406	328	373									673	779	336	390
06:45			355	306	354	337									709	643	354	322
07:00			381	269	402	298									783	567	392	284
07:15			436	241	419	260									855	501	428	250
07:30			434	250	451	253									885	503	442	252
07:45			476	228	455	241									931	469	466	234
08:00			418	209	426	219									844	428	422	214
08:15			399	172	403	178									802	350	401	175
08:30			466	177	434	214									900	391	450	196
08:45			405	170	388	194									793	364	396	182
09:00			375	172	376	197									751	369	376	184
09:15			372	150	346	203									718	353	359	176
09:30			370	161	356	187									726	348	363	174
09:45			393	148	320	117									713	265	356	132
10:00			326	109	293	124									619	233	310	116
10:15			341	103	315	111									656	214	328	107
10:30			325	113	321	110									646	223	323	112
10:45			367	79	328	102									695	181	348	90
11:00			323	80	319	79									642	159	321	80
11:15			298	69	321	66									619	135	310	68
11:30			344	51	293	55									637	106	318	53
11:45			360	32	320	45									680	77	340	38
12:00			295	44	344	46									639	90	320	45
TOTALS			22620		22497										45117		22556	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			1764		1751										3515		1756	
AM PHF			0.93		0.96										0.94		0.94	
PM Times			16:15		16:30										16:30		16:30	
PM Peaks			1663		1725										3359		1678	
PM PHF			0.95		0.96										0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R46
Site ID: 000000009350
Location: I-295 NB Off to WB JTB
Direction: NORTH

File: R46, I-295 NB off to WB JTB.prn
City: 19-194 JD Max
County: 30.24926, -81.51517

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			4	90	9	86									13	176	6	88
00:30			5	88	10	91									15	179	8	90
00:45			7	106	4	88									11	194	6	97
01:00			4	119	4	90									8	209	4	104
01:15			7	106	4	96									11	202	6	101
01:30			2	88	3	116									5	204	2	102
01:45			5	91	6	99									11	190	6	95
02:00			5	92	2	74									7	166	4	83
02:15			1	91	3	79									4	170	2	85
02:30			2	94	2	97									4	191	2	96
02:45			4	94	5	87									9	181	4	90
03:00			1	72	2	71									3	143	2	72
03:15			6	68	4	67									10	135	5	68
03:30			6	70	2	71									8	141	4	70
03:45			5	78	7	76									12	154	6	77
04:00			11	70	7	76									18	146	9	73
04:15			4	68	5	56									9	124	4	62
04:30			4	64	7	75									11	139	6	70
04:45			9	62	12	72									21	134	10	67
05:00			10	67	15	78									25	145	12	72
05:15			11	75	10	83									21	158	10	79
05:30			24	60	18	74									42	134	21	67
05:45			30	66	23	64									53	130	26	65
06:00			32	56	33	90									65	146	32	73
06:15			52	75	64	78									116	153	58	76
06:30			70	93	72	93									142	186	71	93
06:45			97	83	103	84									200	167	100	84
07:00			130	83	135	55									265	138	132	69
07:15			180	66	180	58									360	124	180	62
07:30			214	78	228	66									442	144	221	72
07:45			208	56	210	60									418	116	209	58
08:00			180	59	197	49									377	108	188	54
08:15			165	42	173	50									338	92	169	46
08:30			137	52	152	40									289	92	144	46
08:45			129	37	156	31									285	68	142	34
09:00			141	30	124	48									265	78	132	39
09:15			96	32	141	53									237	85	118	42
09:30			106	26	104	35									210	61	105	30
09:45			111	32	136	30									247	62	124	31
10:00			84	29	101	30									185	59	92	30
10:15			98	20	86	17									184	37	92	18
10:30			79	22	57	21									136	43	68	22
10:45			82	16	103	19									185	35	92	18
11:00			84	9	90	8									174	17	87	8
11:15			99	11	81	13									180	24	90	12
11:30			84	7	94	13									178	20	89	10
11:45			108	13	98	5									206	18	103	9
12:00			94	4	103	4									197	8	98	4
TOTALS			5937		6101										12038		6014	
AM Times			07:15		07:15										07:15		07:15	
AM Peaks			782		815										1597		798	
AM PHF			0.91		0.89										0.90		0.90	
PM Times			12:30		13:00										12:45		12:45	
PM Peaks			419		401										809		404	
PM PHF			0.88		0.86										0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/13/2019

Station #: R47
Site ID: 000000023866
Location: I-295 NB On from WB JTB
Direction: NORTH

File: R47, I-295 NB On from WB JTB.prn
City: 19-194 jd Max
County: 30.25528, -81.51464

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	13		14		15		16		17									
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15		151	15	0	0	179	24	178	19						58	508	14	127
00:30		140	14	0	0	135	11	154	19						44	429	11	107
00:45		159	18	0	0	165	15	137	19						52	461	13	115
01:00		136	14	0	0	142	12	143	10						36	421	9	105
01:15		156	3	0	0	150	7	188	12						22	494	6	124
01:30		141	6	0	0	143	8	159	10						24	443	6	111
01:45		157	15	0	0	164	5	150	5						25	471	6	118
02:00		151	8	0	0	150	4	150	4						16	451	4	113
02:15		157	5	0	0	160	5	173	10						20	490	5	122
02:30		142	5	0	0	180	6	159	6						17	481	4	120
02:45		148	4	0	0	203	5	171	7						16	522	4	130
03:00		153	6	0	0	157	12	215	8						26	525	6	131
03:15		211	10	0	0	234	7	227	4						21	672	5	168
03:30		205	9	0	0	288	10	242	14						33	735	8	184
03:45		257	8	0	0	296	10	279	18						36	832	9	208
04:00		228	11	0	0	253	9	269	22						42	750	10	188
04:15		264	25	0	0	283	23	263	38						86	810	22	202
04:30		261	22	0	0	278	26	299	35						83	838	21	210
04:45		290	30	0	0	285	26	321	41						97	896	24	224
05:00		246	23	0	0	286	26	310	30						79	842	20	210
05:15		351	47	0	0	321	35	328	47						129	1000	32	250
05:30		247	55	0	0	299	43	307	41						139	853	35	213
05:45		217	50	0	0	250	52	237	45						147	704	37	176
06:00		193	65	0	0	231	53	253	60						178	677	44	169
06:15		185	77	0	0	219	79	216	82						238	620	60	155
06:30		139	77	0	0	183	84	170	99						260	492	65	123
06:45		127	122	0	0	161	138	155	130						390	443	98	111
07:00		116	133	0	0	120	132	139	178						443	375	111	94
07:15		111	166	0	0	143	177	131	194						537	385	134	96
07:30		119	171	0	0	125	185	113	246						602	357	150	89
07:45		88	222	0	0	93	208	124	221						651	305	163	76
08:00		90	207	0	0	123	241	97	198						646	310	162	78
08:15		78	221	0	0	98	263	91	223						707	267	177	67
08:30		85	185	0	0	96	263	97	207						655	278	164	70
08:45		72	217	0	0	96	199	106	196						612	274	153	68
09:00		70	194	0	0	75	176	76	151						521	221	130	55
09:15		57	129	0	0	75	189	74	156						474	206	118	52
09:30		58	141	0	0	59	166	69	165						472	186	118	46
09:45	368	50	139	0	0	54	170	58	176						853	162	171	40
10:00	133	51	148	0	0	55	145	48	172						598	154	120	38
10:15	142	43	144	0	0	50	163	55	161						610	148	122	37
10:30	134	46	23	0	0	50	147	52	158						462	148	92	37
10:45	152	29	0	0	0	32	183	42	184						519	103	104	26
11:00	121	44	0	0	0	56	147	52	155						423	152	85	38
11:15	149	52	0	0	0	50	178	51	177						504	153	101	38
11:30	129	35	0	0	115	46	163	54							407	135	102	34
11:45	136	18	0	0	163	21	170	34							469	73	117	18
12:00	159	17	0	0	162	24	182	17							503	58	126	14
TOTALS	8164		3184		7776		12015		4153						35292		8623	
AM Times	09:45		07:45		11:15		07:45		07:30						07:45		07:45	
AM Peaks	777		835		440		975		888						2659		662	
AM PHF	0.53		0.94		0.67		0.93		0.90						0.94		0.94	
PM Times	16:30		00:00		16:45		16:45								16:45		16:45	
PM Peaks	1148		0		1191		1266								3591		897	
PM PHF	0.82		0.00		0.93		0.96								0.90		0.90	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R48
Site ID: 000000010681
Location: I-295 NB On from EB JTB
Direction: NORTH

File: R48-I295 NB On from EB JTB.PRN
City: 19-194 JD Max
County: 30.25059, -81.51771

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			28	231	30	222									58	453	29	226
00:30			14	218	20	186									34	404	17	202
00:45			13	188	17	223									30	411	15	206
01:00			11	203	17	194									28	397	14	198
01:15			16	200	11	204									27	404	14	202
01:30			17	227	14	205									31	432	16	216
01:45			17	184	13	212									30	396	15	198
02:00			13	217	15	230									28	447	14	224
02:15			15	223	13	224									28	447	14	224
02:30			18	211	34	212									52	423	26	212
02:45			21	218	14	230									35	448	18	224
03:00			10	211	11	219									21	430	10	215
03:15			6	242	10	265									16	507	8	254
03:30			8	308	9	260									17	568	8	284
03:45			5	296	12	332									17	628	8	314
04:00			12	313	12	280									24	593	12	296
04:15			15	357	13	351									28	708	14	354
04:30			9	302	9	278									18	580	9	290
04:45			23	338	25	319									48	657	24	328
05:00			29	291	21	264									50	555	25	278
05:15			38	294	34	281									72	575	36	288
05:30			51	240	42	240									93	480	46	240
05:45			64	216	59	216									123	432	62	216
06:00			70	203	62	245									132	448	66	224
06:15			82	211	104	300									186	511	93	256
06:30			112	220	113	266									225	486	112	243
06:45			160	227	127	201									287	428	144	214
07:00			151	199	167	178									318	377	159	188
07:15			176	193	183	194									359	387	180	194
07:30			182	173	183	151									365	324	182	162
07:45			209	147	260	148									469	295	234	148
08:00			222	113	217	128									439	241	220	120
08:15			214	143	192	128									406	271	203	136
08:30			224	117	198	131									422	248	211	124
08:45			239	109	233	105									472	214	236	107
09:00			245	98	244	100									489	198	244	99
09:15			209	105	195	132									404	237	202	118
09:30			171	102	185	89									356	191	178	96
09:45			198	77	185	79									383	156	192	78
10:00			178	68	178	85									356	153	178	76
10:15			183	90	161	87									344	177	172	88
10:30			172	71	176	67									348	138	174	69
10:45			164	55	184	60									348	115	174	58
11:00			166	39	167	38									333	77	166	38
11:15			148	59	186	66									334	125	167	62
11:30			199	42	179	38									378	80	189	40
11:45			196	34	193	44									389	78	194	39
12:00			233	25	226	22									459	47	230	24
TOTALS			13604		13682										27286		13644	
AM Times			08:15		08:30										08:15		08:15	
AM Peaks			922		870										1789		894	
AM PHF			0.94		0.89										0.91		0.92	
PM Times			16:00		15:45										16:00		16:00	
PM Peaks			1310		1241										2538		1268	
PM PHF			0.92		0.88										0.90		0.90	

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: R51
Site ID: 000000020184
Location: I-295 SB Off to Town Center Pkwy
Direction: SOUTH
Lane: 1

File: R51-I295 SB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27233, -81.52137

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	18
04:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
05:00	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	14	3	1	1	0	0	0	2	0	0	0	0	0	0	21
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	11	2	1	0	0	0	0	0	0	0	0	0	0	0	14
05:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	33	3	2	0	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	63	7	3	0	0	0	0	0	0	0	0	0	0	0	73
06:15	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
06:30	0	36	8	0	1	0	0	1	0	0	0	0	0	0	0	46
06:45	0	65	16	0	1	0	0	0	0	0	0	0	0	0	0	82
07:00	1	84	8	1	0	0	0	0	1	0	0	0	0	0	0	95
Hour Total	1	204	37	1	3	0	0	1	1	0	0	0	0	0	0	248
07:15	0	89	19	0	0	0	0	0	0	0	0	0	0	0	0	108
07:30	0	113	16	1	1	1	0	0	0	0	0	0	0	0	0	132
07:45	0	118	16	1	1	0	0	0	0	0	0	0	0	0	0	136
08:00	0	152	13	0	1	2	0	0	1	0	0	0	0	0	0	169
Hour Total	0	472	64	2	3	3	0	0	1	0	0	0	0	0	0	545
08:15	0	121	14	0	1	0	0	0	0	0	0	0	0	0	0	136
08:30	0	182	16	0	0	0	0	1	1	0	0	0	0	0	0	200
08:45	1	123	10	0	0	0	0	0	0	0	0	0	0	0	0	134
09:00	1	142	11	0	0	0	0	0	0	0	0	0	0	0	0	154
Hour Total	2	568	51	0	1	0	0	1	1	0	0	0	0	0	0	624

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: R51
Site ID: 000000020184
Location: I-295 SB Off to Town Center Pkwy
Direction: SOUTH
Lane: 1

File: R51-I295 SB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27233, -81.52137

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	118	14	0	0	1	0	0	0	0	0	0	0	0	0	133
09:30	0	105	11	0	2	0	0	0	0	0	0	0	0	0	0	118
09:45	0	93	15	0	0	1	0	0	0	0	0	0	0	0	0	109
10:00	0	114	15	0	1	0	0	0	0	0	0	0	0	0	0	130
Hour Total	0	430	55	0	3	2	0	0	0	0	0	0	0	0	0	490
10:15	1	86	14	0	0	0	0	0	0	0	0	0	0	0	0	101
10:30	0	120	15	0	0	0	0	0	0	0	0	0	0	0	0	135
10:45	0	129	13	0	1	0	0	0	1	0	0	0	0	0	0	144
11:00	1	111	21	0	1	0	0	0	0	0	0	0	0	0	0	134
Hour Total	2	446	63	0	2	0	0	0	1	0	0	0	0	0	0	514
11:15	0	116	17	0	1	0	0	1	0	0	0	0	0	0	0	135
11:30	0	123	15	0	1	0	0	1	0	0	0	0	0	0	0	140
11:45	1	126	27	0	0	0	0	0	0	0	0	0	0	0	0	154
12:00	0	136	17	0	0	0	0	0	0	0	1	0	0	0	0	154
Hour Total	1	501	76	0	2	0	0	2	0	0	1	0	0	0	0	583
12:15	1	129	26	0	1	0	0	0	0	0	0	0	0	0	0	157
12:30	1	126	26	0	0	1	0	0	0	0	0	0	0	0	0	154
12:45	0	134	19	0	1	0	0	0	0	0	0	0	0	0	0	154
13:00	0	135	25	1	1	0	0	0	0	0	0	0	0	0	0	162
Hour Total	2	524	96	1	3	1	0	0	0	0	0	0	0	0	0	627
13:15	0	105	16	0	1	0	0	0	0	0	0	0	0	0	0	122
13:30	0	84	9	0	0	0	0	1	0	0	0	0	0	0	0	94
13:45	0	83	12	0	0	0	0	0	0	0	0	0	0	0	0	95
14:00	2	97	13	0	0	0	0	1	0	0	0	0	0	0	0	113
Hour Total	2	369	50	0	1	0	0	2	0	0	0	0	0	0	0	424
14:15	0	97	15	0	0	0	0	0	0	0	0	0	0	0	0	112
14:30	0	90	9	0	0	0	0	0	0	0	0	0	0	0	0	99
14:45	0	88	16	0	1	0	0	0	1	0	0	0	0	0	0	106
15:00	0	96	9	1	0	0	0	0	0	0	0	0	0	0	0	106
Hour Total	0	371	49	1	1	0	0	0	1	0	0	0	0	0	0	423
15:15	1	74	12	0	1	0	0	0	0	0	0	0	0	0	0	88
15:30	0	98	8	0	0	0	0	0	0	0	0	0	0	0	0	106
15:45	0	128	9	0	0	0	0	0	0	0	0	0	0	0	0	137
16:00	1	123	15	1	0	0	0	0	0	0	0	0	0	0	0	140
Hour Total	2	423	44	1	1	0	0	0	0	0	0	0	0	0	0	471
16:15	0	115	15	0	0	0	0	0	0	0	0	0	0	0	0	130
16:30	1	123	14	0	0	0	0	0	0	0	0	0	0	0	0	138
16:45	0	125	8	0	0	0	0	0	0	0	0	0	0	0	0	133
17:00	0	131	17	0	0	0	0	0	0	0	0	0	0	0	0	148
Hour Total	1	494	54	0	0	0	0	0	0	0	0	0	0	0	0	549
17:15	0	102	18	0	0	0	0	0	0	0	0	0	0	0	0	120
17:30	1	143	15	0	0	0	0	0	0	0	0	0	0	0	0	159
17:45	0	124	19	0	0	1	0	0	0	0	0	0	0	0	0	144
18:00	0	143	11	0	1	0	0	0	0	0	0	0	0	0	0	155
Hour Total	1	512	63	0	1	1	0	0	0	0	0	0	0	0	0	578

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: R51
Site ID: 000000020184
Location: I-295 SB Off to Town Center Pkwy
Direction: SOUTH
Lane: 1

File: R51-I295 SB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27233, -81.52137

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	93	14	0	0	0	0	0	0	0	0	0	0	0	0	107
18:30	0	137	17	0	1	0	0	0	0	0	0	0	0	0	0	155
18:45	1	122	9	0	0	0	0	0	0	0	0	0	0	0	0	132
19:00	1	106	13	0	1	0	0	0	0	0	0	0	0	0	0	121
Hour Total	2	458	53	0	2	0	0	0	0	0	0	0	0	0	0	515
19:15	0	110	10	0	0	0	0	0	0	0	0	0	0	0	0	120
19:30	0	91	12	0	0	0	0	0	0	0	0	0	0	0	0	103
19:45	0	79	12	0	1	0	0	0	0	0	0	0	0	0	0	92
20:00	0	77	6	0	0	0	0	0	0	0	0	0	0	0	0	83
Hour Total	0	357	40	0	1	0	0	0	0	0	0	0	0	0	0	398
20:15	0	73	6	0	0	0	0	0	0	0	0	0	0	0	0	79
20:30	0	74	8	0	0	0	0	0	0	0	0	0	0	0	0	82
20:45	0	52	7	0	0	1	0	0	0	0	0	0	0	0	0	60
21:00	0	56	2	0	0	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	255	23	0	0	1	0	0	0	0	0	0	0	0	0	279
21:15	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
21:30	0	52	8	0	1	1	0	0	0	0	0	0	0	0	0	62
21:45	0	48	5	0	0	0	0	0	1	0	0	0	0	0	0	54
22:00	1	24	5	0	0	1	0	0	0	0	0	0	0	0	0	31
Hour Total	1	154	22	0	1	2	0	0	1	0	0	0	0	0	0	181
22:15	0	20	5	0	0	1	0	0	0	0	0	0	0	0	0	26
22:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	71	7	0	1	1	0	0	0	0	0	0	0	0	0	80
23:15	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
24:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	45	9	0	0	1	0	0	0	0	0	0	0	0	0	55
24 HR TOTAL	17	6794	868	10	27	12	0	7	8	0	1	0	0	0	0	7744
PERCENTS	0.2%	87.7%	11.2%	0.1%	0.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 99.2% Trucks & Buses 0.8%

AM Times	08:15	08:00	11:00	05:15	07:30	07:15	10:45	04:00	11:15	07:45
AM Peaks	2	578	80	3	4	3	2	2	1	641
PM Times	11:45	12:00	11:45	12:15	12:15	21:30	13:15	14:00	11:30	12:15
PM Peaks	3	525	96	1	3	3	2	1	1	627

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: R51
Site ID: 000000020184
Location: I-295 SB Off to Town Center Pkwy
Direction: SOUTH
Lane: 1

File: R51-I295 SB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27233, -81.52137

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	22
05:15	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	18	5	2	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	40	16	5	0	0	0	0	0	0	0	0	0	0	0	61
06:15	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
06:30	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
06:45	0	67	12	0	1	0	0	0	0	0	0	0	0	0	0	80
07:00	0	86	11	1	0	0	0	1	0	0	0	0	0	0	0	99
Hour Total	0	202	34	1	2	0	0	1	0	0	0	0	0	0	0	240
07:15	0	99	14	0	0	0	0	0	0	0	0	0	0	0	0	113
07:30	0	97	24	1	0	0	0	0	0	0	0	0	0	0	0	122
07:45	0	115	17	0	0	0	0	0	0	0	0	0	0	0	0	132
08:00	0	137	11	0	0	0	0	0	0	0	0	0	0	0	0	148
Hour Total	0	448	66	1	0	0	0	0	0	0	0	0	0	0	0	515
08:15	0	140	16	0	1	0	0	0	0	0	0	0	0	0	0	157
08:30	1	104	9	0	0	0	0	0	0	0	0	0	0	0	0	114
08:45	0	144	16	0	1	0	0	0	0	0	0	0	0	0	0	161
09:00	0	167	21	0	0	1	0	0	0	0	0	0	0	0	0	189
Hour Total	1	555	62	0	2	1	0	0	0	0	0	0	0	0	0	621

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Station #: R51
Site ID: 000000020184
Location: I-295 SB Off to Town Center Pkwy
Direction: SOUTH
Lane: 1

File: R51-I295 SB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27233, -81.52137

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	94	9	0	0	0	0	0	0	0	0	0	0	0	0	103
09:30	2	114	14	0	0	0	0	0	0	0	0	0	0	0	0	130
09:45	0	112	14	0	0	1	0	0	0	0	0	0	0	0	0	127
10:00	1	105	8	0	1	0	0	0	0	0	0	0	0	0	0	115
Hour Total	3	425	45	0	1	1	0	0	0	0	0	0	0	0	0	475
10:15	0	83	14	0	0	0	0	0	0	0	0	0	0	0	0	97
10:30	0	107	16	0	0	0	0	0	1	0	0	0	0	0	0	124
10:45	0	120	7	0	1	0	0	0	0	0	0	0	0	0	0	128
11:00	1	99	13	0	1	0	0	1	0	0	0	0	0	0	0	115
Hour Total	1	409	50	0	2	0	0	1	1	0	0	0	0	0	0	464
11:15	1	80	11	1	2	0	0	0	1	0	0	0	0	0	0	96
11:30	1	109	15	0	0	0	0	0	0	0	0	0	0	0	0	125
11:45	0	130	20	0	1	0	0	0	0	0	0	0	0	0	0	151
12:00	0	120	23	0	0	0	0	1	0	0	0	0	0	0	0	144
Hour Total	2	439	69	1	3	0	0	1	1	0	0	0	0	0	0	516
12:15	1	110	20	0	0	0	0	0	0	0	0	0	0	0	0	131
12:30	1	130	18	0	0	0	0	0	0	0	0	0	0	0	0	149
12:45	0	113	21	0	0	0	0	0	0	0	0	0	0	0	0	134
13:00	1	121	15	0	0	1	0	0	1	0	0	0	0	0	0	139
Hour Total	3	474	74	0	0	1	0	0	1	0	0	0	0	0	0	553
13:15	1	105	13	0	0	0	0	0	0	0	0	0	0	0	0	119
13:30	0	92	13	0	0	0	0	0	0	0	0	0	0	0	0	105
13:45	0	106	8	0	0	0	0	0	0	0	0	0	0	0	0	114
14:00	1	105	11	0	2	0	0	1	1	0	0	0	0	0	0	121
Hour Total	2	408	45	0	2	0	0	1	1	0	0	0	0	0	0	459
14:15	0	87	10	0	0	0	0	0	0	0	0	0	0	0	0	97
14:30	1	79	8	0	0	0	0	0	1	0	0	0	0	0	0	89
14:45	0	87	12	0	0	0	0	0	0	0	0	0	0	0	0	99
15:00	0	94	7	0	0	0	0	0	1	0	0	0	0	0	0	102
Hour Total	1	347	37	0	0	0	0	0	2	0	0	0	0	0	0	387
15:15	0	86	14	0	0	0	0	1	0	0	0	0	0	0	0	101
15:30	0	115	20	0	1	0	1	0	0	0	0	0	0	0	0	137
15:45	1	111	17	0	0	0	0	0	0	0	0	0	0	0	0	129
16:00	2	121	24	1	2	0	0	1	0	0	0	0	0	0	0	151
Hour Total	3	433	75	1	3	0	1	2	0	0	0	0	0	0	0	518
16:15	0	98	9	0	0	0	0	0	0	0	0	0	0	0	0	107
16:30	0	139	11	0	1	0	0	0	1	0	0	0	0	0	0	152
16:45	0	126	13	0	0	0	0	0	0	0	0	0	0	0	0	139
17:00	0	142	11	0	0	0	0	0	0	0	0	0	0	0	0	153
Hour Total	0	505	44	0	1	0	0	0	1	0	0	0	0	0	0	551
17:15	0	148	19	0	0	0	0	0	0	0	0	0	0	0	0	167
17:30	0	131	15	0	1	1	0	0	0	0	0	0	0	0	0	148
17:45	0	164	15	0	0	0	0	0	0	0	0	0	0	0	0	179
18:00	0	172	16	0	0	0	0	0	0	0	0	0	0	0	0	188
Hour Total	0	615	65	0	1	1	0	0	0	0	0	0	0	0	0	682

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: R51
Site ID: 000000020184
Location: I-295 SB Off to Town Center Pkwy
Direction: SOUTH
Lane: 1

File: R51-I295 SB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27233, -81.52137

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	108	15	0	1	0	0	0	0	0	0	0	0	0	0	125
18:30	0	122	18	0	1	0	0	0	0	0	0	0	0	0	0	141
18:45	0	122	17	0	1	0	0	0	0	0	0	0	0	0	0	140
19:00	0	123	11	0	0	0	0	0	0	0	0	0	0	0	0	134
Hour Total	1	475	61	0	3	0	0	0	0	0	0	0	0	0	0	540
19:15	0	89	16	0	0	0	0	0	0	0	0	0	0	0	0	105
19:30	0	69	14	0	0	0	0	0	0	0	0	0	0	0	0	83
19:45	0	95	11	0	0	0	0	0	0	0	0	0	0	0	0	106
20:00	0	84	9	0	0	0	0	0	0	0	0	0	0	0	0	93
Hour Total	0	337	50	0	0	0	0	0	0	0	0	0	0	0	0	387
20:15	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	78
20:30	1	76	5	0	0	0	0	1	1	0	0	0	0	0	0	84
20:45	0	64	5	0	0	1	0	0	0	0	0	0	0	0	0	70
21:00	0	62	8	0	0	0	0	0	0	0	0	0	0	0	0	70
Hour Total	1	275	23	0	0	1	0	1	1	0	0	0	0	0	0	302
21:15	1	51	4	0	0	1	0	0	0	0	0	0	0	0	0	57
21:30	0	41	6	0	0	0	0	0	0	0	0	0	0	0	0	47
21:45	0	24	2	0	0	1	0	0	0	0	0	0	0	0	0	27
22:00	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	1	142	14	0	0	2	0	0	0	0	0	0	0	0	0	159
22:15	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
22:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	88	8	0	0	0	0	0	0	0	0	0	0	0	0	96
23:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
23:45	0	24	0	0	0	1	0	0	0	0	0	0	0	0	0	25
24:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	66	11	0	0	1	0	0	0	0	0	0	0	0	0	78
24 HR TOTAL	19	6755	855	9	21	8	1	7	9	0	0	0	0	0	0	7684
PERCENTS	0.2%	87.9%	11.1%	0.1%	0.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 99.3% Trucks & Buses 0.7%

AM Times	09:15	08:15	11:15	05:15	10:30	09:00		06:15	10:30							08:15
AM Peaks	3	555	69	5	4	2		1	2							621
PM Times	12:15	17:15	12:00	15:15	15:15	20:30	14:45	15:15	13:45							17:15
PM Peaks	3	615	82	1	3	2	1	2	2							682

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R52
Site ID: 000000010708
Location: I-295 SB On from Town Center Pkwy
Direction: SOUTH

File: R52-I295 SB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.26573, -81.51998

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			28	194	18	182									46	376	23	188
00:30			26	220	15	235									41	455	20	228
00:45			18	277	23	299									41	576	20	288
01:00			18	272	16	254									34	526	17	263
01:15			10	225	11	255									21	480	10	240
01:30			16	255	7	248									23	503	12	252
01:45			11	252	8	271									19	523	10	262
02:00			6	219	11	238									17	457	8	228
02:15			11	260	7	238									18	498	9	249
02:30			14	274	5	251									19	525	10	262
02:45			7	280	4	269									11	549	6	274
03:00			6	251	3	221									9	472	4	236
03:15			7	241	4	229									11	470	6	235
03:30			6	205	5	212									11	417	6	208
03:45			10	256	5	244									15	500	8	250
04:00			14	235	6	254									20	489	10	244
04:15			8	257	7	250									15	507	8	254
04:30			5	239	12	258									17	497	8	248
04:45			18	232	9	280									27	512	14	256
05:00			10	178	10	167									20	345	10	172
05:15			13	286	12	276									25	562	12	281
05:30			23	200	20	185									43	385	22	192
05:45			20	196	29	184									49	380	24	190
06:00			29	200	28	171									57	371	28	186
06:15			38	243	27	210									65	453	32	226
06:30			49	219	46	200									95	419	48	210
06:45			60	185	79	195									139	380	70	190
07:00			89	188	87	200									176	388	88	194
07:15			87	207	90	212									177	419	88	210
07:30			123	185	133	191									256	376	128	188
07:45			144	175	134	201									278	376	139	188
08:00			149	169	147	223									296	392	148	196
08:15			121	187	132	229									253	416	126	208
08:30			104	183	102	224									206	407	103	204
08:45			103	165	118	204									221	369	110	184
09:00			114	223	111	207									225	430	112	215
09:15			95	217	114	217									209	434	104	217
09:30			95	190	115	224									210	414	105	207
09:45			112	146	91	199									203	345	102	172
10:00			93	126	96	141									189	267	94	134
10:15			102	121	91	114									193	235	96	118
10:30			116	76	129	104									245	180	122	90
10:45			117	75	108	105									225	180	112	90
11:00			147	64	120	53									267	117	134	58
11:15			124	32	127	61									251	93	126	46
11:30			156	40	142	36									298	76	149	38
11:45			173	47	170	49									343	96	172	48
12:00			175	15	190	22									365	37	182	18
TOTALS			12202		12466										24668		12330	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			628		629										1257		627	
AM PHF			0.90		0.83										0.86		0.86	
PM Times			14:15		12:45										12:45		12:45	
PM Peaks			1065		1056										2085		1042	
PM PHF			0.95		0.88										0.90		0.90	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R53
Site ID: 000000023931
Location: I-295 NB Off to Town Center Pkwy
Direction: NORTH

File: R53-I295 NB Off to Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.26496, -81.51941

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			20	227	8	255									28	482	14	241
00:30			10	239	18	263									28	502	14	251
00:45			11	231	17	219									28	450	14	225
01:00			4	207	6	213									10	420	5	210
01:15			4	192	11	181									15	373	8	186
01:30			7	174	3	192									10	366	5	183
01:45			10	199	12	174									22	373	11	186
02:00			10	194	5	186									15	380	8	190
02:15			8	162	4	158									12	320	6	160
02:30			5	154	4	170									9	324	4	162
02:45			6	159	2	160									8	319	4	160
03:00			9	161	8	146									17	307	8	154
03:15			7	128	3	189									10	317	5	158
03:30			7	158	2	177									9	335	4	168
03:45			6	163	1	175									7	338	4	169
04:00			8	183	3	154									11	337	6	168
04:15			6	183	7	191									13	374	6	187
04:30			9	169	7	208									16	377	8	188
04:45			16	173	9	178									25	351	12	176
05:00			9	178	16	185									25	363	12	182
05:15			6	176	7	157									13	333	6	166
05:30			14	187	7	218									21	405	10	202
05:45			36	177	32	203									68	380	34	190
06:00			45	228	43	232									88	460	44	230
06:15			29	185	30	185									59	370	30	185
06:30			63	175	61	190									124	365	62	182
06:45			98	151	109	161									207	312	104	156
07:00			111	160	114	148									225	308	112	154
07:15			114	135	145	130									259	265	130	132
07:30			156	110	163	134									319	244	160	122
07:45			164	101	180	151									344	252	172	126
08:00			182	100	209	114									391	214	196	107
08:15			198	88	171	97									369	185	184	92
08:30			240	108	260	101									500	209	250	104
08:45			264	75	252	90									516	165	258	82
09:00			233	68	251	88									484	156	242	78
09:15			177	52	166	68									343	120	172	60
09:30			202	49	184	73									386	122	193	61
09:45			182	48	179	67									361	115	180	58
10:00			201	40	199	43									400	83	200	42
10:15			179	43	192	43									371	86	186	43
10:30			228	30	191	59									419	89	210	44
10:45			195	22	215	40									410	62	205	31
11:00			181	28	178	32									359	60	180	30
11:15			205	22	174	44									379	66	190	33
11:30			214	19	212	29									426	48	213	24
11:45			234	17	202	28									436	45	218	22
12:00			249	15	274	20									523	35	262	18
TOTALS			10815		11265										22080		11039	
AM Times			08:15		08:15										08:15		08:15	
AM Peaks			935		934										1869		934	
AM PHF			0.89		0.90										0.91		0.91	
PM Times			12:15		12:15										12:15		12:15	
PM Peaks			904		950										1854		927	
PM PHF			0.95		0.90										0.92		0.92	

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: R54
Site ID: 000000009386
Location: I-295 NB On from Town Center Pkwy
Direction: NORTH
Lane: 1

File: R54-I295 NB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
00:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	51	2	0	0	0	0	0	0	0	0	0	0	0	0	53
01:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	13	2	0	0	1	0	0	1	0	0	0	0	0	0	17
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	4	1	0	1	0	0	0	1	0	0	0	0	0	0	7
04:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
05:00	0	4	1	0	1	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	12	3	0	2	1	0	0	2	0	0	0	0	0	0	20
05:15	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
05:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	33	11	0	0	0	0	0	1	0	0	0	0	0	0	45
06:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
06:30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
06:45	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
07:00	0	19	0	0	0	0	0	1	0	0	0	0	0	0	0	20
Hour Total	0	66	8	0	0	0	0	1	0	0	0	0	0	0	0	75
07:15	0	21	9	0	1	0	0	0	0	0	0	0	0	0	0	31
07:30	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
07:45	0	36	11	0	0	0	0	0	0	0	0	0	0	0	0	47
08:00	0	39	1	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	129	23	0	1	0	0	0	0	0	0	0	0	0	0	153
08:15	0	43	7	0	1	0	0	0	0	0	0	0	0	0	0	51
08:30	0	39	10	0	0	1	0	0	0	0	0	0	0	0	0	50
08:45	0	26	13	0	1	0	0	0	0	0	0	0	0	0	0	40
09:00	0	41	7	0	2	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	149	37	0	4	1	0	0	0	0	0	0	0	0	0	191

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CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: R54
Site ID: 000000009386
Location: I-295 NB On from Town Center Pkwy
Direction: NORTH
Lane: 1

File: R54-I295 NB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	34	5	0	0	0	0	0	2	0	0	0	0	0	0	41
09:30	0	33	10	0	0	1	0	0	0	0	0	0	0	0	0	44
09:45	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37
10:00	0	31	9	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	129	30	0	0	1	0	0	2	0	0	0	0	0	0	162
10:15	0	40	11	0	0	0	0	0	1	0	0	0	0	0	0	52
10:30	0	60	9	0	2	0	0	0	0	0	0	0	0	0	0	71
10:45	0	41	11	0	0	0	0	0	0	0	0	0	0	0	0	52
11:00	0	70	10	0	0	0	0	0	1	0	0	0	0	0	0	81
Hour Total	0	211	41	0	2	0	0	0	2	0	0	0	0	0	0	256
11:15	0	77	16	0	2	0	0	0	1	0	0	0	0	0	0	96
11:30	0	55	11	0	0	0	0	0	0	0	0	0	0	0	0	66
11:45	0	76	8	0	1	1	0	0	0	0	0	0	0	0	0	86
12:00	0	103	14	0	0	0	0	0	1	0	0	0	0	0	0	118
Hour Total	0	311	49	0	3	1	0	0	2	0	0	0	0	0	0	366
12:15	0	93	11	0	0	0	0	1	0	0	0	0	0	0	0	105
12:30	1	100	19	0	1	0	0	0	0	0	0	0	0	0	0	121
12:45	1	118	21	0	1	0	0	0	0	0	0	0	0	0	0	141
13:00	0	123	15	0	0	0	0	0	0	0	0	0	0	0	0	138
Hour Total	2	434	66	0	2	0	0	1	0	0	0	0	0	0	0	505
13:15	0	118	25	0	0	0	0	0	0	0	0	0	0	0	0	143
13:30	1	111	16	0	0	0	0	2	0	0	0	0	0	0	0	130
13:45	0	134	17	0	1	0	0	0	0	0	0	1	0	0	0	153
14:00	0	101	14	1	0	1	0	0	0	0	0	0	0	0	0	117
Hour Total	1	464	72	1	1	1	0	2	0	0	0	1	0	0	0	543
14:15	0	118	17	0	0	0	0	0	0	0	0	0	1	0	0	136
14:30	0	158	20	0	0	0	0	0	1	0	0	1	0	0	0	180
14:45	0	124	19	0	0	0	0	0	0	0	0	0	0	0	0	143
15:00	1	137	15	1	0	0	0	0	0	0	0	0	0	0	0	154
Hour Total	1	537	71	1	0	0	0	0	1	0	0	1	1	0	0	613
15:15	0	148	13	0	1	0	0	1	2	0	0	0	0	0	0	165
15:30	0	139	22	0	0	0	0	0	2	0	0	1	0	0	0	164
15:45	1	122	18	0	0	0	0	0	0	0	0	0	0	0	0	141
16:00	0	133	14	1	1	0	0	0	0	0	0	0	0	0	0	149
Hour Total	1	542	67	1	2	0	0	1	4	0	0	1	0	0	0	619
16:15	0	148	18	0	0	2	0	0	0	0	0	0	0	0	0	168
16:30	0	156	17	0	0	0	0	1	0	0	0	0	0	0	0	174
16:45	1	162	18	0	0	0	0	0	0	0	0	0	0	0	0	181
17:00	0	180	13	1	1	0	0	2	0	0	0	0	0	0	0	197
Hour Total	1	646	66	1	1	2	0	3	0	0	0	0	0	0	0	720
17:15	0	191	21	0	0	0	0	0	0	0	0	0	0	0	0	212
17:30	1	188	16	0	3	0	0	0	1	0	0	0	0	0	0	209
17:45	0	169	16	0	0	0	0	1	0	0	0	0	0	0	0	186
18:00	0	127	22	0	0	2	0	0	1	0	0	0	0	0	0	152
Hour Total	1	675	75	0	3	2	0	1	2	0	0	0	0	0	0	759

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 5/14/2019

Station #: R54
Site ID: 000000009386
Location: I-295 NB On from Town Center Pkwy
Direction: NORTH
Lane: 1

File: R54-I295 NB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	142	21	0	0	0	0	0	0	0	0	0	0	0	0	163
18:30	0	161	17	0	1	0	0	0	0	0	0	0	0	0	0	179
18:45	0	113	12	0	1	0	0	0	0	0	0	0	0	0	0	126
19:00	0	126	10	0	1	0	0	2	0	0	0	0	0	0	0	139
Hour Total	0	542	60	0	3	0	0	2	0	0	0	0	0	0	0	607
19:15	0	139	11	0	1	0	0	0	0	0	0	0	0	0	0	151
19:30	0	144	9	0	0	0	0	1	0	0	0	0	0	0	0	154
19:45	0	106	19	0	1	0	0	0	0	0	0	1	0	0	0	127
20:00	0	132	15	0	0	0	0	0	0	0	0	0	0	0	0	147
Hour Total	0	521	54	0	2	0	0	1	0	0	0	1	0	0	0	579
20:15	0	128	14	0	0	0	0	0	0	0	0	0	0	0	0	142
20:30	0	121	9	0	0	0	0	0	0	0	0	0	0	0	0	130
20:45	0	144	14	0	0	0	0	0	0	0	0	0	0	0	0	158
21:00	0	132	13	0	0	0	0	0	1	0	0	0	0	0	0	146
Hour Total	0	525	50	0	0	0	0	0	1	0	0	0	0	0	0	576
21:15	0	165	19	0	0	0	0	0	0	0	0	0	0	0	0	184
21:30	0	137	13	0	0	0	0	0	0	0	0	0	0	0	0	150
21:45	0	161	9	0	0	0	0	1	0	0	0	0	0	0	0	171
22:00	0	83	7	0	0	0	0	0	0	0	0	0	0	0	0	90
Hour Total	0	546	48	0	0	0	0	1	0	0	0	0	0	0	0	595
22:15	0	129	3	0	0	1	0	1	0	0	0	0	0	0	0	134
22:30	0	75	8	0	0	0	0	1	0	0	0	0	0	0	0	84
22:45	1	58	2	0	0	0	0	1	0	0	0	0	0	0	0	62
23:00	0	55	4	0	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	317	17	0	0	1	0	3	0	0	0	0	0	0	0	339
23:15	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
23:30	1	53	4	0	0	0	0	0	0	0	0	0	0	0	0	58
23:45	0	31	1	0	1	0	0	0	0	0	0	0	0	0	0	33
24:00	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	1	154	13	0	1	0	0	0	0	0	0	0	0	0	0	169
24 HR TOTAL	9	7042	869	5	27	11	0	16	18	0	0	4	1	0	0	8002
PERCENTS	0.1%	88.0%	10.9%	0.1%	0.3%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 99.0% Trucks & Buses 1.0%

AM Times	11:15	11:15	02:00	08:15	03:15	06:15	04:30								11:15
AM Peaks	311	49	1	4	1	1	3								366
PM Times	12:00	17:00	12:30	13:15	16:45	15:30	16:15	14:45			13:45	13:30			17:00
PM Peaks	2	728	80	1	4	2	3	4			2	1			804

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: R54
Site ID: 000000009386
Location: I-295 NB On from Town Center Pkwy
Direction: NORTH
Lane: 1

File: R54-I295 NB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	1	29	1	0	0	0	0	0	0	0	0	0	0	0	0	31
00:30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
00:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	15	1	0	0	0	0	0	1	0	0	0	0	0	0	17
Hour Total	1	75	3	0	0	0	0	0	1	0	0	0	0	0	0	80
01:15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
01:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	22	3	0	0	0	0	0	1	0	0	0	0	0	0	26
02:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	16	0	0	1	0	0	0	0	0	0	0	0	0	0	17
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	10
05:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	26	7	0	1	0	0	0	1	0	0	0	0	0	0	35
06:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
06:30	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
06:45	0	20	1	0	0	0	0	0	1	0	0	0	0	0	0	22
07:00	0	21	4	0	0	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	67	11	0	0	1	0	0	1	0	0	0	0	0	0	80
07:15	0	20	8	0	0	0	0	0	0	0	0	0	0	0	0	28
07:30	0	35	6	1	1	0	0	0	0	0	0	0	0	0	0	43
07:45	0	39	11	0	0	0	0	1	0	0	0	0	0	0	0	51
08:00	0	37	4	0	1	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	131	29	1	2	0	0	1	0	0	0	0	0	0	0	164
08:15	0	43	6	0	0	0	0	0	1	0	0	0	0	0	0	50
08:30	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39
08:45	0	34	5	0	0	1	0	0	0	0	0	0	0	0	0	40
09:00	0	40	10	1	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	151	26	1	0	1	0	0	1	0	0	0	0	0	0	180

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CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: R54
Site ID: 000000009386
Location: I-295 NB On from Town Center Pkwy
Direction: NORTH
Lane: 1

File: R54-I295 NB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
09:30	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
09:45	0	31	5	0	0	1	0	0	1	0	0	0	0	0	0	38
10:00	0	48	13	0	3	0	0	0	0	0	0	0	0	0	0	64
Hour Total	0	142	30	0	3	1	0	0	1	0	0	0	0	0	0	177
10:15	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
10:30	0	67	10	0	0	0	0	0	0	0	0	0	0	0	0	77
10:45	0	55	8	0	0	0	0	0	1	0	0	0	0	0	0	64
11:00	0	57	10	0	1	0	0	0	0	0	0	0	0	0	0	68
Hour Total	0	203	34	0	1	0	0	0	1	0	0	0	0	0	0	239
11:15	0	62	11	0	0	0	0	0	1	0	0	0	0	0	0	74
11:30	0	70	9	0	0	0	0	0	1	0	0	0	0	0	0	80
11:45	0	59	8	0	1	0	0	0	0	0	0	0	0	0	0	68
12:00	0	77	16	0	0	0	0	0	1	0	1	0	0	0	0	95
Hour Total	0	268	44	0	1	0	0	0	3	0	1	0	0	0	0	317
12:15	0	80	17	0	0	0	0	0	0	0	0	0	0	0	0	97
12:30	0	108	11	0	0	0	0	0	0	0	1	0	0	0	0	120
12:45	0	91	20	0	0	0	0	1	0	0	0	0	0	0	0	112
13:00	1	110	15	0	0	0	0	0	2	0	0	0	0	0	0	128
Hour Total	1	389	63	0	0	0	0	1	2	0	1	0	0	0	0	457
13:15	1	126	16	0	0	0	0	0	0	0	0	0	0	0	0	143
13:30	0	101	12	0	0	0	0	1	0	0	0	0	0	0	0	114
13:45	0	127	17	0	0	0	0	0	0	0	0	0	1	0	0	145
14:00	0	144	19	0	1	0	0	0	0	0	0	0	0	0	0	164
Hour Total	1	498	64	0	1	0	0	1	0	0	0	0	1	0	0	566
14:15	0	123	14	0	0	0	0	0	0	0	0	0	0	0	0	137
14:30	0	142	11	0	0	0	0	1	2	0	0	0	0	0	0	156
14:45	0	135	13	0	0	0	0	0	1	0	0	0	0	0	0	149
15:00	0	120	15	0	0	0	0	0	1	0	0	0	0	0	0	136
Hour Total	0	520	53	0	0	0	0	1	4	0	0	0	0	0	0	578
15:15	0	96	14	0	1	0	0	1	0	0	0	0	0	0	0	112
15:30	0	142	20	0	0	1	0	1	1	0	0	0	0	0	0	165
15:45	0	132	14	0	2	0	0	0	0	0	0	0	0	0	0	148
16:00	0	147	24	0	0	0	0	0	0	0	0	0	0	0	0	171
Hour Total	0	517	72	0	3	1	0	2	1	0	0	0	0	0	0	596
16:15	1	138	11	0	1	0	0	0	0	0	1	0	0	0	0	152
16:30	0	175	17	0	1	0	0	0	0	0	0	1	0	0	0	194
16:45	1	150	11	0	0	0	0	1	0	0	0	0	0	0	0	163
17:00	0	178	21	0	1	1	0	0	1	0	0	0	0	0	0	202
Hour Total	2	641	60	0	3	1	0	1	1	0	1	1	0	0	0	711
17:15	2	179	24	0	0	0	0	1	0	0	0	0	0	0	0	206
17:30	0	195	21	0	3	0	0	0	0	0	0	0	0	0	0	219
17:45	0	168	16	0	0	0	0	0	0	0	0	0	0	0	0	184
18:00	1	166	24	0	0	0	0	0	0	0	0	0	0	0	0	191
Hour Total	3	708	85	0	3	0	0	1	0	0	0	0	0	0	0	800

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Peggy Malone and Associates

CLASSIFICATION SUMMARY
Wed 5/15/2019

Station #: R54
Site ID: 000000009386
Location: I-295 NB On from Town Center Pkwy
Direction: NORTH
Lane: 1

File: R54-I295 NB On from Town Center Pkwy.prn
City: 19-194 AW Max
County: 30.27174, -81.52096

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	124	21	1	1	0	0	0	0	0	0	0	0	0	0	147
18:30	0	144	14	0	0	0	0	0	0	0	0	0	0	0	0	158
18:45	0	138	11	0	0	0	0	0	0	0	0	0	0	0	0	149
19:00	0	117	17	0	0	0	0	0	0	0	0	0	0	0	0	134
Hour Total	0	523	63	1	1	0	0	0	0	0	0	0	0	0	0	588
19:15	0	145	15	0	0	0	0	0	0	0	0	0	0	0	0	160
19:30	0	129	19	0	0	0	0	0	0	0	0	0	0	0	0	148
19:45	0	147	19	0	0	0	0	0	0	1	0	0	0	0	0	167
20:00	0	120	20	0	2	0	0	0	0	0	0	0	0	0	0	142
Hour Total	0	541	73	0	2	0	0	0	0	1	0	0	0	0	0	617
20:15	0	146	19	0	0	0	0	1	0	0	0	0	0	0	0	166
20:30	0	114	16	0	0	0	0	1	0	0	0	0	0	0	0	131
20:45	0	157	20	0	0	0	0	0	0	0	0	0	0	0	0	177
21:00	1	131	19	0	0	0	0	0	0	0	0	0	0	0	0	151
Hour Total	1	548	74	0	0	0	0	2	0	0	0	0	0	0	0	625
21:15	0	144	13	0	0	0	0	1	0	0	0	0	0	0	0	158
21:30	0	110	13	0	0	0	0	0	0	0	0	0	0	0	0	123
21:45	1	140	8	0	0	0	0	0	0	0	0	0	0	0	0	149
22:00	0	89	10	0	0	0	0	0	0	0	0	0	0	0	0	99
Hour Total	1	483	44	0	0	0	0	1	0	0	0	0	0	0	0	529
22:15	0	111	10	0	0	0	0	0	0	0	0	0	0	0	0	121
22:30	0	62	8	0	0	0	0	1	0	0	0	0	0	0	0	71
22:45	0	63	4	0	0	0	0	0	0	0	0	0	0	0	0	67
23:00	0	50	2	0	0	0	0	0	0	0	0	0	0	0	0	52
Hour Total	0	286	24	0	0	0	0	1	0	0	0	0	0	0	0	311
23:15	0	38	4	0	1	0	0	0	0	0	0	0	0	0	0	43
23:30	0	29	3	0	0	0	0	0	1	0	0	0	0	0	0	33
23:45	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	33
24:00	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	130	10	0	1	0	0	0	1	0	0	0	0	0	0	142
24 HR TOTAL	10	6909	874	3	23	5	0	12	19	1	3	1	1	0	0	7861
PERCENTS	0.1%	87.9%	11.1%	0.0%	0.3%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 99.1% Trucks & Buses 0.9%

AM Times	00:15	11:15	11:15	06:45	09:15	06:15	07:00	10:45	11:15	11:15
AM Peaks	1	268	44	1	3	1	1	3	1	317
PM Times	16:30	17:00	17:15	17:30	15:45	14:45	12:45	14:15	19:00	11:45	15:45	13:00	17:00
PM Peaks	3	720	85	1	4	1	2	4	1	2	1	1	811

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R61
Site ID: 000000023954
Location: JTB WB Off to Kernan Blvd
Direction: WEST

File: R61-JTB WB Off to Kernan Blvd.prn
City: 19-194 JD Max
County: 30.25182, -81.49519

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			7	45	3	59									10	104	5	52
00:30			0	51	3	54									3	105	2	52
00:45			4	56	2	38									6	94	3	47
01:00			5	30	3	47									8	77	4	38
01:15			4	42	5	52									9	94	4	47
01:30			2	30	4	56									6	86	3	43
01:45			2	41	3	50									5	91	2	46
02:00			1	43	1	42									2	85	1	42
02:15			1	35	3	58									4	93	2	46
02:30			1	42	1	58									2	100	1	50
02:45			1	31	2	42									3	73	2	36
03:00			0	39	1	34									1	73	0	36
03:15			0	50	3	47									3	97	2	48
03:30			2	52	2	75									4	127	2	64
03:45			1	47	0	89									1	136	0	68
04:00			0	48	2	60									2	108	1	54
04:15			0	58	1	80									1	138	0	69
04:30			0	32	0	99									0	131	0	66
04:45			7	72	3	70									10	142	5	71
05:00			5	75	1	108									6	183	3	92
05:15			1	123	2	108									3	231	2	116
05:30			4	136	7	123									11	259	6	130
05:45			2	121	5	102									7	223	4	112
06:00			3	119	1	101									4	220	2	110
06:15			3	69	6	81									9	150	4	75
06:30			8	64	6	68									14	132	7	66
06:45			15	59	7	50									22	109	11	54
07:00			16	46	21	46									37	92	18	46
07:15			21	40	22	47									43	87	22	44
07:30			43	39	35	44									78	83	39	42
07:45			50	36	45	32									95	68	48	34
08:00			60	33	49	35									109	68	54	34
08:15			34	39	42	32									76	71	38	36
08:30			47	42	54	31									101	73	50	36
08:45			62	41	48	35									110	76	55	38
09:00			58	41	68	35									126	76	63	38
09:15			48	22	45	44									93	66	46	33
09:30			36	15	42	26									78	41	39	20
09:45			32	24	31	24									63	48	32	24
10:00			25	21	37	21									62	42	31	21
10:15			21	19	38	16									59	35	30	18
10:30			36	22	28	16									64	38	32	19
10:45			50	23	35	21									85	44	42	22
11:00			35	9	32	16									67	25	34	12
11:15			44	8	36	16									80	24	40	12
11:30			37	9	45	22									82	31	41	16
11:45			30	13	37	11									67	24	34	12
12:00			29	4	41	9									70	13	35	6
TOTALS			3049		3338										6387		3194	
AM Times			08:30		08:30										08:30		08:30	
AM Peaks			215		215										430		214	
AM PHF			0.87		0.79										0.85		0.85	
PM Times			17:15		17:00										17:15		17:15	
PM Peaks			499		441										933		465	
PM PHF			0.92		0.90										0.90		0.90	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R62
Site ID: 000000023841
Location: JTB WB On from Kernan Blvd
Direction: WEST

File: R62-JTB WB On from Kernan Blvd.prn
City: 19-194 JD Max
County: 30.25293, -81.50178

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			16	226	16	219									32	445	16	222
00:30			16	198	24	191									40	389	20	194
00:45			12	252	10	250									22	502	11	251
01:00			8	225	6	207									14	432	7	216
01:15			5	256	15	208									20	464	10	232
01:30			5	193	14	206									19	399	10	200
01:45			7	251	10	206									17	457	8	228
02:00			7	225	8	199									15	424	8	212
02:15			5	271	6	229									11	500	6	250
02:30			5	236	10	221									15	457	8	228
02:45			4	225	6	252									10	477	5	238
03:00			4	259	4	254									8	513	4	256
03:15			2	253	2	258									4	511	2	256
03:30			11	273	5	267									16	540	8	270
03:45			5	278	8	276									13	554	6	277
04:00			9	242	9	224									18	466	9	233
04:15			9	241	16	260									25	501	12	250
04:30			21	251	35	274									56	525	28	262
04:45			48	277	36	278									84	555	42	278
05:00			33	256	36	242									69	498	34	249
05:15			34	249	41	264									75	513	38	256
05:30			54	219	67	246									121	465	60	232
05:45			96	195	91	215									187	410	94	205
06:00			99	188	102	186									201	374	100	187
06:15			132	202	126	196									258	398	129	199
06:30			177	227	213	195									390	422	195	211
06:45			294	184	282	226									576	410	288	205
07:00			348	192	338	190									686	382	343	191
07:15			383	194	380	184									763	378	382	189
07:30			496	177	473	164									969	341	484	170
07:45			535	143	509	145									1044	288	522	144
08:00			511	161	521	110									1032	271	516	136
08:15			454	141	444	151									898	292	449	146
08:30			510	95	489	142									999	237	500	118
08:45			464	148	422	142									886	290	443	145
09:00			373	140	406	127									779	267	390	134
09:15			264	126	233	131									497	257	248	128
09:30			268	104	226	112									494	216	247	108
09:45			246	97	258	107									504	204	252	102
10:00			201	93	208	79									409	172	204	86
10:15			216	95	167	84									383	179	192	90
10:30			176	66	195	64									371	130	186	65
10:45			225	54	237	45									462	99	231	50
11:00			172	36	182	37									354	73	177	36
11:15			192	56	183	74									375	130	188	65
11:30			217	45	214	40									431	85	216	42
11:45			254	28	207	33									461	61	230	30
12:00			219	21	201	23									420	44	210	22
TOTALS			16406		16124										32530		16262	
AM Times			07:45		07:45										07:45		07:45	
AM Peaks			2010		1963										3973		1986	
AM PHF			0.94		0.94										0.95		0.95	
PM Times			15:00		16:30										15:00		15:00	
PM Peaks			1063		1058										2118		1058	
PM PHF			0.96		0.95										0.96		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R63
Site ID: 000000010618
Location: JTB EB Off to Kernan Blvd
Direction: EAST

File: R63, JTB EB Off to Kernan Blvd.prn
City: 19-194 JD Max
County: 30.25292, -81.50355

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15		16											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			29	243	28	195	30	239							87	677	29	226
00:30			35	247	23	220	26	258							84	725	28	242
00:45			17	217	25	223	23	227							65	667	22	222
01:00			18	233	16	213	25	213							59	659	20	220
01:15			12	215	21	176	17	219							50	610	17	203
01:30			16	223	18	198	21	204							55	625	18	208
01:45			20	202	16	213	23	203							59	618	20	206
02:00			10	178	12	218	12	195							34	591	11	197
02:15			13	241	11	234	19	209							43	684	14	228
02:30			8	259	15	285	9	260							32	804	11	268
02:45			13	244	15	228	20	220							48	692	16	231
03:00			6	231	9	254	7	244							22	729	7	243
03:15			3	246	8	240	17	267							28	753	9	251
03:30			4	258	8	285	6	284							18	827	6	276
03:45			10	319	6	317	7	263							23	899	8	300
04:00			7	327	13	308	11	305							31	940	10	313
04:15			8	332	19	342	5	359							32	1033	11	344
04:30			16	311	10	357	8	355							34	1023	11	341
04:45			11	346	8	370	10	341							29	1057	10	352
05:00			19	365	16	353	19	353							54	1071	18	357
05:15			17	359	20	349	16	357							53	1065	18	355
05:30			30	371	28	374	22	385							80	1130	27	377
05:45			46	369	35	365	29	386							110	1120	37	373
06:00			46	327	57	344	46	364							149	1035	50	345
06:15			57	363	72	377	74	348							203	1088	68	363
06:30			100	354	71	326	87	346							258	1026	86	342
06:45			108	326	114	270	121	247							343	843	114	281
07:00			152	210	162	237	162	255							476	702	159	234
07:15			178	215	159	230	155	221							492	666	164	222
07:30			166	228	159	228	202	199							527	655	176	218
07:45			211	188	162	191	198	208							571	587	190	196
08:00			217	169	198	178	232	167							647	514	216	171
08:15			181	143	190	175	174	185							545	503	182	168
08:30			217	150	201	208	165	221							583	579	194	193
08:45			225	151	181	176	195	136							601	463	200	154
09:00			230	143	213	169	228	146							671	458	224	153
09:15			191	153	184	176	190	148							565	477	188	159
09:30			185	158	160	152	168	151							513	461	171	154
09:45			179	124	177	83	169	115							525	322	175	107
10:00			178	96	186	100	181	104							545	300	182	100
10:15			192	100	149	100	176	121							517	321	172	107
10:30			162	106	173	81	144	108							479	295	160	98
10:45			200	86	182	68	184	86							566	240	189	80
11:00			176	77	163	48	198	75							537	200	179	67
11:15			216	65	190	46	172	58							578	169	193	56
11:30			259	57	169	52	212	53							640	162	213	54
11:45			214	43	198	38	243	43							655	124	218	41
12:00			221	40	235	40	210	34							666	114	222	38
TOTALS			15237		14895		15153								45285		15097	
AM Times			11:15		11:15		11:15								11:15		11:15	
AM Peaks			910		792		837								2539		845	
AM PHF			0.88		0.84		0.86								0.95		0.95	
PM Times			17:00		17:30		17:15								17:00		17:00	
PM Peaks			1464		1460		1492								4386		1461	
PM PHF			0.99		0.97		0.97								0.97		0.97	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R64
Site ID: 000000010650
Location: JTB EB On from Kernan Blvd
Direction: EAST

File: R64-JTB EB On from Kernan Blvd.prn
City: 19-194 JD Max
County: 30.25113, -81.49288

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	37	3	30									4	67	2	34
00:30			3	41	2	39									5	80	2	40
00:45			2	59	1	47									3	106	2	53
01:00			0	48	2	42									2	90	1	45
01:15			1	42	0	52									1	94	0	47
01:30			4	35	1	37									5	72	2	36
01:45			1	41	2	32									3	73	2	36
02:00			0	40	1	34									1	74	0	37
02:15			0	42	1	47									1	89	0	44
02:30			0	46	1	39									1	85	0	42
02:45			1	40	0	51									1	91	0	46
03:00			0	42	1	46									1	88	0	44
03:15			0	40	0	53									0	93	0	46
03:30			3	47	1	30									4	77	2	38
03:45			1	30	0	38									1	68	0	34
04:00			0	47	2	51									2	98	1	49
04:15			2	42	1	24									3	66	2	33
04:30			3	57	2	34									5	91	2	46
04:45			7	28	6	29									13	57	6	28
05:00			3	33	4	34									7	67	4	34
05:15			9	33	6	46									15	79	8	40
05:30			7	29	10	34									17	63	8	32
05:45			13	26	10	37									23	63	12	32
06:00			13	39	8	38									21	77	10	38
06:15			12	31	14	29									26	60	13	30
06:30			27	26	29	26									56	52	28	26
06:45			42	42	33	35									75	77	38	38
07:00			38	17	45	28									83	45	42	22
07:15			50	19	48	24									98	43	49	22
07:30			53	17	64	20									117	37	58	18
07:45			66	30	53	21									119	51	60	26
08:00			82	18	72	30									154	48	77	24
08:15			93	17	68	34									161	51	80	26
08:30			83	13	93	25									176	38	88	19
08:45			81	23	71	19									152	42	76	21
09:00			60	23	84	24									144	47	72	24
09:15			37	12	39	18									76	30	38	15
09:30			55	15	39	14									94	29	47	14
09:45			42	12	46	14									88	26	44	13
10:00			26	15	33	12									59	27	30	14
10:15			28	8	20	9									48	17	24	8
10:30			26	3	33	5									59	8	30	4
10:45			45	6	41	5									86	11	43	6
11:00			37	6	24	6									61	12	30	6
11:15			31	2	28	4									59	6	30	3
11:30			35	4	37	4									72	8	36	4
11:45			29	5	34	3									63	8	32	4
12:00			37	2	43	2									80	4	40	2
TOTALS			2519		2511										5030		2514	
AM Times			08:00		08:15										08:00		08:00	
AM Peaks			339		316										643		321	
AM PHF			0.91		0.85										0.91		0.91	
PM Times			12:30		14:30										12:30		12:30	
PM Peaks			190		189										370		185	
PM PHF			0.81		0.89										0.87		0.87	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R71
Site ID: 000000004066
Location: JTB WB Off to Gate Pkwy
Direction: WEST

File: R71-JTB WB Off to Gate Pkwy.prn
City: 19-194 JD Max
County: 30.25032, -81.53282

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			18	241	16	230									34	471	17	236
00:30			21	229	14	242									35	471	18	236
00:45			10	237	10	243									20	480	10	240
01:00			9	246	12	213									21	459	10	230
01:15			13	274	6	209									19	483	10	242
01:30			4	214	5	246									9	460	4	230
01:45			8	225	10	230									18	455	9	228
02:00			6	232	1	236									7	468	4	234
02:15			5	211	6	194									11	405	6	202
02:30			4	198	5	193									9	391	4	196
02:45			2	185	2	193									4	378	2	189
03:00			4	183	5	211									9	394	4	197
03:15			6	155	2	209									8	364	4	182
03:30			8	194	9	163									17	357	8	178
03:45			9	222	10	210									19	432	10	216
04:00			15	197	11	195									26	392	13	196
04:15			13	176	5	188									18	364	9	182
04:30			6	178	9	219									15	397	8	198
04:45			22	209	18	212									40	421	20	210
05:00			32	236	26	270									58	506	29	253
05:15			23	275	24	259									47	534	24	267
05:30			42	277	47	280									89	557	44	278
05:45			87	232	73	278									160	510	80	255
06:00			103	227	106	244									209	471	104	236
06:15			62	216	81	223									143	439	72	220
06:30			100	221	101	221									201	442	100	221
06:45			157	174	145	195									302	369	151	184
07:00			219	182	216	148									435	330	218	165
07:15			228	136	215	172									443	308	222	154
07:30			176	173	223	146									399	319	200	160
07:45			244	145	247	160									491	305	246	152
08:00			241	132	255	129									496	261	248	130
08:15			264	95	230	130									494	225	247	112
08:30			235	107	279	98									514	205	257	102
08:45			235	100	226	90									461	190	230	95
09:00			235	87	247	115									482	202	241	101
09:15			247	86	233	115									480	201	240	100
09:30			235	89	207	90									442	179	221	90
09:45			229	87	226	81									455	168	228	84
10:00			221	65	251	77									472	142	236	71
10:15			227	66	196	39									423	105	212	52
10:30			228	51	220	42									448	93	224	46
10:45			230	39	229	31									459	70	230	35
11:00			219	31	226	26									445	57	222	28
11:15			223	33	239	33									462	66	231	33
11:30			254	28	256	27									510	55	255	28
11:45			239	27	251	20									490	47	245	24
12:00			256	21	260	13									516	34	258	17
TOTALS			13318		13479										26797		13400	
AM Times			07:45		07:45										07:45		07:45	
AM Peaks			984		1011										1995		997	
AM PHF			0.93		0.91										0.97		0.97	
PM Times			17:00		17:00										17:00		17:00	
PM Peaks			1020		1087										2107		1053	
PM PHF			0.92		0.97										0.95		0.95	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R72
Site ID: 000000010668
Location: JTB WB On from Gate Pkwy
Direction: WEST

File: R72-JTB WB On from Gate Pkwy.prn
City: 19-194 JD Max
County: 30.25016, -81.53905

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			41	193	29	205									70	398	35	199
00:30			12	215	17	227									29	442	14	221
00:45			22	208	20	251									42	459	21	230
01:00			15	253	10	251									25	504	12	252
01:15			10	244	8	244									18	488	9	244
01:30			10	210	6	252									16	462	8	231
01:45			13	276	21	233									34	509	17	254
02:00			7	242	5	265									12	507	6	254
02:15			6	253	14	247									20	500	10	250
02:30			12	227	12	199									24	426	12	213
02:45			11	253	7	247									18	500	9	250
03:00			6	250	6	241									12	491	6	246
03:15			3	259	5	264									8	523	4	262
03:30			4	262	5	269									9	531	4	266
03:45			9	281	4	271									13	552	6	276
04:00			2	224	3	235									5	459	2	230
04:15			5	316	5	342									10	658	5	329
04:30			9	285	21	331									30	616	15	308
04:45			13	376	11	343									24	719	12	360
05:00			6	324	16	326									22	650	11	325
05:15			15	362	14	357									29	719	14	360
05:30			20	290	21	283									41	573	20	286
05:45			26	304	25	281									51	585	26	292
06:00			34	282	33	260									67	542	34	271
06:15			57	287	62	281									119	568	60	284
06:30			81	277	80	262									161	539	80	270
06:45			73	228	86	261									159	489	80	244
07:00			122	210	119	191									241	401	120	200
07:15			156	227	122	231									278	458	139	229
07:30			144	158	159	214									303	372	152	186
07:45			182	168	179	193									361	361	180	180
08:00			187	176	190	189									377	365	188	182
08:15			159	195	172	205									331	400	166	200
08:30			154	193	177	184									331	377	166	188
08:45			167	166	149	194									316	360	158	180
09:00			137	165	137	173									274	338	137	169
09:15			125	192	132	239									257	431	128	216
09:30			95	155	108	163									203	318	102	159
09:45			124	142	136	154									260	296	130	148
10:00			120	85	106	106									226	191	113	96
10:15			123	120	110	105									233	225	116	112
10:30			134	81	105	83									239	164	120	82
10:45			138	56	144	78									282	134	141	67
11:00			164	46	154	62									318	108	159	54
11:15			173	53	167	40									340	93	170	46
11:30			194	34	191	42									385	76	192	38
11:45			173	35	176	39									349	74	174	37
12:00			180	25	218	31									398	56	199	28
TOTALS			13536		13841										27377		13686	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			720		752										1472		735	
AM PHF			0.93		0.86										0.92		0.92	
PM Times			16:45		16:30										16:30		16:30	
PM Peaks			1352		1357										2704		1351	
PM PHF			0.90		0.95										0.94		0.94	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R73
Site ID: 000000004085
Location: JTB EB Off to Gate Parkway
Direction: EAST

File: R73, JTB EB Off to Gate Parkway.prn
City: 19-194 JD Max
County: 30.24997, -81.53973

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			21	213	18	266									39	479	20	240
00:30			15	256	10	250									25	506	12	253
00:45			13	260	14	237									27	497	14	248
01:00			6	244	13	237									19	481	10	240
01:15			10	215	11	233									21	448	10	224
01:30			11	220	10	223									21	443	10	222
01:45			9	198	7	209									16	407	8	204
02:00			7	196	11	222									18	418	9	209
02:15			9	199	6	217									15	416	8	208
02:30			7	205	11	209									18	414	9	207
02:45			9	173	11	218									20	391	10	196
03:00			6	201	3	227									9	428	4	214
03:15			7	198	6	222									13	420	6	210
03:30			8	212	7	233									15	445	8	222
03:45			8	242	4	252									12	494	6	247
04:00			7	230	7	233									14	463	7	232
04:15			5	213	5	250									10	463	5	232
04:30			9	256	7	290									16	546	8	273
04:45			16	276	16	288									32	564	16	282
05:00			20	277	11	298									31	575	16	288
05:15			11	276	13	296									24	572	12	286
05:30			26	293	34	279									60	572	30	286
05:45			29	317	29	326									58	643	29	322
06:00			55	257	37	307									92	564	46	282
06:15			57	226	69	234									126	460	63	230
06:30			101	190	85	285									186	475	93	238
06:45			131	263	134	238									265	501	132	250
07:00			177	201	198	214									375	415	188	208
07:15			140	159	161	166									301	325	150	162
07:30			208	180	187	219									395	399	198	200
07:45			234	150	230	170									464	320	232	160
08:00			270	153	291	148									561	301	280	150
08:15			259	108	217	163									476	271	238	136
08:30			281	117	258	128									539	245	270	122
08:45			281	96	266	112									547	208	274	104
09:00			259	112	275	94									534	206	267	103
09:15			225	103	209	106									434	209	217	104
09:30			188	83	216	69									404	152	202	76
09:45			209	44	213	74									422	118	211	59
10:00			213	58	195	58									408	116	204	58
10:15			194	50	209	59									403	109	202	54
10:30			199	43	206	47									405	90	202	45
10:45			185	39	210	39									395	78	198	39
11:00			228	30	204	37									432	67	216	34
11:15			253	20	231	27									484	47	242	24
11:30			264	32	227	33									491	65	246	32
11:45			254	25	274	35									528	60	264	30
12:00			257	21	304	26									561	47	280	24
TOTALS			13521		14173										27694		13851	
AM Times			08:00		11:15										08:00		08:00	
AM Peaks			1091		1036										2123		1060	
AM PHF			0.97		0.85										0.95		0.95	
PM Times			17:00		17:15										17:00		17:00	
PM Peaks			1163		1208										2362		1180	
PM PHF			0.92		0.93										0.92		0.92	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R74
Site ID: 000000023933
Location: JTB EB On from Gate Pkwy
Direction: EAST

File: R74-JTB EB On from Gate Pkwy.prn
City: 19-194 JD Max
County: 30.25001, -81.53178

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			25	224	29	226									54	450	27	225
00:30			19	234	18	188									37	422	18	211
00:45			10	204	14	238									24	442	12	221
01:00			8	216	12	257									20	473	10	236
01:15			7	204	8	207									15	411	8	206
01:30			8	236	13	246									21	482	10	241
01:45			15	218	13	241									28	459	14	230
02:00			3	223	6	228									9	451	4	226
02:15			7	239	9	249									16	488	8	244
02:30			12	258	23	243									35	501	18	250
02:45			7	234	9	249									16	483	8	242
03:00			3	213	2	240									5	453	2	226
03:15			6	262	2	235									8	497	4	248
03:30			5	239	4	259									9	498	4	249
03:45			3	278	7	289									10	567	5	284
04:00			5	271	3	261									8	532	4	266
04:15			8	374	6	365									14	739	7	370
04:30			10	332	6	332									16	664	8	332
04:45			13	402	11	444									24	846	12	423
05:00			10	358	11	375									21	733	10	366
05:15			15	415	21	410									36	825	18	412
05:30			19	374	25	369									44	743	22	372
05:45			22	371	22	360									44	731	22	366
06:00			32	346	31	303									63	649	32	324
06:15			66	340	75	324									141	664	70	332
06:30			76	328	68	318									144	646	72	323
06:45			72	318	75	275									147	593	74	296
07:00			77	266	85	227									162	493	81	246
07:15			115	255	102	245									217	500	108	250
07:30			111	201	107	183									218	384	109	192
07:45			116	222	126	183									242	405	121	202
08:00			134	183	129	173									263	356	132	178
08:15			94	208	116	212									210	420	105	210
08:30			108	139	115	179									223	318	112	159
08:45			126	160	131	144									257	304	128	152
09:00			112	162	114	162									226	324	113	162
09:15			89	126	81	173									170	299	85	150
09:30			96	130	99	132									195	262	98	131
09:45			122	90	111	103									233	193	116	96
10:00			92	87	109	94									201	181	100	90
10:15			117	96	97	87									214	183	107	92
10:30			128	69	122	60									250	129	125	64
10:45			157	53	177	54									334	107	167	54
11:00			165	35	148	60									313	95	156	48
11:15			153	45	190	55									343	100	172	50
11:30			194	31	177	43									371	74	186	37
11:45			210	27	214	29									424	56	212	28
12:00			224	30	219	34									443	64	222	32
TOTALS			13552		13655										27207		13602	
AM Times			11:15		11:15										11:15		11:15	
AM Peaks			781		800										1581		789	
AM PHF			0.87		0.91										0.89		0.89	
PM Times			16:45		16:45										16:45		16:45	
PM Peaks			1549		1598										3147		1572	
PM PHF			0.93		0.90										0.93		0.93	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R75
Site ID: 000000023940
Location: I-295 SB On from Beach Blvd
Direction: SOUTH

File: R75-I295 SB On from Beach Blvd.prn
City: 19-194 AW Max
County: 30.28406, -81.52192

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			27	183	19	179									46	362	23	181
00:30			17	195	17	189									34	384	17	192
00:45			11	199	10	228									21	427	10	214
01:00			13	230	16	198									29	428	14	214
01:15			21	215	16	198									37	413	18	206
01:30			16	181	15	177									31	358	16	179
01:45			13	173	14	189									27	362	14	181
02:00			10	179	9	222									19	401	10	200
02:15			12	179	7	188									19	367	10	184
02:30			14	188	7	201									21	389	10	194
02:45			8	202	5	204									13	406	6	203
03:00			8	216	4	172									12	388	6	194
03:15			4	199	5	211									9	410	4	205
03:30			5	199	5	205									10	404	5	202
03:45			15	235	8	253									23	488	12	244
04:00			9	188	8	194									17	382	8	191
04:15			16	185	13	163									29	348	14	174
04:30			17	183	17	194									34	377	17	188
04:45			31	225	21	210									52	435	26	218
05:00			40	166	43	187									83	353	42	176
05:15			19	195	28	223									47	418	24	209
05:30			43	181	31	167									74	348	37	174
05:45			57	174	55	179									112	353	56	176
06:00			88	179	76	161									164	340	82	170
06:15			82	182	94	188									176	370	88	185
06:30			154	165	144	162									298	327	149	164
06:45			237	166	244	145									481	311	240	156
07:00			198	145	198	167									396	312	198	156
07:15			239	150	231	146									470	296	235	148
07:30			289	124	294	131									583	255	292	128
07:45			301	129	277	101									578	230	289	115
08:00			301	110	288	117									589	227	294	114
08:15			254	155	260	126									514	281	257	140
08:30			243	111	244	99									487	210	244	105
08:45			282	92	281	100									563	192	282	96
09:00			245	104	213	96									458	200	229	100
09:15			180	90	180	95									360	185	180	92
09:30			180	96	171	74									351	170	176	85
09:45			185	82	184	66									369	148	184	74
10:00			192	100	175	95									367	195	184	98
10:15			149	65	155	53									304	118	152	59
10:30			160	55	153	60									313	115	156	58
10:45			168	42	181	52									349	94	174	47
11:00			177	42	162	44									339	86	170	43
11:15			152	32	171	36									323	68	162	34
11:30			160	33	165	31									325	64	162	32
11:45			202	43	153	42									355	85	178	42
12:00			173	22	182	28									355	50	178	25
TOTALS			12401		12195										24596		12299	
AM Times			07:30		07:30										07:30		07:30	
AM Peaks			1145		1119										2264		1131	
AM PHF			0.95		0.95										0.96		0.96	
PM Times			15:00		15:15										15:00		15:00	
PM Peaks			849		863										1690		845	
PM PHF			0.90		0.85										0.87		0.87	

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Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 5/14/2019

Station #: R76
Site ID: 000000023935
Location: I-295 NB Off to Beach Blvd
Direction: NORTH

File: R76-I295 NB Off to Beach Blvd.prn
City: 19-194 AW Max
County: 30.28310, -81.52135

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			14		15													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			28	198	20	169									48	367	24	184
00:30			19	185	23	198									42	383	21	192
00:45			16	205	16	171									32	376	16	188
01:00			15	189	31	191									46	380	23	190
01:15			14	172	12	178									26	350	13	175
01:30			15	177	7	168									22	345	11	172
01:45			12	158	13	207									25	365	12	182
02:00			14	184	8	214									22	398	11	199
02:15			9	195	13	209									22	404	11	202
02:30			8	198	8	214									16	412	8	206
02:45			13	189	15	226									28	415	14	208
03:00			11	186	7	219									18	405	9	202
03:15			5	181	7	200									12	381	6	190
03:30			11	248	3	220									14	468	7	234
03:45			9	272	5	251									14	523	7	262
04:00			11	277	9	257									20	534	10	267
04:15			15	222	8	215									23	437	12	218
04:30			10	254	9	217									19	471	10	236
04:45			15	237	8	258									23	495	12	248
05:00			17	268	13	227									30	495	15	248
05:15			24	269	11	246									35	515	18	258
05:30			24	245	24	264									48	509	24	254
05:45			42	242	44	258									86	500	43	250
06:00			72	273	57	272									129	545	64	272
06:15			58	244	77	235									135	479	68	240
06:30			89	232	88	227									177	459	88	230
06:45			125	196	117	196									242	392	121	196
07:00			160	203	188	166									348	369	174	184
07:15			183	146	204	132									387	278	194	139
07:30			193	165	196	159									389	324	194	162
07:45			201	158	171	138									372	296	186	148
08:00			201	142	190	137									391	279	196	140
08:15			186	113	176	114									362	227	181	114
08:30			211	111	200	135									411	246	206	123
08:45			196	105	203	118									399	223	200	112
09:00			200	124	190	117									390	241	195	120
09:15			175	113	172	112									347	225	174	112
09:30			146	140	146	106									292	246	146	123
09:45			129	122	147	106									276	228	138	114
10:00			135	84	153	89									288	173	144	86
10:15			156	89	112	80									268	169	134	84
10:30			153	87	152	81									305	168	152	84
10:45			145	51	171	72									316	123	158	62
11:00			158	58	178	58									336	116	168	58
11:15			155	62	169	61									324	123	162	62
11:30			179	54	176	44									355	98	178	49
11:45			152	48	154	38									306	86	153	43
12:00			190	31	209	36									399	67	200	34
TOTALS			12407		12316										24723		12367	
AM Times			07:45		08:00										08:00		08:00	
AM Peaks			799		769										1563		780	
AM PHF			0.95		0.95										0.95		0.95	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			1029		1040										2069		1033	
PM PHF			0.94		0.96										0.95		0.95	

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Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : T1-Philips Hwy and I-295 SB Ramps AM
Site Code :
Start Date : 5/14/2019
Page No : 1

Groups Printed- Car

	Philips Hwy Southbound				I-295 SB Ramps Westbound				Philips Hwy Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	104	5	0	109	16	32	0	48	43	83	1	0	127	284
06:15 AM	152	5	0	157	27	70	1	98	54	147	0	0	201	456
06:30 AM	172	9	0	181	34	85	2	121	86	195	1	0	282	584
06:45 AM	275	7	0	282	53	139	1	193	84	336	1	0	421	896
Total	703	26	0	729	130	326	4	460	267	761	3	0	1031	2220
07:00 AM	216	12	0	228	61	83	0	144	119	462	0	0	581	953
07:15 AM	224	15	0	239	53	69	1	123	99	641	0	0	740	1102
07:30 AM	247	10	0	257	57	90	0	147	98	622	0	0	720	1124
07:45 AM	270	8	0	278	55	91	1	147	78	585	0	0	663	1088
Total	957	45	0	1002	226	333	2	561	394	2310	0	0	2704	4267
08:00 AM	237	11	0	248	52	62	0	114	77	627	0	0	704	1066
08:15 AM	203	13	0	216	62	74	2	138	69	641	1	0	711	1065
08:30 AM	175	9	0	184	50	68	0	118	86	575	0	0	661	963
08:45 AM	164	9	0	173	43	64	0	107	90	489	1	0	580	860
Total	779	42	0	821	207	268	2	477	322	2332	2	0	2656	3954
09:00 AM	162	7	0	169	38	45	0	83	83	304	0	0	387	639
09:15 AM	186	14	0	200	35	41	1	77	76	290	1	0	367	644
09:30 AM	167	11	0	178	35	49	1	85	66	260	0	0	326	589
09:45 AM	154	15	0	169	48	30	0	78	75	261	0	0	336	583
Total	669	47	0	716	156	165	2	323	300	1115	1	0	1416	2455
Grand Total	3108	160	0	3268	719	1092	10	1821	1283	6518	6	0	7807	12896
Apprch %	95.1	4.9	0		39.5	60	0.5		16.4	83.5	0.1	0		
Total %	24.1	1.2	0	25.3	5.6	8.5	0.1	14.1	9.9	50.5	0	0	60.5	

	Philips Hwy Southbound			I-295 SB Ramps Westbound			Philips Hwy Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	224	**15**	239	53	69	122	**99**	**641**	0	**740**	1101
07:30 AM	247	10	257	**57**	90	**147**	98	622	0	720	**1124**
07:45 AM	**270**	8	**278**	55	**91**	146	78	585	0	663	1087
08:00 AM	237	11	248	52	62	114	77	627	0	704	1066
Total Volume	978	44	1022	217	312	529	352	2475	0	2827	4378
% App. Total	95.7	4.3		41	59		12.5	87.5	0		
PHF	.906	.733	.919	.952	.857	.900	.889	.965	.000	.955	.974

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Groups Printed- Truck

	Philips Hwy Southbound				I-295 SB Ramps Westbound				Philips Hwy Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	6	0	0	6	0	1	0	1	20	5	0	0	25	32
06:15 AM	8	3	0	11	2	2	0	4	13	3	0	0	16	31
06:30 AM	9	0	0	9	0	5	0	5	12	12	0	0	24	38
06:45 AM	21	2	0	23	1	4	0	5	8	15	0	0	23	51
Total	44	5	0	49	3	12	0	15	53	35	0	0	88	152
07:00 AM	19	0	0	19	1	2	0	3	21	16	0	0	37	59
07:15 AM	9	0	0	9	1	6	0	7	22	21	0	0	43	59
07:30 AM	12	1	0	13	1	7	0	8	11	18	0	0	29	50
07:45 AM	20	2	0	22	1	3	0	4	4	27	0	0	31	57
Total	60	3	0	63	4	18	0	22	58	82	0	0	140	225
08:00 AM	18	3	0	21	3	3	0	6	15	15	0	0	30	57
08:15 AM	12	2	0	14	2	8	0	10	7	19	0	0	26	50
08:30 AM	14	1	0	15	2	8	0	10	6	20	0	0	26	51
08:45 AM	15	0	0	15	1	7	0	8	8	30	0	0	38	61
Total	59	6	0	65	8	26	0	34	36	84	0	0	120	219
09:00 AM	11	1	0	12	2	1	0	3	8	8	0	0	16	31
09:15 AM	21	0	0	21	1	15	0	16	10	15	0	0	25	62
09:30 AM	21	0	0	21	0	16	0	16	6	17	0	0	23	60
09:45 AM	13	1	0	14	0	3	0	3	11	19	0	0	30	47
Total	66	2	0	68	3	35	0	38	35	59	0	0	94	200
Grand Total	229	16	0	245	18	91	0	109	182	260	0	0	442	796
Apprch %	93.5	6.5	0		16.5	83.5	0		41.2	58.8	0	0		
Total %	28.8	2	0	30.8	2.3	11.4	0	13.7	22.9	32.7	0	0	55.5	

	Philips Hwy Southbound			I-295 SB Ramps Westbound			Philips Hwy Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	19	0	19	**1**	2	3	21	16	0	37	**59**
07:15 AM	9	0	9	1	6	7	**22**	21	0	**43**	59
07:30 AM	12	1	13	1	**7**	**8**	11	18	0	29	50
07:45 AM	**20**	**2**	**22**	1	3	4	4	**27**	0	31	57
Total Volume	60	3	63	4	18	22	58	82	0	140	225
% App. Total	95.2	4.8		18.2	81.8		41.4	58.6	0		
PHF	.750	.375	.716	1.00	.643	.688	.659	.759	.000	.814	.953

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	Philips Hwy Southbound				I-295 SB Ramps Westbound				Philips Hwy Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	110	5	0	115	16	33	0	49	63	88	1	0	152	316
06:15 AM	160	8	0	168	29	72	1	102	67	150	0	0	217	487
06:30 AM	181	9	0	190	34	90	2	126	98	207	1	0	306	622
06:45 AM	296	9	0	305	54	143	1	198	92	351	1	0	444	947
Total	747	31	0	778	133	338	4	475	320	796	3	0	1119	2372
07:00 AM	235	12	0	247	62	85	0	147	140	478	0	0	618	1012
07:15 AM	233	15	0	248	54	75	1	130	121	662	0	0	783	1161
07:30 AM	259	11	0	270	58	97	0	155	109	640	0	0	749	1174
07:45 AM	290	10	0	300	56	94	1	151	82	612	0	0	694	1145
Total	1017	48	0	1065	230	351	2	583	452	2392	0	0	2844	4492
08:00 AM	255	14	0	269	55	65	0	120	92	642	0	0	734	1123
08:15 AM	215	15	0	230	64	82	2	148	76	660	1	0	737	1115
08:30 AM	189	10	0	199	52	76	0	128	92	595	0	0	687	1014
08:45 AM	179	9	0	188	44	71	0	115	98	519	1	0	618	921
Total	838	48	0	886	215	294	2	511	358	2416	2	0	2776	4173
09:00 AM	173	8	0	181	40	46	0	86	91	312	0	0	403	670
09:15 AM	207	14	0	221	36	56	1	93	86	305	1	0	392	706
09:30 AM	188	11	0	199	35	65	1	101	72	277	0	0	349	649
09:45 AM	167	16	0	183	48	33	0	81	86	280	0	0	366	630
Total	735	49	0	784	159	200	2	361	335	1174	1	0	1510	2655
Grand Total	3337	176	0	3513	737	1183	10	1930	1465	6778	6	0	8249	13692
Apprch %	95	5	0		38.2	61.3	0.5		17.8	82.2	0.1	0		
Total %	24.4	1.3	0	25.7	5.4	8.6	0.1	14.1	10.7	49.5	0	0	60.2	

	Philips Hwy Southbound			I-295 SB Ramps Westbound			Philips Hwy Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	233	**15**	248	54	75	129	**121**	**662**	0	**783**	1160
07:30 AM	259	11	270	**58**	**97**	**155**	109	640	0	749	**1174**
07:45 AM	**290**	10	**300**	56	94	150	82	612	0	694	1144
08:00 AM	255	14	269	55	65	120	92	642	0	734	1123
Total Volume	1037	50	1087	223	331	554	404	2556	0	2960	4601
% App. Total	95.4	4.6		40.3	59.7		13.6	86.4	0		
PHF	.894	.833	.906	.961	.853	.894	.835	.965	.000	.945	.980

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	Philips Hwy Southbound				I-295 SB Ramps Westbound				Philips Hwy Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	277	28	0	305	35	71	1	107	115	236	1	0	352	764
03:15 PM	313	29	0	342	24	51	0	75	128	266	0	0	394	811
03:30 PM	266	45	0	311	34	51	0	85	168	268	0	0	436	832
03:45 PM	333	41	0	374	23	50	1	74	125	247	1	0	373	821
Total	1189	143	0	1332	116	223	2	341	536	1017	2	0	1555	3228
04:00 PM	414	41	0	455	26	41	0	67	176	259	0	0	435	957
04:15 PM	326	54	0	380	23	38	0	61	174	262	0	0	436	877
04:30 PM	388	49	0	437	17	44	2	63	160	284	0	0	444	944
04:45 PM	443	58	0	501	15	52	0	67	182	283	1	0	466	1034
Total	1571	202	0	1773	81	175	2	258	692	1088	1	0	1781	3812
05:00 PM	430	61	0	491	18	55	0	73	235	315	1	0	551	1115
05:15 PM	407	59	0	466	26	42	0	68	211	359	1	0	571	1105
05:30 PM	423	34	0	457	19	71	0	90	128	308	1	0	437	984
05:45 PM	379	30	0	409	15	62	0	77	108	311	0	0	419	905
Total	1639	184	0	1823	78	230	0	308	682	1293	3	0	1978	4109
06:00 PM	322	33	0	355	19	40	1	60	132	227	0	0	359	774
06:15 PM	313	37	0	350	24	54	0	78	94	246	0	0	340	768
06:30 PM	286	23	0	309	37	41	0	78	78	184	0	0	262	649
06:45 PM	238	26	0	264	36	31	0	67	71	191	0	0	262	593
Total	1159	119	0	1278	116	166	1	283	375	848	0	0	1223	2784
Grand Total	5558	648	0	6206	391	794	5	1190	2285	4246	6	0	6537	13933
Apprch %	89.6	10.4	0		32.9	66.7	0.4		35	65	0.1	0		
Total %	39.9	4.7	0	44.5	2.8	5.7	0	8.5	16.4	30.5	0	0	46.9	

	Philips Hwy Southbound			I-295 SB Ramps Westbound			Philips Hwy Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**443**	58	**501**	15	52	67	182	283	**1**	466	1034
05:00 PM	430	**61**	491	18	55	73	**235**	315	1	551	**1115**
05:15 PM	407	59	466	**26**	42	68	211	**359**	1	**571**	1105
05:30 PM	423	34	457	19	**71**	**90**	128	308	1	437	984
Total Volume	1703	212	1915	78	220	298	756	1265	4	2025	4238
% App. Total	88.9	11.1		26.2	73.8		37.3	62.5	0.2		
PHF	.961	.869	.956	.750	.775	.828	.804	.881	1.00	.887	.950

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	Philips Hwy Southbound				I-295 SB Ramps Westbound				Philips Hwy Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	12	0	0	12	0	10	0	10	7	21	0	0	28	50
03:15 PM	13	0	0	13	1	3	0	4	5	14	0	0	19	36
03:30 PM	9	1	0	10	0	6	0	6	6	14	0	0	20	36
03:45 PM	10	4	0	14	0	11	0	11	4	12	0	0	16	41
Total	44	5	0	49	1	30	0	31	22	61	0	0	83	163
04:00 PM	10	0	0	10	1	8	0	9	5	12	0	0	17	36
04:15 PM	15	1	0	16	0	5	0	5	3	11	0	0	14	35
04:30 PM	3	1	0	4	0	5	0	5	4	16	0	0	20	29
04:45 PM	5	0	0	5	0	4	0	4	7	13	0	0	20	29
Total	33	2	0	35	1	22	0	23	19	52	0	0	71	129
05:00 PM	5	0	0	5	4	5	0	9	6	12	0	0	18	32
05:15 PM	6	1	0	7	1	6	0	7	4	6	0	0	10	24
05:30 PM	6	2	0	8	1	3	0	4	7	6	0	0	13	25
05:45 PM	4	0	0	4	1	1	0	2	4	7	0	0	11	17
Total	21	3	0	24	7	15	0	22	21	31	0	0	52	98
06:00 PM	3	2	0	5	0	6	0	6	1	5	0	0	6	17
06:15 PM	3	0	0	3	0	4	0	4	4	2	0	0	6	13
06:30 PM	0	0	0	0	1	4	0	5	1	3	0	0	4	9
06:45 PM	2	1	0	3	0	2	0	2	2	1	0	0	3	8
Total	8	3	0	11	1	16	0	17	8	11	0	0	19	47
Grand Total	106	13	0	119	10	83	0	93	70	155	0	0	225	437
Apprch %	89.1	10.9	0		10.8	89.2	0		31.1	68.9	0	0		
Total %	24.3	3	0	27.2	2.3	19	0	21.3	16	35.5	0	0	51.5	

	Philips Hwy Southbound			I-295 SB Ramps Westbound			Philips Hwy Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	12	0	12	0	10	10	**7**	**21**	0	**28**	**50**
03:15 PM	**13**	0	13	**1**	3	4	5	14	0	19	36
03:30 PM	9	1	10	0	6	6	6	14	0	20	36
03:45 PM	10	**4**	**14**	0	**11**	**11**	4	12	0	16	41
Total Volume	44	5	49	1	30	31	22	61	0	83	163
% App. Total	89.8	10.2		3.2	96.8		26.5	73.5	0		
PHF	.846	.313	.875	.250	.682	.705	.786	.726	.000	.741	.815

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	Philips Hwy Southbound				I-295 SB Ramps Westbound				Philips Hwy Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	289	28	0	317	35	81	1	117	122	257	1	0	380	814
03:15 PM	326	29	0	355	25	54	0	79	133	280	0	0	413	847
03:30 PM	275	46	0	321	34	57	0	91	174	282	0	0	456	868
03:45 PM	343	45	0	388	23	61	1	85	129	259	1	0	389	862
Total	1233	148	0	1381	117	253	2	372	558	1078	2	0	1638	3391
04:00 PM	424	41	0	465	27	49	0	76	181	271	0	0	452	993
04:15 PM	341	55	0	396	23	43	0	66	177	273	0	0	450	912
04:30 PM	391	50	0	441	17	49	2	68	164	300	0	0	464	973
04:45 PM	448	58	0	506	15	56	0	71	189	296	1	0	486	1063
Total	1604	204	0	1808	82	197	2	281	711	1140	1	0	1852	3941
05:00 PM	435	61	0	496	22	60	0	82	241	327	1	0	569	1147
05:15 PM	413	60	0	473	27	48	0	75	215	365	1	0	581	1129
05:30 PM	429	36	0	465	20	74	0	94	135	314	1	0	450	1009
05:45 PM	383	30	0	413	16	63	0	79	112	318	0	0	430	922
Total	1660	187	0	1847	85	245	0	330	703	1324	3	0	2030	4207
06:00 PM	325	35	0	360	19	46	1	66	133	232	0	0	365	791
06:15 PM	316	37	0	353	24	58	0	82	98	248	0	0	346	781
06:30 PM	286	23	0	309	38	45	0	83	79	187	0	0	266	658
06:45 PM	240	27	0	267	36	33	0	69	73	192	0	0	265	601
Total	1167	122	0	1289	117	182	1	300	383	859	0	0	1242	2831
Grand Total	5664	661	0	6325	401	877	5	1283	2355	4401	6	0	6762	14370
Apprch %	89.5	10.5	0		31.3	68.4	0.4		34.8	65.1	0.1	0		
Total %	39.4	4.6	0	44	2.8	6.1	0	8.9	16.4	30.6	0	0	47.1	

	Philips Hwy Southbound			I-295 SB Ramps Westbound			Philips Hwy Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**448**	58	**506**	15	56	71	189	296	**1**	486	1063
05:00 PM	435	**61**	496	22	60	82	**241**	327	1	569	**1147**
05:15 PM	413	60	473	**27**	48	75	215	**365**	1	**581**	1129
05:30 PM	429	36	465	20	**74**	**94**	135	314	1	450	1009
Total Volume	1725	215	1940	84	238	322	780	1302	4	2086	4348
% App. Total	88.9	11.1		26.1	73.9		37.4	62.4	0.2		
PHF	.963	.881	.958	.778	.804	.856	.809	.892	1.00	.898	.948

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	Philips Hwy Southbound					I-295 NB Ramps Westbound					Philips Hwy Northbound					Greenland Rd 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
06:00 AM	40	88	3	0	131	16	20	90	0	126	5	65	3	0	73	13	18	40	0	71	401
06:15 AM	54	149	5	0	208	29	28	149	1	207	10	95	10	0	115	17	39	80	0	136	666
06:30 AM	75	168	5	0	248	30	44	158	2	234	23	156	13	0	192	31	39	99	0	169	843
06:45 AM	123	275	5	0	403	52	39	145	1	237	16	231	23	1	271	47	51	127	0	225	1136
Total	292	680	18	0	990	127	131	542	4	804	54	547	49	1	651	108	147	346	0	601	3046
07:00 AM	91	201	6	0	298	78	55	158	0	291	25	327	22	0	374	50	41	178	0	269	1232
07:15 AM	65	208	3	0	276	118	24	149	1	292	29	426	13	0	468	65	40	177	0	282	1318
07:30 AM	63	278	6	0	347	141	32	116	0	289	26	399	21	0	446	99	43	188	0	330	1412
07:45 AM	61	245	9	0	315	163	36	122	0	321	27	360	29	0	416	90	30	140	0	260	1312
Total	280	932	24	0	1236	500	147	545	1	1193	107	1512	85	0	1704	304	154	683	0	1141	5274
08:00 AM	86	232	0	0	318	168	20	95	1	284	26	386	25	0	437	75	20	147	0	242	1281
08:15 AM	74	160	4	0	238	157	28	117	2	304	22	370	30	0	422	44	27	180	0	251	1215
08:30 AM	55	203	7	0	265	102	22	90	1	215	29	431	41	0	501	52	37	153	0	242	1223
08:45 AM	55	182	6	0	243	95	26	68	0	189	18	352	33	0	403	44	25	112	0	181	1016
Total	270	777	17	0	1064	522	96	370	4	992	95	1539	129	0	1763	215	109	592	0	916	4735
09:00 AM	53	147	6	0	206	52	22	79	0	153	36	237	25	0	298	47	31	92	0	170	827
09:15 AM	54	171	10	0	235	47	16	75	0	138	32	238	24	0	294	34	29	89	0	152	819
09:30 AM	41	157	16	0	214	34	17	86	0	137	35	217	17	0	269	33	28	66	0	127	747
09:45 AM	45	144	14	0	203	33	22	65	0	120	30	216	26	0	272	21	24	71	0	116	711
Total	193	619	46	0	858	166	77	305	0	548	133	908	92	0	1133	135	112	318	0	565	3104
Grand Total	1035	3008	105	0	4148	1315	451	1762	9	3537	389	4506	355	1	5251	762	522	1939	0	3223	16159
Apprch %	25	72.5	2.5	0		37.2	12.8	49.8	0.3		7.4	85.8	6.8	0		23.6	16.2	60.2	0		
Total %	6.4	18.6	0.6	0	25.7	8.1	2.8	10.9	0.1	21.9	2.4	27.9	2.2	0	32.5	4.7	3.2	12	0	19.9	

	Philips Hwy Southbound				I-295 NB Ramps Westbound				Philips Hwy Northbound				Greenland Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	65	208	3	276	118	24	**149**	291	**29**	**426**	13	**468**	65	40	177	282	1317
07:30 AM	63	**278**	6	**347**	141	32	116	289	26	399	21	446	**99**	**43**	**188**	**330**	**1412**
07:45 AM	61	245	**9**	315	163	**36**	122	**321**	27	360	**29**	416	90	30	140	260	1312
08:00 AM	**86**	232	0	318	**168**	20	95	283	26	386	25	437	75	20	147	242	1280
Total Volume	275	963	18	1256	590	112	482	1184	108	1571	88	1767	329	133	652	1114	5321
% App. Total	21.9	76.7	1.4		49.8	9.5	40.7		6.1	88.9	5		29.5	11.9	58.5		
PHF	.799	.866	.500	.905	.878	.778	.809	.922	.931	.922	.759	.944	.831	.773	.867	.844	.942

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Groups Printed- Truck

	Philips Hwy Southbound					I-295 NB Ramps Westbound					Philips Hwy Northbound					Greenland Rd 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
06:00 AM	1	5	0	0	6	2	1	1	0	4	2	21	2	0	25	1	3	2	0	6	41
06:15 AM	3	5	2	0	10	0	2	2	0	4	5	9	2	0	16	5	7	7	0	19	49
06:30 AM	6	7	0	0	13	2	2	4	0	8	4	20	2	0	26	8	1	3	0	12	59
06:45 AM	6	12	5	0	23	0	5	3	0	8	6	18	2	0	26	2	2	6	0	10	67
Total	16	29	7	0	52	4	10	10	0	24	17	68	8	0	93	16	13	18	0	47	216
07:00 AM	7	12	1	0	20	2	2	2	0	6	6	19	0	0	25	3	3	13	0	19	70
07:15 AM	9	4	3	0	16	0	2	1	0	3	11	31	2	0	44	3	6	11	0	20	83
07:30 AM	8	11	0	0	19	4	1	6	0	11	9	16	2	0	27	1	6	12	0	19	76
07:45 AM	2	18	0	0	20	7	6	2	0	15	5	23	2	0	30	4	4	3	0	11	76
Total	26	45	4	0	75	13	11	11	0	35	31	89	6	0	126	11	19	39	0	69	305
08:00 AM	3	16	0	0	19	2	4	4	0	10	3	17	1	0	21	3	2	12	0	17	67
08:15 AM	5	15	0	0	20	3	4	12	0	19	3	18	3	0	24	15	6	7	0	28	91
08:30 AM	6	14	1	0	21	1	4	15	0	20	5	21	2	0	28	9	3	6	0	18	87
08:45 AM	8	13	1	0	22	5	7	4	0	16	3	29	6	0	38	2	2	7	0	11	87
Total	22	58	2	0	82	11	19	35	0	65	14	85	12	0	111	29	13	32	0	74	332
09:00 AM	4	7	0	0	11	0	2	8	0	10	9	8	1	0	18	9	3	3	0	15	54
09:15 AM	5	28	1	0	34	0	2	10	0	12	6	18	3	0	27	7	3	8	0	18	91
09:30 AM	7	30	0	0	37	1	5	13	0	19	5	17	1	0	23	6	2	7	0	15	94
09:45 AM	4	13	2	0	19	3	2	10	0	15	2	19	5	0	26	3	1	8	0	12	72
Total	20	78	3	0	101	4	11	41	0	56	22	62	10	0	94	25	9	26	0	60	311
Grand Total	84	210	16	0	310	32	51	97	0	180	84	304	36	0	424	81	54	115	0	250	1164
Apprch %	27.1	67.7	5.2	0		17.8	28.3	53.9	0		19.8	71.7	8.5	0		32.4	21.6	46	0		
Total %	7.2	18	1.4	0	26.6	2.7	4.4	8.3	0	15.5	7.2	26.1	3.1	0	36.4	7	4.6	9.9	0	21.5	

	Philips Hwy Southbound				I-295 NB Ramps Westbound				Philips Hwy Northbound				Greenland Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	**16**	0	19	2	4	4	10	3	17	1	21	3	2	**12**	17	67
08:15 AM	5	15	0	20	3	4	12	19	3	18	3	24	**15**	**6**	7	**28**	**91**
08:30 AM	6	14	**1**	21	1	4	**15**	**20**	**5**	21	2	28	9	3	6	18	87
08:45 AM	**8**	13	1	**22**	**5**	**7**	4	16	3	**29**	**6**	**38**	2	2	7	11	87
Total Volume	22	58	2	82	11	19	35	65	14	85	12	111	29	13	32	74	332
% App. Total	26.8	70.7	2.4		16.9	29.2	53.8		12.6	76.6	10.8		39.2	17.6	43.2		
PHF	.688	.906	.500	.932	.550	.679	.583	.813	.700	.733	.500	.730	.483	.542	.667	.661	.912

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Groups Printed- Combined

	Philips Hwy Southbound					I-295 NB Ramps Westbound					Philips Hwy Northbound					Greenland Rd 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
06:00 AM	41	93	3	0	137	18	21	91	0	130	7	86	5	0	98	14	21	42	0	77	442
06:15 AM	57	154	7	0	218	29	30	151	1	211	15	104	12	0	131	22	46	87	0	155	715
06:30 AM	81	175	5	0	261	32	46	162	2	242	27	176	15	0	218	39	40	102	0	181	902
06:45 AM	129	287	10	0	426	52	44	148	1	245	22	249	25	1	297	49	53	133	0	235	1203
Total	308	709	25	0	1042	131	141	552	4	828	71	615	57	1	744	124	160	364	0	648	3262
07:00 AM	98	213	7	0	318	80	57	160	0	297	31	346	22	0	399	53	44	191	0	288	1302
07:15 AM	74	212	6	0	292	118	26	150	1	295	40	457	15	0	512	68	46	188	0	302	1401
07:30 AM	71	289	6	0	366	145	33	122	0	300	35	415	23	0	473	100	49	200	0	349	1488
07:45 AM	63	263	9	0	335	170	42	124	0	336	32	383	31	0	446	94	34	143	0	271	1388
Total	306	977	28	0	1311	513	158	556	1	1228	138	1601	91	0	1830	315	173	722	0	1210	5579
08:00 AM	89	248	0	0	337	170	24	99	1	294	29	403	26	0	458	78	22	159	0	259	1348
08:15 AM	79	175	4	0	258	160	32	129	2	323	25	388	33	0	446	59	33	187	0	279	1306
08:30 AM	61	217	8	0	286	103	26	105	1	235	34	452	43	0	529	61	40	159	0	260	1310
08:45 AM	63	195	7	0	265	100	33	72	0	205	21	381	39	0	441	46	27	119	0	192	1103
Total	292	835	19	0	1146	533	115	405	4	1057	109	1624	141	0	1874	244	122	624	0	990	5067
09:00 AM	57	154	6	0	217	52	24	87	0	163	45	245	26	0	316	56	34	95	0	185	881
09:15 AM	59	199	11	0	269	47	18	85	0	150	38	256	27	0	321	41	32	97	0	170	910
09:30 AM	48	187	16	0	251	35	22	99	0	156	40	234	18	0	292	39	30	73	0	142	841
09:45 AM	49	157	16	0	222	36	24	75	0	135	32	235	31	0	298	24	25	79	0	128	783
Total	213	697	49	0	959	170	88	346	0	604	155	970	102	0	1227	160	121	344	0	625	3415
Grand Total	1119	3218	121	0	4458	1347	502	1859	9	3717	473	4810	391	1	5675	843	576	2054	0	3473	17323
Apprch %	25.1	72.2	2.7	0		36.2	13.5	50	0.2		8.3	84.8	6.9	0		24.3	16.6	59.1	0		
Total %	6.5	18.6	0.7	0	25.7	7.8	2.9	10.7	0.1	21.5	2.7	27.8	2.3	0	32.8	4.9	3.3	11.9	0	20	

	Philips Hwy Southbound				I-295 NB Ramps Westbound				Philips Hwy Northbound				Greenland Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	74	212	6	292	118	26	**150**	294	**40**	**457**	15	**512**	68	46	188	302	1400
07:30 AM	71	**289**	6	**366**	145	33	122	300	35	415	23	473	**100**	**49**	**200**	**349**	**1488**
07:45 AM	63	263	**9**	335	**170**	**42**	124	**336**	32	383	**31**	446	94	34	143	271	1388
08:00 AM	**89**	248	0	337	170	24	99	293	29	403	26	458	78	22	159	259	1347
Total Volume	297	1012	21	1330	603	125	495	1223	136	1658	95	1889	340	151	690	1181	5623
% App. Total	22.3	76.1	1.6		49.3	10.2	40.5		7.2	87.8	5		28.8	12.8	58.4		
PHF	.834	.875	.583	.908	.887	.744	.825	.910	.850	.907	.766	.922	.850	.770	.863	.846	.945

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Groups Printed- Car

	Philips Hwy Southbound					I-295 NB Ramps Westbound					Philips Hwy Northbound					Greenland Rd 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
03:00 PM	116	197	38	0	351	28	37	64	1	130	45	228	27	0	300	49	36	83	0	168	949
03:15 PM	128	223	24	0	375	39	30	48	0	117	54	255	42	0	351	38	29	104	0	171	1014
03:30 PM	90	203	19	0	312	25	45	59	1	130	57	299	55	0	411	53	41	108	0	202	1055
03:45 PM	126	236	19	0	381	40	47	56	0	143	57	262	44	0	363	44	34	77	0	155	1042
Total	460	859	100	0	1419	132	159	227	2	520	213	1044	168	0	1425	184	140	372	0	696	4060
04:00 PM	136	258	30	0	424	28	40	58	0	126	68	293	31	0	392	39	39	116	0	194	1136
04:15 PM	125	229	23	0	377	28	49	72	1	150	51	336	47	0	434	37	28	78	0	143	1104
04:30 PM	120	232	13	0	365	42	40	67	0	149	63	337	45	0	445	48	25	89	0	162	1121
04:45 PM	164	289	17	0	470	36	30	71	0	137	61	344	42	0	447	32	22	104	0	158	1212
Total	545	1008	83	0	1636	134	159	268	1	562	243	1310	165	0	1718	156	114	387	0	657	4573
05:00 PM	204	297	27	0	528	25	34	48	0	107	88	456	66	0	610	34	22	87	0	143	1388
05:15 PM	197	244	22	0	463	29	57	68	0	154	52	469	73	0	594	25	30	82	0	137	1348
05:30 PM	224	246	21	0	491	38	68	42	0	148	50	322	64	0	436	27	25	89	0	141	1216
05:45 PM	200	226	27	0	453	40	54	49	0	143	42	285	50	0	377	40	25	93	1	159	1132
Total	825	1013	97	0	1935	132	213	207	0	552	232	1532	253	0	2017	126	102	351	1	580	5084
06:00 PM	165	182	21	0	368	27	55	46	0	128	42	280	35	0	357	32	19	57	0	108	961
06:15 PM	161	184	11	0	356	35	39	48	0	122	43	229	31	0	303	23	19	73	0	115	896
06:30 PM	135	170	28	0	333	11	24	42	0	77	33	185	33	0	251	12	26	61	0	99	760
06:45 PM	118	137	18	0	273	17	18	31	0	66	31	174	24	0	229	23	22	73	0	118	686
Total	579	673	78	0	1330	90	136	167	0	393	149	868	123	0	1140	90	86	264	0	440	3303
Grand Total	2409	3553	358	0	6320	488	667	869	3	2027	837	4754	709	0	6300	556	442	1374	1	2373	17020
Apprch %	38.1	56.2	5.7	0		24.1	32.9	42.9	0.1		13.3	75.5	11.3	0		23.4	18.6	57.9	0		
Total %	14.2	20.9	2.1	0	37.1	2.9	3.9	5.1	0	11.9	4.9	27.9	4.2	0	37	3.3	2.6	8.1	0	13.9	

	Philips Hwy Southbound				I-295 NB Ramps Westbound				Philips Hwy Northbound				Greenland Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	164	289	17	470	36	30	**71**	137	61	344	42	447	32	22	**104**	**158**	1212
05:00 PM	204	**297**	**27**	**528**	25	34	48	107	**88**	456	66	**610**	**34**	22	87	143	**1388**
05:15 PM	197	244	22	463	29	57	68	**154**	52	**469**	**73**	594	25	**30**	82	137	1348
05:30 PM	**224**	246	21	491	**38**	**68**	42	148	50	322	64	436	27	25	89	141	1216
Total Volume	789	1076	87	1952	128	189	229	546	251	1591	245	2087	118	99	362	579	5164
% App. Total	40.4	55.1	4.5		23.4	34.6	41.9		12	76.2	11.7		20.4	17.1	62.5		
PHF	.881	.906	.806	.924	.842	.695	.806	.886	.713	.848	.839	.855	.868	.825	.870	.916	.930

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Groups Printed- Truck

	Philips Hwy Southbound					I-295 NB Ramps Westbound					Philips Hwy Northbound					Greenland Rd 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
03:00 PM	6	13	1	0	20	3	1	9	0	13	1	19	4	0	24	2	6	5	0	13	70
03:15 PM	6	6	0	0	12	2	3	6	0	11	2	13	2	0	17	2	3	5	0	10	50
03:30 PM	4	11	0	0	15	2	4	5	0	11	4	12	1	0	17	5	1	6	0	12	55
03:45 PM	4	15	0	0	19	1	9	10	0	20	3	11	2	0	16	3	4	2	0	9	64
Total	20	45	1	0	66	8	17	30	0	55	10	55	9	0	74	12	14	18	0	44	239
04:00 PM	6	14	1	0	21	0	4	7	0	11	0	14	5	0	19	3	1	0	0	4	55
04:15 PM	9	13	0	0	22	2	3	12	0	17	0	12	2	0	14	2	3	1	0	6	59
04:30 PM	2	5	0	0	7	2	4	6	0	12	1	11	4	0	16	6	2	5	0	13	48
04:45 PM	3	8	0	0	11	3	7	9	0	19	1	12	5	0	18	2	2	3	0	7	55
Total	20	40	1	0	61	7	18	34	0	59	2	49	16	0	67	13	8	9	0	30	217
05:00 PM	2	8	0	0	10	3	4	10	0	17	1	14	0	0	15	4	1	3	0	8	50
05:15 PM	3	7	2	0	12	1	2	16	0	19	0	9	1	0	10	5	0	1	0	6	47
05:30 PM	2	6	0	0	8	1	5	4	0	10	0	9	0	0	9	0	0	3	0	3	30
05:45 PM	1	4	1	0	6	1	0	2	0	3	0	9	3	0	12	3	0	1	0	4	25
Total	8	25	3	0	36	6	11	32	0	49	1	41	4	0	46	12	1	8	0	21	152
06:00 PM	0	9	0	0	9	0	1	6	0	7	0	4	2	0	6	0	0	2	0	2	24
06:15 PM	2	5	0	0	7	0	1	1	0	2	0	4	1	0	5	0	0	3	0	3	17
06:30 PM	0	4	0	0	4	2	0	4	0	6	0	2	0	0	2	0	1	0	0	1	13
06:45 PM	1	2	1	0	4	0	0	2	0	2	0	2	1	0	3	0	0	1	0	1	10
Total	3	20	1	0	24	2	2	13	0	17	0	12	4	0	16	0	1	6	0	7	64
Grand Total	51	130	6	0	187	23	48	109	0	180	13	157	33	0	203	37	24	41	0	102	672
Apprch %	27.3	69.5	3.2	0		12.8	26.7	60.6	0		6.4	77.3	16.3	0		36.3	23.5	40.2	0		
Total %	7.6	19.3	0.9	0	27.8	3.4	7.1	16.2	0	26.8	1.9	23.4	4.9	0	30.2	5.5	3.6	6.1	0	15.2	

	Philips Hwy Southbound				I-295 NB Ramps Westbound				Philips Hwy Northbound				Greenland Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**6**	13	**1**	**20**	**3**	1	9	13	1	**19**	**4**	**24**	2	**6**	5	**13**	**70**
03:15 PM	6	6	0	12	2	3	6	11	2	13	2	17	2	3	5	10	50
03:30 PM	4	11	0	15	2	4	5	11	**4**	12	1	17	**5**	1	**6**	12	55
03:45 PM	4	**15**	0	19	1	**9**	**10**	**20**	3	11	2	16	3	4	2	9	64
Total Volume	20	45	1	66	8	17	30	55	10	55	9	74	12	14	18	44	239
% App. Total	30.3	68.2	1.5		14.5	30.9	54.5		13.5	74.3	12.2		27.3	31.8	40.9		
PHF	.833	.750	.250	.825	.667	.472	.750	.688	.625	.724	.563	.771	.600	.583	.750	.846	.854

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Groups Printed- Combined

	Philips Hwy Southbound					I-295 NB Ramps Westbound					Philips Hwy Northbound					Greenland Rd 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
03:00 PM	122	210	39	0	371	31	38	73	1	143	46	247	31	0	324	51	42	88	0	181	1019
03:15 PM	134	229	24	0	387	41	33	54	0	128	56	268	44	0	368	40	32	109	0	181	1064
03:30 PM	94	214	19	0	327	27	49	64	1	141	61	311	56	0	428	58	42	114	0	214	1110
03:45 PM	130	251	19	0	400	41	56	66	0	163	60	273	46	0	379	47	38	79	0	164	1106
Total	480	904	101	0	1485	140	176	257	2	575	223	1099	177	0	1499	196	154	390	0	740	4299
04:00 PM	142	272	31	0	445	28	44	65	0	137	68	307	36	0	411	42	40	116	0	198	1191
04:15 PM	134	242	23	0	399	30	52	84	1	167	51	348	49	0	448	39	31	79	0	149	1163
04:30 PM	122	237	13	0	372	44	44	73	0	161	64	348	49	0	461	54	27	94	0	175	1169
04:45 PM	167	297	17	0	481	39	37	80	0	156	62	356	47	0	465	34	24	107	0	165	1267
Total	565	1048	84	0	1697	141	177	302	1	621	245	1359	181	0	1785	169	122	396	0	687	4790
05:00 PM	206	305	27	0	538	28	38	58	0	124	89	470	66	0	625	38	23	90	0	151	1438
05:15 PM	200	251	24	0	475	30	59	84	0	173	52	478	74	0	604	30	30	83	0	143	1395
05:30 PM	226	252	21	0	499	39	73	46	0	158	50	331	64	0	445	27	25	92	0	144	1246
05:45 PM	201	230	28	0	459	41	54	51	0	146	42	294	53	0	389	43	25	94	1	163	1157
Total	833	1038	100	0	1971	138	224	239	0	601	233	1573	257	0	2063	138	103	359	1	601	5236
06:00 PM	165	191	21	0	377	27	56	52	0	135	42	284	37	0	363	32	19	59	0	110	985
06:15 PM	163	189	11	0	363	35	40	49	0	124	43	233	32	0	308	23	19	76	0	118	913
06:30 PM	135	174	28	0	337	13	24	46	0	83	33	187	33	0	253	12	27	61	0	100	773
06:45 PM	119	139	19	0	277	17	18	33	0	68	31	176	25	0	232	23	22	74	0	119	696
Total	582	693	79	0	1354	92	138	180	0	410	149	880	127	0	1156	90	87	270	0	447	3367
Grand Total	2460	3683	364	0	6507	511	715	978	3	2207	850	4911	742	0	6503	593	466	1415	1	2475	17692
Apprch %	37.8	56.6	5.6	0		23.2	32.4	44.3	0.1		13.1	75.5	11.4	0		24	18.8	57.2	0		
Total %	13.9	20.8	2.1	0	36.8	2.9	4	5.5	0	12.5	4.8	27.8	4.2	0	36.8	3.4	2.6	8	0	14	

	Philips Hwy Southbound				I-295 NB Ramps Westbound				Philips Hwy Northbound				Greenland Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	167	297	17	481	**39**	37	80	156	62	356	47	465	34	24	**107**	**165**	1267
05:00 PM	206	**305**	**27**	**538**	28	38	58	124	**89**	470	66	**625**	**38**	23	90	151	**1438**
05:15 PM	200	251	24	475	30	59	**84**	**173**	52	**478**	**74**	604	30	**30**	83	143	1395
05:30 PM	**226**	252	21	499	39	**73**	46	158	50	331	64	445	27	25	92	144	1246
Total Volume	799	1105	89	1993	136	207	268	611	253	1635	251	2139	129	102	372	603	5346
% App. Total	40.1	55.4	4.5		22.3	33.9	43.9		11.8	76.4	11.7		21.4	16.9	61.7		
PHF	.884	.906	.824	.926	.872	.709	.798	.883	.711	.855	.848	.856	.849	.850	.869	.914	.929

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File Name : T3-Baymeadows Rd and Pt Meadows Dr_Reedy Branch Dr AM
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Groups Printed- Car

	Point Meadows Dr Southbound					Baymeadows Rd Westbound					Reedy Branch Dr Northbound					Baymeadows Rd 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
06:00 AM	9	2	9	0	20	3	33	7	0	43	8	0	2	0	10	9	41	6	0	56	129
06:15 AM	9	1	9	0	19	0	37	14	0	51	19	1	7	0	27	10	55	6	0	71	168
06:30 AM	18	5	9	0	32	6	67	12	0	85	13	2	7	1	23	9	127	6	0	142	282
06:45 AM	14	4	14	1	33	2	92	19	0	113	14	3	6	0	23	19	167	30	0	216	385
Total	50	12	41	1	104	11	229	52	0	292	54	6	22	1	83	47	390	48	0	485	964
07:00 AM	24	0	22	0	46	4	138	33	0	175	24	5	17	1	47	21	187	37	0	245	513
07:15 AM	38	5	20	0	63	4	170	35	0	209	38	11	22	0	71	31	173	60	0	264	607
07:30 AM	41	5	21	0	67	14	159	28	0	201	24	10	19	0	53	39	232	79	1	351	672
07:45 AM	48	3	20	0	71	9	150	38	0	197	30	17	14	0	61	32	226	88	2	348	677
Total	151	13	83	0	247	31	617	134	0	782	116	43	72	1	232	123	818	264	3	1208	2469
08:00 AM	46	12	37	0	95	10	148	28	0	186	16	13	9	0	38	35	243	113	0	391	710
08:15 AM	45	16	47	0	108	10	119	42	0	171	25	14	11	0	50	24	216	121	3	364	693
08:30 AM	56	15	37	0	108	5	140	38	1	184	26	9	17	0	52	32	211	69	2	314	658
08:45 AM	33	11	26	0	70	12	105	42	0	159	17	14	17	0	48	24	193	73	0	290	567
Total	180	54	147	0	381	37	512	150	1	700	84	50	54	0	188	115	863	376	5	1359	2628
09:00 AM	38	15	29	0	82	10	111	39	0	160	18	11	15	0	44	17	135	69	0	221	507
09:15 AM	36	13	43	0	92	6	105	39	0	150	18	10	20	0	48	30	133	57	0	220	510
09:30 AM	32	4	18	0	54	10	100	66	0	176	12	14	19	1	46	26	116	36	0	178	454
09:45 AM	28	7	22	0	57	7	92	57	0	156	18	11	22	0	51	41	103	42	0	186	450
Total	134	39	112	0	285	33	408	201	0	642	66	46	76	1	189	114	487	204	0	805	1921
Grand Total	515	118	383	1	1017	112	1766	537	1	2416	320	145	224	3	692	399	2558	892	8	3857	7982
Apprch %	50.6	11.6	37.7	0.1		4.6	73.1	22.2	0		46.2	21	32.4	0.4		10.3	66.3	23.1	0.2		
Total %	6.5	1.5	4.8	0	12.7	1.4	22.1	6.7	0	30.3	4	1.8	2.8	0	8.7	5	32	11.2	0.1	48.3	

	Point Meadows Dr Southbound				Baymeadows Rd Westbound				Reedy Branch Dr Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	41	5	21	67	**14**	**159**	28	**201**	24	10	**19**	53	**39**	232	79	350	671
07:45 AM	**48**	3	20	71	9	150	38	197	**30**	**17**	14	**61**	32	226	88	346	675
08:00 AM	46	12	37	95	10	148	28	186	16	13	9	38	35	**243**	113	**391**	**710**
08:15 AM	45	**16**	**47**	**108**	10	119	**42**	171	25	14	11	50	24	216	**121**	361	690
Total Volume	180	36	125	341	43	576	136	755	95	54	53	202	130	917	401	1448	2746
% App. Total	52.8	10.6	36.7		5.7	76.3	18		47	26.7	26.2		9	63.3	27.7		
PHF	.938	.563	.665	.789	.768	.906	.810	.939	.792	.794	.697	.828	.833	.943	.829	.926	.967

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Groups Printed- Truck

	Point Meadows Dr Southbound					Baymeadows Rd Westbound					Reedy Branch Dr Northbound					Baymeadows Rd 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
06:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 AM	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	6
06:30 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	14	1	0	15	21
06:45 AM	3	0	2	0	5	0	3	0	0	3	0	0	0	0	0	3	13	0	0	16	24
Total	6	2	2	0	10	0	8	1	0	9	0	1	0	0	1	4	27	2	0	33	53
07:00 AM	1	0	0	0	1	2	8	0	0	10	0	0	1	0	1	0	1	0	0	1	13
07:15 AM	0	0	1	0	1	0	7	0	0	7	1	0	1	0	2	1	0	0	0	1	11
07:30 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	2	3	1	0	6	11
07:45 AM	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	1	3	6	0	10	16
Total	1	1	1	0	3	3	20	3	0	26	1	1	2	0	4	4	7	7	0	18	51
08:00 AM	2	0	5	0	7	0	1	1	0	2	1	0	2	0	3	0	8	2	0	10	22
08:15 AM	1	0	1	0	2	0	3	1	0	4	1	0	2	0	3	1	6	3	0	10	19
08:30 AM	1	0	0	0	1	0	0	1	0	1	1	1	0	0	2	2	6	1	0	9	13
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	8	4	0	12	14
Total	4	0	7	0	11	0	4	3	0	7	3	1	5	0	9	3	28	10	0	41	68
09:00 AM	6	3	3	0	12	1	6	0	0	7	0	0	0	0	0	1	5	12	0	18	37
09:15 AM	7	0	13	0	20	1	1	3	0	5	0	0	0	0	0	2	6	3	0	11	36
09:30 AM	2	0	4	0	6	0	3	0	0	3	4	0	0	0	4	1	2	0	0	3	16
09:45 AM	0	0	0	0	0	0	4	0	0	4	1	1	2	0	4	0	5	1	0	6	14
Total	15	3	20	0	38	2	14	3	0	19	5	1	2	0	8	4	18	16	0	38	103
Grand Total	26	6	30	0	62	5	46	10	0	61	9	4	9	0	22	15	80	35	0	130	275
Apprch %	41.9	9.7	48.4	0		8.2	75.4	16.4	0		40.9	18.2	40.9	0		11.5	61.5	26.9	0		
Total %	9.5	2.2	10.9	0	22.5	1.8	16.7	3.6	0	22.2	3.3	1.5	3.3	0	8	5.5	29.1	12.7	0	47.3	

	Point Meadows Dr Southbound				Baymeadows Rd Westbound				Reedy Branch Dr Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	1	1	0	0	0	0	0	0	**1**	1	0	**8**	4	12	14
09:00 AM	6	**3**	3	12	**1**	**6**	0	**7**	0	0	0	0	1	5	**12**	**18**	**37**
09:15 AM	**7**	0	**13**	**20**	1	1	**3**	5	0	0	0	0	**2**	6	3	11	36
09:30 AM	2	0	4	6	0	3	0	3	**4**	0	0	**4**	1	2	0	3	16
Total Volume	15	3	21	39	2	10	3	15	4	0	1	5	4	21	19	44	103
% App. Total	38.5	7.7	53.8		13.3	66.7	20		80	0	20		9.1	47.7	43.2		
PHF	.536	.250	.404	.488	.500	.417	.250	.536	.250	.000	.250	.313	.500	.656	.396	.611	.696

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Groups Printed- Combined

	Point Meadows Dr Southbound					Baymeadows Rd Westbound					Reedy Branch Dr Northbound					Baymeadows Rd 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
06:00 AM	10	2	9	0	21	3	33	7	0	43	8	1	2	0	11	9	41	6	0	56	131
06:15 AM	11	2	9	0	22	0	37	15	0	52	19	1	7	0	27	11	55	7	0	73	174
06:30 AM	18	6	9	0	33	6	72	12	0	90	13	2	7	1	23	9	141	7	0	157	303
06:45 AM	17	4	16	1	38	2	95	19	0	116	14	3	6	0	23	22	180	30	0	232	409
Total	56	14	43	1	114	11	237	53	0	301	54	7	22	1	84	51	417	50	0	518	1017
07:00 AM	25	0	22	0	47	6	146	33	0	185	24	5	18	1	48	21	188	37	0	246	526
07:15 AM	38	5	21	0	64	4	177	35	0	216	39	11	23	0	73	32	173	60	0	265	618
07:30 AM	41	6	21	0	68	15	161	28	0	204	24	11	19	0	54	41	235	80	1	357	683
07:45 AM	48	3	20	0	71	9	153	41	0	203	30	17	14	0	61	33	229	94	2	358	693
Total	152	14	84	0	250	34	637	137	0	808	117	44	74	1	236	127	825	271	3	1226	2520
08:00 AM	48	12	42	0	102	10	149	29	0	188	17	13	11	0	41	35	251	115	0	401	732
08:15 AM	46	16	48	0	110	10	122	43	0	175	26	14	13	0	53	25	222	124	3	374	712
08:30 AM	57	15	37	0	109	5	140	39	1	185	27	10	17	0	54	34	217	70	2	323	671
08:45 AM	33	11	27	0	71	12	105	42	0	159	17	14	18	0	49	24	201	77	0	302	581
Total	184	54	154	0	392	37	516	153	1	707	87	51	59	0	197	118	891	386	5	1400	2696
09:00 AM	44	18	32	0	94	11	117	39	0	167	18	11	15	0	44	18	140	81	0	239	544
09:15 AM	43	13	56	0	112	7	106	42	0	155	18	10	20	0	48	32	139	60	0	231	546
09:30 AM	34	4	22	0	60	10	103	66	0	179	16	14	19	1	50	27	118	36	0	181	470
09:45 AM	28	7	22	0	57	7	96	57	0	160	19	12	24	0	55	41	108	43	0	192	464
Total	149	42	132	0	323	35	422	204	0	661	71	47	78	1	197	118	505	220	0	843	2024
Grand Total	541	124	413	1	1079	117	1812	547	1	2477	329	149	233	3	714	414	2638	927	8	3987	8257
Apprch %	50.1	11.5	38.3	0.1		4.7	73.2	22.1	0		46.1	20.9	32.6	0.4		10.4	66.2	23.3	0.2		
Total %	6.6	1.5	5	0	13.1	1.4	21.9	6.6	0	30	4	1.8	2.8	0	8.6	5	31.9	11.2	0.1	48.3	

	Point Meadows Dr Southbound				Baymeadows Rd Westbound				Reedy Branch Dr Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	41	6	21	68	**15**	**161**	28	**204**	24	11	**19**	54	**41**	235	80	356	682
07:45 AM	**48**	3	20	71	9	153	41	203	**30**	**17**	14	**61**	33	229	94	356	691
08:00 AM	48	12	42	102	10	149	29	188	17	13	11	41	35	**251**	115	**401**	**732**
08:15 AM	46	**16**	**48**	**110**	10	122	**43**	175	26	14	13	53	25	222	**124**	371	709
Total Volume	183	37	131	351	44	585	141	770	97	55	57	209	134	937	413	1484	2814
% App. Total	52.1	10.5	37.3		5.7	76	18.3		46.4	26.3	27.3		9	63.1	27.8		
PHF	.953	.578	.682	.798	.733	.908	.820	.944	.808	.809	.750	.857	.817	.933	.833	.925	.961

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Groups Printed- Car

	Point Meadows Dr Southbound					Baymeadows Rd Westbound					Reedy Branch Dr Northbound					Baymeadows Rd 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
03:00 PM	61	20	65	3	149	11	135	52	1	199	23	11	41	0	75	35	131	73	4	243	666
03:15 PM	70	16	48	0	134	5	116	56	0	177	17	20	41	0	78	43	151	53	3	250	639
03:30 PM	60	20	42	0	122	6	116	59	0	181	21	8	33	0	62	39	123	40	3	205	570
03:45 PM	51	34	35	0	120	10	104	58	1	173	29	23	46	0	98	48	137	58	0	243	634
Total	242	90	190	3	525	32	471	225	2	730	90	62	161	0	313	165	542	224	10	941	2509
04:00 PM	68	16	49	1	134	9	106	67	0	182	30	10	29	0	69	45	139	77	0	261	646
04:15 PM	59	23	56	0	138	12	129	64	0	205	22	16	32	0	70	37	188	80	3	308	721
04:30 PM	68	26	62	2	158	11	155	75	0	241	24	14	43	0	81	48	187	64	0	299	779
04:45 PM	73	20	90	0	183	15	121	65	0	201	23	20	40	0	83	24	173	80	0	277	744
Total	268	85	257	3	613	47	511	271	0	829	99	60	144	0	303	154	687	301	3	1145	2890
05:00 PM	75	31	65	0	171	11	129	61	0	201	23	18	42	0	83	39	179	69	0	287	742
05:15 PM	71	27	71	0	169	8	112	75	0	195	31	15	51	1	98	49	209	82	1	341	803
05:30 PM	71	21	75	0	167	19	125	60	0	204	32	13	41	1	87	49	206	85	0	340	798
05:45 PM	81	29	56	0	166	7	108	69	1	185	15	17	35	0	67	50	162	86	0	298	716
Total	298	108	267	0	673	45	474	265	1	785	101	63	169	2	335	187	756	322	1	1266	3059
06:00 PM	69	28	52	1	150	7	146	68	0	221	23	26	50	0	99	47	182	77	0	306	776
06:15 PM	68	25	57	0	150	15	127	68	0	210	15	17	41	0	73	42	135	69	0	246	679
06:30 PM	62	22	55	1	140	14	114	70	1	199	13	19	48	0	80	28	90	58	0	176	595
06:45 PM	37	20	37	0	94	22	108	66	0	196	22	17	47	0	86	30	109	54	0	193	569
Total	236	95	201	2	534	58	495	272	1	826	73	79	186	0	338	147	516	258	0	921	2619
Grand Total	1044	378	915	8	2345	182	1951	1033	4	3170	363	264	660	2	1289	653	2501	1105	14	4273	11077
Apprch %	44.5	16.1	39	0.3		5.7	61.5	32.6	0.1		28.2	20.5	51.2	0.2		15.3	58.5	25.9	0.3		
Total %	9.4	3.4	8.3	0.1	21.2	1.6	17.6	9.3	0	28.6	3.3	2.4	6	0	11.6	5.9	22.6	10	0.1	38.6	

	Point Meadows Dr Southbound				Baymeadows Rd Westbound				Reedy Branch Dr Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	71	27	71	**169**	8	112	**75**	195	31	15	**51**	97	49	**209**	82	**340**	**801**
05:30 PM	71	21	**75**	167	**19**	125	60	204	**32**	13	41	86	49	206	85	340	797
05:45 PM	**81**	**29**	56	166	7	108	69	184	15	17	35	67	**50**	162	**86**	298	715
06:00 PM	69	28	52	149	7	**146**	68	**221**	23	**26**	50	**99**	47	182	77	306	775
Total Volume	292	105	254	651	41	491	272	804	101	71	177	349	195	759	330	1284	3088
% App. Total	44.9	16.1	39		5.1	61.1	33.8		28.9	20.3	50.7		15.2	59.1	25.7		
PHF	.901	.905	.847	.963	.539	.841	.907	.910	.789	.683	.868	.881	.975	.908	.959	.944	.964

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File Name : T3-Baymeadows Rd and Pt Meadows Dr_Reedy Branch Dr PM
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Groups Printed- Truck

	Point Meadows Dr Southbound					Baymeadows Rd Westbound					Reedy Branch Dr Northbound					Baymeadows Rd 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
03:00 PM	7	0	0	0	7	0	5	2	0	7	0	0	0	0	0	0	4	0	0	4	18
03:15 PM	1	1	0	0	2	0	0	1	0	1	1	0	1	0	2	0	3	3	0	6	11
03:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	1	3	2	0	6	9
03:45 PM	1	1	1	0	3	1	1	0	0	2	0	0	0	0	0	1	3	3	0	7	12
Total	10	2	1	0	13	1	6	3	0	10	2	0	2	0	4	2	13	8	0	23	50
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	1	2	2	0	5	8
04:15 PM	7	1	14	0	22	0	2	0	0	2	0	1	1	0	2	1	6	0	0	7	33
04:30 PM	3	0	5	0	8	0	5	0	0	5	1	0	0	0	1	0	1	3	0	4	18
04:45 PM	2	0	1	0	3	0	5	0	0	5	1	0	0	0	1	0	1	1	0	2	11
Total	12	1	20	0	33	0	13	0	0	13	3	2	1	0	6	2	10	6	0	18	70
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	4
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	6
Total	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	2	9	2	0	13	20
06:00 PM	2	0	0	0	2	0	3	0	0	3	0	0	1	0	1	0	3	1	0	4	10
06:15 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	1	2	0	3	7
06:30 PM	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	2	0	4	0	6	0	8	3	0	11	0	0	1	0	1	0	5	3	0	8	26
Grand Total	25	3	25	0	53	1	32	6	0	39	5	3	4	0	12	6	37	19	0	62	166
Apprch %	47.2	5.7	47.2	0		2.6	82.1	15.4	0		41.7	25	33.3	0		9.7	59.7	30.6	0		
Total %	15.1	1.8	15.1	0	31.9	0.6	19.3	3.6	0	23.5	3	1.8	2.4	0	7.2	3.6	22.3	11.4	0	37.3	

	Point Meadows Dr Southbound				Baymeadows Rd Westbound				Reedy Branch Dr Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	1	**1**	1	3	**1**	1	0	2	0	0	0	0	**1**	3	**3**	**7**	12
04:00 PM	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**	1	2	2	5	8
04:15 PM	**7**	1	**14**	**22**	0	2	0	2	0	1	**1**	2	1	**6**	0	7	**33**
04:30 PM	3	0	5	8	0	**5**	0	**5**	1	0	0	1	0	1	3	4	18
Total Volume	11	2	20	33	1	9	0	10	2	2	1	5	3	12	8	23	71
% App. Total	33.3	6.1	60.6		10	90	0		40	40	20		13	52.2	34.8		
PHF	.393	.500	.357	.375	.250	.450	.000	.500	.500	.500	.250	.625	.750	.500	.667	.821	.538

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File Name : T3-Baymeadows Rd and Pt Meadows Dr_Reedy Branch Dr PM
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Groups Printed- Combined

	Point Meadows Dr Southbound					Baymeadows Rd Westbound					Reedy Branch Dr Northbound					Baymeadows Rd 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
03:00 PM	68	20	65	3	156	11	140	54	1	206	23	11	41	0	75	35	135	73	4	247	684
03:15 PM	71	17	48	0	136	5	116	57	0	178	18	20	42	0	80	43	154	56	3	256	650
03:30 PM	61	20	42	0	123	6	116	59	0	181	22	8	34	0	64	40	126	42	3	211	579
03:45 PM	52	35	36	0	123	11	105	58	1	175	29	23	46	0	98	49	140	61	0	250	646
Total	252	92	191	3	538	33	477	228	2	740	92	62	163	0	317	167	555	232	10	964	2559
04:00 PM	68	16	49	1	134	9	107	67	0	183	31	11	29	0	71	46	141	79	0	266	654
04:15 PM	66	24	70	0	160	12	131	64	0	207	22	17	33	0	72	38	194	80	3	315	754
04:30 PM	71	26	67	2	166	11	160	75	0	246	25	14	43	0	82	48	188	67	0	303	797
04:45 PM	75	20	91	0	186	15	126	65	0	206	24	20	40	0	84	24	174	81	0	279	755
Total	280	86	277	3	646	47	524	271	0	842	102	62	145	0	309	156	697	307	3	1163	2960
05:00 PM	75	31	65	0	171	11	132	61	0	204	23	18	42	0	83	39	183	69	0	291	749
05:15 PM	71	27	71	0	169	8	112	75	0	195	31	15	51	1	98	49	211	83	1	344	806
05:30 PM	71	21	75	0	167	19	126	60	0	205	32	13	41	1	87	50	207	86	0	343	802
05:45 PM	82	29	56	0	167	7	109	69	1	186	15	18	35	0	68	51	164	86	0	301	722
Total	299	108	267	0	674	45	479	265	1	790	101	64	169	2	336	189	765	324	1	1279	3079
06:00 PM	71	28	52	1	152	7	149	68	0	224	23	26	51	0	100	47	185	78	0	310	786
06:15 PM	68	25	58	0	151	15	129	69	0	213	15	17	41	0	73	42	136	71	0	249	686
06:30 PM	62	22	58	1	143	14	117	70	1	202	13	19	48	0	80	28	90	58	0	176	601
06:45 PM	37	20	37	0	94	22	108	68	0	198	22	17	47	0	86	30	110	54	0	194	572
Total	238	95	205	2	540	58	503	275	1	837	73	79	187	0	339	147	521	261	0	929	2645
Grand Total	1069	381	940	8	2398	183	1983	1039	4	3209	368	267	664	2	1301	659	2538	1124	14	4335	11243
Apprch %	44.6	15.9	39.2	0.3		5.7	61.8	32.4	0.1		28.3	20.5	51	0.2		15.2	58.5	25.9	0.3		
Total %	9.5	3.4	8.4	0.1	21.3	1.6	17.6	9.2	0	28.5	3.3	2.4	5.9	0	11.6	5.9	22.6	10	0.1	38.6	

	Point Meadows Dr Southbound				Baymeadows Rd Westbound				Reedy Branch Dr Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	71	27	71	**169**	8	112	**75**	195	31	15	**51**	97	49	**211**	83	**343**	**804**
05:30 PM	71	21	**75**	167	**19**	126	60	205	**32**	13	41	86	50	207	**86**	343	801
05:45 PM	**82**	**29**	56	167	7	109	69	185	15	18	35	68	**51**	164	86	301	721
06:00 PM	71	28	52	151	7	**149**	68	**224**	23	**26**	51	**100**	47	185	78	310	785
Total Volume	295	105	254	654	41	496	272	809	101	72	178	351	197	767	333	1297	3111
% App. Total	45.1	16.1	38.8		5.1	61.3	33.6		28.8	20.5	50.7		15.2	59.1	25.7		
PHF	.899	.905	.847	.967	.539	.832	.907	.903	.789	.692	.873	.878	.966	.909	.968	.945	.967

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File Name : T4-Baymeadows Rd and I-295 SB Ramps AM
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Groups Printed- Car

	I-295 SB Off Ramp Southbound					Baymeadows Rd Westbound					I-295 SB On Ramp Northbound					Baymeadows Rd 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
06:00 AM	28	0	14	0	42	0	22	23	0	45	0	0	0	2	2	15	41	0	0	56	145
06:15 AM	33	0	53	0	86	0	26	21	0	47	0	0	0	0	0	24	66	0	0	90	223
06:30 AM	54	0	103	0	157	0	41	34	0	75	0	0	0	4	4	19	128	0	0	147	383
06:45 AM	51	0	128	1	180	0	84	52	0	136	0	0	0	0	0	24	158	0	0	182	498
Total	166	0	298	1	465	0	173	130	0	303	0	0	0	6	6	82	393	0	0	475	1249
07:00 AM	90	0	107	0	197	0	107	65	0	172	0	0	0	1	1	29	230	0	0	259	629
07:15 AM	93	0	24	0	117	0	150	62	0	212	0	0	0	0	0	50	179	0	0	229	558
07:30 AM	108	0	26	1	135	0	100	43	0	143	0	0	0	0	0	50	242	0	0	292	570
07:45 AM	143	0	30	0	173	0	98	46	0	144	0	0	0	0	0	40	236	0	0	276	593
Total	434	0	187	1	622	0	455	216	0	671	0	0	0	1	1	169	887	0	0	1056	2350
08:00 AM	109	0	18	0	127	0	110	44	0	154	0	0	0	1	1	41	244	0	0	285	567
08:15 AM	108	1	41	0	150	0	106	44	0	150	0	0	0	0	0	45	274	0	0	319	619
08:30 AM	94	0	44	0	138	0	105	45	0	150	0	0	0	0	0	52	235	0	0	287	575
08:45 AM	91	0	36	0	127	0	93	37	0	130	0	0	0	1	1	35	209	0	1	245	503
Total	402	1	139	0	542	0	414	170	0	584	0	0	0	2	2	173	962	0	1	1136	2264
09:00 AM	79	0	24	0	103	0	92	39	0	131	0	0	0	2	2	40	158	0	0	198	434
09:15 AM	77	0	23	0	100	0	109	39	0	148	0	0	0	0	0	63	149	0	0	212	460
09:30 AM	69	0	16	0	85	0	102	37	0	139	0	0	0	1	1	31	135	0	0	166	391
09:45 AM	93	0	26	0	119	0	87	37	0	124	0	0	0	0	0	28	151	0	0	179	422
Total	318	0	89	0	407	0	390	152	0	542	0	0	0	3	3	162	593	0	0	755	1707
Grand Total	1320	1	713	2	2036	0	1432	668	0	2100	0	0	0	12	12	586	2835	0	1	3422	7570
Apprch %	64.8	0	35	0.1		0	68.2	31.8	0		0	0	0	100		17.1	82.8	0	0		
Total %	17.4	0	9.4	0	26.9	0	18.9	8.8	0	27.7	0	0	0	0.2	0.2	7.7	37.5	0	0	45.2	

	I-295 SB Off Ramp Southbound				Baymeadows Rd Westbound				I-295 SB On Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**143**	0	30	**173**	0	98	**46**	144	0	0	0	0	40	236	0	276	593
08:00 AM	109	0	18	127	0	**110**	44	**154**	0	0	0	0	41	244	0	285	566
08:15 AM	108	**1**	41	150	0	106	44	150	0	0	0	0	45	**274**	0	**319**	**619**
08:30 AM	94	0	**44**	138	0	105	45	150	0	0	0	0	**52**	235	0	287	575
Total Volume	454	1	133	588	0	419	179	598	0	0	0	0	178	989	0	1167	2353
% App. Total	77.2	0.2	22.6		0	70.1	29.9		0	0	0		15.3	84.7	0		
PHF	.794	.250	.756	.850	.000	.952	.973	.971	.000	.000	.000	.000	.856	.902	.000	.915	.950

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Groups Printed- Truck

	I-295 SB Off Ramp Southbound					Baymeadows Rd Westbound					I-295 SB On Ramp Northbound					Baymeadows Rd 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
06:00 AM	1	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
06:15 AM	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	7
06:30 AM	6	0	6	0	12	0	1	1	0	2	0	0	0	0	0	0	14	0	0	14	28
06:45 AM	0	0	15	0	15	0	4	6	0	10	0	0	0	0	0	0	16	0	0	16	41
Total	7	0	32	0	39	0	6	7	0	13	0	0	0	0	0	1	32	0	0	33	85
07:00 AM	7	0	1	0	8	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	14
07:15 AM	3	0	1	0	4	0	3	3	0	6	0	0	0	0	0	1	1	0	0	2	12
07:30 AM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	8
07:45 AM	2	0	1	0	3	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	13
Total	13	0	3	0	16	0	14	6	0	20	0	0	0	0	0	3	8	0	0	11	47
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	2	16	0	0	18	21
08:15 AM	2	0	2	0	4	0	3	1	0	4	0	0	0	0	0	1	6	0	0	7	15
08:30 AM	2	1	1	0	4	0	1	3	0	4	0	0	0	0	0	0	7	0	0	7	15
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	12
Total	5	1	3	0	9	0	8	4	0	12	0	0	0	0	0	3	39	0	0	42	63
09:00 AM	6	0	3	0	9	0	11	1	0	12	0	0	0	0	0	3	4	0	0	7	28
09:15 AM	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	11	10	0	0	21	32
09:30 AM	1	0	1	0	2	0	1	2	0	3	0	0	0	0	0	5	7	0	0	12	17
09:45 AM	2	0	0	0	2	0	2	4	0	6	0	0	0	0	0	0	5	0	0	5	13
Total	14	0	5	0	19	0	19	7	0	26	0	0	0	0	0	19	26	0	0	45	90
Grand Total	39	1	43	0	83	0	47	24	0	71	0	0	0	0	0	26	105	0	0	131	285
Apprch %	47	1.2	51.8	0		0	66.2	33.8	0		0	0	0	0		19.8	80.2	0	0		
Total %	13.7	0.4	15.1	0	29.1	0	16.5	8.4	0	24.9	0	0	0	0	0	9.1	36.8	0	0	46	

	I-295 SB Off Ramp Southbound				Baymeadows Rd Westbound				I-295 SB On Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	6	0	6	12	0	1	1	2	0	0	0	0	0	14	0	14	28
06:45 AM	0	0	**15**	**15**	0	**4**	**6**	**10**	0	0	0	0	0	**16**	0	**16**	**41**
07:00 AM	**7**	0	1	8	0	3	1	4	0	0	0	0	**1**	1	0	2	14
07:15 AM	3	0	1	4	0	3	3	6	0	0	0	0	1	1	0	2	12
Total Volume	16	0	23	39	0	11	11	22	0	0	0	0	2	32	0	34	95
% App. Total	41	0	59		0	50	50		0	0	0		5.9	94.1	0		
PHF	.571	.000	.383	.650	.000	.688	.458	.550	.000	.000	.000	.000	.500	.500	.000	.531	.579

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File Name : T4-Baymeadows Rd and I-295 SB Ramps AM
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Groups Printed- Combined

	I-295 SB Off Ramp Southbound					Baymeadows Rd Westbound					I-295 SB On Ramp Northbound					Baymeadows Rd 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
06:00 AM	29	0	21	0	50	0	22	23	0	45	0	0	0	2	2	15	42	0	0	57	154
06:15 AM	33	0	57	0	90	0	27	21	0	48	0	0	0	0	0	25	67	0	0	92	230
06:30 AM	60	0	109	0	169	0	42	35	0	77	0	0	0	4	4	19	142	0	0	161	411
06:45 AM	51	0	143	1	195	0	88	58	0	146	0	0	0	0	0	24	174	0	0	198	539
Total	173	0	330	1	504	0	179	137	0	316	0	0	0	6	6	83	425	0	0	508	1334
07:00 AM	97	0	108	0	205	0	110	66	0	176	0	0	0	1	1	30	231	0	0	261	643
07:15 AM	96	0	25	0	121	0	153	65	0	218	0	0	0	0	0	51	180	0	0	231	570
07:30 AM	109	0	26	1	136	0	103	44	0	147	0	0	0	0	0	51	244	0	0	295	578
07:45 AM	145	0	31	0	176	0	103	47	0	150	0	0	0	0	0	40	240	0	0	280	606
Total	447	0	190	1	638	0	469	222	0	691	0	0	0	1	1	172	895	0	0	1067	2397
08:00 AM	110	0	18	0	128	0	112	44	0	156	0	0	0	1	1	43	260	0	0	303	588
08:15 AM	110	1	43	0	154	0	109	45	0	154	0	0	0	0	0	46	280	0	0	326	634
08:30 AM	96	1	45	0	142	0	106	48	0	154	0	0	0	0	0	52	242	0	0	294	590
08:45 AM	91	0	36	0	127	0	95	37	0	132	0	0	0	1	1	35	219	0	1	255	515
Total	407	2	142	0	551	0	422	174	0	596	0	0	0	2	2	176	1001	0	1	1178	2327
09:00 AM	85	0	27	0	112	0	103	40	0	143	0	0	0	2	2	43	162	0	0	205	462
09:15 AM	82	0	24	0	106	0	114	39	0	153	0	0	0	0	0	74	159	0	0	233	492
09:30 AM	70	0	17	0	87	0	103	39	0	142	0	0	0	1	1	36	142	0	0	178	408
09:45 AM	95	0	26	0	121	0	89	41	0	130	0	0	0	0	0	28	156	0	0	184	435
Total	332	0	94	0	426	0	409	159	0	568	0	0	0	3	3	181	619	0	0	800	1797
Grand Total	1359	2	756	2	2119	0	1479	692	0	2171	0	0	0	12	12	612	2940	0	1	3553	7855
Apprch %	64.1	0.1	35.7	0.1		0	68.1	31.9	0		0	0	0	100		17.2	82.7	0	0		
Total %	17.3	0	9.6	0	27	0	18.8	8.8	0	27.6	0	0	0	0.2	0.2	7.8	37.4	0	0	45.2	

	I-295 SB Off Ramp Southbound				Baymeadows Rd Westbound				I-295 SB On Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**145**	0	31	**176**	0	103	47	150	0	0	0	0	40	240	0	280	606
08:00 AM	110	0	18	128	0	**112**	44	**156**	0	0	0	0	43	260	0	303	587
08:15 AM	110	**1**	43	154	0	109	45	154	0	0	0	0	46	**280**	0	**326**	**634**
08:30 AM	96	1	**45**	142	0	106	**48**	154	0	0	0	0	**52**	242	0	294	590
Total Volume	461	2	137	600	0	430	184	614	0	0	0	0	181	1022	0	1203	2417
% App. Total	76.8	0.3	22.8		0	70	30		0	0	0		15	85	0		
PHF	.795	.500	.761	.852	.000	.960	.958	.984	.000	.000	.000	.000	.870	.913	.000	.923	.953

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Groups Printed- Car

	I-295 SB Off Ramp Southbound					Baymeadows Rd Westbound					I-295 SB On Ramp Northbound					Baymeadows Rd 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
03:00 PM	94	0	22	0	116	0	125	47	0	172	0	0	0	0	0	68	209	0	0	277	565
03:15 PM	88	0	13	1	102	0	94	43	0	137	0	0	0	0	0	52	197	0	0	249	488
03:30 PM	81	0	15	1	97	0	113	49	0	162	0	0	0	0	0	56	195	0	0	251	510
03:45 PM	81	0	15	1	97	0	108	50	0	158	0	0	0	0	0	50	191	0	0	241	496
Total	344	0	65	3	412	0	440	189	0	629	0	0	0	0	0	226	792	0	0	1018	2059
04:00 PM	72	0	9	2	83	0	141	77	0	218	0	0	0	0	0	64	208	0	0	272	573
04:15 PM	58	1	9	0	68	0	146	78	0	224	0	0	0	0	0	81	217	0	0	298	590
04:30 PM	70	3	8	1	82	0	118	90	0	208	0	0	0	0	0	71	225	0	0	296	586
04:45 PM	49	5	6	2	62	0	127	114	0	241	0	0	0	0	0	92	228	0	0	320	623
Total	249	9	32	5	295	0	532	359	0	891	0	0	0	0	0	308	878	0	0	1186	2372
05:00 PM	60	2	6	1	69	0	129	110	0	239	0	0	0	0	0	93	230	0	0	323	631
05:15 PM	66	4	5	1	76	0	154	119	0	273	0	0	0	0	0	89	260	0	1	350	699
05:30 PM	56	2	6	3	67	0	136	99	0	235	0	0	0	0	0	97	231	0	0	328	630
05:45 PM	81	1	9	2	93	1	157	60	0	218	0	0	0	0	0	71	226	0	0	297	608
Total	263	9	26	7	305	1	576	388	0	965	0	0	0	0	0	350	947	0	1	1298	2568
06:00 PM	75	4	14	0	93	0	127	63	0	190	0	0	0	0	0	66	215	0	0	281	564
06:15 PM	93	0	14	0	107	0	120	53	0	173	0	0	0	0	0	59	225	1	0	285	565
06:30 PM	101	0	20	2	123	0	124	41	0	165	0	0	0	0	0	50	192	1	0	243	531
06:45 PM	84	0	29	0	113	0	124	31	0	155	0	0	0	0	0	51	169	1	0	221	489
Total	353	4	77	2	436	0	495	188	0	683	0	0	0	0	0	226	801	3	0	1030	2149
Grand Total	1209	22	200	17	1448	1	2043	1124	0	3168	0	0	0	0	0	1110	3418	3	1	4532	9148
Apprch %	83.5	1.5	13.8	1.2		0	64.5	35.5	0		0	0	0	0		24.5	75.4	0.1	0		
Total %	13.2	0.2	2.2	0.2	15.8	0	22.3	12.3	0	34.6	0	0	0	0	0	12.1	37.4	0	0	49.5	

	I-295 SB Off Ramp Southbound				Baymeadows Rd Westbound				I-295 SB On Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	49	**5**	**6**	60	0	127	114	241	0	0	0	0	92	228	0	320	621
05:00 PM	60	2	6	68	0	129	110	239	0	0	0	0	93	230	0	323	630
05:15 PM	**66**	4	5	**75**	0	**154**	**119**	**273**	0	0	0	0	89	**260**	0	**349**	**697**
05:30 PM	56	2	6	64	0	136	99	235	0	0	0	0	**97**	231	0	328	627
Total Volume	231	13	23	267	0	546	442	988	0	0	0	0	371	949	0	1320	2575
% App. Total	86.5	4.9	8.6		0	55.3	44.7		0	0	0		28.1	71.9	0		
PHF	.875	.650	.958	.890	.000	.886	.929	.905	.000	.000	.000	.000	.956	.913	.000	.946	.924

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Groups Printed- Truck

	I-295 SB Off Ramp Southbound					Baymeadows Rd Westbound					I-295 SB On Ramp Northbound					Baymeadows Rd 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
03:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	8
03:15 PM	3	0	0	0	3	0	5	3	0	8	0	0	0	0	0	1	4	0	0	5	16
03:30 PM	0	0	1	0	1	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	9
03:45 PM	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	0	2	0	0	2	14
Total	3	0	1	0	4	0	17	11	0	28	0	0	0	0	0	2	13	0	0	15	47
04:00 PM	1	0	0	0	1	0	4	4	0	8	0	0	0	0	0	4	2	0	0	6	15
04:15 PM	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	11	4	0	0	15	25
04:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	3	4	0	0	7	11
04:45 PM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	11
Total	2	0	1	0	3	0	15	9	0	24	0	0	0	0	0	19	16	0	0	35	62
05:00 PM	1	0	0	0	1	0	3	3	0	6	0	0	0	0	0	2	0	0	0	2	9
05:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	5
05:30 PM	1	0	0	0	1	0	1	5	0	6	0	0	0	0	0	3	1	0	0	4	11
05:45 PM	0	0	1	0	1	0	1	3	0	4	0	0	0	0	0	2	1	0	0	3	8
Total	2	0	1	0	3	0	6	13	0	19	0	0	0	0	0	8	3	0	0	11	33
06:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	1	0	0	6	9
06:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	5	3	0	0	8	19
Grand Total	7	0	3	0	10	0	46	36	0	82	0	0	0	0	0	34	35	0	0	69	161
Apprch %	70	0	30	0		0	56.1	43.9	0		0	0	0	0		49.3	50.7	0	0		
Total %	4.3	0	1.9	0	6.2	0	28.6	22.4	0	50.9	0	0	0	0	0	21.1	21.7	0	0	42.9	

	I-295 SB Off Ramp Southbound				Baymeadows Rd Westbound				I-295 SB On Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	**8**	**4**	**12**	0	0	0	0	0	2	0	2	14
04:00 PM	**1**	0	0	**1**	0	4	4	8	0	0	0	0	4	2	0	6	15
04:15 PM	0	0	0	0	0	6	4	10	0	0	0	0	**11**	**4**	0	**15**	**25**
04:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	3	4	0	7	11
Total Volume	1	0	0	1	0	21	13	34	0	0	0	0	18	12	0	30	65
% App. Total	100	0	0		0	61.8	38.2		0	0	0		60	40	0		
PHF	.250	.000	.000	.250	.000	.656	.813	.708	.000	.000	.000	.000	.409	.750	.000	.500	.650

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Groups Printed- Combined

	I-295 SB Off Ramp Southbound					Baymeadows Rd Westbound					I-295 SB On Ramp Northbound					Baymeadows Rd 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
03:00 PM	94	0	22	0	116	0	127	48	0	175	0	0	0	0	0	68	214	0	0	282	573
03:15 PM	91	0	13	1	105	0	99	46	0	145	0	0	0	0	0	53	201	0	0	254	504
03:30 PM	81	0	16	1	98	0	115	52	0	167	0	0	0	0	0	57	197	0	0	254	519
03:45 PM	81	0	15	1	97	0	116	54	0	170	0	0	0	0	0	50	193	0	0	243	510
Total	347	0	66	3	416	0	457	200	0	657	0	0	0	0	0	228	805	0	0	1033	2106
04:00 PM	73	0	9	2	84	0	145	81	0	226	0	0	0	0	0	68	210	0	0	278	588
04:15 PM	58	1	9	0	68	0	152	82	0	234	0	0	0	0	0	92	221	0	0	313	615
04:30 PM	70	3	8	1	82	0	121	91	0	212	0	0	0	0	0	74	229	0	0	303	597
04:45 PM	50	5	7	2	64	0	129	114	0	243	0	0	0	0	0	93	234	0	0	327	634
Total	251	9	33	5	298	0	547	368	0	915	0	0	0	0	0	327	894	0	0	1221	2434
05:00 PM	61	2	6	1	70	0	132	113	0	245	0	0	0	0	0	95	230	0	0	325	640
05:15 PM	66	4	5	1	76	0	155	121	0	276	0	0	0	0	0	90	261	0	1	352	704
05:30 PM	57	2	6	3	68	0	137	104	0	241	0	0	0	0	0	100	232	0	0	332	641
05:45 PM	81	1	10	2	94	1	158	63	0	222	0	0	0	0	0	73	227	0	0	300	616
Total	265	9	27	7	308	1	582	401	0	984	0	0	0	0	0	358	950	0	1	1309	2601
06:00 PM	75	4	14	0	93	0	132	64	0	196	0	0	0	0	0	66	216	0	0	282	571
06:15 PM	93	0	14	0	107	0	120	53	0	173	0	0	0	0	0	59	225	1	0	285	565
06:30 PM	101	0	20	2	123	0	127	41	0	168	0	0	0	0	0	55	193	1	0	249	540
06:45 PM	84	0	29	0	113	0	124	33	0	157	0	0	0	0	0	51	170	1	0	222	492
Total	353	4	77	2	436	0	503	191	0	694	0	0	0	0	0	231	804	3	0	1038	2168
Grand Total	1216	22	203	17	1458	1	2089	1160	0	3250	0	0	0	0	0	1144	3453	3	1	4601	9309
Apprch %	83.4	1.5	13.9	1.2		0	64.3	35.7	0		0	0	0	0		24.9	75	0.1	0		
Total %	13.1	0.2	2.2	0.2	15.7	0	22.4	12.5	0	34.9	0	0	0	0	0	12.3	37.1	0	0	49.4	

	I-295 SB Off Ramp Southbound				Baymeadows Rd Westbound				I-295 SB On Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	50	**5**	**7**	62	0	129	114	243	0	0	0	0	93	234	0	327	632
05:00 PM	61	2	6	69	0	132	113	245	0	0	0	0	95	230	0	325	639
05:15 PM	**66**	4	5	**75**	0	**155**	**121**	**276**	0	0	0	0	90	**261**	0	**351**	**702**
05:30 PM	57	2	6	65	0	137	104	241	0	0	0	0	**100**	232	0	332	638
Total Volume	234	13	24	271	0	553	452	1005	0	0	0	0	378	957	0	1335	2611
% App. Total	86.3	4.8	8.9		0	55	45		0	0	0		28.3	71.7	0		
PHF	.886	.650	.857	.903	.000	.892	.934	.910	.000	.000	.000	.000	.945	.917	.000	.951	.930

