

Village of Key Biscayne

**12-22-24 Crandon Boulevard and
51 Harbor Drive Traffic Study**

November 25, 2013



MEMORANDUM

To: Jud Kurlancheek , AICP, Director of Building, Zoning and Planning

From: Darlene M. Fernandez, P.E.

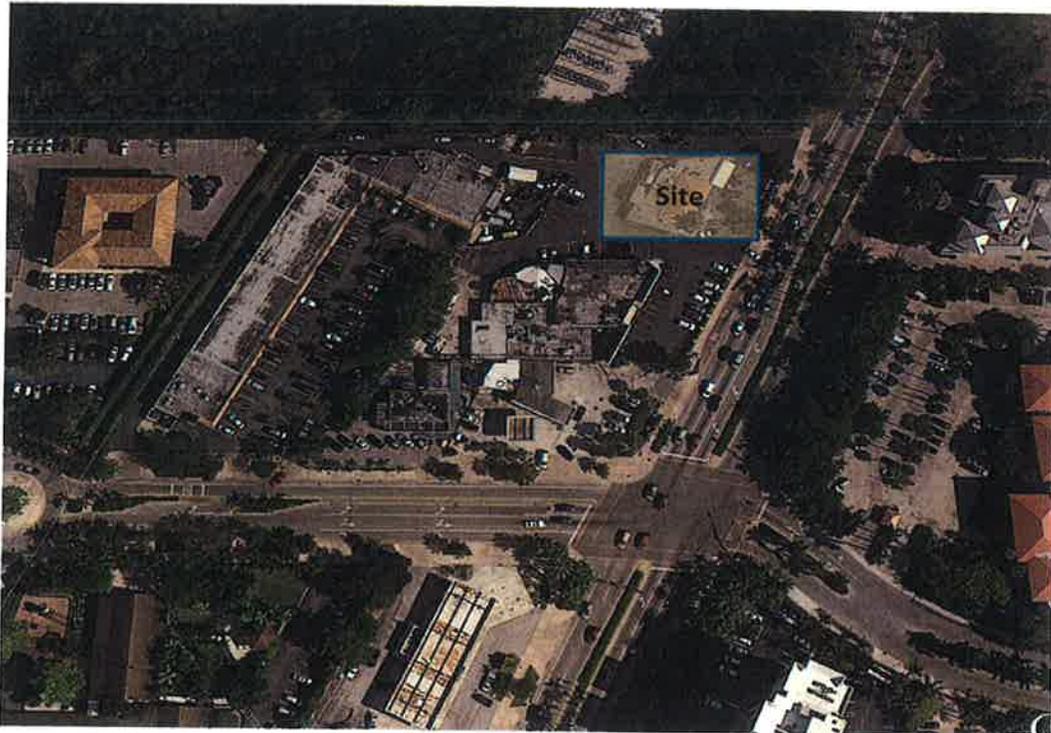
Date: 11/25/2013

Re: Traffic Impact Analysis 12-22-24 Walgreens Pharmacy and Liquor Store

Introduction

A Walgreens pharmacy without a drive through window and with a liquor store is planned to be located in the northeast corner of the site at the intersection of Crandon Boulevard and Harbor Drive in the Village of Key Biscayne, Miami Dade County, Florida. The proposed site plan will have 10,000 sq. ft. feet of Pharmacy, 2,628 sq. ft of storage on the second floor of the Walgreens and 1,930 sq. ft of liquor. Aerial photograph is shown in Figure 1. The Site plan is attached in Appendix A.

Figure 1- Study Area



Atkins has been retained by the Village of Key Biscayne to conduct a traffic study in connection with the proposed development. The study addresses traffic generated by the Walgreens and the liquor store, queuing at the eastbound left turn lane into Harbor Plaza and the northbound

left turn at Crandon Boulevard to travel westbound on Harbor Drive, level of service analysis at Crandon Boulevard and Harbor Drive for existing conditions and proposed conditions, and the projected turning movement volumes at the project access driveways on Crandon Boulevard and Harbor Drive.

The study is divided into six (6) sections:

1. Data Collection
2. Trip Generation
3. Trip Distribution and Traffic Assignment
4. Level of Service Analysis
5. Queuing analysis
6. Summary and Conclusions

1.0 Data Collection

The 7 day, 24 hour traffic counts were conducted at Crandon Boulevard and Harbor Drive and east of the roundabout on Harbor Drive using traffic tube count machines. These counts are summarized in Appendix B. Turning movement counts were conducted at 10 locations within the project area on Tuesday, November 5, 2013 and Saturday November 11, 2013 for the AM (7:00 AM to 9:00 AM), Mid Day (2:00 PM to 4:00 PM), and PM (4:00 PM to 6:00 PM) peak periods. All traffic counts were adjusted with the peak seasonal factor. The turning movement counts are summarized in Appendix C.

Turning movement counts were received from the Village from the Crandon Boulevard Master Plan 2003. The traffic counts were compared at the intersection of Harbor Drive and Crandon Boulevard to see how traffic has changed. In the last 10 years, the northbound and southbound traffic has not changed significantly. However, the eastbound and westbound approach volumes have doubled since 2003. You may see an increase in delay in the northbound and southbound approaches from previous years due to the signal timing being changed to accommodate the increase in traffic on the eastbound and westbound approach. Since the eastbound and westbound volume has increased, the green time in the northbound and southbound approach was decreased to allow more green time in the other approaches.

2.0 Trip Generation

A trip generation analysis has been conducted for the previous restaurant use and the proposed Walgreens Pharmacy and liquor store use. The out parcel which contained a liquor store, offices and restaurants was not considered as part of this study. Consideration of the traffic impacts associated with the out parcel will occur when a development is proposed for that site. Both existing structures are currently vacant.

The analysis was performed using the trip generation rates and equations published in the institute for Transportation Engineer's (ITE) Trip Generation (9th Edition) report. The trip generation was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the ITE report, the most appropriate "land use" categories for the previous and proposed developments are:

Quality Restaurant (ITE Land Use 931)¹

- Weekday Trip Generation Rate: $T = 89.95 (X)$, (50% entering, 50% exiting)
 - Where $T = \text{no. of trips}$ and $X = 1,000 \text{ SF gross floor area}$
- AM Peak Hour Trip Generation Rate: $T = 0.81 (X)$, (Not available)
- PM Peak Hour Trip Generation Rate: $T = 7.49 (X)$, (67% in, 33% out)
 - Pass By- 43%²

Pharmacy/Drugstore (ITE Land Use 880)³

- Weekday Trip Generation Rate: $T = 90.06 (X)$, (50% entering, 50% exiting)
 - Where $T = \text{no. of trips}$ and $X = 1,000 \text{ SF gross floor area}$
- AM Peak Hour Trip Generation Rate: $T = 2.94 (X)$, (65% in, 35% out)
- PM Peak Hour Trip Generation Rate: $T = 8.40 (X)$, (49% in, 51% out)
 - Pass By- 53%²

1 The previous development on this site had multiple uses. There are 2 parcels located in the existing use. One parcel has a liquor store, restaurants and offices (units of shops in one building) and the second parcel is an out parcel which was a restaurant as well. For this traffic study only the parcel with the restaurant was considered for the existing use. The size of the restaurant was 3,745 sq. ft.

2 According to the ITE Trip Generation handbook, the pass by rate for Land Use 932 is 43% for the PM peak period and for Land Use 880 is 53% for the PM peak period. This rate was used for both the AM and PM peak period in order to present a more conservative approach.

3 For the proposed land use the square footage of the pharmacy/drugstore and the liquor store were added together to calculate the estimated number of trips under this use. The ITE trip generation does not have a use for liquor store only. Therefore, the best assumption in this case would be to add it to the square footage of the Walgreens/Pharmacy for a more conservative rate.

Using the above-listed trip generation rates and equations from the referenced ITE document, a trip generation analysis was undertaken for the previous restaurant and the proposed Walgreens Pharmacy and liquor store. The results of this effort are documented in Table 1.

Table 1-Trip Generation Summary

Trip Generation Summary								
Proposed Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Trips	In	Out	Trips	In	Out
Pharmacy/Drugstore w/o Drive Thru Window (880)	14,558	1311	43	28	15	122	60	62
(Pass By 53%)		695	23	15	8	65	32	33
Total		616	20	13	7	57	28	29
Existing Land Use								
Existing Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Trips	In	Out	Trips	In	Out
Quality Restaurant (931)	3,745	337	3	2	1	28	19	9
(Pass By 44%)		148	1	1	1	12	8	4
Total		189	2	1	1	16	11	5
NET TOTAL		428	18	12	6	42	18	24

As indicated in Table 1 above, the new Walgreens Pharmacy and Liquor Store is anticipated to generate 616 net new (after pass by reductions) daily vehicle trips, 20 net new AM peak hour vehicle trips (13 inbound trips and 7 outbound trips) and 57 net new PM peak hour vehicle trips (28 inbound and 29 outbound). When compared with the previous restaurant on this site, this represents an increase of 428 daily vehicle trips, an increase of 18 AM peak hour vehicle trips, and an increase of 42 PM peak hour vehicle trips.

After discussions with staff, there are concerns that the ITE Trip generation rates may not reflect the actual conditions that are in the Village of Key Biscayne. According to the Trip Generation handbook, Chapter 4, states that a local jurisdiction may conduct its own trip generation rate to validate the use of ITE trip generation rates or equations in its community. ITE is an average of trip studies throughout the United States and it would be desirable to conduct a specialized Trip Generation study of a similar location on the Village of Key Biscayne to establish its own rates reflecting unique conditions found in that community.

3.0 Trip Distribution and Traffic Assignment

The trip distribution for the on-site development was determined based on existing traffic patterns, nearby land uses/destinations, and project driveway locations. Figure 2 summarizes the trip distribution. The trip distribution is summarized below:

- 35% to and from the north on Crandon Boulevard
- 35% to and from the south on Crandon Boulevard
- 8% to and from the east on Harbor Drive
- 22% to and from the west on Harbor Drive

Figure 2-Trip Distribution



The AM and PM peak hour traffic generated by the project was assigned to the project driveways using the traffic distribution / assignment documented above. The entrance point for the Walgreens if you are traveling northbound, eastbound or westbound is along Harbor Drive and if you are traveling southbound you can enter the site from the two access points on Crandon Boulevard. Figure 3 summarizes the traffic circulation for the Walgreens Pharmacy and liquor store. The estimated project traffic assignment is documented in Appendix D.

Figure 3 – Traffic Circulation

Based on site observations, on Harbor Drive there are a lot of driveways within close proximity and a large volume of traffic utilizing Harbor Drive to access Harbor Plaza. The exit and entrance to Harbor Plaza has existing safety and operational issues. The exit from Harbor Plaza and entrance are counter intuitive to traffic patterns. Typically, there is an entrance access before the exit and the driveways are only 20 feet apart. Also, you have an eastbound left turn to enter Harbor Plaza and an exit from the Oasis parking lot into the exit for Harbor Drive from Harbor Plaza. When vehicles back out from a parking this blocks through traffic from being able to enter Harbor Plaza creating a spillback onto Harbor Drive and not allowing vehicles to be able to exit as well.

There have been several changes to the traffic circulation of this site through the years. At one point, the internal access between both shopping centers was closed from 1998 to 2007 due to the previous restaurant not having enough parking available for its customers because trucks from Harbor Plaza were parking into the restaurant's parking area. It was reopened once the property was sold in 2007. Attached to Appendix E, are several aerial photographs from 1968 through 1995. Overall, it shows both sites with the same access points it has today on Harbor Drive. However, the traffic volumes have increased significantly in the last 50 years which change the operation and safety of the existing driveways. The only change that occurred from 1994 to 1995 inside Harbor Plaza was the change in the parking layout from angled parking to 90 degree parking. There have also been changes on Harbor Drive to the median and the roundabout that was installed west of Harbor Plaza. A separate analysis of the entrance of Harbor Plaza is recommended to address the operational and safety issues that exist today.

4.0 Level of Service Analysis

A Level of Service (LOS) Analysis was conducted for the intersection of Crandon Boulevard and Harbor Drive using Synchro 8. Intersection operation is defined by a LOS. The LOS is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, LOS A, to very poor, represented by LOS F. Descriptions of the various level of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.

LOS B represents stable operation.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups.

LOS E represents the capacity of the intersection.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for un-signalized intersections in mainline traffic flow are minimal.

An intersection analysis was conducted for existing traffic conditions in the AM, Mid Day and PM peak periods and for the proposed traffic conditions with the Walgreens added for only AM and PM peak periods. A Mid Day time period could not be analyzed for the proposed use since ITE does not provide mid day trip generation rates. The traffic counts at the intersection and the driveways at the site identified that the worst operating conditions occurred in the AM and PM peak periods. Also, the trip generation for the PM peak period generates the highest number of vehicle trips due to the new land use. The results of the LOS analysis are summarized in Table 2. All Synchro reports are attached in Appendix F.

Table 2- Level of Service Analysis

Intersection	AM Peak									
	Northbound		Southbound		Eastbound		Westbound		Intersection Delay/LOS	
Crandon Boulevard and Harbor Drive	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
	33.8/C	34.1/C	46.9/D	50.4/D	59.0/E	59.1/E	47.8/D	47.9/D	45.3/D	46.1/D
	MID Peak									
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
	30.2/C	N/A	39.1/D	N/A	60.2/E	N/A	52.0/D	N/A	41.5/D	N/A
	PM Peak									
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
	26.3/C	26.9/C	35.4/D	37.8/D	54.4/D	53.8/D	50.6/D	50.9/D	36.2/D	37.3/D

As indicated in Table 2 above, the existing conditions currently operate at a LOS D for the overall intersection. For the proposed conditions there is a minor increase in delay but the LOS does not worsen with the project. The eastbound movement is the only approach that currently operates at a LOS E and with the proposed project the LOS remains the same. All other movements did not show any significant increase in delay or level of service for the AM and PM peak periods.

5.0 Queuing Analysis

A queuing analysis was conducted for the eastbound left turn into Harbor Plaza and the northbound left turn at Crandon Boulevard and Harbor Drive for the AM (7:45 AM to 8:45 AM) and PM (4:00 PM to 5:00 PM) peak periods. This was done in order to determine whether traffic queues will spill back into the through lanes.

Eastbound Left Turn- Entrance to Harbor Plaza from Harbor Drive

The eastbound left turn queue was analyzed for the AM and PM peak periods. The left turn bay is estimated to be 80 feet in length which can store about 4 vehicles at a time. Since this is an un-signalized intersection, the queue analysis was done by documenting how many vehicles were in queue per minute. For the AM and PM peak periods the existing average rate of arrival is two vehicles every 3 minutes. The highest number of vehicles observed in the AM and PM peak period was 4 vehicles in one minute. Since the left turn bay is 80 feet in length it can store approximately four vehicles not causing it to spill back into the eastbound through lanes. For the proposed conditions it is estimated that 7 new vehicle trips will access the Walgreens through the eastbound left turn lane into harbor Plaza during the AM peak period. This will increase the average rate of arrival to 1 to 2 vehicles every 2 minutes. However, since the 7 new vehicles arriving to the left turn lane are spread over an hour period, this will not increase the queue length enough to spill back onto the eastbound through lane.

For the PM peak period existing conditions, the average rate of arrival is 1 to 2 vehicles every 2 minutes. The highest number of vehicles observed in the PM peak period was 3 vehicles in one minute. Therefore, the queue does not spill back into the eastbound through lanes. For the proposed conditions, it is estimated that 20 new vehicle trips will access the Walgreens through the eastbound left turn lane from Harbor Drive during the PM peak period. This will increase the average rate of arrival to one vehicle every minute. Even with this amount of traffic arriving, the queue length will not spill back into the through lane with the proposed conditions. The data is summarized in Appendix G.

Northbound Left Turn- From Crandon Boulevard onto Harbor Drive

The northbound left turn queue was analyzed for the AM and PM peak period. This analysis was done using the Synchro 8 model that was developed for the AM and PM peak periods since this is a signalized intersection. The northbound left turn lane is estimated to be 200 feet in length which can store about 11 vehicles at a given time. According to the results from Synchro in the AM peak period, the existing queue length is 213 feet which is greater than the storage length causing some spillback into the northbound through lanes. With the proposed conditions in the AM peak period, the queue length will increase by approximately one car to 229 feet continuing some spilling back into the through lanes. For the proposed project, however, the delay for that movement increases by only 1.1 seconds. For the PM peak period, with existing conditions the queue length is 135 feet and with proposed conditions the queue length is 162 feet. The delay in the PM peak period will increase by 2.1 seconds. Therefore, the proposed conditions do not cause the overall operation of the northbound left turn movement to be significantly degraded.

5.0 Summary and Conclusions

A Walgreens pharmacy without a drive through but with a liquor store is planned to be located in the northeast corner of the site of the intersection of Crandon Boulevard and Harbor Drive in the Village of Key Biscayne, Miami Dade County, Florida. The proposed site plan will have 10,000 sq. ft. of Pharmacy, 2,628 sq. ft. of storage on the second floor of Walgreens and 1,930 sq. ft. of liquor store.

Based on site observations, on Harbor Drive there are a lot of driveways within close proximity and a large volume of traffic utilizing Harbor Drive to access Harbor Plaza. The exit and entrance to Harbor Plaza has existing safety and operational issues. The exit from Harbor Plaza and entrance are counter intuitive to traffic patterns. Typically, there is an entrance access before the exit and the driveways are only 20 feet apart. Also, you have an eastbound left turn to enter Harbor Plaza and an exit from the Oasis parking lot into the exit for Harbor Plaza. When vehicles back out from a parking this blocks through traffic from being able to enter

Harbor Plaza creating a spillback onto Harbor Drive and not allowing vehicles to be able to exit as well.

There have been several changes to the traffic circulation of this site through the years. At one point, the internal access between both shopping centers was closed from 1998 to 2007 due to the previous restaurant not having enough parking available for its customers because trucks from Harbor Plaza were parking into the restaurant's parking area. It was reopened once the property was sold in 2007. Attached to Appendix E, are several aerial photographs from 1968 through 1995. Overall, it shows both sites with the same access points it has today on Harbor Drive. However, the traffic volumes have increased significantly in the last 50 years which change the operation and safety of the existing driveways. The only change that occurred from 1994 to 1995 inside Harbor Plaza was the change in the parking layout from angled parking to 90 degree parking. There have also been changes on Harbor Drive to the median and the roundabout that was installed west of Harbor Plaza. A separate analysis of the entrance of Harbor Plaza is recommended to address the operational and safety issues that exist today.

The existing condition at the intersection of Crandon Boulevard and Harbor Drive currently operate at a LOS D for the overall intersection. For the proposed conditions, there is a minor increase in delay but the LOS does not change with the project. The eastbound movement is the only approach that currently operates at LOS E and with the proposed project the LOS remains the same. All other movements did not show a significant increase in delay or level of service for the AM and PM peak period.

The queue analysis did not find that any significant issues will arise due to the additional development traffic. The queue at the northbound left turn from Crandon on to Harbor will increase by about one car in the AM peak hour. This will slightly increase the spill back into the through lanes that is already occurring in the existing condition. However, since the overall intersection operates at a reasonable LOS, this will not significantly impact operations.

Based on the analysis using the Trip Generation Rates, there are no significant impacts to the operations of the intersection at Crandon Boulevard and Harbor Drive. However, after discussions with staff, there are concerns that the ITE Trip generation rates may not reflect the actual conditions that are in the Village of Key Biscayne. According to the Trip Generation handbook, Chapter 4, states that a local jurisdiction may conduct its own trip generation rate to validate the use of ITE trip generation rates or equations in its community. ITE is an average of trip studies throughout the United States and it would be desirable to conduct a specialized Trip Generation study of a similar location on the Village of Key Biscayne to establish its own rates reflecting unique conditions found in that community.

ATKINS

Darlene M. Fernandez, P.E.

