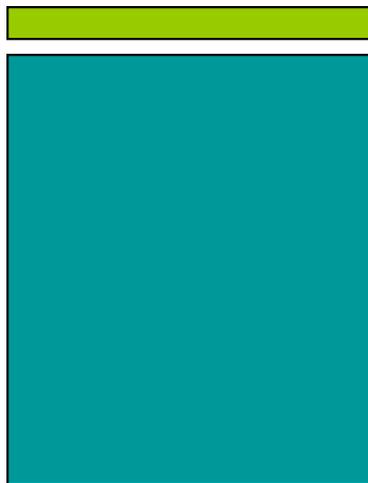


# 92<sup>nd</sup> Street at Collins/Harding Avenue

signal warrant study



prepared for:  
Transacta Lanai Developers, Ltd.

**Traf Tech**  
ENGINEERING, INC.

May 2011

# Traf Tech

ENGINEERING, INC.

May 6, 2011

Mr. Neisen Kasdin  
Akerman Senterfitt  
One Southeast Third Avenue  
25<sup>th</sup> Floor  
Miami, Florida 33131

Re: **Traffic Signal Warrant Study – 92<sup>nd</sup> Street at Collins/Harding Avenue**

Dear Neisen:

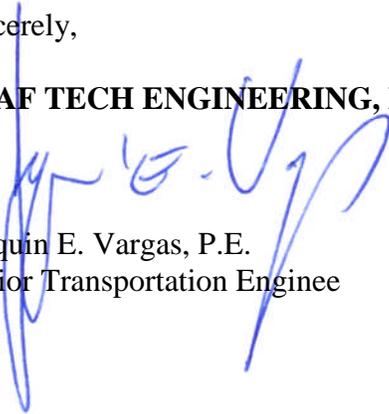
Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic signal warrant study undertaken for the intersections of 92<sup>nd</sup> Street/Collins Avenue and 92<sup>nd</sup> Street/Harding Avenue in the Town of Surfside in northeast Miami-Dade County, Florida. As indicated in the subject study, traffic signals are not warranted at the subject intersections.

It has been a pleasure working with you on this project.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

Joaquin E. Vargas, P.E.  
Senior Transportation Engineer



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## INTRODUCTION

---

Traf Tech Engineering, Inc. was retained Transacta Lanai Developers to conduct a traffic signal warrant study for the intersections of 92<sup>nd</sup> Street/Collins Avenue and 92<sup>nd</sup> Street Harding Avenue located in the Town of Surfside in northeast Miami-Dade County, Florida. The locations of the study intersections are illustrated in Figure 1 on the following page. The signal warrant analysis was conducted following the procedures outlined in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition.

The traffic study takes into account a proposed 175-room hotel planned to be located on the north side of 92<sup>nd</sup> Street between Harding Avenue and Collins Avenue. Access to and from the subject hotel is assumed to be off of 92<sup>nd</sup> Street (conservative approach for the signal warrant study).

This study is divided into six (6) sections, as outlined below:

1. Existing Conditions
2. Data Collection
3. Trip Generation
4. Trip Distribution and Assignment
5. Signal Warrant Analysis
6. Conclusions



## EXISTING CONDITIONS

---

Collins Avenue is a one-way northbound facility with three through lanes. Harding Avenue is a one-way southbound facility with three through lanes. Both Collins Avenue and Harding Avenue have a posted speed limit of 30 miles per hour near 92<sup>nd</sup> Street.

The intersection geometry of the two study intersections is described below:

### **Intersection Geometry of Collins Avenue and 92<sup>nd</sup> Street**

- *Northbound Approach:* Three free-flowing through lanes
- *Eastbound Approach:* One approach lane (shared left-turn/through lane). This approach is controlled by a stop sign.
- *Westbound Approach:* One approach lane (shared through/right-turn lane). This approach is controlled by a stop sign.

### **Intersection Geometry of Harding Avenue and 92<sup>nd</sup> Street**

- *Southbound Approach:* Three free-flowing through lanes
- *Eastbound Approach:* One approach lane (shared through/right-turn lane). This approach is controlled by a stop sign.
- *Westbound Approach:* One approach lane (shared left-turn/through lane). This approach is controlled by a stop sign.

### **Nearby Intersections**

The closest intersections from the study intersection are:

- *93<sup>rd</sup> Street* located approximately 650 feet north of 92<sup>nd</sup> Street. Traffic signals are provided on both Collins Avenue/93<sup>rd</sup> Street and Harding Avenue/93<sup>rd</sup> Street.
- *91<sup>st</sup> Street* located approximately 650 feet south of 92<sup>nd</sup> Street. A traffic signal controls the intersection of Harding Avenue and 91<sup>st</sup> Street.
- *90<sup>th</sup> Street* located approximately 1,300 feet south of 92<sup>nd</sup> Street. The intersection of Collins Avenue and 90<sup>th</sup> Street is controlled by a traffic signal.

---

### **Traffic Control Devices**

The study intersections are stop-control. At Collins Avenue, stop signs are provided on 92<sup>nd</sup> Street for eastbound and westbound motorists. At Harding Avenue, stop signs are provided on the east and west legs of the intersection (on 92<sup>nd</sup> Street). Both Collins Avenue and Harding Avenue are free flowing at 92<sup>nd</sup> Street (vehicle do not need to stop).

### **Sight Distance**

Sight distance was found to be acceptable at both intersections (92<sup>nd</sup> Street/Collins Avenue and 92<sup>nd</sup> Street/Harding Avenue)

### **Pedestrian Features**

The pedestrian features found at the study intersections include sidewalks on both sides of Collins Avenue and on both sides of Harding Avenue. On 92<sup>nd</sup> Street, a sidewalk is provided on the south side of the street. Pedestrian crosswalks are provided at the two study intersections (to cross 92<sup>nd</sup> Street).

### **Nearby Schools**

No private or public schools are located near the study intersections.

## DATA COLLECTION

---

Traf Tech Engineering, Inc., in association with Genesis Transportation Engineering, Inc., collected 48-hour machine traffic counts on the eastbound and westbound directions of 92<sup>nd</sup> Street between Collins Avenue and Harding Avenue. The results of the traffic counts are contained in Appendix A. The results of the traffic counts indicate that:

- Traffic volumes are very low on 92<sup>nd</sup> Street between Collins Avenue and Harding Avenue.
- Less than 1,000 vehicles per day travel along 92<sup>nd</sup> Street between Collins Avenue and Harding Avenue.
- The maximum hourly volume recorded in the eastbound direction (towards Collins Avenue) was 50 vehicles
- The maximum hourly volume recorded in the westbound direction (towards Harding) was 48 vehicles

## TRIP GENERATION

---

The trip generation analysis for the 175-room hotel was performed using the trip generation rates published in the Institute of Transportation Engineer’s (ITE) *Trip Generation* manual (8<sup>th</sup> Edition). The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to ITE’s *Trip Generation* manual (8<sup>th</sup> Edition), the trip generation rates used for the subject lodging facility are:

HOTEL (ITE Land Use 310)