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Groups Printed- Car

	I-295 NB On Ramp Southbound					Baymeadows Rd Westbound					I-295 NB Off Ramp Northbound					Baymeadows Rd 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
06:00 AM	0	0	0	0	0	21	37	0	0	58	17	0	8	1	26	0	29	28	0	57	141
06:15 AM	0	0	0	2	2	28	35	0	0	63	55	0	13	0	68	0	80	39	0	119	252
06:30 AM	0	0	0	0	0	33	63	0	0	96	70	0	12	2	84	0	184	54	0	238	418
06:45 AM	0	0	0	0	0	62	123	0	0	185	94	1	15	0	110	0	242	46	0	288	583
Total	0	0	0	2	2	144	258	0	0	402	236	1	48	3	288	0	535	167	0	702	1394
07:00 AM	0	0	0	1	1	85	153	0	0	238	65	0	17	0	82	0	243	89	0	332	653
07:15 AM	0	0	0	0	0	73	200	0	1	274	51	0	14	1	66	0	63	136	0	199	539
07:30 AM	0	0	0	1	1	60	128	1	0	189	44	0	20	0	64	0	94	165	0	259	513
07:45 AM	0	0	0	0	0	60	120	0	0	180	40	0	26	0	66	0	105	186	0	291	537
Total	0	0	0	2	2	278	601	1	1	881	200	0	77	1	278	0	505	576	0	1081	2242
08:00 AM	0	0	0	0	0	41	128	0	1	170	59	0	25	1	85	0	100	156	0	256	511
08:15 AM	0	0	0	1	1	46	114	0	0	160	58	0	28	0	86	0	149	181	0	330	577
08:30 AM	0	0	0	1	1	54	129	0	0	183	50	0	23	0	73	0	128	148	0	276	533
08:45 AM	0	0	0	1	1	43	98	0	0	141	58	0	30	1	89	0	113	138	0	251	482
Total	0	0	0	3	3	184	469	0	1	654	225	0	106	2	333	0	490	623	0	1113	2103
09:00 AM	0	0	0	0	0	34	101	0	0	135	47	0	32	2	81	0	92	86	0	178	394
09:15 AM	0	0	0	0	0	37	111	0	0	148	39	1	36	0	76	0	88	90	0	178	402
09:30 AM	0	0	0	0	0	39	102	0	0	141	41	1	35	2	79	0	72	77	0	149	369
09:45 AM	0	0	0	1	1	42	89	0	1	132	36	0	32	0	68	0	96	76	0	172	373
Total	0	0	0	1	1	152	403	0	1	556	163	2	135	4	304	0	348	329	0	677	1538
Grand Total	0	0	0	8	8	758	1731	1	3	2493	824	3	366	10	1203	0	1878	1695	0	3573	7277
Apprch %	0	0	0	100		30.4	69.4	0	0.1		68.5	0.2	30.4	0.8		0	52.6	47.4	0		
Total %	0	0	0	0.1	0.1	10.4	23.8	0	0	34.3	11.3	0	5	0.1	16.5	0	25.8	23.3	0	49.1	

	I-295 NB On Ramp Southbound				Baymeadows Rd Westbound				I-295 NB Off Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	62	123	0	185	**94**	**1**	15	**110**	0	242	46	288	583
07:00 AM	0	0	0	0	**85**	153	0	238	65	0	17	82	0	**243**	89	**332**	**652**
07:15 AM	0	0	0	0	73	**200**	0	**273**	51	0	14	65	0	63	136	199	537
07:30 AM	0	0	0	0	60	128	**1**	189	44	0	**20**	64	0	94	**165**	259	512
Total Volume	0	0	0	0	280	604	1	885	254	1	66	321	0	642	436	1078	2284
% App. Total	0	0	0		31.6	68.2	0.1		79.1	0.3	20.6		0	59.6	40.4		
PHF	.000	.000	.000	.000	.824	.755	.250	.810	.676	.250	.825	.730	.000	.660	.661	.812	.876

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File Name : T5-Baymeadows Rd and I-295 NB Ramps AM
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Groups Printed- Truck

	I-295 NB On Ramp Southbound					Baymeadows Rd Westbound					I-295 NB Off Ramp Northbound					Baymeadows Rd 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
06:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	5	0	7	9
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	3	2	0	5	7
06:30 AM	0	0	0	0	0	0	2	0	0	2	10	0	0	0	10	0	18	3	0	21	33
06:45 AM	0	0	0	0	0	2	10	0	0	12	4	0	0	0	4	0	19	11	0	30	46
Total	0	0	0	0	0	3	12	0	0	15	16	0	1	0	17	0	42	21	0	63	95
07:00 AM	0	0	0	0	0	6	4	0	0	10	3	0	0	0	3	0	1	2	0	3	16
07:15 AM	0	0	0	0	0	6	6	0	0	12	0	0	0	0	0	0	0	2	0	2	14
07:30 AM	0	0	0	0	0	2	2	0	0	4	1	0	2	0	3	0	2	0	0	2	9
07:45 AM	0	0	0	0	0	1	5	0	0	6	3	0	1	0	4	0	3	2	0	5	15
Total	0	0	0	0	0	15	17	0	0	32	7	0	3	0	10	0	6	6	0	12	54
08:00 AM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	8	5	0	13	18
08:15 AM	0	0	0	0	0	3	3	0	0	6	0	0	1	0	1	0	7	3	0	10	17
08:30 AM	0	0	0	0	0	3	2	0	0	5	2	0	1	0	3	0	3	6	0	9	17
08:45 AM	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	0	1	7	0	8	12
Total	0	0	0	0	0	7	8	0	0	15	6	0	3	0	9	0	19	21	0	40	64
09:00 AM	0	0	0	0	0	0	4	0	0	4	2	0	8	0	10	0	4	3	0	7	21
09:15 AM	0	0	0	0	0	3	4	0	0	7	2	0	1	0	3	0	7	4	0	11	21
09:30 AM	0	0	0	0	0	4	3	0	0	7	1	0	0	0	1	0	2	6	0	8	16
09:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	3	0	5	11
Total	0	0	0	0	0	7	17	0	0	24	5	0	9	0	14	0	15	16	0	31	69
Grand Total	0	0	0	0	0	32	54	0	0	86	34	0	16	0	50	0	82	64	0	146	282
Apprch %	0	0	0	0		37.2	62.8	0	0		68	0	32	0		0	56.2	43.8	0		
Total %	0	0	0	0	0	11.3	19.1	0	0	30.5	12.1	0	5.7	0	17.7	0	29.1	22.7	0	51.8	

	I-295 NB On Ramp Southbound				Baymeadows Rd Westbound				I-295 NB Off Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	2	0	2	**10**	0	0	**10**	0	18	3	21	33
06:45 AM	0	0	0	0	2	**10**	0	**12**	4	0	0	4	0	**19**	**11**	**30**	**46**
07:00 AM	0	0	0	0	**6**	4	0	10	3	0	0	3	0	1	2	3	16
07:15 AM	0	0	0	0	6	6	0	12	0	0	0	0	0	0	2	2	14
Total Volume	0	0	0	0	14	22	0	36	17	0	0	17	0	38	18	56	109
% App. Total	0	0	0		38.9	61.1	0		100	0	0		0	67.9	32.1		
PHF	.000	.000	.000	.000	.583	.550	.000	.750	.425	.000	.000	.425	.000	.500	.409	.467	.592

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Groups Printed- Combined

	I-295 NB On Ramp Southbound					Baymeadows Rd Westbound					I-295 NB Off Ramp Northbound					Baymeadows Rd 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
06:00 AM	0	0	0	0	0	22	37	0	0	59	18	0	8	1	27	0	31	33	0	64	150
06:15 AM	0	0	0	2	2	28	35	0	0	63	56	0	14	0	70	0	83	41	0	124	259
06:30 AM	0	0	0	0	0	33	65	0	0	98	80	0	12	2	94	0	202	57	0	259	451
06:45 AM	0	0	0	0	0	64	133	0	0	197	98	1	15	0	114	0	261	57	0	318	629
Total	0	0	0	2	2	147	270	0	0	417	252	1	49	3	305	0	577	188	0	765	1489
07:00 AM	0	0	0	1	1	91	157	0	0	248	68	0	17	0	85	0	244	91	0	335	669
07:15 AM	0	0	0	0	0	79	206	0	1	286	51	0	14	1	66	0	63	138	0	201	553
07:30 AM	0	0	0	1	1	62	130	1	0	193	45	0	22	0	67	0	96	165	0	261	522
07:45 AM	0	0	0	0	0	61	125	0	0	186	43	0	27	0	70	0	108	188	0	296	552
Total	0	0	0	2	2	293	618	1	1	913	207	0	80	1	288	0	511	582	0	1093	2296
08:00 AM	0	0	0	0	0	41	130	0	1	172	62	0	25	1	88	0	108	161	0	269	529
08:15 AM	0	0	0	1	1	49	117	0	0	166	58	0	29	0	87	0	156	184	0	340	594
08:30 AM	0	0	0	1	1	57	131	0	0	188	52	0	24	0	76	0	131	154	0	285	550
08:45 AM	0	0	0	1	1	44	99	0	0	143	59	0	31	1	91	0	114	145	0	259	494
Total	0	0	0	3	3	191	477	0	1	669	231	0	109	2	342	0	509	644	0	1153	2167
09:00 AM	0	0	0	0	0	34	105	0	0	139	49	0	40	2	91	0	96	89	0	185	415
09:15 AM	0	0	0	0	0	40	115	0	0	155	41	1	37	0	79	0	95	94	0	189	423
09:30 AM	0	0	0	0	0	43	105	0	0	148	42	1	35	2	80	0	74	83	0	157	385
09:45 AM	0	0	0	1	1	42	95	0	1	138	36	0	32	0	68	0	98	79	0	177	384
Total	0	0	0	1	1	159	420	0	1	580	168	2	144	4	318	0	363	345	0	708	1607
Grand Total	0	0	0	8	8	790	1785	1	3	2579	858	3	382	10	1253	0	1960	1759	0	3719	7559
Apprch %	0	0	0	100		30.6	69.2	0	0.1		68.5	0.2	30.5	0.8		0	52.7	47.3	0		
Total %	0	0	0	0.1	0.1	10.5	23.6	0	0	34.1	11.4	0	5.1	0.1	16.6	0	25.9	23.3	0	49.2	

	I-295 NB On Ramp Southbound				Baymeadows Rd Westbound				I-295 NB Off Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	64	133	0	197	**98**	**1**	15	**114**	0	**261**	57	318	629
07:00 AM	0	0	0	0	**91**	157	0	248	68	0	17	85	0	244	91	**335**	**668**
07:15 AM	0	0	0	0	79	**206**	0	**285**	51	0	14	65	0	63	138	201	551
07:30 AM	0	0	0	0	62	130	**1**	193	45	0	**22**	67	0	96	**165**	261	521
Total Volume	0	0	0	0	296	626	1	923	262	1	68	331	0	664	451	1115	2369
% App. Total	0	0	0		32.1	67.8	0.1		79.2	0.3	20.5		0	59.6	40.4		
PHF	.000	.000	.000	.000	.813	.760	.250	.810	.668	.250	.773	.726	.000	.636	.683	.832	.887

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Groups Printed- Car

	I-295 NB On Ramp Southbound					Baymeadows Rd Westbound					I-295 NB Off Ramp Northbound					Baymeadows Rd 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
03:00 PM	0	0	0	0	0	42	129	0	0	171	32	0	41	1	74	0	117	105	0	222	467
03:15 PM	0	0	0	1	1	28	102	0	0	130	32	0	32	0	64	0	112	106	0	218	413
03:30 PM	0	0	0	1	1	39	126	0	0	165	40	0	38	0	78	0	108	99	0	207	451
03:45 PM	0	0	0	0	0	26	128	0	0	154	37	0	36	0	73	0	116	89	0	205	432
Total	0	0	0	2	2	135	485	0	0	620	141	0	147	1	289	0	453	399	0	852	1763
04:00 PM	0	0	0	2	2	57	179	0	0	236	41	0	36	0	77	0	115	95	0	210	525
04:15 PM	0	0	0	0	0	30	184	0	0	214	29	1	43	0	73	0	114	116	0	230	517
04:30 PM	0	0	0	2	2	27	181	0	0	208	39	0	37	0	76	0	117	109	0	226	512
04:45 PM	0	0	0	3	3	27	197	0	0	224	45	0	38	0	83	0	124	109	0	233	543
Total	0	0	0	7	7	141	741	0	0	882	154	1	154	0	309	0	470	429	0	899	2097
05:00 PM	0	0	0	2	2	30	202	0	0	232	46	0	38	0	84	0	122	113	0	235	553
05:15 PM	0	0	0	0	0	25	224	0	0	249	61	0	47	0	108	0	131	138	0	269	626
05:30 PM	0	0	0	3	3	17	183	0	0	200	76	1	38	0	115	0	145	94	0	239	557
05:45 PM	0	0	0	2	2	15	176	0	0	191	49	9	41	0	99	0	138	86	0	224	516
Total	0	0	0	7	7	87	785	0	0	872	232	10	164	0	406	0	536	431	0	967	2252
06:00 PM	0	0	0	0	0	18	141	0	0	159	60	2	51	0	113	0	131	100	0	231	503
06:15 PM	0	0	0	0	0	37	129	0	0	166	37	1	44	0	82	0	126	107	0	233	481
06:30 PM	0	0	0	2	2	23	122	0	0	145	33	0	42	0	75	0	120	98	0	218	440
06:45 PM	0	0	0	0	0	23	103	0	0	126	33	0	47	0	80	0	127	68	0	195	401
Total	0	0	0	2	2	101	495	0	0	596	163	3	184	0	350	0	504	373	0	877	1825
Grand Total	0	0	0	18	18	464	2506	0	0	2970	690	14	649	1	1354	0	1963	1632	0	3595	7937
Apprch %	0	0	0	100		15.6	84.4	0	0		51	1	47.9	0.1		0	54.6	45.4	0		
Total %	0	0	0	0.2	0.2	5.8	31.6	0	0	37.4	8.7	0.2	8.2	0	17.1	0	24.7	20.6	0	45.3	

	I-295 NB On Ramp Southbound				Baymeadows Rd Westbound				I-295 NB Off Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	27	197	0	224	45	0	38	83	0	124	109	233	540
05:00 PM	0	0	0	0	**30**	202	0	232	46	0	38	84	0	122	113	235	551
05:15 PM	0	0	0	0	25	**224**	0	**249**	61	0	**47**	108	0	131	**138**	**269**	**626**
05:30 PM	0	0	0	0	17	183	0	200	**76**	**1**	38	**115**	0	**145**	94	239	554
Total Volume	0	0	0	0	99	806	0	905	228	1	161	390	0	522	454	976	2271
% App. Total	0	0	0		10.9	89.1	0		58.5	0.3	41.3		0	53.5	46.5		
PHF	.000	.000	.000	.000	.825	.900	.000	.909	.750	.250	.856	.848	.000	.900	.822	.907	.907

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Groups Printed- Truck

	I-295 NB On Ramp Southbound					Baymeadows Rd Westbound					I-295 NB Off Ramp Northbound					Baymeadows Rd 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
03:00 PM	0	0	0	0	0	1	2	0	0	3	1	1	2	0	4	0	3	2	0	5	12
03:15 PM	0	0	0	0	0	1	2	0	0	3	1	0	5	0	6	0	3	1	0	4	13
03:30 PM	0	0	0	0	0	0	3	0	0	3	3	0	2	0	5	0	2	1	0	3	11
03:45 PM	0	0	0	0	0	0	7	0	0	7	1	0	4	0	5	0	2	0	0	2	14
Total	0	0	0	0	0	2	14	0	0	16	6	1	13	0	20	0	10	4	0	14	50
04:00 PM	0	0	0	0	0	1	8	0	0	9	0	0	2	0	2	0	1	1	0	2	13
04:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	2	2	0	4	14
04:30 PM	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	3	2	0	5	11
04:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	4	0	7	10
Total	0	0	0	0	0	2	22	0	0	24	3	0	3	0	6	0	9	9	0	18	48
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	2	0	2	0	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	1	0	2	6
Total	0	0	0	0	0	2	13	0	0	15	0	0	5	0	5	0	2	1	0	3	23
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	6
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	6	0	6	0	2	1	0	3	13
Grand Total	0	0	0	0	0	6	53	0	0	59	9	1	27	0	37	0	23	15	0	38	134
Apprch %	0	0	0	0		10.2	89.8	0	0		24.3	2.7	73	0		0	60.5	39.5	0		
Total %	0	0	0	0	0	4.5	39.6	0	0	44	6.7	0.7	20.1	0	27.6	0	17.2	11.2	0	28.4	

	I-295 NB On Ramp Southbound				Baymeadows Rd Westbound				I-295 NB Off Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	3	0	3	**3**	0	2	**5**	0	**2**	1	3	11
03:45 PM	0	0	0	0	0	7	0	7	1	0	**4**	5	0	2	0	2	**14**
04:00 PM	0	0	0	0	**1**	8	0	**9**	0	0	2	2	0	1	1	2	13
04:15 PM	0	0	0	0	0	**9**	0	9	0	0	1	1	0	2	**2**	**4**	14
Total Volume	0	0	0	0	1	27	0	28	4	0	9	13	0	7	4	11	52
% App. Total	0	0	0		3.6	96.4	0		30.8	0	69.2		0	63.6	36.4		
PHF	.000	.000	.000	.000	.250	.750	.000	.778	.333	.000	.563	.650	.000	.875	.500	.688	.929

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File Name : T5-Baymeadows Rd and I-295 NB Ramps PM
Site Code :
Start Date : 5/14/2019
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Groups Printed- Combined

	I-295 NB On Ramp Southbound					Baymeadows Rd Westbound					I-295 NB Off Ramp Northbound					Baymeadows Rd 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
03:00 PM	0	0	0	0	0	43	131	0	0	174	33	1	43	1	78	0	120	107	0	227	479
03:15 PM	0	0	0	1	1	29	104	0	0	133	33	0	37	0	70	0	115	107	0	222	426
03:30 PM	0	0	0	1	1	39	129	0	0	168	43	0	40	0	83	0	110	100	0	210	462
03:45 PM	0	0	0	0	0	26	135	0	0	161	38	0	40	0	78	0	118	89	0	207	446
Total	0	0	0	2	2	137	499	0	0	636	147	1	160	1	309	0	463	403	0	866	1813
04:00 PM	0	0	0	2	2	58	187	0	0	245	41	0	38	0	79	0	116	96	0	212	538
04:15 PM	0	0	0	0	0	30	193	0	0	223	29	1	44	0	74	0	116	118	0	234	531
04:30 PM	0	0	0	2	2	28	184	0	0	212	41	0	37	0	78	0	120	111	0	231	523
04:45 PM	0	0	0	3	3	27	199	0	0	226	46	0	38	0	84	0	127	113	0	240	553
Total	0	0	0	7	7	143	763	0	0	906	157	1	157	0	315	0	479	438	0	917	2145
05:00 PM	0	0	0	2	2	30	206	0	0	236	46	0	40	0	86	0	122	113	0	235	559
05:15 PM	0	0	0	0	0	26	225	0	0	251	61	0	47	0	108	0	132	138	0	270	629
05:30 PM	0	0	0	3	3	18	188	0	0	206	76	1	40	0	117	0	145	94	0	239	565
05:45 PM	0	0	0	2	2	15	179	0	0	194	49	9	42	0	100	0	139	87	0	226	522
Total	0	0	0	7	7	89	798	0	0	887	232	10	169	0	411	0	538	432	0	970	2275
06:00 PM	0	0	0	0	0	18	143	0	0	161	60	2	54	0	116	0	132	100	0	232	509
06:15 PM	0	0	0	0	0	37	129	0	0	166	37	1	44	0	82	0	126	107	0	233	481
06:30 PM	0	0	0	2	2	23	124	0	0	147	33	0	43	0	76	0	120	99	0	219	444
06:45 PM	0	0	0	0	0	23	103	0	0	126	33	0	49	0	82	0	128	68	0	196	404
Total	0	0	0	2	2	101	499	0	0	600	163	3	190	0	356	0	506	374	0	880	1838
Grand Total	0	0	0	18	18	470	2559	0	0	3029	699	15	676	1	1391	0	1986	1647	0	3633	8071
Apprch %	0	0	0	100		15.5	84.5	0	0		50.3	1.1	48.6	0.1		0	54.7	45.3	0		
Total %	0	0	0	0.2	0.2	5.8	31.7	0	0	37.5	8.7	0.2	8.4	0	17.2	0	24.6	20.4	0	45	

	I-295 NB On Ramp Southbound				Baymeadows Rd Westbound				I-295 NB Off Ramp Northbound				Baymeadows Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	27	199	0	226	46	0	38	84	0	127	113	240	550
05:00 PM	0	0	0	0	**30**	206	0	236	46	0	40	86	0	122	113	235	557
05:15 PM	0	0	0	0	26	**225**	0	**251**	61	0	**47**	108	0	132	**138**	**270**	**629**
05:30 PM	0	0	0	0	18	188	0	206	**76**	**1**	40	**117**	0	**145**	94	239	562
Total Volume	0	0	0	0	101	818	0	919	229	1	165	395	0	526	458	984	2298
% App. Total	0	0	0		11	89	0		58	0.3	41.8		0	53.5	46.5		
PHF	.000	.000	.000	.000	.842	.909	.000	.915	.753	.250	.878	.844	.000	.907	.830	.911	.913

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File Name : T6-Baymeadows Rd and RG Skinner Blvd AM
Site Code :
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Groups Printed- Car

	RG Skinner Blvd Southbound					Baymeadows Rd E Westbound					RG Skinner Blvd Northbound					Baymeadows Rd E 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
06:00 AM	23	2	2	0	27	0	24	2	0	26	7	1	15	0	23	1	8	4	0	13	89
06:15 AM	6	0	0	2	8	0	35	18	0	53	11	0	20	0	31	6	18	6	0	30	122
06:30 AM	10	1	1	2	14	1	51	23	0	75	25	0	46	0	71	8	21	2	0	31	191
06:45 AM	21	3	1	0	25	1	84	55	0	140	37	0	91	1	129	16	45	12	0	73	367
Total	60	6	4	4	74	2	194	98	0	294	80	1	172	1	254	31	92	24	0	147	769
07:00 AM	18	2	0	1	21	1	98	33	1	133	67	0	148	2	217	15	39	28	0	82	453
07:15 AM	22	2	3	1	28	1	91	0	0	92	68	0	120	0	188	7	49	34	0	90	398
07:30 AM	33	0	2	1	36	1	93	11	0	105	25	0	55	0	80	7	70	12	0	89	310
07:45 AM	32	0	4	1	37	0	89	7	1	97	19	0	51	1	71	1	70	9	1	81	286
Total	105	4	9	4	122	3	371	51	2	427	179	0	374	3	556	30	228	83	1	342	1447
08:00 AM	21	0	1	1	23	1	88	8	0	97	27	0	59	0	86	5	74	7	0	86	292
08:15 AM	21	0	0	0	21	1	91	13	1	106	32	2	52	0	86	7	89	7	0	103	316
08:30 AM	28	0	1	0	29	0	100	6	0	106	35	1	56	0	92	5	90	12	0	107	334
08:45 AM	13	0	5	1	19	2	75	8	0	85	20	1	56	1	78	12	88	10	0	110	292
Total	83	0	7	2	92	4	354	35	1	394	114	4	223	1	342	29	341	36	0	406	1234
09:00 AM	19	0	0	2	21	0	68	3	0	71	21	0	43	0	64	12	69	16	0	97	253
09:15 AM	14	3	0	0	17	0	83	9	0	92	13	0	52	0	65	10	65	8	0	83	257
09:30 AM	8	0	2	0	10	2	74	7	0	83	16	0	61	1	78	10	58	10	0	78	249
09:45 AM	12	2	1	2	17	0	65	12	0	77	22	0	58	0	80	11	66	11	0	88	262
Total	53	5	3	4	65	2	290	31	0	323	72	0	214	1	287	43	258	45	0	346	1021
Grand Total	301	15	23	14	353	11	1209	215	3	1438	445	5	983	6	1439	133	919	188	1	1241	4471
Apprch %	85.3	4.2	6.5	4		0.8	84.1	15	0.2		30.9	0.3	68.3	0.4		10.7	74.1	15.1	0.1		
Total %	6.7	0.3	0.5	0.3	7.9	0.2	27	4.8	0.1	32.2	10	0.1	22	0.1	32.2	3	20.6	4.2	0	27.8	

	RG Skinner Blvd Southbound				Baymeadows Rd E Westbound				RG Skinner Blvd Northbound				Baymeadows Rd E Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	21	**3**	1	25	**1**	84	**55**	**140**	37	0	91	128	**16**	45	12	73	366
07:00 AM	18	2	0	20	1	**98**	33	132	67	0	**148**	**215**	15	39	28	82	**449**
07:15 AM	22	2	**3**	27	1	91	0	92	**68**	0	120	188	7	49	**34**	**90**	397
07:30 AM	**33**	0	2	**35**	1	93	11	105	25	0	55	80	7	**70**	12	89	309
Total Volume	94	7	6	107	4	366	99	469	197	0	414	611	45	203	86	334	1521
% App. Total	87.9	6.5	5.6		0.9	78	21.1		32.2	0	67.8		13.5	60.8	25.7		
PHF	.712	.583	.500	.764	1.00	.934	.450	.838	.724	.000	.699	.710	.703	.725	.632	.928	.847

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File Name : T6-Baymeadows Rd and RG Skinner Blvd AM
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Groups Printed- Truck

	RG Skinner Blvd Southbound					Baymeadows Rd E Westbound					RG Skinner Blvd Northbound					Baymeadows Rd E 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	1	2	0	3	2	0	1	0	3	0	2	0	0	2	8
06:45 AM	0	0	0	0	0	0	1	4	0	5	1	0	11	0	12	0	3	0	0	3	20
Total	0	0	0	0	0	0	2	6	0	8	4	0	13	0	17	0	6	0	0	6	31
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	10	0	11	0	3	0	0	3	15
07:15 AM	0	0	0	0	0	0	1	0	0	1	4	0	11	0	15	0	8	0	0	8	24
07:30 AM	0	0	0	0	0	0	1	1	0	2	2	0	3	0	5	0	1	0	0	1	8
07:45 AM	0	0	0	0	0	0	2	0	0	2	2	0	4	0	6	0	4	0	0	4	12
Total	0	0	0	0	0	0	5	1	0	6	9	0	28	0	37	0	16	0	0	16	59
08:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	2	4	0	0	6	10
08:15 AM	0	0	0	0	0	0	3	2	0	5	1	1	4	0	6	0	2	0	0	2	13
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	0	3	0	0	3	8
08:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	1	1	0	3	7
Total	0	0	1	0	1	0	6	3	0	9	4	1	9	0	14	3	10	1	0	14	38
09:00 AM	1	0	0	0	1	0	2	1	0	3	0	0	1	0	1	0	2	0	0	2	7
09:15 AM	1	0	0	0	1	0	2	1	0	3	0	0	4	0	4	0	3	0	0	3	11
09:30 AM	1	0	0	0	1	0	2	0	0	2	2	0	6	0	8	1	1	0	0	2	13
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	5
Total	3	0	0	0	3	0	8	2	0	10	2	0	13	0	15	1	7	0	0	8	36
Grand Total	3	0	1	0	4	0	21	12	0	33	19	1	63	0	83	4	39	1	0	44	164
Apprch %	75	0	25	0		0	63.6	36.4	0		22.9	1.2	75.9	0		9.1	88.6	2.3	0		
Total %	1.8	0	0.6	0	2.4	0	12.8	7.3	0	20.1	11.6	0.6	38.4	0	50.6	2.4	23.8	0.6	0	26.8	

	RG Skinner Blvd Southbound				Baymeadows Rd E Westbound				RG Skinner Blvd Northbound				Baymeadows Rd E Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	**1**	2	3	2	0	1	3	0	2	0	2	8
06:45 AM	0	0	0	0	0	1	**4**	**5**	1	0	**11**	12	0	3	0	3	20
07:00 AM	0	0	0	0	0	1	0	1	1	0	10	11	0	3	0	3	15
07:15 AM	0	0	0	0	0	1	0	1	**4**	0	11	**15**	0	**8**	0	**8**	**24**
Total Volume	0	0	0	0	0	4	6	10	8	0	33	41	0	16	0	16	67
% App. Total	0	0	0		0	40	60		19.5	0	80.5		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.375	.500	.500	.000	.750	.683	.000	.500	.000	.500	.698

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File Name : T6-Baymeadows Rd and RG Skinner Blvd AM
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Groups Printed- Combined

	RG Skinner Blvd Southbound					Baymeadows Rd E Westbound					RG Skinner Blvd Northbound					Baymeadows Rd E 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
06:00 AM	23	2	2	0	27	0	24	2	0	26	7	1	16	0	24	1	9	4	0	14	91
06:15 AM	6	0	0	2	8	0	35	18	0	53	12	0	20	0	32	6	18	6	0	30	123
06:30 AM	10	1	1	2	14	1	52	25	0	78	27	0	47	0	74	8	23	2	0	33	199
06:45 AM	21	3	1	0	25	1	85	59	0	145	38	0	102	1	141	16	48	12	0	76	387
Total	60	6	4	4	74	2	196	104	0	302	84	1	185	1	271	31	98	24	0	153	800
07:00 AM	18	2	0	1	21	1	99	33	1	134	68	0	158	2	228	15	42	28	0	85	468
07:15 AM	22	2	3	1	28	1	92	0	0	93	72	0	131	0	203	7	57	34	0	98	422
07:30 AM	33	0	2	1	36	1	94	12	0	107	27	0	58	0	85	7	71	12	0	90	318
07:45 AM	32	0	4	1	37	0	91	7	1	99	21	0	55	1	77	1	74	9	1	85	298
Total	105	4	9	4	122	3	376	52	2	433	188	0	402	3	593	30	244	83	1	358	1506
08:00 AM	21	0	1	1	23	1	89	8	0	98	29	0	60	0	89	7	78	7	0	92	302
08:15 AM	21	0	0	0	21	1	94	15	1	111	33	3	56	0	92	7	91	7	0	105	329
08:30 AM	28	0	2	0	30	0	101	6	0	107	35	1	59	0	95	5	93	12	0	110	342
08:45 AM	13	0	5	1	19	2	76	9	0	87	21	1	57	1	80	13	89	11	0	113	299
Total	83	0	8	2	93	4	360	38	1	403	118	5	232	1	356	32	351	37	0	420	1272
09:00 AM	20	0	0	2	22	0	70	4	0	74	21	0	44	0	65	12	71	16	0	99	260
09:15 AM	15	3	0	0	18	0	85	10	0	95	13	0	56	0	69	10	68	8	0	86	268
09:30 AM	9	0	2	0	11	2	76	7	0	85	18	0	67	1	86	11	59	10	0	80	262
09:45 AM	12	2	1	2	17	0	67	12	0	79	22	0	60	0	82	11	67	11	0	89	267
Total	56	5	3	4	68	2	298	33	0	333	74	0	227	1	302	44	265	45	0	354	1057
Grand Total	304	15	24	14	357	11	1230	227	3	1471	464	6	1046	6	1522	137	958	189	1	1285	4635
Apprch %	85.2	4.2	6.7	3.9		0.7	83.6	15.4	0.2		30.5	0.4	68.7	0.4		10.7	74.6	14.7	0.1		
Total %	6.6	0.3	0.5	0.3	7.7	0.2	26.5	4.9	0.1	31.7	10	0.1	22.6	0.1	32.8	3	20.7	4.1	0	27.7	

	RG Skinner Blvd Southbound				Baymeadows Rd E Westbound				RG Skinner Blvd Northbound				Baymeadows Rd E Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	21	**3**	1	25	**1**	85	**59**	**145**	38	0	102	140	**16**	48	12	76	386
07:00 AM	18	2	0	20	1	**99**	33	133	68	0	**158**	**226**	15	42	28	85	**464**
07:15 AM	22	2	**3**	27	1	92	0	93	**72**	0	131	203	7	57	**34**	**98**	421
07:30 AM	**33**	0	2	**35**	1	94	12	107	27	0	58	85	7	**71**	12	90	317
Total Volume	94	7	6	107	4	370	104	478	205	0	449	654	45	218	86	349	1588
% App. Total	87.9	6.5	5.6		0.8	77.4	21.8		31.3	0	68.7		12.9	62.5	24.6		
PHF	.712	.583	.500	.764	1.00	.934	.441	.824	.712	.000	.710	.723	.703	.768	.632	.890	.856

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File Name : T6-Baymeadows Rd and RG Skinner Blvd PM
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Groups Printed- Car

	RG Skinner Blvd Southbound					Baymeadows Rd E Westbound					RG Skinner Blvd Northbound					Baymeadows Rd E 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
03:00 PM	11	0	2	0	13	1	108	17	0	126	20	1	56	0	77	16	76	12	0	104	320
03:15 PM	9	0	3	0	12	4	80	18	1	103	29	0	43	1	73	10	83	15	1	109	297
03:30 PM	12	0	0	0	12	4	112	17	0	133	17	1	46	0	64	14	80	14	0	108	317
03:45 PM	5	1	4	0	10	3	107	16	0	126	25	0	50	0	75	19	90	16	0	125	336
Total	37	1	9	0	47	12	407	68	1	488	91	2	195	1	289	59	329	57	1	446	1270
04:00 PM	20	1	2	1	24	3	128	12	0	143	41	0	101	0	142	14	85	25	0	124	433
04:15 PM	14	1	0	0	15	4	135	15	0	154	46	1	59	0	106	11	101	14	0	126	401
04:30 PM	12	1	2	0	15	5	145	15	0	165	25	0	64	0	89	11	100	13	0	124	393
04:45 PM	9	2	3	2	16	7	166	20	0	193	33	3	54	0	90	9	99	12	1	121	420
Total	55	5	7	3	70	19	574	62	0	655	145	4	278	0	427	45	385	64	1	495	1647
05:00 PM	11	0	2	2	15	1	205	12	0	218	41	0	53	0	94	14	111	12	0	137	464
05:15 PM	7	1	1	3	12	5	164	14	0	183	36	1	59	0	96	6	133	15	0	154	445
05:30 PM	4	1	2	0	7	8	146	20	0	174	38	0	66	1	105	8	170	10	0	188	474
05:45 PM	7	2	8	2	19	8	127	21	0	156	36	0	46	2	84	8	135	18	0	161	420
Total	29	4	13	7	53	22	642	67	0	731	151	1	224	3	379	36	549	55	0	640	1803
06:00 PM	9	1	3	0	13	13	123	13	0	149	28	2	35	0	65	7	130	14	0	151	378
06:15 PM	27	7	3	0	37	4	92	7	0	103	29	4	46	0	79	9	107	18	0	134	353
06:30 PM	15	10	2	1	28	1	88	12	0	101	25	2	40	0	67	13	109	18	0	140	336
06:45 PM	13	2	3	0	18	4	81	9	0	94	16	1	33	0	50	15	92	16	0	123	285
Total	64	20	11	1	96	22	384	41	0	447	98	9	154	0	261	44	438	66	0	548	1352
Grand Total	185	30	40	11	266	75	2007	238	1	2321	485	16	851	4	1356	184	1701	242	2	2129	6072
Apprch %	69.5	11.3	15	4.1		3.2	86.5	10.3	0		35.8	1.2	62.8	0.3		8.6	79.9	11.4	0.1		
Total %	3	0.5	0.7	0.2	4.4	1.2	33.1	3.9	0	38.2	8	0.3	14	0.1	22.3	3	28	4	0	35.1	

	RG Skinner Blvd Southbound				Baymeadows Rd E Westbound				RG Skinner Blvd Northbound				Baymeadows Rd E Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	**2**	**3**	**14**	7	166	**20**	193	33	**3**	54	90	9	99	12	120	417
05:00 PM	**11**	0	2	13	1	**205**	12	**218**	**41**	0	53	94	**14**	111	12	137	462
05:15 PM	7	1	1	9	5	164	14	183	36	1	59	96	6	133	**15**	154	442
05:30 PM	4	1	2	7	**8**	146	20	174	38	0	**66**	**104**	8	**170**	10	**188**	**473**
Total Volume	31	4	8	43	21	681	66	768	148	4	232	384	37	513	49	599	1794
% App. Total	72.1	9.3	18.6		2.7	88.7	8.6		38.5	1	60.4		6.2	85.6	8.2		
PHF	.705	.500	.667	.768	.656	.830	.825	.881	.902	.333	.879	.923	.661	.754	.817	.797	.948

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Groups Printed- Truck

	RG Skinner Blvd Southbound					Baymeadows Rd E Westbound					RG Skinner Blvd Northbound					Baymeadows Rd E 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
03:00 PM	0	0	0	0	0	0	2	1	0	3	2	0	1	0	3	0	3	0	0	3	9
03:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	2	0	0	2	7
03:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
03:45 PM	1	0	0	0	1	0	4	1	0	5	0	0	3	0	3	0	0	0	0	0	9
Total	1	0	0	0	1	0	11	3	0	14	3	0	5	0	8	0	5	0	0	5	28
04:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	0	1	0	0	1	9
04:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	0	1	0	0	1	11
04:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	4	1	0	5	10
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	6
Total	1	1	0	0	2	0	14	0	0	14	2	0	8	0	10	1	8	1	0	10	36
05:00 PM	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	5
05:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
Total	1	0	0	0	1	0	15	1	0	16	2	0	3	0	5	2	0	0	0	2	24
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	5
06:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	1	0	5	0	0	3	0	3	0	2	0	0	2	10
Grand Total	3	1	0	0	4	0	44	5	0	49	7	0	19	0	26	3	15	1	0	19	98
Apprch %	75	25	0	0		0	89.8	10.2	0		26.9	0	73.1	0		15.8	78.9	5.3	0		
Total %	3.1	1	0	0	4.1	0	44.9	5.1	0	50	7.1	0	19.4	0	26.5	3.1	15.3	1	0	19.4	

	RG Skinner Blvd Southbound				Baymeadows Rd E Westbound				RG Skinner Blvd Northbound				Baymeadows Rd E Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	**1**	0	0	**1**	0	4	**1**	5	0	0	3	3	0	0	0	0	9
04:00 PM	0	0	0	0	0	5	0	5	**1**	0	2	3	0	1	0	1	9
04:15 PM	0	0	0	0	0	**6**	0	**6**	0	0	**4**	**4**	0	1	0	1	**11**
04:30 PM	0	0	0	0	0	3	0	3	1	0	1	2	0	**4**	**1**	**5**	10
Total Volume	1	0	0	1	0	18	1	19	2	0	10	12	0	6	1	7	39
% App. Total	100	0	0		0	94.7	5.3		16.7	0	83.3		0	85.7	14.3		
PHF	.250	.000	.000	.250	.000	.750	.250	.792	.500	.000	.625	.750	.000	.375	.250	.350	.886

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Groups Printed- Combined

	RG Skinner Blvd Southbound					Baymeadows Rd E Westbound					RG Skinner Blvd Northbound					Baymeadows Rd E 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
03:00 PM	11	0	2	0	13	1	110	18	0	129	22	1	57	0	80	16	79	12	0	107	329
03:15 PM	9	0	3	0	12	4	83	19	1	107	30	0	43	1	74	10	85	15	1	111	304
03:30 PM	12	0	0	0	12	4	114	17	0	135	17	1	47	0	65	14	80	14	0	108	320
03:45 PM	6	1	4	0	11	3	111	17	0	131	25	0	53	0	78	19	90	16	0	125	345
Total	38	1	9	0	48	12	418	71	1	502	94	2	200	1	297	59	334	57	1	451	1298
04:00 PM	20	1	2	1	24	3	133	12	0	148	42	0	103	0	145	14	86	25	0	125	442
04:15 PM	14	1	0	0	15	4	141	15	0	160	46	1	63	0	110	11	102	14	0	127	412
04:30 PM	12	1	2	0	15	5	148	15	0	168	26	0	65	0	91	11	104	14	0	129	403
04:45 PM	10	3	3	2	18	7	166	20	0	193	33	3	55	0	91	10	101	12	1	124	426
Total	56	6	7	3	72	19	588	62	0	669	147	4	286	0	437	46	393	65	1	505	1683
05:00 PM	12	0	2	2	16	1	210	13	0	224	42	0	53	0	95	14	111	12	0	137	472
05:15 PM	7	1	1	3	12	5	166	14	0	185	36	1	61	0	98	7	133	15	0	155	450
05:30 PM	4	1	2	0	7	8	151	20	0	179	39	0	67	1	107	8	170	10	0	188	481
05:45 PM	7	2	8	2	19	8	130	21	0	159	36	0	46	2	84	9	135	18	0	162	424
Total	30	4	13	7	54	22	657	68	0	747	153	1	227	3	384	38	549	55	0	642	1827
06:00 PM	9	1	3	0	13	13	125	13	0	151	28	2	37	0	67	7	131	14	0	152	383
06:15 PM	27	7	3	0	37	4	92	8	0	104	29	4	46	0	79	9	107	18	0	134	354
06:30 PM	15	10	2	1	28	1	89	12	0	102	25	2	41	0	68	13	109	18	0	140	338
06:45 PM	13	2	3	0	18	4	82	9	0	95	16	1	33	0	50	15	93	16	0	124	287
Total	64	20	11	1	96	22	388	42	0	452	98	9	157	0	264	44	440	66	0	550	1362
Grand Total	188	31	40	11	270	75	2051	243	1	2370	492	16	870	4	1382	187	1716	243	2	2148	6170
Apprch %	69.6	11.5	14.8	4.1		3.2	86.5	10.3	0		35.6	1.2	63	0.3		8.7	79.9	11.3	0.1		
Total %	3	0.5	0.6	0.2	4.4	1.2	33.2	3.9	0	38.4	8	0.3	14.1	0.1	22.4	3	27.8	3.9	0	34.8	

	RG Skinner Blvd Southbound				Baymeadows Rd E Westbound				RG Skinner Blvd Northbound				Baymeadows Rd E Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	**3**	**3**	**16**	7	166	**20**	193	33	**3**	55	91	10	101	12	123	423
05:00 PM	**12**	0	2	14	1	**210**	13	**224**	**42**	0	53	95	**14**	111	12	137	470
05:15 PM	7	1	1	9	5	166	14	185	36	1	61	98	7	133	**15**	155	447
05:30 PM	4	1	2	7	**8**	151	20	179	39	0	**67**	**106**	8	**170**	10	**188**	**480**
Total Volume	33	5	8	46	21	693	67	781	150	4	236	390	39	515	49	603	1820
% App. Total	71.7	10.9	17.4		2.7	88.7	8.6		38.5	1	60.5		6.5	85.4	8.1		
PHF	.688	.417	.667	.719	.656	.825	.838	.872	.893	.333	.881	.920	.696	.757	.817	.802	.948

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Groups Printed- Car

	I-295 Off Ramp Southbound					Gate Parkway Westbound					I-295 On Ramp Northbound					Gate Parkway 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
06:00 AM	9	0	10	0	19	0	21	3	0	24	0	0	0	1	1	13	19	0	0	32	76
06:15 AM	18	0	29	0	47	0	50	1	0	51	0	0	0	0	0	20	33	0	0	53	151
06:30 AM	37	0	53	0	90	0	79	3	0	82	0	0	0	0	0	30	63	0	0	93	265
06:45 AM	73	0	98	0	171	0	103	6	0	109	0	0	0	0	0	31	75	0	0	106	386
Total	137	0	190	0	327	0	253	13	0	266	0	0	0	1	1	94	190	0	0	284	878
07:00 AM	62	0	51	0	113	0	126	12	0	138	0	0	0	0	0	34	72	0	0	106	357
07:15 AM	59	0	52	0	111	0	169	13	0	182	0	0	0	0	0	45	76	0	0	121	414
07:30 AM	75	0	75	0	150	0	176	13	0	189	0	0	0	2	2	45	101	0	0	146	487
07:45 AM	92	0	66	0	158	0	184	5	0	189	0	0	0	0	0	33	84	0	0	117	464
Total	288	0	244	0	532	0	655	43	0	698	0	0	0	2	2	157	333	0	0	490	1722
08:00 AM	128	1	79	0	208	0	175	5	0	180	0	0	0	1	1	31	101	0	0	132	521
08:15 AM	103	0	74	0	177	0	198	9	0	207	0	0	0	0	0	47	111	0	0	158	542
08:30 AM	82	0	78	0	160	0	146	3	0	149	0	0	0	2	2	33	81	0	0	114	425
08:45 AM	89	0	66	0	155	0	190	4	0	194	0	0	0	0	0	43	68	0	0	111	460
Total	402	1	297	0	700	0	709	21	0	730	0	0	0	3	3	154	361	0	0	515	1948
09:00 AM	89	0	56	0	145	0	158	6	0	164	0	0	0	1	1	30	74	1	0	105	415
09:15 AM	58	3	52	0	113	0	93	8	0	101	0	0	0	2	2	31	76	0	0	107	323
09:30 AM	52	0	54	0	106	0	92	13	0	105	0	0	0	1	1	30	72	1	0	103	315
09:45 AM	46	0	52	0	98	0	98	10	0	108	0	0	0	1	1	28	49	0	0	77	284
Total	245	3	214	0	462	0	441	37	0	478	0	0	0	5	5	119	271	2	0	392	1337
Grand Total	1072	4	945	0	2021	0	2058	114	0	2172	0	0	0	11	11	524	1155	2	0	1681	5885
Apprch %	53	0.2	46.8	0		0	94.8	5.2	0		0	0	0	100		31.2	68.7	0.1	0		
Total %	18.2	0.1	16.1	0	34.3	0	35	1.9	0	36.9	0	0	0	0.2	0.2	8.9	19.6	0	0	28.6	

	I-295 Off Ramp Southbound				Gate Parkway Westbound				I-295 On Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	75	0	75	150	0	176	**13**	189	0	0	0	0	45	101	0	146	485
07:45 AM	92	0	66	158	0	184	5	189	0	0	0	0	33	84	0	117	464
08:00 AM	**128**	**1**	**79**	**208**	0	175	5	180	0	0	0	0	31	101	0	132	520
08:15 AM	103	0	74	177	0	**198**	9	**207**	0	0	0	0	**47**	**111**	0	**158**	**542**
Total Volume	398	1	294	693	0	733	32	765	0	0	0	0	156	397	0	553	2011
% App. Total	57.4	0.1	42.4		0	95.8	4.2		0	0	0		28.2	71.8	0		
PHF	.777	.250	.930	.833	.000	.926	.615	.924	.000	.000	.000	.000	.830	.894	.000	.875	.928

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Groups Printed- Truck

	I-295 Off Ramp Southbound					Gate Parkway Westbound					I-295 On Ramp Northbound					Gate Parkway 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
06:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
06:30 AM	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6
06:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	3	4	0	0	7	13
Total	6	0	3	0	9	0	7	0	0	7	0	0	0	0	0	3	7	0	0	10	26
07:00 AM	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	9
07:15 AM	5	0	7	0	12	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	17
07:30 AM	8	0	3	0	11	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	20
07:45 AM	7	0	4	0	11	0	2	2	0	4	0	0	0	0	0	0	9	0	0	9	24
Total	23	0	15	0	38	0	7	4	0	11	0	0	0	0	0	0	21	0	0	21	70
08:00 AM	2	0	1	0	3	0	2	6	0	8	0	0	0	0	0	1	9	0	0	10	21
08:15 AM	12	0	5	0	17	0	1	3	0	4	0	0	0	0	0	1	4	0	0	5	26
08:30 AM	3	0	3	0	6	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	17
08:45 AM	7	0	2	0	9	0	1	3	0	4	0	0	0	0	0	2	7	0	0	9	22
Total	24	0	11	0	35	0	5	12	0	17	0	0	0	0	0	4	30	0	0	34	86
09:00 AM	8	0	5	0	13	0	3	2	0	5	0	0	0	0	0	0	4	0	0	4	22
09:15 AM	6	0	3	0	9	0	1	1	0	2	0	0	0	0	0	1	8	0	0	9	20
09:30 AM	5	0	1	0	6	0	3	2	0	5	0	0	0	0	0	3	7	0	0	10	21
09:45 AM	7	0	5	0	12	0	2	1	0	3	0	0	0	0	0	0	8	0	0	8	23
Total	26	0	14	0	40	0	9	6	0	15	0	0	0	0	0	4	27	0	0	31	86
Grand Total	79	0	43	0	122	0	28	22	0	50	0	0	0	0	0	11	85	0	0	96	268
Apprch %	64.8	0	35.2	0		0	56	44	0		0	0	0	0		11.5	88.5	0	0		
Total %	29.5	0	16	0	45.5	0	10.4	8.2	0	18.7	0	0	0	0	0	4.1	31.7	0	0	35.8	

	I-295 Off Ramp Southbound				Gate Parkway Westbound				I-295 On Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	0	3	11	0	**3**	1	4	0	0	0	0	0	5	0	5	20
07:45 AM	7	0	4	11	0	2	2	4	0	0	0	0	0	**9**	0	9	24
08:00 AM	2	0	1	3	0	2	**6**	**8**	0	0	0	0	**1**	9	0	**10**	21
08:15 AM	**12**	0	**5**	**17**	0	1	3	4	0	0	0	0	1	4	0	5	**26**
Total Volume	29	0	13	42	0	8	12	20	0	0	0	0	2	27	0	29	91
% App. Total	69	0	31		0	40	60		0	0	0		6.9	93.1	0		
PHF	.604	.000	.650	.618	.000	.667	.500	.625	.000	.000	.000	.000	.500	.750	.000	.725	.875

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File Name : T7-Gate Pkwy and I-295 SB Ramps AM
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Groups Printed- Combined

	I-295 Off Ramp Southbound					Gate Parkway Westbound					I-295 On Ramp Northbound					Gate Parkway 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
06:00 AM	11	0	10	0	21	0	21	3	0	24	0	0	0	1	1	13	19	0	0	32	78
06:15 AM	19	0	29	0	48	0	52	1	0	53	0	0	0	0	0	20	35	0	0	55	156
06:30 AM	39	0	55	0	94	0	80	3	0	83	0	0	0	0	0	30	64	0	0	94	271
06:45 AM	74	0	99	0	173	0	107	6	0	113	0	0	0	0	0	34	79	0	0	113	399
Total	143	0	193	0	336	0	260	13	0	273	0	0	0	1	1	97	197	0	0	294	904
07:00 AM	65	0	52	0	117	0	127	12	0	139	0	0	0	0	0	34	76	0	0	110	366
07:15 AM	64	0	59	0	123	0	170	14	0	184	0	0	0	0	0	45	79	0	0	124	431
07:30 AM	83	0	78	0	161	0	179	14	0	193	0	0	0	2	2	45	106	0	0	151	507
07:45 AM	99	0	70	0	169	0	186	7	0	193	0	0	0	0	0	33	93	0	0	126	488
Total	311	0	259	0	570	0	662	47	0	709	0	0	0	2	2	157	354	0	0	511	1792
08:00 AM	130	1	80	0	211	0	177	11	0	188	0	0	0	1	1	32	110	0	0	142	542
08:15 AM	115	0	79	0	194	0	199	12	0	211	0	0	0	0	0	48	115	0	0	163	568
08:30 AM	85	0	81	0	166	0	147	3	0	150	0	0	0	2	2	33	91	0	0	124	442
08:45 AM	96	0	68	0	164	0	191	7	0	198	0	0	0	0	0	45	75	0	0	120	482
Total	426	1	308	0	735	0	714	33	0	747	0	0	0	3	3	158	391	0	0	549	2034
09:00 AM	97	0	61	0	158	0	161	8	0	169	0	0	0	1	1	30	78	1	0	109	437
09:15 AM	64	3	55	0	122	0	94	9	0	103	0	0	0	2	2	32	84	0	0	116	343
09:30 AM	57	0	55	0	112	0	95	15	0	110	0	0	0	1	1	33	79	1	0	113	336
09:45 AM	53	0	57	0	110	0	100	11	0	111	0	0	0	1	1	28	57	0	0	85	307
Total	271	3	228	0	502	0	450	43	0	493	0	0	0	5	5	123	298	2	0	423	1423
Grand Total	1151	4	988	0	2143	0	2086	136	0	2222	0	0	0	11	11	535	1240	2	0	1777	6153
Apprch %	53.7	0.2	46.1	0		0	93.9	6.1	0		0	0	0	100		30.1	69.8	0.1	0		
Total %	18.7	0.1	16.1	0	34.8	0	33.9	2.2	0	36.1	0	0	0	0.2	0.2	8.7	20.2	0	0	28.9	

	I-295 Off Ramp Southbound				Gate Parkway Westbound				I-295 On Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	83	0	78	161	0	179	**14**	193	0	0	0	0	45	106	0	151	505
07:45 AM	99	0	70	169	0	186	7	193	0	0	0	0	33	93	0	126	488
08:00 AM	**130**	**1**	**80**	**211**	0	177	11	188	0	0	0	0	32	110	0	142	541
08:15 AM	115	0	79	194	0	**199**	12	**211**	0	0	0	0	**48**	**115**	0	**163**	**568**
Total Volume	427	1	307	735	0	741	44	785	0	0	0	0	158	424	0	582	2102
% App. Total	58.1	0.1	41.8		0	94.4	5.6		0	0	0		27.1	72.9	0		
PHF	.821	.250	.959	.871	.000	.931	.786	.930	.000	.000	.000	.000	.823	.922	.000	.893	.925

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Groups Printed- Car

	I-295 Off Ramp Southbound					Gate Parkway Westbound					I-295 On Ramp Northbound					Gate Parkway 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
03:00 PM	88	4	96	0	188	0	55	9	0	64	0	0	0	0	0	110	98	0	0	208	460
03:15 PM	113	6	110	0	229	0	74	9	0	83	0	0	0	1	1	101	108	0	0	209	522
03:30 PM	130	6	109	0	245	0	68	12	0	80	0	0	0	0	0	112	104	0	0	216	541
03:45 PM	158	5	121	0	284	0	57	12	0	69	0	0	0	0	0	145	88	1	0	234	587
Total	489	21	436	0	946	0	254	42	0	296	0	0	0	1	1	468	398	1	0	867	2110
04:00 PM	140	6	113	0	259	0	69	8	0	77	0	0	0	0	0	227	122	0	0	349	685
04:15 PM	161	7	140	0	308	0	71	6	0	77	0	0	0	0	0	238	126	0	0	364	749
04:30 PM	172	17	124	0	313	0	59	4	0	63	0	0	0	0	0	253	145	0	0	398	774
04:45 PM	147	9	149	0	305	0	59	5	0	64	0	0	0	0	0	280	142	0	0	422	791
Total	620	39	526	0	1185	0	258	23	0	281	0	0	0	0	0	998	535	0	0	1533	2999
05:00 PM	143	8	154	0	305	0	74	5	0	79	0	0	0	0	0	290	178	0	0	468	852
05:15 PM	161	6	140	0	307	0	54	6	0	60	0	0	0	1	1	292	171	0	0	463	831
05:30 PM	124	5	131	0	260	0	120	6	0	126	1	0	0	1	2	234	191	0	0	425	813
05:45 PM	159	4	143	0	306	0	61	5	0	66	0	0	0	0	0	187	145	0	0	332	704
Total	587	23	568	0	1178	0	309	22	0	331	1	0	0	2	3	1003	685	0	0	1688	3200
06:00 PM	131	7	107	0	245	0	80	5	0	85	0	0	0	0	0	185	117	0	0	302	632
06:15 PM	72	3	90	0	165	0	83	7	0	90	0	0	0	2	2	135	123	0	0	258	515
06:30 PM	53	0	79	0	132	0	66	5	0	71	0	0	0	5	5	95	82	0	0	177	385
06:45 PM	51	0	80	0	131	0	37	4	0	41	0	0	0	0	0	79	78	0	0	157	329
Total	307	10	356	0	673	0	266	21	0	287	0	0	0	7	7	494	400	0	0	894	1861
Grand Total	2003	93	1886	0	3982	0	1087	108	0	1195	1	0	0	10	11	2963	2018	1	0	4982	10170
Apprch %	50.3	2.3	47.4	0		0	91	9	0		9.1	0	0	90.9		59.5	40.5	0	0		
Total %	19.7	0.9	18.5	0	39.2	0	10.7	1.1	0	11.8	0	0	0	0.1	0.1	29.1	19.8	0	0	49	

	I-295 Off Ramp Southbound				Gate Parkway Westbound				I-295 On Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	147	**9**	149	305	0	59	5	64	0	0	0	0	280	142	0	422	791
05:00 PM	143	8	**154**	305	0	74	5	79	0	0	0	0	290	178	0	**468**	**852**
05:15 PM	**161**	6	140	**307**	0	54	**6**	60	0	0	0	0	**292**	171	0	463	830
05:30 PM	124	5	131	260	0	**120**	6	**126**	**1**	0	0	**1**	234	**191**	0	425	812
Total Volume	575	28	574	1177	0	307	22	329	1	0	0	1	1096	682	0	1778	3285
% App. Total	48.9	2.4	48.8		0	93.3	6.7		100	0	0		61.6	38.4	0		
PHF	.893	.778	.932	.958	.000	.640	.917	.653	.250	.000	.000	.250	.938	.893	.000	.950	.964

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Groups Printed- Truck

	I-295 Off Ramp Southbound					Gate Parkway Westbound					I-295 On Ramp Northbound					Gate Parkway 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
03:00 PM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
03:15 PM	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	8
03:30 PM	2	0	5	0	7	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	10
03:45 PM	2	0	3	0	5	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	8
Total	5	0	12	0	17	0	5	4	0	9	0	0	0	0	0	1	5	0	0	6	32
04:00 PM	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	9
04:15 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	8
04:30 PM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	8
04:45 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5
Total	2	1	9	0	12	0	5	3	0	8	0	0	0	0	0	0	10	0	0	10	30
05:00 PM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	2	1	0	0	3	8
05:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	1	0	5	0	6	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	10
05:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	3	0	7	0	10	0	7	1	0	8	0	0	0	0	0	4	3	0	0	7	25
06:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	5	0	0	6	10
Grand Total	10	1	29	0	40	0	19	9	0	28	0	0	0	0	0	6	23	0	0	29	97
Apprch %	25	2.5	72.5	0		0	67.9	32.1	0		0	0	0	0		20.7	79.3	0	0		
Total %	10.3	1	29.9	0	41.2	0	19.6	9.3	0	28.9	0	0	0	0	0	6.2	23.7	0	0	29.9	

	I-295 Off Ramp Southbound				Gate Parkway Westbound				I-295 On Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	0	2	3	0	0	1	1	0	0	0	0	**1**	**3**	0	**4**	8
03:30 PM	**2**	0	**5**	**7**	0	**2**	1	**3**	0	0	0	0	0	0	0	0	**10**
03:45 PM	2	0	3	5	0	0	**2**	2	0	0	0	0	0	1	0	1	8
04:00 PM	0	0	5	5	0	1	0	1	0	0	0	0	0	3	0	3	9
Total Volume	5	0	15	20	0	3	4	7	0	0	0	0	1	7	0	8	35
% App. Total	25	0	75		0	42.9	57.1		0	0	0		12.5	87.5	0		
PHF	.625	.000	.750	.714	.000	.375	.500	.583	.000	.000	.000	.000	.250	.583	.000	.500	.875

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	I-295 Off Ramp Southbound					Gate Parkway Westbound					I-295 On Ramp Northbound					Gate Parkway 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
03:00 PM	88	4	98	0	190	0	58	9	0	67	0	0	0	0	0	110	99	0	0	209	466
03:15 PM	114	6	112	0	232	0	74	10	0	84	0	0	0	1	1	102	111	0	0	213	530
03:30 PM	132	6	114	0	252	0	70	13	0	83	0	0	0	0	0	112	104	0	0	216	551
03:45 PM	160	5	124	0	289	0	57	14	0	71	0	0	0	0	0	145	89	1	0	235	595
Total	494	21	448	0	963	0	259	46	0	305	0	0	0	1	1	469	403	1	0	873	2142
04:00 PM	140	6	118	0	264	0	70	8	0	78	0	0	0	0	0	227	125	0	0	352	694
04:15 PM	161	7	142	0	310	0	71	8	0	79	0	0	0	0	0	238	130	0	0	368	757
04:30 PM	174	17	125	0	316	0	62	4	0	66	0	0	0	0	0	253	147	0	0	400	782
04:45 PM	147	10	150	0	307	0	60	6	0	66	0	0	0	0	0	280	143	0	0	423	796
Total	622	40	535	0	1197	0	263	26	0	289	0	0	0	0	0	998	545	0	0	1543	3029
05:00 PM	144	8	154	0	306	0	77	6	0	83	0	0	0	0	0	292	179	0	0	471	860
05:15 PM	161	6	141	0	308	0	56	6	0	62	0	0	0	1	1	292	171	0	0	463	834
05:30 PM	125	5	136	0	266	0	122	6	0	128	1	0	0	1	2	236	191	0	0	427	823
05:45 PM	160	4	144	0	308	0	61	5	0	66	0	0	0	0	0	187	147	0	0	334	708
Total	590	23	575	0	1188	0	316	23	0	339	1	0	0	2	3	1007	688	0	0	1695	3225
06:00 PM	131	7	108	0	246	0	81	5	0	86	0	0	0	0	0	186	118	0	0	304	636
06:15 PM	72	3	90	0	165	0	84	7	0	91	0	0	0	2	2	135	124	0	0	259	517
06:30 PM	53	0	79	0	132	0	66	5	0	71	0	0	0	5	5	95	83	0	0	178	386
06:45 PM	51	0	80	0	131	0	37	5	0	42	0	0	0	0	0	79	80	0	0	159	332
Total	307	10	357	0	674	0	268	22	0	290	0	0	0	7	7	495	405	0	0	900	1871
Grand Total	2013	94	1915	0	4022	0	1106	117	0	1223	1	0	0	10	11	2969	2041	1	0	5011	10267
Apprch %	50	2.3	47.6	0		0	90.4	9.6	0		9.1	0	0	90.9		59.2	40.7	0	0		
Total %	19.6	0.9	18.7	0	39.2	0	10.8	1.1	0	11.9	0	0	0	0.1	0.1	28.9	19.9	0	0	48.8	

	I-295 Off Ramp Southbound				Gate Parkway Westbound				I-295 On Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	147	**10**	150	307	0	60	**6**	66	0	0	0	0	280	143	0	423	796
05:00 PM	144	8	**154**	306	0	77	6	83	0	0	0	0	**292**	179	0	**471**	**860**
05:15 PM	**161**	6	141	**308**	0	56	6	62	0	0	0	0	292	171	0	463	833
05:30 PM	125	5	136	266	0	**122**	6	**128**	**1**	0	0	**1**	236	**191**	0	427	822
Total Volume	577	29	581	1187	0	315	24	339	1	0	0	1	1100	684	0	1784	3311
% App. Total	48.6	2.4	48.9		0	92.9	7.1		100	0	0		61.7	38.3	0		
PHF	.896	.725	.943	.963	.000	.645	1.00	.662	.250	.000	.000	.250	.942	.895	.000	.947	.963

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Groups Printed- Car

	I-295 NB On Ramp Southbound					Gate Parkway Westbound					I-295 NB Off Ramp Northbound					Gate Parkway 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
06:00 AM	0	0	0	0	0	33	6	0	0	39	2	5	18	1	26	0	11	16	0	27	92
06:15 AM	0	0	0	0	0	38	8	0	0	46	5	2	43	0	50	0	30	34	0	64	160
06:30 AM	0	0	0	0	0	63	19	0	0	82	15	1	68	0	84	0	63	46	0	109	275
06:45 AM	0	0	0	0	0	80	26	0	0	106	21	2	82	0	105	0	120	54	0	174	385
Total	0	0	0	0	0	214	59	0	0	273	43	10	211	1	265	0	224	150	0	374	912
07:00 AM	0	0	0	0	0	125	50	0	0	175	17	0	95	1	113	0	59	63	0	122	410
07:15 AM	0	0	0	0	0	146	70	0	0	216	10	0	111	0	121	0	63	69	0	132	469
07:30 AM	0	0	0	0	0	176	54	0	0	230	10	1	140	2	153	0	89	82	0	171	554
07:45 AM	0	0	0	0	0	104	51	0	0	155	7	3	143	0	153	0	91	69	0	160	468
Total	0	0	0	0	0	551	225	0	0	776	44	4	489	3	540	0	302	283	0	585	1901
08:00 AM	0	0	0	0	0	128	46	0	0	174	12	1	132	1	146	0	106	71	0	177	497
08:15 AM	0	0	0	0	0	129	66	0	0	195	12	2	125	0	139	0	97	94	0	191	525
08:30 AM	0	0	0	0	0	101	51	0	0	152	13	1	113	2	129	0	91	65	0	156	437
08:45 AM	0	0	0	0	0	99	67	0	0	166	8	2	130	0	140	0	82	50	0	132	438
Total	0	0	0	0	0	457	230	0	0	687	45	6	500	3	554	0	376	280	0	656	1897
09:00 AM	0	0	0	0	0	85	50	0	0	135	11	2	99	1	113	0	82	50	0	132	380
09:15 AM	0	0	0	0	0	70	32	0	0	102	19	1	66	2	88	0	81	55	0	136	326
09:30 AM	0	0	0	0	0	82	38	0	0	120	20	0	61	1	82	0	67	60	0	127	329
09:45 AM	0	0	0	0	0	61	41	0	0	102	12	1	61	1	75	0	66	36	0	102	279
Total	0	0	0	0	0	298	161	0	0	459	62	4	287	5	358	0	296	201	0	497	1314
Grand Total	0	0	0	0	0	1520	675	0	0	2195	194	24	1487	12	1717	0	1198	914	0	2112	6024
Apprch %	0	0	0	0		69.2	30.8	0	0		11.3	1.4	86.6	0.7		0	56.7	43.3	0		
Total %	0	0	0	0	0	25.2	11.2	0	0	36.4	3.2	0.4	24.7	0.2	28.5	0	19.9	15.2	0	35.1	

	I-295 NB On Ramp Southbound				Gate Parkway Westbound				I-295 NB Off Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**176**	54	0	**230**	10	1	140	151	0	89	82	171	**552**
07:45 AM	0	0	0	0	104	51	0	155	7	**3**	**143**	**153**	0	91	69	160	468
08:00 AM	0	0	0	0	128	46	0	174	**12**	1	132	145	0	**106**	71	177	496
08:15 AM	0	0	0	0	129	**66**	0	195	12	2	125	139	0	97	**94**	**191**	525
Total Volume	0	0	0	0	537	217	0	754	41	7	540	588	0	383	316	699	2041
% App. Total	0	0	0		71.2	28.8	0		7	1.2	91.8		0	54.8	45.2		
PHF	.000	.000	.000	.000	.763	.822	.000	.820	.854	.583	.944	.961	.000	.903	.840	.915	.924

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File Name : T8-Gate Pkwy and I-295 NB Ramps AM
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Groups Printed- Truck

	I-295 NB On Ramp Southbound					Gate Parkway Westbound					I-295 NB Off Ramp Northbound					Gate Parkway 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
06:00 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	1	1	0	2	5
06:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
06:45 AM	0	0	0	0	0	3	3	0	0	6	2	0	1	0	3	0	2	2	0	4	13
Total	0	0	0	0	0	6	5	0	0	11	4	0	2	0	6	0	7	3	0	10	27
07:00 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	3	0	5	8
07:15 AM	0	0	0	0	0	16	1	0	0	17	1	0	0	0	1	0	5	3	0	8	26
07:30 AM	0	0	0	0	0	2	1	0	0	3	0	0	3	0	3	0	7	4	0	11	17
07:45 AM	0	0	0	0	0	8	3	0	0	11	0	0	1	0	1	0	4	9	0	13	25
Total	0	0	0	0	0	28	6	0	0	34	1	0	4	0	5	0	18	19	0	37	76
08:00 AM	0	0	0	0	0	3	5	0	0	8	0	0	3	0	3	0	1	8	0	9	20
08:15 AM	0	0	0	0	0	5	1	0	0	6	0	0	3	0	3	0	6	4	0	10	19
08:30 AM	0	0	0	0	0	5	0	0	0	5	0	0	1	0	1	0	4	9	0	13	19
08:45 AM	0	0	0	0	0	5	1	0	0	6	3	0	3	0	6	0	4	4	0	8	20
Total	0	0	0	0	0	18	7	0	0	25	3	0	10	0	13	0	15	25	0	40	78
09:00 AM	0	0	0	0	0	1	2	0	0	3	2	1	3	0	6	0	3	4	0	7	16
09:15 AM	0	0	0	0	0	4	0	0	0	4	1	0	2	0	3	0	4	6	0	10	17
09:30 AM	0	0	0	0	0	4	2	0	0	6	1	0	3	0	4	0	2	8	0	10	20
09:45 AM	0	0	0	0	0	3	0	0	0	3	2	0	3	0	5	0	5	7	0	12	20
Total	0	0	0	0	0	12	4	0	0	16	6	1	11	0	18	0	14	25	0	39	73
Grand Total	0	0	0	0	0	64	22	0	0	86	14	1	27	0	42	0	54	72	0	126	254
Apprch %	0	0	0	0		74.4	25.6	0	0		33.3	2.4	64.3	0		0	42.9	57.1	0		
Total %	0	0	0	0	0	25.2	8.7	0	0	33.9	5.5	0.4	10.6	0	16.5	0	21.3	28.3	0	49.6	

	I-295 NB On Ramp Southbound				Gate Parkway Westbound				I-295 NB Off Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**16**	1	0	**17**	**1**	0	0	1	0	5	3	8	**26**
07:30 AM	0	0	0	0	2	1	0	3	0	0	**3**	**3**	0	**7**	4	11	17
07:45 AM	0	0	0	0	8	3	0	11	0	0	1	1	0	4	**9**	**13**	25
08:00 AM	0	0	0	0	3	**5**	0	8	0	0	3	3	0	1	8	9	20
Total Volume	0	0	0	0	29	10	0	39	1	0	7	8	0	17	24	41	88
% App. Total	0	0	0		74.4	25.6	0		12.5	0	87.5		0	41.5	58.5		
PHF	.000	.000	.000	.000	.453	.500	.000	.574	.250	.000	.583	.667	.000	.607	.667	.788	.846

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Groups Printed- Combined

	I-295 NB On Ramp Southbound					Gate Parkway Westbound					I-295 NB Off Ramp Northbound					Gate Parkway 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
06:00 AM	0	0	0	0	0	35	6	0	0	41	3	5	18	1	27	0	11	16	0	27	95
06:15 AM	0	0	0	0	0	39	9	0	0	48	5	2	44	0	51	0	31	35	0	66	165
06:30 AM	0	0	0	0	0	63	20	0	0	83	16	1	68	0	85	0	67	46	0	113	281
06:45 AM	0	0	0	0	0	83	29	0	0	112	23	2	83	0	108	0	122	56	0	178	398
Total	0	0	0	0	0	220	64	0	0	284	47	10	213	1	271	0	231	153	0	384	939
07:00 AM	0	0	0	0	0	127	51	0	0	178	17	0	95	1	113	0	61	66	0	127	418
07:15 AM	0	0	0	0	0	162	71	0	0	233	11	0	111	0	122	0	68	72	0	140	495
07:30 AM	0	0	0	0	0	178	55	0	0	233	10	1	143	2	156	0	96	86	0	182	571
07:45 AM	0	0	0	0	0	112	54	0	0	166	7	3	144	0	154	0	95	78	0	173	493
Total	0	0	0	0	0	579	231	0	0	810	45	4	493	3	545	0	320	302	0	622	1977
08:00 AM	0	0	0	0	0	131	51	0	0	182	12	1	135	1	149	0	107	79	0	186	517
08:15 AM	0	0	0	0	0	134	67	0	0	201	12	2	128	0	142	0	103	98	0	201	544
08:30 AM	0	0	0	0	0	106	51	0	0	157	13	1	114	2	130	0	95	74	0	169	456
08:45 AM	0	0	0	0	0	104	68	0	0	172	11	2	133	0	146	0	86	54	0	140	458
Total	0	0	0	0	0	475	237	0	0	712	48	6	510	3	567	0	391	305	0	696	1975
09:00 AM	0	0	0	0	0	86	52	0	0	138	13	3	102	1	119	0	85	54	0	139	396
09:15 AM	0	0	0	0	0	74	32	0	0	106	20	1	68	2	91	0	85	61	0	146	343
09:30 AM	0	0	0	0	0	86	40	0	0	126	21	0	64	1	86	0	69	68	0	137	349
09:45 AM	0	0	0	0	0	64	41	0	0	105	14	1	64	1	80	0	71	43	0	114	299
Total	0	0	0	0	0	310	165	0	0	475	68	5	298	5	376	0	310	226	0	536	1387
Grand Total	0	0	0	0	0	1584	697	0	0	2281	208	25	1514	12	1759	0	1252	986	0	2238	6278
Apprch %	0	0	0	0		69.4	30.6	0	0		11.8	1.4	86.1	0.7		0	55.9	44.1	0		
Total %	0	0	0	0	0	25.2	11.1	0	0	36.3	3.3	0.4	24.1	0.2	28	0	19.9	15.7	0	35.6	

	I-295 NB On Ramp Southbound				Gate Parkway Westbound				I-295 NB Off Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**178**	55	0	**233**	10	1	143	**154**	0	96	86	182	**569**
07:45 AM	0	0	0	0	112	54	0	166	7	**3**	**144**	154	0	95	78	173	493
08:00 AM	0	0	0	0	131	51	0	182	**12**	1	135	148	0	**107**	79	186	516
08:15 AM	0	0	0	0	134	**67**	0	201	12	2	128	142	0	103	**98**	**201**	544
Total Volume	0	0	0	0	555	227	0	782	41	7	550	598	0	401	341	742	2122
% App. Total	0	0	0		71	29	0		6.9	1.2	92		0	54	46		
PHF	.000	.000	.000	.000	.779	.847	.000	.839	.854	.583	.955	.971	.000	.937	.870	.923	.932

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Groups Printed- Car

	I-295 NB On Ramp Southbound					Gate Parkway Westbound					I-295 NB Off Ramp Northbound					Gate Parkway 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
03:00 PM	0	0	0	0	0	61	28	0	0	89	11	1	35	0	47	0	122	71	0	193	329
03:15 PM	0	0	0	0	0	70	36	0	0	106	7	0	48	1	56	0	136	82	0	218	380
03:30 PM	0	0	0	0	0	62	36	0	1	99	11	2	43	1	57	0	139	68	0	207	363
03:45 PM	0	0	0	0	0	86	33	0	1	120	11	4	38	1	54	0	147	59	0	206	380
Total	0	0	0	0	0	279	133	0	2	414	40	7	164	3	214	0	544	280	0	824	1452
04:00 PM	0	0	0	0	0	98	34	0	0	132	9	1	37	0	47	0	157	81	0	238	417
04:15 PM	0	0	0	0	0	95	32	0	1	128	10	2	43	0	55	0	183	87	0	270	453
04:30 PM	0	0	0	0	0	108	31	0	0	139	6	2	32	0	40	0	174	89	0	263	442
04:45 PM	0	0	0	0	0	112	34	0	0	146	8	4	33	0	45	0	208	82	0	290	481
Total	0	0	0	0	0	413	131	0	1	545	33	9	145	0	187	0	722	339	0	1061	1793
05:00 PM	0	0	0	0	0	126	38	0	0	164	11	2	33	0	46	0	224	113	0	337	547
05:15 PM	0	0	0	0	0	121	30	0	0	151	10	20	33	2	65	0	231	84	0	315	531
05:30 PM	0	0	0	0	0	159	57	0	0	216	10	21	61	0	92	0	220	107	0	327	635
05:45 PM	0	0	0	0	0	121	35	0	0	156	10	27	29	0	66	0	219	75	0	294	516
Total	0	0	0	0	0	527	160	0	0	687	41	70	156	2	269	0	894	379	0	1273	2229
06:00 PM	0	0	0	0	0	95	37	0	0	132	6	11	43	0	60	0	167	55	0	222	414
06:15 PM	0	0	0	0	0	78	38	0	0	116	2	3	50	2	57	0	145	74	0	219	392
06:30 PM	0	0	0	0	0	55	28	0	0	83	2	1	39	5	47	0	109	52	0	161	291
06:45 PM	0	0	0	0	0	63	16	0	0	79	10	1	25	0	36	0	106	50	0	156	271
Total	0	0	0	0	0	291	119	0	0	410	20	16	157	7	200	0	527	231	0	758	1368
Grand Total	0	0	0	0	0	1510	543	0	3	2056	134	102	622	12	870	0	2687	1229	0	3916	6842
Apprch %	0	0	0	0		73.4	26.4	0	0.1		15.4	11.7	71.5	1.4		0	68.6	31.4	0		
Total %	0	0	0	0	0	22.1	7.9	0	0	30	2	1.5	9.1	0.2	12.7	0	39.3	18	0	57.2	

	I-295 NB On Ramp Southbound				Gate Parkway Westbound				I-295 NB Off Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	126	38	0	164	**11**	2	33	46	0	224	**113**	**337**	547
05:15 PM	0	0	0	0	121	30	0	151	10	20	33	63	0	**231**	84	315	529
05:30 PM	0	0	0	0	**159**	**57**	0	**216**	10	21	**61**	**92**	0	220	107	327	**635**
05:45 PM	0	0	0	0	121	35	0	156	10	**27**	29	66	0	219	75	294	516
Total Volume	0	0	0	0	527	160	0	687	41	70	156	267	0	894	379	1273	2227
% App. Total	0	0	0		76.7	23.3	0		15.4	26.2	58.4		0	70.2	29.8		
PHF	.000	.000	.000	.000	.829	.702	.000	.795	.932	.648	.639	.726	.000	.968	.838	.944	.877

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Groups Printed- Truck

	I-295 NB On Ramp Southbound					Gate Parkway Westbound					I-295 NB Off Ramp Northbound					Gate Parkway 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
03:00 PM	0	0	0	0	0	3	1	0	0	4	0	0	2	0	2	0	3	0	0	3	9
03:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	2	3	0	5	8
03:30 PM	0	0	0	0	0	5	3	0	0	8	2	0	1	0	3	0	3	0	0	3	14
03:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	1	0	1	0	7	0	0	7	12
Total	0	0	0	0	0	14	4	0	0	18	2	0	5	0	7	0	15	3	0	18	43
04:00 PM	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	7	1	0	8	15
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	3	0	7	9
04:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	1	0	1	0	2	1	0	3	8
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	1	2	0	5	0	2	0	0	2	9
Total	0	0	0	0	0	9	5	0	0	14	2	1	4	0	7	0	15	5	0	20	41
05:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	0	1	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	1	0	6	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
Total	0	0	0	0	0	0	3	0	0	3	1	1	4	0	6	0	9	2	0	11	20
06:00 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	1	1	1	0	3	0	4	2	0	6	11
Grand Total	0	0	0	0	0	23	14	0	0	37	6	3	14	0	23	0	43	12	0	55	115
Apprch %	0	0	0	0		62.2	37.8	0	0		26.1	13	60.9	0		0	78.2	21.8	0		
Total %	0	0	0	0	0	20	12.2	0	0	32.2	5.2	2.6	12.2	0	20	0	37.4	10.4	0	47.8	

	I-295 NB On Ramp Southbound				Gate Parkway Westbound				I-295 NB Off Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	5	**3**	0	**8**	**2**	0	**1**	**3**	0	3	0	3	14
03:45 PM	0	0	0	0	4	0	0	4	0	0	1	1	0	**7**	0	7	12
04:00 PM	0	0	0	0	**6**	1	0	7	0	0	0	0	0	7	1	**8**	**15**
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	4	**3**	7	9
Total Volume	0	0	0	0	15	5	0	20	2	0	3	5	0	21	4	25	50
% App. Total	0	0	0		75	25	0		40	0	60		0	84	16		
PHF	.000	.000	.000	.000	.625	.417	.000	.625	.250	.000	.750	.417	.000	.750	.333	.781	.833

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Peggy Malone & Associates, Inc.
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File Name : T8-Gate Pkwy and I-295 NB Ramps PM
Site Code :
Start Date : 5/14/2019
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Groups Printed- Combined

	I-295 NB On Ramp Southbound					Gate Parkway Westbound					I-295 NB Off Ramp Northbound					Gate Parkway 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
03:00 PM	0	0	0	0	0	64	29	0	0	93	11	1	37	0	49	0	125	71	0	196	338
03:15 PM	0	0	0	0	0	72	36	0	0	108	7	0	49	1	57	0	138	85	0	223	388
03:30 PM	0	0	0	0	0	67	39	0	1	107	13	2	44	1	60	0	142	68	0	210	377
03:45 PM	0	0	0	0	0	90	33	0	1	124	11	4	39	1	55	0	154	59	0	213	392
Total	0	0	0	0	0	293	137	0	2	432	42	7	169	3	221	0	559	283	0	842	1495
04:00 PM	0	0	0	0	0	104	35	0	0	139	9	1	37	0	47	0	164	82	0	246	432
04:15 PM	0	0	0	0	0	95	33	0	1	129	10	2	44	0	56	0	187	90	0	277	462
04:30 PM	0	0	0	0	0	110	33	0	0	143	6	2	33	0	41	0	176	90	0	266	450
04:45 PM	0	0	0	0	0	113	35	0	0	148	10	5	35	0	50	0	210	82	0	292	490
Total	0	0	0	0	0	422	136	0	1	559	35	10	149	0	194	0	737	344	0	1081	1834
05:00 PM	0	0	0	0	0	126	40	0	0	166	12	2	35	0	49	0	225	113	0	338	553
05:15 PM	0	0	0	0	0	121	30	0	0	151	10	20	34	2	66	0	232	84	0	316	533
05:30 PM	0	0	0	0	0	159	58	0	0	217	10	21	62	0	93	0	225	108	0	333	643
05:45 PM	0	0	0	0	0	121	35	0	0	156	10	28	29	0	67	0	221	76	0	297	520
Total	0	0	0	0	0	527	163	0	0	690	42	71	160	2	275	0	903	381	0	1284	2249
06:00 PM	0	0	0	0	0	95	38	0	0	133	7	12	43	0	62	0	169	55	0	224	419
06:15 PM	0	0	0	0	0	78	38	0	0	116	2	3	51	2	58	0	146	74	0	220	394
06:30 PM	0	0	0	0	0	55	28	0	0	83	2	1	39	5	47	0	109	53	0	162	292
06:45 PM	0	0	0	0	0	63	17	0	0	80	10	1	25	0	36	0	107	51	0	158	274
Total	0	0	0	0	0	291	121	0	0	412	21	17	158	7	203	0	531	233	0	764	1379
Grand Total	0	0	0	0	0	1533	557	0	3	2093	140	105	636	12	893	0	2730	1241	0	3971	6957
Apprch %	0	0	0	0		73.2	26.6	0	0.1		15.7	11.8	71.2	1.3		0	68.7	31.3	0		
Total %	0	0	0	0	0	22	8	0	0	30.1	2	1.5	9.1	0.2	12.8	0	39.2	17.8	0	57.1	

	I-295 NB On Ramp Southbound				Gate Parkway Westbound				I-295 NB Off Ramp Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	126	40	0	166	**12**	2	35	49	0	225	**113**	**338**	553
05:15 PM	0	0	0	0	121	30	0	151	10	20	34	64	0	**232**	84	316	531
05:30 PM	0	0	0	0	**159**	**58**	0	**217**	10	21	**62**	**93**	0	225	108	333	**643**
05:45 PM	0	0	0	0	121	35	0	156	10	**28**	29	67	0	221	76	297	520
Total Volume	0	0	0	0	527	163	0	690	42	71	160	273	0	903	381	1284	2247
% App. Total	0	0	0		76.4	23.6	0		15.4	26	58.6		0	70.3	29.7		
PHF	.000	.000	.000	.000	.829	.703	.000	.795	.875	.634	.645	.734	.000	.973	.843	.950	.874

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File Name : T9-Town Center Pkwy and I-295 NB_SB Ramps AM
Site Code :
Start Date : 5/15/2019
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Groups Printed- Car

	I-295 North Ramps Southbound					UNF Drive Westbound					I-295 South Ramps Northbound					Town Center Pkwy 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
06:00 AM	18	0	3	0	21	1	4	1	0	6	4	0	27	0	31	24	5	11	0	40	98
06:15 AM	35	0	2	0	37	0	7	1	0	8	4	0	52	0	56	44	10	18	0	72	173
06:30 AM	65	0	16	0	81	0	4	0	0	4	20	0	76	0	96	58	4	20	0	82	263
06:45 AM	83	0	11	0	94	4	10	0	0	14	32	0	75	0	107	84	16	21	0	121	336
Total	201	0	32	0	233	5	25	2	0	32	60	0	230	0	290	210	35	70	0	315	870
07:00 AM	99	0	16	0	115	0	9	4	0	13	33	0	94	0	127	68	19	29	0	116	371
07:15 AM	96	0	18	0	114	4	10	4	0	18	54	0	105	0	159	124	18	36	0	178	469
07:30 AM	114	0	23	0	137	11	17	3	0	31	59	0	108	0	167	107	45	39	0	191	526
07:45 AM	113	0	37	0	150	3	33	1	0	37	71	0	124	1	196	128	53	43	0	224	607
Total	422	0	94	0	516	18	69	12	0	99	217	0	431	1	649	427	135	147	0	709	1973
08:00 AM	122	0	31	0	153	7	33	12	0	52	45	0	121	0	166	117	25	39	0	181	552
08:15 AM	90	0	21	0	111	11	24	10	0	45	83	0	163	0	246	81	37	26	0	144	546
08:30 AM	120	0	41	1	162	14	14	18	0	46	88	0	156	0	244	91	34	23	0	148	600
08:45 AM	140	0	48	0	188	5	29	8	0	42	82	0	158	0	240	93	42	45	0	180	650
Total	472	0	141	1	614	37	100	48	0	185	298	0	598	0	896	382	138	133	0	653	2348
09:00 AM	96	0	11	1	108	5	23	4	0	32	44	0	115	0	159	87	27	31	0	145	444
09:15 AM	106	0	22	0	128	4	11	4	0	19	48	0	127	0	175	104	29	29	0	162	484
09:30 AM	113	0	14	0	127	1	21	3	0	25	41	0	134	1	176	78	33	34	0	145	473
09:45 AM	105	0	11	0	116	4	26	9	0	39	42	0	153	0	195	73	31	55	0	159	509
Total	420	0	58	1	479	14	81	20	0	115	175	0	529	1	705	342	120	149	0	611	1910
Grand Total	1515	0	325	2	1842	74	275	82	0	431	750	0	1788	2	2540	1361	428	499	0	2288	7101
Apprch %	82.2	0	17.6	0.1		17.2	63.8	19	0		29.5	0	70.4	0.1		59.5	18.7	21.8	0		
Total %	21.3	0	4.6	0	25.9	1	3.9	1.2	0	6.1	10.6	0	25.2	0	35.8	19.2	6	7	0	32.2	

	I-295 North Ramps Southbound				UNF Drive Westbound				I-295 South Ramps Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	122	0	31	153	7	**33**	12	**52**	45	0	121	166	**117**	25	39	**181**	552
08:15 AM	90	0	21	111	11	24	10	45	83	0	**163**	**246**	81	37	26	144	546
08:30 AM	120	0	41	161	**14**	14	**18**	46	**88**	0	156	244	91	34	23	148	599
08:45 AM	**140**	0	**48**	**188**	5	29	8	42	82	0	158	240	93	**42**	**45**	180	**650**
Total Volume	472	0	141	613	37	100	48	185	298	0	598	896	382	138	133	653	2347
% App. Total	77	0	23		20	54.1	25.9		33.3	0	66.7		58.5	21.1	20.4		
PHF	.843	.000	.734	.815	.661	.758	.667	.889	.847	.000	.917	.911	.816	.821	.739	.902	.903

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Groups Printed- Truck

	I-295 North Ramps Southbound					UNF Drive Westbound					I-295 South Ramps Northbound					Town Center Pkwy 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
06:15 AM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	2	0	0	0	2	5
06:30 AM	2	0	0	0	2	0	0	1	0	1	1	0	5	0	6	5	1	1	0	7	16
06:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	2	0	1	0	3	7
Total	2	0	2	0	4	0	2	1	0	3	2	0	8	0	10	11	1	2	0	14	31
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	9	0	9	1	0	1	0	2	12
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	1	1	0	5	8
07:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	4	1	0	0	5	12
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6	1	1	0	8	10
Total	1	0	0	0	1	0	2	0	0	2	1	0	18	0	19	14	3	3	0	20	42
08:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	5	0	5	6	1	1	0	8	15
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	1	0	1	0	2	9
08:30 AM	1	0	1	0	2	0	1	1	0	2	1	0	3	0	4	0	2	1	0	3	11
08:45 AM	1	0	0	0	1	1	0	1	0	2	0	0	5	0	5	5	0	2	0	7	15
Total	2	0	1	0	3	1	2	3	0	6	1	0	20	0	21	12	3	5	0	20	50
09:00 AM	0	0	0	0	0	0	3	1	0	4	2	0	3	0	5	4	2	0	0	6	15
09:15 AM	0	0	0	0	0	0	2	2	0	4	1	0	5	0	6	2	0	0	0	2	12
09:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	1	1	2	0	4	7
09:45 AM	1	0	0	0	1	2	0	0	0	2	0	0	1	0	1	3	0	2	0	5	9
Total	2	0	0	0	2	2	5	3	0	10	4	0	10	0	14	10	3	4	0	17	43
Grand Total	7	0	3	0	10	3	11	7	0	21	8	0	56	0	64	47	10	14	0	71	166
Apprch %	70	0	30	0		14.3	52.4	33.3	0		12.5	0	87.5	0		66.2	14.1	19.7	0		
Total %	4.2	0	1.8	0	6	1.8	6.6	4.2	0	12.7	4.8	0	33.7	0	38.6	28.3	6	8.4	0	42.8	

	I-295 North Ramps Southbound				UNF Drive Westbound				I-295 South Ramps Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**1**	0	**1**	**2**	0	1	1	2	1	0	3	4	0	**2**	1	3	11
08:45 AM	1	0	0	1	**1**	0	1	2	0	0	**5**	5	**5**	0	**2**	**7**	**15**
09:00 AM	0	0	0	0	0	**3**	1	**4**	**2**	0	3	5	4	2	0	6	15
09:15 AM	0	0	0	0	0	2	**2**	4	1	0	5	**6**	2	0	0	2	12
Total Volume	2	0	1	3	1	6	5	12	4	0	16	20	11	4	3	18	53
% App. Total	66.7	0	33.3		8.3	50	41.7		20	0	80		61.1	22.2	16.7		
PHF	.500	.000	.250	.375	.250	.500	.625	.750	.500	.000	.800	.833	.550	.500	.375	.643	.883

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Groups Printed- Combined

	I-295 North Ramps Southbound					UNF Drive Westbound					I-295 South Ramps Northbound					Town Center Pkwy 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
06:00 AM	18	0	3	0	21	1	4	1	0	6	4	0	28	0	32	26	5	11	0	42	101
06:15 AM	35	0	3	0	38	0	8	1	0	9	5	0	52	0	57	46	10	18	0	74	178
06:30 AM	67	0	16	0	83	0	4	1	0	5	21	0	81	0	102	63	5	21	0	89	279
06:45 AM	83	0	12	0	95	4	11	0	0	15	32	0	77	0	109	86	16	22	0	124	343
Total	203	0	34	0	237	5	27	3	0	35	62	0	238	0	300	221	36	72	0	329	901
07:00 AM	99	0	16	0	115	0	10	4	0	14	33	0	103	0	136	69	19	30	0	118	383
07:15 AM	97	0	18	0	115	4	10	4	0	18	54	0	107	0	161	127	19	37	0	183	477
07:30 AM	114	0	23	0	137	11	18	3	0	32	60	0	113	0	173	111	46	39	0	196	538
07:45 AM	113	0	37	0	150	3	33	1	0	37	71	0	126	1	198	134	54	44	0	232	617
Total	423	0	94	0	517	18	71	12	0	101	218	0	449	1	668	441	138	150	0	729	2015
08:00 AM	122	0	31	0	153	7	34	13	0	54	45	0	126	0	171	123	26	40	0	189	567
08:15 AM	90	0	21	0	111	11	24	10	0	45	83	0	170	0	253	82	37	27	0	146	555
08:30 AM	121	0	42	1	164	14	15	19	0	48	89	0	159	0	248	91	36	24	0	151	611
08:45 AM	141	0	48	0	189	6	29	9	0	44	82	0	163	0	245	98	42	47	0	187	665
Total	474	0	142	1	617	38	102	51	0	191	299	0	618	0	917	394	141	138	0	673	2398
09:00 AM	96	0	11	1	108	5	26	5	0	36	46	0	118	0	164	91	29	31	0	151	459
09:15 AM	106	0	22	0	128	4	13	6	0	23	49	0	132	0	181	106	29	29	0	164	496
09:30 AM	114	0	14	0	128	1	21	3	0	25	42	0	135	1	178	79	34	36	0	149	480
09:45 AM	106	0	11	0	117	6	26	9	0	41	42	0	154	0	196	76	31	57	0	164	518
Total	422	0	58	1	481	16	86	23	0	125	179	0	539	1	719	352	123	153	0	628	1953
Grand Total	1522	0	328	2	1852	77	286	89	0	452	758	0	1844	2	2604	1408	438	513	0	2359	7267
Apprch %	82.2	0	17.7	0.1		17	63.3	19.7	0		29.1	0	70.8	0.1		59.7	18.6	21.7	0		
Total %	20.9	0	4.5	0	25.5	1.1	3.9	1.2	0	6.2	10.4	0	25.4	0	35.8	19.4	6	7.1	0	32.5	

	I-295 North Ramps Southbound				UNF Drive Westbound				I-295 South Ramps Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	122	0	31	153	7	**34**	13	**54**	45	0	126	171	**123**	26	40	**189**	567
08:15 AM	90	0	21	111	11	24	10	45	83	0	**170**	**253**	82	37	27	146	555
08:30 AM	121	0	42	163	**14**	15	**19**	48	**89**	0	159	248	91	36	24	151	610
08:45 AM	**141**	0	**48**	**189**	6	29	9	44	82	0	163	245	98	**42**	**47**	187	**665**
Total Volume	474	0	142	616	38	102	51	191	299	0	618	917	394	141	138	673	2397
% App. Total	76.9	0	23.1		19.9	53.4	26.7		32.6	0	67.4		58.5	21	20.5		
PHF	.840	.000	.740	.815	.679	.750	.671	.884	.840	.000	.909	.906	.801	.839	.734	.890	.901

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Groups Printed- Car

	I-295 North Ramps Southbound					UNF Drive Westbound					I-295 South Ramps Northbound					Town Center Pkwy 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
03:00 PM	90	0	9	0	99	13	43	53	0	109	19	0	157	0	176	177	32	99	0	308	692
03:15 PM	123	0	8	0	131	11	49	35	0	95	21	0	143	0	164	162	41	150	0	353	743
03:30 PM	115	0	14	0	129	18	54	54	0	126	22	0	155	0	177	184	52	128	0	364	796
03:45 PM	140	0	12	1	153	29	72	69	0	170	19	0	131	0	150	195	47	140	0	382	855
Total	468	0	43	1	512	71	218	211	0	500	81	0	586	0	667	718	172	517	0	1407	3086
04:00 PM	93	0	11	0	104	17	61	42	0	120	33	0	155	1	189	197	55	135	0	387	800
04:15 PM	130	0	17	0	147	38	74	52	0	164	20	0	168	1	189	194	70	157	0	421	921
04:30 PM	125	0	12	0	137	17	60	58	0	135	25	0	171	1	197	220	68	144	0	432	901
04:45 PM	135	0	14	0	149	19	61	21	0	101	24	0	158	0	182	145	68	180	0	393	825
Total	483	0	54	0	537	91	256	173	0	520	102	0	652	3	757	756	261	616	0	1633	3447
05:00 PM	148	0	17	0	165	36	81	55	0	172	25	0	121	0	146	210	91	171	0	472	955
05:15 PM	128	0	20	0	148	18	90	23	0	131	39	0	166	0	205	167	101	198	0	466	950
05:30 PM	152	0	27	0	179	18	55	32	0	105	52	0	149	0	201	149	117	163	0	429	914
05:45 PM	163	0	25	0	188	8	43	22	0	73	53	0	166	1	220	149	100	181	0	430	911
Total	591	0	89	0	680	80	269	132	0	481	169	0	602	1	772	675	409	713	0	1797	3730
06:00 PM	110	0	17	0	127	12	62	30	0	104	34	0	158	3	195	161	69	132	0	362	788
06:15 PM	130	0	11	0	141	10	57	18	0	85	13	0	172	2	187	183	59	147	0	389	802
06:30 PM	130	0	6	0	136	14	43	13	0	70	11	0	150	0	161	182	40	134	0	356	723
06:45 PM	130	0	7	0	137	4	39	12	0	55	12	0	146	0	158	174	53	129	0	356	706
Total	500	0	41	0	541	40	201	73	0	314	70	0	626	5	701	700	221	542	0	1463	3019
Grand Total	2042	0	227	1	2270	282	944	589	0	1815	422	0	2466	9	2897	2849	1063	2388	0	6300	13282
Apprch %	90	0	10	0		15.5	52	32.5	0		14.6	0	85.1	0.3		45.2	16.9	37.9	0		
Total %	15.4	0	1.7	0	17.1	2.1	7.1	4.4	0	13.7	3.2	0	18.6	0.1	21.8	21.5	8	18	0	47.4	

	I-295 North Ramps Southbound				UNF Drive Westbound				I-295 South Ramps Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	148	0	17	165	**36**	81	**55**	**172**	25	0	121	146	**210**	91	171	**472**	**955**
05:15 PM	128	0	20	148	18	**90**	23	131	39	0	**166**	205	167	101	**198**	466	950
05:30 PM	152	0	**27**	179	18	55	32	105	52	0	149	201	149	**117**	163	429	914
05:45 PM	**163**	0	25	**188**	8	43	22	73	**53**	0	166	**219**	149	100	181	430	910
Total Volume	591	0	89	680	80	269	132	481	169	0	602	771	675	409	713	1797	3729
% App. Total	86.9	0	13.1		16.6	55.9	27.4		21.9	0	78.1		37.6	22.8	39.7		
PHF	.906	.000	.824	.904	.556	.747	.600	.699	.797	.000	.907	.880	.804	.874	.900	.952	.976

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File Name : T9-Town Center Pkwy and I-295 NB_SB Ramps PM
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Groups Printed- Truck

	I-295 North Ramps Southbound					UNF Drive Westbound					I-295 South Ramps Northbound					Town Center Pkwy 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
03:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	4	0	4	1	2	1	0	4	11
03:15 PM	3	0	0	0	3	1	0	0	0	1	1	0	3	0	4	1	0	3	0	4	12
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	1	1	2	0	4	9
03:45 PM	2	0	1	0	3	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	8
Total	6	0	1	0	7	2	3	0	0	5	1	0	13	0	14	3	5	6	0	14	40
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	3	3	0	0	6	10
04:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	9
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	1	0	5	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	5	0	3	0	8	14
Total	3	0	0	0	3	1	3	0	0	4	0	0	12	0	12	12	4	4	0	20	39
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
05:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	2	0	2	0	0	3	0	3	9
05:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
Total	2	0	0	0	2	1	3	0	0	4	0	0	5	0	5	1	2	4	0	7	18
06:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	2	0	2	0	4	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	4
Total	2	0	0	0	2	1	2	0	0	3	0	0	3	0	3	4	1	2	0	7	15
Grand Total	13	0	1	0	14	5	11	0	0	16	1	0	33	0	34	20	12	16	0	48	112
Apprch %	92.9	0	7.1	0		31.2	68.8	0	0		2.9	0	97.1	0		41.7	25	33.3	0		
Total %	11.6	0	0.9	0	12.5	4.5	9.8	0	0	14.3	0.9	0	29.5	0	30.4	17.9	10.7	14.3	0	42.9	

	I-295 North Ramps Southbound				UNF Drive Westbound				I-295 South Ramps Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	0	0	1	0	**2**	0	**2**	0	0	**4**	**4**	**1**	**2**	1	**4**	11
03:15 PM	**3**	0	0	**3**	**1**	0	0	1	**1**	0	3	4	1	0	**3**	4	**12**
03:30 PM	0	0	0	0	0	1	0	1	0	0	4	4	1	1	2	4	9
03:45 PM	2	0	**1**	3	1	0	0	1	0	0	2	2	0	2	0	2	8
Total Volume	6	0	1	7	2	3	0	5	1	0	13	14	3	5	6	14	40
% App. Total	85.7	0	14.3		40	60	0		7.1	0	92.9		21.4	35.7	42.9		
PHF	.500	.000	.250	.583	.500	.375	.000	.625	.250	.000	.813	.875	.750	.625	.500	.875	.833

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Groups Printed- Combined

	I-295 North Ramps Southbound					UNF Drive Westbound					I-295 South Ramps Northbound					Town Center Pkwy 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
03:00 PM	91	0	9	0	100	13	45	53	0	111	19	0	161	0	180	178	34	100	0	312	703
03:15 PM	126	0	8	0	134	12	49	35	0	96	22	0	146	0	168	163	41	153	0	357	755
03:30 PM	115	0	14	0	129	18	55	54	0	127	22	0	159	0	181	185	53	130	0	368	805
03:45 PM	142	0	13	1	156	30	72	69	0	171	19	0	133	0	152	195	49	140	0	384	863
Total	474	0	44	1	519	73	221	211	0	505	82	0	599	0	681	721	177	523	0	1421	3126
04:00 PM	93	0	11	0	104	18	63	42	0	123	33	0	156	1	190	200	58	135	0	393	810
04:15 PM	133	0	17	0	150	38	74	52	0	164	20	0	173	1	194	195	70	157	0	422	930
04:30 PM	125	0	12	0	137	17	60	58	0	135	25	0	172	1	198	223	69	145	0	437	907
04:45 PM	135	0	14	0	149	19	62	21	0	102	24	0	163	0	187	150	68	183	0	401	839
Total	486	0	54	0	540	92	259	173	0	524	102	0	664	3	769	768	265	620	0	1653	3486
05:00 PM	148	0	17	0	165	36	81	55	0	172	25	0	123	0	148	210	92	171	0	473	958
05:15 PM	130	0	20	0	150	18	92	23	0	133	39	0	168	0	207	167	101	201	0	469	959
05:30 PM	152	0	27	0	179	19	56	32	0	107	52	0	149	0	201	149	117	164	0	430	917
05:45 PM	163	0	25	0	188	8	43	22	0	73	53	0	167	1	221	150	101	181	0	432	914
Total	593	0	89	0	682	81	272	132	0	485	169	0	607	1	777	676	411	717	0	1804	3748
06:00 PM	111	0	17	0	128	13	63	30	0	106	34	0	158	3	195	163	69	134	0	366	795
06:15 PM	130	0	11	0	141	10	57	18	0	85	13	0	173	2	188	183	59	147	0	389	803
06:30 PM	130	0	6	0	136	14	44	13	0	71	11	0	151	0	162	183	40	134	0	357	726
06:45 PM	131	0	7	0	138	4	39	12	0	55	12	0	147	0	159	175	54	129	0	358	710
Total	502	0	41	0	543	41	203	73	0	317	70	0	629	5	704	704	222	544	0	1470	3034
Grand Total	2055	0	228	1	2284	287	955	589	0	1831	423	0	2499	9	2931	2869	1075	2404	0	6348	13394
Apprch %	90	0	10	0		15.7	52.2	32.2	0		14.4	0	85.3	0.3		45.2	16.9	37.9	0		
Total %	15.3	0	1.7	0	17.1	2.1	7.1	4.4	0	13.7	3.2	0	18.7	0.1	21.9	21.4	8	17.9	0	47.4	

	I-295 North Ramps Southbound				UNF Drive Westbound				I-295 South Ramps Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	148	0	17	165	**36**	81	**55**	**172**	25	0	123	148	**210**	92	171	**473**	958
05:15 PM	130	0	20	150	18	**92**	23	133	39	0	**168**	207	167	101	**201**	469	**959**
05:30 PM	152	0	**27**	179	19	56	32	107	52	0	149	201	149	**117**	164	430	917
05:45 PM	**163**	0	25	**188**	8	43	22	73	**53**	0	167	**220**	150	101	181	432	913
Total Volume	593	0	89	682	81	272	132	485	169	0	607	776	676	411	717	1804	3747
% App. Total	87	0	13		16.7	56.1	27.2		21.8	0	78.2		37.5	22.8	39.7		
PHF	.910	.000	.824	.907	.563	.739	.600	.705	.797	.000	.903	.882	.805	.878	.892	.953	.977

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File Name : T10-Gate Pkwy and JTB EB-WB Ramps AM
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Groups Printed- Car

	Gate Parkway Southbound					JTB WB Ramps Westbound					Gate Parkway Northbound					JTB EB Ramps 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
06:00 AM	25	21	16	0	62	23	0	39	0	62	50	25	30	0	105	20	0	30	1	51	280
06:15 AM	42	32	37	0	111	36	0	59	0	95	36	22	34	0	92	52	0	33	1	86	384
06:30 AM	34	45	36	0	115	51	0	100	0	151	27	34	31	0	92	75	0	36	1	112	470
06:45 AM	70	81	45	0	196	97	0	99	0	196	36	46	45	0	127	109	0	41	2	152	671
Total	171	179	134	0	484	207	0	297	0	504	149	127	140	0	416	256	0	140	5	401	1805
07:00 AM	73	64	63	0	200	75	0	141	0	216	52	39	78	0	169	77	0	68	3	148	733
07:15 AM	71	102	58	0	231	54	0	109	0	163	47	91	70	0	208	120	0	75	1	196	798
07:30 AM	77	148	69	0	294	105	0	140	0	245	47	126	91	0	264	141	0	74	3	218	1021
07:45 AM	100	164	63	0	327	85	0	168	0	253	54	133	86	0	273	184	0	88	3	275	1128
Total	321	478	253	0	1052	319	0	558	0	877	200	389	325	0	914	522	0	305	10	837	3680
08:00 AM	87	170	67	0	324	101	0	147	0	248	37	113	55	0	205	152	0	43	2	197	974
08:15 AM	84	146	68	0	298	75	0	152	0	227	33	130	68	0	231	186	0	93	1	280	1036
08:30 AM	95	130	56	0	281	74	0	160	0	234	49	110	70	0	229	157	0	116	1	274	1018
08:45 AM	82	151	64	0	297	94	0	125	0	219	47	115	46	0	208	131	0	109	0	240	964
Total	348	597	255	0	1200	344	0	584	0	928	166	468	239	0	873	626	0	361	4	991	3992
09:00 AM	67	91	36	0	194	109	0	148	0	257	43	89	43	0	175	103	0	121	4	228	854
09:15 AM	50	109	45	0	204	93	0	113	0	206	47	120	44	0	211	67	0	109	0	176	797
09:30 AM	65	72	62	0	199	142	0	89	0	231	52	104	54	0	210	68	0	123	1	192	832
09:45 AM	74	92	41	0	207	133	0	79	0	212	45	98	42	0	185	65	1	141	2	209	813
Total	256	364	184	0	804	477	0	429	0	906	187	411	183	0	781	303	1	494	7	805	3296
Grand Total	1096	1618	826	0	3540	1347	0	1868	0	3215	702	1395	887	0	2984	1707	1	1300	26	3034	12773
Apprch %	31	45.7	23.3	0		41.9	0	58.1	0		23.5	46.7	29.7	0		56.3	0	42.8	0.9		
Total %	8.6	12.7	6.5	0	27.7	10.5	0	14.6	0	25.2	5.5	10.9	6.9	0	23.4	13.4	0	10.2	0.2	23.8	

	Gate Parkway Southbound				JTB WB Ramps Westbound				Gate Parkway Northbound				JTB EB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	77	148	**69**	294	**105**	0	140	245	47	126	**91**	264	141	0	74	215	1018
07:45 AM	**100**	164	63	**327**	85	0	**168**	**253**	**54**	**133**	86	**273**	184	0	88	272	**1125**
08:00 AM	87	**170**	67	324	101	0	147	248	37	113	55	205	152	0	43	195	972
08:15 AM	84	146	68	298	75	0	152	227	33	130	68	231	**186**	0	**93**	**279**	1035
Total Volume	348	628	267	1243	366	0	607	973	171	502	300	973	663	0	298	961	4150
% App. Total	28	50.5	21.5		37.6	0	62.4		17.6	51.6	30.8		69	0	31		
PHF	.870	.924	.967	.950	.871	.000	.903	.961	.792	.944	.824	.891	.891	.000	.801	.861	.922

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Groups Printed- Truck

	Gate Parkway Southbound					JTB WB Ramps Westbound					Gate Parkway Northbound					JTB EB Ramps 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
06:00 AM	0	1	2	0	3	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	8
06:15 AM	1	2	2	0	5	1	0	0	0	1	0	3	1	0	4	1	0	6	0	7	17
06:30 AM	2	2	1	0	5	0	0	1	0	1	0	2	1	0	3	6	0	4	0	10	19
06:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	9
Total	3	9	5	0	17	1	0	1	0	2	0	7	5	0	12	11	0	11	0	22	53
07:00 AM	2	2	2	0	6	1	0	0	0	1	1	6	1	0	8	1	0	3	0	4	19
07:15 AM	1	0	1	0	2	0	0	0	0	0	2	0	0	0	2	2	0	3	0	5	9
07:30 AM	3	1	0	0	4	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	8
07:45 AM	0	4	4	0	8	0	0	0	0	0	0	0	1	0	1	2	0	5	0	7	16
Total	6	7	7	0	20	1	0	0	0	1	3	7	4	0	14	5	0	12	0	17	52
08:00 AM	2	2	1	0	5	2	0	0	0	2	0	4	2	0	6	5	0	1	0	6	19
08:15 AM	0	1	1	0	2	3	0	2	0	5	1	1	1	0	3	8	0	3	0	11	21
08:30 AM	1	3	1	0	5	2	0	0	0	2	5	2	1	0	8	2	0	1	0	3	18
08:45 AM	0	4	1	0	5	0	0	0	0	0	2	4	3	0	9	3	0	1	0	4	18
Total	3	10	4	0	17	7	0	2	0	9	8	11	7	0	26	18	0	6	0	24	76
09:00 AM	4	3	0	0	7	0	0	1	0	1	1	3	5	0	9	4	0	3	0	7	24
09:15 AM	1	0	1	0	2	2	0	3	0	5	3	1	2	0	6	7	0	1	0	8	21
09:30 AM	3	0	1	0	4	2	0	2	0	4	1	0	2	0	3	3	0	5	0	8	19
09:45 AM	0	2	1	0	3	0	0	2	0	2	1	0	3	0	4	1	0	1	0	2	11
Total	8	5	3	0	16	4	0	8	0	12	6	4	12	0	22	15	0	10	0	25	75
Grand Total	20	31	19	0	70	13	0	11	0	24	17	29	28	0	74	49	0	39	0	88	256
Apprch %	28.6	44.3	27.1	0		54.2	0	45.8	0		23	39.2	37.8	0		55.7	0	44.3	0		
Total %	7.8	12.1	7.4	0	27.3	5.1	0	4.3	0	9.4	6.6	11.3	10.9	0	28.9	19.1	0	15.2	0	34.4	

	Gate Parkway Southbound				JTB WB Ramps Westbound				Gate Parkway Northbound				JTB EB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**4**	**1**	5	0	0	0	0	2	**4**	3	**9**	3	0	1	4	18
09:00 AM	**4**	3	0	**7**	0	0	1	1	1	3	**5**	9	4	0	3	7	**24**
09:15 AM	1	0	1	2	**2**	0	**3**	**5**	**3**	1	2	6	**7**	0	1	**8**	21
09:30 AM	3	0	1	4	2	0	2	4	1	0	2	3	3	0	**5**	8	19
Total Volume	8	7	3	18	4	0	6	10	7	8	12	27	17	0	10	27	82
% App. Total	44.4	38.9	16.7		40	0	60		25.9	29.6	44.4		63	0	37		
PHF	.500	.438	.750	.643	.500	.000	.500	.500	.583	.500	.600	.750	.607	.000	.500	.844	.854

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File Name : T10-Gate Pkwy and JTB EB-WB Ramps AM
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Groups Printed- Combined

	Gate Parkway Southbound					JTB WB Ramps Westbound					Gate Parkway Northbound					JTB EB Ramps 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
06:00 AM	25	22	18	0	65	23	0	39	0	62	50	26	31	0	107	23	0	30	1	54	288
06:15 AM	43	34	39	0	116	37	0	59	0	96	36	25	35	0	96	53	0	39	1	93	401
06:30 AM	36	47	37	0	120	51	0	101	0	152	27	36	32	0	95	81	0	40	1	122	489
06:45 AM	70	85	45	0	200	97	0	99	0	196	36	47	47	0	130	110	0	42	2	154	680
Total	174	188	139	0	501	208	0	298	0	506	149	134	145	0	428	267	0	151	5	423	1858
07:00 AM	75	66	65	0	206	76	0	141	0	217	53	45	79	0	177	78	0	71	3	152	752
07:15 AM	72	102	59	0	233	54	0	109	0	163	49	91	70	0	210	122	0	78	1	201	807
07:30 AM	80	149	69	0	298	105	0	140	0	245	47	127	93	0	267	141	0	75	3	219	1029
07:45 AM	100	168	67	0	335	85	0	168	0	253	54	133	87	0	274	186	0	93	3	282	1144
Total	327	485	260	0	1072	320	0	558	0	878	203	396	329	0	928	527	0	317	10	854	3732
08:00 AM	89	172	68	0	329	103	0	147	0	250	37	117	57	0	211	157	0	44	2	203	993
08:15 AM	84	147	69	0	300	78	0	154	0	232	34	131	69	0	234	194	0	96	1	291	1057
08:30 AM	96	133	57	0	286	76	0	160	0	236	54	112	71	0	237	159	0	117	1	277	1036
08:45 AM	82	155	65	0	302	94	0	125	0	219	49	119	49	0	217	134	0	110	0	244	982
Total	351	607	259	0	1217	351	0	586	0	937	174	479	246	0	899	644	0	367	4	1015	4068
09:00 AM	71	94	36	0	201	109	0	149	0	258	44	92	48	0	184	107	0	124	4	235	878
09:15 AM	51	109	46	0	206	95	0	116	0	211	50	121	46	0	217	74	0	110	0	184	818
09:30 AM	68	72	63	0	203	144	0	91	0	235	53	104	56	0	213	71	0	128	1	200	851
09:45 AM	74	94	42	0	210	133	0	81	0	214	46	98	45	0	189	66	1	142	2	211	824
Total	264	369	187	0	820	481	0	437	0	918	193	415	195	0	803	318	1	504	7	830	3371
Grand Total	1116	1649	845	0	3610	1360	0	1879	0	3239	719	1424	915	0	3058	1756	1	1339	26	3122	13029
Apprch %	30.9	45.7	23.4	0		42	0	58	0		23.5	46.6	29.9	0		56.2	0	42.9	0.8		
Total %	8.6	12.7	6.5	0	27.7	10.4	0	14.4	0	24.9	5.5	10.9	7	0	23.5	13.5	0	10.3	0.2	24	

	Gate Parkway Southbound				JTB WB Ramps Westbound				Gate Parkway Northbound				JTB EB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**100**	168	67	**335**	85	0	**168**	**253**	**54**	**133**	**87**	**274**	186	0	93	279	**1141**
08:00 AM	89	**172**	68	329	**103**	0	147	250	37	117	57	211	157	0	44	201	991
08:15 AM	84	147	**69**	300	78	0	154	232	34	131	69	234	**194**	0	96	**290**	1056
08:30 AM	96	133	57	286	76	0	160	236	54	112	71	237	159	0	**117**	276	1035
Total Volume	369	620	261	1250	342	0	629	971	179	493	284	956	696	0	350	1046	4223
% App. Total	29.5	49.6	20.9		35.2	0	64.8		18.7	51.6	29.7		66.5	0	33.5		
PHF	.923	.901	.946	.933	.830	.000	.936	.959	.829	.927	.816	.872	.897	.000	.748	.902	.925

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File Name : T10-Gate Pkwy and JTB EB-WB Ramps PM
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Groups Printed- Car

	Gate Parkway Southbound					JTB WB Ramps Westbound					Gate Parkway Northbound					JTB EB Ramps 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
03:00 PM	181	116	158	0	455	99	0	55	0	154	96	130	64	0	290	54	0	142	0	196	1095
03:15 PM	186	142	148	0	476	132	0	56	0	188	87	130	72	0	289	69	0	134	3	206	1159
03:30 PM	194	136	165	0	495	137	0	76	1	214	108	154	88	0	350	57	0	170	0	227	1286
03:45 PM	166	163	161	0	490	134	0	66	0	200	110	139	52	0	301	75	0	155	2	232	1223
Total	727	557	632	0	1916	502	0	253	1	756	401	553	276	0	1230	255	0	601	5	861	4763
04:00 PM	214	168	192	0	574	106	0	61	0	167	177	154	92	0	423	75	0	128	1	204	1368
04:15 PM	216	208	183	0	607	119	0	56	0	175	138	176	63	1	378	88	0	158	2	248	1408
04:30 PM	266	188	202	0	656	129	0	88	0	217	194	196	104	0	494	91	0	164	3	258	1625
04:45 PM	228	248	185	0	661	124	0	90	0	214	181	188	96	0	465	101	0	164	1	266	1606
Total	924	812	762	0	2498	478	0	295	0	773	690	714	355	1	1760	355	0	614	7	976	6007
05:00 PM	223	221	210	0	654	165	0	105	0	270	225	256	133	0	614	66	0	193	1	260	1798
05:15 PM	197	186	200	0	583	159	0	111	0	270	172	252	90	0	514	96	0	179	3	278	1645
05:30 PM	192	182	172	0	546	129	0	102	0	231	193	258	101	0	552	91	0	212	2	305	1634
05:45 PM	209	237	191	0	637	162	0	85	0	247	139	264	75	0	478	78	0	186	1	265	1627
Total	821	826	773	0	2420	615	0	403	0	1018	729	1030	399	0	2158	331	0	770	7	1108	6704
06:00 PM	199	214	168	0	581	146	0	64	0	210	166	231	68	0	465	52	0	237	0	289	1545
06:15 PM	196	182	164	0	542	149	0	64	0	213	143	188	76	0	407	42	0	146	1	189	1351
06:30 PM	172	129	185	0	486	138	0	34	0	172	127	180	58	0	365	70	0	185	0	255	1278
06:45 PM	163	120	167	0	450	142	0	31	0	173	81	148	42	0	271	46	0	162	0	208	1102
Total	730	645	684	0	2059	575	0	193	0	768	517	747	244	0	1508	210	0	730	1	941	5276
Grand Total	3202	2840	2851	0	8893	2170	0	1144	1	3315	2337	3044	1274	1	6656	1151	0	2715	20	3886	22750
Apprch %	36	31.9	32.1	0		65.5	0	34.5	0		35.1	45.7	19.1	0		29.6	0	69.9	0.5		
Total %	14.1	12.5	12.5	0	39.1	9.5	0	5	0	14.6	10.3	13.4	5.6	0	29.3	5.1	0	11.9	0.1	17.1	

	Gate Parkway Southbound				JTB WB Ramps Westbound				Gate Parkway Northbound				JTB EB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**223**	221	**210**	**654**	**165**	0	105	**270**	**225**	256	**133**	**614**	66	0	193	259	**1797**
05:15 PM	197	186	200	583	159	0	**111**	270	172	252	90	514	**96**	0	179	275	1642
05:30 PM	192	182	172	546	129	0	102	231	193	258	101	552	91	0	**212**	**303**	1632
05:45 PM	209	**237**	191	637	162	0	85	247	139	**264**	75	478	78	0	186	264	1626
Total Volume	821	826	773	2420	615	0	403	1018	729	1030	399	2158	331	0	770	1101	6697
% App. Total	33.9	34.1	31.9		60.4	0	39.6		33.8	47.7	18.5		30.1	0	69.9		
PHF	.920	.871	.920	.925	.932	.000	.908	.943	.810	.975	.750	.879	.862	.000	.908	.908	.932

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Groups Printed- Truck

	Gate Parkway Southbound					JTB WB Ramps Westbound					Gate Parkway Northbound					JTB EB Ramps 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
03:00 PM	3	0	1	0	4	1	0	0	0	1	0	2	4	0	6	2	0	0	0	2	13
03:15 PM	2	0	0	0	2	1	0	1	0	2	0	1	2	0	3	0	0	2	0	2	9
03:30 PM	2	3	0	0	5	0	0	2	0	2	1	3	1	0	5	3	0	2	0	5	17
03:45 PM	0	3	0	0	3	0	0	2	0	2	1	1	3	0	5	0	0	0	0	0	10
Total	7	6	1	0	14	2	0	5	0	7	2	7	10	0	19	5	0	4	0	9	49
04:00 PM	1	2	0	0	3	1	0	0	0	1	0	3	2	0	5	2	0	0	0	2	11
04:15 PM	0	1	1	0	2	1	0	0	0	1	1	2	2	0	5	0	0	1	0	1	9
04:30 PM	1	2	0	0	3	1	0	1	0	2	1	2	2	0	5	1	0	1	0	2	12
04:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
Total	4	6	1	0	11	3	0	1	0	4	2	8	7	0	17	3	0	2	0	5	37
05:00 PM	0	0	0	0	0	1	0	1	0	2	1	4	2	0	7	1	0	2	0	3	12
05:15 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	4	0	4	8
05:30 PM	2	1	0	0	3	0	0	1	0	1	1	2	3	0	6	0	0	1	0	1	11
05:45 PM	0	4	1	0	5	0	0	0	0	0	1	2	2	0	5	0	0	0	0	0	10
Total	2	5	1	0	8	2	0	3	0	5	3	10	7	0	20	1	0	7	0	8	41
06:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:15 PM	1	0	0	0	1	0	0	0	0	0	2	2	1	0	5	0	0	1	0	1	7
06:30 PM	2	1	1	0	4	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	6
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	2	1	0	7	0	0	0	0	0	3	2	1	0	6	0	0	3	0	3	16
Grand Total	17	19	4	0	40	7	0	9	0	16	10	27	25	0	62	9	0	16	0	25	143
Apprch %	42.5	47.5	10	0		43.8	0	56.2	0		16.1	43.5	40.3	0		36	0	64	0		
Total %	11.9	13.3	2.8	0	28	4.9	0	6.3	0	11.2	7	18.9	17.5	0	43.4	6.3	0	11.2	0	17.5	

	Gate Parkway Southbound				JTB WB Ramps Westbound				Gate Parkway Northbound				JTB EB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**3**	0	**1**	4	**1**	0	0	1	0	2	**4**	**6**	2	0	0	2	13
03:15 PM	2	0	0	2	1	0	1	**2**	0	1	2	3	0	0	**2**	2	9
03:30 PM	2	**3**	0	**5**	0	0	**2**	2	**1**	**3**	1	5	**3**	0	2	**5**	**17**
03:45 PM	0	3	0	3	0	0	2	2	1	1	3	5	0	0	0	0	10
Total Volume	7	6	1	14	2	0	5	7	2	7	10	19	5	0	4	9	49
% App. Total	50	42.9	7.1		28.6	0	71.4		10.5	36.8	52.6		55.6	0	44.4		
PHF	.583	.500	.250	.700	.500	.000	.625	.875	.500	.583	.625	.792	.417	.000	.500	.450	.721

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Groups Printed- Combined

	Gate Parkway Southbound					JTB WB Ramps Westbound					Gate Parkway Northbound					JTB EB Ramps 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
03:00 PM	184	116	159	0	459	100	0	55	0	155	96	132	68	0	296	56	0	142	0	198	1108
03:15 PM	188	142	148	0	478	133	0	57	0	190	87	131	74	0	292	69	0	136	3	208	1168
03:30 PM	196	139	165	0	500	137	0	78	1	216	109	157	89	0	355	60	0	172	0	232	1303
03:45 PM	166	166	161	0	493	134	0	68	0	202	111	140	55	0	306	75	0	155	2	232	1233
Total	734	563	633	0	1930	504	0	258	1	763	403	560	286	0	1249	260	0	605	5	870	4812
04:00 PM	215	170	192	0	577	107	0	61	0	168	177	157	94	0	428	77	0	128	1	206	1379
04:15 PM	216	209	184	0	609	120	0	56	0	176	139	178	65	1	383	88	0	159	2	249	1417
04:30 PM	267	190	202	0	659	130	0	89	0	219	195	198	106	0	499	92	0	165	3	260	1637
04:45 PM	230	249	185	0	664	124	0	90	0	214	181	189	97	0	467	101	0	164	1	266	1611
Total	928	818	763	0	2509	481	0	296	0	777	692	722	362	1	1777	358	0	616	7	981	6044
05:00 PM	223	221	210	0	654	166	0	106	0	272	226	260	135	0	621	67	0	195	1	263	1810
05:15 PM	197	186	200	0	583	160	0	112	0	272	172	254	90	0	516	96	0	183	3	282	1653
05:30 PM	194	183	172	0	549	129	0	103	0	232	194	260	104	0	558	91	0	213	2	306	1645
05:45 PM	209	241	192	0	642	162	0	85	0	247	140	266	77	0	483	78	0	186	1	265	1637
Total	823	831	774	0	2428	617	0	406	0	1023	732	1040	406	0	2178	332	0	777	7	1116	6745
06:00 PM	200	214	168	0	582	146	0	64	0	210	166	231	68	0	465	52	0	238	0	290	1547
06:15 PM	197	182	164	0	543	149	0	64	0	213	145	190	77	0	412	42	0	147	1	190	1358
06:30 PM	174	130	186	0	490	138	0	34	0	172	128	180	58	0	366	70	0	186	0	256	1284
06:45 PM	163	121	167	0	451	142	0	31	0	173	81	148	42	0	271	46	0	162	0	208	1103
Total	734	647	685	0	2066	575	0	193	0	768	520	749	245	0	1514	210	0	733	1	944	5292
Grand Total	3219	2859	2855	0	8933	2177	0	1153	1	3331	2347	3071	1299	1	6718	1160	0	2731	20	3911	22893
Apprch %	36	32	32	0		65.4	0	34.6	0		34.9	45.7	19.3	0		29.7	0	69.8	0.5		
Total %	14.1	12.5	12.5	0	39	9.5	0	5	0	14.6	10.3	13.4	5.7	0	29.3	5.1	0	11.9	0.1	17.1	

	Gate Parkway Southbound				JTB WB Ramps Westbound				Gate Parkway Northbound				JTB EB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**223**	221	**210**	**654**	**166**	0	106	**272**	**226**	260	**135**	**621**	67	0	195	262	**1809**
05:15 PM	197	186	200	583	160	0	**112**	272	172	254	90	516	**96**	0	183	279	1650
05:30 PM	194	183	172	549	129	0	103	232	194	260	104	558	91	0	**213**	**304**	1643
05:45 PM	209	**241**	192	642	162	0	85	247	140	**266**	77	483	78	0	186	264	1636
Total Volume	823	831	774	2428	617	0	406	1023	732	1040	406	2178	332	0	777	1109	6738
% App. Total	33.9	34.2	31.9		60.3	0	39.7		33.6	47.8	18.6		29.9	0	70.1		
PHF	.923	.862	.921	.928	.929	.000	.906	.940	.810	.977	.752	.877	.865	.000	.912	.912	.931

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File Name : T11-Kernan Blvd and JTB WB Ramps AM
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Groups Printed- Car

	Kernan Blvd Southbound					Butler WB Off Westbound					Kernan Blvd Northbound					Butler WB On 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
06:00 AM	111	14	0	0	125	5	0	0	0	5	0	51	4	0	55	0	0	0	0	0	185
06:15 AM	193	34	0	0	227	5	0	0	0	5	0	65	2	0	67	0	0	0	0	0	299
06:30 AM	257	35	0	0	292	6	0	0	0	6	0	105	5	0	110	0	0	0	0	0	408
06:45 AM	322	54	0	0	376	21	0	0	0	21	0	127	6	0	133	0	0	0	0	0	530
Total	883	137	0	0	1020	37	0	0	0	37	0	348	17	0	365	0	0	0	0	0	1422
07:00 AM	368	48	0	0	416	18	0	0	0	18	0	148	11	0	159	0	0	0	0	0	593
07:15 AM	449	66	0	0	515	39	0	0	0	39	0	144	9	0	153	0	0	0	0	0	707
07:30 AM	498	53	0	0	551	45	0	1	0	46	0	136	12	0	148	0	0	0	0	0	745
07:45 AM	491	74	0	0	565	41	0	0	0	41	0	187	17	0	204	0	0	0	0	0	810
Total	1806	241	0	0	2047	143	0	1	0	144	0	615	49	0	664	0	0	0	0	0	2855
08:00 AM	427	70	0	0	497	45	0	0	0	45	0	154	16	0	170	0	0	0	0	0	712
08:15 AM	428	87	0	0	515	50	0	0	0	50	0	162	16	0	178	0	0	0	0	0	743
08:30 AM	399	74	0	0	473	48	0	0	0	48	0	158	17	0	175	0	0	0	0	0	696
08:45 AM	384	84	0	0	468	70	0	0	0	70	0	174	19	0	193	0	0	0	0	0	731
Total	1638	315	0	0	1953	213	0	0	0	213	0	648	68	0	716	0	0	0	0	0	2882
09:00 AM	206	38	0	0	244	42	0	0	0	42	0	143	17	0	160	0	0	0	0	0	446
09:15 AM	195	36	0	0	231	43	0	1	0	44	0	135	17	0	152	0	0	0	0	0	427
09:30 AM	213	46	0	0	259	31	0	0	0	31	0	131	20	0	151	1	0	0	0	1	442
09:45 AM	172	27	0	0	199	32	0	2	0	34	0	139	35	0	174	0	0	0	0	0	407
Total	786	147	0	0	933	148	0	3	0	151	0	548	89	0	637	1	0	0	0	1	1722
Grand Total	5113	840	0	0	5953	541	0	4	0	545	0	2159	223	0	2382	1	0	0	0	1	8881
Apprch %	85.9	14.1	0	0		99.3	0	0.7	0		0	90.6	9.4	0		100	0	0	0		
Total %	57.6	9.5	0	0	67	6.1	0	0	0	6.1	0	24.3	2.5	0	26.8	0	0	0	0	0	

	Kernan Blvd Southbound				Butler WB Off Westbound				Kernan Blvd Northbound				Butler WB On Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**498**	53	0	551	45	0	**1**	46	0	136	12	148	0	0	0	0	745
07:45 AM	491	74	0	**565**	41	0	0	41	0	**187**	**17**	**204**	0	0	0	0	**810**
08:00 AM	427	70	0	497	45	0	0	45	0	154	16	170	0	0	0	0	712
08:15 AM	428	**87**	0	515	**50**	0	0	**50**	0	162	16	178	0	0	0	0	743
Total Volume	1844	284	0	2128	181	0	1	182	0	639	61	700	0	0	0	0	3010
% App. Total	86.7	13.3	0		99.5	0	0.5		0	91.3	8.7		0	0	0		
PHF	.926	.816	.000	.942	.905	.000	.250	.910	.000	.854	.897	.858	.000	.000	.000	.000	.929

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Groups Printed- Truck

	Kernan Blvd Southbound					Butler WB Off Westbound					Kernan Blvd Northbound					Butler WB On 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	10
06:15 AM	7	0	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
06:30 AM	3	0	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
06:45 AM	7	1	0	0	8	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	19
Total	17	1	0	0	18	0	0	0	0	0	0	21	5	0	26	0	0	0	0	0	44
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
07:15 AM	2	0	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:45 AM	2	1	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	9
Total	7	2	0	0	9	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	29
08:00 AM	5	2	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
08:15 AM	3	1	0	0	4	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	12
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10
08:45 AM	3	0	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
Total	13	3	0	0	16	1	0	0	0	1	0	27	3	0	30	0	0	0	0	0	47
09:00 AM	4	0	0	0	4	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	16
09:15 AM	6	1	0	0	7	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	16
09:30 AM	12	1	0	0	13	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	18
09:45 AM	4	1	0	0	5	1	0	0	0	1	0	4	2	0	6	0	0	0	0	0	12
Total	26	3	0	0	29	3	0	0	0	3	0	26	4	0	30	0	0	0	0	0	62
Grand Total	63	9	0	0	72	5	0	0	0	5	0	93	12	0	105	0	0	0	0	0	182
Apprch %	87.5	12.5	0	0		100	0	0	0		0	88.6	11.4	0		0	0	0	0		
Total %	34.6	4.9	0	0	39.6	2.7	0	0	0	2.7	0	51.1	6.6	0	57.7	0	0	0	0	0	

	Kernan Blvd Southbound				Butler WB Off Westbound				Kernan Blvd Northbound				Butler WB On Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	3	0	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
09:00 AM	4	0	0	4	**1**	0	0	**1**	0	**10**	**1**	**11**	0	0	0	0	16
09:15 AM	6	**1**	0	7	1	0	0	1	0	8	0	8	0	0	0	0	16
09:30 AM	**12**	1	0	**13**	0	0	0	0	0	4	1	5	0	0	0	0	**18**
Total Volume	25	2	0	27	2	0	0	2	0	31	2	33	0	0	0	0	62
% App. Total	92.6	7.4	0		100	0	0		0	93.9	6.1		0	0	0		
PHF	.521	.500	.000	.519	.500	.000	.000	.500	.000	.775	.500	.750	.000	.000	.000	.000	.861

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Groups Printed- Combined

	Kernan Blvd Southbound					Butler WB Off Westbound					Kernan Blvd Northbound					Butler WB On 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
06:00 AM	111	14	0	0	125	5	0	0	0	5	0	57	8	0	65	0	0	0	0	0	195
06:15 AM	200	34	0	0	234	5	0	0	0	5	0	66	2	0	68	0	0	0	0	0	307
06:30 AM	260	35	0	0	295	6	0	0	0	6	0	109	5	0	114	0	0	0	0	0	415
06:45 AM	329	55	0	0	384	21	0	0	0	21	0	137	7	0	144	0	0	0	0	0	549
Total	900	138	0	0	1038	37	0	0	0	37	0	369	22	0	391	0	0	0	0	0	1466
07:00 AM	369	49	0	0	418	18	0	0	0	18	0	154	11	0	165	0	0	0	0	0	601
07:15 AM	451	66	0	0	517	39	0	0	0	39	0	149	9	0	158	0	0	0	0	0	714
07:30 AM	500	53	0	0	553	45	0	1	0	46	0	139	12	0	151	0	0	0	0	0	750
07:45 AM	493	75	0	0	568	42	0	0	0	42	0	192	17	0	209	0	0	0	0	0	819
Total	1813	243	0	0	2056	144	0	1	0	145	0	634	49	0	683	0	0	0	0	0	2884
08:00 AM	432	72	0	0	504	45	0	0	0	45	0	160	16	0	176	0	0	0	0	0	725
08:15 AM	431	88	0	0	519	51	0	0	0	51	0	167	18	0	185	0	0	0	0	0	755
08:30 AM	401	74	0	0	475	48	0	0	0	48	0	165	18	0	183	0	0	0	0	0	706
08:45 AM	387	84	0	0	471	70	0	0	0	70	0	183	19	0	202	0	0	0	0	0	743
Total	1651	318	0	0	1969	214	0	0	0	214	0	675	71	0	746	0	0	0	0	0	2929
09:00 AM	210	38	0	0	248	43	0	0	0	43	0	153	18	0	171	0	0	0	0	0	462
09:15 AM	201	37	0	0	238	44	0	1	0	45	0	143	17	0	160	0	0	0	0	0	443
09:30 AM	225	47	0	0	272	31	0	0	0	31	0	135	21	0	156	1	0	0	0	1	460
09:45 AM	176	28	0	0	204	33	0	2	0	35	0	143	37	0	180	0	0	0	0	0	419
Total	812	150	0	0	962	151	0	3	0	154	0	574	93	0	667	1	0	0	0	1	1784
Grand Total	5176	849	0	0	6025	546	0	4	0	550	0	2252	235	0	2487	1	0	0	0	1	9063
Apprch %	85.9	14.1	0	0		99.3	0	0.7	0		0	90.6	9.4	0		100	0	0	0		
Total %	57.1	9.4	0	0	66.5	6	0	0	0	6.1	0	24.8	2.6	0	27.4	0	0	0	0	0	

	Kernan Blvd Southbound				Butler WB Off Westbound				Kernan Blvd Northbound				Butler WB On Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**500**	53	0	553	45	0	**1**	46	0	139	12	151	0	0	0	0	750
07:45 AM	493	75	0	**568**	42	0	0	42	0	**192**	17	**209**	0	0	0	0	**819**
08:00 AM	432	72	0	504	45	0	0	45	0	160	16	176	0	0	0	0	725
08:15 AM	431	**88**	0	519	**51**	0	0	**51**	0	167	**18**	185	0	0	0	0	755
Total Volume	1856	288	0	2144	183	0	1	184	0	658	63	721	0	0	0	0	3049
% App. Total	86.6	13.4	0		99.5	0	0.5		0	91.3	8.7		0	0	0		
PHF	.928	.818	.000	.944	.897	.000	.250	.902	.000	.857	.875	.862	.000	.000	.000	.000	.931

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Groups Printed- Car

	Kernan Blvd Southbound					Butler WB Off Westbound					Kernan Blvd Northbound					Butler WB On 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
03:00 PM	192	52	0	0	244	47	0	1	0	48	0	186	51	0	237	0	0	0	0	0	529
03:15 PM	214	36	0	0	250	66	0	1	0	67	0	248	24	0	272	0	0	0	0	0	589
03:30 PM	227	33	0	0	260	86	0	3	0	89	0	260	35	0	295	0	0	0	0	0	644
03:45 PM	199	47	0	0	246	58	0	1	0	59	0	292	25	0	317	0	0	0	0	0	622
Total	832	168	0	0	1000	257	0	6	0	263	0	986	135	0	1121	0	0	0	0	0	2384
04:00 PM	209	25	0	0	234	72	1	0	0	73	0	286	23	0	309	0	0	0	0	0	616
04:15 PM	250	33	0	0	283	102	0	1	0	103	0	327	24	0	351	0	0	0	0	0	737
04:30 PM	240	29	0	0	269	67	0	1	0	68	0	346	20	0	366	0	0	0	0	0	703
04:45 PM	216	31	0	0	247	108	0	1	0	109	0	317	22	0	339	0	0	0	0	0	695
Total	915	118	0	0	1033	349	1	3	0	353	0	1276	89	0	1365	0	0	0	0	0	2751
05:00 PM	240	45	0	0	285	99	0	0	0	99	0	329	11	0	340	0	0	0	0	0	724
05:15 PM	226	36	0	0	262	121	0	1	0	122	0	368	15	0	383	0	0	0	0	0	767
05:30 PM	197	33	0	0	230	118	0	1	0	119	0	360	10	0	370	0	0	0	0	0	719
05:45 PM	168	37	0	0	205	96	0	0	0	96	0	343	11	0	354	0	0	0	0	0	655
Total	831	151	0	0	982	434	0	2	0	436	0	1400	47	0	1447	0	0	0	0	0	2865
06:00 PM	185	34	0	0	219	83	0	0	0	83	0	350	14	0	364	0	0	0	0	0	666
06:15 PM	168	22	0	0	190	74	0	1	0	75	0	311	25	0	336	0	0	0	0	0	601
06:30 PM	201	34	0	0	235	49	0	0	0	49	0	249	27	0	276	0	0	0	0	0	560
06:45 PM	162	30	0	0	192	50	0	0	0	50	0	212	23	0	235	0	0	0	0	0	477
Total	716	120	0	0	836	256	0	1	0	257	0	1122	89	0	1211	0	0	0	0	0	2304
Grand Total	3294	557	0	0	3851	1296	1	12	0	1309	0	4784	360	0	5144	0	0	0	0	0	10304
Apprch %	85.5	14.5	0	0		99	0.1	0.9	0		0	93	7	0		0	0	0	0		
Total %	32	5.4	0	0	37.4	12.6	0	0.1	0	12.7	0	46.4	3.5	0	49.9	0	0	0	0	0	

	Kernan Blvd Southbound				Butler WB Off Westbound				Kernan Blvd Northbound				Butler WB On Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	216	31	0	247	108	0	**1**	109	0	317	**22**	339	0	0	0	0	695
05:00 PM	**240**	**45**	0	**285**	99	0	0	99	0	329	11	340	0	0	0	0	724
05:15 PM	226	36	0	262	**121**	0	1	**122**	0	**368**	15	**383**	0	0	0	0	**767**
05:30 PM	197	33	0	230	118	0	1	119	0	360	10	370	0	0	0	0	719
Total Volume	879	145	0	1024	446	0	3	449	0	1374	58	1432	0	0	0	0	2905
% App. Total	85.8	14.2	0		99.3	0	0.7		0	95.9	4.1		0	0	0		
PHF	.916	.806	.000	.898	.921	.000	.750	.920	.000	.933	.659	.935	.000	.000	.000	.000	.947

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Groups Printed- Truck

	Kernan Blvd Southbound					Butler WB Off Westbound					Kernan Blvd Northbound					Butler WB On 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
03:00 PM	4	0	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	12
03:15 PM	6	0	0	0	6	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	9
03:30 PM	4	0	0	0	4	2	0	0	0	2	0	7	3	0	10	0	0	0	0	0	16
03:45 PM	3	0	0	0	3	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	11
Total	17	0	0	0	17	3	0	0	0	3	0	20	8	0	28	0	0	0	0	0	48
04:00 PM	6	0	0	0	6	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	14
04:15 PM	3	0	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
04:30 PM	7	0	0	0	7	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	12
04:45 PM	5	0	0	0	5	2	0	0	0	2	0	5	2	0	7	0	0	0	0	0	14
Total	21	0	0	0	21	3	0	0	0	3	0	17	5	0	22	0	0	0	0	0	46
05:00 PM	4	0	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	7	0	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	13
06:00 PM	5	0	0	0	5	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	10
06:15 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
Total	9	1	0	0	10	1	0	0	0	1	0	5	3	0	8	0	0	0	0	0	19
Grand Total	54	1	0	0	55	8	0	0	0	8	0	47	16	0	63	0	0	0	0	0	126
Apprch %	98.2	1.8	0	0		100	0	0	0		0	74.6	25.4	0		0	0	0	0		
Total %	42.9	0.8	0	0	43.7	6.3	0	0	0	6.3	0	37.3	12.7	0	50	0	0	0	0	0	

	Kernan Blvd Southbound				Butler WB Off Westbound				Kernan Blvd Northbound				Butler WB On Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**6**	0	0	**6**	0	0	0	0	0	2	1	3	0	0	0	0	9
03:30 PM	4	0	0	4	**2**	0	0	**2**	0	**7**	**3**	**10**	0	0	0	0	**16**
03:45 PM	3	0	0	3	1	0	0	1	0	6	1	7	0	0	0	0	11
04:00 PM	6	0	0	6	0	0	0	0	0	7	1	8	0	0	0	0	14
Total Volume	19	0	0	19	3	0	0	3	0	22	6	28	0	0	0	0	50
% App. Total	100	0	0		100	0	0		0	78.6	21.4		0	0	0		
PHF	.792	.000	.000	.792	.375	.000	.000	.375	.000	.786	.500	.700	.000	.000	.000	.000	.781

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File Name : T11-Kernan Blvd and JTB WB Ramps PM
Site Code :
Start Date : 5/15/2019
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Groups Printed- Combined

	Kernan Blvd Southbound					Butler WB Off Westbound					Kernan Blvd Northbound					Butler WB On 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
03:00 PM	196	52	0	0	248	47	0	1	0	48	0	191	54	0	245	0	0	0	0	0	541
03:15 PM	220	36	0	0	256	66	0	1	0	67	0	250	25	0	275	0	0	0	0	0	598
03:30 PM	231	33	0	0	264	88	0	3	0	91	0	267	38	0	305	0	0	0	0	0	660
03:45 PM	202	47	0	0	249	59	0	1	0	60	0	298	26	0	324	0	0	0	0	0	633
Total	849	168	0	0	1017	260	0	6	0	266	0	1006	143	0	1149	0	0	0	0	0	2432
04:00 PM	215	25	0	0	240	72	1	0	0	73	0	293	24	0	317	0	0	0	0	0	630
04:15 PM	253	33	0	0	286	103	0	1	0	104	0	329	24	0	353	0	0	0	0	0	743
04:30 PM	247	29	0	0	276	67	0	1	0	68	0	349	22	0	371	0	0	0	0	0	715
04:45 PM	221	31	0	0	252	110	0	1	0	111	0	322	24	0	346	0	0	0	0	0	709
Total	936	118	0	0	1054	352	1	3	0	356	0	1293	94	0	1387	0	0	0	0	0	2797
05:00 PM	244	45	0	0	289	99	0	0	0	99	0	331	11	0	342	0	0	0	0	0	730
05:15 PM	227	36	0	0	263	121	0	1	0	122	0	369	15	0	384	0	0	0	0	0	769
05:30 PM	198	33	0	0	231	118	0	1	0	119	0	361	10	0	371	0	0	0	0	0	721
05:45 PM	169	37	0	0	206	97	0	0	0	97	0	344	11	0	355	0	0	0	0	0	658
Total	838	151	0	0	989	435	0	2	0	437	0	1405	47	0	1452	0	0	0	0	0	2878
06:00 PM	190	34	0	0	224	84	0	0	0	84	0	353	15	0	368	0	0	0	0	0	676
06:15 PM	171	23	0	0	194	74	0	1	0	75	0	312	25	0	337	0	0	0	0	0	606
06:30 PM	201	34	0	0	235	49	0	0	0	49	0	249	28	0	277	0	0	0	0	0	561
06:45 PM	163	30	0	0	193	50	0	0	0	50	0	213	24	0	237	0	0	0	0	0	480
Total	725	121	0	0	846	257	0	1	0	258	0	1127	92	0	1219	0	0	0	0	0	2323
Grand Total	3348	558	0	0	3906	1304	1	12	0	1317	0	4831	376	0	5207	0	0	0	0	0	10430
Apprch %	85.7	14.3	0	0		99	0.1	0.9	0		0	92.8	7.2	0		0	0	0	0		
Total %	32.1	5.3	0	0	37.4	12.5	0	0.1	0	12.6	0	46.3	3.6	0	49.9	0	0	0	0	0	

	Kernan Blvd Southbound				Butler WB Off Westbound				Kernan Blvd Northbound				Butler WB On Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	221	31	0	252	110	0	**1**	111	0	322	**24**	346	0	0	0	0	709
05:00 PM	**244**	**45**	0	**289**	99	0	0	99	0	331	11	342	0	0	0	0	730
05:15 PM	227	36	0	263	**121**	0	1	**122**	0	**369**	15	**384**	0	0	0	0	**769**
05:30 PM	198	33	0	231	118	0	1	119	0	361	10	371	0	0	0	0	721
Total Volume	890	145	0	1035	448	0	3	451	0	1383	60	1443	0	0	0	0	2929
% App. Total	86	14	0		99.3	0	0.7		0	95.8	4.2		0	0	0		
PHF	.912	.806	.000	.895	.926	.000	.750	.924	.000	.937	.625	.939	.000	.000	.000	.000	.952

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File Name : T12-Kernan Blvd and JTB EB Ramps AM
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Groups Printed- Car

	Kernan Blvd Southbound					Butler EB On Westbound					Kernan Blvd Northbound					Butler EB Off 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
06:00 AM	0	13	1	0	14	0	0	0	0	0	12	0	0	0	12	1	0	55	0	56	82
06:15 AM	0	29	4	0	33	0	0	0	0	0	26	0	0	0	26	0	0	68	0	68	127
06:30 AM	0	33	3	0	36	0	0	0	0	0	27	1	0	0	28	1	0	106	0	107	171
06:45 AM	0	44	2	0	46	0	0	0	0	0	41	0	0	0	41	2	0	138	0	140	227
Total	0	119	10	0	129	0	0	0	0	0	106	1	0	0	107	4	0	367	0	371	607
07:00 AM	0	48	8	0	56	0	0	0	0	0	48	0	0	0	48	0	0	144	0	144	248
07:15 AM	0	61	3	0	64	0	0	0	0	0	58	0	0	0	58	0	0	161	0	161	283
07:30 AM	0	54	3	0	57	0	0	0	0	0	56	0	0	0	56	0	0	139	0	139	252
07:45 AM	0	71	0	0	71	0	0	0	0	0	72	0	0	0	72	2	0	203	0	205	348
Total	0	234	14	0	248	0	0	0	0	0	234	0	0	0	234	2	0	647	0	649	1131
08:00 AM	0	65	1	0	66	0	0	0	0	0	65	0	0	0	65	0	0	183	0	183	314
08:15 AM	0	90	0	0	90	0	0	0	0	0	90	0	0	0	90	1	0	175	0	176	356
08:30 AM	0	71	6	0	77	0	0	0	0	0	66	0	0	0	66	0	0	173	0	173	316
08:45 AM	0	81	0	0	81	0	0	0	0	0	85	0	0	0	85	0	0	196	0	196	362
Total	0	307	7	0	314	0	0	0	0	0	306	0	0	0	306	1	0	727	0	728	1348
09:00 AM	0	36	5	0	41	0	0	0	0	0	37	0	0	0	37	0	0	160	0	160	238
09:15 AM	0	36	2	0	38	0	0	0	0	0	37	0	0	0	37	0	0	149	0	149	224
09:30 AM	0	41	2	0	43	0	0	0	0	0	40	0	0	0	40	4	0	154	0	158	241
09:45 AM	0	30	3	0	33	0	0	0	0	0	28	0	0	0	28	1	0	166	0	167	228
Total	0	143	12	0	155	0	0	0	0	0	142	0	0	0	142	5	0	629	0	634	931
Grand Total	0	803	43	0	846	0	0	0	0	0	788	1	0	0	789	12	0	2370	0	2382	4017
Apprch %	0	94.9	5.1	0		0	0	0	0		99.9	0.1	0	0		0.5	0	99.5	0		
Total %	0	20	1.1	0	21.1	0	0	0	0	0	19.6	0	0	0	19.6	0.3	0	59	0	59.3	

	Kernan Blvd Southbound				Butler EB On Westbound				Kernan Blvd Northbound				Butler EB Off Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	65	1	66	0	0	0	0	65	0	0	65	0	0	183	183	314
08:15 AM	0	**90**	0	**90**	0	0	0	0	**90**	0	0	**90**	**1**	0	175	176	356
08:30 AM	0	71	**6**	77	0	0	0	0	66	0	0	66	0	0	173	173	316
08:45 AM	0	81	0	81	0	0	0	0	85	0	0	85	0	0	**196**	**196**	**362**
Total Volume	0	307	7	314	0	0	0	0	306	0	0	306	1	0	727	728	1348
% App. Total	0	97.8	2.2		0	0	0		100	0	0		0.1	0	99.9		
PHF	.000	.853	.292	.872	.000	.000	.000	.000	.850	.000	.000	.850	.250	.000	.927	.929	.931

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File Name : T12-Kernan Blvd and JTB EB Ramps AM
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Groups Printed- Truck

	Kernan Blvd Southbound					Butler EB On Westbound					Kernan Blvd Northbound					Butler EB Off 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	10
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	10	0	10	12
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	25	0	25	28
07:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	6
Total	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	0	0	19	0	19	24
08:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	9
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	8	0	9	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	9
Total	0	3	0	0	3	0	0	0	0	0	3	0	0	0	3	1	0	30	0	31	37
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	11	0	12	13
09:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	8	0	8	10
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	6
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	7
Total	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	1	0	30	0	31	36
Grand Total	0	9	1	0	10	0	0	0	0	0	8	1	0	0	9	2	0	104	0	106	125
Apprch %	0	90	10	0		0	0	0	0		88.9	11.1	0	0		1.9	0	98.1	0		
Total %	0	7.2	0.8	0	8	0	0	0	0	0	6.4	0.8	0	0	7.2	1.6	0	83.2	0	84.8	

	Kernan Blvd Southbound				Butler EB On Westbound				Kernan Blvd Northbound				Butler EB Off Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**1**	0	8	9	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	**11**	**12**	**13**
09:15 AM	0	**1**	0	**1**	0	0	0	0	1	0	0	1	0	0	8	8	10
Total Volume	0	1	0	1	0	0	0	0	4	0	0	4	2	0	36	38	43
% App. Total	0	100	0		0	0	0		100	0	0		5.3	0	94.7		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.818	.792	.827

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Groups Printed- Combined

	Kernan Blvd Southbound					Butler EB On Westbound					Kernan Blvd Northbound					Butler EB Off 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
06:00 AM	0	13	1	0	14	0	0	0	0	0	12	0	0	0	12	1	0	65	0	66	92
06:15 AM	0	29	4	0	33	0	0	0	0	0	26	0	0	0	26	0	0	69	0	69	128
06:30 AM	0	34	3	0	37	0	0	0	0	0	27	1	0	0	28	1	0	110	0	111	176
06:45 AM	0	45	2	0	47	0	0	0	0	0	41	1	0	0	42	2	0	148	0	150	239
Total	0	121	10	0	131	0	0	0	0	0	106	2	0	0	108	4	0	392	0	396	635
07:00 AM	0	49	8	0	57	0	0	0	0	0	49	0	0	0	49	0	0	150	0	150	256
07:15 AM	0	61	3	0	64	0	0	0	0	0	60	0	0	0	60	0	0	166	0	166	290
07:30 AM	0	54	3	0	57	0	0	0	0	0	56	0	0	0	56	0	0	142	0	142	255
07:45 AM	0	71	1	0	72	0	0	0	0	0	72	0	0	0	72	2	0	208	0	210	354
Total	0	235	15	0	250	0	0	0	0	0	237	0	0	0	237	2	0	666	0	668	1155
08:00 AM	0	67	1	0	68	0	0	0	0	0	66	0	0	0	66	0	0	189	0	189	323
08:15 AM	0	91	0	0	91	0	0	0	0	0	90	0	0	0	90	1	0	182	0	183	364
08:30 AM	0	71	6	0	77	0	0	0	0	0	68	0	0	0	68	1	0	181	0	182	327
08:45 AM	0	81	0	0	81	0	0	0	0	0	85	0	0	0	85	0	0	205	0	205	371
Total	0	310	7	0	317	0	0	0	0	0	309	0	0	0	309	2	0	757	0	759	1385
09:00 AM	0	36	5	0	41	0	0	0	0	0	38	0	0	0	38	1	0	171	0	172	251
09:15 AM	0	37	2	0	39	0	0	0	0	0	38	0	0	0	38	0	0	157	0	157	234
09:30 AM	0	42	2	0	44	0	0	0	0	0	40	0	0	0	40	4	0	159	0	163	247
09:45 AM	0	31	3	0	34	0	0	0	0	0	28	0	0	0	28	1	0	172	0	173	235
Total	0	146	12	0	158	0	0	0	0	0	144	0	0	0	144	6	0	659	0	665	967
Grand Total	0	812	44	0	856	0	0	0	0	0	796	2	0	0	798	14	0	2474	0	2488	4142
Apprch %	0	94.9	5.1	0		0	0	0	0		99.7	0.3	0	0		0.6	0	99.4	0		
Total %	0	19.6	1.1	0	20.7	0	0	0	0	0	19.2	0	0	0	19.3	0.3	0	59.7	0	60.1	

	Kernan Blvd Southbound				Butler EB On Westbound				Kernan Blvd Northbound				Butler EB Off Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	67	1	68	0	0	0	0	66	0	0	66	0	0	189	189	323
08:15 AM	0	**91**	0	**91**	0	0	0	0	**90**	0	0	**90**	**1**	0	182	183	364
08:30 AM	0	71	**6**	77	0	0	0	0	68	0	0	68	1	0	181	182	327
08:45 AM	0	81	0	81	0	0	0	0	85	0	0	85	0	0	**205**	**205**	**371**
Total Volume	0	310	7	317	0	0	0	0	309	0	0	309	2	0	757	759	1385
% App. Total	0	97.8	2.2		0	0	0		100	0	0		0.3	0	99.7		
PHF	.000	.852	.292	.871	.000	.000	.000	.000	.858	.000	.000	.858	.500	.000	.923	.926	.933

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File Name : T12-Kernan Blvd and JTB EB Ramps PM
Site Code :
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Groups Printed- Car

	Kernan Blvd Southbound					Butler EB On Westbound					Kernan Blvd Northbound					Butler EB Off 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
03:00 PM	0	51	2	0	53	0	0	0	0	0	52	0	0	0	52	1	0	241	0	242	347
03:15 PM	0	31	2	0	33	0	0	0	0	0	31	0	0	0	31	1	0	268	0	269	333
03:30 PM	0	37	4	0	41	0	0	0	0	0	37	0	0	0	37	0	0	290	0	290	368
03:45 PM	0	52	0	0	52	0	0	0	0	0	48	0	0	0	48	0	0	297	0	297	397
Total	0	171	8	0	179	0	0	0	0	0	168	0	0	0	168	2	0	1096	0	1098	1445
04:00 PM	0	24	1	0	25	1	0	0	0	1	28	0	0	0	28	0	0	321	0	321	375
04:15 PM	0	33	1	0	34	0	0	0	0	0	35	0	0	0	35	0	0	362	0	362	431
04:30 PM	0	29	5	0	34	0	0	0	0	0	26	0	0	0	26	0	0	359	0	359	419
04:45 PM	0	32	0	0	32	0	0	0	0	0	38	2	0	0	40	0	0	340	0	340	412
Total	0	118	7	0	125	1	0	0	0	1	127	2	0	0	129	0	0	1382	0	1382	1637
05:00 PM	0	45	0	0	45	0	0	0	0	0	44	0	0	0	44	0	0	341	0	341	430
05:15 PM	0	33	2	0	35	0	0	0	0	0	34	0	0	0	34	0	0	375	0	375	444
05:30 PM	0	35	0	0	35	0	0	0	0	0	34	0	0	0	34	1	0	360	0	361	430
05:45 PM	0	39	1	0	40	0	0	0	0	0	38	0	0	0	38	0	0	340	0	340	418
Total	0	152	3	0	155	0	0	0	0	0	150	0	0	0	150	1	0	1416	0	1417	1722
06:00 PM	0	29	1	0	30	0	0	0	0	0	29	0	0	0	29	1	0	368	0	369	428
06:15 PM	0	25	0	0	25	0	0	0	0	0	27	1	0	0	28	0	0	336	0	336	389
06:30 PM	0	36	2	0	38	0	0	0	0	0	35	0	0	0	35	0	0	268	0	268	341
06:45 PM	0	28	2	0	30	0	0	0	0	0	27	0	0	0	27	0	0	231	0	231	288
Total	0	118	5	0	123	0	0	0	0	0	118	1	0	0	119	1	0	1203	0	1204	1446
Grand Total	0	559	23	0	582	1	0	0	0	1	563	3	0	0	566	4	0	5097	0	5101	6250
Apprch %	0	96	4	0		100	0	0	0		99.5	0.5	0	0		0.1	0	99.9	0		
Total %	0	8.9	0.4	0	9.3	0	0	0	0	0	9	0	0	0	9.1	0.1	0	81.6	0	81.6	

	Kernan Blvd Southbound				Butler EB On Westbound				Kernan Blvd Northbound				Butler EB Off Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**45**	0	**45**	0	0	0	0	**44**	0	0	**44**	0	0	341	341	430
05:15 PM	0	33	**2**	35	0	0	0	0	34	0	0	34	0	0	**375**	**375**	**444**
05:30 PM	0	35	0	35	0	0	0	0	34	0	0	34	**1**	0	360	361	430
05:45 PM	0	39	1	40	0	0	0	0	38	0	0	38	0	0	340	340	418
Total Volume	0	152	3	155	0	0	0	0	150	0	0	150	1	0	1416	1417	1722
% App. Total	0	98.1	1.9		0	0	0		100	0	0		0.1	0	99.9		
PHF	.000	.844	.375	.861	.000	.000	.000	.000	.852	.000	.000	.852	.250	.000	.944	.945	.970

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File Name : T12-Kernan Blvd and JTB EB Ramps PM
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Groups Printed- Truck

	Kernan Blvd Southbound					Butler EB On Westbound					Kernan Blvd Northbound					Butler EB Off 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
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	10
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	29
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
06:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	8	0	8	10
Grand Total	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	65	0	65	68
Apprch %	0	100	0	0		0	0	0	0		100	0	0	0		0	0	100	0		
Total %	0	2.9	0	0	2.9	0	0	0	0	0	1.5	0	0	0	1.5	0	0	95.6	0	95.6	

	Kernan Blvd Southbound				Butler EB On Westbound				Kernan Blvd Northbound				Butler EB Off Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**	**10**	**10**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	29
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.725	.725	.725

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Groups Printed- Combined

	Kernan Blvd Southbound					Butler EB On Westbound					Kernan Blvd Northbound					Butler EB Off 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
03:00 PM	0	51	2	0	53	0	0	0	0	0	52	0	0	0	52	1	0	249	0	250	355
03:15 PM	0	31	2	0	33	0	0	0	0	0	31	0	0	0	31	1	0	272	0	273	337
03:30 PM	0	37	4	0	41	0	0	0	0	0	37	0	0	0	37	0	0	300	0	300	378
03:45 PM	0	52	0	0	52	0	0	0	0	0	48	0	0	0	48	0	0	304	0	304	404
Total	0	171	8	0	179	0	0	0	0	0	168	0	0	0	168	2	0	1125	0	1127	1474
04:00 PM	0	24	1	0	25	1	0	0	0	1	28	0	0	0	28	0	0	329	0	329	383
04:15 PM	0	33	1	0	34	0	0	0	0	0	35	0	0	0	35	0	0	364	0	364	433
04:30 PM	0	29	5	0	34	0	0	0	0	0	26	0	0	0	26	0	0	365	0	365	425
04:45 PM	0	32	0	0	32	0	0	0	0	0	38	2	0	0	40	0	0	347	0	347	419
Total	0	118	7	0	125	1	0	0	0	1	127	2	0	0	129	0	0	1405	0	1405	1660
05:00 PM	0	45	0	0	45	0	0	0	0	0	44	0	0	0	44	0	0	343	0	343	432
05:15 PM	0	34	2	0	36	0	0	0	0	0	34	0	0	0	34	0	0	376	0	376	446
05:30 PM	0	35	0	0	35	0	0	0	0	0	34	0	0	0	34	1	0	361	0	362	431
05:45 PM	0	39	1	0	40	0	0	0	0	0	38	0	0	0	38	0	0	341	0	341	419
Total	0	153	3	0	156	0	0	0	0	0	150	0	0	0	150	1	0	1421	0	1422	1728
06:00 PM	0	29	1	0	30	0	0	0	0	0	29	0	0	0	29	1	0	372	0	373	432
06:15 PM	0	26	0	0	26	0	0	0	0	0	28	1	0	0	29	0	0	337	0	337	392
06:30 PM	0	36	2	0	38	0	0	0	0	0	35	0	0	0	35	0	0	269	0	269	342
06:45 PM	0	28	2	0	30	0	0	0	0	0	27	0	0	0	27	0	0	233	0	233	290
Total	0	119	5	0	124	0	0	0	0	0	119	1	0	0	120	1	0	1211	0	1212	1456
Grand Total	0	561	23	0	584	1	0	0	0	1	564	3	0	0	567	4	0	5162	0	5166	6318
Apprch %	0	96.1	3.9	0		100	0	0	0		99.5	0.5	0	0		0.1	0	99.9	0		
Total %	0	8.9	0.4	0	9.2	0	0	0	0	0	8.9	0	0	0	9	0.1	0	81.7	0	81.8	

	Kernan Blvd Southbound				Butler EB On Westbound				Kernan Blvd Northbound				Butler EB Off Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	32	0	32	0	0	0	0	38	**2**	0	40	0	0	347	347	419
05:00 PM	0	**45**	0	**45**	0	0	0	0	**44**	0	0	**44**	0	0	343	343	432
05:15 PM	0	34	**2**	36	0	0	0	0	34	0	0	34	0	0	**376**	**376**	**446**
05:30 PM	0	35	0	35	0	0	0	0	34	0	0	34	**1**	0	361	362	431
Total Volume	0	146	2	148	0	0	0	0	150	2	0	152	1	0	1427	1428	1728
% App. Total	0	98.6	1.4		0	0	0		98.7	1.3	0		0.1	0	99.9		
PHF	.000	.811	.250	.822	.000	.000	.000	.000	.852	.250	.000	.864	.250	.000	.949	.949	.969