Traffic Engineering Project Manager
FL P.E. No.: 76507

Appendix A
Site Plan

Appendix B
Turning Movement Counts

KB Petroleum Dwy_Crandon Blvd DATA OF COLLECTION:

11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	9	0	0	0	6	0	0	0	0	0	0	9	6	0	15
7:15 AM	8:15 AM	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	8	3	0	11
7:30 AM	8:30 AM	0	0	0	0	0	0	9	0	0	0	4	0	0	0	0	0	0	9	4	0	13
7:45 AM	8:45 AM	0	0	0	0	0	0	12	0	0	0	5	0	0	0	0	0	0	12	5	0	17
8:00 AM	9:00 AM	0	0	0	0	0	0	8	0	0	0	7	0	0	0	0	0	0	8	7	0	15
2:00 PM	3:00 PM	0	0	0	0	0	0	14	0	0	0	7	0	0	0	0	0	0	14	7	0	21
2:15 PM	3:15 PM	0	0	0	0	0	0	16	0	0	0	10	0	0	0	0	0	0	16	10	0	26
2:30 PM	3:30 PM	0	0	0	0	0	0	15	0	0	0	10	0	0	0	0	0	0	15	10	0	25
2:45 PM	3:45 PM	0	0	0	0	0	0	10	0	0	0	11	0	0	0	0	0	0	10	11	0	21
3:00 PM	4:00 PM	0	0	0	0	0	0	12	0	0	0	13	0	0	0	0	0	0	12	13	0	25
4:00 PM	5:00 PM	0	0	0	0	0	0	4	0	0	0	6	0	0	0	0	0	0	4	6	0	10
4:15 PM	5:15 PM	0	0	0	0	0	0	4	0	0	0	9	0	0	0	0	0	0	4	9	0	13
4:30 PM	5:30 PM	0	0	0	0	0	0	5	0	0	0	6	0	0	0	0	0	0	5	6	0	11
4:45 PM	5:45 PM	0	0	0	0	0	0	8	0	0	0	6	0	0	0	0	0	0	8	6	0	14
5:00 PM	6:00 PM	0	0	0	0	0	0	9	0	0	0	7	0	0	0	0	0	0	9	7	0	16

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	51	51
7:15 AM	8:15 AM	0	0	0	46	46
7:30 AM	8:30 AM	0	0	0	50	50
7:45 AM	8:45 AM	0	0	0	46	46
8:00 AM	9:00 AM	0	0	0	50	50
2:00 PM	3:00 PM	0	0	0	15	15
2:15 PM	3:15 PM	0	0	0	12	12
2:30 PM	3:30 PM	0	0	0	16	16
2:45 PM	3:45 PM	0	0	0	21	21
3:00 PM	4:00 PM	0	0	0	14	14
4:00 PM	5:00 PM	0	0	0	9	9
4:15 PM	5:15 PM	0	0	0	11	11
4:30 PM	5:30 PM	0	0	0	11	11
4:45 PM	5:45 PM	0	0	0	9	9
5:00 PM	6:00 PM	0	0	0	10	10

KB Petroleum East Dwy_Harbor DDATA OF COLLECTION:

11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int	
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total													
7:00 AM	8:00 AM	0	0	0	0	3	0	13	0	5	0	0	0	0	0	0	10	0	0	16	5	10	31
7:15 AM	8:15 AM	0	0	0	0	2	0	19	0	4	0	0	0	0	0	0	14	0	0	21	4	14	39
7:30 AM	8:30 AM	0	0	0	0	2	0	21	0	5	0	0	0	0	0	0	15	0	0	23	5	15	43
7:45 AM	8:45 AM	0	0	0	0	2	0	22	0	3	0	0	0	0	0	0	14	0	0	24	3	14	41
8:00 AM	9:00 AM	0	0	0	0	2	0	22	0	4	0	0	0	0	0	0	12	0	0	24	4	12	40
2:00 PM	3:00 PM	0	0	0	0	6	0	15	0	4	0	0	0	0	0	0	12	0	0	21	4	12	37
2:15 PM	3:15 PM	0	0	0	0	5	0	20	0	5	0	0	0	0	0	0	13	0	0	25	5	13	43
2:30 PM	3:30 PM	0	0	0	0	2	0	22	0	5	0	0	0	0	0	0	10	0	0	24	5	10	39
2:45 PM	3:45 PM	0	0	0	0	1	0	27	0	5	0	0	0	0	0	0	10	0	0	28	5	10	43
3:00 PM	4:00 PM	0	0	0	0	2	0	25	0	4	0	0	0	0	0	0	12	0	0	27	4	12	43
4:00 PM	5:00 PM	0	0	0	0	1	0	33	0	1	0	0	0	0	0	0	24	0	0	34	1	24	59
4:15 PM	5:15 PM	0	0	0	0	0	0	20	0	1	0	0	0	0	0	0	20	0	0	20	1	20	41
4:30 PM	5:30 PM	0	0	0	0	0	0	22	0	2	0	0	0	0	0	0	17	0	0	22	2	17	41
4:45 PM	5:45 PM	0	0	0	0	2	0	17	0	2	0	0	0	0	0	0	15	0	0	19	2	15	36
5:00 PM	6:00 PM	0	0	0	0	2	0	23	0	3	0	0	0	0	0	0	14	0	0	25	3	14	42

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	40	0	0	0	40
7:15 AM	8:15 AM	39	0	0	0	39
7:30 AM	8:30 AM	40	0	0	0	40
7:45 AM	8:45 AM	38	0	0	0	38
8:00 AM	9:00 AM	37	0	0	0	37
2:00 PM	3:00 PM	13	0	0	0	13
2:15 PM	3:15 PM	11	0	0	0	11
2:30 PM	3:30 PM	10	0	0	0	10
2:45 PM	3:45 PM	12	0	0	0	12
3:00 PM	4:00 PM	7	0	0	0	7
4:00 PM	5:00 PM	16	0	0	0	16
4:15 PM	5:15 PM	23	0	0	0	23
4:30 PM	5:30 PM	22	0	0	0	22
4:45 PM	5:45 PM	21	0	0	0	21
5:00 PM	6:00 PM	24	0	0	0	24

KB Petroleum Internal Dwy_Harbo DATA OF COLLECTION:

11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	1	0	0	0	1	50	0	15	0	1	0	0	0	0	0	1	51	16	0	68
7:15 AM	8:15 AM	1	1	0	0	0	1	57	0	12	0	2	0	0	0	0	0	2	58	14	0	74
7:30 AM	8:30 AM	1	2	0	0	0	1	73	0	15	0	3	0	0	0	0	0	3	74	18	0	95
7:45 AM	8:45 AM	1	3	0	0	0	3	65	0	20	0	4	0	0	0	0	0	4	68	24	0	96
8:00 AM	9:00 AM	2	2	0	0	0	2	59	0	23	0	3	0	0	0	0	0	4	61	26	0	91
2:00 PM	3:00 PM	0	1	0	0	0	0	21	0	33	0	0	0	0	0	0	0	1	21	33	0	55
2:15 PM	3:15 PM	0	1	0	0	0	0	21	0	37	0	0	0	0	0	0	0	1	21	37	0	59
2:30 PM	3:30 PM	1	1	0	0	0	0	41	0	37	0	1	0	0	0	0	0	2	41	38	0	81
2:45 PM	3:45 PM	2	1	0	0	0	0	50	0	34	0	1	0	0	0	0	0	3	50	35	0	88
3:00 PM	4:00 PM	2	1	0	0	0	0	58	0	33	0	1	0	0	0	0	0	3	58	34	0	95
4:00 PM	5:00 PM	0	0	0	0	0	0	31	0	28	0	1	0	0	0	0	0	0	31	29	0	60
4:15 PM	5:15 PM	0	0	0	0	0	0	25	0	21	0	1	0	0	0	0	0	0	25	22	0	47
4:30 PM	5:30 PM	0	0	0	0	0	0	23	0	19	0	1	0	0	0	0	0	0	23	20	0	43
4:45 PM	5:45 PM	0	0	0	0	0	0	17	0	16	0	1	0	0	0	0	0	0	17	17	0	34
5:00 PM	6:00 PM	0	0	0	0	0	0	17	0	19	0	0	0	0	0	0	0	0	17	19	0	36

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	1	1
7:15 AM	8:15 AM	0	0	5	4	9
7:30 AM	8:30 AM	0	0	5	4	9
7:45 AM	8:45 AM	0	0	5	4	9
8:00 AM	9:00 AM	0	0	5	4	9
2:00 PM	3:00 PM	15	0	0	0	15
2:15 PM	3:15 PM	10	0	0	0	10
2:30 PM	3:30 PM	4	0	0	1	5
2:45 PM	3:45 PM	3	0	0	1	4
3:00 PM	4:00 PM	1	1	0	1	3
4:00 PM	5:00 PM	4	0	0	1	5
4:15 PM	5:15 PM	3	0	0	1	4
4:30 PM	5:30 PM	0	0	0	2	2
4:45 PM	5:45 PM	0	0	0	3	3
5:00 PM	6:00 PM	0	0	0	2	2

Oasis Sandwich Shop Ent Dwy

DATA OF COLLECTION:

11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	1	0	1	0	15	0	0	0	0	0	24	0	0	2	15	24	41
7:15 AM	8:15 AM	0	0	0	0	1	0	0	0	14	0	0	0	0	0	25	0	0	1	14	25	40
7:30 AM	8:30 AM	0	0	0	0	1	0	0	0	14	0	0	0	0	0	19	0	0	1	14	19	34
7:45 AM	8:45 AM	0	0	0	0	0	0	1	0	10	0	0	0	0	0	20	0	0	1	10	20	31
8:00 AM	9:00 AM	0	0	0	0	0	0	1	0	8	0	0	0	0	0	22	0	0	1	8	22	31
2:00 PM	3:00 PM	0	0	0	0	0	0	2	0	9	0	0	0	0	0	17	0	0	2	9	17	28
2:15 PM	3:15 PM	0	0	0	0	0	0	1	0	5	0	0	0	0	0	20	0	0	1	5	20	26
2:30 PM	3:30 PM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	21	0	0	1	3	21	25
2:45 PM	3:45 PM	0	0	0	0	0	0	1	0	4	0	0	0	0	0	21	0	0	1	4	21	26
3:00 PM	4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	19	0	0	0	2	19	21
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0	0	0	1	15	16
4:15 PM	5:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0	0	0	2	13	15
4:30 PM	5:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	13	0	0	0	5	13	18
4:45 PM	5:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	16	0	0	0	5	16	21
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	15	0	0	0	5	15	20

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	78	0	0	0	78
7:15 AM	8:15 AM	81	0	0	0	81
7:30 AM	8:30 AM	80	0	0	0	80
7:45 AM	8:45 AM	71	0	0	0	71
8:00 AM	9:00 AM	65	0	0	0	65
2:00 PM	3:00 PM	30	0	0	0	30
2:15 PM	3:15 PM	24	0	0	0	24
2:30 PM	3:30 PM	25	0	0	0	25
2:45 PM	3:45 PM	30	0	0	0	30
3:00 PM	4:00 PM	20	0	0	0	20
4:00 PM	5:00 PM	35	0	0	0	35
4:15 PM	5:15 PM	32	0	0	0	32
4:30 PM	5:30 PM	25	0	0	0	25
4:45 PM	5:45 PM	26	0	0	0	26
5:00 PM	6:00 PM	27	0	0	0	27

KB Petroleum W Dwy_Harbor Dr DATA OF COLLECTION: 11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	7	0	7	0	4	0	0	0	0	0	2	0	0	14	4	2	20
7:15 AM	8:15 AM	0	0	0	0	5	0	10	0	2	0	0	0	0	0	2	0	0	15	2	2	19
7:30 AM	8:30 AM	0	0	0	0	6	0	7	0	2	0	0	0	0	0	2	0	0	13	2	2	17
7:45 AM	8:45 AM	0	0	0	0	6	0	9	0	1	0	0	0	0	0	0	0	0	15	1	0	16
8:00 AM	9:00 AM	0	0	0	0	3	0	13	0	2	0	0	0	0	0	2	0	0	16	2	2	20
2:00 PM	3:00 PM	0	0	0	0	3	0	7	0	2	0	0	0	0	0	2	0	0	10	2	2	14
2:15 PM	3:15 PM	0	0	0	0	2	0	11	0	2	0	0	0	0	0	3	0	0	13	2	3	18
2:30 PM	3:30 PM	0	0	0	0	3	0	11	0	1	0	0	0	0	0	3	0	0	14	1	3	18
2:45 PM	3:45 PM	0	0	0	0	4	0	10	0	2	0	0	0	0	0	2	0	0	14	2	2	18
3:00 PM	4:00 PM	0	0	0	0	3	0	11	0	1	0	0	0	0	0	2	0	0	14	1	2	17
4:00 PM	5:00 PM	0	0	0	0	5	1	4	0	0	0	0	0	0	0	0	0	0	10	0	0	10
4:15 PM	5:15 PM	0	0	0	0	4	1	6	0	0	0	0	0	0	0	0	0	0	11	0	0	11
4:30 PM	5:30 PM	0	0	0	0	5	0	7	0	2	0	0	0	0	0	0	0	0	12	2	0	14
4:45 PM	5:45 PM	0	0	0	0	5	0	5	0	3	0	0	0	0	0	1	0	0	10	3	1	14
5:00 PM	6:00 PM	0	0	0	0	6	0	8	0	4	0	0	0	0	0	1	0	0	14	4	1	19

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	99	0	0	0	99
7:15 AM	8:15 AM	102	0	0	0	102
7:30 AM	8:30 AM	96	0	0	0	96
7:45 AM	8:45 AM	89	0	0	0	89
8:00 AM	9:00 AM	71	0	0	0	71
2:00 PM	3:00 PM	30	0	0	0	30
2:15 PM	3:15 PM	32	0	0	0	32
2:30 PM	3:30 PM	36	0	0	0	36
2:45 PM	3:45 PM	40	0	0	0	40
3:00 PM	4:00 PM	31	0	0	0	31
4:00 PM	5:00 PM	32	0	0	0	32
4:15 PM	5:15 PM	29	0	0	0	29
4:30 PM	5:30 PM	20	0	0	0	20
4:45 PM	5:45 PM	22	0	0	0	22
5:00 PM	6:00 PM	24	0	0	0	24

Crandon Blvd_Harbor Plaza S DATA OF COLLECTION: 11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	23	0	0	0	17	0	0	0	0	0	0	23	17	0	40
7:15 AM	8:15 AM	0	0	0	0	0	0	24	0	0	0	14	0	0	0	0	0	0	24	14	0	38
7:30 AM	8:30 AM	0	0	0	0	0	0	25	0	0	0	16	0	0	0	0	0	0	25	16	0	41
7:45 AM	8:45 AM	0	0	0	0	0	0	25	0	0	0	17	0	0	0	0	0	0	25	17	0	42
8:00 AM	9:00 AM	0	0	0	0	0	0	24	0	0	0	20	0	0	0	0	0	0	24	20	0	44
2:00 PM	3:00 PM	0	0	0	0	0	0	18	0	0	0	33	0	0	0	0	0	0	18	33	0	51
2:15 PM	3:15 PM	0	0	0	0	0	0	16	0	0	0	31	0	0	0	0	0	0	16	31	0	47
2:30 PM	3:30 PM	0	0	0	0	0	0	14	0	0	0	27	0	0	0	0	0	0	14	27	0	41
2:45 PM	3:45 PM	0	0	0	0	0	0	16	0	0	0	25	0	0	0	0	0	0	16	25	0	41
3:00 PM	4:00 PM	0	0	0	0	0	0	18	0	0	0	21	0	0	0	0	0	0	18	21	0	39
4:00 PM	5:00 PM	0	0	0	0	0	0	15	0	0	0	25	0	0	0	0	0	0	15	25	0	40
4:15 PM	5:15 PM	0	0	0	0	0	0	15	0	0	0	22	0	0	0	0	0	0	15	22	0	37
4:30 PM	5:30 PM	0	0	0	0	0	0	15	0	0	0	21	0	0	0	0	0	0	15	21	0	36
4:45 PM	5:45 PM	0	0	0	0	0	0	12	0	0	0	20	0	0	0	0	0	0	12	20	0	32
5:00 PM	6:00 PM	0	0	0	0	0	0	16	0	0	0	24	0	0	0	0	0	0	16	24	0	40

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	11	11
7:15 AM	8:15 AM	0	0	0	11	11
7:30 AM	8:30 AM	0	0	0	16	16
7:45 AM	8:45 AM	1	0	0	19	20
8:00 AM	9:00 AM	1	0	0	19	20
2:00 PM	3:00 PM	0	0	0	4	4
2:15 PM	3:15 PM	0	0	0	4	4
2:30 PM	3:30 PM	0	0	0	5	5
2:45 PM	3:45 PM	0	0	0	5	5
3:00 PM	4:00 PM	0	0	0	1	1
4:00 PM	5:00 PM	0	0	0	7	7
4:15 PM	5:15 PM	0	0	0	6	6
4:30 PM	5:30 PM	1	0	0	6	7
4:45 PM	5:45 PM	1	0	0	5	6
5:00 PM	6:00 PM	1	0	0	6	7

Harbor Plaza Back Access_Harbo DATA OF COLLECTION:

11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	1	0	0	12	0	1	13
7:15 AM	8:15 AM	0	0	0	0	0	0	14	0	0	0	0	0	0	0	1	0	0	14	0	1	15
7:30 AM	8:30 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0	9	0	1	10
7:45 AM	8:45 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	7	0	1	8
8:00 AM	9:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	6	0	1	7
2:00 PM	3:00 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	8	0	2	10
2:15 PM	3:15 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	2	0	0	9	0	2	11
2:30 PM	3:30 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	1	0	0	12	0	1	13
2:45 PM	3:45 PM	0	0	0	0	0	0	18	0	0	0	0	0	0	0	1	0	0	18	0	1	19
3:00 PM	4:00 PM	0	0	0	0	0	0	17	0	0	0	0	0	0	0	1	0	0	17	0	1	18
4:00 PM	5:00 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	2	0	0	13	0	2	15
4:15 PM	5:15 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	4	0	0	12	0	4	16
4:30 PM	5:30 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	3	0	0	12	0	3	15
4:45 PM	5:45 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	0	7	0	2	9
5:00 PM	6:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	5	0	2	7

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	21	0	0	0	21
7:15 AM	8:15 AM	24	0	0	0	24
7:30 AM	8:30 AM	27	0	0	0	27
7:45 AM	8:45 AM	28	0	0	0	28
8:00 AM	9:00 AM	31	0	0	0	31
2:00 PM	3:00 PM	15	0	0	0	15
2:15 PM	3:15 PM	21	0	0	0	21
2:30 PM	3:30 PM	28	0	0	0	28
2:45 PM	3:45 PM	26	0	0	0	26
3:00 PM	4:00 PM	21	0	0	0	21
4:00 PM	5:00 PM	17	0	0	0	17
4:15 PM	5:15 PM	15	0	0	0	15
4:30 PM	5:30 PM	17	0	0	0	17
4:45 PM	5:45 PM	22	0	0	0	22
5:00 PM	6:00 PM	22	0	0	0	22

Harbor Plaza Ent Dwy_Harbor Dr

DATA OF COLLECTION: 11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Inl
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	1	0	24	0	0	0	0	0	0	0	0	1	24	70	95
7:15 AM	8:15 AM	0	0	0	0	0	0	1	0	26	0	0	0	0	0	0	0	0	1	26	65	96
7:30 AM	8:30 AM	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	32	65	98
7:45 AM	8:45 AM	0	0	0	0	0	0	1	0	39	0	0	0	0	0	0	0	0	1	39	65	105
8:00 AM	9:00 AM	0	0	0	0	0	0	1	0	34	0	0	0	0	0	0	0	0	1	34	57	92
2:00 PM	3:00 PM	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	45	16	61
2:15 PM	3:15 PM	0	0	0	0	0	0	1	0	39	0	0	0	0	0	0	0	0	1	39	23	63
2:30 PM	3:30 PM	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	43	16	59
2:45 PM	3:45 PM	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0	41	18	59
3:00 PM	4:00 PM	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0	41	10	51
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	38	14	52
4:15 PM	5:15 PM	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	45	15	60
4:30 PM	5:30 PM	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	43	11	54
4:45 PM	5:45 PM	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0	41	16	57
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	42	12	54

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	18	0	0	0	18
7:15 AM	8:15 AM	21	0	0	0	21
7:30 AM	8:30 AM	24	0	0	0	24
7:45 AM	8:45 AM	29	0	0	0	29
8:00 AM	9:00 AM	31	0	0	0	31
2:00 PM	3:00 PM	20	0	0	0	20
2:15 PM	3:15 PM	28	0	0	0	28
2:30 PM	3:30 PM	30	0	0	0	30
2:45 PM	3:45 PM	29	0	0	0	29
3:00 PM	4:00 PM	19	0	0	0	19
4:00 PM	5:00 PM	21	0	0	0	21
4:15 PM	5:15 PM	18	0	0	0	18
4:30 PM	5:30 PM	16	0	0	0	16
4:45 PM	5:45 PM	12	0	0	0	12
5:00 PM	6:00 PM	11	0	0	0	11

Harbor Plaza Exit Dwy_Harbor Dr DATA OF COLLECTION: 11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	140	0	0	140
7:15 AM	8:15 AM	0	0	0	0	0	0	164	0	0	0	0	0	0	0	0	0	0	164	0	0	164
7:30 AM	8:30 AM	0	0	0	0	0	0	185	0	0	0	0	0	0	0	0	0	0	185	0	0	185
7:45 AM	8:45 AM	0	0	0	0	0	0	167	0	0	0	0	0	0	0	0	0	0	167	0	0	167
8:00 AM	9:00 AM	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0	0	147	0	0	147
2:00 PM	3:00 PM	0	0	0	0	0	0	137	0	0	0	0	0	0	0	0	0	0	137	0	0	137
2:15 PM	3:15 PM	0	0	0	0	0	0	126	0	0	0	0	0	0	0	0	0	0	126	0	0	126
2:30 PM	3:30 PM	0	0	0	0	0	0	139	0	0	0	0	0	0	0	0	0	0	139	0	0	139
2:45 PM	3:45 PM	0	0	0	0	0	0	144	0	0	0	0	0	0	0	0	0	0	144	0	0	144
3:00 PM	4:00 PM	0	0	0	0	0	0	145	0	0	0	0	0	0	0	0	0	0	145	0	0	145
4:00 PM	5:00 PM	0	0	0	0	0	0	116	0	0	0	0	0	0	0	0	0	0	116	0	0	116
4:15 PM	5:15 PM	0	0	0	0	0	0	109	0	0	0	0	0	0	0	0	0	0	109	0	0	109
4:30 PM	5:30 PM	0	0	0	0	0	0	107	0	0	0	0	0	0	0	0	0	0	107	0	0	107
4:45 PM	5:45 PM	0	0	0	0	0	0	102	0	0	0	0	0	0	0	0	0	0	102	0	0	102
5:00 PM	6:00 PM	0	0	0	0	0	0	98	0	0	0	0	0	0	0	0	0	0	98	0	0	98

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	12	0	0	0	12
7:15 AM	8:15 AM	25	0	0	0	25
7:30 AM	8:30 AM	27	0	0	0	27
7:45 AM	8:45 AM	29	0	0	0	29
8:00 AM	9:00 AM	29	0	0	0	29
2:00 PM	3:00 PM	30	0	0	0	30
2:15 PM	3:15 PM	42	0	0	0	42
2:30 PM	3:30 PM	42	0	0	0	42
2:45 PM	3:45 PM	47	0	0	0	47
3:00 PM	4:00 PM	42	0	0	0	42
4:00 PM	5:00 PM	7	0	0	0	7
4:15 PM	5:15 PM	3	0	0	0	3
4:30 PM	5:30 PM	4	0	0	0	4
4:45 PM	5:45 PM	8	0	0	0	8
5:00 PM	6:00 PM	8	0	0	0	8

Crandon Blvd_Harbor Plaza N DATA OF COLLECTION: 11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	39	0	0	39
7:15 AM	8:15 AM	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	50	0	0	50
7:30 AM	8:30 AM	0	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	63	0	0	63
7:45 AM	8:45 AM	0	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	59	0	0	59
8:00 AM	9:00 AM	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	60	0	0	60
2:00 PM	3:00 PM	0	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	6	2	0	8
2:15 PM	3:15 PM	0	0	0	0	0	0	13	0	0	0	3	0	0	0	0	0	0	13	3	0	16
2:30 PM	3:30 PM	0	0	0	0	0	0	19	0	0	0	4	0	0	0	0	0	0	19	4	0	23
2:45 PM	3:45 PM	0	0	0	0	0	0	29	0	0	0	3	0	0	0	0	0	0	29	3	0	32
3:00 PM	4:00 PM	0	0	0	0	0	0	35	0	0	0	3	0	0	0	0	0	0	35	3	0	38
4:00 PM	5:00 PM	0	0	0	0	0	0	22	0	0	0	2	0	0	0	0	0	0	22	2	0	24
4:15 PM	5:15 PM	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	17	0	0	17
4:30 PM	5:30 PM	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	14	0	0	14
4:45 PM	5:45 PM	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	0	0	9	1	0	10
5:00 PM	6:00 PM	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	7	1	0	8