*Daily Trip Generation*

$T = 8.92 (X)$

Where T = number of daily trips

X = number of occupied hotel rooms

*AM Peak Hour*

$T = 0.67 (X)$  (58% inbound and 42% outbound)

Where T = number of AM peak hour trips

X = number of occupied hotel rooms

*PM Peak Hour*

$T = 0.70 (X)$  (49% inbound and 51% outbound)

Where T = number of PM peak hour trips

X = number of occupied hotel rooms

Using the above-listed trip generation rates from the ITE document, a trip generation analysis was undertaken for the proposed hotel. The results of this effort are documented in Table 1.

| <b>TABLE 1</b>                  |             |                        |                |                |
|---------------------------------|-------------|------------------------|----------------|----------------|
| <b>Trip Generation Analysis</b> |             |                        |                |                |
| <b>Hotel</b>                    |             |                        |                |                |
|                                 |             | <b>Number of Trips</b> |                |                |
| <b>Land Use</b>                 | <b>Size</b> | <b>Daily</b>           | <b>AM Peak</b> | <b>PM Peak</b> |
| Hotel                           | 175 rooms   | 1,561                  | 117            | 123            |

*Source: ITE Trip Generation Manual (8<sup>th</sup> Edition)*

As indicated in Table 1, the proposed 175-room hotel is projected to generate approximately 1,561 daily trips, approximately 117 AM peak hour trips (68 inbound and 49 outbound), and approximately 123 trips during the typical afternoon peak hour (60 inbound and 63 outbound).

## TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

---

The trip distribution for the project was based on Miami-Dade County’s Cardinal Distribution information for the study area. Table 2 below summarizes the county’s cardinal distribution data for traffic zone 602, which is applicable to the location of the subject project.

| <b>TABLE 2</b>                   |           |                         |
|----------------------------------|-----------|-------------------------|
| <b>Project Trip Distribution</b> |           |                         |
| <b>Hotel</b>                     |           |                         |
| <b>Direction</b>                 |           | <b>% of Total Trips</b> |
| North:                           | Northwest | 31.77%                  |
|                                  | Northeast | 0.81%                   |
| South:                           | Southwest | 27.30%                  |
|                                  | Southeast | 1.60%                   |
| East:                            | Northeast | 0.0%                    |
|                                  | Southeast | 0.0%                    |
| West:                            | Northwest | 21.59%                  |
|                                  | Southwest | 16.93%                  |
| <b>Total</b>                     |           | <b>100.00%</b>          |

*Source: Miami-Dade County*

Using the trip distribution documented in Table 2, the traffic assignment assumed for the proposed hotel development is as follows:

- 55% to and from the north via Collins Avenue/Harding Avenue
- 45% to and from the south via Collins Avenue/Harding Avenue

Based on the above, the maximum hourly volume heading eastbound on 92<sup>nd</sup> Street occurs in the PM peak hour with 35 vehicles (63 outbound x 55% towards the north on Collins Avenue). Similarly, the maximum hourly volume heading west on 92<sup>nd</sup> Street occurs in the PM peak hour with 28 vehicles (63 outbound x 45% towards the south on Harding Avenue).

## SIGNAL WARRANT ANALYSIS

---

A signal warrant analysis was performed for the intersections of 92<sup>nd</sup> Street/Collins Avenue and 92<sup>nd</sup> Street/Harding Avenue. The analysis was conducted following the signal warrants outlined in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition.

### **Warrant 1 – Eight-Hour Vehicular Volume (Condition A)**

#### CONDITION A

Warrant 1, Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reasons to consider installing a traffic control signal. The side street volumes are less than the minimum volume requirements of this warrant. The side street volume required to meet this warrant is 150 vehicles per hour (for one approach lane) for at least eight hours. The maximum directional hourly volume recorded on 92<sup>nd</sup> Street was 50 vehicles. Adding the maximum directional hourly volume (35 cars) generated by the 175-room hotel results in 85 vehicles, which is well below the 150-vehicle threshold. Therefore, Warrant 1 (Condition A) is not met.

### **Warrant 2 – Four Hour Vehicular Volume**

For this warrant to be met, the side street volume (92<sup>nd</sup> Street) needs to exceed 250 vehicles during a four-hour period. Based on the information presented above, the maximum side street volume anticipated on 92<sup>nd</sup> Street is 85 vehicles which is well below the 250-vehicle threshold. Therefore, Warrant 2 is not met.

### **Warrant 3 – Peak Hour**

The proposed 175-room hotel served by the side street (92<sup>nd</sup> Street) is not considered a special generator and therefore, this warrant was considered not applicable.

### **Warrant 4 – Pedestrian Volume**

This warrant was not considered for purposes of this study since the proposed 175-room hotel is not a significant pedestrian generator.

---

### **Warrant 5 – School Crossing**

The study intersections are not in the close proximity of a school and therefore, this warrant is not considered applicable.

### **Warrant 6 – Coordinated Signal System**

This warrant is used when progressive movement of traffic in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles. Since there are nearby traffic signals north and south of the study intersections, a new traffic signal installed at this location is not anticipated to improve progression along Collins Avenue or Harding Avenue. Therefore, this warrant was considered not applicable.

### **Warrant 7 – Crash Experience**

The crash experience signal warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. In order for this warrant to be met, three conditions need to be satisfied. First, adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency. Second, five or more reported crashes, of the type susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage. Finally, the traffic volumes must meet 80% of Warrant 1 (Conditions A or B) or 80% of Warrant 4.

The first criterion is not met because the study intersection has not been modified with the intention of reducing crash frequency. Additionally, 80% of Warrant 1, Condition A, is not satisfied. Therefore, Warrant 7 is not met.

### **Warrant 8 – Roadway Network**

92<sup>nd</sup> Street is not a major transportation route within the Miami-Dade County and therefore, this warrant was considered not applicable.

Based on the above analysis, after the 175-room hotel is built and occupied, a traffic signal is not recommended for the intersection of 92<sup>nd</sup> Street and Collins Avenue or the intersection of 92<sup>nd</sup> Street and Harding Avenue at this time.

## CONCLUSIONS

---

Traf Tech Engineering, Inc. was retained Transacta Lanai Developers to conduct a traffic signal warrant study for the intersections of 92<sup>nd</sup> Street/Collins Avenue and 92<sup>nd</sup> Street Harding Avenue located in the Town of Surfside in northeast Miami-Dade County. The signal warrant analysis was conducted following the procedures outlined in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition.

The traffic study takes into account a proposed 175-room hotel planned to be located on the north side of 92<sup>nd</sup> Street between Harding Avenue and Collins Avenue. Access to and from the subject hotel is assumed to be off of 92<sup>nd</sup> Street (conservative approach for the signal warrant study).

The conclusions of the traffic study are presented below:

- Traffic volumes are very low on 92<sup>nd</sup> Street between Collins Avenue and Harding Avenue.
- The maximum hourly volume recorded in the eastbound direction (towards Collins Avenue) was 50 vehicles
- The maximum hourly volume recorded in the westbound direction (towards Harding) was 48 vehicles
- The signal warrant study for the study intersections was conducted following the signal warrants outlined in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition. The results of the signal warrant study indicate that after the 175-room hotel is built and occupied, a traffic signal is not warranted at the intersection of 92<sup>nd</sup> Street and Collins Avenue or the intersection of 92<sup>nd</sup> Street and Harding Avenue at this time.