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Groups Printed- Car

	Eco Rd Southbound					UNF Dr Westbound					UNF Dr Northbound					Eco Rd 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
06:00 AM	2	0	0	0	2	0	0	0	0	0	1	1	4	0	6	5	3	3	0	11	19
06:15 AM	0	0	0	0	0	0	2	1	0	3	2	1	5	0	8	8	6	2	0	16	27
06:30 AM	0	2	2	2	6	1	0	0	0	1	2	3	6	0	11	11	16	7	0	34	52
06:45 AM	0	0	5	0	5	0	2	0	0	2	2	6	9	3	20	17	29	10	0	56	83
Total	2	2	7	2	13	1	4	1	0	6	7	11	24	3	45	41	54	22	0	117	181
07:00 AM	1	2	2	0	5	0	2	0	0	2	1	2	12	0	15	23	37	9	0	69	91
07:15 AM	2	9	8	0	19	2	4	0	1	7	4	6	15	0	25	14	68	10	0	92	143
07:30 AM	4	1	5	0	10	2	7	0	0	9	7	4	20	0	31	32	76	14	0	122	172
07:45 AM	4	8	11	0	23	4	3	1	0	8	12	8	33	1	54	48	105	9	0	162	247
Total	11	20	26	0	57	8	16	1	1	26	24	20	80	1	125	117	286	42	0	445	653
08:00 AM	9	2	3	0	14	6	8	4	0	18	12	7	29	0	48	25	63	10	0	98	178
08:15 AM	6	2	8	0	16	3	9	2	1	15	9	9	26	0	44	24	92	26	0	142	217
08:30 AM	6	5	11	0	22	7	25	5	3	40	10	11	10	0	31	22	99	34	0	155	248
08:45 AM	2	4	13	0	19	2	13	4	7	26	16	8	28	1	53	29	123	22	0	174	272
Total	23	13	35	0	71	18	55	15	11	99	47	35	93	1	176	100	377	92	0	569	915
09:00 AM	4	3	10	0	17	4	7	4	1	16	13	9	20	1	43	24	49	8	0	81	157
09:15 AM	1	0	9	0	10	1	7	5	1	14	15	5	13	1	34	24	62	13	0	99	157
09:30 AM	3	2	5	0	10	0	7	2	3	12	5	7	18	0	30	20	42	10	0	72	124
09:45 AM	8	2	5	0	15	4	11	4	0	19	14	13	18	1	46	17	54	14	0	85	165
Total	16	7	29	0	52	9	32	15	5	61	47	34	69	3	153	85	207	45	0	337	603
Grand Total	52	42	97	2	193	36	107	32	17	192	125	100	266	8	499	343	924	201	0	1468	2352
Apprch %	26.9	21.8	50.3	1		18.8	55.7	16.7	8.9		25.1	20	53.3	1.6		23.4	62.9	13.7	0		
Total %	2.2	1.8	4.1	0.1	8.2	1.5	4.5	1.4	0.7	8.2	5.3	4.3	11.3	0.3	21.2	14.6	39.3	8.5	0	62.4	

	Eco Rd Southbound				UNF Dr Westbound				UNF Dr Northbound				Eco Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**9**	2	3	14	6	8	4	18	12	7	**29**	48	25	63	10	98	178
08:15 AM	6	2	8	16	3	9	2	14	9	9	26	44	24	92	26	142	216
08:30 AM	6	**5**	11	**22**	**7**	**25**	**5**	**37**	10	**11**	10	31	22	99	**34**	155	245
08:45 AM	2	4	**13**	19	2	13	4	19	**16**	8	28	**52**	**29**	**123**	22	**174**	**264**
Total Volume	23	13	35	71	18	55	15	88	47	35	93	175	100	377	92	569	903
% App. Total	32.4	18.3	49.3		20.5	62.5	17		26.9	20	53.1		17.6	66.3	16.2		
PHF	.639	.650	.673	.807	.643	.550	.750	.595	.734	.795	.802	.841	.862	.766	.676	.818	.855

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Groups Printed- Truck

	Eco Rd Southbound					UNF Dr Westbound					UNF Dr Northbound					Eco Rd 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
06:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	0	5	0	0	5	10
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	1	3	0	0	4	8
08:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	6
08:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Total	0	0	1	0	1	0	1	3	0	4	2	0	3	0	5	2	3	0	0	5	15
09:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	3	1	0	4	8
09:15 AM	1	0	0	0	1	0	2	1	0	3	0	0	2	0	2	1	0	0	0	1	7
09:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
09:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	4	0	1	0	0	1	6
Total	1	2	1	0	4	1	4	1	0	6	1	0	6	0	7	1	5	1	0	7	24
Grand Total	1	2	2	0	5	1	6	4	0	11	7	0	13	0	20	4	16	1	0	21	57
Apprch %	20	40	40	0		9.1	54.5	36.4	0		35	0	65	0		19	76.2	4.8	0		
Total %	1.8	3.5	3.5	0	8.8	1.8	10.5	7	0	19.3	12.3	0	22.8	0	35.1	7	28.1	1.8	0	36.8	

	Eco Rd Southbound				UNF Dr Westbound				UNF Dr Northbound				Eco Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	**2**	**2**	**2**	1	0	3	6
08:45 AM	0	0	0	0	0	1	**1**	2	**1**	0	0	1	0	1	0	1	4
09:00 AM	0	0	1	1	0	**2**	0	2	0	0	1	1	0	**3**	**1**	**4**	**8**
09:15 AM	**1**	0	0	1	0	2	1	**3**	0	0	2	2	1	0	0	1	7
Total Volume	1	0	2	3	0	5	2	7	1	0	5	6	3	5	1	9	25
% App. Total	33.3	0	66.7		0	71.4	28.6		16.7	0	83.3		33.3	55.6	11.1		
PHF	.250	.000	.500	.750	.000	.625	.500	.583	.250	.000	.625	.750	.375	.417	.250	.563	.781

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Groups Printed- Combined

	Eco Rd Southbound					UNF Dr Westbound					UNF Dr Northbound					Eco Rd 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
06:00 AM	2	0	0	0	2	0	0	0	0	0	2	1	4	0	7	5	3	3	0	11	20
06:15 AM	0	0	0	0	0	0	2	1	0	3	2	1	6	0	9	8	8	2	0	18	30
06:30 AM	0	2	2	2	6	1	1	0	0	2	3	3	6	0	12	11	17	7	0	35	55
06:45 AM	0	0	5	0	5	0	2	0	0	2	2	6	10	3	21	17	31	10	0	58	86
Total	2	2	7	2	13	1	5	1	0	7	9	11	26	3	49	41	59	22	0	122	191
07:00 AM	1	2	2	0	5	0	2	0	0	2	2	2	13	0	17	23	37	9	0	69	93
07:15 AM	2	9	8	0	19	2	4	0	1	7	4	6	15	0	25	14	69	10	0	93	144
07:30 AM	4	1	5	0	10	2	7	0	0	9	7	4	21	0	32	32	78	14	0	124	175
07:45 AM	4	8	11	0	23	4	3	1	0	8	13	8	33	1	55	49	105	9	0	163	249
Total	11	20	26	0	57	8	16	1	1	26	26	20	82	1	129	118	289	42	0	449	661
08:00 AM	9	2	3	0	14	6	8	6	0	20	12	7	30	0	49	25	63	10	0	98	181
08:15 AM	6	2	8	0	16	3	9	2	1	15	10	9	26	0	45	24	93	26	0	143	219
08:30 AM	6	5	12	0	23	7	25	5	3	40	10	11	12	0	33	24	100	34	0	158	254
08:45 AM	2	4	13	0	19	2	14	5	7	28	17	8	28	1	54	29	124	22	0	175	276
Total	23	13	36	0	72	18	56	18	11	103	49	35	96	1	181	102	380	92	0	574	930
09:00 AM	4	3	11	0	18	4	9	4	1	18	13	9	21	1	44	24	52	9	0	85	165
09:15 AM	2	0	9	0	11	1	9	6	1	17	15	5	15	1	36	25	62	13	0	100	164
09:30 AM	3	3	5	0	11	1	7	2	3	13	5	7	18	0	30	20	43	10	0	73	127
09:45 AM	8	3	5	0	16	4	11	4	0	19	15	13	21	1	50	17	55	14	0	86	171
Total	17	9	30	0	56	10	36	16	5	67	48	34	75	3	160	86	212	46	0	344	627
Grand Total	53	44	99	2	198	37	113	36	17	203	132	100	279	8	519	347	940	202	0	1489	2409
Apprch %	26.8	22.2	50	1		18.2	55.7	17.7	8.4		25.4	19.3	53.8	1.5		23.3	63.1	13.6	0		
Total %	2.2	1.8	4.1	0.1	8.2	1.5	4.7	1.5	0.7	8.4	5.5	4.2	11.6	0.3	21.5	14.4	39	8.4	0	61.8	

	Eco Rd Southbound				UNF Dr Westbound				UNF Dr Northbound				Eco Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**9**	2	3	14	6	8	**6**	20	12	7	**30**	49	25	63	10	98	181
08:15 AM	6	2	8	16	3	9	2	14	10	9	26	45	24	93	26	143	218
08:30 AM	6	**5**	12	**23**	**7**	**25**	5	**37**	10	**11**	12	33	24	100	**34**	158	251
08:45 AM	2	4	**13**	19	2	14	5	21	**17**	8	28	**53**	**29**	**124**	22	**175**	**268**
Total Volume	23	13	36	72	18	56	18	92	49	35	96	180	102	380	92	574	918
% App. Total	31.9	18.1	50		19.6	60.9	19.6		27.2	19.4	53.3		17.8	66.2	16		
PHF	.639	.650	.692	.783	.643	.560	.750	.622	.721	.795	.800	.849	.879	.766	.676	.820	.856

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File Name : T13-Town Center Pkwy and UNF Dr_Eco Rd PM
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Groups Printed- Car

	Eco Rd Southbound					UNF Dr Westbound					UNF Dr Northbound					Eco Rd 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
03:00 PM	11	5	6	0	22	4	60	9	0	73	4	0	30	0	34	32	19	5	0	56	185
03:15 PM	21	4	2	0	27	12	39	4	0	55	6	7	34	1	48	46	22	5	0	73	203
03:30 PM	10	1	4	0	15	6	64	10	0	80	4	3	50	1	58	41	31	7	0	79	232
03:45 PM	25	3	4	0	32	12	86	15	2	115	6	4	49	1	60	36	39	4	0	79	286
Total	67	13	16	0	96	34	249	38	2	323	20	14	163	3	200	155	111	21	0	287	906
04:00 PM	17	5	5	0	27	7	49	9	0	65	12	4	43	1	60	38	48	12	0	98	250
04:15 PM	29	7	3	0	39	9	75	13	1	98	3	9	68	0	80	50	31	12	0	93	310
04:30 PM	24	6	8	0	38	7	52	9	0	68	7	2	51	0	60	57	31	18	0	106	272
04:45 PM	14	7	3	0	24	8	37	6	0	51	7	8	47	0	62	47	43	13	0	103	240
Total	84	25	19	0	128	31	213	37	1	282	29	23	209	1	262	192	153	55	0	400	1072
05:00 PM	14	9	5	0	28	6	84	13	0	103	14	7	75	0	96	75	36	15	0	126	353
05:15 PM	10	10	2	0	22	5	50	8	1	64	8	11	62	0	81	74	55	24	0	153	320
05:30 PM	18	6	4	0	28	5	37	8	0	50	13	8	49	0	70	94	64	25	0	183	331
05:45 PM	14	5	9	0	28	6	32	8	1	47	22	11	32	2	67	68	86	17	0	171	313
Total	56	30	20	0	106	22	203	37	2	264	57	37	218	2	314	311	241	81	0	633	1317
06:00 PM	17	5	11	0	33	3	44	15	0	62	11	1	33	0	45	65	49	9	0	123	263
06:15 PM	8	4	4	0	16	1	29	6	1	37	7	3	42	1	53	56	23	3	0	82	188
06:30 PM	8	5	4	0	17	3	31	4	0	38	5	2	26	0	33	36	13	1	0	50	138
06:45 PM	8	3	1	0	12	3	20	7	0	30	3	2	30	0	35	45	20	4	0	69	146
Total	41	17	20	0	78	10	124	32	1	167	26	8	131	1	166	202	105	17	0	324	735
Grand Total	248	85	75	0	408	97	789	144	6	1036	132	82	721	7	942	860	610	174	0	1644	4030
Apprch %	60.8	20.8	18.4	0		9.4	76.2	13.9	0.6		14	8.7	76.5	0.7		52.3	37.1	10.6	0		
Total %	6.2	2.1	1.9	0	10.1	2.4	19.6	3.6	0.1	25.7	3.3	2	17.9	0.2	23.4	21.3	15.1	4.3	0	40.8	

	Eco Rd Southbound				UNF Dr Westbound				UNF Dr Northbound				Eco Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	9	5	**28**	**6**	**84**	**13**	**103**	14	7	**75**	**96**	75	36	15	126	**353**
05:15 PM	10	**10**	2	22	5	50	8	63	8	**11**	62	81	74	55	24	153	319
05:30 PM	**18**	6	4	28	5	37	8	50	13	8	49	70	**94**	64	**25**	**183**	331
05:45 PM	14	5	**9**	28	6	32	8	46	**22**	11	32	65	68	**86**	17	171	310
Total Volume	56	30	20	106	22	203	37	262	57	37	218	312	311	241	81	633	1313
% App. Total	52.8	28.3	18.9		8.4	77.5	14.1		18.3	11.9	69.9		49.1	38.1	12.8		
PHF	.778	.750	.556	.946	.917	.604	.712	.636	.648	.841	.727	.813	.827	.701	.810	.865	.930

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Groups Printed- Truck

	Eco Rd Southbound					UNF Dr Westbound					UNF Dr Northbound					Eco Rd 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
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	4
03:15 PM	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	0	1	0	1	5
03:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
03:45 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	6
Total	0	0	2	0	2	0	3	3	0	6	2	0	2	0	4	3	3	1	0	7	19
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	2	0	0	2	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	0	3	0	0	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	0	0	0	0	0	1	0	4	0	5	0	2	0	0	2	8
06:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	2	0	2	0	4	0	1	0	0	1	6
Grand Total	0	1	3	0	4	0	4	3	0	7	7	0	10	0	17	3	9	1	0	13	41
Apprch %	0	25	75	0		0	57.1	42.9	0		41.2	0	58.8	0		23.1	69.2	7.7	0		
Total %	0	2.4	7.3	0	9.8	0	9.8	7.3	0	17.1	17.1	0	24.4	0	41.5	7.3	22	2.4	0	31.7	

	Eco Rd Southbound				UNF Dr Westbound				UNF Dr Northbound				Eco Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	**2**	**3**	**1**	0	0	1	0	0	**1**	1	5
03:30 PM	0	0	**1**	**1**	0	0	1	1	0	0	**1**	1	0	1	0	1	4
03:45 PM	0	0	1	1	0	1	0	1	1	0	0	1	**2**	1	0	**3**	**6**
04:00 PM	0	0	0	0	0	1	0	1	1	0	1	**2**	0	**2**	0	2	5
Total Volume	0	0	2	2	0	3	3	6	3	0	2	5	2	4	1	7	20
% App. Total	0	0	100		0	50	50		60	0	40		28.6	57.1	14.3		
PHF	.000	.000	.500	.500	.000	.750	.375	.500	.750	.000	.500	.625	.250	.500	.250	.583	.833

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Groups Printed- Combined

	Eco Rd Southbound					UNF Dr Westbound					UNF Dr Northbound					Eco Rd 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
03:00 PM	11	5	6	0	22	4	61	9	0	74	4	0	31	0	35	33	20	5	0	58	189
03:15 PM	21	4	2	0	27	12	40	6	0	58	7	7	34	1	49	46	22	6	0	74	208
03:30 PM	10	1	5	0	16	6	64	11	0	81	4	3	51	1	59	41	32	7	0	80	236
03:45 PM	25	3	5	0	33	12	87	15	2	116	7	4	49	1	61	38	40	4	0	82	292
Total	67	13	18	0	98	34	252	41	2	329	22	14	165	3	204	158	114	22	0	294	925
04:00 PM	17	5	5	0	27	7	50	9	0	66	13	4	44	1	62	38	50	12	0	100	255
04:15 PM	29	7	3	0	39	9	75	13	1	98	3	9	68	0	80	50	31	12	0	93	310
04:30 PM	24	6	8	0	38	7	52	9	0	68	7	2	51	0	60	57	32	18	0	107	273
04:45 PM	14	7	3	0	24	8	37	6	0	51	8	8	48	0	64	47	43	13	0	103	242
Total	84	25	19	0	128	31	214	37	1	283	31	23	211	1	266	192	156	55	0	403	1080
05:00 PM	14	9	5	0	28	6	84	13	0	103	14	7	75	0	96	75	37	15	0	127	354
05:15 PM	10	10	2	0	22	5	50	8	1	64	9	11	64	0	84	74	55	24	0	153	323
05:30 PM	18	6	4	0	28	5	37	8	0	50	13	8	51	0	72	94	64	25	0	183	333
05:45 PM	14	5	10	0	29	6	32	8	1	47	22	11	32	2	67	68	87	17	0	172	315
Total	56	30	21	0	107	22	203	37	2	264	58	37	222	2	319	311	243	81	0	635	1325
06:00 PM	17	6	11	0	34	3	44	15	0	62	12	1	34	0	47	65	49	9	0	123	266
06:15 PM	8	4	4	0	16	1	29	6	1	37	8	3	42	1	54	56	23	3	0	82	189
06:30 PM	8	5	4	0	17	3	31	4	0	38	5	2	27	0	34	36	13	1	0	50	139
06:45 PM	8	3	1	0	12	3	20	7	0	30	3	2	30	0	35	45	21	4	0	70	147
Total	41	18	20	0	79	10	124	32	1	167	28	8	133	1	170	202	106	17	0	325	741
Grand Total	248	86	78	0	412	97	793	147	6	1043	139	82	731	7	959	863	619	175	0	1657	4071
Apprch %	60.2	20.9	18.9	0		9.3	76	14.1	0.6		14.5	8.6	76.2	0.7		52.1	37.4	10.6	0		
Total %	6.1	2.1	1.9	0	10.1	2.4	19.5	3.6	0.1	25.6	3.4	2	18	0.2	23.6	21.2	15.2	4.3	0	40.7	

	Eco Rd Southbound				UNF Dr Westbound				UNF Dr Northbound				Eco Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	9	5	28	**6**	**84**	**13**	**103**	14	7	**75**	**96**	75	37	15	127	**354**
05:15 PM	10	**10**	2	22	5	50	8	63	9	**11**	64	84	74	55	24	153	322
05:30 PM	**18**	6	4	28	5	37	8	50	13	8	51	72	**94**	64	**25**	**183**	333
05:45 PM	14	5	**10**	**29**	6	32	8	46	**22**	11	32	65	68	**87**	17	172	312
Total Volume	56	30	21	107	22	203	37	262	58	37	222	317	311	243	81	635	1321
% App. Total	52.3	28	19.6		8.4	77.5	14.1		18.3	11.7	70		49	38.3	12.8		
PHF	.778	.750	.525	.922	.917	.604	.712	.636	.659	.841	.740	.826	.827	.698	.810	.867	.933

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File Name : T14-Kernan Blvd and First Coast Tech Pkwy AM
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Groups Printed- Car

	Kernan Blvd Southbound					First Coast Tech Westbound					kernan Blvd Northbound					Eastbound Approach 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
06:00 AM	2	118	0	0	120	0	0	5	0	5	4	57	2	0	63	0	0	1	0	1	189
06:15 AM	1	220	0	0	221	3	0	10	0	13	5	65	0	0	70	2	0	0	0	2	306
06:30 AM	3	283	0	0	286	7	0	12	0	19	4	100	5	0	109	0	0	1	0	1	415
06:45 AM	4	345	1	0	350	1	0	25	0	26	9	136	4	0	149	0	0	0	0	0	525
Total	10	966	1	0	977	11	0	52	0	63	22	358	11	0	391	2	0	2	0	4	1435
07:00 AM	3	396	0	0	399	2	0	14	0	16	10	143	12	0	165	1	0	0	0	1	581
07:15 AM	2	506	0	0	508	4	0	26	0	30	9	176	0	0	185	0	0	0	0	0	723
07:30 AM	2	496	2	0	500	2	0	49	0	51	13	163	1	0	177	3	0	1	0	4	732
07:45 AM	1	522	3	0	526	5	0	53	0	58	27	201	0	0	228	2	0	2	0	4	816
Total	8	1920	5	0	1933	13	0	142	0	155	59	683	13	0	755	6	0	3	0	9	2852
08:00 AM	1	458	1	0	460	5	0	33	0	38	16	185	3	0	204	0	0	0	0	0	702
08:15 AM	1	510	0	0	511	5	0	33	0	38	5	205	3	0	213	1	0	0	0	1	763
08:30 AM	2	442	3	0	447	2	0	29	0	31	12	195	1	0	208	1	0	0	0	1	687
08:45 AM	1	439	1	0	441	3	0	31	0	34	14	232	1	0	247	1	0	0	0	1	723
Total	5	1849	5	0	1859	15	0	126	0	141	47	817	8	0	872	3	0	0	0	3	2875
09:00 AM	0	230	1	0	231	3	0	6	0	9	6	179	1	0	186	1	0	2	0	3	429
09:15 AM	1	220	1	0	222	0	0	14	0	14	6	167	0	0	173	2	0	0	0	2	411
09:30 AM	1	242	1	0	244	0	0	15	0	15	10	153	1	0	164	1	0	0	0	1	424
09:45 AM	0	172	5	0	177	0	0	14	0	14	9	162	0	0	171	2	0	1	0	3	365
Total	2	864	8	0	874	3	0	49	0	52	31	661	2	0	694	6	0	3	0	9	1629
Grand Total	25	5599	19	0	5643	42	0	369	0	411	159	2519	34	0	2712	17	0	8	0	25	8791
Apprch %	0.4	99.2	0.3	0		10.2	0	89.8	0		5.9	92.9	1.3	0		68	0	32	0		
Total %	0.3	63.7	0.2	0	64.2	0.5	0	4.2	0	4.7	1.8	28.7	0.4	0	30.8	0.2	0	0.1	0	0.3	

	Kernan Blvd Southbound				First Coast Tech Westbound				kernan Blvd Northbound				Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	496	2	500	2	0	49	51	13	163	1	177	**3**	0	1	**4**	732
07:45 AM	1	**522**	**3**	**526**	**5**	0	**53**	**58**	**27**	201	0	**228**	2	0	**2**	4	**816**
08:00 AM	1	458	1	460	5	0	33	38	16	185	**3**	204	0	0	0	0	702
08:15 AM	1	510	0	511	5	0	33	38	5	**205**	3	213	1	0	0	1	763
Total Volume	5	1986	6	1997	17	0	168	185	61	754	7	822	6	0	3	9	3013
% App. Total	0.3	99.4	0.3		9.2	0	90.8		7.4	91.7	0.9		66.7	0	33.3		
PHF	.625	.951	.500	.949	.850	.000	.792	.797	.565	.920	.583	.901	.500	.000	.375	.563	.923

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Groups Printed- Truck

	Kernan Blvd Southbound					First Coast Tech Westbound					kernan Blvd Northbound					Eastbound Approach 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	5
06:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	8
06:30 AM	0	4	1	0	5	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	10
06:45 AM	1	4	0	0	5	0	0	2	0	2	0	10	0	0	10	1	0	0	0	1	18
Total	1	12	1	0	14	0	0	2	0	2	0	18	3	0	21	4	0	0	0	4	41
07:00 AM	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
07:15 AM	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	9
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	2	8	1	0	11	0	0	0	0	0	0	17	1	0	18	0	0	2	0	2	31
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	13
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
08:30 AM	1	2	1	0	4	0	0	0	0	0	0	5	2	0	7	0	0	1	0	1	12
08:45 AM	1	3	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
Total	2	14	1	0	17	0	0	0	0	0	0	26	2	0	28	1	0	1	0	2	47
09:00 AM	1	3	0	0	4	0	0	0	0	0	2	9	0	0	11	1	0	0	0	1	16
09:15 AM	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	16
09:30 AM	2	10	0	0	12	0	0	0	0	0	1	4	0	0	5	2	0	0	0	2	19
09:45 AM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10
Total	3	25	0	0	28	0	0	0	0	0	5	25	0	0	30	3	0	0	0	3	61
Grand Total	8	59	3	0	70	0	0	2	0	2	5	86	6	0	97	8	0	3	0	11	180
Apprch %	11.4	84.3	4.3	0		0	0	100	0		5.2	88.7	6.2	0		72.7	0	27.3	0		
Total %	4.4	32.8	1.7	0	38.9	0	0	1.1	0	1.1	2.8	47.8	3.3	0	53.9	4.4	0	1.7	0	6.1	

	Kernan Blvd Southbound				First Coast Tech Westbound				kernan Blvd Northbound				Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	1	3	0	4	0	0	0	0	0	**9**	0	9	0	0	0	0	13
09:00 AM	1	3	0	4	0	0	0	0	**2**	9	0	**11**	1	0	0	1	16
09:15 AM	0	7	0	7	0	0	0	0	1	8	0	9	0	0	0	0	16
09:30 AM	**2**	**10**	0	**12**	0	0	0	0	1	4	0	5	**2**	0	0	**2**	**19**
Total Volume	4	23	0	27	0	0	0	0	4	30	0	34	3	0	0	3	64
% App. Total	14.8	85.2	0		0	0	0		11.8	88.2	0		100	0	0		
PHF	.500	.575	.000	.563	.000	.000	.000	.000	.500	.833	.000	.773	.375	.000	.000	.375	.842

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	Kernan Blvd Southbound					First Coast Tech Westbound					kernan Blvd Northbound					Eastbound Approach 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
06:00 AM	2	118	0	0	120	0	0	5	0	5	4	60	4	0	68	0	0	1	0	1	194
06:15 AM	1	224	0	0	225	3	0	10	0	13	5	66	0	0	71	5	0	0	0	5	314
06:30 AM	3	287	1	0	291	7	0	12	0	19	4	104	6	0	114	0	0	1	0	1	425
06:45 AM	5	349	1	0	355	1	0	27	0	28	9	146	4	0	159	1	0	0	0	1	543
Total	11	978	2	0	991	11	0	54	0	65	22	376	14	0	412	6	0	2	0	8	1476
07:00 AM	4	398	0	0	402	2	0	14	0	16	10	149	12	0	171	1	0	0	0	1	590
07:15 AM	3	508	0	0	511	4	0	26	0	30	9	180	1	0	190	0	0	1	0	1	732
07:30 AM	2	497	3	0	502	2	0	49	0	51	13	165	1	0	179	3	0	2	0	5	737
07:45 AM	1	525	3	0	529	5	0	53	0	58	27	206	0	0	233	2	0	2	0	4	824
Total	10	1928	6	0	1944	13	0	142	0	155	59	700	14	0	773	6	0	5	0	11	2883
08:00 AM	1	464	1	0	466	5	0	33	0	38	16	191	3	0	210	1	0	0	0	1	715
08:15 AM	1	513	0	0	514	5	0	33	0	38	5	211	3	0	219	1	0	0	0	1	772
08:30 AM	3	444	4	0	451	2	0	29	0	31	12	200	3	0	215	1	0	1	0	2	699
08:45 AM	2	442	1	0	445	3	0	31	0	34	14	241	1	0	256	1	0	0	0	1	736
Total	7	1863	6	0	1876	15	0	126	0	141	47	843	10	0	900	4	0	1	0	5	2922
09:00 AM	1	233	1	0	235	3	0	6	0	9	8	188	1	0	197	2	0	2	0	4	445
09:15 AM	1	227	1	0	229	0	0	14	0	14	7	175	0	0	182	2	0	0	0	2	427
09:30 AM	3	252	1	0	256	0	0	15	0	15	11	157	1	0	169	3	0	0	0	3	443
09:45 AM	0	177	5	0	182	0	0	14	0	14	10	166	0	0	176	2	0	1	0	3	375
Total	5	889	8	0	902	3	0	49	0	52	36	686	2	0	724	9	0	3	0	12	1690
Grand Total	33	5658	22	0	5713	42	0	371	0	413	164	2605	40	0	2809	25	0	11	0	36	8971
Apprch %	0.6	99	0.4	0		10.2	0	89.8	0		5.8	92.7	1.4	0		69.4	0	30.6	0		
Total %	0.4	63.1	0.2	0	63.7	0.5	0	4.1	0	4.6	1.8	29	0.4	0	31.3	0.3	0	0.1	0	0.4	

	Kernan Blvd Southbound				First Coast Tech Westbound				kernan Blvd Northbound				Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	497	**3**	502	2	0	49	51	13	165	1	179	**3**	0	**2**	**5**	737
07:45 AM	1	**525**	3	**529**	**5**	0	**53**	**58**	**27**	206	0	**233**	2	0	2	4	**824**
08:00 AM	1	464	1	466	5	0	33	38	16	191	**3**	210	1	0	0	1	715
08:15 AM	1	513	0	514	5	0	33	38	5	**211**	3	219	1	0	0	1	772
Total Volume	5	1999	7	2011	17	0	168	185	61	773	7	841	7	0	4	11	3048
% App. Total	0.2	99.4	0.3		9.2	0	90.8		7.3	91.9	0.8		63.6	0	36.4		
PHF	.625	.952	.583	.950	.850	.000	.792	.797	.565	.916	.583	.902	.583	.000	.500	.550	.925

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	Kernan Blvd Southbound					First Coast Tech Westbound					kernan Blvd Northbound					Eastbound Approach 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
03:00 PM	1	231	2	0	234	3	0	11	0	14	15	219	1	0	235	2	0	2	0	4	487
03:15 PM	1	233	3	0	237	0	0	13	0	13	16	289	2	0	307	1	0	1	0	2	559
03:30 PM	0	242	6	0	248	3	0	15	0	18	27	317	4	0	348	2	0	1	0	3	617
03:45 PM	2	219	7	0	228	5	0	18	0	23	14	335	3	0	352	2	0	0	0	2	605
Total	4	925	18	0	947	11	0	57	0	68	72	1160	10	0	1242	7	0	4	0	11	2268
04:00 PM	0	228	5	0	233	3	0	17	0	20	15	340	0	0	355	1	0	0	0	1	609
04:15 PM	0	267	7	0	274	2	0	12	0	14	12	413	4	0	429	1	0	0	0	1	718
04:30 PM	0	247	4	0	251	6	0	19	0	25	16	394	0	0	410	5	0	2	0	7	693
04:45 PM	0	227	8	0	235	2	0	12	0	14	16	418	1	0	435	8	0	0	0	8	692
Total	0	969	24	0	993	13	0	60	0	73	59	1565	5	0	1629	15	0	2	0	17	2712
05:00 PM	0	252	12	0	264	5	0	35	0	40	24	396	0	0	420	0	0	0	0	0	724
05:15 PM	0	235	9	0	244	4	0	25	0	29	15	458	2	0	475	1	0	0	0	1	749
05:30 PM	0	209	8	0	217	7	0	19	0	26	29	442	0	0	471	1	0	0	0	1	715
05:45 PM	0	194	11	0	205	2	0	16	0	18	17	413	0	0	430	1	0	0	0	1	654
Total	0	890	40	0	930	18	0	95	0	113	85	1709	2	0	1796	3	0	0	0	3	2842
06:00 PM	2	193	11	0	206	4	0	21	0	25	29	402	2	0	433	0	0	0	0	0	664
06:15 PM	0	173	6	0	179	5	0	11	0	16	25	359	3	0	387	1	0	0	0	1	583
06:30 PM	0	214	12	0	226	4	0	20	0	24	27	274	0	0	301	0	0	0	0	0	551
06:45 PM	0	172	9	0	181	1	0	19	0	20	18	238	4	0	260	0	0	0	0	0	461
Total	2	752	38	0	792	14	0	71	0	85	99	1273	9	0	1381	1	0	0	0	1	2259
Grand Total	6	3536	120	0	3662	56	0	283	0	339	315	5707	26	0	6048	26	0	6	0	32	10081
Apprch %	0.2	96.6	3.3	0		16.5	0	83.5	0		5.2	94.4	0.4	0		81.2	0	18.8	0		
Total %	0.1	35.1	1.2	0	36.3	0.6	0	2.8	0	3.4	3.1	56.6	0.3	0	60	0.3	0	0.1	0	0.3	

	Kernan Blvd Southbound				First Coast Tech Westbound				kernan Blvd Northbound				Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	227	8	235	2	0	12	14	16	418	1	435	**8**	0	0	**8**	692
05:00 PM	0	**252**	**12**	**264**	5	0	**35**	**40**	24	396	0	420	0	0	0	0	724
05:15 PM	0	235	9	244	4	0	25	29	15	**458**	**2**	**475**	1	0	0	1	**749**
05:30 PM	0	209	8	217	**7**	0	19	26	**29**	442	0	471	1	0	0	1	715
Total Volume	0	923	37	960	18	0	91	109	84	1714	3	1801	10	0	0	10	2880
% App. Total	0	96.1	3.9		16.5	0	83.5		4.7	95.2	0.2		100	0	0		
PHF	.000	.916	.771	.909	.643	.000	.650	.681	.724	.936	.375	.948	.313	.000	.000	.313	.961

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	Kernan Blvd Southbound					First Coast Tech Westbound					kernan Blvd Northbound					Eastbound Approach 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
03:00 PM	0	4	0	0	4	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	9
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	9
03:30 PM	0	3	0	0	3	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	12
03:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	12
Total	0	16	0	0	16	1	0	0	0	1	3	18	1	0	22	3	0	0	0	3	42
04:00 PM	0	4	0	0	4	0	0	1	0	1	0	4	3	0	7	0	0	0	0	0	12
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
04:45 PM	2	6	0	0	8	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	14
Total	2	19	0	0	21	0	0	1	0	1	1	16	3	0	20	0	0	0	0	0	42
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	6
05:15 PM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
Total	1	3	0	0	4	1	0	0	0	1	0	5	1	0	6	2	0	2	0	4	15
06:00 PM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	10	0	0	10	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	17
Grand Total	3	48	0	0	51	2	0	1	0	3	5	45	5	0	55	5	0	2	0	7	116
Apprch %	5.9	94.1	0	0		66.7	0	33.3	0		9.1	81.8	9.1	0		71.4	0	28.6	0		
Total %	2.6	41.4	0	0	44	1.7	0	0.9	0	2.6	4.3	38.8	4.3	0	47.4	4.3	0	1.7	0	6	

	Kernan Blvd Southbound				First Coast Tech Westbound				kernan Blvd Northbound				Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	**2**	0	0	**2**	9
03:30 PM	0	3	0	3	0	0	0	0	**3**	**6**	0	**9**	0	0	0	0	**12**
03:45 PM	0	**5**	0	**5**	0	0	0	0	0	6	0	6	1	0	0	1	12
04:00 PM	0	4	0	4	0	0	**1**	**1**	0	4	**3**	7	0	0	0	0	12
Total Volume	0	16	0	16	0	0	1	1	3	19	3	25	3	0	0	3	45
% App. Total	0	100	0		0	0	100		12	76	12		100	0	0		
PHF	.000	.800	.000	.800	.000	.000	.250	.250	.250	.792	.250	.694	.375	.000	.000	.375	.938

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Groups Printed- Combined

	Kernan Blvd Southbound					First Coast Tech Westbound					kernan Blvd Northbound					Eastbound Approach 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
03:00 PM	1	235	2	0	238	4	0	11	0	15	15	222	2	0	239	2	0	2	0	4	496
03:15 PM	1	237	3	0	241	0	0	13	0	13	16	292	2	0	310	3	0	1	0	4	568
03:30 PM	0	245	6	0	251	3	0	15	0	18	30	323	4	0	357	2	0	1	0	3	629
03:45 PM	2	224	7	0	233	5	0	18	0	23	14	341	3	0	358	3	0	0	0	3	617
Total	4	941	18	0	963	12	0	57	0	69	75	1178	11	0	1264	10	0	4	0	14	2310
04:00 PM	0	232	5	0	237	3	0	18	0	21	15	344	3	0	362	1	0	0	0	1	621
04:15 PM	0	270	7	0	277	2	0	12	0	14	12	417	4	0	433	1	0	0	0	1	725
04:30 PM	0	253	4	0	257	6	0	19	0	25	16	397	0	0	413	5	0	2	0	7	702
04:45 PM	2	233	8	0	243	2	0	12	0	14	17	423	1	0	441	8	0	0	0	8	706
Total	2	988	24	0	1014	13	0	61	0	74	60	1581	8	0	1649	15	0	2	0	17	2754
05:00 PM	0	254	12	0	266	5	0	35	0	40	24	397	1	0	422	0	0	2	0	2	730
05:15 PM	1	235	9	0	245	5	0	25	0	30	15	459	2	0	476	2	0	0	0	2	753
05:30 PM	0	210	8	0	218	7	0	19	0	26	29	443	0	0	472	1	0	0	0	1	717
05:45 PM	0	194	11	0	205	2	0	16	0	18	17	415	0	0	432	2	0	0	0	2	657
Total	1	893	40	0	934	19	0	95	0	114	85	1714	3	0	1802	5	0	2	0	7	2857
06:00 PM	2	199	11	0	212	4	0	21	0	25	30	406	2	0	438	0	0	0	0	0	675
06:15 PM	0	176	6	0	182	5	0	11	0	16	25	360	3	0	388	1	0	0	0	1	587
06:30 PM	0	214	12	0	226	4	0	20	0	24	27	274	0	0	301	0	0	0	0	0	551
06:45 PM	0	173	9	0	182	1	0	19	0	20	18	239	4	0	261	0	0	0	0	0	463
Total	2	762	38	0	802	14	0	71	0	85	100	1279	9	0	1388	1	0	0	0	1	2276
Grand Total	9	3584	120	0	3713	58	0	284	0	342	320	5752	31	0	6103	31	0	8	0	39	10197
Apprch %	0.2	96.5	3.2	0		17	0	83	0		5.2	94.2	0.5	0		79.5	0	20.5	0		
Total %	0.1	35.1	1.2	0	36.4	0.6	0	2.8	0	3.4	3.1	56.4	0.3	0	59.9	0.3	0	0.1	0	0.4	

	Kernan Blvd Southbound				First Coast Tech Westbound				kernan Blvd Northbound				Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**2**	233	8	243	2	0	12	14	17	423	1	441	**8**	0	0	**8**	706
05:00 PM	0	**254**	**12**	**266**	5	0	**35**	**40**	24	397	1	422	0	0	**2**	2	730
05:15 PM	1	235	9	245	5	0	25	30	15	**459**	**2**	**476**	2	0	0	2	**753**
05:30 PM	0	210	8	218	**7**	0	19	26	**29**	443	0	472	1	0	0	1	717
Total Volume	3	932	37	972	19	0	91	110	85	1722	4	1811	11	0	2	13	2906
% App. Total	0.3	95.9	3.8		17.3	0	82.7		4.7	95.1	0.2		84.6	0	15.4		
PHF	.375	.917	.771	.914	.679	.000	.650	.688	.733	.938	.500	.951	.344	.000	.250	.406	.965

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Groups Printed- Car

	Philips Hwy Southbound					Southside Blvd Westbound					Philips Hwy Northbound					Avenue Walk 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
06:00 AM	9	74	26	0	109	15	0	18	0	33	0	53	7	0	60	3	2	5	0	10	212
06:15 AM	7	103	33	0	143	30	6	53	0	89	0	86	7	0	93	7	3	2	0	12	337
06:30 AM	3	120	43	0	166	33	4	63	0	100	0	110	7	0	117	1	3	3	0	7	390
06:45 AM	6	220	53	0	279	38	6	64	0	108	0	183	9	0	192	9	8	8	2	27	606
Total	25	517	155	0	697	116	16	198	0	330	0	432	30	0	462	20	16	18	2	56	1545
07:00 AM	8	171	107	0	286	54	3	61	0	118	0	261	13	0	274	6	5	4	0	15	693
07:15 AM	14	172	128	0	314	58	3	68	0	129	0	329	9	0	338	10	2	7	0	19	800
07:30 AM	6	185	129	0	320	58	5	69	1	133	0	362	15	1	378	6	13	9	0	28	859
07:45 AM	12	174	126	0	312	67	9	94	0	170	0	276	22	0	298	7	8	7	5	27	807
Total	40	702	490	0	1232	237	20	292	1	550	0	1228	59	1	1288	29	28	27	5	89	3159
08:00 AM	17	169	111	0	297	50	8	75	0	133	0	281	19	0	300	9	6	7	0	22	752
08:15 AM	13	139	121	0	273	58	11	79	0	148	0	283	27	0	310	6	7	13	0	26	757
08:30 AM	8	139	108	0	255	63	8	53	0	124	0	259	18	0	277	7	10	7	1	25	681
08:45 AM	10	102	111	0	223	53	13	53	0	119	0	263	17	0	280	7	12	12	0	31	653
Total	48	549	451	0	1048	224	40	260	0	524	0	1086	81	0	1167	29	35	39	1	104	2843
09:00 AM	16	117	69	0	202	57	6	54	0	117	0	156	12	0	168	11	9	20	0	40	527
09:15 AM	14	105	57	0	176	48	9	72	0	129	0	133	27	0	160	9	9	21	0	39	504
09:30 AM	25	128	69	0	222	57	14	58	0	129	0	151	25	0	176	8	4	17	2	31	558
09:45 AM	32	94	62	0	188	56	25	50	0	131	0	143	19	0	162	15	16	20	0	51	532
Total	87	444	257	0	788	218	54	234	0	506	0	583	83	0	666	43	38	78	2	161	2121
Grand Total	200	2212	1353	0	3765	795	130	984	1	1910	0	3329	253	1	3583	121	117	162	10	410	9668
Apprch %	5.3	58.8	35.9	0		41.6	6.8	51.5	0.1		0	92.9	7.1	0		29.5	28.5	39.5	2.4		
Total %	2.1	22.9	14	0	38.9	8.2	1.3	10.2	0	19.8	0	34.4	2.6	0	37.1	1.3	1.2	1.7	0.1	4.2	

	Philips Hwy Southbound				Southside Blvd Westbound				Philips Hwy Northbound				Avenue Walk Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	172	128	314	58	3	68	129	0	329	9	338	**10**	2	7	19	800
07:30 AM	6	**185**	**129**	**320**	58	5	69	132	0	**362**	15	**377**	6	**13**	**9**	**28**	**857**
07:45 AM	12	174	126	312	**67**	**9**	**94**	**170**	0	276	**22**	298	7	8	7	22	802
08:00 AM	**17**	169	111	297	50	8	75	133	0	281	19	300	9	6	7	22	752
Total Volume	49	700	494	1243	233	25	306	564	0	1248	65	1313	32	29	30	91	3211
% App. Total	3.9	56.3	39.7		41.3	4.4	54.3		0	95	5		35.2	31.9	33		
PHF	.721	.946	.957	.971	.869	.694	.814	.829	.000	.862	.739	.871	.800	.558	.833	.813	.937

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Groups Printed- Truck

	Philips Hwy Southbound					Southside Blvd Westbound					Philips Hwy Northbound					Avenue Walk 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
06:00 AM	2	3	1	0	6	1	3	2	0	6	0	2	0	0	2	1	0	1	0	2	16
06:15 AM	1	7	1	0	9	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	13
06:30 AM	2	6	0	0	8	1	1	1	0	3	0	10	0	0	10	0	1	3	0	4	25
06:45 AM	2	13	3	0	18	0	0	1	0	1	0	10	1	0	11	0	0	3	0	3	33
Total	7	29	5	0	41	2	4	5	0	11	0	23	1	0	24	1	1	9	0	11	87
07:00 AM	0	16	3	0	19	3	2	3	0	8	0	11	0	0	11	2	0	2	0	4	42
07:15 AM	1	8	3	0	12	1	1	0	0	2	0	13	0	0	13	0	0	2	0	2	29
07:30 AM	1	13	2	0	16	0	1	0	0	1	0	14	0	0	14	0	1	2	0	3	34
07:45 AM	0	10	5	0	15	2	1	4	0	7	0	21	2	0	23	0	0	2	0	2	47
Total	2	47	13	0	62	6	5	7	0	18	0	59	2	0	61	2	1	8	0	11	152
08:00 AM	0	18	2	0	20	5	1	3	0	9	0	8	3	0	11	1	0	2	0	3	43
08:15 AM	1	10	7	0	18	2	2	3	0	7	0	15	0	0	15	0	0	2	0	2	42
08:30 AM	0	13	3	0	16	2	1	3	0	6	0	16	1	0	17	0	1	2	0	3	42
08:45 AM	1	11	6	0	18	2	1	4	0	7	0	12	2	0	14	0	0	2	0	2	41
Total	2	52	18	0	72	11	5	13	0	29	0	51	6	0	57	1	1	8	0	10	168
09:00 AM	1	14	6	0	21	2	0	2	0	4	0	10	0	0	10	2	0	2	0	4	39
09:15 AM	0	16	4	0	20	1	2	3	0	6	0	9	0	0	9	0	0	1	0	1	36
09:30 AM	0	16	2	0	18	3	1	2	0	6	0	22	0	0	22	0	0	2	0	2	48
09:45 AM	0	11	3	0	14	4	1	3	0	8	0	11	0	0	11	0	0	1	0	1	34
Total	1	57	15	0	73	10	4	10	0	24	0	52	0	0	52	2	0	6	0	8	157
Grand Total	12	185	51	0	248	29	18	35	0	82	0	185	9	0	194	6	3	31	0	40	564
Apprch %	4.8	74.6	20.6	0		35.4	22	42.7	0		0	95.4	4.6	0		15	7.5	77.5	0		
Total %	2.1	32.8	9	0	44	5.1	3.2	6.2	0	14.5	0	32.8	1.6	0	34.4	1.1	0.5	5.5	0	7.1	

	Philips Hwy Southbound				Southside Blvd Westbound				Philips Hwy Northbound				Avenue Walk Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	10	5	15	2	1	**4**	7	0	**21**	2	**23**	0	0	**2**	2	**47**
08:00 AM	0	**18**	2	**20**	**5**	1	3	**9**	0	8	**3**	11	**1**	0	2	**3**	43
08:15 AM	**1**	10	**7**	18	2	**2**	3	7	0	15	0	15	0	0	2	2	42
08:30 AM	0	13	3	16	2	1	3	6	0	16	1	17	0	**1**	2	3	42
Total Volume	1	51	17	69	11	5	13	29	0	60	6	66	1	1	8	10	174
% App. Total	1.4	73.9	24.6		37.9	17.2	44.8		0	90.9	9.1		10	10	80		
PHF	.250	.708	.607	.863	.550	.625	.813	.806	.000	.714	.500	.717	.250	.250	1.00	.833	.926

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	Philips Hwy Southbound					Southside Blvd Westbound					Philips Hwy Northbound					Avenue Walk 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
06:00 AM	11	77	27	0	115	16	3	20	0	39	0	55	7	0	62	4	2	6	0	12	228
06:15 AM	8	110	34	0	152	30	6	54	0	90	0	87	7	0	94	7	3	4	0	14	350
06:30 AM	5	126	43	0	174	34	5	64	0	103	0	120	7	0	127	1	4	6	0	11	415
06:45 AM	8	233	56	0	297	38	6	65	0	109	0	193	10	0	203	9	8	11	2	30	639
Total	32	546	160	0	738	118	20	203	0	341	0	455	31	0	486	21	17	27	2	67	1632
07:00 AM	8	187	110	0	305	57	5	64	0	126	0	272	13	0	285	8	5	6	0	19	735
07:15 AM	15	180	131	0	326	59	4	68	0	131	0	342	9	0	351	10	2	9	0	21	829
07:30 AM	7	198	131	0	336	58	6	69	1	134	0	376	15	1	392	6	14	11	0	31	893
07:45 AM	12	184	131	0	327	69	10	98	0	177	0	297	24	0	321	7	8	9	5	29	854
Total	42	749	503	0	1294	243	25	299	1	568	0	1287	61	1	1349	31	29	35	5	100	3311
08:00 AM	17	187	113	0	317	55	9	78	0	142	0	289	22	0	311	10	6	9	0	25	795
08:15 AM	14	149	128	0	291	60	13	82	0	155	0	298	27	0	325	6	7	15	0	28	799
08:30 AM	8	152	111	0	271	65	9	56	0	130	0	275	19	0	294	7	11	9	1	28	723
08:45 AM	11	113	117	0	241	55	14	57	0	126	0	275	19	0	294	7	12	14	0	33	694
Total	50	601	469	0	1120	235	45	273	0	553	0	1137	87	0	1224	30	36	47	1	114	3011
09:00 AM	17	131	75	0	223	59	6	56	0	121	0	166	12	0	178	13	9	22	0	44	566
09:15 AM	14	121	61	0	196	49	11	75	0	135	0	142	27	0	169	9	9	22	0	40	540
09:30 AM	25	144	71	0	240	60	15	60	0	135	0	173	25	0	198	8	4	19	2	33	606
09:45 AM	32	105	65	0	202	60	26	53	0	139	0	154	19	0	173	15	16	21	0	52	566
Total	88	501	272	0	861	228	58	244	0	530	0	635	83	0	718	45	38	84	2	169	2278
Grand Total	212	2397	1404	0	4013	824	148	1019	1	1992	0	3514	262	1	3777	127	120	193	10	450	10232
Apprch %	5.3	59.7	35	0		41.4	7.4	51.2	0.1		0	93	6.9	0		28.2	26.7	42.9	2.2		
Total %	2.1	23.4	13.7	0	39.2	8.1	1.4	10	0	19.5	0	34.3	2.6	0	36.9	1.2	1.2	1.9	0.1	4.4	

	Philips Hwy Southbound				Southside Blvd Westbound				Philips Hwy Northbound				Avenue Walk Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	180	**131**	326	59	4	68	131	0	342	9	351	**10**	2	9	21	829
07:30 AM	7	**198**	131	**336**	58	6	69	133	0	**376**	15	**391**	6	**14**	**11**	**31**	**891**
07:45 AM	12	184	131	327	**69**	**10**	**98**	**177**	0	297	**24**	321	7	8	9	24	849
08:00 AM	**17**	187	113	317	55	9	78	142	0	289	22	311	10	6	9	25	795
Total Volume	51	749	506	1306	241	29	313	583	0	1304	70	1374	33	30	38	101	3364
% App. Total	3.9	57.4	38.7		41.3	5	53.7		0	94.9	5.1		32.7	29.7	37.6		
PHF	.750	.946	.966	.972	.873	.725	.798	.823	.000	.867	.729	.879	.825	.536	.864	.815	.944

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	Philips Hwy Southbound					Southside Blvd Westbound					Philips Hwy Northbound					Avenue Walk 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
03:00 PM	30	175	74	0	279	119	31	126	0	276	0	132	25	0	157	36	25	17	2	80	792
03:15 PM	29	153	64	0	246	121	27	134	0	282	0	176	36	0	212	26	27	38	1	92	832
03:30 PM	27	210	73	0	310	147	29	132	0	308	0	176	21	0	197	25	24	37	0	86	901
03:45 PM	33	185	72	0	290	133	20	137	1	291	0	204	31	0	235	27	22	31	0	80	896
Total	119	723	283	0	1125	520	107	529	1	1157	0	688	113	0	801	114	98	123	3	338	3421
04:00 PM	22	179	68	0	269	153	31	185	0	369	0	174	25	0	199	36	36	33	0	105	942
04:15 PM	28	174	85	0	287	185	29	196	0	410	0	162	23	0	185	33	22	21	1	77	959
04:30 PM	25	176	83	0	284	192	22	170	0	384	0	192	28	0	220	26	20	23	2	71	959
04:45 PM	20	214	65	0	299	193	28	209	0	430	0	192	32	0	224	28	28	32	0	88	1041
Total	95	743	301	0	1139	723	110	760	0	1593	0	720	108	0	828	123	106	109	3	341	3901
05:00 PM	29	194	77	0	300	211	34	244	0	489	0	217	22	0	239	17	16	28	0	61	1089
05:15 PM	22	218	81	1	322	207	24	215	0	446	0	202	33	0	235	38	16	31	0	85	1088
05:30 PM	13	218	78	0	309	151	28	163	0	342	0	228	34	0	262	24	19	40	0	83	996
05:45 PM	22	177	67	0	266	168	41	186	0	395	0	172	28	0	200	24	28	36	0	88	949
Total	86	807	303	1	1197	737	127	808	0	1672	0	819	117	0	936	103	79	135	0	317	4122
06:00 PM	24	184	77	0	285	171	32	156	0	359	0	143	35	0	178	32	20	27	0	79	901
06:15 PM	32	173	64	0	269	138	29	119	0	286	0	157	14	0	171	24	17	30	0	71	797
06:30 PM	24	115	63	0	202	111	34	139	0	284	0	140	36	0	176	28	22	31	2	83	745
06:45 PM	21	106	57	0	184	108	36	107	0	251	0	138	33	0	171	27	30	36	0	93	699
Total	101	578	261	0	940	528	131	521	0	1180	0	578	118	0	696	111	89	124	2	326	3142
Grand Total	401	2851	1148	1	4401	2508	475	2618	1	5602	0	2805	456	0	3261	451	372	491	8	1322	14586
Apprch %	9.1	64.8	26.1	0		44.8	8.5	46.7	0		0	86	14	0		34.1	28.1	37.1	0.6		
Total %	2.7	19.5	7.9	0	30.2	17.2	3.3	17.9	0	38.4	0	19.2	3.1	0	22.4	3.1	2.6	3.4	0.1	9.1	

	Philips Hwy Southbound				Southside Blvd Westbound				Philips Hwy Northbound				Avenue Walk Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	214	65	299	193	28	209	430	0	192	32	224	28	**28**	32	**88**	1041
05:00 PM	**29**	194	77	300	**211**	**34**	**244**	**489**	0	217	22	239	17	16	28	61	**1089**
05:15 PM	22	**218**	**81**	**321**	207	24	215	446	0	202	33	235	**38**	16	31	85	1087
05:30 PM	13	218	78	309	151	28	163	342	0	**228**	**34**	**262**	24	19	**40**	83	996
Total Volume	84	844	301	1229	762	114	831	1707	0	839	121	960	107	79	131	317	4213
% App. Total	6.8	68.7	24.5		44.6	6.7	48.7		0	87.4	12.6		33.8	24.9	41.3		
PHF	.724	.968	.929	.957	.903	.838	.851	.873	.000	.920	.890	.916	.704	.705	.819	.901	.967

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File Name : T15-Philips Hwy and Avenue Walk_Southside Blvd PM
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Groups Printed- Truck

	Philips Hwy Southbound					Southside Blvd Westbound					Philips Hwy Northbound					Avenue Walk 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
03:00 PM	1	12	2	0	15	6	0	3	0	9	0	17	0	0	17	1	1	0	0	2	43
03:15 PM	2	7	2	0	11	6	0	4	0	10	0	18	0	0	18	0	1	1	0	2	41
03:30 PM	1	6	2	0	9	2	1	1	0	4	0	4	1	0	5	0	2	1	0	3	21
03:45 PM	2	6	0	0	8	3	0	2	0	5	0	7	1	0	8	0	1	0	0	1	22
Total	6	31	6	0	43	17	1	10	0	28	0	46	2	0	48	1	5	2	0	8	127
04:00 PM	2	3	1	0	6	1	0	8	0	9	0	7	0	0	7	2	1	1	0	4	26
04:15 PM	2	10	1	0	13	1	0	6	0	7	0	9	0	0	9	0	1	0	0	1	30
04:30 PM	2	3	1	0	6	1	1	1	0	3	0	11	0	0	11	0	2	2	0	4	24
04:45 PM	0	3	1	0	4	1	0	4	0	5	0	9	1	0	10	0	1	0	0	1	20
Total	6	19	4	0	29	4	1	19	0	24	0	36	1	0	37	2	5	3	0	10	100
05:00 PM	1	3	0	0	4	5	0	1	0	6	0	8	0	0	8	1	1	0	0	2	20
05:15 PM	2	5	1	0	8	2	0	3	0	5	0	10	0	0	10	0	1	1	0	2	25
05:30 PM	2	5	1	0	8	3	1	1	0	5	0	5	1	0	6	1	2	2	0	5	24
05:45 PM	3	4	0	0	7	1	0	0	0	1	0	2	3	0	5	0	1	0	0	1	14
Total	8	17	2	0	27	11	1	5	0	17	0	25	4	0	29	2	5	3	0	10	83
06:00 PM	3	0	0	0	3	2	0	3	0	5	0	3	0	0	3	1	1	2	0	4	15
06:15 PM	2	3	0	0	5	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	10
06:30 PM	2	1	0	0	3	1	1	1	0	3	0	1	0	0	1	0	2	2	0	4	11
06:45 PM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	7
Total	8	6	0	0	14	5	1	4	0	10	0	7	1	0	8	1	5	5	0	11	43
Grand Total	28	73	12	0	113	37	4	38	0	79	0	114	8	0	122	6	20	13	0	39	353
Apprch %	24.8	64.6	10.6	0		46.8	5.1	48.1	0		0	93.4	6.6	0		15.4	51.3	33.3	0		
Total %	7.9	20.7	3.4	0	32	10.5	1.1	10.8	0	22.4	0	32.3	2.3	0	34.6	1.7	5.7	3.7	0	11	

	Philips Hwy Southbound				Southside Blvd Westbound				Philips Hwy Northbound				Avenue Walk Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	**12**	**2**	**15**	**6**	0	3	9	0	17	0	17	**1**	1	0	2	**43**
03:15 PM	**2**	7	2	11	6	0	**4**	**10**	0	**18**	0	**18**	0	1	**1**	2	41
03:30 PM	1	6	2	9	2	**1**	1	4	0	4	**1**	5	0	**2**	1	**3**	21
03:45 PM	2	6	0	8	3	0	2	5	0	7	1	8	0	1	0	1	22
Total Volume	6	31	6	43	17	1	10	28	0	46	2	48	1	5	2	8	127
% App. Total	14	72.1	14		60.7	3.6	35.7		0	95.8	4.2		12.5	62.5	25		
PHF	.750	.646	.750	.717	.708	.250	.625	.700	.000	.639	.500	.667	.250	.625	.500	.667	.738

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Groups Printed- Combined

	Philips Hwy Southbound					Southside Blvd Westbound					Philips Hwy Northbound					Avenue Walk 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
03:00 PM	31	187	76	0	294	125	31	129	0	285	0	149	25	0	174	37	26	17	2	82	835
03:15 PM	31	160	66	0	257	127	27	138	0	292	0	194	36	0	230	26	28	39	1	94	873
03:30 PM	28	216	75	0	319	149	30	133	0	312	0	180	22	0	202	25	26	38	0	89	922
03:45 PM	35	191	72	0	298	136	20	139	1	296	0	211	32	0	243	27	23	31	0	81	918
Total	125	754	289	0	1168	537	108	539	1	1185	0	734	115	0	849	115	103	125	3	346	3548
04:00 PM	24	182	69	0	275	154	31	193	0	378	0	181	25	0	206	38	37	34	0	109	968
04:15 PM	30	184	86	0	300	186	29	202	0	417	0	171	23	0	194	33	23	21	1	78	989
04:30 PM	27	179	84	0	290	193	23	171	0	387	0	203	28	0	231	26	22	25	2	75	983
04:45 PM	20	217	66	0	303	194	28	213	0	435	0	201	33	0	234	28	29	32	0	89	1061
Total	101	762	305	0	1168	727	111	779	0	1617	0	756	109	0	865	125	111	112	3	351	4001
05:00 PM	30	197	77	0	304	216	34	245	0	495	0	225	22	0	247	18	17	28	0	63	1109
05:15 PM	24	223	82	1	330	209	24	218	0	451	0	212	33	0	245	38	17	32	0	87	1113
05:30 PM	15	223	79	0	317	154	29	164	0	347	0	233	35	0	268	25	21	42	0	88	1020
05:45 PM	25	181	67	0	273	169	41	186	0	396	0	174	31	0	205	24	29	36	0	89	963
Total	94	824	305	1	1224	748	128	813	0	1689	0	844	121	0	965	105	84	138	0	327	4205
06:00 PM	27	184	77	0	288	173	32	159	0	364	0	146	35	0	181	33	21	29	0	83	916
06:15 PM	34	176	64	0	274	140	29	119	0	288	0	159	14	0	173	24	18	30	0	72	807
06:30 PM	26	116	63	0	205	112	35	140	0	287	0	141	36	0	177	28	24	33	2	87	756
06:45 PM	22	108	57	0	187	108	36	107	0	251	0	139	34	0	173	27	31	37	0	95	706
Total	109	584	261	0	954	533	132	525	0	1190	0	585	119	0	704	112	94	129	2	337	3185
Grand Total	429	2924	1160	1	4514	2545	479	2656	1	5681	0	2919	464	0	3383	457	392	504	8	1361	14939
Apprch %	9.5	64.8	25.7	0		44.8	8.4	46.8	0		0	86.3	13.7	0		33.6	28.8	37	0.6		
Total %	2.9	19.6	7.8	0	30.2	17	3.2	17.8	0	38	0	19.5	3.1	0	22.6	3.1	2.6	3.4	0.1	9.1	

	Philips Hwy Southbound				Southside Blvd Westbound				Philips Hwy Northbound				Avenue Walk Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	217	66	303	194	28	213	435	0	201	33	234	28	**29**	32	**89**	1061
05:00 PM	**30**	197	77	304	**216**	**34**	**245**	**495**	0	225	22	247	18	17	28	63	1109
05:15 PM	24	**223**	**82**	**329**	209	24	218	451	0	212	33	245	**38**	17	32	87	**1112**
05:30 PM	15	223	79	317	154	29	164	347	0	**233**	**35**	**268**	25	21	**42**	88	1020
Total Volume	89	860	304	1253	773	115	840	1728	0	871	123	994	109	84	134	327	4302
% App. Total	7.1	68.6	24.3		44.7	6.7	48.6		0	87.6	12.4		33.3	25.7	41		
PHF	.742	.964	.927	.952	.895	.846	.857	.873	.000	.935	.879	.927	.717	.724	.798	.919	.967

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Groups Printed- Car

	Philips Hwy Southbound					Business Park Blvd Westbound					Philips Hwy Northbound					Driveway 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
06:00 AM	0	157	33	0	190	4	0	4	0	8	15	78	0	0	93	0	0	0	0	0	291
06:15 AM	1	234	77	0	312	2	0	1	0	3	19	119	0	0	138	0	0	0	1	1	454
06:30 AM	2	239	99	0	340	15	0	7	1	23	26	189	2	0	217	1	0	0	0	1	581
06:45 AM	2	343	132	0	477	29	0	4	0	33	29	253	6	0	288	0	0	0	1	1	799
Total	5	973	341	0	1319	50	0	16	1	67	89	639	8	0	736	1	0	0	2	3	2125
07:00 AM	1	303	96	0	400	26	0	18	0	44	35	385	4	0	424	0	2	0	0	2	870
07:15 AM	1	330	62	0	393	37	0	27	0	64	18	435	3	0	456	0	2	2	0	4	917
07:30 AM	1	410	89	0	500	30	0	17	0	47	21	440	0	0	461	0	0	1	0	1	1009
07:45 AM	1	379	93	0	473	42	0	13	0	55	31	362	4	0	397	1	0	1	0	2	927
Total	4	1422	340	0	1766	135	0	75	0	210	105	1622	11	0	1738	1	4	4	0	9	3723
08:00 AM	1	279	69	0	349	28	0	10	0	38	32	454	1	0	487	0	0	0	0	0	874
08:15 AM	0	248	85	0	333	29	0	12	0	41	31	404	5	0	440	1	0	0	1	2	816
08:30 AM	1	279	47	0	327	31	0	18	1	50	26	442	3	0	471	0	0	0	0	0	848
08:45 AM	4	220	47	0	271	30	0	19	0	49	11	357	7	0	375	1	0	1	0	2	697
Total	6	1026	248	0	1280	118	0	59	1	178	100	1657	16	0	1773	2	0	1	1	4	3235
09:00 AM	0	210	40	0	250	38	0	11	0	49	15	279	3	0	297	2	0	1	0	3	599
09:15 AM	2	206	49	0	257	31	0	9	0	40	14	235	2	0	251	2	0	1	0	3	551
09:30 AM	1	229	45	0	275	35	0	12	1	48	9	260	5	0	274	0	0	3	0	3	600
09:45 AM	1	164	34	0	199	33	0	13	0	46	13	207	1	0	221	1	0	1	0	2	468
Total	4	809	168	0	981	137	0	45	1	183	51	981	11	0	1043	5	0	6	0	11	2218
Grand Total	19	4230	1097	0	5346	440	0	195	3	638	345	4899	46	0	5290	9	4	11	3	27	11301
Apprch %	0.4	79.1	20.5	0		69	0	30.6	0.5		6.5	92.6	0.9	0		33.3	14.8	40.7	11.1		
Total %	0.2	37.4	9.7	0	47.3	3.9	0	1.7	0	5.6	3.1	43.4	0.4	0	46.8	0.1	0	0.1	0	0.2	

	Philips Hwy Southbound				Business Park Blvd Westbound				Philips Hwy Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	330	62	393	37	0	**27**	**64**	18	435	3	456	0	**2**	**2**	**4**	917
07:30 AM	1	**410**	89	**500**	30	0	17	47	21	440	0	461	0	0	1	1	**1009**
07:45 AM	1	379	**93**	473	**42**	0	13	55	31	362	**4**	397	**1**	0	1	2	927
08:00 AM	1	279	69	349	28	0	10	38	**32**	**454**	1	**487**	0	0	0	0	874
Total Volume	4	1398	313	1715	137	0	67	204	102	1691	8	1801	1	2	4	7	3727
% App. Total	0.2	81.5	18.3		67.2	0	32.8		5.7	93.9	0.4		14.3	28.6	57.1		
PHF	1.00	.852	.841	.858	.815	.000	.620	.797	.797	.931	.500	.925	.250	.250	.500	.438	.923

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Groups Printed- Truck

	Philips Hwy Southbound					Business Park Blvd Westbound					Philips Hwy Northbound					Driveway 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
06:00 AM	0	7	0	0	7	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	33
06:15 AM	0	13	0	0	13	1	0	1	0	2	0	16	0	0	16	0	0	0	0	0	31
06:30 AM	0	9	8	0	17	2	0	0	0	2	0	21	0	0	21	0	0	0	0	0	40
06:45 AM	0	17	3	0	20	7	0	2	0	9	0	20	0	0	20	0	0	0	0	0	49
Total	0	46	11	0	57	10	0	4	0	14	0	82	0	0	82	0	0	0	0	0	153
07:00 AM	0	17	4	0	21	8	0	3	0	11	0	20	0	0	20	1	0	0	0	1	53
07:15 AM	0	7	2	0	9	12	0	6	0	18	1	34	2	0	37	0	0	0	0	0	64
07:30 AM	0	14	5	0	19	7	0	4	0	11	0	11	2	0	13	1	0	0	0	1	44
07:45 AM	0	17	5	0	22	9	0	3	0	12	2	20	0	0	22	0	0	1	0	1	57
Total	0	55	16	0	71	36	0	16	0	52	3	85	4	0	92	2	0	1	0	3	218
08:00 AM	0	18	2	0	20	8	0	5	0	13	2	9	0	0	11	1	0	0	0	1	45
08:15 AM	1	35	6	0	42	7	0	7	0	14	3	17	0	0	20	2	0	0	0	2	78
08:30 AM	0	30	4	0	34	7	0	2	0	9	5	19	0	0	24	1	0	1	0	2	69
08:45 AM	0	22	3	0	25	8	0	5	0	13	0	26	0	0	26	0	0	0	0	0	64
Total	1	105	15	0	121	30	0	19	0	49	10	71	0	0	81	4	0	1	0	5	256
09:00 AM	0	25	4	0	29	7	0	0	0	7	5	15	0	0	20	0	0	0	0	0	56
09:15 AM	0	30	9	0	39	7	0	4	0	11	2	20	0	0	22	0	0	1	0	1	73
09:30 AM	1	37	7	0	45	9	0	2	0	11	0	15	0	0	15	0	0	0	0	0	71
09:45 AM	0	25	4	0	29	5	0	2	0	7	4	16	1	0	21	0	0	1	0	1	58
Total	1	117	24	0	142	28	0	8	0	36	11	66	1	0	78	0	0	2	0	2	258
Grand Total	2	323	66	0	391	104	0	47	0	151	24	304	5	0	333	6	0	4	0	10	885
Apprch %	0.5	82.6	16.9	0		68.9	0	31.1	0		7.2	91.3	1.5	0		60	0	40	0		
Total %	0.2	36.5	7.5	0	44.2	11.8	0	5.3	0	17.1	2.7	34.4	0.6	0	37.6	0.7	0	0.5	0	1.1	

	Philips Hwy Southbound				Business Park Blvd Westbound				Philips Hwy Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**1**	**35**	**6**	**42**	7	0	**7**	**14**	3	17	0	20	**2**	0	0	**2**	**78**
08:30 AM	0	30	4	34	7	0	2	9	**5**	19	0	24	1	0	**1**	2	69
08:45 AM	0	22	3	25	**8**	0	5	13	0	**26**	0	**26**	0	0	0	0	64
09:00 AM	0	25	4	29	7	0	0	7	5	15	0	20	0	0	0	0	56
Total Volume	1	112	17	130	29	0	14	43	13	77	0	90	3	0	1	4	267
% App. Total	0.8	86.2	13.1		67.4	0	32.6		14.4	85.6	0		75	0	25		
PHF	.250	.800	.708	.774	.906	.000	.500	.768	.650	.740	.000	.865	.375	.000	.250	.500	.856

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File Name : T16-Philips Hwy and Business Park Blvd AM
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Groups Printed- Combined

	Philips Hwy Southbound					Business Park Blvd Westbound					Philips Hwy Northbound					Driveway 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
06:00 AM	0	164	33	0	197	4	0	5	0	9	15	103	0	0	118	0	0	0	0	0	324
06:15 AM	1	247	77	0	325	3	0	2	0	5	19	135	0	0	154	0	0	0	1	1	485
06:30 AM	2	248	107	0	357	17	0	7	1	25	26	210	2	0	238	1	0	0	0	1	621
06:45 AM	2	360	135	0	497	36	0	6	0	42	29	273	6	0	308	0	0	0	1	1	848
Total	5	1019	352	0	1376	60	0	20	1	81	89	721	8	0	818	1	0	0	2	3	2278
07:00 AM	1	320	100	0	421	34	0	21	0	55	35	405	4	0	444	1	2	0	0	3	923
07:15 AM	1	337	64	0	402	49	0	33	0	82	19	469	5	0	493	0	2	2	0	4	981
07:30 AM	1	424	94	0	519	37	0	21	0	58	21	451	2	0	474	1	0	1	0	2	1053
07:45 AM	1	396	98	0	495	51	0	16	0	67	33	382	4	0	419	1	0	2	0	3	984
Total	4	1477	356	0	1837	171	0	91	0	262	108	1707	15	0	1830	3	4	5	0	12	3941
08:00 AM	1	297	71	0	369	36	0	15	0	51	34	463	1	0	498	1	0	0	0	1	919
08:15 AM	1	283	91	0	375	36	0	19	0	55	34	421	5	0	460	3	0	0	1	4	894
08:30 AM	1	309	51	0	361	38	0	20	1	59	31	461	3	0	495	1	0	1	0	2	917
08:45 AM	4	242	50	0	296	38	0	24	0	62	11	383	7	0	401	1	0	1	0	2	761
Total	7	1131	263	0	1401	148	0	78	1	227	110	1728	16	0	1854	6	0	2	1	9	3491
09:00 AM	0	235	44	0	279	45	0	11	0	56	20	294	3	0	317	2	0	1	0	3	655
09:15 AM	2	236	58	0	296	38	0	13	0	51	16	255	2	0	273	2	0	2	0	4	624
09:30 AM	2	266	52	0	320	44	0	14	1	59	9	275	5	0	289	0	0	3	0	3	671
09:45 AM	1	189	38	0	228	38	0	15	0	53	17	223	2	0	242	1	0	2	0	3	526
Total	5	926	192	0	1123	165	0	53	1	219	62	1047	12	0	1121	5	0	8	0	13	2476
Grand Total	21	4553	1163	0	5737	544	0	242	3	789	369	5203	51	0	5623	15	4	15	3	37	12186
Apprch %	0.4	79.4	20.3	0		68.9	0	30.7	0.4		6.6	92.5	0.9	0		40.5	10.8	40.5	8.1		
Total %	0.2	37.4	9.5	0	47.1	4.5	0	2	0	6.5	3	42.7	0.4	0	46.1	0.1	0	0.1	0	0.3	

	Philips Hwy Southbound				Business Park Blvd Westbound				Philips Hwy Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	320	**100**	421	34	0	21	55	**35**	405	4	444	**1**	**2**	0	3	923
07:15 AM	1	337	64	402	49	0	**33**	**82**	19	**469**	**5**	**493**	0	2	**2**	**4**	981
07:30 AM	1	**424**	94	**519**	37	0	21	58	21	451	2	474	1	0	1	2	**1053**
07:45 AM	1	396	98	495	**51**	0	16	67	33	382	4	419	1	0	2	3	984
Total Volume	4	1477	356	1837	171	0	91	262	108	1707	15	1830	3	4	5	12	3941
% App. Total	0.2	80.4	19.4		65.3	0	34.7		5.9	93.3	0.8		25	33.3	41.7		
PHF	1.00	.871	.890	.885	.838	.000	.689	.799	.771	.910	.750	.928	.750	.500	.625	.750	.936

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Groups Printed- Car

	Philips Hwy Southbound					Business Park Blvd Westbound					Philips Hwy Northbound					Driveway 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
03:00 PM	2	259	33	0	294	36	0	14	0	50	15	259	3	0	277	0	0	0	0	0	621
03:15 PM	0	254	28	0	282	54	0	10	0	64	10	295	3	0	308	1	0	0	0	1	655
03:30 PM	0	287	29	0	316	73	0	24	0	97	15	324	5	0	344	1	0	0	0	1	758
03:45 PM	0	288	26	0	314	42	0	23	0	65	10	325	3	0	338	0	0	0	0	0	717
Total	2	1088	116	0	1206	205	0	71	0	276	50	1203	14	0	1267	2	0	0	0	2	2751
04:00 PM	2	290	24	0	316	80	0	17	0	97	8	346	4	0	358	0	0	3	0	3	774
04:15 PM	0	340	26	0	366	61	0	25	0	86	10	292	3	0	305	0	0	0	0	0	757
04:30 PM	0	298	22	0	320	80	0	25	0	105	8	352	4	0	364	1	0	1	0	2	791
04:45 PM	0	353	17	0	370	63	0	16	0	79	3	414	5	0	422	0	1	0	0	1	872
Total	2	1281	89	0	1372	284	0	83	0	367	29	1404	16	0	1449	1	1	4	0	6	3194
05:00 PM	1	355	9	0	365	134	0	27	0	161	9	477	3	0	489	0	0	3	0	3	1018
05:15 PM	1	327	13	0	341	49	0	18	0	67	5	422	3	0	430	0	0	0	0	0	838
05:30 PM	0	301	10	0	311	45	0	13	0	58	1	414	3	0	418	0	0	0	1	1	788
05:45 PM	1	264	13	0	278	38	0	13	1	52	7	317	3	0	327	0	0	0	2	2	659
Total	3	1247	45	0	1295	266	0	71	1	338	22	1630	12	0	1664	0	0	3	3	6	3303
06:00 PM	0	265	9	0	274	28	0	16	0	44	3	294	0	0	297	1	1	4	0	6	621
06:15 PM	0	243	14	0	257	27	0	13	0	40	3	259	5	0	267	0	0	0	0	0	564
06:30 PM	0	207	6	0	213	27	0	10	0	37	1	219	1	0	221	0	0	0	0	0	471
06:45 PM	0	172	8	0	180	14	0	7	0	21	1	176	2	0	179	0	0	0	0	0	380
Total	0	887	37	0	924	96	0	46	0	142	8	948	8	0	964	1	1	4	0	6	2036
Grand Total	7	4503	287	0	4797	851	0	271	1	1123	109	5185	50	0	5344	4	2	11	3	20	11284
Apprch %	0.1	93.9	6	0		75.8	0	24.1	0.1		2	97	0.9	0		20	10	55	15		
Total %	0.1	39.9	2.5	0	42.5	7.5	0	2.4	0	10	1	46	0.4	0	47.4	0	0	0.1	0	0.2	

	Philips Hwy Southbound				Business Park Blvd Westbound				Philips Hwy Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	298	**22**	320	80	0	25	105	8	352	4	364	**1**	0	1	2	791
04:45 PM	0	353	17	**370**	63	0	16	79	3	414	**5**	422	0	**1**	0	1	872
05:00 PM	**1**	**355**	9	365	**134**	0	**27**	**161**	**9**	**477**	3	**489**	0	0	**3**	**3**	**1018**
05:15 PM	1	327	13	341	49	0	18	67	5	422	3	430	0	0	0	0	838
Total Volume	2	1333	61	1396	326	0	86	412	25	1665	15	1705	1	1	4	6	3519
% App. Total	0.1	95.5	4.4		79.1	0	20.9		1.5	97.7	0.9		16.7	16.7	66.7		
PHF	.500	.939	.693	.943	.608	.000	.796	.640	.694	.873	.750	.872	.250	.250	.333	.500	.864

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Groups Printed- Truck

	Philips Hwy Southbound					Business Park Blvd Westbound					Philips Hwy Northbound					Driveway 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
03:00 PM	1	18	6	0	25	2	0	1	0	3	4	20	0	0	24	0	1	0	0	1	53
03:15 PM	0	16	2	0	18	5	0	2	0	7	3	12	0	0	15	0	0	1	0	1	41
03:30 PM	2	19	5	0	26	5	0	2	0	7	3	9	0	0	12	0	0	0	0	0	45
03:45 PM	0	25	8	0	33	6	0	3	0	9	4	12	1	0	17	0	0	1	0	1	60
Total	3	78	21	0	102	18	0	8	0	26	14	53	1	0	68	0	1	2	0	3	199
04:00 PM	0	17	2	0	19	4	0	2	0	6	3	19	0	0	22	0	0	0	0	0	47
04:15 PM	0	18	9	0	27	0	0	0	0	0	3	10	0	0	13	0	0	1	0	1	41
04:30 PM	0	11	2	0	13	1	0	1	0	2	1	15	0	0	16	0	0	0	0	0	31
04:45 PM	1	17	2	0	20	2	0	1	0	3	1	19	0	0	20	0	0	0	0	0	43
Total	1	63	15	0	79	7	0	4	0	11	8	63	0	0	71	0	0	1	0	1	162
05:00 PM	0	19	3	0	22	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	34
05:15 PM	1	23	5	0	29	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	41
05:30 PM	0	8	3	0	11	0	0	0	0	0	2	10	0	0	12	0	0	1	0	1	24
05:45 PM	0	8	2	0	10	1	0	0	0	1	0	6	2	0	8	0	0	0	0	0	19
Total	1	58	13	0	72	3	0	0	0	3	2	38	2	0	42	0	0	1	0	1	118
06:00 PM	1	8	4	0	13	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	21
06:15 PM	0	3	3	0	6	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	11
06:30 PM	0	6	2	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
06:45 PM	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Total	2	21	9	0	32	0	0	0	0	0	1	17	0	0	18	1	0	0	0	1	51
Grand Total	7	220	58	0	285	28	0	12	0	40	25	171	3	0	199	1	1	4	0	6	530
Apprch %	2.5	77.2	20.4	0		70	0	30	0		12.6	85.9	1.5	0		16.7	16.7	66.7	0		
Total %	1.3	41.5	10.9	0	53.8	5.3	0	2.3	0	7.5	4.7	32.3	0.6	0	37.5	0.2	0.2	0.8	0	1.1	

	Philips Hwy Southbound				Business Park Blvd Westbound				Philips Hwy Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	18	6	25	2	0	1	3	**4**	**20**	0	**24**	0	**1**	0	**1**	53
03:15 PM	0	16	2	18	5	0	2	7	3	12	0	15	0	0	**1**	1	41
03:30 PM	**2**	19	5	26	5	0	2	7	3	9	0	12	0	0	0	0	45
03:45 PM	0	**25**	**8**	**33**	**6**	0	**3**	**9**	4	12	**1**	17	0	0	1	1	**60**
Total Volume	3	78	21	102	18	0	8	26	14	53	1	68	0	1	2	3	199
% App. Total	2.9	76.5	20.6		69.2	0	30.8		20.6	77.9	1.5		0	33.3	66.7		
PHF	.375	.780	.656	.773	.750	.000	.667	.722	.875	.663	.250	.708	.000	.250	.500	.750	.829

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Groups Printed- Combined

	Philips Hwy Southbound					Business Park Blvd Westbound					Philips Hwy Northbound					Driveway 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
03:00 PM	3	277	39	0	319	38	0	15	0	53	19	279	3	0	301	0	1	0	0	1	674
03:15 PM	0	270	30	0	300	59	0	12	0	71	13	307	3	0	323	1	0	1	0	2	696
03:30 PM	2	306	34	0	342	78	0	26	0	104	18	333	5	0	356	1	0	0	0	1	803
03:45 PM	0	313	34	0	347	48	0	26	0	74	14	337	4	0	355	0	0	1	0	1	777
Total	5	1166	137	0	1308	223	0	79	0	302	64	1256	15	0	1335	2	1	2	0	5	2950
04:00 PM	2	307	26	0	335	84	0	19	0	103	11	365	4	0	380	0	0	3	0	3	821
04:15 PM	0	358	35	0	393	61	0	25	0	86	13	302	3	0	318	0	0	1	0	1	798
04:30 PM	0	309	24	0	333	81	0	26	0	107	9	367	4	0	380	1	0	1	0	2	822
04:45 PM	1	370	19	0	390	65	0	17	0	82	4	433	5	0	442	0	1	0	0	1	915
Total	3	1344	104	0	1451	291	0	87	0	378	37	1467	16	0	1520	1	1	5	0	7	3356
05:00 PM	1	374	12	0	387	134	0	27	0	161	9	489	3	0	501	0	0	3	0	3	1052
05:15 PM	2	350	18	0	370	51	0	18	0	69	5	432	3	0	440	0	0	0	0	0	879
05:30 PM	0	309	13	0	322	45	0	13	0	58	3	424	3	0	430	0	0	1	1	2	812
05:45 PM	1	272	15	0	288	39	0	13	1	53	7	323	5	0	335	0	0	0	2	2	678
Total	4	1305	58	0	1367	269	0	71	1	341	24	1668	14	0	1706	0	0	4	3	7	3421
06:00 PM	1	273	13	0	287	28	0	16	0	44	3	302	0	0	305	1	1	4	0	6	642
06:15 PM	0	246	17	0	263	27	0	13	0	40	4	262	5	0	271	1	0	0	0	1	575
06:30 PM	0	213	8	0	221	27	0	10	0	37	1	220	1	0	222	0	0	0	0	0	480
06:45 PM	1	176	8	0	185	14	0	7	0	21	1	181	2	0	184	0	0	0	0	0	390
Total	2	908	46	0	956	96	0	46	0	142	9	965	8	0	982	2	1	4	0	7	2087
Grand Total	14	4723	345	0	5082	879	0	283	1	1163	134	5356	53	0	5543	5	3	15	3	26	11814
Apprch %	0.3	92.9	6.8	0		75.6	0	24.3	0.1		2.4	96.6	1	0		19.2	11.5	57.7	11.5		
Total %	0.1	40	2.9	0	43	7.4	0	2.4	0	9.8	1.1	45.3	0.4	0	46.9	0	0	0.1	0	0.2	

	Philips Hwy Southbound				Business Park Blvd Westbound				Philips Hwy Northbound				Driveway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	309	**24**	333	81	0	26	107	**9**	367	4	380	**1**	0	1	2	822
04:45 PM	1	370	19	**390**	65	0	17	82	4	433	**5**	442	0	**1**	0	1	915
05:00 PM	1	**374**	12	387	**134**	0	**27**	**161**	9	**489**	3	**501**	0	0	**3**	**3**	**1052**
05:15 PM	**2**	350	18	370	51	0	18	69	5	432	3	440	0	0	0	0	879
Total Volume	4	1403	73	1480	331	0	88	419	27	1721	15	1763	1	1	4	6	3668
% App. Total	0.3	94.8	4.9		79	0	21		1.5	97.6	0.9		16.7	16.7	66.7		
PHF	.500	.938	.760	.949	.618	.000	.815	.651	.750	.880	.750	.880	.250	.250	.333	.500	.872

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Groups Printed- Car

	IKEA Entrance/Exit Southbound					Gate Parkway Westbound					Point Meadows Dr Northbound					Gate Parkway 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
06:00 AM	0	0	0	0	0	0	24	1	0	25	12	1	2	0	15	5	21	0	0	26	66
06:15 AM	0	0	0	0	0	0	51	4	0	55	14	0	10	0	24	6	34	0	0	40	119
06:30 AM	0	0	0	0	0	0	98	8	0	106	31	0	8	0	39	5	62	0	0	67	212
06:45 AM	0	0	0	0	0	0	137	17	0	154	36	0	15	0	51	11	67	0	0	78	283
Total	0	0	0	0	0	0	310	30	0	340	93	1	35	0	129	27	184	0	0	211	680
07:00 AM	0	0	0	0	0	0	156	30	0	186	38	0	31	0	69	19	74	0	0	93	348
07:15 AM	0	0	0	2	2	0	190	29	0	219	58	0	38	0	96	25	65	0	0	90	407
07:30 AM	1	0	1	0	2	1	206	30	0	237	69	0	75	0	144	29	67	0	0	96	479
07:45 AM	0	0	0	2	2	0	226	31	0	257	49	0	84	0	133	35	67	0	1	103	495
Total	1	0	1	4	6	1	778	120	0	899	214	0	228	0	442	108	273	0	1	382	1729
08:00 AM	0	0	0	1	1	1	225	68	0	294	60	1	84	0	145	35	75	0	0	110	550
08:15 AM	0	0	1	1	2	1	236	36	1	274	80	0	84	0	164	39	71	0	0	110	550
08:30 AM	0	2	3	0	5	3	194	28	0	225	46	2	83	0	131	30	63	1	0	94	455
08:45 AM	0	1	1	2	4	0	226	29	2	257	37	0	62	0	99	30	65	0	1	96	456
Total	0	3	5	4	12	5	881	161	3	1050	223	3	313	0	539	134	274	1	1	410	2011
09:00 AM	0	0	0	1	1	1	180	36	0	217	34	0	54	0	88	38	66	0	0	104	410
09:15 AM	0	1	2	0	3	3	99	34	0	136	41	1	43	0	85	26	53	1	0	80	304
09:30 AM	0	0	2	0	2	4	87	25	0	116	26	0	33	0	59	20	67	3	0	90	267
09:45 AM	0	1	0	0	1	8	76	25	0	109	26	1	32	0	59	23	44	0	0	67	236
Total	0	2	4	1	7	16	442	120	0	578	127	2	162	0	291	107	230	4	0	341	1217
Grand Total	1	5	10	9	25	22	2411	431	3	2867	657	6	738	0	1401	376	961	5	2	1344	5637
Apprch %	4	20	40	36		0.8	84.1	15	0.1		46.9	0.4	52.7	0		28	71.5	0.4	0.1		
Total %	0	0.1	0.2	0.2	0.4	0.4	42.8	7.6	0.1	50.9	11.7	0.1	13.1	0	24.9	6.7	17	0.1	0	23.8	

	IKEA Entrance/Exit Southbound				Gate Parkway Westbound				Point Meadows Dr Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	**1**	**2**	**1**	206	30	237	69	0	75	144	29	67	0	96	479
07:45 AM	0	0	0	0	0	226	31	257	49	0	**84**	133	35	67	0	102	492
08:00 AM	0	0	0	0	1	225	**68**	**294**	60	**1**	84	145	35	**75**	0	**110**	**549**
08:15 AM	0	0	1	1	1	**236**	36	273	**80**	0	84	**164**	**39**	71	0	110	548
Total Volume	1	0	2	3	3	893	165	1061	258	1	327	586	138	280	0	418	2068
% App. Total	33.3	0	66.7		0.3	84.2	15.6		44	0.2	55.8		33	67	0		
PHF	.250	.000	.500	.375	.750	.946	.607	.902	.806	.250	.973	.893	.885	.933	.000	.950	.942

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Groups Printed- Truck

	IKEA Entrance/Exit Southbound					Gate Parkway Westbound					Point Meadows Dr Northbound					Gate Parkway 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
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
06:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	2	0	0	3	7
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	6
06:45 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	6	0	0	7	12
Total	0	0	0	0	0	0	10	2	0	12	0	0	2	0	2	4	10	0	0	14	28
07:00 AM	0	0	0	0	0	0	3	1	0	4	3	0	0	0	3	1	1	0	0	2	9
07:15 AM	0	0	0	0	0	0	2	4	0	6	2	0	0	0	2	0	1	0	0	1	9
07:30 AM	0	0	0	0	0	0	6	3	0	9	5	0	0	0	5	0	1	0	0	1	15
07:45 AM	1	0	1	0	2	0	4	2	0	6	2	0	0	0	2	1	6	0	0	7	17
Total	1	0	1	0	2	0	15	10	0	25	12	0	0	0	12	2	9	0	0	11	50
08:00 AM	0	0	1	0	1	0	1	2	0	3	7	0	1	0	8	0	1	0	0	1	13
08:15 AM	0	0	0	0	0	0	10	4	0	14	3	0	0	0	3	1	1	0	0	2	19
08:30 AM	0	0	0	0	0	1	1	3	0	5	5	0	1	0	6	2	7	0	0	9	20
08:45 AM	0	0	0	0	0	0	4	4	0	8	5	0	1	0	6	0	3	0	0	3	17
Total	0	0	1	0	1	1	16	13	0	30	20	0	3	0	23	3	12	0	0	15	69
09:00 AM	0	0	0	0	0	0	7	3	0	10	4	0	2	0	6	5	2	0	0	7	23
09:15 AM	0	0	0	0	0	0	1	6	0	7	3	0	1	0	4	0	5	0	0	5	16
09:30 AM	0	0	0	0	0	0	4	2	0	6	4	0	1	0	5	0	5	0	0	5	16
09:45 AM	0	0	0	0	0	0	5	5	0	10	5	0	2	0	7	1	3	0	0	4	21
Total	0	0	0	0	0	0	17	16	0	33	16	0	6	0	22	6	15	0	0	21	76
Grand Total	1	0	2	0	3	1	58	41	0	100	48	0	11	0	59	15	46	0	0	61	223
Apprch %	33.3	0	66.7	0		1	58	41	0		81.4	0	18.6	0		24.6	75.4	0	0		
Total %	0.4	0	0.9	0	1.3	0.4	26	18.4	0	44.8	21.5	0	4.9	0	26.5	6.7	20.6	0	0	27.4	

	IKEA Entrance/Exit Southbound				Gate Parkway Westbound				Point Meadows Dr Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	**10**	**4**	**14**	3	0	0	3	1	1	0	2	19
08:30 AM	0	0	0	0	**1**	1	3	5	**5**	0	1	**6**	2	**7**	0	**9**	20
08:45 AM	0	0	0	0	0	4	4	8	5	0	1	6	0	3	0	3	17
09:00 AM	0	0	0	0	0	7	3	10	4	0	**2**	6	**5**	2	0	7	**23**
Total Volume	0	0	0	0	1	22	14	37	17	0	4	21	8	13	0	21	79
% App. Total	0	0	0		2.7	59.5	37.8		81	0	19		38.1	61.9	0		
PHF	.000	.000	.000	.000	.250	.550	.875	.661	.850	.000	.500	.875	.400	.464	.000	.583	.859

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	IKEA Entrance/Exit Southbound					Gate Parkway Westbound					Point Meadows Dr Northbound					Gate Parkway 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
06:00 AM	0	0	0	0	0	0	26	1	0	27	12	1	2	0	15	6	21	0	0	27	69
06:15 AM	0	0	0	0	0	0	54	4	0	58	14	0	11	0	25	7	36	0	0	43	126
06:30 AM	0	0	0	0	0	0	100	8	0	108	31	0	9	0	40	6	64	0	0	70	218
06:45 AM	0	0	0	0	0	0	140	19	0	159	36	0	15	0	51	12	73	0	0	85	295
Total	0	0	0	0	0	0	320	32	0	352	93	1	37	0	131	31	194	0	0	225	708
07:00 AM	0	0	0	0	0	0	159	31	0	190	41	0	31	0	72	20	75	0	0	95	357
07:15 AM	0	0	0	2	2	0	192	33	0	225	60	0	38	0	98	25	66	0	0	91	416
07:30 AM	1	0	1	0	2	1	212	33	0	246	74	0	75	0	149	29	68	0	0	97	494
07:45 AM	1	0	1	2	4	0	230	33	0	263	51	0	84	0	135	36	73	0	1	110	512
Total	2	0	2	4	8	1	793	130	0	924	226	0	228	0	454	110	282	0	1	393	1779
08:00 AM	0	0	1	1	2	1	226	70	0	297	67	1	85	0	153	35	76	0	0	111	563
08:15 AM	0	0	1	1	2	1	246	40	1	288	83	0	84	0	167	40	72	0	0	112	569
08:30 AM	0	2	3	0	5	4	195	31	0	230	51	2	84	0	137	32	70	1	0	103	475
08:45 AM	0	1	1	2	4	0	230	33	2	265	42	0	63	0	105	30	68	0	1	99	473
Total	0	3	6	4	13	6	897	174	3	1080	243	3	316	0	562	137	286	1	1	425	2080
09:00 AM	0	0	0	1	1	1	187	39	0	227	38	0	56	0	94	43	68	0	0	111	433
09:15 AM	0	1	2	0	3	3	100	40	0	143	44	1	44	0	89	26	58	1	0	85	320
09:30 AM	0	0	2	0	2	4	91	27	0	122	30	0	34	0	64	20	72	3	0	95	283
09:45 AM	0	1	0	0	1	8	81	30	0	119	31	1	34	0	66	24	47	0	0	71	257
Total	0	2	4	1	7	16	459	136	0	611	143	2	168	0	313	113	245	4	0	362	1293
Grand Total	2	5	12	9	28	23	2469	472	3	2967	705	6	749	0	1460	391	1007	5	2	1405	5860
Apprch %	7.1	17.9	42.9	32.1		0.8	83.2	15.9	0.1		48.3	0.4	51.3	0		27.8	71.7	0.4	0.1		
Total %	0	0.1	0.2	0.2	0.5	0.4	42.1	8.1	0.1	50.6	12	0.1	12.8	0	24.9	6.7	17.2	0.1	0	24	

	IKEA Entrance/Exit Southbound				Gate Parkway Westbound				Point Meadows Dr Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	**1**	**2**	**1**	212	33	246	74	0	75	149	29	68	0	97	494
07:45 AM	1	0	1	2	0	230	33	263	51	0	84	135	36	73	0	109	509
08:00 AM	0	0	1	1	1	226	**70**	**297**	67	**1**	**85**	153	35	**76**	0	111	562
08:15 AM	0	0	1	1	1	**246**	40	287	**83**	0	84	**167**	**40**	72	0	**112**	**567**
Total Volume	2	0	4	6	3	914	176	1093	275	1	328	604	140	289	0	429	2132
% App. Total	33.3	0	66.7		0.3	83.6	16.1		45.5	0.2	54.3		32.6	67.4	0		
PHF	.500	.000	1.00	.750	.750	.929	.629	.920	.828	.250	.965	.904	.875	.951	.000	.958	.940

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Groups Printed- Car

	IKEA Entrance/Exit Southbound					Gate Parkway Westbound					Point Meadows Dr Northbound					Gate Parkway 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
03:00 PM	6	2	24	1	33	8	54	50	0	112	37	2	45	0	84	47	114	0	0	161	390
03:15 PM	7	2	20	0	29	13	71	63	0	147	35	0	41	0	76	40	113	0	0	153	405
03:30 PM	2	1	11	0	14	3	73	62	1	139	33	0	38	0	71	47	125	1	0	173	397
03:45 PM	3	6	12	0	21	14	79	72	0	165	29	2	31	0	62	63	147	0	1	211	459
Total	18	11	67	1	97	38	277	247	1	563	134	4	155	0	293	197	499	1	1	698	1651
04:00 PM	4	7	14	0	25	11	79	71	0	161	32	1	34	0	67	72	243	0	0	315	568
04:15 PM	3	2	12	1	18	7	76	60	0	143	46	1	67	0	114	92	262	3	0	357	632
04:30 PM	2	10	13	0	25	13	88	63	0	164	47	3	52	0	102	111	285	0	0	396	687
04:45 PM	2	10	13	0	25	8	77	70	0	155	43	2	38	0	83	134	321	2	0	457	720
Total	11	29	52	1	93	39	320	264	0	623	168	7	191	0	366	409	1111	5	0	1525	2607
05:00 PM	3	12	10	2	27	12	79	70	2	163	50	2	33	0	85	131	315	0	0	446	721
05:15 PM	3	11	9	1	24	11	56	56	2	125	40	4	46	0	90	142	381	0	3	526	765
05:30 PM	3	8	13	0	24	3	127	68	0	198	32	0	65	0	97	146	322	0	0	468	787
05:45 PM	5	7	8	0	20	11	80	61	0	152	37	1	48	0	86	138	232	1	0	371	629
Total	14	38	40	3	95	37	342	255	4	638	159	7	192	0	358	557	1250	1	3	1811	2902
06:00 PM	2	5	12	0	19	8	90	67	0	165	33	1	36	0	70	87	221	0	1	309	563
06:15 PM	1	4	14	0	19	2	96	48	0	146	35	1	35	0	71	99	194	1	0	294	530
06:30 PM	2	0	6	4	12	9	70	24	3	106	20	3	43	0	66	61	140	2	0	203	387
06:45 PM	3	0	15	0	18	6	41	24	0	71	21	0	36	0	57	43	111	0	0	154	300
Total	8	9	47	4	68	25	297	163	3	488	109	5	150	0	264	290	666	3	1	960	1780
Grand Total	51	87	206	9	353	139	1236	929	8	2312	570	23	688	0	1281	1453	3526	10	5	4994	8940
Apprch %	14.4	24.6	58.4	2.5		6	53.5	40.2	0.3		44.5	1.8	53.7	0		29.1	70.6	0.2	0.1		
Total %	0.6	1	2.3	0.1	3.9	1.6	13.8	10.4	0.1	25.9	6.4	0.3	7.7	0	14.3	16.3	39.4	0.1	0.1	55.9	

	IKEA Entrance/Exit Southbound				Gate Parkway Westbound				Point Meadows Dr Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	10	**13**	**25**	8	77	**70**	155	43	2	38	83	134	321	**2**	457	720
05:00 PM	**3**	**12**	10	25	**12**	79	70	161	**50**	2	33	85	131	315	0	446	717
05:15 PM	3	11	9	23	11	56	56	123	40	**4**	46	90	142	**381**	0	**523**	759
05:30 PM	3	8	13	24	3	**127**	68	**198**	32	0	**65**	**97**	**146**	322	0	468	**787**
Total Volume	11	41	45	97	34	339	264	637	165	8	182	355	553	1339	2	1894	2983
% App. Total	11.3	42.3	46.4		5.3	53.2	41.4		46.5	2.3	51.3		29.2	70.7	0.1		
PHF	.917	.854	.865	.970	.708	.667	.943	.804	.825	.500	.700	.915	.947	.879	.250	.905	.948

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	IKEA Entrance/Exit Southbound					Gate Parkway Westbound					Point Meadows Dr Northbound					Gate Parkway 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
03:00 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	0	0	0	0	6
03:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	1	1	0	0	2	7
03:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	4
Total	0	0	0	0	0	0	5	5	0	10	3	0	2	0	5	2	3	0	0	5	20
04:00 PM	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	1	1	0	0	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	2	3	0	5	1	0	2	0	3	1	1	0	0	2	10
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
Total	0	0	0	0	0	0	5	3	0	8	6	0	7	0	13	2	3	0	0	5	26
05:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	1	1	0	0	2	5
Total	0	0	0	0	0	0	6	3	0	9	0	0	1	0	1	1	4	0	0	5	15
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	1	5	0	0	6	9
Grand Total	0	0	0	0	0	0	17	12	0	29	9	0	11	0	20	6	15	0	0	21	70
Apprch %	0	0	0	0		0	58.6	41.4	0		45	0	55	0		28.6	71.4	0	0		
Total %	0	0	0	0	0	0	24.3	17.1	0	41.4	12.9	0	15.7	0	28.6	8.6	21.4	0	0	30	

	IKEA Entrance/Exit Southbound				Gate Parkway Westbound				Point Meadows Dr Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	**1**	**2**	0	**3**	4
04:00 PM	0	0	0	0	0	**2**	0	2	2	0	1	3	1	1	0	2	7
04:15 PM	0	0	0	0	0	0	0	0	**3**	0	**2**	**5**	0	0	0	0	5
04:30 PM	0	0	0	0	0	2	**3**	**5**	1	0	2	3	1	1	0	2	**10**
Total Volume	0	0	0	0	0	4	4	8	6	0	5	11	3	4	0	7	26
% App. Total	0	0	0		0	50	50		54.5	0	45.5		42.9	57.1	0		
PHF	.000	.000	.000	.000	.000	.500	.333	.400	.500	.000	.625	.550	.750	.500	.000	.583	.650

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File Name : T17-Point Meadows Dr and Gate Pkwy PM
Site Code :
Start Date : 5/14/2019
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Groups Printed- Combined

	IKEA Entrance/Exit Southbound					Gate Parkway Westbound					Point Meadows Dr Northbound					Gate Parkway 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
03:00 PM	6	2	24	1	33	8	57	51	0	116	38	2	46	0	86	47	114	0	0	161	396
03:15 PM	7	2	20	0	29	13	71	64	0	148	37	0	41	0	78	40	113	0	0	153	408
03:30 PM	2	1	11	0	14	3	75	64	1	143	33	0	39	0	72	48	126	1	0	175	404
03:45 PM	3	6	12	0	21	14	79	73	0	166	29	2	31	0	62	64	149	0	1	214	463
Total	18	11	67	1	97	38	282	252	1	573	137	4	157	0	298	199	502	1	1	703	1671
04:00 PM	4	7	14	0	25	11	81	71	0	163	34	1	35	0	70	73	244	0	0	317	575
04:15 PM	3	2	12	1	18	7	76	60	0	143	49	1	69	0	119	92	262	3	0	357	637
04:30 PM	2	10	13	0	25	13	90	66	0	169	48	3	54	0	105	112	286	0	0	398	697
04:45 PM	2	10	13	0	25	8	78	70	0	156	43	2	40	0	85	134	322	2	0	458	724
Total	11	29	52	1	93	39	325	267	0	631	174	7	198	0	379	411	1114	5	0	1530	2633
05:00 PM	3	12	10	2	27	12	81	72	2	167	50	2	33	0	85	131	316	0	0	447	726
05:15 PM	3	11	9	1	24	11	58	56	2	127	40	4	46	0	90	142	381	0	3	526	767
05:30 PM	3	8	13	0	24	3	128	68	0	199	32	0	65	0	97	146	324	0	0	470	790
05:45 PM	5	7	8	0	20	11	81	62	0	154	37	1	49	0	87	139	233	1	0	373	634
Total	14	38	40	3	95	37	348	258	4	647	159	7	193	0	359	558	1254	1	3	1816	2917
06:00 PM	2	5	12	0	19	8	91	67	0	166	33	1	36	0	70	87	223	0	1	311	566
06:15 PM	1	4	14	0	19	2	96	48	0	146	35	1	36	0	72	100	195	1	0	296	533
06:30 PM	2	0	6	4	12	9	70	24	3	106	20	3	43	0	66	61	141	2	0	204	388
06:45 PM	3	0	15	0	18	6	41	25	0	72	21	0	36	0	57	43	112	0	0	155	302
Total	8	9	47	4	68	25	298	164	3	490	109	5	151	0	265	291	671	3	1	966	1789
Grand Total	51	87	206	9	353	139	1253	941	8	2341	579	23	699	0	1301	1459	3541	10	5	5015	9010
Apprch %	14.4	24.6	58.4	2.5		5.9	53.5	40.2	0.3		44.5	1.8	53.7	0		29.1	70.6	0.2	0.1		
Total %	0.6	1	2.3	0.1	3.9	1.5	13.9	10.4	0.1	26	6.4	0.3	7.8	0	14.4	16.2	39.3	0.1	0.1	55.7	

	IKEA Entrance/Exit Southbound				Gate Parkway Westbound				Point Meadows Dr Northbound				Gate Parkway Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	10	**13**	**25**	8	78	70	156	43	2	40	85	134	322	**2**	458	724
05:00 PM	**3**	**12**	10	25	**12**	81	**72**	165	**50**	2	33	85	131	316	0	447	722
05:15 PM	3	11	9	23	11	58	56	125	40	**4**	46	90	142	**381**	0	**523**	761
05:30 PM	3	8	13	24	3	**128**	68	**199**	32	0	**65**	**97**	**146**	324	0	470	**790**
Total Volume	11	41	45	97	34	345	266	645	165	8	184	357	553	1343	2	1898	2997
% App. Total	11.3	42.3	46.4		5.3	53.5	41.2		46.2	2.2	51.5		29.1	70.8	0.1		
PHF	.917	.854	.865	.970	.708	.674	.924	.810	.825	.500	.708	.920	.947	.881	.250	.907	.948

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File Name : T18-St Johns Bluff Rd and Town Center Pkwy AM
Site Code :
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Groups Printed- Car

	St. Johns Bluff Southbound					Town Center Pkwy Westbound					St. Johns Bluff Northbound					Town Center Pkwy 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
06:00 AM	11	2	9	0	22	16	33	1	0	50	5	1	3	0	9	2	27	8	0	37	118
06:15 AM	21	8	19	0	48	24	48	16	0	88	19	8	2	0	29	0	32	15	0	47	212
06:30 AM	30	8	28	0	66	38	74	26	0	138	17	5	6	0	28	2	37	13	0	52	284
06:45 AM	63	16	40	0	119	44	110	20	0	174	27	7	8	0	42	1	53	15	0	69	404
Total	125	34	96	0	255	122	265	63	0	450	68	21	19	0	108	5	149	51	0	205	1018
07:00 AM	64	20	42	0	126	56	115	17	0	188	28	1	13	0	42	3	49	31	0	83	439
07:15 AM	93	22	57	0	172	45	159	19	0	223	34	6	11	0	51	1	77	31	0	109	555
07:30 AM	131	16	73	0	220	60	158	16	0	234	33	6	13	0	52	0	84	36	0	120	626
07:45 AM	163	13	76	0	252	74	176	13	0	263	26	10	7	0	43	1	121	27	1	150	708
Total	451	71	248	0	770	235	608	65	0	908	121	23	44	0	188	5	331	125	1	462	2328
08:00 AM	135	8	81	0	224	73	189	14	0	276	12	5	12	0	29	0	89	27	0	116	645
08:15 AM	136	13	52	0	201	78	157	15	0	250	19	5	11	0	35	2	74	32	0	108	594
08:30 AM	115	12	54	0	181	81	195	20	0	296	22	6	7	0	35	3	76	45	0	124	636
08:45 AM	114	11	61	0	186	61	255	25	0	341	24	10	12	0	46	2	94	36	0	132	705
Total	500	44	248	0	792	293	796	74	0	1163	77	26	42	0	145	7	333	140	0	480	2580
09:00 AM	108	11	54	1	174	62	137	10	0	209	18	6	9	0	33	3	79	42	0	124	540
09:15 AM	57	2	46	0	105	40	186	19	0	245	17	5	3	0	25	0	97	37	0	134	509
09:30 AM	74	7	25	0	106	40	206	7	0	253	11	5	8	0	24	0	111	40	0	151	534
09:45 AM	73	7	27	0	107	43	222	9	0	274	18	4	6	0	28	1	105	43	0	149	558
Total	312	27	152	1	492	185	751	45	0	981	64	20	26	0	110	4	392	162	0	558	2141
Grand Total	1388	176	744	1	2309	835	2420	247	0	3502	330	90	131	0	551	21	1205	478	1	1705	8067
Apprch %	60.1	7.6	32.2	0		23.8	69.1	7.1	0		59.9	16.3	23.8	0		1.2	70.7	28	0.1		
Total %	17.2	2.2	9.2	0	28.6	10.4	30	3.1	0	43.4	4.1	1.1	1.6	0	6.8	0.3	14.9	5.9	0	21.1	

	St. Johns Bluff Southbound				Town Center Pkwy Westbound				St. Johns Bluff Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**163**	**13**	76	**252**	74	176	13	263	**26**	**10**	7	**43**	1	**121**	27	**149**	**707**
08:00 AM	135	8	**81**	224	73	189	14	276	12	5	**12**	29	0	89	27	116	645
08:15 AM	136	13	52	201	78	157	15	250	19	5	11	35	2	74	32	108	594
08:30 AM	115	12	54	181	**81**	**195**	**20**	**296**	22	6	7	35	**3**	76	**45**	124	636
Total Volume	549	46	263	858	306	717	62	1085	79	26	37	142	6	360	131	497	2582
% App. Total	64	5.4	30.7		28.2	66.1	5.7		55.6	18.3	26.1		1.2	72.4	26.4		
PHF	.842	.885	.812	.851	.944	.919	.775	.916	.760	.650	.771	.826	.500	.744	.728	.834	.913

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Groups Printed- Truck

	St. Johns Bluff Southbound					Town Center Pkwy Westbound					St. Johns Bluff Northbound					Town Center Pkwy 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
06:00 AM	1	0	1	0	2	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	5
06:15 AM	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	5
06:30 AM	1	0	2	0	3	0	2	1	0	3	0	1	0	0	1	0	5	1	0	6	13
06:45 AM	1	1	1	0	3	1	2	1	0	4	1	0	0	0	1	0	0	1	0	1	9
Total	4	1	5	0	10	1	6	2	0	9	3	2	0	0	5	0	5	3	0	8	32
07:00 AM	1	2	1	0	4	5	3	0	0	8	1	1	0	0	2	0	0	0	0	0	14
07:15 AM	2	0	3	0	5	1	1	2	0	4	2	0	0	0	2	0	0	2	0	2	13
07:30 AM	0	3	3	0	6	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	11
07:45 AM	1	0	4	0	5	2	1	0	0	3	2	1	0	0	3	0	2	2	0	4	15
Total	4	5	11	0	20	8	7	2	0	17	5	2	0	0	7	0	4	5	0	9	53
08:00 AM	2	1	5	0	8	3	3	0	0	6	0	0	0	0	0	0	3	1	0	4	18
08:15 AM	1	0	0	0	1	1	2	2	0	5	1	0	1	0	2	0	1	1	0	2	10
08:30 AM	2	3	1	0	6	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	13
08:45 AM	4	0	1	0	5	3	2	1	0	6	4	2	0	0	6	0	2	2	0	4	21
Total	9	4	7	0	20	7	11	3	0	21	5	4	1	0	10	0	7	4	0	11	62
09:00 AM	1	0	5	0	6	3	2	0	0	5	0	0	2	0	2	0	1	0	0	1	14
09:15 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	2	1	0	3	9
09:30 AM	3	0	0	0	3	0	1	0	0	1	0	1	0	0	1	0	4	3	0	7	12
09:45 AM	0	0	2	0	2	2	1	0	0	3	1	0	0	0	1	1	2	0	0	3	9
Total	4	0	7	0	11	7	8	0	0	15	1	1	2	0	4	1	9	4	0	14	44
Grand Total	21	10	30	0	61	23	32	7	0	62	14	9	3	0	26	1	25	16	0	42	191
Apprch %	34.4	16.4	49.2	0		37.1	51.6	11.3	0		53.8	34.6	11.5	0		2.4	59.5	38.1	0		
Total %	11	5.2	15.7	0	31.9	12	16.8	3.7	0	32.5	7.3	4.7	1.6	0	13.6	0.5	13.1	8.4	0	22	

	St. Johns Bluff Southbound				Town Center Pkwy Westbound				St. Johns Bluff Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	1	**5**	**8**	**3**	3	0	**6**	0	0	0	0	0	**3**	1	**4**	18
08:15 AM	1	0	0	1	1	2	**2**	5	1	0	**1**	2	0	1	1	2	10
08:30 AM	2	**3**	1	6	0	**4**	0	4	0	**2**	0	2	0	1	0	1	13
08:45 AM	**4**	0	1	5	3	2	1	6	**4**	2	0	**6**	0	2	**2**	4	**21**
Total Volume	9	4	7	20	7	11	3	21	5	4	1	10	0	7	4	11	62
% App. Total	45	20	35		33.3	52.4	14.3		50	40	10		0	63.6	36.4		
PHF	.563	.333	.350	.625	.583	.688	.375	.875	.313	.500	.250	.417	.000	.583	.500	.688	.738

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Groups Printed- Combined

	St. Johns Bluff Southbound					Town Center Pkwy Westbound					St. Johns Bluff Northbound					Town Center Pkwy 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
06:00 AM	12	2	10	0	24	16	34	1	0	51	6	1	3	0	10	2	27	9	0	38	123
06:15 AM	22	8	20	0	50	24	49	16	0	89	20	9	2	0	31	0	32	15	0	47	217
06:30 AM	31	8	30	0	69	38	76	27	0	141	17	6	6	0	29	2	42	14	0	58	297
06:45 AM	64	17	41	0	122	45	112	21	0	178	28	7	8	0	43	1	53	16	0	70	413
Total	129	35	101	0	265	123	271	65	0	459	71	23	19	0	113	5	154	54	0	213	1050
07:00 AM	65	22	43	0	130	61	118	17	0	196	29	2	13	0	44	3	49	31	0	83	453
07:15 AM	95	22	60	0	177	46	160	21	0	227	36	6	11	0	53	1	77	33	0	111	568
07:30 AM	131	19	76	0	226	60	160	16	0	236	33	6	13	0	52	0	86	37	0	123	637
07:45 AM	164	13	80	0	257	76	177	13	0	266	28	11	7	0	46	1	123	29	1	154	723
Total	455	76	259	0	790	243	615	67	0	925	126	25	44	0	195	5	335	130	1	471	2381
08:00 AM	137	9	86	0	232	76	192	14	0	282	12	5	12	0	29	0	92	28	0	120	663
08:15 AM	137	13	52	0	202	79	159	17	0	255	20	5	12	0	37	2	75	33	0	110	604
08:30 AM	117	15	55	0	187	81	199	20	0	300	22	8	7	0	37	3	77	45	0	125	649
08:45 AM	118	11	62	0	191	64	257	26	0	347	28	12	12	0	52	2	96	38	0	136	726
Total	509	48	255	0	812	300	807	77	0	1184	82	30	43	0	155	7	340	144	0	491	2642
09:00 AM	109	11	59	1	180	65	139	10	0	214	18	6	11	0	35	3	80	42	0	125	554
09:15 AM	57	2	46	0	105	42	190	19	0	251	17	5	3	0	25	0	99	38	0	137	518
09:30 AM	77	7	25	0	109	40	207	7	0	254	11	6	8	0	25	0	115	43	0	158	546
09:45 AM	73	7	29	0	109	45	223	9	0	277	19	4	6	0	29	2	107	43	0	152	567
Total	316	27	159	1	503	192	759	45	0	996	65	21	28	0	114	5	401	166	0	572	2185
Grand Total	1409	186	774	1	2370	858	2452	254	0	3564	344	99	134	0	577	22	1230	494	1	1747	8258
Apprch %	59.5	7.8	32.7	0		24.1	68.8	7.1	0		59.6	17.2	23.2	0		1.3	70.4	28.3	0.1		
Total %	17.1	2.3	9.4	0	28.7	10.4	29.7	3.1	0	43.2	4.2	1.2	1.6	0	7	0.3	14.9	6	0	21.2	

	St. Johns Bluff Southbound				Town Center Pkwy Westbound				St. Johns Bluff Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**137**	9	**86**	**232**	76	192	14	282	12	5	**12**	29	0	92	28	120	663
08:15 AM	137	13	52	202	79	159	17	255	20	5	12	37	2	75	33	110	604
08:30 AM	117	**15**	55	187	**81**	199	20	300	22	8	7	37	**3**	77	**45**	125	649
08:45 AM	118	11	62	191	64	**257**	**26**	**347**	**28**	**12**	12	**52**	2	**96**	38	**136**	**726**
Total Volume	509	48	255	812	300	807	77	1184	82	30	43	155	7	340	144	491	2642
% App. Total	62.7	5.9	31.4		25.3	68.2	6.5		52.9	19.4	27.7		1.4	69.2	29.3		
PHF	.929	.800	.741	.875	.926	.785	.740	.853	.732	.625	.896	.745	.583	.885	.800	.903	.910

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Groups Printed- Car

	St. Johns Bluff Southbound					Town Center Pkwy Westbound					St. Johns Bluff Northbound					Town Center Pkwy 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
03:00 PM	87	4	41	0	132	61	178	19	0	258	34	6	9	0	49	3	240	86	0	329	768
03:15 PM	110	7	42	0	159	52	231	21	1	305	32	8	5	0	45	1	259	75	1	336	845
03:30 PM	97	6	56	0	159	71	221	22	0	314	25	9	14	0	48	6	289	115	1	411	932
03:45 PM	88	7	48	0	143	63	264	22	1	350	41	5	15	0	61	6	300	108	0	414	968
Total	382	24	187	0	593	247	894	84	2	1227	132	28	43	0	203	16	1088	384	2	1490	3513
04:00 PM	109	6	61	0	176	72	208	14	0	294	30	12	7	1	50	5	302	113	0	420	940
04:15 PM	96	5	75	0	176	84	257	17	0	358	26	6	6	1	39	1	319	134	0	454	1027
04:30 PM	122	10	74	0	206	65	266	18	0	349	35	5	10	1	51	1	320	125	0	446	1052
04:45 PM	125	7	46	0	178	73	276	12	0	361	39	5	10	0	54	0	309	137	0	446	1039
Total	452	28	256	0	736	294	1007	61	0	1362	130	28	33	3	194	7	1250	509	0	1766	4058
05:00 PM	135	15	93	0	243	74	251	17	0	342	37	7	6	0	50	3	350	155	0	508	1143
05:15 PM	102	6	57	0	165	92	314	10	0	416	31	10	8	1	50	1	366	189	0	556	1187
05:30 PM	133	5	77	0	215	66	267	13	0	346	29	11	8	0	48	2	332	167	0	501	1110
05:45 PM	93	7	47	0	147	69	280	13	0	362	33	3	8	0	44	1	352	139	2	494	1047
Total	463	33	274	0	770	301	1112	53	0	1466	130	31	30	1	192	7	1400	650	2	2059	4487
06:00 PM	124	11	58	0	193	66	254	15	0	335	24	7	7	2	40	1	289	112	0	402	970
06:15 PM	129	7	44	0	180	50	279	19	0	348	26	7	8	0	41	0	303	125	0	428	997
06:30 PM	105	8	41	0	154	33	285	24	0	342	22	3	12	0	37	2	296	82	0	380	913
06:45 PM	89	9	31	0	129	55	244	16	0	315	28	2	14	0	44	3	288	90	0	381	869
Total	447	35	174	0	656	204	1062	74	0	1340	100	19	41	2	162	6	1176	409	0	1591	3749
Grand Total	1744	120	891	0	2755	1046	4075	272	2	5395	492	106	147	6	751	36	4914	1952	4	6906	15807
Apprch %	63.3	4.4	32.3	0		19.4	75.5	5	0		65.5	14.1	19.6	0.8		0.5	71.2	28.3	0.1		
Total %	11	0.8	5.6	0	17.4	6.6	25.8	1.7	0	34.1	3.1	0.7	0.9	0	4.8	0.2	31.1	12.3	0	43.7	

	St. Johns Bluff Southbound				Town Center Pkwy Westbound				St. Johns Bluff Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**135**	**15**	**93**	**243**	74	251	**17**	342	**37**	7	6	**50**	**3**	350	155	508	1143
05:15 PM	102	6	57	165	**92**	**314**	10	**416**	31	10	**8**	49	1	**366**	**189**	**556**	**1186**
05:30 PM	133	5	77	215	66	267	13	346	29	**11**	8	48	2	332	167	501	1110
05:45 PM	93	7	47	147	69	280	13	362	33	3	8	44	1	352	139	492	1045
Total Volume	463	33	274	770	301	1112	53	1466	130	31	30	191	7	1400	650	2057	4484
% App. Total	60.1	4.3	35.6		20.5	75.9	3.6		68.1	16.2	15.7		0.3	68.1	31.6		
PHF	.857	.550	.737	.792	.818	.885	.779	.881	.878	.705	.938	.955	.583	.956	.860	.925	.945

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Groups Printed- Truck

	St. Johns Bluff Southbound					Town Center Pkwy Westbound					St. Johns Bluff Northbound					Town Center Pkwy 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
03:00 PM	0	0	1	0	1	5	1	2	0	8	1	0	0	0	1	0	2	0	0	2	12
03:15 PM	2	0	0	0	2	3	1	1	0	5	2	0	0	0	2	0	2	1	0	3	12
03:30 PM	2	0	0	0	2	1	2	1	0	4	0	0	0	0	0	0	4	0	0	4	10
03:45 PM	3	1	1	0	5	2	1	0	0	3	0	1	0	0	1	0	1	1	0	2	11
Total	7	1	2	0	10	11	5	4	0	20	3	1	0	0	4	0	9	2	0	11	45
04:00 PM	1	0	1	0	2	2	2	0	0	4	1	1	0	0	2	0	4	1	0	5	13
04:15 PM	0	0	0	0	0	3	3	2	0	8	0	0	0	0	0	0	1	0	0	1	9
04:30 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	4	2	0	6	9
04:45 PM	0	0	2	0	2	5	1	0	0	6	0	0	0	0	0	0	4	2	0	6	14
Total	1	0	3	0	4	11	6	2	0	19	3	1	0	0	4	0	13	5	0	18	45
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	4
05:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	0	3	0	0	3	9
05:30 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	6
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	3
Total	1	1	0	0	2	3	4	0	0	7	1	1	1	0	3	1	6	3	0	10	22
06:00 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	0	3	0	0	3	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
06:45 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	1	0	1	0	2	3	3	0	0	6	1	0	0	0	1	0	5	1	0	6	15
Grand Total	10	2	6	0	18	28	18	6	0	52	8	3	1	0	12	1	33	11	0	45	127
Apprch %	55.6	11.1	33.3	0		53.8	34.6	11.5	0		66.7	25	8.3	0		2.2	73.3	24.4	0		
Total %	7.9	1.6	4.7	0	14.2	22	14.2	4.7	0	40.9	6.3	2.4	0.8	0	9.4	0.8	26	8.7	0	35.4	

	St. Johns Bluff Southbound				Town Center Pkwy Westbound				St. Johns Bluff Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	2	0	0	2	**3**	1	**1**	**5**	**2**	0	0	**2**	0	2	**1**	3	12
03:30 PM	2	0	0	2	1	**2**	1	4	0	0	0	0	0	**4**	0	4	10
03:45 PM	**3**	**1**	**1**	**5**	2	1	0	3	0	**1**	0	1	0	1	1	2	11
04:00 PM	1	0	1	2	2	2	0	4	1	1	0	2	0	4	1	**5**	**13**
Total Volume	8	1	2	11	8	6	2	16	3	2	0	5	0	11	3	14	46
% App. Total	72.7	9.1	18.2		50	37.5	12.5		60	40	0		0	78.6	21.4		
PHF	.667	.250	.500	.550	.667	.750	.500	.800	.375	.500	.000	.625	.000	.688	.750	.700	.885

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Groups Printed- Combined

	St. Johns Bluff Southbound					Town Center Pkwy Westbound					St. Johns Bluff Northbound					Town Center Pkwy 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
03:00 PM	87	4	42	0	133	66	179	21	0	266	35	6	9	0	50	3	242	86	0	331	780
03:15 PM	112	7	42	0	161	55	232	22	1	310	34	8	5	0	47	1	261	76	1	339	857
03:30 PM	99	6	56	0	161	72	223	23	0	318	25	9	14	0	48	6	293	115	1	415	942
03:45 PM	91	8	49	0	148	65	265	22	1	353	41	6	15	0	62	6	301	109	0	416	979
Total	389	25	189	0	603	258	899	88	2	1247	135	29	43	0	207	16	1097	386	2	1501	3558
04:00 PM	110	6	62	0	178	74	210	14	0	298	31	13	7	1	52	5	306	114	0	425	953
04:15 PM	96	5	75	0	176	87	260	19	0	366	26	6	6	1	39	1	320	134	0	455	1036
04:30 PM	122	10	74	0	206	66	266	18	0	350	37	5	10	1	53	1	324	127	0	452	1061
04:45 PM	125	7	48	0	180	78	277	12	0	367	39	5	10	0	54	0	313	139	0	452	1053
Total	453	28	259	0	740	305	1013	63	0	1381	133	29	33	3	198	7	1263	514	0	1784	4103
05:00 PM	135	15	93	0	243	74	251	17	0	342	37	8	6	0	51	4	351	156	0	511	1147
05:15 PM	102	6	57	0	165	94	317	10	0	421	31	10	9	1	51	1	369	189	0	559	1196
05:30 PM	134	6	77	0	217	66	268	13	0	347	29	11	8	0	48	2	333	169	0	504	1116
05:45 PM	93	7	47	0	147	70	280	13	0	363	34	3	8	0	45	1	353	139	2	495	1050
Total	464	34	274	0	772	304	1116	53	0	1473	131	32	31	1	195	8	1406	653	2	2069	4509
06:00 PM	124	11	58	0	193	68	255	15	0	338	25	7	7	2	41	1	292	112	0	405	977
06:15 PM	129	7	44	0	180	50	279	19	0	348	26	7	8	0	41	0	303	125	0	428	997
06:30 PM	106	8	41	0	155	33	286	24	0	343	22	3	12	0	37	2	297	83	0	382	917
06:45 PM	89	9	32	0	130	56	245	16	0	317	28	2	14	0	44	3	289	90	0	382	873
Total	448	35	175	0	658	207	1065	74	0	1346	101	19	41	2	163	6	1181	410	0	1597	3764
Grand Total	1754	122	897	0	2773	1074	4093	278	2	5447	500	109	148	6	763	37	4947	1963	4	6951	15934
Apprch %	63.3	4.4	32.3	0		19.7	75.1	5.1	0		65.5	14.3	19.4	0.8		0.5	71.2	28.2	0.1		
Total %	11	0.8	5.6	0	17.4	6.7	25.7	1.7	0	34.2	3.1	0.7	0.9	0	4.8	0.2	31	12.3	0	43.6	

	St. Johns Bluff Southbound				Town Center Pkwy Westbound				St. Johns Bluff Northbound				Town Center Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	125	7	48	180	78	277	12	367	**39**	5	**10**	**54**	0	313	139	452	1053
05:00 PM	**135**	**15**	**93**	**243**	74	251	**17**	342	37	8	6	51	**4**	351	156	511	1147
05:15 PM	102	6	57	165	**94**	**317**	10	**421**	31	10	9	50	1	**369**	**189**	**559**	**1195**
05:30 PM	134	6	77	217	66	268	13	347	29	**11**	8	48	2	333	169	504	1116
Total Volume	496	34	275	805	312	1113	52	1477	136	34	33	203	7	1366	653	2026	4511
% App. Total	61.6	4.2	34.2		21.1	75.4	3.5		67	16.7	16.3		0.3	67.4	32.2		
PHF	.919	.567	.739	.828	.830	.878	.765	.877	.872	.773	.825	.940	.438	.925	.864	.906	.944

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Groups Printed- Car

	Gate Parkway Southbound					Deerwood Park Blvd Westbound					Gate Parkway Northbound					Deerwood Park Blvd 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
06:00 AM	43	28	13	0	84	4	1	3	0	8	2	56	8	0	66	5	1	53	0	59	217
06:15 AM	68	52	17	0	137	2	4	1	0	7	2	58	14	0	74	9	6	22	0	37	255
06:30 AM	107	77	22	0	206	1	0	0	0	1	2	75	16	0	93	12	2	17	0	31	331
06:45 AM	171	90	31	0	292	0	4	4	0	8	8	97	41	0	146	19	7	40	1	67	513
Total	389	247	83	0	719	7	9	8	0	24	14	286	79	0	379	45	16	132	1	194	1316
07:00 AM	147	91	37	0	275	2	3	1	0	6	12	135	32	0	179	22	11	36	3	72	532
07:15 AM	210	90	42	0	342	3	3	3	0	9	11	180	58	0	249	25	9	38	1	73	673
07:30 AM	242	109	68	0	419	5	8	3	1	17	13	190	66	2	271	31	9	47	2	89	796
07:45 AM	290	168	64	0	522	2	9	1	0	12	16	205	94	1	316	28	18	67	1	114	964
Total	889	458	211	0	1558	12	23	8	1	44	52	710	250	3	1015	106	47	188	7	348	2965
08:00 AM	227	161	76	0	464	7	7	3	0	17	13	160	75	0	248	43	19	47	0	109	838
08:15 AM	225	184	83	0	492	2	6	1	0	9	25	181	79	1	286	25	16	36	0	77	864
08:30 AM	215	168	66	0	449	3	4	6	0	13	14	171	50	0	235	32	18	54	0	104	801
08:45 AM	189	170	49	0	408	7	4	3	0	14	13	152	72	0	237	41	9	55	1	106	765
Total	856	683	274	0	1813	19	21	13	0	53	65	664	276	1	1006	141	62	192	1	396	3268
09:00 AM	169	149	41	0	359	5	3	3	1	12	5	137	43	1	186	29	6	47	1	83	640
09:15 AM	163	98	35	0	296	10	6	5	0	21	6	126	47	0	179	27	7	68	0	102	598
09:30 AM	116	99	16	0	231	7	6	1	0	14	6	132	19	0	157	26	7	73	0	106	508
09:45 AM	140	76	29	0	245	13	4	8	0	25	4	106	29	0	139	19	4	57	2	82	491
Total	588	422	121	0	1131	35	19	17	1	72	21	501	138	1	661	101	24	245	3	373	2237
Grand Total	2722	1810	689	0	5221	73	72	46	2	193	152	2161	743	5	3061	393	149	757	12	1311	9786
Apprch %	52.1	34.7	13.2	0		37.8	37.3	23.8	1		5	70.6	24.3	0.2		30	11.4	57.7	0.9		
Total %	27.8	18.5	7	0	53.4	0.7	0.7	0.5	0	2	1.6	22.1	7.6	0.1	31.3	4	1.5	7.7	0.1	13.4	

	Gate Parkway Southbound				Deerwood Park Blvd Westbound				Gate Parkway Northbound				Deerwood Park Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**290**	168	64	**522**	2	**9**	1	12	16	**205**	**94**	**315**	28	18	**67**	**113**	**962**
08:00 AM	227	161	76	464	**7**	7	3	**17**	13	160	75	248	**43**	**19**	47	109	838
08:15 AM	225	**184**	**83**	492	2	6	1	9	**25**	181	79	285	25	16	36	77	863
08:30 AM	215	168	66	449	3	4	**6**	13	14	171	50	235	32	18	54	104	801
Total Volume	957	681	289	1927	14	26	11	51	68	717	298	1083	128	71	204	403	3464
% App. Total	49.7	35.3	15		27.5	51	21.6		6.3	66.2	27.5		31.8	17.6	50.6		
PHF	.825	.925	.870	.923	.500	.722	.458	.750	.680	.874	.793	.860	.744	.934	.761	.892	.900

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Groups Printed- Truck

	Gate Parkway Southbound					Deerwood Park Blvd Westbound					Gate Parkway Northbound					Deerwood Park Blvd 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
06:00 AM	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
06:15 AM	2	2	0	0	4	0	0	1	0	1	0	2	1	0	3	0	0	1	0	1	9
06:30 AM	1	6	1	0	8	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	11
06:45 AM	1	4	0	0	5	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	9
Total	5	13	3	0	21	1	0	2	0	3	0	4	1	0	5	0	0	5	0	5	34
07:00 AM	2	2	0	0	4	0	0	0	0	0	0	7	0	0	7	1	0	2	0	3	14
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	6
07:45 AM	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
Total	6	6	0	0	12	0	0	0	0	0	0	11	0	0	11	4	0	3	0	7	30
08:00 AM	1	3	2	0	6	0	0	0	0	0	0	4	1	0	5	1	0	2	0	3	14
08:15 AM	2	7	3	0	12	1	0	0	0	1	0	0	1	0	1	0	0	2	0	2	16
08:30 AM	1	4	1	0	6	1	0	1	0	2	0	8	0	0	8	1	0	1	0	2	18
08:45 AM	1	4	1	0	6	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	17
Total	5	18	7	0	30	2	0	1	0	3	0	21	3	0	24	3	0	5	0	8	65
09:00 AM	1	6	1	0	8	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	16
09:15 AM	4	3	2	0	9	1	0	0	0	1	0	3	0	0	3	2	0	1	0	3	16
09:30 AM	2	1	1	0	4	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	9
09:45 AM	3	2	2	0	7	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	13
Total	10	12	6	0	28	3	0	0	0	3	0	14	1	0	15	4	0	4	0	8	54
Grand Total	26	49	16	0	91	6	0	3	0	9	0	50	5	0	55	11	0	17	0	28	183
Apprch %	28.6	53.8	17.6	0		66.7	0	33.3	0		0	90.9	9.1	0		39.3	0	60.7	0		
Total %	14.2	26.8	8.7	0	49.7	3.3	0	1.6	0	4.9	0	27.3	2.7	0	30.1	6	0	9.3	0	15.3	

	Gate Parkway Southbound				Deerwood Park Blvd Westbound				Gate Parkway Northbound				Deerwood Park Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	**7**	**3**	**12**	**1**	0	0	1	0	0	**1**	1	0	0	2	2	16
08:30 AM	1	4	1	6	1	0	**1**	**2**	0	8	0	8	**1**	0	1	2	**18**
08:45 AM	1	4	1	6	0	0	0	0	0	**9**	1	**10**	1	0	0	1	17
09:00 AM	1	6	1	8	0	0	0	0	0	5	0	5	0	0	**3**	**3**	16
Total Volume	5	21	6	32	2	0	1	3	0	22	2	24	2	0	6	8	67
% App. Total	15.6	65.6	18.8		66.7	0	33.3		0	91.7	8.3		25	0	75		
PHF	.625	.750	.500	.667	.500	.000	.250	.375	.000	.611	.500	.600	.500	.000	.500	.667	.931

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Groups Printed- Combined

	Gate Parkway Southbound					Deerwood Park Blvd Westbound					Gate Parkway Northbound					Deerwood Park Blvd 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
06:00 AM	44	29	15	0	88	4	1	3	0	8	2	56	8	0	66	5	1	54	0	60	222
06:15 AM	70	54	17	0	141	2	4	2	0	8	2	60	15	0	77	9	6	23	0	38	264
06:30 AM	108	83	23	0	214	1	0	0	0	1	2	76	16	0	94	12	2	19	0	33	342
06:45 AM	172	94	31	0	297	1	4	5	0	10	8	98	41	0	147	19	7	41	1	68	522
Total	394	260	86	0	740	8	9	10	0	27	14	290	80	0	384	45	16	137	1	199	1350
07:00 AM	149	93	37	0	279	2	3	1	0	6	12	142	32	0	186	23	11	38	3	75	546
07:15 AM	210	92	42	0	344	3	3	3	0	9	11	181	58	0	250	25	9	38	1	73	676
07:30 AM	243	109	68	0	420	5	8	3	1	17	13	192	66	2	273	33	9	48	2	92	802
07:45 AM	293	170	64	0	527	2	9	1	0	12	16	206	94	1	317	29	18	67	1	115	971
Total	895	464	211	0	1570	12	23	8	1	44	52	721	250	3	1026	110	47	191	7	355	2995
08:00 AM	228	164	78	0	470	7	7	3	0	17	13	164	76	0	253	44	19	49	0	112	852
08:15 AM	227	191	86	0	504	3	6	1	0	10	25	181	80	1	287	25	16	38	0	79	880
08:30 AM	216	172	67	0	455	4	4	7	0	15	14	179	50	0	243	33	18	55	0	106	819
08:45 AM	190	174	50	0	414	7	4	3	0	14	13	161	73	0	247	42	9	55	1	107	782
Total	861	701	281	0	1843	21	21	14	0	56	65	685	279	1	1030	144	62	197	1	404	3333
09:00 AM	170	155	42	0	367	5	3	3	1	12	5	142	43	1	191	29	6	50	1	86	656
09:15 AM	167	101	37	0	305	11	6	5	0	22	6	129	47	0	182	29	7	69	0	105	614
09:30 AM	118	100	17	0	235	8	6	1	0	15	6	134	20	0	160	27	7	73	0	107	517
09:45 AM	143	78	31	0	252	14	4	8	0	26	4	110	29	0	143	20	4	57	2	83	504
Total	598	434	127	0	1159	38	19	17	1	75	21	515	139	1	676	105	24	249	3	381	2291
Grand Total	2748	1859	705	0	5312	79	72	49	2	202	152	2211	748	5	3116	404	149	774	12	1339	9969
Apprch %	51.7	35	13.3	0		39.1	35.6	24.3	1		4.9	71	24	0.2		30.2	11.1	57.8	0.9		
Total %	27.6	18.6	7.1	0	53.3	0.8	0.7	0.5	0	2	1.5	22.2	7.5	0.1	31.3	4.1	1.5	7.8	0.1	13.4	

	Gate Parkway Southbound				Deerwood Park Blvd Westbound				Gate Parkway Northbound				Deerwood Park Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**293**	170	64	**527**	2	**9**	1	12	16	**206**	**94**	**316**	29	18	**67**	**114**	**969**
08:00 AM	228	164	78	470	**7**	7	3	**17**	13	164	76	253	**44**	**19**	49	112	852
08:15 AM	227	**191**	**86**	504	3	6	1	10	**25**	181	80	286	25	16	38	79	879
08:30 AM	216	172	67	455	4	4	**7**	15	14	179	50	243	33	18	55	106	819
Total Volume	964	697	295	1956	16	26	12	54	68	730	300	1098	131	71	209	411	3519
% App. Total	49.3	35.6	15.1		29.6	48.1	22.2		6.2	66.5	27.3		31.9	17.3	50.9		
PHF	.823	.912	.858	.928	.571	.722	.429	.794	.680	.886	.798	.869	.744	.934	.780	.901	.908

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Groups Printed- Car

	Gate Parkway Southbound					Deerwood Park Blvd Westbound					Gate Parkway Northbound					Deerwood Park Blvd 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
03:00 PM	81	109	24	0	214	32	4	5	0	41	2	154	28	0	184	42	2	109	0	153	592
03:15 PM	110	131	15	0	256	25	4	5	0	34	4	123	30	0	157	46	6	132	1	185	632
03:30 PM	106	147	19	0	272	23	6	5	0	34	3	182	39	0	224	53	4	130	0	187	717
03:45 PM	109	181	10	0	300	28	9	6	0	43	5	134	25	2	166	56	1	117	2	176	685
Total	406	568	68	0	1042	108	23	21	0	152	14	593	122	2	731	197	13	488	3	701	2626
04:00 PM	104	177	20	0	301	30	8	11	0	49	1	202	45	0	248	97	3	195	1	296	894
04:15 PM	88	244	15	0	347	29	5	8	0	42	5	154	32	0	191	81	3	168	0	252	832
04:30 PM	108	254	13	0	375	49	11	23	1	84	3	200	39	1	243	134	7	250	1	392	1094
04:45 PM	113	289	15	0	417	48	8	16	1	73	2	186	43	0	231	122	2	226	0	350	1071
Total	413	964	63	0	1440	156	32	58	2	248	11	742	159	1	913	434	15	839	2	1290	3891
05:00 PM	111	272	17	0	400	94	18	25	0	137	6	237	36	1	280	130	5	291	1	427	1244
05:15 PM	97	277	14	0	388	40	16	22	0	78	4	196	34	0	234	135	6	252	0	393	1093
05:30 PM	101	286	8	0	395	58	9	19	0	86	10	249	39	0	298	113	5	246	2	366	1145
05:45 PM	106	287	13	0	406	36	13	7	0	56	1	205	33	0	239	96	5	196	0	297	998
Total	415	1122	52	0	1589	228	56	73	0	357	21	887	142	1	1051	474	21	985	3	1483	4480
06:00 PM	70	248	7	0	325	36	6	11	0	53	3	204	29	0	236	107	4	258	5	374	988
06:15 PM	81	201	7	0	289	14	3	5	0	22	3	178	24	0	205	76	3	202	3	284	800
06:30 PM	57	167	14	0	238	28	6	10	0	44	3	183	25	2	213	56	1	154	1	212	707
06:45 PM	47	145	10	0	202	15	4	8	0	27	0	139	18	0	157	40	2	108	0	150	536
Total	255	761	38	0	1054	93	19	34	0	146	9	704	96	2	811	279	10	722	9	1020	3031
Grand Total	1489	3415	221	0	5125	585	130	186	2	903	55	2926	519	6	3506	1384	59	3034	17	4494	14028
Apprch %	29.1	66.6	4.3	0		64.8	14.4	20.6	0.2		1.6	83.5	14.8	0.2		30.8	1.3	67.5	0.4		
Total %	10.6	24.3	1.6	0	36.5	4.2	0.9	1.3	0	6.4	0.4	20.9	3.7	0	25	9.9	0.4	21.6	0.1	32	

	Gate Parkway Southbound				Deerwood Park Blvd Westbound				Gate Parkway Northbound				Deerwood Park Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**113**	**289**	15	**417**	48	8	16	72	2	186	**43**	231	122	2	226	350	1070
05:00 PM	111	272	**17**	400	**94**	**18**	**25**	**137**	6	237	36	279	130	5	**291**	**426**	**1242**
05:15 PM	97	277	14	388	40	16	22	78	4	196	34	234	**135**	**6**	252	393	1093
05:30 PM	101	286	8	395	58	9	19	86	**10**	**249**	39	**298**	113	5	246	364	1143
Total Volume	422	1124	54	1600	240	51	82	373	22	868	152	1042	500	18	1015	1533	4548
% App. Total	26.4	70.2	3.4		64.3	13.7	22		2.1	83.3	14.6		32.6	1.2	66.2		
PHF	.934	.972	.794	.959	.638	.708	.820	.681	.550	.871	.884	.874	.926	.750	.872	.900	.915

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Groups Printed- Truck

	Gate Parkway Southbound					Deerwood Park Blvd Westbound					Gate Parkway Northbound					Deerwood Park Blvd 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
03:00 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	1	1	0	0	2	9
03:15 PM	0	1	0	0	1	0	1	0	0	1	1	3	0	0	4	0	0	2	0	2	8
03:30 PM	7	1	0	0	8	1	0	0	0	1	0	3	1	0	4	1	0	1	0	2	15
03:45 PM	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	1	0	2	0	3	11
Total	8	8	0	0	16	2	1	0	0	3	2	12	1	0	15	3	1	5	0	9	43
04:00 PM	2	2	0	0	4	0	1	1	0	2	0	4	0	0	4	0	0	3	0	3	13
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	6
04:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	7
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5
Total	5	4	0	0	9	0	1	1	0	2	0	9	1	0	10	3	0	7	0	10	31
05:00 PM	1	1	0	0	2	1	0	0	0	1	0	5	0	0	5	1	1	2	0	4	12
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	6
05:30 PM	1	0	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	3	0	3	8
05:45 PM	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	1	0	2	0	3	9
Total	4	4	0	0	8	2	1	0	0	3	0	10	3	0	13	3	1	7	0	11	35
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	1	0	2	0	3	7
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	4	0	5	11
Grand Total	18	18	0	0	36	4	4	1	0	9	2	33	5	0	40	10	2	23	0	35	120
Apprch %	50	50	0	0		44.4	44.4	11.1	0		5	82.5	12.5	0		28.6	5.7	65.7	0		
Total %	15	15	0	0	30	3.3	3.3	0.8	0	7.5	1.7	27.5	4.2	0	33.3	8.3	1.7	19.2	0	29.2	

	Gate Parkway Southbound				Deerwood Park Blvd Westbound				Gate Parkway Northbound				Deerwood Park Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	1	0	1	0	**1**	0	1	**1**	3	0	**4**	0	0	2	2	8
03:30 PM	**7**	1	0	**8**	**1**	0	0	1	0	3	**1**	4	**1**	0	1	2	**15**
03:45 PM	1	**4**	0	5	1	0	0	1	0	2	0	2	1	0	2	**3**	11
04:00 PM	2	2	0	4	0	1	**1**	**2**	0	**4**	0	4	0	0	**3**	3	13
Total Volume	10	8	0	18	2	2	1	5	1	12	1	14	2	0	8	10	47
% App. Total	55.6	44.4	0		40	40	20		7.1	85.7	7.1		20	0	80		
PHF	.357	.500	.000	.563	.500	.500	.250	.625	.250	.750	.250	.875	.500	.000	.667	.833	.783

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	Gate Parkway Southbound					Deerwood Park Blvd Westbound					Gate Parkway Northbound					Deerwood Park Blvd 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
03:00 PM	81	111	24	0	216	32	4	5	0	41	3	158	28	0	189	43	3	109	0	155	601
03:15 PM	110	132	15	0	257	25	5	5	0	35	5	126	30	0	161	46	6	134	1	187	640
03:30 PM	113	148	19	0	280	24	6	5	0	35	3	185	40	0	228	54	4	131	0	189	732
03:45 PM	110	185	10	0	305	29	9	6	0	44	5	136	25	2	168	57	1	119	2	179	696
Total	414	576	68	0	1058	110	24	21	0	155	16	605	123	2	746	200	14	493	3	710	2669
04:00 PM	106	179	20	0	305	30	9	12	0	51	1	206	45	0	252	97	3	198	1	299	907
04:15 PM	89	244	15	0	348	29	5	8	0	42	5	156	32	0	193	83	3	169	0	255	838
04:30 PM	109	255	13	0	377	49	11	23	1	84	3	202	39	1	245	134	7	253	1	395	1101
04:45 PM	114	290	15	0	419	48	8	16	1	73	2	187	44	0	233	123	2	226	0	351	1076
Total	418	968	63	0	1449	156	33	59	2	250	11	751	160	1	923	437	15	846	2	1300	3922
05:00 PM	112	273	17	0	402	95	18	25	0	138	6	242	36	1	285	131	6	293	1	431	1256
05:15 PM	98	277	14	0	389	40	16	22	0	78	4	198	36	0	238	136	6	252	0	394	1099
05:30 PM	102	286	8	0	396	59	9	19	0	87	10	251	40	0	301	113	5	249	2	369	1153
05:45 PM	107	290	13	0	410	36	14	7	0	57	1	206	33	0	240	97	5	198	0	300	1007
Total	419	1126	52	0	1597	230	57	73	0	360	21	897	145	1	1064	477	22	992	3	1494	4515
06:00 PM	70	248	7	0	325	36	6	11	0	53	3	204	29	0	236	107	4	259	5	375	989
06:15 PM	81	202	7	0	290	14	4	5	0	23	3	180	24	0	207	77	3	204	3	287	807
06:30 PM	58	167	14	0	239	28	6	10	0	44	3	183	25	2	213	56	1	155	1	213	709
06:45 PM	47	146	10	0	203	15	4	8	0	27	0	139	18	0	157	40	2	108	0	150	537
Total	256	763	38	0	1057	93	20	34	0	147	9	706	96	2	813	280	10	726	9	1025	3042
Grand Total	1507	3433	221	0	5161	589	134	187	2	912	57	2959	524	6	3546	1394	61	3057	17	4529	14148
Apprch %	29.2	66.5	4.3	0		64.6	14.7	20.5	0.2		1.6	83.4	14.8	0.2		30.8	1.3	67.5	0.4		
Total %	10.7	24.3	1.6	0	36.5	4.2	0.9	1.3	0	6.4	0.4	20.9	3.7	0	25.1	9.9	0.4	21.6	0.1	32	

	Gate Parkway Southbound				Deerwood Park Blvd Westbound				Gate Parkway Northbound				Deerwood Park Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**114**	**290**	15	**419**	48	8	16	72	2	187	**44**	233	123	2	226	351	1075
05:00 PM	112	273	**17**	402	**95**	**18**	**25**	**138**	6	242	36	284	131	**6**	**293**	**430**	**1254**
05:15 PM	98	277	14	389	40	16	22	78	4	198	36	238	**136**	6	252	394	1099
05:30 PM	102	286	8	396	59	9	19	87	**10**	**251**	40	**301**	113	5	249	367	1151
Total Volume	426	1126	54	1606	242	51	82	375	22	878	156	1056	503	19	1020	1542	4579
% App. Total	26.5	70.1	3.4		64.5	13.6	21.9		2.1	83.1	14.8		32.6	1.2	66.1		
PHF	.934	.971	.794	.958	.637	.708	.820	.679	.550	.875	.886	.877	.925	.792	.870	.897	.913

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	Gate Parkway Southbound					Skinner Lake Dr Westbound					Gate Parkway Northbound					Skinner Lake Dr 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
06:00 AM	0	47	2	0	49	1	0	0	2	3	4	59	16	0	79	17	0	1	0	18	149
06:15 AM	0	83	0	2	85	9	0	4	4	17	9	69	13	0	91	24	0	1	2	27	220
06:30 AM	1	101	1	2	105	5	0	1	2	8	5	96	21	0	122	22	0	5	2	29	264
06:45 AM	1	145	4	0	150	5	1	7	4	17	12	155	27	0	194	40	0	0	4	44	405
Total	2	376	7	4	389	20	1	12	12	45	30	379	77	0	486	103	0	7	8	118	1038
07:00 AM	1	146	3	0	150	4	0	7	0	11	8	161	21	0	190	28	0	2	6	36	387
07:15 AM	2	208	0	0	210	11	0	3	0	14	13	186	19	0	218	36	0	8	2	46	488
07:30 AM	3	255	2	0	260	7	0	3	0	10	6	272	24	0	302	37	1	8	8	54	626
07:45 AM	0	306	2	0	308	12	0	2	0	14	13	280	20	0	313	40	0	5	0	45	680
Total	6	915	7	0	928	34	0	15	0	49	40	899	84	0	1023	141	1	23	16	181	2181
08:00 AM	2	260	5	0	267	4	0	6	0	10	10	253	25	0	288	44	0	2	4	50	615
08:15 AM	5	251	2	0	258	4	2	11	0	17	9	273	32	0	314	33	1	11	0	45	634
08:30 AM	1	252	5	0	258	10	0	4	0	14	13	260	27	0	300	34	0	5	2	41	613
08:45 AM	4	218	6	0	228	3	0	10	0	13	19	301	21	0	341	55	0	5	0	60	642
Total	12	981	18	0	1011	21	2	31	0	54	51	1087	105	0	1243	166	1	23	6	196	2504
09:00 AM	0	171	6	0	177	8	0	7	2	17	22	280	19	0	321	34	0	6	2	42	557
09:15 AM	0	170	7	0	177	2	0	11	4	17	24	270	28	0	322	13	1	5	2	21	537
09:30 AM	1	159	6	0	166	10	1	6	0	17	54	280	30	0	364	27	1	9	0	37	584
09:45 AM	0	126	15	0	141	10	0	14	0	24	88	260	13	0	361	24	0	5	2	31	557
Total	1	626	34	0	661	30	1	38	6	75	188	1090	90	0	1368	98	2	25	6	131	2235
Grand Total	21	2898	66	4	2989	105	4	96	18	223	309	3455	356	0	4120	508	4	78	36	626	7958
Apprch %	0.7	97	2.2	0.1		47.1	1.8	43	8.1		7.5	83.9	8.6	0		81.2	0.6	12.5	5.8		
Total %	0.3	36.4	0.8	0.1	37.6	1.3	0.1	1.2	0.2	2.8	3.9	43.4	4.5	0	51.8	6.4	0.1	1	0.5	7.9	

	Gate Parkway Southbound				Skinner Lake Dr Westbound				Gate Parkway Northbound				Skinner Lake Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	255	2	260	7	0	3	10	6	272	24	302	37	**1**	8	**46**	618
07:45 AM	0	**306**	2	**308**	**12**	0	2	14	**13**	**280**	20	313	40	0	5	45	**680**
08:00 AM	2	260	**5**	267	4	0	6	10	10	253	25	288	**44**	0	2	46	611
08:15 AM	**5**	251	2	258	4	**2**	**11**	**17**	9	273	**32**	**314**	33	1	**11**	45	634
Total Volume	10	1072	11	1093	27	2	22	51	38	1078	101	1217	154	2	26	182	2543
% App. Total	0.9	98.1	1		52.9	3.9	43.1		3.1	88.6	8.3		84.6	1.1	14.3		
PHF	.500	.876	.550	.887	.563	.250	.500	.750	.731	.963	.789	.969	.875	.500	.591	.989	.935

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Groups Printed- Truck

	Gate Parkway Southbound					Skinner Lake Dr Westbound					Gate Parkway Northbound					Skinner Lake Dr 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
06:00 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
06:15 AM	1	1	0	0	2	0	0	2	0	2	1	8	1	0	10	1	1	0	0	2	16
06:30 AM	0	1	0	0	1	0	0	3	0	3	1	5	0	0	6	1	0	1	0	2	12
06:45 AM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	8
Total	1	8	0	0	9	0	1	6	0	7	2	16	1	0	19	2	1	2	0	5	40
07:00 AM	0	4	0	0	4	0	0	1	0	1	1	7	2	0	10	1	0	0	0	1	16
07:15 AM	0	0	1	0	1	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	5
07:30 AM	0	3	0	0	3	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	6
07:45 AM	0	4	0	0	4	0	0	2	0	2	0	5	0	0	5	2	0	0	0	2	13
Total	0	11	1	0	12	0	0	5	0	5	1	14	4	0	19	4	0	0	0	4	40
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	3	0	0	0	3	12
08:15 AM	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	8
08:30 AM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10
08:45 AM	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
Total	0	13	0	0	13	0	0	0	0	0	4	18	1	0	23	3	0	0	0	3	39
09:00 AM	0	4	0	0	4	0	0	1	0	1	0	4	2	0	6	3	0	1	0	4	15
09:15 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	1	0	0	0	1	5
09:30 AM	0	4	0	0	4	0	0	1	0	1	3	4	2	0	9	2	0	0	0	2	16
09:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
Total	0	9	0	0	9	0	1	3	0	4	4	11	4	0	19	6	0	2	0	8	40
Grand Total	1	41	1	0	43	0	2	14	0	16	11	59	10	0	80	15	1	4	0	20	159
Apprch %	2.3	95.3	2.3	0		0	12.5	87.5	0		13.8	73.8	12.5	0		75	5	20	0		
Total %	0.6	25.8	0.6	0	27	0	1.3	8.8	0	10.1	6.9	37.1	6.3	0	50.3	9.4	0.6	2.5	0	12.6	

	Gate Parkway Southbound				Skinner Lake Dr Westbound				Gate Parkway Northbound				Skinner Lake Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:15 AM																	
06:15 AM	**1**	1	0	2	0	0	2	2	**1**	**8**	1	**10**	**1**	**1**	0	**2**	**16**
06:30 AM	0	1	0	1	0	0	**3**	**3**	1	5	0	6	1	0	**1**	2	12
06:45 AM	0	**4**	0	**4**	0	**1**	0	1	0	2	0	2	0	0	1	1	8
07:00 AM	0	4	0	4	0	0	1	1	1	7	**2**	10	1	0	0	1	16
Total Volume	1	10	0	11	0	1	6	7	3	22	3	28	3	1	2	6	52
% App. Total	9.1	90.9	0		0	14.3	85.7		10.7	78.6	10.7		50	16.7	33.3		
PHF	.250	.625	.000	.688	.000	.250	.500	.583	.750	.688	.375	.700	.750	.250	.500	.750	.813

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Groups Printed- Combined

	Gate Parkway Southbound					Skinner Lake Dr Westbound					Gate Parkway Northbound					Skinner Lake Dr 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
06:00 AM	0	49	2	0	51	1	0	1	2	4	4	60	16	0	80	17	0	1	0	18	153
06:15 AM	1	84	0	2	87	9	0	6	4	19	10	77	14	0	101	25	1	1	2	29	236
06:30 AM	1	102	1	2	106	5	0	4	2	11	6	101	21	0	128	23	0	6	2	31	276
06:45 AM	1	149	4	0	154	5	2	7	4	18	12	157	27	0	196	40	0	1	4	45	413
Total	3	384	7	4	398	20	2	18	12	52	32	395	78	0	505	105	1	9	8	123	1078
07:00 AM	1	150	3	0	154	4	0	8	0	12	9	168	23	0	200	29	0	2	6	37	403
07:15 AM	2	208	1	0	211	11	0	4	0	15	13	187	20	0	220	37	0	8	2	47	493
07:30 AM	3	258	2	0	263	7	0	4	0	11	6	273	25	0	304	37	1	8	8	54	632
07:45 AM	0	310	2	0	312	12	0	4	0	16	13	285	20	0	318	42	0	5	0	47	693
Total	6	926	8	0	940	34	0	20	0	54	41	913	88	0	1042	145	1	23	16	185	2221
08:00 AM	2	262	5	0	269	4	0	6	0	10	10	259	26	0	295	47	0	2	4	53	627
08:15 AM	5	252	2	0	259	4	2	11	0	17	11	278	32	0	321	33	1	11	0	45	642
08:30 AM	1	257	5	0	263	10	0	4	0	14	14	264	27	0	305	34	0	5	2	41	623
08:45 AM	4	223	6	0	233	3	0	10	0	13	20	304	21	0	345	55	0	5	0	60	651
Total	12	994	18	0	1024	21	2	31	0	54	55	1105	106	0	1266	169	1	23	6	199	2543
09:00 AM	0	175	6	0	181	8	0	8	2	18	22	284	21	0	327	37	0	7	2	46	572
09:15 AM	0	170	7	0	177	2	0	12	4	18	25	272	28	0	325	14	1	5	2	22	542
09:30 AM	1	163	6	0	170	10	1	7	0	18	57	284	32	0	373	29	1	9	0	39	600
09:45 AM	0	127	15	0	142	10	1	14	0	25	88	261	13	0	362	24	0	6	2	32	561
Total	1	635	34	0	670	30	2	41	6	79	192	1101	94	0	1387	104	2	27	6	139	2275
Grand Total	22	2939	67	4	3032	105	6	110	18	239	320	3514	366	0	4200	523	5	82	36	646	8117
Apprch %	0.7	96.9	2.2	0.1		43.9	2.5	46	7.5		7.6	83.7	8.7	0		81	0.8	12.7	5.6		
Total %	0.3	36.2	0.8	0	37.4	1.3	0.1	1.4	0.2	2.9	3.9	43.3	4.5	0	51.7	6.4	0.1	1	0.4	8	

	Gate Parkway Southbound				Skinner Lake Dr Westbound				Gate Parkway Northbound				Skinner Lake Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	258	2	263	7	0	4	11	6	273	25	304	37	**1**	8	46	624
07:45 AM	0	**310**	2	**312**	**12**	0	4	16	**13**	**285**	20	318	42	0	5	47	**693**
08:00 AM	2	262	**5**	269	4	0	6	10	10	259	26	295	**47**	0	2	**49**	623
08:15 AM	**5**	252	2	259	4	**2**	**11**	**17**	11	278	**32**	**321**	33	1	**11**	45	642
Total Volume	10	1082	11	1103	27	2	25	54	40	1095	103	1238	159	2	26	187	2582
% App. Total	0.9	98.1	1		50	3.7	46.3		3.2	88.4	8.3		85	1.1	13.9		
PHF	.500	.873	.550	.884	.563	.250	.568	.794	.769	.961	.805	.964	.846	.500	.591	.954	.931

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Groups Printed- Car

	Gate Parkway Southbound					Skinner Lake Dr Westbound					Gate Parkway Northbound					Skinner Lake Dr 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
03:00 PM	7	329	26	0	362	19	3	94	0	116	73	270	22	0	365	30	4	10	0	44	887
03:15 PM	6	325	17	0	348	11	2	86	0	99	74	315	15	0	404	28	0	5	4	37	888
03:30 PM	5	373	21	0	399	20	4	84	0	108	79	341	29	0	449	40	1	10	0	51	1007
03:45 PM	2	375	23	0	400	17	4	78	0	99	69	339	23	0	431	34	1	11	2	48	978
Total	20	1402	87	0	1509	67	13	342	0	422	295	1265	89	0	1649	132	6	36	6	180	3760
04:00 PM	3	466	23	0	492	17	3	92	0	112	62	300	24	0	386	40	1	12	2	55	1045
04:15 PM	5	459	17	0	481	17	3	92	0	112	54	379	16	0	449	41	3	1	2	47	1089
04:30 PM	0	560	27	0	587	19	6	77	0	102	67	415	19	0	501	42	2	8	0	52	1242
04:45 PM	5	518	30	0	553	17	4	63	0	84	53	415	27	0	495	46	0	9	0	55	1187
Total	13	2003	97	0	2113	70	16	324	0	410	236	1509	86	0	1831	169	6	30	4	209	4563
05:00 PM	2	551	33	0	586	22	1	85	0	108	97	492	26	0	615	48	3	13	2	66	1375
05:15 PM	3	465	29	0	497	22	1	81	4	108	91	479	24	0	594	44	6	11	4	65	1264
05:30 PM	1	399	30	0	430	12	3	91	0	106	74	508	28	0	610	56	0	12	6	74	1220
05:45 PM	1	474	40	0	515	14	6	92	0	112	91	502	28	0	621	49	3	13	2	67	1315
Total	7	1889	132	0	2028	70	11	349	4	434	353	1981	106	0	2440	197	12	49	14	272	5174
06:00 PM	3	426	33	2	464	24	5	96	0	125	87	441	22	0	550	34	6	4	8	52	1191
06:15 PM	6	397	26	2	431	14	7	80	0	101	70	391	28	0	489	39	3	13	6	61	1082
06:30 PM	3	370	29	0	402	13	4	96	0	113	76	399	27	0	502	35	2	10	2	49	1066
06:45 PM	2	318	29	0	349	18	7	91	0	116	85	345	29	0	459	30	2	7	0	39	963
Total	14	1511	117	4	1646	69	23	363	0	455	318	1576	106	0	2000	138	13	34	16	201	4302
Grand Total	54	6805	433	4	7296	276	63	1378	4	1721	1202	6331	387	0	7920	636	37	149	40	862	17799
Apprch %	0.7	93.3	5.9	0.1		16	3.7	80.1	0.2		15.2	79.9	4.9	0		73.8	4.3	17.3	4.6		
Total %	0.3	38.2	2.4	0	41	1.6	0.4	7.7	0	9.7	6.8	35.6	2.2	0	44.5	3.6	0.2	0.8	0.2	4.8	

	Gate Parkway Southbound				Skinner Lake Dr Westbound				Gate Parkway Northbound				Skinner Lake Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	**551**	33	**586**	**22**	1	85	108	**97**	492	26	615	48	3	**13**	64	**1373**
05:15 PM	**3**	465	29	497	22	1	81	104	91	479	24	594	44	**6**	11	61	1256
05:30 PM	1	399	30	430	12	3	91	106	74	**508**	**28**	610	**56**	0	12	**68**	1214
05:45 PM	1	474	**40**	515	14	**6**	**92**	**112**	91	502	28	**621**	49	3	13	65	1313
Total Volume	7	1889	132	2028	70	11	349	430	353	1981	106	2440	197	12	49	258	5156
% App. Total	0.3	93.1	6.5		16.3	2.6	81.2		14.5	81.2	4.3		76.4	4.7	19		
PHF	.583	.857	.825	.865	.795	.458	.948	.960	.910	.975	.946	.982	.879	.500	.942	.949	.939