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	8	8
7:15 AM	8:15 AM	0	0	0	8	8
7:30 AM	8:30 AM	0	0	0	11	11
7:45 AM	8:45 AM	0	0	0	16	16
8:00 AM	9:00 AM	0	0	0	17	17
2:00 PM	3:00 PM	0	0	0	0	0
2:15 PM	3:15 PM	0	0	0	0	0
2:30 PM	3:30 PM	0	0	0	1	1
2:45 PM	3:45 PM	0	0	0	1	1
3:00 PM	4:00 PM	0	0	0	1	1
4:00 PM	5:00 PM	0	0	0	8	8
4:15 PM	5:15 PM	0	0	0	7	7
4:30 PM	5:30 PM	0	0	0	8	8
4:45 PM	5:45 PM	0	0	0	5	5
5:00 PM	6:00 PM	0	0	0	6	6

C randon Blvd_Harbor Drive

DATA OF COLLECTION: 11/5/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Trt
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	127	782	28	16	43	699	253	7	360	28	112	0	31	60	128	0	953	1,002	500	219	2,674
7:15 AM	8:15 AM	141	775	37	16	50	732	265	5	366	40	125	0	64	89	146	0	969	1,052	531	299	2,851
7:30 AM	8:30 AM	144	798	41	21	55	801	258	4	399	50	147	0	80	89	143	0	1,004	1,118	596	312	3,030
7:45 AM	8:45 AM	125	785	52	27	59	857	259	7	428	48	156	0	79	76	146	0	989	1,182	632	301	3,104
8:00 AM	9:00 AM	142	774	58	19	55	853	248	7	404	55	165	0	90	68	133	0	993	1,163	624	291	3,071
2:00 PM	3:00 PM	152	663	84	58	48	683	210	9	247	44	153	0	72	42	47	0	957	950	444	161	2,512
2:15 PM	3:15 PM	153	712	67	53	58	707	212	8	262	43	160	0	72	44	52	0	985	985	465	168	2,603
2:30 PM	3:30 PM	135	731	73	44	72	722	218	5	321	66	163	0	69	39	69	0	983	1,017	550	177	2,727
2:45 PM	3:45 PM	137	799	82	39	77	735	213	7	391	64	171	0	79	33	71	0	1,057	1,032	626	183	2,868
3:00 PM	4:00 PM	122	841	79	36	89	763	198	7	435	70	182	0	81	21	77	1	1,078	1,057	687	160	3,002
4:00 PM	5:00 PM	111	898	72	52	82	776	213	5	324	39	151	0	67	32	92	0	1,133	1,076	514	191	2,914
4:15 PM	5:15 PM	89	929	72	52	76	750	209	4	308	32	132	0	75	31	85	0	1,142	1,039	472	191	2,844
4:30 PM	5:30 PM	85	920	61	44	77	733	212	5	311	31	122	0	72	37	82	0	1,110	1,027	464	191	2,792
4:45 PM	5:45 PM	73	854	66	43	89	739	219	6	291	32	122	0	74	35	68	0	1,036	1,053	445	177	2,711
5:00 PM	6:00 PM	81	795	62	46	87	729	221	13	277	37	107	0	68	26	49	0	984	1,050	421	143	2,598

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	38	11	50	9	108
7:15 AM	8:15 AM	35	19	51	9	114
7:30 AM	8:30 AM	38	21	52	11	122
7:45 AM	8:45 AM	34	20	46	12	112
8:00 AM	9:00 AM	33	15	35	13	96
2:00 PM	3:00 PM	23	13	17	11	64
2:15 PM	3:15 PM	34	22	18	11	85
2:30 PM	3:30 PM	51	23	22	25	121
2:45 PM	3:45 PM	63	38	23	31	153
3:00 PM	4:00 PM	57	31	21	27	136
4:00 PM	5:00 PM	30	22	26	7	85
4:15 PM	5:15 PM	27	24	26	17	94
4:30 PM	5:30 PM	24	27	31	19	101
4:45 PM	5:45 PM	25	14	19	16	75
5:00 PM	6:00 PM	25	12	23	16	76

Crandon Blvd_Harbor Dr

DATA OF COLLECTION:

11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	51	248	7	9	13	542	96	4	73	1	34	0	22	9	23	0	315	655	108	54	1,132
7:15 AM	8:15 AM	50	256	10	11	14	480	106	4	81	2	38	0	22	11	24	0	327	604	121	57	1,109
7:30 AM	8:30 AM	55	273	11	13	13	438	119	4	88	4	46	0	16	13	24	0	352	574	138	53	1,117
7:45 AM	8:45 AM	71	307	10	14	16	422	116	5	103	6	65	0	21	15	35	0	402	559	174	71	1,206
8:00 AM	9:00 AM	69	361	15	9	19	432	116	7	115	10	66	0	32	16	35	0	454	574	191	83	1,302
11:00 AM	12:00 PM	119	639	50	38	43	545	100	19	233	19	75	0	52	24	63	0	846	707	327	139	2,019
11:15 AM	12:15 PM	126	644	55	35	50	577	108	23	251	21	90	0	51	24	68	0	860	758	362	143	2,123
11:30 AM	12:30 PM	125	676	56	36	44	590	114	24	249	25	89	0	53	26	63	0	893	772	363	142	2,170
11:45 AM	12:45 PM	113	660	52	41	48	582	111	19	239	27	90	0	56	20	64	0	856	760	356	140	2,122
12:00 PM	1:00 PM	114	626	51	37	50	585	127	21	209	29	87	0	58	20	58	0	828	783	325	136	2,072
4:00 PM	5:00 PM	64	710	58	23	57	626	144	14	181	20	86	0	44	18	55	0	855	841	267	117	2,080
4:15 PM	5:15 PM	73	689	57	25	53	600	153	11	178	15	59	0	42	18	49	0	844	817	252	109	2,022
4:30 PM	5:30 PM	106	658	45	18	58	600	159	6	170	19	63	0	37	24	44	0	827	823	252	105	2,007
4:45 PM	5:45 PM	122	588	49	26	61	628	154	6	161	20	66	0	40	26	46	0	785	849	247	112	1,993
5:00 PM	6:00 PM	116	568	57	28	57	647	151	6	144	24	67	0	46	22	52	0	769	861	235	120	1,985

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	11	10	23	27	71
7:15 AM	8:15 AM	19	7	30	27	83
7:30 AM	8:30 AM	19	2	30	23	74
7:45 AM	8:45 AM	20	3	27	13	63
8:00 AM	9:00 AM	21	4	33	18	76
11:00 AM	12:00 PM	41	31	69	27	168
11:15 AM	12:15 PM	38	20	64	23	145
11:30 AM	12:30 PM	27	30	70	24	151
11:45 AM	12:45 PM	27	35	78	24	164
12:00 PM	1:00 PM	12	23	76	14	125
4:00 PM	5:00 PM	9	4	24	6	43
4:15 PM	5:15 PM	10	2	12	6	30
4:30 PM	5:30 PM	10	1	13	5	29
4:45 PM	5:45 PM	10	3	12	5	30
5:00 PM	6:00 PM	6	3	12	4	25

Crandon Blvd S Dwy

DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	6	0	0	0	13	0	0	0	0	0	0	6	13	0	19
7:15 AM	8:15 AM	0	0	0	0	0	0	10	0	0	0	15	0	0	0	0	0	0	10	15	0	25
7:30 AM	8:30 AM	0	0	0	0	0	0	14	0	0	0	13	0	0	0	0	0	0	14	13	0	37
7:45 AM	8:45 AM	0	0	0	0	0	0	15	0	0	0	17	0	0	0	0	0	0	15	17	0	32
8:00 AM	9:00 AM	0	0	0	0	0	0	19	0	5	0	20	0	0	0	0	0	0	19	25	0	44
11:00 AM	12:00 PM	0	0	0	0	0	0	15	0	0	0	29	0	0	0	0	0	0	15	29	0	44
11:15 AM	12:15 PM	0	0	0	0	0	0	13	0	0	0	38	0	0	0	0	0	0	13	38	0	51
11:30 AM	12:30 PM	0	0	0	0	0	0	11	0	0	0	39	0	0	0	0	0	0	11	39	0	50
11:45 AM	12:45 PM	0	0	0	0	0	0	10	0	0	0	35	0	0	0	0	0	0	10	35	0	45
12:00 PM	1:00 PM	0	0	0	0	0	0	11	0	0	0	40	0	0	0	0	0	0	11	40	0	51
4:00 PM	5:00 PM	0	0	0	0	0	0	14	0	0	0	24	0	0	0	0	0	0	14	24	0	38
4:15 PM	5:15 PM	0	0	0	0	0	0	12	0	0	0	23	0	0	0	0	0	0	12	23	0	35
4:30 PM	5:30 PM	0	0	0	0	0	0	13	0	0	0	19	0	0	0	0	0	0	13	19	0	32
4:45 PM	5:45 PM	0	0	0	0	0	0	10	0	0	0	23	0	0	0	0	0	0	10	23	0	33
5:00 PM	6:00 PM	0	0	0	0	0	0	7	0	0	0	26	0	0	0	0	0	0	7	26	0	33

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	8	8
7:15 AM	8:15 AM	0	0	0	15	15
7:30 AM	8:30 AM	0	0	0	20	20
7:45 AM	8:45 AM	0	0	0	38	38
8:00 AM	9:00 AM	0	0	0	42	42
11:00 AM	12:00 PM	0	0	0	29	29
11:15 AM	12:15 PM	0	0	0	31	31
11:30 AM	12:30 PM	0	0	0	41	41
11:45 AM	12:45 PM	0	0	0	26	26
12:00 PM	1:00 PM	0	0	0	26	26
4:00 PM	5:00 PM	0	0	0	6	6
4:15 PM	5:15 PM	0	0	0	5	5
4:30 PM	5:30 PM	0	0	0	4	4
4:45 PM	5:45 PM	0	0	0	8	8
5:00 PM	6:00 PM	0	0	0	7	7

Crandon Blvd N Dwy

DATA OF COLLECTION: 11/9/2015

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Total	
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total													
7:00 AM	8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
7:15 AM	8:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
7:30 AM	8:30 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
7:45 AM	8:45 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
8:00 AM	9:00 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
11:00 AM	12:00 PM	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	5	5	0	0	10
11:15 AM	12:15 PM	0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	0	0	6	4	0	0	10
11:30 AM	12:30 PM	0	0	0	0	0	0	6	0	0	5	0	0	0	0	0	0	0	6	5	0	0	11
11:45 AM	12:45 PM	0	0	0	0	0	0	5	0	0	4	0	0	0	0	0	0	0	5	4	0	0	9
12:00 PM	1:00 PM	0	0	0	0	0	0	5	0	0	3	0	0	0	0	0	0	0	5	3	0	0	8
4:00 PM	5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	2
4:15 PM	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2
4:30 PM	5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:45 PM	5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
5:00 PM	6:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	3	3
7:15 AM	8:15 AM	0	0	0	8	8
7:30 AM	8:30 AM	0	0	0	14	14
7:45 AM	8:45 AM	0	0	0	31	31
8:00 AM	9:00 AM	0	0	0	42	42
11:00 AM	12:00 PM	0	0	0	13	13
11:15 AM	12:15 PM	0	0	0	13	13
11:30 AM	12:30 PM	0	0	0	11	11
11:45 AM	12:45 PM	0	0	0	9	9
12:00 PM	1:00 PM	0	0	0	10	10
4:00 PM	5:00 PM	0	0	0	4	4
4:15 PM	5:15 PM	0	0	0	3	3
4:30 PM	5:30 PM	0	0	0	2	2
4:45 PM	5:45 PM	0	0	0	4	4
5:00 PM	6:00 PM	0	0	0	3	3

Oasis Sandwich Shop Ent Dwy

DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int		
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total														
7:00 AM	8:00 AM	0	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	20	0	1	0	10	20	31
7:15 AM	8:15 AM	0	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	20	0	1	0	7	20	28
7:30 AM	8:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	23	0	0	0	4	23	27
7:45 AM	8:45 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	27	0	0	0	5	27	32
8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	24	0	0	0	5	24	29
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	22	0	0	0	6	22	28
11:15 AM	12:15 PM	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	20	0	0	1	4	20	25
11:30 AM	12:30 PM	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	20	0	0	1	5	20	26
11:45 AM	12:45 PM	0	0	0	0	0	0	1	0	7	0	0	0	0	0	0	0	20	0	0	1	7	20	28
12:00 PM	1:00 PM	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	21	0	0	1	8	21	30
4:00 PM	5:00 PM	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	9	0	0	1	6	9	16
4:15 PM	5:15 PM	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	9	0	0	1	5	9	15
4:30 PM	5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0	3	9	12
4:45 PM	5:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0	3	9	12
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	3	7	10

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	13	0	0	0	13
7:15 AM	8:15 AM	14	0	0	0	14
7:30 AM	8:30 AM	11	0	0	0	11
7:45 AM	8:45 AM	11	0	0	0	11
8:00 AM	9:00 AM	13	0	0	0	13
11:00 AM	12:00 PM	15	0	0	0	15
11:15 AM	12:15 PM	15	0	0	0	15
11:30 AM	12:30 PM	12	0	0	0	12
11:45 AM	12:45 PM	12	0	0	0	12
12:00 PM	1:00 PM	11	0	0	0	11
4:00 PM	5:00 PM	13	0	0	0	13
4:15 PM	5:15 PM	12	0	0	0	12
4:30 PM	5:30 PM	16	0	0	0	16
4:45 PM	5:45 PM	22	0	0	0	22
5:00 PM	6:00 PM	20	0	0	0	20

KB Petroleum West Dwy_Crandon DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NR	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	In	
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total													
7:00 AM	8:00 AM	0	0	0	0	1	0	2	0	1	0	0	0	0	0	2	0	0	3	1	1	2	6
7:15 AM	8:15 AM	0	0	0	0	2	0	3	0	1	0	0	0	0	0	1	0	0	5	1	1	1	7
7:30 AM	8:30 AM	0	0	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4	2	0	0	6
7:45 AM	8:45 AM	0	0	0	0	3	0	3	0	1	0	0	0	0	0	2	0	0	6	1	2	0	9
8:00 AM	9:00 AM	0	0	0	0	4	0	4	0	2	0	0	0	0	0	2	0	0	8	2	2	2	12
11:00 AM	12:00 PM	0	1	0	0	4	0	8	0	4	0	0	0	0	0	4	0	1	12	4	4	0	21
11:15 AM	12:15 PM	0	1	0	0	7	0	10	0	4	0	0	0	0	0	4	0	1	17	4	4	0	25
11:30 AM	12:30 PM	0	1	0	0	7	0	7	0	6	0	0	0	0	0	3	0	1	14	6	3	0	24
11:45 AM	12:45 PM	0	1	0	0	9	0	5	0	5	0	0	0	0	0	3	0	1	14	5	3	0	23
12:00 PM	1:00 PM	0	0	0	0	11	0	5	0	4	0	0	0	0	0	2	0	0	16	4	2	0	22
4:00 PM	5:00 PM	0	0	0	0	5	0	3	0	2	0	0	0	0	0	0	0	0	8	2	0	0	10
4:15 PM	5:15 PM	0	0	0	0	6	0	4	0	2	0	0	0	0	0	0	0	0	10	2	0	0	12
4:30 PM	5:30 PM	0	0	0	0	5	0	3	0	1	0	0	0	0	0	1	0	0	8	1	1	0	10
4:45 PM	5:45 PM	0	0	0	0	3	0	6	0	1	0	0	0	0	0	2	0	0	9	1	2	0	12
5:00 PM	6:00 PM	0	1	0	0	4	0	5	0	0	0	0	0	0	0	3	0	1	9	0	3	0	13

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	25	0	0	0	25
7:15 AM	8:15 AM	35	0	0	0	35
7:30 AM	8:30 AM	42	0	0	0	42
7:45 AM	8:45 AM	59	0	0	0	59
8:00 AM	9:00 AM	63	0	0	0	63
11:00 AM	12:00 PM	39	0	0	0	39
11:15 AM	12:15 PM	30	0	0	0	30
11:30 AM	12:30 PM	22	0	0	0	22
11:45 AM	12:45 PM	25	0	0	0	25
12:00 PM	1:00 PM	18	0	0	0	18
4:00 PM	5:00 PM	7	0	0	0	7
4:15 PM	5:15 PM	10	0	0	0	10
4:30 PM	5:30 PM	10	0	0	0	10
4:45 PM	5:45 PM	9	0	0	0	9
5:00 PM	6:00 PM	6	0	0	0	6

KB Petroleum Intl Dwy_Harbor Pla DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Inl	
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total													
7:00 AM	8:00 AM	0	0	0	0	0	0	7	0	14	0	0	0	0	0	0	0	0	7	14	0	0	21
7:15 AM	8:15 AM	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	6	11	0	0	17
7:30 AM	8:30 AM	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	6	11	0	0	17
7:45 AM	8:45 AM	0	0	0	0	0	0	7	0	16	0	1	0	0	0	0	0	0	7	17	0	0	24
8:00 AM	9:00 AM	0	0	0	0	0	0	5	0	18	0	1	0	0	0	0	0	0	5	19	0	0	24
11:00 AM	12:00 PM	0	0	0	0	0	1	16	0	33	0	0	0	0	0	0	0	0	17	33	0	0	50
11:15 AM	12:15 PM	0	0	0	0	0	1	15	0	42	0	0	0	0	0	0	0	0	16	42	0	0	58
11:30 AM	12:30 PM	0	0	0	0	0	1	10	0	41	0	0	0	0	0	0	0	0	11	41	0	0	52
11:45 AM	12:45 PM	0	0	0	0	0	0	10	0	37	0	0	0	0	0	0	0	0	10	37	0	0	47
12:00 PM	1:00 PM	0	0	0	0	0	0	7	0	38	0	0	0	0	0	0	0	0	7	38	0	0	45
4:00 PM	5:00 PM	0	0	0	0	0	1	8	0	22	0	0	0	0	0	0	0	0	9	22	0	0	31
4:15 PM	5:15 PM	0	0	0	0	0	1	9	0	23	0	0	0	0	0	0	0	0	10	23	0	0	33
4:30 PM	5:30 PM	0	0	0	0	0	1	12	0	20	0	0	0	0	0	0	0	0	13	20	0	0	33
4:45 PM	5:45 PM	0	0	0	0	0	1	11	0	21	0	0	0	0	0	0	0	0	12	21	0	0	33
5:00 PM	6:00 PM	1	0	0	0	0	0	8	0	23	0	0	0	0	0	0	0	1	8	23	0	0	32

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	1	0	0	0	1
7:15 AM	8:15 AM	2	0	0	1	3
7:30 AM	8:30 AM	3	2	0	4	9
7:45 AM	8:45 AM	3	2	0	5	10
8:00 AM	9:00 AM	2	2	0	5	9
11:00 AM	12:00 PM	12	0	0	12	24
11:15 AM	12:15 PM	16	0	0	10	26
11:30 AM	12:30 PM	29	0	0	5	34
11:45 AM	12:45 PM	19	0	0	5	24
12:00 PM	1:00 PM	19	0	0	5	24
4:00 PM	5:00 PM	2	0	0	0	2
4:15 PM	5:15 PM	1	0	0	0	1
4:30 PM	5:30 PM	1	0	0	0	1
4:45 PM	5:45 PM	1	5	0	0	6
5:00 PM	6:00 PM	1	5	0	0	6

KB Petroleum East Dwy_Harbor DIDATA OF COLLECTION:

11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	3	0	3	0	2	0	0	0	0	0	0	4	0	6	2	4	12
7:15 AM	8:15 AM	0	0	0	0	2	0	4	0	2	0	0	0	0	0	0	3	0	6	2	3	11
7:30 AM	8:30 AM	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	2	0	5	2	2	9
7:45 AM	8:45 AM	0	0	0	0	3	0	6	0	4	0	0	0	0	0	0	4	0	9	4	4	17
8:00 AM	9:00 AM	0	0	0	0	5	0	7	0	3	0	0	0	0	0	0	4	0	12	3	4	19
11:00 AM	12:00 PM	0	0	0	0	2	0	13	0	4	0	0	0	0	0	0	16	0	15	4	16	35
11:15 AM	12:15 PM	0	0	0	0	2	0	14	0	4	0	0	0	0	0	0	20	0	16	4	20	40
11:30 AM	12:30 PM	0	0	0	0	2	0	16	0	5	0	0	0	0	0	0	17	0	18	5	17	40
11:45 AM	12:45 PM	0	0	0	0	4	0	13	0	5	0	0	0	0	0	0	15	0	17	5	15	37
12:00 PM	1:00 PM	0	0	0	0	5	0	15	0	5	0	0	0	0	0	0	18	0	20	5	18	43
4:00 PM	5:00 PM	0	0	0	0	8	0	11	0	2	0	0	0	0	0	0	14	0	19	2	14	35
4:15 PM	5:15 PM	0	0	0	0	8	0	6	0	0	0	0	0	0	0	0	14	0	14	0	14	28
4:30 PM	5:30 PM	0	0	0	0	8	0	5	0	0	0	0	0	0	0	0	14	0	13	0	14	27
4:45 PM	5:45 PM	0	0	0	0	9	0	7	0	0	0	0	0	0	0	0	15	0	16	0	15	31
5:00 PM	6:00 PM	0	0	0	0	12	0	7	0	0	0	0	0	0	0	0	15	0	19	0	15	34

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	27	0	0	0	27
7:15 AM	8:15 AM	40	0	0	0	40
7:30 AM	8:30 AM	46	0	0	0	46
7:45 AM	8:45 AM	54	0	0	0	54
8:00 AM	9:00 AM	60	0	0	0	60
11:00 AM	12:00 PM	23	0	0	0	23
11:15 AM	12:15 PM	22	0	0	0	22
11:30 AM	12:30 PM	15	0	0	0	15
11:45 AM	12:45 PM	18	0	0	0	18
12:00 PM	1:00 PM	13	0	0	0	13
4:00 PM	5:00 PM	8	0	0	0	8
4:15 PM	5:15 PM	7	0	0	0	7
4:30 PM	5:30 PM	9	0	0	0	9
4:45 PM	5:45 PM	9	0	0	0	9
5:00 PM	6:00 PM	7	0	0	0	7