Based on the results of the analysis presented herein, Traf Tech Engineering, Inc. does not recommend the installation of a traffic signal at the intersection of 92<sup>nd</sup> Street and Collins Avenue or 92<sup>nd</sup> Street and Harding Avenue after the 175-room hotel is built and occupied.

**APPENDIX A**  
**Traffic Counts**

**TABLE A-1**  
**Results of Traffic Counts on 92nd Street**

| Start Time | Tuesday, May 3, 2011 |    |               |    | Wednesday, May 4, 2011 |    |               |    |
|------------|----------------------|----|---------------|----|------------------------|----|---------------|----|
|            | 15-min Volume        |    | Hourly Volume |    | 15-min Volume          |    | Hourly Volume |    |
|            | EB                   | WB | EB            | WB | EB                     | WB | EB            | WB |
| 12:00 AM   | 2                    | 2  |               |    | 4                      | 2  |               |    |
| 12:15      | 3                    | 3  |               |    | 2                      | 2  |               |    |
| 12:30      | 3                    | 3  |               |    | 3                      | 1  |               |    |
| 12:45      | 0                    | 0  | 8             | 8  | 5                      | 3  | 14            | 8  |
| 1:00       | 0                    | 0  |               |    | 1                      | 1  |               |    |
| 1:15       | 0                    | 0  |               |    | 2                      | 2  |               |    |
| 1:30       | 0                    | 0  |               |    | 0                      | 0  |               |    |
| 1:45       | 1                    | 0  | 1             | 0  | 1                      | 1  | 4             | 4  |
| 2:00       | 1                    | 0  |               |    | 3                      | 1  |               |    |
| 2:15       | 1                    | 1  |               |    | 0                      | 0  |               |    |
| 2:30       | 0                    | 0  |               |    | 0                      | 0  |               |    |
| 2:45       | 0                    | 0  | 2             | 1  | 0                      | 0  | 3             | 1  |
| 3:00       | 1                    | 1  |               |    | 2                      | 0  |               |    |
| 3:15       | 0                    | 1  |               |    | 0                      | 0  |               |    |
| 3:30       | 0                    | 0  |               |    | 0                      | 0  |               |    |
| 3:45       | 1                    | 0  | 2             | 2  | 0                      | 0  | 2             | 0  |
| 4:00       | 0                    | 0  |               |    | 2                      | 1  |               |    |
| 4:15       | 0                    | 0  |               |    | 3                      | 2  |               |    |
| 4:30       | 0                    | 0  |               |    | 0                      | 0  |               |    |
| 4:45       | 3                    | 2  | 3             | 2  | 0                      | 0  | 5             | 3  |
| 5:00       | 0                    | 0  |               |    | 0                      | 0  |               |    |
| 5:15       | 1                    | 1  |               |    | 2                      | 1  |               |    |
| 5:30       | 3                    | 2  |               |    | 2                      | 1  |               |    |
| 5:45       | 3                    | 2  | 7             | 5  | 0                      | 0  | 4             | 2  |
| 6:00       | 2                    | 1  |               |    | 4                      | 1  |               |    |
| 6:15       | 4                    | 4  |               |    | 4                      | 2  |               |    |
| 6:30       | 4                    | 4  |               |    | 6                      | 4  |               |    |
| 6:45       | 7                    | 5  | 17            | 14 | 10                     | 9  | 24            | 16 |
| 7:00       | 14                   | 12 |               |    | 11                     | 9  |               |    |
| 7:15       | 10                   | 7  |               |    | 16                     | 12 |               |    |
| 7:30       | 9                    | 8  |               |    | 12                     | 6  |               |    |
| 7:45       | 12                   | 11 | 45            | 38 | 11                     | 9  | 50            | 36 |
| 8:00       | 10                   | 8  |               |    | 18                     | 13 |               |    |
| 8:15       | 8                    | 9  |               |    | 14                     | 11 |               |    |
| 8:30       | 11                   | 11 |               |    | 7                      | 6  |               |    |
| 8:45       | 10                   | 14 | 39            | 42 | 4                      | 7  | 43            | 37 |
| 9:00       | 5                    | 8  |               |    | 6                      | 8  |               |    |
| 9:15       | 5                    | 6  |               |    | 5                      | 12 |               |    |
| 9:30       | 8                    | 12 |               |    | 6                      | 9  |               |    |
| 9:45       | 4                    | 8  | 22            | 34 | 4                      | 10 | 21            | 39 |
| 10:00      | 8                    | 11 |               |    | 1                      | 6  |               |    |
| 10:15      | 2                    | 8  |               |    | 1                      | 3  |               |    |
| 10:30      | 2                    | 9  |               |    | 2                      | 11 |               |    |
| 10:45      | 0                    | 8  | 12            | 36 | 2                      | 8  | 6             | 28 |
| 11:00      | 0                    | 6  |               |    | 1                      | 10 |               |    |
| 11:15      | 0                    | 3  |               |    | 2                      | 12 |               |    |
| 11:30      | 2                    | 10 |               |    | 0                      | 8  |               |    |
| 11:45      | 0                    | 12 | 2             | 31 | 0                      | 3  | 3             | 33 |
| 12:00      | 4                    | 15 |               |    | 1                      | 9  |               |    |