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Groups Printed- Truck

	Gate Parkway Southbound					Skinner Lake Dr Westbound					Gate Parkway Northbound					Skinner Lake Dr 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
03:00 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	6
03:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	6
03:30 PM	0	4	1	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
03:45 PM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Total	0	12	1	0	13	1	0	2	0	3	2	11	0	0	13	0	0	1	0	1	30
04:00 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
04:15 PM	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	9
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	9
04:45 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
Total	0	10	1	0	11	1	0	0	0	1	2	12	1	0	15	0	0	2	0	2	29
05:00 PM	0	0	1	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	8
05:30 PM	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	1	0	0	0	1	7
05:45 PM	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5
Total	0	4	1	0	5	0	1	2	0	3	4	13	0	0	17	1	0	0	0	1	26
06:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	5
06:30 PM	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	3	0	3	1	2	1	0	4	0	0	0	0	0	12
Grand Total	0	31	3	0	34	2	1	7	0	10	9	38	2	0	49	1	0	3	0	4	97
Apprch %	0	91.2	8.8	0		20	10	70	0		18.4	77.6	4.1	0		25	0	75	0		
Total %	0	32	3.1	0	35.1	2.1	1	7.2	0	10.3	9.3	39.2	2.1	0	50.5	1	0	3.1	0	4.1	

	Gate Parkway Southbound				Skinner Lake Dr Westbound				Gate Parkway Northbound				Skinner Lake Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	4	**1**	**5**	0	0	**1**	**1**	0	**5**	0	**5**	0	0	0	0	**11**
03:45 PM	0	**5**	0	5	**1**	0	0	1	0	1	0	1	0	0	0	0	7
04:00 PM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:15 PM	0	3	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
Total Volume	0	13	2	15	2	0	1	3	0	15	0	15	0	0	0	0	33
% App. Total	0	86.7	13.3		66.7	0	33.3		0	100	0		0	0	0		
PHF	.000	.650	.500	.750	.500	.000	.250	.750	.000	.750	.000	.750	.000	.000	.000	.000	.750

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Groups Printed- Combined

	Gate Parkway Southbound					Skinner Lake Dr Westbound					Gate Parkway Northbound					Skinner Lake Dr 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
03:00 PM	7	331	26	0	364	19	3	95	0	117	74	272	22	0	368	30	4	10	0	44	893
03:15 PM	6	326	17	0	349	11	2	86	0	99	75	318	15	0	408	28	0	6	4	38	894
03:30 PM	5	377	22	0	404	20	4	85	0	109	79	346	29	0	454	40	1	10	0	51	1018
03:45 PM	2	380	23	0	405	18	4	78	0	100	69	340	23	0	432	34	1	11	2	48	985
Total	20	1414	88	0	1522	68	13	344	0	425	297	1276	89	0	1662	132	6	37	6	181	3790
04:00 PM	3	467	24	0	494	17	3	92	0	112	62	304	24	0	390	40	1	12	2	55	1051
04:15 PM	5	462	17	0	484	18	3	92	0	113	54	384	16	0	454	41	3	1	2	47	1098
04:30 PM	0	563	27	0	590	19	6	77	0	102	67	418	20	0	505	42	2	10	0	54	1251
04:45 PM	5	521	30	0	556	17	4	63	0	84	55	415	27	0	497	46	0	9	0	55	1192
Total	13	2013	98	0	2124	71	16	324	0	411	238	1521	87	0	1846	169	6	32	4	211	4592
05:00 PM	2	551	34	0	587	22	1	85	0	108	98	496	26	0	620	48	3	13	2	66	1381
05:15 PM	3	465	29	0	497	22	1	81	4	108	93	485	24	0	602	44	6	11	4	65	1272
05:30 PM	1	401	30	0	432	12	4	92	0	108	74	510	28	0	612	57	0	12	6	75	1227
05:45 PM	1	476	40	0	517	14	6	93	0	113	92	503	28	0	623	49	3	13	2	67	1320
Total	7	1893	133	0	2033	70	12	351	4	437	357	1994	106	0	2457	198	12	49	14	273	5200
06:00 PM	3	426	33	2	464	24	5	97	0	126	88	441	22	0	551	34	6	4	8	52	1193
06:15 PM	6	398	26	2	432	14	7	81	0	102	70	393	29	0	492	39	3	13	6	61	1087
06:30 PM	3	373	29	0	405	13	4	97	0	114	76	399	27	0	502	35	2	10	2	49	1070
06:45 PM	2	319	29	0	350	18	7	91	0	116	85	345	29	0	459	30	2	7	0	39	964
Total	14	1516	117	4	1651	69	23	366	0	458	319	1578	107	0	2004	138	13	34	16	201	4314
Grand Total	54	6836	436	4	7330	278	64	1385	4	1731	1211	6369	389	0	7969	637	37	152	40	866	17896
Apprch %	0.7	93.3	5.9	0.1		16.1	3.7	80	0.2		15.2	79.9	4.9	0		73.6	4.3	17.6	4.6		
Total %	0.3	38.2	2.4	0	41	1.6	0.4	7.7	0	9.7	6.8	35.6	2.2	0	44.5	3.6	0.2	0.8	0.2	4.8	

	Gate Parkway Southbound				Skinner Lake Dr Westbound				Gate Parkway Northbound				Skinner Lake Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	**551**	34	**587**	**22**	1	85	108	**98**	496	26	620	48	3	**13**	64	**1379**
05:15 PM	**3**	465	29	497	22	1	81	104	93	485	24	602	44	**6**	11	61	1264
05:30 PM	1	401	30	432	12	4	92	108	74	**510**	**28**	612	**57**	0	12	**69**	1221
05:45 PM	1	476	**40**	517	14	**6**	**93**	**113**	92	503	28	**623**	49	3	13	65	1318
Total Volume	7	1893	133	2033	70	12	351	433	357	1994	106	2457	198	12	49	259	5182
% App. Total	0.3	93.1	6.5		16.2	2.8	81.1		14.5	81.2	4.3		76.4	4.6	18.9		
PHF	.583	.859	.831	.866	.795	.500	.944	.958	.911	.977	.946	.986	.868	.500	.942	.938	.939

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Groups Printed- Car

	Gate Parkway Southbound					Town Center Parkway Westbound					Gate Parkway Northbound					Weebers Crossing 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
06:00 AM	5	31	17	0	53	13	2	18	2	35	23	32	3	0	58	2	2	3	0	7	153
06:15 AM	11	47	15	0	73	18	4	29	1	52	26	39	1	0	66	5	2	4	0	11	202
06:30 AM	10	58	10	0	78	30	7	39	1	77	33	53	4	0	90	9	5	7	3	24	269
06:45 AM	12	84	39	0	135	37	9	61	0	107	55	96	3	1	155	7	8	8	2	25	422
Total	38	220	81	0	339	98	22	147	4	271	137	220	11	1	369	23	17	22	5	67	1046
07:00 AM	11	90	25	1	127	59	10	65	0	134	43	95	6	0	144	4	4	13	0	21	426
07:15 AM	14	116	30	0	160	94	8	97	1	200	56	148	5	2	211	5	3	16	0	24	595
07:30 AM	18	120	39	0	177	123	10	122	0	255	84	199	2	0	285	6	5	18	1	30	747
07:45 AM	15	126	52	0	193	150	12	174	0	336	66	189	2	1	258	9	10	13	0	32	819
Total	58	452	146	1	657	426	40	458	1	925	249	631	15	3	898	24	22	60	1	107	2587
08:00 AM	18	130	44	0	192	139	13	131	1	284	64	196	10	1	271	9	2	12	1	24	771
08:15 AM	12	112	39	2	165	125	14	165	2	306	105	148	9	1	263	4	7	20	0	31	765
08:30 AM	14	138	51	0	203	108	12	106	1	227	102	161	10	0	273	7	7	14	1	29	732
08:45 AM	21	126	61	0	208	97	9	92	0	198	147	164	7	0	318	9	15	19	0	43	767
Total	65	506	195	2	768	469	48	494	4	1015	418	669	36	2	1125	29	31	65	2	127	3035
09:00 AM	9	95	57	0	161	69	9	84	0	162	134	126	2	0	262	7	15	20	0	42	627
09:15 AM	10	81	42	2	135	67	16	94	1	178	123	149	4	0	276	1	7	8	1	17	606
09:30 AM	16	86	62	0	164	67	3	69	0	139	172	112	3	1	288	10	11	16	0	37	628
09:45 AM	11	69	68	0	148	51	6	102	1	160	170	79	5	1	255	10	8	8	0	26	589
Total	46	331	229	2	608	254	34	349	2	639	599	466	14	2	1081	28	41	52	1	122	2450
Grand Total	207	1509	651	5	2372	1247	144	1448	11	2850	1403	1986	76	8	3473	104	111	199	9	423	9118
Apprch %	8.7	63.6	27.4	0.2		43.8	5.1	50.8	0.4		40.4	57.2	2.2	0.2		24.6	26.2	47	2.1		
Total %	2.3	16.5	7.1	0.1	26	13.7	1.6	15.9	0.1	31.3	15.4	21.8	0.8	0.1	38.1	1.1	1.2	2.2	0.1	4.6	

	Gate Parkway Southbound				Town Center Parkway Westbound				Gate Parkway Northbound				Weebers Crossing Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**18**	120	39	177	123	10	122	255	84	**199**	2	**285**	6	5	18	29	746
07:45 AM	15	126	**52**	**193**	**150**	12	**174**	**336**	66	189	2	257	**9**	**10**	13	**32**	**818**
08:00 AM	18	**130**	44	192	139	13	131	283	64	196	**10**	270	9	2	12	23	768
08:15 AM	12	112	39	163	125	**14**	165	304	**105**	148	9	262	4	7	**20**	31	760
Total Volume	63	488	174	725	537	49	592	1178	319	732	23	1074	28	24	63	115	3092
% App. Total	8.7	67.3	24		45.6	4.2	50.3		29.7	68.2	2.1		24.3	20.9	54.8		
PHF	.875	.938	.837	.939	.895	.875	.851	.876	.760	.920	.575	.942	.778	.600	.788	.898	.945

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Groups Printed- Truck

	Gate Parkway Southbound					Town Center Parkway Westbound					Gate Parkway Northbound					Weebers Crossing 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
06:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	1	0	1	1	0	2	0	3	6	2	0	0	8	0	0	0	0	0	12
06:30 AM	1	1	1	0	3	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	8
06:45 AM	0	2	1	0	3	1	0	1	0	2	4	1	1	0	6	0	0	0	0	0	11
Total	1	4	3	0	8	3	0	5	0	8	10	6	1	0	17	0	0	0	0	0	33
07:00 AM	0	1	1	0	2	0	0	3	0	3	3	4	0	0	7	0	1	0	0	1	13
07:15 AM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	1	0	0	1	5
07:30 AM	0	1	2	0	3	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	7
07:45 AM	0	2	3	0	5	2	2	2	0	6	4	0	0	0	4	0	0	0	0	0	15
Total	0	4	6	0	10	4	3	8	0	15	9	4	0	0	13	0	2	0	0	2	40
08:00 AM	0	2	2	0	4	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	11
08:15 AM	0	0	2	0	2	3	0	1	0	4	5	0	0	0	5	0	0	0	0	0	11
08:30 AM	0	2	1	0	3	0	0	3	0	3	1	2	0	0	3	0	0	0	0	0	9
08:45 AM	1	2	1	0	4	2	1	3	0	6	0	3	0	0	3	0	0	0	0	0	13
Total	1	6	6	0	13	7	1	7	0	15	7	9	0	0	16	0	0	0	0	0	44
09:00 AM	1	1	0	0	2	2	0	3	0	5	2	3	0	0	5	0	0	0	0	0	12
09:15 AM	0	0	3	0	3	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	5
09:30 AM	0	2	0	0	2	1	0	2	0	3	2	2	0	0	4	0	0	0	0	0	9
09:45 AM	1	1	1	0	3	3	1	0	0	4	1	1	0	0	2	1	0	0	0	1	10
Total	2	4	4	0	10	7	1	5	0	13	6	6	0	0	12	1	0	0	0	1	36
Grand Total	4	18	19	0	41	21	5	25	0	51	32	25	1	0	58	1	2	0	0	3	153
Apprch %	9.8	43.9	46.3	0		41.2	9.8	49	0		55.2	43.1	1.7	0		33.3	66.7	0	0		
Total %	2.6	11.8	12.4	0	26.8	13.7	3.3	16.3	0	33.3	20.9	16.3	0.7	0	37.9	0.7	1.3	0	0	2	

	Gate Parkway Southbound				Town Center Parkway Westbound				Gate Parkway Northbound				Weebers Crossing Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	**3**	**5**	2	**2**	2	**6**	4	0	0	4	0	0	0	0	**15**
08:00 AM	0	2	2	4	2	0	0	2	1	**4**	0	**5**	0	0	0	0	11
08:15 AM	0	0	2	2	**3**	0	1	4	**5**	0	0	5	0	0	0	0	11
08:30 AM	0	2	1	3	0	0	**3**	3	1	2	0	3	0	0	0	0	9
Total Volume	0	6	8	14	7	2	6	15	11	6	0	17	0	0	0	0	46
% App. Total	0	42.9	57.1		46.7	13.3	40		64.7	35.3	0		0	0	0		
PHF	.000	.750	.667	.700	.583	.250	.500	.625	.550	.375	.000	.850	.000	.000	.000	.000	.767

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	Gate Parkway Southbound					Town Center Parkway Westbound					Gate Parkway Northbound					Weebers Crossing 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
06:00 AM	5	32	17	0	54	13	2	19	2	36	23	32	3	0	58	2	2	3	0	7	155
06:15 AM	11	47	16	0	74	19	4	31	1	55	32	41	1	0	74	5	2	4	0	11	214
06:30 AM	11	59	11	0	81	31	7	40	1	79	33	56	4	0	93	9	5	7	3	24	277
06:45 AM	12	86	40	0	138	38	9	62	0	109	59	97	4	1	161	7	8	8	2	25	433
Total	39	224	84	0	347	101	22	152	4	279	147	226	12	1	386	23	17	22	5	67	1079
07:00 AM	11	91	26	1	129	59	10	68	0	137	46	99	6	0	151	4	5	13	0	22	439
07:15 AM	14	116	30	0	160	96	8	98	1	203	57	148	5	2	212	5	4	16	0	25	600
07:30 AM	18	121	41	0	180	123	11	124	0	258	85	199	2	0	286	6	5	18	1	30	754
07:45 AM	15	128	55	0	198	152	14	176	0	342	70	189	2	1	262	9	10	13	0	32	834
Total	58	456	152	1	667	430	43	466	1	940	258	635	15	3	911	24	24	60	1	109	2627
08:00 AM	18	132	46	0	196	141	13	131	1	286	65	200	10	1	276	9	2	12	1	24	782
08:15 AM	12	112	41	2	167	128	14	166	2	310	110	148	9	1	268	4	7	20	0	31	776
08:30 AM	14	140	52	0	206	108	12	109	1	230	103	163	10	0	276	7	7	14	1	29	741
08:45 AM	22	128	62	0	212	99	10	95	0	204	147	167	7	0	321	9	15	19	0	43	780
Total	66	512	201	2	781	476	49	501	4	1030	425	678	36	2	1141	29	31	65	2	127	3079
09:00 AM	10	96	57	0	163	71	9	87	0	167	136	129	2	0	267	7	15	20	0	42	639
09:15 AM	10	81	45	2	138	68	16	94	1	179	124	149	4	0	277	1	7	8	1	17	611
09:30 AM	16	88	62	0	166	68	3	71	0	142	174	114	3	1	292	10	11	16	0	37	637
09:45 AM	12	70	69	0	151	54	7	102	1	164	171	80	5	1	257	11	8	8	0	27	599
Total	48	335	233	2	618	261	35	354	2	652	605	472	14	2	1093	29	41	52	1	123	2486
Grand Total	211	1527	670	5	2413	1268	149	1473	11	2901	1435	2011	77	8	3531	105	113	199	9	426	9271
Apprch %	8.7	63.3	27.8	0.2		43.7	5.1	50.8	0.4		40.6	57	2.2	0.2		24.6	26.5	46.7	2.1		
Total %	2.3	16.5	7.2	0.1	26	13.7	1.6	15.9	0.1	31.3	15.5	21.7	0.8	0.1	38.1	1.1	1.2	2.1	0.1	4.6	

	Gate Parkway Southbound				Town Center Parkway Westbound				Gate Parkway Northbound				Weebers Crossing Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**18**	121	41	180	123	11	124	258	85	199	2	**286**	6	5	18	29	753
07:45 AM	15	128	**55**	**198**	**152**	**14**	**176**	**342**	70	189	2	261	**9**	**10**	13	**32**	**833**
08:00 AM	18	**132**	46	196	141	13	131	285	65	**200**	**10**	275	9	2	12	23	779
08:15 AM	12	112	41	165	128	14	166	308	**110**	148	9	267	4	7	**20**	31	771
Total Volume	63	493	183	739	544	52	597	1193	330	736	23	1089	28	24	63	115	3136
% App. Total	8.5	66.7	24.8		45.6	4.4	50		30.3	67.6	2.1		24.3	20.9	54.8		
PHF	.875	.934	.832	.933	.895	.929	.848	.872	.750	.920	.575	.952	.778	.600	.788	.898	.941

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File Name : T21-Gate Pkwy and Town Center Pkwy PM
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Groups Printed- Car

	Gate Parkway Southbound					Town Center Parkway Westbound					Gate Parkway Northbound					Weebers Crossing 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
03:00 PM	19	176	79	0	274	93	24	196	0	313	187	73	9	0	269	14	6	11	0	31	887
03:15 PM	13	140	98	0	251	96	27	198	0	321	194	93	7	0	294	16	11	18	1	46	912
03:30 PM	17	200	108	1	326	85	26	183	2	296	238	96	9	0	343	17	12	16	0	45	1010
03:45 PM	19	196	106	0	321	90	18	184	3	295	235	119	8	0	362	17	12	16	2	47	1025
Total	68	712	391	1	1172	364	95	761	5	1225	854	381	33	0	1268	64	41	61	3	169	3834
04:00 PM	36	322	151	0	509	84	13	173	1	271	212	87	6	2	307	10	13	10	2	35	1122
04:15 PM	14	325	153	2	494	107	19	155	0	281	241	107	7	2	357	8	12	12	1	33	1165
04:30 PM	20	431	165	1	617	92	14	180	2	288	269	120	9	0	398	10	13	11	1	35	1338
04:45 PM	30	373	178	0	581	101	21	176	1	299	300	117	6	2	425	9	20	12	1	42	1347
Total	100	1451	647	3	2201	384	67	684	4	1139	1022	431	28	6	1487	37	58	45	5	145	4972
05:00 PM	31	413	176	0	620	113	26	183	0	322	344	130	5	0	479	15	11	16	0	42	1463
05:15 PM	24	301	182	0	507	106	18	183	2	309	350	119	12	0	481	9	8	12	3	32	1329
05:30 PM	21	281	181	2	485	85	18	137	4	244	348	122	17	2	489	18	11	17	2	48	1266
05:45 PM	30	313	192	0	535	104	20	180	0	304	377	115	4	0	496	13	23	21	0	57	1392
Total	106	1308	731	2	2147	408	82	683	6	1179	1419	486	38	2	1945	55	53	66	5	179	5450
06:00 PM	30	289	167	1	487	99	17	167	0	283	339	124	9	0	472	14	13	15	2	44	1286
06:15 PM	17	262	167	0	446	100	15	149	0	264	258	95	11	0	364	16	15	20	2	53	1127
06:30 PM	26	241	135	0	402	103	21	171	1	296	294	95	8	0	397	14	12	12	0	38	1133
06:45 PM	19	165	147	0	331	117	18	176	0	311	242	88	6	0	336	13	15	13	0	41	1019
Total	92	957	616	1	1666	419	71	663	1	1154	1133	402	34	0	1569	57	55	60	4	176	4565
Grand Total	366	4428	2385	7	7186	1575	315	2791	16	4697	4428	1700	133	8	6269	213	207	232	17	669	18821
Apprch %	5.1	61.6	33.2	0.1		33.5	6.7	59.4	0.3		70.6	27.1	2.1	0.1		31.8	30.9	34.7	2.5		
Total %	1.9	23.5	12.7	0	38.2	8.4	1.7	14.8	0.1	25	23.5	9	0.7	0	33.3	1.1	1.1	1.2	0.1	3.6	

	Gate Parkway Southbound				Town Center Parkway Westbound				Gate Parkway Northbound				Weebers Crossing Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	**431**	165	616	92	14	180	286	269	120	9	398	10	13	11	34	1334
04:45 PM	30	373	178	581	101	21	176	298	300	117	6	423	9	**20**	12	41	1343
05:00 PM	**31**	413	176	**620**	**113**	**26**	**183**	**322**	344	**130**	5	479	**15**	11	**16**	**42**	**1463**
05:15 PM	24	301	**182**	507	106	18	183	307	**350**	119	**12**	**481**	9	8	12	29	1324
Total Volume	105	1518	701	2324	412	79	722	1213	1263	486	32	1781	43	52	51	146	5464
% App. Total	4.5	65.3	30.2		34	6.5	59.5		70.9	27.3	1.8		29.5	35.6	34.9		
PHF	.847	.881	.963	.937	.912	.760	.986	.942	.902	.935	.667	.926	.717	.650	.797	.869	.934

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Groups Printed- Truck

	Gate Parkway Southbound					Town Center Parkway Westbound					Gate Parkway Northbound					Weebers Crossing 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
03:00 PM	0	0	0	0	0	1	0	1	0	2	1	1	0	0	2	1	1	0	0	2	6
03:15 PM	0	0	0	0	0	3	0	0	0	3	2	2	0	0	4	0	0	0	0	0	7
03:30 PM	0	2	2	0	4	3	0	3	0	6	2	3	0	0	5	0	0	0	0	0	15
03:45 PM	0	4	1	0	5	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	9
Total	0	6	3	0	9	8	0	5	0	13	6	7	0	0	13	1	1	0	0	2	37
04:00 PM	0	1	1	0	2	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	7
04:15 PM	0	3	0	0	3	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	9
04:30 PM	0	1	2	0	3	0	0	2	0	2	3	2	0	0	5	0	0	0	0	0	10
04:45 PM	0	2	0	0	2	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	7	3	0	10	3	0	5	0	8	7	7	0	0	14	0	0	0	0	0	32
05:00 PM	0	0	2	0	2	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	6
05:15 PM	0	0	3	0	3	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	8
05:30 PM	0	0	1	0	1	2	0	2	0	4	2	0	0	0	2	0	0	0	0	0	7
05:45 PM	0	1	0	0	1	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	5
Total	0	1	6	0	7	4	0	3	0	7	8	4	0	0	12	0	0	0	0	0	26
06:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	1	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	1	2	0	3	3	0	4	0	7	1	1	0	0	2	0	0	0	0	0	12
Grand Total	0	15	14	0	29	18	0	17	0	35	22	19	0	0	41	1	1	0	0	2	107
Apprch %	0	51.7	48.3	0		51.4	0	48.6	0		53.7	46.3	0	0		50	50	0	0		
Total %	0	14	13.1	0	27.1	16.8	0	15.9	0	32.7	20.6	17.8	0	0	38.3	0.9	0.9	0	0	1.9	

	Gate Parkway Southbound				Town Center Parkway Westbound				Gate Parkway Northbound				Weebers Crossing Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	2	**2**	4	**3**	0	**3**	**6**	2	**3**	0	5	0	0	0	0	**15**
03:45 PM	0	**4**	1	**5**	1	0	1	2	1	1	0	2	0	0	0	0	9
04:00 PM	0	1	1	2	1	0	1	2	0	3	0	3	0	0	0	0	7
04:15 PM	0	3	0	3	0	0	0	0	**4**	2	0	**6**	0	0	0	0	9
Total Volume	0	10	4	14	5	0	5	10	7	9	0	16	0	0	0	0	40
% App. Total	0	71.4	28.6		50	0	50		43.8	56.2	0		0	0	0		
PHF	.000	.625	.500	.700	.417	.000	.417	.417	.438	.750	.000	.667	.000	.000	.000	.000	.667

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Groups Printed- Combined

	Gate Parkway Southbound					Town Center Parkway Westbound					Gate Parkway Northbound					Weebers Crossing 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
03:00 PM	19	176	79	0	274	94	24	197	0	315	188	74	9	0	271	15	7	11	0	33	893
03:15 PM	13	140	98	0	251	99	27	198	0	324	196	95	7	0	298	16	11	18	1	46	919
03:30 PM	17	202	110	1	330	88	26	186	2	302	240	99	9	0	348	17	12	16	0	45	1025
03:45 PM	19	200	107	0	326	91	18	185	3	297	236	120	8	0	364	17	12	16	2	47	1034
Total	68	718	394	1	1181	372	95	766	5	1238	860	388	33	0	1281	65	42	61	3	171	3871
04:00 PM	36	323	152	0	511	85	13	174	1	273	212	90	6	2	310	10	13	10	2	35	1129
04:15 PM	14	328	153	2	497	107	19	155	0	281	245	109	7	2	363	8	12	12	1	33	1174
04:30 PM	20	432	167	1	620	92	14	182	2	290	272	122	9	0	403	10	13	11	1	35	1348
04:45 PM	30	375	178	0	583	103	21	178	1	303	300	117	6	2	425	9	20	12	1	42	1353
Total	100	1458	650	3	2211	387	67	689	4	1147	1029	438	28	6	1501	37	58	45	5	145	5004
05:00 PM	31	413	178	0	622	113	26	183	0	322	346	132	5	0	483	15	11	16	0	42	1469
05:15 PM	24	301	185	0	510	106	18	183	2	309	354	120	12	0	486	9	8	12	3	32	1337
05:30 PM	21	281	182	2	486	87	18	139	4	248	350	122	17	2	491	18	11	17	2	48	1273
05:45 PM	30	314	192	0	536	106	20	181	0	307	377	116	4	0	497	13	23	21	0	57	1397
Total	106	1309	737	2	2154	412	82	686	6	1186	1427	490	38	2	1957	55	53	66	5	179	5476
06:00 PM	30	289	168	1	488	99	17	167	0	283	339	124	9	0	472	14	13	15	2	44	1287
06:15 PM	17	262	167	0	446	100	15	150	0	265	259	96	11	0	366	16	15	20	2	53	1130
06:30 PM	26	241	135	0	402	103	21	174	1	299	294	95	8	0	397	14	12	12	0	38	1136
06:45 PM	19	166	148	0	333	120	18	176	0	314	242	88	6	0	336	13	15	13	0	41	1024
Total	92	958	618	1	1669	422	71	667	1	1161	1134	403	34	0	1571	57	55	60	4	176	4577
Grand Total	366	4443	2399	7	7215	1593	315	2808	16	4732	4450	1719	133	8	6310	214	208	232	17	671	18928
Apprch %	5.1	61.6	33.3	0.1		33.7	6.7	59.3	0.3		70.5	27.2	2.1	0.1		31.9	31	34.6	2.5		
Total %	1.9	23.5	12.7	0	38.1	8.4	1.7	14.8	0.1	25	23.5	9.1	0.7	0	33.3	1.1	1.1	1.2	0.1	3.5	

	Gate Parkway Southbound				Town Center Parkway Westbound				Gate Parkway Northbound				Weebers Crossing Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	**432**	167	619	92	14	182	288	272	122	9	403	10	13	11	34	1344
04:45 PM	30	375	178	583	103	21	178	302	300	117	6	423	9	**20**	12	41	1349
05:00 PM	**31**	413	178	**622**	**113**	**26**	**183**	**322**	346	**132**	5	483	**15**	11	**16**	**42**	**1469**
05:15 PM	24	301	**185**	510	106	18	183	307	**354**	120	**12**	**486**	9	8	12	29	1332
Total Volume	105	1521	708	2334	414	79	726	1219	1272	491	32	1795	43	52	51	146	5494
% App. Total	4.5	65.2	30.3		34	6.5	59.6		70.9	27.4	1.8		29.5	35.6	34.9		
PHF	.847	.880	.957	.938	.916	.760	.992	.946	.898	.930	.667	.923	.717	.650	.797	.869	.935

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Groups Printed- Car

	I-295 North Ramps Southbound				Beach Blvd Westbound					I-295 South Ramps Northbound				Beach Blvd Eastbound					
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	21	34	2	57	53	104	34	0	191	41	31	1	73	57	91	15	0	163	484
06:15 AM	35	92	3	130	67	183	48	0	298	49	39	0	88	85	104	32	0	221	737
06:30 AM	36	84	2	122	66	206	83	0	355	41	66	0	107	156	180	27	0	363	947
06:45 AM	56	114	3	173	72	268	64	0	404	76	104	0	180	129	184	27	0	340	1097
Total	148	324	10	482	258	761	229	0	1248	207	240	1	448	427	559	101	0	1087	3265
07:00 AM	47	110	1	158	81	307	73	0	461	89	93	0	182	144	231	24	0	399	1200
07:15 AM	23	92	0	115	99	421	113	0	633	75	104	1	180	158	281	21	0	460	1388
07:30 AM	15	84	2	101	123	383	101	0	607	58	102	1	161	165	267	35	0	467	1336
07:45 AM	21	55	5	81	109	386	117	0	612	82	83	1	166	148	313	34	0	495	1354
Total	106	341	8	455	412	1497	404	0	2313	304	382	3	689	615	1092	114	0	1821	5278
08:00 AM	22	65	0	87	89	361	103	0	553	82	81	1	164	143	258	22	0	423	1227
08:15 AM	20	45	4	69	111	316	87	0	514	86	100	0	186	145	229	23	0	397	1166
08:30 AM	25	68	3	96	77	344	112	0	533	85	86	0	171	157	253	26	0	436	1236
08:45 AM	31	95	0	126	87	310	98	0	495	99	87	1	187	103	268	20	0	391	1199
Total	98	273	7	378	364	1331	400	0	2095	352	354	2	708	548	1008	91	0	1647	4828
09:00 AM	36	81	1	118	75	238	73	0	386	82	83	1	166	99	265	13	0	377	1047
09:15 AM	43	60	1	104	77	256	66	0	399	73	53	2	128	84	230	19	0	333	964
09:30 AM	42	69	1	112	88	219	86	0	393	66	67	0	133	90	210	31	0	331	969
09:45 AM	71	75	2	148	84	252	65	0	401	67	76	0	143	84	195	27	0	306	998
Total	192	285	5	482	324	965	290	0	1579	288	279	3	570	357	900	90	0	1347	3978
Grand Total	544	1223	30	1797	1358	4554	1323	0	7235	1151	1255	9	2415	1947	3559	396	0	5902	17349
Apprch %	30.3	68.1	1.7		18.8	62.9	18.3	0		47.7	52	0.4		33	60.3	6.7	0		
Total %	3.1	7	0.2	10.4	7.8	26.2	7.6	0	41.7	6.6	7.2	0.1	13.9	11.2	20.5	2.3	0	34	

	I-295 North Ramps Southbound			Beach Blvd Westbound				I-295 South Ramps Northbound			Beach Blvd Eastbound				
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	**23**	**92**	**115**	99	**421**	113	**633**	75	**104**	**179**	158	281	21	460	**1387**
07:30 AM	15	84	99	**123**	383	101	607	58	102	160	**165**	267	**35**	467	1333
07:45 AM	21	55	76	109	386	**117**	612	**82**	83	165	148	**313**	34	**495**	1348
08:00 AM	22	65	87	89	361	103	553	82	81	163	143	258	22	423	1226
Total Volume	81	296	377	420	1551	434	2405	297	370	667	614	1119	112	1845	5294
% App. Total	21.5	78.5		17.5	64.5	18		44.5	55.5		33.3	60.7	6.1		
PHF	.880	.804	.820	.854	.921	.927	.950	.905	.889	.932	.930	.894	.800	.932	.954

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Groups Printed- Truck

	I-295 North Ramps Southbound				Beach Blvd Westbound					I-295 South Ramps Northbound				Beach Blvd Eastbound					
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	3	0	3	3	5	0	0	8	2	2	0	4	3	8	1	0	12	27
06:15 AM	0	4	0	4	2	6	1	0	9	0	1	0	1	5	2	3	0	10	24
06:30 AM	2	7	0	9	5	3	1	0	9	0	2	0	2	3	5	1	0	9	29
06:45 AM	0	5	0	5	2	6	1	0	9	0	9	0	9	3	8	1	0	12	35
Total	2	19	0	21	12	20	3	0	35	2	14	0	16	14	23	6	0	43	115
07:00 AM	1	7	0	8	4	7	3	0	14	5	4	0	9	1	12	2	0	15	46
07:15 AM	1	2	0	3	4	9	4	0	17	3	4	0	7	8	7	4	0	19	46
07:30 AM	2	4	0	6	7	5	3	0	15	2	1	0	3	6	7	0	0	13	37
07:45 AM	1	2	0	3	4	8	2	0	14	1	1	0	2	10	9	1	0	20	39
Total	5	15	0	20	19	29	12	0	60	11	10	0	21	25	35	7	0	67	168
08:00 AM	1	3	0	4	1	4	1	0	6	5	5	0	10	10	16	1	0	27	47
08:15 AM	0	5	0	5	2	6	3	0	11	3	7	0	10	1	9	0	0	10	36
08:30 AM	2	2	0	4	7	6	2	0	15	3	8	0	11	3	11	0	0	14	44
08:45 AM	1	1	0	2	4	5	2	0	11	8	3	0	11	7	18	2	0	27	51
Total	4	11	0	15	14	21	8	0	43	19	23	0	42	21	54	3	0	78	178
09:00 AM	3	5	0	8	4	5	0	0	9	4	0	0	4	6	13	4	0	23	44
09:15 AM	2	7	0	9	4	7	4	0	15	2	2	0	4	4	13	2	0	19	47
09:30 AM	0	9	0	9	3	4	3	0	10	5	0	0	5	2	15	4	0	21	45
09:45 AM	1	3	0	4	7	9	5	0	21	7	2	0	9	6	10	3	0	19	53
Total	6	24	0	30	18	25	12	0	55	18	4	0	22	18	51	13	0	82	189
Grand Total	17	69	0	86	63	95	35	0	193	50	51	0	101	78	163	29	0	270	650
Apprch %	19.8	80.2	0		32.6	49.2	18.1	0		49.5	50.5	0		28.9	60.4	10.7	0		
Total %	2.6	10.6	0	13.2	9.7	14.6	5.4	0	29.7	7.7	7.8	0	15.5	12	25.1	4.5	0	41.5	

	I-295 North Ramps Southbound			Beach Blvd Westbound				I-295 South Ramps Northbound			Beach Blvd Eastbound				
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 09:00 AM															
09:00 AM	**3**	5	8	4	5	0	9	4	0	4	**6**	13	**4**	**23**	44
09:15 AM	2	7	**9**	4	7	4	15	2	**2**	4	4	13	2	19	47
09:30 AM	0	**9**	9	3	4	3	10	5	0	5	2	**15**	4	21	45
09:45 AM	1	3	4	**7**	**9**	**5**	**21**	**7**	2	**9**	6	10	3	19	**53**
Total Volume	6	24	30	18	25	12	55	18	4	22	18	51	13	82	189
% App. Total	20	80		32.7	45.5	21.8		81.8	18.2		22	62.2	15.9		
PHF	.500	.667	.833	.643	.694	.600	.655	.643	.500	.611	.750	.850	.813	.891	.892

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Groups Printed- Combined

	I-295 North Ramps Southbound				Beach Blvd Westbound					I-295 South Ramps Northbound				Beach Blvd Eastbound					
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	21	37	2	60	56	109	34	0	199	43	33	1	77	60	99	16	0	175	511
06:15 AM	35	96	3	134	69	189	49	0	307	49	40	0	89	90	106	35	0	231	761
06:30 AM	38	91	2	131	71	209	84	0	364	41	68	0	109	159	185	28	0	372	976
06:45 AM	56	119	3	178	74	274	65	0	413	76	113	0	189	132	192	28	0	352	1132
Total	150	343	10	503	270	781	232	0	1283	209	254	1	464	441	582	107	0	1130	3380
07:00 AM	48	117	1	166	85	314	76	0	475	94	97	0	191	145	243	26	0	414	1246
07:15 AM	24	94	0	118	103	430	117	0	650	78	108	1	187	166	288	25	0	479	1434
07:30 AM	17	88	2	107	130	388	104	0	622	60	103	1	164	171	274	35	0	480	1373
07:45 AM	22	57	5	84	113	394	119	0	626	83	84	1	168	158	322	35	0	515	1393
Total	111	356	8	475	431	1526	416	0	2373	315	392	3	710	640	1127	121	0	1888	5446
08:00 AM	23	68	0	91	90	365	104	0	559	87	86	1	174	153	274	23	0	450	1274
08:15 AM	20	50	4	74	113	322	90	0	525	89	107	0	196	146	238	23	0	407	1202
08:30 AM	27	70	3	100	84	350	114	0	548	88	94	0	182	160	264	26	0	450	1280
08:45 AM	32	96	0	128	91	315	100	0	506	107	90	1	198	110	286	22	0	418	1250
Total	102	284	7	393	378	1352	408	0	2138	371	377	2	750	569	1062	94	0	1725	5006
09:00 AM	39	86	1	126	79	243	73	0	395	86	83	1	170	105	278	17	0	400	1091
09:15 AM	45	67	1	113	81	263	70	0	414	75	55	2	132	88	243	21	0	352	1011
09:30 AM	42	78	1	121	91	223	89	0	403	71	67	0	138	92	225	35	0	352	1014
09:45 AM	72	78	2	152	91	261	70	0	422	74	78	0	152	90	205	30	0	325	1051
Total	198	309	5	512	342	990	302	0	1634	306	283	3	592	375	951	103	0	1429	4167
Grand Total	561	1292	30	1883	1421	4649	1358	0	7428	1201	1306	9	2516	2025	3722	425	0	6172	17999
Apprch %	29.8	68.6	1.6		19.1	62.6	18.3	0		47.7	51.9	0.4		32.8	60.3	6.9	0		
Total %	3.1	7.2	0.2	10.5	7.9	25.8	7.5	0	41.3	6.7	7.3	0.1	14	11.3	20.7	2.4	0	34.3	

	I-295 North Ramps Southbound			Beach Blvd Westbound				I-295 South Ramps Northbound			Beach Blvd Eastbound				
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	**24**	**94**	**118**	103	**430**	117	**650**	78	**108**	**186**	166	288	25	479	**1433**
07:30 AM	17	88	105	**130**	388	104	622	60	103	163	**171**	274	**35**	480	1370
07:45 AM	22	57	79	113	394	**119**	626	83	84	167	158	**322**	35	**515**	1387
08:00 AM	23	68	91	90	365	104	559	**87**	86	173	153	274	23	450	1273
Total Volume	86	307	393	436	1577	444	2457	308	381	689	648	1158	118	1924	5463
% App. Total	21.9	78.1		17.7	64.2	18.1		44.7	55.3		33.7	60.2	6.1		
PHF	.896	.816	.833	.838	.917	.933	.945	.885	.882	.926	.947	.899	.843	.934	.953

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Groups Printed- Car

	I-295 North Ramps Southbound				Beach Blvd Westbound					I-295 South Ramps Northbound				Beach Blvd Eastbound					
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	49	76	0	125	109	247	92	0	448	88	85	1	174	111	356	43	0	510	1257
03:15 PM	48	123	1	172	113	268	86	0	467	66	130	0	196	111	355	44	0	510	1345
03:30 PM	56	89	5	150	143	312	108	0	563	98	143	0	241	147	376	40	0	563	1517
03:45 PM	58	124	3	185	116	326	80	0	522	98	131	0	229	104	409	45	0	558	1494
Total	211	412	9	632	481	1153	366	0	2000	350	489	1	840	473	1496	172	0	2141	5613
04:00 PM	47	108	0	155	111	263	57	0	431	103	107	0	210	107	392	56	0	555	1351
04:15 PM	47	93	1	141	122	278	93	0	493	103	109	0	212	91	416	41	0	548	1394
04:30 PM	35	136	6	177	148	290	91	0	529	117	123	2	242	118	384	58	0	560	1508
04:45 PM	45	116	2	163	123	274	77	0	474	114	117	3	234	101	468	50	0	619	1490
Total	174	453	9	636	504	1105	318	0	1927	437	456	5	898	417	1660	205	0	2282	5743
05:00 PM	50	113	5	168	138	297	104	0	539	112	108	1	221	109	458	68	0	635	1563
05:15 PM	30	146	2	178	125	309	71	0	505	137	118	1	256	75	416	46	0	537	1476
05:30 PM	52	143	3	198	104	266	77	1	448	126	131	4	261	92	460	45	0	597	1504
05:45 PM	51	132	0	183	124	244	64	0	432	118	119	0	237	92	482	53	0	627	1479
Total	183	534	10	727	491	1116	316	1	1924	493	476	6	975	368	1816	212	0	2396	6022
06:00 PM	38	103	0	141	125	259	83	0	467	114	117	0	231	100	414	53	0	567	1406
06:15 PM	44	102	3	149	121	305	77	0	503	123	105	0	228	73	294	41	0	408	1288
06:30 PM	36	93	0	129	88	239	56	0	383	98	87	3	188	87	312	47	0	446	1146
06:45 PM	48	90	0	138	79	212	80	0	371	87	91	0	178	84	221	27	0	332	1019
Total	166	388	3	557	413	1015	296	0	1724	422	400	3	825	344	1241	168	0	1753	4859
Grand Total	734	1787	31	2552	1889	4389	1296	1	7575	1702	1821	15	3538	1602	6213	757	0	8572	22237
Apprch %	28.8	70	1.2		24.9	57.9	17.1	0		48.1	51.5	0.4		18.7	72.5	8.8	0		
Total %	3.3	8	0.1	11.5	8.5	19.7	5.8	0	34.1	7.7	8.2	0.1	15.9	7.2	27.9	3.4	0	38.5	

	I-295 North Ramps Southbound			Beach Blvd Westbound				I-295 South Ramps Northbound			Beach Blvd Eastbound				
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	35	136	171	**148**	290	91	529	117	**123**	240	**118**	384	58	560	1500
04:45 PM	45	116	161	123	274	77	474	114	117	231	101	**468**	50	619	1485
05:00 PM	**50**	113	163	138	297	**104**	**539**	112	108	220	109	458	**68**	**635**	**1557**
05:15 PM	30	**146**	**176**	125	**309**	71	505	**137**	118	**255**	75	416	46	537	1473
Total Volume	160	511	671	534	1170	343	2047	480	466	946	403	1726	222	2351	6015
% App. Total	23.8	76.2		26.1	57.2	16.8		50.7	49.3		17.1	73.4	9.4		
PHF	.800	.875	.953	.902	.947	.825	.949	.876	.947	.927	.854	.922	.816	.926	.966

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Groups Printed- Truck

	I-295 North Ramps Southbound				Beach Blvd Westbound					I-295 South Ramps Northbound				Beach Blvd Eastbound					
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	5	0	7	5	4	2	0	11	4	5	0	9	3	10	1	0	14	41
03:15 PM	0	5	0	5	4	13	3	0	20	3	5	0	8	5	10	2	0	17	50
03:30 PM	1	9	0	10	5	13	3	0	21	4	3	0	7	3	8	1	0	12	50
03:45 PM	1	2	0	3	5	7	0	0	12	3	2	0	5	3	7	1	0	11	31
Total	4	21	0	25	19	37	8	0	64	14	15	0	29	14	35	5	0	54	172
04:00 PM	1	1	0	2	3	5	2	0	10	3	5	0	8	2	12	4	0	18	38
04:15 PM	2	1	0	3	4	11	0	0	15	1	4	0	5	1	5	0	0	6	29
04:30 PM	1	2	0	3	3	15	0	0	18	2	3	0	5	3	7	0	0	10	36
04:45 PM	1	3	0	4	12	11	3	0	26	1	4	0	5	2	3	0	0	5	40
Total	5	7	0	12	22	42	5	0	69	7	16	0	23	8	27	4	0	39	143
05:00 PM	1	0	0	1	7	10	0	0	17	2	2	0	4	1	5	0	0	6	28
05:15 PM	0	2	0	2	3	7	3	0	13	4	1	0	5	0	4	2	0	6	26
05:30 PM	0	1	0	1	3	3	1	0	7	0	2	0	2	2	6	0	0	8	18
05:45 PM	0	0	0	0	3	4	0	0	7	1	2	0	3	0	5	2	0	7	17
Total	1	3	0	4	16	24	4	0	44	7	7	0	14	3	20	4	0	27	89
06:00 PM	1	0	0	1	2	0	0	0	2	2	3	0	5	1	6	0	0	7	15
06:15 PM	0	2	0	2	1	6	1	0	8	3	1	0	4	1	12	0	0	13	27
06:30 PM	1	1	0	2	3	3	1	0	7	2	1	0	3	1	5	0	0	6	18
06:45 PM	0	5	0	5	2	8	0	0	10	2	1	0	3	0	4	0	0	4	22
Total	2	8	0	10	8	17	2	0	27	9	6	0	15	3	27	0	0	30	82
Grand Total	12	39	0	51	65	120	19	0	204	37	44	0	81	28	109	13	0	150	486
Apprch %	23.5	76.5	0		31.9	58.8	9.3	0		45.7	54.3	0		18.7	72.7	8.7	0		
Total %	2.5	8	0	10.5	13.4	24.7	3.9	0	42	7.6	9.1	0	16.7	5.8	22.4	2.7	0	30.9	

	I-295 North Ramps Southbound			Beach Blvd Westbound				I-295 South Ramps Northbound			Beach Blvd Eastbound				
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 03:00 PM															
03:00 PM	**2**	5	7	**5**	4	2	11	**4**	**5**	**9**	3	**10**	1	14	41
03:15 PM	0	5	5	4	**13**	**3**	20	3	5	8	**5**	10	**2**	**17**	**50**
03:30 PM	1	**9**	**10**	5	13	3	**21**	4	3	7	3	8	1	12	50
03:45 PM	1	2	3	5	7	0	12	3	2	5	3	7	1	11	31
Total Volume	4	21	25	19	37	8	64	14	15	29	14	35	5	54	172
% App. Total	16	84		29.7	57.8	12.5		48.3	51.7		25.9	64.8	9.3		
PHF	.500	.583	.625	.950	.712	.667	.762	.875	.750	.806	.700	.875	.625	.794	.860

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Groups Printed- Combined

	I-295 North Ramps Southbound				Beach Blvd Westbound					I-295 South Ramps Northbound				Beach Blvd Eastbound					
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	51	81	0	132	114	251	94	0	459	92	90	1	183	114	366	44	0	524	1298
03:15 PM	48	128	1	177	117	281	89	0	487	69	135	0	204	116	365	46	0	527	1395
03:30 PM	57	98	5	160	148	325	111	0	584	102	146	0	248	150	384	41	0	575	1567
03:45 PM	59	126	3	188	121	333	80	0	534	101	133	0	234	107	416	46	0	569	1525
Total	215	433	9	657	500	1190	374	0	2064	364	504	1	869	487	1531	177	0	2195	5785
04:00 PM	48	109	0	157	114	268	59	0	441	106	112	0	218	109	404	60	0	573	1389
04:15 PM	49	94	1	144	126	289	93	0	508	104	113	0	217	92	421	41	0	554	1423
04:30 PM	36	138	6	180	151	305	91	0	547	119	126	2	247	121	391	58	0	570	1544
04:45 PM	46	119	2	167	135	285	80	0	500	115	121	3	239	103	471	50	0	624	1530
Total	179	460	9	648	526	1147	323	0	1996	444	472	5	921	425	1687	209	0	2321	5886
05:00 PM	51	113	5	169	145	307	104	0	556	114	110	1	225	110	463	68	0	641	1591
05:15 PM	30	148	2	180	128	316	74	0	518	141	119	1	261	75	420	48	0	543	1502
05:30 PM	52	144	3	199	107	269	78	1	455	126	133	4	263	94	466	45	0	605	1522
05:45 PM	51	132	0	183	127	248	64	0	439	119	121	0	240	92	487	55	0	634	1496
Total	184	537	10	731	507	1140	320	1	1968	500	483	6	989	371	1836	216	0	2423	6111
06:00 PM	39	103	0	142	127	259	83	0	469	116	120	0	236	101	420	53	0	574	1421
06:15 PM	44	104	3	151	122	311	78	0	511	126	106	0	232	74	306	41	0	421	1315
06:30 PM	37	94	0	131	91	242	57	0	390	100	88	3	191	88	317	47	0	452	1164
06:45 PM	48	95	0	143	81	220	80	0	381	89	92	0	181	84	225	27	0	336	1041
Total	168	396	3	567	421	1032	298	0	1751	431	406	3	840	347	1268	168	0	1783	4941
Grand Total	746	1826	31	2603	1954	4509	1315	1	7779	1739	1865	15	3619	1630	6322	770	0	8722	22723
Apprch %	28.7	70.1	1.2		25.1	58	16.9	0		48.1	51.5	0.4		18.7	72.5	8.8	0		
Total %	3.3	8	0.1	11.5	8.6	19.8	5.8	0	34.2	7.7	8.2	0.1	15.9	7.2	27.8	3.4	0	38.4	

	I-295 North Ramps Southbound			Beach Blvd Westbound				I-295 South Ramps Northbound			Beach Blvd Eastbound				
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	36	138	174	**151**	305	91	547	119	**126**	245	**121**	391	58	570	1536
04:45 PM	46	119	165	135	285	80	500	115	121	236	103	**471**	50	624	1525
05:00 PM	**51**	113	164	145	307	**104**	**556**	114	110	224	110	463	**68**	**641**	**1585**
05:15 PM	30	**148**	**178**	128	**316**	74	518	**141**	119	**260**	75	420	48	543	1499
Total Volume	163	518	681	559	1213	349	2121	489	476	965	409	1745	224	2378	6145
% App. Total	23.9	76.1		26.4	57.2	16.5		50.7	49.3		17.2	73.4	9.4		
PHF	.799	.875	.956	.925	.960	.839	.954	.867	.944	.928	.845	.926	.824	.927	.969

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		100.025	0.482	1.284	8.683	17.404	72.172
Estimated average crash freq. during Study Period, crashes/yr:		100.025	0.482	1.284	8.683	17.404	72.172
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	14	100.025	0.482	1.284	8.683	17.404	72.172
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	100.025	0.482	1.284	8.683	17.404	72.172
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.5	0.0	0.0	0.2	0.4	0.9
	Rear-end crashes:	47.9	0.3	0.7	4.6	9.3	33.1
	Sideswipe crashes:	16.1	0.1	0.2	1.1	2.2	12.5
	Other multiple-vehicle crashes:	1.7	0.0	0.0	0.2	0.4	1.1
	Total multiple-vehicle crashes:	67.5	0.3	0.9	6.2	12.3	47.7
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	23.4	0.1	0.3	1.8	3.7	17.5
	Crashes with other object:	3.8	0.0	0.0	0.1	0.3	3.4
	Crashes with parked vehicle:	0.5	0.0	0.0	0.0	0.1	0.4
	Other single-vehicle crashes	4.3	0.0	0.1	0.5	1.1	2.6
	Total single-vehicle crashes:	32.5	0.1	0.4	2.5	5.1	24.4
	Total crashes:	100.0	0.5	1.3	8.7	17.4	72.2

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		102.186	0.519	1.361	9.460	19.325	71.521
Estimated average crash freq. during Study Period, crashes/yr:		102.186	0.519	1.361	9.460	19.325	71.521
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	13	102.186	0.519	1.361	9.460	19.325	71.521
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	102.186	0.519	1.361	9.460	19.325	71.521
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.2	0.0	0.0	0.2	0.3	0.7
	Rear-end crashes:	39.3	0.2	0.6	4.2	8.6	25.7
	Sideswipe crashes:	13.2	0.1	0.1	1.0	2.1	10.0
	Other multiple-vehicle crashes:	1.4	0.0	0.0	0.2	0.3	0.9
	Total multiple-vehicle crashes:	55.4	0.3	0.8	5.6	11.4	37.3
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.7
	Crashes with fixed object:	33.6	0.2	0.4	2.8	5.7	24.5
	Crashes with other object:	5.4	0.0	0.0	0.2	0.4	4.8
	Crashes with parked vehicle:	0.7	0.0	0.0	0.1	0.1	0.5
	Other single-vehicle crashes	6.3	0.0	0.1	0.8	1.7	3.6
	Total single-vehicle crashes:	46.8	0.2	0.6	3.9	7.9	34.2
	Total crashes:	102.2	0.5	1.4	9.5	19.3	71.5

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Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-295 East Express Phase I GP Improvements Original Build				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045	.			

Crash Data Description

Freeway segme	No crash data	.			
Ramp segments	No crash data	.			
Ramp terminals	No crash data	.			

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

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Input Worksheet for Freeway Segments

(View results in Column AV) (View results in Advisory Messages)	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data														
Number of through lanes (n):	6	6	6	7	7	7	7	6	6	7	7	7	7	7
Freeway segment description:	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5	Seg. 6	Seg. 7	Seg. 8	Seg. 9	Seg. 10	Seg. 11	Seg. 12	Seg. 13	Seg. 14
Segment length (L), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Alignment Data														
Horizontal Curve Data ▼ See note														
1 Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.
Curve radius (R_1), ft:	17189	17189	17189						22887	22887	22887	22887	22887	22887
Length of curve (L_{c1}), mi:	0.7	0.7	0.7						0.97	0.97	0.97	0.97	0.97	0.97
Length of curve in segment ($L_{c1,seg}$), mi:	0.2	0.4	0.1						0.21	0.1	0.05	0.13	0.26	0.13
2 Horizontal curve in segment?:														
Curve radius (R_2), ft:														
Length of curve (L_{c2}), mi:														
Length of curve in segment ($L_{c2,seg}$), mi:														
3 Horizontal curve in segment?:														
Curve radius (R_3), ft:														
Length of curve (L_{c3}), mi:														
Length of curve in segment ($L_{c3,seg}$), mi:														
Cross Section Data														
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_s), ft:	12	12	12	12	12	12	12	11.1	11.5	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	47	46.5	40	45	56	56	51	48.5	70.5	90	90	90	90	90
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1 Length of barrier ($L_{b,1}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,n,1}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{b,2}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,n,2}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
3 Length of barrier ($L_{b,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,n,3}$), ft:														
4 Length of barrier ($L_{b,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,n,4}$), ft:														
5 Length of barrier ($L_{b,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,n,5}$), ft:														
Median barrier width (W_{lb}), ft:	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:														
Roadside Data														
Clear zone width (W_{hv}), ft:	30	12	12	12	30	30	30	11.1	30	30	30	30	30	12
Presence of barrier on roadside:	Some	Full	Full	Full	None	None	None	Full	Full	None	None	None	None	Full
1 Length of barrier ($L_{ob,1}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	12													
2 Length of barrier ($L_{ob,2}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:	12													
3 Length of barrier ($L_{ob,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:														
4 Length of barrier ($L_{ob,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:														
5 Length of barrier ($L_{ob,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:														
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12				11.1	11.5					12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	12				11.1	11.5					12
Ramp Access Data														
Travel in Increasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	Lane Add	No	No	No	No	Lane Add	No	Lane Add	No	No
Distance from begin milepost to upstream entrance ramp gore ($X_{s,ent}$), mi:	999	999	999	999		0.02	0.38	999	999		0.1		0.13	0.39
Length of ramp entrance ($L_{en,inc}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	Lane Drop	No	S-C Lane	No	No	Lane Drop	No	No	No	No	No	No	Lane Drop	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		0.24		0.38	0.36		999	999	999	0.44	0.39	0.26		0.2
Length of ramp exit ($L_{ex,inc}$), mi:			0.12											
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:			0.12											
Exit side?:			Left											
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Length of weaving section ($L_{wev,inc}$), mi:					0.38	0.38						0.39	0.39	
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					0.02	0.36						0.13	0.26	
Travel in Decreasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	Lane Add	No	No	No	No	Lane Add	Lane Add	No	Lane Add	No	No	No	No	Lane Add
Distance from end milepost to upstream entrance ramp gore ($X_{e,ext}$), mi:		999	0.46	0.38	0.36			0.21		999	999	0.39	0.13	
Length of ramp entrance ($L_{en,dec}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	No	No	No	No	S-C Lane	No	Lane Drop	No
Distance from begin milepost to downstream exit ramp gore ($X_{s,ext}$), mi:	999	999	999	999		0.02	0.38	999	999	999		0.05		0.26
Length of ramp exit ($L_{ex,dec}$), mi:											0.08			
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:											0.05			
Exit side?:											Right			
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes
Length of weaving section ($L_{wev,dec}$), mi:					0.38	0.38							0.39	0.39
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					0.02	0.36							0.26	0.13
Traffic Data	Year													
Proportion of AADT during high-volume hours (P_{hv}):	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046														
(enter data only for those years for which	2047														
it is available, leave other years blank)	2048														
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year													
Average daily traffic ($AADT_{fi,ent}$) by year, veh/d:	2045					22200	22200	22200			37400	37400	14200	14200	14200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Increasing Milepost Direction	Year													
Average daily traffic ($AADT_{fe,ext}$) by year, veh/d:	2045	10200	15400	15400	37800	37800	37800				17400	17400	17400	17400	11300
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year													
Average daily traffic ($AADT_{fe,ent}$) by year, veh/d:	2045	10200		17600	17600	17600	17600	20200	21200	21200			17400	17400	17400
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Decreasing Milepost Direction	Year													
Average daily traffic ($AADT_{fi,ext}$) by year, veh/d:	2045					22200	22200	22200				11100	11100	19200	19200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														

Input Worksheet for Freeway Segments

(View res (View results in Advisory Messages)	Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data													
Number of through lanes (n):	7	6	6	5	4	5	7	6	4	5	6	6	6
Freeway segment description:	Seg. 15	Seg. 16	Seg. 17	Seg. 18	Seg. 19	Seg. 20	Seg. 21	Seg. 22	Seg. 23	Seg. 24	Seg. 25	Seg. 26	Seg. 27
Segment length (L), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.62	0.24	0.39
Alignment Data													
Horizontal Curve Data ▼ See note													
1 Horizontal curve in segment?:	Both Dir.	No	No	No	No	No	No	Both Dir.	Both Dir.	No	No	Both Dir.	Both Dir.
Curve radius (R_1), ft:	22887							2865	2865			11459	11459
Length of curve (L_{c1}), mi:	0.97							0.63	0.63			0.29	0.29
Length of curve in segment ($L_{c1,seg}$), mi:	0.09							0.13	0.5			0.21	0.08
2 Horizontal curve in segment?:													Both Dir.
Curve radius (R_2), ft:													11635
Length of curve (L_{c2}), mi:													0.77
Length of curve in segment ($L_{c2,seg}$), mi:													0.31
3 Horizontal curve in segment?:													
Curve radius (R_3), ft:													
Length of curve (L_{c3}), mi:													
Length of curve in segment ($L_{c3,seg}$), mi:													
Cross Section Data													
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_s), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	90	90	88	88	88	88	90	90	90	76	53.5	31	31
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Some	Center	Center
1 Length of barrier ($L_{b,1}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.22	0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{b,2}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41		0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12		12	12
3 Length of barrier ($L_{b,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,n,3}$), ft:													
4 Length of barrier ($L_{b,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,n,4}$), ft:													
5 Length of barrier ($L_{b,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,n,5}$), ft:													
Median barrier width (W_{lb}), ft:	2	2	2	2	2	2	2	2	2	2		2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:													
Roadside Data													
Clear zone width (W_{hv}), ft:	12	12	30	12	12	30	30	27.9	30	30	30	12	30
Presence of barrier on roadside:	Full	Full	Full	Full	Full	None	None	Some	None	None	None	Full	Full
1 Length of barrier ($L_{ob,1}$), mi:								0.04					
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:								12					
2 Length of barrier ($L_{ob,2}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:													
3 Length of barrier ($L_{ob,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:													
4 Length of barrier ($L_{ob,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:													
5 Length of barrier ($L_{ob,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:													
Distance from edge of traveled way to barrier face, increasing milepo	12	12	12	12	12							12	12
Distance from edge of traveled way to barrier face, decreasing milepo	12	12	12	12	12							12	12
Ramp Access Data													
Travel in Increasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	S-C Lane	No	No	S-C Lane	No	No	No	Lane Add	No	No	Lane Add
Distance from begin milepost to upstream entrance ran	999	999		999	999		999	999	999		0.41	999	
Length of ramp entrance ($L_{en,inc}$), mi:			0.07			0.23							
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:			0.07			0.23							
Entrance side?:			Right			Right							
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	Lane Drop	No	Lane Drop	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:	999			999	999	0.4		999	999	999		999	999
Length of ramp exit ($L_{ex,inc}$), mi:											0.12		
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:											0.12		
Exit side?:											Right		
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,inc}$), mi:													
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:													
Travel in Decreasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	Lane Add	No	No	No	No	Lane Add	No	No	S-C Lane	No	No
Distance from end milepost to upstream entrance ramp	999	999		999	999	999	0.34		999	999		999	999
Length of ramp entrance ($L_{en,dec}$), mi:											0.12		
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.12		
Entrance side?:											Right		
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	No	No	Lane Drop	No	No	Lane Drop	No	No	No	No	Lane Drop	No	Lane Drop
Distance from begin milepost to downstream exit ramp	0.39	999		999	999		999	999	999	999		999	
Length of ramp exit ($L_{ex,dec}$), mi:													
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:													
Exit side?:													
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,dec}$), mi:													
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:													
Traffic Data	Year												
Proportion of AADT during high-volume hours (P_{hv}):	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046													
(enter data only for those years for which	2047													
it is available, leave other years blank)	2048													
Entrance Ramp Data for Travel in Increasing M	Year												
Average daily traffic ($AADT_{fi,ent}$) by year, veh/	2045			10700			14400				13900	13900		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Increasing Milepo	Year												
Average daily traffic ($AADT_{fe,ext}$) by year, veh/	2045	11300		11200			36300	36300				14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Entrance Ramp Data for Travel in Decreasing	Year												
Average daily traffic ($AADT_{fe,ent}$) by year, veh/	2045			11200				32100	32100			14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Decreasing Milep	Year												
Average daily traffic ($AADT_{fi,ext}$) by year, veh/	2045	19200		10700			14000					22800		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													

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Output Worksheet for Freeway Segments

MV = multiple-vehicle model ENR = ramp entrance model
SV = single-vehicle model EXR = ramp exit model

	Applicable Models (*y*)				Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period
Crash Modification Factors																		
Fatal-and-Injury Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,fi}$):	MV		ENR	EXR	1.000	1.002	1.001	1.000	1.000	1.000	1.000	1.000	1.001	1.001	1.001	1.001	1.001	1.001
		SV			1.002	1.008	1.003	1.000	1.000	1.000	1.000	1.000	1.005	1.005	1.005	1.005	1.005	1.005
Lane width ($CMF_{2,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,fi}$):		SV			0.867	0.836	0.861	0.879	0.879	0.879	0.879	0.931	0.874	0.836	0.836	0.836	0.836	0.836
Inside shoulder width ($CMF_{3,w,ac,y,fi}$):	MV	SV	ENR	EXR	0.902	0.902	0.910	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median width ($CMF_{4,w,ac,y,fi}$):	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Median barrier ($CMF_{5,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191
Shoulder rumble strip ($CMF_{9,fs,ac,sv,fi}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,fi}$):		SV			1.077	1.091	1.091	1.091	1.009	1.009	1.009	1.091	1.091	1.009	1.009	1.009	1.009	1.091
Outside barrier ($CMF_{11,fs,ac,sv,fi}$):		SV			1.159	1.191	1.191	1.191	1.000	1.000	1.000	1.191	1.191	1.000	1.000	1.000	1.000	1.191
Lane change ($CMF_{7,fs,ac,mv,fi}$):	MV																	
			Year:	2045	1.055	1.002	1.075	1.002	2.197	1.855	1.085	1.006	1.077	1.107	1.234	1.548	1.824	1.480
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$):			ENR															
			Year:	2045	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.995	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.156	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,fi}$):	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,pdo}$):	MV		ENR	EXR	1.001	1.004	1.002	1.000	1.000	1.000	1.000	1.000	1.002	1.002	1.002	1.002	1.002	1.002
		SV			1.002	1.007	1.003	1.000	1.000	1.000	1.000	1.000	1.004	1.004	1.004	1.004	1.004	1.004
Lane width ($CMF_{2,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,pdo}$):		SV			0.960	0.845	0.936	1.000	1.000	1.000	1.000	1.000	0.882	0.845	0.845	0.845	0.845	0.845
Inside shoulder width ($CMF_{3,w,ac,y,pdo}$	MV	SV	ENR	EXR	0.912	0.912	0.919	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median width ($CMF_{4,w,ac,y,pdo}$):	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144
Median barrier ($CMF_{5,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253
Shoulder rumble strip ($CMF_{9,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier ($CMF_{11,fs,ac,sv,pdo}$):		SV			1.210	1.253	1.253	1.253	1.000	1.000	1.000	1.253	1.253	1.000	1.000	1.000	1.000	1.253
Lane change ($CMF_{7,fs,ac,mv,pdo}$):	MV																	
			Year:	2045	1.050	1.002	1.069	1.001	1.891	1.593	1.078	1.004	1.070	1.099	1.219	1.405	1.572	1.343
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$):			ENR		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	2.280	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,pdo}$):	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																		
Fatal-and-Injury Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	8.583	3.523	1.714	0.660	0.487	7.402	1.334	0.979	1.160	0.662	0.210	1.597	4.524	1.555
($N_{p,fs,n,mv,fi}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	3.055	1.477	0.687	0.336	0.069	1.248	0.522	0.615	0.640	0.253	0.067	0.372	0.807	0.483
($N_{p,fs,n,sv,fi}$), crashes/yr:				2046														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	1.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.223	0.000	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2046														
Property-Damage-Only Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	26.209	10.237	4.942	1.710	1.229	18.639	3.312	2.418	2.853	1.604	0.527	3.852	10.943	3.771
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	10.492	4.479	2.239	1.059	0.240	4.314	1.660	1.823	1.783	0.707	0.191	1.086	2.420	1.375
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2046														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	3.517	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2046														
Crash Severity Distribution (during Study Period)																		
Fatal crash frequency ($N^*_{e,w,x,at,K}$), crashes:					0.187	0.088	0.056	0.015	0.010	0.151	0.032	0.024	0.032	0.019	0.010	0.040	0.108	0.036
Incapacitating injury crash freq. ($N^*_{e,w,x,at,A}$), crashes:					0.499	0.242	0.150	0.040	0.025	0.388	0.083	0.064	0.087	0.049	0.027	0.106	0.287	0.098
Non-incapacitating inj. crash freq. ($N^*_{e,w,x,at,B}$), crashes					3.497	1.570	1.042	0.289	0.175	2.715	0.583	0.463	0.565	0.309	0.169	0.665	1.799	0.640
Possible injury crash freq. ($N^*_{e,w,x,at,C}$), crashes:					7.454	3.101	2.222	0.652	0.347	5.396	1.158	1.043	1.116	0.538	0.294	1.159	3.136	1.264
Total fatal-and-injury crash freq. ($N^*_{e,w,x,at,fi}$), crashes					11.638	5.001	3.470	0.996	0.556	8.650	1.856	1.594	1.800	0.915	0.500	1.970	5.331	2.038
Property-damage-only crash freq. ($N^*_{e,w,x,at,pdo}$), crashes:					36.701	14.716	10.698	2.770	1.469	22.953	4.972	4.241	4.636	2.312	1.271	4.938	13.363	5.146
Total crash frequency ($N^*_{e,w,x,at,as}$), crashes:					48.339	19.717	14.168	3.765	2.025	31.603	6.829	5.835	6.436	3.227	1.771	6.908	18.694	7.185
Intermediate Results																		
Proportion of segment length with curve 1 ($P_{c,1}$):					0.260	1.000	0.417						1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with curve 2 ($P_{c,2}$):																		
Proportion of segment length with curve 3 ($P_{c,3}$):																		
Distance from edge of inside shoulder to barrier face (W_{icb}), ft:					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the median (P_{ib}):					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with rumble strips on outside shoulders (P_{or}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside shoulders (P_{ir}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face (W_{ocb}), ft:					0.750	0.750	0.750	0.750	999.000	999.000	999.000	0.750	0.750	999.000	999.000	999.000	999.000	0.750
Proportion of segment length with barrier on the roadside (P_{ob}):					0.831	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	1.000
Proportion of segment length with Type B weaving, travel in increasing dir. ($P_{wevB,inc}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000
Proportion of segment length with Type B weaving, travel in decreasing dir. ($P_{wevB,dec}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
Traffic Data				**Year**														
Freeway Segment Data				2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:				2046	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Entrance Ramp Data for Travel in Increasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	37400	37400	14200	14200	14200
Exit Ramp Data for Travel in Increasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:				2045	10200	15400	15400	37800	37800	37800	0	0	0	17400	17400	17400	17400	11300
Entrance Ramp Data for Travel in Decreasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:				2045	10200	0	17600	17600	17600	17600	20200	21200	21200	0	0	17400	17400	17400
Exit Ramp Data for Travel in Decreasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	0	11100	11100	19200	19200

Output Worksheet for Freeway Segments

MV = m ENR = ramp entrance model
SV = si EXR = ramp exit model

	Applicable Models (*y*)				Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period	Segment 21 Study Period	Segment 22 Study Period	Segment 23 Study Period	Segment 24 Study Period	Segment 25 Study Period	Segment 26 Study Period	Segment 27 Study Period
Crash Modification Factors																	
Fatal-and-Injury Crash CMFs																	
Horizontal	MV		ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.026	1.069	1.000	1.000	1.004	1.004
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.110	1.288	1.000	1.000	1.016	1.018
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.859	0.879	0.879	0.879	0.879	0.879	0.879	0.862	0.836	0.879	0.879	0.841	0.836
Inside sho	MV	SV	ENR	EXR	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median wi	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.074	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.976	0.954	0.954
Median ba	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.034	1.191	1.191
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.091	1.091	1.091	1.091	1.091	1.009	1.009	1.023	1.009	1.009	1.009	1.091	1.091
Outside barrier (CMF		SV			1.191	1.191	1.191	1.191	1.191	1.000	1.000	1.011	1.000	1.000	1.000	1.191	1.191
Lane chan	MV																
			Year:	2045	1.095	1.000	1.136	1.000	1.000	1.028	1.038	1.045	1.000	1.047	1.092	1.000	1.095
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$)		ENR															
			Year:	2045	1.000	1.000	2.518	1.000	1.000	1.947	1.000	1.000	1.000	1.000	2.201	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.101	1.000	1.000
High volur	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																	
Horizontal	MV		ENR	EXR	1.001	1.000	1.000	1.000	1.000	1.000	1.000	1.052	1.136	1.000	1.000	1.007	1.008
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.096	1.250	1.000	1.000	1.014	1.015
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.930	1.000	1.000	1.000	1.000	1.000	1.000	0.941	0.845	1.000	1.000	0.865	0.845
Inside sho	MV	SV	ENR	EXR	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median wi	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.071	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.071	1.144	1.144
Median ba	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.045	1.253	1.253
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF		SV			1.253	1.253	1.253	1.253	1.253	1.000	1.000	1.015	1.000	1.000	1.000	1.253	1.253
Lane chan	MV																
			Year:	2045	1.088	1.000	1.123	1.000	1.000	1.025	1.034	1.041	1.000	1.043	1.083	1.000	1.086
Ramp entrance ($CMF_{12,sc,nEN,at,pd}$		ENR			1.000	1.000	1.433	1.000	1.000	1.116	1.000	1.000	1.000	1.000	1.234	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volur	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																	
Fatal-and-Injury Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	1.468	2.697	5.182	0.251	4.324	11.223	3.294	1.936	1.906	1.848	2.497	0.892	2.548
($N_{p,fs,n,mv,fi}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash Ar				**Year**													
Overdispersion parameter ($k_{fs,n,sv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.703	1.470	2.162	0.126	1.968	3.538	1.200	0.914	1.100	0.849	1.099	0.619	1.228
($N_{p,fs,n,sv,fi}$), crashes/yr:				2046													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.621	0.000	0.000	1.896	0.000	0.000	0.000	0.000	0.592	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.363	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2046													
Property-Damage-Only Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	3.683	6.987	14.284	0.702	12.891	34.355	8.714	4.938	5.017	4.593	6.069	2.010	6.558
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash Ar				**Year**													
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	2.082	4.734	7.232	0.426	7.054	12.950	3.940	2.782	3.175	2.790	3.164	1.668	3.503
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2046													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	1.179	0.000	0.000	3.517	0.000	0.000	0.000	0.000	1.058	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.906	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2046													
Crash Severity Distribution (during Study Period)																	
Fatal crash frequency ($N^*_{e,w,x,at,K}$					0.035	0.063	0.120	0.006	0.095	0.290	0.078	0.052	0.061	0.047	0.089	0.026	0.066
Incapacitating injury crash freq.					0.095	0.167	0.319	0.015	0.252	0.747	0.202	0.136	0.162	0.121	0.224	0.071	0.182
Non-incapacitating inj. crash fre					0.654	1.211	2.314	0.110	1.828	5.228	1.410	0.916	1.014	0.846	1.517	0.470	1.186
Possible injury crash freq. ($N^*_{e,w}$					1.388	2.727	5.212	0.247	4.118	10.392	2.804	1.745	1.769	1.683	2.721	0.944	2.342
Total fatal-and-injury crash fre					2.171	4.167	7.965	0.377	6.293	16.657	4.494	2.850	3.006	2.697	4.551	1.511	3.776
Property-damage-only crash freq. (I					5.765	11.721	22.696	1.128	19.945	50.823	12.654	7.720	8.192	7.384	11.198	3.678	10.060
Total crash frequency ($N^*_{e,w,x,at}$					7.937	15.887	30.660	1.505	26.237	67.480	17.148	10.571	11.198	10.081	15.748	5.189	13.837
Intermediate Results																	
Proportion of segment length with curve 1 ($P_{c,1}$):					0.450							0.382	1.000			0.875	0.205
Proportion of segment length with curve 2 ($P_{c,2}$):																	0.795
Proportion of segment length with curve 3 ($P_{c,3}$):																	
Distance from edge of inside shoulder to barrier face (					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the media					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.177	1.000	1.000
Proportion of segment length with rumble strips on outside s					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside sh					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face					0.750	0.750	0.750	0.750	0.750	999.000	999.000	0.750	999.000	999.000	999.000	0.750	0.750
Proportion of segment length with barrier on the roads					1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.059	0.000	0.000	0.000	1.000	1.000
Proportion of segment length with Type B weaving, travel in increas					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with Type B weaving, travel in decrea					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Traffic Data				**Year**													
Freeway Segment Data				2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/				2046	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Entrance Ramp Data for Travel in Increasing				**Year**													
Average daily traffic ($AADT_{b,ent}$) by year, ve				2045	0	0	10700	0	0	14400	0	0	0	13900	13900	0	16100
Exit Ramp Data for Travel in Increasing Mile				**Year**													
Average daily traffic ($AADT_{e,ext}$) by year, ve				2045	11300	0	11200	0	0	36300	36300	0	0	0	14100	0	0
Entrance Ramp Data for Travel in Decreasin				**Year**													
Average daily traffic ($AADT_{e,ent}$) by year, ve				2045	0	0	11200	0	0	0	32100	32100	0	0	14100	0	0
Exit Ramp Data for Travel in Decreasing Mile				**Year**													
Average daily traffic ($AADT_{b,ext}$) by year, ve				2045	19200	0	10700	0	0	14000	0	0	0	0	22800	0	16100

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Original Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		176.501	0.807	2.146	14.480	28.882	130.187
Estimated average crash freq. during Study Period, crashes/yr:		176.501	0.807	2.146	14.480	28.882	130.187
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	14	176.501	0.807	2.146	14.480	28.882	130.187
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	176.501	0.807	2.146	14.480	28.882	130.187
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	2.8	0.0	0.1	0.3	0.7	1.7
	Rear-end crashes:	92.5	0.5	1.2	8.3	16.5	66.0
	Sideswipe crashes:	31.5	0.1	0.3	2.0	4.0	25.1
	Other multiple-vehicle crashes:	3.4	0.0	0.1	0.3	0.7	2.3
	Total multiple-vehicle crashes:	130.6	0.6	1.6	11.1	22.0	95.2
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.8
	Crashes with fixed object:	33.0	0.1	0.4	2.5	5.0	25.1
	Crashes with other object:	5.4	0.0	0.0	0.2	0.4	4.8
	Crashes with parked vehicle:	0.7	0.0	0.0	0.0	0.1	0.5
	Other single-vehicle crashes	6.0	0.0	0.1	0.7	1.4	3.7
	Total single-vehicle crashes:	45.9	0.2	0.5	3.4	6.9	35.0
	Total crashes:	176.5	0.8	2.1	14.5	28.9	130.2

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Original Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		233.478	1.029	2.692	18.704	38.089	172.964
Estimated average crash freq. during Study Period, crashes/yr:		233.478	1.029	2.692	18.704	38.089	172.964
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	13	233.478	1.029	2.692	18.704	38.089	172.964
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	233.478	1.029	2.692	18.704	38.089	172.964
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
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	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.6	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	3.4	0.0	0.1	0.4	0.8	2.1
	Rear-end crashes:	112.0	0.5	1.4	9.9	20.1	80.0
	Sideswipe crashes:	38.7	0.1	0.3	2.4	4.8	31.0
	Other multiple-vehicle crashes:	4.1	0.0	0.1	0.4	0.8	2.8
	Total multiple-vehicle crashes:	158.7	0.7	1.9	13.2	26.8	116.2
Single vehicle	Crashes with animal:	1.3	0.0	0.0	0.0	0.0	1.2
	Crashes with fixed object:	53.6	0.2	0.6	4.0	8.1	40.7
	Crashes with other object:	8.9	0.0	0.0	0.3	0.6	7.9
	Crashes with parked vehicle:	1.2	0.0	0.0	0.1	0.2	0.9
	Other single-vehicle crashes	9.8	0.1	0.2	1.2	2.4	6.1
	Total single-vehicle crashes:	74.8	0.3	0.8	5.5	11.3	56.8
	Total crashes:	233.5	1.0	2.7	18.7	38.1	173.0

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Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-295 East Express Phase I GP Improvements Preferred Build				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045	.			

Crash Data Description

Freeway segme	No crash data	.			
Ramp segments	No crash data	.			
Ramp terminals	No crash data	.			

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

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Input Worksheet for Freeway Segments

(View results in Column AV) (View results in Advisory Messages)	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data														
Number of through lanes (n):	6	6	6	7	7	7	7	6	7	8	8	8	8	8
Freeway segment description:	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5	Seg. 6	Seg. 7	Seg. 8	Seg. 9	Seg. 10	Seg. 11	Seg. 12	Seg. 13	Seg. 14
Segment length (L), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Alignment Data														
Horizontal Curve Data ▼ See note														
1 Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.
Curve radius (R_1), ft:	17189	17189	17189						22887	22887	22887	22887	22887	22887
Length of curve (L_{c1}), mi:	0.7	0.7	0.7						0.97	0.97	0.97	0.97	0.97	0.97
Length of curve in segment ($L_{c1,seg}$), mi:	0.2	0.4	0.1						0.21	0.1	0.05	0.13	0.26	0.13
2 Horizontal curve in segment?:														
Curve radius (R_2), ft:														
Length of curve (L_{c2}), mi:														
Length of curve in segment ($L_{c2,seg}$), mi:														
3 Horizontal curve in segment?:														
Curve radius (R_3), ft:														
Length of curve (L_{c3}), mi:														
Length of curve in segment ($L_{c3,seg}$), mi:														
Cross Section Data														
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_o), ft:	12	12	12	12	12	12	12	11.1	11.5	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	47	46.5	40	45	56	56	45	37	53	81	90	90	90	82
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1 Length of barrier ($L_{ib,1}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{ib,2}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
3 Length of barrier ($L_{ib,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:														
4 Length of barrier ($L_{ib,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:														
5 Length of barrier ($L_{ib,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:														
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:														
Roadside Data														
Clear zone width (W_{rw}), ft:	30	12	12	12	30	30	30	11.1	30	30	30	30	30	12
Presence of barrier on roadside:	Some	Full	Full	Full	None	None	None	Full	Full	None	None	None	None	Full
1 Length of barrier ($L_{ob,1}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	12													
2 Length of barrier ($L_{ob,2}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:	12													
3 Length of barrier ($L_{ob,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:														
4 Length of barrier ($L_{ob,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:														
5 Length of barrier ($L_{ob,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:														
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12				11.1	11.5					12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	12				11.1	11.5					12
Ramp Access Data														
Travel in Increasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	Lane Add	No	No	No	No	Lane Add	No	Lane Add	No	No
Distance from begin milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:	999	999	999	999		0.02	0.38	999	999		0.1		0.13	0.39
Length of ramp entrance ($L_{en,inc}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	Lane Drop	No	S-C Lane	No	No	Lane Drop	No	No	No	No	No	No	Lane Drop	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		0.24		0.38	0.36		999	999	999	0.44	0.39	0.26		0.2
Length of ramp exit ($L_{ex,inc}$), mi:			0.12											
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:			0.12											
Exit side?:			Left											
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Length of weaving section ($L_{wev,inc}$), mi:					0.38	0.38						0.39	0.39	
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					0.02	0.36						0.13	0.26	
Travel in Decreasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	Lane Add	No	No	No	No	Lane Add	Lane Add	No	Lane Add	No	No	No	No	Lane Add
Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:		999	0.46	0.38	0.36			0.21		999	999	0.39	0.13	
Length of ramp entrance ($L_{en,dec}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	No	No	No	No	S-C Lane	No	Lane Drop	No
Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:	999	999	999	999		0.02	0.38	999	999	999		0.05		0.26
Length of ramp exit ($L_{ex,dec}$), mi:											0.08			
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:											0.05			
Exit side?:											Right			
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes
Length of weaving section ($L_{wev,dec}$), mi:					0.38	0.38							0.39	0.39
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					0.02	0.36							0.26	0.13
Traffic Data	Year													
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046														
(enter data only for those years for which	2047														
it is available, leave other years blank)	2048														
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:	2045					22200	22200	22200			37400	37400	14200	14200	14200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Increasing Milepost Direction	Year														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:	2045	10200	15400	15400	37800	37800	37800				17400	17400	17400	17400	11300
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:	2045	10200		17600	17600	17600	17600	20200	21200	21200			17400	17400	17400
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Decreasing Milepost Direction	Year														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:	2045					22200	22200	22200				11100	11100	19200	19200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														

Input Worksheet for Freeway Segments

(View res (View results in Advisory Messages)	Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data													
Number of through lanes (n):	8	7	7	6	6	6	7	6	4	5	6	6	6
Freeway segment description:	Seg. 15	Seg. 16	Seg. 17	Seg. 18	Seg. 19	Seg. 20	Seg. 21	Seg. 22	Seg. 23	Seg. 24	Seg. 25	Seg. 26	Seg. 27
Segment length (L), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.62	0.24	0.39
Alignment Data													
Horizontal Curve Data ▼ See note													
1 Horizontal curve in segment?:	Both Dir.	No	No	No	No	No	No	Both Dir.	Both Dir.	No	No	Both Dir.	Both Dir.
Curve radius (R_1), ft:	22887							2865	2865			11459	11459
Length of curve (L_{c1}), mi:	0.97							0.63	0.63			0.29	0.29
Length of curve in segment ($L_{c1,seg}$), mi:	0.09							0.13	0.5			0.21	0.08
2 Horizontal curve in segment?:													Both Dir.
Curve radius (R_2), ft:													11635
Length of curve (L_{c2}), mi:													0.77
Length of curve in segment ($L_{c2,seg}$), mi:													0.31
3 Horizontal curve in segment?:													
Curve radius (R_3), ft:													
Length of curve (L_{c3}), mi:													
Length of curve in segment ($L_{c3,seg}$), mi:													
Cross Section Data													
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_o), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	80	85.5	88	88	88	88	90	90	90	76	53.5	31	31
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Some	Center	Center
1 Length of barrier ($L_{ib,1}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.22	0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{ib,2}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41		0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12		12	12
3 Length of barrier ($L_{ib,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:													
4 Length of barrier ($L_{ib,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:													
5 Length of barrier ($L_{ib,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:													
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2		2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:													
Roadside Data													
Clear zone width (W_{rw}), ft:	12	12	30	12	12	30	30	27.9	30	30	30	12	30
Presence of barrier on roadside:	Full	Full	Full	Full	Full	None	None	Some	None	None	None	Full	Full
1 Length of barrier ($L_{ob,1}$), mi:								0.04					
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:								12					
2 Length of barrier ($L_{ob,2}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:													
3 Length of barrier ($L_{ob,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:													
4 Length of barrier ($L_{ob,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:													
5 Length of barrier ($L_{ob,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:													
Distance from edge of traveled way to barrier face, increasing milepo	12	12	12	12	12							12	12
Distance from edge of traveled way to barrier face, decreasing milepo	12	12	12	12	12							12	12
Ramp Access Data													
Travel in Increasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	S-C Lane	No	No	S-C Lane	No	No	No	Lane Add	No	No	Lane Add
Distance from begin milepost to upstream entrance ran	999	999		999	999		999	999	999		0.41	999	
Length of ramp entrance ($L_{en,inc}$), mi:			0.07			0.23							
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:			0.07			0.23							
Entrance side?:			Right			Right							
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	Lane Drop	No	Lane Drop	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		999		999	999	0.4		999	999	999		999	999
Length of ramp exit ($L_{ex,inc}$), mi:											0.12		
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:											0.12		
Exit side?:											Right		
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,inc}$), mi:													
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:													
Travel in Decreasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	Lane Add	No	No	No	No	Lane Add	No	No	S-C Lane	No	No
Distance from end milepost to upstream entrance ramp	999	999		999	999	999	0.34		999	999		999	999
Length of ramp entrance ($L_{en,dec}$), mi:											0.12		
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.12		
Entrance side?:											Right		
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	No	No	Lane Drop	No	No	S-C Lane	No	No	No	No	Lane Drop	No	Lane Drop
Distance from begin milepost to downstream exit ramp	0.39	999		999	999		999	999	999	999		999	
Length of ramp exit ($L_{ex,dec}$), mi:						0.04							
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:						0.04							
Exit side?:						Right							
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,dec}$), mi:													
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:													
Traffic Data	Year												
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046													
(enter data only for those years for which	2047													
it is available, leave other years blank)	2048													
Entrance Ramp Data for Travel in Increasing M	Year													
Average daily traffic ($AADT_{b,ent}$) by year, veh/	2045			10700			14400				13900	13900		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Increasing Milepo	Year													
Average daily traffic ($AADT_{e,ext}$) by year, veh/	2045	11300		11200			36300	36300				14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Entrance Ramp Data for Travel in Decreasing	Year													
Average daily traffic ($AADT_{e,ent}$) by year, veh/	2045			11200				32100	32100			14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Decreasing Milep	Year													
Average daily traffic ($AADT_{b,ext}$) by year, veh/	2045	19200		10700			14000					22800		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													

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Output Worksheet for Freeway Segments

MV = multiple-vehicle model; SV = single-vehicle model	ENR = ramp entrance model; EXR = ramp exit model; Applicable Models (*y*)				Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period
Crash Modification Factors																		
Fatal-and-Injury Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,fi}$):	MV		ENR	EXR	1.000	1.002	1.001	1.000	1.000	1.000	1.000	1.000	1.001	1.001	1.001	1.001	1.001	1.001
		SV			1.002	1.008	1.003	1.000	1.000	1.000	1.000	1.000	1.005	1.005	1.005	1.005	1.005	1.005
Lane width ($CMF_{2,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,fi}$):		SV			0.867	0.836	0.861	0.879	0.879	0.879	0.879	0.931	0.874	0.836	0.836	0.836	0.836	0.836
Inside shoulder width ($CMF_{3,w,ac,y,fi}$):	MV	SV	ENR	EXR	0.902	0.902	0.910	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median width ($CMF_{4,w,ac,y,fi}$):	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Median barrier ($CMF_{5,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191
Shoulder rumble strip ($CMF_{9,fs,ac,sv,fi}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,fi}$):		SV			1.077	1.091	1.091	1.091	1.009	1.009	1.009	1.091	1.091	1.009	1.009	1.009	1.009	1.091
Outside barrier ($CMF_{11,fs,ac,sv,fi}$):		SV			1.159	1.191	1.191	1.191	1.000	1.000	1.000	1.191	1.191	1.000	1.000	1.000	1.000	1.191
Lane change ($CMF_{7,fs,ac,mv,fi}$):	MV																	
			Year:	2045	1.055	1.002	1.075	1.002	2.197	1.855	1.085	1.006	1.077	1.107	1.234	1.548	1.824	1.480
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$):			ENR															
			Year:	2045	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.995	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.156	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,fi}$):	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,pdo}$):	MV		ENR	EXR	1.001	1.004	1.002	1.000	1.000	1.000	1.000	1.000	1.002	1.002	1.002	1.002	1.002	1.002
		SV			1.002	1.007	1.003	1.000	1.000	1.000	1.000	1.000	1.004	1.004	1.004	1.004	1.004	1.004
Lane width ($CMF_{2,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,pdo}$):		SV			0.960	0.845	0.936	1.000	1.000	1.000	1.000	1.000	0.882	0.845	0.845	0.845	0.845	0.845
Inside shoulder width ($CMF_{3,w,ac,y,pdo}$	MV	SV	ENR	EXR	0.912	0.912	0.919	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median width ($CMF_{4,w,ac,y,pdo}$):	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144
Median barrier ($CMF_{5,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253
Shoulder rumble strip ($CMF_{9,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier ($CMF_{11,fs,ac,sv,pdo}$):		SV			1.210	1.253	1.253	1.253	1.000	1.000	1.000	1.253	1.253	1.000	1.000	1.000	1.000	1.253
Lane change ($CMF_{7,fs,ac,mv,pdo}$):	MV																	
			Year:	2045	1.050	1.002	1.069	1.001	1.891	1.593	1.078	1.004	1.070	1.099	1.219	1.405	1.572	1.343
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$):			ENR		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	2.280	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,pdo}$):	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																		
Fatal-and-Injury Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	8.583	3.523	1.714	0.660	0.487	7.402	1.334	0.979	1.133	0.646	0.205	1.559	4.415	1.518
($N_{p,fs,n,mv,fi}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	3.055	1.477	0.687	0.336	0.069	1.248	0.522	0.615	0.664	0.262	0.069	0.386	0.835	0.500
($N_{p,fs,n,sv,fi}$), crashes/yr:				2046														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	1.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.223	0.000	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2046														
Property-Damage-Only Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	26.209	10.237	4.942	1.710	1.229	18.639	3.312	2.418	2.609	1.454	0.478	3.491	9.918	3.418
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	10.492	4.479	2.239	1.059	0.240	4.314	1.660	1.823	1.749	0.694	0.187	1.065	2.373	1.349
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2046														
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	3.517	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2046														
Crash Severity Distribution (during Study Period)																		
Fatal crash frequency ($N^*_{e,w,x,at,K}$), crashes:					0.187	0.088	0.056	0.015	0.010	0.151	0.032	0.024	0.032	0.018	0.010	0.039	0.106	0.035
Incapacitating injury crash freq. ($N^*_{e,w,x,at,A}$), crashes:					0.499	0.242	0.150	0.040	0.025	0.388	0.083	0.064	0.087	0.049	0.027	0.105	0.283	0.097
Non-incapacitating inj. crash freq. ($N^*_{e,w,x,at,B}$), crashes					3.497	1.570	1.042	0.289	0.175	2.715	0.583	0.463	0.564	0.306	0.168	0.656	1.772	0.633
Possible injury crash freq. ($N^*_{e,w,x,at,C}$), crashes:					7.454	3.101	2.222	0.652	0.347	5.396	1.158	1.043	1.114	0.534	0.293	1.144	3.089	1.251
Total fatal-and-injury crash freq. ($N^*_{e,w,x,at,fi}$), crashes					11.638	5.001	3.470	0.996	0.556	8.650	1.856	1.594	1.796	0.908	0.497	1.945	5.250	2.018
Property-damage-only crash freq. ($N^*_{e,w,x,at,pdo}$), crashes:					36.701	14.716	10.698	2.770	1.469	22.953	4.972	4.241	4.358	2.148	1.218	4.556	12.291	4.766
Total crash frequency ($N^*_{e,w,x,at,as}$), crashes:					48.339	19.717	14.168	3.765	2.025	31.603	6.829	5.835	6.154	3.056	1.715	6.501	17.542	6.784
Intermediate Results																		
Proportion of segment length with curve 1 ($P_{c,1}$):					0.260	1.000	0.417						1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with curve 2 ($P_{c,2}$):																		
Proportion of segment length with curve 3 ($P_{c,3}$):																		
Distance from edge of inside shoulder to barrier face (W_{icb}), ft:					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the median (P_{ib}):					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with rumble strips on outside shoulders (P_{or}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside shoulders (P_{ir}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face (W_{ocb}), ft:					0.750	0.750	0.750	0.750	999.000	999.000	999.000	0.750	0.750	999.000	999.000	999.000	999.000	0.750
Proportion of segment length with barrier on the roadside (P_{ob}):					0.831	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	1.000
Proportion of segment length with Type B weaving, travel in increasing dir. ($P_{wevB,inc}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000
Proportion of segment length with Type B weaving, travel in decreasing dir. ($P_{wevB,dec}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
Traffic Data				**Year**														
Freeway Segment Data				2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:				2046	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Entrance Ramp Data for Travel in Increasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	37400	37400	14200	14200	14200
Exit Ramp Data for Travel in Increasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:				2045	10200	15400	15400	37800	37800	37800	0	0	0	17400	17400	17400	17400	11300
Entrance Ramp Data for Travel in Decreasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:				2045	10200	0	17600	17600	17600	17600	20200	21200	21200	0	0	17400	17400	17400
Exit Ramp Data for Travel in Decreasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	0	11100	11100	19200	19200

Output Worksheet for Freeway Segments

MV = m; SV = si	ENR = ramp entrance model; EXR = ramp exit model; Applicable Models (*y*)				Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period	Segment 21 Study Period	Segment 22 Study Period	Segment 23 Study Period	Segment 24 Study Period	Segment 25 Study Period	Segment 26 Study Period	Segment 27 Study Period
Crash Modification Factors																	
Fatal-and-Injury Crash CMFs																	
Horizontal	MV		ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.026	1.069	1.000	1.000	1.004	1.004
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.110	1.288	1.000	1.000	1.016	1.018
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.859	0.879	0.879	0.879	0.879	0.879	0.879	0.862	0.836	0.879	0.879	0.841	0.836
Inside sho	MV	SV	ENR	EXR	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median wi	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.074	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.976	0.954	0.954
Median ba	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.034	1.191	1.191
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.091	1.091	1.091	1.091	1.091	1.009	1.009	1.023	1.009	1.009	1.009	1.091	1.091
Outside barrier (CMF		SV			1.191	1.191	1.191	1.191	1.191	1.000	1.000	1.011	1.000	1.000	1.000	1.191	1.191
Lane chan	MV																
			Year:	2045	1.095	1.000	1.136	1.000	1.000	1.028	1.038	1.045	1.000	1.047	1.092	1.000	1.095
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$)			ENR														
			Year:	2045	1.000	1.000	2.518	1.000	1.000	1.947	1.000	1.000	1.000	1.000	2.201	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.336	1.000	1.000	1.000	1.000	1.101	1.000	1.000
High volur	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																	
Horizontal	MV		ENR	EXR	1.001	1.000	1.000	1.000	1.000	1.000	1.000	1.052	1.136	1.000	1.000	1.007	1.008
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.096	1.250	1.000	1.000	1.014	1.015
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.930	1.000	1.000	1.000	1.000	1.000	1.000	0.941	0.845	1.000	1.000	0.865	0.845
Inside sho	MV	SV	ENR	EXR	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median wi	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.071	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.071	1.144	1.144
Median ba	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.045	1.253	1.253
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF		SV			1.253	1.253	1.253	1.253	1.253	1.000	1.000	1.015	1.000	1.000	1.000	1.253	1.253
Lane chan	MV																
			Year:	2045	1.088	1.000	1.123	1.000	1.000	1.025	1.034	1.041	1.000	1.043	1.083	1.000	1.086
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$			ENR		1.000	1.000	1.433	1.000	1.000	1.116	1.000	1.000	1.000	1.000	1.234	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volur	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																	
Fatal-and-Injury Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	1.433	2.634	5.061	0.237	3.847	10.401	3.294	1.936	1.906	1.848	2.497	0.892	2.548
($N_{p,fs,n,mv,fi}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter ($k_{fs,n,sv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.728	1.523	2.240	0.130	2.111	3.604	1.200	0.914	1.100	0.849	1.099	0.619	1.228
($N_{p,fs,n,sv,fi}$), crashes/yr:				2046													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.550	0.000	0.000	1.651	0.000	0.000	0.000	0.000	0.592	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.226	0.000	0.000	0.000	0.000	0.363	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2046													
Property-Damage-Only Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	3.338	6.388	13.060	0.611	9.929	29.424	8.714	4.938	5.017	4.593	6.069	2.010	6.558
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	2.042	4.644	7.095	0.418	6.787	12.500	3.940	2.782	3.175	2.790	3.164	1.668	3.503
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2046													
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	1.072	0.000	0.000	3.163	0.000	0.000	0.000	0.000	1.058	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.486	0.000	0.000	0.000	0.000	0.906	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2046													
Crash Severity Distribution (during Study Period)																	
Fatal crash frequency ($N^*_{e,w,x,at,K}$					0.035	0.063	0.118	0.006	0.090	0.277	0.078	0.052	0.061	0.047	0.089	0.026	0.066
Incapacitating injury crash freq.					0.094	0.166	0.314	0.015	0.238	0.712	0.202	0.136	0.162	0.121	0.224	0.071	0.182
Non-incapacitating inj. crash fre					0.651	1.208	2.281	0.107	1.731	4.984	1.410	0.916	1.014	0.846	1.517	0.470	1.186
Possible injury crash freq. ($N^*_{e,w}$					1.381	2.720	5.137	0.240	3.899	9.908	2.804	1.745	1.769	1.683	2.721	0.944	2.342
Total fatal-and-injury crash fre					2.161	4.157	7.851	0.367	5.958	15.881	4.494	2.850	3.006	2.697	4.551	1.511	3.776
Property-damage-only crash freq. (					5.380	11.032	21.227	1.029	16.716	45.573	12.654	7.720	8.192	7.384	11.198	3.678	10.060
Total crash frequency ($N^*_{e,w,x,at}$					7.541	15.189	29.077	1.395	22.675	61.454	17.148	10.571	11.198	10.081	15.748	5.189	13.837
Intermediate Results																	
Proportion of segment length with curve 1 ($P_{c,1}$):					0.450							0.382	1.000			0.875	0.205
Proportion of segment length with curve 2 ($P_{c,2}$):																	0.795
Proportion of segment length with curve 3 ($P_{c,3}$):																	
Distance from edge of inside shoulder to barrier face (					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the media					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.177	1.000	1.000
Proportion of segment length with rumble strips on outside s					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside sh					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face					0.750	0.750	0.750	0.750	0.750	999.000	999.000	0.750	999.000	999.000	999.000	0.750	0.750
Proportion of segment length with barrier on the roads					1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.059	0.000	0.000	0.000	1.000	1.000
Proportion of segment length with Type B weaving, travel in increas					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with Type B weaving, travel in decrea					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Traffic Data				**Year**													
Freeway Segment Data				2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/				2046	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Entrance Ramp Data for Travel in Increasing				**Year**													
Average daily traffic ($AADT_{b,ent}$) by year, ve				2045	0	0	10700	0	0	14400	0	0	0	13900	13900	0	16100
Exit Ramp Data for Travel in Increasing Mile				**Year**													
Average daily traffic ($AADT_{e,ext}$) by year, ve				2045	11300	0	11200	0	0	36300	36300	0	0	0	14100	0	0
Entrance Ramp Data for Travel in Decreasin				**Year**													
Average daily traffic ($AADT_{e,ent}$) by year, ve				2045	0	0	11200	0	0	0	32100	32100	0	0	14100	0	0
Exit Ramp Data for Travel in Decreasing Mile				**Year**													
Average daily traffic ($AADT_{b,ext}$) by year, ve				2045	19200	0	10700	0	0	14000	0	0	0	0	22800	0	16100

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		174.032	0.804	2.139	14.433	28.799	127.858
Estimated average crash freq. during Study Period, crashes/yr:		174.032	0.804	2.139	14.433	28.799	127.858
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	14	174.032	0.804	2.139	14.433	28.799	127.858
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	174.032	0.804	2.139	14.433	28.799	127.858
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
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	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	2.7	0.0	0.0	0.3	0.7	1.7
	Rear-end crashes:	90.8	0.5	1.2	8.2	16.4	64.4
	Sideswipe crashes:	30.9	0.1	0.3	2.0	4.0	24.5
	Other multiple-vehicle crashes:	3.3	0.0	0.1	0.3	0.7	2.2
	Total multiple-vehicle crashes:	128.2	0.6	1.6	11.0	21.9	93.0
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.8
	Crashes with fixed object:	33.0	0.1	0.4	2.5	5.0	25.0
	Crashes with other object:	5.4	0.0	0.0	0.2	0.4	4.8
	Crashes with parked vehicle:	0.7	0.0	0.0	0.0	0.1	0.5
	Other single-vehicle crashes	6.0	0.0	0.1	0.7	1.4	3.7
	Total single-vehicle crashes:	45.9	0.2	0.5	3.4	6.9	34.8
	Total crashes:	174.0	0.8	2.1	14.4	28.8	127.9

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		221.103	1.008	2.638	18.321	37.292	161.844
Estimated average crash freq. during Study Period, crashes/yr:		221.103	1.008	2.638	18.321	37.292	161.844
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	13	221.103	1.008	2.638	18.321	37.292	161.844
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	221.103	1.008	2.638	18.321	37.292	161.844
	2046						
	2047						
	2048						
	2049						
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	2051						
	2052						
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	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	3.2	0.0	0.1	0.4	0.8	1.9
	Rear-end crashes:	103.8	0.5	1.4	9.5	19.3	73.0
	Sideswipe crashes:	35.7	0.1	0.3	2.3	4.7	28.3
	Other multiple-vehicle crashes:	3.8	0.0	0.1	0.4	0.8	2.5
	Total multiple-vehicle crashes:	146.9	0.7	1.8	12.7	25.8	106.0
Single vehicle	Crashes with animal:	1.3	0.0	0.0	0.0	0.0	1.2
	Crashes with fixed object:	53.2	0.2	0.6	4.1	8.3	40.0
	Crashes with other object:	8.8	0.0	0.0	0.3	0.6	7.8
	Crashes with parked vehicle:	1.2	0.0	0.0	0.1	0.2	0.9
	Other single-vehicle crashes	9.8	0.1	0.2	1.2	2.4	5.9
	Total single-vehicle crashes:	74.2	0.3	0.8	5.6	11.5	55.9
	Total crashes:	221.1	1.0	2.6	18.3	37.3	161.8

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Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, FL 32025

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Appendix D

Historic Crash Data (2012-2016)

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
1	2991948	820321370	FHPG12OFF035948	09/03/2012	1340	I 295	TOWN CENTER PKWY	72002000	16.416	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	3	0	0	0	30.27338	-81.52138
2	2992716	820809600	FHPG12OFF044180	10/27/2012	2045	I 295	SR 202	72002000	18.027	1	PAVED WARN	65	1	0	4	2	01	Sideswipe	0	0	0	0	30.25050	-81.51572
3	3028300	828621640	FHPG12OFF007886	02/28/2012	1752	SR 9A	SR 152	72002000	20.273	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21793	-81.51417
4	3028301	828621650	FHPG12OFF008264	03/02/2012	1411	SR 9A	SR 202	72002000	17.727	1	PAVED WARN		3	0	1	1	01	Sideswipe	1	0	0	0	30.25476	-81.51681
5	3163007	828969630	FHPG12OFF010001	03/14/2012	1259	I 295	BAYMEADOWS RD	72002000	19.400	4	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.23062	-81.51431
6	3194347	831484700	FHPG12OFF022377	06/09/2012	1030	I 295	BAYMEADOWS RD	72002000	20.623	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.21204	-81.51373
7	3198026	832301950	FHPG12OFF041471	10/08/2012	1400	I 295	SR 152	72002000	20.500	4	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.21463	-81.51414
8	3048356	830503700	79848	02/01/2012	248	SR 9A	BAYMEADOWS RD	72002000	20.419	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21501	-81.51377
9	3049000	830452800	100431	02/08/2012	1735	SR 9A	GATE PKWY	72002000	18.740	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	2	0	0	0	30.24021	-81.51443
10	3051764	830573800	105979	02/10/2012	1911	SR 9A	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20155	-81.51398
11	3054323	830499460	221358	03/24/2012	1450	SR 9A	PHILLIPS HWY	72002000	24.480	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16851	-81.53693
12	3430548	832847670	FHPG13OFF013224	04/02/2013	1424	I 295	PHILIPS HWY	72002000	24.290	4	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.16960	-81.53401
13	3055088	830434650	47627	01/19/2012	1810	SR 9A	GATE PKWY BLVD	72002000	20.044	1	PAVED WARN	65	1	0	3	1	01	Front to Rear	0	0	0	0	30.22126	-81.51422
14	3055285	830601680	194498	03/14/2012	1543	SR 9A	SR 152	72002000	20.211	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21883	-81.51419
15	3055736	830628930	172660	03/06/2012	1522	SR 9A	SR 202	72002000	18.706	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24070	-81.51444
16	3055462	830469580	81421	02/01/2012	1634	SR 9A	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.20155	-81.51398
17	3056666	830588700	116364	02/14/2012	1750	SR 9A	BAYMEADOWS RD	72002000	20.495	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21470	-81.51414
18	3056892	830572300	240419	03/31/2012	1655	SR 9A	SR 202	72002000	17.588	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.2572	-81.51736
19	3086132	832346480	FHPG12OFF046855	11/14/2012	545	I 295	SR 202	72002000	16.929	1	PAVED WARN	65	1	0	4	2	02	Front to Rear	0	0	0	0	30.26603	-81.51994
20	3086712	832375080	FHPG12OFF050411	12/07/2012	1835	SR 9A	TOWN CENTER PKWY	72002000	16.676	1	PAVED WARN	65	1	0	2	4	01	Front to Rear	0	0	0	0	30.26963	-81.52081
21	3089760	828952080	FHPG12OFF013886	04/10/2012	1715	I 295	GATE PKWY	72002000	19.290	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23148	-81.51397
22	3089991	830553020	420929	06/06/2012	2015	I 295	PHILLIPS HWY	72002000	24.793	4	PAVED WARN	65	1	0	4	3	02	Rear to Rear	0	0	0	0	30.16718	-81.54193
23	3118926	820310050	FHPG12OFF037722	09/14/2012	800	I 295	IIVERSITY OF NORTH FL(	72002000	16.631	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.27028	-81.52093
24	3123543	820323820	FHPG12OFF027991	07/16/2012	1600	I 295	SR 202	72002000	18.054	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.24945	-81.51521
25	3654546	838212940	FHPG14OFF044406	10/25/2014	1610	I 295	GATE PKWY	72002000	19.055	2	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.23563	-81.51436
26	3159490	828283810	FHPG12OFF004299	02/02/2012	1720	I 295	BAYMEADOWS RD	72002000	20.405	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21522	-81.51377
27	3120358	820324170	FHPG12OFF043796	10/25/2012	305	I 295	SR 152	72002000	20.223	1	PAVED WARN	65	4	0	4	1	01	Front to Rear	4	0	1	0	30.21787	-81.51380
28	3122139	819997610	FHPG12OFF044734	10/31/2012	1525	I 295	PHILLIPS HIGHWAY	72002000	23.650	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.17343	-81.52425
29	3159906	828283870	FHPG12OFF007154	02/23/2012	1550	I 295	BAYMEADOWS RD	72002000	20.089	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22060	-81.51421
30	3126949	820257030	FHPG12OFF048135	11/23/2012	54	I 295	PHILLIPS HWY	72002000	24.461	1	PAVED WARN	65	4	1	2	1	01	Front to Rear	3	0	2	0	30.16851	-81.53663
31	3161277	828283730	FHPG12OFF001741	01/13/2012	1620	SR 9A	BAYMEADOWS RD	72002000	20.150	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21894	-81.51381
32	3190717	832374660	FHPG12OFF043558	11/05/2012	945	I 295	BAYMEADOWS RD	72002000	21.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19467	-81.51390
33	3190718	832162600	FHPG12OFF044900	11/01/2012	1827	I 295	BAYMEADOWS RD	72002000	20.703	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.21168	-81.51412
34	4641385	852429460	FHPG15OFF051199	12/20/2015	1230	I 295	GATE PKWY	72002000	19.317	4	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.23182	-81.51432
35	3069135	833928570	278020	04/14/2012	1740	I 295	SR 152	72002000	20.562	1	PAVED WARN	65	3	0	1	1	01	Other	2	0	0	0	30.21293	-81.51374
36	3191465	831935390	FHPG12OFF037942	09/15/2012	1310	I 295	GATE PKWY	72002000	18.017	3	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.25065	-81.51575
37	3191566	831953650	FHPG12OFF041505	10/08/2012	1810	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23626	-81.51402
38	3190777	831933200	FHPG12OFF038728	09/20/2012	1600	I 295	SR 202	72002000	18.126	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	2	0	0	0	30.24841	-81.51500
39	3192632	832176410	FHPG12OFF038934	09/21/2012	1845	I 295	PHILLIPS HWY	72002000	24.419	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16885	-81.53598
40	3193039	831935450	FHPG12OFF038241	09/17/2012	1504	I 295	GATE PKWY	72002000	18.917	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23764	-81.51438
41	3191793	831893940	FHPG12OFF039777	09/27/2012	1715	I 295	GATE PKWY	72002000	19.217	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	4	0	0	0	30.23254	-81.51398
42	3192631	832176400	FHPG12OFF038896	09/21/2012	1700	I 295	PHILLIPS HWY	72002000	24.419	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.16885	-81.53598
43	3093137	828951990	FHPG12OFF012505	03/31/2012	1805	I 295	BEACH BLVD	72002000	15.918	3	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.28061	-81.52171
44	3196040	832268660	FHPG12OFF042605	10/16/2012	1640	I 295	GATE PKWY	72002000	18.933	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23741	-81.51438
45	3196172	831868840	FHPG12OFF032880	08/16/2012	1825	SR 9A	GATE PKWY	72002000	18.790	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23948	-81.51441
46	3174564	831458270	FHPG12OFF026821	07/08/2012	533	I 295	TOWN CENTER DR	72002000	16.585	1	PAVED WARN	65	3	1	4	2	01	Other	2	0	0	0	30.27033	-81.52073
47	3196568	832438280	FHPG12OFF051502	12/14/2012	1739	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20155	-81.51398
48	3197226	832487670	FHPG12OFF051167	12/12/2012	1239	I 295	SR 202	72002000	17.458	1	PAVED WARN		1	0	1	3	02	Angle	0	0	0	0	30.25856	-81.51787
49	3197899	832401380	FHPG12OFF045349	11/05/2012	856	I 295	BAYMEADOWS RD	72002000	20.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20921	-81.51408
50	3196691	832441540	FHPG12OFF046131	11/09/2012	1815	I 295	GATE PKWY	72002000	19.074	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	2	0	0	0	30.23536	-81.51435
51	3202165	832492220	FHPG12OFF050992	12/11/2012	1430	I 295	BAYMEADOWS EB	72002000	20.400	3	PAVED WARN	65	4	3	1	1	01	Other	2	0	2	0	30.21608	-81.51415
52	3228903	828970160	FHPG12OFF025343	06/29/2012	1622	I 295	BAYMEADOWS RD	72002000	20.638	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21182	-81.51373
53	3051975	830541980	291448	04/19/2012	1705	I 295	SR 202	72002000	17.577	1	PAVED WARN		1	0	1	1	01	Other	0	0	0	0	30.25623	-81.51700
54	3204697	831915720	FHPG12OFF035985	09/03/2012	1932	I 295	PHILIPS HWY	72002000	23.169	2	PAVED WARN	65	4	0	2	1	01	Other	1	0	1	0	30.17610	-81.51680
55	3238662	837310000	FHPG13OFF052117	12/14/2013	1710	I 295	SR 152	72002000	20.650	2	PAVED WARN	65	2	0	4	3	02	Other	1	0	0	0	30.21245	-81.51412
56	3035627	828700590	FHPG12OFF014761	04/17/2012	740	I 295	PHILLIPS HWY	72002000	24.750	1	PAVED WARN	65	4	0	1	1	01	Other	1	0	1	0	30.16707	-81.54119
57	3228901	831953340	FHPG12OFF037330	09/12/2012	909	BAYMEADOWS RD	I 295	72002000	20.636	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21265	-81.51412
58	3312983	833414040	FHPG13OFF034054	08/14/2013	1939	I 295	SR 152	72002000	20.305	4	PAVED WARN	65	3	0	2	3	08	Other	1	0	0	0	30.21746	-81.51417
59	3171061	828816770	FHPG12OFF003451	01/26/2012	1828	I 295	IIVERSITY OF NORTH FL	72002000	16.742	2	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.26869	-81.52060
60	3226709	837097810	FHPG13OFF046188	11/05/2013	818	I 295	SR 152	72002000	21.373	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.20194	-81.51399
61	3445917	836625730	FHPG13OFF036914	09/02/2013	933	I 295	SR 152	72002000	18.673	4	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.24118	-81.51446
62	3228902	832303580	FHPG12OFF045128	11/03/2012	1310	I 295	SR 202	72002000	17.855	1	PAVED WARN		2	0	1	1	01	Sideswipe	1	0	0	0	30.25295	-81.51631
63	3189935	831961880	FHPG12OFF041569	10/09/2012	754	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.18612	-81.51347
64	3062802	831469410	FHPG12OFF031523	08/08/2012	1400	I 295	PHILIPS HWY	72002000	24.569	3	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.16781	-81.53827
65	3072428	833959360	406157	06/01/2012	1013	I 295	SR 202	72002000	17.651	1	PAVED WARN		1	0	1	3	02	Other	0	0	0	0	30.25518	-81.51670
66	2993353	820809720	FHPG12OFF046942	11/15/2012	830	I 295	PHILIPS HWY	72002000	24.569	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16781	-81.53827
67	3041550	829057300	FHPG12OFF033750	08/21/2012	1836	I 295	UNF DR	72002000	16.679	1	PAVED WARN	65	1	0	1	2	01	Angle	0	0	0	0	30.26898	-81.52046
68	3231654	837011580	FHPG13OFF052224	12/15/2013	845	I 295	SR 152	72002000	21.000	1	PAVED WARN	65	2	0	1	2	02	Sideswipe	1	0	0	0	30.20736	-81.51405
69	3232223	843263660	765780	11/05/2013	1834	I 295	SR 202	72002000	17.638	1	PAVED WARN		2	0	5	2	02	Front to Rear	3	0	0	0	30.25601	-81.51716
70	3059425	831585520	FHPG12OFF037245	09/11/2012	1720	I 295	GATE PARK WAY	72002000	18.979	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23602	-81.51401
71	3059683	833947120	404489	05/31/2012	1730	I 295	GATE PKWY	72002000	19.396	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.22993	-81.51395
72	3260472	832601030	FHPG13OFF005168	02/08/2013	1710	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	3	0	0	0	30.23796	-81.51438
73	2994200	820197690	FHPG12OFF000038	01/01/2012	430	SR 9A	UNF DR	72002000	16.915	3	PAVED WARN	65	4	0	4	1	01	Other	1	0	1	0	30.26623	-81.52000
74	3059842	833920870	277876	04/14/2012	1642	I 295	OWN CENTER CROSSIN	72002000	16.688	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.26885	-81.52043
75	3065946	833911870	664002	09/09/2012	220	I 295	BAYMEADOWS RD	72002000	20.381	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.21636	-81.51415
76	3262353	832447680	FHPG13OFF003074	01/24/2013	745	I 295	PHILLIPS HWY	72002000	24.631	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.16754	-81.53927
77	3265450	832616320	FHPG13OFF005254	02/09/2013	309	I 295	SR 202	72002000	17.626	1	PAVED WARN		3	1	4	2	01	Front to Rear	2	0	0	0	30.25618	-81.51721
78	3265899	832364390	FHPG13OFF003507	01/28/2013	117	I 295	SR 202	72002000	17.126	1	PAVED WARN	65	3	1	4	2	02	Sideswipe	1	0	0	0	30.26325	-81.51918
79	3066188	833945970	369683	05/18/2012	1830	I 295	TOWNCENTER PKWY	72002000	16.185	1	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.27613	-81.52136
80	3066494	833905040	631193	08/27/2012	830	I 295	IIVERSITY OF NORTH FL	72002000	16.647	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.27005	-81.52090
81	3068502	832351660	FHPG12OFF049787	12/03/2012	1745	SR 9A	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.20882	-81.51407
82	3269619	832991580	FHPG13OFF012705	03/30/2013	1053	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	8	0	0	0	30.23563	-81.51436
83	3070637	832174880	FHPG12OFF041063	10/05/2012	1840	I 295	BAYMEADOWS RD	72002000	20.693	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.21102	-81.51372
84	3269888	832895050	FHPG13OFF012570	03/29/2013	1305	I 295	GATE PKWY	72002000	19.517	1	PAVED WARN	65	3	0	1	1	01	Angle	2	0	0	0	30.22892	-81.51429
85	3824855	837966140	FHPG14OFF020825	05/12/2014	1850	I 295	BEACH BLVD	72002000	15.958	4	PAVED WARN	65	2	0	1	1	01	Other	3	0	0	0	30.28002	-81.52170
86	3874126	845669220	FHPG15OFF009341	03/11/2015	2318	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.17332	-81.52454
87	3292517	836469870	FHPG13OFF028607	07/07/2013	225	I 295	SR 202	72002000	17.808	1	PAVED WARN		2	0	4	1	01	Front to Rear	1	0	0	0	30.25296	-81.51607
88	3293251	833411280	FHPG13OFF032074	08/01/2013	645	I 295	IIVERSITY OF NORTH FL	72002000	16.285	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.27467	-81.52127
89	3072717	833929560	296354	04/21/2012	1319	I 295	TOWN CENTER PKWY	72002000	16.694	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26937	-81.52075
90	3073933	833991250	472134	06/26/2012	1518	I 295	SR 202	72002000	17.732	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25468	-81.51679
91	3296557	836840590	FHPG13OFF044611	10/24/2013	1642	I 295	SR 202	72002000	18.016	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	3	0	0	0	30.25066	-81.51575
92	3093135	831933140	FHPB12OFF031432	09/18/2012	1450	I 295	PHILLIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.17332	-81.52454
93	3093136	832354050	FHPG12OFF043875	10/25/2012	1639	SR 9A	SR 202	72002000	17.376	1	PAVED WARN		1	0	1	2	01	Sideswipe	0	0	0	0	30.25971	-81.51820
94	3093141	833935590	417729	06/05/2012	1710	I 295	SR 202	72002000	17.721	1	PAVED WARN		1	0	1	2	01	Front to Rear	0	0	0	0	30.25419	-81.51642
95	3094485	828700180	FHPG12OFF005334	02/10/2012	0	SR 9A	BAYMEADOWS RD	72002000	20.273	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21714	-81.51379
96	3300879	836854230	FHPG13OFF042927	10/12/2013	2010	I 295	SR 202	72002000	17.527	1	PAVED WARN		3	0	2	1	01	Front to Rear	1	0	0	0	30.25694	-81.51719
97	3301151	836854190	FHPG13OFF042472	10/09/2013	1755	I 295	SR 152	72002000	21.000	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.20736	-81.51405
98	3003110	836049330	876299	12/03/2012	1751	I 295	GATE PKWAY	72002000	18.828	1	PAVED WARN	65	4	0	4	1	01	Front to Rear	1	0	1	0	30.23822	-81.51404
99	4007776	845583950	FHPG15OFF003247	01/26/2015	1400	I 295	GATE PKWY	72002000	19.222	4	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.23321	-81.51434
100	3094489	830517820	194981	03/14/2012	1830	SR 9A	SR 152	72002000	20.392	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21620	-81.51415
101	3094491	830452860	137542	02/22/2012	1750	SR 9A	UNF DR	72002000	16.745	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26865	-81.52060
102	3303173	836461140	FHPG13OFF039391	09/18/2013	1650	I 295	GATE PKWY	72002000	18.868	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.23764	-81.51404
103	4105125	851669180	FHPG15OFF032616	08/16/2015	740	I 295	UNF DR	72002000	16.650	2	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.27000	-81.52089
104	21579499	853219210	FHPG16OFF019973	05/27/2016	1120	I 295	UNF DR	72002000	16.647	1	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.26943	-81.52055
105	3334710	833300470	FHPG13OFF020471	05/16/2013	1512	I 295	SR 152	72002000	22.000	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.19283	-81.51389
106	3334837	839949400	366701	05/30/2013	1744	I 295	SR 202	72002000	17.884	1	PAVED WARN		2	0	1	1	01	Sideswipe	1	0	0	0	30.25254	-81.51620

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
107	3334963	831867810	FHPG13OFF030289	07/18/2013	2215	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	3	0	4	2	01	Front to Rear	3	0	0	0	30.20110	-81.51362
108	3095651	830471100	251084	04/04/2012	1659	I 295	SR 152	72002000	20.401	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21528	-81.51377
109	3099636	828621890	FHPG12OFF014043	04/11/2012	1803	I 295	BAYMEADOWS RD	72002000	20.473	1	PAVED WARN	65	1	0	1	4	01	Front to Rear	0	0	0	0	30.21423	-81.51376
110	3100056	820309920	FHPG12OFF025136	06/28/2012	1730	I 295	BEACH BLVD	72002000	15.918	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.28061	-81.52171
111	3100058	822375690	FHPG12OFF047032	11/15/2012	1743	I 295	GATE PKWY	72002000	18.790	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.23948	-81.51441
112	3100348	832598190	FHPG12OFF052096	12/18/2012	1735	I 295	GATE PKWY	72002000	18.981	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.23671	-81.51437
113	3100974	836046980	918276	12/21/2012	1740	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23698	-81.51438
114	3101701	831921630	FHPG12OFF035798	09/02/2012	1410	I 295	PHILIPS HWY	72002000	24.662	1	PAVED WARN	65	1	0	1	3	02	Rear to Rear	0	0	0	0	30.16766	-81.53981
115	21743431	853094970	FHPG16OFF024738	07/01/2016	2126	I 295	GATE PKWY	72002000	20.017	4	PAVED WARN	65	2	0	4	2	01	Other	1	0	0	0	30.22165	-81.51423
116	3082303	832375150	FHPG12OFF050837	12/10/2012	1717	SR 9A	SR 202	72002000	17.732	1	PAVED WARN		4	0	1	3	02	Front to Rear	2	0	2	0	30.25403	-81.51638
117	3395286	837169160	FHPG13OFF051965	12/13/2013	1637	I 295	GATE PKWY	72002000	17.990	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.25036	-81.51541
118	3135365	835637840	696027	09/21/2012	1825	SR 9A	SR 202	72002000	17.874	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25268	-81.51623
119	3395940	837107710	FHPG13OFF048600	11/20/2013	1715	I 295	SR 202	72002000	17.466	1	PAVED WARN		2	0	4	3	02	Front to Rear	2	0	0	0	30.25780	-81.51743
120	3396029	836964590	FHPG13OFF044798	10/25/2013	0	SR 9A	BEACH BLVD	72002000	15.736	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	1	0	0	0	30.28268	-81.52152
121	3166338	828926460	FHPG12OFF011440	03/23/2012	2346	I 295	UNF DR	72002000	16.326	1	PAVED WARN	65	1	0	4	1	01	Angle	0	0	0	0	30.27468	-81.52151
122	3397435	837168820	FHPG13OFF047845	11/15/2013	1833	I 295	UNF DR	72002000	16.785	1	PAVED WARN	65	2	0	2	2	02	Front to Rear	1	0	0	0	30.26808	-81.52046
123	3399236	838654790	161716	03/07/2013	1702	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23698	-81.51438
124	3166928	828969900	FHPG12OFF018277	05/11/2012	1655	I 295	BAYMEADOWS RD	72002000	20.608	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21306	-81.51413
125	3166930	828969960	FHPG12OFF019357	05/19/2012	1711	I 295	GATE PKWY	72002000	19.236	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23227	-81.51397
126	4086934	848799970	FHPG15OFF014264	04/13/2015	1820	I 295	UNF DR	72002000	17.010	1	PAVED WARN	65	3	0	1	3	02	Other	1	0	0	0	30.26489	-81.51964
127	3167719	834004280	478258	06/28/2012	1804	I 295	TOWN CENTER	72002000	16.669	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26973	-81.52083
128	3433604	832732230	FHPG13OFF0005022	02/07/2013	1755	I 295	GATE PKWY	72002000	19.206	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	4	0	0	0	30.23344	-81.51434
129	3170062	833994720	499064	07/06/2012	930	I 295	BAYMEADOWS RD	72002000	20.345	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21688	-81.51416
130	3201653	832447830	FHPG12OFF046553	11/13/2012	730	I 295	GATE PKWY	72002000	19.130	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23454	-81.51435
131	4310977	833275080	FHPG13OFF020490	05/16/2013	1640	I 295	SR 202	72002000	17.376	1	PAVED WARN		2	0	1	1	01	Other	1	0	0	0	30.25971	-81.51820
132	3176241	831458220	FHPG12OFF024694	06/26/2012	700	I 295	I 95	72002000	24.468	1	PAVED WARN	65	1	0	3	3	02	Front to Rear	0	0	0	0	30.16832	-81.53668
133	3198611	832346490	FHPG12OFF046892	11/14/2012	1755	I 295	SR 202	72002000	17.179	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.26250	-81.51897
134	3199740	832492100	FHPG12OFF049227	11/30/2012	710	I 295	PHILIPS HWY	72002000	24.574	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.16805	-81.53841
135	3200433	832447350	FHPG12OFF050931	12/11/2012	740	I 295	BEACH BLVD	72002000	15.708	1	PAVED WARN	65	1	0	1	1	02	Front to Rear	0	0	0	0	30.28309	-81.52154
136	3440457	833276440	FHPG13OFF019607	05/10/2013	1800	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23408	-81.51399
137	3200865	832281140	FHPG12OFF041840	10/11/2012	835	I 295	GATE PKWY	72002000	17.990	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.25036	-81.51541
138	3204640	831961340	FHPG12OFF033858	08/22/2012	1114	I 295	SR 212	72002000	15.858	1	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.28090	-81.52148
139	3201214	832401890	FHPG12OFF049414	12/01/2012	1123	I 295	SR 202	72002000	18.327	1	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.24619	-81.51495
140	3201983	832337530	FHPG12OFF050935	12/11/2012	800	I 295	SR 152	72002000	21.950	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19268	-81.51353
141	3444290	836547470	FHPG13OFF035730	08/26/2013	730	I 295	PHILLIPS RD	72002000	24.550	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.16816	-81.53803
142	3202059	832405750	FHPG12OFF050269	12/06/2012	1955	I 295	GATE PKWY	72002000	18.267	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.24638	-81.51464
143	3202240	832281190	FHPG12OFF042318	10/14/2012	1925	I 295	PHILLIPS HWY	72002000	24.569	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.16807	-81.53833
144	3203073	832337460	FHPG12OFF049922	12/04/2012	1615	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20155	-81.51398
145	3198972	832268770	FHPG12OFF043652	10/23/2012	1922	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.22374	-81.51424
146	3209240	828283880	FHPG12OFF007403	02/25/2012	530	I 295	IIVERSITY OF NORTH FL	72002000	16.285	1	PAVED WARN	65	1	0	5	1	01	Sideswipe	0	0	0	0	30.27467	-81.52127
147	3215713	832268630	FHPG12OFF042462	10/15/2012	1715	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20882	-81.51407
148	3185430	831579260	FHPG12OFF024724	06/26/2012	1010	I 295	BAYMEADOWS RD	72002000	21.873	1	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.19467	-81.51390
149	3849666	831579020	FHPG12OFF020757	05/29/2012	1545	I 295	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.20882	-81.51407
150	3205805	832367340	FHPG12OFF049910	12/04/2012	1420	I 295	SR 212	72002000	15.783	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.28199	-81.52150
151	3094488	819986360	FHPG12OFF018711	05/14/2012	2020	I 295	PHILIPS HWY	72002000	24.350	3	PAVED WARN	65	1	0	4	3	02	Other	0	0	0	0	30.16924	-81.53492
152	3172116	828952000	FHPG12OFF012530	03/31/2012	2115	I 295	GATE PKWY OVERPASS	72002000	19.017	3	PAVED WARN	65	1	0	5	1	01	Other	0	0	0	0	30.23546	-81.51400
153	3173529	831435410	FHPG12OFF024077	06/22/2012	745	I 295	UNF DR	72002000	16.631	4	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.27028	-81.52093
154	3534427	837586650	FHPG14OFF008859	02/25/2014	1741	I 295	SR 202	72002000	17.613	1	PAVED WARN		2	0	1	1	01	Front to Rear	1	0	0	0	30.25637	-81.51726
155	3440717	833150900	FHPG13OFF016271	04/21/2013	0	I 295	GATE PKWY	72002000	19.517	2	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.22892	-81.51429
156	3201984	832337540	FHPG12OFF051152	12/12/2012	1130	I 295	BEACH BLVD	72002000	16.208	1	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.27639	-81.52160
157	4683457	831579180	FHPG12OFF023367	06/16/2012	1340	I 295	GATE PKWY	72002000	18.922	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23685	-81.51403
158	3074745	833955860	404565	05/31/2012	1803	I 295	PHILLIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.17033	-81.53217
159	3075467	832598200	FHPG12OFF052106	12/18/2012	1739	I 295	GATE PKWY	72002000	18.981	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.23671	-81.51437
160	3540777	837927370	FHPG14OFF020436	05/09/2014	0	I 295	GATE PKWY	72002000	18.998	1	PAVED WARN	65	3	1	2	1	01	Front to Rear	1	0	0	0	30.23574	-81.51401
161	3540906	837618230	FHPG14OFF011109	03/11/2014	1519	I 295	SR 202	72002000	17.326	1	PAVED WARN		2	0	1	2	01	Front to Rear	1	0	0	0	30.25979	-81.51797
162	3688758	837649010	FHPG14OFF012082	03/17/2014	1242	I 295	SR 202	72002000	17.531	2	PAVED WARN		2	0	1	3	02	Other	1	0	0	0	30.25752	-81.51759
163	3541342	837584780	FHPG14OFF011785	03/15/2014	1314	I 295	SR 152	72002000	20.288	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.21692	-81.51379
164	3075551	832336660	FHPG12OFF049860	12/04/2012	830	I 295	PHILIPS HWY	72002000	24.626	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.16781	-81.53923
165	3079510	832120880	FHPG12OFF037504	09/13/2012	924	I 295	UNF DR	72002000	17.185	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26241	-81.51895
166	3542208	837919880	FHPG14OFF029815	07/15/2014	1920	I 295	IIVERSITY OF NORTH FL	72002000	16.185	1	PAVED WARN	65	3	0	1	2	02	Front to Rear	2	0	0	0	30.27613	-81.52136
167	3222337	831876030	FHPG12OFF037017	09/10/2012	914	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	4	0	1	1	01	Front to Rear	1	0	1	0	30.20194	-81.51399
168	3081449	832615330	FHPG12OFF052828	12/22/2012	1800	SR 9A	PHILLIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.17007	-81.53208
169	3543447	837958360	FHPG14OFF022853	05/28/2014	1431	I 295	GATE PKWY	72002000	19.036	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23518	-81.51400
170	3543795	837397470	FHPG14OFF008059	02/20/2014	1836	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
171	3081694	832435260	FHPG12OFF051855	12/17/2012	735	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.24978	-81.51560
172	3545529	837584580	FHPG14OFF010557	03/07/2014	1714	I 295	SR 212	72002000	16.158	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	3	0	0	0	30.27653	-81.52137
173	3181203	831579040	FHPG12OFF021218	06/01/2012	1700	I 295	SR 202	72002000	17.989	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.25038	-81.51541
174	3181627	831852470	FHPG12OFF037152	09/11/2012	740	I 295	PHILLIPS HWY	72002000	24.817	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16712	-81.54233
175	3184783	831462290	FHPG12OFF034970	08/28/2012	1730	I 295	BEACH BLVD	72002000	15.858	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.28148	-81.52173
176	3185022	831458580	FHPG12OFF034529	08/26/2012	515	I 295	GATE PKWY	72002000	18.790	1	PAVED WARN	65	1	0	4	2	01	Sideswipe	0	0	0	0	30.23948	-81.51441
177	3548351	837637910	FHPG14OFF015962	04/10/2014	1630	I 295	GATE PKWY	72002000	18.517	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.24275	-81.51424
178	3188348	831893970	FHPG12OFF040393	10/01/2012	1740	I 295	PHILIPS HWY	72002000	24.469	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16831	-81.53670
179	3220510	831995910	FHPG12OFF041832	10/11/2012	745	I 295	PHILIPS HWY	72002000	24.419	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16859	-81.53592
180	3550769	838248890	FHPG14OFF024661	06/09/2014	1825	I 295	SR 152	72002000	20.113	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.22025	-81.51421
181	3221505	831935100	FHPG12OFF035349	08/30/2012	1650	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23803	-81.51439
182	3221793	831116010	20125741	01/03/2012	1030	SR 9A	TOWN CENTER PKWY	72002000	16.745	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.26865	-81.52060
183	3222339	832401390	FHPG12OFF045361	11/05/2012	1025	I 295	BAYMEDOWS RD	72002000	20.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20921	-81.51408
184	3222340	828952130	FHPG12OFF016585	04/30/2012	1430	I 295	BAYMEADOWS RD	72002000	19.900	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.22258	-81.51386
185	3222342	828951950	FHPG12OFF011802	03/26/2012	1700	I 295	BAY MEADOWS	72002000	20.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21529	-81.51377
186	3584786	845082770	FHPG14OFF039216	09/19/2014	1629	I 295	SR 202	72002000	17.649	1	PAVED WARN		3	0	1	3	02	Front to Rear	1	0	0	0	30.25586	-81.51712
187	3473694	836625530	FHPG13OFF034738	08/19/2013	1202	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	3	0	1	3	02	Other	1	0	0	0	30.20155	-81.51398
188	3604468	845293220	FHPG14OFF048874	11/26/2014	1544	I 295	PHILLIPS HWY	72002000	24.469	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.16831	-81.53670
189	3546044	837584810	FHPG14OFF011915	03/16/2014	1340	I 295	SR 152	72002000	21.020	1	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.20707	-81.51405
190	3609614	845090100	FHPG14OFF045229	10/31/2014	1750	I 295	UNF DR	72002000	17.226	1	PAVED WARN	65	2	0	1	2	01	Sideswipe	1	0	0	0	30.26121	-81.51834
191	3030698	828817400	FHPG12OFF019326	05/19/2012	1259	I 295	BAYMEADOWS RD	72002000	20.394	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21538	-81.51377
192	3220635	833906340	274494	04/13/2012	1132	I 295	SR 202	72002000	17.808	1	PAVED WARN		1	0	1	2	01	Other	0	0	0	0	30.25361	-81.51649
193	3643044	846602550	414962	06/17/2014	1055	I 295	SR 152	72002000	21.900	2	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.19341	-81.51353
194	4246134	835617160	574435	08/04/2012	1838	I 295	TOWNCENTER PKWY	72002000	16.496	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.27222	-81.52124
195	3049959	831118660	33291	01/13/2012	2301	I 295	PHILIPS HWY	72002000	24.169	2	PAVED WARN	65	1	1	4	1	01	Other	0	0	0	0	30.17007	-81.53208
196	3094490	830605250	152193	02/28/2012	859	SR 9A	GATE PKWY	72002000	18.895	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23796	-81.51438
197	4246130	828969610	FHPG12OFF009162	03/08/2012	1716	I 295	PHILIPS HWY	72002000	23.850	4	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17224	-81.52731
198	3849104	828621930	FHPG12OFF015145	04/19/2012	2125	I 295	SR 152	72002000	19.436	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.22935	-81.51394
199	3030699	828817410	FHPG12OFF019911	05/24/2012	526	I 295	UNF DR	72002000	16.685	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.26950	-81.52078
200	3221506	831881790	FHPG12OFF032000	08/11/2012	230	I 295	BAYMEADOWS RD	72002000	20.700	2	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.21091	-81.51372
201	3615555	838370210	FHPG14OFF026064	06/19/2014	1655	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.21703	-81.51416
202	3615579	844937550	FHPG14OFF045120	10/31/2014	730	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.28002	-81.52170
203	3093134	831469150	FHPG12OFF025642	07/01/2012	1405	I 295	GATE PKWY	72002000	18.740	4	PAVED WARN	65	4	3	1	1	01	Other	1	0	1	0	30.24021	-81.51443
204	4245625	828534100	FHPG12OFF003978	01/31/2012	855	SR 9A	TOWN CENTER PKWY	72002000	17.226	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.26121	-81.51834
205	4245627	831579010	FHPG12OFF020749	05/29/2012	1443	I 295	UNF DR	72002000	16.496	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.27222	-81.52124
206	3198898	832176760	FHPG12OFF042126	10/13/2012	545	I 295	BEACH BVLD	72002000	15.736	3	PAVED WARN	65	0	0	4	1	01	Other	0	0	0	0	30.28325	-81.52177
207	3208928	832338510	FHPG12OFF046473	11/12/2012	1512	SR 9A	PHILIPS HWY	72002000	24.569	3	PAVED WARN	65	1	0	2	3	02	Other	0	0	0	0	30.16807	-81.53833
208	3167983	828926510	FHPG12OFF013560	04/08/2012	247	SR 9A	BAYMEADOWS RD	72002000	18.873	2	PAVED WARN	65	5	3	4	1	01	Other	3	1	0	0	30.23828	-81.51439
209	3079425	832175050	FHPG12OFF043534	10/23/2012	640	I 295	PHILLIPS HWY	72002000	24.169	3	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17033	-81.53217
210	21672427	852758490	FHPG16OFF011850	03/27/2016	310	I 295	SR 5	72002000	23.680	1	PAVED WARN	65	2	0	4	1	02	Other	1	0	0	0	30.17325	-81.52471
211	21927771	853872450	FHPG16OFF034675	09/15/2016	709	I 295	BEACH BLVD	72002000	16.458	1	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.27216	-81.52102
212	3303590	836058770	168551	03/10/2013	1921	I 295	MILE MARKER #052.0	72002000	16.471	2	PAVED WARN	65	1	0	2	1	01	Other	0	0	0	0	30.27258	-81.52129

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
213	3225310	836891470	FHPG13OFF045647	10/31/2013	2310	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.28002	-81.52170
214	3099807	832121940	FHPG12OFF047467	11/18/2012	1738	I 295	PHILIPS HWY	72002000	23.469	4	PAVED WARN	65	3	0	2	1	01	Other	1	0	0	0	30.17450	-81.52149
215	3226624	837398770	FHPG13OFF054158	12/28/2013	1038	I 295	CENTRAL PKWY	72002000	15.689	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.28393	-81.52179
216	3649973	837659280	FHPG14OFF011291	03/12/2014	1735	I 295	SR 152	72002000	20.438	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	5	0	0	0	30.21474	-81.51376
217	3229601	837091070	FHPG13OFF046803	11/08/2013	1935	I 295	SR 202	72002000	18.126	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.24908	-81.51545
218	3654636	838213240	FHPG14OFF030862	07/23/2014	900	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	2	0	0	0	30.20800	-81.51369
219	3229833	837311340	FHPG13OFF053339	12/22/2013	310	I 295	SR 152	72002000	20.221	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21790	-81.51380
220	3230268	837085940	FHPG13OFF051981	12/13/2013	1800	I 295	GATE PKWY	72002000	17.990	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25103	-81.51581
221	4076257	848559560	FHPG15OFF008091	03/03/2015	1425	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.25134	-81.51563
222	3230981	837085810	FHPG13OFF051476	12/10/2013	1400	I 295	IIVERSITY OF NORTH FL	72002000	16.666	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26977	-81.52084
223	3654823	845076840	FHPG14OFF044230	10/24/2014	1332	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23408	-81.51399
224	3232237	836927830	FHPG13OFF049630	11/27/2013	800	I 295	IIVERSITY OF NORTH FL	72002000	16.655	1	PAVED WARN	65	1	0	1	2	01	Angle	0	0	0	0	30.26932	-81.52053
225	3233281	842911880	789996	11/15/2013	1800	I 295	BEACH BLVD	72002000	15.891	1	PAVED WARN	65	1	0	2	3	02	Front to Rear	0	0	0	0	30.28042	-81.52147
226	3261890	832351950	FHPG13OFF002068	01/16/2013	825	SR 9A	PHILLIPS HWY	72002000	24.769	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16700	-81.54150
227	4683515	836633870	FHPG13OFF032607	08/04/2013	1720	I 295	SR 152	72002000	20.123	1	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.22011	-81.51420
228	3265957	832616170	FHPG13OFF002904	01/22/2013	1708	I 295	SR 202	72002000	17.176	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26254	-81.51898
229	3268837	832430810	FHPG13OFF004243	02/01/2013	1820	I 295	IIVERSITY OF NORTH FL	72002000	16.435	1	PAVED WARN	65	1	0	5	1	01	Sideswipe	0	0	0	0	30.27310	-81.52134
230	3682114	844915720	FHPG14OFF035211	08/26/2014	1710	I 295	GATE PKWY	72002000	19.206	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.23271	-81.51398
231	3269540	833003280	FHPG13OFF016892	04/25/2013	250	I 295	SR 202	72002000	16.879	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.26613	-81.51973
232	3682116	845306160	FHPG14OFF052083	12/19/2014	1726	I 295	MM 51	72002000	17.526	1	PAVED WARN		2	0	2	2	01	Front to Rear	1	0	0	0	30.25759	-81.51761
233	3269653	833003470	FHPG13OFF018687	05/05/2013	1113	I 295	SR 152	72002000	20.367	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21577	-81.51378
234	3293672	833350210	FHPG13OFF026879	06/26/2013	1640	I 295	BAYMEADOWS RD	72002000	20.403	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.21604	-81.51415
235	3296446	836853370	FHPG13OFF041253	10/01/2013	724	I 295	SR 202	72002000	17.726	1	PAVED WARN		1	2	4	2	01	Front to Rear	0	0	0	0	30.25477	-81.51682
236	3299529	836854520	FHPG13OFF046138	11/04/2013	1750	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23803	-81.51439
237	3300040	836883330	FHPG13OFF045316	10/29/2013	1722	I 295	GATE PKWY	72002000	18.801	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23932	-81.51440
238	3300092	836788390	FHPG13OFF040398	09/25/2013	1645	I 295	GATE PKWY	72002000	18.865	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23768	-81.51404
239	3300093	836788400	FHPG13OFF040414	09/25/2013	1751	I 295	GATE PKWY	72002000	18.865	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23839	-81.51439
240	21916793	853327350	FHPG16OFF022052	06/11/2016	1545	I 295	SR 212	72002000	15.778	1	PAVED WARN	65	3	0	1	2	01	Other	2	0	0	0	30.28264	-81.52176
241	3527083	832185230	FHPG14OFF019181	05/01/2014	1200	I 295	BAYMEADOWS RD	72002000	20.562	1	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.21373	-81.51413
242	3303096	836476900	FHPG13OFF034106	08/15/2013	745	I 295	BAYMEADOWS RD	72002000	22.400	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.18612	-81.51347
243	3688884	838243520	FHPG14OFF027071	06/27/2014	129	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	2	0	0	0	30.25134	-81.51563
244	3303172	836461130	FHPG13OFF039396	09/18/2013	1728	I 295	SR 202	72002000	18.227	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.24696	-81.51474
245	3712996	820733790	FHPG14OFF011341	03/12/2014	2015	I 295	BAYMEADOWS RD	72002000	20.873	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	2	0	0	0	30.20921	-81.51408
246	3340583	837280230	FHPG13OFF053845	12/25/2013	1937	I 295	BAYMEADOWS RD	72002000	16.373	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.27339	-81.52116
247	3718549	832087000	FHPG14OFF016216	04/12/2014	302	I 295	BEACH BLVD	72002000	15.736	1	PAVED WARN	65	2	0	4	1	01	Angle	1	0	0	0	30.28268	-81.52152
248	3340857	836836620	FHPG13OFF041433	10/03/2013	812	I 295	SR 9B	72002000	22.796	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.18038	-81.51316
249	3365399	836512260	FHPG13OFF033358	08/09/2013	1800	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21470	-81.51414
250	3366184	832660620	FHPG13OFF009294	03/08/2013	1620	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20882	-81.51407
251	3366469	832940510	FHPG13OFF018834	05/06/2013	1055	I 295	SR 202	72002000	17.846	1	PAVED WARN		1	0	1	1	01	Sideswipe	0	0	0	0	30.25308	-81.51634
252	3722355	837251260	FHPG14OFF005992	02/07/2014	1630	I 295	GATE PKWY	72002000	19.490	1	PAVED WARN	65	2	0	4	3	02	Front to Rear	1	0	0	0	30.22931	-81.51430
253	3366470	833210010	FHPG13OFF022622	05/30/2013	1730	I 295	BAYMEADOWS RD	72002000	20.411	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.21592	-81.51415
254	3725908	837493530	FHPG14OFF004071	01/26/2014	2155	I 295	SR 202	72002000	17.439	1	PAVED WARN		2	0	4	1	01	Sideswipe	1	0	0	0	30.25882	-81.51795
255	3813632	838232010	FHPG14OFF026044	06/19/2014	1456	I 295	UNF DR	72002000	16.731	1	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.26885	-81.52064
256	3395783	837174750	FHPG13OFF050308	12/02/2013	1516	I 295	IIVERSITY OF NORTH FL	72002000	16.185	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27673	-81.52161
257	3396764	837168960	FHPG13OFF048747	11/21/2013	1716	I 295	GATE PKWY	72002000	17.990	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.25103	-81.51581
258	3400883	820714860	FHPG13OFF013367	04/03/2013	1010	I 295	IIVERSITY OF NORTH FL	72002000	16.485	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.27238	-81.52126
259	3430456	833258080	FHPG13OFF030855	07/23/2013	1635	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21703	-81.51416
260	3224832	837129340	FHPG13OFF047937	11/16/2013	627	I 295	PHILLIPS HWY	72002000	24.707	1	PAVED WARN	65	4	0	1	2	02	Front to Rear	1	0	1	0	30.16723	-81.54049
261	3761708	844761410	FHPG14OFF028574	07/07/2014	1714	I 295	BAYMEADOWS RD	72002000	20.967	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	3	0	0	0	30.20702	-81.51368
262	3433722	832711130	FHPG13OFF002014	01/15/2013	1649	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	2	1	01	Sideswipe	0	0	0	0	30.17304	-81.52442
263	4209980	852034320	FHPG15OFF042745	10/23/2015	1443	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.20155	-81.51398
264	3434382	832821800	FHPG13OFF015749	04/17/2013	1807	I 295	GATE PKWY	72002000	19.225	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23243	-81.51397
265	3436595	833083250	FHPG13OFF016100	04/19/2013	1645	I 295	GATE PKWY	72002000	19.217	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23328	-81.51434
266	3442568	833418820	FHPG13OFF029415	07/12/2013	1416	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.20110	-81.51362
267	3442611	833083430	FHPG13OFF018101	05/02/2013	1700	I 295	SR 202	72002000	17.892	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.25242	-81.51616
268	3460822	836512320	FHPG13OFF034824	08/19/2013	2030	I 295	SR 212	72002000	16.458	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.27216	-81.52102
269	3444508	836545600	FHPG13OFF032072	08/01/2013	640	SR 9A	IIVERSITY OF NORTH FL	72002000	16.647	1	PAVED WARN	65	1	0	3	2	01	Angle	0	0	0	0	30.27005	-81.52090
270	3444509	836545610	FHPG13OFF032075	08/01/2013	650	SR 9A	IIVERSITY OF NORTH FL	72002000	16.780	1	PAVED WARN	65	1	0	3	2	01	Angle	0	0	0	0	30.26815	-81.52048
271	3464010	841484040	553467	08/13/2013	1559	I 295	SR 202	72002000	17.531	1	PAVED WARN		1	3	1	1	01	Front to Rear	0	0	0	0	30.25752	-81.51759
272	3467946	836521880	FHPG13OFF039914	09/22/2013	1836	SR 9A	SR 202	72002000	17.126	1	PAVED WARN	65	1	0	2	3	02	Other	0	0	0	0	30.26325	-81.51918
273	3819550	845138010	FHPG14OFF045549	11/03/2014	921	I 295	PHILLIPS HWY	72002000	24.612	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.16762	-81.53896
274	3468654	839946210	324337	05/14/2013	833	I 295	PHILIPS HWY	72002000	24.629	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16755	-81.53923
275	21797254	854383680	FHPG16OFF047055	12/14/2016	1400	I 295	SR 9B	72002000	22.926	1	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.17946	-81.51477
276	3473281	832979570	FHPG13OFF014230	04/08/2013	1745	I 295	PHILIPS HWY	72002000	24.419	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.16859	-81.53592
277	3260890	832430640	FHPG13OFF003241	01/25/2013	1135	I 295	BAYMEADOWS RD	72002000	20.123	1	PAVED WARN	65	4	0	1	1	01	Front to Rear	1	0	1	0	30.21933	-81.51382
278	3821171	845293450	FHPG14OFF051660	12/16/2014	1807	I 295	GATE PKWY	72002000	19.195	1	PAVED WARN	65	3	0	2	2	01	Front to Rear	1	0	0	0	30.23287	-81.51398
279	3473557	832836580	FHPG13OFF027730	07/01/2013	1750	I 295	SR 202	72002000	17.926	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.25128	-81.51561
280	3301526	836861970	FHPG13OFF041526	10/03/2013	1728	I 295	IIVERSITY OF NORTH FL	72002000	16.585	1	PAVED WARN	65	4	0	1	2	01	Front to Rear	1	0	1	0	30.27033	-81.52073
281	3853994	845581920	FHPG15OFF006904	02/22/2015	2150	I 295	TOWN CENTER PKWY	72002000	16.496	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.27222	-81.52124
282	3500987	832886770	FHPG13OFF006726	02/19/2013	1740	I 295	UNF DR	72002000	16.435	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.27250	-81.52106
283	3501531	836625840	FHPG13OFF037833	09/08/2013	1211	I 295	GATE PKWY	72002000	19.117	1	PAVED WARN	65	1	0	1	2	01	Angle	0	0	0	0	30.23473	-81.51435
284	3501675	833030070	FHPG13OFF018151	05/02/2013	1800	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	4	3	02	Angle	0	0	0	0	30.17304	-81.52442
285	3303827	836862020	FHPG13OFF042468	10/09/2013	1720	I 295	SR 152	72002000	20.620	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21289	-81.51413
286	3473412	833258030	FHPG13OFF029764	07/15/2013	1100	I 295	SR 152	72002000	18.873	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23756	-81.51404
287	4310979	833376710	FHPG13OFF027566	06/30/2013	2250	I 295	BAYMEADOWS RD	72002000	22.370	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.18745	-81.51386
288	3270829	832979920	FHPG13OFF016696	04/23/2013	1947	I 295	SR 152	72002000	21.873	1	PAVED WARN	65	1	0	2	1	01	Other	0	0	0	0	30.19381	-81.51353
289	3302815	836059630	021860	01/10/2013	840	I 295	SR 202	72002000	17.565	1	PAVED WARN		1	0	1	2	02	Other	0	0	0	0	30.25640	-81.51704
290	3340856	836853690	FHPG13OFF045320	10/29/2013	1740	I 295	SR 152	72002000	18.373	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.24485	-81.51442
291	4683516	836557870	FHPG13OFF038412	09/12/2013	1035	SR 9A	SR 152	72002000	20.500	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21383	-81.51375
292	3925148	852239960	FHPG15OFF046856	11/20/2015	1804	SR 9A	SR 202	72002000	17.598	1	PAVED WARN		2	0	4	1	01	Front to Rear	2	0	0	0	30.25658	-81.51732
293	3495993	833068670	FHPG13OFF019387	05/09/2013	1730	I 295	SR 202	72002000	17.876	1	PAVED WARN		1	0	1	1	01	Other	0	0	0	0	30.25199	-81.51580
294	3460174	836633320	FHPG13OFF034907	08/20/2013	1440	I 295	BAYMEADOWS RD	72002000	21.900	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.19341	-81.51353
295	3928423	858216010	411805	06/17/2015	1800	I 295	MM 53	72002000	19.035	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	2	0	0	0	30.23520	-81.51400
296	3443431	833151340	FHPG13OFF025913	06/20/2013	1420	I 295	PHILIPS HWY	72002000	24.419	1	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.16859	-81.53592
297	4313143	836864330	FHPG13OFF041652	10/04/2013	1500	I 295	SR 9B	72002000	22.877	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.17927	-81.51362
298	4299715	846616640	78688	07/13/2014	915	I 295	SR 202	72002000	17.721	1	PAVED WARN		3	0	1	1	01	Other	1	0	0	0	30.25419	-81.51642
299	3960498	851429180	FHPG15OFF027677	07/13/2015	1620	I 295	GATE PKWY	72002000	18.849	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.23863	-81.51439
300	3960632	852177550	FHPG15OFF049814	12/11/2015	1421	I 295	SR 152	72002000	20.366	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.21658	-81.51415
301	3367660	833221020	FHPG13OFF026257	06/23/2013	245	I 295	PHILIPS HWY	72002000	24.369	3	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.16913	-81.53521
302	3430840	833302690	FHPG13OFF024404	06/10/2013	1415	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.19428	-81.51390
303	3237496	838650030	137076	02/25/2013	1735	I 295	SR 212	72002000	15.708	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.28309	-81.52154
304	3273294	832186060	FHPG13OFF020512	05/16/2013	1740	SR 9A	GATE PKWY	72002000	19.267	1	PAVED WARN	65	1	1	1	1	01	Front to Rear	0	0	0	0	30.23182	-81.51397
305	3273415	832186070	FHPG13OFF020517	05/16/2013	1832	SR 9A	GATE PKWY	72002000	19.267	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23255	-81.51433
306	3274555	832979860	FHPG13OFF015902	04/18/2013	1646	I 295	GATE PKWY	72002000	19.267	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23255	-81.51433
307	3274556	832979870	FHPG13OFF015927	04/18/2013	1745	I 295	GATE PKWY	72002000	19.022	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23539	-81.51400
308	3274636	833046770	FHPG13OFF020093	05/14/2013	757	SR 9A	PHILIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.17007	-81.53208
309	3274668	833005410	FHPG13OFF018349	05/03/2013	1609	I 295	GATE PKWY	72002000	19.301	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23206	-81.51433
310	3312176	836887250	FHPG13OFF042253	10/08/2013	1047	I 295	GATE PKWY	72002000	19.290	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23222	-81.51433
311	3312863	833184980	FHPG13OFF020166	05/14/2013	1554	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18612	-81.51347
312	4095824	851234760	FHPG15OFF023213	06/12/2015	1650	I 295	SR 9B	72002000	22.496	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.18472	-81.51335
313	4096228	851429310	FHPG15OFF025744	06/30/2015	448	I 295	GATE PKWY	72002000	19.317	1	PAVED WARN	65	2	0	3	1	01	Front to Rear	1	0	0	0	30.23109	-81.51396
314	3312864	833185330	FHPG13OFF017918	05/02/2013	230	I 295	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	1	0	4	2	02	Angle	0	0	0	0	30.20800	-81.51369
315	3312985	836449270	FHPG13OFF032030	07/31/2013	1815	I 295	SR 202	72002000	17.418	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25848	-81.51762
316	3382965	843261830	796879	11/18/2013	1700	I 295	SR 212	72002000	15.708	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.28366	-81.52178
317	3384036	837017640	FHPG13OFF045770	11/01/2013	1732	I 295	UNF DR	72002000	16.985	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.26524	-81.51973
318	3411815	832750930	FHPG13OFF006570	02/18/2013	1710	I 295	SR 5	72002000	24.419	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16859	-81.53592