KB Petroleum Dwy_Crandon Blvd DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	4	2	0	6
7:15 AM	8:15 AM	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	5	1	0	6
7:30 AM	8:30 AM	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	7	2	0	9
7:45 AM	8:45 AM	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	7	3	0	10
8:00 AM	9:00 AM	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	7	2	0	9
11:00 AM	12:00 PM	0	0	0	0	0	0	7	0	0	0	11	0	0	0	0	0	0	7	11	0	18
11:15 AM	12:15 PM	0	0	0	0	0	0	6	0	0	0	14	0	0	0	0	0	0	6	14	0	20
11:30 AM	12:30 PM	0	0	0	0	0	0	6	0	0	0	12	0	0	0	0	0	0	6	12	0	18
11:45 AM	12:45 PM	0	0	0	0	0	0	8	0	0	0	11	0	0	0	0	0	0	8	11	0	19
12:00 PM	1:00 PM	0	0	0	0	0	0	9	0	0	0	12	0	0	0	0	0	0	9	12	0	21
4:00 PM	5:00 PM	0	0	0	0	0	0	5	0	0	0	8	0	0	0	0	0	0	5	8	0	13
4:15 PM	5:15 PM	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	5	5	0	10
4:30 PM	5:30 PM	0	0	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	3	6	0	9
4:45 PM	5:45 PM	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	0	0	7	4	0	11
5:00 PM	6:00 PM	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	7	2	0	9

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	0	0	0	30	30
7:15 AM	8:15 AM	0	0	0	39	39
7:30 AM	8:30 AM	0	0	0	58	58
7:45 AM	8:45 AM	0	0	0	62	62
8:00 AM	9:00 AM	0	0	0	69	69
11:00 AM	12:00 PM	0	0	0	22	22
11:15 AM	12:15 PM	0	0	0	22	22
11:30 AM	12:30 PM	0	0	0	20	20
11:45 AM	12:45 PM	0	0	0	16	16
12:00 PM	1:00 PM	0	0	0	16	16
4:00 PM	5:00 PM	0	0	0	8	8
4:15 PM	5:15 PM	0	0	0	5	5
4:30 PM	5:30 PM	0	0	0	2	2
4:45 PM	5:45 PM	0	0	0	4	4
5:00 PM	6:00 PM	0	0	0	3	3

Harbor Plaza Exit Dwy_Harbor Dwy; DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	In:
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total												
7:00 AM	8:00 AM	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	51	0	0	51
7:15 AM	8:15 AM	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	51	0	0	51
7:30 AM	8:30 AM	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	61	0	0	61
7:45 AM	8:45 AM	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	75	0	0	75
8:00 AM	9:00 AM	0	0	0	0	0	0	76	0	0	0	0	0	0	0	0	0	0	76	0	0	76
11:00 AM	12:00 PM	0	0	0	0	0	0	142	0	0	0	0	0	0	0	0	0	0	142	0	0	142
11:15 AM	12:15 PM	0	0	0	0	0	0	153	0	0	0	0	0	0	0	0	0	0	153	0	0	153
11:30 AM	12:30 PM	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	140	0	0	140
11:45 AM	12:45 PM	0	0	0	0	1	0	143	0	0	0	0	0	0	0	0	0	0	144	0	0	144
12:00 PM	1:00 PM	0	0	0	0	1	0	131	0	0	0	0	0	0	0	0	0	0	132	0	0	132
4:00 PM	5:00 PM	0	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	62	0	0	62
4:15 PM	5:15 PM	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	58	0	0	58
4:30 PM	5:30 PM	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	56	0	0	56
4:45 PM	5:45 PM	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	61	0	0	61
5:00 PM	6:00 PM	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	56	0	0	56

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	34	0	0	0	34
7:15 AM	8:15 AM	42	0	0	0	42
7:30 AM	8:30 AM	43	0	0	0	43
7:45 AM	8:45 AM	42	0	0	0	42
8:00 AM	9:00 AM	33	0	0	0	33
11:00 AM	12:00 PM	70	0	0	0	70
11:15 AM	12:15 PM	66	0	0	0	66
11:30 AM	12:30 PM	52	0	0	0	52
11:45 AM	12:45 PM	47	0	0	0	47
12:00 PM	1:00 PM	37	0	0	0	37
4:00 PM	5:00 PM	12	0	0	0	12
4:15 PM	5:15 PM	9	0	0	0	9
4:30 PM	5:30 PM	11	0	0	0	11
4:45 PM	5:45 PM	12	0	0	0	12
5:00 PM	6:00 PM	17	0	0	0	17

Harbor Plaza Ent Dwy_Harbor Dwy DATA OF COLLECTION: 11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Int	
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total													
7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	48	0	0	10	48	58
7:15 AM	8:15 AM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	42	0	0	11	42	53
7:30 AM	8:30 AM	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	47	0	0	16	47	63
7:45 AM	8:45 AM	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	49	0	0	20	49	69
8:00 AM	9:00 AM	0	0	0	0	0	0	2	0	17	0	0	0	0	0	0	0	54	0	0	2	17	54
11:00 AM	12:00 PM	0	0	0	0	1	0	2	0	43	0	0	0	0	0	0	0	98	0	0	3	43	98
11:15 AM	12:15 PM	0	0	0	0	0	0	2	0	44	0	0	0	0	0	0	0	99	0	0	2	44	99
11:30 AM	12:30 PM	0	0	0	0	0	0	2	0	49	0	0	0	0	0	0	0	100	0	0	2	49	100
11:45 AM	12:45 PM	0	0	0	0	0	0	2	0	52	0	0	0	0	0	0	0	90	0	0	2	52	90
12:00 PM	1:00 PM	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	87	0	0	0	53	87
4:00 PM	5:00 PM	0	0	0	0	0	0	2	0	23	0	0	0	0	0	0	0	42	0	0	2	23	42
4:15 PM	5:15 PM	0	0	0	0	0	0	1	0	17	0	0	0	0	0	0	0	43	0	0	1	17	43
4:30 PM	5:30 PM	0	0	0	0	0	0	2	0	17	0	0	0	0	0	0	0	48	0	0	2	17	48
4:45 PM	5:45 PM	0	0	0	0	0	0	1	0	17	0	0	0	0	0	0	0	55	0	0	1	17	55
5:00 PM	6:00 PM	0	0	0	0	0	0	2	0	20	0	0	0	0	0	0	0	58	0	0	2	20	58

Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	23	0	0	0	23
7:15 AM	8:15 AM	25	0	0	0	25
7:30 AM	8:30 AM	20	0	0	0	20
7:45 AM	8:45 AM	26	0	0	0	26
8:00 AM	9:00 AM	27	0	0	0	27
11:00 AM	12:00 PM	48	0	0	0	48
11:15 AM	12:15 PM	46	0	0	0	46
11:30 AM	12:30 PM	32	0	0	0	32
11:45 AM	12:45 PM	26	0	0	0	26
12:00 PM	1:00 PM	14	0	0	0	14
4:00 PM	5:00 PM	13	0	0	0	13
4:15 PM	5:15 PM	9	0	0	0	9
4:30 PM	5:30 PM	10	0	0	0	10
4:45 PM	5:45 PM	11	0	0	0	11
5:00 PM	6:00 PM	16	0	0	0	16

Harbor Plaza Back Access_Harbor D DATA OF COLLECTION:

11/9/2013

FDOT Peak Season Conversion Factor for Vehicles = 1.02

Time		NB	NB	NB	NB	SB	SB	SB	SB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	EB	WB	Total	
Start	End	Left	Thru	Right	U	Total	Total	Total	Total	Total													
7:00 AM	8:00 AM	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	15	0	0	1	16
7:15 AM	8:15 AM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
7:30 AM	8:30 AM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
7:45 AM	8:45 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
8:00 AM	9:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
11:00 AM	12:00 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	9	0	3	12
11:15 AM	12:15 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	2	0	0	11	0	2	13	13
11:30 AM	12:30 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	2	0	0	9	0	2	11	11
11:45 AM	12:45 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	1	0	0	12	0	1	13	13
12:00 PM	1:00 PM	0	0	0	0	0	0	15	0	0	0	0	0	0	0	3	0	0	15	0	3	18	18
4:00 PM	5:00 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
4:15 PM	5:15 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
4:30 PM	5:30 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
4:45 PM	5:45 PM	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	14	0	0	14	14
5:00 PM	6:00 PM	0	0	0	0	0	0	17	0	0	0	0	0	0	0	1	0	0	17	0	1	18	18

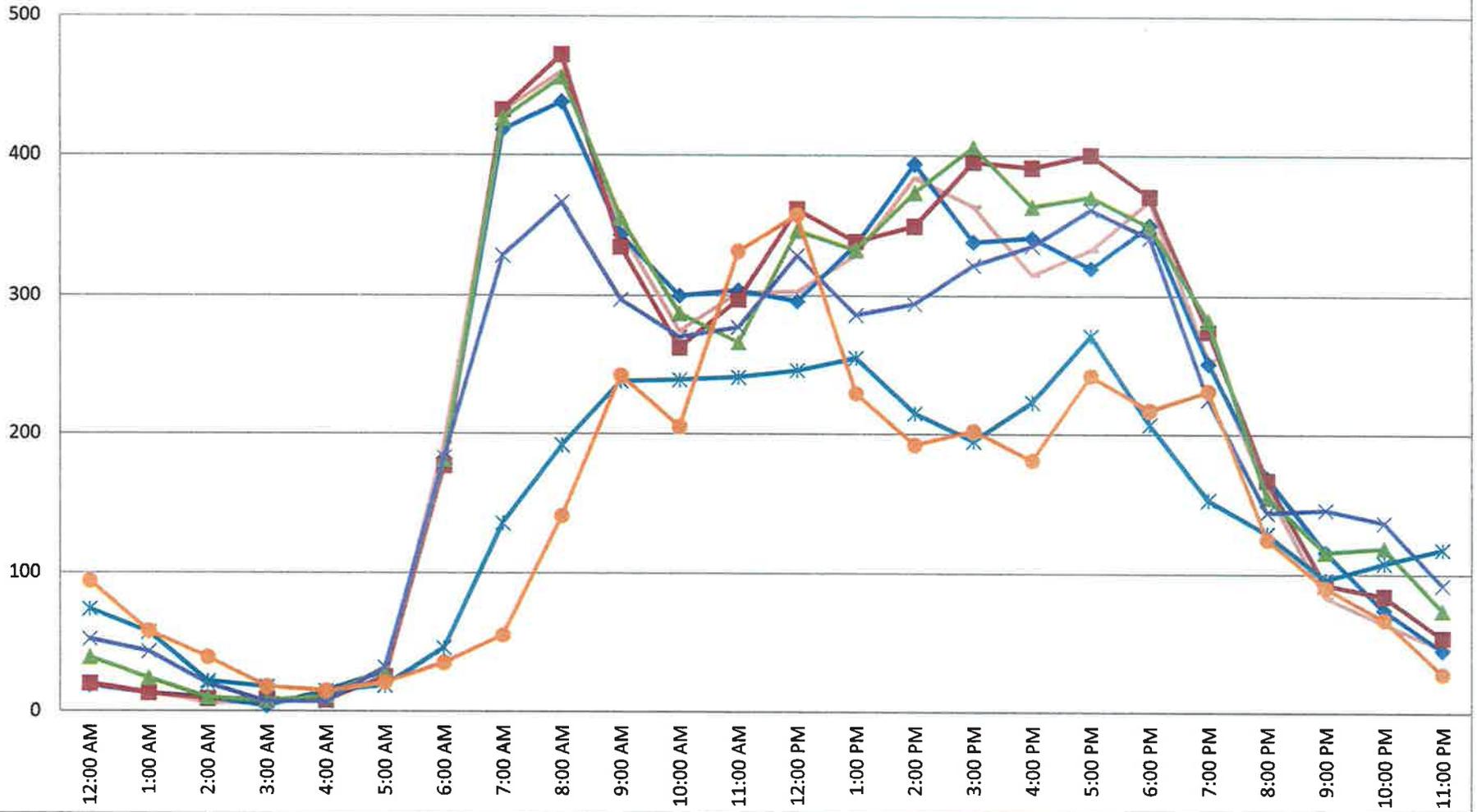
Time		Pedestrian Volumes				
Start	End	North	South	East	West	Total
7:00 AM	8:00 AM	1	0	0	0	1
7:15 AM	8:15 AM	2	0	0	0	2
7:30 AM	8:30 AM	1	0	0	0	1
7:45 AM	8:45 AM	1	0	0	0	1
8:00 AM	9:00 AM	2	0	0	0	2
11:00 AM	12:00 PM	19	0	0	0	19
11:15 AM	12:15 PM	18	0	0	0	18
11:30 AM	12:30 PM	14	0	0	0	14
11:45 AM	12:45 PM	5	0	0	0	5
12:00 PM	1:00 PM	7	0	0	0	7
4:00 PM	5:00 PM	1	0	0	0	1
4:15 PM	5:15 PM	1	0	0	0	1
4:30 PM	5:30 PM	2	0	0	0	2
4:45 PM	5:45 PM	2	0	0	0	2
5:00 PM	6:00 PM	3	0	0	0	3

Harbor Dr W of Crandon Blvd

Vehicles Per Hour		Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Friday	Friday	Friday	Saturday	Saturday	Saturday	Sunday	Sunday	Sunday
Time		11/18/2013	11/18/2013	11/18/2013	11/19/2013	11/19/2013	11/19/2013	11/20/2013	11/20/2013	11/20/2013	11/21/2013	11/21/2013	11/21/2013	11/22/2013	11/22/2013	11/22/2013	11/23/2013	11/23/2013	11/23/2013	11/24/2013	11/24/2013	11/24/2013
Start	End	EB	WB	EB+WB																		
0:00	1:00 AM	14	20	34	14	19	33	16	20	36	25	39	64	25	52	77	53	74	127	70	94	164
1:00 AM	2:00 AM	6	14	20	8	13	21	9	13	22	12	24	36	16	43	59	32	57	89	42	58	100
2:00 AM	3:00 AM	7	6	13	12	10	22	8	9	17	5	10	15	9	20	29	8	22	30	24	39	63
3:00 AM	4:00 AM	3	6	9	6	4	10	3	9	12	4	8	12	5	7	12	13	18	31	11	18	29
4:00 AM	5:00 AM	9	9	18	4	15	19	3	8	11	7	11	18	15	7	22	12	15	27	5	15	20
5:00 AM	6:00 AM	19	25	44	38	29	67	26	25	51	19	31	50	30	32	62	20	19	39	19	21	40
6:00 AM	7:00 AM	146	193	339	149	182	331	135	177	312	148	181	329	116	183	299	59	46	105	35	35	70
7:00 AM	8:00 AM	468	431	899	525	418	943	425	432	857	467	426	893	301	329	630	116	136	252	59	55	114
8:00 AM	9:00 AM	582	460	1,042	629	439	1,067	513	472	985	527	456	983	430	367	797	187	192	379	122	141	263
9:00 AM	10:00 AM	472	347	819	485	344	829	445	335	780	497	358	853	410	297	707	250	238	488	227	242	469
10:00 AM	11:00 AM	357	274	631	394	300	694	332	262	594	349	287	636	358	270	628	294	239	533	236	205	441
11:00 AM	12:00 PM	321	302	623	387	304	691	340	297	637	345	266	611	395	277	672	323	241	563	296	332	628
12:00 PM	1:00 PM	394	303	697	405	296	701	387	362	749	388	347	735	383	329	712	326	246	572	423	358	781
1:00 PM	2:00 PM	382	329	711	382	337	719	383	339	722	359	333	692	345	286	631	302	255	557	402	229	631
2:00 PM	3:00 PM	443	384	827	460	394	854	517	350	867	426	374	800	375	294	669	305	215	520	247	192	439
3:00 PM	4:00 PM	574	364	938	692	339	1,031	532	395	927	538	406	944	452	322	774	284	195	479	283	202	455
4:00 PM	5:00 PM	463	315	778	495	342	837	517	391	908	478	364	842	408	336	744	252	223	475	212	181	393
5:00 PM	6:00 PM	381	333	714	431	320	751	381	400	781	407	371	778	336	362	698	223	271	494	206	242	448
6:00 PM	7:00 PM	266	368	634	302	351	653	339	371	710	314	350	664	294	342	636	273	207	480	235	217	452
7:00 PM	8:00 PM	200	254	454	204	251	455	180	274	454	239	282	521	228	225	453	164	153	317	163	231	394
8:00 PM	9:00 PM	124	160	284	113	169	282	163	167	330	150	165	305	155	144	299	135	129	264	230	125	355
9:00 PM	10:00 PM	79	83	162	110	116	226	75	92	167	100	116	216	132	146	278	85	96	181	102	90	192
10:00 PM	11:00 PM	73	64	137	49	74	123	108	84	192	88	119	207	110	137	247	65	108	173	55	67	122
11:00 PM	12:00 AM	19	46	65	27	45	72	24	54	78	37	74	111	66	92	158	64	118	182	19	28	47
ADT		5,802	5,090	10,892	6,321	5,110	11,431	5,861	5,338	11,199	5,929	5,386	11,315	5,394	4,899	10,293	3,844	3,513	7,357	3,693	3,417	7,110
AM Peak	Hour	9:00 AM	12:00 PM																			
	Volume	582	460	1,042	629	438	1,067	519	472	985	527	456	983	430	367	797	322	241	563	296	332	628
PM Peak	Hour	4:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	4:00 PM	6:00 PM	4:00 PM	8:00 PM	4:00 PM	1:00 PM	6:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM				
	Volume	574	384	938	692	394	1,031	532	400	927	538	406	944	452	362	774	326	271	572	423	358	781

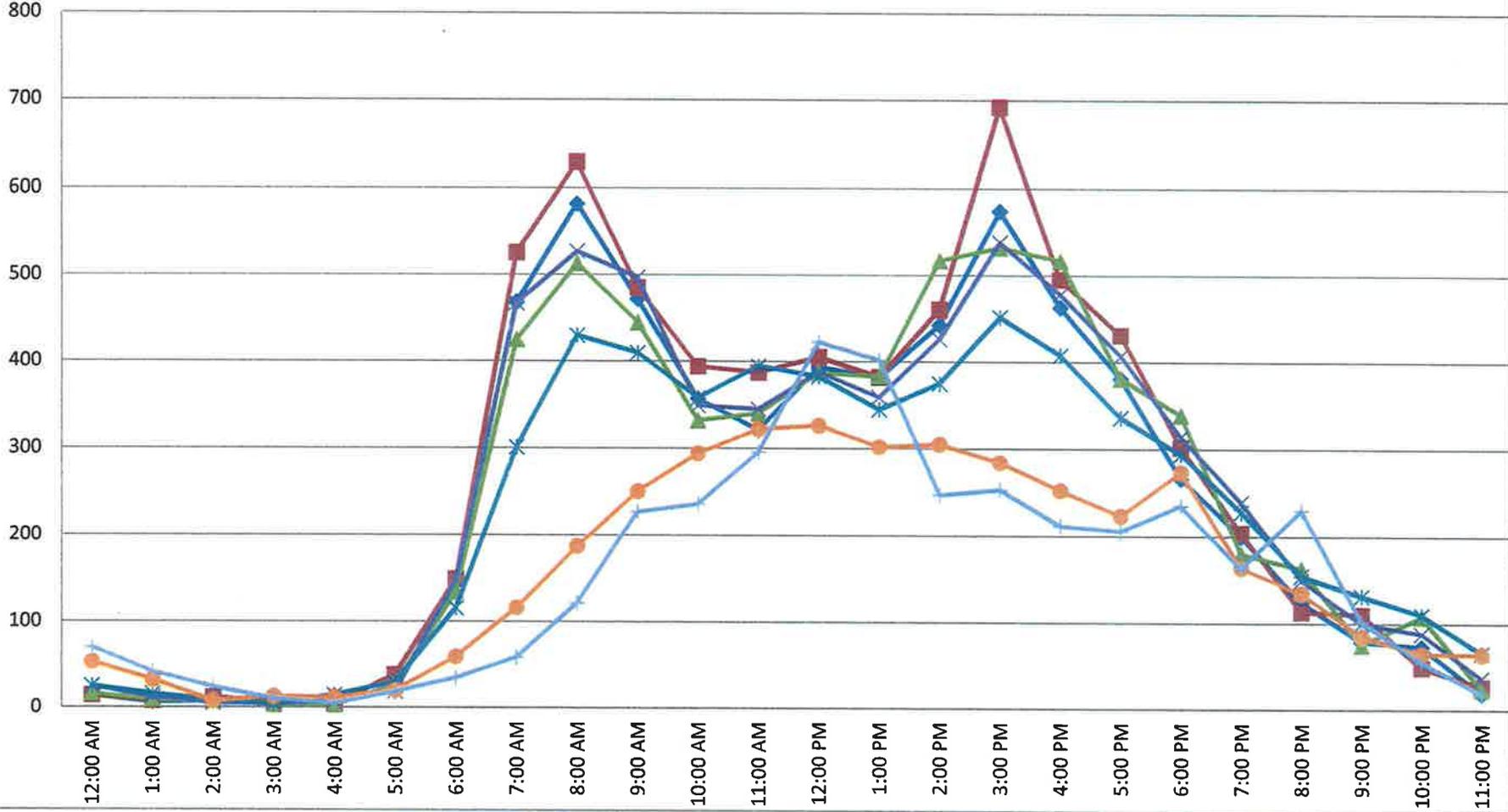
Harbor Dr W of Crandon Blvd - Westbound

Monday 11/18/2013 WB Tuesday 11/5/2013 WB Wednesday 11/6/2013 WB Thursday 11/7/2013 WB
 Friday 11/8/2013 WB Saturday 11/9/2013 WB Sunday 11/17/2013 WB



Harbor Dr W of Crandon Blvd - Eastbound

- Monday 11/18/2013 EB
- Tuesday 11/5/2013 EB
- Wednesday 11/6/2013 EB
- Thursday 11/7/2013 EB
- Friday 11/8/2013 EB
- Saturday 11/9/2013 EB
- Sunday 11/17/2013 EB