|                 |            |            |    |    |            |            |    |    |
|-----------------|------------|------------|----|----|------------|------------|----|----|
| 12:15           | 2          | 4          |    |    | 0          | 8          |    |    |
| 12:30           | 1          | 7          |    |    | 0          | 8          |    |    |
| 12:45           | 4          | 8          | 11 | 34 | 2          | 9          | 3  | 34 |
| 1:00            | 12         | 10         |    |    | 10         | 10         |    |    |
| 1:15            | 2          | 3          |    |    | 2          | 11         |    |    |
| 1:30            | 2          | 12         |    |    | 5          | 10         |    |    |
| 1:45            | 2          | 19         | 18 | 44 | 6          | 8          | 23 | 39 |
| 2:00            | 2          | 6          |    |    | 4          | 14         |    |    |
| 2:15            | 0          | 9          |    |    | 3          | 10         |    |    |
| 2:30            | 1          | 11         |    |    | 1          | 8          |    |    |
| 2:45            | 0          | 13         | 3  | 39 | 0          | 6          | 8  | 38 |
| 3:00            | 1          | 9          |    |    | 2          | 7          |    |    |
| 3:15            | 0          | 6          |    |    | 0          | 7          |    |    |
| 3:30            | 0          | 5          |    |    | 2          | 6          |    |    |
| 3:45            | 1          | 8          | 2  | 28 | 0          | 14         | 4  | 34 |
| 4:00            | 0          | 11         |    |    | 4          | 12         |    |    |
| 4:15            | 0          | 8          |    |    | 3          | 10         |    |    |
| 4:30            | 0          | 5          |    |    | 0          | 11         |    |    |
| 4:45            | 0          | 8          | 0  | 32 | 0          | 14         | 7  | 47 |
| 5:00            | 0          | 12         |    |    | 0          | 7          |    |    |
| 5:15            | 0          | 8          |    |    | 2          | 15         |    |    |
| 5:30            | 0          | 5          |    |    | 0          | 10         |    |    |
| 5:45            | 0          | 8          | 0  | 33 | 0          | 6          | 2  | 38 |
| 6:00            | 0          | 9          |    |    | 1          | 6          |    |    |
| 6:15            | 0          | 7          |    |    | 0          | 4          |    |    |
| 6:30            | 0          | 13         |    |    | 0          | 9          |    |    |
| 6:45            | 0          | 12         | 0  | 41 | 1          | 5          | 2  | 24 |
| 7:00            | 1          | 16         |    |    | 1          | 9          |    |    |
| 7:15            | 2          | 12         |    |    | 0          | 9          |    |    |
| 7:30            | 4          | 10         |    |    | 2          | 18         |    |    |
| 7:45            | 8          | 10         | 15 | 48 | 4          | 10         | 7  | 46 |
| 8:00            | 2          | 8          |    |    | 9          | 9          |    |    |
| 8:15            | 4          | 9          |    |    | 8          | 6          |    |    |
| 8:30            | 4          | 3          |    |    | 15         | 14         |    |    |
| 8:45            | 5          | 5          | 15 | 25 | 10         | 7          | 42 | 36 |
| 9:00            | 10         | 9          |    |    | 8          | 9          |    |    |
| 9:15            | 8          | 8          |    |    | 8          | 5          |    |    |
| 9:30            | 2          | 2          |    |    | 10         | 8          |    |    |
| 9:45            | 5          | 4          | 25 | 23 | 8          | 6          | 34 | 28 |
| 10:00           | 12         | 6          |    |    | 6          | 6          |    |    |
| 10:15           | 7          | 6          |    |    | 9          | 6          |    |    |
| 10:30           | 6          | 3          |    |    | 6          | 6          |    |    |
| 10:45           | 6          | 9          | 31 | 24 | 6          | 7          | 27 | 25 |
| 11:00           | 3          | 1          |    |    | 7          | 4          |    |    |
| 11:15           | 9          | 5          |    |    | 2          | 0          |    |    |
| 11:30           | 3          | 3          |    |    | 6          | 3          |    |    |
| 11:45           | 5          | 4          | 20 | 13 | 7          | 6          | 22 | 13 |
| <b>Totals =</b> | <b>300</b> | <b>597</b> |    |    | <b>360</b> | <b>609</b> |    |    |

Source: Genesis Transportation Engineering, inc.