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
319	3433672	832746350	FHPG13OFF007163	02/22/2013	1145	I 295	BAYMEADOWS RD	72002000	20.600	1	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.21237	-81.51374
320	3418526	832895140	FHPG13OFF013460	04/03/2013	1750	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.20800	-81.51369
321	3419041	832711060	FHPG13OFF001542	01/11/2013	2049	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.17304	-81.52442
322	3419832	832711670	FHPG13OFF008614	03/04/2013	757	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21164	-81.51373
323	3446914	836632480	FHPG13OFF033848	08/13/2013	1805	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20882	-81.51407
324	3447102	836596900	FHPG13OFF036153	08/28/2013	1630	I 295	SR 152	72002000	20.873	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20839	-81.51369
325	3482075	836864170	FHPG13OFF040749	09/27/2013	1944	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
326	4343440	837957950	FHPG14OFF017660	04/21/2014	1719	I 295	UNF DR	72002000	17.726	1	PAVED WARN		3	0	1	1	01	Front to Rear	2	0	0	0	30.25412	-81.51640
327	3248719	820263860	FHPG13OFF029966	07/16/2013	1640	I 295	BAYMEADOWS RD	72002000	20.278	2	PAVED WARN	65	6	0	1	1	01	Other	0	0	0	0	30.21786	-81.51417
328	4687060	832782810	FHPG13OFF007565	02/25/2013	847	I 295	UNF DR	72002000	16.826	2	PAVED WARN	65	1	0	3	3	02	Other	0	0	0	0	30.26688	-81.51994
329	3225775	837311240	FHPG13OFF051488	12/10/2013	1500	I 295	UNF DR	72002000	17.344	1	PAVED WARN		1	0	1	2	02	Other	0	0	0	0	30.26017	-81.51832
330	4596031	845656180	FHPG15OFF005508	02/12/2015	948	I 295	GATE PKWY	72002000	19.767	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.22452	-81.51389
331	3367663	836864360	FHPG13OFF042070	10/07/2013	1447	I 295	PHILPS HWY	72002000	24.569	3	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.16807	-81.53833
332	4678343	833260420	FHPG13OFF030317	07/19/2013	744	SR 9A	PHILIPS HWY	72002000	24.550	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.16816	-81.53803
333	4680767	833142730	FHPG13OFF022423	05/29/2013	1335	I 295	IIVERSITY OF NORTH FL	72002000	16.185	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27673	-81.52161
334	4681380	836853910	FHPG13OFF046568	11/07/2013	1423	I 295	GATE PKWY	72002000	20.017	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.22165	-81.51423
335	3436653	833156310	FHPG13OFF024214	06/09/2013	317	I 295	BAYMEADOWS RD	72002000	21.400	3	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.20070	-81.51362
336	4683517	836625350	FHPG13OFF033815	08/13/2013	1415	I 295	PHILIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.17033	-81.53217
337	3610341	845011160	FHPG14OFF040543	09/29/2014	705	I 295	TOWN CENTER PKWY	72002000	16.826	1	PAVED WARN	65	2	0	1	3	02	Other	1	0	0	0	30.26688	-81.51994
338	4687086	833003270	FHPG13OFF016884	04/25/2013	35	I 295	SR 202	72002000	17.884	1	PAVED WARN		1	1	4	1	01	Sideswipe	0	0	0	0	30.25188	-81.51577
339	3311350	836719780	FHPG13OFF046838	11/09/2013	235	SR 9A	GATE PKWY	72002000	18.971	3	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.23613	-81.51402
340	3282602	833906730	178028	03/14/2013	1725	I 295	SR 152	72002000	20.419	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21581	-81.51415
341	3285421	833375910	FHPG13OFF029989	07/16/2013	1810	I 295	GATE PKWY	72002000	19.240	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23221	-81.51397
342	3353057	836828720	FHPG13OFF046191	11/05/2013	835	I 295	SR 9B	72002000	22.767	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.18169	-81.51411
343	3353058	836862010	FHPG13OFF042457	10/09/2013	1648	I 295	SR 202	72002000	17.399	1	PAVED WARN		1	0	1	2	01	Sideswipe	0	0	0	0	30.25939	-81.51811
344	3354153	833004880	FHPG13OFF012738	03/30/2013	1418	I 295	SR 212	72002000	15.742	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.28316	-81.52177
345	3354155	836460880	FHPG13OFF034478	08/17/2013	1104	I 295	SR 152	72002000	21.873	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.19467	-81.51390
346	3354187	832491750	FHPG13OFF049991	11/30/2013	104	I 295	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	0	0	4	1	01	Sideswipe	0	0	0	0	30.20800	-81.51369
347	3854188	844851590	FHPG15OFF000010	01/01/2015	150	I 295	SR 152	72002000	20.800	2	PAVED WARN	65	3	0	4	2	01	Other	1	0	0	0	30.21027	-81.51410
348	4641386	852175720	FHPG15OFF043611	10/29/2015	1653	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	3	0	0	0	30.18612	-81.51347
349	4061534	834038770	564448	08/18/2015	805	I 295	SR 202	72002000	17.855	1	PAVED WARN		2	0	1	1	01	Other	1	0	0	0	30.25229	-81.51588
350	21629007	866511930	823854	12/13/2016	1046	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
351	21629435	866453520	712272	10/26/2016	1925	I 295	UNF DR	72002000	16.590	1	PAVED WARN	65	3	0	4	1	01	Angle	2	0	0	0	30.27025	-81.52071
352	3422314	833142430	FHPG13OFF018497	05/04/2013	1200	I 295	GATE PKWY	72002000	19.085	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23520	-81.51435
353	3428137	833277080	FHPG13OFF028167	07/04/2013	700	I 295	GATE PKWY	72002000	19.085	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23447	-81.51399
354	3428279	833276850	FHPG13OFF024508	06/11/2013	730	I 295	PHILLIPS HWY	72002000	24.755	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16730	-81.54131
355	3428450	833179580	FHPG13OFF021164	05/21/2013	948	I 295	UNF DR	72002000	16.821	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.26756	-81.52034
356	21665254	852604550	FHPG16OFF009406	03/09/2016	1735	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.23563	-81.51436
357	21665255	852658370	FHPG16OFF010959	03/20/2016	10	I 295	SR 5	72002000	22.662	1	PAVED WARN	65	2	0	4	1	01	Sideswipe	1	0	0	0	30.18321	-81.51400
358	21665584	853496090	FHPG16OFF028380	07/29/2016	1321	I 295	IIVERSITY OF FLORIDA I	72002000	16.934	1	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.26596	-81.51992
359	3457930	836528240	FHPG13OFF032323	08/02/2013	1631	I 295	MM 53	72002000	17.535	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25747	-81.51757
360	3460288	836653390	FHPG13OFF035393	08/23/2013	1615	I 295	GATE PKWY	72002000	18.989	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23587	-81.51401
361	3495611	832598800	FHPG13OFF003299	01/25/2013	1700	I 295	SR 212	72002000	15.958	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.28002	-81.52170
362	3495619	837310160	FHPG13OFF053129	12/20/2013	1829	I 295	GATE PKWY	72002000	18.999	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.23645	-81.51437
363	3495715	832712830	FHPG13OFF007560	02/25/2013	830	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.20882	-81.51407
364	3498072	836887370	FHPG13OFF042974	10/13/2013	1219	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.20194	-81.51399
365	21665585	853529000	FHPG16OFF031941	08/25/2016	1723	I 295	SR 202	72002000	17.226	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	3	0	0	0	30.26183	-81.51879
366	21665586	853863900	FHPG16OFF032118	08/26/2016	1736	SR 9A	MM 52	72002000	16.528	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.27176	-81.52118
367	3200149	832447340	FHPG12OFF050753	12/10/2012	1120	I 295	PHILLIPS HWY	72002000	23.669	3	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.17304	-81.52442
368	21665748	861821170	396207	06/18/2016	1614	I 295	SR 152	72002000	20.020	1	PAVED WARN	65	2	0	1	2	02	Front to Rear	1	0	0	0	30.22161	-81.51423
369	3253256	828657590	FHPG13OFF007432	02/24/2013	800	I 295	MILE MARKER #052.0	72002000	16.623	1	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.27039	-81.52095
370	21665751	861713670	392707	06/17/2016	741	I 295	SR 9B	72002000	22.868	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.18025	-81.51444
371	4260915	832837630	FHPG13OFF004803	02/06/2013	1300	I 295	MILE MARKER #053.0	72002000	17.785	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25328	-81.51617
372	21665753	853920520	FHPG16OFF045820	12/05/2016	1735	I 295	SR 152	72002000	20.364	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.21661	-81.51415
373	4274035	836886150	FHPG13OFF048261	11/18/2013	1630	I 295	SR 202	72002000	17.512	1	PAVED WARN		1	0	4	3	02	Angle	0	0	0	0	30.25715	-81.51725
374	4307489	837095020	FHPG13OFF052493	12/17/2013	748	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
375	3541293	837618170	FHPG14OFF009658	03/03/2014	331	I 295	SR 202	72002000	18.427	4	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.24475	-81.51475
376	3824852	837734630	FHPG14OFF020652	05/11/2014	1555	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	3	1	1	01	Other	0	0	0	0	30.22374	-81.51424
377	21670455	861822400	545876	08/19/2016	1008	I 295	GATE PKWY	72002000	18.943	1	PAVED WARN	65	3	0	1	1	01	Sideswipe	2	0	0	0	30.23654	-81.51402
378	3643210	837461560	FHPG14OFF012717	03/20/2014	1835	I 295	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.22374	-81.51424
379	3654724	830626130	433417	06/24/2014	1704	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23698	-81.51438
380	3534766	837494140	FHPG14OFF008776	02/25/2014	857	I 295	PHILLIPS HWY	72002000	24.369	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16888	-81.53515
381	21670619	853934170	FHPG16OFF041577	11/03/2016	1044	I 295	BAYMEDOWS RD	72002000	19.373	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23101	-81.51431
382	3534777	837586500	FHPG14OFF006633	02/11/2014	1756	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22374	-81.51424
383	3534799	837265320	FHPG14OFF038033	09/11/2014	745	I 295	PHILLIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17304	-81.52442
384	3535229	837280450	FHPG14OFF001836	01/13/2014	645	SR 9A	BEACH BLVD	72002000	16.858	1	PAVED WARN	65	1	0	3	2	01	Sideswipe	0	0	0	0	30.26704	-81.52021
385	3819781	837674870	FHPG14OFF018474	04/26/2014	1155	I 295	SR 202	72002000	17.577	2	PAVED WARN		1	0	1	1	01	Other	0	0	0	0	30.25623	-81.51700
386	3541714	837276380	FHPG14OFF050257	12/06/2014	2340	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.21844	-81.51381
387	3543283	837349180	FHPG14OFF005494	02/04/2014	1712	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24384	-81.51465
388	3545287	837475680	FHPG14OFF010952	03/10/2014	1615	I 295	PHILLIPS HWY	72002000	24.520	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16831	-81.53756
389	3546042	837584700	FHPG14OFF011444	03/13/2014	1724	I 295	UNF DR	72002000	16.315	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.27484	-81.52152
390	3546651	837418400	FHPG14OFF002376	01/16/2014	745	I 295	SR 9B	72002000	21.896	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19347	-81.51353
391	3547104	837584670	FHPG14OFF011299	03/12/2014	1806	I 295	GATE PKWY	72002000	19.018	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.23545	-81.51400
392	3551023	838237050	FHPG14OFF028089	07/03/2014	1645	I 295	SR 202	72002000	17.126	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.26325	-81.51918
393	3572500	838241060	FHPG14OFF026859	06/25/2014	1749	I 295	GATE PKWY	72002000	19.003	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23567	-81.51400
394	3578452	845214830	FHPG14OFF042934	10/14/2014	1750	I 295	UNF DR	72002000	16.552	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.27080	-81.52081
395	3580462	845214890	FHPG14OFF043513	10/18/2014	1925	I 295	PHILIPS HWY	72002000	22.669	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18311	-81.51400
396	3609913	845090110	FHPG14OFF045202	10/31/2014	1601	I 295	CENTRAL PKWY	72002000	16.228	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.27551	-81.52133
397	3610201	845090170	FHPG14OFF045898	11/05/2014	1743	I 295	SR 202	72002000	18.357	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.24576	-81.51489
398	21672757	853404800	FHPG16OFF025507	07/07/2016	1630	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23101	-81.51431
399	3610741	844915820	FHPG14OFF036258	08/29/2014	1600	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21390	-81.51375
400	3780223	844948160	FHPG14OFF039303	09/20/2014	842	I 295	UNF DR	72002000	16.783	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.26810	-81.52047
401	21672760	853297650	FHPG16OFF023547	06/23/2016	1704	I 295	SR 202	72002000	17.438	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.25884	-81.51795
402	3615376	846581180	757273	10/30/2014	1752	SR 9A	SR 202	72002000	17.550	1	PAVED WARN		1	0	4	3	02	Front to Rear	0	0	0	0	30.25726	-81.51751
403	3615377	846620570	576916	08/20/2014	1715	I 295	GATE PKWY	72002000	18.976	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23606	-81.51401
404	3615379	849284690	820982	11/26/2014	1005	I 295	UNF DR	72002000	16.726	2	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.26830	-81.52030
405	3615497	837648780	FHPG14OFF008366	02/22/2014	1455	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.25134	-81.51563
406	3615554	838249260	FHPG14OFF030270	07/18/2014	1756	I 295	I 95	72002000	24.632	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16753	-81.53928
407	3618436	845357170	FHPG14OFF051926	12/18/2014	1800	I 295	BAYMEADOWS RD	72002000	20.623	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21284	-81.51412
408	3642297	845234780	FHPG14OFF045226	10/31/2014	1734	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
409	21884592	853297160	FHPG16OFF018712	05/17/2016	1625	I 295	SR 202	72002000	17.980	1	PAVED WARN	65	2	0	1	2	02	Front to Rear	1	0	0	0	30.25118	-81.51584
410	3642915	844888100	FHPG14OFF038363	09/13/2014	1216	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24314	-81.51426
411	3642917	845273320	FHPG14OFF047945	11/20/2014	1915	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.19341	-81.51353
412	3643339	845083310	FHPG14OFF044277	10/24/2014	1720	I 295	SR 202	72002000	18.207	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.24792	-81.51523
413	3643340	845090160	FHPG14OFF045905	11/05/2014	1804	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.24978	-81.51560
414	3654722	820716580	FHPG14OFF012115	03/17/2014	1427	I 295	UNF DR	72002000	16.585	4	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.27094	-81.52105
415	3654723	833281470	FHPG14OFF048673	11/25/2014	1740	I 295	SR 152	72002000	20.048	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.22120	-81.51422
416	3654818	837275930	FHPG14OFF044328	10/25/2014	230	I 295	BAYMEADOWS RD	72002000	19.900	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.22335	-81.51424
417	21884759	854143620	FHPG16OFF045440	12/02/2016	1644	I 295	SR 202	72002000	17.126	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.26262	-81.51876
418	21884760	853963580	FHPG16OFF043038	11/14/2016	1815	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	1	0	0	0	30.20070	-81.51362
419	3654864	837630020	FHPG14OFF012816	03/21/2014	1752	I 295	GATE PKWY	72002000	18.740	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24021	-81.51443
420	3655183	845342280	FHPG14OFF050796	12/10/2014	1556	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21703	-81.51416
421	21884917	854005060	FHPG16OFF043606	11/18/2016	1650	I 295	BAYMEADOWS RD	72002000	20.627	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.21278	-81.51412
422	3681321	837311630	FHPG14OFF002312	01/15/2014	1818	I 295	SR 152	72002000	20.259	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21813	-81.51418
423	3682111	837513570	FHPG14OFF020837	05/13/2014	459	I 295	BAYMEADOWS RD	72002000	20.873	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20921	-81.51408
424	3682113	837587060	FHPG14OFF015143	04/04/2014	2040	I 295	SR 202	72002000	18.327	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.24551	-81.51450

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
425	3682115	845025020	FHPG14OFF045436	11/02/2014	247	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	4	1	01	Angle	0	0	0	0	30.20882	-81.51407
426	21885085	866409830	511581	08/05/2016	749	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
427	3682238	845341860	FHPG14OFF047400	11/17/2014	1306	I 295	IIVERSITY OF NORTH FL	72002000	16.185	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27673	-81.52161
428	21917466	853477550	FHPG16OFF025229	07/05/2016	1600	I 295	SR 152	72002000	20.278	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.21786	-81.51417
429	3682501	832185250	FHPG14OFF025904	06/18/2014	425	I 295	BAYMEADOWS RD	72002000	20.364	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21581	-81.51378
430	3683952	838209580	FHPG14OFF027172	06/27/2014	1612	I 295	SR 152	72002000	20.636	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.21185	-81.51373
431	3687303	837288200	FHPG14OFF005408	02/04/2014	820	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
432	3687304	837418640	FHPG14OFF005650	02/05/2014	515	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24978	-81.51560
433	3687306	845137960	FHPG14OFF045062	10/30/2014	1756	I 295	PHILIPS HWY	72002000	24.569	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.16781	-81.53827
434	21982996	853558660	FHPG16OFF031613	08/23/2016	1454	I 295	SR 152	72002000	20.500	1	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.21463	-81.51414
435	3807774	845137820	FHPG14OFF044335	10/25/2014	612	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.20070	-81.51362
436	3813491	837958520	FHPG14OFF023891	06/04/2014	2037	I 295	PHILIPS HWY	72002000	23.050	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.17788	-81.51578
437	3714738	819994480	FHPG14OFF049624	12/02/2014	1700	I 295	BAYMEADOWS RD	72002000	20.221	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.21868	-81.51418
438	3719323	836956000	FHPG14OFF015967	04/10/2014	1740	I 295	SR 5	72002000	23.669	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17304	-81.52442
439	3906942	851908900	FHPG15OFF038251	09/22/2015	1046	I 295	SR 202	72002000	17.884	1	PAVED WARN		2	0	1	2	01	Other	1	0	0	0	30.25254	-81.51620
440	3719585	837587540	FHPG14OFF007881	02/19/2014	1700	I 295	SR 202	72002000	18.127	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24907	-81.51544
441	3720988	837399260	FHPG14OFF004345	01/28/2014	1840	I 295	SR 202	72002000	17.651	1	PAVED WARN		1	0	4	2	02	Front to Rear	0	0	0	0	30.25583	-81.51711
442	3722159	837188520	FHPG14OFF020188	05/08/2014	700	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.20070	-81.51362
443	3725536	837282960	FHPG14OFF009125	02/27/2014	840	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.20194	-81.51399
444	3726060	837569100	FHPG14OFF010393	03/06/2014	1823	I 295	SR 202	72002000	17.379	1	PAVED WARN		1	0	4	2	01	Sideswipe	0	0	0	0	30.25967	-81.51819
445	3726390	837508380	FHPG14OFF012956	03/22/2014	1930	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	1	0	2	1	01	Sideswipe	0	0	0	0	30.25200	-81.51605
446	3760024	845164860	FHPG14OFF040707	09/29/2014	1840	I 295	GATE PKWY	72002000	18.607	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.24214	-81.51452
447	3434213	833179740	FHPG13OFF022055	05/26/2013	1804	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	4	0	1	1	01	Other	1	0	1	1	30.22374	-81.51424
448	3761709	844761420	FHPG14OFF028569	07/07/2014	1703	I 295	BAYMEADOWS RD	72002000	21.853	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.19496	-81.51391
449	21921601	854244120	FHPG16OFF046824	12/12/2016	1739	I 295	GATE PKWY	72002000	19.217	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.23328	-81.51434
450	21922135	854025180	FHPG16OFF037179	10/04/2016	901	I 295	PHILIPS HWY	72002000	24.169	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.17007	-81.53208
451	3780241	845111710	FHPG14OFF041733	10/06/2014	1355	I 295	UNF DR	72002000	16.533	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27169	-81.52117
452	3780664	845306810	FHPG14OFF052240	12/20/2014	1840	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	5	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
453	3783221	846633140	807996	11/20/2014	1845	I 295	BAYMEADOWS	72002000	19.994	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.22121	-81.51384
454	3789932	846544880	176024	03/14/2014	1045	I 295	INIVERSITY OF NORTH F	72002000	17.466	1	PAVED WARN		1	0	1	1	01	Sideswipe	0	0	0	0	30.25844	-81.51784
455	3790041	849271870	738466	10/23/2014	712	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	3	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
456	3794444	844854730	FHPG14OFF037812	09/09/2014	1613	I 295	GATE PKWY	72002000	18.390	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.24528	-81.51482
457	3818360	837445150	FHPG14OFF001941	01/13/2014	1629	I 295	SR 202	72002000	17.437	1	PAVED WARN		1	0	1	1	01	Sideswipe	0	0	0	0	30.25885	-81.51796
458	3818489	837461190	FHPG14OFF005325	02/03/2014	1655	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
459	3818492	844761480	FHPG14OFF029803	07/15/2014	1758	I 295	PHILIPS HIGHWAY	72002000	24.259	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.16979	-81.53354
460	3819685	832364600	FHPG14OFF004254	01/28/2014	743	I 295	SR 202	72002000	17.181	3	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.26247	-81.51896
461	3312984	836583690	FHPG13OFF037210	09/03/2013	1800	I 295	PHILLIPS HWY	72002000	24.574	1	PAVED WARN	65	4	0	1	1	01	Angle	1	0	1	0	30.16805	-81.53841
462	3821172	845357020	FHPG14OFF051135	12/12/2014	1835	I 295	GATE PKWY	72002000	19.240	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23294	-81.51433
463	4261052	838256700	FHPG14OFF028640	07/08/2014	631	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23027	-81.51395
464	4335596	837276910	FHPG14OFF016645	04/15/2014	1205	I 295	SR 152	72002000	17.873	1	PAVED WARN		1	0	1	2	02	Sideswipe	0	0	0	0	30.25203	-81.51582
465	4337692	838068540	FHPG14OFF024685	06/10/2014	1	I 295	GATE PKWY	72002000	19.121	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.23467	-81.51435
466	21924644	854025720	FHPG16OFF041796	11/04/2016	1803	I 295	GATE PKWY	72002000	19.267	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23182	-81.51397
467	4337693	838070550	FHPG14OFF023502	06/02/2014	800	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
468	4338186	837637600	FHPG14OFF010049	03/04/2014	1800	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.20800	-81.51369
469	4339871	837548590	FHPG14OFF011133	03/11/2014	1650	I 295	SR 202	72002000	17.846	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25308	-81.51634
470	4339872	844807910	FHPG14OFF031450	07/27/2014	850	I 295	UNF DR	72002000	16.585	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.27033	-81.52073
471	4339875	845576130	FHPG14OFF052796	12/23/2014	1800	I 295	SR 202	72002000	18.027	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.25050	-81.51572
472	4349442	838237070	FHPG14OFF024639	06/09/2014	1704	I 295	GATE PKWY	72002000	19.190	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23294	-81.51398
473	21925817	853750510	FHPG16OFF040981	10/29/2016	2310	I 295	SR 152	72002000	20.457	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.21525	-81.51414
474	21925852	853891900	FHPG16OFF041349	11/01/2016	1715	I 295	SR 202	72002000	18.827	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.23895	-81.51440
475	3548860	837265310	FHPG14OFF037873	09/10/2014	750	I 295	BEACH BLVD	72002000	15.708	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.28366	-81.52178
476	3580240	845187350	FHPG14OFF044628	10/27/2014	1610	I 295	BAYMEADOWS RD	72002000	20.362	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21664	-81.51416
477	3643342	845159770	FHPG14OFF047042	11/14/2014	700	I 295	GATE PKWY	72002000	19.517	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.22892	-81.51429
478	21926243	854143610	FHPG16OFF045418	12/02/2016	1443	I 295	SR 152	72002000	20.173	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21938	-81.51419
479	3725992	837288260	FHPG14OFF006216	02/09/2014	147	I 295	BEACH BLVD	72002000	16.418	1	PAVED WARN	65	1	1	5	1	01	Other	0	0	0	0	30.27335	-81.52137
480	3542848	837855510	FHPG14OFF022504	05/26/2014	15	I 295	SR 5	72002000	23.909	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.17162	-81.52810
481	4476133	851548190	FHPG15OFF029757	07/28/2015	10	I 295	SR 9B	72002000	21.896	2	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.19434	-81.51390
482	21797256	854464120	FHPG16OFF048714	12/26/2016	1112	I 295	SR 9B	72002000	22.646	2	PAVED WARN	65	2	0	1	2	01	Other	1	0	0	0	30.18344	-81.51398
483	3615580	845009370	FHPG14OFF042846	10/14/2014	1135	I 295	PHILIPS HWY	72002000	24.650	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.16771	-81.53962
484	3681985	837399080	FHPG14OFF003065	01/20/2014	1332	I 295	UNF DR	72002000	16.385	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.27382	-81.52143
485	3738711	838161730	FHPG14OFF021007	05/14/2014	950	I 295	SR 202	72002000	18.827	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23895	-81.51440
486	3523644	820381210	FHPG14OFF011050	03/11/2014	830	I 295	PHILLIPS HWY	72002000	24.641	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16749	-81.53943
487	21928756	853974790	FHPG16OFF040319	10/25/2016	700	I 295	PHILIPS HWY	72002000	24.419	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	3	0	0	0	30.16859	-81.53592
488	3556403	838095800	FHPG14OFF020319	05/09/2014	813	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.20070	-81.51362
489	3558803	838223780	FHPG14OFF029324	07/12/2014	1340	I 295	SR 202	72002000	18.016	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.25066	-81.51575
490	3559136	838237310	FHPG14OFF028297	07/05/2014	1030	I 295	UNF DR	72002000	17.126	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.26262	-81.51876
491	3588974	844808050	FHPG14OFF034058	08/13/2014	1652	I 295	GATE PKWY	72002000	19.090	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23440	-81.51399
492	21930326	853759650	FHPG16OFF034794	09/15/2016	2147	I 295	SR 152	72002000	20.419	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	1	0	0	0	30.21581	-81.51415
493	3589066	844955790	FHPG14OFF040857	09/30/2014	1740	I 295	SR 9B	72002000	21.896	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.19347	-81.51353
494	3589429	845187500	FHPG14OFF045885	11/05/2014	1630	I 295	SR 202	72002000	18.327	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.24619	-81.51495
495	3590030	844894700	FHPG14OFF035210	08/22/2014	900	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.28002	-81.52170
496	21933526	861878470	468757	07/18/2016	1339	I 295	SR 202	72002000	17.428	1	PAVED WARN	65	2	0	1	3	02	Angle	1	0	0	0	30.25898	-81.51799
497	3594537	845378850	FHPG14OFF050795	12/10/2014	1557	I 295	SR 152	72002000	20.354	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21675	-81.51416
498	3726602	837600640	FHPG14OFF014799	04/03/2014	1117	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
499	3729361	837659080	FHPG14OFF010207	03/05/2014	1657	I 295	GATE PKWY	72002000	18.999	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23572	-81.51401
500	3729518	837944560	FHPG14OFF017672	04/21/2014	1803	I 295	SR 152	72002000	21.250	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20289	-81.51364
501	2993193	820321050	FHPG12OFF029252	07/25/2012	1325	I 295	TOWNCENTER PKWY	72002000	16.185	1	PAVED WARN	65	2	0	1	1	01	Angle	2	0	0	0	30.27673	-81.52161
502	3729843	837493690	FHPG14OFF005787	02/06/2014	1712	I 295	SR 202	72002000	17.526	1	PAVED WARN		1	0	4	3	02	Front to Rear	0	0	0	0	30.25759	-81.51761
503	3029089	828700740	FHPG12OFF026097	07/04/2012	1425	I 295	PHILLIPS HWY	72002000	24.350	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.16924	-81.53492
504	3036690	828700550	FHPG12OFF013846	04/10/2012	1350	I 295	IIVERSITY OF NORTH FL(	72002000	16.626	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.27035	-81.52095
505	3730381	837969710	FHPG14OFF019156	05/01/2014	928	I 295	BAYMEADOWS RD	72002000	20.387	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.21627	-81.51415
506	3731949	837399380	FHPG14OFF005832	02/06/2014	1845	I 295	SR 202	72002000	17.855	1	PAVED WARN		1	0	4	3	02	Front to Rear	0	0	0	0	30.25295	-81.51631
507	3737598	838237120	FHPG14OFF025220	06/13/2014	1519	I 295	GATE PKWY	72002000	19.160	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23338	-81.51398
508	3059734	833965820	457024	06/20/2012	1733	I 295	SR 202	72002000	17.884	1	PAVED WARN		2	0	1	1	01	Front to Rear	1	0	0	0	30.25254	-81.51620
509	3733615	838008160	FHPG14OFF029982	07/16/2014	1900	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	2	2	02	Sideswipe	0	0	0	0	30.20070	-81.51362
510	3734362	837970810	FHPG14OFF026518	06/22/2014	1900	I 295	TOWN CENTER PKWY	72002000	17.226	1	PAVED WARN	65	1	0	2	2	02	Sideswipe	0	0	0	0	30.26121	-81.51834
511	3763079	845165020	FHPG14OFF041754	10/06/2014	1630	I 295	GATE PKWY	72002000	18.690	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.24094	-81.51445
512	3764883	844876850	FHPG14OFF036655	09/02/2014	830	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.20070	-81.51362
513	3766583	844859930	FHPG14OFF039249	09/19/2014	1748	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22374	-81.51424
514	3767424	844723210	FHPG14OFF032282	08/01/2014	1731	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
515	3194563	831863450	FHPG12OFF030814	08/04/2012	215	I 295	BAYMEADOWS RD	72002000	21.700	1	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.19719	-81.51393
516	3069463	833911300	330206	05/03/2012	2020	I 295	BAYMEADOWS RD	72002000	20.086	1	PAVED WARN	65	3	0	4	1	01	Front to Rear	1	0	0	0	30.22065	-81.51421
517	3769813	845293070	FHPG14OFF046910	11/13/2014	921	I 295	PHILLIPS HWY	72002000	24.049	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.17078	-81.53025
518	3770380	845498440	FHPG14OFF052496	12/22/2014	930	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.27944	-81.52145
519	3071561	832153150	FHPG12OFF045523	11/06/2012	740	I 295	BEACH BLVD	72002000	15.718	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.28294	-81.52153
520	4697881	833901590	198336	03/15/2012	1845	SR 9A	SR 5	72002000	23.850	2	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.17224	-81.52731
521	3824727	837676920	FHPG14OFF023459	06/01/2014	1745	I 295	UNF DR	72002000	16.874	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.26681	-81.52015
522	3807771	844952740	FHPG14OFF039605	09/22/2014	1203	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21245	-81.51412
523	3824854	838008050	FHPG14OFF026990	06/26/2014	1520	I 295	GATE PKWY	72002000	18.989	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23587	-81.51401
524	3824857	838237100	FHPG14OFF024764	06/10/2014	1552	I 295	SR 202	72002000	17.326	1	PAVED WARN		1	0	1	2	01	Front to Rear	0	0	0	0	30.26042	-81.51840
525	3833352	837855190	FHPG14OFF019239	05/01/2014	1619	I 295	UNF DR	72002000	17.046	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26438	-81.51950
526	3833881	830631570	839795	12/04/2014	1810	I 295	UNF DR	72002000	16.619	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.27045	-81.52096
527	3834014	837682420	FHPG14OFF019405	05/02/2014	527	I 295	BAYMEADOWS RD	72002000	20.600	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21237	-81.51374
528	3837194	843262450	333855	05/15/2014	1510	I 295	MILE MARKER #52	72002000	16.528	3	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.27176	-81.52118
529	3837197	845137950	FHPG14OFF045053	10/30/2014	1726	I 295	PHILIPS HWY	72002000	24.569	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.16781	-81.53827
530	3648607	837906780	FHPG14OFF025031	06/12/2014	1130	I 295	PHILLIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17332	-81.52454

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
531	3688756	837628930	FHPG14OFF010391	03/06/2014	1805	I 295	TOWNCENTER PKWY	72002000	16.915	1	PAVED WARN	65	1	0	2	3	02	Other	0	0	0	0	30.26623	-81.52000
532	3711596	820255670	FHPG14OFF045928	11/05/2014	2325	I 295	IIVERSITY OF NORTH FL	72002000	16.185	3	PAVED WARN	65	6	3	4	1	01	Other	0	0	0	0	30.27673	-81.52161
533	3760133	844913040	FHPG14OFF038965	09/17/2014	1856	I 295	GATE PKWY	72002000	19.026	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23605	-81.51437
534	3095653	819997380	FHPG12OFF030128	07/31/2012	615	I 295	IIVERSITY OF NORTH FL	72002000	16.485	1	PAVED WARN	65	3	0	3	1	01	Angle	1	0	0	0	30.27238	-81.52126
535	3820889	845177380	FHPG14OFF041439	10/04/2014	710	I 295	MM 60	72002000	24.530	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.16826	-81.53771
536	3732066	837608990	FHPG14OFF012097	03/17/2014	0	I 295	UNF DR	72002000	16.821	4	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.26756	-81.52034
537	3598161	846549860	184033	03/17/2014	1315	I 295	UNF DR	72002000	16.926	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.26607	-81.51996
538	3600956	845011300	FHPG14OFF041383	10/03/2014	1939	I 295	UNF DR	72002000	16.739	2	PAVED WARN	65	1	0	4	2	02	Other	0	0	0	0	30.26812	-81.52026
539	3532141	837311710	FHPG14OFF003432	01/22/2014	1730	I 295	GATE PKWY	72002000	18.828	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23822	-81.51404
540	3564527	838196020	FHPG14OFF023363	05/31/2014	2003	I 295	SR 152	72002000	20.623	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.21204	-81.51373
541	3564890	838236870	FHPG14OFF026511	06/22/2014	2135	I 295	SR 202	72002000	17.126	1	PAVED WARN	65	1	0	4	3	02	Angle	0	0	0	0	30.26262	-81.51876
542	3565498	838311300	FHPG14OFF049694	12/03/2014	815	I 295	PHILLIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	4	01	Front to Rear	0	0	0	0	30.17007	-81.53208
543	3565499	838311310	FHPG14OFF049996	12/04/2014	2125	I 295	SR 152	72002000	20.589	1	PAVED WARN	65	1	0	4	2	01	Sideswipe	0	0	0	0	30.21253	-81.51374
544	3566076	838208110	FHPG14OFF024651	06/09/2014	1745	I 295	BAYMEADOWS RD	72002000	20.623	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21284	-81.51412
545	3812868	836414830	FHPG14OFF017335	04/19/2014	250	I 295	UNF DR	72002000	16.650	3	PAVED WARN	65	1	0	4	2	02	Other	0	0	0	0	30.26939	-81.52054
546	3600001	845357540	FHPG14OFF047109	11/14/2014	1715	I 295	SR 202	72002000	16.626	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26974	-81.52061
547	3600769	845378860	FHPG14OFF050820	12/10/2014	1759	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23027	-81.51395
548	3168768	830474690	56364	01/23/2012	1210	SR 9A	SR 202	72002000	17.651	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.25518	-81.51670
549	3637518	837513590	FHPG14OFF034249	08/14/2014	1830	I 295	BEACH BLVD	72002000	15.918	3	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.28061	-81.52171
550	3736753	837674810	FHPG14OFF017242	04/18/2014	1640	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.17332	-81.52454
551	3737498	838228190	FHPG14OFF040210	09/26/2014	1510	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21922	-81.51419
552	3737865	838196380	FHPG14OFF029065	07/10/2014	1748	I 295	SR 152	72002000	20.500	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21383	-81.51375
553	3738150	838373860	FHPG14OFF029797	07/15/2014	1730	I 295	PHILLIPS HWY	72002000	23.420	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.17480	-81.52074
554	3740438	838208120	FHPG14OFF024657	06/09/2014	1745	I 295	BAYMEADOWS RD	72002000	20.623	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21284	-81.51412
555	3741754	837459390	FHPG14OFF010054	03/04/2014	1819	I 295	SR 9B	72002000	22.619	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.18294	-81.51309
556	3771163	845916490	102740	02/13/2014	1104	I 295	UNF DR	72002000	16.590	4	PAVED WARN	65	1	0	1	7	02	Angle	0	0	0	0	30.27086	-81.52104
557	3773970	845489690	FHPG14OFF050269	12/06/2014	2345	I 295	BAYMEADOWS RD	72002000	20.184	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21844	-81.51381
558	3775682	845273460	FHPG14OFF049813	12/03/2014	1810	I 295	SR 152	72002000	20.316	1	PAVED WARN	65	1	0	3	1	01	Front to Rear	0	0	0	0	30.21730	-81.51416
559	3035687	828700380	FHPG12OFF009679	03/12/2012	410	I 295	BAYMEADOWS RD	72002000	19.900	1	PAVED WARN	65	3	0	4	1	01	Other	1	0	0	0	30.22335	-81.51424
560	3811501	837659390	FHPG14OFF011659	03/14/2014	1806	I 295	GATE PKWY	72002000	18.984	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23666	-81.51437
561	3811502	837638040	FHPG14OFF018004	04/23/2014	1820	I 295	GATE PKWY	72002000	18.517	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24275	-81.51424
562	3813488	837809030	FHPG14OFF014972	04/04/2014	900	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.19341	-81.51353
563	3198438	832303410	FHPG12OFF043272	10/20/2012	2130	I 295	TOWNCENTER PKWY	72002000	16.676	1	PAVED WARN	65	2	0	4	1	01	Other	2	0	0	0	30.26902	-81.52047
564	3813490	837933430	FHPG14OFF029113	07/11/2014	802	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20882	-81.51407
565	3814205	837445290	FHPG14OFF003912	01/25/2014	1802	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.27944	-81.52145
566	3814206	837508090	FHPG14OFF004238	01/28/2014	700	I 295	PHILLIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.17007	-81.53208
567	3814734	837674610	FHPG14OFF014952	04/03/2014	2330	I 295	PHILIPS HIGHWAY	72002000	23.669	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.17304	-81.52442
568	3730249	837969680	FHPG14OFF019397	05/02/2014	1555	I 295	TOWN CENTER PKWY	72002000	16.802	3	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.26722	-81.52004
569	3737317	837720970	FHPG14OFF013266	03/25/2014	624	I 295	GATE PKWY	72002000	19.074	2	PAVED WARN	65	1	0	3	2	01	Other	0	0	0	0	30.23536	-81.51435
570	3203259	832176700	FHPG12OFF041929	10/11/2012	1745	I 295	GATE PKWY	72002000	18.767	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23911	-81.51406
571	4196786	837399250	FHPG14OFF004339	01/28/2014	1802	I 295	SR 202	72002000	17.426	1	PAVED WARN		1	0	2	3	02	Front to Rear	0	0	0	0	30.25901	-81.51800
572	4248815	831901490	FHPG12OFF042219	10/14/2012	110	I 295	TOWN CENTER PKWY	72002000	16.704	3	PAVED WARN	65	5	1	4	1	01	Other	1	1	0	0	30.26923	-81.52072
573	3814600	844807880	FHPG14OFF031293	07/26/2014	739	I 295	SR 9B	72002000	23.196	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.17590	-81.51719
574	3349187	832832200	FHPG13OFF010302	03/14/2013	2045	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.17332	-81.52454
575	4308315	844854620	FHPG14OFF036177	08/29/2014	336	I 295	SR 152	72002000	21.400	3	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.20070	-81.51362
576	3209242	828621790	FHPG12OFF012202	03/29/2012	1915	I 295	SR 202	72002000	17.727	4	PAVED WARN		3	0	1	1	01	Other	1	0	0	0	30.25410	-81.51640
577	3687305	844888040	FHPG14OFF037415	09/07/2014	1149	I 295	SR 152	72002000	21.150	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.20435	-81.51366
578	4258826	845235060	FHPG14OFF046723	11/11/2014	1912	I 295	SR 9B	72002000	22.526	1	PAVED WARN	65	1	2	4	1	01	Front to Front	0	0	0	0	30.18518	-81.51390
579	3237733	837108000	FHPG13OFF050710	12/04/2013	1835	I 295	SR 152	72002000	20.316	1	PAVED WARN	65	2	0	2	1	01	Front to Rear	1	0	0	0	30.21652	-81.51378
580	4258827	845357010	FHPG14OFF051114	12/12/2014	1720	I 295	GATE PKWY	72002000	18.767	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23911	-81.51406
581	3242389	820255420	FHPG13OFF010418	03/15/2013	1625	I 295	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.22374	-81.51424
582	3243573	820324380	FHPG13OFF007172	02/22/2013	1230	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.20800	-81.51369
583	4272999	837925760	FHPG14OFF023057	05/29/2014	1710	I 295	GATE PKWY	72002000	18.998	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23574	-81.51401
584	4273578	844894520	FHPG14OFF031882	07/30/2014	900	I 295	PHILLIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17007	-81.53208
585	3274399	833005380	FHPG13OFF018111	05/02/2013	1645	I 295	BEACH BLVD	72002000	15.918	1	PAVED WARN	65	3	0	1	3	02	Front to Rear	2	0	0	0	30.28061	-81.52171
586	4280828	838202230	FHPG14OFF026882	06/25/2014	1959	SR 9A	PHILLIPS HWY	72002000	24.569	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.16781	-81.53827
587	3591595	844895890	FHPG14OFF041280	10/03/2014	1043	I 295	BAYMEADOWS RD	72002000	22.400	3	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.18612	-81.51347
588	4299713	845342200	FHPG14OFF049733	12/03/2014	1208	I 295	PHILLIPS HWY	72002000	24.568	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.16807	-81.53831
589	3608709	845123010	FHPG14OFF044024	10/22/2014	2345	I 295	SR 152	72002000	20.409	2	PAVED WARN	65	0	0	4	1	01	Other	0	0	0	0	30.21595	-81.51415
590	3277477	834024940	27302	01/12/2013	1130	I 295	UNF DRIVE EXIT RAMP	72002000	16.416	2	PAVED WARN	65	3	0	1	1	01	Front to Front	1	0	0	0	30.27338	-81.52138
591	4075789	845577310	FHPG15OFF000948	01/08/2015	1932	I 295	SR 152	72002000	19.873	2	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.22374	-81.51424
592	4091758	848861330	FHPG15OFF011497	03/26/2015	1030	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17304	-81.52442
593	4214204	849339640	836309	12/10/2015	1825	I 295	MM 55	72002000	20.544	1	PAVED WARN	65	1	0	5	1	01	Other	0	0	0	0	30.21399	-81.51413
594	4005020	858192860	338013	05/20/2015	820	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.20194	-81.51399
595	4001138	851488980	FHPG15OFF012587	07/05/2015	1903	I 295	UNF DR	72002000	16.723	1	PAVED WARN	65	1	1	2	3	02	Other	0	0	0	0	30.26896	-81.52066
596	3312982	833375710	FHPG13OFF026339	06/23/2013	1733	I 295	UNF DR	72002000	16.764	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	4	0	0	0	30.26837	-81.52053
597	4089245	848769140	FHPG15OFF014170	04/13/2015	850	I 295	SR 9B	72002000	22.707	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.18256	-81.51405
598	4676107	838646180	135774	02/25/2013	757	I 295	SR 202	72002000	17.526	2	PAVED WARN		4	0	1	3	02	Other	1	0	1	0	30.25759	-81.51761
599	3955680	848763300	FHPG15OFF012640	04/03/2015	450	SR 9A	GATE PKWY	72002000	19.517	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.22892	-81.51429
600	3345508	836469880	FHPG13OFF028612	07/07/2013	240	I 295	SR 202	72002000	17.808	1	PAVED WARN		2	0	4	1	01	Front to Rear	1	0	0	2	30.25296	-81.51607
601	3345871	832782790	FHPG13OFF007164	02/22/2013	1205	I 295	SR 152	72002000	20.409	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.21516	-81.51377
602	3885371	849017920	FHPG15OFF017848	05/08/2015	650	I 295	SR 152	72002000	20.273	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.21714	-81.51379
603	3886173	848762970	FHPG15OFF009460	03/12/2015	1525	SR 9A	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.22374	-81.51424
604	3887103	848800050	FHPG15OFF014823	04/17/2015	1600	I 295	GATE PKWY	72002000	18.801	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23932	-81.51440
605	3887105	848861370	FHPG15OFF012126	03/30/2015	1505	I 295	GATE PKWY	72002000	19.267	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23182	-81.51397
606	3413153	832746190	FHPG13OFF004050	01/31/2013	1430	I 295	PHILIPS HWY	72002000	24.169	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	3	0	0	0	30.17007	-81.53208
607	3889278	848799880	FHPG15OFF013042	04/05/2015	1858	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	1	1	1	01	Front to Rear	0	0	0	0	30.23101	-81.51432
608	3419040	832711050	FHPG13OFF001516	01/11/2013	1808	I 295	GATE PKWY	72002000	18.801	1	PAVED WARN	65	3	0	4	1	01	Front to Rear	1	0	0	0	30.23932	-81.51440
609	3890000	848807380	FHPG15OFF016082	04/25/2015	1456	I 295	SR 152	72002000	20.700	1	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.21172	-81.51412
610	3419056	832782360	FHPG13OFF003411	01/26/2013	1942	SR 9A	UNF DR	72002000	16.585	1	PAVED WARN	65	2	0	4	2	01	Sideswipe	1	0	0	0	30.27033	-81.52073
611	3419164	832797810	FHPG13OFF005346	02/10/2013	0	SR 9A	SR 152	72002000	20.073	1	PAVED WARN	65	2	1	4	2	01	Front to Rear	1	0	0	0	30.22084	-81.51422
612	3890704	848951620	FHPG15OFF014256	04/13/2015	1810	I 295	SR 202	72002000	17.612	1	PAVED WARN		1	0	1	2	02	Front to Rear	0	0	0	0	30.25638	-81.51727
613	3891905	848845310	FHPG15OFF038569	09/24/2015	822	I 295	SR 5	72002000	23.850	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.17224	-81.52731
614	3892571	851265080	FHPG15OFF028397	07/18/2015	1420	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21470	-81.51414
615	3925502	852530970	FHPG15OFF052072	12/26/2015	1730	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
616	3926941	852239820	FHPG15OFF045358	11/10/2015	952	SR 9A	MM 58	72002000	22.555	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.18476	-81.51392
617	3482076	836853860	FHPG13OFF046297	11/05/2013	1853	I 295	SR 152	72002000	18.373	1	PAVED WARN	65	2	0	4	2	02	Front to Rear	1	0	0	0	30.24485	-81.51442
618	3482484	837058030	FHPG13OFF045366	10/30/2013	805	I 295	SR 9B	72002000	22.801	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.18031	-81.51318
619	3960229	851669020	FHPG15OFF031168	08/06/2015	1805	I 295	SR 152	72002000	20.514	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21363	-81.51375
620	3963059	851152840	FHPG15OFF021755	06/02/2015	1746	I 295	SR 202	72002000	17.645	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25591	-81.51714
621	3557119	837682070	FHPG14OFF016193	04/11/2014	2147	I 295	SR 202	72002000	17.617	1	PAVED WARN		2	0	4	1	01	Front to Rear	2	0	0	0	30.25566	-81.51683
622	4308444	836955660	FHPG13OFF052809	12/19/2013	45	I 295	PHILIPS HWY	72002000	22.669	3	PAVED WARN	65	5	3	4	1	01	Other	1	1	0	0	30.18222	-81.51301
623	3963942	845567260	FHPG15OFF002786	01/22/2015	1630	I 295	GATE PKWY	72002000	18.740	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.24021	-81.51443
624	3963943	845567280	FHPG15OFF002791	01/22/2015	1640	I 295	SR 202	72002000	17.376	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25971	-81.51820
625	3964217	845661070	FHPG15OFF006829	02/22/2015	520	I 295	SR 9B	72002000	22.935	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.17853	-81.51410
626	4065910	851340910	FHPG15OFF025204	06/26/2015	636	I 295	SR 152	72002000	20.123	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22011	-81.51420
627	4065911	851904570	FHPG15OFF038473	09/23/2015	1628	I 295	SR 202	72002000	17.376	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25971	-81.51820
628	4067261	832111990	FHPG15OFF001892	01/08/2015	1800	I 295	MILE MARKER #53	72002000	18.535	1	PAVED WARN	65	1	0	2	3	02	Front to Rear	0	0	0	0	30.24249	-81.51422
629	3590019	844962390	FHPG14OFF042931	10/14/2014	1740	I 295	SR 202	72002000	18.327	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.24551	-81.51450
630	4069392	845567270	FHPG15OFF002800	01/22/2015	1720	I 295	SR 202	72002000	17.569	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25634	-81.51703
631	4069420	845628590	FHPG15OFF001541	01/13/2015	855	I 295	BAYMEADOWS RD	72002000	19.373	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23027	-81.51395
632	4103202	851681560	FHPG15OFF032783	08/17/2015	1415	I 295	SR 202	72002000	17.846	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25242	-81.51592
633	3594557	845254880	FHPG14OFF044155	10/24/2014	50	I 295	SR 152	72002000	20.476	1	PAVED WARN	65	2	3	4	1	01	Front to Rear	2	0	0	0	30.21498	-81.51414
634	4591062	852435240	FHPG15OFF050733	12/17/2015	1615	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23101	-81.51432
635	3727284	837307770	FHPG14OFF037231	09/05/2014	1830	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	2	0	2	2	01	Front to Rear	1	0	0	0	30.21470	-81.51414
636	3727373	838068650	FHPG14OFF026193	06/20/2014	1534	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.20110	-81.51362

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
637	3727824	837447060	FHPG14OFF004467	01/29/2014	1607	I 295	UNF DR	72002000	16.435	1	PAVED WARN	65	2	0	1	2	02	Sideswipe	1	0	0	0	30.27310	-81.52134
638	3729080	837649240	FHPG14OFF014334	03/31/2014	1632	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	5	0	0	0	30.24384	-81.51465
639	4597271	848615140	FHPG15OFF013212	04/07/2015	820	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
640	4597309	852005740	FHPG15OFF039309	09/29/2015	1615	I 295	GATE PKWY	72002000	18.981	1	PAVED WARN	65	1	0	1	2	01	Angle	0	0	0	0	30.23671	-81.51437
641	4597310	852175580	FHPG15OFF042856	10/24/2015	1240	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23408	-81.51399
642	4599206	852081810	FHPG15OFF046665	11/19/2015	1720	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.20070	-81.51362
643	4603991	849264470	417186	06/19/2015	1800	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	2	2	02	Front to Rear	0	0	0	0	30.20070	-81.51362
644	3731160	837264780	FHPG14OFF006794	02/12/2014	1812	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	2	0	4	3	02	Front to Rear	1	0	0	0	30.20800	-81.51369
645	4604507	845420130	FHPG15OFF039418	09/30/2015	1031	I 295	PHILLIPS HWY	72002000	24.641	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.16749	-81.53943
646	4614459	851564880	FHPG15OFF031331	08/07/2015	1624	I 295	SR 202	72002000	17.476	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25830	-81.51780
647	4615001	851464300	FHPG15OFF031700	08/10/2015	734	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
648	3734177	837925910	FHPG14OFF024220	06/06/2014	1742	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	3	0	0	0	30.23101	-81.51432
649	4615314	849303940	559450	08/16/2015	238	I 295	GATE PKWY	72002000	18.988	4	PAVED WARN	65	1	1	4	1	01	Angle	0	0	0	0	30.23589	-81.51401
650	3734923	838311330	FHPG14OFF050266	12/06/2014	2340	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.21844	-81.51381
651	4615316	851124320	FHPG15OFF021877	06/03/2015	1715	I 295	GATE PKWY	72002000	18.952	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23713	-81.51438
652	4615317	851142030	FHPG15OFF017644	05/06/2015	1629	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20882	-81.51407
653	4636219	852005750	FHPG15OFF039323	09/29/2015	1740	I 295	GATE PKWY	72002000	18.976	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23678	-81.51437
654	4596030	838231470	FHPG15OFF011379	03/24/2015	625	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.20070	-81.51362
655	3870842	845687760	FHPG15OFF001854	01/15/2015	1630	I 295	UNF DR	72002000	16.915	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.26562	-81.51959
656	3896871	851480480	FHPG15OFF025353	06/26/2015	2136	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.21470	-81.51414
657	4070639	845523150	FHPG15OFF034277	08/27/2015	900	I 295	SR 152	72002000	20.273	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21793	-81.51417
658	4107336	851703760	FHPG15OFF032826	08/17/2015	1720	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.24912	-81.51514
659	4092228	848800750	FHPG15OFF023827	06/16/2015	2150	I 295	SR 152	72002000	20.150	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.21972	-81.51420
660	4092694	848715550	FHPG15OFF011210	03/24/2015	927	I 295	SR 202	72002000	17.349	1	PAVED WARN		1	0	1	2	01	Other	0	0	0	0	30.25946	-81.51788
661	3824856	837927320	FHPG14OFF020065	05/07/2014	1332	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	1	0	0	0	30.18612	-81.51347
662	4094012	851712990	FHPG15OFF036394	09/10/2015	103	I 295	SR 152	72002000	20.369	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.21574	-81.51378
663	4642340	851533300	FHPG15OFF027274	07/10/2015	1415	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.20070	-81.51362
664	4124134	852435880	FHPG15OFF050004	12/12/2015	1704	I 295	TOWN CENTER PKWY	72002000	16.671	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.26970	-81.52082
665	3834013	836426130	FHPG14OFF008596	02/24/2014	730	I 295	UNF DR	72002000	16.764	1	PAVED WARN	65	2	0	1	2	02	Front to Rear	1	0	0	0	30.26837	-81.52053
666	4263006	836956180	FHPG15OFF005664	02/13/2015	1020	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.18612	-81.51347
667	4001770	848976820	FHPG15OFF028684	07/21/2015	740	I 295	SR 152	72002000	20.636	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21265	-81.51412
668	4122993	852517280	FHPG15OFF052457	12/29/2015	1955	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.20070	-81.51362
669	3837720	844952670	FHPG14OFF038998	09/18/2014	801	I 295	SR 152	72002000	20.419	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21501	-81.51377
670	3840573	837107060	FHPG15OFF028952	07/22/2015	1620	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23698	-81.51438
671	3859119	845561970	FHPG15OFF004323	02/03/2015	1735	I 295	GATE PKWY	72002000	19.004	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23565	-81.51400
672	3860446	845232760	FHPG15OFF039880	10/03/2015	1103	I 295	GATE PKWY	72002000	19.102	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.23422	-81.51399
673	3861340	845582190	FHPG15OFF034276	08/27/2015	840	I 295	SR 152	72002000	21.373	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20194	-81.51399
674	3862650	844494370	529530	08/04/2015	525	I 295	PHILLIPS HWY	72002000	24.169	2	PAVED WARN	65	1	0	5	3	02	Angle	0	0	0	0	30.17033	-81.53217
675	3867523	845628750	FHPG15OFF002661	01/21/2015	1730	I 295	GATE PKWY	72002000	18.933	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23741	-81.51438
676	3867949	845581390	FHPG15OFF003476	01/28/2015	826	I 295	PHILIPS HWY	72002000	24.382	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.16880	-81.53535
677	3868162	845576700	FHPG15OFF004322	02/03/2015	1735	SR 9A	MM 58	72002000	22.355	1	PAVED WARN	65	2	0	2	2	01	Front to Rear	1	0	0	0	30.18767	-81.51386
678	3868246	845490340	FHPG15OFF012696	04/03/2015	1225	I 295	GATE PKWY	72002000	19.517	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22817	-81.51393
679	3868789	845581140	FHPG15OFF001469	01/12/2015	1840	I 295	SR 202	72002000	16.626	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.27035	-81.52095
680	3868920	845525490	FHPG15OFF003855	01/30/2015	1831	I 295	SR 152	72002000	21.150	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.20435	-81.51366
681	3869707	845561690	FHPG15OFF001112	01/10/2015	1235	I 295	PHILIPS HWY	72002000	24.169	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17007	-81.53208
682	3869872	845446400	FHPG15OFF017169	05/03/2015	225	I 295	GATE PKWY	72002000	18.828	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.23822	-81.51404
683	3870377	845660670	FHPG15OFF001794	01/15/2015	930	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.23480	-81.51435
684	4266312	851547980	FHPG15OFF027914	07/15/2015	1145	I 295	GATE PKWY	72002000	19.074	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.23463	-81.51399
685	3871717	845681780	FHPG15OFF008333	03/05/2015	824	I 295	SR 9B	72002000	21.907	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.19418	-81.51389
686	3894203	851488970	FHPG15OFF026592	07/05/2015	1903	I 295	UNF DR	72002000	16.723	1	PAVED WARN	65	1	0	2	3	02	Sideswipe	0	0	0	0	30.26896	-81.52066
687	3896479	851652080	FHPG15OFF030693	08/03/2015	1740	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.20155	-81.51398
688	3897113	851628250	FHPG15OFF037327	09/16/2015	1420	I 295	GATE PKWY	72002000	19.317	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23109	-81.51396
689	3028595	828652590	FHPG12OFF003614	01/28/2012	256	I 295	PHILLIPS HWY	72002000	23.850	1	PAVED WARN	65	3	0	4	1	01	Other	1	0	0	0	30.17224	-81.52731
690	3900005	851362720	FHPG15OFF027680	07/13/2015	1630	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23563	-81.51436
691	3118774	820344750	FHPG12OFF005746	02/13/2012	1634	SR 9A	PHILLIPS HWY	72002000	23.169	3	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.17661	-81.51712
692	3900986	852041410	FHPG15OFF049193	12/07/2015	1648	I 295	SR 152	72002000	21.620	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.19835	-81.51395
693	3071311	832121710	FHPG12OFF044737	10/31/2012	1530	I 295	BAYMEADOWS RD	72002000	20.409	3	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.21595	-81.51415
694	3901091	852108670	FHPG15OFF041199	10/12/2015	1721	I 295	SR 202	72002000	17.607	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25580	-81.51687
695	3901909	851706080	FHPG15OFF031321	08/07/2015	1600	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.20800	-81.51369
696	3902035	851981130	FHPG15OFF037527	09/17/2015	1440	I 295	SR 202	72002000	17.846	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25308	-81.51634
697	3904657	851152850	FHPG15OFF021718	06/02/2015	1823	I 295	SR 202	72002000	17.577	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25623	-81.51700
698	3904915	852026150	FHPG15OFF046390	11/17/2015	2355	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
699	3905030	852081730	FHPG15OFF045876	11/13/2015	1825	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21164	-81.51373
700	3906304	852012170	FHPG15OFF045833	11/13/2015	1600	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23796	-81.51438
701	3905365	851688440	FHPG15OFF038816	09/25/2015	1642	I 295	SR 152	72002000	20.700	3	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.21172	-81.51412
702	3933875	858197110	775961	11/13/2015	1707	SR 9A	SR 202	72002000	17.922	1	PAVED WARN	65	1	0	2	1	01	Sideswipe	0	0	0	0	30.25200	-81.51605
703	3929034	858206610	358778	05/28/2015	1315	I 295	SR 212	72002000	15.708	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.28309	-81.52154
704	3967812	851319090	FHPG15OFF037531	09/17/2015	1450	I 295	BAYMEADOWS RD	72002000	20.184	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21844	-81.51381
705	4127588	852194060	FHPG15OFF050838	12/18/2015	621	I 295	I 95	72002000	24.532	2	PAVED WARN	65	2	0	3	3	02	Other	2	0	0	0	30.16799	-81.53769
706	3968085	851354930	FHPG15OFF025716	06/29/2015	1735	I 295	SR 152	72002000	20.514	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21363	-81.51375
707	3968086	851564850	FHPG15OFF031226	08/07/2015	629	I 295	GATE PKWY	72002000	18.890	2	PAVED WARN	65	1	0	3	2	01	Sideswipe	0	0	0	0	30.23803	-81.51439
708	3968214	851703470	FHPG15OFF030102	07/30/2015	1706	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
709	3968213	851628320	FHPG15OFF038150	09/21/2015	1625	I 295	GATE PKWY	72002000	18.690	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.24094	-81.51445
710	3968215	852123480	FHPG15OFF048840	12/04/2015	1934	I 295	SR 152	72002000	20.278	1	PAVED WARN	65	1	0	4	2	01	Sideswipe	0	0	0	0	30.21786	-81.51417
711	3968216	852413960	FHPG15OFF050605	12/16/2015	1736	I 295	SR 202	72002000	17.156	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.26282	-81.51906
712	4001141	851719900	FHPG15OFF035182	09/02/2015	703	I 295	SR 152	72002000	21.700	1	PAVED WARN	65	1	0	3	2	01	Front to Rear	0	0	0	0	30.19633	-81.51357
713	3999929	849324520	332804	05/18/2015	855	I 295	TOWN CENTER PKWY	72002000	15.726	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.28283	-81.52153
714	3999953	852093470	FHPG15OFF041565	10/15/2015	845	I 295	PHILLIPS HWY	72002000	23.650	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	3	0	0	0	30.17315	-81.52413
715	4053044	852177310	FHPG15OFF043960	11/01/2015	359	I 295	SR 152	72002000	21.400	3	PAVED WARN	65	3	0	4	1	01	Other	1	0	0	0	30.20155	-81.51398
716	4001274	852093610	FHPG15OFF042764	10/23/2015	1657	I 295	I 95	72002000	24.050	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17077	-81.53026
717	3118809	820321600	FHPG12OFF040622	10/03/2012	55	I 295	SR 202	72002000	17.726	2	PAVED WARN		3	1	4	1	01	Other	3	0	0	0	30.25412	-81.51640
718	4001640	845572770	FHPG15OFF005729	02/13/2015	1628	I 295	MM 60	72002000	23.468	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.17423	-81.52134
719	4001769	848861460	FHPG15OFF012750	04/03/2015	1600	I 295	PHILIPS HWY	72002000	24.707	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16748	-81.54053
720	4001768	848594300	FHPG15OFF007042	02/23/2015	1713	I 295	GATE PKWY	72002000	18.971	1	PAVED WARN	65	2	0	1	2	01	Sideswipe	1	0	0	0	30.23685	-81.51437
721	4001911	845576610	FHPG15OFF003547	01/28/2015	1653	SR 9A	SR 152	72002000	20.359	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21589	-81.51378
722	4006876	852081820	FHPG15OFF046699	11/19/2015	1825	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.20155	-81.51398
723	4006878	852123530	FHPG15OFF049064	12/06/2015	1944	I 295	MILE MARKER #57	72002000	21.549	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.19853	-81.51360
724	4001912	845681770	FHPG15OFF008319	03/05/2015	720	I 295	SR 9B	72002000	21.907	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.19418	-81.51389
725	3317838	840455430	404237	06/14/2013	1705	I 295	MM 60	72002000	23.568	2	PAVED WARN	65	3	0	1	3	02	Other	1	0	0	0	30.17392	-81.52300
726	4007259	849051870	FHPG15OFF030709	08/03/2015	1822	I 295	GATE PKWY	72002000	18.610	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.24210	-81.51452
727	4006877	852175570	FHPG15OFF042788	10/23/2015	1945	I 295	UNF DR	72002000	16.628	1	PAVED WARN	65	3	0	4	1	01	Front to Rear	1	0	0	0	30.27032	-81.52094
728	4007388	848964870	FHPG15OFF013619	04/09/2015	1625	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
729	4007671	851124340	FHPG15OFF023205	06/12/2015	1620	I 295	SR 202	72002000	17.577	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25687	-81.51740
730	4007905	848677740	FHPG15OFF012692	04/03/2015	1205	SR 9A	SR 9B	72002000	22.868	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.17939	-81.51356
731	21926887	854129240	FHPG16OFF039947	10/21/2016	2350	I 295	UNF DR	72002000	16.874	1	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.26681	-81.52015
732	3290972	833376840	FHPG13OFF029484	07/12/2013	1940	I 295	SR 202	72002000	17.651	2	PAVED WARN		4	0	1	2	01	Other	1	0	1	0	30.25583	-81.51711
733	4007910	848593970	FHPG15OFF005106	02/09/2015	1130	I 295	TOWN CENTER PKWY	72002000	16.590	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27025	-81.52071
734	3495716	832927870	FHPG13OFF026336	06/23/2013	1652	I 295	IIVERSITY OF NORTH FL	72002000	16.335	3	PAVED WARN	65	5	2	1	2	01	Other	0	2	0	0	30.27395	-81.52121
735	4007904	848633070	FHPG15OFF008410	03/05/2015	1721	I 295	TOWN CENTER PKWY	72002000	16.185	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.27613	-81.52136
736	4035340	858201900	449989	07/02/2015	1430	I 295	UNF DR	72002000	16.657	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.26990	-81.52087
737	4035464	838217880	FHPG15OFF038477	09/23/2015	1745	I 295	SR 202	72002000	17.550	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25726	-81.51751
738	4039172	851904580	FHPG15OFF038480	09/23/2015	1823	I 295	SR 202	72002000	17.598	1	PAVED WARN		1	0	1	2	02	Front to Rear	0	0	0	0	30.25593	-81.51691
739	4070138	843271280	100739	02/12/2015	1807	I 295	BAYMEADOWS RD	72002000	20.150	1	PAVED WARN	65	1	1	1	1	01	Front to Rear	0	0	0	0	30.21972	-81.51420
740	4039169	848807270	FHPG15OFF015296	04/20/2015	1835	I 295	SR 202	72002000	17.226	1	PAVED WARN	65	3	0	1	2	02	Front to Rear	4	0	0	0	30.26121	-81.51834
741	4039170	848861290	FHPG15OFF011352	03/25/2015	918	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	3	0	1	2	01	Sideswipe	1	0	0	0	30.17332	-81.52454
742	4075775	845581290	FHPG15OFF002652	01/21/2015	1650	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23101	-81.51432

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
743	4040114	848795210	FHPG15OFF015288	04/20/2015	1810	I 295	SR 202	72002000	17.569	1	PAVED WARN		2	0	1	3	02	Front to Rear	2	0	0	0	30.25699	-81.51744
744	4007389	849338960	168294	03/12/2015	1420	I 295	PHILIPS HWY	72002000	23.850	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.17197	-81.52720
745	4076990	848677890	FHPG15OFF013639	04/09/2015	1748	SR 9A	GATE PKWY	72002000	18.890	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23803	-81.51439
746	4072625	845688080	FHPG15OFF005441	02/11/2015	1725	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.24912	-81.51514
747	4073960	845577410	FHPG15OFF001613	01/13/2015	1829	I 295	SR 152	72002000	20.354	1	PAVED WARN	65	2	0	4	2	02	Front to Rear	1	0	0	0	30.21596	-81.51378
748	4074131	845673470	FHPG15OFF008960	03/09/2015	1706	I 295	BAYMEADOWS WAY	72002000	20.900	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	5	0	0	0	30.20882	-81.51407
749	4077435	848640580	FHPG15OFF007032	02/23/2015	1620	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.24978	-81.51560
750	4105011	852112090	FHPG15OFF043761	10/30/2015	1710	I 295	UNF DR	72002000	16.745	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26865	-81.52060
751	3458623	836426030	FHPG13OFF046787	11/08/2013	1826	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	4	0	4	1	01	Front to Rear	5	0	1	0	30.23698	-81.51438
752	4105337	858196230	359424	05/28/2015	1720	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23626	-81.51402
753	4120771	852272980	FHPG15OFF046212	11/16/2015	1645	I 295	BAYMEADOWS RD	72002000	19.373	1	PAVED WARN	65	1	0	2	1	01	Sideswipe	0	0	0	0	30.23101	-81.51432
754	3934398	858250990	639469	09/17/2015	1530	I 295	PHILLIPS HWY	72002000	24.350	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.16924	-81.53492
755	4124583	851533190	FHPG15OFF025875	06/30/2015	2130	I 295	UNF DR	72002000	16.631	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.26966	-81.52060
756	4125393	852304940	FHPG15OFF047238	11/23/2015	1800	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
757	4093485	848795290	FHPG15OFF015956	04/24/2015	1936	I 295	SR 202	72002000	17.531	2	PAVED WARN		3	0	4	1	01	Other	1	0	0	0	30.25752	-81.51759
758	4108209	858158930	183137	03/18/2015	1700	I 295	SR 202	72002000	17.531	1	PAVED WARN		2	0	1	1	01	Front to Rear	1	0	0	0	30.25688	-81.51717
759	3813489	837958120	FHPG14OFF020063	05/07/2014	1316	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	4	0	1	1	01	Other	2	0	1	0	30.25134	-81.51563
760	4127209	851723660	FHPG15OFF038711	09/25/2015	519	I 295	SR 152	72002000	20.345	1	PAVED WARN	65	1	0	5	2	01	Sideswipe	0	0	0	0	30.21609	-81.51378
761	4127269	852034160	FHPG15OFF041419	10/14/2015	946	I 295	SR 152	72002000	21.373	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20110	-81.51362
762	3221374	831579340	FHPG12OFF026988	07/09/2012	1207	I 295	BAYMEADOWS RD	72002000	20.589	2	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.21334	-81.51413
763	4128620	852299910	FHPG15OFF049542	12/09/2015	1805	I 295	MM 57	72002000	21.549	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.19938	-81.51396
764	4171306	858200050	836236	12/10/2015	1800	I 295	GATE PKWY	72002000	18.914	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23768	-81.51438
765	4658278	845584110	FHPG15OFF004615	02/05/2015	1653	I 295	SR 152	72002000	20.330	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21631	-81.51378
766	4126241	851429910	FHPG15OFF036641	09/11/2015	1656	I 295	PHILIPS HWY	72002000	23.650	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.17315	-81.52413
767	4659318	858197020	528437	08/03/2015	1645	SR 9A	TOWN CENTER PKWY	72002000	16.435	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.27250	-81.52106
768	4659365	851448200	FHPG15OFF027339	07/11/2015	29	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.20155	-81.51398
769	3260937	832545970	FHPG13OFF002214	01/17/2013	815	I 295	SR 202	72002000	18.327	4	PAVED WARN	65	3	0	1	1	01	Other	4	0	0	0	30.24619	-81.51495
770	4661546	851947660	FHPG15OFF038476	09/23/2015	1751	I 295	GATE PKWY	72002000	18.740	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.24021	-81.51443
771	4668664	848641120	FHPG15OFF013216	04/07/2015	850	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
772	4668667	849048020	FHPG15OFF020879	05/28/2015	1035	I 295	GATE PKWY	72002000	18.971	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23613	-81.51402
773	3960230	851757260	FHPG15OFF037168	09/15/2015	1608	I 295	MM 60	72002000	24.668	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.16763	-81.53990
774	4097742	851264090	FHPG15OFF025846	06/30/2015	1709	I 295	BAYMEADOWS RD	72002000	20.608	4	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.21306	-81.51413
775	4604508	845208080	FHPG15OFF024316	06/19/2015	2027	SR 9A	UNF DR	72002000	16.720	3	PAVED WARN	65	1	0	4	2	02	Other	0	0	0	0	30.26900	-81.52067
776	4001273	852093870	FHPG15OFF044968	11/08/2015	319	I 295	I 95	72002000	24.832	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.16708	-81.54257
777	4668666	848799600	FHPG15OFF010952	03/22/2015	1245	I 295	SR 202	72002000	17.531	1	PAVED WARN		3	0	1	1	01	Front to Rear	2	0	0	0	30.25688	-81.51717
778	3880779	848602050	FHPG15OFF008510	03/06/2015	1100	I 295	SR 202	72002000	17.584	4	PAVED WARN		1	0	1	2	02	Other	0	0	0	0	30.25678	-81.51737
779	4527422	838299290	FHPG15OFF045052	11/08/2015	1407	I 295	UNF DR	72002000	16.704	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.26923	-81.52072
780	4061883	838298950	FHPG15OFF041491	10/14/2015	1711	I 295	UNF DR	72002000	16.915	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.26623	-81.52000
781	3880635	848593940	FHPG15OFF004589	02/05/2015	1529	I 295	SR 152	72002000	20.391	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21542	-81.51377
782	3882951	848559630	FHPG15OFF008839	03/08/2015	2245	I 295	SR 202	72002000	17.376	1	PAVED WARN		1	0	4	1	01	Front to Rear	0	0	0	0	30.25971	-81.51820
783	3885165	849254210	164767	03/11/2015	700	I 295	BEACH BLVD	72002000	15.742	1	PAVED WARN	65	1	0	5	1	01	Angle	0	0	0	0	30.28259	-81.52152
784	3438595	833329380	FHPG13OFF023687	06/06/2013	720	I 295	SR 202	72002000	17.584	4	PAVED WARN		3	0	1	3	02	Other	1	0	0	0	30.25678	-81.51737
785	3534622	837106840	FHPG14OFF047463	11/17/2014	1645	I 295	IIVERSITY OF NORTH FL	72002000	16.764	3	PAVED WARN	65	2	0	1	2	02	Other	1	0	0	0	30.26837	-81.52053
786	3902882	851154510	FHPG15OFF018054	05/09/2015	1119	I 295	UNF DR	72002000	16.326	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.27408	-81.52122
787	3819782	837706430	FHPG14OFF015265	04/05/2014	1831	I 295	BAYMEADOWS RD	72002000	20.490	3	PAVED WARN	65	4	0	1	2	01	Other	1	0	1	0	30.21478	-81.51414
788	3903689	852077800	FHPG15OFF045779	11/13/2015	918	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.20155	-81.51398
789	3585352	844801720	FHPG14OFF033544	08/10/2014	1327	I 295	PHILIPS HWY	72002000	23.850	1	PAVED WARN	65	3	0	1	2	02	Other	1	0	0	0	30.17224	-81.52731
790	3908430	851933030	FHPG15OFF039998	10/04/2015	832	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23803	-81.51439
791	3908703	852009250	FHPG15OFF040297	10/06/2015	1714	I 295	GATE PKWY	72002000	18.933	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23741	-81.51438
792	21572563	852522460	FHPG16OFF007824	02/26/2016	1840	I 295	MM 56	72002000	20.547	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	5	0	0	0	30.21315	-81.51374
793	3912051	851706300	FHPG15OFF032816	08/17/2015	1638	I 295	GATE PKWY	72002000	18.876	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.23823	-81.51439
794	3912079	851981220	FHPG15OFF038235	09/22/2015	850	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19341	-81.51353
795	3913196	852177560	FHPG15OFF049880	12/11/2015	1803	I 295	SR 152	72002000	20.365	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21580	-81.51378
796	3916283	852081330	FHPG15OFF042368	10/21/2015	755	I 295	BAYMEADOWS RD	72002000	20.123	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.21933	-81.51382
797	3615341	837965870	FHPG14OFF018323	04/25/2014	1420	I 295	TOWN CENTER PKWY	72002000	17.226	3	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.26183	-81.51879
798	3916929	851700920	FHPG15OFF043655	10/29/2015	2145	I 295	SR 202	72002000	17.865	1	PAVED WARN		1	1	4	2	01	Angle	0	0	0	0	30.25215	-81.51585
799	3918022	852040880	FHPG15OFF041152	10/12/2015	1212	I 295	SR 152	72002000	19.960	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22248	-81.51424
800	3940702	861726210	802293	11/25/2015	1205	SR 9A	SR 9B	72002000	22.907	4	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.17971	-81.51465
801	3955679	845924220	390455	06/09/2015	1640	I 295	GATE PKWY	72002000	19.217	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23328	-81.51434
802	21574677	852759950	FHPG16OFF014489	04/15/2016	1541	I 295	SR 212	72002000	15.958	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.27944	-81.52145
803	3955681	848861860	FHPG15OFF018576	05/12/2015	1705	I 295	GATE PKWY	72002000	18.943	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23726	-81.51438
804	3987441	838227440	FHPG15OFF038463	09/23/2015	1700	I 295	GATE PKWY	72002000	20.117	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21942	-81.51382
805	3642916	845011230	FHPG14OFF041034	10/01/2014	2219	I 295	PHILIPS HWY	72002000	24.469	1	PAVED WARN	65	4	0	4	2	01	Front to Rear	1	0	1	0	30.16831	-81.53670
806	3987969	845159060	FHPG15OFF032117	08/12/2015	1740	I 295	SR 202	72002000	17.865	1	PAVED WARN		1	0	1	2	02	Front to Rear	0	0	0	0	30.25215	-81.51585
807	2157175	852965740	FHPG16OFF014659	04/17/2016	232	I 295	TOWN CENTER PKWY	72002000	16.657	1	PAVED WARN	65	3	0	4	3	02	Front to Rear	3	0	0	0	30.26990	-81.52087
808	4019082	858209140	390458	06/09/2015	1644	I 295	SR 152	72002000	20.345	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21688	-81.51416
809	3687426	845344110	FHPG14OFF049017	11/27/2014	1915	I 295	IIVERSITY OF NORTH FL	72002000	16.666	2	PAVED WARN	65	3	0	4	1	01	Other	1	0	0	0	30.26977	-81.52084
810	4019083	858182520	332767	05/18/2015	843	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23626	-81.51402
811	4022287	849005600	FHPG15OFF016405	04/27/2015	1727	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.20800	-81.51369
812	21580387	853404740	FHPG16OFF024911	07/03/2016	1250	I 295	SR 152	72002000	20.354	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	4	0	0	0	30.21675	-81.51416
813	21580389	853404770	FHPG16OFF025431	07/07/2016	853	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
814	21580506	853456320	FHPG16OFF027584	07/23/2016	1130	I 295	SR 9B	72002000	21.896	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.19434	-81.51390
815	4022816	852005680	FHPG15OFF038475	09/23/2015	1745	I 295	SR 212	72002000	15.958	1	PAVED WARN	65	1	0	1	3	02	Angle	0	0	0	0	30.28002	-81.52170
816	21580613	853375410	FHPG16OFF019600	05/24/2016	1430	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.23408	-81.51399
817	4022922	845655950	FHPG15OFF004318	02/03/2015	1701	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21703	-81.51416
818	4052348	845572430	FHPG15OFF000931	01/08/2015	1742	I 295	MM 58	72002000	22.621	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.18380	-81.51396
819	21582691	853780870	FHPG16OFF030424	08/14/2016	1032	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	2	0	0	0	30.21470	-81.51414
820	4052382	848760340	FHPG15OFF008975	03/09/2015	1754	I 295	SR 202	72002000	17.527	1	PAVED WARN		1	0	1	1	01	Front to Rear	0	0	0	0	30.25758	-81.51760
821	21582723	853780820	FHPG16OFF030225	08/12/2016	1600	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	5	0	0	0	30.20070	-81.51362
822	21583009	853769280	FHPG16OFF042852	11/13/2016	227	I 295	TOWN CENTER PKWY	72002000	16.764	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	1	0	0	0	30.26837	-81.52053
823	4052911	848870610	FHPG15OFF015297	04/20/2015	1852	I 295	SR 152	72002000	20.428	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21568	-81.51415
824	4052918	852028950	FHPG15OFF041399	10/14/2015	746	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.23698	-81.51438
825	4053045	852453780	FHPG15OFF051775	12/24/2015	941	I 295	UNF DR	72002000	15.726	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.28340	-81.52178
826	3916252	852041220	FHPG15OFF045978	11/14/2015	1630	I 295	GATE PKWY	72002000	19.021	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23613	-81.51437
827	4079160	845688370	FHPG15OFF009162	03/10/2015	2120	I 295	UNF DR	72002000	16.676	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.26963	-81.52081
828	4079559	845696420	FHPG15OFF007559	02/27/2015	1703	I 295	BAYMEADOWS RD	72002000	19.373	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.23027	-81.51395
829	4081598	848697250	FHPG15OFF006650	02/20/2015	1724	I 295	MM 59	72002000	23.541	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17408	-81.52259
830	3557121	837682120	FHPG14OFF016435	04/13/2014	2145	I 295	SR 152	72002000	21.700	1	PAVED WARN	65	5	0	4	1	01	Angle	3	1	0	0	30.19633	-81.51357
831	4085747	848954660	FHPG15OFF020915	05/28/2015	1330	I 295	UNF PKWY	72002000	16.722	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26897	-81.52067
832	21590434	854544710	FHPG16OFF048726	12/26/2016	1242	I 295	BAYMEADOWS RD	72002000	19.373	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	2	0	0	0	30.23101	-81.51431
833	21590435	854544720	FHPG16OFF048759	12/26/2016	1528	I 295	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.22374	-81.51424
834	21590436	854544730	FHPG16OFF048837	12/27/2016	1310	I 295	BAYMEADOWS RD	72002000	20.123	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.21933	-81.51382
835	4086475	848951960	FHPG15OFF017626	05/06/2015	1515	I 295	SR 202	72002000	17.884	1	PAVED WARN		1	0	1	1	01	Angle	0	0	0	0	30.25254	-81.51620
836	4086614	848973210	FHPG15OFF014314	04/14/2015	754	I 295	BAYMEADOWS RD	72002000	19.373	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23027	-81.51395
837	4055637	830580770	565728	08/18/2015	1835	I 295	SR 212	72002000	15.708	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.28366	-81.52178
838	4087883	848762940	FHPG15OFF009309	03/11/2015	1745	SR 9A	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.24912	-81.51514
839	4088313	848801470	FHPG15OFF014366	04/14/2015	1525	I 295	SR 202	72002000	17.846	1	PAVED WARN		1	0	1	1	01	Sideswipe	0	0	0	0	30.25308	-81.51634
840	4088329	848594380	FHPG15OFF007228	02/25/2015	841	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
841	4091146	849005770	FHPG15OFF017564	05/06/2015	716	I 295	SR 152	72002000	20.589	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.21253	-81.51374
842	4091498	848763320	FHPG15OFF012685	04/03/2015	1120	I 295	SR 152	72002000	21.373	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20194	-81.51399
843	4091618	848912460	FHPG15OFF017797	05/07/2015	1740	I 295	SR 152	72002000	21.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19467	-81.51390
844	4091880	848964840	FHPG15OFF013469	04/08/2015	1740	I 295	SR 152	72002000	20.297	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21758	-81.51417
845	4092674	848838460	FHPG15OFF011265	03/24/2015	1705	I 295	SR 202	72002000	17.579	1	PAVED WARN		1	0	1	3	02	Sideswipe	0	0	0	0	30.25685	-81.51739
846	4337663	820384350	FHPG14OFF008582	02/24/2014	615	I 295	TOWNCENTER PKWY	72002000	16.826	2	PAVED WARN	65	5	0	3	2	02	Other	0	1	0	0	30.26688	-81.51994
847	21593667	854257690	FHPG16OFF045048	11/29/2016	1914	I 295	PHILIPS HWY	72002000	23.669	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	2	0	0	0	30.17304	-81.52442
848	4092779	849258790	100615	02/12/2015	1645	SR 9A	BAYMEADOWS RD	72002000	20.401	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21607	-81.51415

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
849	3900548	851097010	FHPG15OFF032162	08/13/2015	400	I 295	SR 9B	72002000	22.996	2	PAVED WARN	65	1	0	4	2	02	Other	0	0	0	0	30.17854	-81.51529
850	4094172	851234640	FHPG15OFF022654	06/09/2015	806	I 295	SR 9B	72002000	22.858	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18039	-81.51439
851	4095191	851236500	FHPG15OFF019021	05/15/2015	1505	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23698	-81.51438
852	4175962	861731250	789738	11/19/2015	1750	I 295	UNF DR	72002000	16.938	1	PAVED WARN	65	1	0	2	3	02	Front to Rear	0	0	0	0	30.26529	-81.51951
853	4182843	852009060	FHPG15OFF038323	09/22/2015	1712	I 295	SR 152	72002000	21.547	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.19856	-81.51360
854	21716336	853306180	FHPG16OFF019886	05/26/2016	1735	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23698	-81.51438
855	4183375	852081830	FHPG15OFF046706	11/19/2015	1910	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.20155	-81.51398
856	4185394	849331860	165128	03/11/2015	130	I 295	PHILIPS HWY	72002000	24.568	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.16807	-81.53831
857	4188863	852034370	FHPG15OFF042899	10/24/2015	1703	I 295	GATE PKWY	72002000	17.990	1	PAVED WARN	65	1	0	1	2	01	Angle	0	0	0	0	30.25103	-81.51581
858	4189824	851564840	FHPG15OFF031224	08/07/2015	629	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	1	0	3	2	01	Front to Rear	0	0	0	0	30.23803	-81.51439
859	4209273	845158900	FHPG15OFF029327	07/24/2015	2110	I 295	UNF DR	72002000	16.609	1	PAVED WARN	65	1	0	4	2	02	Front to Rear	0	0	0	0	30.26998	-81.52066
860	4209981	851947710	FHPG15OFF038667	09/24/2015	1635	I 295	SR 152	72002000	20.316	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21730	-81.51416
861	21716503	852337990	FHPG16OFF000893	01/07/2016	1652	I 295	SR 202	72002000	17.622	1	PAVED WARN	65	2	0	1	2	02	Front to Rear	2	0	0	0	30.25624	-81.51723
862	4209982	861707640	735829	10/28/2015	655	I 295	TOWNCENTER PKWY	72002000	16.698	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26932	-81.52074
863	4210877	858209150	390493	06/09/2015	1655	I 295	SR 152	72002000	20.345	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21688	-81.51416
864	4211933	845490010	FHPG15OFF005370	02/11/2015	900	I 295	SR 9B	72002000	22.868	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18025	-81.51444
865	21716665	853891710	FHPG16OFF039776	10/20/2016	2209	I 295	SR 152	72002000	20.700	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	1	0	0	0	30.21172	-81.51412
866	21716667	854129180	FHPG16OFF039367	10/18/2016	632	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	2	0	0	0	30.20070	-81.51362
867	4211934	845656010	FHPG15OFF004768	02/06/2015	1637	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22298	-81.51387
868	4214207	852074670	FHPG15OFF044614	11/05/2015	1658	I 295	SR 202	72002000	17.569	1	PAVED WARN		1	0	1	1	01	Sideswipe	0	0	0	0	30.25699	-81.51744
869	3849920	845585400	FHPG15OFF003956	01/31/2015	1600	I 295	MILE MARKER #53	72002000	18.535	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.24249	-81.51422
870	4264682	852435470	FHPG15OFF052185	12/27/2015	1630	I 295	SR 152	72002000	23.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17464	-81.52030
871	4265139	843271270	100714	02/12/2015	1753	I 295	BAYMEADOWS RD	72002000	20.150	1	PAVED WARN	65	1	1	1	1	01	Front to Rear	0	0	0	0	30.21894	-81.51381
872	4265782	848976650	FHPG15OFF013854	04/10/2015	1830	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.19341	-81.51353
873	21719029	852228900	FHPG16OFF000630	01/05/2016	1800	I 295	GATE PKWY	72002000	19.917	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	1	0	0	0	30.22234	-81.51386
874	4603992	851264350	FHPG15OFF029615	07/27/2015	753	I 295	PHILLIPS HWY	72002000	24.212	3	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17007	-81.53282
875	4122210	851489170	FHPG15OFF028345	07/18/2015	537	I 295	SR 152	72002000	22.400	2	PAVED WARN	65	0	0	4	2	01	Other	0	0	0	0	30.18701	-81.51387
876	4459558	851591740	FHPG15OFF038449	09/23/2015	1620	I 295	MM 55	72002000	19.639	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.22714	-81.51427
877	4461144	852296650	FHPG15OFF048541	12/02/2015	1741	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.23803	-81.51439
878	4461387	845628760	FHPG15OFF002669	01/21/2015	1840	I 295	GATE PKWY	72002000	18.933	1	PAVED WARN	65	1	0	5	1	01	Front to Rear	0	0	0	0	30.23741	-81.51438
879	4461636	851981140	FHPG15OFF037530	09/17/2015	1450	I 295	SR 202	72002000	17.846	1	PAVED WARN		1	0	1	3	02	Front to Rear	0	0	0	0	30.25308	-81.51634
880	21719191	853351570	FHPG16OFF021989	06/11/2016	435	I 295	BAYMEADOWS RD	72002000	20.650	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.21164	-81.51373
881	21719195	853404460	FHPG16OFF019864	05/26/2016	1534	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	2	0	0	0	30.23408	-81.51399
882	4461637	852081610	FHPG15OFF044610	11/05/2015	1640	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.23480	-81.51435
883	21719352	853267760	FHPG16OFF023307	06/21/2016	1626	I 295	SR 202	72002000	17.026	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.26466	-81.51958
884	4475584	848749490	FHPG15OFF016850	04/30/2015	1924	I 295	SR 152	72002000	19.400	1	PAVED WARN	65	1	0	2	2	01	Sideswipe	0	0	0	0	30.22988	-81.51395
885	4528403	851480490	FHPG15OFF025495	06/28/2015	241	I 295	UNF DR	72002000	16.650	3	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.26939	-81.52054
886	21719356	853781330	FHPG16OFF035873	09/23/2016	2002	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	4	1	01	Sideswipe	4	0	0	0	30.20070	-81.51362
887	21719514	861820200	230487	04/11/2016	845	I 295	PHILLIPS HWY	72002000	23.836	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.17205	-81.52698
888	4527421	838298960	FHPG15OFF041513	10/14/2015	1810	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.25134	-81.51563
889	4528428	851489380	FHPG15OFF030318	08/01/2015	100	I 295	SR 202	72002000	17.376	1	PAVED WARN		1	1	4	2	01	Front to Rear	0	0	0	0	30.25971	-81.51820
890	21719517	853963620	FHPG16OFF043168	11/15/2016	1540	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
891	3541404	837919990	FHPG14OFF031711	07/28/2014	2240	I 295	PHILLIPS HWY	72002000	24.851	3	PAVED WARN	65	4	0	4	2	01	Other	1	0	1	0	30.16702	-81.54288
892	21719520	854143420	FHPG16OFF043513	11/18/2016	752	I 295	SR 152	72002000	20.297	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21679	-81.51379
893	4528430	851669250	FHPG15OFF033923	08/25/2015	720	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.18701	-81.51387
894	21719522	853933910	FHPG16OFF036183	09/26/2016	1716	I 295	MM 52	72002000	16.623	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	2	0	0	0	30.26978	-81.52062
895	4528431	851681240	FHPG15OFF029918	07/29/2015	730	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
896	21719677	854104040	FHPG16OFF039681	10/20/2016	1045	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
897	21719679	854464220	FHPG16OFF049304	12/30/2016	1800	I 295	SR 9B	72002000	21.896	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.19434	-81.51390
898	4528696	846557170	638334	09/17/2015	645	I 295	SR 9B	72002000	22.896	1	PAVED WARN	65	1	0	3	3	02	Front to Rear	0	0	0	0	30.17902	-81.51377
899	4530314	849047730	FHPG15OFF018749	05/13/2015	1640	I 295	GATE PKWY	72002000	18.876	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23823	-81.51439
900	4531314	848951770	FHPG15OFF015743	04/23/2015	1630	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23796	-81.51438
901	4534737	849051800	FHPG15OFF030115	07/30/2015	1739	I 295	GATE PKWY	72002000	19.377	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23021	-81.51395
902	4534957	845687770	FHPG15OFF001883	01/15/2015	1750	I 295	UNF DR	72002000	16.676	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26902	-81.52047
903	21736878	852323980	FHPG16OFF002808	01/21/2016	1640	I 295	UNF DR	72002000	17.026	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.26404	-81.51916
904	4108985	852440100	FHPG15OFF052110	12/27/2015	321	I 295	SR 202	72002000	18.206	3	PAVED WARN	65	1	1	4	2	02	Other	0	0	0	0	30.24726	-81.51479
905	3960497	851410120	FHPG15OFF030147	07/31/2015	326	I 295	SR 202	72002000	18.206	2	PAVED WARN	65	0	0	4	2	01	Other	0	0	0	0	30.24794	-81.51523
906	21738760	852723220	FHPG16OFF008010	02/28/2016	1435	I 295	SR 152	72002000	20.438	2	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21553	-81.51414
907	21804032	853320570	FHPG16OFF019335	05/22/2016	535	I 295	I 795	72002000	22.596	1	PAVED WARN	65	1	0	3	1	01	Other	0	0	0	0	30.18417	-81.51394
908	21670623	854004910	FHPG16OFF041154	10/31/2016	1252	I 295	BAYMEADOWS RD	72002000	20.627	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21278	-81.51412
909	21907872	851481060	FHPG16OFF032749	08/31/2016	847	I 295	SR 202	72002000	18.189	1	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.24751	-81.51483
910	21739724	852597920	FHPG16OFF000982	01/08/2016	735	I 295	SR 202	72002000	17.884	1	PAVED WARN	65	3	0	1	2	02	Front to Rear	3	0	0	0	30.25188	-81.51577
911	21739832	852622880	FHPG16OFF007110	02/22/2016	720	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	2	0	0	0	30.20155	-81.51398
912	21665415	853065290	FHPG16OFF015761	04/25/2016	1407	I 295	UNF DR	72002000	16.724	2	PAVED WARN	65	3	0	1	1	01	Other	2	0	0	0	30.26895	-81.52066
913	21804192	853580220	FHPG16OFF032267	08/27/2016	2045	I 295	BAYMEADOWS RD	72002000	22.290	1	PAVED WARN	65	1	0	4	3	02	Other	0	0	0	0	30.18772	-81.51351
914	21740580	852802410	FHPG16OFF013739	04/09/2016	1920	I 295	GATE PKWY	72002000	19.267	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	1	0	0	0	30.23182	-81.51397
915	21633158	866423750	598340	09/09/2016	1715	SR 9A	GATE PKWY	72002000	18.914	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23768	-81.51438
916	21665251	852517660	FHPG16OFF002161	01/16/2016	1634	I 295	UNF DR	72002000	16.707	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.26858	-81.52036
917	21742799	853014440	FHPG16OFF014837	04/18/2016	1600	I 295	GATE PKWY	72002000	19.036	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.23591	-81.51436
918	21665253	852622770	FHPG16OFF005804	02/12/2016	825	I 295	I 795	72002000	22.602	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.18408	-81.51395
919	21665583	853528880	FHPG16OFF029908	08/10/2016	211	I 295	UNF DR	72002000	16.885	2	PAVED WARN	65	2	0	4	2	02	Other	1	0	0	0	30.26665	-81.52011
920	21672928	853624940	FHPG16OFF031542	08/23/2016	2230	I 295	SR 152	72002000	21.600	1	PAVED WARN	65	1	0	4	2	01	Other	0	0	0	0	30.19779	-81.51359
921	21743944	853267670	FHPG16OFF022467	06/15/2016	838	I 295	SR 9B	72002000	22.607	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.18312	-81.51312
922	21665418	852965180	FHPG16OFF010767	03/18/2016	1326	I 295	BAYMEADOWS RD	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21164	-81.51373
923	21919849	853733820	FHPG16OFF034750	09/15/2016	1614	I 295	PHILLIPS HWY	72002000	24.472	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.16855	-81.53680
924	21665424	853306410	FHPG16OFF022283	06/13/2016	1619	I 295	MM 53	72002000	16.535	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27166	-81.52116
925	21745535	853579870	FHPG16OFF027959	07/26/2016	1645	I 295	SR 202	72002000	17.865	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.25281	-81.51627
926	21665749	861821330	779168	11/24/2016	250	I 295	BAYMEADOWS RD	72002000	20.345	1	PAVED WARN	65	1	0	4	1	01	Angle	0	0	0	0	30.21688	-81.51416
927	21665752	853902300	FHPG16OFF042716	11/11/2016	1859	I 295	BAYMEADOWS RD	72002000	21.650	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.19706	-81.51358
928	21665909	854004790	FHPG16OFF039997	10/22/2016	1206	I 295	UNF DR	72002000	16.912	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.26627	-81.52001
929	21746858	853722920	FHPG16OFF031709	08/24/2016	843	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20155	-81.51398
930	21746940	853734070	FHPG16OFF038727	10/13/2016	1507	I 295	GATE PKWY	72002000	19.225	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23243	-81.51397
931	21747103	853694750	FHPG16OFF030981	08/18/2016	2210	I 295	SR 152	72002000	20.438	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	2	0	0	0	30.21553	-81.51414
932	21748598	853695140	FHPG16OFF036186	09/26/2016	1720	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.21922	-81.51419
933	21667705	852635280	FHPG16OFF006567	02/17/2016	1750	I 295	MM 59	72002000	23.560	1	PAVED WARN	65	1	0	2	1	01	Sideswipe	0	0	0	0	30.17369	-81.52275
934	21670454	861710550	655743	10/03/2016	2000	I 295	GATE PKWY	72002000	18.962	1	PAVED WARN	65	1	0	4	1	01	Front to Front	0	0	0	0	30.23698	-81.51438
935	21670457	853920020	FHPG16OFF034444	09/13/2016	1615	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	1	0	1	2	01	Angle	0	0	0	0	30.23563	-81.51436
936	21843235	852827530	FHPG16OFF011271	03/22/2016	1653	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	2	0	0	0	30.21390	-81.51375
937	21843388	852786420	FHPG16OFF012326	03/30/2016	1709	I 295	US 1	72002000	23.169	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.17610	-81.51680
938	21670616	853974270	FHPG16OFF035565	09/21/2016	1650	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24384	-81.51465
939	21670617	853938360	FHPG16OFF034291	09/12/2016	1538	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19341	-81.51353
940	21670620	854215380	FHPG16OFF044311	11/23/2016	1604	I 295	SR 202	72002000	17.641	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25532	-81.51674
941	21670777	854526860	FHPG16OFF049018	12/28/2016	1825	I 295	GATE PKWY	72002000	18.976	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23606	-81.51401
942	21670778	866503710	846665	12/22/2016	1835	I 295	BAYMEADOWS DR	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.20070	-81.51362
943	21670779	866409380	536519	08/15/2016	1724	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23796	-81.51438
944	21672425	852517470	FHPG16OFF000912	01/07/2016	1823	I 295	GATE PKWY	72002000	19.336	1	PAVED WARN	65	1	0	4	3	02	Sideswipe	0	0	0	0	30.23081	-81.51396
945	21843556	853667130	FHPG16OFF031226	08/20/2016	1505	I 295	SR 152	72002000	20.273	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	5	0	0	0	30.21793	-81.51417
946	21672426	852628170	FHPG16OFF004526	02/03/2016	1433	I 295	TOWN CENTER PKWY	72002000	17.126	1	PAVED WARN	65	1	2	1	2	01	Sideswipe	0	0	0	0	30.26325	-81.51918
947	21672586	852723430	FHPG16OFF010630	03/17/2016	1807	I 295	TOWN CENTER PKWY	72002000	16.783	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26810	-81.52047
948	21672590	852843990	FHPG16OFF008139	02/29/2016	1550	I 295	SR 152	72002000	19.773	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22444	-81.51389
949	21843877	854259010	FHPG16OFF045497	12/02/2016	2315	I 295	BAYMEADOWS RD	72002000	20.636	1	PAVED WARN	65	2	0	5	1	01	Front to Rear	6	0	0	0	30.21265	-81.51412
950	21672593	852666400	FHPG16OFF004193	02/01/2016	1050	I 295	SR 152	72002000	19.773	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22520	-81.51424
951	21716498	853624750	FHPG16OFF029481	08/06/2016	1355	I 295	SR 202	72002000	17.066	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.26347	-81.51900
952	21843880	854005230	FHPG16OFF044892	11/28/2016	1724	I 295	BAYMEADOWS RD	72002000	20.108	1	PAVED WARN	65	2	0	2	1	01	Front to Rear	2	0	0	0	30.22033	-81.51421
953	21672752	853106310	FHPG16OFF013871	04/11/2016	829	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.20800	-81.51369
954	21672754	853065440	FHPG16OFF017251	05/06/2016	1700	I 295	SR 152	72002000	21.373	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.20110	-81.51362

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
955	21672758	853297560	FHPG16OFF022967	06/18/2016	1805	I 295	SR 9B	72002000	23.096	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.17674	-81.51583
956	21672759	853404560	FHPG16OFF022304	06/13/2016	1735	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23101	-81.51431
957	21672922	853733790	FHPG16OFF034643	09/14/2016	1802	SR 9A	BAYMEADOWS RD	72002000	20.146	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.21978	-81.51420
958	21909133	852517890	FHPG16OFF003900	01/29/2016	1802	I 295	PHILLIPS HWY	72002000	23.680	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	6	0	0	0	30.17325	-81.52471
959	21672926	853769110	FHPG16OFF039120	10/16/2016	1313	I 295	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
960	3642913	837581370	FHPG14OFF010944	03/10/2014	1543	I 295	UNF DR	72002000	17.285	2	PAVED WARN	65	4	0	1	2	01	Other	1	0	1	0	30.26100	-81.51856
961	21911701	852666380	FHPG16OFF003715	01/28/2016	1850	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	2	0	4	3	02	Sideswipe	1	0	0	0	30.24384	-81.51465
962	21716668	853964390	FHPG16OFF034376	09/13/2016	840	I 295	SR 9B	72002000	23.407	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.17459	-81.52040
963	21913223	852827620	FHPG16OFF012280	03/30/2016	1141	I 295	GATE PKWY	72002000	20.017	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.22088	-81.51384
964	21672929	844281460	77659	02/04/2016	1800	I 295	TOWN CENTER PKWY	72002000	16.995	1	PAVED WARN	65	1	0	5	3	02	Front to Rear	0	0	0	0	30.26448	-81.51929
965	21884275	852418000	FHPG16OFF015326	04/22/2016	1547	I 295	SR 202	72002000	16.179	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.27681	-81.52161
966	21913795	853064100	FHPG16OFF018212	05/13/2016	1730	I 295	SR 152	72002000	20.297	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21679	-81.51379
967	21884429	853002650	FHPG16OFF019284	05/21/2016	1605	I 295	MM 60	72002000	23.568	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17392	-81.52300
968	21843551	853733830	FHPG16OFF034750	09/15/2016	1614	SR 9A	PHILLIPS HWY	72002000	24.472	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.16855	-81.53680
969	21884593	853432200	FHPG16OFF025435	07/07/2016	931	I 295	MM 57	72002000	21.549	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19853	-81.51360
970	21884596	853557170	FHPG16OFF024154	06/28/2016	1150	I 295	MM 52	72002000	16.528	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27176	-81.52118
971	21915215	853350780	FHPG16OFF024512	06/30/2016	1545	I 295	UNF DR	72002000	16.764	1	PAVED WARN	65	3	0	1	2	01	Angle	1	0	0	0	30.26776	-81.52018
972	21884598	853579730	FHPG16OFF026780	07/17/2016	915	I 295	SR 152	72002000	20.476	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21498	-81.51414
973	21884599	853557330	FHPG16OFF026010	07/11/2016	1706	SR 9A	SR 202	72002000	17.598	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.25658	-81.51732
974	21884754	853759860	FHPG16OFF036603	09/29/2016	1505	I 295	SR 152	72002000	20.500	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.21463	-81.51414
975	21884755	853855010	FHPG16OFF031948	08/25/2016	1750	I 295	UNF DR	72002000	16.435	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27310	-81.52134
976	21884758	861805550	205908	03/31/2016	1710	I 295	SR 152	72002000	20.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21529	-81.51377
977	21884761	853981070	FHPG16OFF039805	10/21/2016	825	I 295	PHILIPS HWY	72002000	24.650	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.16746	-81.53957
978	21884762	853981130	FHPG16OFF041256	11/01/2016	715	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
979	21884918	854025730	FHPG16OFF041784	11/04/2016	1700	I 295	GATE PKWY	72002000	17.990	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25103	-81.51581
980	21884919	854088000	FHPG16OFF044505	11/25/2016	1130	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21164	-81.51373
981	3311051	836833610	FHPG13OFF042679	10/11/2013	806	I 295	SR 202	72002000	17.846	2	PAVED WARN		2	0	1	1	01	Other	1	0	0	0	30.25308	-81.51634
982	21884920	854270050	FHPG16OFF047983	12/21/2016	616	I 295	SR 202	72002000	17.627	1	PAVED WARN	65	1	0	4	3	02	Sideswipe	0	0	0	0	30.25617	-81.51721
983	21885084	854464030	FHPG16OFF048209	12/22/2016	1232	I 295	TOWN CENTER PKWY	72002000	17.185	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26241	-81.51895
984	21971609	851685850	FHPG16OFF002213	01/17/2016	241	I 295	SR 152	72002000	20.123	1	PAVED WARN	65	2	0	4	2	02	Front to Rear	2	0	0	0	30.21933	-81.51382
985	21972297	851707770	FHPG16OFF018732	05/17/2016	1740	I 295	SR 9B	72002000	22.596	1	PAVED WARN	65	2	0	2	2	02	Sideswipe	2	0	0	0	30.18328	-81.51314
986	21885086	866457530	758773	11/15/2016	1610	I 295	SR 152	72002000	20.297	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21679	-81.51379
987	21917496	853477570	FHPG16OFF029322	08/05/2016	1133	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21624	-81.51378
988	21917497	853477580	FHPG16OFF029335	08/05/2016	1326	I 295	SR 152	72002000	20.211	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21883	-81.51419
989	21917847	853496010	FHPG16OFF027227	07/20/2016	1730	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
990	21918606	853524540	FHPG16OFF029073	08/03/2016	1632	I 295	BUTLER BLVD	72002000	20.345	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21688	-81.51416
991	21918959	853524450	FHPG16OFF028566	07/30/2016	1641	I 295	BAYMEDOWS RD	72002000	20.278	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21786	-81.51417
992	21977041	852971210	FHPG16OFF010292	03/15/2016	1706	I 295	SR 152	72002000	21.150	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20435	-81.51366
993	21919556	853864300	FHPG16OFF036406	09/28/2016	814	SR 9A	MILE MARKER #55	72002000	19.544	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.22852	-81.51429
994	21919711	853716740	FHPG16OFF032695	08/30/2016	2242	I 295	MM 60	72002000	24.568	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.16781	-81.53826
995	21919846	853733780	FHPG16OFF034641	09/14/2016	1759	SR 9A	BUTLER BLVD	72002000	20.627	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21198	-81.51373
996	3898440	851489110	FHPG15OFF027685	07/13/2015	1644	I 295	SR 202	72002000	17.588	2	PAVED WARN		3	0	1	2	01	Other	1	0	0	0	30.25672	-81.51736
997	21981316	853297510	FHPG16OFF022823	06/17/2016	1730	I 295	GATE PKWY	72002000	19.206	1	PAVED WARN	65	2	0	1	1	01	Front to Front	3	0	0	0	30.23344	-81.51434
998	21920340	854311810	FHPG16OFF048862	12/27/2016	1521	I 295	MM 60	72002000	24.568	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.16807	-81.53831
999	21920355	854316260	FHPG16OFF046732	12/12/2016	743	I 295	BEACH BLVD	72002000	15.685	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.28399	-81.52179
1000	21920396	854106820	FHPG16OFF043264	11/16/2016	1000	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21624	-81.51378
1001	2990044	819991350	FHPG12OFF052436	12/20/2012	1945	I 295	UNF DR	72002000	16.821	1	PAVED WARN	65	3	0	4	3	02	Front to Rear	2	0	0	0	30.26695	-81.51996
1002	3740881	837919490	FHPG14OFF017856	04/23/2014	210	I 295	SR 202	72002000	18.111	3	PAVED WARN	65	4	1	4	2	01	Other	3	0	3	0	30.24930	-81.51549
1003	3807772	845210020	FHPG14OFF047619	11/18/2014	1803	I 295	SR 152	72002000	20.273	1	PAVED WARN	65	4	0	4	2	01	Front to Rear	2	0	1	0	30.21793	-81.51417
1004	21920774	854243970	FHPG16OFF045445	12/02/2016	1712	I 295	TOWN CENTER PKWY	72002000	17.726	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.25477	-81.51682
1005	21740208	852887940	FHPG16OFF008809	03/05/2016	1720	I 295	SR 202	72002000	17.651	2	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.25583	-81.51711
1006	21920776	854244030	FHPG16OFF045588	12/03/2016	1755	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.23027	-81.51395
1007	3074946	832482890	FHPG12OFF049005	11/28/2012	1803	SR 9A	GATE PKWY	72002000	18.895	1	PAVED WARN	65	3	0	4	2	01	Front to Rear	4	0	0	0	30.23796	-81.51438
1008	21920777	854244040	FHPG16OFF045605	12/03/2016	1932	I 295	SR 152	72002000	18.373	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.24553	-81.51485
1009	21921137	854250380	FHPG16OFF041638	11/03/2016	1850	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1010	3076138	832302640	FHPG12OFF051529	12/14/2012	1931	I 295	SR 152	72002000	20.173	1	PAVED WARN	65	2	0	4	2	01	Sideswipe	2	0	0	0	30.21938	-81.51419
1011	21921600	854244110	FHPG16OFF046817	12/12/2016	1712	I 295	GATE PKWY	72002000	19.517	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22892	-81.51429
1012	21922704	854087990	FHPG16OFF044487	11/25/2016	1129	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21164	-81.51373
1013	21922939	853939120	FHPG16OFF043177	11/15/2016	1618	I 295	GATE PKWY	72002000	18.290	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.24673	-81.51504
1014	21923337	854005070	FHPG16OFF043638	11/18/2016	1914	I 295	BAYMEADOWS	72002000	20.627	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21278	-81.51412
1015	4189825	851564910	FHPG15OFF031882	08/08/2015	526	I 295	SR 202	72002000	17.927	7	PAVED WARN	65	4	3	5	2	01	Other	1	0	1	0	30.25127	-81.51561
1016	3147923	828499060	FHPG12OFF004476	02/03/2012	2130	I 295	BAYMEADOWS RD	72002000	20.636	1	PAVED WARN	65	2	1	4	1	01	Front to Rear	2	0	0	0	30.21185	-81.51373
1017	21909188	852522000	FHPG16OFF000822	01/06/2016	2250	I 295	SR 212	72002000	16.208	1	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.27639	-81.52160
1018	21923550	853934350	FHPG16OFF043326	11/16/2016	1828	I 295	BAYMEDOWS	72002000	20.495	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21390	-81.51375
1019	21923739	853964410	FHPG16OFF034797	09/15/2016	2220	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.20070	-81.51362
1020	21923746	853963550	FHPG16OFF042573	11/10/2016	1820	I 295	UNF DR	72002000	16.435	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.27250	-81.52106
1021	21923850	854005220	FHPG16OFF044851	11/28/2016	1000	SR 9A	BAYMEADOWS RD	72002000	20.146	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21899	-81.51381
1022	21923998	854005190	FHPG16OFF044402	11/24/2016	1221	I 295	SR 9B	72002000	22.669	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.18311	-81.51400
1023	3187394	831961640	FHPG12OFF037502	09/13/2012	911	I 295	UNF DR	72002000	16.985	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	2	0	0	0	30.26524	-81.51973
1024	21924206	853938950	FHPG16OFF041465	11/02/2016	1254	I 295	UNF DR	72002000	16.730	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.26825	-81.52029
1025	3188385	831893880	FHPG12OFF039304	09/24/2012	1640	I 295	SR 152	72002000	20.500	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21463	-81.51414
1026	3189081	831761490	FHPG12PFF032079	08/11/2012	1650	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	2	0	1	2	02	Sideswipe	4	0	0	0	30.23731	-81.51403
1027	3189629	832598950	FHPG12OFF052086	12/18/2012	1611	SR 9A	SR 152	72002000	20.623	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	1	0	0	0	30.21284	-81.51412
1028	21924460	854108210	FHPG16OFF037976	10/08/2016	1307	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24912	-81.51514
1029	21924547	853963120	FHPG16OFF036655	09/29/2016	2058	I 295	BAYMEADOWS RD	72002000	20.123	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.22011	-81.51420
1030	21981117	853430900	FHPG16OFF026641	07/15/2016	2345	I 295	UNF DR	72002000	16.626	1	PAVED WARN	65	3	0	4	2	02	Other	1	0	0	0	30.27035	-81.52095
1031	3221503	831826450	FHPG12OFF034992	08/28/2012	1705	SR 9A	BAYMEADOWS RD	72002000	20.631	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.21192	-81.51373
1032	3221504	832121730	FHPG12OFF044879	11/01/2012	1625	I 295	GATE PKWY	72002000	19.617	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.22671	-81.51392
1033	21924560	853938630	FHPG16OFF036747	09/30/2016	1446	I 295	SR 152	72002000	20.700	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21091	-81.51372
1034	21924674	853939190	FHPG16OFF044957	11/29/2016	742	I 295	GATE PKWY	72002000	19.082	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23451	-81.51399
1035	21925009	853935560	FHPG16OFF037414	10/05/2016	849	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.19341	-81.51353
1036	4007528	851628330	FHPG15OFF038163	09/21/2015	1735	I 295	GATE PKWY	72002000	18.390	1	PAVED WARN	65	4	0	1	2	01	Front to Rear	4	0	1	0	30.24528	-81.51482
1037	3222338	832281080	FHPG12OFF040852	10/04/2012	1725	I 295	GATE PKWY	72002000	18.590	1	PAVED WARN	65	3	0	1	3	02	Front to Rear	1	0	0	0	30.24169	-81.51417
1038	21925107	854005020	FHPG16OFF042310	11/08/2016	2134	I 295	BAYMEADOWS RD	72002000	20.627	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.21278	-81.51412
1039	21925313	853963330	FHPG16OFF039045	10/15/2016	1820	I 295	BAYMEADOWS RD	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21245	-81.51412
1040	3222341	828970040	FHPG12OFF021714	06/05/2012	822	I 295	BAYMEADOWS RD	72002000	21.373	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20194	-81.51399
1041	21925418	854104360	FHPG16OFF047728	12/19/2016	1300	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1042	21925713	853872700	FHPG16OFF039886	10/21/2016	1622	I 295	SR 202	72002000	17.437	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25885	-81.51796
1043	3153215	828349820	FHPG12OFF002351	01/18/2012	1000	SR 9A	SR 202	72002000	18.077	3	PAVED WARN	65	2	0	1	3	02	Other	1	0	0	0	30.24912	-81.51514
1044	21925853	853891910	FHPG16OFF041668	11/04/2016	539	I 295	SR 5	72002000	22.669	1	PAVED WARN	65	1	0	4	2	01	Sideswipe	0	0	0	0	30.18222	-81.51301
1045	21926000	853872250	FHPG16OFF032851	08/31/2016	1929	I 295	SR 152	72002000	20.476	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21498	-81.51414
1046	3285824	833376260	FHPG13OFF023445	06/04/2013	1545	I 295	SR 152	72002000	20.438	1	PAVED WARN	65	3	0	1	3	02	Front to Rear	4	0	0	0	30.21553	-81.51414
1047	21926008	853962920	FHPG16OFF034298	09/12/2016	1630	I 295	GATE PKWY	72002000	19.267	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.23182	-81.51397
1048	3318674	836964580	FHPG13OFF044796	10/25/2013	1630	SR 9A	BEACH BLVD	72002000	15.736	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.28268	-81.52152
1049	21927015	854143240	FHPG16OFF041706	11/04/2016	1040	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.20882	-81.51407
1050	21927773	853872470	FHPG16OFF034754	09/15/2016	1619	I 295	SR 202	72002000	17.588	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25672	-81.51736
1051	21928362	853751320	FHPG16OFF029580	08/07/2016	1210	I 295	TOWN CENTER PKWY	72002000	16.435	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27310	-81.52134
1052	21928429	853999360	FHPG16OFF040510	10/26/2016	1550	I 295	MM 55	72002000	20.544	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21319	-81.51375
1053	21928648	853999250	FHPG16OFF039796	10/21/2016	705	I 295	MM 57	72002000	21.549	1	PAVED WARN	65	1	0	3	4	01	Front to Rear	0	0	0	0	30.19938	-81.51396
1054	3354224	832506570	FHPG13OFF003163	01/24/2013	1815	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	2	0	2	1	01	Front to Rear	1	0	0	0	30.21245	-81.51412
1055	3390762	837094550	FHPG13OFF046274	11/05/2013	1712	I 295	SR 202	72002000	17.815	1	PAVED WARN		2	0	2	2	01	Front to Rear	4	0	0	0	30.25286	-81.51604
1056	3420498	833210050	FHPG13OFF023310	06/03/2013	1820	I 295	I 95	72002000	24.755	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.16705	-81.54127
1057	21928874	853761280	FHPG16OFF034765	09/15/2016	1648	I 295	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22374	-81.51424
1058	3424917	832660610	FHPG13OFF009326	03/08/2013	1828	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	2	0	2	1	01	Front to Rear	1	0	0	0	30.23027	-81.51395
1059	21929897	853999050	FHPG16OFF036624	09/29/2016	1731	I 295	MM 56	72002000	20.547	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21395	-81.51413
1060	21930209	853974230	FHPG16OFF035260	09/19/2016	1720	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.27944	-81.52145

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
1061	21930260	853902200	FHPG16OFF040313	10/25/2016	636	I 295	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
1062	3454752	836425880	FHPG13OFF040734	09/27/2013	1630	I 295	BAYMEADOWS RD	72002000	20.723	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	5	0	0	0	30.21058	-81.51371
1063	3455633	836540730	FHPG13OFF036073	08/28/2013	654	I 295	PHILLIPS HWY	72002000	24.568	1	PAVED WARN	65	2	0	3	1	01	Front to Rear	1	0	0	0	30.16807	-81.53831
1064	3456915	836602690	FHPG13OFF037846	09/08/2013	1345	I 295	GATE PKWY	72002000	19.028	2	PAVED WARN	65	3	0	1	2	01	Other	2	0	0	0	30.23602	-81.51436
1065	3457198	836422330	FHPG13OFF031732	07/29/2013	1723	I 295	SR 202	72002000	17.626	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.25553	-81.51679
1066	21930363	853974190	FHPG16OFF034988	09/17/2016	1240	I 295	SR 152	72002000	22.400	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18701	-81.51387
1067	4101985	851591350	FHPG15OFF032788	08/17/2015	1441	I 295	MILE MARKER #53	72002000	17.035	1	PAVED WARN	65	4	0	1	3	02	Other	1	0	1	0	30.26391	-81.51913
1068	21930429	853760000	FHPG16OFF038328	10/10/2016	1725	I 295	GATE PKWY	72002000	19.517	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22892	-81.51429
1069	21930470	853750230	FHPG16OFF036752	09/30/2016	1510	I 295	PHILIPS HWY	72002000	24.681	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.16758	-81.54011
1070	3460385	836625560	FHPG13OFF035381	08/23/2013	1517	I 295	SR 202	72002000	18.527	2	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.24261	-81.51423
1071	21934666	861823560	476920	07/21/2016	2030	I 295	BAYMEADOWS RD	72002000	19.373	1	PAVED WARN	65	1	0	2	1	01	Sideswipe	0	0	0	0	30.23101	-81.51431
1072	3495610	831826760	FHPG13OFF013077	04/01/2013	1816	SR 9A	UNF DR	72002000	16.826	1	PAVED WARN	65	2	0	1	3	02	Front to Rear	1	0	0	0	30.26749	-81.52032
1073	21934731	861880570	490655	07/27/2016	1615	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24384	-81.51465
1074	3495616	836865210	FHPG13OFF040627	09/27/2013	745	I 295	SR 152	72002000	20.381	1	PAVED WARN	65	2	0	3	1	01	Front to Rear	1	0	0	0	30.21636	-81.51415
1075	3495618	837056100	FHPG13OFF046609	11/07/2013	1820	SR 9A	SR 152	72002000	21.400	1	PAVED WARN	65	3	0	4	1	01	Front to Rear	3	0	0	0	30.20070	-81.51362
1076	21939084	861803400	272947	04/28/2016	1445	I 295	UNF	72002000	16.666	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.26916	-81.52050
1077	21951567	866457090	713398	10/27/2016	851	I 295	GATE PKWY	72002000	19.074	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23463	-81.51399
1078	3740831	837649020	FHPG14OFF012120	03/17/2014	1436	I 295	UNF DR	72002000	16.590	1	PAVED WARN	65	2	0	1	3	02	Other	1	0	0	0	30.27086	-81.52104
1079	4278308	851692380	FHPG15OFF035302	09/02/2015	1743	I 295	GATE PKWY	72002000	19.244	1	PAVED WARN	65	4	0	2	3	02	Front to Rear	2	0	1	0	30.23289	-81.51433
1080	21799382	853759920	FHPG16OFF037141	10/04/2016	555	I 295	TOWN CENTER PKWY	72002000	16.728	1	PAVED WARN	65	1	0	4	3	02	Other	0	0	0	0	30.26889	-81.52065
1081	3498205	837107770	FHPG13OFF048941	11/22/2013	1741	I 295	SR 202	72002000	17.823	1	PAVED WARN		2	0	2	1	01	Front to Rear	2	0	0	0	30.25274	-81.51601
1082	3772622	845089860	FHPG14OFF040463	09/28/2014	1352	I 295	SR 202	72002000	17.997	3	PAVED WARN	65	3	0	1	2	01	Other	1	0	0	0	30.25093	-81.51580
1083	21665417	853065610	FHPG16OFF018534	05/16/2016	1312	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23491	-81.51400
1084	21745594	853528790	FHPG16OFF028781	08/01/2016	1630	I 295	UNF DR	72002000	16.386	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.27321	-81.52114
1085	21632176	866508540	863719	12/30/2016	1350	I 295	SR 202	72002000	17.437	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.25821	-81.51754
1086	21574493	852746420	FHPG16OFF009013	03/07/2016	1050	I 295	SR 202	72002000	17.204	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.26152	-81.51843
1087	21593700	854356900	FHPG16OFF044051	11/22/2016	630	I 295	SR 152	72002000	20.316	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21730	-81.51416
1088	21745187	853579990	FHPG16OFF030362	08/13/2016	1639	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.23027	-81.51395
1089	3596667	845293150	FHPG14OFF048075	11/21/2014	1607	I 295	GATE PKWY	72002000	18.330	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.24615	-81.51494
1090	21917170	853297110	FHPG16OFF018086	05/12/2016	1400	I 295	BAYMEADOWS DR	72002000	21.347	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.20148	-81.51363
1091	21970811	852077200	FHPG16OFF003644	01/28/2016	1330	I 295	SR 202	72002000	18.192	1	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.24814	-81.51527
1092	21799543	861810060	768112	11/19/2016	1200	I 295	SR 202	72002000	17.855	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.25229	-81.51588
1093	21566569	838244350	FHPG16OFF047524	12/17/2016	1530	I 295	SR 152	72002000	20.345	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21688	-81.51416
1094	3601495	845009490	FHPG14OFF043596	10/19/2014	1735	I 295	SR 202	72002000	17.588	1	PAVED WARN		2	0	1	1	01	Angle	1	0	0	0	30.25607	-81.51695
1095	3601612	844998460	FHPG14OFF048508	11/24/2014	1830	I 295	SR 202	72002000	18.027	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	2	0	0	0	30.25050	-81.51572
1096	21570420	852077130	FHPG16OFF000986	01/08/2016	745	I 295	GATE PKWY	72002000	18.740	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.23950	-81.51406
1097	21572583	852414470	FHPG16OFF003707	01/28/2016	1715	I 295	US 90	72002000	16.298	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.27449	-81.52126
1098	4022547	852009340	FHPG15OFF040933	10/10/2015	1608	I 295	UNF DR	72002000	16.724	2	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.26895	-81.52066
1099	21572585	852414500	FHPG16OFF004326	02/02/2016	750	I 295	SR 5	72002000	24.239	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16964	-81.53316
1100	21574301	852758170	FHPG16OFF008003	02/28/2016	1344	I 295	SR 152	72002000	20.354	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21596	-81.51378
1101	21574336	852758100	FHPG16OFF007257	02/23/2016	729	I 295	I 795	72002000	22.763	1	PAVED WARN	65	1	0	1	2	02	Sideswipe	0	0	0	0	30.18085	-81.51305
1102	21574508	852758150	FHPG16OFF007889	02/27/2016	1144	I 295	GATE PKWY	72002000	18.971	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23613	-81.51402
1103	4475587	851564890	FHPG15OFF031414	08/08/2015	527	I 295	SR 202	72002000	17.927	1	PAVED WARN	65	5	3	5	2	01	Other	0	1	0	1	30.25193	-81.51603
1104	21574641	852758430	FHPG16OFF011263	03/22/2016	1600	I 295	GATE PKWY	72002000	19.036	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23591	-81.51436
1105	4475585	851352070	FHPG15OFF032869	08/18/2015	121	I 295	UNF DR	72002000	16.745	1	PAVED WARN	65	2	0	4	2	02	Other	1	0	0	0	30.26865	-81.52060
1106	21574649	852760030	FHPG16OFF015789	04/25/2016	1724	I 295	SR 152	72002000	20.073	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.22084	-81.51422
1107	3741198	837310430	FHPG14OFF002284	01/15/2014	1638	I 295	PHILLIPS HWY	72002000	24.655	1	PAVED WARN	65	3	0	1	2	01	Sideswipe	1	0	0	0	30.16769	-81.53970
1108	21574676	852759940	FHPG16OFF014495	04/15/2016	1525	I 295	SR 202	72002000	17.179	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.26250	-81.51897
1109	3770739	845300180	FHPG14OFF048641	11/25/2014	1716	I 295	GATE PKWY	72002000	18.828	1	PAVED WARN	65	2	0	4	3	02	Front to Rear	1	0	0	0	30.23822	-81.51404
1110	21574994	852791290	FHPG16OFF014094	04/12/2016	1750	I 295	SR 202	72002000	18.327	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24551	-81.51450
1111	21575041	852846240	FHPG16OFF017082	05/05/2016	1645	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	1	0	1	2	01	Front to Front	0	0	0	0	30.23563	-81.51436
1112	3772939	844767550	FHPG14OFF042114	10/09/2014	825	I 295	BAYMEADOW RD	72002000	21.373	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.20110	-81.51362
1113	21577141	852965660	FHPG16OFF013975	04/11/2016	1817	I 295	SR 152	72002000	20.623	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21284	-81.51412
1114	3774309	845344070	FHPG14OFF048810	11/26/2014	1100	I 295	MM 52	72002000	16.528	1	PAVED WARN	65	2	0	1	2	02	Front to Rear	1	0	0	0	30.27115	-81.52087
1115	3775253	845341960	FHPG14OFF048080	11/21/2014	1643	I 295	SR 202	72002000	17.550	1	PAVED WARN		2	0	1	1	01	Front to Rear	1	0	0	0	30.25726	-81.51751
1116	21579581	853223400	FHPG16OFF020573	06/01/2016	918	I 295	GATE PKWY	72002000	19.244	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23289	-81.51433
1117	3776007	844739750	FHPG14OFF027899	07/02/2014	1645	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.23796	-81.51438
1118	21579813	853155260	FHPG16OFF022272	06/13/2016	1510	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21164	-81.51373
1119	3904074	851809310	FHPG15OFF052045	12/26/2015	1332	I 295	MM 59	72002000	23.446	2	PAVED WARN	65	4	0	1	1	01	Other	1	0	1	0	30.17436	-81.52100
1120	3807773	845093810	FHPG14OFF042613	10/12/2014	1505	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	3	0	1	1	01	Sideswipe	1	0	0	0	30.20800	-81.51369
1121	21921153	854311710	FHPG16OFF048104	12/21/2016	1810	I 295	MM 53	72002000	17.535	1	PAVED WARN	65	4	0	2	1	01	Front to Rear	1	0	1	0	30.25682	-81.51716
1122	21580508	853456350	FHPG16OFF027735	07/24/2016	2043	I 295	SR 5	72002000	23.669	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.17304	-81.52442
1123	21581620	853642860	FHPG16OFF028123	07/27/2016	1714	I 295	SR 202	72002000	17.584	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25678	-81.51737
1124	3811580	837706380	FHPG14OFF014471	04/01/2014	1753	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	3	0	0	0	30.20155	-81.51398
1125	3811581	837966150	FHPG14OFF021709	05/19/2014	1650	I 295	BAYMEADOWS RD	72002000	20.650	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	5	0	0	0	30.21164	-81.51373
1126	3811582	838008150	FHPG14OFF029975	07/16/2014	1833	I 295	SR 152	72002000	20.500	1	PAVED WARN	65	3	0	1	2	02	Front to Rear	5	0	0	0	30.21383	-81.51375
1127	3812863	845427730	FHPG14OFF051098	12/12/2014	1605	I 295	SR 202	72002000	17.176	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.26254	-81.51898
1128	21581977	853579810	FHPG16OFF027309	07/21/2016	227	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21922	-81.51419
1129	21582705	853780920	FHPG16OFF030954	08/18/2016	1702	I 295	UNF DR	72002000	16.631	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26966	-81.52060
1130	21586169	854367110	FHPG16OFF046335	12/08/2016	1808	I 295	SR 9B	72002000	21.896	1	PAVED WARN	65	1	0	2	2	01	Sideswipe	0	0	0	0	30.19347	-81.51353
1131	21586224	854464020	FHPG16OFF048205	12/22/2016	1223	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1132	21586225	854464040	FHPG16OFF048229	12/22/2016	1428	I 295	BAYMEADOWS RD	72002000	20.123	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22011	-81.51420
1133	21586955	854458810	FHPG16OFF047228	12/15/2016	1457	I 295	SR 202	72002000	16.626	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26974	-81.52061
1134	21587725	854464210	FHPG16OFF049262	12/30/2016	1450	I 295	BAYMEADOWS RD	72002000	20.150	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21972	-81.51420
1135	21588735	854380100	FHPG16OFF045307	12/01/2016	1750	I 295	GATE PKWY	72002000	19.021	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.23613	-81.51437
1136	3549061	837637570	FHPG14OFF009634	03/02/2014	1800	I 295	GATE PKWY	72002000	19.490	1	PAVED WARN	65	2	0	4	1	01	Other	1	0	0	0	30.22931	-81.51430
1137	21589609	854464170	FHPG16OFF049223	12/30/2016	1147	I 295	PHILLIPS HWY	72002000	23.669	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.17304	-81.52442
1138	21590426	854526850	FHPG16OFF048973	12/28/2016	1435	I 295	GATE PKWY	72002000	18.895	2	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23796	-81.51438
1139	21591275	854257930	FHPG16OFF046870	12/13/2016	851	I 295	SR 9B	72002000	22.396	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18707	-81.51387
1140	21591323	854221410	FHPG16OFF044742	11/27/2016	1450	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1141	4599207	852337620	FHPG15OFF050987	12/18/2015	1904	I 295	UNF DR	72002000	15.685	2	PAVED WARN	65	3	0	4	1	01	Other	4	0	0	0	30.28399	-81.52179
1142	21591711	854273900	FHPG16OFF042280	11/08/2016	1643	I 295	SR 152	72002000	20.278	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21786	-81.51417
1143	3884920	848861710	FHPG15OFF017633	05/06/2015	1600	I 295	BAYMEADOWS RD	72002000	21.900	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.19341	-81.51353
1144	21591783	854356940	FHPG16OFF045077	11/30/2016	645	I 295	TOWN CENTER PKWY	72002000	15.685	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.28399	-81.52179
1145	21592111	854316410	FHPG16OFF049348	12/31/2016	117	I 295	BAYMEADOWS RD	72002000	20.608	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21226	-81.51373
1146	21592194	854254520	FHPG16OFF044728	11/27/2016	1319	I 295	BAYMEADOWS RD	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21164	-81.51373
1147	21592288	854220830	FHPG16OFF042130	11/07/2016	1600	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21245	-81.51412
1148	21592337	854257470	FHPB16OFF032316	11/09/2016	1810	I 295	BAYMEADOWS RD	72002000	20.589	1	PAVED WARN	65	1	0	4	1	01	Angle	0	0	0	0	30.21334	-81.51413
1149	3907468	852049400	FHPG15OFF049693	12/10/2015	1800	I 295	SR 152	72002000	20.173	1	PAVED WARN	65	3	0	2	2	01	Front to Rear	1	0	0	0	30.21938	-81.51419
1150	21592388	854179780	FHPG16OFF040274	10/24/2016	1704	I 295	SR 152	72002000	20.278	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21786	-81.51417
1151	3907738	851704780	FHPG15OFF034335	08/27/2015	1527	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.19428	-81.51390
1152	21592793	854215360	FHPG16OFF044230	11/23/2016	840	I 295	SR 9B	72002000	23.907	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17191	-81.52818
1153	21716011	852628280	FHPG16OFF005845	02/12/2016	1419	I 295	GATE PKWY	72002000	18.790	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23877	-81.51405
1154	3911424	852047690	FHPG15OFF049537	12/09/2015	1755	I 295	GATE PKWY	72002000	18.782	1	PAVED WARN	65	2	0	2	1	01	Front to Rear	1	0	0	0	30.23960	-81.51441
1155	3911624	851696710	FHPG15OFF044159	11/02/2015	1650	I 295	SR 152	72002000	20.273	1	PAVED WARN	65	3	0	1	2	01	Sideswipe	1	0	0	0	30.21793	-81.51417
1156	21716175	852827150	FHPG16OFF008410	03/02/2016	1654	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1157	21716176	853071250	FHPG16OFF012657	04/01/2016	1800	I 295	SR 152	72002000	20.500	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21463	-81.51414
1158	3912999	852009530	FHPG15OFF042306	10/20/2015	1719	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20070	-81.51362
1159	3913194	852175780	FHPG15OFF044517	11/05/2015	730	I 295	UNF DR	72002000	15.685	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.28399	-81.52179
1160	21716177	853201080	FHPG16OFF024244	06/28/2016	1904	I 295	SR 152	72002000	20.589	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21334	-81.51413
1161	21716334	853448070	FHPG16OFF032160	08/26/2016	2242	I 295	BAYMEADOWS RD	72002000	20.354	1	PAVED WARN	65	1	0	5	1	01	Front to Rear	0	0	0	0	30.21675	-81.51416
1162	21716340	853495850	FHPG16OFF025512	07/07/2016	1712	I 295	BAYMEADOWS RD	72002000	20.608	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21226	-81.51373
1163	3916349	852034390	FHPG15OFF042977	10/25/2015	1328	I 295	SR 152	72002000	20.278	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.21707	-81.51379
1164	21716341	853722850	FHPG16OFF031092	08/19/2016	1625	I 295	BAYMEADOWS RD	72002000	23.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17464	-81.52030
1165	21716500	853781130	FHPG16OFF033922	09/09/2016	1210	I 295	GATE PKWY	72002000	19.112	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23408	-81.51399
1166	21716501	838251670	FHPG16OFF012591	04/01/2016	1422	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23796	-81.51438

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
1167	21716505	852253600	FHPG16OFF001641	01/12/2016	1832	I 295	SR 202	72002000	18.027	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.25050	-81.51572
1168	21716660	853962960	FHPG16OFF034440	09/13/2016	1600	I 295	SR 202	72002000	17.429	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.25833	-81.51758
1169	21716663	853999260	FHPG16OFF039806	10/21/2016	837	I 295	MM 58	72002000	22.555	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.18387	-81.51323
1170	3981857	851706050	FHPG15OFF030868	08/04/2015	1723	I 295	SR 202	72002000	17.922	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	3	0	0	0	30.25134	-81.51563
1171	3981859	852109060	FHPG15OFF044605	11/05/2015	1617	I 295	SR 152	72002000	20.354	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21596	-81.51378
1172	21716825	854526830	FHPG16OFF048541	12/24/2016	1810	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1173	21716827	854464160	FHPG16OFF048869	12/27/2016	1539	I 295	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	1	2	1	1	01	Front to Rear	0	0	0	0	30.22374	-81.51424
1174	21716982	854380320	FHPG16OFF047691	12/19/2016	900	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.20070	-81.51362
1175	21716983	866402140	712251	10/26/2016	1920	I 295	UNF DRIVE	72002000	16.995	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.26448	-81.51929
1176	21719028	852628300	FHPG16OFF005992	02/13/2016	1338	I 295	TOWN CENTER PKWY	72002000	16.585	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.27094	-81.52105
1177	21719030	852522520	FHPG16OFF008533	03/03/2016	1633	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.22298	-81.51387
1178	4022419	851298120	FHPG15OFF030031	07/30/2015	738	I 295	MILE MARKER #60	72002000	24.668	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.16763	-81.53990
1179	21719354	853557790	FHPG16OFF032041	08/26/2016	1018	SR 9A	MM 57	72002000	21.549	1	PAVED WARN	65	2	0	1	2	02	Other	1	0	0	0	30.19853	-81.51360
1180	4022785	845603170	FHPG15OFF019878	05/21/2015	1345	I 295	SR 202	72002000	17.257	1	PAVED WARN	65	2	0	1	2	01	Sideswipe	1	0	0	0	30.26140	-81.51867
1181	21719031	852414480	FHPG16OFF003722	01/28/2016	1916	I 295	US 90	72002000	16.298	1	PAVED WARN	65	1	0	4	3	02	Sideswipe	0	0	0	0	30.27449	-81.52126
1182	4022921	845490200	FHPG15OFF010642	03/20/2015	935	I 295	GATE PKWY	72002000	19.517	2	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.22817	-81.51393
1183	21719033	852723440	FHPG16OFF010639	03/17/2016	1842	I 295	SR 202	72002000	18.127	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.24907	-81.51544
1184	4023317	848640590	FHPG15OFF007043	02/23/2015	1625	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	2	0	1	2	02	Front to Rear	1	0	0	0	30.24978	-81.51560
1185	4023320	849312690	509211	07/26/2015	1400	I 295	UNF DR	72002000	16.576	2	PAVED WARN	65	2	0	1	1	01	Angle	1	0	0	0	30.27107	-81.52107
1186	21719187	852837400	FHPG16OFF013432	04/07/2016	1635	I 295	SR 212	72002000	15.958	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.27944	-81.52145
1187	21719189	852915940	FHPG16OFF011501	03/24/2016	1615	I 295	SR 152	72002000	20.438	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21474	-81.51376
1188	4052784	848894520	FHPG15OFF011577	03/26/2015	1750	I 295	SR 9B	72002000	22.396	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.18618	-81.51347
1189	21719190	853079540	FHPG16OFF012795	04/02/2016	1408	I 295	BAYMEADOWS RD	72002000	20.623	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21204	-81.51373
1190	21719196	853430050	FHPG16OFF028809	08/01/2016	1850	I 295	SR 202	72002000	17.865	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.25281	-81.51627
1191	21719355	853708160	FHPG16OFF031473	08/22/2016	1440	I 295	GATE PKWY	72002000	19.026	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23533	-81.51400
1192	21719515	853933760	FHPG16OFF034313	09/12/2016	1810	I 295	BAYMEADOWS	72002000	22.300	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.18758	-81.51350
1193	21719516	853963590	FHPG16OFF043102	11/15/2016	830	I 295	GATE PKWY	72002000	19.247	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23211	-81.51397
1194	21719521	853903300	FHPG16OFF033821	09/08/2016	1655	I 295	GATE PKWY	72002000	18.895	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23796	-81.51438
1195	21719523	853999040	FHPG16OFF036618	09/29/2016	1635	I 295	MM 55	72002000	20.544	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21319	-81.51375
1196	21719683	866495750	779693	11/24/2016	1220	I 295	SR 9B	72002000	23.096	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17736	-81.51626
1197	21731586	838227700	FHPG16OFF024388	06/29/2016	1759	I 295	SR 202	72002000	17.409	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.25925	-81.51807
1198	21735873	852075780	FHPG16OFF041674	11/04/2016	700	I 295	UNF DR	72002000	16.585	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27094	-81.52105
1199	21736088	851654870	FHPB16OFF015240	06/06/2016	645	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.20070	-81.51362
1200	21736163	851701280	FHPG16OFF025756	07/09/2016	1350	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.20070	-81.51362
1201	4087693	848594310	FHPG15OFF007096	02/24/2015	725	I 295	UNF DR	72002000	16.496	1	PAVED WARN	65	2	0	3	3	02	Front to Rear	2	0	0	0	30.27222	-81.52124
1202	21737655	852584340	FHPG16OFF000479	01/04/2016	1633	I 295	SR 152	72002000	20.123	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.22011	-81.51420
1203	4088045	848813690	FHPG15OFF020885	05/28/2015	1108	I 295	GATE PKWY	72002000	18.971	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	2	0	0	0	30.23613	-81.51402
1204	21738139	852635730	FHPG16OFF011643	03/25/2016	1659	I 295	MM 52	72002000	16.528	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.27115	-81.52087
1205	21738724	852635540	FHPG16OFF009669	03/11/2016	1259	I 295	MM 53	72002000	17.535	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.25682	-81.51716
1206	4089223	848739820	FHPG15OFF011997	03/29/2015	1345	I 295	BAYMEADOW RD	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	4	0	0	0	30.20070	-81.51362
1207	21738797	852726540	FHPG16OFF011170	03/21/2016	1750	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.24912	-81.51514
1208	21739540	852604520	FHPG16OFF008888	03/06/2016	1330	I 295	GATE PKWY	72002000	18.952	1	PAVED WARN	65	1	0	1	4	01	Front to Rear	0	0	0	0	30.23641	-81.51402
1209	21740499	852827460	FHPG16OFF010628	03/17/2016	1802	I 295	SR 202	72002000	17.622	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.25624	-81.51723
1210	21740999	852845770	FHPG16OFF011431	03/24/2016	750	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21164	-81.51373
1211	21741021	852845610	FHPG16OFF009541	03/10/2016	1535	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.21922	-81.51419
1212	4091804	848763160	FHPG15OFF011406	03/25/2015	1610	SR 9A	SR 152	72002000	20.354	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	3	0	0	0	30.21675	-81.51416
1213	21743003	853013410	FHPG16OFF014334	04/14/2016	1447	I 295	SR 152	72002000	18.400	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.24514	-81.51480
1214	4091950	848936370	FHPG15OFF029729	07/27/2015	1753	I 295	GATE PKWY	72002000	18.780	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.23963	-81.51441
1215	3196709	832546870	FHPG12OFF050902	12/10/2012	2215	I 295	UNF DR	72002000	16.385	2	PAVED WARN	65	3	0	4	3	02	Other	1	0	0	0	30.27322	-81.52115
1216	21743449	853223870	FHPG16OFF024682	07/01/2016	1550	I 295	BAYMEADOWS RD	72002000	20.146	1	PAVED WARN	65	1	0	1	3	02	Front to Rear	0	0	0	0	30.21978	-81.51420
1217	21743995	853267730	FHPG16OFF023198	06/20/2016	1715	I 295	SR 5	72002000	24.389	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16876	-81.53546
1218	21744582	853273180	FHPG16OFF025137	07/05/2016	712	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22374	-81.51424
1219	21665588	832185370	FHPG16OFF029013	08/03/2016	801	I 295	BAYMEADOWS RD	72002000	20.419	2	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21581	-81.51415
1220	21672587	852689500	FHPG16OFF008589	03/04/2016	230	I 295	SR 202	72002000	17.579	2	PAVED WARN	65	1	0	4	3	02	Other	0	0	0	0	30.25685	-81.51739
1221	21745596	853528830	FHPG16OFF028919	08/02/2016	1639	I 295	SR 152	72002000	22.000	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.19195	-81.51352
1222	4094697	851236610	FHPG15OFF019927	05/21/2015	1650	I 295	BAYMEADOWS RD	72002000	20.900	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20882	-81.51407
1223	21746779	853693000	FHPG16OFF028257	07/28/2016	1708	I 295	SR 9B	72002000	22.926	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17865	-81.51402
1224	21748993	853624960	FHPG16OFF032500	08/29/2016	1725	I 295	GATE PKWY	72002000	18.640	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24096	-81.51413
1225	4177613	861698130	751860	11/03/2015	1758	I 295	PHILIPS HWY	72002000	24.419	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	2	0	0	0	30.16885	-81.53598
1226	21843232	852801760	FHPG16OFF006514	02/17/2016	1300	I 295	SR 152	72002000	20.428	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21488	-81.51377
1227	21843233	852815460	FHPG16OFF010151	03/14/2016	1721	I 295	SR 202	72002000	18.077	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24912	-81.51514
1228	21843391	853079970	FHPG16OFF018298	05/14/2016	1221	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20155	-81.51398
1229	21843395	853716730	FHPG16OFF032684	08/30/2016	2142	I 295	MM 60	72002000	24.568	1	PAVED WARN	65	1	0	4	3	02	Front to Rear	0	0	0	0	30.16781	-81.53826
1230	21672595	852876780	FHPG16OFF010390	03/16/2016	1020	I 295	SR 202	72002000	17.989	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.25105	-81.51582
1231	21843397	853498740	FHPG16OFF027336	07/21/2016	1706	I 295	BAYMEADOWS RD	72002000	19.873	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.22298	-81.51387
1232	21843550	853642760	FHPG16OFF026925	07/18/2016	1450	I 295	SR 152	72002000	20.123	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.22011	-81.51420
1233	21919313	853864210	FHPG16OFF035794	09/23/2016	924	SR 9A	MM 60	72002000	23.568	3	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17392	-81.52300
1234	21843552	853529190	FHPG16OFF033718	09/07/2016	1747	I 295	SR 9B	72002000	22.396	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.18707	-81.51387
1235	21843716	853938920	FHPG16OFF040835	10/28/2016	1749	I 295	SR 152	72002000	19.873	1	PAVED WARN	65	1	0	2	2	01	Front to Rear	0	0	0	0	30.22374	-81.51424
1236	21843718	853963110	FHPG16OFF036649	09/29/2016	2055	I 295	BAYMEADOWS RD	72002000	20.123	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.22011	-81.51420
1237	21843720	853999030	FHPG16OFF036600	09/29/2016	1453	I 295	MM 53	72002000	16.535	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27105	-81.52085
1238	21843878	854121160	FHPG16OFF042820	11/12/2016	1830	I 295	SR 152	72002000	21.150	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.20435	-81.51366
1239	21843879	854254350	FHPG16OFF042619	11/11/2016	741	I 295	SR 9B	72002000	23.407	1	PAVED WARN	65	1	0	3	1	01	Sideswipe	0	0	0	0	30.17487	-81.52054
1240	4212050	848674480	FHPG15OFF006269	02/17/2015	1807	I 295	MM 53	72002000	17.554	1	PAVED WARN		2	0	4	3	02	Front to Rear	2	0	0	0	30.25655	-81.51709
1241	4213098	848640930	FHPG15OFF011951	03/29/2015	525	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.20155	-81.51398
1242	4236718	845232770	FHPG15OFF043659	10/29/2015	2300	I 295	PHILIPS HWY	72002000	23.869	3	PAVED WARN	65	5	2	5	1	01	Other	0	1	0	0	30.17213	-81.52760
1243	21843882	854464230	FHPG16OFF049302	12/30/2016	1754	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20155	-81.51398
1244	4236716	845627600	FHPG15OFF007711	02/28/2015	1938	I 295	UNF DR	72002000	17.226	1	PAVED WARN	65	2	0	4	3	02	Front to Rear	1	0	0	0	30.26121	-81.51834
1245	4236717	820335920	FHPG15OFF004792	02/06/2015	1730	I 295	GATE PKWY	72002000	18.635	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.24103	-81.51413
1246	21843884	854539430	FHPG16OFF048128	12/21/2016	1923	I 295	GATE PKWY	72002000	19.055	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.23563	-81.51436
1247	21907821	852075900	FHPG16OFF048729	12/26/2016	1252	I 295	SR 152	72002000	20.700	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21172	-81.51412
1248	21922791	854316200	FHPG16OFF045874	12/06/2016	554	SR 9A	BEACH BLVD	72002000	15.685	4	PAVED WARN	65	1	0	3	3	02	Other	0	0	0	0	30.28399	-81.52179
1249	21665906	854311400	FHPG16OFF043778	11/19/2016	2350	I 295	GATE PKWY	72002000	18.990	1	PAVED WARN	65	5	0	4	1	01	Other	0	1	0	0	30.23658	-81.51437
1250	21907901	851480990	FHPG16OFF028168	07/28/2016	650	I 295	TOWN CENTER PKWY	72002000	15.965	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27992	-81.52170
1251	4246156	831935460	FHPG12OFF038257	09/17/2012	1505	I 295	GATE PKWY	72002000	18.917	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.23692	-81.51403
1252	3746143	842484040	585737	08/24/2014	157	I 295	GATE PKWY	72002000	18.990	2	PAVED WARN	65	3	1	4	1	01	Other	1	0	0	0	30.23586	-81.51401
1253	21913222	852827610	FHPG16OFF012262	03/30/2016	902	I 295	I 795	72002000	23.002	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17773	-81.51474
1254	21913317	852827190	FHPG16OFF008547	03/03/2016	1726	I 295	SR 152	72002000	20.457	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21525	-81.51414
1255	21913446	852827020	FHPG16OFF007409	02/24/2016	750	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1256	21913796	853064110	FHPG16OFF018222	05/13/2016	1820	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.23027	-81.51395
1257	4263002	858236200	569552	08/20/2015	913	I 295	UNF DR	72002000	16.496	1	PAVED WARN	65	3	0	1	1	01	Front to Rear	2	0	0	0	30.27222	-81.52124
1258	4096631	851351940	FHPG15OFF028862	07/22/2015	754	I 295	SR 152	72002000	19.373	2	PAVED WARN	65	2	0	1	1	01	Other	1	0	0	0	30.23027	-81.51395
1259	21914245	853079960	FHPG16OFF018269	05/14/2016	804	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1260	21914843	853079610	FHPG16OFF013372	04/07/2016	709	I 295	SR 202	72002000	17.832	1	PAVED WARN	65	1	0	1	1	01	Angle	0	0	0	0	30.25262	-81.51597
1261	21915214	853350770	FHPG16OFF024529	06/30/2016	1635	I 295	MM 56	72002000	20.509	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21370	-81.51375
1262	21915650	853157560	FHPG16OFF037282	10/04/2016	1708	I 295	SR 202	72002000	17.579	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.25685	-81.51739
1263	4266313	851564830	FHPG15OFF031209	08/07/2015	629	I 295	GATE PKWY	72002000	18.890	1	PAVED WARN	65	2	0	3	2	01	Front to Rear	1	0	0	0	30.23803	-81.51439
1264	21915901	853209690	FHPG16OFF015912	04/26/2016	1755	I 295	GATE PKWY	72002000	18.490	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24384	-81.51465
1265	4273001	838203400	FHPG14OFF045516	11/03/2014	651	I 295	BAYMEADOWS RD	72002000	20.873	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.20921	-81.51408
1266	4273044	837445630	FHPG14OFF006872	02/13/2014	719	I 295	UNF DR	72002000	16.638	1	PAVED WARN	65	3	0	1	2	02	Sideswipe	1	0	0	0	30.26956	-81.52058
1267	4273516	836840000	FHPG14OFF008049	02/20/2014	1745	I 295	BAYMEADOWS RD	72002000	20.048	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.22120	-81.51422
1268	21915947	853155460	FHPG16OFF027902	07/26/2016	1015	I 295	SR 152	72002000	20.184	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21844	-81.51381
1269	21916017	853219410	FHPG16OFF021970	06/10/2016	2210	I 295	SR 152	72002000	20.419	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.21581	-81.51415
1270	21924138	854004930	FHPG16OFF041249	11/01/2016	645	SR 9A	GATE PKWY	72002000	19.244	1	PAVED WARN	65	4	0	3	1	01	Angle	4	0	3	0	30.23289	-81.51433
1271	4278752	833046810	FHPG13OFF020396	05/16/2013	735	SR 9A	PHILIPS HWY	72002000	24.169	1	PAVED WARN	65	3	0	1	2	01	Front to Rear	1	0	0	0	30.17033	-81.53217
1272	4280636	844915920	FHPG14OFF036893	09/03/2014	1719	I 295	BEACH BLVD	72002000	15.958	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.27944	-81.52145

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NO.	OBJECTID	CRASH NUMBER	CASE NUMBER	CRASH DATE	CRASH TIME	ON ROADWAY	INTERSECTING ROADWAY	ROADWAYID	LOCAL MP	FIRST HARMFUL EVENT	SHOULDER TYPE	SPEED LIMIT	SEVERE INJURY	ALCOHOL INVOLVEMENT	LIGHTING CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	MANNER OF COLLISION	NUMBER OF INJURIES	NUMBER OF FATALITIES	NUMBER OF SERIOUS INJURIES	NUMBER OF PEDESTRIANS	LATITUDE	LONGITUDE
1273	21916415	853155040	FHPG16OFF017889	05/11/2016	1645	I 295	SR 152	72002000	20.123	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21933	-81.51382
1274	21665420	853209800	FHPG16OFF018371	05/14/2016	2228	I 295	SR 5	72002000	24.430	2	PAVED WARN	65	3	0	4	1	01	Other	4	0	0	0	30.16878	-81.53615
1275	21917034	853327620	FHPG16OFF024494	06/30/2016	1440	I 295	SR 5	72002000	24.280	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.16966	-81.53386
1276	21917333	853297250	FHPG16OFF019802	05/26/2016	636	I 295	MM 55	72002000	19.544	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22778	-81.51393
1277	21972648	852075290	FHPG16OFF035776	09/23/2016	750	I 295	GATE PKWY	72002000	18.706	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.24070	-81.51444
1278	21973345	852495690	FHPG16OFF002211	01/17/2016	230	I 295	SR 5	72002000	23.680	1	PAVED WARN	65	1	0	4	2	02	Front to Rear	0	0	0	0	30.17325	-81.52471
1279	21973785	852462830	FHPG16OFF012623	04/01/2016	1602	I 295	SR 202	72002000	16.679	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26959	-81.52080
1280	21975884	852743840	FHPG16OFF004945	02/05/2016	1832	I 295	BAYMEADOWS RD	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1281	21975916	852743850	FHPG16OFF004972	02/05/2016	2008	I 295	BAYMEADOWS RD	72002000	22.400	1	PAVED WARN	65	1	0	4	1	01	Front to Rear	0	0	0	0	30.18612	-81.51347
1282	21976346	852874260	FHPG16OFF013194	04/05/2016	1731	I 295	TOWN CENTER PKWY	72002000	16.754	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.26790	-81.52021
1283	21977223	852965210	FHPG16OFF010795	03/18/2016	1718	I 295	SR 202	72002000	17.579	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.25685	-81.51739
1284	4461145	861701210	847508	12/15/2015	1812	I 295	SR 152	72002000	20.428	1	PAVED WARN	65	3	0	4	1	01	Front to Rear	3	0	0	0	30.21488	-81.51377
1285	21978147	853014630	FHPG16OFF016037	04/27/2016	1708	I 295	SR 152	72002000	20.345	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21688	-81.51416
1286	21982874	853580140	FHPG16OFF032080	08/26/2016	1500	I 295	SR 152	72002000	19.373	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23101	-81.51431
1287	21575525	852815300	FHPG16OFF006998	02/21/2016	229	I 295	BAYMEADOWS RD	72002000	20.067	2	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.22092	-81.51422
1288	4461638	852240320	FHPG15OFF051576	12/22/2015	2234	SR 9A	SR 152	72002000	19.373	1	PAVED WARN	65	2	0	4	1	02	Front to Rear	2	0	0	0	30.23101	-81.51432
1289	21843396	853558700	FHPG16OFF031994	08/26/2016	312	I 295	SR 202	72002000	17.326	1	PAVED WARN	65	1	0	4	3	02	Other	0	0	0	0	30.26042	-81.51840
1290	21916549	853306090	FHPG16OFF019062	05/19/2016	2225	I 295	TOWN CENTER PKWY	72002000	16.685	4	PAVED WARN	65	1	0	4	2	02	Other	0	0	0	0	30.26950	-81.52078
1291	4475586	851112090	FHPG15OFF025153	06/25/2015	1740	I 295	UNF DR	72002000	16.126	1	PAVED WARN	65	3	0	1	3	02	Front to Rear	1	0	0	0	30.27699	-81.52139
1292	21909884	852429620	FHPG16OFF001466	01/11/2016	1640	I 295	SR 202	72002000	17.616	1	PAVED WARN	65	4	0	1	1	01	Front to Rear	1	0	1	0	30.25632	-81.51725
1293	21979771	853350680	FHPG16OFF023925	06/26/2016	1440	I 295	SR 202	72002000	18.065	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.24995	-81.51563
1294	21981825	853584720	FHPG16OFF025201	07/05/2016	1510	I 295	TOWN CENTER PKWY	72002000	16.185	2	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.27673	-81.52161
1295	21803867	852815370	FHPG16OFF008590	03/04/2016	238	I 295	SR 9B	72002000	23.157	2	PAVED WARN	65	3	0	4	3	02	Other	1	0	0	0	30.17619	-81.51664
1296	21803868	852786400	FHPG16OFF012277	03/30/2016	1124	I 295	GATE PKWY	72002000	18.890	2	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.23731	-81.51403
1297	21719518	853998980	FHPG16OFF035962	09/24/2016	1634	I 295	MM 56	72002000	20.547	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21315	-81.51374
1298	21919989	853722700	FHPG16OFF033288	09/04/2016	240	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	2	02	Other	0	0	0	0	30.20155	-81.51398
1299	21923707	854129090	FHPG16OFF038308	10/10/2016	1602	I 295	UNF DR	72002000	16.687	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.26947	-81.52077
1300	21927762	853938350	FHPG16OFF034259	09/12/2016	1105	I 295	SR 152	72002000	21.900	2	PAVED WARN	65	1	0	1	3	02	Other	0	0	0	0	30.19428	-81.51390
1301	21579001	853306430	FHPG16OFF022352	06/14/2016	817	I 295	MM 60	72002000	23.568	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.17392	-81.52300
1302	21592393	854182550	FHPG16OFF041656	11/03/2016	2325	SR 9A	MM 56	72002000	20.547	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.21315	-81.51374
1303	21716499	853695110	FHPG16OFF035667	09/22/2016	1250	I 295	SR 9B	72002000	22.707	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.18166	-81.51299
1304	21799704	854104350	FHPG16OFF047717	12/19/2016	1210	I 295	SR 152	72002000	21.400	3	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.20155	-81.51398
1305	21804360	854121440	FHPG16OFF046420	12/09/2016	1240	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.20070	-81.51362
1306	21672588	852658180	FHPG16OFF008614	03/04/2016	925	I 295	SR 152	72002000	21.400	2	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.20070	-81.51362
1307	21884435	853054280	FHPG16OFF019334	05/22/2016	518	I 295	I 795	72002000	23.002	1	PAVED WARN	65	1	0	3	2	01	Other	0	0	0	0	30.17773	-81.51474
1308	21589928	854535050	FHPG16OFF048501	12/24/2016	1220	I 295	SR 152	72002000	20.409	1	PAVED WARN	65	5	0	1	1	01	Sideswipe	0	1	0	0	30.21595	-81.51415
1309	21916014	853223490	FHPG16OFF021129	06/05/2016	1639	I 295	BAYMEADOWS RD	72002000	21.400	3	PAVED WARN	65	0	0	1	1	01	Other	0	0	0	0	30.20070	-81.51362
1310	21804188	853409370	FHPG16OFF024226	06/28/2016	1726	I 295	MM 55	72002000	20.544	1	PAVED WARN	65	1	0	1	2	01	Other	0	0	0	0	30.21319	-81.51375
1311	21616402	866396120	865171	12/31/2016	300	I 295	J T BUTLER BLVD	72002000	18.206	1	PAVED WARN	65	1	0	4	1	01	Front to Front	0	0	0	0	30.24793	-81.51523
1312	21618172	866479710	758840	11/15/2016	1638	I 295	SR 9B	72002000	22.916	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.17959	-81.51471
1313	21620380	866456230	698939	10/21/2016	715	I 295	TOWNCENTER PKWY	72002000	16.485	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.27238	-81.52126
1314	21799054	852522960	FHPG16OFF005776	02/12/2016	400	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	4	1	01	Other	0	0	0	0	30.20070	-81.51362
1315	21799056	852428660	FHPG16OFF002035	01/15/2016	1631	I 295	GATE PKWY	72002000	19.364	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.23040	-81.51396
1316	21799057	852529730	FHPG16OFF000469	01/04/2016	1552	I 295	SR 152	72002000	20.278	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.21786	-81.51417
1317	21799219	853020520	FHPG16OFF027359	07/21/2016	1848	SR 9A	SR 152	72002000	19.773	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.22520	-81.51424
1318	21799060	852522680	FHPG16OFF000917	01/07/2016	1845	I 295	BEACH BLVD	72002000	15.668	1	PAVED WARN	65	1	0	4	3	02	Sideswipe	0	0	0	0	30.28424	-81.52179
1319	21799063	852689270	FHPG16OFF006816	02/19/2016	1715	I 295	SR 202	72002000	17.250	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.26149	-81.51869
1320	21799215	852757940	FHPG16OFF004691	02/04/2016	1514	I 295	UNF DR	72002000	15.685	1	PAVED WARN	65	1	0	1	3	02	Sideswipe	0	0	0	0	30.28342	-81.52155
1321	21799217	852802330	FHPG16OFF013189	04/05/2016	1715	I 295	SR 152	72002000	20.316	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21730	-81.51416
1322	21799378	853528920	FHPG16OFF031094	08/19/2016	1629	I 295	SR 9B	72002000	21.896	1	PAVED WARN	65	2	0	1	3	02	Sideswipe	2	0	0	0	30.19347	-81.51353
1323	21799374	853477290	FHPG16OFF023191	06/20/2016	1606	I 295	GATE PKWY	72002000	20.017	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.22088	-81.51384
1324	21593654	854182950	FHPG16OFF045724	12/05/2016	27	I 295	SR 202	72002000	17.598	1	PAVED WARN	65	5	0	4	1	01	Front to Rear	5	2	0	0	30.25593	-81.51691
1325	21799540	852305420	FHPG16OFF002860	01/22/2016	225	I 295	SR 202	72002000	18.327	1	PAVED WARN	65	2	0	4	1	01	Front to Rear	1	0	0	0	30.24551	-81.51450
1326	21799375	853267450	FHPG16OFF020560	06/01/2016	736	I 295	SR 152	72002000	21.650	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.19706	-81.51358
1327	21799376	853297500	FHPG16OFF022822	06/17/2016	1727	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21624	-81.51378
1328	21799698	854143280	FHPG16OFF041878	11/05/2016	1354	I 295	SR 152	72002000	20.800	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	2	0	0	0	30.21027	-81.51410
1329	21799381	853759990	FHPG16OFF038030	10/08/2016	2013	I 295	SR 9B	72002000	23.907	1	PAVED WARN	65	1	0	4	2	01	Front to Rear	0	0	0	0	30.17191	-81.52818
1330	21799697	853999450	FHPG16OFF041252	11/01/2016	707	I 295	MM 56	72002000	20.547	1	PAVED WARN	65	1	0	1	4	01	Front to Rear	0	0	0	0	30.21395	-81.51413
1331	21799700	854143440	FHPG16OFF043574	11/18/2016	1417	I 295	SR 152	72002000	20.335	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.21624	-81.51378
1332	21799702	854356990	FHPG16OFF045256	12/01/2016	1105	I 295	SR 202	72002000	17.884	1	PAVED WARN	65	1	0	1	2	01	Sideswipe	0	0	0	0	30.25188	-81.51577
1333	21803700	852495710	FHPG16OFF002701	01/21/2016	400	I 295	SR 152	72002000	20.273	1	PAVED WARN	65	3	0	4	1	01	Front to Rear	1	0	0	0	30.21793	-81.51417
1334	21799703	854121250	FHPG16OFF043444	11/17/2016	1650	I 295	SR 152	72002000	20.650	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.21164	-81.51373
1335	21803860	852758410	FHPG16OFF011159	03/21/2016	1710	I 295	GATE PKWY	72002000	19.206	1	PAVED WARN	65	2	0	1	1	01	Front to Rear	1	0	0	0	30.23344	-81.51434
1336	21803859	852689120	FHPG16OFF005169	02/07/2016	1610	I 295	GATE PKWY	72002000	19.083	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.23523	-81.51435
1337	21803861	852584350	FHPG16OFF000491	01/04/2016	1730	I 295	SR 152	72002000	20.495	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.21390	-81.51375
1338	21803864	852844530	FHPG16OFF016964	05/04/2016	2258	I 295	SR 152	72002000	22.300	1	PAVED WARN	65	2	0	4	2	01	Front to Rear	1	0	0	0	30.18847	-81.51386
1339	21803865	852844580	FHPG16OFF017685	05/10/2016	740	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	3	0	1	2	01	Sideswipe	1	0	0	0	30.20800	-81.51369
1340	21803862	852584360	FHPG16OFF000556	01/05/2016	835	I 295	TOWN CENTER PKWY	72002000	16.185	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.27673	-81.52161
1341	3907636	852175940	FHPG15OFF045533	11/11/2015	1248	I 295	SR 202	72002000	17.922	2	PAVED WARN	65	3	0	1	1	01	Other	1	0	0	0	30.25200	-81.51605
1342	21804030	853223880	FHPG16OFF024719	07/01/2016	1758	I 295	BAYMEADOWS RD	72002000	20.165	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.21950	-81.51420
1343	21804031	853297260	FHPG16OFF019807	05/26/2016	735	I 295	SR 152	72002000	20.297	1	PAVED WARN	65	1	0	1	1	01	Other	0	0	0	0	30.21679	-81.51379
1344	21804358	861788400	122145	02/24/2016	1254	I 295	I 795	72002000	22.858	2	PAVED WARN	65	1	0	1	2	02	Other	0	0	0	0	30.18039	-81.51439
1345	21804187	853375390	FHPG16OFF019557	05/24/2016	650	I 295	SR 152	72002000	20.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.20800	-81.51369
1346	3987442	845583660	FHPG15OFF000426	01/04/2015	2123	I 295	BEACH BLVD	72002000	16.529	2	PAVED WARN	65	2	0	4	2	02	Other	1	0	0	0	30.27113	-81.52087
1347	21804189	853391580	FHPG16OFF026360	07/14/2016	840	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	2	0	1	1	01	Sideswipe	1	0	0	0	30.20070	-81.51362
1348	21804191	853551430	FHPG16OFF026924	07/18/2016	1455	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.20070	-81.51362
1349	4636150	851706650	FHPG15OFF037218	09/15/2015	2104	I 295	SR 152	72002000	20.369	1	PAVED WARN	65	3	0	4	3	02	Other	1	0	0	0	30.21574	-81.51378
1350	21804195	853759950	FHPG16OFF037253	10/04/2016	1550	I 295	TOWN CENTER PKWY	72002000	16.585	1	PAVED WARN	65	1	0	1	2	02	Front to Rear	0	0	0	0	30.27033	-81.52073
1351	21804196	853781010	FHPG16OFF032114	08/26/2016	1730	I 295	SR 202	72002000	17.865	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.25281	-81.51627
1352	21804352	851892280	FHPG16OFF012650	04/01/2016	1700	I 295	SR 152	72002000	21.400	1	PAVED WARN	65	1	0	1	2	01	Front to Rear	0	0	0	0	30.20070	-81.51362
1353	21804354	851654940	FHPG16OFF026203	07/13/2016	906	I 295	SR 152	72002000	21.900	1	PAVED WARN	65	1	0	1	1	01	Front to Rear	0	0	0	0	30.19341	-81.51353
1354	21804355	861687200	106737	02/17/2016	2020	I 295	I 795	72002000	23.396	1	PAVED WARN	65	1	0	4	1	01	Sideswipe	0	0	0	0	30.17466	-81.52023
1355	21804356	861807150	420711	06/28/2016	1840	I 295	SR 152	72002000	20.600	1	PAVED WARN	65	2	0	1	2	01	Front to Rear	1	0	0	0	30.21237	-81.51374
1356	3589693	844906790	FHPG14OFF037698	09/09/2014	28	I 295	SR 202	72002000	17.846	2	PAVED WARN		3	0	4	2	02	Other	2	0	0	0	30.25308	-81.51634
1357	21804359	853872230	FHPG16OFF032819	08/31/2016	1635	I 295	GATE PKWY	72002000	18.943	1	PAVED WARN	65	1	0	1	1	01	Sideswipe	0	0	0	0	30.23726	-81.51438
1358	21799377	853429900	FHPG16OFF027733	07/24/2016	2035	I 295	SR 5	72002000	22.669	1	PAVED WARN	65	3	0	4	1	01	Other	1	0	0	0	30.18222	-81.51301
1359	21804519	854316320	FHPG16OFF047480	12/17/2016	153	I 295	BAYMEADOWS RD	72002000	20.627	1	PAVED WARN	65	1	0	4	4	02	Front to Rear	0	0	0	0	30.21198	-81.51373
1360	21804522	854273160	FHPG16OFF042154	11/07/2016	1737	I 295	UNF DR	72002000	16.780	1	PAVED WARN	65	1	0	2	1	01	Front to Rear	0	0	0	0	30.26753	-81.52012

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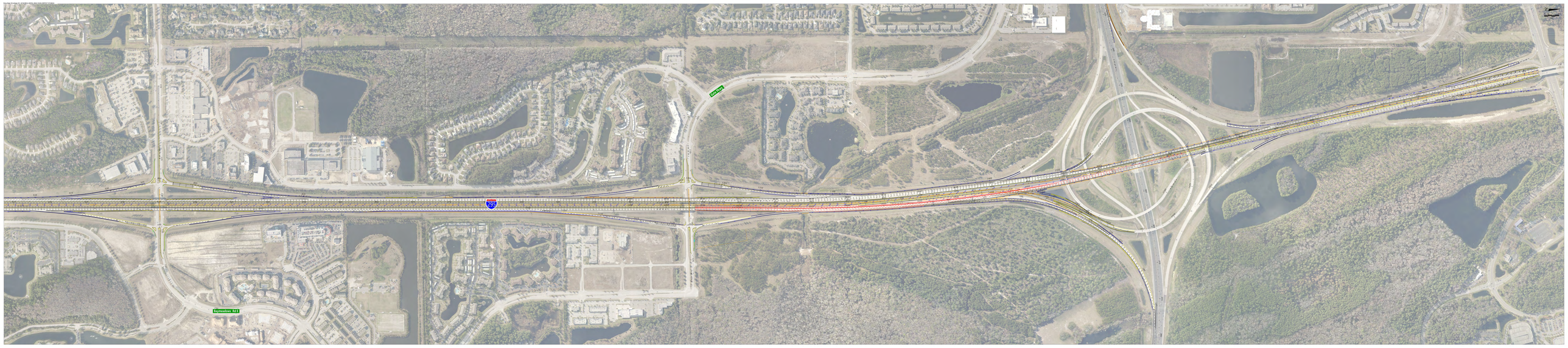
Appendix E

Preferred Build Alternative Conceptual Layout


Bayneadown Rd E

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Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, FL 32025

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Appendix F

Preferred Build Alternative Conceptual Signing Plan

DocuSign Envelope ID: A7A3EB1A-B054-46A3-93A4-EBF0C7F2A8AA

LEGENDS

- PROPOSED SPAN SIGN STRUCTURE
- PROPOSED CANTILEVER SIGN STRUCTURE
- EXISTING SPAN SIGN STRUCTURE
- EXISTING CANTILEVER SIGN STRUCTURE
- PROPOSED SIGN PANEL
- EXISTING SIGN PANEL
- PROPOSED DMS SIGN
- EXISTING DMS SIGN

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNING & PAVT. MARKINGS	SHEET NO.
I-295 EXPRESS LANE PROJECT SR 9B TO SR 202 (JT BUTLER BLVD)				
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
SR 9A	DUVAL	209301-3-52-01		S-1