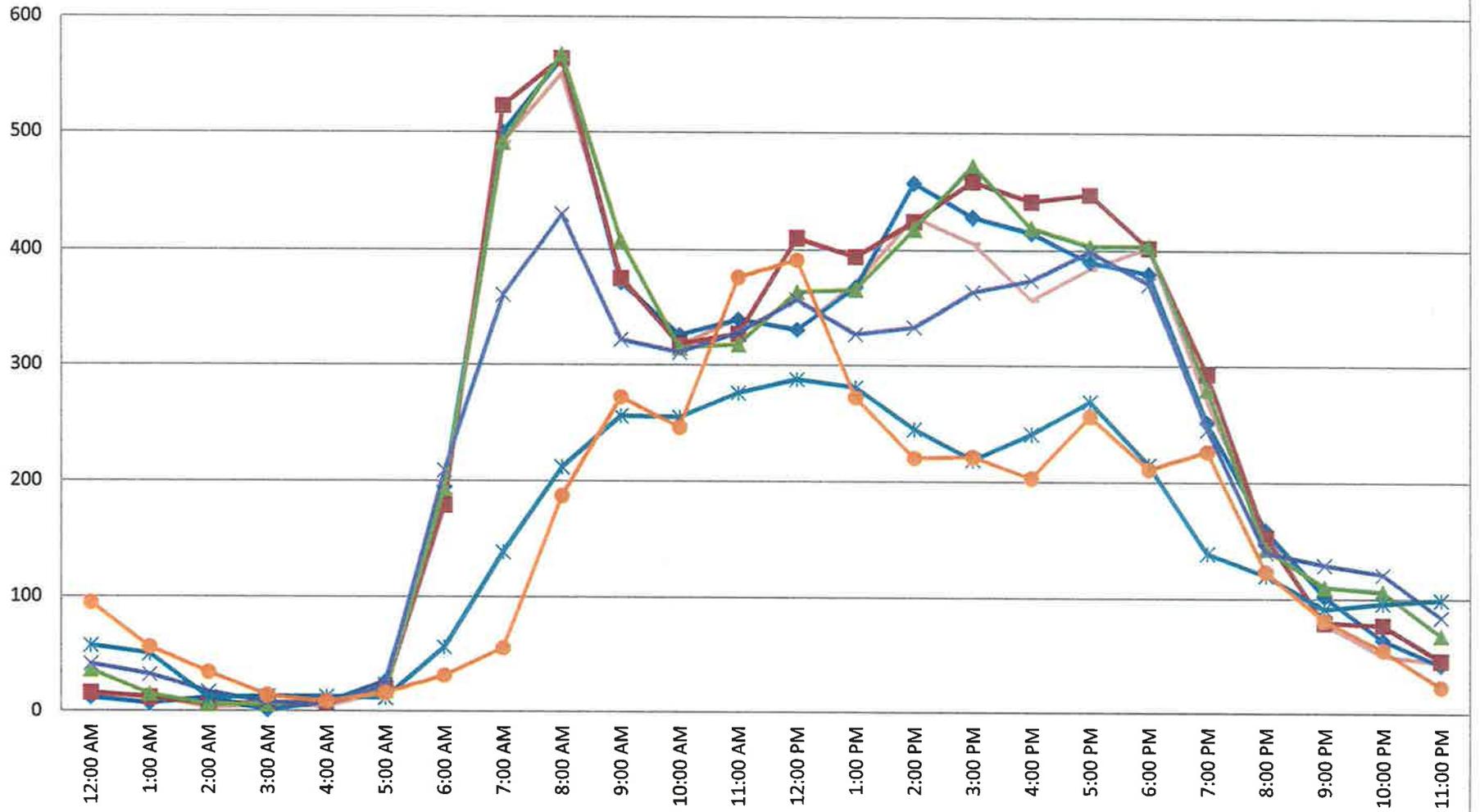
Appendix C
7 Day, 24 Hour Tube Counts

Harbor Dr Roundabout

Vehicles Per Hour		Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Friday	Friday	Friday	Saturday	Saturday	Saturday	Sunday	Sunday	Sunday
Time	Per Hour	11/18/2013	11/18/2013	11/18/2013	11/5/2013	11/5/2013	11/5/2013	11/6/2013	11/6/2013	11/6/2013	11/7/2013	11/7/2013	11/7/2013	11/8/2013	11/8/2013	11/8/2013	11/9/2013	11/9/2013	11/9/2013	11/17/2013	11/17/2013	11/17/2013
Start	End	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB
0:00	1:00 AM	14	15	29	14	12	26	16	16	31	28	36	64	26	41	67	52	57	109	76	95	171
1:00 AM	2:00 AM	6	13	19	6	7	13	13	12	25	12	15	27	18	32	50	33	50	83	44	56	100
2:00 AM	3:00 AM	7	3	10	13	12	25	8	6	14	6	6	12	12	17	29	10	12	22	25	34	89
3:00 AM	4:00 AM	3	5	8	5	1	6	4	7	11	5	6	11	6	8	14	15	13	28	12	14	26
4:00 AM	5:00 AM	9	4	13	7	8	15	6	7	13	9	10	19	19	7	26	15	13	28	6	9	15
5:00 AM	6:00 AM	21	17	38	38	26	64	30	19	49	23	18	41	36	23	59	23	12	35	20	16	36
6:00 AM	7:00 AM	161	188	349	166	195	361	160	179	339	174	193	367	153	209	362	65	56	121	40	31	71
7:00 AM	8:00 AM	500	491	991	539	500	1,039	518	523	1,041	527	491	1,018	321	361	682	130	139	269	68	55	123
8:00 AM	9:00 AM	638	551	1,189	592	564	1,156	599	564	1,163	588	568	1,156	476	430	906	203	212	415	149	187	336
9:00 AM	10:00 AM	512	377	889	529	372	897	519	375	894	555	408	963	447	322	769	286	256	542	246	272	518
10:00 AM	11:00 AM	344	317	661	405	326	731	380	318	698	401	315	716	412	311	723	330	255	585	275	246	519
11:00 AM	12:00 PM	368	340	708	428	340	768	402	327	729	390	318	708	438	328	766	399	276	675	325	376	701
12:00 PM	1:00 PM	450	330	780	452	331	783	462	410	872	446	364	810	442	357	799	398	288	666	466	391	857
1:00 PM	2:00 PM	417	371	788	426	368	794	427	394	821	419	366	779	392	327	719	340	261	621	445	272	717
2:00 PM	3:00 PM	482	428	910	498	457	955	568	424	992	485	418	903	422	333	755	325	245	570	269	220	489
3:00 PM	4:00 PM	647	406	1,053	661	428	1,089	593	458	1,051	639	472	1,111	520	364	884	318	219	537	266	221	487
4:00 PM	5:00 PM	505	357	862	536	415	951	603	441	1,044	531	419	950	453	374	827	279	241	520	226	203	429
5:00 PM	6:00 PM	417	384	801	480	390	870	418	447	865	451	404	855	386	399	785	241	269	510	222	256	478
6:00 PM	7:00 PM	296	402	698	324	380	704	380	402	782	363	404	767	328	371	699	301	215	516	247	211	458
7:00 PM	8:00 PM	214	269	483	215	251	466	212	293	505	256	280	536	247	245	492	172	139	311	167	126	393
8:00 PM	9:00 PM	131	157	288	122	159	281	174	153	327	159	143	302	180	140	320	152	120	272	239	123	365
9:00 PM	10:00 PM	81	78	159	111	102	213	90	79	169	102	110	212	137	129	266	99	91	190	111	81	192
10:00 PM	11:00 PM	74	50	124	56	64	120	110	77	187	98	106	204	131	121	252	77	96	173	56	55	111
11:00 PM	12:00 AM	21	44	65	33	42	75	30	46	76	38	68	106	63	84	147	70	99	169	19	23	42
ADT		6,318	5,597	11,915	6,652	5,750	12,402	6,721	5,977	12,698	6,699	5,938	12,637	6,065	5,333	11,398	4,333	3,654	7,967	4,017	3,673	7,690
AM Peak	Hour	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
	Volume	638	551	1,189	592	564	1,156	599	564	1,163	588	568	1,156	476	430	906	399	276	675	325	376	701
PM Peak	Hour	4:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	5:00 PM	4:00 PM	6:00 PM	4:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM					
	Volume	647	428	1,053	661	457	1,089	603	458	1,051	639	472	1,111	520	399	884	398	288	686	466	391	857

Harbor Drive Roundabout- Westbound

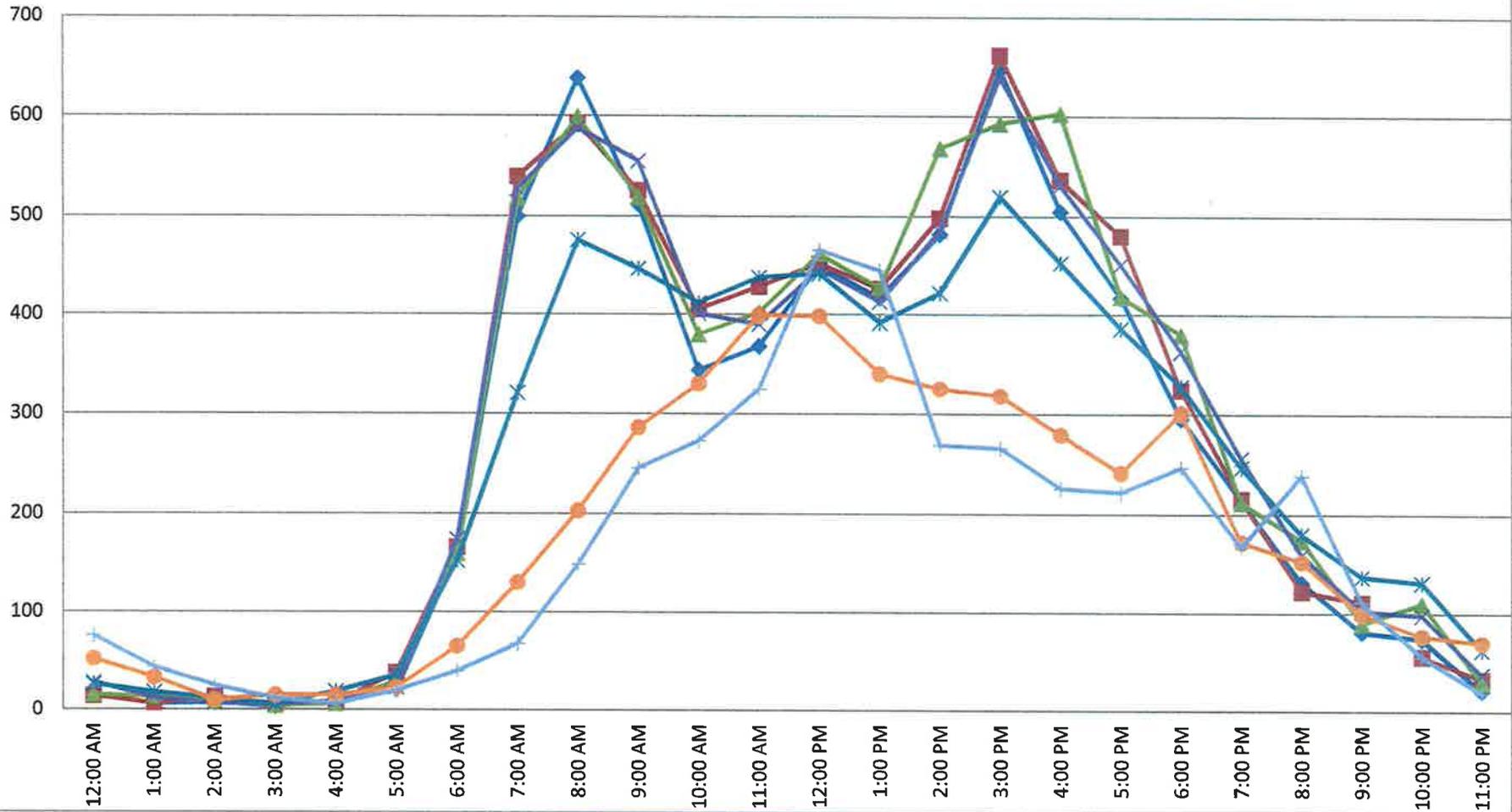
Monday 11/18/2013 WB Tuesday 11/5/2013 WB Wednesday 11/6/2013 WB Thursday 11/7/2013 WB
 Friday 11/8/2013 WB Saturday 11/9/2013 WB Sunday 11/17/2013 WB



11/05/2013- 11/18/2013

Harbor Dr Roundabout- Eastbound

- Monday 11/18/2013 EB
- Tuesday 11/5/2013 EB
- Wednesday 11/6/2013 EB
- Thursday 11/7/2013 EB
- Friday 11/8/2013 EB
- Saturday 11/9/2013 EB
- Sunday 11/17/2013 EB

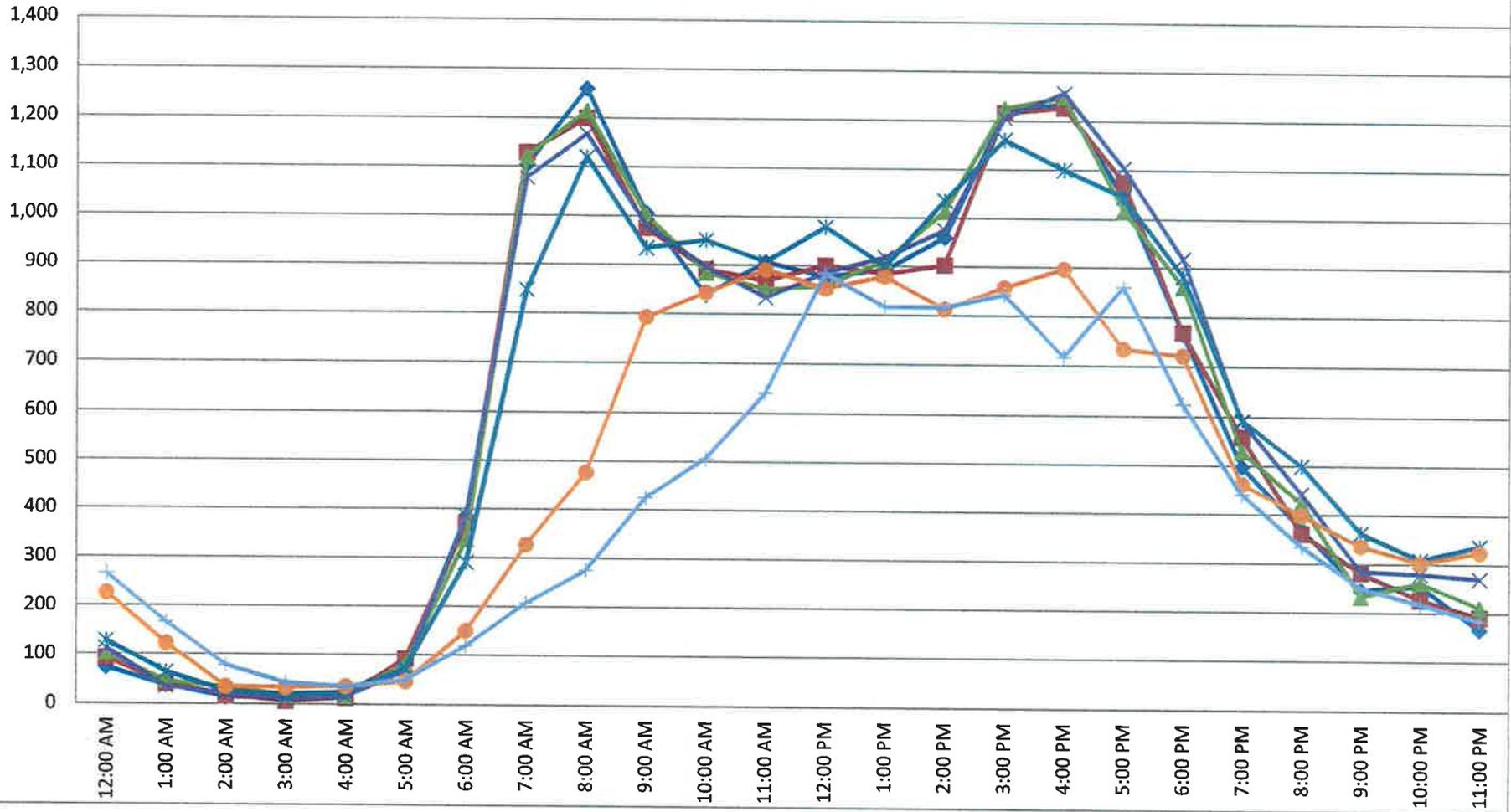


Crandon Blvd N of Harbor Dr

Vehicles Per Hour		Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Friday	Friday	Friday	Saturday	Saturday	Saturday	Sunday	Sunday	Sunday	
Time		11/18/2013	11/18/2013	11/18/2013	11/5/2013	11/5/2013	11/5/2013	11/6/2013	11/6/2013	11/6/2013	11/7/2013	11/7/2013	11/7/2013	11/8/2013	11/8/2013	11/8/2013	11/9/2013	11/9/2013	11/9/2013	11/17/2013	11/17/2013	11/17/2013	
Start	End	NB	SB	NB+SB	NB	SB	NB+SB	NB	SB	NB+SB	NB	SB	NB+SB	NB	SB	NB+SB	NB	SB	NB+SB	NB	SB	NB+SB	
0:00	1:00 AM	73	73	146	92	89	181	101	95	196	111	127	238	127	167	294	226	256	482	266	303	569	
1:00 AM	2:00 AM	37	63	100	40	46	86	46	46	92	34	52	86	64	109	173	122	163	285	166	193	359	
2:00 AM	3:00 AM	15	19	34	18	11	29	33	22	55	21	19	40	26	59	85	35	72	107	78	118	196	
3:00 AM	4:00 AM	10	18	28	6	15	21	17	21	38	9	24	33	20	34	54	33	65	98	43	65	108	
4:00 AM	5:00 AM	25	32	57	13	40	53	16	44	60	15	50	65	24	43	67	36	77	113	36	72	108	
5:00 AM	6:00 AM	80	135	215	92	128	220	81	124	205	68	124	192	73	126	199	46	120	166	50	121	171	
6:00 AM	7:00 AM	385	535	920	370	552	922	338	514	852	385	558	943	291	514	805	149	448	597	119	223	342	
7:00 AM	8:00 AM	1,103	835	1,938	1,128	886	2,014	1,120	921	2,041	1,077	875	1,952	848	884	1,732	327	638	965	208	260	468	
8:00 AM	9:00 AM	1,260	982	2,242	1,199	1,038	2,237	1,214	1,010	2,224	1,167	968	2,135	1,120	959	2,079	476	611	1,087	276	344	620	
9:00 AM	10:00 AM	1,005	939	1,944	975	953	1,928	1,001	933	1,934	980	970	1,950	935	946	1,881	792	630	1,422	426	467	893	
10:00 AM	11:00 AM	839	803	1,642	890	856	1,746	885	858	1,743	897	907	1,804	952	797	1,749	843	697	1,540	507	529	1,036	
11:00 AM	12:00 PM	907	718	1,625	868	796	1,664	851	855	1,706	834	856	1,690	908	863	1,771	891	698	1,589	642	631	1,273	
12:00 PM	1:00 PM	878	747	1,625	900	798	1,698	859	939	1,798	886	810	1,696	980	844	1,824	853	768	1,621	884	720	1,604	
1:00 PM	2:00 PM	892	764	1,656	884	825	1,709	911	902	1,813	918	800	1,718	900	838	1,738	878	778	1,656	817	886	1,503	
2:00 PM	3:00 PM	960	889	1,849	902	864	1,766	1,014	906	1,920	975	786	1,761	1,036	883	1,919	812	748	1,560	817	826	1,643	
3:00 PM	4:00 PM	1,217	949	2,166	1,215	930	2,146	1,226	970	2,196	1,206	921	2,127	1,161	936	2,097	857	839	1,696	843	756	1,599	
4:00 PM	5:00 PM	1,236	945	2,181	1,227	948	2,175	1,248	938	2,186	1,257	967	2,224	1,100	1,024	2,124	896	784	1,680	718	682	1,400	
5:00 PM	6:00 PM	1,045	1,004	2,049	1,075	962	2,037	1,016	1,018	2,034	1,104	771	1,875	1,045	1,036	2,081	734	824	1,558	661	648	1,509	
6:00 PM	7:00 PM	766	1,148	1,914	768	1,092	1,860	862	1,078	1,940	919	874	1,793	883	1,016	1,899	721	664	1,385	625	624	1,249	
7:00 PM	8:00 PM	498	835	1,333	558	888	1,444	529	815	1,344	590	675	1,265	593	760	1,353	462	558	1,020	441	488	929	
8:00 PM	9:00 PM	371	467	838	361	576	937	423	560	983	443	422	865	500	539	1,039	398	453	851	335	497	832	
9:00 PM	10:00 PM	246	350	596	281	423	704	233	397	630	284	427	711	363	463	826	336	382	718	250	350	600	
10:00 PM	11:00 PM	255	279	534	226	339	565	261	338	599	279	447	726	308	439	747	302	479	761	217	296	513	
11:00 PM	12:00 AM	166	204	370	191	192	383	212	243	455	270	302	572	337	366	703	324	398	722	184	149	333	
ADT		14,269	13,733	28,002	14,280	14,245	28,525	14,497	14,547	29,044	14,729	13,732	28,461	14,594	14,645	29,239	11,549	12,150	23,699	9,809	10,048	19,857	
AM Peak	Hour	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	10:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
	Volume	1,260	982	2,242	1,199	1,038	2,237	1,214	1,010	2,224	1,167	970	2,135	1,120	959	2,079	891	698	1,589	642	631	1,273	
PM Peak	Hour	5:00 PM	7:00 PM	5:00 PM	5:00 PM	7:00 PM	5:00 PM	5:00 PM	7:00 PM	4:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	6:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	1:00 PM	3:00 PM	3:00 PM	
	Volume	1,236	1,148	2,181	1,227	1,092	2,175	1,248	1,078	2,196	1,257	967	2,224	1,161	1,036	2,124	896	839	1,596	884	826	1,643	