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 02-May-11<br>Mon | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 AM   |                  | 2     | 1     | 3     |
| 12:15      |                  | 2     | 1     | 3     |
| 12:30      |                  | 4     | 4     | 8     |
| 12:45      |                  | 2     | 0     | 2     |
| 01:00      |                  | 3     | 1     | 4     |
| 01:15      |                  | 1     | 1     | 2     |
| 01:30      |                  | 1     | 1     | 2     |
| 01:45      |                  | 2     | 1     | 3     |
| 02:00      |                  | 0     | 0     | 0     |
| 02:15      |                  | 2     | 2     | 4     |
| 02:30      |                  | 0     | 0     | 0     |
| 02:45      |                  | 1     | 0     | 1     |
| 03:00      |                  | 1     | 1     | 2     |
| 03:15      |                  | 1     | 0     | 1     |
| 03:30      |                  | 0     | 0     | 0     |
| 03:45      |                  | 1     | 0     | 1     |
| 04:00      |                  | 1     | 0     | 1     |
| 04:15      |                  | 0     | 0     | 0     |
| 04:30      |                  | 0     | 0     | 0     |
| 04:45      |                  | 0     | 0     | 0     |
| 05:00      |                  | 0     | 0     | 0     |
| 05:15      |                  | 3     | 3     | 6     |
| 05:30      |                  | 4     | 2     | 6     |
| 05:45      |                  | 3     | 2     | 5     |
| 06:00      |                  | 2     | 2     | 4     |
| 06:15      |                  | 10    | 7     | 17    |
| 06:30      |                  | 2     | 1     | 3     |
| 06:45      |                  | 6     | 5     | 11    |
| 07:00      |                  | 14    | 11    | 25    |
| 07:15      |                  | 10    | 6     | 16    |
| 07:30      |                  | 11    | 12    | 23    |
| 07:45      |                  | 18    | 14    | 32    |
| 08:00      |                  | 8     | 6     | 14    |
| 08:15      |                  | 4     | 5     | 9     |
| 08:30      |                  | 10    | 6     | 16    |
| 08:45      |                  | 12    | 15    | 27    |
| 09:00      |                  | 8     | 8     | 16    |
| 09:15      |                  | 5     | 8     | 13    |
| 09:30      |                  | 3     | 8     | 11    |
| 09:45      |                  | 5     | 13    | 18    |
| 10:00      |                  | 4     | 8     | 12    |
| 10:15      |                  | 8     | 14    | 22    |
| 10:30      |                  | 8     | 15    | 23    |
| 10:45      |                  | 4     | 12    | 16    |
| 11:00      |                  | 3     | 18    | 21    |
| 11:15      |                  | 2     | 8     | 10    |
| 11:30      |                  | 2     | 9     | 11    |
| 11:45      |                  | 4     | 8     | 12    |
| Total      |                  | 197   | 239   | 436   |
| Percent    |                  | 45.2% | 54.8% |       |
| Peak       |                  | 07:00 | 10:15 | 07:00 |
| Vol.       |                  | 53    | 59    | 96    |
| P.H.F.     |                  | 0.736 | 0.819 | 0.750 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 02-May-11<br>Mon | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 PM   |                  | 2     | 10    | 12    |
| 12:15      |                  | 2     | 7     | 9     |
| 12:30      |                  | 2     | 5     | 7     |
| 12:45      |                  | 2     | 11    | 13    |
| 01:00      |                  | 4     | 12    | 16    |
| 01:15      |                  | 0     | 6     | 6     |
| 01:30      |                  | 0     | 9     | 9     |
| 01:45      |                  | 4     | 10    | 14    |
| 02:00      |                  | 1     | 6     | 7     |
| 02:15      |                  | 0     | 6     | 6     |
| 02:30      |                  | 0     | 4     | 4     |
| 02:45      |                  | 0     | 9     | 9     |
| 03:00      |                  | 0     | 17    | 17    |
| 03:15      |                  | 0     | 8     | 8     |
| 03:30      |                  | 1     | 10    | 11    |
| 03:45      |                  | 0     | 8     | 8     |
| 04:00      |                  | 0     | 11    | 11    |
| 04:15      |                  | 0     | 5     | 5     |
| 04:30      |                  | 0     | 10    | 10    |
| 04:45      |                  | 2     | 11    | 13    |
| 05:00      |                  | 1     | 7     | 8     |
| 05:15      |                  | 1     | 9     | 10    |
| 05:30      |                  | 1     | 8     | 9     |
| 05:45      |                  | 0     | 10    | 10    |
| 06:00      |                  | 1     | 13    | 14    |
| 06:15      |                  | 0     | 12    | 12    |
| 06:30      |                  | 0     | 8     | 8     |
| 06:45      |                  | 0     | 10    | 10    |
| 07:00      |                  | 0     | 9     | 9     |
| 07:15      |                  | 2     | 10    | 12    |
| 07:30      |                  | 3     | 8     | 11    |
| 07:45      |                  | 4     | 10    | 14    |
| 08:00      |                  | 6     | 9     | 15    |
| 08:15      |                  | 8     | 7     | 15    |
| 08:30      |                  | 6     | 7     | 13    |
| 08:45      |                  | 4     | 5     | 9     |
| 09:00      |                  | 9     | 8     | 17    |
| 09:15      |                  | 11    | 12    | 23    |
| 09:30      |                  | 6     | 5     | 11    |
| 09:45      |                  | 6     | 4     | 10    |
| 10:00      |                  | 6     | 4     | 10    |
| 10:15      |                  | 4     | 4     | 8     |
| 10:30      |                  | 4     | 3     | 7     |
| 10:45      |                  | 4     | 4     | 8     |
| 11:00      |                  | 4     | 4     | 8     |
| 11:15      |                  | 2     | 2     | 4     |
| 11:30      |                  | 2     | 3     | 5     |
| 11:45      |                  | 1     | 2     | 3     |
| Total      |                  | 116   | 372   | 488   |
| Percent    |                  | 23.8% | 76.2% |       |
| Peak       |                  | 21:00 | 14:45 | 20:30 |
| Vol.       |                  | 32    | 44    | 62    |
| P.H.F.     |                  | 0.727 | 0.647 | 0.674 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 03-May-11<br>Tue | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 AM   |                  | 2     | 2     | 4     |
| 12:15      |                  | 3     | 3     | 6     |
| 12:30      |                  | 3     | 3     | 6     |
| 12:45      |                  | 0     | 0     | 0     |
| 01:00      |                  | 0     | 0     | 0     |
| 01:15      |                  | 0     | 0     | 0     |
| 01:30      |                  | 0     | 0     | 0     |
| 01:45      |                  | 1     | 0     | 1     |
| 02:00      |                  | 1     | 0     | 1     |
| 02:15      |                  | 1     | 1     | 2     |
| 02:30      |                  | 0     | 0     | 0     |
| 02:45      |                  | 0     | 0     | 0     |
| 03:00      |                  | 1     | 1     | 2     |
| 03:15      |                  | 0     | 1     | 1     |
| 03:30      |                  | 0     | 0     | 0     |
| 03:45      |                  | 1     | 0     | 1     |
| 04:00      |                  | 0     | 0     | 0     |
| 04:15      |                  | 0     | 0     | 0     |
| 04:30      |                  | 0     | 0     | 0     |
| 04:45      |                  | 3     | 2     | 5     |
| 05:00      |                  | 0     | 0     | 0     |
| 05:15      |                  | 1     | 1     | 2     |
| 05:30      |                  | 3     | 2     | 5     |
| 05:45      |                  | 3     | 2     | 5     |
| 06:00      |                  | 2     | 1     | 3     |
| 06:15      |                  | 4     | 4     | 8     |
| 06:30      |                  | 4     | 4     | 8     |
| 06:45      |                  | 7     | 5     | 12    |
| 07:00      |                  | 14    | 12    | 26    |
| 07:15      |                  | 10    | 7     | 17    |
| 07:30      |                  | 9     | 8     | 17    |
| 07:45      |                  | 12    | 11    | 23    |
| 08:00      |                  | 10    | 8     | 18    |
| 08:15      |                  | 8     | 9     | 17    |
| 08:30      |                  | 11    | 11    | 22    |
| 08:45      |                  | 10    | 14    | 24    |
| 09:00      |                  | 5     | 8     | 13    |
| 09:15      |                  | 5     | 6     | 11    |
| 09:30      |                  | 8     | 12    | 20    |
| 09:45      |                  | 4     | 8     | 12    |
| 10:00      |                  | 8     | 11    | 19    |
| 10:15      |                  | 2     | 8     | 10    |
| 10:30      |                  | 2     | 9     | 11    |
| 10:45      |                  | 0     | 8     | 8     |
| 11:00      |                  | 0     | 6     | 6     |
| 11:15      |                  | 0     | 3     | 3     |
| 11:30      |                  | 2     | 10    | 12    |
| 11:45      |                  | 0     | 12    | 12    |
| Total      |                  | 160   | 213   | 373   |
| Percent    |                  | 42.9% | 57.1% |       |
| Peak       |                  | 07:00 | 08:00 | 07:00 |
| Vol.       |                  | 45    | 42    | 83    |
| P.H.F.     |                  | 0.804 | 0.750 | 0.798 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 03-May-11<br>Tue | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 PM   |                  | 4     | 15    | 19    |
| 12:15      |                  | 2     | 4     | 6     |
| 12:30      |                  | 1     | 7     | 8     |
| 12:45      |                  | 4     | 8     | 12    |
| 01:00      |                  | 12    | 10    | 22    |
| 01:15      |                  | 2     | 3     | 5     |
| 01:30      |                  | 2     | 12    | 14    |
| 01:45      |                  | 2     | 19    | 21    |
| 02:00      |                  | 2     | 6     | 8     |
| 02:15      |                  | 0     | 9     | 9     |
| 02:30      |                  | 1     | 11    | 12    |
| 02:45      |                  | 0     | 13    | 13    |
| 03:00      |                  | 1     | 9     | 10    |
| 03:15      |                  | 0     | 6     | 6     |
| 03:30      |                  | 0     | 5     | 5     |
| 03:45      |                  | 1     | 8     | 9     |
| 04:00      |                  | 0     | 11    | 11    |
| 04:15      |                  | 0     | 8     | 8     |
| 04:30      |                  | 0     | 5     | 5     |
| 04:45      |                  | 0     | 8     | 8     |
| 05:00      |                  | 0     | 12    | 12    |
| 05:15      |                  | 0     | 8     | 8     |
| 05:30      |                  | 0     | 5     | 5     |
| 05:45      |                  | 0     | 8     | 8     |
| 06:00      |                  | 0     | 9     | 9     |
| 06:15      |                  | 0     | 7     | 7     |