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNING & PAVT. MARKINGS	SHEET NO.
I-295 EXPRESS LANE PROJECT SR 9B TO SR 202 (JT BUTLER BLVD)				S-2
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
SR 9A	DUVAL	209301-3-52-01		

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SECTION 2: SIGNING & PAVT. MARKING, SIGNALS & ITS	SHEET NO.
I-295 EXPRESS LANE PROJECT SR 9B TO SR 202 (J.T. BUTLER BLVD)				
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
SR 9A	DUVAL	209301-3-52-01		S-3

DocuSign Envelope ID: A7A3EB1A-B054-9BA0-93A4-EBF0C7F2A8AA

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNING & PAVT. MARKINGS	SHEET NO.
I-295 EXPRESS LANE PROJECT SR 9B TO SR 202 (JT BUTLER BLVD)				
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
SR 9A	DUVAL	209301-3-52-01		S-4

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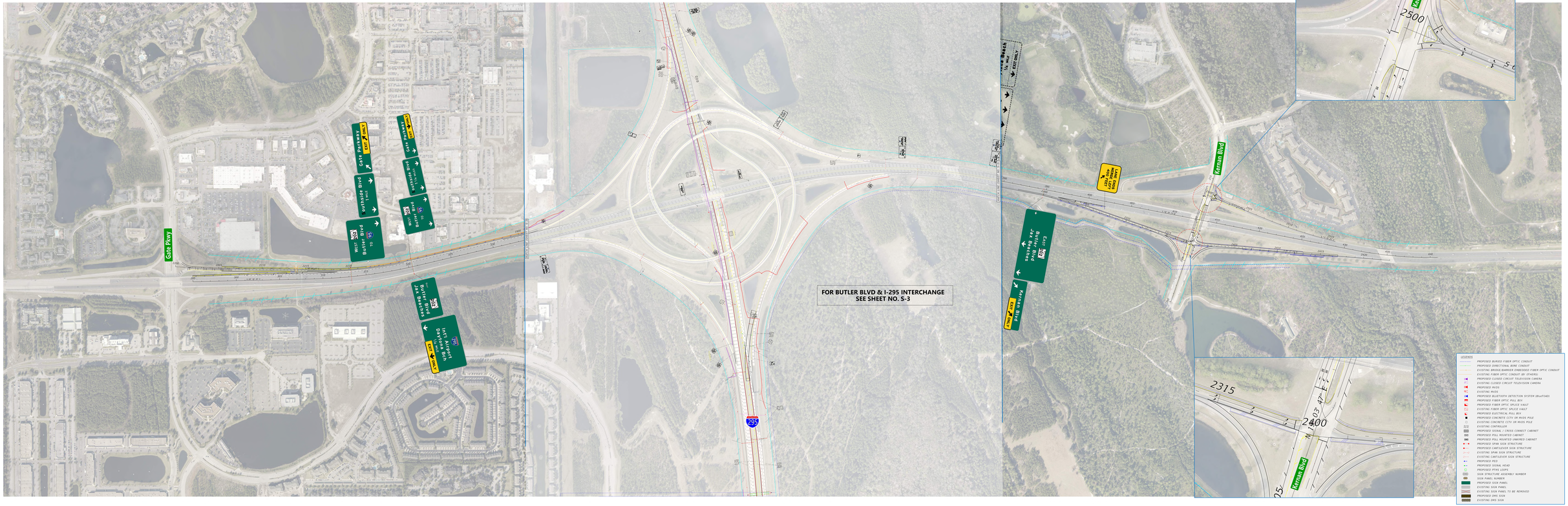

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION I-295 EXPRESS LANE PROJECT SR 9B TO SR 202 (J.T. BUTLER BLVD)			SECTION 2: SIGNING & PAVT. MARKING, SIGNALS & ITS	295 Express	RS&H	SHEET NO.
ROAD NO.	COUNTY	FINANCIAL PROJECT ID				
SR 9A	DUVAL	209301-3-52-01				S-6

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Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, FL 32025

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Appendix G

Preferred Build Alternative Typical Sections

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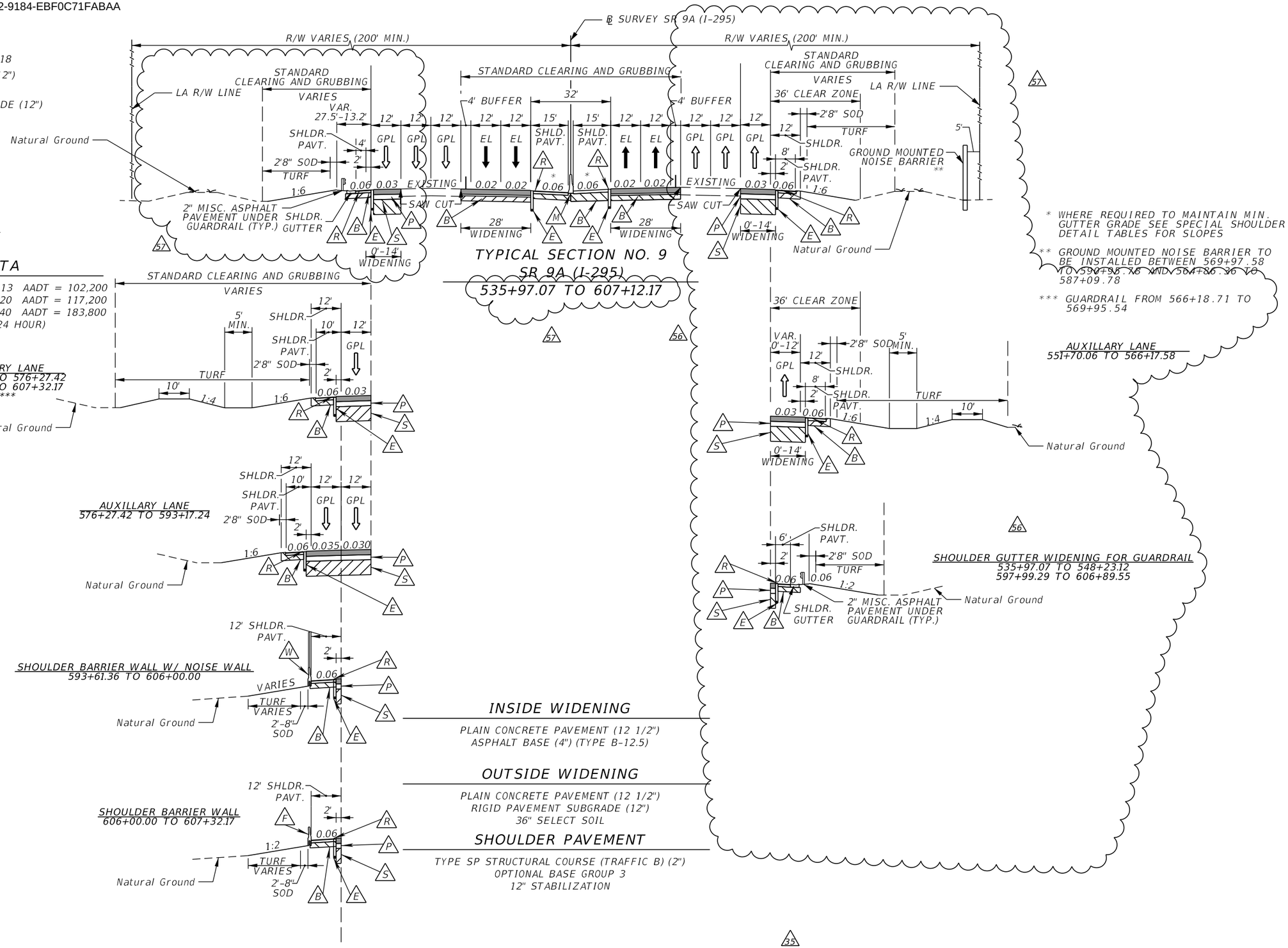
LEGEND

- R — CONSTRUCT RUMBLE STRIPE PER INDEX NO. 518
- B — TYPE B STABILIZATION (12") LBR 40
- P — RIGID PAVEMENT SUBGRADE (12")
- S — 36" SELECT SOIL
- M — MEDIAN BARRIER WALL
- W — SHLDR. BARRIER WALL WITH 14' NOISE WALL
- E — EDGE DRAIN
- F — SHOULDER BARRIER WALL

TRAFFIC DATA

CURRENT YEAR = 2013 AADT = 102,200
ESTIMATED OPENING YEAR = 2020 AADT = 117,200
ESTIMATED DESIGN YEAR = 2040 AADT = 183,800
K = 10.1% D = 53% T = 7% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 70 MPH



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
05/04/18	28 PARTIAL DETAIL UPDATED	06/17/19	56 REVISED STATION LIMITS; DELETED SHOULDER GUTTER DETAIL
08/20/18	35 UPDATED PAVEMENT DESIGN	10/01/19	57 REVISED NB TYPICAL SECTION

RS&H, Inc.
10748 Deerwood Park Blvd. South
Jacksonville, Florida 32256
904-256-2500
Certificate of Authorization No. 5620
Engineer of Record: Keith Bogart, P.E. No.: 75449

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9A	DUVAL	209301-3-52-01

TYPICAL SECTION (4)

SHEET NO. 38

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

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Appendix H

Northeast Regional Planning Model Activity Based
Peak Season Weekday Average Daily Traffic
for Base Year (2010) and Horizon Year (2040)

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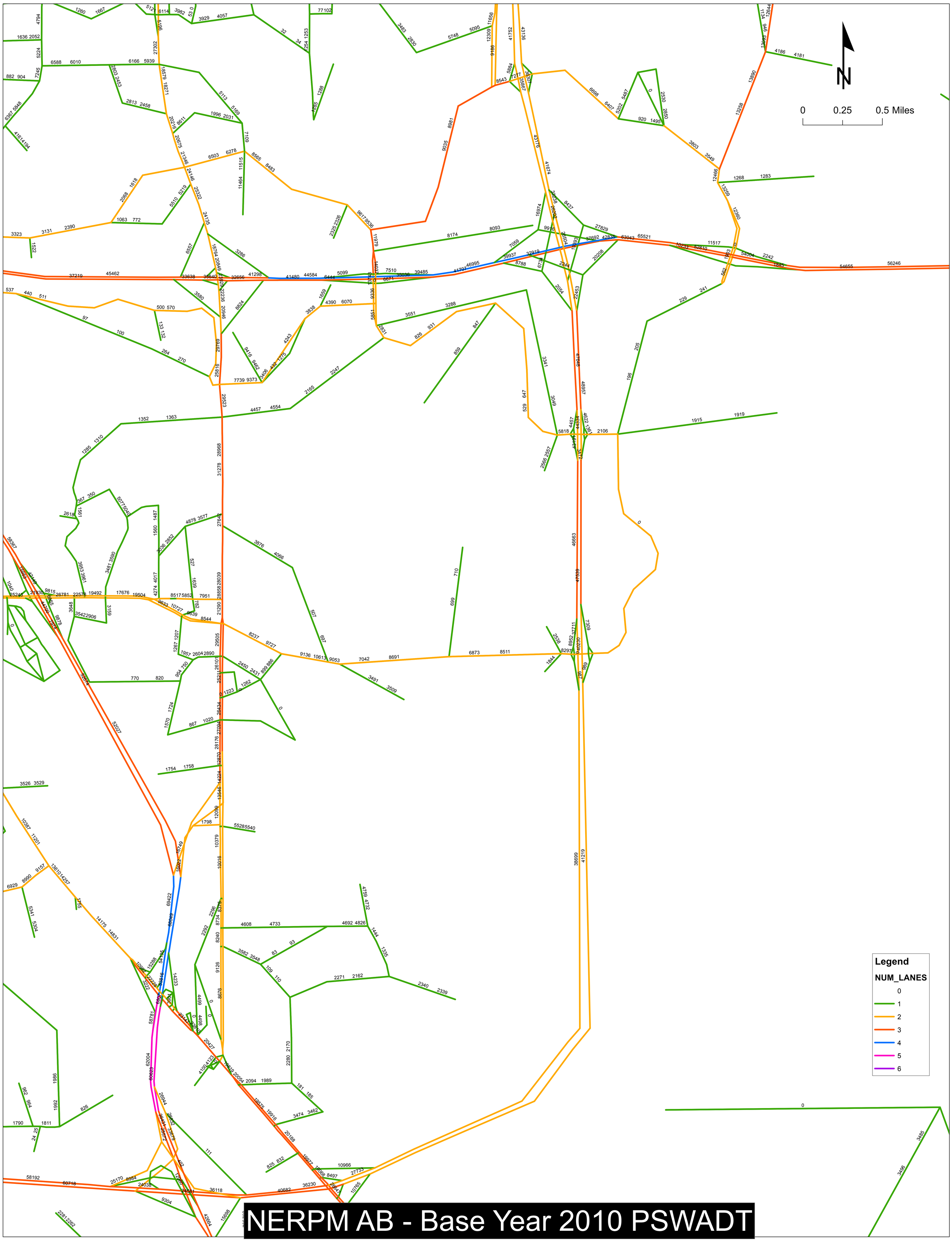

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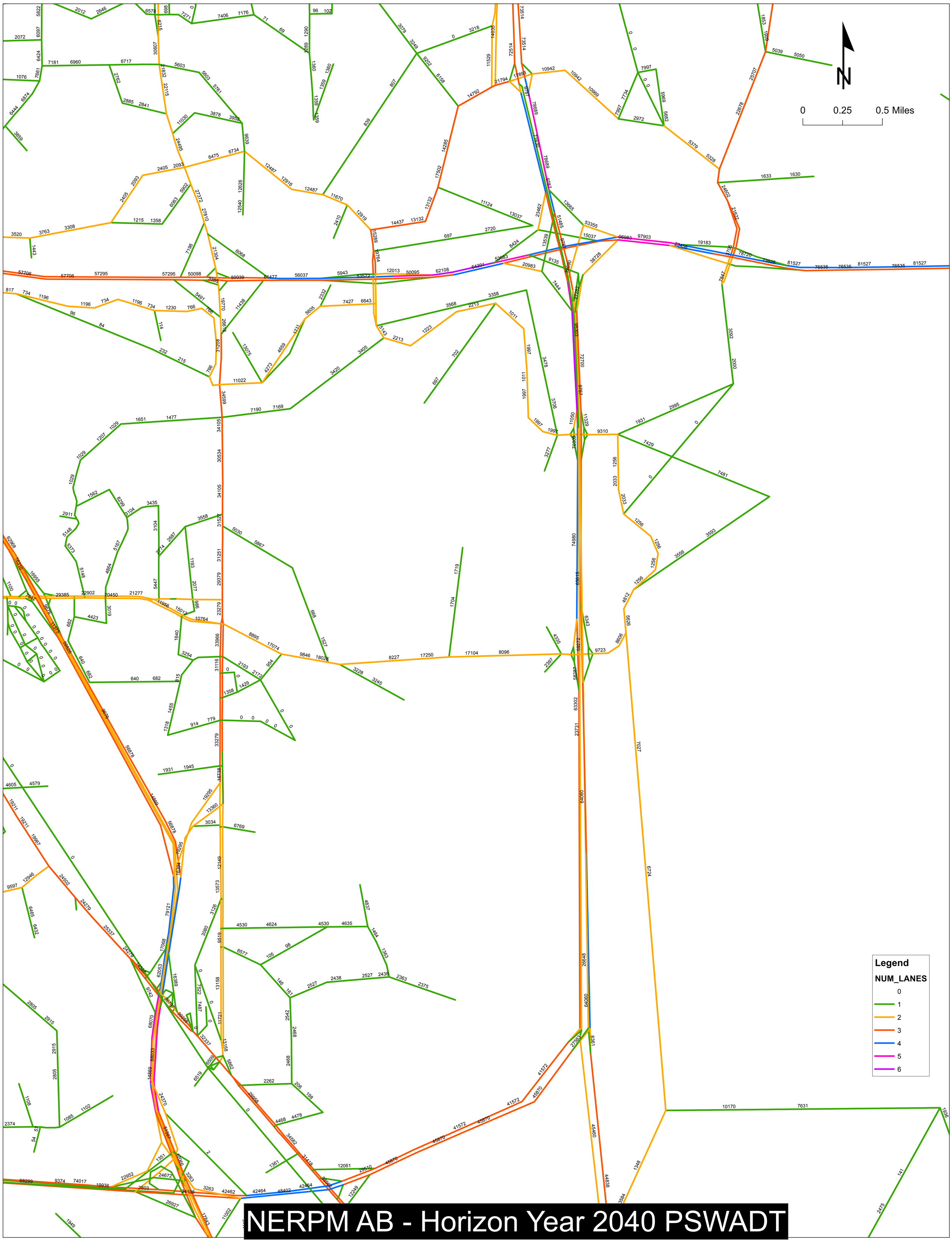

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Appendix I

VISSIM Original and Preferred Build Alternative Models and Evaluation Files

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Appendix J

Link Level Measures of Effectiveness Evaluations

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2025 AM PEAK

Preferred Build Alternative

Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	65	64	63	63	62	62	62	62	62	62	63	63	63	64	63	64	64	64	64	64
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	65	64	63	63	62	62	62	62	62	62	63	63	63	64	64	64	64	64	64	64
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	65	64	63	63	63	62	62	62	63	63	63	63	64	64	64	64	64	64	64	64
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	65	64	63	63	62	61	62	62	62	62	63	63	64	64	64	64	64	64	64	64
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	65	64	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	65	64	63	63	62	62	62	62	62	62	62	63	63	63	64	64	64	64	64	64
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	65	64	64	63	63	62	62	62	62	63	63	63	64	64	64	64	64	64	64	64
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	65	64	63	63	62	61	61	62	62	62	62	63	64	64	64	64	64	64	64	64
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	65	65	64	64	63	63	63	63	63	63	64	64	64	64	65	65	64	65	65	64
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	65	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	64	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	65	65	65	65	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	66	66	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	66	65	66
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	65	65	64	64	64	63	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	65	64	64	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	64
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	66	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	66	65	65	65	65	65	64	64	65	65	65	65	65	65	65	66	65	65	65	65
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	66	65	65
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	65	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	66	65	65	65	65	65	64	65	65	65	65	65	65	66	66	66	66	65	66	65
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	64	63	63	62	62	62	62	62	62	62	62	63	63	63	63	64	64	63	63	63
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	66	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	1009	Downstream of S.R. 9B on-ramp	Merge	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65
	1008	Upstream of S.R. 9B on-ramp	BFS	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	66
	1007	Upstream of I-295 Express Lane Entrance	Merge	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65
	1006	Upstream of I-295 Express Lane Entrance	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65
	1005	Downstream of US1 on-ramp merge	Merge	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	65	65
	1004	Downstream of US1 on-ramp merge	Merge	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	1003	Downstream of US1 off-ramp	BFS	66	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	65	65	65	65	64	63	62	64	64	65	64	65	65	65	65	65	65	65	65	65
	1001	Upstream of I-95 On ramp	BFS	66	66	66	66	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	43	43	42	42	42	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43
	1533	Town Center Pkwy Off-Ramp	Ramp	42	42	42	41	41	41	41	41	41	41	41	42	42	42	41	42	42	42	42	42
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	50	50	49	50	49	49	49	49	50	49	49	50	50	50	50	50	50	50	50	50
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	53	52	52	52	52	52	52	52	52	52	52	52	52	53	53	52	52	52	52	52
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	55	55	55	54	54	54	54	54	54	54	55	55	55	55	55	55	55	55	55	55
	1525	Gate Pkwy. On-Ramp	Ramp	47	47	46	47	46	46	46	47	46	46	46	47	47	47	47	47	47	47	47	47
	1521	Gate Pkwy. Off-Ramp	Ramp	53	52	51	50	49	48	48	48	48	49	49	50	51	51	52	52	52	52	51	51
	1520	Baymeadows Rd. On-Ramp	Ramp	43	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43	42	43	43	43
	1515	Baymeadows Rd. Off-Ramp	Ramp	36	36	36	36	36	36	35	36	36	36	36	36	36	36	36	36	36	36	36	36
	1514	US-1 On-Ramp	Ramp	45	45	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
	1505	US-1 Off-Ramp	Ramp	58	57	57	56	53	48	50	51	51	56	55	58	57	59	57	60	60	59	59	59
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	50	50	50	50	49	49	49	49	49	49	50	50	50	50	50	50	50	50	50	50
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	49	49	48	48	48	48	48	48	48	48	48	49	49	49	49	49	49	49	48	49
	1502	I-95 Northbound on-ramp	Ramp	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1501	I-95 Southbound on-ramp	Ramp	50	50	49	49	49	49	49	49	49	49	49	49	50	50	50	49	49	49	49	49
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	64	63	62	55	29	21	22	22	22	22	22	23	23	23	25	29	49	63	63	63
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	63	61	58	47	31	29	31	30	29	31	29	29	29	29	30	31	49	61	62	62
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	63	61	56	46	36	35	37	34	35	36	35	36	35	35	37	35	51	60	61	61
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	63	62	55	47	39	38	39	36	37	40	36	39	36	38	37	38	52	61	62	62
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	62	59	53	46	42	42	42	42	42	42	41	42	41	41	41	42	53	60	61	60
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	62	59	55	50	48	47	47	49	48	49	48	49	47	48	49	48	55	60	61	60
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	63	61	59	56	55	54	55	56	55	55	55	56	54	55	56	56	59	62	62	62
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	63	62	61	59	59	58	59	59	58	58	59	58	58	59	59	59	61	62	63	63
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	63	63	62	61	60	60	60	60	60	60	60	60	59	60	61	60	62	63	63	63
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	65	64	64	64	63	63	63	63	63	63	63	63	64	63	64	64	64	64	64	64
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	65	65	65	65	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	66	66	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	66	65	66
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	66	66	66	66	66	65	66	65	65	65	66	66	65	66	65	66	66	66	66	66
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	66	66	66	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	66	66	66	65	65	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	66	66	66	66	65	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	66	66	66	65	65	66	65	65	65	66	65	66	66	66	66	66	66	66	66	66
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	66	66	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	66
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	66	66	66	65	65	65	66	65	65	66	65	66	66	66	66	66	66	66	66	66
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	66	66	65	65	65	65	65	65	65	65	65	65	66	65	65	65	66	66	66	66
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	66	66	65	65	65	65	65	65	65	65	65	65	66	65	66	65	66	66	66	66
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	66	66	65	65	65	65	66	65	65	66	65	66	66	66	66	66	66	66	66	66
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3036	Downstream of Northbound I-95 off-ramp	BFS	66	66	66	66	66	65	66	66	65	65	66	66	66	66	66	66	66	66	66	66
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	66	66	66	65	66	65	66	65	66	65	65	66	66	66	66	66	66	66	66	66
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	41	40	40	39	39	39	39	39	39	39	38	39	39	39	39	39	40	41	40	41
	3505	Town Center Pkwy On-Ramp	Ramp	47	47	47	47	46	46	46	46	46	46	46	47	47	46	46	47	47	47	47	47
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	51	50	50	50	50	50	50	49	50	50	49	50	50	50	50	50	50	50	50	50
	3507	SR 202 (JTB) WB On-Ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	3508	SR 202 (JTB) EB On-Ramp	Ramp	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	49
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
	3510	On-Ramp from EB SR 202 (combined)	Ramp	54	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	50	50	49	50	49	50	50	49	49	49	49	50	50	50	50	49	49	50	49	50
	3512	Gate Pkwy. Off-Ramp	Ramp	39	39	38	39	38	38	39	38	38	38	38	39	39	38	38	38	39	39	39	39
	3516	Gate Pkwy. On-Ramp	Ramp	46	45	45	45	46	46	46	46	46	46	46	46	45	45	45	45	46	45	45	45
	3517	Baymeadows Rd. Off-Ramp	Ramp	43	42	42	41	42	41	42	42	41	42	42	42	42	42	42	42	41	42	42	42
	3518	Baymeadows Rd. Off-Ramp	Ramp	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	3522	Baymeadows Rd. On-Ramp	Ramp	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	3523	US-1 Off-Ramp	Ramp	37	37	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	37	37	37
	3529	US-1 On-Ramp - 2-lane segment	Ramp	29	29	29	29	29	29	29	28	29	28	29	29	29	29	29	29	29	28	28	28
	3530	US-1 On-Ramp - 1-lane segment	Ramp	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
	3531	I-95 NB Off-Ramp	Ramp	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52
	3532	I-95 SB Off-Ramp	Ramp	34	34	34	33	34	33	33	33	33	33	34	34	34	34	34	33	34	34	34	34
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	65	66	65
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	66	66	66	66	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66
S.R. 9B Southbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	66	66	66	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66	66
	19002	Southbound S.R. 9B	BFS	66	66	66	66	66	66	65	66	65	66	66	66	66	66	66	66	66	66	66	66
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	65	65	64	63	46	17	14	15	14	14	15	15	15	14	13	16	19	19	24	25
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	65	63	58	45	22	17	15	16	15	16	17	16	16	15	15	15	18	19	23	25
	16003	Between Gate Pkwy. off- and on-ramps	BFS	66	65	64	63	62	62	62	63	62	62	62	62	62	62	62	62	63	63	63	63
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	63	62	61	60	59	59	59	58	59	60	60	60	60	61	60	61	61	62	61	61
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	16006	Southbound I-295 on-ramp merge	Merge	65	64	64	64	63	63	64	63	63	63	63	63	63	64	64	64	64	64	64	64
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	65	64	63	63	62	63	63	62	63	62	62	63	63	63	63	63	63	64	63	64
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	65	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	65	65	64	64	64	63	64	64	64	64	64	64	64	64	64	65	65	65	65	65
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	65	65	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	65	65	64	63	63	63	63	63	64	63	64	64	64	64	64	64	64	64	64	64
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	65	65	64	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
	16014	Downstream of Kernan Blvd. on-ramp	BFS	65	65	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	45	42	28	20	11	10	10	10	10	10	10	10	10	9	10	10	9	12	14	17
	16505	Gate Pkwy. On-Ramp	Ramp	41	40	39	38	38	37	38	38	37	37	38	38	38	38	39	38	39	41	40	40
	16506	Kernan Blvd. SB Off-Ramp	Ramp	43	43	43	43	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43	43
	16510	Kernan Blvd. On-Ramp	Ramp	63	62	61	61	60	60	60	59	61	60	59	61	61	62	62	63	62	62	61	62
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	63	62	61	61	60	59	59	59	60	60	60	61	61	62	62	62	62	62	62	62
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	62	62	61	60	59	59	59	59	60	60	60	61	61	61	61	61	62	62	61	62
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	63	63	62	62	61	61	61	61	61	61	61	62	62	62	62	62	62	63	62	62
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	63	63	62	62	61	61	61	61	61	61	61	62	62	62	62	62	62	62	62	62
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	63	62	62	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62	62	62
	18008	Upstream of Southbound I-295 on-ramp	Weave	63	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	18007	Downstream of Northbound I-295 on-ramp	Weave	63	63	62	62	62	62	62	62	62	62	62	62	62	63	63	62	63	62	62	62
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	65	65	64	63	63	63	63	63	64	63	64	65	65	65	65	65	65	65	65	65
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	65	65	64	64	63	63	63	63	63	64	64	64	65	65	65	65	65	65	65	65
	18003	Between Kernan Blvd. off- and on-ramps	BFS	66	65	64	64	63	63	63	64	63	64	64	65	65	65	65	65	65	65	65	65
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	66	65	65	64	64	63	63	64	64	64	64	65	65	65	65	65	65	65	65	65
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	66	66	65	65	64	64	64	65	65	65	65	65	65	65	66	66	66	66	66	65
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	42	42	42	41	41	41	41	42	41	41	41	42	42	42	42	41	42	42	42	42
	18513	Kernan Blvd. On-Ramp	Ramp	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	44	43
	18508	Gate Pkwy. Off-Ramp	Ramp	51	50	50	49	48	48	48	49	49	48	49	49	50	50	50	50	50	50	50	50
	18513	Gate Pkwy. On-Ramp	Ramp	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	44	43

Original Build Alternative

Simulated Speeds (mph)

VISSIM Link Number	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
1036	65	64	63	63	62	62	62	62	62	62	63	63	63	63	63	64	64	64	64	64
1035	65	64	63	63	62	62	62	62	62	62	63	63	63	64	63	64	64	64	64	64
1034	65	64	63	63	63	62	62	63	63	62	63	63	63	64	64	64	64	64	64	64
1033	65	64	64	63	63	62	62	62	62	62	63	63	63	64	64	64	64	64	64	64
1032	65	64	64	64	63	63	63	63	63	63	64	63	64	64	64	64	64	64	64	64
1031	65	64	63	63	62	62	62	62	62	62	63	63	63	64	64	64	64	64	64	64
1030	65	64	64	63	62	62	62	62	63	63	63	63	64	64	64	64	64	64	64	64
1029	65	64	63	63	62	61	61	61	62	62	62	63	63	64	64	64	64	64	64	64
1028	65	65	64	64	63	63	63	63	63	63	64	64	64	64	65	65	65	65	65	65
1027	65	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
1026	64	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
1025	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	65	65
1024	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	66	65	65
1023	66	66	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
1022	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
1021	65	65	65	65	65	64	64	65	64	64	65	65	65	65	65	65	65	65	65	65
1020	65	65	64	64	64	63	63	63	63	63	64	64	64	64	65	65	64	65	64	65
1019	65	64	64	63	62	62	62	62	62	62	63	64	64	64	64	64	64	64	64	64
1018	64	64	63	63	62	62	62	62	62	62	62	63	63	63	64	64	64	64	64	64
1017	65	64	64	63	62	62	62	62	62	63	63	63	64	64	64	64	64	64	64	64
1016	65	64	64	64	63	63	63	63	63	63	63	64	64	64	65	65	64	64	64	65
1015	65	65	64	64	63	63	63	63	63	63	64	64	64	64	65	65	65	65	65	65
1014	65	64	64	64	63	63	62	63	63	63	63	64	64	64	65	64	64	65	64	64
1013	65	64	64	64	63	63	63	63	63	64	64	64	64	64	64	64	64	64	64	64
1012	65	64	64	64	63	63	62	63	63	63	63	64	64	64	65	65	65	65	64	64
1011	65	65	63	64	62	62	62	63	62	63	63	64	65	65	65	65	65	65	65	65
1010	66	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
1009	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
1008	66	66	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66
1007	66	65	65	65	64	65	64	65	65	65	65	65	65	65	65	65	66	65	65	65
1006	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65
1005	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	65	66	65
1004	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
1003	66	66	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66
1002	65	65	65	65	64	64	64	64	64	65	64	65	65	65	65	65	65	65	65	65
1001	66	66	66	66	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66
1537	43	42	42	42	42	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43
1533	42	42	42	41	41	41	41	41	41	41	41	41	42	41	42	42	42	42	42	42
1532	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
1531	50	50	49	49	49	49	49	50	49	49	50	50	50	50	50	50	50	50	50	50
1527	53	53	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	53	53	53
1526	55	55	55	54	54	54	54	54	54	54	55	55	55	55	55	55	55	55	55	55
1525	47	47	46	47	47	46	46	46	46	47	46	46	47	47	47	47	47	47	47	47
1521	39	39	38	38	38	37	37	37	37	37	37	38	38	38	39	38	39	38	38	38
1520	43	42	42	42	42	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43
1515	45	44	43	43	42	42	42	42	42	42	42	44	44	44	43	44	44	44	44	44
1514	45	44	44	44	44	45	44	44	44	44	44	44	44	44	44	45	44	44	44	45
1505	58	57	57	56	53	51	54	54	53	56	55	58	57	58	57	60	60	59	59	59
1504	50	50	50	50	49	49	49	49	49	49	50	50	50	50	50	50	50	50	50	50
1503	49	49	48	48	48	48	48	48	48	48	48	49	49	49	49	49	49	49	48	49
1502	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
1501	50	50	49	49	49	49	49	49	49	49	49	49	50	50	50	49	49	49	49	49
3001	64	63	62	52	30	21	21	22	22	22	23	23	24	25	26	26	59	63	63	63
3002	63	61	58	44	32	29	28	31	30	31	32	30	31	31	30	30	58	62	62	62
3003	63	61	56	44	36	35	34	37	37	36	38	36	37	38	35	35	57	61	61	61
3004	63	62	54	46	38	36	35	39	38	40	40	38	41	41	37	35	55	62	62	62
3005	62	59	53	46	42	41	40	42	42	41	45	40	43	44	42	38	54	61	60	61
3006	62	59	55	51	49	49	48	48	49	47	49	48	49	49	49	46	57	60	60	61
3007	63	61	59	57	56	56	56	55	56	55	55	56	56	56	56	54	60	62	62	62
3008	63	62	61	60	60	59	59	59	59	58	59	59	59	59	59	58	61	62	63	63
3009	63	63	62	61	61	61	60	60	60	60	60	60	60	60	60	60	62	62	63	63
3010	65	64	64	64	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64
3011	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3012	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3013	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3014	66	66	65	65	65	65	65	65	65	65	66	66	66	65	65	66	65	66	66	66
3015	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3016	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3017	66	66	66	66	65	66	66	66	66	65	66	66	65	65	65	65	66	66	66	65
3018	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3019	66	66	66	66	65	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66
3020	66	66	65	65	65	65	65	65	65	65	65	65	66	65	65	66	66	66	66	66
3021	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3022	66	65	65	65	64	65	65	65	64	64	65	65	65	65	65	65	65	65	65	65
3023	65	65	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65
3024	65	65	64	64	63	63	64	64	64	64	64	64	65	64	65	65	65	65	65	65
3025	65	65	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65
3026	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65
3027	65	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3028	66	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3029	66	66	65	65	65	65	65	65	65	65	65	65	66	65	66	66	65	66	66	66
3030	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66
3031	66	66	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	66	66
3032	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3033	66	66	65	66	65	65	65	65	65	65	65	65	65	65	66	66	66	65	66	66
3034	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3035	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3036	66	66	66	66	66	65	65	66	65	66	65	66	66	66	66	66	66	66	66	66
3037	66	66	66	66	65	65	65	65	65	66	65	66	66	65	66	66	65	66	66	66
3038	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3039	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
3501	41	40	40	39	39	39	39	39	39	39	39	39	39	39	39	39	40	41	40	40
3505	47	47	47	46	46	46	46	46	46	46	46	47	46	46	47	47	47	47	47	47
3506	51	50	50	50	50	50	49	50	50	50	50	50	50	50	50	49	50	50	50	50
3507	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
3508	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	49	49
3509	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
3510	54	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
3511	50	50	50	49	49	50	50	50	50	49	50	50	50	49	50	50	50	50	50	50
3512	39	38	38	38	38	38	38	38	38	38	39	38	38	38	38	38	39	39	39	39
3516	46	45	45	46	46	46	46	46	45	46	46	45	46	45	45	46	45	45	45	46
3517	42	42	42	42	42	42	42	41	42	42	42	42	42	42	42	42	42	42	42	42
3518	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
3522	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
3523	37	37	36	36	36	36	36	36	35	36	36	36	36	36	36	36	36	37	36	37
3529	29	28	28	28	29	29	29	28	29	29	29	29	29	29	29	29	28	29	28	29
3530	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
3531	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
3532	34	34	34	33	34	33	33	33	33	34	33	33	33	33	34	34	34	34	33	34
17002	66	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	65	66	65
17001	66	66	66	66	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66
19001	66	66	66	65	65	66	66	66	66	66	66	66	66	65	66	66	66	66	66	66
19002	66	66	66	66	66	66	66	66	66	65	66	66	66	66	66	66	66	66	66	66
16001	65	65	64	64	38	16	14	15	14	14	14	15	15	14	14	14	14	16	18	22
16002	65	63	58	44	20	16	15	16	15	16	16	16	17	16	15	15	14	14	16	19
16003	66	65	64	63	62	62	62	62	63	62	63	62	62	62	62	62	63	62	62	63
16004	63	62	61	60	60	59	60	60	60	60	60	60	60	61	61	61	62	61	61	61
16005	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
16006	65	64	64	63	63	63	63	63	64	63	63	63	63	63	64	64	64	64	64	64
16007	65	64	63	62	62	62	63	62	63	63	63	63	62	63	63	63	64	64	64	64
16008	65	65	64	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
16009	65	65	64	64	64	64	63	64	64	64	64	64	64	64	64	64	65	65	65	64
16010	65	65	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65
16011	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	64
16012	65	65	64	64	63	63	63	63	64	63	64	64	64	64	64	64	65	64	64	64
16013	65	65	64	63	63	63	63	63	63	63	63	63	64	64	64	64	65	64	64	64
16014	65	65	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
16501	45	43	26	16	10	10	9	10	9	10	10	10	10	10	10	10	9	9	9	10
16505	41	40	39	38	37	38	37	38	37	38	38	38	38	39	38	39	39	40	40	39
16506	43	43	43	42	42	42	42	42	42	43	42	43	43	43	43	43	43	43	43	43
16510	63	61	61	61	60	59	60	60	61	61	59	61	62	61	62	63	62	62	62	61
18013	63	62	61	61	60	59	59	60	60	60	60	61	61	62	62	62	62	62	62	62
18012	62	62	61	61	60	59	59	59	59	60	60	61	61	61	61	61	62	62	61	62
18011	63	63	62	62	61	61	61	61	61	61	61	62	62	62	62	62	62	62	62	62
18010	63	63	62	62	61	61	61	61	61	61	61	62	62	62	62	62	62	62	62	62
18009	63	62	62	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62	62	62
18008	63	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
18007	63	63	62	62	62	62	62	62	62	62	62	62	62	63	62	62	63	63	63	62
18006	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65
18005	65	65	64	64	63	62	63	63	63	64	63	64	64	65	65	65	65	65	65	65
18004	65	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
18003	66	65	64	64	63	63	63	64	63	64	64	65	65	65	65	65	65	65	65	65
18002	66	65	65	64	64	63	63	64	64	64	64	65	65	65	65	65	65	65	65	65
18001	66	66	65	65	65	64	64	65	65	65	65	65	66	66	66	66	66	66	66	66
18501	42	41	42	42	41	41	41	41	41	41	41	42	41	42	42	41	42	42	42	42
18513	43	43	43	43	43	43	42	43	43	43	43	43	43	43	43	43	43	44	44	43
18508	51	50	49	49	48	48	48	47	49	49	49	49	50	50	50	50	50	50	50	50
18513	43	43	43	43	43	43	42	43	43	43	43	43	43	43	43	43	43	44	44	43

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2025 AM PEAK

Preferred Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	64	64	63	63	63	62	62	63	62	63	63	63	63	63	63	64	64	64	63	64
	512	Downstream of JTB Exit - 1 lane section	BFS	64	64	63	63	63	62	63	63	62	63	63	63	63	63	63	64	64	64	63	64
	511	Downstream of JTB Exit - 2 lane section	Merge	64	64	63	63	63	62	63	63	63	62	63	63	63	63	64	64	64	64	63	64
	510	Downstream of JTB Exit - 2 lane section	Merge	64	64	63	63	63	62	62	63	62	62	63	63	63	63	64	64	64	64	64	64
	509	EL for JTB - 3 lane section	Diverge	65	64	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64
	508	EL for JTB - 3 lane section	BFS	65	65	64	64	64	63	63	63	63	63	64	64	64	64	64	64	64	65	64	64
	507	EL for JTB	BFS	65	65	64	64	63	63	63	63	63	63	63	64	64	64	64	65	65	65	64	65
	506	EL for JTB	BFS	66	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	505	EL for JTB	BFS	66	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	66	65	65	65
	504	EL for JTB	BFS	66	66	65	65	65	64	64	65	65	65	65	65	65	65	66	66	66	66	65	65
	503	EL merge Between I-295 NB and SR 9B	Merge	66	66	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	501	EL Entrance from I-295 NB	BFS	65	65	64	64	64	64	64	64	64	64	64	64	65	64	64	65	65	65	64	65
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	65	64	65	65	65	64	64	65	64	64	64	65	64	64	64	65	65	65	64	64
	702	EL Downstream of TPC Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	703	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	704	EL Downstream of Gate Parkway Entrance	BFS	64	64	64	63	64	64	63	63	63	63	63	64	63	63	63	64	64	64	63	63
	705	Entrance from JTB section to EL merge location	BFS	66	65	65	65	65	65	65	65	65	65	66	65	65	66	65	65	66	65	65	66
	706	EL merge location	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	707	EL Downstream of Gate Parkway Entrance	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	708	EL Downstream of Gate Parkway Entrance	BFS	66	66	66	65	65	65	66	65	65	65	65	65	66	66	66	65	66	66	66	66
	709	EL Diverge to SR 9B	Diverge	65	65	65	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65
	710	EL for I-295 SB	BFS	64	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	65	64	64	64	63	63	63	63	63	64	64	64	64	64	64	64	65	64	64	64
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65

Original Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	65	64	64	64	63	63	63	63	63	63	64	63	64	64	64	64	64	64	64	64
	512	Downstream of JTB Exit - 1 lane section	BFS	65	64	63	63	62	61	61	62	61	62	62	62	63	63	63	64	64	64	63	64
	511	Downstream of JTB Exit - 2 lane section	Merge	65	64	63	63	62	60	61	62	60	61	61	62	63	64	63	64	64	64	64	64
	510	Downstream of JTB Exit - 2 lane section	Merge	66	65	64	64	63	63	63	63	63	63	63	63	64	64	64	65	64	65	64	64
	509	EL for JTB - 3 lane section	Diverge	65	65	65	65	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65
	508	EL for JTB - 3 lane section	BFS	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65
	507	EL for JTB	BFS	65	65	64	64	64	63	63	63	63	64	64	64	64	64	64	64	65	64	64	64
	506	EL for JTB	BFS	65	65	64	64	64	64	63	64	64	64	64	64	65	65	64	64	65	65	64	65
	505	EL for JTB	BFS	65	65	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	504	EL for JTB	BFS	66	65	65	65	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65
	503	EL merge Between I-295 NB and SR 9B	Merge	66	66	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	65	65
	501	EL Entrance from I-295 NB	BFS	65	65	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	64	64	64
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	65	64	65	65	65	65	65	64	65	64	64	65	64	64	64	64	65	64	64	65
	702	EL Downstream of TPC Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	703	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	704	EL Downstream of Gate Parkway Entrance	BFS	64	64	64	63	64	64	64	64	64	63	63	64	63	63	64	64	64	63	63	63
	705	Entrance from JTB section to EL merge location	BFS	66	66	65	65	65	65	65	65	65	66	65	65	65	65	66	65	65	66	66	66
	706	EL merge location	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	707	EL Downstream of Gate Parkway Entrance	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	708	EL Downstream of Gate Parkway Entrance	BFS	66	66	66	66	65	66	65	65	65	65	65	66	65	66	66	66	66	66	66	66
	709	EL Diverge to SR 9B	Diverge	65	65	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	710	EL for I-295 SB	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	65	64	64	64	63	63	63	63	63	64	64	64	64	64	64	64	65	64	64	64
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65

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2025 PM PEAK

Roadway	VISSIM Link Number	Location	Section Type	Preferred Build Alternative																				Original Build Alternative																			
				Simulated Speeds (mph)																				Simulated Speeds (mph)																			
				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	61	61	61	60	61	61	61	61	61	61	61	61	61	61	62	62	63	63	63	64	61	61	60	61	61	61	61	61	61	61	61	61	61	61	62	62	63	63	63	64
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	61	61	61	61	61	61	61	61	61	61	61	61	62	62	62	63	63	63	63	64	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62	63	63	63	63	64
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	61	61	61	61	60	61	61	61	61	61	62	61	62	62	62	63	63	63	64	64	61	61	61	61	61	61	61	62	61	61	61	62	62	62	62	63	63	63	64	64
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	58	59	59	57	57	58	59	60	60	60	60	60	61	61	61	63	63	64	64	64	58	59	58	58	59	58	59	59	60	59	60	60	60	61	61	63	63	63	64	64
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	60	60	60	60	60	59	59	61	61	61	61	61	61	61	62	63	63	64	64	64	60	61	60	61	59	60	60	61	61	61	61	61	61	62	62	64	63	64	64	64
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	59	59	57	55	56	55	54	55	54	54	54	55	54	56	59	63	63	63	64	64	58	58	58	56	56	55	54	54	54	54	54	54	55	56	58	62	63	63	64	64
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	57	56	52	51	46	41	36	31	28	26	29	30	32	36	47	63	63	64	64	64	53	53	53	51	43	43	36	31	30	29	29	30	32	36	49	62	63	64	64	64
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	54	53	51	48	38	28	22	16	15	14	15	15	15	17	33	62	63	63	64	64	49	48	48	46	34	32	25	18	18	18	19	18	19	18	35	60	63	63	63	64
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	60	60	59	55	42	30	21	13	12	11	12	12	12	15	40	64	64	64	65	65	54	52	51	50	37	27	21	14	11	11	11	12	12	15	43	63	64	64	65	65
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	64	64	64	64	57	37	28	15	10	9	10	10	11	17	56	65	65	65	65	65	64	59	59	53	52	29	25	15	9	9	9	9	10	17	56	65	65	65	65	65
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	62	62	62	62	59	44	30	16	9	9	10	10	11	24	60	63	63	63	63	63	62	59	59	53	51	33	25	16	10	9	9	9	11	23	58	63	63	63	63	63
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	64	64	65	64	64	58	46	29	20	19	28	35	47	61	65	65	65	65	65	66	65	65	65	61	56	51	31	25	16	13	16	21	30	53	65	66	66	66	66	66
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	65	65	65	65	65	65	64	48	40	51	50	64	65	65	65	66	65	66	66	66	65	65	65	65	64	53	46	36	29	30	30	38	47	64	65	65	66	66	66	66
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	66	66	66	66	66	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65	65	58	51	41	38	42	51	56	62	66	65	66	66	66	66	66
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65	65	60	54	45	43	51	65	65	65	66	65	66	66	66	66	66
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65	65	60	55	52	47	55	65	65	65	65	65	65	66	66	66	66
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	64	64	64	64	64	63	57	58	52	57	64	64	65	65	65	65	65	65	66	66
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	64	64	64	64	63	63	62	58	56	63	64	64	64	65	65	65	65	65	65	65
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	63	64	64	63	63	63	63	59	58	64	64	64	64	64	64	65	65	65	65	65
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	66	66	66	63	63	63	63	63	63	63	61	59	64	64	64	64	64	65	65	65	65	65	65
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	64	64	64	64	63	63	63	63	61	64	64	64	64	65	65	65	65	65	65	65
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	64	64	64	64	63	64	63	63	64	64	64	64	65	65	65	65	65	65	65	65
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	66	66	66	65	66	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65	65	65	65	64	65	65	65	65	65	65	65	66	66	66	66	66
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	64	64	63	63	64	64	63	63	63	63	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	66	66	65	66	66	66	66	66	66	66	66
	1009	Downstream of S.R. 9B on-ramp	Merge	66	66	66	65	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
	1008	Upstream of S.R. 9B on-ramp	BFS	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	65	66	65	65	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
	1007	Upstream of I-295 Express Lane Entrance	Merge	65	65	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	66	65	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	66	66	66	66
	1006	Upstream of I-295 Express Lane Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	66	65	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	66	66	66	66
	1005	Downstream of US1 on-ramp merge	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	1004	Downstream of US1 on-ramp merge	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	1003	Downstream of US1 off-ramp	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	66	66	66
	1001	Upstream of I-95 On ramp	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	42	42	42	42	42	42	41	42	42	42	42	42	42	42	42	42	42	43	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	1533	Town Center Pkwy Off-Ramp	Ramp	43	43	43	42	42	41	39	38	37	37	38	38	39	40	42	43	43	43	44	43	43	43	43	42	41	40	39	38	37	38	38	38	39	39	43	43	43	43	44	44
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	42	29	19	9	6	8	9	12	33	49	49	49	49	49	49	49	49	49	45	41	39	24	18	11	7	8	9	12	29	49	49	49	49	49	49
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	49	49	49	49	49	48	46	45	46	45	48	47	47	49	49	50	49	50	50	50	49	49	49	49	47	48	46	46	46	47	47	48	48	49	49	49	49	49	50	50
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	52	53	52	53	53	52	52	53	53	53	52	53	53	53	53	53	53	53	53	53	52	53	53	53	52	53	52	52	52	52	53	53	53	53	53	53	53	53	53	53
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	54	54	55	55	55	55	55	55	55	55	55	55	55
	1525	Gate Pkwy. On-Ramp	Ramp	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	49	48	48	48	48	48	48	48	48	48	47	48	48	48	48	48	48	48	48	48	48	48
	1521	Gate Pkwy. Off-Ramp	Ramp	40	40	39	40	40	40	40	40	40	40	40	40	40	40	39	39	39	39	39	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	41	40	40	40	40	40
	1520	Baymeadows Rd. On-Ramp	Ramp	43	43	43	43	42	42	42	42	43	43	43	43	43	43	43	43	43	43	43	44	43	43	43	43	42	42	43	43	43	43	43	43	43	43	43	43	43	43	43	44
	1515	Baymeadows Rd. Off-Ramp	Ramp	36	36	36	36	36	36	36	36	36	36	36	36	36	37	37	37	37	37	37	37	44	44	44	44	43	44	44	43	44	44	44	44	44	45	45	45	45	45	45	45
	1514	US-1 On-Ramp	Ramp	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	45	45	45	45	45	44	44	44	44	44	44	44	44	44	44	44	44	44	44	45	45	45	45	45	45
	1505	US-1 Off-Ramp	Ramp	59	59	58	58	58	58	55	57	59	58	57	58	59	60	62	61	61	63	62	61	60	59	59	58	58	57	56	58	59	58	58	58	59	61	61	61	61	63	62	61
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	49	49	49	48	48	48	48	48	48	48	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48	48	48	48	48	48	49	49	49	49	49	49	49	49	49	49
	1502	I-95 Northbound on-ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	49	49	49
	1501	I-95 Southbound on-ramp	Ramp	50	49	50	49	49	49	49	49	49	49	49	49	50	50	50	50	49	50	49	50	50	50	50	50	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	65	65	65	65	65	63	63	63	63	63	63	63	63	63	63	63	64	64	64	65	65	65	65	65	65
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	62	62	61	61	60	60	60	60	61	62	62	62	63	64	64	64	65	65	65	65	62	62	61	61	61	61	60	60	61	62	62	62	63	64	64	64	64	65	65	65
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	61	61	61	60	60	60	59	59	60	61	61	62	63	63	64	64	64	65	65	65	61	61	61	60	60	60	59	59	60	61	62	61	62	63	64	64	64	65	65	65
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	62	62	62	62	61	61	61	61	61	62	62	62	63	64	64	64	64	65	65	65	62	62	62	62	61	61	61	61	62	62	62	62	63	64	64	64	64	64	65	65
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	61	61	60	60	60	60	59	60	60	60	61	61	62	63	64	64	64	64	64	64	60	61	60	60	60	59	59	59	60	60	61	61	62	63	64	64	64	64	64	64
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	61	61	60	60	60	60	59	59	60	60	61	61	62	63	63	64	64	64	64	64	60	61	60	60	59	59	59	59	60	60	61	61	62	63	63	64	64	64	64	64
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	62	63	62	62	62	62	61	61	62	62	63	63	63	64	64	64	64	65	65	65	62	63	62	62	61	62	61	61	62	62	63	63	63	64	64	64	64	65	65	65
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	63	63	63	63	63	63	62	62	63	63	63	63	64	64	64	64	64	65	65	65	63	63	63	63	63	63	63	62	63	63	63	63	64	64	64	64	64	65	65	65
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	65	65	65	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	65	65	65
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	65	66	66	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	66	66	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	65	65	66	65	65	65	65	65	65	66	65	66	66	66	66	66	66	66	66	65	66	66	66	65	65	65	65	65	65	65	65	66	66	65	66	66	66	66	66
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	65	64	65	65	64	64	64	64	64	65	65	65	65	65	65	66	66	66	66	66
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	65	66	66	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	66
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66	64	64	64	64	64	63	64	64	64	64	64	64	64	65	65	65	65	65	65	66
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	63	63	63	63	62	62	62	62	63	63	63	63	64	64	64	65	65	65	65	65
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	62	62	63	62	61	62	62	62	62	62	62	63	63	64	64	65	65	65	65	65
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	63	63	63	62	62	62	62	62	62	63	63	63	63	64	64	65	65	65	65	65
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	63	63	63	63	63	63	62	63	63	63	63	63	63	64	64	65	65	65	65	65
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	65	65	65	65	64	64	64	65	65	65	65	65	65	65	66	66	66	66	66	66	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65	65
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	64	64	64	64	63	64	63	64	64	64	64	64	65	65	65	65	66	66	66	66	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	65	66	65	65	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	66	65	66	65	66	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
	3036	Downstream of Northbound I-95 off-ramp	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	65	66	66	65	65	65	65	65	66	65	65	65	66	66	66	66	66	66	66	66	66	65	66	66	65	65	65	65	66	65	66	65	65	66	66	66	66	66	66	66
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	41	40	41	40	40	40	40	40	40	41	41	40	41	41	41	41	41	41	41	41	41	40	41	40	40	40	40	40	40	40	40	40	41	41	41	41	41	41	41	41
	3505	Town Center Pkwy On-Ramp	Ramp	46	46	46	46	46	46	46	46	46	46	46	46	46	46	47	46	46	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	47	46	46	47	47	47
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	51	51	50	50	50	50	50	50	50	50	50	50	51	51	51	51	51	51	52	52	50	51	50	50	50	50	50	50	50	50	51	50	51	51	51	51	51	51	52	51
	3507	SR 202 (JTB) WB On-Ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50
	3508	SR 202 (JTB) EB On-Ramp	Ramp	50	50	50	50	49	49	50	49	49	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	49	49	49	49	50	49	50	50	50	50	50	50	50	50	50	50
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50
	3510	On-Ramp from EB SR 202 (combined)	Ramp	51	51	50	50	50	48	40	26	18	9	10	13	23	41	51	50	52	53	52	53	50	50	50	50	45	41	40	22	16	10	10	12	16	37	51	51	52	52	52	52
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	48	48	48	49	49	49	49	49	49	49	50	49	49	49	49	49	49	49	49	48	48	48	48	48	49	49	49	49	49	49	50
	3512	Gate Pkwy. Off-Ramp	Ramp	38	38	38	38	38	38	38	38	38	38	38	38	38	38	39	39	39	39	39	39	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	39	38	39	39	39
	3516	Gate Pkwy. On-Ramp	Ramp	45	45	45	45	45	45	45	45	45	45	45	45	45	45	46	45	46	46	46	46	45	45	45	45	45	45	45	45	45	45	45	45	45	46	46	45	46	46	46	45
	3517	Baymeadows Rd. Off-Ramp	Ramp	41	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	42	41	41	42	41	41	41	41	41	42	42	41	42	42	42	42	42	42	42	42
	3518	Baymeadows Rd. Off-Ramp	Ramp	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	33	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	3522	Baymeadows Rd. On-Ramp	Ramp	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	3523	US-1 Off-Ramp	Ramp	36	36	36	36	36	36	36	36	36	36	36	36	37	37	37	37	37	37	37	37	36	37	36	36	36	36	36	36	36	36	36	36	36	36	37	37	37	37	37	37
	3529	US-1 On-Ramp - 2-lane segment	Ramp	27	27	27	27	27	27	27	27	28	27	27	27	28	28	28	27	28	28	28	27	27	27	27	27	27	28	28	27	27	27	27	27	27	27	28	28	28	28	28	28
	3530	US-1 On-Ramp - 1-lane segment	Ramp	28	28	28	28	28	28	28	29	29	28	28	28	29	28	28	28	28	29	29	28	28	28	28	28	28	28	29	28	28	28	28	28	28	28	29	28	28	29	29	29
	3531	I-95 NB Off-Ramp	Ramp	51	51	51	51	51	51	51	51	51	51	50	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	50	51	51	51	51	51	51	51	51	51
	3532	I-95 SB Off-Ramp	Ramp	33	34	33	33	33	33	33	33	33	33	33	34	33	33	34	34	33	34	34	34	33	33	33	33	33	33	33	33	33	33	33	33	33	33	34	34	34	34	34	34
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	67	66
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
S.R. 9B Sourthbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	19002	Southbound S.R. 9B	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	53	57	54	45	45	43	40	32	24	20	12	15	20	26	36	44	47	52	55	59	55	59	54	47	47	41	34	32	23	19	13	15	18	25	35	44	50	53	55	56
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	46	52	48	45	47	44	41	33	25	18	13	16	22	31	40	48	50	51	56	58	48	51	49	48	48	39	35	30	23	17	13	16	19	29	40	47	51	52	52	56
	16003	Between Gate Pkwy. off- and on-ramps	BFS	53	53	55	54	50	44	36	28	24	13	11	13	18	27	42	52	60	63	63	64	58	58	57	50	46	35	33	24	18	13	11	13	17	25	39	55	60	62	63	63
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	41	42	39	38	38	36	33	23	22	13	14	18	23	34	41	49	54	59	58	60	44	43	41	36	37	31	30	22	18	15	13	17	22	32	42	50	54	57	59	60
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	62	62	62	62	62	62	62	61	62	61	61	61	61	62	62	63	64	64	64	65	62	62	62	62	62	61	55	58	61	61	61	61	61	62	62	63	64	64	64	64
	16006	Southbound I-295 on-ramp merge	Merge	60	58	57	55	57	58	58	60	60	61	62	62	61	61	62	62	63	63	63	64	60	59	60	58	59	51	41	46	61	61	62	61	60	60	60	62	63	63	63	64
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	59	56	57	55	56	56	56	59	59	60	61	61	59	60	61	60	62	63	63	63	58	57	58	56	57	55	51	53	60	59	61	60	59	59	59	60	62	62	62	63
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	63	62	62	62	62	62	62	62	63	63	63	63	63	63	64	64	64	64	65	65	62	62	63	62	62	62	61	62	63	63	64	63	63	63	63	63	64	64	64	65
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	63	63	63	63	63	62	63	63	64	64	64	64	64	63	64	64	64	64	65	65	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	64	65	65
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	64	65	65	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	64	65	65
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	63	63	63	63	63	63	63	63	64	64	64	64	64	63	64	64	64	64	65	65	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	64	64	64
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	63	63	63	62	62	62	63	63	63	64	64	63	63	63	63	64	64	64	64	65	63	63	63	62	63	63	62	63	63	64	64	64	64	63	63	63	64	64	64	64
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	62	62	62	62	62	62	62	62	63	63	63	63	63	63	63	63	63	64	64	65	62	62	62	62	62	62	62	62	63	63	64	63	63	63	63	63	64	64	64	64
	16014	Downstream of Kernan Blvd. on-ramp	BFS	63	63	62	62	62	62	63	63	63	63	64	63	63	63	63	63	63	64	64	65	63	63	63	62	62	62	62	63	63	63	64	63	63	63	63	63	64	64	64	64
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	43	43	43	42	41	41	41	39	38	37	38	38	40	41	41	40	42	43	43	43	43	42	43	43	43	42	41	40	39	39	38	39	40	40	41	41	42	43	44	45
	16505	Gate Pkwy. On-Ramp	Ramp	35	36	35	35	33	33	32	20	15	8	7	6	11	25	33	40	41	41	41	42	35	36	35	35	33	28	29	19	14	9	7	8	12	17	33	41	41	42	41	41
	16506	Kernan Blvd. SB Off-Ramp	Ramp	40	40	40	40	36	38	37	35	41	41	41	41	41	41	41	42	42	43	43	43	40	40	40	35	35	40	39	36	39	41	42	41	41	41	41	42	42	42	42	43
	16510	Kernan Blvd. On-Ramp	Ramp	62	61	61	61	62	60	62	62	62	61	61	60	61	62	63	63	63	63	62	63	63	61	62	61	61	61	61	62	61	62	61	61	61	61	63	63	63	63	62	63
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	62	62	62	62	62	61	61	61	61	62	62	62	62	63	63	63	63	64	64	63	62	62	62	62	61	61	61	61	61	62	62	62	62	63	63	63	63	64	63	64
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	61	61	61	61	61	61	60	60	61	61	61	61	61	62	62	62	62	62	62	62	61	61	61	61	61	61	61	60	61	61	61	61	61	62	62	62	62	62	62	62
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	63	63	63	63	62	62	62	62	62	63	63	63	63	63	63	63	63	63	63	63	62	63	63	62	62	62	62	62	62	63	63	63	63	63	63	63	63	63	63	63
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	62	63	62	62	62	62	62	62	62	63	63	63	63	63	63	63	63	63	63	63	62	63	62	62	62	62	62	62	62	63	62	63	63	63	63	63	63	63	63	63
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63
	18008	Upstream of Southbound I-295 on-ramp	Weave	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	62	63	63	63
	18007	Downstream of Northbound I-295 on-ramp	Weave	62	63	62	62	62	62	62	62	62	62	62	63	63	62	63	63	63	63	63	63	62	63	62	62	62	62	62	62	62	62	62	62	63	62	62	63	63	63	63	63
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	66	66	66	66	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	63	63	63	63	62	62	62	62	62	63	63	64	64	64	65	65	65	65	65	65	63	63	63	63	62	63	62	62	63	63	63	63	64	64	65	65	65	65	65	65
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	63	63	63	63	63	63	62	62	63	63	63	63	64	64	65	65	65	65	65	65	63	63	63	63	63	63	62	62	63	63	63	63	64	64	65	65	65	65	65	65
	18003	Between Kernan Blvd. off- and on-ramps	BFS	64	64	64	63	63	63	63	63	63	64	64	64	65	65	65	65	65	66	66	66	64	64	64	63	64	63	63	63	63	64	64	64	65	65	65	65	65	65	66	66
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	64	64	64	64	64	63	63	63	64	64	64	64	65	65	65	65	65	66	66	66	64	64	64	64	64	63	63	63	64	64	64	64	65	65	65	65	65	66	66	66
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	40	40	40	40	40	40	39	40	40	40	40	40	41	41	41	41	41	41	41	41	40	40	40	40	40	40	40	40	40	40	40	41	41	41	41	42	41	41	41	42
	18513	Kernan Blvd. On-Ramp	Ramp	42	42	42	42	42	42	42	42	42	43	43	43	42	43	42	43	43	43	43	43	42	43	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43	43	43	43
	18508	Gate Pkwy. Off-Ramp	Ramp	49	49	50	49	49	49	49	49	49	49	50	49	50	50	50	51	51	51	51	51	49	50	49	49	49	49	49	49	50	49	49	50	50	50	50	51	51	51	51	51
	18513	Gate Pkwy. On-Ramp	Ramp	42	42	42	42	42	42	42	42	42	43	43	43	42	43	42	43	43	43	43	43	42	43	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43	43	43	43

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2025 PM PEAK

Preferred Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	62	63	62	62	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64
	512	Downstream of JTB Exit - 1 lane section	BFS	62	63	62	63	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64
	511	Downstream of JTB Exit - 2 lane section	Merge	62	63	62	62	62	62	62	62	62	63	63	63	63	63	63	63	63	64	64	64
	510	Downstream of JTB Exit - 2 lane section	Merge	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	64	64	64	64
	509	EL for JTB - 3 lane section	Diverge	63	62	63	63	63	63	62	63	63	63	63	63	63	64	64	64	64	64	65	65
	508	EL for JTB - 3 lane section	BFS	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	65	65	65
	507	EL for JTB	BFS	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	65	65	65	65	65
	506	EL for JTB	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	66	66	66
	505	EL for JTB	BFS	64	64	64	64	64	64	64	64	65	64	64	65	65	65	65	65	66	66	66	66
	504	EL for JTB	BFS	65	65	65	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66	66	66
	503	EL merge Between I-295 NB and SR 9B	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66
	501	EL Entrance from I-295 NB	BFS	63	64	64	63	63	63	64	63	63	64	64	64	64	64	64	64	64	65	65	65
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	65	64	64	65	64	64	64	65	64	64	64	64	64	65	65	65	65	65	65	65
	702	EL Downstream of TPC Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	66	66
	703	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	66	65
	704	EL Downstream of Gate Parkway Entrance	BFS	64	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	65	64	65	65
	705	Entrance from JTB section to EL merge location	BFS	64	65	65	65	65	65	65	64	65	65	65	65	65	65	65	65	65	66	66	66
	706	EL merge location	Merge	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	707	EL Downstream of Gate Parkway Entrance	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	67	67
	708	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
	709	EL Diverge to SR 9B	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	66	65
	710	EL for I-295 SB	BFS	64	64	64	64	64	63	64	63	63	64	64	64	64	64	64	65	65	65	65	65
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	64	64	64	64	63	63	63	63	64	64	64	64	64	65	65	65	65	65	65	66
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	64	64	64	64	64	64	64	63	64	64	64	64	64	64	64	64	65	65	65	65

Original Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	63	63	63	63	63	56	51	45	44	44	49	50	58	64	64	64	64	65	65	65
	512	Downstream of JTB Exit - 1 lane section	BFS	61	61	60	60	60	59	53	50	50	47	52	52	58	62	63	63	64	64	64	64
	511	Downstream of JTB Exit - 2 lane section	Merge	60	59	60	59	59	58	52	50	49	45	49	50	60	62	63	63	64	64	65	65
	510	Downstream of JTB Exit - 2 lane section	Merge	62	63	62	62	62	62	60	57	53	49	51	55	63	64	64	64	64	65	65	65
	509	EL for JTB - 3 lane section	Diverge	65	65	64	65	65	65	64	63	61	59	57	62	65	65	65	65	65	66	66	66
	508	EL for JTB - 3 lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66
	507	EL for JTB	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65
	506	EL for JTB	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	66	65	65
	505	EL for JTB	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	66	66	66
	504	EL for JTB	BFS	65	65	65	65	64	64	64	64	64	64	64	65	65	65	65	66	66	66	66	66
	503	EL merge Between I-295 NB and SR 9B	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	501	EL Entrance from I-295 NB	BFS	64	64	64	64	64	64	63	63	63	64	64	64	64	64	64	64	63	65	65	65
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	65	64	64	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	702	EL Downstream of TPC Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	703	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	704	EL Downstream of Gate Parkway Entrance	BFS	64	63	63	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	65	65
	705	Entrance from JTB section to EL merge location	BFS	65	65	65	65	64	64	64	65	65	65	65	65	65	65	65	65	65	65	66	66
	706	EL merge location	Merge	66	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	707	EL Downstream of Gate Parkway Entrance	BFS	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	67	66
	708	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
	709	EL Diverge to SR 9B	Diverge	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65	66	65
	710	EL for I-295 SB	BFS	64	64	64	64	63	63	63	64	64	64	64	64	64	64	64	65	65	65	65	65
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	64	64	64	64	63	63	63	63	64	64	64	64	64	65	64	65	65	65	65	65
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	64	64	64	64	64	64	63	64	64	63	64	64	64	64	64	64	65	65	65	65

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2045 AM PEAK

Roadway	VISSIM Link Number	Location	Section Type	Preferred Build Alternative – Simulated Speeds (mph)																				Original Build Alternative – Simulated Speeds (mph)																			
				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	64	64	64	64	65	65	65	64	64	64	64	64	63	64	64	64	64	65	64	64	64	64	64	64	65
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	65	65	64	64	64	63	64	64	64	64	64	64	64	64	64	65	65	64	64	65	65	65	64	64	64	64	64	63	64	64	64	64	65	64	64	64	64	64	64	65
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	65	65	64	64	64	64	64	64	64	64	64	64	65	65	64	65	65	64	65	65	65	65	64	64	64	64	64	64	64	64	64	64	65	64	64	64	64	65	64	65
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	64	64	64	64	64	65	65	64	64	64	63	63	63	63	64	64	64	65	64	64	64	64	64	64	65
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	65	64	64	64	64	63	63	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	64	64	64	64	64	63	64	64	64	64	65	64	64	64	64	64	64	64
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	65	65	64	64	65	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	64	64	64	64	65
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	65	65	64	65	65	65	65	64	64	64	64	63	63	64	64	64	64	65	64	64	65	65	65	64	65
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	65	65	64	65	65	65	65	64	64	64	63	63	63	64	64	64	64	64	64	64	65	64	64	64	65
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	65	65	64	64	64	64	63	64	64	64	64	64	64	63	63	65	65	65	65	65	65	65	64	64	64	63	64	64	64	64	64	64	64	64	64	65	64	64	64	64
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	65	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	65	64	64	65	65	65	65	65
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	64	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	63	63	63	63	63	63	63	63	63	63	63	63	64	64	63	64	63	64
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	65	64	64	63	62	62	62	62	63	62	63	62	64	63	64	64	64	64	64	64	65	65	65	65	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	66	66	66	66	65	65	65	65	65	65	64	64	65	65	65	66	66	66	66	66	65	65	65	65	64	64	64	64	64	63	63	63	62	63	65	65	65	65	65	65
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	66	66	66	65	65	65	65	65	64	65	63	62	64	64	65	66	66	66	66	66	65	65	65	65	64	64	64	64	63	60	59	60	58	61	65	65	65	65	65	65
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	66	65	65	65	65	64	64	56	52	50	45	41	42	55	64	65	65	65	65	65	65	64	64	64	63	63	63	58	51	42	37	37	29	48	64	64	64	64	64	64
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	65	65	64	63	63	63	63	58	51	52	47	44	43	58	62	65	64	65	65	64	64	63	62	62	60	60	60	58	51	45	40	39	32	50	61	62	63	63	63	63
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	65	64	63	62	61	61	61	60	49	49	44	42	40	51	56	64	63	64	64	64	63	62	60	60	57	58	56	56	49	44	38	35	34	48	58	61	63	63	62	62
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	64	63	63	62	62	61	61	61	50	49	44	43	40	49	54	64	63	63	64	63	63	62	61	60	58	59	59	57	50	45	40	35	36	45	57	62	62	62	62	62
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	65	64	63	63	62	62	62	62	51	51	45	44	39	48	52	64	64	64	64	64	63	62	61	60	59	60	60	58	51	45	39	34	38	42	55	62	62	62	62	62
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	65	64	64	63	63	63	63	63	52	52	47	46	41	48	53	64	64	64	64	64	64	63	62	61	61	62	62	61	52	46	41	36	39	44	55	62	62	63	62	63
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	65	65	64	64	64	64	64	62	51	48	47	46	42	46	53	63	63	64	65	65	64	63	62	62	61	62	62	61	51	44	40	36	37	44	55	61	61	62	62	63
	1038	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Diverge	65	64	64	63	64	63	62	59	45	35	32	36	35	42	47	50	55	60	65	64	64	63	61	61	60	60	59	49	30	21	20	21	23	38	50	51	50	53	59	62
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	65	65	64	63	63	63	63	63	55	50	46	43	41	42	48	53	58	63	63	64	64	63	61	60	60	60	61	53	35	21	19	25	27	38	51	53	52	57	61	62
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	65	64	64	64	63	63	63	63	61	52	53	46	45	42	50	54	60	64	64	64	64	63	62	61	61	61	61	59	43	25	22	29	29	37	54	53	52	62	63	63
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	65	64	63	63	62	61	61	62	62	51	54	52	49	43	53	60	63	64	64	64	63	62	59	53	52	53	55	56	47	32	25	29	34	36	49	52	53	59	59	60
	1037	Upstream of SR 152 (Baymeadows Rd.)	Diverge	53	50	48	46	43	40	41	42	43	35	40	41	42	38	45	47	49	49	48	49	63	56	48	36	35	39	45	47	45	31	20	24	33	33	43	50	53	52	51	53
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	62	61	59	58	54	51	52	53	54	44	50	52	52	48	54	58	60	59	60	60	64	61	57	43	37	42	47	47	46	35	23	28	36	37	47	53	57	56	57	59
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	64	63	63	61	60	57	56	56	58	52	55	57	56	54	59	63	63	63	63	63	65	64	63	58	38	25	25	26	26	32	25	24	36	37	42	44	52	57	57	60
	1009	Downstream of S.R. 9B on-ramp	Merge	65	64	63	62	59	53	40	37	43	50	55	58	60	58	59	65	64	64	64	64	65	64	64	63	59	31	17	18	35	48	43	39	38	37	38	40	51	57	60	59
	1008	Upstream of S.R. 9B on-ramp	BFS	65	64	63	63	62	62	61	62	62	62	58	58	64	64	62	64	63	64	64	64	65	64	63	63	62	61	58	58	61	60	56	52	54	42	40	50	59	64	63	61
	1007	Upstream of I-295 Express Lane Entrance	Merge	65	63	60	61	57	55	49	54	53	51	53	55	55	57	51	53	58	60	63	64	64	63	60	58	53	47	42	36	32	36	40	47	47	42	40	45	52	56	62	62
	1006	Upstream of I-295 Express Lane Entrance	BFS	65	64	63	62	60	59	58	59	60	58	56	57	58	58	53	55	59	63	64	64	65	64	63	62	59	55	49	46	36	41	47	51	49	46	42	50	53	56	62	62
	1005	Downstream of US1 on-ramp merge	Merge	65	64	63	62	61	59	60	61	61	59	56	57	58	58	54	55	58	63	64	64	65	64	63	62	60	57	50	48	35	39	46	52	49	45	41	49	53	56	61	61
	1004	Downstream of US1 on-ramp merge	Merge	65	64	64	64	62	62	62	63	63	61	57	58	58	59	53	54	57	61	64	64	65	64	64	63	63	62	51	51	35	32	43	52	48	43	38	45	53	54	58	59
	1003	Downstream of US1 off-ramp	BFS	66	65	65	65	64	63	63	64	64	64	62	59	59	59	54	54	59	63	65	65	66	65	65	65	64	64	61	63	47	41	44	53	49	44	38	45	53	54	60	60
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	65	64	63	63	63	61	61	62	62	62	63	58	58	58	57	54	59	64	64	64	65	64	63	63	63	61	61	62	58	50	52	52	52	48	41	48	53	54	59	60
	1001	Downstream of Beach Blvd off-ramp diverge	BFS	66	65	65	64	64	64	64	64	64	64	64	64	59	59	60	58	62	65	65	65	66	65	65	64	64	64	64	64	64	63	59	54	53	50	49	54	56	59	61	62
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	43	42	42	42	42	42	42	42	42	42	43	43	43	43	42	42	42	42	42	42	43	42	42	42	42	42	42	42	42	42	43	43	43	42	42	42	42	42	42	42
	1533	Town Center Pkwy Off-Ramp	Ramp	41	41	40	39	37	37	36	36	38	36	36	35	36	36	35	40	40	40	40	40	41	41	39	38	37	38	37	38	38	38	39	38	40	39	39	38	40	40	40	40
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	52	52	51	51	52	51	51	42	41	39	32	30	33	44	51	52	52	52	52	52	52	52	52	52	52	52	52	45	41	32	29	21	22	41	52	52	52	52	52	52
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	55	54	54	54	53	53	53	53	52	52	48	48	47	50	46	53	54	54	54	54	55	54	54	54	54	54	53	54	53	53	52	48	48	53	53	54	54	54	54	54
	1525	Gate Pkwy. On-Ramp	Ramp	48	47	47	47	47	46	47	47	38	38	35	35	33	37	43	47	47	47	47	47	48	47	47	47	47	47	47	46	39	36	34	32	31	41	46	47	48	47	47	47
	1521	Gate Pkwy. Off-Ramp	Ramp	40	40	39	39	38	33	24	22	17	14	12	14	28	32	27	30	33	34	39	40	37	37	36	36	35	34	30	25	18	17	18	19	23	29	29	30	31	31	34	36
	1520	Baymeadows Rd. On-Ramp	Ramp	43	43	42	42	42	42	42	42	42	35	39	36	32	28	37	39	41	43	43	43	43	43	43	42	42	42	42	42	37	30	27	28	25	31	40	39	38	43	43	43
	1515	Baymeadows Rd. Off-Ramp	Ramp	35	35	34	34	34	34	33	34	34	34	34	34	34	34	34	35	35	35	35	35	42	40	37	35	35	35	36	36	36	34	33	33	36	36	37	38	39	39	39	39
	1514	US-1 On-Ramp	Ramp	44	44	43	44	44	43	43	44	44	44	44	42	40	43	44	44	44	44	43	43	44	44	43	44	44	43	43	43	43	43	43	43	43	41	43	43	43	43	44	43
	1505	US-1 Off-Ramp	Ramp	56	52	50	47	45	43	40	42	45	46	46	51	51	52	52	48	51	54	52	53	56	52	50	47	45	42	40	43	44	42	44	47	49	46	43	46	49	50	49	51
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	49	49	48	48	47	47	47	47	47	47	47	47	44	45	45	44	47	49	49	49	49	49	48	48	47	47	47	47	47	43	43	40	40	37	35	39	43	43	46	48
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	48	47	47	45	44	44	44	44	44	44	45	47	43	43	43	47	47	47	47	47	48	47	47	45	44	44	44	44	44	43	42	38	38	34	34	41	43	42	44	47
	1502	I-95 Northbound on-ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	45	45	46	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	46	43	40	37	42	45	45	45	48	49
	1501	I-95 Southbound on-ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	46	45	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48	45	42	44	45	45	45	45	48	49
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	64	62	56	42	26	23	22	19	19	15	14	16	16	20	24	28	29	26	25	26	64	62	56	42	26	24	25	22	19	16	13	12	13	19	24	26	26	26	26	27
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	64	60	53	44	35	31	29	24	24	19	18	20	20	26	31	34	35	32	31	32	64	60	53	45	34	32	33	29	24	20	16	14	16	24	31	33	32	34	32	32
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	64	61	57	49	40	32	31	24	25	20	19	21	20	28	33	36	37	34	30	32	64	61	57	49	39	33	36	32	24	21	16	15	17	26	34	34	34	34	32	32
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	64	62	58	49	38	29	28	23	23	19	18	19	19	28	32	36	33	30	27	28	64	62	58	49	38	29	35	29	22	20	15	14	16	26	34	30	30	31	28	28
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	63	60	55	46	41	37	34	29	29	23	21	22	23	31	39	40	39	38	36	39	63	60	55	46	41	37	40	34	28	23	18	17	20	29	37	36	38	38	37	37
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	62	59	54	48	46	43	41	33	34	26	25	25	27	34	44	45	45	45	44	46	62	59	54	48	45	43	45	39	33	25	20	18	24	32	40	41	45	45	45	44
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	62	60	55	54	51	52	46	37	38	29	28	28	30	39	47	51	51	52	52	52	62	60	55	53	51	52	51	44	38	29	22	21	26	37	42	48	52	51	52	52
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	63	61	56	55	54	55	46	38	39	28	28	26	30	38	52	54	54	55	56	55	63	61	56	55	54	55	52	46	39	29	21	20	25	36	49	50	54	55	56	55
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	63	62	58	57	56	57	49	40	40	29	29	27	31	40	56	57	57	57	58	57	63	62	58	57	56	57	54	48	40	29	21	21	25	37	52	52	56	56	58	57
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	64	63	62	61	61	60	50	43	39	29	29	27	32	43	61	61	61	62	62	61	64	63	62	61	61	61	57	49	39	29	18	20	27	40	55	57	59	62	62	62
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	66	65	65	65	65	65	64	64	64	62	63	61	61	64	65	65	65	65	65	65	66	65	65	65	65	65	65	65	63	63	62	62	62	63	65	64	65	65	65	65
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	66	65	65	65	65	65	65	65	65	66	65	66	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	65	65	65	65	64	64	65	65	65	65	65	65	65	65	65	64	64	65	65	65	65	64	64	65	65	65	64	64	65	65	65	65	64	65	65	65	65	65	65
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	66	66	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	65	66	66
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	66	66	65	65	65	65	65	65	65	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	63	63	63	63	63	64	64	64	64	65	65	65	64	64	64	64	64	64
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	64	63	63	63
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	63	63	63	63	62	63	63	63	63	64	64	64	64	64	63	63	63	63
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	65	65	65	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	64	63	62	61	61	61	61	62	62	62	61	63	63	63	63	63	63	62	62	62
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	65	65	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	64	62	61	60	60	60	60	61	61	61	61	63	63	62	62	62	62	62	62	62
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	65	65	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	64	63	61	60	60	60	60	61	61	62	62	63	64	62	63	63	62	62	62	62
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	65	65	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	64	63	62	62	62	62	61	62	62	62	63	63	64	63	63	63	62	62	62	62
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	65	65	64	64	64	64	64	64	64	64	65	65	65	65	65	64	64	64	64	64	65	64	64	64	64	64	64	64	64	64	64	64	65	64	64	64	64	64	64	64
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	65	64	63	61	63	62	62	62	63	63	63	64	64	64	64	64	63	63	63	62	65	64	64	63	63	64	64	63	64	64	64	64	65	64	64	64	64	64	64	64
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	65	65	64	64	64	64	64	64	65	64	65	65	65	65	65	65	64	65	65	65	65	65	64	64	64	65	64	64	64	64	65	65	65	65	65	65	65	64	64	65
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	65	65	64	64	64	64	64	64	64	64	64	65	65	65	65	64	64	65	64	64	65	65	64	64	64	64	64	64	64	64	65	65	65	65	64	64	64	64	64	64
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	65	65	64	64	64	64	64	64	64	64	64	65	65	65	64	64	64	64	64	64	65	64	64	64	64	64	64	64	64	64	64	65	65	65	64	64	64	64	64	64
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	64	64	64	64	64	64	64	64	64	64	64	65	64	64	64	64	64	64
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	65	65	65	64	64	64	64	65	65	64	65	65	65	65	65	65	64	65	65	65	65	65	64	64	64	64	64	63	64	64	65	65	65	65	64	65	65	64	64	65
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	66	66	65	65	65	65	65	65	65	65	65	66	66	66	66	65	65	65	65	65	66	66	65	65	65	65	65	65	65	65	66	66	66	66	65	66	65	65	65	65
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
	3036	Downstream of Northbound I-95 off-ramp	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	66	66	66	65	66	65	65	66	66	66	66	66	66	66	66	66	65	66	65	65	66	66	66	65	65	65	65	66	65	66	66	66	66	66	66	66	66	66	65	66
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	41	40	40	39	39	39	37	36	34	34	36	36	33	35	34	33	39	39	39	39	41	40	40	39	39	39	35	33	33	29	36	36	35	37	39	39	39	39	39	39
	3505	Town Center Pkwy On-Ramp	Ramp	46	46	46	46	46	46	39	31	31	21	22	22	24	33	46	46	46	46	46	46	46	46	46	46	46	46	44	38	31	23	14	14	19	29	41	42	46	46	46	46
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	50	50	48	48	49	46	35	33	26	23	23	21	26	36	48	47	48	49	48	49	50	49	48	49	49	49	43	37	29	22	13	15	23	35	45	48	46	49	49	49
	3507	SR 202 (JTB) WB On-Ramp	Ramp	49	49	49	49	49	45	33	32	24	23	23	20	23	39	49	49	49	49	49	49	49	49	49	49	49	48	42	36	26	19	11	15	24	36	45	48	49	49	49	49
	3508	SR 202 (JTB) EB On-Ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	48	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48	48	49	49	49	49	49	49	49
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	50	50	50	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50
	3510	On-Ramp from EB SR 202 (combined)	Ramp	54	53	52	53	53	53	52	53	53	53	53	53	53	53	53	53	53	53	52	53	54	53	53	53	52	53	53	53	53	52	52	53	53	53	53	53	52	53	52	53
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	3512	Gate Pkwy. Off-Ramp	Ramp	39	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	39	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38
	3516	Gate Pkwy. On-Ramp	Ramp	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	3517	Baymeadows Rd. Off-Ramp	Ramp	42	42	41	41	41	41	41	42	41	41	41	42	42	42	41	41	41	41	41	42	42	42	42	41	42	41	41	42	41	42	41	42	42	42	42	41	42	42	41	42
	3518	Baymeadows Rd. Off-Ramp	Ramp	34	34	34	33	34	34	34	34	34	34	34	34	34	34	34	34	33	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
	3522	Baymeadows Rd. On-Ramp	Ramp	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	3523	US-1 Off-Ramp	Ramp	35	34	31	27	26	26	25	27	28	31	32	32	30	33	30	31	29	30	30	30	35	33	31	25	27	24	29	24	27	30	31	32	33	33	31	31	32	31	29	31
	3529	US-1 On-Ramp - 2-lane segment	Ramp	27	27	27	27	27	27	27	27	27	27	27	27	26	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	26	26	27	27	27	27	27	27	27	27	26	27
	3530	US-1 On-Ramp - 1-lane segment	Ramp	28	28	28	28	29	28	28	29	29	28	28	28	28	28	29	29	28	29	28	28	29	28	28	28	29	29	28	28	28	28	28	28	28	28	28	28	29	28	28	28
	3531	I-95 NB Off-Ramp	Ramp	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
	3532	I-95 SB Off-Ramp	Ramp	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	65	64	64	63	63	62	62	63	62	63	59	58	60	64	61	64	64	65	65	64	65	64	64	63	63	62	57	55	62	62	57	49	52	41	38	50	56	63	63	62
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	66	65	65	64	63	63	63	63	63	64	64	60	59	60	56	60	61	65	65	65	66	65	65	64	63	63	61	57	55	56	57	53	50	44	40	47	51	57	62	65
S.R. 9B Southbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65	65	65	66	66	65	65	66	65	65	65	65
	19002	Southbound S.R. 9B	BFS	66	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	65	64	47	20	18	18	18	18	18	17	18	17	16	16	17	18	19	19	20	17	65	64	49	21	18	17	17	17	17	17	18	17	16	16	17	18	20	19	20	17
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	63	57	30	21	21	19	20	20	20	19	20	18	18	18	19	20	22	21	23	19	63	56	32	21	21	19	20	18	20	19	20	19	18	19	19	21	23	21	22	19
	16003	Between Gate Pkwy. off- and on-ramps	BFS	65	64	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	65	64	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	62	60	60	58	59	58	57	57	60	59	59	59	60	59	60	60	59	60	58	60	62	60	59	59	58	59	58	58	58	58	58	58	59	60	59	60	59	60	59	60
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	16006	Southbound I-295 on-ramp merge	Merge	65	64	63	63	63	63	63	64	64	64	64	64	64	64	64	63	63	63	63	64	65	64	63	63	63	64	63	64	64	64	64	64	64	64	64	63	64	64	63	64
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	64	63	62	62	62	62	62	63	62	63	63	63	63	62	63	62	63	63	62	63	64	63	62	62	62	63	62	63	63	63	63	63	63	63	63	63	63	63	63	63
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	64	63	61	60	59	59	57	59	60	60	60	60	61	60	60	61	62	62	62	63	64	63	62	61	60	60	59	59	60	61	60	61	61	58	59	61	61	62	62	63
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	64	63	62	61	60	61	58	61	60	62	61	62	62	61	62	61	63	63	62	63	64	63	62	62	61	61	61	61	62	62	62	63	62	60	61	62	62	63	63	63
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	65	64	61	60	60	59	56	60	58	61	59	60	62	60	62	59	63	62	60	63	65	64	60	61	58	59	59	59	61	62	62	62	62	61	61	62	62	62	62	63
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	65	64	63	63	62	62	62	63	62	63	63	63	63	63	63	63	64	63	63	64	65	64	63	63	62	62	62	62	63	63	63	64	64	63	63	63	63	63	63	63
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	61	60	58	57	56	56	55	56	55	58	57	58	58	58	58	57	59	59	59	59	61	60	58	57	56	56	56	56	56	57	57	58	58	58	58	59	58	59	58	59
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	60	59	57	56	55	55	54	55	55	56	56	57	57	57	57	57	58	57	57	58	60	59	57	56	56	54	55	55	56	56	56	57	57	56	57	57	57	57	57	58
	16014	Downstream of Kernan Blvd. on-ramp	BFS	59	58	56	54	54	53	53	54	54	55	55	55	55	55	55	56	56	56	56	56	59	57	55	55	54	54	54	54	54	55	55	56	56	55	54	56	56	56	55	56
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	52	38	17	13	13	13	12	13	13	12	12	12	11	12	13	14	14	14	15	13	52	41	17	13	13	12	12	13	13	12	12	12	11	13	14	14	14	13	16	13
	16505	Gate Pkwy. On-Ramp	Ramp	40	39	39	39	39	39	39	38	39	39	39	40	40	40	41	39	39	39	38	40	40	39	39	39	38	38	39	38	40	39	39	40	41	40	40	40	39	38	39	39
	16506	Kernan Blvd. SB Off-Ramp	Ramp	42	42	41	42	42	41	41	41	41	42	41	41	42	42	41	41	41	41	41	42	42	42	41	41	41	41	41	41	41	41	41	41	41	41	41	41	42	42	41	42
	16510	Kernan Blvd. On-Ramp	Ramp	41	41	42	41	41	42	41	41	41	41	41	41	41	41	41	40	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	61	60	58	56	54	53	53	54	54	54	56	56	55	56	58	59	59	59	58	59	61	60	58	56	54	52	53	54	55	55	56	57	56	55	57	58	59	59	59	59
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	61	60	58	56	52	48	49	48	52	50	51	52	52	55	57	59	59	59	58	59	61	60	58	56	52	46	48	49	54	53	55	54	56	53	57	58	59	59	58	59
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	62	61	60	59	59	58	58	58	58	58	59	59	58	58	60	61	60	61	60	61	62	61	60	59	59	58	58	58	59	59	59	60	58	57	59	60	61	61	60	60
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	61	61	60	59	59	58	57	58	57	57	58	57	57	58	59	60	60	61	60	60	62	61	60	59	59	58	57	58	58	58	58	58	57	57	59	60	60	60	60	60
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	61	61	60	59	56	48	40	33	31	32	26	24	28	48	56	60	60	60	60	60	61	61	60	59	58	51	40	33	30	22	19	19	31	43	54	59	60	60	60	60
	18008	Upstream of Southbound I-295 on-ramp	Weave	62	62	61	61	61	58	48	47	39	35	36	36	43	57	61	61	61	61	61	61	62	62	61	61	61	60	55	48	39	34	26	27	37	54	57	61	61	61	61	61
	18007	Downstream of Northbound I-295 on-ramp	Weave	62	62	61	61	61	60	52	50	46	39	39	41	46	59	61	62	61	62	61	62	62	62	61	61	61	61	57	50	43	39	32	29	38	59	60	61	61	61	61	62
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	65	65	65	64	64	64	63	57	57	56	54	51	58	65	65	65	65	65	65	65	65	65	65	64	64	64	64	58	55	54	51	42	55	65	65	65	65	65	65	65
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	64	63	61	60	57	56	58	57	58	59	59	56	62	63	63	64	63	63	63	63	65	63	61	60	57	58	58	58	58	58	58	56	62	63	63	64	63	63	63	63
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	64	62	61	60	52	46	43	42	42	43	44	47	59	62	62	62	62	62	62	62	64	62	61	60	54	47	41	42	43	42	43	47	60	62	62	62	62	62	62	62
	18003	Between Kernan Blvd. off- and on-ramps	BFS	65	64	63	63	57	44	35	32	31	32	33	42	60	64	64	64	64	64	64	64	65	64	63	62	59	47	34	31	32	32	33	44	64	64	64	64	64	64	64	64
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	65	64	64	63	61	52	42	36	35	34	38	47	61	64	65	65	65	64	64	65	65	64	64	63	61	59	40	32	32	33	36	50	64	64	65	65	65	64	64	65
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	66	65	64	64	63	62	51	45	42	40	43	54	65	65	65	65	65	65	65	65	66	65	64	64	63	63	55	47	39	39	45	60	65	65	65	65	65	65	65	65
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	42	42	41	41	40	39	37	36	36	36	37	38	41	41	42	42	41	42	41	41	42	42	41	41	40	39	37	35	36	36	36	39	41	41	42	42	41	41	41	41
	18513	Kernan Blvd. On-Ramp	Ramp	43	43	43	43	42	42	42	42	42	42	40	40	41	43	43	43	43	43	43	43	43	43	43	43	42	41	41	42	42	42	42	42	43	43	43	43	43	43	43	43
	18508	Gate Pkwy. Off-Ramp	Ramp	50	49	48	43	35	26	10	11	17	18	8	9	13	25	40	48	48	48	49	48	50	49	48	46	40	22	15	11	11	8	8	10	12	22	38	44	48	48	48	48
	18513	Gate Pkwy. On-Ramp	Ramp	43	43	43	43	42	42	42	42	42	42	40	40	41	43	43	43	43	43	43	43	43	43	43	43	42	41	41	42	42	42	42	42	43	43	43	43	43	43	43	43

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2045 AM PEAK

Preferred Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	63	62	62	62	62	62	62	61	61	62	62	62	62	62	62	62	62	62	62	62
	512	Downstream of JTB Exit - 1 lane section	BFS	63	62	62	62	62	61	61	61	61	62	61	62	62	62	62	62	62	62	62	62
	511	Downstream of JTB Exit - 2 lane section	Merge	63	62	62	61	61	61	61	61	61	61	62	62	61	62	62	62	62	62	62	62
	510	Downstream of JTB Exit - 2 lane section	Merge	63	62	61	61	60	60	60	60	60	60	61	61	61	62	61	62	61	62	62	62
	509	EL for JTB - 3 lane section	Diverge	63	63	62	62	61	59	59	58	47	49	51	49	46	52	60	61	62	63	63	62
	508	EL for JTB - 3 lane section	BFS	64	63	62	62	62	62	61	60	51	51	51	51	47	52	61	63	63	63	63	63
	507	EL for JTB	BFS	63	62	61	61	60	59	58	58	52	50	50	52	48	50	61	61	61	62	62	62
	506	EL for JTB	BFS	64	63	63	63	62	62	61	61	58	51	48	48	42	44	51	51	51	56	60	63
	505	EL for JTB	BFS	64	64	63	63	63	62	62	62	62	52	48	50	45	49	52	50	51	57	60	64
	504	EL for JTB	BFS	65	64	63	63	63	63	62	63	63	57	52	50	53	54	54	52	53	59	62	64
	503	EL merge Between I-295 NB and SR 9B	Merge	65	65	64	64	64	63	63	63	63	63	56	54	60	55	55	56	59	61	65	64
	501	EL Entrance from I-295 NB	BFS	64	63	62	62	62	61	61	61	61	62	57	54	58	56	53	54	58	59	63	63
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	63	63	62	62	62	63	61	62	62	62	62	61	61	61	60	62	62	62	63	62
	702	EL Downstream of TPC Entrance	BFS	64	63	63	63	64	64	63	64	64	64	64	64	64	63	63	63	63	63	63	63
	703	EL Downstream of Gate Parkway Entrance	BFS	64	64	63	64	64	64	63	64	64	64	64	64	64	63	63	64	63	63	63	64
	704	EL Downstream of Gate Parkway Entrance	BFS	63	62	62	62	62	62	62	63	63	63	63	63	63	62	62	62	62	62	62	62
	705	Entrance from JTB section to EL merge location	BFS	65	65	65	65	64	64	64	65	64	65	65	65	65	64	65	65	64	64	64	65
	706	EL merge location	Merge	66	66	65	65	65	65	65	65	65	66	66	65	66	65	65	65	65	65	65	65
	707	EL Downstream of Gate Parkway Entrance	BFS	66	66	65	65	65	65	65	65	65	66	66	65	66	65	65	65	65	65	65	65
	708	EL Downstream of Gate Parkway Entrance	BFS	65	65	64	64	64	64	64	64	64	65	65	65	65	64	64	64	64	64	64	64
	709	EL Diverge to SR 9B	Diverge	64	64	63	63	63	63	63	63	63	64	64	63	63	63	63	63	63	63	63	63
	710	EL for I-295 SB	BFS	63	63	63	62	62	62	62	62	63	63	63	63	63	63	62	62	62	62	62	62
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	64	63	62	62	62	62	61	61	61	62	57	55	59	57	53	56	59	62	63	63
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	64	63	63	63	63	63	63	63	63	63	64	63	64	63	63	63	63	63	63	63

Original Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	63	63	62	62	61	62	61	61	61	59	62	62	62	62	62	61	62	62	62	62
	512	Downstream of JTB Exit - 1 lane section	BFS	62	60	58	57	55	50	49	51	54	55	56	58	61	59	55	57	57	58	58	58
	511	Downstream of JTB Exit - 2 lane section	Merge	61	60	56	54	48	32	28	16	15	19	24	39	51	41	26	30	35	40	48	53
	510	Downstream of JTB Exit - 2 lane section	Merge	63	62	61	60	56	50	42	32	27	26	34	45	51	45	31	34	39	45	51	56
	509	EL for JTB - 3 lane section	Diverge	64	64	64	64	63	62	60	57	51	42	28	35	26	28	38	42	48	53	55	59
	508	EL for JTB - 3 lane section	BFS	65	65	64	64	64	64	64	64	54	50	40	38	29	31	45	46	53	62	58	60
	507	EL for JTB	BFS	64	63	63	62	62	62	62	62	55	51	42	41	34	35	49	49	55	62	59	60
	506	EL for JTB	BFS	64	63	63	63	62	62	62	61	56	51	42	43	37	36	50	50	56	62	60	60
	505	EL for JTB	BFS	64	63	63	63	62	62	59	60	54	49	42	43	38	39	51	51	58	60	61	61
	504	EL for JTB	BFS	64	64	63	63	63	62	61	60	55	47	46	42	40	38	46	50	54	57	61	63
	503	EL merge Between I-295 NB and SR 9B	Merge	65	65	64	64	64	63	63	63	62	57	52	46	43	39	44	57	58	59	64	64
	501	EL Entrance from I-295 NB	BFS	63	63	62	62	61	61	61	60	60	56	51	48	43	41	44	57	61	61	63	63
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	63	63	62	62	62	63	62	62	62	61	62	61	61	61	60	61	62	62	62	62
	702	EL Downstream of TPC Entrance	BFS	64	63	63	63	64	63	64	64	64	64	64	64	64	63	63	63	63	63	63	63
	703	EL Downstream of Gate Parkway Entrance	BFS	64	64	63	64	64	63	64	64	64	64	64	64	64	63	63	64	63	63	63	64
	704	EL Downstream of Gate Parkway Entrance	BFS	63	62	62	62	62	62	62	62	63	63	63	63	63	62	62	62	62	62	62	62
	705	Entrance from JTB section to EL merge location	BFS	65	65	64	64	65	64	65	65	64	65	65	65	65	64	64	65	65	65	64	65
	706	EL merge location	Merge	66	66	65	65	65	65	65	65	65	66	66	66	66	65	65	65	65	65	65	65
	707	EL Downstream of Gate Parkway Entrance	BFS	66	66	65	65	65	65	65	65	65	66	66	66	66	65	65	65	65	65	65	65
	708	EL Downstream of Gate Parkway Entrance	BFS	65	65	64	64	64	64	64	64	64	65	65	65	65	64	64	64	64	64	64	64
	709	EL Diverge to SR 9B	Diverge	64	64	63	63	63	63	63	63	63	63	63	63	64	63	62	62	63	63	63	63
	710	EL for I-295 SB	BFS	63	63	62	62	63	62	62	62	63	63	63	63	63	63	62	62	62	62	62	62
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	64	63	62	62	62	61	61	60	60	57	51	48	43	40	41	59	61	60	62	63
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	64	63	63	63	63	63	63	63	63	64	63	64	64	63	63	63	63	63	63	63

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2045 PM PEAK

Preferred Build Alternative

Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	64	64	64
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	64	64	64
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	62	62	63	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64	64
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	61	62	62	61	61	61	61	60	60	61	62	62	62	63	63	63	63	64	64	64
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	62	62	62	62	62	62	61	61	62	61	62	62	62	63	63	63	63	63	64	64
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	62	62	62	62	62	62	61	61	61	62	62	62	63	63	63	63	63	64	64	64
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	61	62	62	61	62	62	61	61	62	62	62	62	63	63	63	63	63	64	64	64
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	60	61	61	61	60	61	60	59	60	61	61	61	62	63	63	63	63	64	64	64
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	62	63	63	62	62	62	62	62	62	63	63	63	63	64	64	64	64	64	64	65
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	63	63	63	63	63	63	63	62	63	63	63	63	63	63	63	63	63	63	63	63
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	62	63	63	62	62	62	62	62	62	63	63	63	64	64	64	64	65	65	65	65
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	63	64	64	64	63	63	64	63	64	64	64	64	64	65	65	65	65	65	65	65
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	65	65	65	65	65	64	65	65	65	65	65	65	65	65	65	65	65	65	66	65
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	64	64	64	64	63	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	65	65	65
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	65	65	65	65
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	64	64	64	64	63	63	63	63	64	64	64	64	64	65	65	65	65	65	65	65
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	1038	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	66	65
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	1037	Upstream of SR 152 (Baymeadows Rd.)	Diverge	51	50	50	50	50	49	46	46	50	51	49	50	51	51	53	53	53	55	54	55
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	61	61	61	61	61	60	59	59	61	61	61	61	62	62	63	63	63	63	63	63
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	64	63	63	63	63	63	63	63	63	63	63	64	64	65	65	65	65	65	65	65
	1009	Downstream of S.R. 9B on-ramp	Merge	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	66	66	66
	1008	Upstream of S.R. 9B on-ramp	BFS	64	64	64	64	64	63	63	63	64	64	64	64	64	65	65	65	65	65	65	65
	1007	Upstream of I-295 Express Lane Entrance	Merge	59	61	59	58	57	57	58	57	61	60	59	62	62	64	63	64	64	64	64	64
	1006	Upstream of I-295 Express Lane Entrance	BFS	63	62	62	62	62	62	62	62	63	62	62	63	64	64	64	64	64	64	65	65
	1005	Downstream of US1 on-ramp merge	Merge	63	63	63	63	62	63	63	62	63	63	63	63	64	64	64	64	65	65	65	65
	1004	Downstream of US1 on-ramp merge	Merge	64	64	64	64	63	64	63	63	64	64	63	64	64	64	64	64	64	64	64	64
	1003	Downstream of US1 off-ramp	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	64	64	64	64	64	64	63	64	64	64	64	64	65	65	65	65	65	65	65	65
	1001	Downstream of Beach Blvd off-ramp diverge	BFS	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	1533	Town Center Pkwy Off-Ramp	Ramp	40	41	41	39	40	38	38	38	33	41	40	39	41	41	42	41	42	42	42	42
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	53	52	52	53
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	54	54	54	54	54	54	54	54	54	54	54	54	55	55	55	55	55	55	55	55
	1525	Gate Pkwy. On-Ramp	Ramp	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
	1521	Gate Pkwy. Off-Ramp	Ramp	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	42	41	41	41
	1520	Baymeadows Rd. On-Ramp	Ramp	43	43	43	42	43	43	43	43	43	43	43	42	43	43	43	43	43	43	44	44
	1515	Baymeadows Rd. Off-Ramp	Ramp	35	35	35	35	35	33	33	33	34	34	35	35	34	33	35	35	35	36	36	36
	1514	US-1 On-Ramp	Ramp	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
	1505	US-1 Off-Ramp	Ramp	53	54	54	52	52	53	50	51	53	54	54	53	57	57	59	58	59	60	60	59
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	47	47	47	47	47	47	47	47	47	48	47	48	48	48	49	49	49	49	49	49
	1502	I-95 Northbound on-ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	1501	I-95 Southbound on-ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	50	49	49	49	50	50	49	50
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	63	63	63	63	62	62	61	62	62	63	63	63	64	64	64	64	65	65	65	65
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	61	62	61	61	59	60	57	59	60	61	62	62	63	64	64	64	65	65	65	65
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	61	62	61	61	60	60	59	59	61	61	62	62	63	64	64	64	65	65	65	65
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	62	63	62	62	62	62	60	61	62	62	63	63	64	64	64	64	65	65	65	65
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	61	61	61	61	60	60	58	59	61	61	62	61	63	63	64	64	64	64	65	65
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	60	61	60	60	59	58	58	58	60	60	61	61	62	63	64	64	64	64	64	64
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	62	62	62	61	61	60	61	60	61	62	62	62	63	64	64	64	64	65	65	65
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	62	62	62	61	62	61	61	61	62	62	62	62	63	64	64	64	64	65	65	65
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	62	63	62	62	62	62	62	62	62	63	63	63	63	64	64	64	64	65	65	65
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	63	63	63	63	61	62	63	61	63	62	63	63	63	64	64	64	64	65	64	65
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	65	65	65	65	65	65	65	64	65	65	65	65	65	66	66	66	66	66	66	66
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	65	66	65	65
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	63	63	63	64	63	63	63	64	64	64	64	64	64	64	64	64	64	64	64	64
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	64	64	64	64	64	64	65	64	65	65	65	65	65	65	65	65	65	65	65
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	65	65	64	64	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	65	64	64	63	63	64	64	64	64	65	64	65	64	65	65	65	65	65	65	65
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	65	65	65
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	64	64	64	64	64	64	63	62	62	62	63	63	64	64	64	64	64	65	65	65
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	65	65	65
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	63	63	63	62	63	62	62	63	62	63	63	63	63	63	64	64	64	64	65	65
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	64	64	65	65
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	63	63	63	63	63	63	63	63	63	63	64	63	64	64	64	64	64	64	65	65
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	59	61	59	61	61	61	60	59	62	62	61	62	63	63	63	63	63	63	64	64
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	51	56	49	50	52	49	50	49	50	53	56	51	56	54	55	59	58	62	63	63
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	65	65
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	64	64	65	65	64	64	64	64	65	64	65	64	65	65	64	65	64	65	65	65
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	63	64	64	64	63	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64
	3036	Downstream of Northbound I-95 off-ramp	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	40	40	40	40	40	40	40	40	40	40	40	40	41	40	40	41	41	41	41	41
	3505	Town Center Pkwy On-Ramp	Ramp	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	46	45	45	45	45
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	49	50	48	49	48	50	50	48	49	50	50	49	50	50	51	51	50	51	51	51
	3507	SR 202 (JTB) WB On-Ramp	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50
	3508	SR 202 (JTB) EB On-Ramp	Ramp	49	49	49	49	49	49	49	48	49	49	49	49	49	49	49	50	50	50	50	50
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50
	3510	On-Ramp from EB SR 202 (combined)	Ramp	51	50	49	50	50	50	51	50	50	50	50	50	50	50	50	50	50	51	51	51
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
	3512	Gate Pkwy. Off-Ramp	Ramp	37	37	37	37	36	36	37	37	37	37	37	37	37	37	37	37	37	38	38	38
	3516	Gate Pkwy. On-Ramp	Ramp	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	3517	Baymeadows Rd. Off-Ramp	Ramp	41	41	41	41	41	39	39	32	26	27	32	34	40	41	41	41	42	41	42	42
	3518	Baymeadows Rd. Off-Ramp	Ramp	33	33	33	34	32	28	27	22	17	20	24	27	30	34	34	34	34	34	34	34
	3522	Baymeadows Rd. On-Ramp	Ramp	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	3523	US-1 Off-Ramp	Ramp	33	33	33	33	31	31	31	31	33	29	34	33	33	35	34	35	35	35	36	36
	3529	US-1 On-Ramp - 2-lane segment	Ramp	24	24	23	23	23	24	23	24	24	23	23	23	23	24	23	24	24	23	22	23
	3530	US-1 On-Ramp - 1-lane segment	Ramp	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
	3531	I-95 NB Off-Ramp	Ramp	50	51	50	50	50	50	50	50	50	51	50	51	50	50	51	50	51	50	51	51
	3532	I-95 SB Off-Ramp	Ramp	32	33	33	33	32	33	33	33	33	32	33	33	33	33	33	33	33	33	33	33
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	65	65	65	64	65	64	64	64	65	65	65	65	65	66	66	66	66	66	66	66
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
S.R. 9B Southbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	63	63	63	63	63	63	63	63	63	63	63	63	64	63	64	64	64	65	65	65
	19002	Southbound S.R. 9B	BFS	65	64	65	65	65	65	64	64	65	65	65	65	65	65	65	65	65	65	65	65
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	41	37	39	40	36	34	32	35	37	38	37	32	34	37	38	41	40	43	46	44
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	39	42	43	41	38	36	35	38	40	40	39	34	37	38	43	43	42	47	48	45
	16003	Between Gate Pkwy. off- and on-ramps	BFS	37	39	36	31	27	27	30	29	33	33	32	30	28	31	38	46	53	56	61	60
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	37	36	34	35	33	33	35	34	34	36	34	34	33	35	38	40	44	49	51	51
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	63	63	62	63	63	63	62	58	55	58	62	62	62	62	63	63	63	63	63	63
	16006	Southbound I-295 on-ramp merge	Merge	60	60	61	60	59	60	53	51	48	49	57	58	60	61	62	63	62	62	63	63
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	57	57	59	58	56	57	52	51	50	52	55	57	59	59	61	61	61	61	62	61
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	59	60	59	58	58	57	52	50	50	57	55	58	61	62	63	63	63	63	63	63
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	58	56	59	57	58	57	55	53	53	57	58	58	60	60	62	62	63	63	63	63
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	53	51	55	53	53	55	50	52	51	56	56	56	59	56	59	62	62	62	62	62
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	61	61	61	61	61	61	61	61	61	62	62	62	62	62	63	63	63	64	64	64
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	59	60	59	60	59	60	59	59	60	60	60	60	60	60	61	61	61	62	62	63
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	58	59	58	58	58	59	58	58	59	58	59	59	59	59	60	60	60	61	62	62
	16014	Downstream of Kernan Blvd. on-ramp	BFS	56	57	57	57	56	57	57	56	57	57	56	58	58	58	58	58	58	60	60	61
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	49	50	50	49	48	48	48	48	49	49	48	48	49	48	50	51	51	52	51	51
	16505	Gate Pkwy. On-Ramp	Ramp	28	29	28	23	20	21	23	23	26	26	23	22	24	29	33	37	37	38	38	39
	16506	Kernan Blvd. SB Off-Ramp	Ramp	41	42	41	42	42	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42
	16510	Kernan Blvd. On-Ramp	Ramp	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	59	59	59	59	59	59	59	59	59	59	59	60	59	60	61	61	61	62	62	62
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	59	59	59	59	58	58	58	58	58	59	59	59	59	60	60	60	61	61	61	61
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	61	61	61	61	61	60	61	61	61	61	61	61	61	62	62	62	62	62	62	62
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62	62
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	61	61	60	61	60	59	59	60	60	59	59	61	61	61	62	62	62	62	62	62
	18008	Upstream of Southbound I-295 on-ramp	Weave	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62	61
	18007	Downstream of Northbound I-295 on-ramp	Weave	61	61	61	61	61	61	61	61	61	61	61	62	61	62	62	62	63	62	62	62
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	54	53	53	54	53	54	54	54	54	55	54	53	54	54	54	53	54	56	64	64
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	34	34	33	34	33	35	34	34	34	35	34	34	33	34	34	33	34	43	64	64
	18003	Between Kernan Blvd. off- and on-ramps	BFS	21	19	18	19	19	19	19	19	19	19	19	19	19	19	19	19	19	34	65	65
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	43	21	18	18	19	19	19	19	19	18	18	18	18	19	18	18	19	41	65	65
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	61	51	28	17	17	17	17	16	16	16	16	16	16	16	16	16	20	50	66	66
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	31	32	32	31	30	32	31	30	31	32	32	30	32	29	31	31	32	34	40	40
	18513	Kernan Blvd. On-Ramp	Ramp	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43
	18508	Gate Pkwy. Off-Ramp	Ramp	48	48	48	48	46	43	43	44	42	39	40	44	45	46	49	49	49	49	50	50
	18513	Gate Pkwy. On-Ramp	Ramp	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43

Original Build Alternative

Simulated Speeds (mph)

VISSIM Link Number	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
1036	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	64	64	64
1035	62	62	62	62	62	62	62	62	62	62	63	62	63	63	63	63	64	64	64	64
1034	62	63	63	62	62	62	63	62	62	62	63	63	63	63	63	64	64	64	64	64
1033	61	61	61	61	61	61	61	61	62	61	62	62	62	63	63	63	63	63	64	64
1032	61	62	62	62	61	61	62	61	62	62	62	62	63	63	63	63	63	63	64	64
1031	62	62	62	62	62	61	61	61	61	62	62	62	62	63	63	63	63	64	64	64
1030	61	62	62	62	62	61	61	60	61	62	61	62	62	63	63	63	64	64	64	64
1029	60	60	61	61	61	60	60	58	60	61	61	61	62	62	63	63	63	63	64	64
1028	62	63	63	62	62	62	62	61	62	62	63	63	63	63	63	64	64	64	64	64
1027	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
1026	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
1025	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
1024	64	64	64	64	64	64	64	63	64	64	64	64	64	64	65	65	65	65	65	65
1023	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65	65	65
1022	64	65	64	64	64	64	64	64	64	64	65	64	65	65	65	65	65	65	65	65
1021	64	64	63	63	63	63	64	63	63	63	64	64	64	64	64	65	64	65	65	65
1020	62	62	62	62	62	60	62	61	61	61	62	62	62	63	64	64	64	64	64	64
1019	61	61	61	60	61	59	61	59	61	61	62	62	62	63	63	63	64	64	64	64
1018	61	61	61	61	61	60	60	60	61	61	62	62	62	63	63	63	63	64	64	64
1017	60	61	60	61	60	60	60	59	60	61	61	61	61	62	63	62	63	63	63	64
1016	61	61	61	61	61	61	61	60	61	61	61	62	62	63	63	63	63	64	64	64
1015	61	61	61	61	61	60	60	59	60	61	61	62	62	63	63	63	63	64	64	64
1038	60	61	60	60	60	59	59	57	58	60	60	61	61	63	63	63	63	64	64	64
1014	60	60	59	59	59	59	57	56	59	59	60	60	61	62	63	62	63	64	64	64
1013	63	63	63	63	63	63	62	62	63	63	63	63	63	64	64	64	64	64	64	65
1012	61	62	62	62	62	61	61	60	61	62	62	63	63	64	64	64	64	65	64	65
1037	53	57	53	58	57	54	47	50	51	59	58	58	59	62	64	64	64	65	64	64
1011	61	62	62	62	61	59	55	56	57	62	62	63	63	64	64	64	64	65	65	65
1010	64	64	64	64	63	63	63	62	63	64	64	64	64	65	65	65	65	65	65	65
1009	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66
1008	63	64	63	64	63	63	63	63	64	64	64	64	64	65	65	65	65	65	65	65
1007	57	59	56	60	57	58	56	59	60	60	60	62	62	63	64	64	64	64	64	64
1006	62	62	62	63	61	62	60	62	62	63	62	63	63	64	64	64	64	65	65	65
1005	63	63	63	63	62	62	62	62	63	63	63	63	64	64	64	65	65	65	65	65
1004	64	64	63	64	63	63	63	63	64	64	64	64	64	64	64	64	64	64	64	64
1003	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
1002	64	64	64	64	64	64	63	64	64	64	64	64	65	65	65	65	65	65	65	65
1001	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66
1537	49	49	49	49	49	49	49	49	49	49	49	49	50	49	49	49	50	50	49	50
1533	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
1532	47	47	47	47	47	47	47	47	47	48	47	48	48	48	49	49	49	49	49	49
1531	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50
1527	53	54	54	52	52	53	50	51	53	54	54	53	57	57	59	58	59	60	60	59
1526	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
1525	40	40	40	40	40	39	36	36	35	40	40	38	36	40	42	43	42	43	44	43
1521	42	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	44
1520	40	41	40	40	40	40	40	40	40	40	41	41	41	41	41	41	41	40	41	41
1515	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
1514	54	54	54	54	54	54	54	54	54	54	54	54	54	55	55	55	55	55	55	55
1505	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	53	53	52	53
1504	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
1503	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
1502	38	41	41	40	40	39	38	40	33	41	40	39	41	41	42	42	42	42	42	42
1501	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
3001	63	63	62	62	62	62	58	60	62	63	63	63	64	64	64	64	65	65	65	65
3002	61	60	59	60	59	59	53	55	60	61	61	61	63	63	64	64	65	65	65	65
3003	61	61	60	60	60	60	55	56	60	61	62	61	63	64	64	64	64	65	65	65
3004	62	62	62	62	62	62	60	59	61	62	63	63	63	64	64	64	65	65	65	65
3005	61	61	61	61	60	60	59	58	60	61	61	62	63	63	64	64	64	64	65	65
3006	61	61	61	60	59	59	59	57	60	60	61	61	62	63	64	64	64	64	64	64
3007	62	62	62	61	61	61	61	55	61	62	62	62	63	64	64	64	64	65	65	65
3008	62	62	62	61	61	61	61	60	62	62	62	62	63	64	64	64	64	65	65	65
3009	62	63	62	62	62	62	62	61	62	63	63	63	63	64	64	64	64	65	65	65
3010	62	63	63	63	63	62	62	63	62	63	63	63	64	64	64	64	64	65	65	65
3011	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
3012	65	65	65	65	65	65	65	65	65	65	65	65	65	62	61	65	66	66	66	66
3013	64	64	63	64	63	63	63	64	64	64	64	63	63	58	58	59	64	64	64	64
3014	64	64	63	64	64	64	62	61	58	62	64	60	59	58	59	60	65	65	65	65
3015	64	63	55	61	65	64	57	54	53	60	64	58	56	57	59	60	65	64	65	65
3016	64	61	54	61	65	64	57	52	55	61	64	58	55	57	59	60	65	64	66	65
3017	63	61	55	62	64	63	57	53	57	60	64	57	56	57	60	61	64	63	65	65
3018	65	66	66	65	65	63	63	64	65	62	60	65	65	65	65	62	65	66	66	66
3019	40	45	65	64	51	32	43	59	64	55	48	57	64	64	64	60	62	65	65	65
3020	19	24	58	62	39	20	26	51	60	44	27	33	56	63	62	58	59	63	64	64
3021	18	19	53	59	34	19	21	46	56	41	21	25	50	63	60	55	57	63	63	64
3022	24	24	45	54	31	25	25	45	51	38	23	27	47	62	53	49	52	62	63	64
3023	21	22	39	44	27	21	22	42	45	30	21	24	43	52	45	35	47	56	62	63
3024	39	40	50	50	41	40	40	49	50	42	39	40	51	55	49	44	51	55	61	62
3025	49	50	56	55	50	51	50	54	54	50	51	50	56	59	54	51	55	57	61	62
3026	59	60	61	61	60	59	60	61	60	58	60	60	61	62	60	59	60	61	62	63
3027	64	64	64	64	63	63	64	64	64	63	64	63	64	64	64	63	63	63	64	64
3028	64	63	64	63	62	63	64	64	63	63	63	62	63	64	63	63	63	63	64	64
3029	64	64	65	64	64	64	64	65	64	64	64	64	65	64	64	64	64	64	65	65
3030	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65
3031	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65
3032	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65
3033	65	64	64	65	65	64	64	64	65	64	64	64	65	65	65	65	65	65	65	65
3034	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66
3035	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
3036	65	64	64	65	64	65	64	64	64	65	64	64	64	64	65	65	65	65	65	65
3037	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
3038	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
3039	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
3501	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	41	41	41	41	41
3505	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	46	45	45
3506	49	49	49	49	49	49	49	49	48	49	50	49	50	50	50	50	51	51	51	51
3507	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50
3508	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50
3509	49	49	49	49	49	49	49	49	49	49	49	49	49	45	45	47	49	49	49	50
3510	50	50	50	50	50	51	51	50	51	50	50	50	50	50	50	50	50	49	51	51
3511	49	49	49	49	49	49	49	49	49	49	49	49	49	45	48	49	49	49	49	49
3512	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	38	38	38	38
3516	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
3517	39	39	41	41	40	38	38	31	28	28	34	36	41	41	41	41	42	41	42	42
3518	33	33	33	34	33	33	27	25	20	21	26	28	30	34	34	34	34	34	34	34
3522	46	46	46	46	46	45	44	46	46	46	46	46	46	46	46	46	46	46	46	46
3523	33	32	31	32	32	33	30	28	30	32	34	32	33	35	34	35	34	36	36	36
3529	24	23	23	24	23	23	23	24	24	24	23	23	23	23	23	23	23	23	23	23
3530	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
3531	50	50	50	50	50	50	50	50	50	50	50	50	50	50	51	51	50	51	51	51
3532	33	33	33	33	33	33	33	32	33	33	33	32	33	33	33	33	33	33	33	33
17002	65	65	65	64	65	64	64	64	65	65	65	65	65	66	66	66	66	66	66	66
17001	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	66	66
19001	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
19002	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
16001	40	38	37	38	38	35	32	34	38	38	36	37	37	36	40	45	43	43	45	43
16002	40	41	41	40	39	35	35	40	41	38	40	39	39	41	42	46	45	46	46	44
16003	34	37	33	30	27	26	29	37	37	34	34	34	30	36	42	46	56	55	60	61
16004	34	35	32	35	34	34	36	37	35	35	35	33	33	35	38	40	43	42	51	50
16005	62	63	62	63	63	63	63	63	62	62	62	62	62	62	63	62	63	63	63	63
16006	60	59	60	57	58	60	59	57	53	58	60	61	62	62	62	62	62	62	63	63
16007	58	58	58	56	56	57	56	54	51	57	58	58	59	59	60	61	61	61	61	62
16008	60	59	60	58	58	58	56	50	49	58	61	61	62	62	62	63	63	63	63	63
16009	59	58	60	59	57	58	54	53	54	58	60	59	61	61	62	62	63	63	63	63
16010	56	53	56	54	54	53	52	50	51	56	58	55	58	60	59	61	62	63	63	62
16011	62	61	62	61	61	61	61	60	61	61	62	62	62	63	63	63	63	64	64	64
16012	60	60	60	59	59	58	60	59	59	60	60	61	60	60	61	61	61	62	62	63
16013	59	59	59	59	57	58	58	58	58	59	59	60	59	59	60	60	60	61	62	62
16014	57	57	57	57	56	57	56	56	57	57	57	58	58	58	59	59	59	59	61	61
16501	50	50	50	47	50	48	49	49	50	46	49	49	50	49	50	51	51	52	51	51
16505	28	28	24	25	21	20	23	27	25	25	27	26	27	33	34	35	36	38	38	38
16506	41	41	42	42	42	42	41	41	41	41	42	41	42	42	42	41	42	42	42	42
16510	42	42	42	43	42	42	43	42	42	42	42	42	42	42	43	42	42	43	43	43
18013	59	59	59	59	59	59	59	59	59	59	59	60	60	60	61	61	61	62	62	62
18012	58	59	59	59	58	58	58	58	58	59	59	59	59	60	60	60	60	61	61	61
18011	61	61	61	61	61	61	61	60	61	61	61	61	61	62	62	62	62	62	62	62
18010	61	61	61	61	61	61	60	60	61	61	61	61	61	62	62	62	62	62	62	62
18009	61	61	61	60	60	60	60	60	60	61	60	61	61	61	61	62	62	62	62	62
18008	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62	62
18007	61	61	61	61	61	61	61	61	61	61	61	61	62	62	62	62	62	62	62	62
18006	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66
18005	53	55	54	54	54	54	55	53	55	53	54	54	53	51	49	52	54	56	63	64
18004	34	34	33	33	34	34	34	33	34	33	33	33	33	32	30	31	33	41	60	62
18003	22	19	19	19	19	19	19	19	19	19	19	19	19	19	17	18	18	29	60	61
18002	38	22	18	18	18	18	19	19	18	19	18	18	18	18	17	17	18	36	60	61
18001	59	42	26	17	16	16	16	17	16	16	16	16	16	16	15	15	18	48	61	62
18501	31	32	31	31	32	31	32	30	31	31	32	31	32	32	32	30	31	33	39	40
18513	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43
18508	48	48	48	48	48	48	44	44	47	48	48	48	48	49	49	49	49	49	50	50
18513	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43

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2045 PM PEAK

Preferred Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	62	62	61	61	61	62	62	62	62	62	62	61	62	62	62	62	62	62	62	62
	512	Downstream of JTB Exit - 1 lane section	BFS	61	62	60	61	61	61	61	61	61	61	62	61	62	62	62	62	62	62	62	62
	511	Downstream of JTB Exit - 2 lane section	Merge	60	60	61	60	59	59	58	57	60	59	61	61	61	62	62	62	62	62	62	62
	510	Downstream of JTB Exit - 2 lane section	Merge	58	58	59	59	57	55	55	55	57	58	58	60	60	60	61	61	62	62	62	62
	509	EL for JTB - 3 lane section	Diverge	60	58	58	57	57	54	51	52	53	55	58	58	59	61	62	62	62	63	63	63
	508	EL for JTB - 3 lane section	BFS	60	60	61	59	61	59	56	56	60	60	60	61	62	62	63	63	63	63	63	63
	507	EL for JTB	BFS	59	60	60	58	59	58	57	56	59	59	59	60	61	61	62	62	63	63	63	63
	506	EL for JTB	BFS	62	62	62	62	62	62	62	62	62	62	62	62	63	63	64	64	64	64	64	64
	505	EL for JTB	BFS	63	63	63	63	63	62	62	62	63	63	63	63	63	64	64	64	64	64	64	64
	504	EL for JTB	BFS	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	65	65	65
	503	EL merge Between I-295 NB and SR 9B	Merge	64	64	64	64	64	64	64	63	64	64	64	64	64	65	65	65	65	65	65	65
	501	EL Entrance from I-295 NB	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	63	63
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	63	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	64	64	63
	702	EL Downstream of TPC Entrance	BFS	63	63	63	62	62	63	63	62	62	63	62	62	63	63	64	64	64	64	64	64
	703	EL Downstream of Gate Parkway Entrance	BFS	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	65	64	64
	704	EL Downstream of Gate Parkway Entrance	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	63	63
	705	Entrance from JTB section to EL merge location	BFS	64	64	64	64	63	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64
	706	EL merge location	Merge	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66
	707	EL Downstream of Gate Parkway Entrance	BFS	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	66	66	66
	708	EL Downstream of Gate Parkway Entrance	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65
	709	EL Diverge to SR 9B	Diverge	63	63	63	62	63	63	63	63	63	62	63	63	63	63	63	64	64	64	64	64
	710	EL for I-295 SB	BFS	62	62	63	62	62	62	62	62	62	62	62	62	63	63	63	63	63	63	64	64
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	63	63	63	62	62	62	62	62	62	63	62	63	63	63	64	64	64	64	64	64
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	63	62	63	63	63	63	63	62	63	63	63	63	63	63	63	63	63	64	64	64

Original Build Alternative — Simulated Speeds (mph)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	61	61	61	61	61	62	62	61	61	62	62	62	61	62	62	62	62	63	63	63
	512	Downstream of JTB Exit - 1 lane section	BFS	50	50	51	49	49	49	50	51	51	50	52	51	54	57	58	58	60	60	60	60
	511	Downstream of JTB Exit - 2 lane section	Merge	36	36	35	29	29	24	25	19	27	26	38	37	45	51	55	56	59	60	59	59
	510	Downstream of JTB Exit - 2 lane section	Merge	53	51	49	46	47	47	44	39	46	44	54	55	58	60	61	61	62	62	62	62
	509	EL for JTB - 3 lane section	Diverge	63	63	63	62	62	63	62	62	61	62	64	64	64	64	64	64	64	65	65	65
	508	EL for JTB - 3 lane section	BFS	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	65	65	65
	507	EL for JTB	BFS	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	64	64	64	64
	506	EL for JTB	BFS	62	63	63	63	62	62	62	62	62	63	63	63	63	63	63	64	64	64	64	64
	505	EL for JTB	BFS	62	63	63	62	63	62	62	62	62	63	63	63	63	64	64	64	64	64	64	64
	504	EL for JTB	BFS	63	63	63	63	63	63	63	63	63	63	63	63	63	64	64	64	64	65	64	65
	503	EL merge Between I-295 NB and SR 9B	Merge	64	64	64	64	64	64	64	63	64	64	64	64	64	65	65	65	65	65	65	65
	501	EL Entrance from I-295 NB	BFS	62	62	62	62	62	61	61	61	62	62	62	62	62	63	63	63	63	63	63	63
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	62	61	61	61	62	62	61	59	61	62	62	61	61	62	63	63	63	63	64	63
	702	EL Downstream of TPC Entrance	BFS	62	61	61	61	62	62	61	61	61	62	62	61	61	63	63	63	63	64	64	64
	703	EL Downstream of Gate Parkway Entrance	BFS	63	62	62	62	63	63	62	62	62	63	63	62	63	63	64	64	64	64	64	64
	704	EL Downstream of Gate Parkway Entrance	BFS	62	62	62	62	62	62	62	61	62	62	62	62	62	62	63	63	63	63	63	63
	705	Entrance from JTB section to EL merge location	BFS	62	58	53	60	64	62	57	53	58	62	62	59	57	59	62	63	63	62	64	64
	706	EL merge location	Merge	64	63	62	64	65	64	63	61	63	64	64	63	63	64	65	65	65	65	66	66
	707	EL Downstream of Gate Parkway Entrance	BFS	64	63	63	64	65	64	63	63	64	63	64	64	64	65	65	65	65	65	66	66
	708	EL Downstream of Gate Parkway Entrance	BFS	63	62	61	60	61	63	60	50	48	57	63	63	62	63	64	64	64	64	65	65
	709	EL Diverge to SR 9B	Diverge	63	61	58	60	62	62	61	58	62	61	62	62	61	62	63	63	63	63	64	64
	710	EL for I-295 SB	BFS	62	62	61	62	62	62	62	61	61	62	62	62	61	62	62	63	63	63	63	63
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	63	63	63	62	62	62	62	62	63	62	63	63	63	64	64	64	64	64	64	64
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	62	62	62	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	64	63

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2025 AM PEAK

Roadway	VISSIM Link Number	Location	Section Type	Preferred Build Alternative – Simulated Density (veh/mi/ln)																				Original Build Alternative – Simulated Density (veh/mi/ln)																			
				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	15	17	21	24	26	28	29	27	27	26	25	24	22	21	20	19	19	19	19	19	14	17	21	24	26	28	29	27	27	26	25	24	22	21	20	19	19	19	20	19
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	15	17	21	24	26	28	29	27	27	26	25	24	22	21	20	19	19	19	19	19	14	17	21	24	26	28	29	27	27	26	25	23	22	21	20	19	19	19	19	20
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	14	18	21	24	26	28	28	27	26	26	25	24	22	20	20	19	19	19	19	19	14	18	21	24	26	28	28	27	27	26	25	23	22	21	20	19	19	19	19	19
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	12	15	18	20	22	24	24	23	22	22	21	19	18	17	17	16	16	16	16	16	12	15	18	20	22	23	24	23	22	22	21	19	18	17	17	16	16	16	16	16
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	12	15	18	20	22	23	23	22	22	21	21	19	18	17	17	16	16	16	16	16	12	15	18	20	22	23	23	22	22	21	21	19	18	17	17	15	16	16	16	16
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	15	19	23	26	28	30	30	29	28	28	27	25	23	22	22	20	21	20	21	21	15	19	23	26	28	30	30	29	28	28	27	25	23	22	22	20	21	20	21	21
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	10	12	15	17	19	20	20	19	19	18	18	16	15	15	14	13	14	13	14	14	10	12	15	17	19	20	20	19	18	18	18	16	15	15	14	13	14	13	14	14
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	8	9	12	13	14	15	15	15	14	14	14	12	11	11	11	10	10	10	10	10	8	9	12	13	14	15	15	15	14	14	13	12	12	11	11	10	10	10	11	10
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	8	10	12	14	15	16	16	15	15	15	14	13	12	12	11	11	11	11	11	11	8	10	12	14	15	16	16	15	15	15	14	13	12	12	11	11	11	11	11	11
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	9	11	13	14	15	16	16	15	15	15	14	13	13	12	12	11	11	11	12	11	9	11	13	14	15	16	16	16	15	15	14	13	13	12	12	11	11	11	12	12
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	9	11	13	14	16	16	16	16	16	15	15	14	13	13	12	12	12	12	12	12	9	11	13	14	15	16	16	16	16	15	15	14	13	13	12	12	12	12	12	12
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	8	10	12	13	15	16	16	16	15	15	14	13	12	11	11	10	11	11	11	11	8	10	12	13	14	16	16	15	15	15	14	13	12	11	11	10	10	11	11	11
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	6	8	9	10	11	12	12	11	11	11	10	10	9	8	8	8	8	8	8	8	8	10	12	13	14	16	16	15	15	15	14	13	12	11	11	10	11	11	11	11
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	5	6	7	8	9	10	10	9	9	9	9	8	7	7	7	6	7	6	6	6	8	9	11	12	14	15	15	14	14	13	13	12	11	10	10	9	10	10	10	10
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	5	6	7	8	9	10	10	9	9	9	9	8	7	7	7	6	7	6	6	6	8	10	11	12	14	15	15	14	14	14	13	12	11	10	10	9	10	10	10	10
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	5	6	7	8	9	9	10	9	9	9	8	8	7	7	6	6	6	6	6	6	7	8	10	11	12	13	13	12	12	12	11	10	9	9	9	8	9	9	9	9
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	7	8	10	11	12	13	13	12	12	12	11	10	9	9	9	8	9	9	8	8	10	12	15	16	18	20	20	19	18	18	17	16	14	14	13	13	13	13	13	13
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	8	10	12	14	15	16	16	16	15	15	14	13	12	11	11	10	11	11	11	11	11	14	17	18	21	22	22	21	21	20	19	17	16	15	15	14	14	14	14	15
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	8	10	12	14	15	16	16	16	15	15	14	13	12	11	11	11	11	11	11	11	11	14	17	18	21	22	22	21	21	20	20	17	16	15	15	14	14	14	14	15
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	8	10	12	13	14	15	15	15	15	14	14	12	11	11	10	10	10	10	10	10	12	15	18	20	22	24	24	23	22	22	21	19	17	16	15	15	15	15	15	16
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	8	10	11	13	14	15	15	15	15	14	13	12	11	10	10	10	10	10	10	10	11	15	18	20	22	23	24	23	22	22	21	18	17	16	15	15	15	15	15	16
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	8	10	12	13	14	15	15	15	14	14	13	12	11	11	10	10	10	10	10	10	11	15	18	19	22	23	24	23	22	21	20	18	17	16	15	15	15	15	16	16
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	8	10	12	13	15	16	16	15	15	14	14	12	12	11	10	10	10	10	11	11	11	14	16	18	20	21	22	21	20	20	19	17	16	15	14	14	14	14	15	14
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	8	10	12	13	15	16	16	15	15	15	14	12	12	11	10	10	10	11	11	11	11	14	16	18	20	21	22	21	20	20	19	17	16	15	14	14	14	14	15	15
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	8	10	12	13	15	16	16	15	15	15	14	12	12	11	11	10	10	11	11	11	12	16	19	20	23	25	25	24	23	23	22	19	18	17	16	16	16	16	17	17
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	10	14	16	18	20	21	21	20	20	19	19	16	15	14	14	13	13	14	14	14	10	13	16	17	20	21	21	20	20	19	18	16	15	14	13	13	13	14	14	14
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	10	13	16	17	19	20	20	19	19	19	18	15	15	14	13	13	13	14	14	14	10	13	16	17	19	20	20	19	19	19	18	15	15	14	13	13	13	14	14	14
	1009	Downstream of S.R. 9B on-ramp	Merge	8	10	12	13	14	15	15	14	14	14	13	11	11	10	10	10	10	10	10	10	8	10	12	13	14	15	15	14	14	14	13	11	11	10	10	10	10	10	10	10
	1008	Upstream of S.R. 9B on-ramp	BFS	7	10	11	12	13	14	14	14	13	13	13	11	10	10	9	9	9	10	10	10	7	10	11	12	13	14	14	13	13	13	13	11	10	10	9	9	9	10	10	10
	1007	Upstream of I-295 Express Lane Entrance	Merge	8	10	12	12	14	15	15	14	14	13	13	11	11	10	10	10	10	10	10	10	8	10	12	12	14	14	15	14	14	13	13	11	11	10	10	10	10	10	10	10
	1006	Upstream of I-295 Express Lane Entrance	BFS	8	10	11	12	14	14	14	14	14	13	13	11	10	10	10	9	10	10	10	10	8	10	11	12	14	14	14	14	14	13	13	11	10	10	10	9	10	10	10	10
	1005	Downstream of US1 on-ramp merge	Merge	8	10	11	12	14	14	14	14	14	13	13	11	10	10	10	9	10	10	10	10	8	10	11	12	14	14	14	14	14	13	13	11	10	10	10	9	10	10	10	10
	1004	Downstream of US1 on-ramp merge	Merge	6	8	9	9	10	11	11	10	11	10	10	8	8	8	7	7	7	8	8	8	6	8	9	9	10	11	11	10	10	10	10	8	8	8	7	7	7	8	8	8
	1003	Downstream of US1 off-ramp	BFS	6	9	10	11	12	13	13	12	12	12	11	10	9	9	8	8	8	9	8	9	6	9	10	11	12	13	13	12	12	12	11	10	9	9	8	8	8	9	8	9
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	7	9	11	12	13	14	15	13	13	13	12	10	10	10	9	9	9	9	9	9	7	9	11	12	13	14	14	13	13	13	12	10	10	10	9	9	9	9	9	9
	1001	Downstream of Beach Blvd off-ramp diverge	BFS	7	10	11	12	14	14	14	13	14	13	13	10	10	10	9	9	9	9	10	10	7	10	11	12	14	14	14	13	14	13	13	10	10	10	9	9	9	9	10	10
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	8	10	12	13	14	16	16	15	15	14	14	12	11	10	10	9	10	10	10	10	8	10	12	13	15	15	16	15	15	14	14	12	11	10	11	9	9	10	10	10
	1533	Town Center Pkwy Off-Ramp	Ramp	8	10	12	13	14	16	16	15	15	15	13	12	12	11	11	11	10	11	11	11	8	10	12	13	14	15	15	15	15	15	13	12	12	12	11	11	10	11	11	11
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	13	17	20	21	23	22	21	21	21	21	21	21	21	20	20	20	18	18	19	19	13	17	20	21	22	21	21	21	21	21	20	21	21	20	20	20	19	18	20	19
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	9	10	13	14	15	17	17	16	15	15	15	12	12	12	11	10	11	11	11	11	9	10	13	14	15	17	17	16	15	15	15	12	12	12	11	10	11	11	11	11
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	6	7	8	9	11	11	11	11	11	10	10	9	8	8	8	7	8	8	8	7	6	7	9	9	11	11	11	11	10	10	10	9	8	8	8	7	7	8	8	8
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	8	10	11	13	14	15	15	15	14	14	13	12	11	10	10	10	10	10	10	10	8	10	12	13	14	15	15	15	14	14	13	12	11	10	10	10	10	10	10	10
	1525	Gate Pkwy. On-Ramp	Ramp	14	17	20	21	24	25	25	24	24	23	22	20	18	18	18	17	17	17	17	16	14	17	20	21	24	25	25	24	24	23	22	20	19	18	18	17	17	17	17	17
	1521	Gate Pkwy. Off-Ramp	Ramp	5	7	8	9	10	11	12	11	11	10	10	9	8	8	7	7	7	7	8	7	14	19	22	24	27	30	30	29	29	28	26	23	21	21	19	19	18	19	22	20
	1520	Baymeadows Rd. On-Ramp	Ramp	12	15	17	19	21	24	23	22	21	20	20	18	16	15	14	14	15	15	15	15	12	15	17	19	21	24	23	21	21	20	20	18	16	15	15	14	15	15	15	15
	1515	Baymeadows Rd. Off-Ramp	Ramp	12	14	17	19	21	22	21	21	21	21	20	17	16	16	15	14	15	15	15	15	9	11	14	16	17	19	18	18	18	18	17	14	13	13	12	11	12	12	12	12
	1514	US-1 On-Ramp	Ramp	5	6	7	7	7	8	7	8	8	7	7	7	7	7	7	6	7	7	7	6	5	6	6	7	7	8	8	7	8	7	7	7	7	7	7	7	7	7	7	7
	1505	US-1 Off-Ramp	Ramp	10	13	16	17	20	25	26	23	21	18	18	14	14	14	13	12	12	12	13	13	10	13	16	17	20	22	20	20	20	18	18	14	14	14	13	12	12	12	13	13
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	8	11	13	14	15	16	16	15	16	15	15	12	12	11	11	10	11	11	11	11	8	11	13	14	15	16	16	15	16	15	15	12	12	11	11	10	11	11	11	11
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	4	6	7	7	8	8	8	8	8	8	8	6	6	6	6	5	6	6	6	6	4	6	7	7	8	8	8	8	8	8	8	6	6	6	6	5	6	6	6	6
	1502	I-95 Northbound on-ramp	Ramp	5	7	8	8	9	10	10	9	9	9	9	7	7	7	7	6	7	7	7	7	5	7	8	8	9	10	10	9	9	9	9	7	7	7	7	6	7	7	7	7
	1501	I-95 Southbound on-ramp	Ramp	3	4	5	5	6	6	6	6	6	6	6	5	5	5	5	4	4	4	5	4	3	4	5	5	6	6	6	6	6	6	6	5	5	5	5	4	4	4	5	4
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	17	22	27	33	64	83	81	81	80	80	80	77	76	77	72	59	36	22	22	22	17	22	27	36	64	83	83	80	80	80	77	75	75	72	72	66	24	22	22	22
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	17	23	28	39	58	59	57	59	60	57	59	60	59	61	58	54	34	23	22	22	17	23	28	41	56	60	61	56	58	57	56	59	57	57	57	57	24	22	22	22
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	17	23	30	40	50	50	48	51	50	49	50	49	51	51	48	48	32	23	23	23	17	23	30	41	50	51	52	48	49	49	47	49	48	48	51	49	24	22	23	23
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	23	30	39	50	59	62	60	63	61	59	63	59	63	61	61	58	40	30	29	29	23	30	41	52	61	64	65	60	61	59	58	60	57	57	62	65	33	29	29	29
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	23	31	40	49	54	55	54	53	55	55	55	54	55	55	55	53	38	30	29	30	23	31	40	49	54	55	56	54	54	56	51	56	53	53	53	58	34	29	29	29
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	23	30	39	45	48	48	49	46	48	47	47	46	48	47	47	46	36	30	29	30	23	31	39	44	46	47	47	47	46	49	47	47	47	46	47	49	33	29	29	29
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	15	19	24	26	27	28	28	27	27	27	27	27	27	27	27	26	22	19	19	19	15	19	23	26	27	27	27	27	27	28	27	27	27	27	27	27	20	19	19	19
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	17	23	27	29	30	30	30	30	30	30	29	30	30	30	29	29	24	22	22	22	17	23	27	29	30	29	30	30	30	30	30	30	30	29	29	30	23	22	22	21
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	17	22	26	29	29	29	30	29	30	29	29	29	29	29	29	29	24	22	22	22	17	22	26	29	29	29	29	29	29	29	29	29	30	29	29	29	23	22	22	22
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	11	14	16	17	18	18	18	18	18	18	18	17	17	17	16	16	14	14	13	13	11	14	16	17	18	18	18	18	18	18	18	17	17	17	16	16	14	13	13	13
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	6	8	9	10	10	10	10	10	10	10	10	10	9	9	9	9	8	8	8	8	6	8	9	10	10	10	10	10	10	10	10	10	9	9	9	9	8	7	8	8
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	6	8	9	10	10	10	10	10	10	10	10	10	9	9	9	9	8	8	8	8	6	8	9	10	10	10	10	10	10	10	10	10	9	9	9	9	8	8	8	8
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	6	8	9	10	11	11	11	11	11	11	10	9	9	9	9	9	8	8	8	8	6	8	9	10	11	11	11	11	10	10	10	9	9	9	9	8	8	8	8	8
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	6	8	9	10	10	11	10	10	10	10	10	9	9	9	9	8	8	8	8	8	6	8	9	10	10	10	10	10	10	10	10	9	9	9	8	8	8	8	8	8
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	6	7	8	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	7	6	7	8	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	7
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	6	7	9	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	7	6	7	9	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	7
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	6	7	9	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	7	6	7	9	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	8
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	6	8	9	10	11	11	11	11	10	10	10	9	9	9	9	9	8	8	8	8	6	8	9	10	11	11	11	11	10	10	10	10	9	9	9	9	8	8	8	8
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	5	6	8	8	9	9	9	9	9	9	8	8	7	7	7	7	7	6	7	7	5	6	7	8	9	9	9	9	9	9	8	8	7	7	7	7	6	6	6	7
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	6	8	9	10	11	11	11	11	11	11	10	10	9	9	9	9	8	8	8	8	6	8	9	10	11	11	11	11	11	11	11	10	9	9	9	9	8	8	8	8
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	7	8	10	11	12	12	12	12	11	11	11	10	10	10	10	9	9	8	9	9	7	9	10	11	12	12	12	12	11	12	11	11	10	10	10	9	9	9	9	9
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	7	8	10	11	12	12	12	12	11	11	11	10	10	10	10	9	9	9	9	9	10	13	15	17	18	18	18	18	17	17	17	16	15	15	15	14	13	13	13	13
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	5	7	8	9	10	10	10	10	10	10	9	9	8	8	8	8	7	7	7	7	8	10	12	13	14	14	14	14	13	13	13	12	11	11	11	11	10	10	10	10
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	7	9	11	12	13	13	13	13	13	13	13	11	11	11	11	10	10	9	10	10	11	15	17	19	21	21	21	21	20	20	20	18	17	17	17	16	15	15	15	15
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	7	9	11	12	13	13	13	13	13	13	13	11	11	11	11	10	10	9	10	10	11	14	17	19	21	21	21	21	20	20	20	18	17	17	17	16	15	15	15	15
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	7	9	11	12	13	13	13	13	13	13	13	12	11	11	11	10	10	9	10	10	11	14	17	19	21	21	21	21	20	20	20	18	17	17	17	16	15	15	15	15
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	7	9	11	12	13	13	13	13	13	13	13	12	11	11	11	10	10	10	10	10	8	9	11	12	14	14	14	14	13	13	13	12	11	11	11	11	10	10	10	10
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	7	9	11	12	13	13	13	13	13	13	13	12	11	11	11	10	10	10	10	10	7	9	11	12	14	14	14	14	13	13	13	12	11	11	11	11	10	10	10	10
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	6	7	9	9	10	10	11	10	10	10	10	9	9	9	8	8	8	7	8	7	6	7	9	10	10	11	10	11	10	10	10	9	9	9	9	8	8	8	8	8
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	6	7	9	10	11	11	11	11	11	11	10	10	9	9	9	9	8	8	8	8	6	7	9	10	11	11	11	11	11	11	11	10	9	10	9	9	8	8	8	8
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	6	7	9	10	11	11	11	11	11	11	10	10	9	9	9	9	8	8	8	8	6	7	9	10	11	11	11	11	11	11	11	10	9	9	9	9	8	8	8	8
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	6	7	9	10	11	11	11	11	11	11	10	10	9	9	9	9	8	8	8	8	6	7	9	10	11	11	11	11	11	11	11	10	9	10	9	9	8	8	8	8
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	5	5	7	7	8	8	8	8	8	8	8	8	7	7	7	7	6	6	6	6	5	5	7	7	8	8	8	8	8	8	8	8	7	7	7	7	6	6	6	6
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	5	5	7	7	8	8	8	8	8	8	8	7	7	7	7	7	6	6	6	6	5	5	7	7	8	8	8	8	8	8	8	8	7	7	7	7	6	6	6	6
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	5	5	7	7	7	8	8	8	8	7	7	7	7	7	7	7	6	6	6	6	5	5	7	7	8	8	8	8	8	8	7	7	7	7	7	7	6	6	6	6
	3036	Downstream of Northbound I-95 off-ramp	BFS	6	6	8	8	9	9	9	9	9	9	9	9	8	8	8	8	7	7	7	7	6	6	8	8	9	9	9	9	9	9	9	9	8	8	8	8	7	7	7	7
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	6	6	8	8	9	9	9	9	9	9	9	8	8	8	8	8	7	7	7	7	6	6	8	8	9	9	9	9	9	9	9	9	8	8	8	8	7	7	7	7
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	4	5	6	6	7	7	7	7	7	7	7	6	6	6	6	6	6	5	5	5	4	5	6	6	7	7	7	7	7	7	7	7	6	6	6	6	6	5	5	6
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	4	5	6	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	4	5	6	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	6	7	8	9	10	10	10	9	9	9	10	10	9	9	9	9	8	7	7	7	6	7	8	9	10	10	9	9	9	9	10	10	10	10	9	9	7	7	7	7
	3505	Town Center Pkwy On-Ramp	Ramp	12	15	18	20	22	22	22	22	22	21	21	16	16	16	15	14	14	15	15	15	11	15	18	20	22	23	22	22	21	21	21	17	16	16	15	14	14	14	15	15
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	15	19	23	25	26	26	26	26	26	25	25	24	24	24	24	24	21	20	19	19	15	19	23	25	26	26	26	26	26	25	25	25	25	24	24	24	20	20	19	19
	3507	SR 202 (JTB) WB On-Ramp	Ramp	18	22	26	28	30	29	30	29	30	29	29	28	27	27	27	27	24	23	22	22	18	22	26	28	30	29	30	29	30	29	29	28	28	28	27	27	24	23	22	22
	3508	SR 202 (JTB) EB On-Ramp	Ramp	13	17	20	22	22	23	23	23	23	22	22	21	22	22	21	21	18	17	17	17	13	17	20	23	22	23	23	23	23	22	22	21	22	22	21	21	18	17	17	17
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	8	10	12	13	15	16	15	15	15	14	14	12	11	11	10	10	10	10	10	11	8	10	12	13	15	16	15	15	15	14	14	12	11	11	10	10	10	10	10	11
	3510	On-Ramp from EB SR 202 (combined)	Ramp	9	12	14	15	16	16	15	15	15	15	15	14	14	14	14	14	13	13	14	14	9	12	14	15	16	15	15	15	14	15	14	14	15	14	14	13	13	13	14	14
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	7	9	10	11	12	11	10	11	10	11	11	10	10	10	10	10	10	9	10	10	7	9	10	11	11	11	11	11	10	11	10	10	10	10	10	10	10	10	10	10
	3512	Gate Pkwy. Off-Ramp	Ramp	6	7	9	9	10	11	10	11	10	10	10	9	9	9	9	9	8	8	8	8	6	7	9	9	10	11	10	11	10	10	10	9	9	9	9	9	8	8	8	8
	3516	Gate Pkwy. On-Ramp	Ramp	1	1	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
	3517	Baymeadows Rd. Off-Ramp	Ramp	4	5	6	7	7	7	8	7	7	7	6	6	6	6	6	6	6	5	5	5	4	5	6	7	7	7	7	7	7	7	6	6	6	6	6	6	5	5	5	6
	3518	Baymeadows Rd. Off-Ramp	Ramp	5	6	7	8	8	8	9	9	9	8	8	8	7	7	8	7	7	6	6	7	5	6	7	8	8	9	9	9	9	8	8	8	8	7	8	7	7	6	6	7
	3522	Baymeadows Rd. On-Ramp	Ramp	3	4	5	5	6	6	7	6	6	6	5	5	5	4	4	4	4	4	5	4	4	5	6	7	7	7	8	8	7	7	7	6	6	5	5	5	5	5	5	5
	3523	US-1 Off-Ramp	Ramp	9	9	13	14	15	16	15	14	15	15	14	14	13	14	13	13	11	11	11	11	9	10	13	14	16	15	15	15	16	15	14	14	14	14	13	13	12	11	11	11
	3529	US-1 On-Ramp - 2-lane segment	Ramp	6	6	7	7	7	8	7	7	7	7	7	7	7	8	7	7	7	7	7	6	6	6	7	7	7	7	8	7	7	7	7	7	7	7	7	7	7	7	7	7
	3530	US-1 On-Ramp - 1-lane segment	Ramp	11	11	14	14	13	15	14	14	14	14	14	13	14	15	13	13	13	14	13	13	11	12	13	13	14	14	15	13	14	14	13	13	14	14	14	13	13	13	13	13
	3531	I-95 NB Off-Ramp	Ramp	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	3532	I-95 SB Off-Ramp	Ramp	7	7	9	11	10	11	11	11	11	10	11	10	9	9	9	9	9	9	9	9	7	7	9	11	11	11	11	12	10	10	11	10	9	10	10	10	9	9	9	9
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	8	11	12	14	15	16	16	15	15	15	14	12	11	11	10	10	10	11	11	11	8	11	12	14	15	16	16	15	15	15	14	12	11	11	10	10	10	11	11	11
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	8	11	13	14	16	16	16	16	16	15	14	12	12	11	11	10	11	11	11	11	8	11	13	14	16	16	16	16	16	15	14	12	12	11	11	10	11	11	11	11
S.R. 9B Sourthbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	5	6	8	9	9	9	10	9	9	9	9	8	8	8	8	7	7	7	7	7	5	7	8	9	10	10	10	10	9	9	9	9	8	8	8	7	7	7	7	7
	19002	Southbound S.R. 9B	BFS	6	7	8	9	10	10	10	10	9	10	10	9	8	8	8	8	7	7	7	7	6	7	8	9	10	10	10	10	10	10	10	9	9	9	8	8	8	7	7	7
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	15	21	25	27	44	96	110	107	112	109	107	107	107	110	111	103	103	99	93	90	15	21	25	26	49	103	110	109	112	109	110	108	107	110	111	111	108	105	101	91
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	16	21	28	42	81	95	101	98	102	98	96	97	99	100	100	99	96	95	85	84	16	21	27	41	85	97	101	98	102	97	100	98	96	99	101	102	104	104	98	93
	16003	Between Gate Pkwy. off- and on-ramps	BFS	11	15	18	19	20	19	18	19	18	18	19	19	18	18	18	18	17	17	17	17	11	15	18	19	20	19	18	18	18	18	18	18	19	18	18	18	17	17	18	17
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	11	15	17	19	20	20	19	20	19	19	19	18	18	17	17	17	16	16	17	17	11	15	18	19	20	20	19	19	19	19	18	18	18	18	17	17	16	16	17	17
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	9	12	14	16	16	16	15	15	15	15	15	15	15	14	14	14	13	13	14	13	9	12	14	16	16	16	15	15	15	15	15	15	15	14	14	14	13	13	14	13
	16006	Southbound I-295 on-ramp merge	Merge	10	12	15	16	17	17	16	16	16	16	16	16	16	15	15	15	14	13	14	13	10	12	15	16	16	17	16	16	16	16	16	15	16	15	15	15	14	13	14	13
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	13	16	19	21	22	22	21	22	21	21	21	20	20	20	19	19	18	17	18	17	13	16	19	22	21	22	21	21	21	21	20	20	21	20	19	19	18	17	18	17
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	12	14	17	19	20	21	20	20	20	20	19	18	18	17	17	17	15	15	16	16	12	14	17	19	20	21	20	20	20	20	19	18	18	17	17	16	15	15	16	16
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	11	13	17	18	19	20	19	20	19	19	18	18	17	16	16	16	15	15	15	15	11	13	17	18	19	20	19	19	19	19	18	18	17	16	16	16	15	15	15	15
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	15	18	22	25	26	26	26	26	25	25	25	24	23	22	22	21	20	20	20	20	15	18	22	25	25	26	26	26	25	25	25	24	23	22	22	21	20	20	20	20
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	15	18	22	25	26	26	26	26	25	25	25	24	23	22	22	21	20	20	20	20	15	18	22	25	25	26	26	26	25	25	25	24	23	22	22	21	20	20	20	20
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	12	14	17	19	20	21	21	21	20	20	20	19	18	17	17	17	16	16	16	16	12	14	17	19	20	21	21	21	20	20	20	19	18	17	17	16	16	16	16	16
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	15	18	23	25	27	28	27	27	26	26	26	25	23	23	22	22	21	21	21	21	15	18	23	25	27	27	27	27	26	26	26	25	24	23	22	22	21	20	21	21
	16014	Downstream of Kernan Blvd. on-ramp	BFS	16	19	23	26	27	28	28	28	27	27	26	25	24	23	23	22	21	21	21	22	16	19	23	26	27	28	28	27	27	27	26	25	24	23	23	22	21	21	21	22
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	18	25	53	79	122	125	127	128	127	127	124	122	125	129	125	128	129	117	113	104	18	25	55	90	125	126	129	130	130	125	129	126	124	128	128	127	130	129	130	125
	16505	Gate Pkwy. On-Ramp	Ramp	7	10	12	13	14	16	15	15	15	14	13	12	12	12	11	11	10	10	10	10	7	10	12	13	15	15	16	14	15	14	13	13	12	11	11	11	10	10	10	10
	16506	Kernan Blvd. SB Off-Ramp	Ramp	10	12	14	16	17	17	17	17	17	16	16	15	15	15	14	14	13	13	14	13	10	12	14	16	17	17	17	17	16	16	16	15	15	15	14	14	13	13	14	13
	16510	Kernan Blvd. On-Ramp	Ramp	3	3	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	4	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	15	19	22	24	27	29	29	28	28	27	26	23	21	21	21	20	19	19	19	19	15	19	22	24	27	29	29	28	28	27	26	23	22	21	20	20	19	19	19	19
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	12	15	18	19	22	23	23	22	22	21	21	19	17	17	17	16	15	15	15	15	12	15	18	19	21	23	23	22	22	21	21	19	17	17	16	16	15	15	15	15
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	12	16	19	20	22	24	24	23	23	22	21	19	18	17	17	16	16	16	16	16	12	16	19	20	22	23	24	23	23	22	21	19	18	17	17	16	16	16	16	16
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	10	13	15	16	18	19	19	18	18	18	17	15	14	14	14	13	13	13	13	13	10	13	15	16	18	19	19	18	18	18	17	15	14	14	14	13	13	13	13	13
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	10	13	16	17	19	20	20	19	19	18	18	16	15	14	14	14	13	13	13	13	10	13	16	17	19	19	20	19	19	18	18	16	15	14	14	14	13	13	13	13
	18008	Upstream of Southbound I-295 on-ramp	Weave	10	12	14	16	17	18	19	18	18	17	16	14	13	13	12	12	12	12	12	12	10	12	14	16	17	18	19	18	18	17	16	14	13	13	12	12	12	12	12	12
	18007	Downstream of Northbound I-295 on-ramp	Weave	10	12	14	16	17	18	18	18	18	17	16	14	13	13	12	12	12	12	12	12	10	12	14	16	17	18	18	18	18	17	16	14	13	13	12	12	12	12	12	12
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	10	13	15	16	18	19	19	18	18	17	17	14	13	13	13	12	12	12	13	13	10	13	15	16	18	19	19	18	18	17	17	14	13	13	13	12	12	12	13	13
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	12	15	18	20	22	23	23	22	22	21	20	17	16	15	15	14	14	15	15	15	12	15	18	19	22	23	23	22	22	21	20	17	16	15	15	14	14	15	15	15
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	12	15	18	19	22	23	23	22	22	21	20	17	16	16	15	14	14	15	15	15	10	13	15	16	18	19	19	18	18	17	17	14	13	13	12	12	12	12	12	13
	18003	Between Kernan Blvd. off- and on-ramps	BFS	13	17	20	21	24	25	25	24	24	23	22	18	17	17	16	15	16	16	16	16	13	17	20	21	24	25	25	24	24	23	22	18	17	17	16	15	16	16	16	16
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	13	17	21	22	25	26	26	25	25	24	23	19	18	17	17	16	16	17	17	17	13	17	21	22	25	26	26	25	25	24	23	19	18	17	17	16	16	17	17	17
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	13	18	20	22	25	26	26	24	24	23	22	18	18	17	17	16	16	17	17	17	13	18	20	22	25	26	26	24	24	23	22	18	18	17	17	16	16	17	17	17
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	3	3	4	4	5	5	5	5	5	5	5	4	4	3	4	4	3	3	4	4	3	3	4	4	5	5	5	5	5	5	5	4	4	3	4	4	3	3	4	3
	18513	Kernan Blvd. On-Ramp	Ramp	13	18	20	21	23	24	24	23	24	24	22	21	20	19	19	18	17	17	17	17	13	18	20	21	23	24	25	23	24	23	22	21	20	19	19	18	17	17	17	17
	18508	Gate Pkwy. Off-Ramp	Ramp	8	9	11	12	14	14	15	14	14	14	12	12	11	10	10	10	10	9	10	9	8	9	11	12	14	14	14	14	14	14	12	11	11	10	10	10	10	9	10	9
	18513	Gate Pkwy. On-Ramp	Ramp	13	18	20	21	23	24	24	23	24	24	22	21	20	19	19	18	17	17	17	17	13	18	20	21	23	24	25	23	24	23	22	21	20	19	19	18	17	17	17	17

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2025 AM PEAK

Preferred Build Alternative

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				Simulated Density (veh/mi/ln)																			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	10	11	14	16	17	19	19	18	18	18	16	16	14	14	13	12	13	12	13	12
	512	Downstream of JTB Exit - 1 lane section	BFS	10	11	14	16	17	19	19	18	18	18	16	15	14	14	13	12	12	12	13	12
	511	Downstream of JTB Exit - 2 lane section	Merge	10	11	14	16	17	19	19	18	18	18	16	15	14	14	13	12	13	12	13	13
	510	Downstream of JTB Exit - 2 lane section	Merge	10	11	14	16	17	19	19	18	18	18	16	15	14	14	13	12	13	12	13	13
	509	EL for JTB - 3 lane section	Diverge	9	10	13	14	15	17	17	16	16	16	15	14	12	12	12	11	11	11	12	11
	508	EL for JTB - 3 lane section	BFS	9	10	13	14	15	17	17	16	16	16	15	14	12	12	12	11	11	11	12	11
	507	EL for JTB	BFS	9	10	13	14	15	17	17	16	16	16	15	14	12	12	12	11	11	11	12	11
	505	EL for JTB	BFS	9	10	13	14	15	17	17	16	16	15	15	13	12	12	12	11	11	11	11	11
	504	EL for JTB	BFS	9	11	13	14	15	17	17	16	16	15	15	13	12	12	11	11	11	11	11	11
	503	EL merge Between I-295 NB and SR 9B	Merge	9	11	13	14	16	16	17	16	16	15	15	13	12	12	11	11	11	11	11	11
	501	EL Entrance from I-295 NB	BFS	8	10	13	13	15	16	16	15	15	14	14	13	11	11	11	11	11	11	11	11
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	10	12	14	15	15	15	15	15	15	16	16	15	15	15	16	15	13	12	12	13
	702	EL Downstream of TPC Entrance	BFS	10	12	14	15	15	15	15	15	15	16	15	15	15	15	16	14	13	12	12	13
	703	EL Downstream of Gate Parkway Entrance	BFS	10	12	14	15	15	15	15	15	15	16	15	15	15	15	16	14	13	12	12	13
	704	EL Downstream of Gate Parkway Entrance	BFS	10	12	14	15	16	15	16	16	15	16	16	15	16	16	16	15	13	12	13	13
	705	Entrance from JTB section to EL merge location	BFS	4	5	6	6	7	7	7	7	7	7	7	6	5	5	5	5	5	5	5	5
	706	EL merge location	Merge	7	8	10	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	9	9
	707	EL Downstream of Gate Parkway Entrance	BFS	7	8	9	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	9	8
	708	EL Downstream of Gate Parkway Entrance	BFS	7	8	9	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	9	9
	709	EL Diverge to SR 9B	Diverge	7	8	10	10	11	11	11	11	11	11	11	11	10	10	10	10	9	8	9	9
	710	EL for I-295 SB	BFS	7	8	10	11	12	12	12	12	12	12	12	12	11	11	11	11	10	9	9	10
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	9	12	14	15	17	18	18	17	18	16	16	14	12	12	12	11	11	12	12	12
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	7	8	9	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	8	8