Crandon Blvd N of Harbor Dr-Northbound

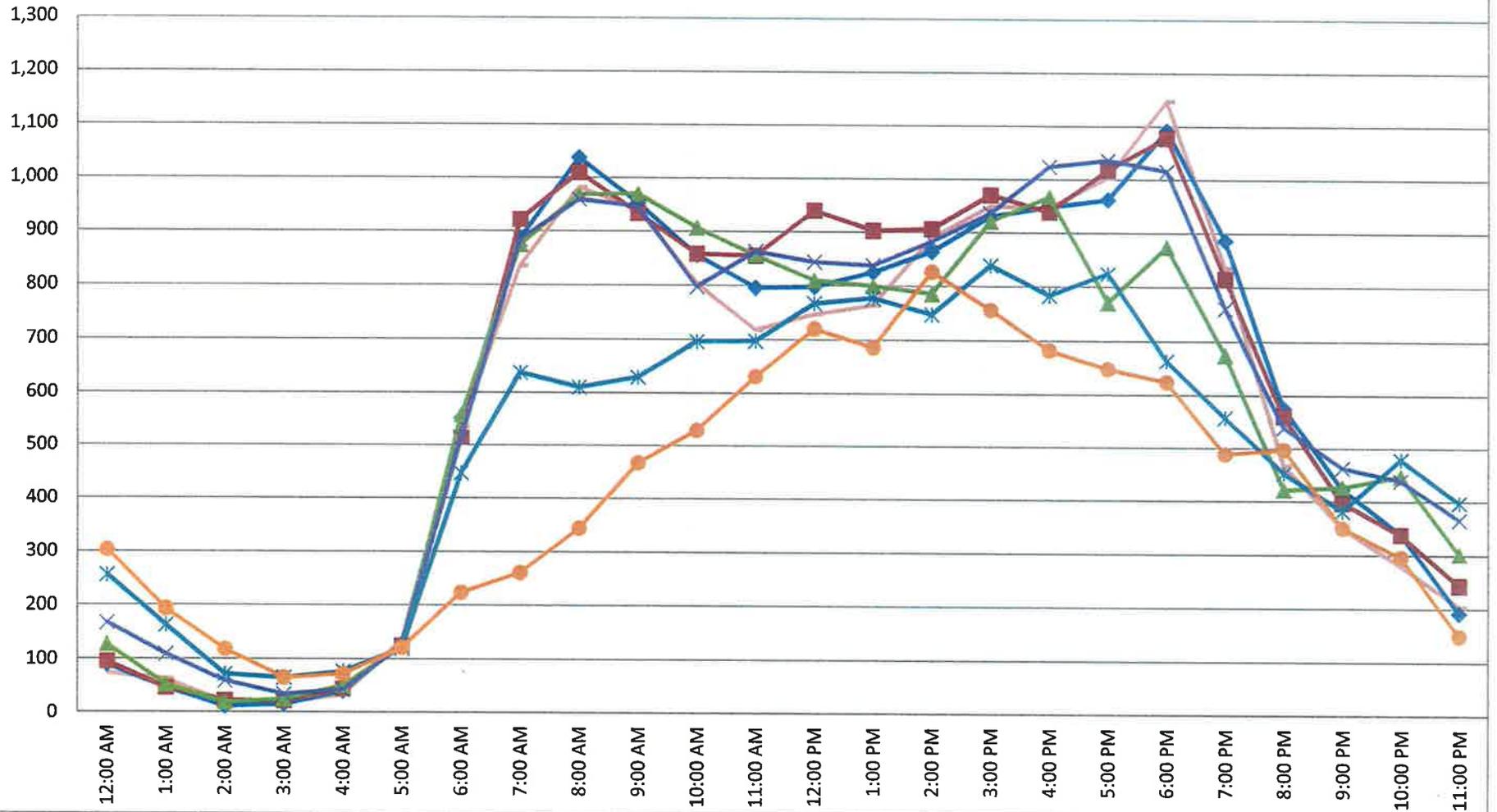
- ◆ Monday 11/18/2013 NB
- Tuesday 11/5/2013 NB
- ▲ Wednesday 11/6/2013 NB
- ✕ Thursday 11/7/2013 NB
- ✱ Friday 11/8/2013 NB
- Saturday 11/9/2013 NB
- ◆ Sunday 11/17/2013 NB



11/05/2013- 11/18/2013

Crandon Blvd N of Harbor Drive-Southbound

Monday 11/18/2013 SB Tuesday 11/5/2013 SB Wednesday 11/6/2013 SB Thursday 11/7/2013 SB
Friday 11/8/2013 SB Saturday 11/9/2013 SB Sunday 11/17/2013 SB

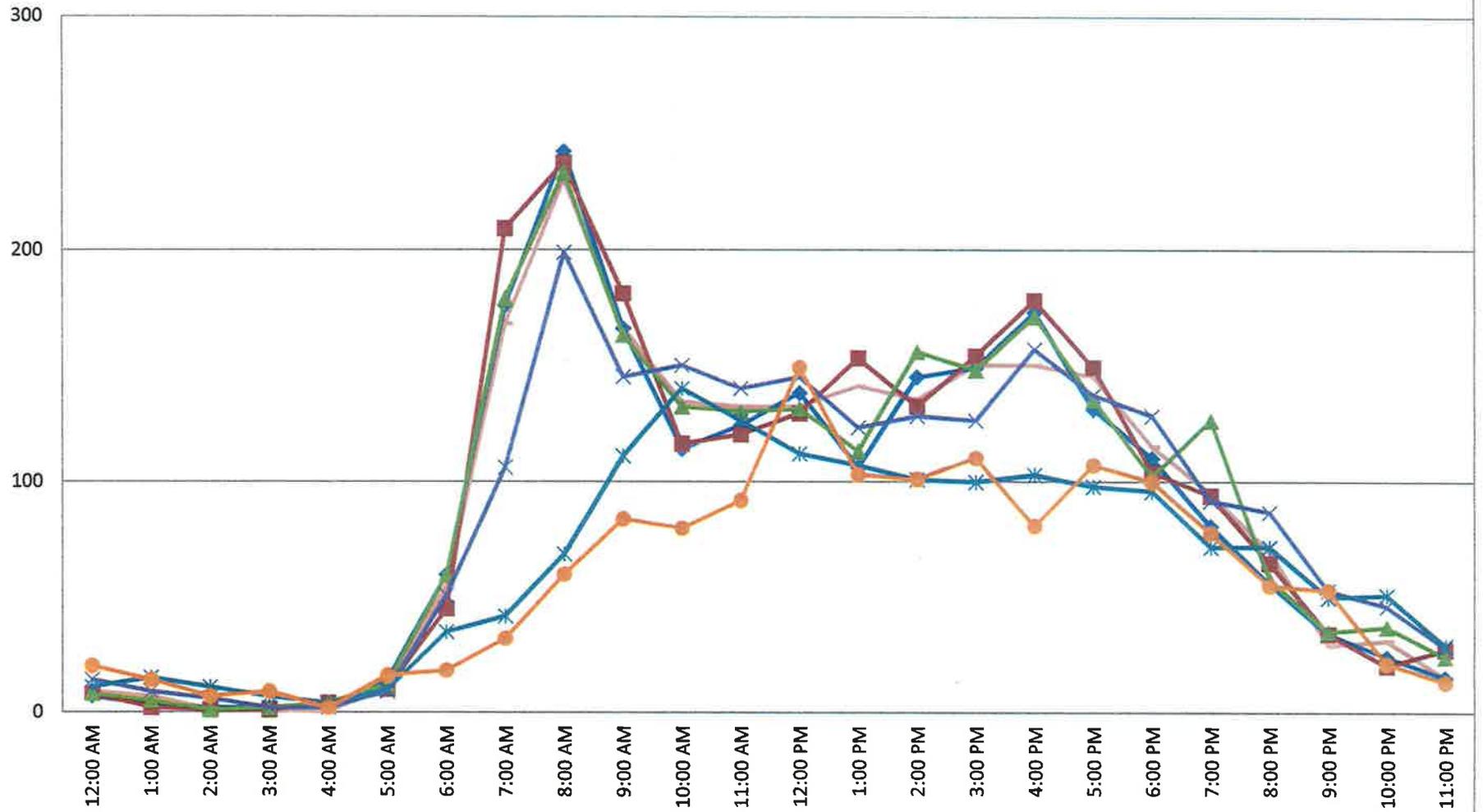


Harbor Dr E of Crandon Blvd

Vehicles Per Hour		Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Friday	Friday	Friday	Saturday	Saturday	Saturday	Sunday	Sunday	Sunday
Time		11/18/2013	11/18/2013	11/18/2013	11/5/2013	11/5/2013	11/5/2013	11/6/2013	11/6/2013	11/6/2013	11/7/2013	11/7/2013	11/7/2013	11/8/2013	11/8/2013	11/8/2013	11/9/2013	11/9/2013	11/9/2013	11/17/2013	11/17/2013	11/17/2013
Start	End	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB	EB	WB	EB+WB
0:00	1:00 AM	16	9	25	11	7	18	15	8	23	25	8	33	31	14	45	47	11	58	48	20	68
1:00 AM	2:00 AM	4	7	11	6	3	9	7	2	9	5	5	10	17	9	26	33	15	48	46	14	60
2:00 AM	3:00 AM	2	1	3	2	2	4	2	1	3	1	1	2	7	6	13	18	11	29	14	7	21
3:00 AM	4:00 AM	1	1	2	1	2	3	1	1	2	1	2	3	5	2	7	15	7	22	16	9	25
4:00 AM	5:00 AM	2	0	2	2	3	5	2	4	6	2	4	6	3	2	5	3	4	7	5	2	7
5:00 AM	6:00 AM	9	11	20	7	14	21	12	10	22	7	12	19	11	9	20	9	10	19	14	16	30
6:00 AM	7:00 AM	23	55	78	28	60	88	25	45	70	25	60	85	26	51	77	18	35	53	13	18	31
7:00 AM	8:00 AM	94	168	262	100	176	276	103	209	312	96	179	275	69	106	175	21	42	63	19	32	51
8:00 AM	9:00 AM	150	230	380	167	242	409	182	237	419	154	233	387	117	199	316	40	69	109	37	60	97
9:00 AM	10:00 AM	151	166	317	125	166	291	135	181	316	152	163	315	126	145	271	86	111	197	60	84	144
10:00 AM	11:00 AM	144	134	278	113	114	227	119	116	235	100	132	232	107	150	257	103	140	243	62	80	142
11:00 AM	12:00 PM	119	132	251	139	124	263	128	120	248	130	130	260	130	140	270	109	126	235	92	92	184
12:00 PM	1:00 PM	148	132	280	117	138	255	139	129	268	141	131	272	168	145	311	128	112	240	126	149	275
1:00 PM	2:00 PM	143	141	284	105	106	211	136	153	289	123	113	236	138	123	261	133	107	240	111	103	214
2:00 PM	3:00 PM	158	135	293	162	145	307	190	132	322	160	156	316	146	128	274	114	101	215	128	101	227
3:00 PM	4:00 PM	190	150	340	231	149	380	181	154	335	191	148	339	145	126	271	127	100	227	114	110	224
4:00 PM	5:00 PM	172	150	322	191	173	364	166	178	344	173	171	344	169	157	326	136	103	239	112	81	193
5:00 PM	6:00 PM	206	145	353	186	131	317	233	149	382	204	135	339	200	137	337	130	98	228	150	107	257
6:00 PM	7:00 PM	268	115	383	200	110	310	222	104	326	210	102	312	208	128	336	107	96	203	147	100	247
7:00 PM	8:00 PM	180	95	275	191	81	272	155	94	249	186	126	312	178	92	270	131	72	203	135	78	213
8:00 PM	9:00 PM	115	70	185	130	56	186	140	65	205	112	58	170	113	67	200	95	72	167	95	55	150
9:00 PM	10:00 PM	99	29	128	83	34	117	98	34	132	117	35	152	110	53	163	83	50	133	114	53	167
10:00 PM	11:00 PM	65	31	96	66	24	90	64	20	84	90	37	127	81	46	127	95	51	146	54	21	75
11:00 PM	12:00 AM	36	15	51	38	15	53	47	27	74	51	24	75	64	28	92	73	29	102	32	13	45
ADT		2,497	2,122	4,619	2,401	2,075	4,476	2,502	2,173	4,675	2,456	2,165	4,621	2,367	2,063	4,450	1,854	1,572	3,426	1,742	1,405	3,147
AM Peak	Hour	10:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	12:00 PM	9:00 AM	9:00 AM	12:00 PM	11:00 AM	11:00 AM	12:00 PM	12:00 PM	12:00 PM
	Volume	151	230	380	167	242	409	182	237	419	154	233	387	130	199	316	109	140	243	92	92	184
PM Peak	Hour	7:00 PM	4:00 PM	7:00 PM	4:00 PM	5:00 PM	4:00 PM	6:00 PM	5:00 PM	6:00 PM	7:00 PM	5:00 PM	5:00 PM	7:00 PM	5:00 PM	6:00 PM	5:00 PM	1:00 PM	1:00 PM	6:00 PM	1:00 PM	1:00 PM
	Volume	268	150	383	231	173	380	233	178	382	210	171	344	208	157	337	136	112	240	150	148	275

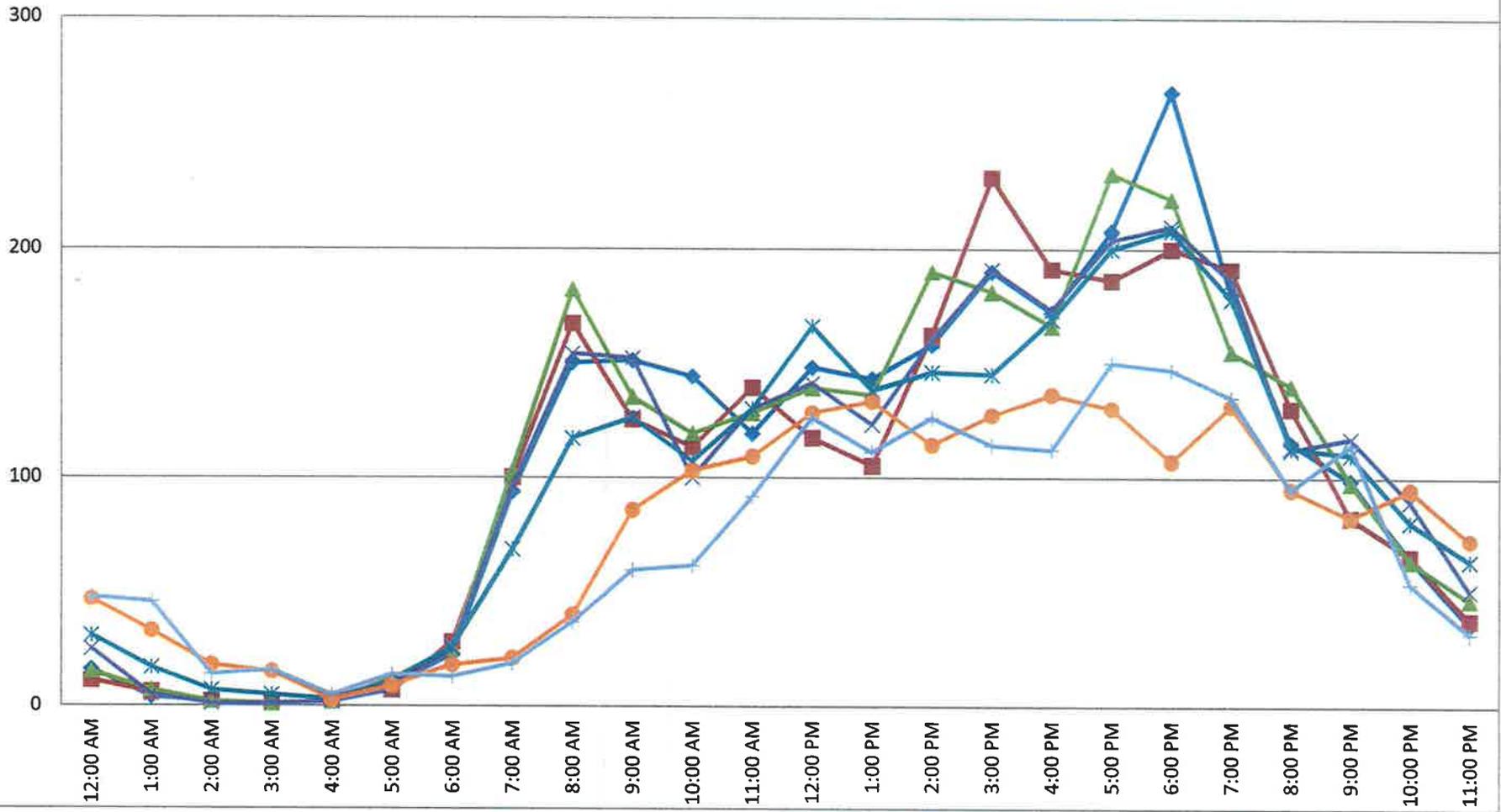
Harbor Drive E of Crandon Blvd - Westbound

Monday 11/18/2013 WB Tuesday 11/5/2013 WB Wednesday 11/6/2013 WB Thursday 11/7/2013 WB
Friday 11/8/2013 WB Saturday 11/9/2013 WB Sunday 11/17/2013 WB



Harbor Dr E of Crandon Blvd - Eastbound

- ◆ Monday 11/18/2013 EB
- Tuesday 11/5/2013 EB
- ▲ Wednesday 11/6/2013 EB
- × Thursday 11/7/2013 EB
- * Friday 11/8/2013 EB
- Saturday 11/9/2013 EB
- Sunday 11/17/2013 EB