| 06:30      |                  | 0     | 13    | 13    |
| 06:45      |                  | 0     | 12    | 12    |
| 07:00      |                  | 1     | 16    | 17    |
| 07:15      |                  | 2     | 12    | 14    |
| 07:30      |                  | 4     | 10    | 14    |
| 07:45      |                  | 8     | 10    | 18    |
| 08:00      |                  | 2     | 8     | 10    |
| 08:15      |                  | 4     | 9     | 13    |
| 08:30      |                  | 4     | 3     | 7     |
| 08:45      |                  | 5     | 5     | 10    |
| 09:00      |                  | 10    | 9     | 19    |
| 09:15      |                  | 8     | 8     | 16    |
| 09:30      |                  | 2     | 2     | 4     |
| 09:45      |                  | 5     | 4     | 9     |
| 10:00      |                  | 12    | 6     | 18    |
| 10:15      |                  | 7     | 6     | 13    |
| 10:30      |                  | 6     | 3     | 9     |
| 10:45      |                  | 6     | 9     | 15    |
| 11:00      |                  | 3     | 1     | 4     |
| 11:15      |                  | 9     | 5     | 14    |
| 11:30      |                  | 3     | 3     | 6     |
| 11:45      |                  | 5     | 4     | 9     |
| Total      |                  | 140   | 384   | 524   |
| Percent    |                  | 26.7% | 73.3% |       |
| Peak       |                  | 22:00 | 18:30 | 19:00 |
| Vol.       |                  | 31    | 53    | 63    |
| P.H.F.     |                  | 0.646 | 0.828 | 0.750 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 04-May-11<br>Wed | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 AM   |                  | 4     | 2     | 6     |
| 12:15      |                  | 2     | 2     | 4     |
| 12:30      |                  | 3     | 1     | 4     |
| 12:45      |                  | 5     | 3     | 8     |
| 01:00      |                  | 1     | 1     | 2     |
| 01:15      |                  | 2     | 2     | 4     |
| 01:30      |                  | 0     | 0     | 0     |
| 01:45      |                  | 1     | 1     | 2     |
| 02:00      |                  | 3     | 1     | 4     |
| 02:15      |                  | 0     | 0     | 0     |
| 02:30      |                  | 0     | 0     | 0     |
| 02:45      |                  | 0     | 0     | 0     |
| 03:00      |                  | 2     | 0     | 2     |
| 03:15      |                  | 0     | 0     | 0     |
| 03:30      |                  | 0     | 0     | 0     |
| 03:45      |                  | 0     | 0     | 0     |
| 04:00      |                  | 2     | 1     | 3     |
| 04:15      |                  | 3     | 2     | 5     |
| 04:30      |                  | 0     | 0     | 0     |
| 04:45      |                  | 0     | 0     | 0     |
| 05:00      |                  | 0     | 0     | 0     |
| 05:15      |                  | 2     | 1     | 3     |
| 05:30      |                  | 2     | 1     | 3     |
| 05:45      |                  | 0     | 0     | 0     |
| 06:00      |                  | 4     | 1     | 5     |
| 06:15      |                  | 4     | 2     | 6     |
| 06:30      |                  | 6     | 4     | 10    |
| 06:45      |                  | 10    | 9     | 19    |
| 07:00      |                  | 11    | 9     | 20    |
| 07:15      |                  | 16    | 12    | 28    |
| 07:30      |                  | 12    | 6     | 18    |
| 07:45      |                  | 11    | 9     | 20    |
| 08:00      |                  | 18    | 13    | 31    |
| 08:15      |                  | 14    | 11    | 25    |
| 08:30      |                  | 7     | 6     | 13    |
| 08:45      |                  | 4     | 7     | 11    |
| 09:00      |                  | 6     | 8     | 14    |
| 09:15      |                  | 5     | 12    | 17    |
| 09:30      |                  | 6     | 9     | 15    |
| 09:45      |                  | 4     | 10    | 14    |
| 10:00      |                  | 1     | 6     | 7     |
| 10:15      |                  | 1     | 3     | 4     |
| 10:30      |                  | 2     | 11    | 13    |
| 10:45      |                  | 2     | 8     | 10    |
| 11:00      |                  | 1     | 10    | 11    |
| 11:15      |                  | 2     | 12    | 14    |
| 11:30      |                  | 0     | 8     | 8     |
| 11:45      |                  | 0     | 3     | 3     |
| Total      |                  | 179   | 207   | 386   |
| Percent    |                  | 46.4% | 53.6% |       |
| Peak       |                  | 07:15 | 10:30 | 07:15 |
| Vol.       |                  | 57    | 41    | 97    |
| P.H.F.     |                  | 0.792 | 0.788 | 0.782 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 04-May-11<br>Wed | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 PM   |                  | 1     | 9     | 10    |
| 12:15      |                  | 0     | 8     | 8     |
| 12:30      |                  | 0     | 8     | 8     |
| 12:45      |                  | 2     | 9     | 11    |
| 01:00      |                  | 10    | 10    | 20    |
| 01:15      |                  | 2     | 11    | 13    |
| 01:30      |                  | 5     | 10    | 15    |
| 01:45      |                  | 6     | 8     | 14    |
| 02:00      |                  | 4     | 14    | 18    |
| 02:15      |                  | 3     | 10    | 13    |
| 02:30      |                  | 1     | 8     | 9     |
| 02:45      |                  | 0     | 6     | 6     |
| 03:00      |                  | 2     | 7     | 9     |
| 03:15      |                  | 0     | 7     | 7     |
| 03:30      |                  | 2     | 6     | 8     |
| 03:45      |                  | 0     | 14    | 14    |
| 04:00      |                  | 4     | 12    | 16    |
| 04:15      |                  | 3     | 10    | 13    |
| 04:30      |                  | 0     | 11    | 11    |
| 04:45      |                  | 0     | 14    | 14    |
| 05:00      |                  | 0     | 7     | 7     |
| 05:15      |                  | 2     | 15    | 17    |
| 05:30      |                  | 0     | 10    | 10    |
| 05:45      |                  | 0     | 6     | 6     |
| 06:00      |                  | 1     | 6     | 7     |
| 06:15      |                  | 0     | 4     | 4     |
| 06:30      |                  | 0     | 9     | 9     |
| 06:45      |                  | 1     | 5     | 6     |
| 07:00      |                  | 1     | 9     | 10    |
| 07:15      |                  | 0     | 9     | 9     |
| 07:30      |                  | 2     | 18    | 20    |
| 07:45      |                  | 4     | 10    | 14    |
| 08:00      |                  | 9     | 9     | 18    |
| 08:15      |                  | 8     | 6     | 14    |
| 08:30      |                  | 15    | 14    | 29    |
| 08:45      |                  | 10    | 7     | 17    |
| 09:00      |                  | 8     | 9     | 17    |
| 09:15      |                  | 8     | 5     | 13    |
| 09:30      |                  | 10    | 8     | 18    |
| 09:45      |                  | 8     | 6     | 14    |
| 10:00      |                  | 6     | 6     | 12    |
| 10:15      |                  | 9     | 6     | 15    |
| 10:30      |                  | 6     | 6     | 12    |
| 10:45      |                  | 6     | 7     | 13    |
| 11:00      |                  | 7     | 4     | 11    |
| 11:15      |                  | 2     | 0     | 2     |
| 11:30      |                  | 6     | 3     | 9     |
| 11:45      |                  | 7     | 6     | 13    |
| Total      |                  | 181   | 402   | 583   |
| Percent    |                  | 31.0% | 69.0% |       |
| Peak       |                  | 20:00 | 15:45 | 20:00 |
| Vol.       |                  | 42    | 47    | 78    |
| P.H.F.     |                  | 0.700 | 0.839 | 0.672 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time | 05-May-11<br>Thu | EB    | WB    | Total |
|------------|------------------|-------|-------|-------|
| 12:00 AM   |                  | 4     | 3     | 7     |
| 12:15      |                  | 4     | 2     | 6     |
| 12:30      |                  | 1     | 1     | 2     |
| 12:45      |                  | 2     | 0     | 2     |
| 01:00      |                  | 1     | 1     | 2     |
| 01:15      |                  | 2     | 0     | 2     |
| 01:30      |                  | 1     | 1     | 2     |
| 01:45      |                  | 3     | 1     | 4     |
| 02:00      |                  | 2     | 2     | 4     |
| 02:15      |                  | 1     | 0     | 1     |
| 02:30      |                  | 2     | 1     | 3     |
| 02:45      |                  | 1     | 1     | 2     |
| 03:00      |                  | 2     | 1     | 3     |
| 03:15      |                  | 0     | 0     | 0     |
| 03:30      |                  | 0     | 0     | 0     |
| 03:45      |                  | 0     | 0     | 0     |
| 04:00      |                  | 0     | 0     | 0     |
| 04:15      |                  | 1     | 0     | 1     |
| 04:30      |                  | 0     | 0     | 0     |
| 04:45      |                  | 0     | 0     | 0     |
| 05:00      |                  | 0     | 0     | 0     |
| 05:15      |                  | 1     | 1     | 2     |
| 05:30      |                  | 3     | 3     | 6     |
| 05:45      |                  | 2     | 1     | 3     |
| 06:00      |                  | 8     | 8     | 16    |
| 06:15      |                  | 0     | 0     | 0     |
| 06:30      |                  | 8     | 7     | 15    |
| 06:45      |                  | 6     | 5     | 11    |
| 07:00      |                  | 10    | 12    | 22    |
| 07:15      |                  | 8     | 6     | 14    |
| 07:30      |                  | 12    | 8     | 20    |
| 07:45      |                  | 20    | 10    | 30    |
| 08:00      |                  | 16    | 10    | 26    |
| 08:15      |                  | 14    | 13    | 27    |
| 08:30      |                  | 20    | 14    | 34    |
| 08:45      |                  | 8     | 6     | 14    |
| 09:00      |                  | 8     | 8     | 16    |
| 09:15      |                  | 16    | 12    | 28    |
| 09:30      |                  | 8     | 11    | 19    |
| 09:45      |                  | 12    | 8     | 20    |
| 10:00      |                  | 10    | 10    | 20    |
| 10:15      |                  | 10    | 8     | 18    |
| 10:30      |                  | 8     | 8     | 16    |
| 10:45      |                  | 10    | 10    | 20    |
| 11:00      |                  | 10    | 12    | 22    |
| 11:15      |                  | 6     | 6     | 12    |
| 11:30      |                  | 4     | 4     | 8     |
| 11:45      |                  | 8     | 8     | 16    |
| Total      |                  | 273   | 223   | 496   |
| Percent    |                  | 55.0% | 45.0% |       |
| Peak       |                  | 07:45 | 07:45 | 07:45 |
| Vol.       |                  | 70    | 47    | 117   |
| P.H.F.     |                  | 0.875 | 0.839 | 0.860 |