Original Build Alternative

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				Simulated Density (veh/mi/ln)																			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	10	11	14	16	17	19	19	18	18	18	16	15	13	14	13	12	12	12	13	12
	512	Downstream of JTB Exit - 1 lane section	BFS	10	11	14	16	17	20	19	19	19	18	17	16	14	14	13	12	12	12	13	12
	511	Downstream of JTB Exit - 2 lane section	Merge	5	6	7	8	9	10	10	9	10	9	8	8	7	7	7	6	6	6	7	6
	510	Downstream of JTB Exit - 2 lane section	Merge	5	6	7	8	8	10	9	9	9	9	8	8	7	7	6	6	6	6	6	6
	509	EL for JTB - 3 lane section	Diverge	6	7	8	9	10	11	11	11	11	10	10	9	8	8	8	7	7	7	8	8
	508	EL for JTB - 3 lane section	BFS	6	7	8	9	10	11	11	11	11	10	10	9	8	8	8	7	7	7	8	7
	507	EL for JTB	BFS	9	10	13	14	15	17	17	16	16	16	15	14	12	12	12	11	11	11	12	11
	505	EL for JTB	BFS	9	10	13	14	16	17	17	16	16	15	15	13	12	12	12	11	11	11	12	11
	504	EL for JTB	BFS	9	11	13	14	16	17	17	16	16	15	15	13	12	12	12	11	11	11	11	11
	503	EL merge Between I-295 NB and SR 9B	Merge	9	11	13	14	16	16	17	16	16	15	15	13	12	12	11	11	11	11	11	11
	501	EL Entrance from I-295 NB	BFS	8	10	13	13	15	16	16	15	15	14	12	12	11	11	11	11	10	9	9	10
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	10	12	14	15	16	15	15	16	15	16	16	15	16	15	16	15	13	12	12	13
	702	EL Downstream of TPC Entrance	BFS	10	12	14	15	15	15	15	15	15	16	16	15	15	15	15	15	12	12	12	13
	703	EL Downstream of Gate Parkway Entrance	BFS	10	12	14	15	15	15	15	15	15	16	16	15	15	15	15	15	12	12	12	13
	704	EL Downstream of Gate Parkway Entrance	BFS	10	12	14	15	16	15	15	16	15	16	16	15	16	16	16	15	13	12	13	13
	705	Entrance from JTB section to EL merge location	BFS	4	5	6	6	7	7	7	7	7	7	7	6	5	5	5	5	5	5	5	5
	706	EL merge location	Merge	7	8	10	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	9	9
	707	EL Downstream of Gate Parkway Entrance	BFS	7	8	9	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	9	8
	708	EL Downstream of Gate Parkway Entrance	BFS	7	8	9	11	11	11	11	11	11	11	11	10	10	10	10	10	9	8	9	9
	709	EL Diverge to SR 9B	Diverge	7	8	10	10	11	11	11	11	11	11	11	11	11	10	10	10	9	8	9	9
	710	EL for I-295 SB	BFS	7	8	10	11	12	12	12	12	12	12	12	12	11	11	11	11	10	9	9	10
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	9	12	14	15	17	18	18	17	18	16	16	14	12	12	12	11	11	12	12	12
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	7	8	9	10	11	11	11	11	11	11	11	10	10	10	10	10	9	8	8	8

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2025 PM PEAK

Roadway	VISSIM Link Number	Location	Section Type	Preferred Build Alternative – Simulated Density (veh/mi/ln)																				Original Build Alternative – Simulated Density (veh/mi/ln)																			
				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	37	36	37	37	38	37	37	35	36	34	35	35	33	34	32	27	25	23	21	20	36	36	36	37	37	36	36	35	36	35	35	35	34	34	31	27	25	23	22	20
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	37	36	37	37	37	37	36	35	36	34	35	35	34	33	32	26	25	22	21	20	36	36	36	37	36	36	36	35	36	35	34	35	34	33	32	27	25	23	21	20
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	37	36	37	38	38	37	36	36	35	34	34	34	33	33	31	26	25	22	21	20	37	35	36	37	37	36	36	35	35	35	34	34	34	33	31	26	25	22	21	20
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	32	31	32	33	33	32	32	31	29	30	29	29	28	28	26	22	21	18	17	16	32	30	32	32	32	32	31	31	30	30	29	29	29	28	26	22	21	19	18	17
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	31	30	31	31	32	31	32	30	29	29	29	29	28	28	25	22	20	18	17	16	30	30	31	31	32	30	30	30	29	30	29	29	28	28	25	22	21	18	18	16
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	39	39	41	43	42	42	42	40	40	40	40	40	40	40	35	28	26	24	22	20	39	39	40	41	41	40	42	41	40	41	40	41	40	40	35	29	26	24	23	21
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	27	28	30	32	35	38	42	47	52	55	50	49	46	40	29	19	17	16	14	14	30	29	30	31	37	36	43	49	49	51	50	50	46	41	28	19	17	16	15	14
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	21	22	23	26	36	48	58	69	74	76	73	75	72	64	34	14	13	12	11	10	27	28	29	31	40	44	51	62	62	63	60	63	60	63	33	15	13	12	11	10
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	18	18	19	21	32	52	67	83	91	94	89	87	83	68	26	13	12	11	10	10	22	26	26	32	43	62	74	85	93	94	92	89	85	69	26	14	12	11	11	10
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	17	17	17	18	22	47	70	96	109	112	106	103	98	65	17	13	13	11	10	10	17	22	23	33	38	66	85	98	113	115	113	109	104	68	19	13	13	11	11	10
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	17	18	18	18	21	40	69	96	112	117	108	102	93	50	15	14	13	12	11	10	18	20	20	32	38	55	87	98	114	119	115	111	101	55	16	14	13	12	11	11
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	15	15	15	16	17	20	29	63	83	75	62	35	20	13	11	10	10	9	8	8	15	15	15	17	23	41	62	78	98	100	93	74	55	17	11	10	10	9	9	8
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	15	15	15	16	16	17	17	29	46	34	28	15	14	12	11	10	10	9	8	8	15	15	15	16	17	37	48	71	81	76	71	58	35	12	11	11	10	9	9	8
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	13	13	13	14	14	14	14	15	14	13	13	13	12	10	9	9	9	8	7	7	13	13	14	14	14	24	38	58	59	44	21	19	13	10	9	9	9	8	7	7
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	13	13	13	14	14	14	15	15	14	13	13	13	12	10	9	9	9	8	7	7	14	13	13	14	14	23	28	42	52	28	12	12	12	10	9	9	9	8	7	7
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	11	11	11	11	12	12	12	12	11	11	11	10	9	8	8	7	7	6	6	6	11	11	11	11	12	15	18	24	30	18	10	10	10	8	8	7	7	6	6	6
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	16	16	16	17	18	17	18	18	17	16	16	16	14	13	12	11	10	9	9	9	17	16	16	17	18	18	22	31	35	20	16	15	14	13	12	11	11	9	9	9
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	16	16	16	17	18	18	18	18	17	16	16	15	14	12	12	11	10	9	9	8	17	16	17	17	18	18	19	27	25	16	16	16	14	13	12	11	11	9	9	9
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	12	12	12	13	13	13	14	14	13	13	12	12	11	9	9	8	8	7	7	6	17	16	17	17	18	18	18	22	22	16	16	16	14	13	12	11	11	9	9	9
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	12	12	12	13	14	14	14	14	13	13	12	12	11	9	9	8	8	7	7	7	19	19	19	19	21	21	20	22	23	18	18	18	16	14	13	13	12	11	10	10
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	12	12	12	13	13	13	14	14	13	13	12	12	11	9	9	8	8	7	7	7	19	18	19	19	21	20	20	21	20	18	18	17	16	14	13	13	12	11	10	10
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	12	12	12	13	13	13	14	14	13	12	12	12	11	10	9	8	8	7	7	7	19	18	19	19	20	20	20	21	19	18	18	17	16	14	13	13	12	11	11	10
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	13	13	13	14	14	14	15	15	14	13	13	13	12	10	9	9	8	8	8	7	14	14	13	14	15	15	15	15	14	13	13	13	12	10	9	9	8	8	8	7
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	10	10	10	10	11	11	11	11	11	10	10	10	9	8	7	7	6	6	6	5	14	13	13	14	15	15	15	15	14	13	13	13	12	10	9	9	9	8	8	7
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	10	10	10	10	11	11	11	11	11	10	10	10	9	8	7	7	6	6	6	5	15	15	15	16	16	16	16	17	15	14	14	14	13	11	11	10	10	9	8	8
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	13	13	13	14	14	14	15	15	14	13	13	13	12	10	9	9	8	8	7	7	13	13	13	13	14	14	14	14	13	12	12	12	11	10	9	9	8	7	7	7
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	13	13	13	13	14	14	14	14	14	13	13	12	11	10	9	9	8	7	7	7	13	13	13	13	14	14	14	14	13	12	12	12	11	10	9	9	8	7	7	7
	1009	Downstream of S.R. 9B on-ramp	Merge	9	9	10	10	10	10	11	11	10	10	10	9	8	7	7	7	6	6	5	5	9	9	10	10	10	10	10	10	10	9	9	9	8	7	7	6	6	6	5	5
	1008	Upstream of S.R. 9B on-ramp	BFS	10	10	10	10	11	11	11	11	10	10	10	9	9	7	7	7	6	6	6	5	10	10	10	10	11	10	11	11	10	9	9	9	9	7	7	7	6	6	6	5
	1007	Upstream of I-295 Express Lane Entrance	Merge	12	11	12	12	13	13	13	13	12	12	12	11	10	9	9	8	7	7	7	6	12	11	12	12	13	13	13	13	12	12	12	11	10	9	8	8	7	7	7	6
	1006	Upstream of I-295 Express Lane Entrance	BFS	11	11	12	12	13	13	13	13	12	12	11	11	10	9	8	8	7	7	7	6	11	11	12	12	12	12	13	13	12	12	12	11	10	9	8	8	7	7	7	6
	1005	Downstream of US1 on-ramp merge	Merge	11	11	12	12	13	13	13	13	12	12	11	11	10	9	8	8	7	7	7	6	11	11	12	12	12	12	13	13	12	12	12	11	10	9	8	8	7	7	7	6
	1004	Downstream of US1 on-ramp merge	Merge	9	9	9	9	10	10	10	10	9	9	9	8	8	7	6	6	6	5	5	5	9	9	9	9	9	9	10	10	9	9	9	9	8	7	6	6	5	5	5	5
	1003	Downstream of US1 off-ramp	BFS	9	8	9	9	10	10	11	10	10	9	9	8	8	7	6	6	5	5	5	5	9	9	9	9	10	10	10	10	9	9	9	9	7	7	6	6	5	5	5	5
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	9	9	10	10	11	11	11	11	10	10	9	9	8	7	7	6	6	5	5	5	9	9	10	10	10	10	11	11	10	10	10	9	8	7	7	6	6	5	5	5
	1001	Downstream of Beach Blvd off-ramp diverge	BFS	9	9	10	10	10	10	11	10	10	9	9	9	8	7	6	6	6	5	5	5	9	9	10	10	10	10	11	10	10	9	9	9	8	7	6	6	6	5	5	5
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	22	22	22	23	24	23	25	24	24	23	22	21	17	18	13	14	13	12	11	12	21	22	22	22	24	24	25	23	25	23	23	21	17	17	14	13	14	12	11	11
	1533	Town Center Pkwy Off-Ramp	Ramp	10	10	11	11	11	11	12	11	11	11	11	12	10	11	9	8	8	7	6	6	10	10	11	11	11	11	11	11	12	11	11	11	11	10	9	8	8	7	6	6
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	30	30	31	31	31	40	70	106	133	149	140	135	118	56	29	30	28	24	22	20	30	29	30	36	51	56	78	110	129	143	141	137	121	64	31	30	28	25	23	22
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	22	21	22	23	23	24	26	26	24	25	22	22	20	16	15	14	13	13	12	11	22	21	23	23	25	24	27	26	24	23	22	22	19	16	15	15	13	12	12	11
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	7	7	7	8	8	8	8	8	8	7	7	7	6	6	5	5	4	4	4	4	7	7	7	8	8	8	8	8	8	7	7	7	6	6	5	5	4	4	4	4
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	10	9	9	9	10	11	11	11	10	10	10	9	9	7	7	6	6	6	5	5	10	10	9	10	10	10	11	11	11	10	9	9	8	7	7	6	6	6	5	5
	1525	Gate Pkwy. On-Ramp	Ramp	16	16	17	17	17	17	17	18	17	16	16	15	14	12	11	10	10	9	8	8	16	16	17	17	17	17	17	18	17	16	16	15	14	12	11	11	10	9	9	8
	1521	Gate Pkwy. Off-Ramp	Ramp	5	5	5	5	5	5	5	6	6	5	5	5	4	4	4	4	3	3	3	3	5	5	5	5	5	5	5	6	5	5	5	5	4	4	3	3	3	3	3	3
	1520	Baymeadows Rd. On-Ramp	Ramp	15	15	15	14	17	17	17	16	14	14	14	14	12	11	10	10	9	8	8	7	15	15	15	14	17	17	16	16	14	14	15	15	12	11	10	10	9	8	8	7
	1515	Baymeadows Rd. Off-Ramp	Ramp	15	14	15	15	16	15	17	16	16	15	15	14	13	11	10	10	9	8	8	8	12	12	12	13	13	13	14	13	13	12	12	12	11	9	8	8	7	7	7	6
	1514	US-1 On-Ramp	Ramp	11	12	12	11	12	12	12	11	11	12	12	12	11	10	10	9	8	8	8	8	12	12	12	12	12	12	12	12	11	11	12	12	11	10	10	9	8	9	8	7
	1505	US-1 Off-Ramp	Ramp	12	12	13	14	14	14	16	15	13	13	13	12	11	10	8	8	8	6	6	7	12	12	13	14	14	14	15	14	13	13	13	12	11	9	8	8	8	7	7	7
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	13	12	13	14	15	15	16	15	15	14	13	13	12	10	9	9	8	8	7	7	13	13	13	14	14	14	15	15	14	14	14	13	11	10	9	9	8	8	8	7
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	7	6	7	7	8	8	8	8	8	7	7	7	6	5	5	5	4	4	4	4	6	6	7	7	7	7	8	8	7	7	7	7	6	5	5	5	4	4	4	4
	1502	I-95 Northbound on-ramp	Ramp	9	9	9	10	10	10	11	10	10	10	9	9	8	7	7	6	6	6	5	5	9	9	9	10	10	10	10	10	10	9	9	9	8	7	7	6	6	5	5	5
	1501	I-95 Southbound on-ramp	Ramp	4	4	4	4	5	5	5	5	5	5	4	4	4	3	3	3	3	3	2	2	4	4	4	4	5	4	5	5	5	5	4	4	4	3	3	3	3	3	2	2
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	22	22	23	23	24	24	25	25	24	22	22	21	18	16	15	14	13	12	12	11	22	22	22	23	24	24	25	25	23	22	21	21	18	16	15	14	13	12	11	11
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	22	22	23	24	25	25	26	26	24	22	22	21	19	16	15	14	13	12	11	11	23	22	23	24	25	25	26	26	24	23	22	21	19	16	15	14	13	12	11	11
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	23	22	24	25	25	25	27	26	25	23	22	21	19	16	15	14	13	12	12	11	23	23	23	24	25	25	27	27	25	23	22	21	19	16	15	14	13	12	11	11
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	29	29	30	31	32	32	34	33	31	30	29	28	24	21	19	18	17	16	15	14	30	29	30	30	32	32	34	33	31	29	28	27	24	21	19	18	17	16	15	14
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	30	29	31	32	33	33	35	33	32	30	29	28	25	21	19	18	17	16	15	14	30	29	30	31	32	33	35	34	32	30	29	28	25	21	19	19	17	16	15	14
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	30	29	31	32	33	33	35	34	32	30	29	28	25	21	19	18	17	16	15	14	30	29	30	31	33	33	35	34	32	30	29	28	25	21	19	19	17	16	15	14
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	19	19	20	20	21	21	22	22	21	19	19	18	16	14	13	12	11	10	10	9	19	19	20	20	21	21	22	22	21	19	18	18	16	14	13	12	11	10	10	9
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	22	21	22	23	24	24	25	25	23	22	21	21	18	16	14	13	13	12	12	11	22	22	22	23	24	24	25	25	23	22	21	20	18	16	14	14	13	12	11	11
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	22	21	22	23	24	24	25	25	23	22	22	21	18	16	14	14	13	12	12	11	22	22	22	23	24	24	25	25	23	22	21	20	18	16	15	14	13	12	11	11
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	15	15	15	16	16	16	17	17	16	15	15	15	13	11	10	10	9	8	8	8	15	15	15	16	16	16	17	17	16	15	15	14	13	11	10	10	9	8	8	8
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	10	10	10	10	11	10	11	11	10	10	10	9	8	7	7	6	6	5	5	5	10	10	10	10	11	10	11	11	10	10	10	9	8	7	7	6	6	5	5	5
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	10	10	10	10	11	10	11	11	10	10	10	9	8	7	7	6	6	5	5	5	10	10	10	10	10	10	11	11	10	10	10	9	8	7	7	6	6	5	5	5
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	12	12	12	13	13	13	14	14	13	12	12	12	11	9	8	8	8	7	7	6	12	12	12	13	13	13	14	14	13	12	12	12	11	9	8	8	7	7	6	6
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	12	12	12	13	13	13	13	13	12	12	11	11	11	9	9	8	8	7	7	7	12	12	12	12	13	13	13	13	12	11	11	11	10	9	9	9	8	7	7	7
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	11	11	11	12	12	12	12	12	12	11	10	10	10	9	8	8	7	7	7	6	11	11	12	12	12	12	12	12	11	11	10	10	10	9	8	8	7	7	7	6
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	11	11	12	12	12	12	12	12	12	11	11	11	10	9	8	8	8	7	7	6	11	12	12	12	12	12	12	12	12	11	10	11	10	9	8	8	7	7	7	6
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	11	11	12	12	12	12	12	12	12	11	11	11	10	9	8	8	8	7	7	6	11	12	12	12	12	12	13	12	11	11	11	11	10	9	8	8	8	7	7	6
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	12	12	12	12	13	13	13	13	12	11	11	11	11	9	9	8	8	7	7	7	12	12	12	12	13	13	13	13	12	11	11	11	10	9	9	8	8	7	7	7
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	11	11	11	12	12	12	12	12	11	11	10	10	10	8	8	8	7	6	6	6	11	11	11	11	12	12	12	12	11	11	10	10	10	9	8	8	7	6	6	6
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	14	14	14	15	15	15	15	15	14	13	13	13	12	11	10	10	9	8	8	7	14	14	14	15	15	15	15	15	14	13	13	13	12	11	10	10	9	8	8	7
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	14	15	15	16	16	16	16	16	15	14	14	14	13	11	10	10	9	8	8	8	15	15	15	16	16	16	16	16	15	14	14	14	13	12	11	10	9	9	8	8
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	14	15	15	16	16	16	16	16	15	14	14	14	13	11	10	10	9	8	8	8	22	23	23	23	24	24	24	24	23	21	21	21	20	18	16	16	14	13	12	12
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	12	12	13	13	13	13	14	13	13	12	12	12	11	10	9	9	8	7	7	7	17	17	17	18	18	18	19	18	18	17	16	16	15	13	12	12	10	10	9	9
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	16	16	17	17	18	18	18	18	17	16	16	16	15	13	12	11	11	9	9	9	26	26	26	27	28	28	28	28	27	25	24	24	22	20	18	18	15	15	14	13
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	16	16	17	17	18	18	18	18	17	16	16	16	15	13	12	11	10	9	9	9	26	26	26	27	28	28	28	28	27	25	24	24	22	20	18	18	15	15	14	13
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	16	16	17	17	18	18	18	18	17	16	16	16	15	13	12	11	11	10	9	9	26	26	26	26	27	27	28	28	26	25	24	24	23	20	18	18	16	15	14	13
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	17	17	17	17	18	18	18	18	17	16	16	15	15	13	12	11	11	10	9	9	17	17	17	17	18	18	18	18	17	16	16	15	15	13	12	12	10	10	9	9
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	17	17	17	18	18	18	19	18	18	17	16	16	15	13	12	11	11	10	9	9	17	17	17	17	18	18	18	18	17	16	16	15	15	13	12	12	10	10	9	9
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	12	12	12	13	13	13	13	13	13	12	12	12	11	10	9	9	8	7	7	7	12	13	12	13	13	13	13	13	13	12	11	11	11	10	9	9	8	7	7	7
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	12	12	12	12	13	13	13	13	13	12	11	11	11	9	8	8	8	7	7	6	12	12	12	12	13	13	13	13	12	12	11	11	10	9	8	8	8	7	7	7
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	12	12	12	12	13	13	13	13	13	12	11	11	11	9	8	8	8	7	7	6	12	12	12	12	12	13	13	13	12	12	11	11	10	9	8	8	8	7	7	7
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	12	12	12	12	13	13	13	13	13	12	11	11	11	9	8	8	8	7	7	6	12	12	12	12	12	13	13	13	13	12	11	11	10	9	9	8	8	7	7	7
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	9	9	9	9	9	10	9	10	9	9	8	8	8	7	6	6	6	5	5	5	9	9	9	9	9	9	9	10	9	9	8	8	8	7	6	6	6	5	5	5
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	9	9	9	10	10	10	10	10	10	9	9	9	9	8	7	7	6	6	5	5	9	9	9	10	10	10	10	10	10	9	9	9	8	7	7	7	6	6	5	5
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	10	10	10	11	11	11	11	11	11	10	10	10	9	8	8	8	7	6	6	6	10	10	10	11	11	11	11	11	10	10	10	10	9	8	7	8	7	7	6	6
	3036	Downstream of Northbound I-95 off-ramp	BFS	12	12	12	13	13	13	13	13	13	12	12	12	11	10	9	9	9	8	8	8	12	12	12	13	13	13	13	13	13	12	12	12	11	10	9	9	9	8	8	7
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	12	12	12	13	13	13	13	13	13	12	12	12	11	10	9	9	9	8	8	7	12	12	12	13	13	13	13	13	12	12	12	12	11	10	9	9	9	8	7	7
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	9	9	9	9	10	10	10	10	9	9	9	9	8	8	7	7	7	6	6	6	9	9	9	9	10	10	10	10	9	9	9	9	8	7	7	7	7	6	6	6
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	10	10	10	10	11	11	11	11	10	10	10	10	9	9	7	8	7	6	6	6	10	10	10	11	11	11	11	11	10	10	10	10	9	8	7	8	7	7	6	6
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	7	7	7	8	8	8	8	8	8	7	7	7	6	5	5	5	4	4	4	4	7	7	7	8	8	8	8	8	8	7	7	7	6	5	5	5	4	4	4	4
	3505	Town Center Pkwy On-Ramp	Ramp	23	24	22	25	25	24	28	26	25	24	23	23	19	18	15	15	15	12	12	12	23	24	22	24	25	24	27	25	25	23	23	23	19	18	15	15	15	13	12	11
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	19	19	19	20	20	21	22	22	21	20	19	18	16	14	13	12	12	11	10	9	19	19	19	20	20	21	22	22	20	20	18	18	16	14	13	12	12	11	10	9
	3507	SR 202 (JTB) WB On-Ramp	Ramp	23	21	22	22	24	24	25	25	24	23	22	21	19	17	15	14	13	13	12	11	23	21	22	22	24	24	25	25	23	23	21	21	19	17	15	14	14	12	12	11
	3508	SR 202 (JTB) EB On-Ramp	Ramp	16	17	17	18	17	19	19	19	19	18	16	16	14	12	12	11	10	9	9	8	16	16	17	18	17	19	19	19	18	17	16	16	14	12	12	11	10	10	9	8
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	20	20	21	21	22	22	23	23	22	21	20	19	18	15	14	13	13	11	11	11	20	20	21	21	22	22	23	22	22	21	20	19	18	15	14	13	13	11	11	11
	3510	On-Ramp from EB SR 202 (combined)	Ramp	22	22	22	23	23	23	35	58	67	85	81	74	57	31	21	22	20	17	16	14	22	22	22	23	29	36	36	64	71	84	83	76	68	34	22	22	20	18	17	16
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	15	15	15	16	16	15	15	13	12	11	11	12	14	15	15	15	14	12	12	11	15	15	15	15	15	14	14	12	12	11	11	13	14	16	15	16	14	13	13	11
	3512	Gate Pkwy. Off-Ramp	Ramp	12	12	13	13	14	14	14	14	13	13	12	12	11	10	9	9	8	8	7	7	12	12	13	13	14	14	14	14	13	13	12	12	11	10	9	9	8	8	7	7
	3516	Gate Pkwy. On-Ramp	Ramp	10	9	11	11	11	12	11	12	10	11	10	10	8	7	7	6	6	5	5	4	10	9	10	11	11	11	11	12	11	10	9	10	8	7	7	6	6	5	5	5
	3517	Baymeadows Rd. Off-Ramp	Ramp	9	9	9	9	10	9	10	9	9	8	8	8	8	7	6	6	6	5	5	5	9	9	9	9	9	9	10	9	9	8	8	8	8	6	6	6	6	5	5	5
	3518	Baymeadows Rd. Off-Ramp	Ramp	11	11	11	11	12	11	12	12	11	10	10	10	9	8	8	7	7	6	6	6	11	11	11	11	12	11	12	11	11	10	10	10	9	8	8	8	7	6	6	6
	3522	Baymeadows Rd. On-Ramp	Ramp	8	7	8	8	9	8	9	9	8	8	7	7	6	6	5	5	5	4	4	4	8	7	8	8	8	8	8	8	8	8	8	7	6	6	5	5	5	4	4	4
	3523	US-1 Off-Ramp	Ramp	13	13	14	13	14	14	13	14	14	14	12	13	11	10	9	9	8	7	8	7	13	13	13	13	14	13	14	14	14	13	13	13	11	11	10	9	9	8	8	7
	3529	US-1 On-Ramp - 2-lane segment	Ramp	15	15	14	15	15	15	14	14	14	14	14	15	14	12	11	12	11	10	10	11	15	14	15	15	15	15	15	14	14	15	15	14	13	12	11	12	12	11	10	10
	3530	US-1 On-Ramp - 1-lane segment	Ramp	28	29	27	28	29	29	27	27	26	27	27	28	26	24	22	23	22	19	20	21	28	28	28	28	29	29	28	28	26	28	28	27	26	24	21	23	22	21	20	20
	3531	I-95 NB Off-Ramp	Ramp	5	5	4	5	5	5	5	5	5	5	5	5	4	4	3	4	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	4	4	4	3	4	3	3	3	3
	3532	I-95 SB Off-Ramp	Ramp	12	11	11	12	12	12	12	13	12	12	12	11	11	9	9	9	9	7	7	7	12	11	11	12	12	12	12	13	12	12	11	11	11	9	8	8	8	7	7	6
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	9	9	9	10	10	10	10	11	10	9	9	9	8	7	6	6	6	5	5	5	9	9	9	10	10	10	10	10	9	9	9	9	8	7	6	6	6	5	5	5
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	11	11	11	11	12	12	12	12	12	11	11	10	9	8	7	7	7	6	6	6	11	11	11	11	12	12	12	12	11	11	11	10	9	8	7	7	7	6	6	6
S.R. 9B Sourthbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	12	12	13	13	13	14	14	13	13	12	12	12	11	10	9	8	8	7	7	7	12	13	13	13	13	13	14	13	13	12	12	11	11	10	9	9	8	7	7	7
	19002	Southbound S.R. 9B	BFS	12	12	12	12	13	13	13	13	12	12	11	11	11	9	9	8	8	7	7	6	12	12	12	12	13	13	13	13	12	12	11	11	11	9	9	8	7	7	7	6
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	44	40	44	54	53	54	59	73	96	103	121	110	98	82	65	54	48	41	34	28	42	39	44	51	51	59	72	76	95	105	117	110	101	85	66	54	45	40	37	33
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	50	44	49	53	51	53	58	75	95	105	119	107	93	73	60	50	44	42	33	29	48	45	48	50	50	63	69	79	95	107	117	105	98	77	59	50	44	42	38	33
	16003	Between Gate Pkwy. off- and on-ramps	BFS	39	40	37	39	42	50	62	79	97	113	123	114	100	77	56	43	32	26	24	21	34	35	35	42	47	69	70	86	103	115	122	114	102	82	59	38	32	28	26	23
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	46	44	48	50	51	53	58	76	81	96	93	84	75	54	46	38	31	25	24	21	43	43	46	52	52	63	63	79	88	93	96	87	76	58	45	36	31	27	25	22
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	27	27	28	28	28	28	27	24	21	19	19	22	23	27	27	26	24	21	19	18	27	27	27	28	28	27	31	25	21	20	19	22	23	26	27	26	24	22	20	19
	16006	Southbound I-295 on-ramp merge	Merge	24	26	26	29	27	26	26	22	20	18	18	19	21	23	22	22	20	18	17	15	24	25	24	27	26	30	44	32	20	19	17	19	21	23	24	22	20	19	17	16
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	32	34	34	36	35	35	35	30	27	23	23	25	28	30	30	30	27	23	22	19	33	33	33	35	34	34	38	34	26	25	23	25	27	30	31	29	26	25	23	21
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	24	24	24	25	25	25	25	23	21	19	19	20	20	21	21	21	19	17	16	14	24	24	24	25	25	24	25	23	21	20	18	19	20	21	22	21	19	18	16	15
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	22	22	22	23	23	23	23	21	19	17	17	18	19	20	20	19	18	16	15	13	22	22	22	23	23	22	22	21	19	18	17	18	18	19	20	19	18	16	15	14
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	29	29	30	30	30	31	31	28	26	23	23	24	25	26	26	26	24	21	20	18	29	29	29	30	30	29	30	28	25	24	23	24	25	26	27	26	24	22	21	19
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	29	29	30	30	30	31	31	28	26	23	23	24	25	26	26	26	24	21	20	18	29	29	29	30	30	29	30	28	26	24	23	24	25	26	27	26	24	22	21	19
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	23	23	23	24	24	24	24	22	20	18	18	19	19	20	20	20	19	16	15	14	23	23	23	23	23	23	23	22	20	19	18	19	19	20	21	20	18	17	16	15
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	30	30	30	31	31	32	32	29	26	24	24	25	26	27	27	26	24	21	20	18	30	30	30	31	31	30	30	29	26	25	24	25	25	26	27	26	24	22	21	19
	16014	Downstream of Kernan Blvd. on-ramp	BFS	30	31	31	32	32	33	32	30	27	25	24	25	26	27	27	27	25	22	20	19	30	30	31	31	31	31	31	29	27	25	24	25	26	27	28	27	25	23	21	20
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	23	23	23	24	26	25	24	24	20	20	16	18	20	22	23	25	23	20	19	17	23	24	23	23	24	22	22	22	20	18	17	19	19	23	23	24	23	21	18	16
	16505	Gate Pkwy. On-Ramp	Ramp	40	39	41	42	48	48	51	117	203	252	294	279	206	122	56	27	22	19	19	17	20	20	21	21	24	37	51	69	107	130	144	135	116	78	20	12	11	9	10	9
	16506	Kernan Blvd. SB Off-Ramp	Ramp	24	24	24	25	28	26	28	29	20	19	18	19	21	21	21	20	19	16	15	14	24	24	23	31	29	23	24	27	22	20	18	19	20	22	21	20	18	17	16	14
	16510	Kernan Blvd. On-Ramp	Ramp	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	1
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	20	20	20	22	22	22	23	23	22	21	20	19	18	16	14	13	12	11	11	11	21	20	20	22	22	22	23	23	22	20	20	19	18	16	14	13	12	11	11	11
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	17	16	17	17	18	18	19	19	18	16	16	15	14	13	12	11	10	9	9	9	17	16	16	17	18	18	19	19	18	17	16	16	14	13	11	11	10	9	9	9
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	15	14	15	15	16	16	16	16	16	15	14	14	13	11	10	9	9	8	8	8	15	14	14	15	16	16	16	16	16	15	15	14	13	11	10	9	9	8	8	8
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	12	11	12	12	13	13	13	13	13	12	11	11	10	9	8	8	7	6	6	6	12	11	12	12	13	13	13	13	12	12	12	11	10	9	8	8	7	6	6	6
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	13	12	13	13	14	14	14	14	14	13	12	12	11	9	9	8	8	7	7	7	13	12	13	13	14	14	14	14	13	13	12	12	11	9	9	8	8	7	7	6
	18008	Upstream of Southbound I-295 on-ramp	Weave	11	11	12	12	13	13	13	13	12	12	11	11	10	9	8	8	7	6	6	6	12	11	11	12	12	13	13	13	12	12	11	11	10	9	8	8	7	6	6	6
	18007	Downstream of Northbound I-295 on-ramp	Weave	11	11	11	12	12	13	13	13	12	12	11	11	10	9	8	8	7	6	6	6	12	11	11	12	12	12	13	13	12	12	11	11	10	9	8	8	7	6	6	6
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	11	11	12	12	13	13	13	13	12	12	12	11	10	8	8	8	7	6	6	6	12	11	12	12	12	13	13	13	12	12	12	11	10	8	8	8	7	6	6	6
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	19	19	20	20	21	21	22	22	21	20	19	18	16	14	13	12	11	10	10	10	19	19	20	20	21	21	22	22	21	20	19	18	16	14	13	12	11	10	10	10
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	19	19	20	20	21	21	22	22	21	20	19	18	16	14	13	13	12	11	10	10	19	19	20	20	21	21	22	22	21	19	19	18	16	14	13	13	11	10	10	10
	18003	Between Kernan Blvd. off- and on-ramps	BFS	20	19	20	21	21	21	23	22	21	20	19	18	16	14	13	13	12	11	11	10	20	19	20	21	21	21	23	22	21	20	19	18	16	14	13	13	12	11	10	10
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	21	21	22	23	23	24	25	24	23	22	21	20	18	15	14	14	13	12	12	11	21	21	22	23	23	24	25	24	23	21	21	20	18	15	14	14	13	12	11	11
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	21	21	22	22	23	23	24	24	22	21	21	20	17	15	14	14	13	12	11	11	21	21	22	22	23	23	24	23	22	21	21	20	17	15	14	14	12	11	11	11
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	11	12	11	12	13	13	14	12	13	12	11	12	9	8	8	8	7	6	6	6	11	12	11	12	13	13	13	13	12	12	11	11	9	8	8	8	6	6	6	6
	18513	Kernan Blvd. On-Ramp	Ramp	34	32	33	36	34	36	38	38	34	31	31	29	29	26	26	23	20	18	17	18	34	32	34	35	34	38	38	36	35	32	30	30	29	26	25	22	20	18	18	18
	18508	Gate Pkwy. Off-Ramp	Ramp	10	10	10	11	11	11	12	12	11	11	10	10	9	8	7	7	6	6	6	5	10	10	10	11	11	11	12	11	11	11	10	10	9	8	7	7	6	6	5	5
	18513	Gate Pkwy. On-Ramp	Ramp	34	32	33	36	34	36	38	38	34	31	31	29	29	26	26	23	20	18	17	18	34	32	34	35	34	38	38	36	35	32	30	30	29	26	25	22	20	18	18	18

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2025 PM PEAK

Preferred Build Alternative — Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	20	19	20	20	21	22	23	22	21	21	19	19	17	16	14	14	12	12	11	10
	512	Downstream of JTB Exit - 1 lane section	BFS	20	19	20	20	21	22	22	22	21	21	19	19	17	16	14	14	12	12	11	10
	511	Downstream of JTB Exit - 2 lane section	Merge	10	10	10	10	11	11	11	11	10	10	10	10	9	8	7	7	6	6	5	5
	510	Downstream of JTB Exit - 2 lane section	Merge	10	10	10	10	11	11	11	11	11	10	10	10	9	8	7	7	6	6	5	5
	509	EL for JTB - 3 lane section	Diverge	10	10	10	10	11	11	12	12	11	11	10	10	9	8	7	7	6	6	6	5
	508	EL for JTB - 3 lane section	BFS	10	10	10	10	11	11	12	11	11	11	10	10	9	8	7	7	6	6	6	5
	507	EL for JTB	BFS	15	15	15	16	16	17	18	17	16	16	15	15	13	12	11	11	10	9	8	8
	505	EL for JTB	BFS	15	15	15	15	16	16	17	17	16	15	15	15	13	12	11	10	9	9	8	8
	504	EL for JTB	BFS	15	15	15	15	16	16	17	17	16	15	15	14	13	12	11	10	9	9	8	8
	503	EL merge Between I-295 NB and SR 9B	Merge	15	15	15	15	16	16	17	16	16	15	15	14	13	11	11	10	9	9	8	8
	501	EL Entrance from I-295 NB	BFS	15	15	16	16	17	18	18	17	17	16	16	15	13	12	12	11	10	9	9	8
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	12	13	13	14	14	14	15	14	14	14	12	12	11	9	9	9	8	7	7	6
	702	EL Downstream of TPC Entrance	BFS	12	13	13	14	14	14	15	14	14	14	12	12	11	9	9	9	8	7	7	6
	703	EL Downstream of Gate Parkway Entrance	BFS	12	13	13	14	14	13	15	14	14	14	12	12	11	9	9	9	8	7	7	6
	704	EL Downstream of Gate Parkway Entrance	BFS	12	13	13	14	14	14	15	14	14	14	13	13	11	10	9	9	8	8	7	7
	705	Entrance from JTB section to EL merge location	BFS	9	9	9	10	10	10	10	9	9	9	8	8	8	7	7	6	6	6	5	5
	706	EL merge location	Merge	11	11	11	11	12	11	12	12	12	11	10	10	9	8	8	7	7	7	6	6
	707	EL Downstream of Gate Parkway Entrance	BFS	10	10	11	11	12	11	12	11	11	11	10	10	9	8	8	7	7	6	6	6
	708	EL Downstream of Gate Parkway Entrance	BFS	11	11	11	11	12	12	12	12	12	11	10	10	10	9	8	8	7	7	6	6
	709	EL Diverge to SR 9B	Diverge	11	11	11	12	12	12	12	12	12	11	11	11	10	9	8	8	7	7	6	6
	710	EL for I-295 SB	BFS	11	10	11	12	12	12	12	12	12	11	11	11	10	9	8	8	7	7	6	6
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	14	15	15	15	16	16	17	16	15	15	15	14	12	11	10	10	8	8	8	7
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	11	11	11	12	12	12	13	13	12	12	11	10	10	9	8	8	7	7	6	6

Original Build Alternative — Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	19	19	19	20	20	27	36	47	48	50	41	39	21	15	14	13	13	12	11	10
	512	Downstream of JTB Exit - 1 lane section	BFS	20	20	20	21	21	23	29	38	41	44	38	36	20	16	14	14	13	12	11	10
	511	Downstream of JTB Exit - 2 lane section	Merge	10	10	10	11	11	12	15	19	27	31	33	21	10	8	7	7	6	6	6	5
	510	Downstream of JTB Exit - 2 lane section	Merge	10	10	10	10	10	11	12	15	21	25	28	16	9	8	7	7	6	6	5	5
	509	EL for JTB - 3 lane section	Diverge	10	10	10	10	10	11	11	12	12	13	14	11	9	8	7	7	6	6	6	5
	508	EL for JTB - 3 lane section	BFS	10	10	10	10	10	11	11	11	11	11	10	10	9	8	7	7	6	6	6	5
	507	EL for JTB	BFS	15	15	15	15	16	16	17	17	17	17	16	15	13	12	11	10	10	9	8	8
	505	EL for JTB	BFS	15	15	15	15	16	16	17	17	16	16	16	15	13	12	11	10	9	9	8	8
	504	EL for JTB	BFS	15	14	15	15	16	16	17	17	16	16	16	15	13	12	11	10	9	9	8	8
	503	EL merge Between I-295 NB and SR 9B	Merge	15	14	15	15	16	16	17	17	16	16	16	15	13	11	11	10	9	9	8	8
	501	EL Entrance from I-295 NB	BFS	16	15	16	16	17	17	18	18	17	17	16	16	13	12	11	11	10	10	9	9
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	13	13	13	14	14	14	15	14	14	13	12	12	11	9	9	9	8	7	7	6
	702	EL Downstream of TPC Entrance	BFS	12	13	13	14	14	14	14	14	14	13	12	12	11	9	9	9	8	7	7	6
	703	EL Downstream of Gate Parkway Entrance	BFS	12	13	13	14	14	14	14	14	14	13	12	12	11	9	9	9	8	7	7	6
	704	EL Downstream of Gate Parkway Entrance	BFS	13	13	13	14	14	14	15	14	14	14	13	13	11	9	9	9	8	8	7	7
	705	Entrance from JTB section to EL merge location	BFS	9	9	9	9	10	10	10	9	9	9	8	8	8	7	7	7	6	6	5	5
	706	EL merge location	Merge	11	11	11	11	12	12	12	11	11	11	10	10	9	8	8	8	7	7	6	6
	707	EL Downstream of Gate Parkway Entrance	BFS	11	10	11	11	12	11	12	11	11	11	10	10	9	8	8	7	7	7	6	6
	708	EL Downstream of Gate Parkway Entrance	BFS	11	11	11	11	12	12	12	12	11	11	10	10	10	8	8	8	7	7	6	6
	709	EL Diverge to SR 9B	Diverge	11	11	11	12	12	12	12	12	12	11	10	11	10	9	8	8	7	7	6	6
	710	EL for I-295 SB	BFS	12	11	11	11	12	12	12	12	12	11	11	11	10	8	8	8	7	7	6	6
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	15	14	15	15	16	16	17	16	16	16	15	14	13	11	10	10	8	8	8	7
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	11	11	12	12	12	12	13	12	12	12	11	10	10	9	8	8	7	7	6	6

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2045 AM PEAK

Roadway	VISSIM Link Number	Location	Section Type	Preferred Build Alternative																				Original Build Alternative																			
				Simulated Density (veh/mi/ln)																				Simulated Density (veh/mi/ln)																			
				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5				Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	14	17	20	22	23	24	25	24	23	22	21	21	19	19	20	19	19	19	19	19	14	17	20	22	23	24	24	24	23	22	21	20	17	20	21	19	20	19	19	19
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	14	17	20	22	23	24	25	24	23	22	21	21	19	19	20	19	19	19	19	19	14	17	20	22	23	24	24	24	23	21	21	20	17	20	21	19	20	19	19	19
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	14	17	20	22	23	24	24	24	23	22	21	21	19	19	20	18	19	19	19	18	14	17	20	22	23	24	24	24	23	21	21	20	17	20	21	19	20	19	19	19
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	13	16	19	20	21	23	23	22	21	21	20	19	17	18	18	17	18	18	17	17	13	16	19	20	21	22	22	22	21	20	19	18	16	18	19	18	18	18	18	17
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	13	16	19	20	21	23	23	22	21	21	20	19	17	18	18	17	18	18	17	17	13	16	19	20	21	22	22	22	21	20	19	18	16	18	19	18	18	18	18	17
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	15	18	22	24	26	27	28	27	26	25	24	24	21	21	22	20	20	21	20	20	15	18	22	24	25	26	27	27	25	24	23	22	20	23	23	21	21	21	21	20
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	15	18	22	24	26	27	27	27	25	25	24	23	21	21	21	20	20	20	20	20	15	18	22	24	25	26	26	26	25	24	23	22	19	22	22	21	21	21	21	20
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	12	14	16	18	19	20	21	21	19	19	18	18	16	16	16	15	15	15	15	15	12	14	16	18	19	20	20	20	19	18	18	17	15	17	17	16	16	16	16	15
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	13	15	18	20	21	22	23	22	21	21	20	19	17	18	18	16	17	17	17	17	13	15	18	20	21	22	22	22	21	20	19	18	16	19	19	18	18	17	17	17
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	13	16	19	21	22	23	23	23	21	21	20	20	17	19	18	17	18	18	17	17	13	16	19	21	22	22	23	23	21	20	19	18	16	20	20	18	19	18	18	18
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	14	16	19	21	22	23	24	24	22	22	21	20	18	19	19	17	18	18	18	17	14	16	19	21	22	23	23	23	21	20	20	19	16	20	20	18	19	18	18	18
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	14	16	20	22	24	26	26	26	24	23	22	22	18	21	20	17	18	18	18	18	14	16	20	22	23	24	25	25	23	21	20	19	16	22	21	19	19	18	18	18
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	10	12	15	17	18	19	19	19	17	17	16	16	14	15	15	13	14	14	13	13	14	16	20	22	23	24	25	25	23	21	20	19	16	22	21	19	19	19	19	19
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	8	9	11	13	13	14	14	14	12	12	12	11	9	11	11	9	9	10	10	10	12	14	17	19	20	19	20	18	16	15	16	15	13	19	15	13	14	14	15	15
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	8	9	11	13	13	14	14	14	12	12	12	12	10	12	11	9	10	10	10	10	12	14	17	19	20	20	20	18	16	16	17	15	14	19	15	14	14	14	15	15
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	8	9	11	12	13	14	14	19	29	26	31	41	36	19	11	9	10	10	10	10	11	13	15	16	17	18	18	22	33	44	53	55	74	27	14	12	12	12	13	14
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	11	13	15	17	18	19	19	21	29	26	29	34	33	19	15	12	13	13	13	13	16	19	24	25	27	28	28	29	38	45	54	56	67	34	22	19	19	19	20	21
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	13	15	18	21	22	24	24	24	42	40	46	48	62	33	22	14	16	16	16	16	17	21	25	28	31	31	32	31	46	52	60	74	73	38	26	21	20	20	22	22
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	13	15	18	21	22	24	24	23	44	42	47	50	67	37	24	14	16	16	16	16	17	21	25	28	30	30	30	30	43	51	58	74	70	41	27	21	21	20	22	22
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	13	15	19	21	23	24	23	23	43	43	47	49	66	42	26	14	16	16	16	16	20	23	29	32	34	33	32	31	43	52	61	79	69	50	34	24	24	23	25	26
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	13	15	18	21	22	23	23	22	38	42	43	46	59	44	24	14	16	16	16	16	20	23	28	31	33	32	31	30	42	54	62	77	76	51	35	24	23	23	25	25
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	13	15	19	21	22	23	23	23	35	47	43	47	56	52	23	15	16	16	16	16	20	23	29	31	32	32	31	30	40	54	63	76	79	53	34	24	23	23	25	25
	1038	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Diverge	13	16	19	21	23	24	24	26	38	58	65	56	61	61	43	35	28	20	17	17	18	21	27	29	30	30	30	39	61	78	84	86	83	56	36	36	40	29	26	24
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	13	16	19	21	23	24	24	24	29	46	46	51	57	61	40	32	23	17	17	17	18	22	26	29	30	30	30	34	57	79	86	80	80	57	35	35	36	25	24	24
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	13	16	19	21	23	24	24	24	24	48	38	42	53	60	37	27	21	17	17	17	18	22	26	29	30	30	29	31	47	74	85	78	85	61	35	37	35	22	23	23
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	14	18	21	24	26	28	27	26	26	45	39	36	41	53	25	22	19	19	19	19	22	27	34	42	43	42	40	39	48	69	83	81	82	68	44	39	33	30	32	31
	1037	Upstream of SR 152 (Baymeadows Rd.)	Diverge	17	22	27	31	36	40	39	37	36	46	42	35	35	41	27	22	23	24	24	23	19	27	37	53	56	50	44	41	43	65	86	79	77	65	45	36	30	31	32	31
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	19	24	29	32	38	42	41	40	39	52	48	39	40	48	30	24	25	26	25	26	18	24	30	44	52	47	41	41	42	59	77	74	75	63	40	33	28	28	29	27
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	18	23	28	31	34	38	38	37	35	40	45	37	32	41	28	21	24	24	24	24	18	23	28	33	54	76	75	74	70	66	82	81	81	74	53	46	36	30	30	29
	1009	Downstream of S.R. 9B on-ramp	Merge	14	17	21	23	27	33	46	52	43	32	36	33	23	24	24	16	18	18	18	18	14	17	21	23	26	53	86	78	41	33	50	57	58	78	65	48	31	23	23	26
	1008	Upstream of S.R. 9B on-ramp	BFS	14	18	21	23	25	27	27	25	25	23	27	28	18	18	16	17	19	19	18	19	14	18	21	23	25	26	26	23	20	22	25	22	33	55	47	36	19	19	19	22
	1007	Upstream of I-295 Express Lane Entrance	Merge	15	19	24	25	29	32	36	32	32	34	32	36	30	28	37	33	26	22	20	19	15	19	24	26	32	38	44	48	59	50	51	47	44	52	57	42	35	28	21	21
	1006	Upstream of I-295 Express Lane Entrance	BFS	14	19	22	24	27	29	30	27	28	28	29	32	28	27	33	31	25	20	19	19	14	19	22	24	28	32	37	38	51	44	44	44	40	47	51	37	33	28	21	21
	1005	Downstream of US1 on-ramp merge	Merge	14	19	22	24	27	29	29	27	27	28	30	33	29	27	33	31	25	20	19	19	14	19	22	24	27	30	36	37	52	49	47	44	41	48	53	39	34	29	22	22
	1004	Downstream of US1 on-ramp merge	Merge	11	14	17	18	20	21	21	20	20	20	24	28	26	23	29	30	23	16	14	14	11	14	17	18	20	21	29	29	47	56	47	39	40	48	56	40	32	30	21	21
	1003	Downstream of US1 off-ramp	BFS	12	15	18	20	22	24	24	22	23	22	22	31	31	28	32	38	26	16	15	16	12	15	18	20	22	24	25	22	39	54	53	47	43	56	66	50	41	36	25	25
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	12	16	19	21	24	25	25	24	24	23	22	25	31	28	26	34	24	16	16	16	12	16	19	21	24	25	25	24	27	37	36	44	39	47	53	42	38	33	24	22
	1001	Downstream of Beach Blvd off-ramp diverge	BFS	12	17	20	21	24	25	25	23	24	22	22	18	28	29	27	22	17	16	16	16	12	17	20	21	24	25	25	23	24	23	27	37	44	39	40	30	30	28	23	19
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	10	12	14	13	12	14	13	12	11	10	9	9	9	11	13	14	14	13	13	13	10	12	14	13	12	14	13	12	11	10	9	8	7	10	12	12	14	12	13	13
	1533	Town Center Pkwy Off-Ramp	Ramp	14	16	21	23	25	27	28	27	25	26	25	26	26	26	31	18	19	19	19	19	14	16	21	23	25	25	26	25	24	23	22	22	17	22	21	22	19	20	19	19
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	17	20	23	23	23	22	23	23	22	23	23	22	21	21	20	22	23	22	23	21	17	20	23	23	23	22	23	22	22	23	22	22	21	21	21	21	23	22	23	20
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	13	18	20	22	23	23	23	24	23	23	23	21	20	18	18	18	17	18	18	18	13	18	20	22	24	24	23	24	24	23	23	22	19	18	17	18	17	18	18	18
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	9	11	14	15	15	18	17	35	51	48	65	84	69	29	14	11	12	12	12	12	9	11	14	15	15	16	15	29	48	69	76	98	105	26	14	12	11	11	12	12
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	11	13	16	18	19	20	20	19	17	17	25	19	23	18	27	13	13	14	14	14	11	13	16	17	19	18	18	17	14	13	14	21	15	17	17	14	13	13	14	14
	1525	Gate Pkwy. On-Ramp	Ramp	16	20	24	26	28	30	30	29	53	51	57	55	77	46	29	19	19	19	20	20	16	20	24	25	28	30	30	29	46	56	59	70	70	35	23	19	19	19	20	20
	1521	Gate Pkwy. Off-Ramp	Ramp	12	14	17	18	21	27	46	59	84	94	111	79	46	31	57	52	42	31	15	15	25	29	36	38	44	46	55	72	94	91	86	80	59	52	55	56	51	48	40	35
	1520	Baymeadows Rd. On-Ramp	Ramp	14	17	20	22	24	24	24	25	23	44	38	35	51	64	33	20	17	17	17	17	14	17	20	22	23	25	24	24	29	50	59	59	79	51	23	21	21	17	17	17
	1515	Baymeadows Rd. Off-Ramp	Ramp	20	26	32	34	37	40	41	40	40	38	35	32	32	27	31	28	27	28	27	27	17	23	29	33	34	37	36	40	39	35	32	32	24	25	31	33	28	27	26	25
	1514	US-1 On-Ramp	Ramp	13	17	17	15	15	17	16	16	16	16	16	17	19	15	15	15	15	16	16	16	13	17	17	16	15	17	16	16	17	15	16	16	16	18	16	15	16	16	15	16
	1505	US-1 Off-Ramp	Ramp	15	22	26	30	36	39	42	38	35	33	32	24	22	22	22	25	22	20	22	21	15	22	26	30	36	39	42	38	35	37	32	23	25	28	30	24	23	23	28	24
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	14	19	22	25	29	30	30	28	29	28	27	23	36	32	30	22	21	20	20	20	14	19	22	25	29	30	30	28	29	32	37	44	46	51	48	34	32	31	23	20
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	7	10	12	13	15	16	16	15	15	15	14	11	25	26	20	10	10	10	10	10	7	10	12	13	15	16	16	15	15	15	23	34	42	42	35	26	25	25	14	10
	1502	I-95 Northbound on-ramp	Ramp	9	11	14	15	17	18	18	17	17	16	16	13	19	20	15	11	12	12	12	12	9	11	14	15	17	18	18	17	17	16	18	28	41	31	29	26	22	20	12	12
	1501	I-95 Southbound on-ramp	Ramp	6	7	9	10	11	11	12	11	11	11	10	9	11	11	8	7	8	8	8	8	6	7	9	10	11	11	12	11	11	11	11	13	15	10	14	15	13	14	8	8
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	19	25	33	48	70	75	78	87	92	101	107	102	99	83	70	64	64	68	70	68	19	25	33	47	70	75	74	80	91	99	112	115	111	89	73	68	67	67	67	65
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	19	25	34	43	53	57	61	72	78	89	94	90	86	66	55	53	52	54	56	55	19	25	34	43	53	56	55	63	78	87	103	105	102	73	57	56	54	52	56	54
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	19	25	32	40	48	56	59	74	78	89	97	92	88	64	54	51	51	53	58	56	19	25	32	40	49	54	52	60	79	90	105	107	103	72	55	54	53	52	56	55
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	22	29	37	48	61	72	76	88	91	100	106	103	101	78	68	63	68	72	75	74	22	29	36	49	62	71	66	77	91	98	112	115	108	83	68	72	70	70	74	73
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	22	30	38	48	53	56	61	71	72	86	91	88	85	65	53	53	55	55	56	53	22	30	38	48	52	56	54	64	74	85	93	102	90	70	58	59	55	56	56	55
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	23	31	39	46	47	48	53	65	66	79	83	84	81	60	46	47	47	47	46	45	23	31	39	46	47	48	48	57	67	79	86	98	85	64	54	52	46	47	46	46
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	17	22	28	31	31	30	35	45	46	55	56	60	57	40	34	31	31	30	29	30	17	22	28	31	31	30	31	38	45	56	60	68	62	43	39	34	30	30	30	30
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	17	22	27	29	29	27	35	49	51	65	65	74	67	41	27	28	28	28	27	28	17	22	27	30	29	28	30	38	50	66	70	79	76	47	33	33	28	28	27	28
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	17	22	27	28	28	27	34	49	51	67	67	75	68	39	26	27	27	27	26	27	17	22	27	28	28	27	29	38	50	68	71	80	77	46	32	32	27	27	26	27
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	16	21	24	25	24	25	34	52	57	76	78	82	70	39	23	24	25	23	23	24	16	21	24	25	24	24	27	42	58	76	87	96	84	47	34	28	25	23	24	23
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	10	13	15	15	15	14	14	13	12	11	10	10	11	13	13	14	15	14	14	14	10	13	15	15	14	14	15	13	12	10	10	8	9	12	12	14	15	14	15	14
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	10	13	15	15	14	14	14	12	12	10	10	9	11	13	13	14	15	14	14	15	10	13	15	15	14	14	15	13	12	10	9	8	9	12	12	14	15	14	15	14
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	10	13	15	16	16	16	16	15	14	13	13	12	12	13	14	14	14	14	14	14	10	13	15	16	16	16	16	15	14	13	13	11	11	13	13	13	14	14	14	14
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	10	12	15	15	15	15	15	14	14	13	13	12	12	13	13	13	14	14	14	14	10	13	15	15	15	15	15	15	14	13	12	11	11	13	13	13	14	14	14	13
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	10	12	14	15	15	15	14	14	13	12	13	12	12	12	13	13	13	13	13	13	10	12	14	15	15	15	15	14	13	12	12	11	11	12	12	13	13	13	13	13
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	10	12	14	15	15	15	15	14	14	12	13	12	12	12	13	13	14	13	13	13	10	12	14	15	15	15	15	14	14	13	12	11	11	12	12	13	13	13	13	13
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	10	12	14	15	15	15	15	14	14	12	13	12	12	12	13	13	14	13	13	13	10	12	14	15	15	15	15	14	14	13	12	11	11	12	12	13	13	13	14	13
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	11	13	15	16	16	16	16	15	14	13	13	12	12	13	14	14	14	14	14	14	11	13	15	16	16	16	16	15	14	13	13	11	11	13	13	13	14	14	14	14
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	9	11	12	13	13	13	13	12	12	11	11	10	10	11	11	11	12	11	12	12	9	11	12	13	13	13	13	13	12	11	11	9	9	10	10	11	12	12	12	12
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	11	13	15	16	16	16	16	15	15	14	14	13	13	13	14	14	15	15	15	15	11	13	16	17	17	17	17	16	15	14	14	12	12	13	13	14	15	15	15	15
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	12	15	17	18	18	18	18	17	17	15	15	14	14	15	15	16	16	16	16	16	13	15	18	19	19	19	19	18	17	16	15	14	13	15	15	15	16	16	17	17
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	12	15	17	18	18	18	18	17	17	16	15	14	14	15	15	16	16	16	16	16	19	22	27	29	28	28	29	28	26	24	23	21	19	22	22	23	25	25	25	25
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	10	12	14	15	15	15	15	15	14	13	13	12	12	12	13	13	13	13	13	13	14	16	20	21	21	21	22	21	20	18	18	16	15	16	17	17	18	18	18	19
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	13	16	19	20	20	21	21	19	19	18	17	16	16	16	17	17	18	17	18	18	21	25	30	32	33	33	34	32	30	28	27	24	22	25	25	26	27	27	28	28
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	13	16	19	20	20	20	21	19	19	18	17	16	16	16	17	17	18	17	18	18	21	25	30	32	32	33	33	32	30	28	27	24	22	25	25	26	27	27	28	28
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	13	16	19	20	20	20	21	20	19	18	17	16	16	16	17	17	18	17	18	18	21	24	30	32	32	32	33	31	30	28	26	24	22	24	25	25	27	27	28	28
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	13	16	19	20	20	21	21	20	19	18	17	16	16	16	17	17	18	18	18	18	14	16	19	20	20	21	21	20	19	18	17	16	14	16	17	16	17	18	18	18
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	14	16	19	21	21	21	21	20	19	19	18	17	16	17	17	17	18	18	18	19	13	16	19	20	20	21	21	20	19	18	17	16	14	16	17	16	18	18	18	18
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	11	13	16	17	17	17	18	17	16	16	15	14	14	14	14	15	15	15	15	15	11	13	16	17	17	17	18	17	16	16	14	13	12	13	14	14	15	15	15	15
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	12	14	17	18	18	18	19	18	17	16	15	15	14	15	16	17	17	17	16	16	12	14	17	18	18	18	19	18	17	16	15	14	13	15	16	16	17	17	17	16
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	12	14	17	18	18	18	19	18	17	16	15	15	15	15	16	17	17	17	16	16	12	14	17	18	18	18	19	18	17	16	15	14	13	15	16	16	17	17	17	16
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	12	14	17	18	18	18	19	18	17	16	15	15	15	16	16	17	17	17	17	16	12	14	17	18	18	18	19	18	17	16	15	14	13	15	16	16	17	17	17	16
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	9	10	13	14	14	14	14	13	12	12	11	11	11	12	12	13	13	12	12	12	9	10	13	14	14	14	14	14	13	12	11	11	10	11	12	12	12	13	13	12
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	8	9	11	13	13	13	13	12	11	11	10	10	10	11	11	12	12	12	12	11	8	9	11	13	13	13	13	13	12	11	10	10	9	10	11	11	12	12	12	11
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	9	10	12	12	12	12	13	12	12	11	11	11	11	11	11	12	12	11	12	12	9	10	12	12	12	13	13	13	12	11	11	10	10	11	11	11	12	11	12	11
	3036	Downstream of Northbound I-95 off-ramp	BFS	11	12	14	15	15	15	16	15	14	14	13	13	13	13	14	14	15	14	14	14	11	12	14	15	15	16	15	16	15	14	13	13	12	13	14	14	15	14	15	14
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	11	12	14	15	15	15	15	15	14	14	13	13	13	13	14	14	15	14	14	14	11	12	14	15	15	15	15	16	15	14	13	13	12	13	14	14	15	14	14	14
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	8	9	11	12	12	12	12	11	11	11	10	10	10	10	10	11	11	11	11	11	8	9	11	12	11	12	12	12	11	11	10	10	9	10	10	10	11	11	11	11
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	9	10	11	13	13	13	13	12	12	11	11	11	11	11	11	12	12	12	12	12	9	10	11	13	13	13	13	13	12	11	11	10	10	11	11	11	12	12	12	12
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	7	9	11	12	11	11	11	10	12	12	8	9	19	12	22	18	11	11	11	11	7	9	11	12	11	10	13	16	14	20	7	7	8	10	10	10	11	10	11	11
	3505	Town Center Pkwy On-Ramp	Ramp	20	25	28	27	25	26	42	72	76	111	115	111	101	55	29	27	27	26	27	27	20	25	28	28	25	25	29	51	73	102	128	146	122	70	45	35	29	26	27	26
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	21	26	31	33	32	35	54	71	78	99	95	99	82	51	32	32	31	31	31	31	21	26	31	32	31	31	39	58	78	98	115	118	90	55	44	33	34	31	30	31
	3507	SR 202 (JTB) WB On-Ramp	Ramp	23	28	32	34	33	40	67	80	93	111	109	110	94	52	33	33	33	33	33	33	23	28	32	34	33	33	47	69	93	117	138	131	98	59	47	34	34	33	32	33
	3508	SR 202 (JTB) EB On-Ramp	Ramp	19	25	29	30	30	29	26	24	22	20	20	21	24	30	29	29	29	28	28	29	19	25	29	30	29	29	28	24	21	20	18	17	22	29	28	29	29	28	28	29
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	14	17	20	21	23	23	23	23	23	23	23	21	19	18	18	16	17	17	18	18	14	17	20	21	23	24	23	23	23	23	23	21	19	18	18	16	17	17	18	18
	3510	On-Ramp from EB SR 202 (combined)	Ramp	13	16	18	18	18	18	18	18	18	18	18	17	17	16	16	17	18	17	18	16	13	16	18	18	18	18	18	17	18	18	18	17	17	17	17	17	18	17	18	16
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	12	15	17	16	15	16	16	16	16	15	16	15	15	15	15	15	15	15	16	15	12	15	16	16	15	16	16	15	16	15	16	15	15	15	15	15	15	15	16	14
	3512	Gate Pkwy. Off-Ramp	Ramp	9	11	13	14	14	14	14	13	13	12	11	11	11	13	13	13	13	13	13	13	9	11	13	14	14	14	14	14	13	12	11	10	11	12	12	13	13	13	13	13
	3516	Gate Pkwy. On-Ramp	Ramp	1	1	2	2	2	2	3	3	3	3	2	2	2	2	2	2	1	1	1	1	1	1	1	2	2	3	3	3	3	2	2	2	2	2	2	2	1	1	1	1
	3517	Baymeadows Rd. Off-Ramp	Ramp	5	6	7	8	8	8	8	7	7	7	7	6	7	7	8	7	8	8	7	7	5	6	7	8	8	8	8	8	7	7	7	6	6	7	7	7	8	8	8	7
	3518	Baymeadows Rd. Off-Ramp	Ramp	6	8	9	10	10	10	9	9	9	8	8	8	8	9	10	9	10	9	9	9	6	8	9	10	10	10	9	9	9	8	8	8	8	8	9	9	10	9	10	9
	3522	Baymeadows Rd. On-Ramp	Ramp	4	6	7	8	8	9	9	9	8	8	8	8	7	6	7	6	6	6	6	5	4	6	8	8	8	9	9	9	8	8	8	8	7	7	7	6	6	6	6	6
	3523	US-1 Off-Ramp	Ramp	20	22	32	41	43	42	43	40	40	30	28	29	31	27	32	33	32	32	32	32	19	23	33	43	42	46	37	52	41	31	31	27	23	26	31	31	28	30	33	29
	3529	US-1 On-Ramp - 2-lane segment	Ramp	11	13	14	13	13	14	13	14	14	14	13	13	13	13	13	13	13	13	14	14	11	13	14	14	13	14	13	14	14	13	14	13	13	13	13	13	13	12	14	14
	3530	US-1 On-Ramp - 1-lane segment	Ramp	21	25	25	25	25	25	25	25	26	25	25	25	25	25	24	24	25	24	26	25	21	25	25	25	25	25	25	26	26	25	25	25	25	25	24	24	25	23	26	25
	3531	I-95 NB Off-Ramp	Ramp	3	3	4	4	4	4	4	4	4	4	3	3	3	4	4	4	4	4	4	4	3	3	4	4	4	4	4	4	4	4	3	3	3	3	4	4	4	4	4	4
	3532	I-95 SB Off-Ramp	Ramp	11	13	15	15	16	15	15	16	14	15	14	13	13	14	14	14	15	14	14	14	11	13	15	16	16	15	15	16	15	15	14	13	12	13	15	14	15	14	15	15
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	13	17	20	22	25	26	26	24	24	22	24	33	21	16	17	15	16	16	17	17	13	17	20	22	25	25	26	24	20	20	26	32	35	62	65	36	25	17	19	18
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	13	18	21	23	26	27	27	26	26	24	23	24	28	27	27	25	20	17	17	18	13	18	21	23	26	27	28	31	32	30	34	38	42	53	56	47	38	28	22	18
S.R. 9B Sourthbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	9	10	12	13	13	13	13	13	12	11	11	11	10	11	11	11	11	11	12	12	9	10	12	13	13	13	13	13	12	11	11	10	9	10	11	10	11	11	12	12
	19002	Southbound S.R. 9B	BFS	9	10	13	14	14	14	14	13	13	12	12	11	11	12	13	12	13	12	13	13	9	10	13	14	14	14	14	14	13	12	12	11	10	11	13	12	12	12	13	13
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	20	28	44	90	97	99	99	100	97	101	98	100	102	103	101	98	94	96	93	99	20	28	43	88	98	100	99	101	100	101	99	100	102	102	100	97	93	96	93	100
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	21	31	67	84	85	89	89	88	87	92	87	92	92	92	89	87	82	85	81	90	21	31	63	86	85	91	87	92	89	89	87	90	92	90	89	85	82	85	83	91
	16003	Between Gate Pkwy. off- and on-ramps	BFS	15	20	22	21	21	20	21	21	21	20	21	20	20	19	20	21	22	21	22	20	15	20	23	21	21	20	21	20	21	20	21	20	19	20	20	21	22	21	22	20
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	15	19	22	22	22	22	22	22	21	21	22	21	20	19	19	20	21	20	22	19	15	20	23	22	22	21	22	21	22	21	22	21	20	20	20	20	21	21	22	19
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	12	15	17	16	17	16	16	16	16	16	16	16	15	15	15	15	16	16	16	15	12	15	17	16	17	16	16	16	16	16	16	16	15	15	15	15	16	16	16	15
	16006	Southbound I-295 on-ramp merge	Merge	13	16	19	18	18	18	17	17	17	16	16	16	16	17	17	17	18	18	18	17	13	16	19	18	18	18	18	17	16	16	16	15	16	17	17	17	18	18	18	17
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	16	21	25	24	24	24	23	22	22	21	21	21	21	23	23	23	23	23	24	22	16	21	25	24	24	24	24	22	21	21	21	20	21	22	22	23	23	23	24	22
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	16	19	24	25	26	26	27	25	24	23	23	23	21	24	24	22	22	22	22	21	16	19	23	24	26	26	26	25	23	22	22	21	21	25	24	23	23	22	22	21
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	18	22	27	28	29	29	31	28	27	26	26	25	23	26	26	25	25	25	25	24	18	22	26	28	28	29	29	28	26	25	25	23	23	27	27	26	26	25	25	24
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	18	22	27	28	29	30	32	29	29	26	27	26	23	27	26	27	25	25	27	24	18	22	28	28	30	30	30	30	26	25	25	23	23	27	27	26	26	25	25	24
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	19	24	28	30	31	31	31	30	28	27	28	27	25	28	28	27	27	27	27	26	19	24	28	29	30	31	31	30	28	27	26	24	24	28	28	27	27	27	27	26
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	17	21	25	26	28	28	28	27	27	24	24	24	22	25	25	24	23	23	23	23	17	21	25	26	27	28	28	27	25	24	23	22	22	25	25	24	24	24	24	23
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	22	27	33	35	37	37	38	36	35	33	33	31	30	33	33	32	31	31	32	30	22	27	33	35	36	37	37	37	34	32	31	29	29	33	34	32	32	32	32	31
	16014	Downstream of Kernan Blvd. on-ramp	BFS	23	28	34	37	38	39	39	38	36	34	34	33	32	34	34	33	32	33	33	32	23	28	34	37	38	38	39	38	35	33	32	31	30	35	36	34	33	33	34	32
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	20	39	88	108	110	106	110	107	104	111	111	111	117	111	110	103	105	105	95	106	20	36	84	108	107	113	111	109	107	112	115	112	116	108	103	104	101	107	93	110
	16505	Gate Pkwy. On-Ramp	Ramp	10	12	14	15	16	16	16	16	15	16	15	15	13	13	12	12	13	13	13	12	10	12	14	15	17	17	16	16	15	16	15	15	13	13	12	11	13	13	13	12
	16506	Kernan Blvd. SB Off-Ramp	Ramp	10	13	15	16	16	16	16	16	15	14	15	16	13	14	16	15	14	14	15	14	10	13	15	16	16	16	16	16	15	14	15	14	13	15	16	15	14	14	15	14
	16510	Kernan Blvd. On-Ramp	Ramp	9	10	11	11	12	12	12	12	12	11	11	11	11	10	11	11	10	10	11	11	9	10	11	11	12	12	12	12	12	11	11	11	11	10	11	10	10	10	11	11
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	21	26	32	36	39	41	40	38	37	38	35	34	33	34	31	28	28	29	29	29	21	26	32	36	39	41	40	38	36	36	34	32	32	35	31	29	29	29	29	29
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	17	21	26	29	32	37	34	35	31	33	31	32	29	27	25	23	23	23	24	23	17	21	25	29	32	39	35	34	30	30	29	27	26	30	24	23	23	23	23	23
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	18	22	26	29	30	32	31	30	29	29	28	27	27	28	25	23	24	24	24	24	18	22	26	29	30	32	31	29	28	28	27	25	26	29	25	24	24	24	24	24
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	14	18	21	23	24	25	25	23	24	22	22	22	22	20	19	19	19	19	19	19	14	18	21	23	24	25	25	24	23	22	22	21	22	23	20	19	19	19	20	19
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	15	18	22	24	26	36	51	58	64	69	72	74	62	32	23	19	20	19	20	20	15	18	22	23	25	32	45	58	68	77	88	85	60	39	27	20	20	20	20	20
	18008	Upstream of Southbound I-295 on-ramp	Weave	14	17	20	22	24	26	37	43	49	59	57	57	40	22	19	17	18	18	18	18	14	17	20	22	24	25	30	42	53	59	70	75	49	25	21	18	18	18	18	18
	18007	Downstream of Northbound I-295 on-ramp	Weave	14	17	20	22	23	25	33	41	44	50	54	54	38	21	18	17	18	18	18	18	14	17	20	22	23	25	27	39	48	53	60	72	46	21	19	18	18	18	18	18
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	14	18	20	22	23	24	24	29	30	29	31	38	23	18	17	17	17	17	18	18	14	18	20	22	24	24	24	29	32	30	34	44	24	18	17	17	17	17	18	18
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	17	23	27	29	33	34	33	33	32	32	32	33	25	24	23	22	22	23	23	23	17	23	27	29	34	33	33	32	32	32	32	31	24	23	23	21	22	22	23	23
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	15	19	22	25	31	35	37	37	38	37	37	32	23	20	19	18	19	19	19	19	15	19	22	24	30	35	39	38	37	38	37	32	21	20	19	18	19	19	19	19
	18003	Between Kernan Blvd. off- and on-ramps	BFS	16	21	25	27	33	51	62	66	68	67	63	48	25	21	20	19	20	20	20	20	16	21	25	27	32	44	64	69	67	67	65	41	22	21	20	19	20	20	20	20
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	16	22	26	28	32	41	57	65	66	68	62	41	24	22	21	20	20	21	21	21	16	22	26	28	32	35	58	69	71	70	64	35	22	22	21	20	20	21	21	21
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	16	22	26	28	31	33	45	54	58	61	55	31	22	22	21	19	20	21	21	21	16	22	26	28	31	33	38	47	57	57	48	26	22	22	21	19	20	21	21	21
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	3	5	6	6	7	8	7	8	8	7	7	7	5	5	5	4	4	5	5	5	3	5	6	6	7	8	7	8	8	7	7	6	5	5	5	4	4	5	5	5
	18513	Kernan Blvd. On-Ramp	Ramp	19	23	26	28	30	30	30	31	30	29	33	30	27	25	24	23	23	24	23	23	19	23	26	28	30	32	31	30	29	29	30	28	26	25	24	23	23	23	24	23
	18508	Gate Pkwy. Off-Ramp	Ramp	10	13	15	22	39	68	98	110	104	99	127	127	109	61	33	14	14	14	13	14	10	13	15	17	27	67	104	117	117	139	133	127	109	72	37	20	14	14	14	14
	18513	Gate Pkwy. On-Ramp	Ramp	19	23	26	28	30	30	30	31	30	29	33	30	27	25	24	23	23	24	23	23	19	23	26	28	30	32	31	30	29	29	30	28	26	25	24	23	23	23	24	23

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2045 AM PEAK

Preferred Build Alternative — Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	35	34	35	36	37	38	37	39	36	36	34	34	31	28	26	25	23	21	21	21
	512	Downstream of JTB Exit - 1 lane section	BFS	35	34	35	37	37	38	37	39	36	36	34	34	31	28	26	25	23	21	21	21
	511	Downstream of JTB Exit - 2 lane section	Merge	36	35	35	37	38	40	40	43	38	38	35	34	31	28	26	25	23	21	21	21
	510	Downstream of JTB Exit - 2 lane section	Merge	37	36	36	38	39	43	42	44	39	38	36	35	32	29	26	25	23	21	21	21
	509	EL for JTB - 3 lane section	Diverge	27	28	28	29	31	33	36	36	33	31	28	27	25	22	19	19	18	16	15	16
	508	EL for JTB - 3 lane section	BFS	27	26	27	28	28	30	32	32	29	28	27	25	24	21	19	18	17	16	15	15
	507	EL for JTB	BFS	28	26	27	29	29	30	31	32	29	29	27	26	24	21	19	19	18	16	16	15
	506	EL for JTB	BFS	26	25	26	27	28	28	29	29	28	27	26	25	23	20	19	18	17	16	15	15
	505	EL for JTB	BFS	26	25	26	27	28	28	28	29	27	27	26	25	23	20	19	18	17	16	15	15
	504	EL for JTB	BFS	26	25	26	27	27	28	29	29	27	26	25	24	23	20	19	18	17	16	15	15
	503	EL merge Between I-295 NB and SR 9B	Merge	25	25	26	26	27	28	28	28	27	26	25	24	22	20	18	18	17	16	15	15
	501	EL Entrance from I-295 NB	BFS	29	28	29	30	31	31	32	31	29	30	29	27	26	23	22	21	20	19	18	18
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	23	22	23	24	25	25	26	26	24	24	23	22	19	17	15	15	14	13	12	12
	702	EL Downstream of TPC Entrance	BFS	23	22	23	24	25	24	25	26	24	23	23	22	19	17	15	15	14	13	12	12
	703	EL Downstream of Gate Parkway Entrance	BFS	23	22	23	24	25	24	25	25	24	23	23	21	19	16	15	15	14	13	12	12
	704	EL Downstream of Gate Parkway Entrance	BFS	23	22	23	24	25	25	26	26	25	24	23	22	19	17	15	15	14	13	12	12
	705	Entrance from JTB section to EL merge location	BFS	14	15	14	15	14	14	14	14	14	15	14	14	15	14	14	14	14	13	11	10
	706	EL merge location	Merge	18	18	18	19	19	19	19	19	19	19	18	18	17	15	14	14	14	13	11	11
	707	EL Downstream of Gate Parkway Entrance	BFS	18	18	18	19	19	19	19	19	19	18	18	17	16	15	14	14	14	13	11	11
	708	EL Downstream of Gate Parkway Entrance	BFS	18	18	18	19	19	19	20	20	19	19	18	18	17	16	14	15	14	13	11	11
	709	EL Diverge to SR 9B	Diverge	19	19	19	19	20	20	20	20	20	19	19	18	17	16	15	15	15	14	12	11
	710	EL for I-295 SB	BFS	19	20	20	20	21	21	21	21	20	20	20	19	18	17	16	16	16	15	12	12
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	23	23	24	25	25	26	26	27	25	23	22	22	20	17	16	15	14	13	12	12
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	18	18	18	19	19	18	19	19	19	18	18	18	17	16	14	14	14	12	11	11

Original Build Alternative — Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	18	20	26	29	32	35	38	39	38	37	31	29	25	30	33	32	30	28	27	25
	512	18	22	28	31	36	44	47	47	43	40	35	31	26	32	38	35	33	31	29	28
	511	9	11	15	17	21	38	45	89	100	91	75	42	34	43	78	74	60	46	34	25
	510	9	11	13	15	18	23	29	43	58	68	53	31	33	40	70	70	55	41	32	24
	509	10	12	15	16	18	20	23	27	42	56	79	72	81	78	51	49	37	28	27	22
	508	10	12	15	16	18	20	22	24	38	47	61	60	70	62	39	39	26	18	21	18
	507	15	19	23	25	28	31	34	37	48	54	66	64	72	65	45	44	33	27	27	25
	506	15	19	22	25	28	31	34	37	46	54	63	61	69	62	42	42	31	26	26	24
	505	15	19	23	25	29	31	36	38	45	56	61	59	66	61	40	39	30	28	25	23
	504	15	19	23	25	29	31	36	38	43	57	61	69	73	72	51	39	35	31	25	21
	503	15	19	23	25	28	31	35	36	37	45	58	56	73	72	55	31	31	31	23	20
	501	16	21	24	26	30	32	37	38	39	44	54	55	64	66	56	31	27	27	24	22
EL I-295 Southbound	701	17	22	26	27	26	25	26	24	21	20	19	19	20	26	31	28	27	27	26	25
	702	17	21	25	26	26	25	26	24	21	19	18	18	19	25	29	27	26	26	25	25
	703	17	21	25	26	26	25	26	24	21	19	18	18	19	25	29	27	26	26	25	25
	704	17	21	26	27	26	25	27	24	22	20	19	19	19	25	29	27	27	26	26	25
	705	7	9	10	11	11	12	11	11	10	10	10	9	9	10	9	9	9	9	10	9
	706	12	14	17	18	18	18	18	17	15	15	14	14	13	17	19	18	17	17	17	17
	707	12	14	17	18	18	17	18	17	15	14	14	13	13	16	18	17	17	17	17	16
	708	12	14	17	18	18	18	19	17	16	15	14	14	13	16	19	18	18	17	18	17
	709	12	14	17	19	19	18	19	18	16	15	14	15	13	16	20	19	18	18	18	17
	710	14	16	20	21	21	21	21	21	18	18	16	17	15	18	22	21	21	21	20	19
EL S.R. 9BNorthbound	502	15	19	23	25	29	32	36	38	39	41	53	54	63	69	56	27	26	27	22	20
EL S.R. 9BSourthbound	711	11	12	15	16	16	16	17	16	15	13	13	12	11	14	17	16	15	15	16	16

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2045 PM PEAK

Preferred Build Alternative

Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
I-295 Northbound	1036	Downstream of Beach Blvd off-ramp diverge	BFS	32	31	31	32	32	33	32	33	33	31	31	31	29	28	27	26	25	24	22	21
	1035	Downstream of Beach Blvd off-ramp diverge	BFS	32	31	31	32	32	33	32	33	33	31	31	31	30	27	27	26	25	24	22	21
	1034	Downstream of Beach Blvd off-ramp diverge	BFS	32	31	31	32	32	32	32	33	32	31	30	31	29	27	27	26	25	23	22	21
	1033	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	30	28	29	30	30	30	30	32	30	29	28	28	27	26	25	24	23	22	20	19
	1032	Between Town Center Pkwy on- ramp and Beach Blvd Off ramp	Weave	29	28	28	29	30	30	30	31	30	29	28	28	27	25	24	24	23	22	20	19
	1031	Between Town Center Pkwy off- and on- ramps - 3-lane section	BFS	35	34	34	35	35	36	35	37	36	34	34	33	32	29	29	28	27	25	23	21
	1030	Between Town Center Pkwy off- and on- ramps - 3-lane section	Merge	35	33	34	35	35	35	35	37	35	34	34	33	31	29	28	27	27	24	22	21
	1029	Between Town Center Pkwy off- and on- ramps - 4-lane section	Merge	27	26	26	27	27	27	27	28	27	26	26	25	24	22	22	21	20	19	17	16
	1028	Between S.R. 202 (JTB) WB on-ramp and Town Center Pkwy. off-ramp	Weave	25	24	24	25	25	26	26	27	25	25	24	24	23	21	21	20	19	18	16	15
	1027	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	24	24	24	25	25	25	25	26	25	24	24	23	22	20	19	19	18	17	17	16
	1026	Downstream of S.R. 202 (JTB) EB on-ramp	Merge	25	24	24	25	25	26	26	27	25	25	24	24	23	21	20	19	18	17	17	16
	1025	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	26	25	25	26	27	27	27	29	27	26	25	25	22	20	18	18	17	16	15	15
	1024	Upstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Merge	19	18	19	19	20	20	20	21	20	19	18	18	17	15	14	14	13	12	11	11
	1023	Downstream of S.R. 202 (JTB) off-ramp - 2-lane section (TCP Express Lane Exit)	Weave	14	13	13	14	14	14	14	15	14	13	13	13	12	11	10	10	10	9	8	8
	1022	Downstream of S.R. 202 (JTB) WB off-ramp - 2-lane section	Merge	14	13	13	14	14	14	14	15	14	13	13	13	12	11	10	10	10	9	8	8
	1021	Downstream of S.R. 202 (JTB) EB off-ramp - 3-lane section	Diverge	13	12	12	13	13	13	13	14	13	12	12	12	11	10	9	9	9	8	8	7
	1020	Downstream of S.R. 202 (JTB) EB off-ramp - 2-lane section	Diverge	17	16	17	17	18	18	18	18	17	17	16	16	15	13	12	13	12	11	10	10
	1019	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp- 3-lane section	Weave	18	18	18	19	19	20	20	20	19	18	18	18	16	15	14	14	13	11	11	11
	1018	Between Gate Pkwy on-ramp and S.R. 202 (JTB) off-ramp - 4-lane section	Weave	19	18	18	19	19	20	20	20	19	18	18	18	16	15	14	14	13	12	11	11
	1017	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	20	19	19	20	21	21	21	22	20	20	20	19	17	16	15	15	13	12	12	11
	1016	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	19	19	19	20	21	21	21	21	20	19	19	19	17	16	15	14	13	12	12	11
	1015	Between Gate Pkwy. off- and on-ramps - 3-lane section	BFS	19	19	19	20	20	21	21	21	20	19	19	19	17	16	14	14	13	12	12	11
	1038	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Diverge	16	16	16	16	17	17	17	17	16	16	15	15	14	13	12	11	11	10	10	9
	1014	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	16	16	16	16	17	17	17	17	16	16	15	15	14	13	12	11	11	10	10	9
	1013	Between S.R. 152 on-ramp and Gate Pkwy. off-ramp	Weave	16	16	16	16	16	17	17	17	16	16	15	15	14	12	12	12	11	10	10	9
	1012	Between S.R. 152 (Baymeadows Rd.) off- and on-ramps	BFS	18	17	18	18	19	19	20	19	19	18	18	17	15	14	13	12	12	11	11	10
	1037	Upstream of SR 152 (Baymeadows Rd.)	Diverge	21	22	22	22	23	24	26	26	23	21	22	21	18	16	15	15	14	12	12	12
	1011	Upstream of SR 152 (Baymeadows Rd.)	Diverge	24	23	24	24	25	26	27	27	25	24	24	23	20	18	17	17	16	14	14	13
	1010	Upstream of SR 152 (Baymeadows Rd.)	BFS	23	22	23	23	24	24	25	25	24	23	23	22	19	17	16	16	15	14	14	13
	1009	Downstream of S.R. 9B on-ramp	Merge	17	17	17	17	18	18	19	18	18	17	17	16	14	13	12	12	11	10	10	10
	1008	Upstream of S.R. 9B on-ramp	BFS	18	18	19	19	20	20	20	20	20	18	18	18	16	14	14	14	13	12	12	11
	1007	Upstream of I-295 Express Lane Entrance	Merge	24	23	24	25	26	26	26	26	24	24	23	21	20	17	17	16	15	14	14	14
	1006	Upstream of I-295 Express Lane Entrance	BFS	22	22	22	22	24	23	24	24	23	22	22	21	19	17	16	16	15	14	14	13
	1005	Downstream of US1 on-ramp merge	Merge	22	22	22	22	23	23	24	23	22	22	22	21	19	17	16	16	15	14	14	13
	1004	Downstream of US1 on-ramp merge	Merge	16	16	16	16	18	17	18	17	17	16	16	15	14	13	12	12	11	11	11	10
	1003	Downstream of US1 off-ramp	BFS	16	16	16	16	17	17	18	18	17	16	16	15	13	12	11	11	10	9	9	8
	1002	Between I-95 on-ramp and US1 off-ramp	Weave	16	16	17	17	18	18	19	18	18	17	16	16	14	12	11	11	10	9	9	9
	1001	Downstream of Beach Blvd off-ramp diverge	BFS	17	16	17	18	18	18	19	19	18	17	17	16	14	12	11	11	10	9	9	9
I-295 Northbound - Ramps	1537	Town Center Pkwy On-Ramp	Ramp	18	20	19	19	20	19	20	18	19	18	18	20	17	20	18	18	19	18	18	19
	1533	Town Center Pkwy Off-Ramp	Ramp	17	16	16	18	17	18	20	20	23	16	17	18	16	15	14	14	13	12	11	11
	1532	On-Ramp from EB SR 202 (JTB)	Ramp	30	30	30	30	29	29	29	30	29	29	30	29	30	30	30	29	29	29	28	27
	1531	On-Ramp from WB SR 202 (JTB)	Ramp	30	30	30	30	30	30	30	30	30	30	31	30	30	30	31	29	31	26	18	17
	1527	SR 202 (JTB) WB Off-Ramp	Ramp	11	12	12	12	12	13	13	13	12	12	11	11	10	9	9	9	7	7	7	7
	1526	SR 202 (JTB) EB Off-Ramp	Ramp	13	13	13	13	14	14	15	15	14	13	13	13	12	11	10	10	9	8	8	8
	1525	Gate Pkwy. On-Ramp	Ramp	20	19	20	20	20	20	22	22	20	19	19	18	17	15	15	15	14	13	13	13
	1521	Gate Pkwy. Off-Ramp	Ramp	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	2	2	2
	1520	Baymeadows Rd. On-Ramp	Ramp	15	15	14	15	15	16	15	16	14	14	14	15	14	13	13	13	11	10	8	8
	1515	Baymeadows Rd. Off-Ramp	Ramp	26	27	27	27	28	30	34	32	29	28	26	26	25	24	20	19	18	16	16	15
	1514	US-1 On-Ramp	Ramp	25	24	24	23	24	24	23	23	23	23	24	23	24	23	23	23	24	23	23	23
	1505	US-1 Off-Ramp	Ramp	21	20	21	22	23	23	25	25	23	21	20	20	16	15	13	13	12	10	10	10
	1504	I-95 on-ramp (combined) - 1-lane section	Ramp	19	18	20	20	21	21	22	22	21	20	20	19	17	14	13	13	12	11	10	10
	1503	I-95 on-ramp (combined) - 2-lane section	Ramp	10	9	10	10	11	11	11	11	11	10	10	10	9	7	7	7	6	6	5	5
	1502	I-95 Northbound on-ramp	Ramp	14	13	14	15	15	15	16	16	15	14	14	13	12	10	9	9	9	8	8	7
	1501	I-95 Southbound on-ramp	Ramp	5	5	5	5	6	6	6	6	6	6	5	5	5	4	4	4	3	3	3	3
I-295 Southbound	3001	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	24	24	25	26	27	27	29	27	26	25	24	23	20	17	16	16	14	13	12	12
	3002	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	25	24	25	26	28	28	30	28	26	25	24	23	20	17	16	16	14	13	12	12
	3003	Between Beach Blvd on- ramp and Town Center Off ramp	Weave	25	24	25	26	28	28	29	29	27	25	24	23	20	17	16	16	14	13	12	12
	3004	Between Town Center Pkwy. off- and on-ramps- 4 lane section	BFS	29	28	29	30	32	32	34	33	30	29	28	27	24	20	19	19	17	15	15	14
	3005	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	29	29	30	31	32	33	35	34	31	30	29	28	24	21	19	19	17	15	15	14
	3006	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	30	29	30	31	33	34	35	34	32	30	29	28	24	21	19	19	17	15	15	14
	3007	Between Town Center Pkwy. off- and on-ramps (Upstream of I-295 Express Lane Entrance)	Diverge	22	21	22	23	24	24	25	25	23	22	21	20	18	15	14	14	13	11	11	11
	3008	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	21	21	21	22	23	23	24	24	22	21	20	20	17	15	14	13	12	11	11	10
	3009	Between Town Center Pkwy. off- and on-ramps 3 lane section	BFS	21	21	21	22	23	23	24	24	22	21	20	20	18	15	14	14	12	11	11	10
	3010	Between Town Center Pkwy. On-ramp and SR 2020 (JTB) off-ramp	Weave	23	23	23	24	25	25	25	26	24	24	23	22	20	18	17	17	16	15	14	14
	3011	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	17	17	16	17	17	17	18	18	17	17	16	16	15	13	13	12	12	11	11	11
	3012	Upstream of Westbound S.R. 202 (JTB) on-ramp merge	BFS	17	17	16	17	17	17	18	18	17	17	16	16	15	13	13	12	12	11	11	11
	3013	Upstream of Eastbound S.R. 202 (JTB) on-ramp merge	Merge	19	19	19	19	20	20	20	20	19	19	19	19	18	17	17	17	16	15	12	12
	3014	Between Eastbound S.R. 202 (JTB) on-ramp and Gate Pkwy. off-ramp	Weave	18	19	18	19	19	19	19	19	19	19	18	18	18	17	17	17	16	15	12	12
	3015	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	17	18	17	18	18	18	18	18	18	17	17	17	17	16	16	16	15	14	12	12
	3016	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	18	18	17	18	18	18	18	18	18	18	17	17	17	16	16	16	15	14	12	12
	3017	Between Gate Pkwy off- and on- ramps - 5-lane section (Upstream of I-295 Express Lane Entrance)	Weave	18	18	17	18	18	18	18	18	18	18	17	17	17	16	16	16	15	14	12	12
	3018	Between Gate Pkwy off- and on- ramps - 4-lane section	BFS	18	18	18	18	19	19	19	19	18	18	18	18	17	17	16	16	16	15	12	12
	3019	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -5 lane section	Weave	17	17	17	17	17	17	17	17	17	17	16	16	16	15	15	15	15	14	12	12
	3020	Between Gate Pkwy. on-ramp and S.R. 152 (Baymeadows Rd.) off-ramp -4 lane section	Weave	21	21	21	21	21	22	22	23	22	22	21	21	20	20	19	19	19	18	15	15
	3021	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	Merge	24	24	23	24	24	24	25	24	24	24	23	23	22	22	22	21	21	20	17	17
	3022	Between S.R. 152 (Baymeadows Rd.) off- and on- ramps	BFS	24	24	23	24	24	24	25	24	24	24	23	23	22	22	22	21	21	20	17	17
	3023	S.R. 152 (Baymeadows Rd.) on-ramp merge - 4 lane section	Merge	20	20	20	21	20	21	21	21	20	20	20	20	19	19	18	18	17	16	14	14
	3024	S.R. 152 (Baymeadows Rd.) on-ramp merge - 3 lane section	Merge	27	27	27	28	28	28	28	28	27	27	26	26	25	25	25	24	23	22	19	18
	3025	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	27	27	27	28	27	28	28	28	27	27	26	26	25	25	25	24	23	22	19	18
	3026	Downstream of S.R. 152 (Baymeadows Rd.) on-ramp merge	BFS	28	27	27	27	27	28	28	28	27	27	26	26	25	25	25	24	24	22	19	18
	3027	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	30	28	29	28	28	28	30	30	28	28	28	26	26	25	25	24	24	23	19	19
	3028	Upstream of S.R. 9B off-ramp - 3-lane section	Diverge	34	30	35	35	34	36	36	37	35	32	30	33	29	29	29	26	26	23	19	19
	3029	Downstream of S.R. 9B off-ramp - 2-lane section	BFS	21	21	21	22	22	22	22	22	21	22	21	20	20	19	20	19	18	18	15	15
	3030	Downstream of S.R. 9B off-ramp - 3-lane section (I-295 Express Lane Merge)	Merge	20	20	20	21	21	21	21	22	21	21	20	20	19	18	18	17	17	17	14	14
	3031	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	BFS	20	20	20	20	21	21	21	22	21	21	20	20	19	18	18	17	17	17	14	14
	3032	Upstream of S.R. 5 (US 1) off-ramp - 3-lane section	Diverge	20	20	20	21	21	21	21	22	21	21	20	20	19	18	18	18	17	17	14	14
	3033	Upstream of S.R. 5 (US 1) off-ramp - 4-lane section	Diverge	15	15	15	15	16	16	16	16	15	16	15	15	14	14	13	13	13	13	11	10
	3034	Between S.R. 5 (US 1) off- and on-ramps	BFS	16	16	16	16	17	17	17	17	16	17	16	15	15	15	14	14	14	14	11	11
	3035	Between S.R. 5 (US 1) on-ramp and Northbound I-95 off-ramp	Weave	16	16	16	16	16	16	16	16	16	16	16	15	15	15	14	14	14	14	12	12
	3036	Downstream of Northbound I-95 off-ramp	BFS	19	19	19	19	19	19	20	20	19	19	19	18	18	18	17	17	17	17	15	14
	3037	Upstream of Southbound I-95 off-ramp - 3-lane section	Diverge	19	19	19	19	19	19	19	19	19	19	19	18	18	17	17	17	17	16	15	14
	3038	Upstream of Southbound I-95 off-ramp - 4-lane section	Diverge	14	14	14	14	15	14	15	15	14	14	14	14	14	13	13	13	12	12	11	10
	3039	Downstream ofSouthbound I-95 off-ramp	BFS	16	16	16	16	16	16	16	16	16	16	16	15	15	15	15	14	14	14	12	12
I-295 Southbound - Ramps	3501	Town Center Pkwy Off-Ramp	Ramp	9	9	9	10	10	10	11	10	10	9	9	8	7	6	6	6	5	5	5	5
	3505	Town Center Pkwy On-Ramp	Ramp	41	41	39	40	40	40	41	40	40	42	40	40	39	38	37	36	37	36	35	36
	3506	SR 202 (JTB) Off-Ramp (combined)	Ramp	26	25	27	27	28	28	28	29	27	26	25	25	23	20	19	18	18	15	15	15
	3507	SR 202 (JTB) WB On-Ramp	Ramp	27	27	28	28	29	30	30	30	29	28	27	27	24	22	20	20	19	17	17	16
	3508	SR 202 (JTB) EB On-Ramp	Ramp	24	24	24	25	25	26	26	27	25	24	24	24	22	19	18	17	16	15	14	14
	3509	On-Ramp from WB SR 202 (JTB)	Ramp	29	30	29	29	30	30	29	29	29	29	29	30	30	30	29	30	29	26	18	17
	3510	On-Ramp from EB SR 202 (combined)	Ramp	24	25	25	25	24	24	24	25	25	24	24	24	25	25	25	25	24	23	23	22
	3511	On-Ramp from EB SR 202 (JTB)	Ramp	21	21	20	21	21	20	21	21	21	21	20	20	21	21	22	22	20	20	20	20
	3512	Gate Pkwy. Off-Ramp	Ramp	20	20	20	20	21	21	22	21	21	20	20	20	19	18	17	17	16	15	13	13
	3516	Gate Pkwy. On-Ramp	Ramp	15	14	15	15	14	15	14	15	14	15	14	15	15	15	16	15	16	16	16	16
	3517	Baymeadows Rd. Off-Ramp	Ramp	10	11	10	11	11	12	12	23	31	36	25	20	11	9	9	9	9	8	7	7
	3518	Baymeadows Rd. Off-Ramp	Ramp	12	13	13	13	14	22	22	37	50	45	34	28	16	12	11	11	11	10	9	9
	3522	Baymeadows Rd. On-Ramp	Ramp	12	12	12	13	14	13	12	13	13	13	12	12	11	11	10	10	8	7	7	6
	3523	US-1 Off-Ramp	Ramp	23	23	22	23	26	27	26	27	23	28	22	23	21	20	20	19	19	17	15	14
	3529	US-1 On-Ramp - 2-lane segment	Ramp	20	20	19	19	20	18	19	18	17	19	19	19	20	19	20	18	19	20	20	19
	3530	US-1 On-Ramp - 1-lane segment	Ramp	33	34	31	31	32	31	32	31	29	31	31	31	32	31	32	31	32	32	31	30
	3531	I-95 NB Off-Ramp	Ramp	8	7	8	8	8	7	8	7	7	8	7	7	7	7	7	7	7	7	6	5
	3532	I-95 SB Off-Ramp	Ramp	18	18	17	17	17	18	18	19	17	18	18	17	16	16	16	15	16	15	13	12
S.R. 9B Northbound	17002	Northbound S.R. 9B	BFS	15	15	15	16	16	17	18	17	16	15	15	14	12	11	10	10	9	8	8	8
	17001	Northbound S.R. 9B (Express Lane Entrance)	BFS	17	17	18	18	19	19	20	20	18	18	17	16	15	13	12	12	10	10	9	9
S.R. 9B Sourthbound	19001	Southbound S.R. 9B (Express Lane Exit)	BFS	20	19	19	20	19	19	20	20	19	19	19	19	18	18	17	17	17	16	13	13
	19002	Southbound S.R. 9B	BFS	19	18	18	19	19	19	19	19	19	19	18	18	17	17	16	16	16	15	13	12
S.R. 202 (JTB) Eastbound	16001	Upstream of Gate Pkwy. off-ramp - Section 1	BFS	57	62	59	59	64	67	69	66	62	62	62	69	67	63	61	57	58	56	52	54
	16002	Upstream of Gate Pkwy. off-ramp - Section 2	Diverge	59	55	55	57	60	63	64	60	58	58	58	65	61	61	53	54	55	50	49	52
	16003	Between Gate Pkwy. off- and on-ramps	BFS	59	55	59	67	72	74	72	69	63	63	67	71	72	67	54	45	38	35	33	33
	16004	Between Gate Pkwy. on-ramp and I-295 off-ramp	Weave	51	53	56	54	56	56	53	55	55	53	55	54	56	53	50	47	43	36	35	35
	16005	Between I-295 off-ramp and Southbound I-295 on-ramp	BFS	27	27	26	27	26	26	27	31	34	30	26	26	26	27	26	26	25	25	25	25
	16006	Southbound I-295 on-ramp merge	Merge	26	26	25	26	26	26	33	38	40	42	29	27	25	24	23	23	22	22	22	22
	16007	Downstream of Southbound I-295 on-ramp merge	Merge	35	35	34	35	35	35	40	42	42	40	37	35	33	33	31	31	30	29	29	29
	16008	Between Northbound I-295 on-ramp and Kernan Blvd. off-ramp	Weave	29	28	28	29	30	30	36	38	37	32	32	29	26	25	24	23	23	22	22	21
	16009	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Merge	33	35	33	34	34	35	37	38	38	34	33	33	30	30	28	27	26	25	25	25
	16010	Between Kernan Blvd. SB off-ramp and Kernan Blvd. NB off- ramp	Diverge	37	39	35	37	38	37	40	39	40	36	34	34	31	33	29	28	27	26	25	25
	16011	Between Kernan Blvd. NB off-ramp and Kernan Blvd on- ramp	BFS	32	32	32	32	32	33	33	34	33	32	31	31	30	29	28	27	27	26	25	25
	16012	Kernan Blvd. on-ramp merge - 4-lane section	Merge	26	25	26	26	26	26	26	27	26	25	25	24	24	23	22	22	21	20	19	19
	16013	Kernan Blvd. on-ramp merge - 3-lane section	Merge	34	34	34	35	35	35	35	36	35	34	33	32	32	31	30	29	29	27	26	26
	16014	Downstream of Kernan Blvd. on-ramp	BFS	36	35	35	36	36	36	37	37	37	36	35	34	33	33	31	30	30	28	27	26
S.R. 202 (JTB) Eastbound - Ramps	16501	Gate Pkwy. Off-Ramp	Ramp	22	21	21	21	21	21	20	22	21	21	21	21	20	21	21	21	20	20	20	20
	16505	Gate Pkwy. On-Ramp	Ramp	30	31	34	41	50	45	44	41	41	37	43	47	45	31	22	20	17	15	15	14
	16506	Kernan Blvd. SB Off-Ramp	Ramp	16	15	16	15	15	15	16	15	16	16	16	16	15	14	13	13	13	13	12	13
	16510	Kernan Blvd. On-Ramp	Ramp	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	3	3
S.R. 202 (JTB) Westbound	18013	Gate Pkwy. on-ramp merge - 4-lane section	Merge	27	27	27	27	28	28	28	28	28	27	27	26	26	25	24	24	23	20	16	16
	18012	Gate Pkwy. on-ramp merge - 5-lane section	Merge	22	22	22	22	23	23	23	23	22	22	22	21	21	20	19	19	18	16	13	13
	18011	Between Gate Pkwy. off- and on-ramps - Section 2	BFS	19	19	19	19	20	20	20	20	20	19	19	19	18	18	17	17	17	14	11	11
	18010	Between Gate Pkwy. off- and on-ramps - Section 1	BFS	15	15	15	16	16	16	16	16	16	16	15	15	15	14	14	14	13	11	9	9
	18009	Between Southbound I-295 on-ramp and Gate Pkwy. Off-ramp	Weave	16	16	16	16	17	17	17	17	17	17	17	16	15	15	14	14	14	12	10	9
	18008	Upstream of Southbound I-295 on-ramp	Weave	15	15	15	15	15	16	15	15	15	15	15	14	15	14	14	14	13	12	9	9
	18007	Downstream of Northbound I-295 on-ramp	Weave	15	15	15	15	15	16	15	15	15	15	15	14	14	14	14	14	13	12	9	9
	18006	Between I-295 off-ramp (combined) and Northbound I-295 on-ramp	BFS	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11	8	8
	18005	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -5 lane section	Weave	30	30	30	29	30	30	30	29	30	29	30	30	30	30	30	30	30	24	15	14
	18004	Between Kernan Blvd. on-ramp and I-295 off-ramp (combined) -6 lane section	Weave	40	40	40	39	41	39	39	39	39	38	40	40	40	40	40	41	40	26	12	12
	18003	Between Kernan Blvd. off- and on-ramps	BFS	73	80	82	80	81	80	81	79	80	81	80	82	81	82	81	81	80	40	14	13
	18002	Upstream of Kernan Blvd. off-ramp - section 2	Diverge	48	82	92	91	90	90	89	90	90	92	91	91	92	91	92	92	86	36	15	14
	18001	Upstream of Kernan Blvd. off-ramp - section 1	BFS	29	38	67	99	103	103	103	103	103	105	106	104	104	104	105	104	82	24	15	14
S.R. 202 (JTB) Westbound - Ramps	18501	Kernan Blvd. Off-Ramp	Ramp	21	17	18	19	21	18	19	20	19	18	17	19	17	22	19	19	18	14	8	8
	18513	Kernan Blvd. On-Ramp	Ramp	42	42	41	42	43	41	42	43	43	42	42	41	40	39	37	37	32	31	27	27
	18508	Gate Pkwy. Off-Ramp	Ramp	13	13	13	13	14	22	22	18	20	31	24	18	14	13	11	12	11	10	7	7
	18513	Gate Pkwy. On-Ramp	Ramp	42	42	41	42	43	41	42	43	43	42	42	41	40	39	37	37	32	31	27	27

Original Build Alternative

Simulated Density (veh/mi/ln)

VISSIM Link Number	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
1036	31	31	31	32	32	32	32	33	33	31	31	31	30	28	26	27	25	24	22	21
1035	31	31	31	32	32	32	32	33	32	31	31	31	30	27	27	26	25	24	22	21
1034	32	31	31	32	32	32	31	33	32	32	30	30	29	27	27	26	25	24	22	21
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1030	35	34	34	34	34	35	35	38	36	34	34	33	32	29	28	28	27	25	23	21
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1018	26	25	25	26	27	27	28	28	27	25	25	24	22	20	18	19	17	16	15	15
1017	31	30	30	31	32	33	34	34	32	31	30	29	28	24	22	22	21	18	18	17
1016	31	30	30	31	32	32	33	34	32	30	30	29	27	24	22	22	20	18	18	17
1015	31	30	30	31	32	33	33	34	32	30	30	29	27	24	22	22	20	18	18	17
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1014	23	22	22	23	24	24	26	26	24	23	22	21	20	17	16	16	15	13	13	12
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17002	15	15	15	16	16	17	17	16	16	15	15	14	12	11	10	10	9	8	8	8
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18004	40	39	40	40	40	39	39	40	40	40	40	40	40	42	52	45	40	29	15	14
18003	72	80	81	81	81	82	81	80	81	82	81	81	81	82	89	85	82	46	21	18
18002	52	86	91	92	91	91	91	90	92	91	91	91	93	91	97	95	91	42	23	19
18001	33	45	73	98	104	104	103	103	104	103	105	104	105	104	109	108	90	30	24	17
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18513	42	42	41	42	42	42	43	42	42	41	41	41	40	39	38	38	33	31	27	27
18508	13	13	13	13	13	14	15	16	14	13	13	12	12	11	11	12	11	10	8	8
18513	42	42	41	42	42	42	43	42	42	41	41	41	40	39	38	38	33	31	27	27

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2045 PM PEAK

Preferred Build Alternative — Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	35	34	35	36	37	38	37	39	36	36	34	34	31	28	26	25	23	21	21	21
	512	Downstream of JTB Exit - 1 lane section	BFS	35	34	35	37	37	38	37	39	36	36	34	34	31	28	26	25	23	21	21	21
	511	Downstream of JTB Exit - 2 lane section	Merge	36	35	35	37	38	40	40	43	38	38	35	34	31	28	26	25	23	21	21	21
	510	Downstream of JTB Exit - 2 lane section	Merge	37	36	36	38	39	43	42	44	39	38	36	35	32	29	26	25	23	21	21	21
	509	EL for JTB - 3 lane section	Diverge	27	28	28	29	31	33	36	36	33	31	28	27	25	22	19	19	18	16	15	16
	508	EL for JTB - 3 lane section	BFS	27	26	27	28	28	30	32	32	29	28	27	25	24	21	19	18	17	16	15	15
	507	EL for JTB	BFS	28	26	27	29	29	30	31	32	29	29	27	26	24	21	19	19	18	16	16	15
	506	EL for JTB	BFS	26	25	26	27	28	28	29	29	28	27	26	25	23	20	19	18	17	16	15	15
	505	EL for JTB	BFS	26	25	26	27	28	28	28	29	27	27	26	25	23	20	19	18	17	16	15	15
	504	EL for JTB	BFS	26	25	26	27	27	28	29	29	27	26	25	24	23	20	19	18	17	16	15	15
	503	EL merge Between I-295 NB and SR 9B	Merge	25	25	26	26	27	28	28	28	27	26	25	24	22	20	18	18	17	16	15	15
	501	EL Entrance from I-295 NB	BFS	29	28	29	30	31	31	32	31	29	30	29	27	26	23	22	21	20	19	18	18
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	23	22	23	24	25	25	26	26	24	24	23	22	19	17	15	15	14	13	12	12
	702	EL Downstream of TPC Entrance	BFS	23	22	23	24	25	24	25	26	24	23	23	22	19	17	15	15	14	13	12	12
	703	EL Downstream of Gate Parkway Entrance	BFS	23	22	23	24	25	24	25	25	24	23	23	21	19	16	15	15	14	13	12	12
	704	EL Downstream of Gate Parkway Entrance	BFS	23	22	23	24	25	25	26	26	25	24	23	22	19	17	15	15	14	13	12	12
	705	Entrance from JTB section to EL merge location	BFS	14	15	14	15	14	14	14	14	14	15	14	14	15	14	14	14	14	13	11	10
	706	EL merge location	Merge	18	18	18	19	19	19	19	19	19	19	18	18	17	15	14	14	14	13	11	11
	707	EL Downstream of Gate Parkway Entrance	BFS	18	18	18	19	19	19	19	19	19	18	18	17	16	15	14	14	14	13	11	11
	708	EL Downstream of Gate Parkway Entrance	BFS	18	18	18	19	19	19	20	20	19	19	18	18	17	16	14	15	14	13	11	11
	709	EL Diverge to SR 9B	Diverge	19	19	19	19	20	20	20	20	20	19	19	18	17	16	15	15	15	14	12	11
	710	EL for I-295 SB	BFS	19	20	20	20	21	21	21	21	20	20	20	19	18	17	16	16	16	15	12	12
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	23	23	24	25	25	26	26	27	25	23	22	22	20	17	16	15	14	13	12	12
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	18	18	18	19	19	18	19	19	19	18	18	18	17	16	14	14	14	12	11	11

Original Build Alternative — Simulated Density (veh/mi/ln)

Roadway	VISSIM Link Number	Location	Section Type	Hour 1				Hour 2				Hour 3				Hour 4				Hour 5			
				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
EL I-295 Northbound	513	Downstream of JTB Exit - 1 lane section	BFS	35	34	35	36	37	37	37	39	37	35	34	33	32	28	26	25	22	21	21	21
	512	Downstream of JTB Exit - 1 lane section	BFS	43	42	41	45	46	46	45	46	44	44	41	40	36	31	27	27	23	22	22	22
	511	Downstream of JTB Exit - 2 lane section	Merge	31	31	35	43	43	53	55	73	57	48	30	29	22	17	14	14	12	11	11	11
	510	Downstream of JTB Exit - 2 lane section	Merge	21	22	23	25	25	25	28	38	30	27	20	19	17	14	13	13	11	11	11	10
	509	EL for JTB - 3 lane section	Diverge	17	17	17	18	18	19	19	19	19	18	17	16	15	14	12	12	11	11	10	10
	508	EL for JTB - 3 lane section	BFS	17	17	17	17	18	18	19	19	18	18	17	16	15	14	12	12	11	10	10	10
	507	EL for JTB	BFS	26	25	26	27	28	28	29	29	28	27	26	25	23	21	19	18	17	16	15	15
	506	EL for JTB	BFS	26	25	26	27	28	28	29	29	27	27	25	25	23	21	19	18	17	16	15	15
	505	EL for JTB	BFS	26	25	26	27	28	28	29	29	27	27	25	25	23	20	19	18	17	16	15	15
	504	EL for JTB	BFS	26	25	26	27	28	28	29	29	27	27	26	24	23	20	19	18	17	16	15	15
	503	EL merge Between I-295 NB and SR 9B	Merge	25	25	26	26	27	27	28	29	27	26	25	24	23	20	19	18	16	16	15	15
	501	EL Entrance from I-295 NB	BFS	29	28	29	29	31	31	32	32	29	30	29	27	26	23	22	21	20	19	18	18
EL I-295 Southbound	701	Entrance from I-295 SB to EL merge location	BFS	26	28	31	27	26	27	33	35	28	24	25	27	24	19	16	17	16	14	12	12
	702	EL Downstream of TPC Entrance	BFS	26	28	31	27	25	27	33	34	28	24	25	27	24	19	16	16	15	13	12	12
	703	EL Downstream of Gate Parkway Entrance	BFS	25	27	30	27	25	26	32	33	28	24	25	26	23	18	16	16	15	13	12	12
	704	EL Downstream of Gate Parkway Entrance	BFS	25	27	30	27	25	27	32	34	28	24	25	26	24	19	16	17	16	14	12	12
	705	Entrance from JTB section to EL merge location	BFS	21	35	43	23	15	22	37	42	27	17	21	32	34	22	16	17	17	18	12	11
	706	EL merge location	Merge	22	29	33	24	19	23	32	35	26	20	22	27	27	20	16	16	16	15	12	11
	707	EL Downstream of Gate Parkway Entrance	BFS	22	29	32	24	19	23	31	33	25	20	22	27	27	20	15	16	16	15	11	11
	708	EL Downstream of Gate Parkway Entrance	BFS	22	29	33	28	22	23	32	45	39	27	22	27	28	21	16	16	16	16	12	11
	709	EL Diverge to SR 9B	Diverge	22	29	35	28	21	23	30	36	29	24	23	27	28	23	17	16	16	16	13	12
	710	EL for I-295 SB	BFS	23	29	34	28	23	24	31	34	31	25	24	28	30	24	18	17	17	18	14	12
EL S.R. 9BNorthbound	502	Entrance from SR 9B NB to merge with I-295 NB EL	BFS	23	23	24	25	25	26	26	27	25	23	22	22	20	17	16	15	14	13	12	12
EL S.R. 9BSourthbound	711	EL for SR 9B SB	BFS	21	27	31	26	21	21	28	31	28	22	21	26	26	22	16	15	16	15	12	11

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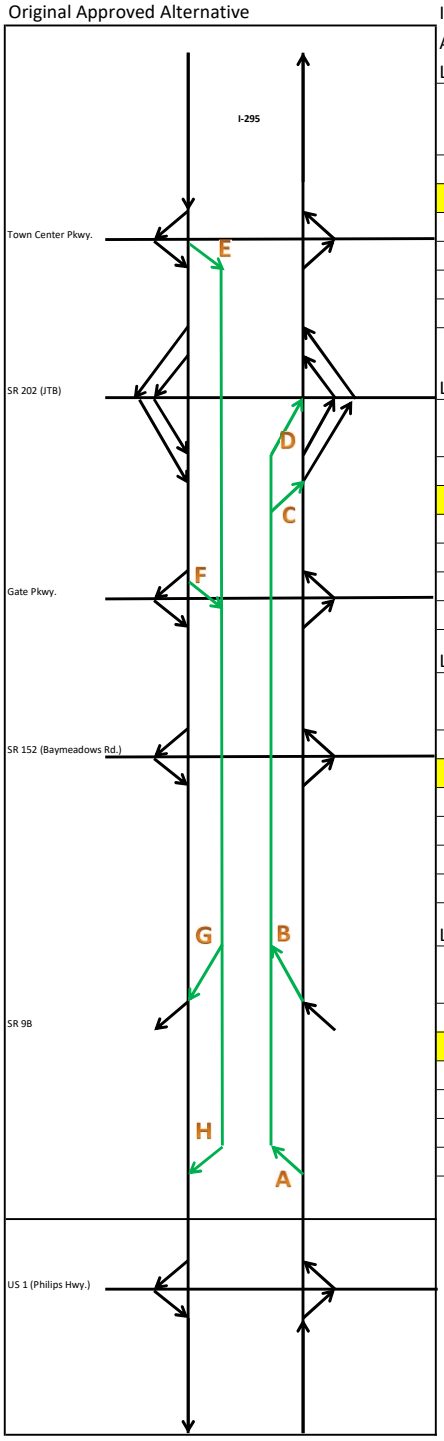
Opening Year 2025 - General Use and Express Lane Volume Splits

Original Approved Alternative



I-295 Southbound Direction

AM Peak Period

Location - E (3008, 701)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,921	824	3,745	3,745	3,890
Hour 2	3,490	988	4,478	4,495	5,300
Hour 3	3,498	995	4,493	4,473	4,658
Hour 4	3,492	989	4,481	4,436	3,565
Hour 5	2,752	801	3,553	3,599	3,512
Total	**16,153**	**4,597**	**20,750**	**20,748**	**20,925**

Location - F (3018, 705, 704)

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,182	338	821	3,341	3,343	3,633
Hour 2	2,798	461	987	4,245	4,260	4,950
Hour 3	2,658	428	999	4,085	4,078	4,351
Hour 4	2,342	332	992	3,665	3,647	3,329
Hour 5	2,092	328	803	3,222	3,238	3,280
Total	**12,071**	**1,886**	**4,601**	**18,558**	**18,565**	**19,543**

Location - G (3028-3029=19001, 709-710=711)

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	936	541	1,477	1,458	1,769
Hour 2	1,253	692	1,945	1,916	2,410
Hour 3	1,184	685	1,869	1,848	2,118
Hour 4	1,013	632	1,644	1,614	1,621
Hour 5	923	544	1,467	1,451	1,597
Total	**5,307**	**3,094**	**8,401**	**8,288**	**9,515**

Location - H (3029, 710)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,034	589	1,623	1,599	1,960
Hour 2	1,375	759	2,133	2,109	2,670
Hour 3	1,313	750	2,063	2,025	2,347
Hour 4	1,139	699	1,837	1,809	1,796
Hour 5	1,006	597	1,603	1,587	1,769
Total	**5,866**	**3,393**	**9,259**	**9,127**	**10,542**

I-295 Northbound Direction

AM Peak Period

Location -D (1023, 513)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,330	810	2,140	2,140	2,319
Hour 2	1,855	1,145	3,000	3,002	3,160
Hour 3	1,692	1,069	2,761	2,764	2,777
Hour 4	1,327	829	2,156	2,160	2,125
Hour 5	1,283	800	2,083	2,084	2,094
Total	**7,487**	**4,652**	**12,139**	**12,150**	**12,475**

Location - C (1018, 509-510, 510)

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,863	670	814	4,346	4,350	4,698
Hour 2	4,023	921	1,150	6,094	6,095	6,400
Hour 3	3,661	862	1,068	5,591	5,595	5,625
Hour 4	2,860	671	830	4,360	4,364	4,305
Hour 5	2,759	652	804	4,215	4,216	4,241
Total	**16,166**	**3,774**	**4,666**	**24,605**	**24,619**	**25,269**

Location - B (1009-1008,503-501)

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,443	795	2,238	2,237	2,341
Hour 2	2,021	1,108	3,128	3,127	3,190
Hour 3	1,792	1,014	2,806	2,808	2,804
Hour 4	1,414	777	2,191	2,190	2,146
Hour 5	1,384	761	2,145	2,145	2,114
Total	**8,052**	**4,455**	**12,507**	**12,507**	**12,595**

Location - A (1008, 501)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,307	720	2,027	2,027	2,209
Hour 2	1,780	980	2,760	2,761	3,010
Hour 3	1,629	896	2,524	2,525	2,645
Hour 4	1,259	717	1,976	1,977	2,025
Hour 5	1,262	702	1,964	1,962	1,995
Total	**7,236**	**4,015**	**11,251**	**11,250**	**11,884**

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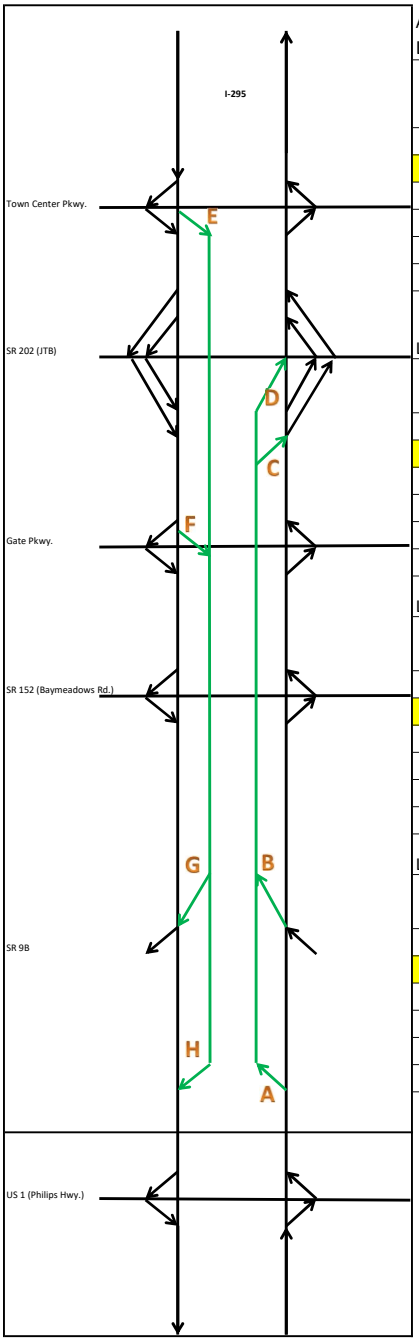
Opening Year 2025 - General Use and Express Lane Volume Splits

Preferred Alternative



I-295 Southbound Direction

AM Peak Period

Location - E (3008, 701)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,921	824	3,745	3,745	3,890
Hour 2	3,508	987	4,495	4,478	5,300
Hour 3	3,481	992	4,473	4,493	4,658
Hour 4	3,454	982	4,436	4,481	3,565
Hour 5	2,790	810	3,599	3,553	3,512
Total	**16,154**	**4,594**	**20,748**	**20,750**	**20,925**

Location - F (3018, 705, 704)

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,190	332	821	3,343	3,341	3,633
Hour 2	2,823	450	988	4,260	4,245	4,950
Hour 3	2,660	423	994	4,078	4,085	4,351
Hour 4	2,337	324	986	3,647	3,665	3,329
Hour 5	2,104	323	811	3,238	3,222	3,280
Total	**12,114**	**1,852**	**4,599**	**18,565**	**18,558**	**19,543**

Location - G (3028-3029=19001, 709-710=711)

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	920	538	1,458	1,477	1,769
Hour 2	1,232	685	1,916	1,945	2,410
Hour 3	1,165	683	1,848	1,869	2,118
Hour 4	985	629	1,614	1,644	1,621
Hour 5	908	543	1,451	1,467	1,597
Total	**5,210**	**3,078**	**8,288**	**8,401**	**9,515**

Location - H (3029, 710)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,014	586	1,599	1,623	1,960
Hour 2	1,356	753	2,109	2,133	2,670
Hour 3	1,279	746	2,025	2,063	2,347
Hour 4	1,118	691	1,809	1,837	1,796
Hour 5	986	601	1,587	1,603	1,769
Total	**5,752**	**3,376**	**9,127**	**9,259**	**10,542**

I-295 Northbound Direction

AM Peak Period

Location -D (1023, 513)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,334	807	2,140	2,140	2,319
Hour 2	1,860	1,142	3,002	3,000	3,160
Hour 3	1,697	1,067	2,764	2,761	2,777
Hour 4	1,332	828	2,160	2,156	2,125
Hour 5	1,285	799	2,084	2,083	2,094
Total	**7,508**	**4,643**	**12,150**	**12,139**	**12,475**

Location - C (1018, 509-510, 510)

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,866	671	813	4,350	4,346	4,698
Hour 2	4,026	920	1,149	6,095	6,094	6,400
Hour 3	3,661	866	1,069	5,595	5,591	5,625
Hour 4	2,865	669	830	4,364	4,360	4,305
Hour 5	2,761	651	804	4,216	4,215	4,241
Total	**16,178**	**3,777**	**4,664**	**24,619**	**24,605**	**25,269**

Location - B (1009-1008,503-501)

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,443	795	2,237	2,238	2,341
Hour 2	2,020	1,107	3,127	3,128	3,190
Hour 3	1,795	1,014	2,808	2,806	2,804
Hour 4	1,414	776	2,190	2,191	2,146
Hour 5	1,383	762	2,145	2,145	2,114
Total	**8,055**	**4,452**	**12,507**	**12,507**	**12,595**

Location - A (1008, 501)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,308	719	2,027	2,027	2,209
Hour 2	1,781	979	2,761	2,760	3,010
Hour 3	1,629	896	2,525	2,524	2,645
Hour 4	1,263	714	1,977	1,976	2,025
Hour 5	1,261	701	1,962	1,964	1,995
Total	**7,242**	**4,009**	**11,250**	**11,251**	**11,884**

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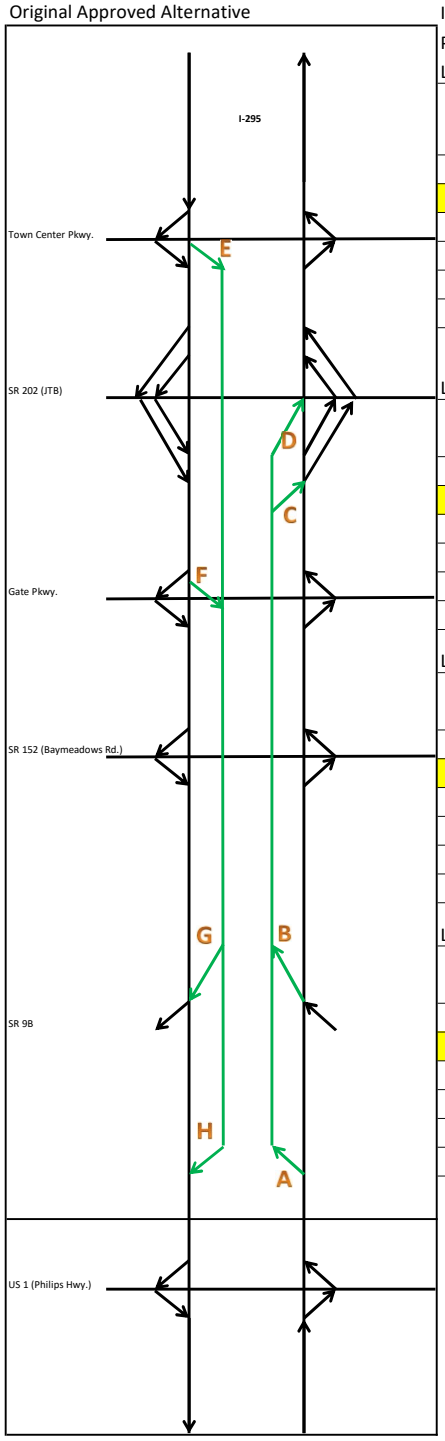
Opening Year 2025 - General Use and Express Lane Volume Splits

Original Approved Alternative



I-295 Southbound Direction

PM Peak Period

Location - E

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,795	837	3,631	3,621	3,665
Hour 2	3,028	903	3,931	3,940	4,000
Hour 3	2,729	833	3,562	3,588	3,568
Hour 4	1,989	609	2,598	2,597	2,587
Hour 5	1,522	465	1,987	1,978	1,982
Total	**12,061**	**3,647**	**15,708**	**15,723**	**15,802**

Location - F

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	3,183	599	836	4,617	4,617	4,764
Hour 2	3,324	634	906	4,864	4,892	5,200
Hour 3	2,994	552	838	4,383	4,426	4,639
Hour 4	2,431	471	614	3,516	3,520	3,363
Hour 5	1,878	373	469	2,719	2,719	2,577
Total	**13,809**	**2,628**	**3,662**	**20,100**	**20,173**	**20,543**

Location - G

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,635	726	2,361	2,365	2,923
Hour 2	1,730	785	2,514	2,534	3,190
Hour 3	1,555	711	2,265	2,279	2,846
Hour 4	1,259	566	1,826	1,809	2,063
Hour 5	925	426	1,351	1,363	1,581
Total	**7,103**	**3,213**	**10,316**	**10,350**	**12,603**

Location - H

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,626	711	2,337	2,320	2,758
Hour 2	1,714	753	2,466	2,478	3,010
Hour 3	1,562	701	2,263	2,299	2,685
Hour 4	1,245	544	1,790	1,797	1,947
Hour 5	947	429	1,376	1,379	1,492
Total	**7,094**	**3,138**	**10,232**	**10,273**	**11,892**

I-295 Northbound Direction

PM Peak Period

Location -D

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,765	1,224	2,989	2,986	3,133
Hour 2	1,838	1,354	3,192	3,274	3,420
Hour 3	1,665	1,344	3,008	2,988	3,051
Hour 4	1,334	965	2,299	2,290	2,212
Hour 5	1,024	732	1,757	1,735	1,695
Total	**7,625**	**5,619**	**13,244**	**13,272**	**13,511**

Location - C

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	3,184	695	1,229	5,108	5,097	5,369
Hour 2	3,435	758	1,371	5,564	5,605	5,860
Hour 3	3,074	706	1,340	5,120	5,161	5,228
Hour 4	2,415	546	961	3,923	3,925	3,790
Hour 5	1,837	415	732	2,983	2,967	2,904
Total	**13,945**	**3,120**	**5,632**	**22,697**	**22,754**	**23,151**

Location - B

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,226	929	2,155	2,152	2,043
Hour 2	1,320	1,039	2,359	2,383	2,410
Hour 3	1,163	984	2,146	2,184	2,150
Hour 4	897	715	1,612	1,601	1,559
Hour 5	692	523	1,214	1,224	1,194
Total	**5,298**	**4,189**	**9,486**	**9,543**	**9,356**

Location - A

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,289	991	2,280	2,282	2,446
Hour 2	1,383	1,096	2,479	2,513	2,670
Hour 3	1,240	1,049	2,289	2,300	2,382
Hour 4	984	772	1,756	1,772	1,727
Hour 5	762	598	1,359	1,360	1,323
Total	**5,659**	**4,505**	**10,163**	**10,226**	**10,548**

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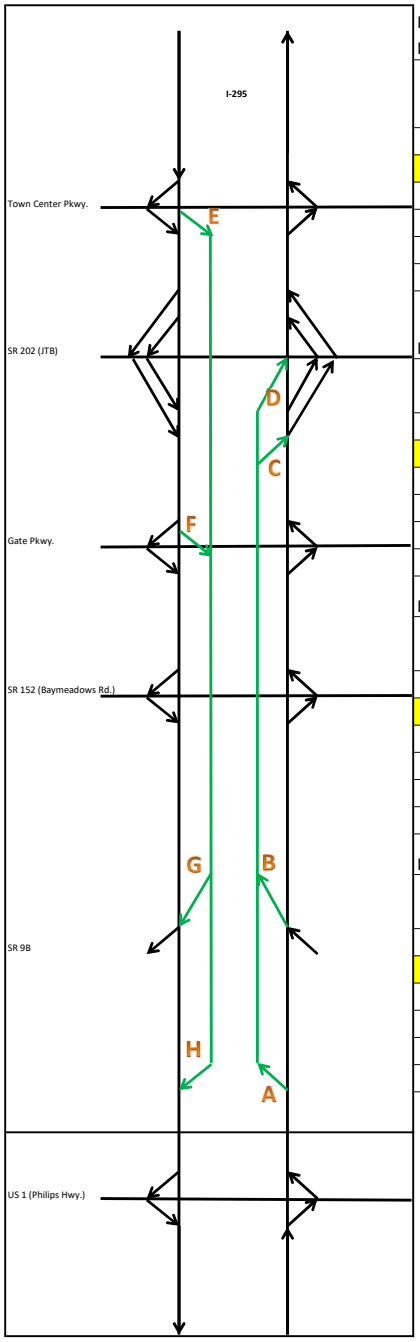
Opening Year 2025 - General Use and Express Lane Volume Splits

Preferred Alternative



I-295 Southbound Direction

PM Peak Period

Location - E

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	2,787	834	3,621	3,631	3,665
Hour 2	3,029	911	3,940	3,931	4,000
Hour 3	2,744	844	3,588	3,562	3,568
Hour 4	1,979	618	2,597	2,598	2,587
Hour 5	1,516	462	1,978	1,987	1,982
Total	**12,055**	**3,669**	**15,723**	**15,708**	**15,802**

Location - F

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	3,190	592	835	4,617	4,617	4,764
Hour 2	3,352	629	912	4,892	4,864	5,200
Hour 3	3,025	552	849	4,426	4,383	4,639
Hour 4	2,431	467	622	3,520	3,516	3,363
Hour 5	1,880	373	467	2,719	2,719	2,577
Total	**13,877**	**2,612**	**3,684**	**20,173**	**20,100**	**20,543**

Location - G

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,643	721	2,365	2,361	2,923
Hour 2	1,744	791	2,534	2,514	3,190
Hour 3	1,571	708	2,279	2,265	2,846
Hour 4	1,244	565	1,809	1,826	2,063
Hour 5	939	425	1,363	1,351	1,581
Total	**7,140**	**3,210**	**10,350**	**10,316**	**12,603**

Location - H

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,618	703	2,320	2,337	2,758
Hour 2	1,723	755	2,478	2,466	3,010
Hour 3	1,587	712	2,299	2,263	2,685
Hour 4	1,251	546	1,797	1,790	1,947
Hour 5	950	429	1,379	1,376	1,492
Total	**7,129**	**3,144**	**10,273**	**10,232**	**11,892**

I-295 Northbound Direction

PM Peak Period

Location -D

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,759	1,227	2,986	2,989	3,133
Hour 2	1,912	1,363	3,274	3,192	3,420
Hour 3	1,746	1,242	2,988	3,008	3,051
Hour 4	1,329	961	2,290	2,299	2,212
Hour 5	1,016	719	1,735	1,757	1,695
Total	**7,761**	**5,512**	**13,272**	**13,244**	**13,511**

Location - C

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	3,171	697	1,229	5,097	5,108	5,369
Hour 2	3,470	767	1,367	5,605	5,564	5,860
Hour 3	3,197	718	1,246	5,161	5,120	5,228
Hour 4	2,415	549	962	3,925	3,923	3,790
Hour 5	1,832	414	721	2,967	2,983	2,904
Total	**14,085**	**3,145**	**5,524**	**22,754**	**22,697**	**23,151**

Location - B

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,217	935	2,152	2,155	2,043
Hour 2	1,345	1,038	2,383	2,359	2,410
Hour 3	1,234	950	2,184	2,146	2,150
Hour 4	898	703	1,601	1,612	1,559
Hour 5	700	524	1,224	1,214	1,194
Total	**5,393**	**4,150**	**9,543**	**9,486**	**9,356**

Location - A

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2025 Total Volume	Year 2025 Demand
Hour 1	1,291	991	2,282	2,280	2,446
Hour 2	1,409	1,104	2,513	2,479	2,670
Hour 3	1,295	1,005	2,300	2,289	2,382
Hour 4	995	777	1,772	1,756	1,727
Hour 5	767	593	1,360	1,359	1,323
Total	**5,756**	**4,470**	**10,226**	**10,163**	**10,548**

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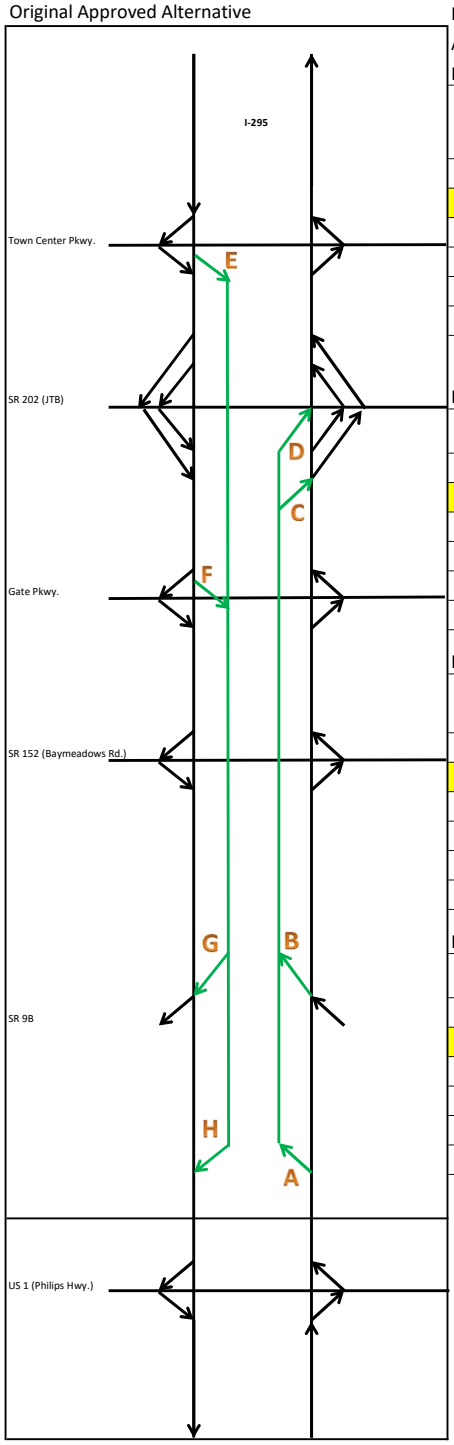
Design Year 2045 - General Use and Express Lane Volume Splits

Original Approved Alternative



I-295 Southbound Direction

AM Peak Period

Location - E (3008, 701)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	4,123	1,422	5,545	5,544	5,799
Hour 2	4,527	1,589	6,115	6,147	7,900
Hour 3	3,163	1,228	4,391	5,978	6,943
Hour 4	3,810	1,581	5,391	6,167	5,314
Hour 5	4,531	1,616	6,147	6,191	5,235
Total	**20,154**	**7,435**	**27,589**	**30,027**	**31,191**

Location - F (3018, 705, 704)

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	3,573	593	1,413	5,579	5,550	6,004
Hour 2	4,070	710	1,594	6,374	6,325	8,180
Hour 3	3,395	641	1,237	5,273	6,196	7,189
Hour 4	3,276	590	1,573	5,439	5,913	5,502
Hour 5	3,717	606	1,620	5,943	5,861	5,421
Total	**18,030**	**3,139**	**7,437**	**28,607**	**29,844**	**32,296**

Location - G (3028-3029=19001, 709-710=711)

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	1,432	856	2,288	2,278	2,789
Hour 2	1,709	1,016	2,725	2,705	3,800
Hour 3	1,446	829	2,275	2,607	3,340
Hour 4	1,313	932	2,245	2,447	2,556
Hour 5	1,484	970	2,453	2,429	2,518
Total	**7,383**	**4,603**	**11,986**	**12,464**	**15,003**

Location - H (3029, 710)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	1,853	1,102	2,955	2,948	3,633
Hour 2	2,222	1,305	3,527	3,496	4,950
Hour 3	1,908	1,085	2,993	3,409	4,351
Hour 4	1,724	1,198	2,922	3,224	3,329
Hour 5	1,923	1,269	3,191	3,141	3,280
Total	**9,629**	**5,958**	**15,587**	**16,217**	**19,543**

I-295 Northbound Direction

AM Peak Period

Location -D (1023, 513)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,003	1,450	3,454	3,471	3,905
Hour 2	2,476	2,203	4,679	4,791	5,320
Hour 3	1,945	2,052	3,997	4,513	4,676
Hour 4	1,922	1,865	3,787	3,505	3,578
Hour 5	1,899	1,711	3,610	3,368	3,526
Total	**10,245**	**9,281**	**19,525**	**19,647**	**21,005**

Location - C (1018, 509-510, 510)

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	4,183	1,095	1,464	6,741	6,767	7,590
Hour 2	5,200	1,749	2,248	9,196	9,341	10,340
Hour 3	4,066	1,641	2,047	7,754	8,761	9,088
Hour 4	4,121	1,487	1,902	7,509	6,852	6,955
Hour 5	3,934	1,355	1,699	6,988	6,551	6,852
Total	**21,503**	**7,326**	**9,359**	**38,188**	**38,272**	**40,825**

Location - B (1009-1008,503-501)

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,299	1,268	3,567	3,569	3,699
Hour 2	2,895	2,028	4,922	4,961	5,040
Hour 3	2,337	1,905	4,242	4,511	4,430
Hour 4	1,978	1,507	3,485	3,470	3,390
Hour 5	2,196	1,421	3,617	3,352	3,340
Total	**11,704**	**8,129**	**19,832**	**19,862**	**19,899**

Location - A (1008, 501)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	2,428	1,362	3,789	3,789	4,096
Hour 2	2,960	2,078	5,037	5,075	5,580
Hour 3	2,456	2,019	4,475	4,694	4,904
Hour 4	2,169	1,626	3,795	3,731	3,753
Hour 5	2,325	1,514	3,839	3,679	3,698
Total	**12,337**	**8,598**	**20,935**	**20,967**	**22,031**

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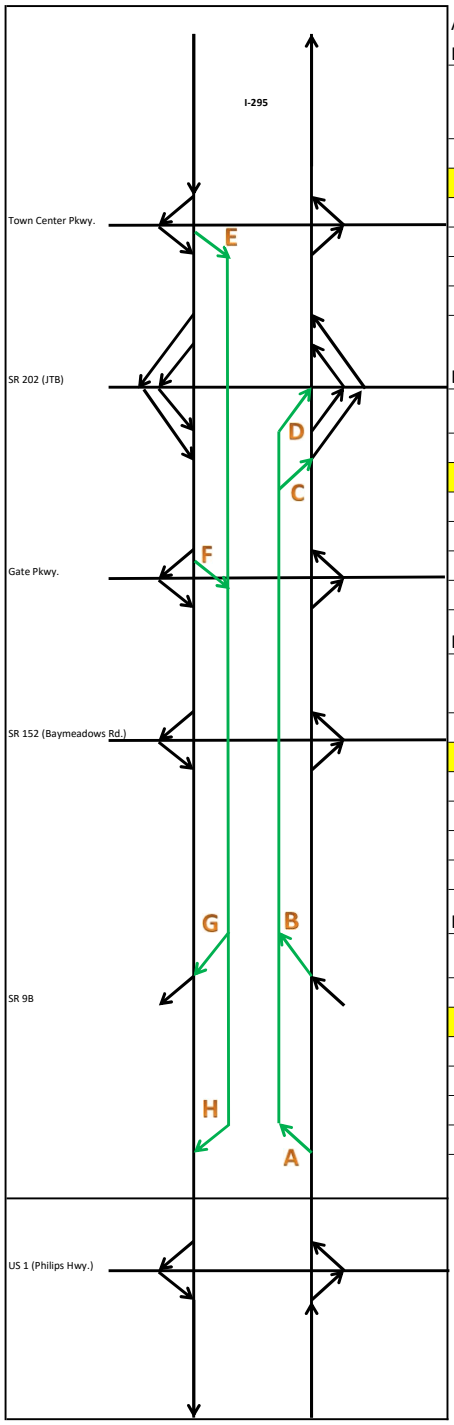
Design Year 2045 - General Use and Express Lane Volume Splits

Preferred Alternative



I-295 Southbound Direction

AM Peak Period

Location - E (3008, 701)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	4,121	1,421	5,542	5,545	5,799
Hour 2	4,372	1,541	5,913	6,115	7,900
Hour 3	3,356	1,287	4,643	4,391	6,943
Hour 4	4,075	1,609	5,683	5,391	5,314
Hour 5	4,566	1,601	6,167	6,147	5,235
Total	**20,489**	**7,458**	**27,947**	**27,589**	**31,191**

Location - F (3018, 705, 704)

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	3,573	589	1,412	5,573	5,579	6,004
Hour 2	4,019	698	1,547	6,264	6,374	8,180
Hour 3	3,463	640	1,293	5,396	5,273	7,189
Hour 4	3,471	596	1,606	5,672	5,439	5,502
Hour 5	3,732	604	1,605	5,940	5,943	5,421
Total	**18,256**	**3,127**	**7,461**	**28,844**	**28,607**	**32,296**

Location - G (3028-3029=19001, 709-710=711)

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	1,430	857	2,287	2,288	2,789
Hour 2	1,696	992	2,687	2,725	3,800
Hour 3	1,467	848	2,314	2,275	3,340
Hour 4	1,385	951	2,336	2,245	2,556
Hour 5	1,492	962	2,454	2,453	2,518
Total	**7,470**	**4,609**	**12,078**	**11,986**	**15,003**

Location - H (3029, 710)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	1,858	1,099	2,957	2,955	3,633
Hour 2	2,201	1,279	3,480	3,527	4,950
Hour 3	1,931	1,097	3,028	2,993	4,351
Hour 4	1,825	1,233	3,058	2,922	3,329
Hour 5	1,935	1,253	3,188	3,191	3,280
Total	**9,749**	**5,961**	**15,710**	**15,587**	**19,543**

I-295 Northbound Direction

AM Peak Period

Location -D (1023, 513)

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,026	1,446	3,472	3,454	3,905
Hour 2	2,712	2,077	4,789	4,679	5,320
Hour 3	2,308	1,956	4,263	3,997	4,676
Hour 4	1,968	1,660	3,628	3,787	3,578
Hour 5	1,925	1,558	3,483	3,610	3,526
Total	**10,938**	**8,696**	**19,634**	**19,525**	**21,005**

Location - C (1018, 509-510, 510)

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	4,220	1,090	1,459	6,769	6,741	7,590
Hour 2	5,686	1,560	2,087	9,333	9,196	10,340
Hour 3	4,833	1,493	1,960	8,286	7,754	9,088
Hour 4	4,118	1,321	1,664	7,103	7,509	6,955
Hour 5	4,037	1,170	1,562	6,768	6,988	6,852
Total	**22,893**	**6,633**	**8,732**	**38,258**	**38,188**	**40,825**

Location - B (1009-1008,503-501)

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,305	1,266	3,571	3,567	3,699
Hour 2	3,134	1,826	4,960	4,922	5,040
Hour 3	2,684	1,724	4,408	4,242	4,430
Hour 4	2,100	1,423	3,523	3,485	3,390
Hour 5	2,153	1,246	3,399	3,617	3,340
Total	**12,375**	**7,485**	**19,860**	**19,832**	**19,899**

Location - A (1008, 501)

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	2,430	1,356	3,785	3,789	4,096
Hour 2	3,206	1,870	5,076	5,037	5,580
Hour 3	2,805	1,800	4,605	4,475	4,904
Hour 4	2,201	1,543	3,744	3,795	3,753
Hour 5	2,397	1,353	3,749	3,839	3,698
Total	**13,038**	**7,920**	**20,958**	**20,935**	**22,031**

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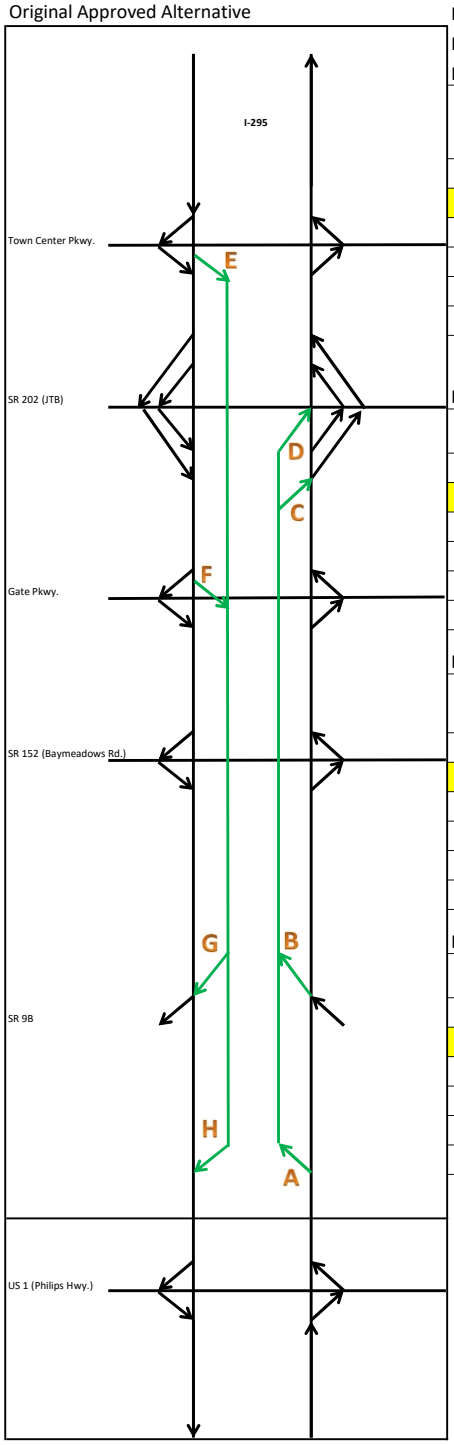
Design Year 2045 - General Use and Express Lane Volume Splits

Original Approved Alternative



I-295 Southbound Direction

PM Peak Period

Location - E

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	3,701	1,702	5,402	5,399	5,461
Hour 2	4,060	1,822	5,882	5,889	5,960
Hour 3	3,737	1,598	5,335	5,323	5,317
Hour 4	2,720	1,173	3,892	3,890	3,854
Hour 5	2,106	837	2,942	2,942	2,953
Total	**16,323**	**7,131**	**23,453**	**23,443**	**23,545**

Location - F

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	3,697	1,727	1,701	7,125	7,129	7,834
Hour 2	3,915	1,618	1,819	7,351	7,365	8,550
Hour 3	4,034	1,418	1,609	7,061	7,071	7,627
Hour 4	3,748	1,319	1,184	6,250	6,286	5,529
Hour 5	3,457	909	845	5,210	5,143	4,237
Total	**18,850**	**6,990**	**7,156**	**32,997**	**32,994**	**33,777**

Location - G

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	1,996	1,635	3,631	3,582	4,947
Hour 2	2,037	1,579	3,616	3,634	5,400
Hour 3	2,034	1,507	3,540	3,540	4,817
Hour 4	1,967	1,232	3,199	3,184	3,492
Hour 5	1,852	845	2,697	2,646	2,676
Total	**9,885**	**6,797**	**16,682**	**16,586**	**21,332**

Location - H

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	2,206	1,753	3,959	3,907	5,112
Hour 2	2,290	1,726	4,017	4,063	5,580
Hour 3	2,260	1,653	3,912	3,909	4,978
Hour 4	2,168	1,369	3,537	3,519	3,609
Hour 5	2,072	960	3,032	2,987	2,765
Total	**10,995**	**7,461**	**18,456**	**18,385**	**22,044**

I-295 Northbound Direction

PM Peak Period

Location -D

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,629	2,141	4,770	4,790	5,259
Hour 2	2,796	2,291	5,087	5,118	5,740
Hour 3	2,620	2,162	4,782	4,790	5,121
Hour 4	2,110	1,704	3,814	3,805	3,712
Hour 5	1,707	1,338	3,044	3,045	2,844
Total	**11,862**	**9,636**	**21,497**	**21,546**	**22,676**

Location - C

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	4,660	1,111	2,150	7,920	7,915	8,731
Hour 2	5,000	1,201	2,313	8,514	8,523	9,530
Hour 3	4,630	1,149	2,154	7,933	7,942	8,502
Hour 4	3,744	876	1,698	6,318	6,311	6,163
Hour 5	2,991	701	1,333	5,024	5,019	4,722
Total	**21,024**	**5,037**	**9,647**	**35,708**	**35,709**	**37,648**

Location - B

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Preferred Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	1,957	1,462	3,419	3,416	3,221
Hour 2	2,153	1,617	3,770	3,777	3,800
Hour 3	1,953	1,467	3,420	3,416	3,390
Hour 4	1,447	1,093	2,540	2,541	2,457
Hour 5	1,100	832	1,932	1,930	1,883
Total	**8,609**	**6,470**	**15,079**	**15,080**	**14,751**

Location - A

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Preferred Build Year 2045 Total	Year 2045 Demand
Hour 1	2,368	1,791	4,159	4,155	4,535
Hour 2	2,509	1,925	4,434	4,438	4,950
Hour 3	2,352	1,789	4,141	4,149	4,416
Hour 4	1,889	1,438	3,327	3,315	3,201
Hour 5	1,587	1,189	2,776	2,780	2,453
Total	**10,705**	**8,131**	**18,836**	**18,836**	**19,555**

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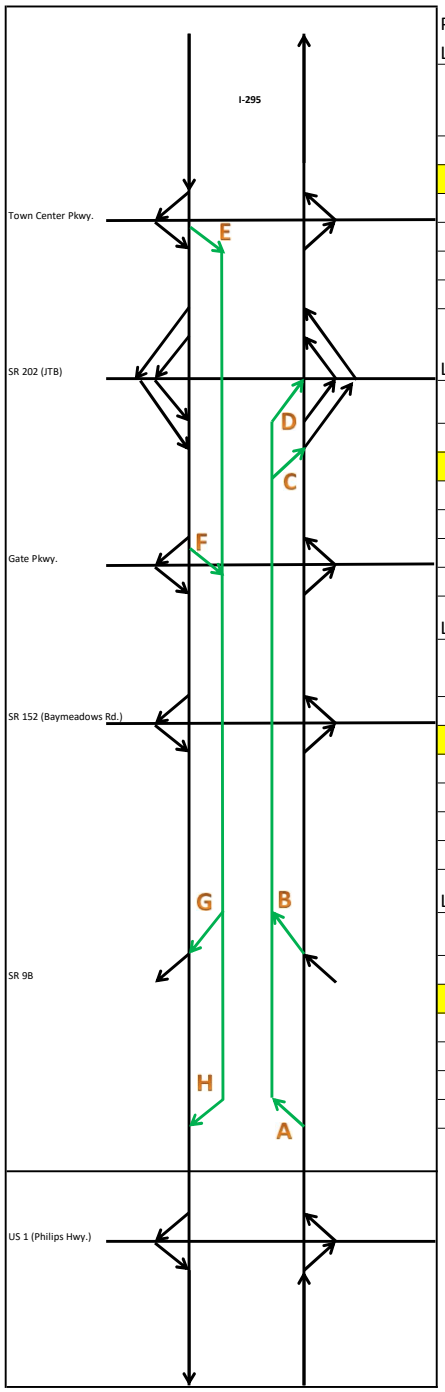
Design Year 2045 - General Use and Express Lane Volume Splits

Preferred Alternative



I-295 Southbound Direction

PM Peak Period

Location - E

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	3,958	1,441	5,399	5,402	5,461
Hour 2	4,318	1,571	5,889	5,882	5,960
Hour 3	3,891	1,433	5,323	5,335	5,317
Hour 4	2,849	1,041	3,890	3,892	3,854
Hour 5	2,140	801	2,942	2,942	2,953
Total	**17,156**	**6,287**	**23,443**	**23,453**	**23,545**

Location - F

Duration	General Purpose Volume	SR 202 Entry Volume	I-295 EL Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	4,753	934	1,443	7,129	7,125	7,834
Hour 2	4,885	908	1,571	7,365	7,351	8,550
Hour 3	4,701	930	1,441	7,071	7,061	7,627
Hour 4	4,318	919	1,049	6,286	6,250	5,529
Hour 5	3,557	778	808	5,143	5,210	4,237
Total	**22,214**	**4,469**	**6,311**	**32,994**	**32,997**	**33,777**

Location - G

Duration	General Purpose Volume	SR 9B EL Exit Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,440	1,142	3,582	3,631	4,947
Hour 2	2,458	1,177	3,634	3,616	5,400
Hour 3	2,397	1,143	3,540	3,540	4,817
Hour 4	2,234	950	3,184	3,199	3,492
Hour 5	1,886	761	2,646	2,697	2,676
Total	**11,415**	**5,171**	**16,586**	**16,682**	**21,332**

Location - H

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	2,681	1,226	3,907	3,959	5,112
Hour 2	2,755	1,309	4,063	4,017	5,580
Hour 3	2,658	1,251	3,909	3,912	4,978
Hour 4	2,478	1,042	3,519	3,537	3,609
Hour 5	2,118	869	2,987	3,032	2,765
Total	**12,689**	**5,696**	**18,385**	**18,456**	**22,044**

I-295 Northbound Direction

PM Peak Period

Location -D

Duration	General Purpose Volume	I-295 EL Exit Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	2,635	2,155	4,790	4,770	5,259
Hour 2	2,804	2,314	5,118	5,087	5,740
Hour 3	2,630	2,160	4,790	4,782	5,121
Hour 4	2,107	1,698	3,805	3,814	3,712
Hour 5	1,706	1,340	3,045	3,044	2,844
Total	**11,881**	**9,666**	**21,546**	**21,497**	**22,676**

Location - C

Duration	General Purpose Volume	SR 202 EL Exit Volume	I-295 EL Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	4,660	1,105	2,150	7,915	7,920	8,731
Hour 2	5,007	1,199	2,317	8,523	8,514	9,530
Hour 3	4,649	1,137	2,156	7,942	7,933	8,502
Hour 4	3,737	877	1,697	6,311	6,318	6,163
Hour 5	2,986	698	1,335	5,019	5,024	4,722
Total	**21,038**	**5,016**	**9,655**	**35,709**	**35,708**	**37,648**

Location - B

Duration	General Purpose Volume	SR 9B EL Entry Volume	Total Volume	Original Build Year 2045 Total Volume	Year 2045 Demand
Hour 1	1,956	1,461	3,416	3,419	3,221
Hour 2	2,160	1,618	3,777	3,770	3,800
Hour 3	1,952	1,463	3,416	3,420	3,390
Hour 4	1,448	1,093	2,541	2,540	2,457
Hour 5	1,099	831	1,930	1,932	1,883
Total	**8,614**	**6,465**	**15,080**	**15,079**	**14,751**

Location - A

Duration	General Purpose Volume	I-295 EL Entry Volume	Total Volume	Original Build Year 2045 Total	Year 2045 Demand
Hour 1	2,366	1,788	4,155	4,159	4,535
Hour 2	2,514	1,924	4,438	4,434	4,950
Hour 3	2,362	1,787	4,149	4,141	4,416
Hour 4	1,882	1,433	3,315	3,327	3,201
Hour 5	1,590	1,190	2,780	2,776	2,453
Total	**10,714**	**8,122**	**18,836**	**18,836**	**19,555**

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MAXIMUM QUEUE LENGTH (FEET)

Opening Year (2025)

Intersection	Alternative	AM Peak Period												PM Peak Period											
		Northbound			Southbound			Westbound			Eastbound			Northbound			Southbound			Westbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
US 1 & Business Park	Original Build Alternative	102	102	119	1,101	1,101	1,128	18	1,530	85	1,437	666	706	87	87	103	2,029	2,029	2,056	19	1,535	82	1,162	1,112	1,152
	Preferred Build Alternative	100	100	117	1,044	1,044	1,071	16	1,528	91	1,232	578	618	94	94	111	2,034	2,034	2,061	15	1,536	90	1,146	1,128	1,168
	Storage Length [ft]	50			650			370	1,340		205	530	215	50			650			370	1,340		205	530	215
US 1 & I-295 NB Off Ramp	Original Build Alternative	4,537	4,537	2,543	765	554	116	1,521	293	0	340	802	0	639	639	151	504	348	105	1,512	1,406	0	405	1,257	198
	Preferred Build Alternative	4,535	4,535	2,860	1,020	533	109	1,518	285	0	313	815	0	756	756	149	595	390	104	1,510	1,089	0	430	1,295	291
	Storage Length [ft]	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520
US 1 & I-295 SB Off Ramp	Original Build Alternative	-	-	-	328	-	100	-	265	28	1,300	349	-	-	-	-	377	-	61	-	226	245	1,959	1,861	-
	Preferred Build Alternative	-	-	-	350	-	103	-	273	36	1,309	337	-	-	-	-	378	-	76	-	225	226	2,026	1,927	-
	Storage Length [ft]	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-
US 1 & Southside Blvd	Original Build Alternative	100	89	102	1,575	135	135	71	227	0	1,808	307	18	81	87	105	1,853	152	163	70	203	0	1,158	499	22
	Preferred Build Alternative	97	88	103	1,606	139	144	67	229	3	1,790	305	30	81	87	114	1,874	147	161	71	211	0	1,318	741	19
	Storage Length [ft]	150	1,470	300	810	2,250	840	490	4,750	640	450	1,450	710	150	1,470	300	810	2,250	840	490	4,750	640	450	1,450	710
SR 152 & Pointmeadows Rd	Original Build Alternative	132	280	301	877	1,229	1,259	347	488	539	625	786	744	285	311	332	2,131	2,128	2,157	105	414	465	455	430	432
	Preferred Build Alternative	132	280	301	875	1,165	1,194	220	343	394	568	798	692	231	336	357	2,124	2,125	2,154	127	452	504	394	427	419
	Storage Length [ft]	320	370		180	300		490	1,460		300	1,200		320	370		180	300		490	1,460		300	1,200	
SR 152 & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	99	-	144	350	350	-	-	249	0	-	-	-	154	-	149	485	485	-	-	198	0
	Preferred Build Alternative	-	-	-	104	-	146	241	241	-	-	253	0	-	-	-	148	-	153	496	496	-	-	189	0
	Storage Length [ft]	-	-	-	1,930	-	1,930	450		-	-	1,480	300	-	-	-	1,930	-	1,930	450		-	-	1,480	300
SR 152 & I-295 NB Off and On Ramps	Original Build Alternative	345	-	45	-	-	-	-	221	126	436	436	-	152	-	134	-	-	-	-	241	59	386	386	-
	Preferred Build Alternative	177	-	294	-	-	-	-	215	119	461	461	-	151	-	135	-	-	-	-	228	64	410	410	-
	Storage Length [ft]	1,730		530	-	-	-	-	1,020	320	450		-	1,730		530	-	-	-	-	1,020	320	450		-
SR 152 & R G E Skinner Blvd	Original Build Alternative	223	223	49	332	332	332	64	198	14	86	55	0	500	500	34	152	152	152	140	182	5	238	182	0
	Preferred Build Alternative	222	222	43	349	349	349	64	202	11	128	111	0	445	445	35	172	172	172	143	181	7	243	168	0
	Storage Length [ft]	330	410	350	250		100	450	700	300	215	560	400	330	410	350	250		100	450	700	300	215	560	400
Gate Parkway & Pointmeadows Rd	Original Build Alternative	669	118	83	79	28	113	95	253	0	191	191	70	215	64	149	104	47	121	303	160	0	1,112	1,112	236
	Preferred Build Alternative	669	117	86	79	28	113	86	252	0	187	187	67	203	67	150	109	68	148	320	150	0	1,278	1,278	380
	Storage Length [ft]	350	590	340	110	180		240	1,150	790	195	550	180	350	590	340	110	180		240	1,150	790	195	550	180
Gate Parkway & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	199	-	138	435	435	-	-	158	0	-	-	-	203	-	137	141	141	-	-	159	0
	Preferred Build Alternative	-	-	-	195	-	128	455	455	-	-	158	0	-	-	-	204	-	138	132	132	-	-	163	0
	Storage Length [ft]	-	-	-	2,150	-	2,150	450		-	-	1,150	350	-	-	-	2,150	-	2,150	450		-	-	1,150	350

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MAXIMUM QUEUE LENGTH (FEET)

Opening Year (2025)