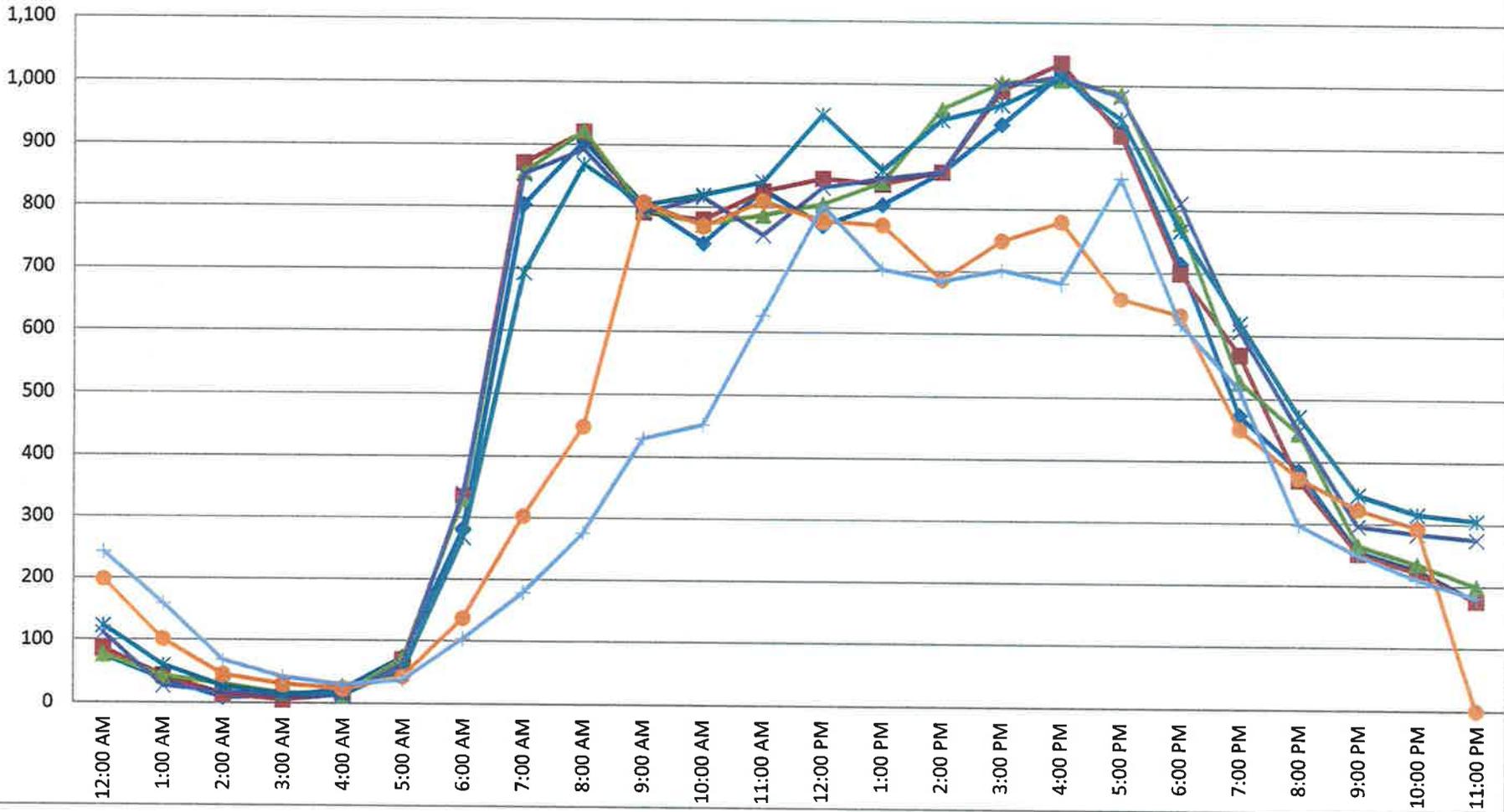


Crandon Blvd S of Harbor Dr

Vehicles Per Hour		Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Friday	Friday	Friday	Saturday	Saturday	Saturday	Sunday	Sunday	
Time	Start	11/18/2013	11/18/2013	11/18/2013	11/19/2013	11/19/2013	11/19/2013	11/20/2013	11/20/2013	11/20/2013	11/21/2013	11/21/2013	11/21/2013	11/22/2013	11/22/2013	11/22/2013	11/23/2013	11/23/2013	11/23/2013	11/24/2013	11/24/2013	
	End	NB	SB	NB+SB	NB	SB																
	0:00	76	62	138	86	81	167	77	71	148	111	96	207	123	137	260	198	175	373	243	237	480
	1:00 AM	37	57	94	43	35	78	43	37	80	27	38	65	60	70	130	101	111	212	159	149	308
	2:00 AM	9	11	20	14	13	27	30	15	45	18	22	40	27	40	67	45	75	120	69	92	161
	3:00 AM	11	15	26	5	13	18	16	19	35	11	19	30	16	27	43	30	47	77	42	49	91
	4:00 AM	23	26	49	14	39	53	13	40	53	12	47	59	16	42	58	24	60	84	30	59	89
	5:00 AM	74	114	188	70	118	188	72	111	183	62	109	171	52	110	162	43	117	160	38	106	144
	6:00 AM	282	400	682	334	444	778	330	404	734	339	442	781	268	412	680	137	478	615	104	207	311
	7:00 AM	803	734	1,537	870	810	1,680	855	853	1,708	852	809	1,661	693	760	1,453	302	555	857	179	228	407
	8:00 AM	905	1,053	1,958	920	1,067	1,987	922	1,049	1,971	892	992	1,884	868	968	1,836	448	516	964	270	327	603
	9:00 AM	804	986	1,790	791	984	1,775	796	980	1,776	790	1,000	1,790	803	950	1,753	807	629	1,426	430	443	873
	10:00 AM	742	825	1,567	779	836	1,615	773	812	1,585	816	842	1,658	820	795	1,615	769	657	1,426	453	533	986
	11:00 AM	829	747	1,576	826	819	1,645	788	816	1,604	756	804	1,560	842	873	1,715	810	694	1,504	627	627	1,254
	12:00 PM	772	821	1,593	847	862	1,709	808	880	1,686	833	831	1,664	951	889	1,840	779	751	1,530	804	803	1,607
	1:00 PM	806	804	1,610	835	835	1,674	842	921	1,763	848	883	1,731	862	877	1,739	773	725	1,498	703	743	1,446
	2:00 PM	859	908	1,767	859	916	1,775	962	984	1,946	859	953	1,812	944	878	1,822	686	728	1,414	684	757	1,441
	3:00 PM	937	980	1,917	991	974	1,965	1,004	990	1,994	1,000	1,020	2,020	969	976	1,945	749	765	1,514	703	712	1,415
	4:00 PM	1,019	900	1,919	1,035	980	2,015	1,009	901	1,910	1,014	993	2,007	1,013	1,025	2,038	780	713	1,493	682	641	1,323
	5:00 PM	929	942	1,871	920	920	1,840	967	940	1,927	983	914	1,897	947	948	1,895	657	661	1,318	851	583	1,434
	6:00 PM	715	982	1,697	699	950	1,649	780	990	1,770	812	925	1,737	768	879	1,647	631	639	1,270	618	622	1,240
	7:00 PM	474	716	1,190	569	767	1,336	527	694	1,221	607	754	1,361	620	713	1,333	451	514	965	514	487	1,001
	8:00 PM	386	460	846	370	455	825	446	533	979	450	510	960	473	517	990	373	429	802	298	541	839
	9:00 PM	255	298	553	252	335	587	265	357	622	296	400	696	347	425	772	323	363	666	249	311	560
	10:00 PM	226	242	468	222	271	493	235	295	530	284	369	653	316	381	697	293	405	698	210	257	467
	11:00 PM	177	172	349	176	145	321	200	185	385	275	239	514	306	288	594	0	0	0	181	128	309
ADT		12,150	13,255	25,405	12,531	13,669	26,200	12,778	13,877	26,655	12,947	14,011	26,958	13,104	13,980	27,084	10,209	10,807	21,016	9,147	9,642	18,789
AM Peak	Hour	9:00 AM	10:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	12:00 PM	12:00 PM													
	Volume	905	1,053	1,958	920	1,067	1,987	922	1,049	1,971	892	1,000	1,884	868	968	1,836	810	694	1,504	627	627	1,254
PM Peak	Hour	5:00 PM	7:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	1:00 PM	6:00 PM	1:00 PM	1:00 PM									
	Volume	1,019	982	1,919	1,035	980	2,015	1,009	900	1,910	1,014	1,020	2,020	1,013	1,025	2,038	780	765	1,530	851	803	1,607

Crandon Blvd S of Harbor Dr-Northbound

- Monday 11/18/2013 NB
- Tuesday 11/5/2013 NB
- Wednesday 11/6/2013 NB
- Thursday 11/7/2013 NB
- Friday 11/8/2013 NB
- Saturday 11/9/2013 NB
- Sunday 11/17/2013 NB

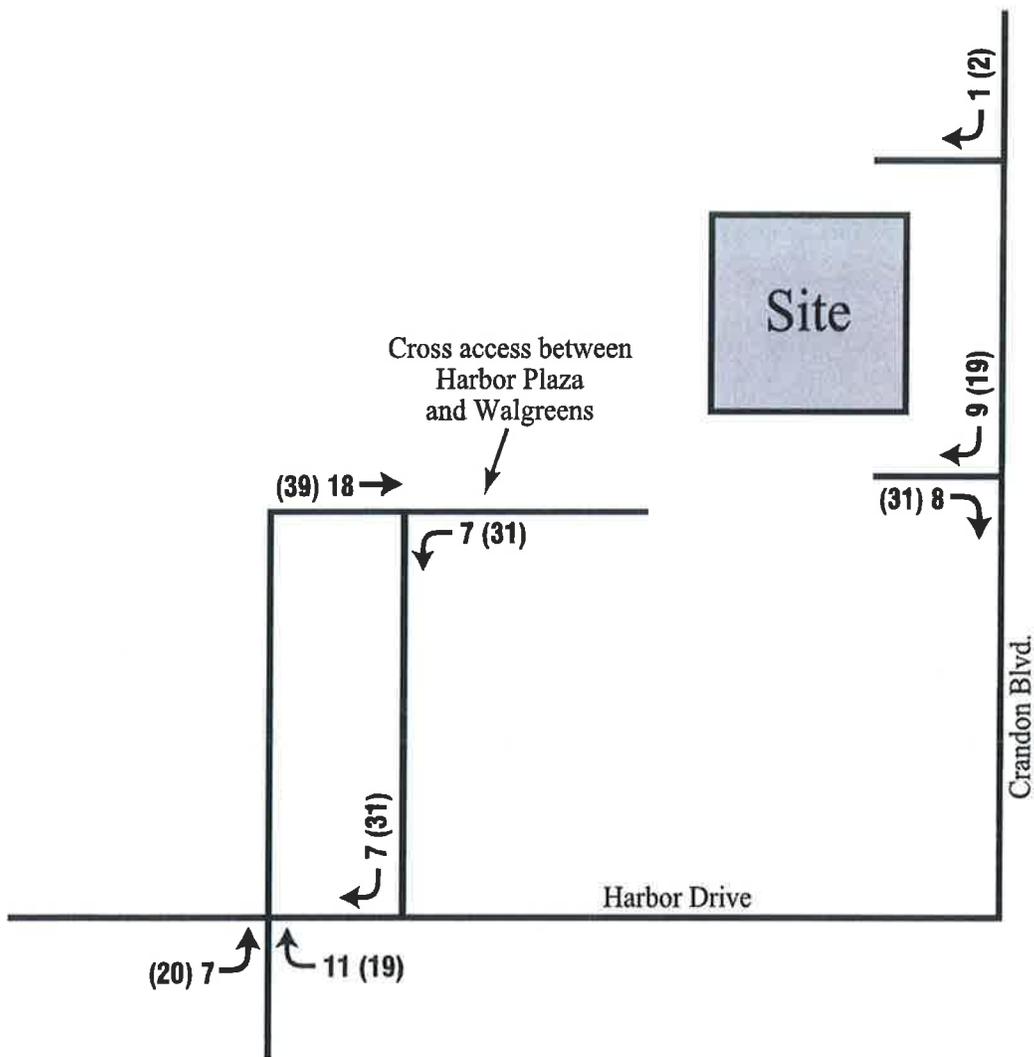


Crandon Blvd S of Harbor Drive-Southbound

Monday 11/18/2013 SB Tuesday 11/5/2013 SB Wednesday 11/6/2013 SB Thursday 11/7/2013 SB
 Friday 11/8/2013 SB Saturday 11/9/2013 SB Sunday 11/17/2013 SB



Appendix D
Estimated Traffic Project Assignment



LEGEND
00 AM Volumes
(00) PM Volumes

Appendix E
Internal Access Information and Aerial

Fernandez, Darlene M

From: Jud Kurlancheek [jkurlancheek@keybiscayne.fl.gov]
Sent: Wednesday, November 20, 2013 9:00 AM
To: Fernandez, Darlene M
Subject: FW: 12-22-24 CRANDON BOULEVARD



Jud Kurlancheek, AICP, Director
Village of Key Biscayne, Fl
Building, Zoning, and Planning Director
88 W. McIntyre St.
Key Biscayne, FL 33149

Office 305 365 8908
Fax 305 365 5556
Web www.keybiscayne.fl.gov

From: NicoMavris@aol.com [mailto:NicoMavris@aol.com]
Sent: Friday, November 15, 2013 11:25 AM
To: Jud Kurlancheek
Subject: Re: 12-22-24 CRANDON BOULEVARD

Hi Jud,

When I took over the property on March 7, 1997 the properties were all connected, open access, the deal that the Rice's had with the old owners (Stefano Brandino and Don Berg) was that during the week the tenants of the 7-11 mall were able to use the parking lots of Stefano's and La Caretta and on the weekends Stefano's clients were able to park their cars at the 7-11 mall.

I was approached by the owner of the then Fresh Market who asked me to allow for his produce trucks etc. to park all week long day and night on the Stefano's lot and promised to remove the trucks on Friday so I could have all the space possible for my own customers on my heavy nights Friday-Saturday.

It became a habit for James Massari the owner of the Fresh Market to not remove the trucks on the weekend always coming up with an excuse. So I decided sometime in 1998 to go through the process of putting up the fence in order to protect my business interests.

My fence went through hell as somebody always late at night would break on purpose the fence. I just repaired and kept up all through my ownership of the property which lasted until February of 2007 (10 years) at which time I sold to a group of Spanish investors that were represented by Jaime Orosco.

Jaime, opened up the access once again sometime late 2007.

Best regards,
Nico

In a message dated 11/15/2013 9:21:08 A.M. Eastern Standard Time, jkurlancheek@keybiscayne.fl.gov writes:

HI Nick,

Please send me the dates that the fence between the two properties (51 Harbor Dr. and 12-22-24 Crandon) was opened and/or closed during your ownership of the property.

Thank you



Jud Kurlancheek, AICP, Director
Village of Key Biscayne, Fl
Building, Zoning, and Planning Director
88 W. McIntyre St.
Key Biscayne, FL 33149

Office 305 365 8908

Fax 305 365 5556

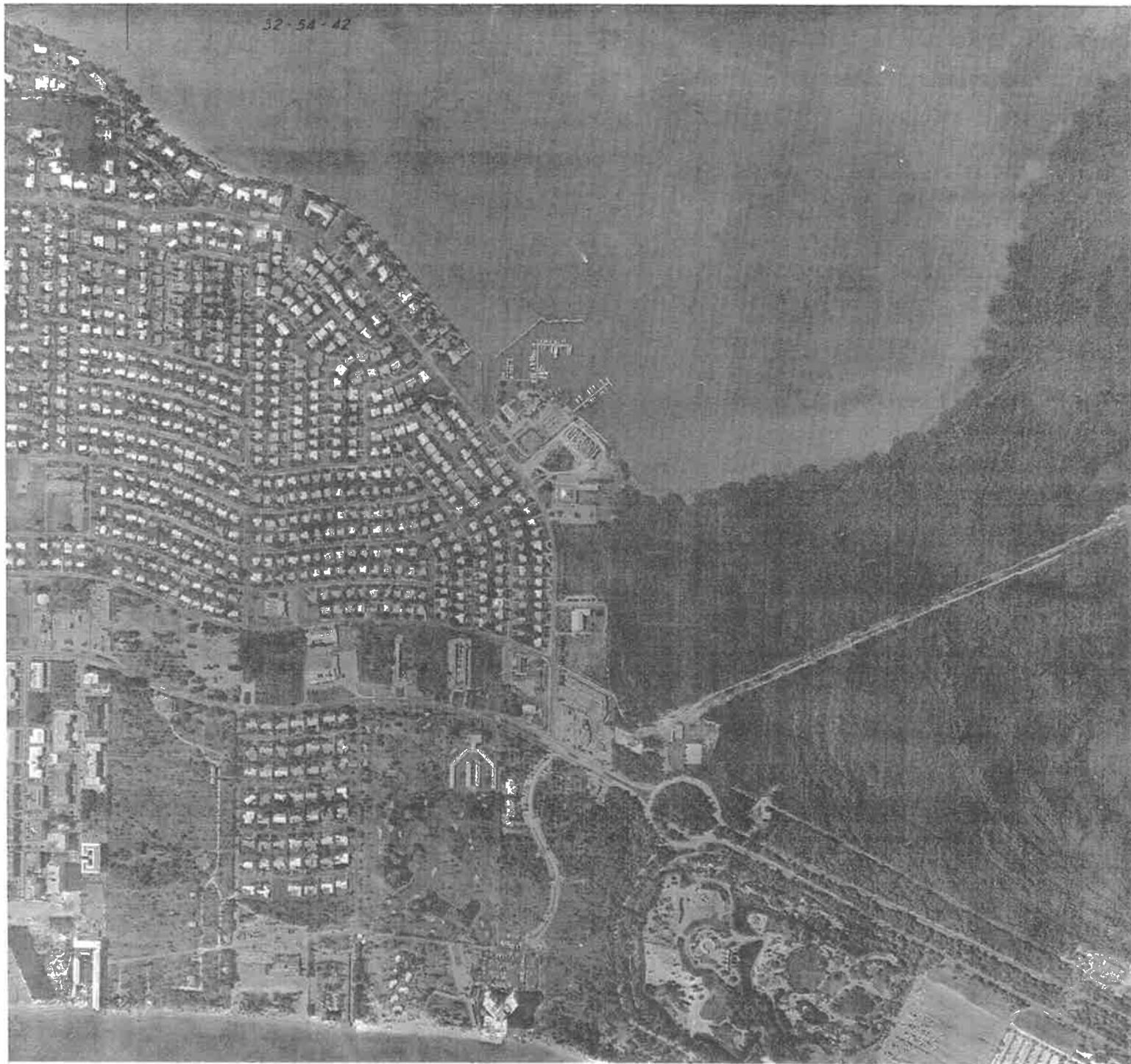
Web www.keybiscayne.fl.gov

"Under Florida's public records laws, e-mails and e-mail addresses, as well as all forms of electronic communication directed to the Village of Key Biscayne and its employees, may be considered public records subject to inspection by or disclosure to the public. If you do not wish to have your e-mail address possibly disclosed to the public, please do not communicate with the Village of Key Biscayne through e-mail. Instead, please contact the Village by telephone or other non-electronic means."

"Under Florida's public records laws, e-mails and e-mail addresses, as well as all forms of electronic communication directed to the Village of Key Biscayne and its employees, may be considered public records subject to inspection by or disclosure to the public. If you do not wish to have your e-mail address possibly disclosed to the public, please do not communicate with the Village of Key Biscayne through e-mail. Instead, please contact the Village by telephone or other non-electronic means."

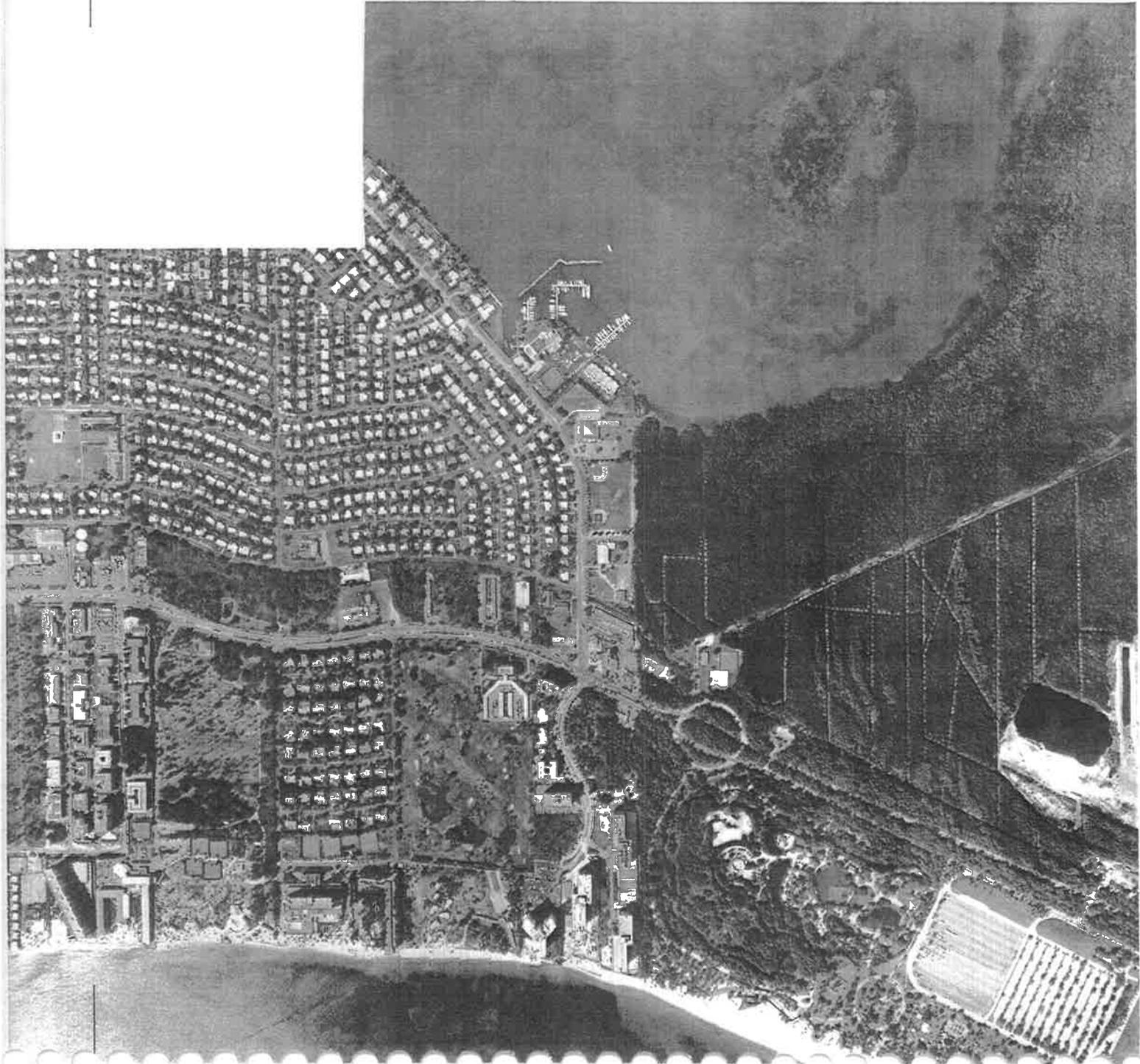
The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

32-54-42



32 54 42 DEC 68

32 54 42 FEB 1974

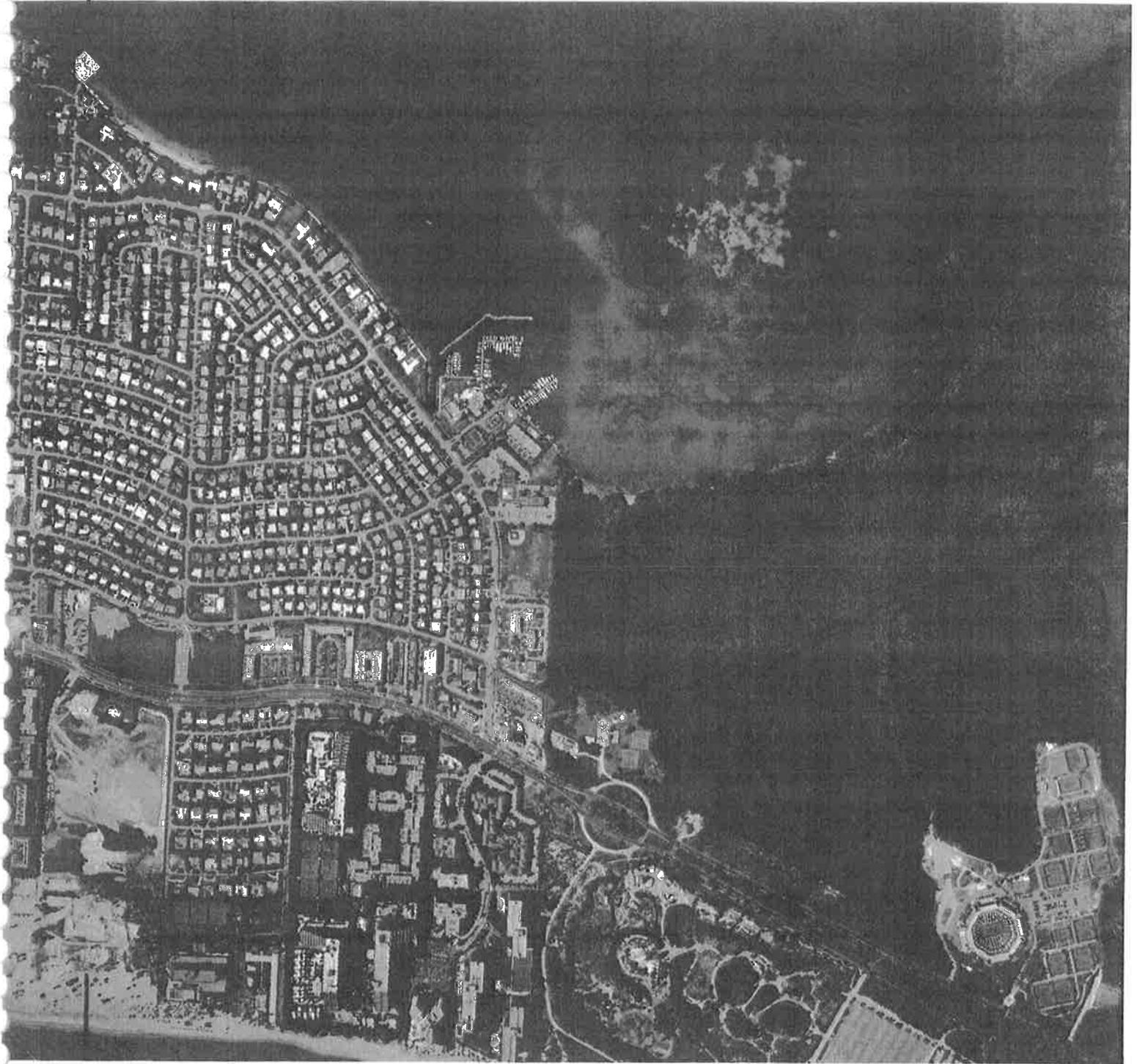


SEC 32 T 54 S R 42 E JAN 26 1988





SEC 32 T 54 S - R 42 E JAN. 26, 1995



Appendix F
Synchro LOS Analysis Existing and w/ Project

Lanes, Volumes, Timings

3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

11/25/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	214	262	156	79	76	146	27	125	785	52	7	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	220		220	150		150		200		0		150
Storage Lanes	1		1	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Satd. Flow (prot)	1681	1763	1583	0	1816	1583	0	1770	3507	0	0	1770
Flt Permitted	0.950	0.996			0.975			0.066				0.245
Satd. Flow (perm)	1681	1763	1583	0	1816	1583	0	123	3507	0	0	456
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			166			159			5			
Link Speed (mph)		30			20				30			
Link Distance (ft)		377			343				685			
Travel Time (s)		8.6			11.7				15.6			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	210	308	170	0	169	159	0	165	910	0	0	72
Turn Type	Split	NA	Perm	Split	NA	Perm	custom	pm+pt	NA		custom	pm+pt
Protected Phases	3	3		4	4			1	6			5
Permitted Phases			3			4	1	6	6		5	2
Total Split (s)	40.2	40.2	40.2	39.3	39.3	39.3	12.0	12.0	57.5		13.0	13.0
Total Lost Time (s)	7.2	7.2	7.2		6.9	6.9		3.0	6.5			3.0
Act Effct Green (s)	29.9	29.9	29.9		19.0	19.0		84.1	70.1			71.7
Actuated g/C Ratio	0.20	0.20	0.20		0.13	0.13		0.56	0.47			0.48
v/c Ratio	0.63	0.88	0.38		0.74	0.47		0.65	0.55			0.25
Control Delay	63.4	83.3	9.7		81.2	12.2		43.9	32.0			20.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay	63.4	83.3	9.7		81.2	12.2		43.9	32.0			20.2
LOS	E	F	A		F	B		D	C			C
Approach Delay		59.0			47.8				33.8			
Approach LOS		E			D				C			
Queue Length 50th (ft)	195	305	3		162	0		99	339			32
Queue Length 95th (ft)	289	#448	67		234	65		#213	468			66
Internal Link Dist (ft)		297			263				605			
Turn Bay Length (ft)	220		220			150		200				150
Base Capacity (vph)	369	387	477		392	466		253	1641			314
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.57	0.80	0.36		0.43	0.34		0.65	0.55			0.23