Site Code: Apollyon  
 Station ID: SN:023251  
 92 Street  
 BW Harding and Collins  
 Latitude: 0' 0.000 Undefined

| Start Time  | 05-May-11<br>Thu | EB    | WB    | Total |
|-------------|------------------|-------|-------|-------|
| 12:00 PM    |                  | 8     | 7     | 15    |
| 12:15       |                  | 4     | 9     | 13    |
| 12:30       |                  | 8     | 7     | 15    |
| 12:45       |                  | 8     | 12    | 20    |
| 01:00       |                  | 8     | 7     | 15    |
| 01:15       |                  | 5     | 10    | 15    |
| 01:30       |                  | 6     | 10    | 16    |
| 01:45       |                  | 10    | 12    | 22    |
| 02:00       |                  | 10    | 13    | 23    |
| 02:15       |                  | 4     | 8     | 12    |
| 02:30       |                  | 7     | 8     | 15    |
| 02:45       |                  | 2     | 6     | 8     |
| 03:00       |                  | 4     | 11    | 15    |
| 03:15       |                  | 8     | 15    | 23    |
| 03:30       |                  | 7     | 16    | 23    |
| 03:45       |                  | 6     | 8     | 14    |
| 04:00       |                  | 2     | 4     | 6     |
| 04:15       |                  | 4     | 11    | 15    |
| 04:30       |                  | 4     | 10    | 14    |
| 04:45       |                  | 4     | 10    | 14    |
| 05:00       |                  | 1     | 8     | 9     |
| 05:15       |                  | 8     | 10    | 18    |
| 05:30       |                  | 4     | 8     | 12    |
| 05:45       |                  | 2     | 7     | 9     |
| 06:00       |                  | 2     | 9     | 11    |
| 06:15       |                  | 2     | 14    | 16    |
| 06:30       |                  | 3     | 7     | 10    |
| 06:45       |                  | 2     | 8     | 10    |
| 07:00       |                  | 6     | 10    | 16    |
| 07:15       |                  | 4     | 11    | 15    |
| 07:30       |                  | 3     | 8     | 11    |
| 07:45       |                  | 4     | 10    | 14    |
| 08:00       |                  | 4     | 13    | 17    |
| 08:15       |                  | 3     | 9     | 12    |
| 08:30       |                  | 0     | 6     | 6     |
| 08:45       |                  | 4     | 9     | 13    |
| 09:00       |                  | 3     | 0     | 3     |
| 09:15       |                  | 4     | 11    | 15    |
| 09:30       |                  | 2     | 4     | 6     |
| 09:45       |                  | 3     | 5     | 8     |
| 10:00       |                  | 1     | 6     | 7     |
| 10:15       |                  | 0     | 3     | 3     |
| 10:30       |                  | 0     | 3     | 3     |
| 10:45       |                  | 1     | 3     | 4     |
| 11:00       |                  | 2     | 7     | 9     |
| 11:15       |                  | 2     | 2     | 4     |
| 11:30       |                  | 0     | 2     | 2     |
| 11:45       |                  | *     | *     | *     |
| Total       |                  | 189   | 387   | 576   |
| Percent     |                  | 32.8% | 67.2% |       |
| Peak        |                  | 13:15 | 15:00 | 13:15 |
| Vol.        |                  | 31    | 50    | 76    |
| P.H.F.      |                  | 0.775 | 0.781 | 0.826 |
| Grand Total |                  | 1435  | 2427  | 3862  |
| Percent     |                  | 37.2% | 62.8% |       |

ADT

ADT 966

AADT 966

County: 87  
 Station: 0525  
 Description: SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST  
 Start Date: 03/03/2009  
 Start Time: 0000

```

-----
                        Direction: N
Time      1st      2nd      3rd      4th      Total
-----
0000      107       90       71       77       345
0100       40       38       42       41       161
0200       26       26       15       26       93
0300       19       18       20       18       75
0400       14       16       15       31       76
0500       27       25       34       53       139
0600       59       94      131      143       427
0700      177      206      226      297       906
0800      334      317      362      403      1416
0900      333      337      296      336      1302
1000      301      286      336      332      1255
1100      305      301      324      365      1295
1200      337      339      402      322      1400
1300      343      364      307      383      1397
1400      344      403      389      380      1516
1500      424      407      466      443      1740
1600      510      539      523      553      2125
1700      508      587      593      568      2256
1800      547      495      513      432      1987
1900      442      366      347      277      1432
2000      280      290      265      233      1068
2100      179      176      208      204       767
2200      161      187      180      177       705
2300      187      160      169      138       654
-----