Intersection	Alternative	AM Peak Period												PM Peak Period											
		Northbound			Southbound			Westbound			Eastbound			Northbound			Southbound			Westbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Gate Parkway & I-295 NB Off and On Ramps	Original Build Alternative	660	-	59	-	-	-	-	131	204	367	367	-	105	-	46	-	-	-	-	70	70	205	205	-
	Preferred Build Alternative	652	-	61	-	-	-	-	137	220	356	356	-	103	-	49	-	-	-	-	74	75	206	206	-
	Storage Length [ft]	2,100	-	570	-	-	-	-	1,350	350	430		-	2,100	-	570	-	-	-	-	1,350	350	430		-
Gate Parkway & Deerwood Park Blvd	Original Build Alternative	423	366	291	439	439	374	91	69	0	160	324	160	144	375	208	457	457	393	176	72	445	655	655	655
	Preferred Build Alternative	398	360	273	431	431	366	91	69	0	162	327	162	148	267	195	451	451	386	175	77	0	355	457	355
	Storage Length [ft]	410	1,040		440	670	440	260	260	220	670	960	670	410	1,040		440	670	440	260	260	220	670	960	670
Gate Parkway & SR 202	Original Build Alternative	291	286	2	503	503	435	609	-	604	8,838	-	8,917	605	605	316	560	560	691	307	-	295	801	-	385
	Preferred Build Alternative	290	280	2	429	429	217	509	-	527	8,839	-	8,920	592	592	209	539	539	589	308	-	312	838	-	757
	Storage Length [ft]	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680
Gate Parkway & Skinner Lake Dr	Original Build Alternative	68	612	211	92	149	149	285	220	237	284	441	269	181	456	154	168	567	567	294	212	218	258	468	290
	Preferred Build Alternative	61	620	204	118	610	610	280	231	248	376	558	379	170	462	178	136	474	474	255	215	232	230	514	336
	Storage Length [ft]	310	670	160	280	600		240	240		100	230		310	670	160	280	600		240	240		100	230	
Gate Parkway & Town Center Parkway	Original Build Alternative	767	767	417	293	167	0	2,138	120	2,169	297	281	22	373	373	458	406	475	297	347	172	499	173	170	2
	Preferred Build Alternative	758	758	538	292	174	0	2,141	126	2,172	299	281	25	425	425	463	409	469	291	344	158	547	190	143	2
	Storage Length [ft]	300	580	200	530	990	180	530	530	530	140	270	140	300	580	200	530	990	180	530	530	530	140	270	140
Kernan Blvd & SR 202 EB Off and On Ramps	Original Build Alternative	-	990	511	326	326	-	-	-	-	421	-	55	-	990	513	495	495	-	-	-	-	1,153	-	85
	Preferred Build Alternative	-	993	514	343	343	-	-	-	-	500	-	52	-	989	512	494	494	-	-	-	-	1,175	-	81
	Storage Length [ft]	-	660	245	320	700	-	-	-	-	1,870	-	1,670	-	660	245	320	700	-	-	-	-	1,670	-	1,670
Kernan Blvd & SR 202 WB Off and On Ramps	Original Build Alternative	266	533	-	-	197	10	94	-	68	-	-	-	247	568	-	-	770	501	153	-	198	-	-	-
	Preferred Build Alternative	313	548	-	-	203	16	99	-	70	-	-	-	253	570	-	-	823	554	156	-	199	-	-	-
	Storage Length [ft]	400	520	-	-	670	360	1,270	-	390	-	-	-	400	520	-	-	670	360	1,270	-	390	-	-	-
Kernan Blvd & Coast Tech Parkway	Original Build Alternative	-	51	0	12	144	-	325	-	78	-	-	-	-	744	0	40	615	-	286	-	72	-	-	-
	Preferred Build Alternative	-	62	0	12	144	-	325	-	78	-	-	-	-	803	0	39	747	-	298	-	72	-	-	-
	Storage Length [ft]	-	700	110	250	500	-	250	-	250	-	-	-	-	700	110	250	500	-	250	-	250	-	-	-
Town Center Parkway & St Johns Bluff Rd	Original Build Alternative	131	131	59	267	124	1,573	218	545	25	540	624	73	120	120	45	290	98	646	146	496	7	399	774	88
	Preferred Build Alternative	132	132	60	265	129	1,586	257	531	33	578	719	78	133	133	60	302	94	601	181	460	20	409	722	83
	Storage Length [ft]	100			810	810	810	200	760	370	480	1,420	230	100			810	810	810	200	760	370	480	1,420	230
Town Center Parkway & I-295	Original Build Alternative	517	-	16	89	-	348	150	199	13	440	183	39	479	-	2	83	-	229	297	165	66	901	176	239
	Preferred Build Alternative	518	-	3	91	-	397	150	200	11	472	187	26	488	-	4	80	-	254	313	178	45	906	173	212
	Storage Length [ft]	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495
UNF Drive & Eco Dr	Original Build Alternative	506	158	178	118	121	100	54	107	139	88	797	0	520	165	193	91	142	97	108	224	255	213	119	0
	Preferred Build Alternative	515	160	181	116	122	100	53	110	142	99	746	0	532	173	201	97	136	95	125	228	260	199	133	0
	Storage Length [ft]	330	370		170	720	160	65	730		730	2,970	170	330	370		170	720	160	65	730		730	2,970	170

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MAXIMUM QUEUE LENGTH (FEET)

Design Year (2045)

Intersection	Alternative	AM Peak Period												PM Peak Period											
		Northbound			Southbound			Westbound			Eastbound			Northbound			Southbound			Westbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
US 1 & Business Park	Original Build Alternative	129	129	146	1,990	1,990	2,017	19	1,522	0	550	846	886	185	185	202	2,029	2,029	2,056	25	1,534	0	32	1,044	1,084
	Preferred Build Alternative	186	186	202	2,033	2,033	2,060	17	1,528	0	35	936	976	186	186	202	2,033	2,033	2,060	17	1,528	0	35	936	976
	Storage Length [ft]	50			650			370	1,340		205	530	215	50			650			370	1,340		205	530	215
US 1 & I-295 NB Off Ramp	Original Build Alternative	4,547	4,547	3,310	698	672	620	220	1,497	0	186	804	6	4,542	4,542	162	514	512	163	1,524	1,307	0	452	1,297	0
	Preferred Build Alternative	4,550	4,550	172	514	512	181	1,519	1,313	0	439	1,327	17	4,550	4,550	172	514	512	181	1,519	1,313	0	439	1,327	17
	Storage Length [ft]	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520	300	420	280	410	1,100	450	750	1,350	390	550	1,270	520
US 1 & I-295 SB Off Ramp	Original Build Alternative	-	-	-	1,697	-	785	-	305	21	188	322	-	-	-	-	967	-	95	-	242	176	241	544	-
	Preferred Build Alternative	-	-	-	895	-	104	-	238	158	262	488	-	-	-	-	895	-	104	-	238	158	262	488	-
	Storage Length [ft]	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-	-	-	-	2,100	-	2,100	-	1,300	750	350	4,750	-
US 1 & Southside Blvd	Original Build Alternative	123	134	105	1,908	144	243	99	360	102	2,104	698	43	111	170	116	1,912	143	212	82	321	0	2,104	2,103	25
	Preferred Build Alternative	114	170	116	1,912	161	202	86	328	0	2,104	2,103	22	114	170	116	1,912	161	202	86	328	0	2,104	2,103	22
	Storage Length [ft]	150	1,470	300	810	2,250	840	490	4,750	640	450	1,450	710	150	1,470	300	810	2,250	840	490	4,750	640	450	1,450	710
SR 152 & Pointmeadows Rd	Original Build Alternative	155	424	446	2,126	2,126	2,156	365	786	837	1,961	1,955	2,012	285	480	502	2,133	2,130	2,159	250	1,558	1,609	1,967	1,960	2,017
	Preferred Build Alternative	279	445	467	2,130	2,127	2,157	250	1,591	1,642	1,965	1,958	2,015	279	445	467	2,130	2,127	2,157	250	1,591	1,642	1,965	1,958	2,015
	Storage Length [ft]	320	370		180	300		490	1,460		300	1,200		320	370		180	300		490	1,460		300	1,200	
SR 152 & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	103	-	155	491	491	-	-	250	0	-	-	-	162	-	1,190	603	603	-	-	228	0
	Preferred Build Alternative	-	-	-	172	-	1,078	622	622	-	-	212	0	-	-	-	172	-	1,078	622	622	-	-	212	0
	Storage Length [ft]	-	-	-	1,930	-	1,930	450		-	-	1,480	300	-	-	-	1,930	-	1,930	450		-	-	1,480	300
SR 152 & I-295 NB Off and On Ramps	Original Build Alternative	302	-	761	-	-	-	-	475	122	503	503	-	303	-	833	-	-	-	-	857	44	408	408	-
	Preferred Build Alternative	323	-	607	-	-	-	-	1,058	50	437	437	-	323	-	607	-	-	-	-	1,058	50	437	437	-
	Storage Length [ft]	1,730		530	-	-	-	-	1,020	320	450		-	1,730		530	-	-	-	-	1,020	320	450		-
SR 152 & R G E Skinner Blvd	Original Build Alternative	308	308	90	480	480	480	67	254	17	181	174	0	752	752	41	224	224	224	156	231	9	718	682	0
	Preferred Build Alternative	856	856	43	224	224	224	153	283	17	819	808	0	856	856	43	224	224	224	153	283	17	819	808	0
	Storage Length [ft]	330	410	350	250		100	450	700	300	215	560	400	330	410	350	250		100	450	700	300	215	560	400
Gate Parkway & Pointmeadows Rd	Original Build Alternative	2,104	177	226	114	73	154	140	649	0	276	276	92	338	90	242	198	147	230	587	214	0	1,551	1,551	1,574
	Preferred Build Alternative	319	87	248	195	156	236	596	200	0	1,553	1,553	1,572	319	87	248	195	156	236	596	200	0	1,553	1,553	1,572
	Storage Length [ft]	350	590	340	110	180		240	1,150	790	195	550	180	350	590	340	110	180		240	1,150	790	195	550	180
Gate Parkway & I-295 SB Off and On Ramps	Original Build Alternative	-	-	-	252	-	155	550	550	-	-	150	0	-	-	-	289	-	166	172	172	-	-	198	0
	Preferred Build Alternative	-	-	-	305	-	191	172	172	-	-	192	0	-	-	-	305	-	191	172	172	-	-	192	0
	Storage Length [ft]	-	-	-	2,150	-	2,150	450		-	-	1,150	350	-	-	-	2,150	-	2,150	450		-	-	1,150	350

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MAXIMUM QUEUE LENGTH (FEET)

Design Year (2045)

Intersection	Alternative	AM Peak Period												PM Peak Period											
		Northbound			Southbound			Westbound			Eastbound			Northbound			Southbound			Westbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Gate Parkway & I-295 NB Off and On Ramps	Original Build Alternative	2,884	-	182	-	-	-	-	147	341	478	478	-	147	-	88	-	-	-	-	72	68	180	180	-
	Preferred Build Alternative	135	-	85	-	-	-	-	68	69	210	210	-	135	-	85	-	-	-	-	68	69	210	210	-
	Storage Length [ft]	2,100	-	570	-	-	-	-	1,350	350	430		-	2,100	-	570	-	-	-	-	1,350	350	430		-
Gate Parkway & Deerwood Park Blvd	Original Build Alternative	2,133	1,640	1,133	570	570	506	175	79	0	776	212	212	254	1,345	1,269	518	518	557	458	98	939	2,047	459	459
	Preferred Build Alternative	253	1,107	964	521	521	456	703	90	1,261	2,046	478	478	253	1,107	964	521	521	456	703	90	1,261	2,046	478	478
	Storage Length [ft]	410	1,040		440	670	440	260	260	220	670	960	670	410	1,040		440	670	440	260	260	220	670	960	670
Gate Parkway & SR 202	Original Build Alternative	668	664	341	615	615	631	5,745	-	5,774	8,832	-	8,918	859	859	778	869	869	892	752	-	777	770	-	488
	Preferred Build Alternative	872	872	401	904	904	950	656	-	678	664	-	386	872	872	401	904	904	950	656	-	678	664	-	386
	Storage Length [ft]	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680	230	640	460	280	680	710	1,760	-	1,760	1,680	-	1,680
Gate Parkway & Skinner Lake Dr	Original Build Alternative	303	892	283	113	225	225	542	308	320	678	951	773	263	952	419	545	752	782	1,807	265	282	1,422	1,489	1,311
	Preferred Build Alternative	237	895	376	614	733	762	1,360	270	287	1,279	1,371	1,192	237	895	376	614	733	762	1,360	270	287	1,279	1,371	1,192
	Storage Length [ft]	310	670	160	280	600		240	240		100	230		310	670	160	280	600		240	240		100	230	
Gate Parkway & Town Center Parkway	Original Build Alternative	782	782	562	402	210	8	2,136	124	2,167	314	303	117	539	539	529	426	453	275	510	183	286	297	212	102
	Preferred Build Alternative	512	512	518	424	481	304	507	188	274	291	212	99	512	512	518	424	481	304	507	188	274	291	212	99
	Storage Length [ft]	300	580	200	530	990	180	530	530	530	140	270	140	300	580	200	530	990	180	530	530	530	140	270	140
Kernan Blvd & SR 202 EB Off and On Ramps	Original Build Alternative	-	508	77	223	223	-	-	-	-	0	-	103	-	657	26	243	243	-	-	-	-	239	-	149
	Preferred Build Alternative	-	667	30	246	246	-	-	-	-	270	-	153	-	667	30	246	246	-	-	-	-	270	-	153
	Storage Length [ft]	-	660	245	320	700	-	-	-	-	1,870	-	1,670	-	660	245	320	700	-	-	-	-	1,870	-	1,670
Kernan Blvd & SR 202 WB Off and On Ramps	Original Build Alternative	229	849	-	-	213	603	112	-	265	-	-	-	172	1,024	-	-	351	584	436	-	608	-	-	-
	Preferred Build Alternative	182	1,028	-	-	524	598	604	-	775	-	-	-	182	1,028	-	-	524	598	604	-	775	-	-	-
	Storage Length [ft]	400	520	-	-	670	360	1,270	-	390	-	-	-	400	520	-	-	670	360	1,270	-	390	-	-	-
Kernan Blvd & Coast Tech Parkway	Original Build Alternative	-	566	0	32	1,219	-	656	-	100	-	-	-	-	245	0	63	1,216	-	712	-	96	-	-	-
	Preferred Build Alternative	-	279	0	77	1,211	-	724	-	95	-	-	-	-	279	0	77	1,211	-	724	-	95	-	-	-
	Storage Length [ft]	-	700	110	250	500	-	250	-	250	-	-	-	-	700	110	250	500	-	250	-	250	-	-	-
Town Center Parkway & St Johns Bluff Rd	Original Build Alternative	161	161	89	255	110	1,640	562	909	76	1,399	1,390	80	176	176	105	361	107	1,634	532	701	88	1,374	1,358	90
	Preferred Build Alternative	168	168	97	334	107	1,633	577	706	134	1,372	1,363	96	168	168	97	334	107	1,633	577	706	134	1,372	1,363	96
	Storage Length [ft]	100			810	810	810	200	760	370	480	1,420	230	100			810	810	810	200	760	370	480	1,420	230
Town Center Parkway & I-295	Original Build Alternative	946	-	15	103	-	760	208	3,334	55	368	182	246	948	-	17	96	-	543	596	211	47	470	306	972
	Preferred Build Alternative	1,007	-	22	95	-	539	624	227	52	460	310	956	1,007	-	22	95	-	539	624	227	52	460	310	956
	Storage Length [ft]	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495	2,320	-	770	1,970	-	1,970	410	3,150	460	420	720	495
UNF Drive & Eco Dr	Original Build Alternative	1,477	199	227	137	201	206	1,207	1,411	1,443	154	1,228	0	1,480	329	356	113	186	99	294	347	379	119	793	0
	Preferred Build Alternative	1,480	326	354	113	191	102	290	361	392	105	872	0	1,480	326	354	113	191	102	290	361	392	105	872	0
	Storage Length [ft]	330	370		170	720	160	65	730		730	2,970	170	330	370		170	720	160	65	730		730	2,970	170

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Appendix K

Predictive Safety Evaluation (Highway Safety Manual Procedure)

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Segments (Not to Scale)

Note:
1. Some distances are exaggerated for clarity
2. Auxiliary lanes not counted if weaving section length is less than 0.85 mi
3. Acceleration and deceleration lanes not counted if length is less than 0.30 mi
4. Managed lanes not counted

Legend

- Express Lanes
- Shoulder Width Exception/Variation
- Uncounted Lanes
- XXXX GP AADT
- XXXX EL AADT
- XXXX Median Width
- XXXX Curve Data

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Opening Year (2025) Study Area Segmentation

Figure K-1

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Segments (Not to Scale)

Note:
1. Some distances are exaggerated for clarity
2. Auxiliary lanes not counted if weaving section length is less than 0.85 mi
3. Acceleration and deceleration lanes not counted if length is less than 0.30 mi
4. Managed lanes not counted

Legend

- Express Lanes
- Shoulder Width Exception/Variation
- Uncounted Lanes
- XXXX GP AADT
- XXXX EL AADT
- XXXX Median Width
- XXXX Curve Data

FDOT	I-295 East Express Phase I (SR 9B to SR 202) SIMR Re-evaluation	Design Year (2045) Study Area Segmentation

Figure K-2

DocuSign Envelope ID: AC643B1A-BD54-48A2-9184-EBF0C71FABAA

Segments Data

Original Build Alternative

Segment No.	Begin MP/Sta.	End MP/Sta.	2025 No. of Lanes	2045 No. of Lanes	Length (mi)	Curve Radius (ft)	Curve Length (mi)	Curve Length in Seg. (mi)	Lane Width	Shoulder Width (ft)	Inside Shoulder Width (ft)	Median Width	Outside Rumble Strip Incr. MP (mi)	Outside Rumble Strip Dcr. MP (mi)	Inside Rumble Strip Incr. MP (mi)	Inside Rumble Strip Dcr. MP (mi)	Median Barrier Length (mi)	Median Barrier Offset (ft)	Median Barrier Width (ft)	Clear Zone Width (ft)	Roadside Barrier Length (mi)	Roadside Barrier Offset (ft)
1	15.7	16.4	4	6	0.77	17,189	0.70	0.20	12.0	12.0	12.0	47.0	N/A	N/A	N/A	N/A	0.77 , 0.77	12.0	2.0	30.0	0.64, 0.64	12.0
2	727.0	748.0	4	6	0.40	17,189	0.70	0.40	12.0	12.0	12.0	46.5	N/A	N/A	N/A	N/A	0.4 , 0.4	12.0	2.0	**12.0**	Full	12.0
3	714.5	727.0	5	6	0.24	17,189	0.70	0.10	12.0	12.0	**11.5**	40.0	N/A	N/A	N/A	N/A	0.24 , 0.24	11.5	2.0	**12.0**	Full	12.0
4	710.0	714.5	6	7	0.09	N/A	N/A	N/A	12.0	12.0	12.0	45.0	N/A	N/A	N/A	N/A	0.09 , 0.09	12.0	2.0	**12.0**	Full	12.0
5	709.0	710.0	6	7	0.02	N/A	N/A	N/A	12.0	12.0	12.0	56.0	N/A	N/A	N/A	N/A	0.02 , 0.02	12.0	2.0	30.0	None	N/A
6	690.0	709.0	7	7	0.36	N/A	N/A	N/A	12.0	12.0	12.0	56.0	N/A	N/A	N/A	N/A	0.36 , 0.36	12.0	2.0	30.0	None	N/A
7	679.8	690.0	7	7	0.19	N/A	N/A	N/A	12.0	12.0	12.0	51.0	N/A	N/A	N/A	N/A	0.19 , 0.19	12.0	2.0	30.0	None	N/A
8	670.0	679.8	6	6	0.19	N/A	N/A	N/A	12.0	**11.1**	12.0	48.5	N/A	N/A	N/A	N/A	0.19 , 0.19	12.0	2.0	**11.1**	Full	11.1
9	659.0	670.0	6	6	0.21	22,887	0.97	0.21	12.0	**11.5**	12.0	70.5	N/A	N/A	N/A	N/A	0.21 , 0.21	12.0	2.0	30.0	Full	11.5
10	653.5	659.0	7	7	0.10	22,887	0.97	0.10	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.1 , 0.1	12.0	2.0	30.0	None	N/A
11	651.0	653.5	7	7	0.05	22,887	0.97	0.05	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.05 , 0.05	12.0	2.0	30.0	None	N/A
12	644.0	651.0	7	7	0.13	22,887	0.97	0.13	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.13 , 0.13	12.0	2.0	30.0	None	N/A
13	630.5	644.0	7	7	0.26	22,887	0.97	0.26	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.26 , 0.26	12.0	2.0	30.0	None	N/A
14	623.5	630.5	7	7	0.13	22,887	0.97	0.13	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.13 , 0.13	12.0	2.0	**12.0**	Full	12.0
15	613.0	623.5	7	7	0.20	22,887	0.97	0.09	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.2 , 0.2	12.0	2.0	**12.0**	Full	12.0
16	589.0	613.0	6	6	0.45	N/A	N/A	N/A	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.45 , 0.45	12.0	2.0	**12.0**	Full	12.0
17	555.5	589.0	6	6	0.63	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	0.63 , 0.63	12.0	2.0	30.0	Full	12.0
18	553.5	555.5	5	5	0.04	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	0.04 , 0.04	12.0	2.0	**12.0**	Full	12.0
19	519.0	553.5	4	4	0.65	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	0.65 , 0.65	12.0	2.0	**12.0**	Full	12.0
20	446.0	519.0	5	5	1.38	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	1.38 , 1.38	12.0	2.0	30.0	None	N/A
21	425.0	446.0	7	7	0.40	N/A	N/A	N/A	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.4 , 0.4	12.0	2.0	30.0	None	N/A
22	407.0	425.0	6	6	0.34	2,865	0.63	0.13	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.34 , 0.34	12.0	2.0	**27.9**	0.04	12.0
23	380.5	407.0	4	4	0.50	2,865	0.63	0.50	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.5 , 0.5	12.0	2.0	30.0	None	N/A
24	359.0	380.5	5	5	0.41	N/A	N/A	N/A	12.0	12.0	12.0	76.0	N/A	N/A	N/A	N/A	0.41 , 0.41	12.0	2.0	30.0	None	N/A
25	326.4	359.0	6	6	0.62	N/A	N/A	N/A	12.0	12.0	12.0	53.5	N/A	N/A	N/A	N/A	0.22	12.0	2.0	30.0	None	N/A
26	24.4	24.7	6	6	0.24	11,459	0.29	0.21	12.0	12.0	12.0	31.0	N/A	N/A	N/A	N/A	0.24 , 0.24	12.0	2.0	**12.0**	Full	12.0
27	24.7	25.1	6	6	0.39	11459, 11635	0.29, 0.77	0.08, 0.31	12.0	12.0	12.0	31.0	N/A	N/A	N/A	N/A	0.39 , 0.39	12.0	2.0	30.0	Full	12.0

Segment No.	Ramp Entrance in Seg.	$X_{b,ent}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Entrance Side	Ramp Exit in Seg.	$X_{e,ext}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Exit Side	Type B Weave	Length of Weave (mi)	Length of Weave in Seg. (mi)	Ramp Entrance in Seg.	$X_{e,ent}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Entrance Side	Ramp Exit in Seg.	$X_{b,ext}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Exit Side	Type B Weave	Length of Weave (mi)	Length of Weave in Seg. (mi)
1	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
2	No	999.00	N/A	N/A	N/A	No	0.24	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
3	No	999.00	N/A	N/A	N/A	SC	0.00	0.12	0.12	Left	No	N/A	N/A	No	0.46	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
4	No	999.00	N/A	N/A	N/A	No	0.38	N/A	N/A	N/A	No	N/A	N/A	No	0.38	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
5	Lane Add	0.00	N/A	N/A	N/A	No	0.36	N/A	N/A	N/A	Yes	0.38	0.02	No	0.36	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.38	0.02
6	No	0.02	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.38	0.36	Lane Add	0.00	N/A	N/A	N/A	No	0.02	N/A	N/A	N/A	Yes	0.38	0.36
7	No	0.38	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	0.38	N/A	N/A	N/A	No	N/A	N/A
8	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	0.21	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
9	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
10	Lane Add	0.00	N/A	N/A	N/A	No	0.44	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
11	No	0.10	N/A	N/A	N/A	No	0.39	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	SC	0.00	0.08	0.05	Right	No	N/A	N/A
12	Lane Add	0.00	N/A	N/A	N/A	No	0.26	N/A	N/A	N/A	Yes	0.39	0.13	No	0.39	N/A	N/A	N/A	No	0.05	N/A	N/A	N/A	No	N/A	N/A
13	No	0.13	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.39	0.26	No	0.13	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.39	0.26
14	No	0.39	N/A	N/A	N/A	No	0.20	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	0.26	N/A	N/A	N/A	Yes	0.39	0.13
15	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	0.39	N/A	N/A	N/A	No	N/A	N/A
16	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
17	SC	0.00	0.07	0.07	Right	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A
18	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
19	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
20	SC	0.00	0.23	0.23	Right	No	0.40	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A
21	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	No	0.34	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
22	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
23	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
24	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
25	No	0.41	N/A	N/A	N/A	SC	0.00	0.12	0.12	Right	No	N/A	N/A	SC	0.00	0.12	0.12	Right	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A
26	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
27	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A

Segment No.	P_{hv}	2025 AADT	2025 $AADT_{b,ent}$	2025 $AADT_{e,ext}$	2025 $AADT_{e,ent}$	2025 $AADT_{b,ext}$	2045 AADT	2045 $AADT_{b,ent}$	2045 $AADT_{e,ext}$	2045 $AADT_{e,ent}$	2045 $AADT_{b,ext}$
1	Comp.	120,100	0	8,400	8,400	0	174,400	0	10,200	10,200	0
2	Comp.	103,300	0	10,350	12,300	0	154,000	0	15,400	17,600	0
3	Comp.	103,300	0	10,350	12,300	0	154,000	0	15,400	17,600	0
4	Comp.	92,950	0	28,400	12,300	0	138,600	0	37,800	17,600	0
5	Comp.	119,550	13,300	28,400	12,300	13,300	183,000	22,200	37,800	17,600	22,200
6	Comp.	119,550	13,300	28,400	12,300	13,300	183,000	22,200	37,800	17,600	22,200
7	Comp.	78,850	13,300	11,700	16,100	13,300	127,600	22,200	17,400	20,200	22,200
8	Comp.	62,750	13,300	11,700	12,300	13,300	107,400	22,200	17,400	21,200	22,200
9	Comp.	62,750	13,300	11,700	12,300	13,300	107,400	22,200	17,400	21,200	22,200
10	Comp.	73,750	23,300	11,700	11,700	13,300	120,900	34,700	17,400	17,400	22,200
11	Comp.	80,300	23,300	11,700	11,700	6,550	132,000	34,700	17,400	17,400	11,100
12	Comp.	88,600	8,300	11,700	11,700	6,550	146,200	14,200	17,400	17,400	11,100
13	Comp.	102,900	8,300	11,700	11,700	14,300	165,400	14,200	17,400	17,400	19,200
14	Comp.	91,200	8,300	7,100	11,700	14,300	148,000	14,200	11,300	17,400	19,200
15	Comp.	79,500	8,300	7,100	9,200	14,300	130,600	14,200	11,300	11,200	19,200
16	Comp.	72,400	8,300	9,200	9,200	14,300	119,300	14,200	11,200	11,200	19,200
17	Comp.	86,000	6,800	9,200	9,200	6,800	140,700	10,700	11,200	11,200	10,700
18	Comp.	67,600	6,800	22,750	20,300	6,800	118,300	10,700	36,300	32,100	10,700
19	Comp.	67,600	6,800	22,750	20,300	6,800	118,300	10,700	36,300	32,100	10,700
20	Comp.	83,400	7,900	22,750	20,300	7,900	146,300	14,000	36,300	32,100	14,000
21	Comp.	83,400	7,900	22,750	20,300	7,900	146,300	14,000	36,300	32,100	14,000
22	Comp.	60,650	7,900	6,700	20,300	7,900	110,000	14,000	14,100	32,100	14,000
23	Comp.	40,350	7,900	6,700	6,700	7,900	77,900	14,000	14,100	14,100	14,000
24	Comp.	49,450	9,100	6,700	6,700	7,900	91,800	13,900	14,100	14,100	14,000
25	Comp.	61,700	9,100	6,700	6,700	12,250	114,600	13,900	14,100	14,100	22,800
26	Comp.	48,300	9,100	0	0	12,250	86,400	13,900	0	0	22,800
27	Comp.	69,900	10,800	0	0	10,800	118,600	16,100	0	0	16,100

Preferred Build Alternative

Segment No.	Begin MP/Sta.	End MP/Sta.	2025 No. of Lanes	2045 No. of Lanes	Length (mi)	Curve Radius (ft)	Curve Length (mi)	Curve Length in Seg. (mi)	Lane Width	Shoulder Width (ft)	Inside Shoulder Width (ft)	Median Width	Outside Rumble Strip Incr. MP (mi)	Outside Rumble Strip Dcr. MP (mi)	Inside Rumble Strip Incr. MP (mi)	Inside Rumble Strip Dcr. MP (mi)	Median Barrier Length (mi)	Median Barrier Offset (ft)	Median Barrier Width (ft)	Clear Zone Width (ft)	Roadside Barrier Length (mi)	Roadside Barrier Offset (ft)
1	15.7	16.4	4	6	0.77	17,189	0.70	0.20	12.0	12.0	12.0	47.0	N/A	N/A	N/A	N/A	0.77 , 0.77	12.0	2.0	30.0	0.64, 0.64	12.0
2	727.0	748.0	4	6	0.40	17,189	0.70	0.40	12.0	12.0	12.0	46.5	N/A	N/A	N/A	N/A	0.4 , 0.4	12.0	2.0	**12.0**	Full	12.0
3	714.5	727.0	5	6	0.24	17,189	0.70	0.10	12.0	12.0	**11.5**	40.0	N/A	N/A	N/A	N/A	0.24 , 0.24	11.5	2.0	**12.0**	Full	12.0
4	710.0	714.5	6	7	0.09	N/A	N/A	N/A	12.0	12.0	12.0	45.0	N/A	N/A	N/A	N/A	0.09 , 0.09	12.0	2.0	**12.0**	Full	12.0
5	709.0	710.0	6	7	0.02	N/A	N/A	N/A	12.0	12.0	12.0	56.0	N/A	N/A	N/A	N/A	0.02 , 0.02	12.0	2.0	30.0	None	N/A
6	690.0	709.0	7	7	0.36	N/A	N/A	N/A	12.0	12.0	12.0	56.0	N/A	N/A	N/A	N/A	0.36 , 0.36	12.0	2.0	30.0	None	N/A
7	679.8	690.0	7	7	0.19	N/A	N/A	N/A	12.0	12.0	12.0	45.0	N/A	N/A	N/A	N/A	0.19 , 0.19	12.0	2.0	30.0	None	N/A
8	670.0	679.8	**6**	**6**	0.19	N/A	N/A	N/A	12.0	**11.1**	12.0	37.0	N/A	N/A	N/A	N/A	0.19 , 0.19	12.0	2.0	**11.1**	Full	11.1
9	659.0	670.0	**7**	**7**	0.21	22,887	0.97	0.21	12.0	**11.5**	12.0	53.0	N/A	N/A	N/A	N/A	0.21 , 0.21	12.0	2.0	30.0	Full	11.5
10	653.5	659.0	**8**	**8**	0.10	22,887	0.97	0.10	12.0	12.0	12.0	81.0	N/A	N/A	N/A	N/A	0.1 , 0.1	12.0	2.0	30.0	None	N/A
11	651.0	653.5	**8**	**8**	0.05	22,887	0.97	0.05	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.05 , 0.05	12.0	2.0	30.0	None	N/A
12	644.0	651.0	**8**	**8**	0.13	22,887	0.97	0.13	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.13 , 0.13	12.0	2.0	30.0	None	N/A
13	630.5	644.0	**8**	**8**	0.26	22,887	0.97	0.26	12.0	12.0	12.0	90.0	N/A	N/A	N/A	N/A	0.26 , 0.26	12.0	2.0	30.0	None	N/A
14	623.5	630.5	**8**	**8**	0.13	22,887	0.97	0.13	12.0	12.0	12.0	82.0	N/A	N/A	N/A	N/A	0.13 , 0.13	12.0	2.0	**12.0**	Full	12.0
15	613.0	623.5	**8**	**8**	0.20	22,887	0.97	0.09	12.0	12.0	12.0	80.0	N/A	N/A	N/A	N/A	0.2 , 0.2	12.0	2.0	**12.0**	Full	12.0
16	589.0	613.0	**7**	**7**	0.45	N/A	N/A	N/A	12.0	12.0	12.0	85.5	N/A	N/A	N/A	N/A	0.45 , 0.45	12.0	2.0	**12.0**	Full	12.0
17	555.5	589.0	**7**	**7**	0.63	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	0.63 , 0.63	12.0	2.0	30.0	Full	12.0
18	553.5	555.5	**6**	**6**	0.04	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	0.04 , 0.04	12.0	2.0	**12.0**	Full	12.0
19	519.0	553.5	**6**	**6**	0.65	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	0.65 , 0.65	12.0	2.0	**12.0**	Full	12.0
20	446.0	519.0	**6**	**6**	1.38	N/A	N/A	N/A	12.0	12.0	12.0	88.0	N/A	N/A	N/A	N/A	1.38 , 1.38	12.0	2.0	30.0	None	N/A
21	425.0	446.0	7	7	0.40	N/A	N/A	N/A	12.0	12.0	12.0	103.0	N/A	N/A	N/A	N/A	0.4 , 0.4	12.0	2.0	30.0	None	N/A
22	407.0	425.0	6	6	0.34	2,865	0.63	0.13	12.0	12.0	12.0	243.5	N/A	N/A	N/A	N/A	0.34 , 0.34	12.0	2.0	**27.9**	0.04	12.0
23	380.5	407.0	4	4	0.50	2,865	0.63	0.50	12.0	12.0	12.0	222.5	N/A	N/A	N/A	N/A	0.5 , 0.5	12.0	2.0	30.0	None	N/A
24	359.0	380.5	5	5	0.41	N/A	N/A	N/A	12.0	12.0	12.0	76.0	N/A	N/A	N/A	N/A	0.41 , 0.41	12.0	2.0	30.0	None	N/A
25	326.4	359.0	6	6	0.62	N/A	N/A	N/A	12.0	12.0	12.0	53.5	N/A	N/A	N/A	N/A	0.22	12.0	2.0	30.0	None	N/A
26	24.4	24.7	6	6	0.24	11,459	0.29	0.21	12.0	12.0	12.0	31.0	N/A	N/A	N/A	N/A	0.24 , 0.24	12.0	2.0	**12.0**	Full	12.0
27	24.7	25.1	6	6	0.39	11459, 11635	0.29, 0.77	0.08, 0.31	12.0	12.0	12.0	31.0	N/A	N/A	N/A	N/A	0.39 , 0.39	12.0	2.0	30.0	Full	12.0

Segment No.	Ramp Entrance in Seg.	$X_{b,ent}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Entrance Side	Ramp Exit in Seg.	$X_{e,ext}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Exit Side	Type B Weave	Length of Weave (mi)	Length of Weave in Seg. (mi)	Ramp Entrance in Seg.	$X_{e,ent}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Entrance Side	Ramp Exit in Seg.	$X_{b,ext}$ (mi)	Length of Ramp (mi)	Length of Ramp in Seg. (mi)	Exit Side	Type B Weave	Length of Weave (mi)	Length of Weave in Seg. (mi)
1	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
2	No	999.00	N/A	N/A	N/A	No	0.24	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
3	No	999.00	N/A	N/A	N/A	SC	0.00	0.12	0.12	Left	No	N/A	N/A	No	0.46	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
4	No	999.00	N/A	N/A	N/A	No	0.38	N/A	N/A	N/A	No	N/A	N/A	No	0.38	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
5	Lane Add	0.00	N/A	N/A	N/A	No	0.36	N/A	N/A	N/A	Yes	0.38	0.0	No	0.36	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.38	0.02
6	No	0.02	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.38	0.4	Lane Add	0.00	N/A	N/A	N/A	No	0.02	N/A	N/A	N/A	Yes	0.38	0.36
7	No	0.38	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	0.38	N/A	N/A	N/A	No	N/A	N/A
8	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	0.21	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
9	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
10	Lane Add	0.00	N/A	N/A	N/A	No	0.44	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
11	No	0.10	N/A	N/A	N/A	No	0.39	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	SC	0.00	0.08	0.05	Right	No	N/A	N/A
12	Lane Add	0.00	N/A	N/A	N/A	No	0.26	N/A	N/A	N/A	Yes	0.39	0.1	No	0.39	N/A	N/A	N/A	No	0.05	N/A	N/A	N/A	No	N/A	N/A
13	No	0.13	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.39	0.26	No	0.13	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	Yes	0.39	0.26
14	No	0.39	N/A	N/A	N/A	No	0.20	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	0.26	N/A	N/A	N/A	Yes	0.39	0.13
15	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	0.39	N/A	N/A	N/A	No	N/A	N/A
16	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
17	SC	0.00	0.07	0.07	Right	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A
18	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
19	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
20	SC	0.00	0.23	0.23	Right	No	0.40	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	SC	0.00	0.04	0.04	Right	No	N/A	N/A
21	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A	No	0.34	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
22	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
23	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
24	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
25	No	0.41	N/A	N/A	N/A	SC	0.00	0.12	0.12	Right	No	N/A	N/A	SC	0.00	0.12	0.12	Right	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A
26	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A
27	Lane Add	0.00	N/A	N/A	N/A	No	999.00	N/A	N/A	N/A	No	N/A	N/A	No	999.00	N/A	N/A	N/A	Lane Drop	0.00	N/A	N/A	N/A	No	N/A	N/A

Segment No.	P_{hv}	2025 AADT	2025 $AADT_{b,ent}$	2025 $AADT_{e,ext}$	2025 $AADT_{e,ent}$	2025 $AADT_{b,ext}$	2045 AADT	2045 $AADT_{b,ent}$	2045 $AADT_{e,ext}$	2045 $AADT_{e,ent}$	2045 $AADT_{b,ext}$
1	Comp.	120,100	0	8,400	8,400	0	174,400	0	10,200	10,200	0
2	Comp.	103,300	0	10,350	12,300	0	154,000	0	15,400	17,600	0
3	Comp.	103,300	0	10,350	12,300	0	154,000	0	15,400	17,600	0
4	Comp.	92,950	0	28,400	12,300	0	138,600	0	37,800	17,600	0
5	Comp.	119,550	13,300	28,400	12,300	13,300	183,000	22,200	37,800	17,600	22,200
6	Comp.	119,550	13,300	28,400	12,300	13,300	183,000	22,200	37,800	17,600	22,200
7	Comp.	78,850	13,300	11,700	16,100	13,300	127,600	22,200	17,400	20,200	22,200
8	Comp.	62,750	13,300	11,700	12,300	13,300	107,400	22,200	17,400	21,200	22,200
9	Comp.	62,750	13,300	11,700	12,300	13,300	107,400	22,200	17,400	21,200	22,200
10	Comp.	73,750	23,300	11,700	11,700	13,300	120,900	34,700	17,400	17,400	22,200
11	Comp.	80,300	23,300	11,700	11,700	6,550	132,000	34,700	17,400	17,400	11,100
12	Comp.	88,600	8,300	11,700	11,700	6,550	146,200	14,200	17,400	17,400	11,100
13	Comp.	102,900	8,300	11,700	11,700	14,300	165,400	14,200	17,400	17,400	19,200
14	Comp.	91,200	8,300	7,100	11,700	14,300	148,000	14,200	11,300	17,400	19,200
15	Comp.	79,500	8,300	7,100	9,200	14,300	130,600	14,200	11,300	11,200	19,200
16	Comp.	72,400	8,300	9,200	9,200	14,300	119,300	14,200	11,200	11,200	19,200
17	Comp.	86,000	6,800	9,200	9,200	6,800	140,700	10,700	11,200	11,200	10,700
18	Comp.	67,600	6,800	22,750	20,300	6,800	118,300	10,700	36,300	32,100	10,700
19	Comp.	67,600	6,800	22,750	20,300	6,800	118,300	10,700	36,300	32,100	10,700
20	Comp.	83,400	7,900	22,750	20,300	7,900	146,300	14,000	36,300	32,100	14,000
21	Comp.	83,400	7,900	22,750	20,300	7,900	146,300	14,000	36,300	32,100	14,000
22	Comp.	60,650	7,900	6,700	20,300	7,900	110,000	14,000	14,100	32,100	14,000
23	Comp.	40,350	7,900	6,700	6,700	7,900	77,900	14,000	14,100	14,100	14,000
24	Comp.	49,450	9,100	6,700	6,700	7,900	91,800	13,900	14,100	14,100	14,000
25	Comp.	61,700	9,100	6,700	6,700	12,250	114,600	13,900	14,100	14,100	22,800
26	Comp.	48,300	9,100	0	0	12,250	86,400	13,900	0	0	22,800
27	Comp.	69,900	10,800	0	0	10,800	118,600	16,100	0	0	16,100

Legend			
	I-295 SLD	XXX	Variation/Exception
	Concept Plans	XXX	Adjusted Distance, Value > 0.5 mi
	Geometric Modifications	XXX	Express Lane Volume

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Segments Summary

Opening Year (2025)

Segment No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Predicted Multiple Vehicle	Original Build	5.546	2.184	1.011	0.373	0.275	3.992	0.654	0.440	0.526	0.321	0.103	0.777	2.262	0.767	0.708	1.280	2.515	0.109	1.876	4.875	1.431	0.801	0.714	0.738	1.009	0.375	1.169
Fatal and Injury	Preferred Build	5.546	2.184	1.011	0.373	0.275	3.992	0.654	0.440	0.514	0.313	0.101	0.758	2.208	0.748	0.691	1.250	2.456	0.103	1.669	4.518	1.431	0.801	0.714	0.738	1.009	0.375	1.169
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.012	0.008	0.002	0.019	0.054	0.018	0.017	0.030	0.059	0.006	0.207	0.357	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Single Vehicle	Original Build	2.238	1.064	0.513	0.250	0.051	0.948	0.382	0.434	0.453	0.184	0.049	0.270	0.594	0.353	0.510	1.064	1.573	0.087	1.371	2.461	0.835	0.622	0.719	0.569	0.737	0.425	0.873
Fatal and Injury	Preferred Build	2.238	1.064	0.513	0.250	0.051	0.948	0.382	0.434	0.469	0.191	0.050	0.279	0.615	0.366	0.528	1.103	1.630	0.091	1.471	2.507	0.835	0.622	0.719	0.569	0.737	0.425	0.873
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.016	-0.006	-0.002	-0.009	-0.021	-0.012	-0.018	-0.039	-0.057	-0.003	-0.100	-0.046	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Entrance	Original Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.318	0.000	0.000	0.871	0.000	0.000	0.000	0.000	0.247	0.000	0.000
Fatal and Injury	Preferred Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.282	0.000	0.000	0.758	0.000	0.000	0.000	0.000	0.247	0.000	0.000
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.036	0.000	0.000	0.113	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Exit	Original Build	0.000	0.000	0.745	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.142	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.207	0.000	0.000
Fatal and Injury	Preferred Build	0.000	0.000	0.745	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.142	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.136	0.000	0.000	0.000	0.000	0.207	0.000	0.000
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.136	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Multiple Vehicle PDO Crashes/Year	Original Build	16.570	6.136	2.641	0.863	0.614	8.313	1.311	0.855	1.019	0.624	0.207	1.498	4.429	1.498	1.425	2.657	5.568	0.238	4.363	11.625	2.949	1.568	1.404	1.394	1.862	0.652	2.379
	Preferred Build	16.570	6.136	2.641	0.863	0.614	8.313	1.311	0.855	0.932	0.566	0.188	1.358	4.014	1.358	1.291	2.429	5.091	0.207	3.360	9.957	2.949	1.568	1.404	1.394	1.862	0.652	2.379
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.087	0.058	0.019	0.140	0.415	0.140	0.134	0.228	0.477	0.031	1.002	1.668	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Single Vehicle PDO Crashes/Year	Original Build	7.865	3.281	1.609	0.761	0.168	2.971	1.089	1.138	1.114	0.459	0.124	0.700	1.597	0.900	1.348	3.056	4.699	0.261	4.321	7.915	2.408	1.651	1.784	1.623	1.840	1.002	2.204
	Preferred Build	7.865	3.281	1.609	0.761	0.168	2.971	1.089	1.138	1.093	0.450	0.121	0.687	1.566	0.882	1.322	2.998	4.610	0.256	4.157	7.640	2.408	1.651	1.784	1.623	1.840	1.002	2.204
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.021	0.009	0.002	0.014	0.031	0.017	0.026	0.058	0.089	0.005	0.164	0.275	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Entrance PDO Crashes/Year	Original Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.649	0.000	0.000	1.777	0.000	0.000	0.000	0.000	0.499	0.000	0.000
	Preferred Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.589	0.000	0.000	1.598	0.000	0.000	0.000	0.000	0.499	0.000	0.000
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.059	0.000	0.000	0.179	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Exit PDO Crashes/Year	Original Build	0.000	0.000	2.424	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.348	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.509	0.000	0.000
	Preferred Build	0.000	0.000	2.424	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.348	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.288	0.000	0.000	0.000	0.000	0.509	0.000	0.000
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.288	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Design Year (2045)

Segment No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Predicted Multiple Vehicle	Original Build	8.583	3.523	1.714	0.660	0.487	7.402	1.334	0.979	1.160	0.662	0.210	1.597	4.524	1.555	1.468	2.697	5.182	0.251	4.324	11.223	3.294	1.936	1.906	1.848	2.497	0.892	2.548
Fatal and Injury	Preferred Build	8.583	3.523	1.714	0.660	0.487	7.402	1.334	0.979	1.133	0.646	0.205	1.559	4.415	1.518	1.433	2.634	5.061	0.237	3.847	10.401	3.294	1.936	1.906	1.848	2.497	0.892	2.548
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.027	0.016	0.005	0.038	0.109	0.037	0.035	0.063	0.121	0.015	0.477	0.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Single Vehicle	Original Build	3.055	1.477	0.687	0.336	0.069	1.248	0.522	0.615	0.640	0.253	0.067	0.372	0.807	0.483	0.703	1.470	2.162	0.126	1.968	3.538	1.200	0.914	1.100	0.849	1.099	0.619	1.228
Fatal and Injury	Preferred Build	3.055	1.477	0.687	0.336	0.069	1.248	0.522	0.615	0.664	0.262	0.069	0.386	0.835	0.500	0.728	1.523	2.240	0.130	2.111	3.604	1.200	0.914	1.100	0.849	1.099	0.619	1.228
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.023	-0.009	-0.002	-0.013	-0.028	-0.017	-0.025	-0.053	-0.079	-0.004	-0.143	-0.066	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Entrance	Original Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.621	0.000	0.000	1.896	0.000	0.000	0.000	0.000	0.592	0.000	0.000
Fatal and Injury	Preferred Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	1.651	0.000	0.000	0.000	0.000	0.592	0.000	0.000
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.071	0.000	0.000	0.245	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Exit	Original Build	0.000	0.000	1.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.223	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.363	0.000	0.000
Fatal and Injury	Preferred Build	0.000	0.000	1.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.223	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.226	0.000	0.000	0.000	0.000	0.363	0.000	0.000
Crashes/Year	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.226	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Multiple Vehicle PDO Crashes/Year	Original Build	26.209	10.237	4.942	1.710	1.229	18.639	3.312	2.418	2.853	1.604	0.527	3.852	10.943	3.771	3.683	6.987	14.284	0.702	12.891	34.355	8.714	4.938	5.017	4.593	6.069	2.010	6.558
	Preferred Build	26.209	10.237	4.942	1.710	1.229	18.639	3.312	2.418	2.609	1.454	0.478	3.491	9.918	3.418	3.338	6.388	13.060	0.611	9.929	29.424	8.714	4.938	5.017	4.593	6.069	2.010	6.558
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.244	0.150	0.049	0.361	1.026	0.353	0.345	0.599	1.224	0.091	2.961	4.931	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Single Vehicle PDO Crashes/Year	Original Build	10.492	4.479	2.239	1.059	0.240	4.314	1.660	1.823	1.783	0.707	0.191	1.086	2.420	1.375	2.082	4.734	7.232	0.426	7.054	12.950	3.940	2.782	3.175	2.790	3.164	1.668	3.503
	Preferred Build	10.492	4.479	2.239	1.059	0.240	4.314	1.660	1.823	1.749	0.694	0.187	1.065	2.373	1.349	2.042	4.644	7.095	0.418	6.787	12.500	3.940	2.782	3.175	2.790	3.164	1.668	3.503
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.034	0.014	0.004	0.021	0.047	0.027	0.040	0.090	0.137	0.008	0.267	0.451	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Entrance PDO Crashes/Year	Original Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.179	0.000	0.000	3.517	0.000	0.000	0.000	0.000	1.058	0.000	0.000
	Preferred Build	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.072	0.000	0.000	3.163	0.000	0.000	0.000	0.000	1.058	0.000	0.000
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.108	0.000	0.000	0.354	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Predicted Ramp Exit PDO Crashes/Year	Original Build	0.000	0.000	3.517	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.906	0.000	0.000
	Preferred Build	0.000	0.000	3.517	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.486	0.000	0.000	0.000	0.000	0.906	0.000	0.000
	Difference	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.486	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Reduction in Predicted Number of Crashes per Year

Increase in Predicted Number of Crashes per Year

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Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-295 East Express Phase I GP Improvements Original Build				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description

Freeway segme	No crash data				
Ramp segments	No crash data				
Ramp terminals	No crash data				

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

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Input Worksheet for Freeway Segments

(View results in Column AV) (View results in Advisory Messages)	Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period
Basic Roadway Data														
Number of through lanes (n):	4	4	5	6	6	7	7	6	6	7	7	7	7	7
Freeway segment description:	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5	Seg. 6	Seg. 7	Seg. 8	Seg. 9	Seg. 10	Seg. 11	Seg. 12	Seg. 13	Seg. 14
Segment length (L), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Alignment Data														
Horizontal Curve Data See note														
1 Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.
Curve radius (R_1), ft:	17189	17189	17189						22887	22887	22887	22887	22887	22887
Length of curve (L_{c1}), mi:	0.7	0.7	0.7						0.97	0.97	0.97	0.97	0.97	0.97
Length of curve in segment ($L_{c1,seg}$), mi:	0.2	0.4	0.1						0.21	0.1	0.05	0.13	0.26	0.13
2 Horizontal curve in segment?:														
Curve radius (R_2), ft:														
Length of curve (L_{c2}), mi:														
Length of curve in segment ($L_{c2,seg}$), mi:														
3 Horizontal curve in segment?:														
Curve radius (R_3), ft:														
Length of curve (L_{c3}), mi:														
Length of curve in segment ($L_{c3,seg}$), mi:														
Cross Section Data														
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_o), ft:	12	12	12	12	12	12	12	11.1	11.5	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	47	46.5	40	45	56	56	51	48.5	70.5	90	90	90	90	90
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1 Length of barrier ($L_{b,1}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{b,2}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
3 Length of barrier ($L_{b,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:														
4 Length of barrier ($L_{b,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:														
5 Length of barrier ($L_{b,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:														
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:														
Roadside Data														
Clear zone width (W_{rc}), ft:	30	12	12	12	30	30	30	11.1	30	30	30	30	30	12
Presence of barrier on roadside:	Some	Full	Full	Full	None	None	None	Full	Full	None	None	None	None	Full
1 Length of barrier ($L_{ob,1}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), f	12													
2 Length of barrier ($L_{ob,2}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), f	12													
3 Length of barrier ($L_{ob,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:														
4 Length of barrier ($L_{ob,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:														
5 Length of barrier ($L_{ob,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:														
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12				11.1	11.5					12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	12				11.1	11.5					12
Ramp Access Data														
Travel in Increasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	Lane Add	No	No	No	No	Lane Add	No	Lane Add	No	No
Distance from begin milepost to upstream entrance ramp gore ($X_{u,ent}$), mi:	999	999	999	999		0.02	0.38	999	999		0.1		0.13	0.39
Length of ramp entrance ($L_{en,inc}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	Lane Drop	No	S-C Lane	No	No	Lane Drop	No	No	No	No	No	No	Lane Drop	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		0.24		0.38	0.36		999	999	999	0.44	0.39	0.26		0.2
Length of ramp exit ($L_{ex,inc}$), mi:			0.12											
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:			0.12											
Exit side?:			Left											
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Length of weaving section ($L_{wev,inc}$), mi:					0.38	0.38						0.39	0.39	
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					0.02	0.36						0.13	0.26	
Travel in Decreasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	Lane Add	No	No	No	No	Lane Add	Lane Add	No	Lane Add	No	No	No	No	Lane Add
Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:		999	0.46	0.38	0.36			0.21		999	999	0.39	0.13	
Length of ramp entrance ($L_{en,dec}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	No	No	No	No	S-C Lane	No	Lane Drop	No
Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:	999	999	999	999		0.02	0.38	999	999	999		0.05		0.26
Length of ramp exit ($L_{ex,dec}$), mi:											0.08			
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:											0.05			
Exit side?:											Right			
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes
Length of weaving section ($L_{wev,dec}$), mi:					0.38	0.38							0.39	0.39
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					0.02	0.36							0.26	0.13
Traffic Data	Year													
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2025	120100	103300	103300	92950	119550	119550	78850	62750	62750	73750	80300	88600	102900	91200
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2026														
(enter data only for those years for which	2027														
it is available, leave other years blank)	2028														
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year														
Average daily traffic ($AADT_{fi,ent}$) by year, veh/d:	2025					13300	13300	13300			23300	23300	8300	8300	8300
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
Exit Ramp Data for Travel in Increasing Milepost Direction	Year														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:	2025	8400	10350	10350	28400	28400	28400				11700	11700	11700	11700	7100
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year														
Average daily traffic ($AADT_{f,ent}$) by year, veh/d:	2025	8400		12300	12300	12300	12300	16100	12300	12300			11700	11700	11700
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
Exit Ramp Data for Travel in Decreasing Milepost Direction	Year														
Average daily traffic ($AADT_{b,exi}$) by year, veh/d:	2025					13300	13300	13300				6550	6550	14300	14300
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
	2028														

Input Worksheet for Freeway Segments

(View resi (View results in Advisory Messages)	Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period	Segment 21 Study Period	Segment 22 Study Period	Segment 23 Study Period	Segment 24 Study Period	Segment 25 Study Period	Segment 26 Study Period	Segment 27 Study Period
Basic Roadway Data													
Number of through lanes (n):	7	6	6	5	4	5	7	6	4	5	6	6	6
Freeway segment description:	Seg. 15	Seg. 16	Seg. 17	Seg. 18	Seg. 19	Seg. 20	Seg. 21	Seg. 22	Seg. 23	Seg. 24	Seg. 25	Seg. 26	Seg. 27
Segment length (L), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.62	0.24	0.39
Alignment Data													
Horizontal Curve Data See note													
1 Horizontal curve in segment?:	Both Dir.	No	No	No	No	No	No	Both Dir.	Both Dir.	No	No	Both Dir.	Both Dir.
Curve radius (R_1), ft:	22887							2865	2865			11459	11459
Length of curve (L_{c1}), mi:	0.97							0.63	0.63			0.29	0.29
Length of curve in segment ($L_{c1,seg}$), mi:	0.09							0.13	0.5			0.21	0.08
2 Horizontal curve in segment?:													Both Dir.
Curve radius (R_2), ft:													11635
Length of curve (L_{c2}), mi:													0.77
Length of curve in segment ($L_{c2,seg}$), mi:													0.31
3 Horizontal curve in segment?:													
Curve radius (R_3), ft:													
Length of curve (L_{c3}), mi:													
Length of curve in segment ($L_{c3,seg}$), mi:													
Cross Section Data													
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_o), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	90	90	88	88	88	88	90	90	90	76	53.5	31	31
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Some	Center	Center
1 Length of barrier ($L_{b,1}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.22	0.24	0.39
Distance from edge of traveled way to barrier fac	12	12	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{b,2}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41		0.24	0.39
Distance from edge of traveled way to barrier fac	12	12	12	12	12	12	12	12	12	12		12	12
3 Length of barrier ($L_{b,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:													
4 Length of barrier ($L_{b,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:													
5 Length of barrier ($L_{b,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:													
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2		2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:													
Roadside Data													
Clear zone width (W_{rc}), ft:	12	12	30	12	12	30	30	27.9	30	30	30	12	30
Presence of barrier on roadside:	Full	Full	Full	Full	Full	None	None	Some	None	None	None	Full	Full
1 Length of barrier ($L_{ob,1}$), mi:								0.04					
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:								12					
2 Length of barrier ($L_{ob,2}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:													
3 Length of barrier ($L_{ob,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:													
4 Length of barrier ($L_{ob,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:													
5 Length of barrier ($L_{ob,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:													
Distance from edge of traveled way to barrier face, increasing milepo	12	12	12	12	12							12	12
Distance from edge of traveled way to barrier face, decreasing milepo	12	12	12	12	12							12	12
Ramp Access Data													
Travel in Increasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	S-C Lane	No	No	S-C Lane	No	No	No	Lane Add	No	No	Lane Add
Distance from begin milepost to upstream entrance ram	999	999		999	999		999	999	999		0.41	999	
Length of ramp entrance ($L_{en,inc}$), mi:			0.07			0.23							
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:			0.07			0.23							
Entrance side?:			Right			Right							
Exit Ramp: Ramp exit in segment? (If yes, indicate type	Lane Drop	No	Lane Drop	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:	999			999	999	0.4		999	999	999		999	999
Length of ramp exit ($L_{ex,inc}$), mi:											0.12		
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:											0.12		
Exit side?:											Right		
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,inc}$), mi:													
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:													
Travel in Decreasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	Lane Add	No	No	No	No	Lane Add	No	No	S-C Lane	No	No
Distance from end milepost to upstream entrance ramp	999	999		999	999	999	0.34		999	999		999	999
Length of ramp entrance ($L_{en,dec}$), mi:											0.12		
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.12		
Entrance side?:											Right		
Exit Ramp: Ramp exit in segment? (If yes, indicate type	No	No	Lane Drop	No	No	Lane Drop	No	No	No	No	Lane Drop	No	Lane Drop
Distance from begin milepost to downstream exit ramp	0.39	999		999	999		999	999	999	999		999	
Length of ramp exit ($L_{ex,dec}$), mi:													
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:													
Exit side?:													
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,dec}$), mi:													
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:													
Traffic Data	Year												
Proportion of AADT during high-volume hours (P_{hv}):	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2025	79500	72400	86000	67600	67600	83400	83400	60650	40350	49450	61700	48300	69900
Average daily traffic ($AADT_{fs}$) by year, veh/d	2026													
(enter data only for those years for which	2027													
it is available, leave other years blank)	2028													
Entrance Ramp Data for Travel in Increasing	Year													
Average daily traffic ($AADT_{fi,ent}$) by year, veh	2025			6800			7900				9100	9100		10800
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
Exit Ramp Data for Travel in Increasing Milep	Year													
Average daily traffic ($AADT_{e,ext}$) by year, veh	2025	7100		9200			22750	22750				6700		
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
Entrance Ramp Data for Travel in Decreasing	Year													
Average daily traffic ($AADT_{f,ent}$) by year, veh	2025			9200				20300	20300			6700		
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
Exit Ramp Data for Travel in Decreasing Milep	Year													
Average daily traffic ($AADT_{b,exi}$) by year, veh	2025	14300		6800			7900					12250		10800
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
	2028													

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Output Worksheet for Freeway Segments

MV = multiple-vehicle model / SV = single-vehicle model	ENR = ramp entrance model / EXR = ramp exit model				Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
	Applicable Models (*y*)				Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Crash Modification Factors																		
Fatal-and-Injury Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,fi}$):	MV		ENR	EXR	1.000	1.002	1.001	1.000	1.000	1.000	1.000	1.000	1.001	1.001	1.001	1.001	1.001	1.001
		SV			1.002	1.008	1.003	1.000	1.000	1.000	1.000	1.000	1.005	1.005	1.005	1.005	1.005	1.005
Lane width ($CMF_{2,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,fi}$):		SV			0.867	0.836	0.861	0.879	0.879	0.879	0.879	0.931	0.874	0.836	0.836	0.836	0.836	0.836
Inside shoulder width ($CMF_{3,w,ac,y,fi}$):	MV	SV	ENR	EXR	0.902	0.902	0.910	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median width ($CMF_{4,w,ac,y,fi}$):	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Median barrier ($CMF_{5,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191
Shoulder rumble strip ($CMF_{9,fs,ac,sv,fi}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,fi}$):		SV			1.077	1.091	1.091	1.091	1.009	1.009	1.009	1.091	1.091	1.009	1.009	1.009	1.009	1.091
Outside barrier ($CMF_{11,fs,ac,sv,fi}$):		SV			1.159	1.191	1.191	1.191	1.000	1.000	1.000	1.191	1.191	1.000	1.000	1.000	1.000	1.191
Lane change ($CMF_{7,fs,ac,mv,fi}$):	MV																	
			Year:	2025	1.058	1.003	1.084	1.002	2.288	1.889	1.091	1.007	1.089	1.122	1.269	1.590	1.852	1.503
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$):			ENR															
			Year:	2025	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.995	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.156	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,fi}$):	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,pdo}$):	MV		ENR	EXR	1.001	1.004	1.002	1.000	1.000	1.000	1.000	1.000	1.002	1.002	1.002	1.002	1.002	1.002
		SV			1.002	1.007	1.003	1.000	1.000	1.000	1.000	1.000	1.004	1.004	1.004	1.004	1.004	1.004
Lane width ($CMF_{2,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,pdo}$):		SV			0.960	0.845	0.936	1.000	1.000	1.000	1.000	1.000	0.882	0.845	0.845	0.845	0.845	0.845
Inside shoulder width ($CMF_{3,w,ac,y,pdo}$	MV	SV	ENR	EXR	0.912	0.912	0.919	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median width ($CMF_{4,w,ac,y,pdo}$):	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144
Median barrier ($CMF_{5,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253
Shoulder rumble strip ($CMF_{9,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier ($CMF_{11,fs,ac,sv,pdo}$):		SV			1.210	1.253	1.253	1.253	1.000	1.000	1.000	1.253	1.253	1.000	1.000	1.000	1.000	1.253
Lane change ($CMF_{7,fs,ac,mv,pdo}$):	MV																	
			Year:	2025	1.053	1.002	1.077	1.002	1.971	1.620	1.083	1.005	1.082	1.113	1.254	1.441	1.594	1.362
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$):			ENR		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	2.280	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,pdo}$):	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																		
Fatal-and-Injury Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	5.546	2.184	1.011	0.373	0.275	3.992	0.654	0.440	0.526	0.321	0.103	0.777	2.262	0.767
($N_{p,fs,n,mv,fi}$), crashes/yr:				2026														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	2.238	1.064	0.513	0.250	0.051	0.948	0.382	0.434	0.453	0.184	0.049	0.270	0.594	0.353
($N_{p,fs,n,sv,fi}$), crashes/yr:				2026														
				2027														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2026														
				2027														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	0.745	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.142	0.000	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2026														
Property-Damage-Only Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	16.570	6.136	2.641	0.863	0.614	8.313	1.311	0.855	1.019	0.624	0.207	1.498	4.429	1.498
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2026														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	7.865	3.281	1.609	0.761	0.168	2.971	1.089	1.138	1.114	0.459	0.124	0.700	1.597	0.900
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2026														
				2027														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2026														
				2027														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	2.424	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.348	0.000	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2026														
				2027														
Crash Severity Distribution (during Study Period)																		
Fatal crash frequency ($N^*_{e,w,x,at,K}$), crashes:					0.125	0.057	0.036	0.009	0.006	0.086	0.018	0.013	0.017	0.010	0.006	0.021	0.058	0.020
Incapacitating injury crash freq. ($N^*_{e,w,x,at,A}$), crashes:					0.334	0.157	0.098	0.025	0.015	0.222	0.046	0.035	0.047	0.027	0.016	0.056	0.154	0.054
Non-incapacitating inj. crash freq. ($N^*_{e,w,x,at,B}$), crashes					2.339	1.020	0.681	0.181	0.102	1.550	0.325	0.254	0.307	0.170	0.099	0.353	0.964	0.352
Possible injury crash freq. ($N^*_{e,w,x,at,C}$), crashes:					4.986	2.014	1.453	0.408	0.203	3.082	0.647	0.572	0.607	0.297	0.173	0.616	1.680	0.695
Total fatal-and-injury crash freq. ($N^*_{e,w,x,at,fi}$), crashes					7.784	3.248	2.269	0.623	0.326	4.940	1.036	0.874	0.979	0.505	0.294	1.046	2.856	1.120
Property-damage-only crash freq. ($N^*_{e,w,x,at,pdo}$), crashes:					24.435	9.417	6.675	1.624	0.783	11.284	2.400	1.993	2.133	1.083	0.679	2.198	6.026	2.398
Total crash frequency ($N^*_{e,w,x,at,as}$), crashes:					32.219	12.665	8.944	2.247	1.109	16.224	3.436	2.867	3.111	1.588	0.972	3.245	8.882	3.518
Intermediate Results																		
Proportion of segment length with curve 1 ($P_{c,1}$):					0.260	1.000	0.417						1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with curve 2 ($P_{c,2}$):																		
Proportion of segment length with curve 3 ($P_{c,3}$):																		
Distance from edge of inside shoulder to barrier face (W_{icb}), ft:					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the median (P_{ib}):					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with rumble strips on outside shoulders (P_{or}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside shoulders (P_{ir}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face (W_{ocb}), ft:					0.750	0.750	0.750	0.750	999.000	999.000	999.000	0.750	0.750	999.000	999.000	999.000	999.000	0.750
Proportion of segment length with barrier on the roadside (P_{ob}):					0.831	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	1.000
Proportion of segment length with Type B weaving, travel in increasing dir. ($P_{wevB,inc}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000
Proportion of segment length with Type B weaving, travel in decreasing dir. ($P_{wevB,dec}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
Traffic Data				**Year**														
Freeway Segment Data				2025	120100	103300	103300	92950	119550	119550	78850	62750	62750	73750	80300	88600	102900	91200
Average daily traffic ($AADT_{fs}$) by year, veh/d:				2026	120100	103300	103300	92950	119550	119550	78850	62750	62750	73750	80300	88600	102900	91200
Entrance Ramp Data for Travel in Increasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:				2025	0	0	0	0	13300	13300	13300	0	0	23300	23300	8300	8300	8300
Exit Ramp Data for Travel in Increasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:				2025	8400	10350	10350	28400	28400	28400	0	0	0	11700	11700	11700	11700	7100
Entrance Ramp Data for Travel in Decreasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:				2025	8400	0	12300	12300	12300	12300	16100	12300	12300	0	0	11700	11700	11700
				2026	8400	0	12300	12300	12300	12300	16100	12300	12300	0	0	11700	11700	11700
Exit Ramp Data for Travel in Decreasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:				2025	0	0	0	0	13300	13300	13300	0	0	0	6550	6550	14300	14300

Output Worksheet for Freeway Segments

MV = m / SV = sir	ENR = ramp entrance model / EXR = ramp exit model				Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
	Applicable Models (*y*)				Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Crash Modification Factors																	
Fatal-and-Injury Crash CMFs																	
Horizontal	MV		ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.026	1.069	1.000	1.000	1.004	1.004
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.110	1.288	1.000	1.000	1.016	1.018
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.859	0.879	0.879	0.879	0.879	0.879	0.879	0.862	0.836	0.879	0.879	0.841	0.836
Inside sho	MV	SV	ENR	EXR	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median wi	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.074	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.976	0.954	0.954
Median ba	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.034	1.191	1.191
Shoulder rumble strip (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.091	1.091	1.091	1.091	1.091	1.009	1.009	1.023	1.009	1.009	1.009	1.091	1.091
Outside barrier (CMF		SV			1.191	1.191	1.191	1.191	1.191	1.000	1.000	1.011	1.000	1.000	1.000	1.191	1.191
Lane chan	MV																
			Year:	0	1.108	1.000	1.149	1.000	1.000	1.033	1.043	1.051	1.000	1.053	1.112	1.000	1.106
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$)			ENR														
			Year:	0	1.000	1.000	2.302	1.000	1.000	1.729	1.000	1.000	1.000	1.000	1.900	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.101	1.000	1.000
High volur	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																	
Horizontal	MV		ENR	EXR	1.001	1.000	1.000	1.000	1.000	1.000	1.000	1.052	1.136	1.000	1.000	1.007	1.008
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.096	1.250	1.000	1.000	1.014	1.015
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.930	1.000	1.000	1.000	1.000	1.000	1.000	0.941	0.845	1.000	1.000	0.865	0.845
Inside sho	MV	SV	ENR	EXR	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median wi	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.071	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.071	1.144	1.144
Median ba	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.045	1.253	1.253
Shoulder rumble strip (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF		SV			1.253	1.253	1.253	1.253	1.253	1.000	1.000	1.015	1.000	1.000	1.000	1.253	1.253
Lane chan	MV																
			Year:	0	1.100	1.000	1.136	1.000	1.000	1.030	1.039	1.046	1.000	1.048	1.102	1.000	1.097
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$)			ENR		1.000	1.000	1.433	1.000	1.000	1.116	1.000	1.000	1.000	1.000	1.234	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volur	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																	
Fatal-and-Injury Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.708	1.280	2.515	0.109	1.876	4.875	1.431	0.801	0.714	0.738	1.009	0.375	1.169
($N_{p,fs,n,mv,fi}$), crashes/yr:				2026													
Freeway Segment Single-Vehicle Crash Ar				**Year**													
Overdispersion parameter ($k_{fs,n,sv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.510	1.064	1.573	0.087	1.371	2.461	0.835	0.622	0.719	0.569	0.737	0.425	0.873
($N_{p,fs,n,sv,fi}$), crashes/yr:				2026													
				2027													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.318	0.000	0.000	0.871	0.000	0.000	0.000	0.000	0.247	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2026													
				2027													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.207	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2026													
Property-Damage-Only Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	1.425	2.657	5.568	0.238	4.363	11.625	2.949	1.568	1.404	1.394	1.862	0.652	2.379
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2026													
Freeway Segment Single-Vehicle Crash Ar				**Year**													
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	1.348	3.056	4.699	0.261	4.321	7.915	2.408	1.651	1.784	1.623	1.840	1.002	2.204
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2026													
				2027													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.649	0.000	0.000	1.777	0.000	0.000	0.000	0.000	0.499	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2026													
				2027													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.509	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2026													
				2027													
Crash Severity Distribution (during Study Period)																	
Fatal crash frequency ($N^*_{e,w,x,at,K}$					0.020	0.035	0.066	0.003	0.049	0.143	0.040	0.026	0.029	0.023	0.043	0.014	0.036
Incapacitating injury crash freq.					0.053	0.094	0.176	0.008	0.130	0.368	0.102	0.068	0.077	0.059	0.108	0.038	0.099
Non-incapacitating inj. crash fre					0.367	0.681	1.280	0.057	0.944	2.576	0.711	0.458	0.484	0.410	0.734	0.249	0.641
Possible injury crash freq. ($N^*_{e,w}$					0.779	1.534	2.883	0.129	2.125	5.120	1.414	0.871	0.843	0.816	1.316	0.499	1.266
Total fatal-and-injury crash fre					1.219	2.345	4.406	0.197	3.247	8.207	2.266	1.423	1.433	1.307	2.200	0.800	2.042
Property-damage-only crash freq. (N					2.773	5.713	10.915	0.498	8.683	21.317	5.357	3.219	3.188	3.017	4.709	1.654	4.583
Total crash frequency ($N^*_{e,w,x,at}$					3.991	8.058	15.322	0.695	11.931	29.524	7.623	4.643	4.622	4.324	6.910	2.454	6.625
Intermediate Results																	
Proportion of segment length with curve 1 ($P_{c,1}$):					0.450							0.382	1.000			0.875	0.205
Proportion of segment length with curve 2 ($P_{c,2}$):																	0.795
Proportion of segment length with curve 3 ($P_{c,3}$):																	
Distance from edge of inside shoulder to barrier face (					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the media					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.177	1.000	1.000
Proportion of segment length with rumble strips on outside sh					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside sho					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face					0.750	0.750	0.750	0.750	0.750	999.000	999.000	0.750	999.000	999.000	999.000	0.750	0.750
Proportion of segment length with barrier on the roads					1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.059	0.000	0.000	0.000	1.000	1.000
Proportion of segment length with Type B weaving, travel in increas					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with Type B weaving, travel in decrea					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Traffic Data				**Year**													
Freeway Segment Data				2025	79500	72400	86000	67600	67600	83400	83400	60650	40350	49450	61700	48300	69900
Average daily traffic ($AADT_{fs}$) by year, veh/(				2026	79500	72400	86000	67600	67600	83400	83400	60650	40350	49450	61700	48300	69900
Entrance Ramp Data for Travel in Increasing				**Year**													
Average daily traffic ($AADT_{b,ent}$) by year, ve				2025	0	0	6800	0	0	7900	0	0	0	9100	9100	0	10800
Exit Ramp Data for Travel in Increasing Milep				**Year**													
Average daily traffic ($AADT_{e,ext}$) by year, ve				2025	7100	0	9200	0	0	22750	22750	0	0	0	6700	0	0
Entrance Ramp Data for Travel in Decreasing				**Year**													
Average daily traffic ($AADT_{e,ent}$) by year, ve				2025	0	0	9200	0	0	0	20300	20300	0	0	6700	0	0
				2026	0	0	9200	0	0	0	20300	20300	0	0	6700	0	0
Exit Ramp Data for Travel in Decreasing Mile				**Year**													
Average daily traffic ($AADT_{b,ext}$) by year, ve				2025	14300	0	6800	0	0	7900	0	0	0	0	12250	0	10800

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Original Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics						
Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	101.026	0.483	1.286	8.698	17.432	73.127
Estimated average crash freq. during Study Period, crashes/yr:	101.026	0.483	1.286	8.698	17.432	73.127

Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	14	101.026	0.483	1.286	8.698	17.432	73.127
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000

Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2025	101.026	0.483	1.286	8.698	17.432	73.127
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.5	0.0	0.0	0.2	0.4	0.9
	Rear-end crashes:	48.6	0.3	0.7	4.7	9.3	33.7
	Sideswipe crashes:	16.4	0.1	0.2	1.1	2.2	12.8
	Other multiple-vehicle crashes:	1.8	0.0	0.0	0.2	0.4	1.2
	Total multiple-vehicle crashes:	68.5	0.3	0.9	6.2	12.4	48.6
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	23.4	0.1	0.3	1.8	3.6	17.6
	Crashes with other object:	3.8	0.0	0.0	0.1	0.3	3.4
	Crashes with parked vehicle:	0.5	0.0	0.0	0.0	0.1	0.4
	Other single-vehicle crashes	4.3	0.0	0.1	0.5	1.0	2.6
	Total single-vehicle crashes:	32.5	0.1	0.4	2.5	5.0	24.5
Total crashes:		101.0	0.5	1.3	8.7	17.4	73.1

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Original Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics						
Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	106.721	0.527	1.379	9.591	19.596	75.628
Estimated average crash freq. during Study Period, crashes/yr:	106.721	0.527	1.379	9.591	19.596	75.628

Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	13	106.721	0.527	1.379	9.591	19.596	75.628
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000

Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2025	106.721	0.527	1.379	9.591	19.596	75.628
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.3	0.0	0.0	0.2	0.4	0.7
	Rear-end crashes:	42.2	0.2	0.6	4.3	8.9	28.1
	Sideswipe crashes:	14.3	0.1	0.2	1.0	2.1	10.9
	Other multiple-vehicle crashes:	1.5	0.0	0.0	0.2	0.4	1.0
	Total multiple-vehicle crashes:	59.6	0.3	0.8	5.8	11.8	40.8
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.8
	Crashes with fixed object:	33.8	0.2	0.4	2.7	5.6	24.9
	Crashes with other object:	5.5	0.0	0.0	0.2	0.4	4.9
	Crashes with parked vehicle:	0.7	0.0	0.0	0.1	0.1	0.6
	Other single-vehicle crashes	6.3	0.0	0.1	0.8	1.6	3.7
	Total single-vehicle crashes:	47.1	0.2	0.5	3.8	7.8	34.8
Total crashes:		106.7	0.5	1.4	9.6	19.6	75.6

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Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-295 East Express Phase I GP Improvements Preferred Build				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025	.			

Crash Data Description

Freeway segme	No crash data	.			
Ramp segments	No crash data	.			
Ramp terminals	No crash data	.			

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

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Input Worksheet for Freeway Segments

(View results in Column AV) (View results in Advisory Messages)	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data														
Number of through lanes (n):	4	4	5	6	6	7	7	6	7	8	8	8	8	8
Freeway segment description:	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5	Seg. 6	Seg. 7	Seg. 8	Seg. 9	Seg. 10	Seg. 11	Seg. 12	Seg. 13	Seg. 14
Segment length (L), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Alignment Data														
Horizontal Curve Data ◥ See note														
1 Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.
Curve radius (R_1), ft:	17189	17189	17189						22887	22887	22887	22887	22887	22887
Length of curve (L_{c1}), mi:	0.7	0.7	0.7						0.97	0.97	0.97	0.97	0.97	0.97
Length of curve in segment ($L_{c1,seg}$), mi:	0.2	0.4	0.1						0.21	0.1	0.05	0.13	0.26	0.13
2 Horizontal curve in segment?:														
Curve radius (R_2), ft:														
Length of curve (L_{c2}), mi:														
Length of curve in segment ($L_{c2,seg}$), mi:														
3 Horizontal curve in segment?:														
Curve radius (R_3), ft:														
Length of curve (L_{c3}), mi:														
Length of curve in segment ($L_{c3,seg}$), mi:														
Cross Section Data														
Lane width (W_L), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_{so}), ft:	12	12	12	12	12	12	12	11.1	11.5	12	12	12	12	12
Inside shoulder width (W_{si}), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	47	46.5	40	45	56	56	45	37	53	81	90	90	90	82
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1 Length of barrier ($L_{ib,1}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{ib,2}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
3 Length of barrier ($L_{ib,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:														
4 Length of barrier ($L_{ib,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:														
5 Length of barrier ($L_{ib,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:														
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:														
Roadside Data														
Clear zone width (W_{rc}), ft:	30	12	12	12	30	30	30	11.1	30	30	30	30	30	12
Presence of barrier on roadside:	Some	Full	Full	Full	None	None	None	Full	Full	None	None	None	None	Full
1 Length of barrier ($L_{ob,1}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	12													
2 Length of barrier ($L_{ob,2}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:	12													
3 Length of barrier ($L_{ob,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:														
4 Length of barrier ($L_{ob,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:														
5 Length of barrier ($L_{ob,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:														
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12				11.1	11.5					12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	12				11.1	11.5					12
Ramp Access Data														
Travel in Increasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	Lane Add	No	No	No	No	Lane Add	No	Lane Add	No	No
Distance from begin milepost to upstream entrance ramp gore ($X_{e,enf}$), mi:	999	999	999	999		0.02	0.38	999	999		0.1		0.13	0.39
Length of ramp entrance ($L_{en,inc}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	Lane Drop	No	S-C Lane	No	No	Lane Drop	No	No	No	No	No	No	Lane Drop	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		0.24		0.38	0.36		999	999	999	0.44	0.39	0.26		0.2
Length of ramp exit ($L_{ex,inc}$), mi:			0.12											
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:			0.12											
Exit side?:			Left											
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Length of weaving section ($L_{wev,inc}$), mi:					0.38	0.38						0.39	0.39	
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					0.02	0.36						0.13	0.26	
Travel in Decreasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	Lane Add	No	No	No	No	Lane Add	Lane Add	No	Lane Add	No	No	No	No	Lane Add
Distance from end milepost to upstream entrance ramp gore ($X_{e,enf}$), mi:		999	0.46	0.38	0.36			0.21		999	999	0.39	0.13	
Length of ramp entrance ($L_{en,dec}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	No	No	No	No	S-C Lane	No	Lane Drop	No
Distance from begin milepost to downstream exit ramp gore ($X_{e,ext}$), mi:	999	999	999	999		0.02	0.38	999	999	999		0.05		0.26
Length of ramp exit ($L_{ex,dec}$), mi:											0.08			
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:											0.05			
Exit side?:											Right			
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes
Length of weaving section ($L_{wev,dec}$), mi:					0.38	0.38							0.39	0.39
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					0.02	0.36							0.26	0.13
Traffic Data	Year													
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2025	120100	103300	103300	92950	119550	119550	78850	62750	62750	73750	80300	88600	102900	91200
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2026														
(enter data only for those years for which	2027														
it is available, leave other years blank)	2028														
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year														
Average daily traffic ($AADT_{b,enf}$) by year, veh/d:	2025					13300	13300	13300			23300	23300	8300	8300	8300
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
Exit Ramp Data for Travel in Increasing Milepost Direction	Year														
Average daily traffic ($AADT_{e,enf}$) by year, veh/d:	2025	8400	10350	10350	28400	28400	28400				11700	11700	11700	11700	7100
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:	2025	8400		12300	12300	12300	12300	16100	12300	12300			11700	11700	11700
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														
Exit Ramp Data for Travel in Decreasing Milepost Direction	Year														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:	2025					13300	13300	13300				6550	6550	14300	14300
(enter data only for those years for which	2026														
it is available, leave other years blank)	2027														

Input Worksheet for Freeway Segments

(View res:(View results in Advisory Messages)	Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data													
Number of through lanes (n):	8	7	7	6	6	6	7	6	4	5	6	6	6
Freeway segment description:	Seg. 15	Seg. 16	Seg. 17	Seg. 18	Seg. 19	Seg. 20	Seg. 21	Seg. 22	Seg. 23	Seg. 24	Seg. 25	Seg. 26	Seg. 27
Segment length (L), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.62	0.24	0.39
Alignment Data													
Horizontal Curve Data ◥ See note													
1 Horizontal curve in segment?:	Both Dir.	No	No	No	No	No	No	Both Dir.	Both Dir.	No	No	Both Dir.	Both Dir.
Curve radius (R_1), ft:	22887							2865	2865			11459	11459
Length of curve (L_{c1}), mi:	0.97							0.63	0.63			0.29	0.29
Length of curve in segment ($L_{c1,seg}$), mi:	0.09							0.13	0.5			0.21	0.08
2 Horizontal curve in segment?:													Both Dir.
Curve radius (R_2), ft:													11635
Length of curve (L_{c2}), mi:													0.77
Length of curve in segment ($L_{c2,seg}$), mi:													0.31
3 Horizontal curve in segment?:													
Curve radius (R_3), ft:													
Length of curve (L_{c3}), mi:													
Length of curve in segment ($L_{c3,seg}$), mi:													
Cross Section Data													
Lane width (W_L), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_{so}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Inside shoulder width (W_{si}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	80	85.5	88	88	88	88	90	90	90	76	53.5	31	31
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Some	Center	Center
1 Length of barrier ($L_{ib,1}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.22	0.24	0.39
Distance from edge of traveled way to barrier fac	12	12	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{ib,2}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41		0.24	0.39
Distance from edge of traveled way to barrier fac	12	12	12	12	12	12	12	12	12	12		12	12
3 Length of barrier ($L_{ib,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:													
4 Length of barrier ($L_{ib,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:													
5 Length of barrier ($L_{ib,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:													
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2		2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:													
Roadside Data													
Clear zone width (W_{rc}), ft:	12	12	30	12	12	30	30	27.9	30	30	30	12	30
Presence of barrier on roadside:	Full	Full	Full	Full	Full	None	None	Some	None	None	None	Full	Full
1 Length of barrier ($L_{ob,1}$), mi:								0.04					
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:								12					
2 Length of barrier ($L_{ob,2}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:													
3 Length of barrier ($L_{ob,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:													
4 Length of barrier ($L_{ob,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:													
5 Length of barrier ($L_{ob,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:													
Distance from edge of traveled way to barrier face, increasing milepo	12	12	12	12	12							12	12
Distance from edge of traveled way to barrier face, decreasing milep	12	12	12	12	12							12	12
Ramp Access Data													
Travel in Increasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	S-C Lane	No	No	S-C Lane	No	No	No	Lane Add	No	No	Lane Add
Distance from begin milepost to upstream entrance ran	999	999		999	999		999	999	999		0.41	999	
Length of ramp entrance ($L_{en,inc}$), mi:			0.07			0.23							
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:			0.07			0.23							
Entrance side?:			Right			Right							
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	Lane Drop	No	Lane Drop	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:	999		999	999	0.4		999	999	999			999	999
Length of ramp exit ($L_{ex,inc}$), mi:											0.12		
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:											0.12		
Exit side?:											Right		
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,inc}$), mi:													
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:													
Travel in Decreasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	Lane Add	No	No	No	No	Lane Add	No	No	S-C Lane	No	No
Distance from end milepost to upstream entrance ramp	999	999		999	999	999	0.34		999	999		999	999
Length of ramp entrance ($L_{en,dec}$), mi:											0.12		
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.12		
Entrance side?:											Right		
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	No	No	Lane Drop	No	No	S-C Lane	No	No	No	No	Lane Drop	No	Lane Drop
Distance from begin milepost to downstream exit ramp	0.39	999		999	999		999	999	999	999		999	
Length of ramp exit ($L_{ex,dec}$), mi:						0.04							
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:						0.04							
Exit side?:						Right							
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,dec}$), mi:													
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:													
Traffic Data	Year												
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2025	79500	72400	86000	67600	67600	83400	83400	60650	40350	49450	61700	48300	69900
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2026													
(enter data only for those years for which	2027													
it is available, leave other years blank)	2028													
Entrance Ramp Data for Travel in Increasing M	Year													
Average daily traffic ($AADT_{b,enf}$) by year, veh/	2025			6800			7900				9100	9100		10800
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
Exit Ramp Data for Travel in Increasing Milepo	Year													
Average daily traffic ($AADT_{e,enf}$) by year, veh/	2025	7100		9200			22750	22750				6700		
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
Entrance Ramp Data for Travel in Decreasing	Year													
Average daily traffic ($AADT_{e,ext}$) by year, veh/	2025			9200				20300	20300			6700		
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													
Exit Ramp Data for Travel in Decreasing Milep	Year													
Average daily traffic ($AADT_{b,ext}$) by year, veh/	2025	14300		6800			7900					12250		10800
(enter data only for those years for which	2026													
it is available, leave other years blank)	2027													

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Output Worksheet for Freeway Segments																		
MV = multiple-vehicle model	ENR = ramp entrance model				Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
SV = single-vehicle model	EXR = ramp exit model				Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
	Applicable Models (*y*)																	
Crash Modification Factors																		
Fatal-and-Injury Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,fi}$):	MV		ENR	EXR	1.000	1.002	1.001	1.000	1.000	1.000	1.000	1.000	1.001	1.001	1.001	1.001	1.001	1.001
		SV			1.002	1.008	1.003	1.000	1.000	1.000	1.000	1.000	1.005	1.005	1.005	1.005	1.005	1.005
Lane width ($CMF_{2,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,fi}$):		SV			0.867	0.836	0.861	0.879	0.879	0.879	0.879	0.931	0.874	0.836	0.836	0.836	0.836	0.836
Inside shoulder width ($CMF_{3,w,ac,y,fi}$):	MV	SV	ENR	EXR	0.902	0.902	0.910	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median width ($CMF_{4,w,ac,y,fi}$):	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Median barrier ($CMF_{5,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191
Shoulder rumble strip ($CMF_{9,fs,ac,sv,fi}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,fi}$):		SV			1.077	1.091	1.091	1.091	1.009	1.009	1.009	1.091	1.091	1.009	1.009	1.009	1.009	1.091
Outside barrier ($CMF_{11,fs,ac,sv,fi}$):		SV			1.159	1.191	1.191	1.191	1.000	1.000	1.000	1.191	1.191	1.000	1.000	1.000	1.000	1.191
Lane change ($CMF_{7,fs,ac,mv,fi}$):	MV																	
			Year:	2025	1.058	1.003	1.084	1.002	2.288	1.889	1.091	1.007	1.089	1.122	1.269	1.590	1.852	1.503
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$):			ENR															
			Year:	2025	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.995	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.156	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,fi}$):	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,pdo}$):	MV		ENR	EXR	1.001	1.004	1.002	1.000	1.000	1.000	1.000	1.000	1.002	1.002	1.002	1.002	1.002	1.002
		SV			1.002	1.007	1.003	1.000	1.000	1.000	1.000	1.000	1.004	1.004	1.004	1.004	1.004	1.004
Lane width ($CMF_{2,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,pdo}$):		SV			0.960	0.845	0.936	1.000	1.000	1.000	1.000	1.000	0.882	0.845	0.845	0.845	0.845	0.845
Inside shoulder width ($CMF_{3,w,ac,y,pdo}$	MV	SV	ENR	EXR	0.912	0.912	0.919	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median width ($CMF_{4,w,ac,y,pdo}$):	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144
Median barrier ($CMF_{5,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253
Shoulder rumble strip ($CMF_{9,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier ($CMF_{11,fs,ac,sv,pdo}$):		SV			1.210	1.253	1.253	1.253	1.000	1.000	1.000	1.253	1.253	1.000	1.000	1.000	1.000	1.253
Lane change ($CMF_{7,fs,ac,mv,pdo}$):	MV																	
			Year:	2025	1.053	1.002	1.077	1.002	1.971	1.620	1.083	1.005	1.082	1.113	1.254	1.441	1.594	1.362
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$):			ENR		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	2.280	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,pdo}$):	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																		
Fatal-and-Injury Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	5.546	2.184	1.011	0.373	0.275	3.992	0.654	0.440	0.514	0.313	0.101	0.758	2.208	0.748
($N_{p,fs,n,mv,fi}$), crashes/yr:				2026														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	2.238	1.064	0.513	0.250	0.051	0.948	0.382	0.434	0.469	0.191	0.050	0.279	0.615	0.366
($N_{p,fs,n,sv,fi}$), crashes/yr:				2026														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2026														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	0.745	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.142	0.000	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2026														
				2027														
Property-Damage-Only Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	16.570	6.136	2.641	0.863	0.614	8.313	1.311	0.855	0.932	0.566	0.188	1.358	4.014	1.358
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2026														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	7.865	3.281	1.609	0.761	0.168	2.971	1.089	1.138	1.093	0.450	0.121	0.687	1.566	0.882
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2026														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2026														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2025	0.000	0.000	2.424	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.348	0.000	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2026														
Crash Severity Distribution (during Study Period)																		
Fatal crash frequency ($N^*_{e,w,x,at,K}$), crashes:					0.125	0.057	0.036	0.009	0.006	0.086	0.018	0.013	0.017	0.010	0.006	0.021	0.057	0.020
Incapacitating injury crash freq. ($N^*_{e,w,x,at,A}$), crashes:					0.334	0.157	0.098	0.025	0.015	0.222	0.046	0.035	0.047	0.027	0.016	0.056	0.152	0.054
Non-incapacitating inj. crash freq. ($N^*_{e,w,x,at,B}$), crashes					2.339	1.020	0.681	0.181	0.102	1.550	0.325	0.254	0.309	0.170	0.099	0.350	0.953	0.350
Possible injury crash freq. ($N^*_{e,w,x,at,C}$), crashes:					4.986	2.014	1.453	0.408	0.203	3.082	0.647	0.572	0.609	0.296	0.172	0.610	1.661	0.691
Total fatal-and-injury crash freq. ($N^*_{e,w,x,at,fi}$), crashes:					7.784	3.248	2.269	0.623	0.326	4.940	1.036	0.874	0.983	0.504	0.293	1.037	2.823	1.114
Property-damage-only crash freq. ($N^*_{e,w,x,at,pdo}$), crashes:					24.435	9.417	6.675	1.624	0.783	11.284	2.400	1.993	2.024	1.016	0.657	2.044	5.580	2.240
Total crash frequency ($N^*_{e,w,x,at,as}$), crashes:					32.219	12.665	8.944	2.247	1.109	16.224	3.436	2.867	3.007	1.519	0.950	3.082	8.402	3.354
Intermediate Results																		
Proportion of segment length with curve 1 ($P_{c,1}$):					0.260	1.000	0.417						1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with curve 2 ($P_{c,2}$):																		
Proportion of segment length with curve 3 ($P_{c,3}$):																		
Distance from edge of inside shoulder to barrier face (W_{icb}), ft:					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the median (P_{ib}):					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with rumble strips on outside shoulders (P_{or}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside shoulders (P_{ir}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face (W_{ocb}), ft:					0.750	0.750	0.750	0.750	999.000	999.000	999.000	0.750	0.750	999.000	999.000	999.000	999.000	0.750
Proportion of segment length with barrier on the roadside (P_{ob}):					0.831	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	1.000
Proportion of segment length with Type B weaving, travel in increasing dir. ($P_{wevB,inc}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000
Proportion of segment length with Type B weaving, travel in decreasing dir. ($P_{wevB,dec}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
Traffic Data				**Year**														
Freeway Segment Data				2025	120100	103300	103300	92950	119550	119550	78850	62750	62750	73750	80300	88600	102900	91200
Average daily traffic ($AADT_{fs}$) by year, veh/d:				2026	120100	103300	103300	92950	119550	119550	78850	62750	62750	73750	80300	88600	102900	91200
Entrance Ramp Data for Travel in Increasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:				2025	0	0	0	0	13300	13300	13300	0	0	23300	23300	8300	8300	8300
Exit Ramp Data for Travel in Increasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:				2025	8400	10350	10350	28400	28400	28400	0	0	0	11700	11700	11700	11700	7100
Entrance Ramp Data for Travel in Decreasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:				2025	8400	0	12300	12300	12300	12300	16100	12300	12300	0	0	11700	11700	11700
Exit Ramp Data for Travel in Decreasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:				2025	0	0	0	0	13300	13300	13300	0	0	0	6550	6550	14300	14300

Output Worksheet for Freeway Segments																	
MV = mı	ENR = ramp entrance model				Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
SV = sir	EXR = ramp exit model				Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
	Applicable Models (*y*)																
Crash Modification Factors																	
Fatal-and-Injury Crash CMFs																	
Horizontal	MV		ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.026	1.069	1.000	1.000	1.004	1.004
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.110	1.288	1.000	1.000	1.016	1.018
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width (		SV			0.859	0.879	0.879	0.879	0.879	0.879	0.879	0.862	0.836	0.879	0.879	0.841	0.836
Inside sho	MV	SV	ENR	EXR	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median wi	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.074	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.976	0.954	0.954
Median ba	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.034	1.191	1.191
Shoulder rumble strip (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.091	1.091	1.091	1.091	1.091	1.009	1.009	1.023	1.009	1.009	1.009	1.091	1.091
Outside barrier (CMF		SV			1.191	1.191	1.191	1.191	1.191	1.000	1.000	1.011	1.000	1.000	1.000	1.191	1.191
Lane chan	MV																
			Year:	2025	1.108	1.000	1.149	1.000	1.000	1.033	1.043	1.051	1.000	1.053	1.112	1.000	1.106
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$)			ENR														
			Year:	2025	1.000	1.000	2.302	1.000	1.000	1.729	1.000	1.000	1.000	1.000	1.900	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.336	1.000	1.000	1.000	1.000	1.101	1.000	1.000
High volun	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																	
Horizontal	MV		ENR	EXR	1.001	1.000	1.000	1.000	1.000	1.000	1.000	1.052	1.136	1.000	1.000	1.007	1.008
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.096	1.250	1.000	1.000	1.014	1.015
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width (		SV			0.930	1.000	1.000	1.000	1.000	1.000	1.000	0.941	0.845	1.000	1.000	0.865	0.845
Inside sho	MV	SV	ENR	EXR	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median wi	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.071	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.071	1.144	1.144
Median ba	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.045	1.253	1.253
Shoulder rumble strip (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF		SV			1.253	1.253	1.253	1.253	1.253	1.000	1.000	1.015	1.000	1.000	1.000	1.253	1.253
Lane chan	MV																
			Year:	2025	1.100	1.000	1.136	1.000	1.000	1.030	1.039	1.046	1.000	1.048	1.102	1.000	1.097
Ramp entrance ($CMF_{12,sc,nEN,at,pd}$			ENR		1.000	1.000	1.433	1.000	1.000	1.116	1.000	1.000	1.000	1.000	1.234	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volun	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																	
Fatal-and-Injury Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.691	1.250	2.456	0.103	1.669	4.518	1.431	0.801	0.714	0.738	1.009	0.375	1.169
($N_{p,fs,n,mv,fi}$), crashes/yr:				2026													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter ($k_{fs,n,sv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.528	1.103	1.630	0.091	1.471	2.507	0.835	0.622	0.719	0.569	0.737	0.425	0.873
($N_{p,fs,n,sv,fi}$), crashes/yr:				2026													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.282	0.000	0.000	0.758	0.000	0.000	0.000	0.000	0.247	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2026													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.136	0.000	0.000	0.000	0.000	0.207	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2026													
				2027													
Property-Damage-Only Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	1.291	2.429	5.091	0.207	3.360	9.957	2.949	1.568	1.404	1.394	1.862	0.652	2.379
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2026													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	1.322	2.998	4.610	0.256	4.157	7.640	2.408	1.651	1.784	1.623	1.840	1.002	2.204
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2026													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.589	0.000	0.000	1.598	0.000	0.000	0.000	0.000	0.499	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2026													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2025	0.000	0.000	0.000	0.000	0.000	0.288	0.000	0.000	0.000	0.000	0.509	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2026													
Crash Severity Distribution (during Study Period)																	
Fatal crash frequency ($N^*_{e,w,x,at,K}$					0.020	0.035	0.066	0.003	0.047	0.138	0.040	0.026	0.029	0.023	0.043	0.014	0.036
Incapacitating injury crash freq. (					0.053	0.094	0.175	0.008	0.126	0.355	0.102	0.068	0.077	0.059	0.108	0.038	0.099
Non-incapacitating inj. crash fre					0.367	0.684	1.269	0.056	0.912	2.485	0.711	0.458	0.484	0.410	0.734	0.249	0.641
Possible injury crash freq. ($N^*_{e,w}$					0.780	1.540	2.858	0.126	2.055	4.940	1.414	0.871	0.843	0.816	1.316	0.499	1.266
Total fatal-and-injury crash freq					1.219	2.353	4.368	0.193	3.140	7.919	2.266	1.423	1.433	1.307	2.200	0.800	2.042
Property-damage-only crash freq. (N					2.613	5.428	10.290	0.463	7.517	19.482	5.357	3.219	3.188	3.017	4.709	1.654	4.583
Total crash frequency ($N^*_{e,w,x,at}$					3.833	7.781	14.658	0.656	10.658	27.401	7.623	4.643	4.622	4.324	6.910	2.454	6.625
Intermediate Results																	
Proportion of segment length with curve 1 ($P_{c,1}$):					0.450							0.382	1.000			0.875	0.205
Proportion of segment length with curve 2 ($P_{c,2}$):																	0.795
Proportion of segment length with curve 3 ($P_{c,3}$):																	
Distance from edge of inside shoulder to barrier face (					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the mediar					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.177	1.000	1.000
Proportion of segment length with rumble strips on outside sh					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside sho					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face					0.750	0.750	0.750	0.750	0.750	999.000	999.000	0.750	999.000	999.000	999.000	0.750	0.750
Proportion of segment length with barrier on the roads					1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.059	0.000	0.000	0.000	1.000	1.000
Proportion of segment length with Type B weaving, travel in increasir					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with Type B weaving, travel in decreasi					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Traffic Data				**Year**													
Freeway Segment Data				2025	79500	72400	86000	67600	67600	83400	83400	60650	40350	49450	61700	48300	69900
Average daily traffic ($AADT_{fs}$) by year, veh/d				2026	79500	72400	86000	67600	67600	83400	83400	60650	40350	49450	61700	48300	69900
Entrance Ramp Data for Travel in Increasing I				**Year**													
Average daily traffic ($AADT_{b,ent}$) by year, vel				2025	0	0	6800	0	0	7900	0	0	0	9100	9100	0	10800
Exit Ramp Data for Travel in Increasing Milep				**Year**													
Average daily traffic ($AADT_{e,ext}$) by year, vel				2025	7100	0	9200	0	0	22750	22750	0	0	0	6700	0	0
Entrance Ramp Data for Travel in Decreasing				**Year**													
Average daily traffic ($AADT_{e,ent}$) by year, vel				2025	0	0	9200	0	0	0	20300	20300	0	0	6700	0	0
Exit Ramp Data for Travel in Decreasing Milep				**Year**													
Average daily traffic ($AADT_{b,ext}$) by year, vel				2025	14300	0	6800	0	0	7900	0	0	0	0	12250	0	10800

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		100.025	0.482	1.284	8.683	17.404	72.172
Estimated average crash freq. during Study Period, crashes/yr:		100.025	0.482	1.284	8.683	17.404	72.172
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	14	100.025	0.482	1.284	8.683	17.404	72.172
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	100.025	0.482	1.284	8.683	17.404	72.172
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.5	0.0	0.0	0.2	0.4	0.9
	Rear-end crashes:	47.9	0.3	0.7	4.6	9.3	33.1
	Sideswipe crashes:	16.1	0.1	0.2	1.1	2.2	12.5
	Other multiple-vehicle crashes:	1.7	0.0	0.0	0.2	0.4	1.1
	Total multiple-vehicle crashes:	67.5	0.3	0.9	6.2	12.3	47.7
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	23.4	0.1	0.3	1.8	3.7	17.5
	Crashes with other object:	3.8	0.0	0.0	0.1	0.3	3.4
	Crashes with parked vehicle:	0.5	0.0	0.0	0.0	0.1	0.4
	Other single-vehicle crashes	4.3	0.0	0.1	0.5	1.1	2.6
	Total single-vehicle crashes:	32.5	0.1	0.4	2.5	5.1	24.4
	Total crashes:	100.0	0.5	1.3	8.7	17.4	72.2

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2025				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		102.186	0.519	1.361	9.460	19.325	71.521
Estimated average crash freq. during Study Period, crashes/yr:		102.186	0.519	1.361	9.460	19.325	71.521
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	13	102.186	0.519	1.361	9.460	19.325	71.521
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	102.186	0.519	1.361	9.460	19.325	71.521
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.2	0.0	0.0	0.2	0.3	0.7
	Rear-end crashes:	39.3	0.2	0.6	4.2	8.6	25.7
	Sideswipe crashes:	13.2	0.1	0.1	1.0	2.1	10.0
	Other multiple-vehicle crashes:	1.4	0.0	0.0	0.2	0.3	0.9
	Total multiple-vehicle crashes:	55.4	0.3	0.8	5.6	11.4	37.3
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.7
	Crashes with fixed object:	33.6	0.2	0.4	2.8	5.7	24.5
	Crashes with other object:	5.4	0.0	0.0	0.2	0.4	4.8
	Crashes with parked vehicle:	0.7	0.0	0.0	0.1	0.1	0.5
	Other single-vehicle crashes	6.3	0.0	0.1	0.8	1.7	3.6
	Total single-vehicle crashes:	46.8	0.2	0.6	3.9	7.9	34.2
	Total crashes:	102.2	0.5	1.4	9.5	19.3	71.5

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Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-295 East Express Phase I GP Improvements Original Build				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045	.			

Crash Data Description

Freeway segme	No crash data	.			
Ramp segments	No crash data	.			
Ramp terminals	No crash data	.			

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

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Input Worksheet for Freeway Segments

(View results in Column AV) (View results in Advisory Messages)	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data														
Number of through lanes (n):	6	6	6	7	7	7	7	6	6	7	7	7	7	7
Freeway segment description:	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5	Seg. 6	Seg. 7	Seg. 8	Seg. 9	Seg. 10	Seg. 11	Seg. 12	Seg. 13	Seg. 14
Segment length (L), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Alignment Data														
Horizontal Curve Data ▼ See note														
1 Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.
Curve radius (R_1), ft:	17189	17189	17189						22887	22887	22887	22887	22887	22887
Length of curve (L_{c1}), mi:	0.7	0.7	0.7						0.97	0.97	0.97	0.97	0.97	0.97
Length of curve in segment ($L_{c1,seg}$), mi:	0.2	0.4	0.1						0.21	0.1	0.05	0.13	0.26	0.13
2 Horizontal curve in segment?:														
Curve radius (R_2), ft:														
Length of curve (L_{c2}), mi:														
Length of curve in segment ($L_{c2,seg}$), mi:														
3 Horizontal curve in segment?:														
Curve radius (R_3), ft:														
Length of curve (L_{c3}), mi:														
Length of curve in segment ($L_{c3,seg}$), mi:														
Cross Section Data														
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_s), ft:	12	12	12	12	12	12	12	11.1	11.5	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	47	46.5	40	45	56	56	51	48.5	70.5	90	90	90	90	90
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1 Length of barrier ($L_{b,1}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,n,1}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{b,2}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,n,2}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
3 Length of barrier ($L_{b,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,n,3}$), ft:														
4 Length of barrier ($L_{b,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,n,4}$), ft:														
5 Length of barrier ($L_{b,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,n,5}$), ft:														
Median barrier width (W_{lb}), ft:	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:														
Roadside Data														
Clear zone width (W_{hv}), ft:	30	12	12	12	30	30	30	11.1	30	30	30	30	30	12
Presence of barrier on roadside:	Some	Full	Full	Full	None	None	None	Full	Full	None	None	None	None	Full
1 Length of barrier ($L_{ob,1}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	12													
2 Length of barrier ($L_{ob,2}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:	12													
3 Length of barrier ($L_{ob,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:														
4 Length of barrier ($L_{ob,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:														
5 Length of barrier ($L_{ob,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:														
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12				11.1	11.5					12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	12				11.1	11.5					12
Ramp Access Data														
Travel in Increasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	Lane Add	No	No	No	No	Lane Add	No	Lane Add	No	No
Distance from begin milepost to upstream entrance ramp gore ($X_{s,ent}$), mi:	999	999	999	999		0.02	0.38	999	999		0.1		0.13	0.39
Length of ramp entrance ($L_{en,inc}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	Lane Drop	No	S-C Lane	No	No	Lane Drop	No	No	No	No	No	No	Lane Drop	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		0.24		0.38	0.36		999	999	999	0.44	0.39	0.26		0.2
Length of ramp exit ($L_{ex,inc}$), mi:			0.12											
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:			0.12											
Exit side?:			Left											
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Length of weaving section ($L_{wev,inc}$), mi:					0.38	0.38						0.39	0.39	
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					0.02	0.36						0.13	0.26	
Travel in Decreasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	Lane Add	No	No	No	No	Lane Add	Lane Add	No	Lane Add	No	No	No	No	Lane Add
Distance from end milepost to upstream entrance ramp gore ($X_{e,ext}$), mi:		999	0.46	0.38	0.36			0.21		999	999	0.39	0.13	
Length of ramp entrance ($L_{en,dec}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	No	No	No	No	S-C Lane	No	Lane Drop	No
Distance from begin milepost to downstream exit ramp gore ($X_{s,ext}$), mi:	999	999	999	999		0.02	0.38	999	999	999		0.05		0.26
Length of ramp exit ($L_{ex,dec}$), mi:											0.08			
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:											0.05			
Exit side?:											Right			
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes
Length of weaving section ($L_{wev,dec}$), mi:					0.38	0.38							0.39	0.39
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					0.02	0.36							0.26	0.13
Traffic Data	Year													
Proportion of AADT during high-volume hours (P_{hv}):	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046														
(enter data only for those years for which	2047														
it is available, leave other years blank)	2048														
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year													
Average daily traffic ($AADT_{fi,ent}$) by year, veh/d:	2045					22200	22200	22200			37400	37400	14200	14200	14200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Increasing Milepost Direction	Year													
Average daily traffic ($AADT_{fe,ext}$) by year, veh/d:	2045	10200	15400	15400	37800	37800	37800				17400	17400	17400	17400	11300
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year													
Average daily traffic ($AADT_{fe,ent}$) by year, veh/d:	2045	10200		17600	17600	17600	17600	20200	21200	21200			17400	17400	17400
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Decreasing Milepost Direction	Year													
Average daily traffic ($AADT_{fi,ext}$) by year, veh/d:	2045					22200	22200	22200				11100	11100	19200	19200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														

Input Worksheet for Freeway Segments

(View res (View results in Advisory Messages)	Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data													
Number of through lanes (n):	7	6	6	5	4	5	7	6	4	5	6	6	6
Freeway segment description:	Seg. 15	Seg. 16	Seg. 17	Seg. 18	Seg. 19	Seg. 20	Seg. 21	Seg. 22	Seg. 23	Seg. 24	Seg. 25	Seg. 26	Seg. 27
Segment length (L), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.62	0.24	0.39
Alignment Data													
Horizontal Curve Data ▼ See note													
1 Horizontal curve in segment?:	Both Dir.	No	No	No	No	No	No	Both Dir.	Both Dir.	No	No	Both Dir.	Both Dir.
Curve radius (R_1), ft:	22887							2865	2865			11459	11459
Length of curve (L_{c1}), mi:	0.97							0.63	0.63			0.29	0.29
Length of curve in segment ($L_{c1,seg}$), mi:	0.09							0.13	0.5			0.21	0.08
2 Horizontal curve in segment?:													Both Dir.
Curve radius (R_2), ft:													11635
Length of curve (L_{c2}), mi:													0.77
Length of curve in segment ($L_{c2,seg}$), mi:													0.31
3 Horizontal curve in segment?:													
Curve radius (R_3), ft:													
Length of curve (L_{c3}), mi:													
Length of curve in segment ($L_{c3,seg}$), mi:													
Cross Section Data													
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_s), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	90	90	88	88	88	88	90	90	90	76	53.5	31	31
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Some	Center	Center
1 Length of barrier ($L_{b,1}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.22	0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{b,2}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41		0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12		12	12
3 Length of barrier ($L_{b,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,n,3}$), ft:													
4 Length of barrier ($L_{b,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,n,4}$), ft:													
5 Length of barrier ($L_{b,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,n,5}$), ft:													
Median barrier width (W_{lb}), ft:	2	2	2	2	2	2	2	2	2	2		2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:													
Roadside Data													
Clear zone width (W_{hv}), ft:	12	12	30	12	12	30	30	27.9	30	30	30	12	30
Presence of barrier on roadside:	Full	Full	Full	Full	Full	None	None	Some	None	None	None	Full	Full
1 Length of barrier ($L_{ob,1}$), mi:								0.04					
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:								12					
2 Length of barrier ($L_{ob,2}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:													
3 Length of barrier ($L_{ob,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:													
4 Length of barrier ($L_{ob,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:													
5 Length of barrier ($L_{ob,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:													
Distance from edge of traveled way to barrier face, increasing milepo	12	12	12	12	12							12	12
Distance from edge of traveled way to barrier face, decreasing milepo	12	12	12	12	12							12	12
Ramp Access Data													
Travel in Increasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	S-C Lane	No	No	S-C Lane	No	No	No	Lane Add	No	No	Lane Add
Distance from begin milepost to upstream entrance ran	999	999		999	999		999	999	999		0.41	999	
Length of ramp entrance ($L_{en,inc}$), mi:			0.07			0.23							
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:			0.07			0.23							
Entrance side?:			Right			Right							
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	Lane Drop	No	Lane Drop	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:	999			999	999	0.4		999	999	999		999	999
Length of ramp exit ($L_{ex,inc}$), mi:											0.12		
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:											0.12		
Exit side?:											Right		
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,inc}$), mi:													
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:													
Travel in Decreasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	Lane Add	No	No	No	No	Lane Add	No	No	S-C Lane	No	No
Distance from end milepost to upstream entrance ramp	999	999		999	999	999	0.34		999	999		999	999
Length of ramp entrance ($L_{en,dec}$), mi:											0.12		
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.12		
Entrance side?:											Right		
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	No	No	Lane Drop	No	No	Lane Drop	No	No	No	No	Lane Drop	No	Lane Drop
Distance from begin milepost to downstream exit ramp	0.39	999		999	999		999	999	999	999		999	
Length of ramp exit ($L_{ex,dec}$), mi:													
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:													
Exit side?:													
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,dec}$), mi:													
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:													
Traffic Data	Year												
Proportion of AADT during high-volume hours (P_{hv}):	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046													
(enter data only for those years for which	2047													
it is available, leave other years blank)	2048													
Entrance Ramp Data for Travel in Increasing M	Year												
Average daily traffic ($AADT_{fi,ent}$) by year, veh/	2045			10700			14400				13900	13900		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Increasing Milepo	Year												
Average daily traffic ($AADT_{fe,ext}$) by year, veh/	2045	11300		11200			36300	36300				14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Entrance Ramp Data for Travel in Decreasing	Year												
Average daily traffic ($AADT_{fe,ent}$) by year, veh/	2045			11200				32100	32100			14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Decreasing Milep	Year												
Average daily traffic ($AADT_{fi,ext}$) by year, veh/	2045	19200		10700			14000					22800		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													

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Output Worksheet for Freeway Segments					Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
MV = multiple-vehicle model SV = single-vehicle model	ENR = ramp entrance model EXR = ramp exit model Applicable Models (*y*)				Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Crash Modification Factors																		
Fatal-and-Injury Crash CMFs																		
Horizontal curve (CMF$_{1,w,ac,y,fi}$):	MV		ENR	EXR	1.000	1.002	1.001	1.000	1.000	1.000	1.000	1.000	1.001	1.001	1.001	1.001	1.001	1.001
		SV			1.002	1.008	1.003	1.000	1.000	1.000	1.000	1.000	1.005	1.005	1.005	1.005	1.005	1.005
Lane width (CMF$_{2,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width (CMF$_{8,fs,ac,sv,fi}$):		SV			0.867	0.836	0.861	0.879	0.879	0.879	0.879	0.931	0.874	0.836	0.836	0.836	0.836	0.836
Inside shoulder width (CMF$_{3,w,ac,y,fi}$):	MV	SV	ENR	EXR	0.902	0.902	0.910	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median width (CMF$_{4,w,ac,y,fi}$):	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Median barrier (CMF$_{5,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191
Shoulder rumble strip (CMF$_{9,fs,ac,sv,fi}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (CMF$_{10,fs,ac,sv,fi}$):		SV			1.077	1.091	1.091	1.091	1.009	1.009	1.009	1.091	1.091	1.009	1.009	1.009	1.009	1.091
Outside barrier (CMF$_{11,fs,ac,sv,fi}$):		SV			1.159	1.191	1.191	1.191	1.000	1.000	1.000	1.191	1.191	1.000	1.000	1.000	1.000	1.191
Lane change (CMF$_{7,fs,ac,mv,fi}$):	MV																	
			Year:	2045	1.055	1.002	1.075	1.002	2.197	1.855	1.085	1.006	1.077	1.107	1.234	1.548	1.824	1.480
Ramp entrance (CMF$_{12,sc,nEN,at,fi}$):			ENR															
			Year:	2045	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit (CMF$_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.995	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.156	1.000	1.000	1.000
High volume (CMF$_{6,w,ac,y,fi}$):	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																		
Horizontal curve (CMF$_{1,w,ac,y,pdo}$):	MV		ENR	EXR	1.001	1.004	1.002	1.000	1.000	1.000	1.000	1.000	1.002	1.002	1.002	1.002	1.002	1.002
		SV			1.002	1.007	1.003	1.000	1.000	1.000	1.000	1.000	1.004	1.004	1.004	1.004	1.004	1.004
Lane width (CMF$_{2,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width (CMF$_{8,fs,ac,sv,pdo}$):		SV			0.960	0.845	0.936	1.000	1.000	1.000	1.000	1.000	0.882	0.845	0.845	0.845	0.845	0.845
Inside shoulder width (CMF$_{3,w,ac,y,pdo}$	MV	SV	ENR	EXR	0.912	0.912	0.919	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median width (CMF$_{4,w,ac,y,pdo}$):	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144
Median barrier (CMF$_{5,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253
Shoulder rumble strip (CMF$_{9,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (CMF$_{10,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF$_{11,fs,ac,sv,pdo}$):		SV			1.210	1.253	1.253	1.253	1.000	1.000	1.000	1.253	1.253	1.000	1.000	1.000	1.000	1.253
Lane change (CMF$_{7,fs,ac,mv,pdo}$):	MV																	
			Year:	2045	1.050	1.002	1.069	1.001	1.891	1.593	1.078	1.004	1.070	1.099	1.219	1.405	1.572	1.343
Ramp entrance (CMF$_{12,sc,nEN,at,pdo}$):			ENR		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit (CMF$_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	2.280	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volume (CMF$_{6,w,ac,y,pdo}$):	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																		
Fatal-and-Injury Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter (k$_{fs,n,mv,fi}$):																		
Observed crash count (N*$_{o,fs,n,mv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,fs,n,mv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,fs,n,mv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{e,fs,n,mv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	8.583	3.523	1.714	0.660	0.487	7.402	1.334	0.979	1.160	0.662	0.210	1.597	4.524	1.555
(N$_{p,fs,n,mv,fi}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter (k$_{fs,n,sv,fi}$):																		
Observed crash count (N*$_{o,fs,n,sv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,fs,n,sv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,fs,n,sv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,fs,n,sv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	3.055	1.477	0.687	0.336	0.069	1.248	0.522	0.615	0.640	0.253	0.067	0.372	0.807	0.483
(N$_{p,fs,n,sv,fi}$), crashes/yr:				2046														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter (k$_{sc,EN,at,fi}$):																		
Observed crash count (N*$_{o,sc,EN,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,sc,EN,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,sc,EN,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EN,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(N$_{p,sc,EN,at,fi}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter (k$_{sc,EX,at,fi}$):																		
Observed crash count (N*$_{o,sc,EX,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,sc,EX,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,sc,EX,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EX,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	1.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.223	0.000	0.000	0.000
(N$_{p,sc,EX,at,fi}$), crashes/yr:				2046														
Property-Damage-Only Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter (k$_{fs,n,mv,pdo}$):																		
Observed crash count (N*$_{o,fs,n,mv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,fs,n,mv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,fs,n,mv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,fs,n,mv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	26.209	10.237	4.942	1.710	1.229	18.639	3.312	2.418	2.853	1.604	0.527	3.852	10.943	3.771
(N$_{p,fs,n,mv,pdo}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter (k$_{fs,n,sv,pdo}$):																		
Observed crash count (N*$_{o,fs,n,sv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,fs,n,sv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,fs,n,sv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,fs,n,sv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	10.492	4.479	2.239	1.059	0.240	4.314	1.660	1.823	1.783	0.707	0.191	1.086	2.420	1.375
(N$_{p,fs,n,sv,pdo}$), crashes/yr:				2046														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter (k$_{sc,EN,at,pdo}$):																		
Observed crash count (N*$_{o,sc,EN,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,sc,EN,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,sc,EN,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EN,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(N$_{p,sc,EN,at,pdo}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter (k$_{sc,EX,at,pdo}$):																		
Observed crash count (N*$_{o,sc,EX,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year (N$_{p,sc,EX,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count (C$_{b,sc,EX,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EX,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	3.517	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.000	0.000
(N$_{p,sc,EX,at,pdo}$), crashes/yr:				2046														
Crash Severity Distribution (during Study Period)																		
Fatal crash frequency (N*$_{e,w,x,at,K}$), crashes:					0.187	0.088	0.056	0.015	0.010	0.151	0.032	0.024	0.032	0.019	0.010	0.040	0.108	0.036
Incapacitating injury crash freq. (N*$_{e,w,x,at,A}$), crashes:					0.499	0.242	0.150	0.040	0.025	0.388	0.083	0.064	0.087	0.049	0.027	0.106	0.287	0.098
Non-incapacitating inj. crash freq. (N*$_{e,w,x,at,B}$), crashes					3.497	1.570	1.042	0.289	0.175	2.715	0.583	0.463	0.565	0.309	0.169	0.665	1.799	0.640
Possible injury crash freq. (N*$_{e,w,x,at,C}$), crashes:					7.454	3.101	2.222	0.652	0.347	5.396	1.158	1.043	1.116	0.538	0.294	1.159	3.136	1.264
Total fatal-and-injury crash freq. (N*$_{e,w,x,at,fi}$), crashes					11.638	5.001	3.470	0.996	0.556	8.650	1.856	1.594	1.800	0.915	0.500	1.970	5.331	2.038
Property-damage-only crash freq. (N*$_{e,w,x,at,pdo}$), crashes:					36.701	14.716	10.698	2.770	1.469	22.953	4.972	4.241	4.636	2.312	1.271	4.938	13.363	5.146
Total crash frequency (N*$_{e,w,x,at,as}$), crashes:					48.339	19.717	14.168	3.765	2.025	31.603	6.829	5.835	6.436	3.227	1.771	6.908	18.694	7.185
Intermediate Results																		
Proportion of segment length with curve 1 (P$_{c,1}$):					0.260	1.000	0.417						1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with curve 2 (P$_{c,2}$):																		
Proportion of segment length with curve 3 (P$_{c,3}$):																		
Distance from edge of inside shoulder to barrier face (W$_{icb}$), ft:					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the median (P$_{ib}$):					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with rumble strips on outside shoulders (P$_{or}$):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside shoulders (P$_{ir}$):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face (W$_{ocb}$), ft:					0.750	0.750	0.750	0.750	999.000	999.000	999.000	0.750	0.750	999.000	999.000	999.000	999.000	0.750
Proportion of segment length with barrier on the roadside (P$_{ob}$):					0.831	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	1.000
Proportion of segment length with Type B weaving, travel in increasing dir. (P$_{wevB,inc}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000
Proportion of segment length with Type B weaving, travel in decreasing dir. (P$_{wevB,dec}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
Traffic Data				Year														
Freeway Segment Data				2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic (AADT$_{fs}$) by year, veh/d:				2046	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Entrance Ramp Data for Travel in Increasing Milepost Dir.				**Year**														
Average daily traffic (AADT$_{b,ent}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	37400	37400	14200	14200	14200
Exit Ramp Data for Travel in Increasing Milepost Direction				**Year**														
Average daily traffic (AADT$_{e,ext}$) by year, veh/d:				2045	10200	15400	15400	37800	37800	37800	0	0	0	17400	17400	17400	17400	11300
Entrance Ramp Data for Travel in Decreasing Milepost Dir.				**Year**														
Average daily traffic (AADT$_{e,ent}$) by year, veh/d:				2045	10200	0	17600	17600	17600	17600	20200	21200	21200	0	0	17400	17400	17400
Exit Ramp Data for Travel in Decreasing Milepost Direction				**Year**														
Average daily traffic (AADT$_{b,ext}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	0	11100	11100	19200	19200

Output Worksheet for Freeway Segments					Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
MV = m SV = si	ENR = ramp entrance model EXR = ramp exit model Applicable Models (*y*)				Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Crash Modification Factors																	
Fatal-and-Injury Crash CMFs																	
Horizontal	MV		ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.026	1.069	1.000	1.000	1.004	1.004
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.110	1.288	1.000	1.000	1.016	1.018
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.859	0.879	0.879	0.879	0.879	0.879	0.879	0.862	0.836	0.879	0.879	0.841	0.836
Inside sho	MV	SV	ENR	EXR	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median wi	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.074	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.976	0.954	0.954
Median ba	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.034	1.191	1.191
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.091	1.091	1.091	1.091	1.091	1.009	1.009	1.023	1.009	1.009	1.009	1.091	1.091
Outside barrier (CMF		SV			1.191	1.191	1.191	1.191	1.191	1.000	1.000	1.011	1.000	1.000	1.000	1.191	1.191
Lane chan	MV																
			Year:	2045	1.095	1.000	1.136	1.000	1.000	1.028	1.038	1.045	1.000	1.047	1.092	1.000	1.095
Ramp entrance (CMF$_{12,sc,nEN,at,fi}$)			ENR														
			Year:	2045	1.000	1.000	2.518	1.000	1.000	1.947	1.000	1.000	1.000	1.000	2.201	1.000	1.000
Ramp exit (CMF$_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.101	1.000	1.000
High volur	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																	
Horizontal	MV		ENR	EXR	1.001	1.000	1.000	1.000	1.000	1.000	1.000	1.052	1.136	1.000	1.000	1.007	1.008
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.096	1.250	1.000	1.000	1.014	1.015
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.930	1.000	1.000	1.000	1.000	1.000	1.000	0.941	0.845	1.000	1.000	0.865	0.845
Inside sho	MV	SV	ENR	EXR	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median wi	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.071	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.071	1.144	1.144
Median ba	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.045	1.253	1.253
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF		SV			1.253	1.253	1.253	1.253	1.253	1.000	1.000	1.015	1.000	1.000	1.000	1.253	1.253
Lane chan	MV																
			Year:	2045	1.088	1.000	1.123	1.000	1.000	1.025	1.034	1.041	1.000	1.043	1.083	1.000	1.086
Ramp entrance (CMF$_{12,sc,nEN,at,pdo}$			ENR		1.000	1.000	1.433	1.000	1.000	1.116	1.000	1.000	1.000	1.000	1.234	1.000	1.000
Ramp exit (CMF$_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volur	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																	
Fatal-and-Injury Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter (k$_{fs,n,mv,fi}$):																	
Observed crash count (N*$_{o,fs,n,mv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,fs,n,mv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,fs,n,mv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{e,fs,n,mv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	1.468	2.697	5.182	0.251	4.324	11.223	3.294	1.936	1.906	1.848	2.497	0.892	2.548
(N$_{p,fs,n,mv,fi}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter (k$_{fs,n,sv,fi}$):																	
Observed crash count (N*$_{o,fs,n,sv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,fs,n,sv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,fs,n,sv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,fs,n,sv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.703	1.470	2.162	0.126	1.968	3.538	1.200	0.914	1.100	0.849	1.099	0.619	1.228
(N$_{p,fs,n,sv,fi}$), crashes/yr:				2046													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter (k$_{sc,EN,at,fi}$):																	
Observed crash count (N*$_{o,sc,EN,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,sc,EN,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,sc,EN,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EN,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.621	0.000	0.000	1.896	0.000	0.000	0.000	0.000	0.592	0.000	0.000
(N$_{p,sc,EN,at,fi}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter (k$_{sc,EX,at,fi}$):																	
Observed crash count (N*$_{o,sc,EX,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,sc,EX,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,sc,EX,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EX,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.363	0.000	0.000
(N$_{p,sc,EX,at,fi}$), crashes/yr:				2046													
Property-Damage-Only Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter (k$_{fs,n,mv,pdo}$):																	
Observed crash count (N*$_{o,fs,n,mv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,fs,n,mv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,fs,n,mv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,fs,n,mv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	3.683	6.987	14.284	0.702	12.891	34.355	8.714	4.938	5.017	4.593	6.069	2.010	6.558
(N$_{p,fs,n,mv,pdo}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter (k$_{fs,n,sv,pdo}$):																	
Observed crash count (N*$_{o,fs,n,sv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,fs,n,sv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,fs,n,sv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,fs,n,sv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	2.082	4.734	7.232	0.426	7.054	12.950	3.940	2.782	3.175	2.790	3.164	1.668	3.503
(N$_{p,fs,n,sv,pdo}$), crashes/yr:				2046													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter (k$_{sc,EN,at,pdo}$):																	
Observed crash count (N*$_{o,sc,EN,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,sc,EN,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,sc,EN,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EN,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	1.179	0.000	0.000	3.517	0.000	0.000	0.000	0.000	1.058	0.000	0.000
(N$_{p,sc,EN,at,pdo}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter (k$_{sc,EX,at,pdo}$):																	
Observed crash count (N*$_{o,sc,EX,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year (N$_{p,sc,EX,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count (C$_{b,sc,EX,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N*$_o$ (N$_{a,sc,EX,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.906	0.000	0.000
(N$_{p,sc,EX,at,pdo}$), crashes/yr:				2046													
Crash Severity Distribution (during Study Period)																	
Fatal crash frequency (N*$_{e,w,x,at,K}$					0.035	0.063	0.120	0.006	0.095	0.290	0.078	0.052	0.061	0.047	0.089	0.026	0.066
Incapacitating injury crash freq.					0.095	0.167	0.319	0.015	0.252	0.747	0.202	0.136	0.162	0.121	0.224	0.071	0.182
Non-incapacitating inj. crash fre					0.654	1.211	2.314	0.110	1.828	5.228	1.410	0.916	1.014	0.846	1.517	0.470	1.186
Possible injury crash freq. (N*$_{e,w}$					1.388	2.727	5.212	0.247	4.118	10.392	2.804	1.745	1.769	1.683	2.721	0.944	2.342
Total fatal-and-injury crash freq					2.171	4.167	7.965	0.377	6.293	16.657	4.494	2.850	3.006	2.697	4.551	1.511	3.776
Property-damage-only crash freq. (					5.765	11.721	22.696	1.128	19.945	50.823	12.654	7.720	8.192	7.384	11.198	3.678	10.060
Total crash frequency (N*$_{e,w,x,at}$					7.937	15.887	30.660	1.505	26.237	67.480	17.148	10.571	11.198	10.081	15.748	5.189	13.837
Intermediate Results																	
Proportion of segment length with curve 1 (P$_{c,1}$):					0.450							0.382	1.000			0.875	0.205
Proportion of segment length with curve 2 (P$_{c,2}$):																	0.795
Proportion of segment length with curve 3 (P$_{c,3}$):																	
Distance from edge of inside shoulder to barrier face (					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the media					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.177	1.000	1.000
Proportion of segment length with rumble strips on outside s					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside sh					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face					0.750	0.750	0.750	0.750	0.750	999.000	999.000	0.750	999.000	999.000	999.000	0.750	0.750
Proportion of segment length with barrier on the roads					1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.059	0.000	0.000	0.000	1.000	1.000
Proportion of segment length with Type B weaving, travel in increas					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with Type B weaving, travel in decrea					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Traffic Data				**Year**													
Freeway Segment Data				2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic (AADT$_{fs}$) by year, veh/				2046	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Entrance Ramp Data for Travel in Increasing				**Year**													
Average daily traffic (AADT$_{b,ent}$) by year, ve				2045	0	0	10700	0	0	14400	0	0	0	13900	13900	0	16100
Exit Ramp Data for Travel in Increasing Mile				**Year**													
Average daily traffic (AADT$_{e,ext}$) by year, ve				2045	11300	0	11200	0	0	36300	36300	0	0	0	14100	0	0
Entrance Ramp Data for Travel in Decreasin				**Year**													
Average daily traffic (AADT$_{e,ent}$) by year, ve				2045	0	0	11200	0	0	0	32100	32100	0	0	14100	0	0
Exit Ramp Data for Travel in Decreasing Mile				**Year**													
Average daily traffic (AADT$_{b,ext}$) by year, ve				2045	19200	0	10700	0	0	14000	0	0	0	0	22800	0	16100

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Original Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		176.501	0.807	2.146	14.480	28.882	130.187
Estimated average crash freq. during Study Period, crashes/yr:		176.501	0.807	2.146	14.480	28.882	130.187
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	14	176.501	0.807	2.146	14.480	28.882	130.187
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	176.501	0.807	2.146	14.480	28.882	130.187
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	2.8	0.0	0.1	0.3	0.7	1.7
	Rear-end crashes:	92.5	0.5	1.2	8.3	16.5	66.0
	Sideswipe crashes:	31.5	0.1	0.3	2.0	4.0	25.1
	Other multiple-vehicle crashes:	3.4	0.0	0.1	0.3	0.7	2.3
	Total multiple-vehicle crashes:	130.6	0.6	1.6	11.1	22.0	95.2
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.8
	Crashes with fixed object:	33.0	0.1	0.4	2.5	5.0	25.1
	Crashes with other object:	5.4	0.0	0.0	0.2	0.4	4.8
	Crashes with parked vehicle:	0.7	0.0	0.0	0.0	0.1	0.5
	Other single-vehicle crashes	6.0	0.0	0.1	0.7	1.4	3.7
	Total single-vehicle crashes:	45.9	0.2	0.5	3.4	6.9	35.0
	Total crashes:	176.5	0.8	2.1	14.5	28.9	130.2

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Original Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		233.478	1.029	2.692	18.704	38.089	172.964
Estimated average crash freq. during Study Period, crashes/yr:		233.478	1.029	2.692	18.704	38.089	172.964
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	13	233.478	1.029	2.692	18.704	38.089	172.964
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	233.478	1.029	2.692	18.704	38.089	172.964
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
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	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.6	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	3.4	0.0	0.1	0.4	0.8	2.1
	Rear-end crashes:	112.0	0.5	1.4	9.9	20.1	80.0
	Sideswipe crashes:	38.7	0.1	0.3	2.4	4.8	31.0
	Other multiple-vehicle crashes:	4.1	0.0	0.1	0.4	0.8	2.8
	Total multiple-vehicle crashes:	158.7	0.7	1.9	13.2	26.8	116.2
Single vehicle	Crashes with animal:	1.3	0.0	0.0	0.0	0.0	1.2
	Crashes with fixed object:	53.6	0.2	0.6	4.0	8.1	40.7
	Crashes with other object:	8.9	0.0	0.0	0.3	0.6	7.9
	Crashes with parked vehicle:	1.2	0.0	0.0	0.1	0.2	0.9
	Other single-vehicle crashes	9.8	0.1	0.2	1.2	2.4	6.1
	Total single-vehicle crashes:	74.8	0.3	0.8	5.5	11.3	56.8
	Total crashes:	233.5	1.0	2.7	18.7	38.1	173.0

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Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-295 East Express Phase I GP Improvements Preferred Build				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045	.			

Crash Data Description

Freeway segme	No crash data	.			
Ramp segments	No crash data	.			
Ramp terminals	No crash data	.			

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

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Input Worksheet for Freeway Segments

(View results in Column AV) (View results in Advisory Messages)	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data														
Number of through lanes (n):	6	6	6	7	7	7	7	6	7	8	8	8	8	8
Freeway segment description:	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5	Seg. 6	Seg. 7	Seg. 8	Seg. 9	Seg. 10	Seg. 11	Seg. 12	Seg. 13	Seg. 14
Segment length (L), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Alignment Data														
Horizontal Curve Data ▼ See note														
1 Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.
Curve radius (R_1), ft:	17189	17189	17189						22887	22887	22887	22887	22887	22887
Length of curve (L_{c1}), mi:	0.7	0.7	0.7						0.97	0.97	0.97	0.97	0.97	0.97
Length of curve in segment ($L_{c1,seg}$), mi:	0.2	0.4	0.1						0.21	0.1	0.05	0.13	0.26	0.13
2 Horizontal curve in segment?:														
Curve radius (R_2), ft:														
Length of curve (L_{c2}), mi:														
Length of curve in segment ($L_{c2,seg}$), mi:														
3 Horizontal curve in segment?:														
Curve radius (R_3), ft:														
Length of curve (L_{c3}), mi:														
Length of curve in segment ($L_{c3,seg}$), mi:														
Cross Section Data														
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_o), ft:	12	12	12	12	12	12	12	11.1	11.5	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	47	46.5	40	45	56	56	45	37	53	81	90	90	90	82
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:														
Length of rumble strips for travel in decreasing milepost direction, mi:														
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1 Length of barrier ($L_{ib,1}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{ib,2}$), mi:	0.77	0.4	0.24	0.09	0.02	0.36	0.19	0.19	0.21	0.1	0.05	0.13	0.26	0.13
Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:	12	12	11.5	12	12	12	12	12	12	12	12	12	12	12
3 Length of barrier ($L_{ib,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:														
4 Length of barrier ($L_{ib,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:														
5 Length of barrier ($L_{ib,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:														
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:														
Roadside Data														
Clear zone width (W_{rw}), ft:	30	12	12	12	30	30	30	11.1	30	30	30	30	30	12
Presence of barrier on roadside:	Some	Full	Full	Full	None	None	None	Full	Full	None	None	None	None	Full
1 Length of barrier ($L_{ob,1}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	12													
2 Length of barrier ($L_{ob,2}$), mi:	0.64													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:	12													
3 Length of barrier ($L_{ob,3}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:														
4 Length of barrier ($L_{ob,4}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:														
5 Length of barrier ($L_{ob,5}$), mi:														
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:														
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12				11.1	11.5					12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	12				11.1	11.5					12
Ramp Access Data														
Travel in Increasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	Lane Add	No	No	No	No	Lane Add	No	Lane Add	No	No
Distance from begin milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:	999	999	999	999		0.02	0.38	999	999		0.1		0.13	0.39
Length of ramp entrance ($L_{en,inc}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	Lane Drop	No	S-C Lane	No	No	Lane Drop	No	No	No	No	No	No	Lane Drop	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		0.24		0.38	0.36		999	999	999	0.44	0.39	0.26		0.2
Length of ramp exit ($L_{ex,inc}$), mi:			0.12											
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:			0.12											
Exit side?:			Left											
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Length of weaving section ($L_{wev,inc}$), mi:					0.38	0.38						0.39	0.39	
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					0.02	0.36						0.13	0.26	
Travel in Decreasing Milepost Direction														
Entrance Ramp: Ramp entrance in segment? (If yes, indicate type.):	Lane Add	No	No	No	No	Lane Add	Lane Add	No	Lane Add	No	No	No	No	Lane Add
Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:		999	0.46	0.38	0.36			0.21		999	999	0.39	0.13	
Length of ramp entrance ($L_{en,dec}$), mi:														
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:														
Entrance side?:														
Exit Ramp: Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	No	No	No	No	S-C Lane	No	Lane Drop	No
Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:	999	999	999	999		0.02	0.38	999	999	999		0.05		0.26
Length of ramp exit ($L_{ex,dec}$), mi:											0.08			
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:											0.05			
Exit side?:											Right			
Weave: Type B weave in segment?:	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes
Length of weaving section ($L_{wev,dec}$), mi:					0.38	0.38							0.39	0.39
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					0.02	0.36							0.26	0.13
Traffic Data	Year													
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046														
(enter data only for those years for which	2047														
it is available, leave other years blank)	2048														
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:	2045					22200	22200	22200			37400	37400	14200	14200	14200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Increasing Milepost Direction	Year														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:	2045	10200	15400	15400	37800	37800	37800				17400	17400	17400	17400	11300
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:	2045	10200		17600	17600	17600	17600	20200	21200	21200			17400	17400	17400
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														
Exit Ramp Data for Travel in Decreasing Milepost Direction	Year														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:	2045					22200	22200	22200				11100	11100	19200	19200
(enter data only for those years for which	2046														
it is available, leave other years blank)	2047														

Input Worksheet for Freeway Segments

(View res (View results in Advisory Messages)	Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20	Segment 21	Segment 22	Segment 23	Segment 24	Segment 25	Segment 26	Segment 27
	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data													
Number of through lanes (n):	8	7	7	6	6	6	7	6	4	5	6	6	6
Freeway segment description:	Seg. 15	Seg. 16	Seg. 17	Seg. 18	Seg. 19	Seg. 20	Seg. 21	Seg. 22	Seg. 23	Seg. 24	Seg. 25	Seg. 26	Seg. 27
Segment length (L), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.62	0.24	0.39
Alignment Data													
Horizontal Curve Data ▼ See note													
1 Horizontal curve in segment?:	Both Dir.	No	No	No	No	No	No	Both Dir.	Both Dir.	No	No	Both Dir.	Both Dir.
Curve radius (R_1), ft:	22887							2865	2865			11459	11459
Length of curve (L_{c1}), mi:	0.97							0.63	0.63			0.29	0.29
Length of curve in segment ($L_{c1,seg}$), mi:	0.09							0.13	0.5			0.21	0.08
2 Horizontal curve in segment?:													Both Dir.
Curve radius (R_2), ft:													11635
Length of curve (L_{c2}), mi:													0.77
Length of curve in segment ($L_{c2,seg}$), mi:													0.31
3 Horizontal curve in segment?:													
Curve radius (R_3), ft:													
Length of curve (L_{c3}), mi:													
Length of curve in segment ($L_{c3,seg}$), mi:													
Cross Section Data													
Lane width (W_l), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_o), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Inside shoulder width (W_{is}), ft:	12	12	12	12	12	12	12	12	12	12	12	12	12
Median width (W_m), ft:	80	85.5	88	88	88	88	90	90	90	76	53.5	31	31
Rumble strips on outside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Some	Center	Center
1 Length of barrier ($L_{ib,1}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41	0.22	0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12	12	12	12
2 Length of barrier ($L_{ib,2}$), mi:	0.2	0.45	0.63	0.04	0.65	1.38	0.4	0.34	0.5	0.41		0.24	0.39
Distance from edge of traveled way to barrier face	12	12	12	12	12	12	12	12	12	12		12	12
3 Length of barrier ($L_{ib,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:													
4 Length of barrier ($L_{ib,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:													
5 Length of barrier ($L_{ib,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:													
Median barrier width (W_{ib}), ft:	2	2	2	2	2	2	2	2	2	2		2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:													
Roadside Data													
Clear zone width (W_{rw}), ft:	12	12	30	12	12	30	30	27.9	30	30	30	12	30
Presence of barrier on roadside:	Full	Full	Full	Full	Full	None	None	Some	None	None	None	Full	Full
1 Length of barrier ($L_{ob,1}$), mi:								0.04					
Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:								12					
2 Length of barrier ($L_{ob,2}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:													
3 Length of barrier ($L_{ob,3}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:													
4 Length of barrier ($L_{ob,4}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:													
5 Length of barrier ($L_{ob,5}$), mi:													
Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:													
Distance from edge of traveled way to barrier face, increasing milepo	12	12	12	12	12							12	12
Distance from edge of traveled way to barrier face, decreasing milepo	12	12	12	12	12							12	12
Ramp Access Data													
Travel in Increasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	S-C Lane	No	No	S-C Lane	No	No	No	Lane Add	No	No	Lane Add
Distance from begin milepost to upstream entrance ran	999	999		999	999		999	999	999		0.41	999	
Length of ramp entrance ($L_{en,inc}$), mi:			0.07			0.23							
Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:			0.07			0.23							
Entrance side?:			Right			Right							
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	Lane Drop	No	Lane Drop	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No
Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:		999		999	999	0.4		999	999	999		999	999
Length of ramp exit ($L_{ex,inc}$), mi:											0.12		
Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:											0.12		
Exit side?:											Right		
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,inc}$), mi:													
Length of weaving section in segment ($L_{wev,seg,inc}$), mi:													
Travel in Decreasing Milepost Direction													
Entrance Ramp: Ramp entrance in segment? (If yes, indicate	No	No	Lane Add	No	No	No	No	Lane Add	No	No	S-C Lane	No	No
Distance from end milepost to upstream entrance ramp	999	999		999	999	999	0.34		999	999		999	999
Length of ramp entrance ($L_{en,dec}$), mi:											0.12		
Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.12		
Entrance side?:											Right		
Exit Ramp: Ramp exit in segment? (If yes, indicate type.	No	No	Lane Drop	No	No	S-C Lane	No	No	No	No	Lane Drop	No	Lane Drop
Distance from begin milepost to downstream exit ramp	0.39	999		999	999		999	999	999	999		999	
Length of ramp exit ($L_{ex,dec}$), mi:						0.04							
Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:						0.04							
Exit side?:						Right							
Weave: Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No
Length of weaving section ($L_{wev,dec}$), mi:													
Length of weaving section in segment ($L_{wev,seg,dec}$), mi:													
Traffic Data	Year												
Proportion of AADT during high-volume hours (P_{hv}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Freeway Segment Data	2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/d:	2046													
(enter data only for those years for which	2047													
it is available, leave other years blank)	2048													
Entrance Ramp Data for Travel in Increasing M	Year													
Average daily traffic ($AADT_{b,ent}$) by year, veh/	2045			10700			14400				13900	13900		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Increasing Milepo	Year													
Average daily traffic ($AADT_{e,ext}$) by year, veh/	2045	11300		11200			36300	36300				14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Entrance Ramp Data for Travel in Decreasing	Year													
Average daily traffic ($AADT_{e,ent}$) by year, veh/	2045			11200				32100	32100			14100		
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													
Exit Ramp Data for Travel in Decreasing Milep	Year													
Average daily traffic ($AADT_{b,ext}$) by year, veh/	2045	19200		10700			14000					22800		16100
(enter data only for those years for which	2046													
it is available, leave other years blank)	2047													

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Output Worksheet for Freeway Segments

MV = multiple-vehicle model SV = single-vehicle model	ENR = ramp entrance model EXR = ramp exit model Applicable Models (*y*)				Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period
Crash Modification Factors																		
Fatal-and-Injury Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,fi}$):	MV		ENR	EXR	1.000	1.002	1.001	1.000	1.000	1.000	1.000	1.000	1.001	1.001	1.001	1.001	1.001	1.001
		SV			1.002	1.008	1.003	1.000	1.000	1.000	1.000	1.000	1.005	1.005	1.005	1.005	1.005	1.005
Lane width ($CMF_{2,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,fi}$):		SV			0.867	0.836	0.861	0.879	0.879	0.879	0.879	0.931	0.874	0.836	0.836	0.836	0.836	0.836
Inside shoulder width ($CMF_{3,w,ac,y,fi}$):	MV	SV	ENR	EXR	0.902	0.902	0.910	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median width ($CMF_{4,w,ac,y,fi}$):	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Median barrier ($CMF_{5,w,ac,y,fi}$):	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191
Shoulder rumble strip ($CMF_{9,fs,ac,sv,fi}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,fi}$):		SV			1.077	1.091	1.091	1.091	1.009	1.009	1.009	1.091	1.091	1.009	1.009	1.009	1.009	1.091
Outside barrier ($CMF_{11,fs,ac,sv,fi}$):		SV			1.159	1.191	1.191	1.191	1.000	1.000	1.000	1.191	1.191	1.000	1.000	1.000	1.000	1.191
Lane change ($CMF_{7,fs,ac,mv,fi}$):	MV																	
			Year:	2045	1.055	1.002	1.075	1.002	2.197	1.855	1.085	1.006	1.077	1.107	1.234	1.548	1.824	1.480
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$):			ENR															
			Year:	2045	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.995	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.156	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,fi}$):	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																		
Horizontal curve ($CMF_{1,w,ac,y,pdo}$):	MV		ENR	EXR	1.001	1.004	1.002	1.000	1.000	1.000	1.000	1.000	1.002	1.002	1.002	1.002	1.002	1.002
		SV			1.002	1.007	1.003	1.000	1.000	1.000	1.000	1.000	1.004	1.004	1.004	1.004	1.004	1.004
Lane width ($CMF_{2,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width ($CMF_{8,fs,ac,sv,pdo}$):		SV			0.960	0.845	0.936	1.000	1.000	1.000	1.000	1.000	0.882	0.845	0.845	0.845	0.845	0.845
Inside shoulder width ($CMF_{3,w,ac,y,pdo}$	MV	SV	ENR	EXR	0.912	0.912	0.919	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median width ($CMF_{4,w,ac,y,pdo}$):	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144
Median barrier ($CMF_{5,w,ac,y,pdo}$):	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253
Shoulder rumble strip ($CMF_{9,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance ($CMF_{10,fs,ac,sv,pdo}$):		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier ($CMF_{11,fs,ac,sv,pdo}$):		SV			1.210	1.253	1.253	1.253	1.000	1.000	1.000	1.253	1.253	1.000	1.000	1.000	1.000	1.253
Lane change ($CMF_{7,fs,ac,mv,pdo}$):	MV																	
			Year:	2045	1.050	1.002	1.069	1.001	1.891	1.593	1.078	1.004	1.070	1.099	1.219	1.405	1.572	1.343
Ramp entrance ($CMF_{12,sc,nEN,at,pdo}$):			ENR		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	2.280	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volume ($CMF_{6,w,ac,y,pdo}$):	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																		
Fatal-and-Injury Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	8.583	3.523	1.714	0.660	0.487	7.402	1.334	0.979	1.133	0.646	0.205	1.559	4.415	1.518
($N_{p,fs,n,mv,fi}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,fi}$):																		
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	3.055	1.477	0.687	0.336	0.069	1.248	0.522	0.615	0.664	0.262	0.069	0.386	0.835	0.500
($N_{p,fs,n,sv,fi}$), crashes/yr:				2046														
Ramp Entrance Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EN,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,fi}$):																		
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	1.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.223	0.000	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2046														
Property-Damage-Only Crash Frequency																		
Freeway Segment Multiple-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	26.209	10.237	4.942	1.710	1.229	18.639	3.312	2.418	2.609	1.454	0.478	3.491	9.918	3.418
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2046														
Freeway Segment Single-Vehicle Crash Analysis				**Year**														
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																		
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	10.492	4.479	2.239	1.059	0.240	4.314	1.660	1.823	1.749	0.694	0.187	1.065	2.373	1.349
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2046														
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2046														
Ramp Exit Crash Analysis				**Year**														
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																		
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																		
Reference year (r):																		
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																		
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																		
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																		
Predicted average crash frequency				2045	0.000	0.000	3.517	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2046														
Crash Severity Distribution (during Study Period)																		
Fatal crash frequency ($N^*_{e,w,x,at,K}$), crashes:					0.187	0.088	0.056	0.015	0.010	0.151	0.032	0.024	0.032	0.018	0.010	0.039	0.106	0.035
Incapacitating injury crash freq. ($N^*_{e,w,x,at,A}$), crashes:					0.499	0.242	0.150	0.040	0.025	0.388	0.083	0.064	0.087	0.049	0.027	0.105	0.283	0.097
Non-incapacitating inj. crash freq. ($N^*_{e,w,x,at,B}$), crashes					3.497	1.570	1.042	0.289	0.175	2.715	0.583	0.463	0.564	0.306	0.168	0.656	1.772	0.633
Possible injury crash freq. ($N^*_{e,w,x,at,C}$), crashes:					7.454	3.101	2.222	0.652	0.347	5.396	1.158	1.043	1.114	0.534	0.293	1.144	3.089	1.251
Total fatal-and-injury crash freq. ($N^*_{e,w,x,at,fi}$), crashes					11.638	5.001	3.470	0.996	0.556	8.650	1.856	1.594	1.796	0.908	0.497	1.945	5.250	2.018
Property-damage-only crash freq. ($N^*_{e,w,x,at,pdo}$), crashes:					36.701	14.716	10.698	2.770	1.469	22.953	4.972	4.241	4.358	2.148	1.218	4.556	12.291	4.766
Total crash frequency ($N^*_{e,w,x,at,as}$), crashes:					48.339	19.717	14.168	3.765	2.025	31.603	6.829	5.835	6.154	3.056	1.715	6.501	17.542	6.784
Intermediate Results																		
Proportion of segment length with curve 1 ($P_{c,1}$):					0.260	1.000	0.417						1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with curve 2 ($P_{c,2}$):																		
Proportion of segment length with curve 3 ($P_{c,3}$):																		
Distance from edge of inside shoulder to barrier face (W_{icb}), ft:					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the median (P_{ib}):					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Proportion of segment length with rumble strips on outside shoulders (P_{or}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside shoulders (P_{ir}):					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face (W_{ocb}), ft:					0.750	0.750	0.750	0.750	999.000	999.000	999.000	0.750	0.750	999.000	999.000	999.000	999.000	0.750
Proportion of segment length with barrier on the roadside (P_{ob}):					0.831	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	1.000
Proportion of segment length with Type B weaving, travel in increasing dir. ($P_{wevB,inc}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000
Proportion of segment length with Type B weaving, travel in decreasing dir. ($P_{wevB,dec}$):					0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
Traffic Data				**Year**														
Freeway Segment Data				2045	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Average daily traffic ($AADT_{fs}$) by year, veh/d:				2046	174400	154000	154000	138600	183000	183000	127600	107400	107400	120900	132000	146200	165400	148000
Entrance Ramp Data for Travel in Increasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{b,ent}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	37400	37400	14200	14200	14200
Exit Ramp Data for Travel in Increasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{e,ext}$) by year, veh/d:				2045	10200	15400	15400	37800	37800	37800	0	0	0	17400	17400	17400	17400	11300
Entrance Ramp Data for Travel in Decreasing Milepost Dir.				**Year**														
Average daily traffic ($AADT_{e,ent}$) by year, veh/d:				2045	10200	0	17600	17600	17600	17600	20200	21200	21200	0	0	17400	17400	17400
Exit Ramp Data for Travel in Decreasing Milepost Direction				**Year**														
Average daily traffic ($AADT_{b,ext}$) by year, veh/d:				2045	0	0	0	0	22200	22200	22200	0	0	0	11100	11100	19200	19200

Output Worksheet for Freeway Segments

MV = m SV = si	ENR = ramp entrance model EXR = ramp exit model Applicable Models (*y*)				Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period	Segment 21 Study Period	Segment 22 Study Period	Segment 23 Study Period	Segment 24 Study Period	Segment 25 Study Period	Segment 26 Study Period	Segment 27 Study Period
Crash Modification Factors																	
Fatal-and-Injury Crash CMFs																	
Horizontal	MV		ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.026	1.069	1.000	1.000	1.004	1.004
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.110	1.288	1.000	1.000	1.016	1.018
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.859	0.879	0.879	0.879	0.879	0.879	0.879	0.862	0.836	0.879	0.879	0.841	0.836
Inside sho	MV	SV	ENR	EXR	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Median wi	MV		ENR	EXR	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.151	1.074	1.151	1.151
		SV			0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.976	0.954	0.954
Median ba	MV	SV	ENR	EXR	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.191	1.034	1.191	1.191
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.091	1.091	1.091	1.091	1.091	1.009	1.009	1.023	1.009	1.009	1.009	1.091	1.091
Outside barrier (CMF		SV			1.191	1.191	1.191	1.191	1.191	1.000	1.000	1.011	1.000	1.000	1.000	1.191	1.191
Lane chan	MV																
			Year:	2045	1.095	1.000	1.136	1.000	1.000	1.028	1.038	1.045	1.000	1.047	1.092	1.000	1.095
Ramp entrance ($CMF_{12,sc,nEN,at,fi}$)			ENR														
			Year:	2045	1.000	1.000	2.518	1.000	1.000	1.947	1.000	1.000	1.000	1.000	2.201	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,fi}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.336	1.000	1.000	1.000	1.000	1.101	1.000	1.000
High volur	MV		ENR	EXR	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032
		SV			0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Property-Damage-Only Crash CMFs																	
Horizontal	MV		ENR	EXR	1.001	1.000	1.000	1.000	1.000	1.000	1.000	1.052	1.136	1.000	1.000	1.007	1.008
		SV			1.002	1.000	1.000	1.000	1.000	1.000	1.000	1.096	1.250	1.000	1.000	1.014	1.015
Lane width	MV	SV	ENR	EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside shoulder width		SV			0.930	1.000	1.000	1.000	1.000	1.000	1.000	0.941	0.845	1.000	1.000	0.865	0.845
Inside sho	MV	SV	ENR	EXR	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912	0.912
Median wi	MV		ENR	EXR	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.145	1.071	1.145	1.145
		SV			1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.144	1.071	1.144	1.144
Median ba	MV	SV	ENR	EXR	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.253	1.045	1.253	1.253
Shoulder rumble strip (		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside clearance (C		SV			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Outside barrier (CMF		SV			1.253	1.253	1.253	1.253	1.253	1.000	1.000	1.015	1.000	1.000	1.000	1.253	1.253
Lane chan	MV																
			Year:	2045	1.088	1.000	1.123	1.000	1.000	1.025	1.034	1.041	1.000	1.043	1.083	1.000	1.086
Ramp entrance ($CMF_{12,sc,nEN,at,pc}$			ENR		1.000	1.000	1.433	1.000	1.000	1.116	1.000	1.000	1.000	1.000	1.234	1.000	1.000
Ramp exit ($CMF_{13,sc,nEX,at,pdo}$):				EXR	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
High volur	MV		ENR	EXR	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
		SV			0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946	0.946
Predicted Average Crash Frequency																	
Fatal-and-Injury Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,mv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{e,fs,n,mv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	1.433	2.634	5.061	0.237	3.847	10.401	3.294	1.936	1.906	1.848	2.497	0.892	2.548
($N_{p,fs,n,mv,fi}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter ($k_{fs,n,sv,fi}$):																	
Observed crash count ($N^*_{o,fs,n,sv,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.728	1.523	2.240	0.130	2.111	3.604	1.200	0.914	1.100	0.849	1.099	0.619	1.228
($N_{p,fs,n,sv,fi}$), crashes/yr:				2046													
Ramp Entrance Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EN,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EN,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.550	0.000	0.000	1.651	0.000	0.000	0.000	0.000	0.592	0.000	0.000
($N_{p,sc,EN,at,fi}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,fi}$):																	
Observed crash count ($N^*_{o,sc,EX,at,fi}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,fi,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,fi,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,fi,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.226	0.000	0.000	0.000	0.000	0.363	0.000	0.000
($N_{p,sc,EX,at,fi}$), crashes/yr:				2046													
Property-Damage-Only Crash Frequency																	
Freeway Segment Multiple-Vehicle Crash A				**Year**													
Overdispersion parameter ($k_{fs,n,mv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,mv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,mv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,mv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,mv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	3.338	6.388	13.060	0.611	9.929	29.424	8.714	4.938	5.017	4.593	6.069	2.010	6.558
($N_{p,fs,n,mv,pdo}$), crashes/yr:				2046													
Freeway Segment Single-Vehicle Crash An				**Year**													
Overdispersion parameter ($k_{fs,n,sv,pdo}$):																	
Observed crash count ($N^*_{o,fs,n,sv,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,fs,n,sv,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,fs,n,sv,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,fs,n,sv,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	2.042	4.644	7.095	0.418	6.787	12.500	3.940	2.782	3.175	2.790	3.164	1.668	3.503
($N_{p,fs,n,sv,pdo}$), crashes/yr:				2046													
Overdispersion parameter ($k_{sc,EN,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EN,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EN,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EN,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EN,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	1.072	0.000	0.000	3.163	0.000	0.000	0.000	0.000	1.058	0.000	0.000
($N_{p,sc,EN,at,pdo}$), crashes/yr:				2046													
Ramp Exit Crash Analysis				**Year**													
Overdispersion parameter ($k_{sc,EX,at,pdo}$):																	
Observed crash count ($N^*_{o,sc,EX,at,pdo}$), crashes:																	
Reference year (r):																	
Predicted average crash freq. for reference year ($N_{p,sc,EX,at,pdo,r}$), crashes/yr:																	
Equivalent years associated with crash count ($C_{b,sc,EX,at,pdo,r}$), yr:																	
Expected average crash freq. for reference year given N^*_o ($N_{a,sc,EX,at,pdo,r}$), crashes/yr:																	
Predicted average crash frequency				2045	0.000	0.000	0.000	0.000	0.000	0.486	0.000	0.000	0.000	0.000	0.906	0.000	0.000
($N_{p,sc,EX,at,pdo}$), crashes/yr:				2046													
Crash Severity Distribution (during Study Period)																	
Fatal crash frequency ($N^*_{e,w,x,at,K}$					0.035	0.063	0.118	0.006	0.090	0.277	0.078	0.052	0.061	0.047	0.089	0.026	0.066
Incapacitating injury crash freq.					0.094	0.166	0.314	0.015	0.238	0.712	0.202	0.136	0.162	0.121	0.224	0.071	0.182
Non-incapacitating inj. crash fre					0.651	1.208	2.281	0.107	1.731	4.984	1.410	0.916	1.014	0.846	1.517	0.470	1.186
Possible injury crash freq. ($N^*_{e,w}$					1.381	2.720	5.137	0.240	3.899	9.908	2.804	1.745	1.769	1.683	2.721	0.944	2.342
Total fatal-and-injury crash fre					2.161	4.157	7.851	0.367	5.958	15.881	4.494	2.850	3.006	2.697	4.551	1.511	3.776
Property-damage-only crash freq. (					5.380	11.032	21.227	1.029	16.716	45.573	12.654	7.720	8.192	7.384	11.198	3.678	10.060
Total crash frequency ($N^*_{e,w,x,at}$					7.541	15.189	29.077	1.395	22.675	61.454	17.148	10.571	11.198	10.081	15.748	5.189	13.837
Intermediate Results																	
Proportion of segment length with curve 1 ($P_{c,1}$):					0.450							0.382	1.000			0.875	0.205
Proportion of segment length with curve 2 ($P_{c,2}$):																	0.795
Proportion of segment length with curve 3 ($P_{c,3}$):																	
Distance from edge of inside shoulder to barrier face (					0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Proportion of segment length with barrier in the media					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.177	1.000	1.000
Proportion of segment length with rumble strips on outside s					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with rumble strips on inside sh					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Distance from edge of outside shoulder to barrier face					0.750	0.750	0.750	0.750	0.750	999.000	999.000	0.750	999.000	999.000	999.000	0.750	0.750
Proportion of segment length with barrier on the roads					1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.059	0.000	0.000	0.000	1.000	1.000
Proportion of segment length with Type B weaving, travel in increas					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Proportion of segment length with Type B weaving, travel in decrea					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Traffic Data				**Year**													
Freeway Segment Data				2045	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Average daily traffic ($AADT_{fs}$) by year, veh/				2046	130600	119300	140700	118300	118300	146300	146300	110000	77900	91800	114600	86400	118600
Entrance Ramp Data for Travel in Increasing				**Year**													
Average daily traffic ($AADT_{b,ent}$) by year, ve				2045	0	0	10700	0	0	14400	0	0	0	13900	13900	0	16100
Exit Ramp Data for Travel in Increasing Mile				**Year**													
Average daily traffic ($AADT_{e,ext}$) by year, ve				2045	11300	0	11200	0	0	36300	36300	0	0	0	14100	0	0
Entrance Ramp Data for Travel in Decreasin				**Year**													
Average daily traffic ($AADT_{e,ent}$) by year, ve				2045	0	0	11200	0	0	0	32100	32100	0	0	14100	0	0
Exit Ramp Data for Travel in Decreasing Mile				**Year**													
Average daily traffic ($AADT_{b,ext}$) by year, ve				2045	19200	0	10700	0	0	14000	0	0	0	0	22800	0	16100

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Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 1-14				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		174.032	0.804	2.139	14.433	28.799	127.858
Estimated average crash freq. during Study Period, crashes/yr:		174.032	0.804	2.139	14.433	28.799	127.858
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	14	174.032	0.804	2.139	14.433	28.799	127.858
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	174.032	0.804	2.139	14.433	28.799	127.858
	2046						
	2047						
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Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	2.7	0.0	0.0	0.3	0.7	1.7
	Rear-end crashes:	90.8	0.5	1.2	8.2	16.4	64.4
	Sideswipe crashes:	30.9	0.1	0.3	2.0	4.0	24.5
	Other multiple-vehicle crashes:	3.3	0.0	0.1	0.3	0.7	2.2
	Total multiple-vehicle crashes:	128.2	0.6	1.6	11.0	21.9	93.0
Single vehicle	Crashes with animal:	0.8	0.0	0.0	0.0	0.0	0.8
	Crashes with fixed object:	33.0	0.1	0.4	2.5	5.0	25.0
	Crashes with other object:	5.4	0.0	0.0	0.2	0.4	4.8
	Crashes with parked vehicle:	0.7	0.0	0.0	0.0	0.1	0.5
	Other single-vehicle crashes	6.0	0.0	0.1	0.7	1.4	3.7
	Total single-vehicle crashes:	45.9	0.2	0.5	3.4	6.9	34.8
	Total crashes:	174.0	0.8	2.1	14.4	28.8	127.9

Output Summary

General Information					
Project description:	I-295 East Express Phase I GP Improvements Preferred Build, Seg. 15-27				
Analyst:	Arcadis	Date:	11/22/2019	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description				
Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		221.103	1.008	2.638	18.321	37.292	161.844
Estimated average crash freq. during Study Period, crashes/yr:		221.103	1.008	2.638	18.321	37.292	161.844
Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	13	221.103	1.008	2.638	18.321	37.292	161.844
Ramp segments, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crossroad ramp terminals, crashes:	0	0.000	0.000	0.000	0.000	0.000	0.000
Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	221.103	1.008	2.638	18.321	37.292	161.844
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Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	3.2	0.0	0.1	0.4	0.8	1.9
	Rear-end crashes:	103.8	0.5	1.4	9.5	19.3	73.0
	Sideswipe crashes:	35.7	0.1	0.3	2.3	4.7	28.3
	Other multiple-vehicle crashes:	3.8	0.0	0.1	0.4	0.8	2.5
	Total multiple-vehicle crashes:	146.9	0.7	1.8	12.7	25.8	106.0
Single vehicle	Crashes with animal:	1.3	0.0	0.0	0.0	0.0	1.2
	Crashes with fixed object:	53.2	0.2	0.6	4.1	8.3	40.0
	Crashes with other object:	8.8	0.0	0.0	0.3	0.6	7.8
	Crashes with parked vehicle:	1.2	0.0	0.0	0.1	0.2	0.9
	Other single-vehicle crashes	9.8	0.1	0.2	1.2	2.4	5.9
	Total single-vehicle crashes:	74.2	0.3	0.8	5.6	11.5	55.9
	Total crashes:	221.1	1.0	2.6	18.3	37.3	161.8