Lanes, Volumes, Timings
 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

11/25/2013

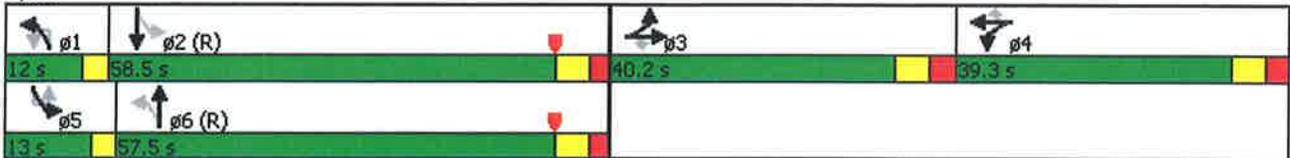


Lane Group	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	857	259
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	3415	0
Fit Permitted		
Satd. Flow (perm)	3415	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	29	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1214	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases	2	
Total Split (s)	58.5	
Total Lost Time (s)	6.5	
Act Effct Green (s)	60.8	
Actuated g/C Ratio	0.41	
v/c Ratio	0.87	
Control Delay	48.5	
Queue Delay	0.0	
Total Delay	48.5	
LOS	D	
Approach Delay	46.9	
Approach LOS	D	
Queue Length 50th (ft)	576	
Queue Length 95th (ft)	#786	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	1400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.87	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 94 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 45.3 Intersection LOS: D
 Intersection Capacity Utilization 83.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr



Lanes, Volumes, Timings
 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

11/25/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	215	263	157	79	77	146	27	130	785	52	7	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	220		220	150		150		200		0		150
Storage Lanes	1		1	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Satd. Flow (prot)	1681	1763	1583	0	1816	1583	0	1770	3507	0	0	1770
Flt Permitted	0.950	0.996			0.975			0.064				0.249
Satd. Flow (perm)	1681	1763	1583	0	1816	1583	0	119	3507	0	0	464
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			167			159			5			
Link Speed (mph)		30			20				30			
Link Distance (ft)		377			343				685			
Travel Time (s)		8.6			11.7				15.6			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	211	309	171	0	170	159	0	170	910	0	0	72
Turn Type	Split	NA	Perm	Split	NA	Perm	custom	pm+pt	NA		custom	pm+pt
Protected Phases	3	3		4	4			1	6			5
Permitted Phases			3			4	1	6	6		5	2
Total Split (s)	40.2	40.2	40.2	39.3	39.3	39.3	12.0	12.0	57.5		13.0	13.0
Total Lost Time (s)	7.2	7.2	7.2		6.9	6.9		3.0	6.5			3.0
Act Effct Green (s)	29.9	29.9	29.9		19.1	19.1		83.9	70.0			70.7
Actuated g/C Ratio	0.20	0.20	0.20		0.13	0.13		0.56	0.47			0.47
v/c Ratio	0.63	0.88	0.38		0.74	0.47		0.65	0.56			0.25
Control Delay	63.5	83.5	9.6		81.3	12.2		45.0	32.1			20.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay	63.5	83.5	9.6		81.3	12.2		45.0	32.1			20.3
LOS	E	F	A		F	B		D	C			C
Approach Delay		59.1			47.9				34.1			
Approach LOS		E			D				C			
Queue Length 50th (ft)	196	306	3		163	0		106	340			32
Queue Length 95th (ft)	290	#452	66		235	65		#229	468			66
Internal Link Dist (ft)		297			263				605			
Turn Bay Length (ft)	220		220			150		200				150
Base Capacity (vph)	369	387	478		392	466		261	1638			314
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.57	0.80	0.36		0.43	0.34		0.65	0.56			0.23

Lanes, Volumes, Timings
 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

11/25/2013



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	861	260
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	3415	0
Flt Permitted		
Satd. Flow (perm)	3415	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	29	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1219	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases	2	
Total Split (s)	58.5	
Total Lost Time (s)	6.5	
Act Effct Green (s)	59.7	
Actuated g/C Ratio	0.40	
v/c Ratio	0.89	
Control Delay	50.4	
Queue Delay	0.0	
Total Delay	50.4	
LOS	D	
Approach Delay	48.8	
Approach LOS	D	
Queue Length 50th (ft)	586	
Queue Length 95th (ft)	#791	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	1377	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.89	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 94 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 46.1 Intersection LOS: D
 Intersection Capacity Utilization 83.6% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

 ϕ1 12 s	 ϕ2 (R) 58.5 s	 ϕ3 40.2 s	 ϕ4 39.3 s
 ϕ5 13 s	 ϕ6 (R) 57.5 s		

Lanes, Volumes, Timings

3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	217	287	182	81	21	77	36	122	841	79	7	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	220		220	150		150		200		0		150
Storage Lanes	1		1	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Satd. Flow (prot)	1681	1763	1583	0	1792	1583	0	1770	3493	0	0	1770
Flt Permitted	0.950	0.996			0.962			0.125				0.214
Satd. Flow (perm)	1681	1763	1583	0	1792	1583	0	233	3493	0	0	399
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			178			100			7			
Link Speed (mph)		30			20				30			
Link Distance (ft)		377			343				429			
Travel Time (s)		8.6			11.7				9.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	212	336	198	0	111	84	0	172	1000	0	0	105
Turn Type	Split	NA	Perm	Split	NA	Perm	custom	pm+pt	NA		custom	pm+pt
Protected Phases	3	3		4	4			1	6			5
Permitted Phases			3			4	1	6	6		5	2
Total Split (s)	40.2	40.2	40.2	40.3	40.3	40.3	12.0	12.0	56.5		13.0	13.0
Total Lost Time (s)	7.2	7.2	7.2		6.9	6.9		3.0	6.5			3.0
Act Effct Green (s)	31.2	31.2	31.2		14.2	14.2		87.5	72.0			74.4
Actuated g/C Ratio	0.21	0.21	0.21		0.09	0.09		0.58	0.48			0.50
v/c Ratio	0.61	0.92	0.42		0.66	0.35		0.52	0.59			0.38
Control Delay	61.5	87.9	11.8		83.1	10.9		22.6	31.5			19.8
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay	61.5	87.9	11.8		83.1	10.9		22.6	31.5			19.8
LOS	E	F	B		F	B		C	C			B
Approach Delay		60.2			52.0				30.2			
Approach LOS		E			D				C			
Queue Length 50th (ft)	196	336	16		107	0		77	372			45
Queue Length 95th (ft)	291	#516	86		168	37		137	507			83
Internal Link Dist (ft)		297			263				349			
Turn Bay Length (ft)	220		220			150		200				150
Base Capacity (vph)	369	387	487		399	430		331	1681			300
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.57	0.87	0.41		0.28	0.20		0.52	0.59			0.35

Lanes, Volumes, Timings
 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

11/25/2013



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	763	198
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	3429	0
Fit Permitted		
Satd. Flow (perm)	3429	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	23	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1044	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases	2	
Total Split (s)	57.5	
Total Lost Time (s)	6.5	
Act Effct Green (s)	62.0	
Actuated g/C Ratio	0.41	
v/c Ratio	0.73	
Control Delay	41.0	
Queue Delay	0.0	
Total Delay	41.0	
LOS	D	
Approach Delay	39.1	
Approach LOS	D	
Queue Length 50th (ft)	444	
Queue Length 95th (ft)	583	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	1429	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 23 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 41.5 Intersection LOS: D
 Intersection Capacity Utilization 77.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

ϕ1 12 s	ϕ2 (R) 57.5 s	ϕ3 40.2 s	ϕ4 40.3 s
ϕ5 13 s	ϕ6 (R) 56.5 s		

Lanes, Volumes, Timings

3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	162	201	151	67	32	93	52	111	898	72	5	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	220		220	150		150		200		0		150
Storage Lanes	1		1	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Satd. Flow (prot)	1681	1763	1583	0	1801	1583	0	1770	3500	0	0	1770
Flt Permitted	0.950	0.996			0.967			0.135				0.219
Satd. Flow (perm)	1681	1763	1583	0	1801	1583	0	251	3500	0	0	408
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			164			101			6			
Link Speed (mph)		30			20				30			
Link Distance (ft)		377			343				429			
Travel Time (s)		8.6			11.7				9.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	158	236	164	0	108	101	0	178	1054	0	0	94
Turn Type	Split	NA	Perm	Split	NA	Perm	custom	pm+pt	NA		custom	pm+pt
Protected Phases	3	3		4	4			1	6			5
Permitted Phases			3			4	1	6	6		5	2
Total Split (s)	40.2	40.2	40.2	40.3	40.3	40.3	12.0	12.0	56.5		13.0	13.0
Total Lost Time (s)	7.2	7.2	7.2		6.9	6.9		3.0	6.5			3.0
Act Effct Green (s)	25.2	25.2	25.2		13.9	13.9		93.8	79.1			78.9
Actuated g/C Ratio	0.17	0.17	0.17		0.09	0.09		0.63	0.53			0.53
v/c Ratio	0.56	0.80	0.41		0.65	0.42		0.49	0.57			0.33
Control Delay	64.1	78.9	9.8		82.9	16.0		18.9	27.6			17.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay	64.1	78.9	9.8		82.9	16.0		18.9	27.6			17.1
LOS	E	E	A		F	B		B	C			B
Approach Delay		54.4			50.6				26.3			
Approach LOS		D			D				C			
Queue Length 50th (ft)	150	235	0		104	0		70	354			35
Queue Length 95th (ft)	220	322	62		166	57		135	538			75
Internal Link Dist (ft)		297			263				349			
Turn Bay Length (ft)	220		220			150		200				150
Base Capacity (vph)	369	387	476		401	430		361	1847			316
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.43	0.61	0.34		0.27	0.23		0.49	0.57			0.30



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	776	213
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	3426	0
Flt Permitted		
Satd. Flow (perm)	3426	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	25	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1075	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases	2	
Total Split (s)	57.5	
Total Lost Time (s)	6.5	
Act Effect Green (s)	67.1	
Actuated g/C Ratio	0.45	
v/c Ratio	0.69	
Control Delay	37.0	
Queue Delay	0.0	
Total Delay	37.0	
LOS	D	
Approach Delay	35.4	
Approach LOS	D	
Queue Length 50th (ft)	426	
Queue Length 95th (ft)	607	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	1547	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.69	

Lanes, Volumes, Timings

3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	166	202	160	67	35	93	52	121	898	72	5	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	220		220	150		150		200		0		150
Storage Lanes	1		1	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Satd. Flow (prot)	1681	1763	1583	0	1803	1583	0	1770	3500	0	0	1770
Flt Permitted	0.950	0.996			0.968			0.121				0.225
Satd. Flow (perm)	1681	1763	1583	0	1803	1583	0	225	3500	0	0	419
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			174			101			6			
Link Speed (mph)		30			20				30			
Link Distance (ft)		377			343				429			
Travel Time (s)		8.6			11.7				9.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	162	238	174	0	111	101	0	189	1054	0	0	95
Turn Type	Split	NA	Perm	Split	NA	Perm	custom	pm+pt	NA		custom	pm+pt
Protected Phases	3	3		4	4			1	6			5
Permitted Phases			3			4	1	6	6		5	2
Total Split (s)	40.2	40.2	40.2	40.3	40.3	40.3	12.0	12.0	56.5		13.0	13.0
Total Lost Time (s)	7.2	7.2	7.2		6.9	6.9		3.0	6.5			3.0
Act Effect Green (s)	25.3	25.3	25.3		14.1	14.1		93.4	78.6			76.4
Actuated g/C Ratio	0.17	0.17	0.17		0.09	0.09		0.62	0.52			0.51
v/c Ratio	0.57	0.80	0.42		0.66	0.42		0.51	0.57			0.33
Control Delay	64.4	79.0	9.7		82.9	15.8		21.0	27.9			17.6
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay	64.4	79.0	9.7		82.9	15.8		21.0	27.9			17.6
LOS	E	E	A		F	B		C	C			B
Approach Delay		53.9			50.9				26.9			
Approach LOS		D			D				C			
Queue Length 50th (ft)	154	237	0		107	0		75	357			36
Queue Length 95th (ft)	226	324	63		169	57		162	541			76
Internal Link Dist (ft)		297			263				349			
Turn Bay Length (ft)	220		220			150		200				150
Base Capacity (vph)	369	387	483		401	430		370	1836			315
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.44	0.61	0.36		0.28	0.23		0.51	0.57			0.30



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	787	216
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	3426	0
Flt Permitted		
Satd. Flow (perm)	3426	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	25	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1090	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases	2	
Total Split (s)	57.5	
Total Lost Time (s)	6.5	
Act Effct Green (s)	64.5	
Actuated g/C Ratio	0.43	
v/c Ratio	0.73	
Control Delay	39.5	
Queue Delay	0.0	
Total Delay	39.5	
LOS	D	
Approach Delay	37.8	
Approach LOS	D	
Queue Length 50th (ft)	446	
Queue Length 95th (ft)	#662	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	1488	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 23 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 37.3 Intersection LOS: D
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

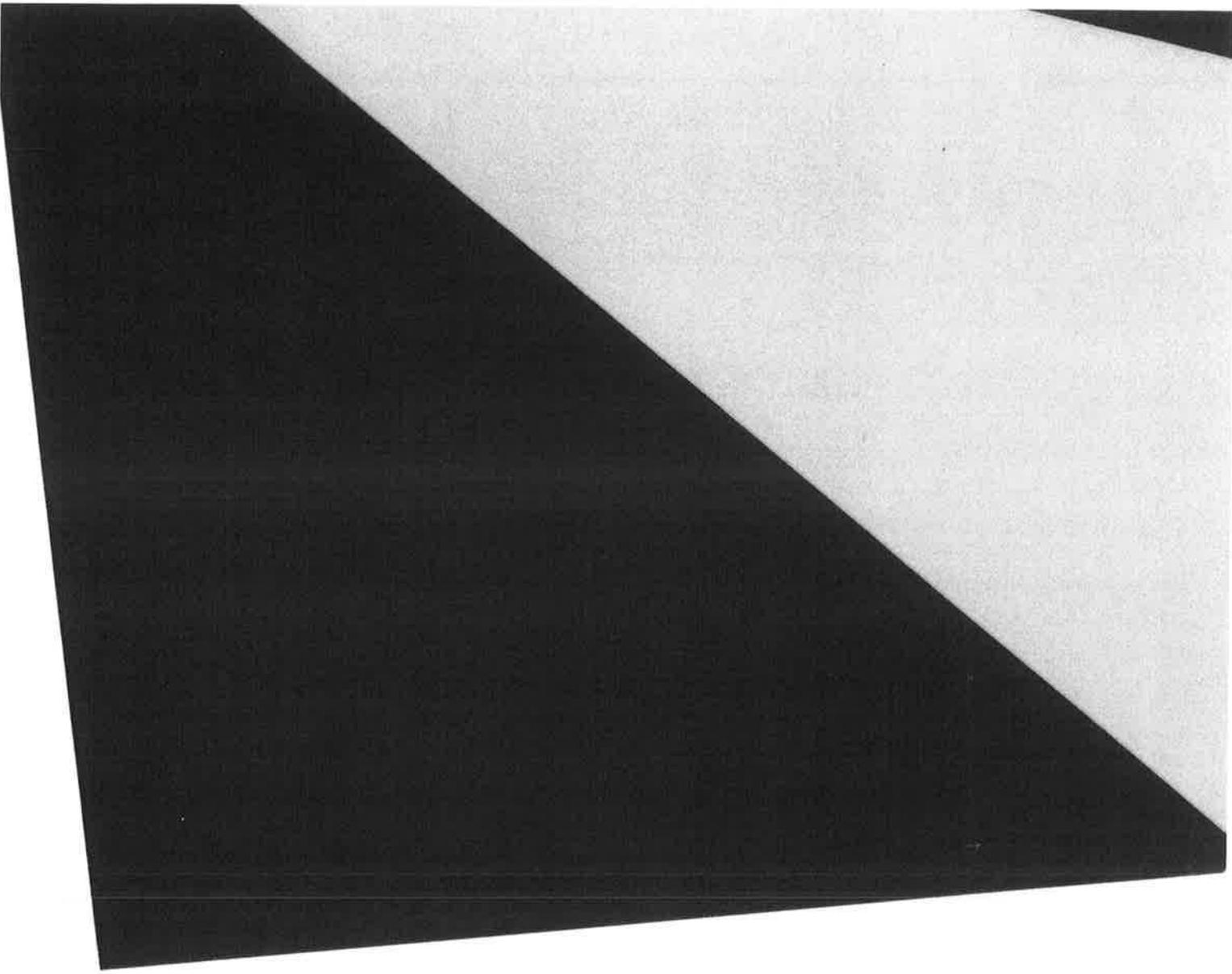
Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

 ϕ1 12 s	 ϕ2 (R) 57.5 s	 ϕ3 40.2 s	 ϕ4 40.3 s
 ϕ5 13 s	 ϕ6 (R) 56.5 s		

Appendix G
Eastbound Left Turn Queue Analysis

Harbor Plaza Entrance and Harbor Dr EB Left Turns

AM Peak		PM Peak	
Time	All Vehicles	Time	All Vehicles
7:45 AM	0	4:15 PM	0
7:46 AM	0	4:16 PM	1
7:47 AM	0	4:17 PM	4
7:48 AM	0	4:18 PM	1
7:49 AM	2	4:19 PM	0
7:50 AM	2	4:20 PM	0
7:51 AM	1	4:21 PM	1
7:52 AM	0	4:22 PM	0
7:53 AM	0	4:23 PM	0
7:54 AM	1	4:24 PM	0
7:55 AM	0	4:25 PM	1
7:56 AM	2	4:26 PM	1
7:57 AM	0	4:27 PM	0
7:58 AM	0	4:28 PM	1
7:59 AM	0	4:29 PM	0
8:00 AM	1	4:30 PM	0
8:01 AM	1	4:31 PM	0
8:02 AM	1	4:32 PM	0
8:03 AM	1	4:33 PM	1
8:04 AM	0	4:34 PM	2
8:05 AM	0	4:35 PM	1
8:06 AM	0	4:36 PM	1
8:07 AM	0	4:37 PM	0
8:08 AM	1	4:38 PM	3
8:09 AM	0	4:39 PM	1
8:10 AM	1	4:40 PM	0
8:11 AM	1	4:41 PM	0
8:12 AM	1	4:42 PM	0
8:13 AM	0	4:43 PM	3
8:14 AM	0	4:44 PM	2
8:15 AM	0	4:45 PM	1
8:16 AM	0	4:46 PM	0
8:17 AM	1	4:47 PM	1
8:18 AM	0	4:48 PM	2
8:19 AM	2	4:49 PM	0
8:20 AM	0	4:50 PM	1
8:21 AM	1	4:51 PM	0
8:22 AM	0	4:52 PM	0
8:23 AM	0	4:53 PM	1
8:24 AM	1	4:54 PM	0
8:25 AM	1	4:55 PM	0
8:26 AM	2	4:56 PM	0
8:27 AM	2	4:57 PM	1
8:28 AM	0	4:58 PM	0
8:29 AM	1	4:59 PM	0
8:30 AM	0	5:00 PM	0
8:31 AM	0	5:01 PM	1
8:32 AM	0	5:02 PM	1
8:33 AM	4	5:03 PM	1
8:34 AM	1	5:04 PM	1
8:35 AM	1	5:05 PM	0
8:36 AM	0	5:06 PM	1
8:37 AM	1	5:07 PM	1
8:38 AM	1	5:08 PM	2
8:39 AM	1	5:09 PM	1
8:40 AM	0	5:10 PM	1
8:41 AM	1	5:11 PM	0
8:42 AM	0	5:12 PM	1
8:43 AM	1	5:13 PM	3
8:44 AM	1	5:14 PM	0
	39		45



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