```

24-Hour Totals: 24537

-----  
 Peak Volume Information

|       | Hour | Volume |
|-------|------|--------|
| A.M.  | 0830 | 1435   |
| P.M.  | 1715 | 2295   |
| Daily | 1715 | 2295   |

County: 87  
 Station: 0525  
 Description: SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST  
 Start Date: 03/04/2009  
 Start Time: 0000

```

-----
                        Direction: N
Time      1st      2nd      3rd      4th      Total
-----
0000      114       82       77       82       355
0100       55       39       51       53       198
0200       33       27       29       31       120
0300       18       23       28       29       98
0400       20       30       13       37       100
0500       29       33       41       62       165
0600       69       59      143      144       415
0700      185      190      254      255       884
0800      303      360      366      373      1402
0900      327      300      294      319      1240
1000      280      305      300      303      1188
1100      301      342      319      339      1301
1200      368      370      333      363      1434
1300      329      319      359      372      1379
1400      359      346      425      444      1574
1500      422      389      475      480      1766
1600      481      595      557      496      2129
1700      576      558      562      492      2188
1800      478      471      489      439      1877
1900      371      377      379      304      1431
2000      259      272      280      235      1046
2100      235      209      219      182       845
2200      185      182      208      186       761
2300      199      206      152      130       687
-----

```

```

-----
24-Hour Totals:                               24583
-----

```

Peak Volume Information

|       | Hour | Volume |
|-------|------|--------|
| A.M.  | 0815 | 1426   |
| P.M.  | 1615 | 2224   |
| Daily | 1615 | 2224   |

County: 87  
 Station: 0525  
 Description: SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST  
 Start Date: 03/05/2009  
 Start Time: 0000

```

-----
                        Direction: N
Time      1st      2nd      3rd      4th      Total
-----
0000      121      101      89       62      373
0100       68       57       58       45      228
0200       38       28       38       28      132
0300       18       24       15       24       81
0400       39       21       21       29      110
0500       34       35       40       50      159
0600       56       92      134      150      432
0700      160      214      246      319      939
0800      277      334      370      404     1385
0900      331      284      301      322     1238
1000      237      288      368      364     1257
1100      340      327      322      345     1334
1200      340      337      406      368     1451
1300      331      393      323      349     1396
1400      364      422      423      343     1552
1500      408      374      510      467     1759
1600      493      599      551      536     2179
1700      519      548      527      580     2174
1800      533      521      439      459     1952
1900      381      358      339      331     1409
2000      303      263      221      256     1043
2100      211      235      222      215      883
2200      177      207      180      208      772
2300      170      180      162      135      647
-----

```

24-Hour Totals: 24885

-----  
 Peak Volume Information

|       | Hour | Volume |
|-------|------|--------|
| A.M.  | 0815 | 1439   |
| P.M.  | 1615 | 2205   |
| Daily | 1615 | 2205   |

County: 87  
 Station: 0520  
 Description: SR A1A/HARDING AV/ONE-WAY PAIR SB, 100' N 87 ST  
 Start Date: 03/03/2009  
 Start Time: 0000

```

-----
                        Direction: S
Time      1st      2nd      3rd      4th      Total
-----
0000      97       68       48       49       262
0100      36       31       25       27       119
0200      22       17        9       17        65
0300      15       20       10       15        60
0400      12       25       24       34        95
0500      31       34       60       79       204
0600      88      129      213      305       735
0700     356      400      449      549     1754
0800     599      494      586      474     2153
0900     412      391      356      364     1523
1000     361      331      329      330     1351
1100     348      369      327      340     1384
1200     311      316      238      291     1156
1300     296      381      250      557     1484
1400     292      267      350      330     1239
1500     374      412      396      444     1626
1600     425      297      291      364     1377
1700     305      331      350      396     1382
1800     375      384      374      307     1440
1900     288      308      270      298     1164
2000     293      272      259      214     1038
2100     217      252      243      214      926
2200     241      209      168      157      775
2300     161      146      118      100      525
-----

```

24-Hour Totals: 23837

-----  
 Peak Volume Information

|       | Hour | Volume |
|-------|------|--------|
| A.M.  | 0745 | 2228   |
| P.M.  | 1515 | 1677   |
| Daily | 0745 | 2228   |

County: 87  
 Station: 0520  
 Description: SR A1A/HARDING AV/ONE-WAY PAIR SB, 100' N 87 ST  
 Start Date: 03/04/2009  
 Start Time: 0000

```

-----
                        Direction: S
Time      1st      2nd      3rd      4th      Total
-----
0000      85       74       42       48       249
0100      28       29       17       35       109
0200      22       20       10       16       68
0300      12       17       14       14       57
0400      15       22       19       24       80
0500      31       43       60       73       207
0600      84      158      204      293      739
0700     344     412     489     519     1764
0800     558     569     575     451     2153
0900     401     414     403     446     1664
1000     355     336     274     283     1248
1100     255     271     304     308     1138
1200     340     320     325     288     1273
1300     342     358     367     343     1410
1400     366     358     414     348     1486
1500     351     385     389     426     1551
1600     423     421     379     390     1613
1700     442     421     405     362     1630
1800     368     388     331     311     1398
1900     358     311     302     278     1249
2000     262     239     228     222     951
2100     202     251     246     206     905
2200     235     169     178     157     739
2300     187     114     127     104     532
-----

```

24-Hour Totals: 24213

-----  
 Peak Volume Information

|       | Hour | Volume |
|-------|------|--------|
| A.M.  | 0745 | 2221   |
| P.M.  | 1530 | 1659   |
| Daily | 0745 | 2221   |

County: 87  
 Station: 0520  
 Description: SR A1A/HARDING AV/ONE-WAY PAIR SB, 100' N 87 ST  
 Start Date: 03/05/2009  
 Start Time: 0000

```

-----
                        Direction: S
Time      1st      2nd      3rd      4th      Total
-----
0000      112       60       55       53       280
0100       44       31       33       17       125
0200       21       16        8       18        63
0300       16       12       10        8        46
0400       17       13       36       32        98
0500       32       23       50       82       187
0600       86      125      219      284       714
0700      339      368      484      520      1711
0800      557      538      554      475      2124
0900      404      390      365      371      1530
1000      322      316      350      325      1313
1100      301      330      353      324      1308
1200      345      331      364      358      1398
1300      301      340      333      373      1347
1400      330      390      372      347      1439
1500      355      403      407      435      1600
1600      435      427      383      415      1660
1700      414      453      417      345      1629
1800      392      434      327      319      1472
1900      314      351      292      297      1254
2000      274      265      241      230      1010
2100      259      289      224      221        993
2200      192      200      165      169        726
2300      194      139      122      106        561
-----

```

24-Hour Totals: 24588

-----  
 Peak Volume Information

|       | Hour | Volume |
|-------|------|--------|
| A.M.  | 0745 | 2169   |
| P.M.  | 1530 | 1704   |
| Daily | 0745 | 2169   |